

FINAL

DECEMBER 2023

**DOCUMENTARY STUDY AND
ARCHAEOLOGICAL ASSESSMENT OF
101 DUKE STREET,
ALEXANDRIA, VIRGINIA
(DSUP 2021-0012)**

PREPARED FOR:

**ELEVENTH STREET DEVELOPMENT
24 WEST CEDAR STREET
ALEXANDRIA, VIRGINIA 22301**

**R. CHRISTOPHER GOODWIN & ASSOCIATES, INC.
241 EAST FOURTH STREET, SUITE 100 ■ FREDERICK, MD 21701**

**ARCHAEOLOGICAL ASSESSMENT OF
101 DUKE STREET,
ALEXANDRIA, VIRGINIA
(DSUP 2021-0012)**

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

**Kathleen M. Child, M.A.
Principal Investigator**

by

**Kathleen M. Child, M.A. and Martha R. Williams, M.A., M.Ed.
with contributions by Abby Schreiber**

**R. Christopher Goodwin & Associates, Inc.
241 E. Fourth Street, Suite 100
Frederick, Maryland 21701**

December 2023

for

**Eleventh Street Development
24 West Cedar Street
Alexandria, Virginia 22301**

ABSTRACT

This documentary study was undertaken on behalf of Eleventh Street Development, in support of the permitting process for planned redevelopment of the property located at 101 Duke Street in Alexandria, Virginia. The property is situated in City Block 71 and the northwestern corner of Duke Street and South Union Street and encompasses 0.2347 ac of fully developed urban land. The property is located within the Old Town Archaeological Resource Area, and lies within the National Register-listed Alexandria Historic District (Old and Historic District). A three-level parking garage built in 1988-1989 currently occupies the entire property.

The redevelopment project 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) and is subject to review by the Office of Historic Alexandria (Alexandria Archaeology). City Compiled Comments to the Concept 1 site plan for 101 Duke Street (DSUP 2021-0012), required completion of an archaeological Documentary Study and Archaeological Evaluation prior to development (Archaeology Comment 2; dated November 10, 2020). This Documentary Study and assessment of resource potential for 101 Duke Street has been completed pursuant to the City Compiled Comments.

Archival documents suggest that historic development of the Project Area did not begin until the mid-eighteenth century, when the lot containing the Project Area was sold to Colonel Nathaniel Harrison. At least two structures stood within the project area by the mid-nineteenth century, although determination of who owned or rented the buildings proved difficult due to a multitude of leases, liens, chancery cases and inheritance issues. Both Schreiber's research (n.d.) and assess-

sors' records suggest the mid-nineteenth century parcels along southern half of the Union Street were occupied by a mixture of skilled independent craftspeople and retail merchants and that many of the lots were rented. From 1885 through about the first quarter of the twentieth century, the buildings at the corner of Duke and Union streets almost exclusively housed light industries. Among the most prominent were Moore's brass and iron foundry, the Aitcheson Brothers' lumber factories and the Emerson Engine Company's facilities. By 1921, however, industrial pursuits had largely abandoned this location and by 1941, all of the buildings in the Project Area had been razed and the parcels were vacant. Sometime prior to 1959, a single story warehouse was constructed on the Project parcels as part of the Robinson Terminal South complex. The warehouse was adaptively reused in 1989 as a parking garage. This structure stands within the Project Area today.

A review of available historic documents and data on current conditions indicates the project area has suffered significant subsurface disturbance from mid-twentieth century development activities and, overall appears to have no archeological potential. While archaeological monitoring typically would be recommended to verify the level of disturbance from past construction activities, the current development plans for 101 Duke Street call for retention of the existing concrete parking deck slab with sub-slab disturbance occurring in areas previously disturbed during underpinning of the foundation. Due to the lack of archaeological potential resulting from previous construction-related excavation of the property, no archaeological investigations (Phase I evaluation or monitoring) are recommended for the 101 Duke Street Project Area.

TABLE OF CONTENTS

Abstract.....	ii
List of Figures.....	v
List of Tables.....	vii
I. Introduction	1
Introduction.....	1
Project Description	1
Project Personnel	5
Organization of the Report	5
II. Research Objectives and Methods.....	6
Research Methods.....	6
Archival Research Methods.....	6
Archaeological Survey Methods	7
III. Natural Setting And Historic Context	8
Natural Setting	8
Geology and Soils	8
Watershed.....	9
Terrain and Topography.....	9
Previously Identified Cultural Resources	10
Cultural Resources Surveys.....	10
Archaeological Sites	12
Architectural Resources.....	12
General Prehistory	18
Site-Specific Historical Context	18
Late Eighteenth Century through the Antebellum Period	18
Late Nineteenth to Early Twentieth Century.....	28
Late Twentieth Century to Present.....	28
Current Conditions	34
IV. Summary and Recommendations	46
Summary of Project Area Development.....	46
Archaeological Potential.....	46
Recommendations.....	49
References.....	50

**Current Conditions and Design Schematic for 101 Duke Street,
provided by Eleventh Street DevelopmentAppendix I**

**101 Duke Street - A Microstudy (draft in progress), provided by
Abby Schreiber..... Appendix II**

**Potomac Parking Garage Final Site Plan, City of Alexandria,
Permit 88-033 (released August 15, 1989) Appendix III**

Resumes of Key Project Personnel Appendix IV

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 the Solo Parking facility, 101 Duke Street, Alexandria, Virginia, view southwest from S. Union Street (Image: RCG&A).	5
Figure 3.1.	Schematic showing five parcels owned by Cummings Investment Associates, Inc., as of October 15, 2020.	19
Figure 3.2	Excerpt from George Washington's (1749) survey of Alexandria, showing the area in the vicinity of Block 70 (Image: Library of Congress).	20
Figure 3.3	Excerpt from George Gilpin's 1798 Plan of the town of Alexandria in the District of Columbia, showing infilled waterfront and its development. (Image: Library of Congress)	21
Figure 3.4	Excerpt from Charles Mangus' (1863) Bird's Eye View of Alexandria, VA, showing the Project Area (Image: Library of Congress)	29
Figure 3.5	Excerpt from G.M. Hopkins' (1877: Plate I) Atlas of Alexandria, showing the buildings and occupants at Duke and Union Streets (Image: Stephenson 1976: p 81).	30
Figure 3.6	Excerpt from Sanborn Map and Publishing Company Fire Insurance Map of Alexandria (1885:Plate 9), showing buildings and occupants at Duke and Union Streets (Image: Library of Congress).	31
Figure 3.7	Excerpt from of the Sanborn Map Company's Insurance Map of Alexandria (1912:Plate 14), showing buildings and occupants at Duke and Union Streets (Image: Library of Congress).	32
Figure 3.8	Excerpt from of the Sanborn Map Company's Insurance Map of Alexandria (1921:Plate 11), showing buildings and occupants at Duke and Union Streets (Image: Library of Congress).	33
Figure 3.9	Excerpt from of the Sanborn Map Company's Insurance Map of Alexandria (1941 Plate 12), showing the four unoccupied parcels at Duke and Union Streets (Image: Library of Congress).	35

Figure 3.10	Excerpt from of the Sanborn Map Company's Insurance Map of Alexandria (1959:Plate 12), showing the Robinson arsenal at Duke and Union Streets (Image: Library of Congress).	36
Figure 3.11	Photograph showing the Duke Street entrance of the Solo Parking facility, view northwest (Image: RCG&A).	37
Figure 3.12	Photograph showing interior view of the lower and second level parking deck of the Solo Parking facility, view south from the South Union Street entrance (Image: RCG&A)	37
Figure 3.13	Photograph showing the entrance to the upper parking level of the Solo Parking facility, as accessed from the private alley, view southeast (Image: RCG&A) . .	38
Figure 3.14	Photograph showing the upper parking deck visible in the upper window opening of the eastern elevation of the building, fronting South Union Street, view west (Image: RCG&A).	39
Figure 3.15	Photograph showing the pedestrian entrance along South Union Street, view west (Image: RCG&A)	40
Figure 3.16	Photograph showing column support piers (square) visible at the surface of the lower parking deck slab, view southwest (Image: RCG&A)	41
Figure 3.17	Photograph showing parging on the interior of the northern foundation wall, view north (Image: RCG&A)	42
Figure 3.18	Photograph showing variation in brick facing at the southwestern corner of the Solo Parking facility building, view east (Image: RCG&A).	43
Figure 3.19	Photograph showing paved private alley along western side of Solo Parking facility building, view north from Duke Street (Image: RCG&A)	44
Figure 3.20	Excerpt from Walter L. Phillips Boundary and Topographic Survey of 101 Duke Street, provided by Eleventh Street Development (dated 3/12/2021)	45
Figure 4.1	Cut and Fill Analysis showing historic-modern period elevation change for the Project Area	48

LIST OF TABLES

Table 3.1	Summary of Cultural Resources Studies Conducted within 0.25-mi (0.4 km) of the Project Area	11
Table 3.2	Summary of Previously Identified Archaeological Resources within 0.25-mi (0.4 km) of the Project Area	13
Table 3.3	Summary of Previously Identified Architectural Resources within 0.25-mi (0.4 km) of the Project Area	15
Table 3.4.	Chain of title: 101 Duke Street and adjacent parcels (Partial)	23
Table 3.5.	Selected Tax Assessments for 101 Duke Street	27

CHAPTER I

INTRODUCTION

Introduction

This report provides the results of the documentary study conducted for 101 Duke Street, located at the intersection of Duke and South Union Streets in the City of Alexandria, Virginia (Figures 1.1 and 1.2). A preliminary review of the property conducted as part of the City Compiled Comments to the Concept 1 site plan for 101 Duke Street (DSUP 2021-0012) determined the property may contain archaeological resources related to its late-eighteenth and early nineteenth century development.

The documentary study and archeological assessment was designed to assist Eleventh Street Development 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 Archaeology 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 archeological 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. As part of the study, preliminary consultation about the potential direction of archaeological investigations was conducted with Dr. Garrett Fesler, staff archeologist with the City of Alexandria.

Project Description

The 101 Duke Street Project Area encompasses four contiguous parcels located in the southeastern corner of modern City Block 71. The parcels total 0.2347 ac and collectively are known as 101 Duke Street. An existing parking garage operated as "Solo Parking" spans all four parcels, which combined, are bound by Duke Street on the south, South Union Street on the east, an unnamed private alley on the west and an adjoining brick building on the north (Figures 1.3 and 1.4). The parking garage was built in 1988 and was an adaptive reuse of a single-story warehouse structure constructed during the 1950s as part of the Robinson Terminal South complex.

Planned improvements for 101 Duke Street include new construction of six residential townhomes, upgrades to existing infrastructure, and new landscaping (Appendix I). The townhomes are anticipated to be two-three unit buildings each four-stories in height with a rooftop loft. An attached parking area on the western side of the building will be entered through the private alley and will be accessible from the first floor of the townhome. An open terrace is planned above the garage space. The townhomes will front South Union Street and will include a small open space adjacent to the stairs/stoop used to access the first level of each townhome. The open space along South Union Street is indicated as private, while a majority of the open space along Duke Street is indicated as City streetscape.

Due to the situation of the Project Area within the 100-year floodplain of the Potomac River, current construction plans call for elevation of the first floor of the planned townhome units above the flood elevation. To achieve this, a minimum of 5.6 ft (1.7 m) of fill material will be added to bring the top of the first floor slab up to an el-

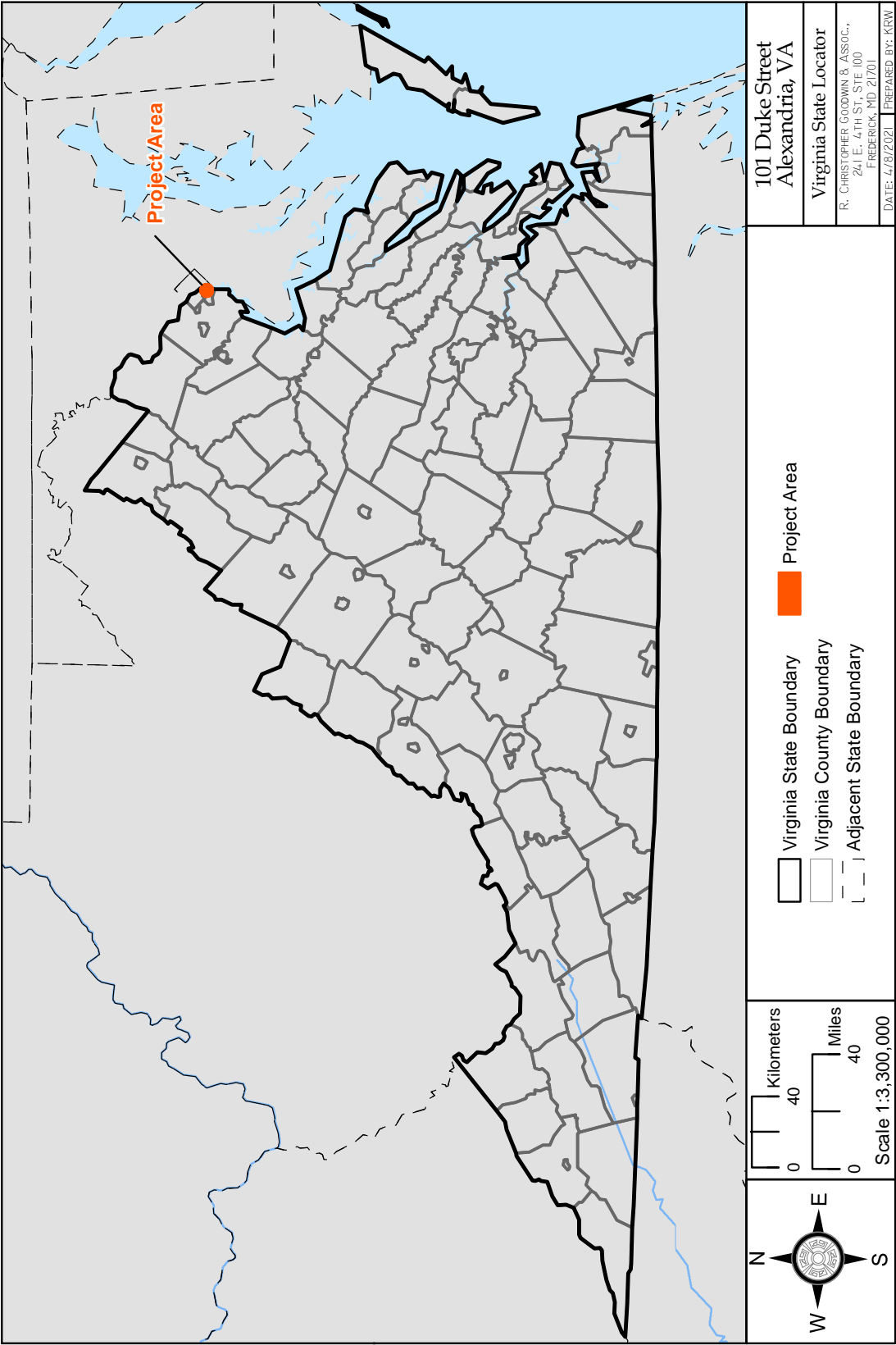


Figure 1.1 Map of Virginia, showing the location of the Project Area

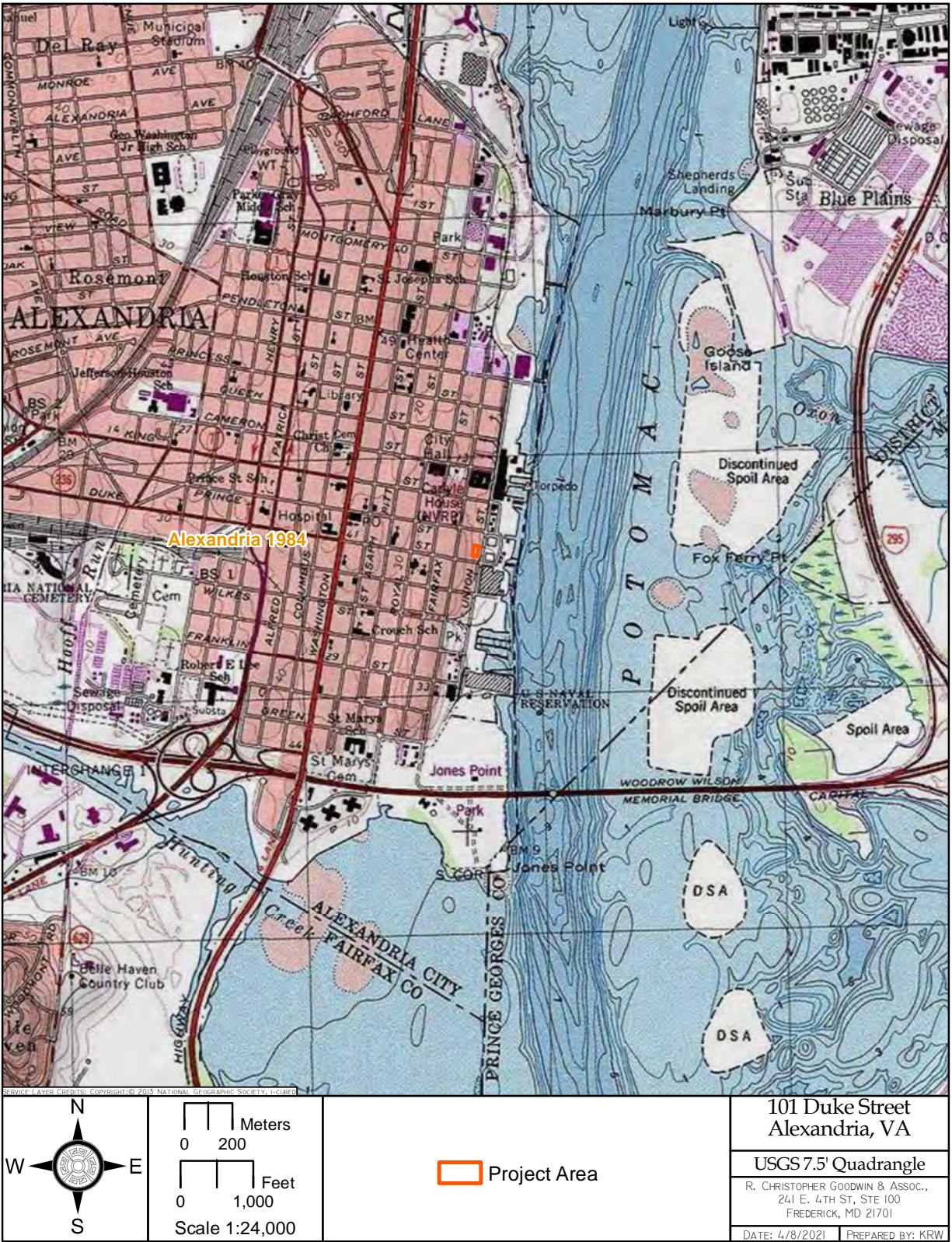


Figure 1.2 Detail from the Alexandria, Virginia, USGS 7.5' Quadrangle (1983 photorevised), showing the approximate location of the Project Area.



Figure 1.3 Aerial photograph showing the location of the Project Area



Figure 1.4 Photograph showing the Solo Parking facility, 101 Duke Street, Alexandria, Virginia, view southwest from S. Union Street (Image: RCG&A)

evation of 15.25 ft (4.6 m) above mean sea level (amsl) (see Appendix I). The existing lower level parking deck slab will be left in place and covered with suitable fill material. The only significant disturbance to the existing slab will occur along South Union Street, where a new sanitary sewer line will be installed parallel to the street. The utility will be placed 2 ft (0.6 m) west of the existing slab edge and will be 3 ft (0.9 m) in depth. All other utility connections will be installed along the western side of the building within the private alley.

Project Personnel

Kathleen Child, M.A., served as Principal Investigator. Archival research was conducted by Martha R. Williams, M.A.Ed., with contribution by Abby Schreiber. The report was written by Ms. Child and Ms. Williams. Kristopher R. West,

M.A., prepared the graphics and Ms. Sharon Little produced the report.

Organization of the Report

This report is divided into four 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 archeological potential. Appendix I contains the pre-grading plans provided by Eleventh Street Development for this Documentary Study. Appendix II contains a draft copy of *101 Duke Street – A Microstudy*, prepared by researcher Abby Schreiber. Appendix III contains documents submitted as part of City of Alexandria Permit 88-033; and, Appendix IV contains the resumes of key project personnel.

RESEARCH OBJECTIVES AND METHODS

This Documentary Study was undertaken in fulfillment of 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 potentially significant archeological 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 archeological 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 archeological 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 conducted to identify any factors that could have an influence on cultural resources potential. Properties generally have a high, moderate, or low archeological 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

A preliminary documentary study of the 101 Duke Street project area was completed and submitted to Alexandria Archaeology in October of 2020. Archival research was undertaken at repositories in the City of Alexandria and by accessing online sources to provide 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, nineteenth and twentieth century historic maps, and relevant business directories of the city. City directories, 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 facilitated reconstruction of a chain of title for the property and historic plats housed at 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 archeological 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 0.25-mi (0.4-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 the project areas' potential.

Additional research undertaken to construct a chain of title for the five relevant parcels included in the 1959 Cummings transaction was marginally successful, due in part to limitations on research time imposed by the Alexandria Clerk of Court's office as a result of the COVID-19 pandemic. Moreover, many of the parcels were involved in property divisions stemming from distributions to heirs, chancery cases, or mortgages in which individual parcels were placed as collateral to secure loans, all situations that rendered following the sequence of land transactions extremely complex. As a result, the chain of title presented with this report (see Table 3.4) is incomplete, particularly for the mid-nineteenth century; major gaps in the chain are depicted as blank rows that have been shaded in.

Additional research efforts included a review of antebellum nineteenth century land tax records,

copies of which were provided by Alexandria Archaeology, and online sources that provided background information on individuals who have been associated with the properties in question. A summary narrative on Block 70's late eighteenth and early nineteenth century land transactions compiled by Abby Schreiber, a researcher associated with Alexandria Archaeology, was a valuable aid to understanding the block's early development and the nature of its occupants. A copy of Schreiber's narrative (in "Review" mode and with some slight editorial adjustments) has been appended to the present report. It should be noted that Schreiber's parcels do not necessarily correspond to the five described in the opening paragraph of this report.

Documentation from all of the aforementioned sources has been combined to produce the general historical narrative.

Archaeological Survey Methods

Current conditions within the project area were assessed during a site visit conducted on October 15, 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 DSLR camera. Weather conditions at the time of the survey were sunny.

NATURAL SETTING AND HISTORIC CONTEXT

The Project Area is located in the southeastern corner of City Block 71 in Old Town Alexandria. The area encompasses four contiguous parcels totaling 0.2347 ac that collectively are known as 101 Duke Street. A 3-level parking garage operated as “Solo Parking” currently occupies the entire parcel, which is bound by South Union Street, Duke Street, a private alley, and an attached two-story building. The parking garage was constructed in 1989 as an adaptive reuse of an existing 1-story brick-faced concrete block warehouse built during the 1950s. The Project Area originally was part of Town Lots 69 and 70, which were laid out in 1749 and purchased in

The Project Area lies within the Old Town Archaeological Resource Area, which encompasses the historic urban center of the City of Alexandria. This area is significant for its potential to contain a diversity of archaeological resources that date from the earliest period of the city’s founding in 1749, through the modern period. These resources reflect the breadth of the city’s history as it expanded from a small port town to a city with distinct residential neighborhoods and industrial-commercial corridors with a range of manufacturing and craft businesses. Archaeological excavations in the Old Town Resource Area typically reveal earlier building foundations and generate high quantities of historic artifacts.

The Project Area is located within the Alexandria Historic District (Old and Historic District; VDHR 100-0121), a National Register-listed historic district that includes much of the Old Town Archaeological Resource Area. This area is described in City Ordinance No. 1338 and is generally bounded by Franklin Street, Washington Street, Queen Street and the Potomac River. Established in 1966, the district includes a range of late-eighteenth to nineteenth century residential and commercial buildings that are significant for

their architectural style. The district is estimated to include about 200 buildings that date from the eighteenth century, including several early warehouses and taverns. The district is significant as “one of the very few urban areas in the state where enough of the old buildings have survived so that one can grasp a sense of an early town environment” (Old and Historic District, NR Nomination Form 1966).

Natural Setting

Geology and Soils

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. A revised map of unconsolidated surficial geological units for Alexandria, Virginia and vicinity shows the Project Area as underlain by Artificial Fill (Af) composed of “sandy and gravelly materials” (Lyttle et al. 2017). Late Pleistocene age deposits of the Old Town terrace (Qto) underlie these and other more recent deposits along the eastern edge of Alexandria (Fleming 2015a). The upper portion of the Old Town terrace varies from stratified silt and clay to medium or coarse sand, while the lower portion consists of gradually coarsening sediments that are separated by distinct organic horizons (Fleming 2015a). The modern surface of the Old Town terrace lies at 30-35 ft (9.1-10.7 m) in elevation. The deposit is suspected to have a total thickness of about 125 ft (38.1 m) along the waterfront in Old Town Alexandria.

Deeper geological deposits belong to the Potomac Formation (Fleming 2015b). Composed of consolidated riverine deposits, the Potomac Formation underlying Alexandria is estimated to be 113-131 million years old (Fleming 2015, citing

Hueber 1982). Arell clay (Kpa) is suspected to underlie Old Town Alexandria, extending along the Potomac River between Daingerfield Island and Hunting Creek. Suspected to have formed from sediments that settled in an oxbow lake, this deposit outcrops as mottled green and reddish brown clay that is very stiff to hard (Fleming 2015b).

NRCS soils mapped for the project area are classified as Urban Land-Grist Mill (Soil Survey Staff 2018). Urban Land 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. Soils of the Grist Mill series are very deep, well drained marine sediments that are not typically prone to flooding or ponding. They soils are common in upland settings on the Coastal Plain and have a general profile consisting of a shallow A1 horizon of very dark grayish brown (10YR 3/2) loam directly overlying a C1 horizon of strong brown (7.5YR 5/6) sandy clay loam (Soil Survey Staff 2018).

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 Potomac River watershed (City of Alexandria 2019).

The nearest water source to the project area is the Potomac River, which is located about 415 ft (126.5 m) east of the project area. Much of the land between the Project Area and the river is made-land that was created during the mid-late eighteenth century as Alexandria's waterfront was still developing. Washington's ca. 1749 map of Alexandria shows the Potomac River encroaching on the northern edge of the Project

Area, which was located in the eastern half of Lot 69. The northwestern corner of the Project Area lies within the 100-year floodplain and the 500-year floodplain of the Potomac River (FEMA Flood Insurance Map 2020). The flood elevation of the 100-year floodplain is mapped at 10 ft above mean sea level (amsl), and the 500-year floodplain elevation is mapped at 14 ft amsl.

Terrain and Topography

The project area is located within a developed portion of the City of Alexandria where the natural topography has been extensively altered by historic development. Prior to the founding of Alexandria, the natural terrain in the location of the Project Area would have sloped gently down to end at a steep bluff overlooking the Potomac River. The northern edge of the Project Area would have included part of the tidal flat and shoreline at the edge of the bluff, which was part of a shallow crescent-shaped bay that extended northward to Tobacco Point, also known as West's Point. Just south of the Project Area at the southern end of the bay, Point Lumley projected east into the river. Duke Street was extended to the Potomac River in 1751, and in 1755, the Alexandria's Town Trustees began efforts to create useable land along the river edge. The trustees contracted with John Carlyle to build a large warehouse on the shoreline north of Duke Street and once built, filled the 100-ft long warehouse foundation with earth. The shoreline north of the warehouse and near the Project Area was apparently sufficiently elevated that another building could be erected (Miller 1995).

The process of filling in the shoreline progressed rapidly during the last quarter of the eighteenth century. "In 1780, except the roadways by which Oronoco Street reached Point West and Duke Street sloped to Point Lumley, there was no way to reach the river shore except the rough and precipitous inclines cut through the high bluff which overtopped the river side. The earth cut from the hills was used in filling up the cove in front of the town, 'banking out' the process was called. While this grading was in progress, before porches could be completed, temporary steps and ladders furnished access to the doors" (*Alexan-*

dria Gazette 1797, Oct 12). By 1785, the crescent-shaped bay had been filled in sufficiently to allow the construction of Union Street, which forms the eastern boundary of the Project Area.

Existing grades within the Project Area range from approximately 8.8 ft (2.7 m) amsl in the northeastern corner of the Project Area along South Union Street, to approximately 19 ft (5.7 m) amsl near the northwestern corner of the Project Area. These elevations are unlikely to have changed extensively since the early nineteenth century when Alexandria began paving its streets. An engineering plat of the current parking garage shows an elevation difference of 10.1 ft (3.1 m) from the northeastern to the northwestern corners of the building. The parking garage entrance along South Union Street, which accesses the lower level, is at 9.9 ft (3 m) amsl; while the parking garage entrance along the private alley on the western side of the building is 20.0 ft (6.1 m) amsl. This difference in elevation is noticeable along Duke Street, which rises up to the west from South Union Street toward Washington Avenue.

Previously Identified Cultural Resources

The Virginia Cultural Resource Information System (V-CRIS) indicates no previously identified architectural or archeological resources have been recorded within the project area, nor have any archeological investigations been conducted within the project area. The property lies within the Alexandria Historic District (VDHR 100-0121), but most likely would not be considered a contributing element to that district due to its modern date of construction.

Cultural Resources Surveys

Five cultural resources surveys have been conducted in the vicinity of the project area (Table 3.1). The Project Area was included within the area of potential effects for the Woodrow Wilson Bridge Improvement Project (VDHR Report AX-024) and in a supplemental survey conducted for the same project (VDHR Report AX-068), but was not specifically evaluated as part of those projects (Stevens et al. 1996; Sayers 1999). Those projects evaluated architectural resources within the Area of Potential Effect (APE) and revised

APE of the bridge improvement project. The initial study identified four individual properties and a suburb within the revised APE. Two properties, Hinting Terrace and Hunting Towers, were determined not eligible for the National Register of Historic Places. The George Washington National Masonic Memorial and Union Station were determined potentially eligible and an assessment of impacts was recommended.

A documentary study and archaeological investigation conducted at 400 South Union Street as part of the Harborside development project revealed the majority of the property consisted of a man-made wharf that had been built during the late eighteenth century (Knepper and Prothro 1989). The wharf continued to be used through the nineteenth century as a shipyard and commercial wharf. The property also contained a brewery, iron foundry, and locomotive works and most recently had been the location of an electrical power plant. Evidence of each of these industries was revealed during the archaeological study. No additional work was recommended after construction plans were changed to cap the deposits and build on a pier-supported concrete slab.

Archaeological investigations conducted at 323 Fairfax Street revealed mid-nineteenth century archaeological features associated with the occupation of the Elliot House (Jirikowic et al. 2004). The features included a well and a cistern, as well as foundation features related to renovation of the house. The site was designated 44AX0192. Fill within the cistern dated from ca. 1848-1855, while the well was abandoned and filled sometime after 1910. The well and cistern were completely excavated and no additional work was recommended.

A documentary study and Phase I archaeological investigation conducted southeast of the Project Area at Windmill Hill Park revealed the landform was composed of mid-late twentieth century fill material (Maas et al. 2016). The documentary study had indicated a high potential for nineteenth to twentieth century archaeological resources, including evidence of nineteenth century shipbuilding facilities and the remains of the sailing ship *Young Hero*. The only feature identified was a concrete bulkhead built during the late

Table 3.1 Summary of Cultural Resources Studies Conducted within 0.25-mi (0.4 km) of the Project Area

DHR Report Number	DHR Report Title	DHR Report Year	DHR Report Author	Author Affiliation
AX-024	Historical and Archaeological Investigation of Roberdeau's Wharf at Harborside, Alexandria, Virginia	1990	Dennis Knepper, Kimberly Prothro	Engineering-Science Chartered (Engineering-Science, Inc.)
AX-052	Woodrow Wilson Bridge Improvement Study, Integrated Cultural Resources Technical Report (and Appendices)	1996	J. Sanderson Stevens, Alice C. Crampton, Diane E. Halsall, Elizabeth A. Crowell, J. Lee Cox Jr.	Potomac Crossing Consultants
AX-068	Supplemental Historic Architectural Survey of the Revised Area of Potential Effects for the Woodrow Wilson Bridge Improvement Project, I-95/I-495 from Telegraph Road to MD 210, Virginia, Maryland, and the District of Columbia	1999	Mary Sayers	URS Group, Inc.
AX-090	Archeological Investigations at the Elliott House, 323 Fairfax Street, Alexandria, Virginia	2004	Christine Jirikowic, Gwen Hurst, Tammy Bryant	Thunderbird Archaeological Associates (Thunderbird Research Corp.)
AX-186	Windmill Hill Park, City of Alexandria, Virginia: Documentary Study and Phase I Archeological Investigation	2016	Anna Maas, Dan Baicy, Boyd Sipe	Thunderbird Archaeological Associates (Thunderbird Research Corp.)

1950s. The bulkhead was determined not eligible for listing on the National Register of Historic Places and no additional work was recommended.

Archaeological Sites

A total of 39 archaeological sites have been identified within a 0.25 mi radius of the Project Area (Table 3.2). Twelve of these sites are located within one-block of the Project Area and are summarized below.

The nearest previously identified archaeological sites are located on the east side of S. Union Street, directly opposite the Project Area. Site 44AX0229, located at 220 S. Union Street, was the site of a public warehouse and wharf constructed by John Carlyle in 1755 under a contract with the Alexandria Trustees (City of Alexandria). Archaeological investigations conducted in 2015 revealed the warehouse foundation, an associated bulkhead and privy, a scuttled ship that had been used as cribbing to fill in the shoreline, and the foundations of the mid-nineteenth century-modern period Bryant Fertilizer Factory and Warehouse. Site 44AX0237, located at 211 Strand Street, included the remains of late eighteenth and early nineteenth century warehouses and light industrial structures.

Site 44AX0235, located southeast of the intersection of Duke and N. Union Streets, encompassed Block 739 and included the remains of residences and light industrial structures, as well as early warehouses, several wharf structures and three scuttled ships that had been repurposed as cribbing to fill in the shoreline. Site 44AX0098 is located north of the Project Area in Block 70. According to VCRIS, the site was identified by Alexandria Archaeology in 1987 during monitoring of utility installation trenches. Three late nineteenth to early twentieth century building foundations, a possible wharf or bulkhead features, and at least one artifact deposit were exposed within the excavated trenches. Site 44AX0146, located in Block 76, is a map-projected historic site; no information is available for this site.

Two archaeological sites were previously recorded northeast of the Project Area, in Block 69. Site 44AX0110, located at 207 Prince Street, is a nineteenth century artifact scatter reported

in 1988 by the property owners. Site 44AX0117 was reported to Alexandria Archaeology in 1989 by the property owner (location not listed), who permitted the excavation of three test units in the basement of the older portion of his house during renovations. The brick floor of the original kitchen was exposed and a few late eighteenth to mid-nineteenth century artifacts were recovered. Sites 44AX0056 and 44AX0107 were located east of the Project Area in Block 68. Site 44AX0056 at 212 S. Fairfax Street, is an collection of late eighteenth to early nineteenth century artifacts associated with the house of Dr. William Brown, the Surgeon General of the Revolutionary Army. Site 44AX0106, located at 201 S. Lee Street, was identified by Alexandria Archaeology in 1988. The site consists of a late eighteenth to early nineteenth century artifact scatter recovered beneath the basement brick flooring.

Sites 44AX0056 and 44AX0107 were located in Block 71, southeast of the Project Area. Site 44AX0056 was identified in 1984 during Phase I cultural resources survey within the rear yard of 321 S. Lee Street. The survey recovered early nineteenth century to modern period artifacts from disturbed and undisturbed soils; one post-hole was identified. Site 44AX0107 is a late eighteenth to early nineteenth century artifact scatter recorded by Alexandria Archaeology in 1987. No additional information is known about this site.

Architectural Resources

In addition to previously identified archaeological sites, 57 architectural resources are recorded within a 0.25 mi radius of the Project Area (Table 3.3). These resources include dwellings, commercial and municipal buildings, and mixed-use industrial buildings. Ten of the architectural resources are listed on both the National Register of Historic Places (NRHP) and the Virginia Landmarks Register (VLR).

Two previously recorded architectural resources are located within Block 71. The George Johnston House (VDHR 100-0031) is located at 224 S. Lee Street. This house was built by Johnston in ca. 1757. The second resource is a ca. 1730 dwelling located at 128 Prince Street (VDHR 100-0060). No information is available for this resources.

Table 3.2 Summary of Previously Identified Archaeological Resources within 0.25-mi (0.4 km) of the Project Area

DHR ID	Other DHR IDs	Site Name	Site Categories	Site Types	Time Periods
44AX0003		Carlyle House	DSS Legacy	Other	18th Century (1700 - 1799), 19th Century (1800 - 1899)
44AX0030			Domestic	Dwelling, single	20th Century: 1st quarter (1900 - 1924)
44AX0033			DSS Legacy	Other	19th Century (1800 - 1899)
44AX0042					Indeterminate
44AX0044			Commerce/Trade	Store	Indeterminate
44AX0049			Domestic	Dwelling, single	18th Century: 2nd/3rd quarter (1725 - 1774)
44AX0050			DSS Legacy	Railroad	19th Century (1800 - 1899)
44AX0056			Domestic	Dwelling, single	19th Century (1800 - 1899), 20th Century (1900 - 1999)
44AX0064			Domestic	Dwelling, single	18th Century: 2nd half (1750 - 1799), 19th Century (1800 - 1899), 20th Century (1900 - 1999)
44AX0065			Domestic	Dwelling, single	19th Century (1800 - 1899), 20th Century (1900 - 1999)
44AX0068			Domestic	Dwelling, single	19th Century (1800 - 1899), 20th Century (1900 - 1999)
44AX0069			Domestic	Dwelling, single	18th Century: 4th quarter (1775 - 1799), 19th Century (1800 - 1899)
44AX0071			Domestic	Dwelling, single	20th Century (1900 - 1999)
44AX0074			Domestic	Dwelling, single	19th Century (1800 - 1899), 20th Century (1900 - 1999)
44AX0081			Commerce/Trade	Wharf	18th Century (1700 - 1799)
44AX0085			Domestic	Dwelling, single	18th Century: 4th quarter (1775 - 1799), 19th Century: 1st quarter (1800 - 1825)
44AX0091			Domestic	Dwelling, multiple	18th Century: 4th quarter (1775 - 1799), 19th Century: 1st half (1800 - 1849)
44AX0093			Commerce/Trade, Domestic	Dwelling, multiple, Store, Tavern/Inn	19th Century: 1st quarter (1800 - 1825)
44AX0094			Commerce/Trade	Tavern/Inn	18th Century: 4th quarter (1775 - 1799), 19th Century: 1st half (1800 - 1849)
44AX0095					18th Century: 4th quarter (1775 - 1799), 19th Century: 1st half (1800 - 1849)
44AX0098					18th Century (1700 - 1799)
44AX0106			Domestic	Dwelling, single	18th Century: 4th quarter (1775 - 1799)
44AX0107			Domestic	Dwelling, single	18th Century: 2nd half (1750 - 1799), 19th Century: 1st half (1800 - 1849), 19th Century: 2nd half (1850 - 1899)
44AX0110			Domestic, Agriculture	Dwelling, single, Stable	18th Century (1700 - 1799)
44AX0114					Prehistoric/Unknown (15000 B.C. - 1606 A.D.), 19th Century (1800 - 1899), 20th Century (1900 - 1999)
44AX0115			Domestic	Dwelling, single	Historic/Unknown
44AX0116			Domestic	Dwelling, single	18th Century (1700 - 1799)
44AX0117			Domestic	Dwelling, multiple	18th Century: 4th quarter (1775 - 1799), 19th Century: 1st half (1800 - 1849)

DHR ID	Other DHR IDs	Site Name	Site Categories	Site Types	Time Periods
44AX0123			Commerce/Trade	Wharf	Historic/Unknown
44AX0126			Industry/Processing/ Extraction	Distillery	18th Century (1700 - 1799), 19th Century (1800 - 1899)
44AX0146			Commerce/Trade, Legacy	Warehouse, Wharf	18th Century (1700 - 1799), 19th Century (1800 - 1899), 20th Century (1900 - 1999)
44AX0156			Commerce/Trade	Store	18th Century: 2nd half (1750 - 1799), 19th Century: 1st half (1800 - 1849)
44AX0157			Domestic	Dwelling, single	19th Century (1800 - 1899)
44AX0180		Lee St. Site	Domestic, DSS Subsistence/Agriculture	Dwelling, multiple, Other, Privy, Stable	19th Century (1800 - 1899)
44AX0192			Domestic	Dwelling, single	19th Century: 1st half (1800 - 1849), 19th Century: 2nd half (1850 - 1899), 20th Century (1900 - 1999)
44AX0229			Commerce/Trade, Domestic	Artifact scatter, Dwelling, multiple, Other, Warehouse	Pre-Contact, Colony to Nation (1751 - 1789), Early National Period (1790 - 1829), Antebellum Period (1830 - 1860), Civil War (1861 - 1865), Reconstruction and Growth (1866 - 1916), World War I to World War II (1917 - 1945), The New Dominion (1946 - 1991), Post Cold War (1992 - Present)
44AX0235		Robinson South	Commerce/Trade, Domestic	Artifact scatter, Dwelling, multiple, Warehouse, Wharf	Pre-Contact, Colony to Nation (1751 - 1789), Early National Period (1790 - 1829), Antebellum Period (1830 - 1860), Civil War (1861 - 1865), Reconstruction and Growth (1866 - 1916), World War I to World War II (1917 - 1945), The New Dominion (1946 - 1991), Post Cold War (1992 - Present)
44AX0237		211 Strand Street	Commerce/Trade	Warehouse	Colony to Nation (1751 - 1789), Early National Period (1790 - 1829), Antebellum Period (1830 - 1860), Civil War (1861 - 1865), Reconstruction and Growth (1866 - 1916)
44AX0238	100-0032	123 S. Pitt St.	Domestic	Dwelling, single	Antebellum Period (1830 - 1860), Civil War (1861 - 1865), Reconstruction and Growth (1866 - 1916)

Table 3.3 Summary of Previously Identified Architectural Resources within 0.25-mi (0.4 km) of the Project Area

DHR_ID	Other DHR IDs	Property Names	Property Addresses	Historic District	Evaluation Status
100-0002	100-0121	Athenaeum, The (Historic), Old Dominion Bank (Historic), Old Dominion Bank Building (NRHP Listing)	201 Prince Street		NRHP Listing, VLR Listing
100-0004	100-0121-0170	Bank of Alexandria (NRHP Listing), Bank of Virginia (Historic), Greens' Monsem House Hotel (Historic)	131-133 Fairfax Street North, 210-222 Cameron Street	Alexandria Historic District	NRHP Listing, VLR Listing
100-0005	100-0121-1089	Bank of the Potomac (Historic)	415 Prince Street	Alexandria Historic District	DHR Easement
100-0010	100-0121-0169, 44AX0003	Carlyle House Historic Park (Current Name), Carlyle House, 121 N Fairfax St (Historic/Location), John Carlyle House (NRHP Listing)	121 Fairfax Street North	Alexandria Historic District	NRHP Listing, VLR Listing; DHR Easement
100-0011	100-0121	Chequire House (Historic)	202 King St.	Alexandria Historic District	
100-0013	100-0121	The Peruke Shop (addition) (Historic/Current)	403 Prince Street		
100-0015	100-0121	Dalton or Bird House (Historic)	209 North Fairfax Street		
100-0016	100-0121	Craddock-Crocker House (Historic), Deneale House (Historic/Current)	323 South Fairfax Street		
100-0017	100-0121	Craig, Dr., House (Historic/Current)	210 Duke Street		DHR Easement
100-0018	100-0121-0496	Dick, Elisha Cullen, House (Historic/Current)	209 Prince Street	Alexandria Historic District	
100-0019	100-0121-0193	Dr. Brown House (Historic)	212 South Fairfax	Alexandria Historic District	
100-0020	100-0121-0190	Duffey House (Historic)	203 South Fairfax	Alexandria Historic District	
100-0022	100-0121-0495	Fairfax-Moore House (NRHP Listing), George William Fairfax House (Historic/Current)	207 Prince Street	Alexandria Historic District	NRHP Listing, VLR Listing; DHR Easement
100-0026		Flounder Warehouse (Historic), Little Theatre Workshop (Current)	Ramsay's Alley		
100-0027	100-0121-0125	House, 418 Duke Street (Function/Location)	418 Duke Street	Alexandria Historic District	
100-0030		Roberdeau, General, House (Historic)	418 S. Lee St.	Alexandria Historic District	
100-0031	100-0121-0368	George Johnston House (Historic), House, 224 S Lee St (Function/Location), Johnston-Vowell House (Historic)	224 Lee Street South	Alexandria Historic District	
100-0032		Washington, George, Tenement (Historic)	125 S. Pitt St.	Alexandria Historic District	
100-0033		Gilpin House (Historic)	206 Gilpin St.	Alexandria Historic District	
100-0035	100-0121	Green House, 209 South Fairfax Street (Historic/Current)	209 South Fairfax Street	Alexandria Historic District	
100-0042	100-0121	House, 201 Duke Street (Function/Location)	201 Duke Street		
100-0048	100-0121	House, 124 S. Fairfax St. (Historic/Current)	124 South Fairfax Street	Alexandria Historic District	
100-0051	100-0121-0344	Warehouse, 106 South Lee Street (Function/Location)	106 South Lee Street	Alexandria Historic District	
100-0052	100-0121-0366	House, 221-225 South Lee Street (Function/Location)	221 S. Lee St.	Alexandria Historic District	

DHR_ID	Other DHR IDs	Property Names	Property Addresses	Historic District	Evaluation Status
100-0055	100-0121-0378	House, 310 South Lee Street (Function/Location)	310 South Lee Street	Alexandria Historic District	
100-0056	100-0121-0388	House, 401 South Lee Street (Function/Location)	401 South Lee Street	Alexandria Historic District	
100-0057	100-0121-0547	House, 212 South Pitt Street (Function/Location)	212 South Pitt Street	Alexandria Historic District	
100-0059	100-0121-0485	House, 115 Prince Street (Function/Location)	115 Prince Street	Alexandria Historic District	
100-0060		House, 128 Prince Street (Function/Location)	128 Prince Street	Alexandria Historic District	
100-0061	100-0121-0494	Farmer's Bank, The (Historic), First National Bank (Historic), Hood, Robert Townsend (Col), House (Historic/Current), House, 200 Prince Street (Function/Location)	200 Prince Street	Alexandria Historic District	
100-0062	100-0121-0499	Harper-Vowell, House (Historic/Current), House, 211 1/2 Prince Street (Function/Location)	211 Prince Street		
100-0072	100-0121-0671	House, 213 South Royal Street (Function/Location)	213 South Royal Street	Alexandria Historic District	
100-0073	100-0121-0672	House, 214 South Royal Street (Function/Location)	214 South Royal Street	Alexandria Historic District	
100-0074	100-0121-0674	House, 216 South Royal Street (Function/Location)	216 South Royal Street	Alexandria Historic District	
100-0075	100-0121-0676	House, 218 South Royal Street (Function/Location)	218 South Royal Street	Alexandria Historic District	
100-0076	100-0121-0677	House, 219 South Royal Street (Function/Location)	219 North Royal Street	Alexandria Historic District	
100-0079	100-0121-0483	Brice, John, House (Current), House, 113 Prince Street (Function/Location)	113 Prince Street	Alexandria Historic District	
100-0080	100-0121-0475	Harper, John, House (Historic), Old Ship Chandler's Shop (Historic)	103 Prince Street	Alexandria Historic District	
100-0081		Patterson, John, House (Historic/Current)	6 King Street		
100-0086	100-0121	Leadbeater Drug Store (Historic/Current)	100 Fairfax Street, South	Alexandria Historic District	
100-0088		Leadbeater House (Historic/Current)	213 South Pitt Street		
100-0093	100-0121-0497	House, 210 Prince Street (Function/Location), Michael Swope House (Historic/Current)	210 Prince Street	Alexandria Historic District	
100-0098	100-0121-0201	First Presbyterian Church of Alexandria (Historic), Old Presbyterian Meeting House (NRHP Listing), Presbyterian Meeting House (Historic)	123 St. Asaph Street South	Alexandria Historic District	NRHP Listing, VLR Listing
100-0101	000-9800-0001	Ramsay House (Historic/Current), William Ramsay House (Historic)	221 King Street	Alexandria Historic District; Revolutionary War Route and Transportation Survey ... 1781-1782	
100-0104	100-0121	St. Paul's Episcopal Church (Historic/Current)	228 Pitt Street, South	Alexandria Historic District	NRHP Listing, VLR Listing
100-0106	100-0121-0171	Stabler-Leadbeater Apothecary Shop (NRHP Listing), Stabler-Leadbeater Apothecary Shop Museum (Historic/Current)	105-107 Fairfax Street South	Alexandria Historic District	NHL Listing, NRHP Listing, VLR Listing
100-0107		Swift Alley Tobacco Warehouse (Historic/Current)	2 Swift Alley		
100-0108	100-0121-0176	Wales House (Historic/Current)	120 South Fairfax Street	Alexandria Historic District	

DHR_ID	Other DHR IDs	Property Names	Property Addresses	Historic District	Evaluation Status
100-0110	100-0121-0166	House, 113 North Fairfax Street (Function/Location), Kitchen & Slave Quarters, 213 Ramsey Alley (Function/Location), Ramsay-Atkinson House (Historic), William Ramsay House (Historic/Current)	113 Fairfax Street North		
100-0112	100-0121	Wise's Tavern (Historic/Current)	201 North Fairfax Street		
100-0118	100-0121-1142	Lindsey-Nicholson Corp. Automotive Supplies (Historic), The Lucky Knot (Current Name), Warehouse, 101-103 King Street (Function/Location), Warehouse, corner of Union & King Streets (Descriptive)	100 Union Street North, 101-103 King Street	Alexandria Historic District	
100-0119	100-0121-1143	Building 10, Torpedo Plant Complex (Historic), The Torpedo Factory Art Gallery (Current), Torpedo Factory, 101 North Union Street (Historic/Location)	101 Union Street, North	Alexandria Historic District	
100-0121		Alexandria Historic District (NRHP Listing)	Fairfax Street North, Fairfax Street South, King Street, Lee Street South, Prince Street, Royal Street North	Alexandria Historic District	NHL Listing, NRHP Listing, VLR Listing
100-0121		Alexandria Historic District (NRHP Listing)	Fairfax Street North, Fairfax Street South, King Street, Lee Street South, Prince Street, Royal Street North	Alexandria Historic District	NHL Listing, NRHP Listing, VLR Listing; DHR Easement
100-0126	100-0121-1144	Alexandria City Hall (Historic/Current), Alexandria City Hall and Market House (NRHP Listing)	301 King Street	Alexandria Historic District	NRHP Listing, VLR Listing
100-0280		Brio (Historic/Current)	Market Square, 300 Block King Street		
100-0283		Elk (Descriptive)	318 Prince Street		

General Prehistory

Regional archeological 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 Yards also yielded evidence of Woodland-period occupation along the Potomac River (Mullen and Barse 2012).

Prehistoric sites that have been identified elsewhere in Alexandria have been small, short-term encampments that often are identified by low-density scatters of lithic debitage. Quartz and quartzite are commonly used lithic materials and were readily available from both outcrops and streambed sources in the region. Most small, short term encampments were related to tool manufacture, resource procurement or resource processing and 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).

Site-Specific Historical Context

As of October 2020, when a limited title search was undertaken by Walker Title, LLC, on behalf of Eleventh Street Development (the proposed developer), five discrete properties were included within the package that was proposed for re-development. As of that date, these properties included four separate parcels that front on Union Street; one additional, irregularly shaped narrow parcel that fronts on Duke Street; and an 18¾ ft wide alley (with historically guaranteed access rights) that separates the Duke and Union Street parcels (Walker Title LLC 2020). The

owner of record at the time of the title search was Cummings Investment Associates, Inc., a corporate entity that had acquired these five individual parcels in 1959 in a transaction that also included a number of additional properties in Alexandria (Alexandria Deeds Book 501:187). That transaction described the metes and bounds of each property in detail. The deed specified that the four lots that faced Union Street were not equivalent in size; two of those lots were 29’ 9¾” wide, one was 30’ wide, and the fourth was 56’ 6” wide. All the Union Street lots were 70 ft deep, and all terminated at the previously referenced 18½ ft wide alley. Figure 3.1 presents a schematic view of the five parcels adjacent to the intersection of Duke and Union Streets that were acquired by Cummings Investment Associates, Inc. in 1959.

Late Eighteenth Century through the Antebellum Period

The five lots that comprise the 101 Duke Street property initially were part of Block 70, which George Washington depicted on his 1749 rendering of the original town plat of Alexandria (Washington 1749)(Figure 3.2). At the time of Lot 70’s original sale in 1752, Union Street did not exist, due to the curvature of the Alexandria waterfront. Within ten years, that situation had been remedied using a process known as “banking in,” that is, by infilling the shallow flats that characterized that curvature and creating new land. The soil that was used to create some of this fill was obtained by grading away parts of the original high river bluffs (including portions of Block 70) (Schreiber n.d.:2), and re-depositing that fill onto the flats of the Potomac River. The results of that infilling were clearly shown on George Gilpin’s 1798 map of Alexandria (Figure 3.3); by the time of Gilpin’s map, Union Street stretched along the entire Alexandria waterfront, thereby becoming the eastern boundary of Block 70.

In 1752, the Trustees of the Town of Alexandria sold Lot 70 to Colonel Nathaniel Harrison of Stafford County, a transaction verified not only by Washington’s side notes on the map itself, but also by deed research conducted by Ring et al. (2008:61) and Schreiber (n.d.). In 1775, Harrison’s son Nathaniel sold Lot 70 to Richard Arell (Schreiber n.d.:3), whose house was located on

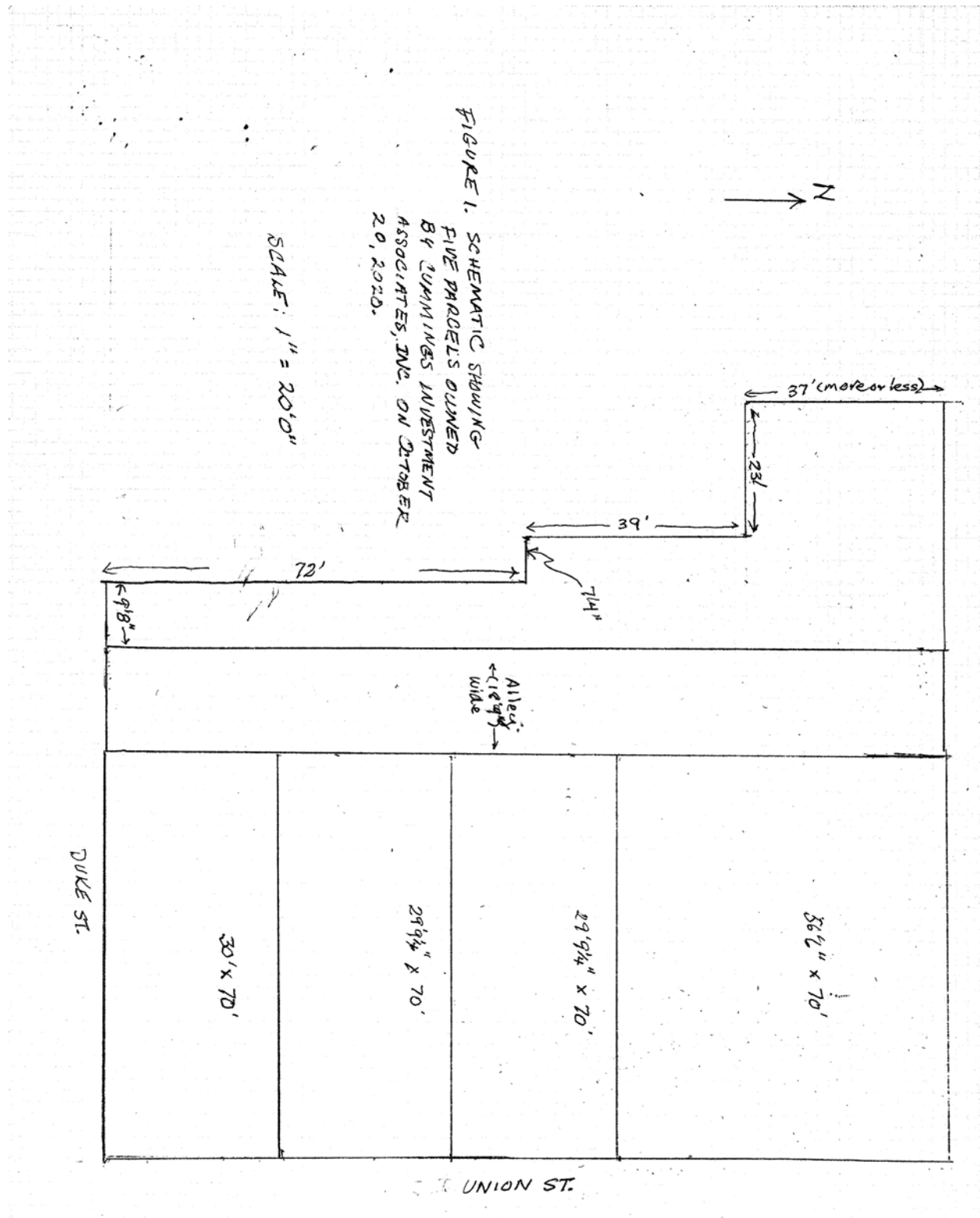


Figure 3.1. Schematic showing five parcels owned by Cummings Investment Associates, Inc., as of October 15, 2020.

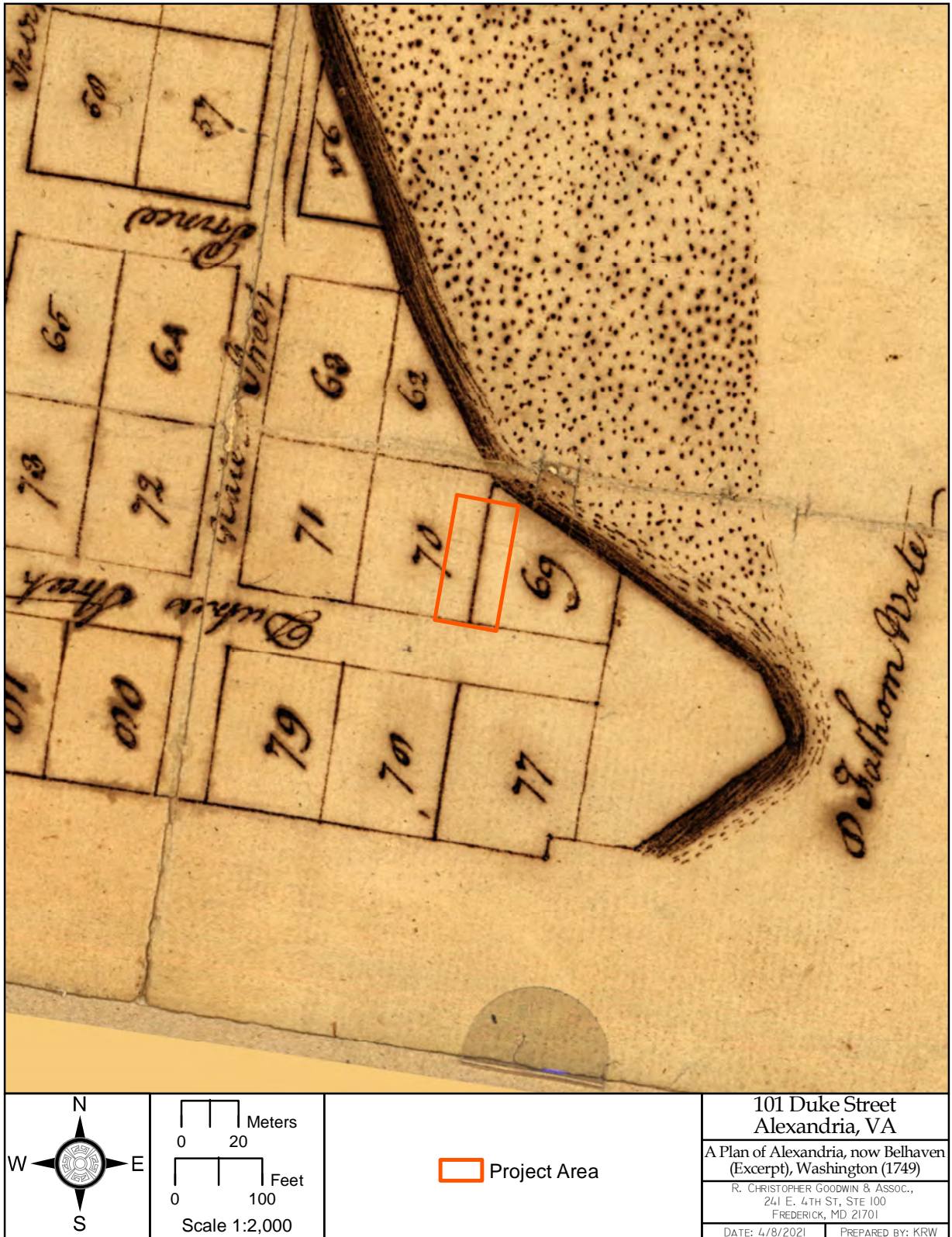


Figure 3.2 Excerpt from George Washington's (1749) survey of Alexandria, showing the area in the vicinity of Block 70 (Image: Library of Congress).



Figure 3.3 Excerpt from George Gilpin's 1798 Plan of the town of Alexandria in the District of Columbia, showing infilled waterfront and its development. (Image: Library of Congress)

the southwest corner of the lot (and hence, not within the present project area). Arell in turn leased part of Block 70 to Henry Walker in 1795 (Ring et al.2008:61). It is unclear from the available records what portion of Block 70 was included in that lease, or whether Walker maintained a separate building on his rented parcel.

Although Richard Arell died intestate in 1795, his estate was formally divided in 1798 (Schreiber n.d.:4, 5). The premature deaths of three potential heirs and the marriages and/or deaths of several others rendered partition of his estate particularly difficult. Litigation over the equitable division of Arell's estate continued in the Alexandria courts through at least 1811 (Schreiber n.d.:fn. 15). Schreiber summed up the continuing confusion: "With no will and no existing documentation of the final division of his (Arell's) real estate, few clues point to the ownership of these parcels" (Schreiber n.d.:5-6). However, entries on the Chain of Title table (Table 3.4) indicate that at least two heirs, Christiana Hunter and Elizabeth Coppers, retained some residual interest in Arell's Alexandria real estate holdings into the early nineteenth century.

Leases, liens, chancery cases, and inheritance issues continued to cloud the chain of title for the five parcels through the mid-nineteenth century. For example, a review of land records from this period shows that one Margaret Myers was involved in several transactions, including one for a very narrow lot (18 x 70 ft) on Union Street that she mortgaged to Isaac Morris of Philadelphia in 1805 to secure a loan. Five years later, Morris apparently foreclosed for failure to pay that loan and sold the lot to Horace Field, a partner of Richard Rock (Alex Deeds Book T1:281; Schreiber n.d.). Another deed that indirectly involved Margaret Myers (Alex Deeds Book Q1:284) noted that she had been evicted from a different (former Arell) lot for failure to pay rent. In those cases where properties were offered as collateral for loans, bankers often were involved in the transactions. One individual whose name appears several times in the chain of title was Anthony Charles Cazenove. Cazenove, a Swiss citizen who fled Europe during the aftermath of the French Revolution, initially partnered with prominent politicians like Albert Gallatin to es-

tablish the town of New Geneva in western Pennsylvania. He later moved to Alexandria, where he became a prominent merchant and was associated with the Bank of Alexandria and the Second Bank of the United States (Princeton University Press 1817; Aspling [Cazenove] 1970).

The wills of two antebellum nineteenth century owners of property in the area—George Jenkins, a resident of Charles County, Maryland, and Daniel Monroe--also were examined, but proved to be only marginally enlightening. Jenkins' will and codicil, presented to the courts in February, 1832, devised all of his real estate in Alexandria to his grandchildren, Sarah M. and Edward A. Pye. Each named heir was to receive one half of Jenkins' Alexandria properties after his debts were paid; however, the codicil also stipulated that, should Sarah and Edward die without heirs, all his Alexandria real estate was to go to the children of his son, John. A review of Daniel Monroe's estate papers was equally vague (Alexandria Wills Book 4), since he merely appointed guardians for his three minor children (James Monroe, Marietta E., and Slighter S.) and named Lewis McKinzie, Richard Jamieson, and Christopher Neale as administrators of his estate.

Absent a full and complete chain of title, it is difficult to ascertain who the property owners were or what sorts of structures occupied the southeastern quadrant of Block 70, particularly during the years leading up to the Civil War. However, land tax records (some extracted from Ted Pulliam's exhaustive 2006 research into the history of the Alexandria waterfront) provide some clues. For example, the tax rolls showed that in 1820, Henry Baynes owned a lot at Duke and Union Streets that he rented to John Grinnolds. Ten years later, Baynes was still the lot owner of record at that location, but the tenant now was a "Mrs. Imoher" (Pulliam 2006 [taken from Miller 1995]). Table 3.5 briefly summarizes the owners and residents on all the lots that appear to be within or immediately adjacent to the project area during the years 1810, 1830, and 1850. Review of these assessors' records, when combined with information from Schreiber's (n.d.) independent research, suggests that the parcels along southern half of the Union Street block between Prince and Duke were occupied by a mixture of skilled

Table 3.4. Chain of title: 101 Duke Street and adjacent parcels (Partial)

Date	Grantor	Grantee	Deed Ref	Comments
12-4-1973	Cummings Investment Associates, Inc.	C & P Telephone	Alex Deeds Book 765:758	Grants a 5 ft easement for constructing and maintaining buried cables, wires, and other infrastructure equipment through the property. Easement route borders existing property within alleys to west and north. Deed includes right of access. Fee paid: \$1.00
9-1-1959	Samuel and Lilla Cummings	Cummings Investment Associates, Inc.	Alex Deeds Book 501:187	Transfer rights in various properties to corporate entity. Deed includes four parcels that comprise the present property at 101 Duke Street, plus one additional parcel on Duke Street. Price: \$5.00
6-13-1958	Oregon Corporation of Seventh-Day Adventists	Samuel Cummings	Alex Deeds Book 470:539	Deed includes four parcels that comprise the present property at 101 Duke Street, plus one additional parcel on Duke Street. Price: \$5.00
12-1-1952	General Conference Corporation of Seventh-Day Adventists	Oregon Corporation of Seventh-Day Adventists	Alex Deeds Book 352:80	Deed includes four parcels that comprise the present property at 101 Duke Street, plus one additional parcel on Duke Street. Price: \$10.00. However, grantee also agrees to assume a Deed of Trust to the Peoples Life Insurance Company (of DC) for \$55,000 + interest. Also agrees to honor present lease of premises to the Harris Pine Mills, Inc.
11-30-1951	C. H. and Mary V. Harris	General Conference Corporation of Seventh-Day Adventists	Alex Deeds Book 351:497	Deed includes four parcels that comprise the present property at 101 Duke Street, plus one additional parcel on Duke Street. Price: \$10.00. Grantee also agrees to assume a Deed of Trust to the Peoples Life Insurance Company (of DC) for \$55,000 + interest.
3-6-1951	Burke and Herbert Bank & Trust	C. H. Harris	Alex Deeds Book 316:67	Deed includes four parcels that comprise the present property at 101 Duke Street, plus one additional parcel on Duke Street. Grantee agrees to pay \$24,571.85 and assume a Deed of Trust to the Peoples Life Insurance Company (of DC) for \$55,000 + interest.
12-4-1948	Sam & Louise Barocas and George and Mae Winnick	Burke & Herbert Bank & Trust	Alex Deeds Book 275:88	Small parcel fronting on Duke Street (apparently alley access). Price: \$5.
11-19-1948	Sam & Louise Barocas and George and Mae Winnick	Burke & Herbert Bank & Trust	Alex Deeds Book 274:285	Four parcels (Same as Above). Price: \$10 with encumbrances (not specified)
6/1/1946	Charles Davis and C. S. Taylor Burke	Sam & Louise Barocas and George and Mae Winnick	Alex Deeds Book 229:173	Release of lien; paid in full.
11/27/1945	James Juliano and wife	Sam & Louise Barocas and George and Mae Winnick	Alex Deeds Book 222:2	Deed of bargain and sale. Four parcels fronting on Union Street and 1 irregularly shaped parcel fronting on Duke Street. Subject to a lien of \$25K, which grantee accepts.
??/1945	James Juliano and Mildred Koplin	Charles Davis and C. S. Taylor Burke	Alex Deeds Book 217:40	Deed of Trust. Deed encumbers properties for \$25K, payable at \$5K per year.
3-24-1945	James Juliano and Mildred Koplin	C. S. Taylor Burke	Alex Deeds Book 216:404	Encumbers parcels; lien is for \$5K
3-31-1945	Clarence and Eugene Simpson (brothers)	James Juliano and Mildred Koplin (as tenants in common)	Alex Deeds Book 216:402	Four parcels. Price: \$10 plus other valuable considerations
3-21-1941	Farmers' and Merchants' Bank (Fredericksburg)	Eugene and Clarence Simpson	Alex Deeds Book 175:575	Lot #4 (70 x 30 ft lot at corner of Duke and Union Streets), plus narrow lot (9' 8" wide) on Duke Street west of the alley. Price: \$10 plus other considerations
1-14-1938	Wattles, Lee, Horner, and Hunter families (Heirs of Richard Wattles)	Eugene and Clarence Simpson (T/A E. Simpson and brother)	Alex Deeds Book 142:261-2	Lots 1 - 3 on Union Street, plus alleyway. Price: \$10. (N.B.: Elder Richard Wattles died intestate and left 13 heirs, some of whom also died intestate).

Date	Grantor	Grantee	Deed Ref	Comments
1-6-1919	Robinson Moncure (Trustee)	Richard Wattles	Alex Deeds Book 67:394	Three lots. Prior owners were Aitcheson Brothers, who filed for bankruptcy in 1917. Price: \$3,000. Price paid settles accounts with Aitcheson Brothers' creditors.
2-2-1904	T. Alton Moore and wife and others	Aitcheson Brothers	Alex Deeds Book 52:29	1 Parcel (56½ x 70 ft). Price: \$10. (Property formerly conveyed to Ezekiel Jones from Annie Moore)
5-22-1889	Harriet R. Wattles	Aitcheson Brothers	Alex Deeds Book 21:559	1 Parcel on Union Street (31'9" x 70'). Price: \$650 (to be paid with \$250 cash and promissory note for remainder)
1-15-1880	James and Jane Green	Aitcheson Brothers	Alex Deeds Book 8:487	1 Parcel on Union Street (29 x 70 ft). Price: \$1,000
12-16-1878	James R. Smoot et al (heirs of Christiana Lowe)	Aitcheson Brothers	Alex Deeds Book 8:161	1 parcel on Union Street (29 x 70 ft). Price: \$300
5-5-1876	James Monroe et al. (Heirs of Daniel Monroe)	Harriet Wattles et al.	Alex Deeds Book 5:471	Sale is to trustees and officers of German Cooperative Building Association. Lot measures 70 x 31 ft, and is bordered to the south by George Jenkins' property.
10-19-1875	Annie Moore (wife of William Moore)	Ezekiel Jones and wife	Alex Deeds Book 6:83	1 Parcel on Union Street (56½ x 70 ft—89 ft north of Duke Street). Price: \$800. NB: this lot has a frame house.
11-20-1874	C. L. and Manella (Marietta) Adams	James T. Monroe	Alex Deeds Book 5:153	Lot measures 70 x 31 ft. Manella Adams and James Monroe are heirs of Daniel Monroe (deceased). In this deed, Manella Adams transfers her interests in the lot to her brother.
5-25-1871	Francis Smith (Commissioner)/ William Moore	Ezekiel Jones	Alex Deeds Book 1:478	1 parcel on Union Street (70 x 56 ft). Forced sale to resolve chancery case of <i>Cazenove and Co. vs. Johnson's Administrators</i> . Transaction involved sale of lot to William A. Moore, who transferred it to Jones. Price: \$525. (See also Moore to Jones above)
6-8-1869	George W. Brent (Commissioner)	James Green	Alex Deeds Book Z3:362	1 Parcel on Union Street (29 x 70 ft). Price: \$1,400. Forced sale to resolve chancery case of Thomas Smith.
7-8-1852	Heirs of Arthur Urie	John Hart et al.	Alex Deeds Book N3:423	Heirs sell Parcel #5 on Duke Street, which was previously rented or sold to Thomas Smith.
6-11-1852	Heirs of Arthur Urie	Anthony Cazenove	Alex Deeds Book N3:129	Under this release and rent agreement, Urie's heirs pay Cazenove \$450; in return, he agrees to guarantee an annual rent of \$30 on Parcel #1.
6-11-1852	Anthony Cazenove	Heirs of Arthur Urie	Alex Deeds Book N3:129	Parcel #5: Irregularly shaped lot fronting on Duke Street west of 18 ft alley.
6-22-1852	Anthony Cazenove	Heirs of Arthur Urie	Alex Deeds Book N3:129	Parcel #2: Lot on Union street, beginning 59¼ ft north of Duke. Lot measures 29 ft 9 in x 70 ft; backs onto an alley parallel to Union Street
4-17-1852	Heirs of Arthur Urie	Thomas Smith	Alex Deeds Book N3:126	Under this Deed of Trust, Smith pays \$1 in case, but then must sell the property and pay 1/3 of total price in 3 equal installments to Urie's heirs (see above Brent to Green)
5/20/1850	Edwin Monroe (Fairfax County)	Marietta Monroe (Alexandria)	Alex Deeds Book N3:569	Relinquishes interest in Daniel Monroe's estate (land and slaves). Price: \$806.
5/4/1850	James Monroe	Elizabeth Monroe	Alex Deeds Book L3:404.	Relinquishes interest in Daniel Monroe's Estate (land and slaves). Price: \$806.

Date	Grantor	Grantee	Deed Ref	Comments
6/29/1847	Robert and Mary Morrow (Baltimore)	John T. Johnston	Alex Deeds Book I-3:497	Lot between property of Arthur Urie (south) and Daniel Monroe (north) lot is 29¾ x 70 ft. Formerly the property of George Jenkins' estate. Decision of court in June 1838 (case of <i>Jenkins et al. vs. Sarah Neale et al.</i>) awarded parcel to Mary Morrow an heir of George Jenkins.
11-12-1829	John Potton	Arthur Urie	Alex Deeds Book R2:490	Parcel #5; Price \$100. Irregularly shaped lot fronting on Duke Street and west of 18 ft alley. Lot has a 2-story brick house on Duke and 2 tenements in back.
5/5/1827	Thomas Swann and Charles Simms	Richard Rock	Alex Deeds Book Q2:153	Lot measuring 30 ft on Union Street and 20 (70?) ft on Duke Street, at intersection of Union and Duke. This property was vacant at the time of the transaction. Muncasters apparently used this lot as collateral for a loan of \$9337 from the Bank of Potomac (Phineas Janney, president) in August, 1818.
4-23-1827	Anthony Cazenove	Arthur Urie and wife	Alex Deeds Book Q2:151	Parcel #2: Lot on Union Street, beginning 59¼ ft north of Duke. Lot measures 29 ft 9 in x 70 ft; backs onto an alley parallel to Union Street. Urie and wife to pay Cazenove an annual rent of \$30.
4-5-1825	Horace Field	Anthony Cazenove	Alex Deeds	Sale of tenement and lot (Schreiber n.d.)
12-22-1821	John and Elizabeth Muncaster and Thomas Swann	George Jenkins (Charles County, MD)	Alex Deeds Book L2:317	Lot on Union Street, measuring 29 ft 9 in x 70 ft; backs onto an alley parallel to Union Street. Price: \$1900. Deed also includes "other properties" in Alexandria.
9-10-1820 (?)	Samuel Weaver and wife	Daniel Monroe	(No record)	No further information
9-15-1820	Phebe Moore (widow of Stephen Moore)	Daniel Monroe	Alex Deeds Book K-2:340	Phebe Moore releases all dower rights and claims to property and annuity. Transaction involves a lot on Water Street between Duke and Prince. The house on the property is occupied by Daniel Monroe.
7/29/1820	Ephraim and Sarah Evans	Anthony Cazenove	unreferenced	Sale of ground rent (Schreiber n.d.)
4-5-1820	Ephraim Evans	Horace Field (Merchant)	unreferenced	Sale of lot (Schreiber n.d.).
4-5-1820	Margaret Myers	Ephraim Evans	unreferenced	Termination of lease (Schreiber n.d.). Lot measure 29¾ x 76 (?) ft; begins 59 ft north of intersection of Duke and Union.
Pre-1816	Muncaster and Marstellers (part of Elizabeth Coppers et al. estate)	Ephraim Mills	Alex Deeds Book B:240	Lot is 171 ft east of Water (Lee) Street on Duke Street. Lot is 23 ft fronting on Duke Street and 128 ft deep to an alley. This is part of the land conveyed by Richard Arell to Elizabeth Copper.
9/29/1810	Isaac Morris	Horace Field (Merchant)	Alex Deeds Book T1:281	Property boundaries not specified. There is a 2-story frame house and "other buildings" on this property
2-3-1808	James Keith, Christiana Hunter (widow of William Hunter), Thomas Preston	Ephraim Evans	Alex Deeds Book Q1:284	Lot measure 29¾ x 76 (?) ft; begins 59 ft north of intersection of Duke and Union. Lot formerly was rented to Margaret Myers for yearly rent of \$99.24; she was evicted for failure to pay rent.
10-25-1805	James Rector Magruder Lowe and Christiana Lowe	Peter Caverly (Milford, DE)	Alex Deeds Book N:374	Lot measures 29¾' x 70'. Trust to benefit Christiana Lowe (Schreiber n.d.), who was an heir of David Arell, and Richard Arell's granddaughter.
5/9/1805	Margaret Myers	Isaac Morris of Philadelphia	Alex Deeds Book K:509	Lot has 2-story frame house and "other buildings." Lot mortgaged to secure 2 bonds totaling \$344 + interest. Lot is 18 ft wide on Union Street and 70 ft deep; southeast corner of this lot is 45' 6½" north of intersection of Duke and Union streets.

Date	Grantor	Grantee	Deed Ref	Comments
5/8/1805	James Rector Magruder Lowe and Christiana Lowe	Margaret Myers	Alex Deeds Book L:123	Lease on lot (see above)
10-6-1795	Richard and Eleanor Arrell	Henry Walker	Alex Deeds Book F:402	Lease: Part of Lot 70. Annual rent: £9.2.6 (Unclear whether this is in the project area).
3-6-1775	Nathaniel Harrison	Richard Arrell	Fairfax Deeds Book M:33	Lot 70
3-28-1752	William Ramsey and John Pagan (Trustees of Alexandria)	Nathaniel Harrison (of Stafford County)	Fairfax Deeds Book C:312	Lot 70 (bounded by Duke, Water (Lee), and Union Streets. Price: £24.19.6

Table 3.5. Selected Tax Assessments for 101 Duke Street

Location	Owner/work	Property Description	Value	Occupant/ work
1810 Tax Roll				
Prince at Union	Shreve estate/David Ross, merchant	House and Lot	\$4000	John Ross
	Francis Peyton and Reuben Johnson	House and Lot	\$2500	Captain Johnson
	Joseph Dean, merchant, and Joseph Coleman	House and Lot	\$2500	Joseph Dean (self)
	Thomas Gilpin estate	House and Lot (?)	\$1800	J. Coleman and Augustus Betts
	Peter Sherman	House and Lot (?)	\$1100	Daniel Wright
	Archibald McLeish	Store and Lot	\$1100	Thomas Locke, cooper
	William Hunter est. William Coppers est. George Jenkins	3 lots	?	Vacant
	Horace Fields	Lot	?	Fields and Rock, nail makers
	Horace Fields	House and Lot	\$1600	Horace Fields (self)
	James Rector Magruder Lowe	Lot	\$350	Vacant (?)
Union at Duke	Coppers Est. (Muncaster, agt)	Lot	\$950	
	Thomas Preston	House	\$150	George Layton, seaman, and Henry Frashiere (nailer)
Duke Street	George Jenkins (Muncaster, agt)	Lot	\$400	David Reynolds
	Horace Fields	House and Lot	\$1500	Ephraim Mills
Prince at Union	William Fowle and Thomas Lawrence Sons	Warehouse		William Robinson
	Francis Peyton	Business/house		Vacant
	George Payne	House and Lot		Vacant
	James Johnston	House and Cooper Shop		Self
	Hugh Smith and George Swain	Lot and Shed		George Swain
	David Wright	Shop		
	Archibald McLeish estate	Shop and shed		D. Monroe, cooper
	George Jenkins	Lots and Shed		William McKenzie
	Arthur Urie	House and Lot		Self
	James Rector Magruder Lowe estate	Lots		
	Richard Rock	Shop and Lot		
	Arthur Urie	House and Lot in Alley		Mary Leach, Lucy Phillips, Manuel Cain (col.), Joseph Craney (col.)
Duke Street	George Jenkins	Small House and Lots		Eliza Martin
	Arthur Urie	House and Lot		Self
	Richard Libbey estate	Houses (2) and vacant lot		Patrick Fardy
1850 Tax Roll				
Prince and Union	William Fowle and Company	2 story		George Markell
	George Swain	House and Lot		Self and John Hill
	George McLeish	2 houses and lot (Cooper shop)		Self, Marie Hepburn, Reuben Bryan
	Daniel Monroe Estate	2 houses and lot		McLeish, John Johnson, William Campbell
	Arthur Urie estate	2-story house, shop, lot		John Hart
	Christiana Lowe estate	Lot		
Duke and Union	Richard Rock estate	Shop		John Jenkins, William Rock
Duke Street	Arthur Urie estate	Property on Jenkins Alley		Michael Bell, Bart Rotchford, and others (perhaps a boarding house with multiple occupants)

Note: Properties shade in orange may not be in the project area

independent craftspeople like nail makers, blacksmiths, and coopers, and/or by retail merchants. Many of these lots were rented; interestingly, in 1830, Arthur Urie's narrow lot west of the (presumably 18½ ft) alleyway accommodated four tenants, two of whom were identified as "Colored."

Late Nineteenth to Early Twentieth Century

Charles Magnus' 1863 "Bird's Eye View of Alexandria" (Figure 3.4) provides the first clear picture of the block that encompasses the 101 Duke Street project area. Magnus' depiction of this portion of Alexandria showed two structures on the southeast corner of Duke and Union: a one and one-half story building surmounted with a cupola at the intersection of those streets, and a two story building further north on Union Street. The functions of either of these buildings were not identified. G. M. Hopkins' 1877 map of Alexandria (Figure 3.5) provided far more detail. Hopkins' map indicates that the southeastern corner of (now) Block 71 had been divided into five separate parcels, all but one of which were occupied by brick buildings. All fronted on Union Street, and the present alleyway behind those five buildings, which today defines the western boundary of the 101 Duke Street project area, also remained in place. According to Hopkins, a variety of light industries occupied those buildings, including a machine shop, a saw and planing mill, and a steam saw mill ("SSS"). Whether the individuals listed on each of those parcels actually owned their properties is open to question.

From 1885 through about the first quarter of the twentieth century, Sanborn Fire Insurance maps show that the buildings and enterprises at the corner of Duke and Union streets almost exclusively housed light industries. Among the most prominent and/or long-lasting were Moore's brass and iron foundry, the Aitcheson Brothers' lumber factories (1885)(Figure 3.6), and the Emerson Engine Company's facilities (1912)(Figure 3.7). By 1921, however, industrial pursuits had largely abandoned this location; the three buildings that remained on these parcels were used for storage and (presumably) for auto repair (Figure 3.8).

The entries on the Chain of Title (see Table 3.5) generally reflect the configurations depicted on these maps. They also suggest that, after the Civil War, the degree of litigation that had accompanied land transfers during the previous period declined substantially. Finally, there was a pronounced trend toward consolidation of the properties within the project area (although deed records continued to describe each parcel as a separate entity). This process of consolidation commenced when the Aitcheson Brothers purchased the first of three contiguous lots in 1878; they continued this trend through 1904 (Alex Deeds Book 8:161, 487; Book 21:559; Book 52:29). When the Aitcheson Brothers filed for bankruptcy in 1917, their three parcels transferred in a single transaction to Richard Wattles in 1919 (Alex Deeds Book 67:394), who appears to have retained these properties for the next nineteen years.

Late Twentieth Century to Present

Late twentieth century Alexandria deed records reveal that brothers Eugene and Clarence Simpson, who founded a masonry company in Alexandria in 1924 (Bowman and Sacher 2017), had completed the consolidation of properties in and adjacent to the project area by 1941. In 1946, James Juliano, a builder and real estate developer, and Mildred Koplin, wife of Juliano's partner Frank Koplin (Virginia Department of Historic Resources 2015: 2/12, 5/12) acquired these lots, but sold them almost immediately to two couples, Sam and Louise Barocas and George and Mae Winnick. These lots were encumbered by a Deed of Trust held by the Burke and Herbert Bank of Alexandria (Alex Deeds Book 274:285-6). Three years later, the Bank sold the four lots and one other parcel lying west of the 18 ft alley to C. H. Harris. In addition to paying some cash, Harris also agreed to assume the remaining balance on a Deed of Trust held by the Peoples' Life Insurance Company of Washington (Alex Deeds Book 316:67-69). By a Warrant Deed, C. H. Harris and his wife subsequently transferred their interest in these parcels to the General Conference Corporation of Seventh-Day Adventists, which agreed to assume financial responsibility for the Deed



Figure 3.4 Excerpt from Charles Mangus' (1863) Bird's Eye View of Alexandria, VA, showing the Project Area (Image: Library of Congress)

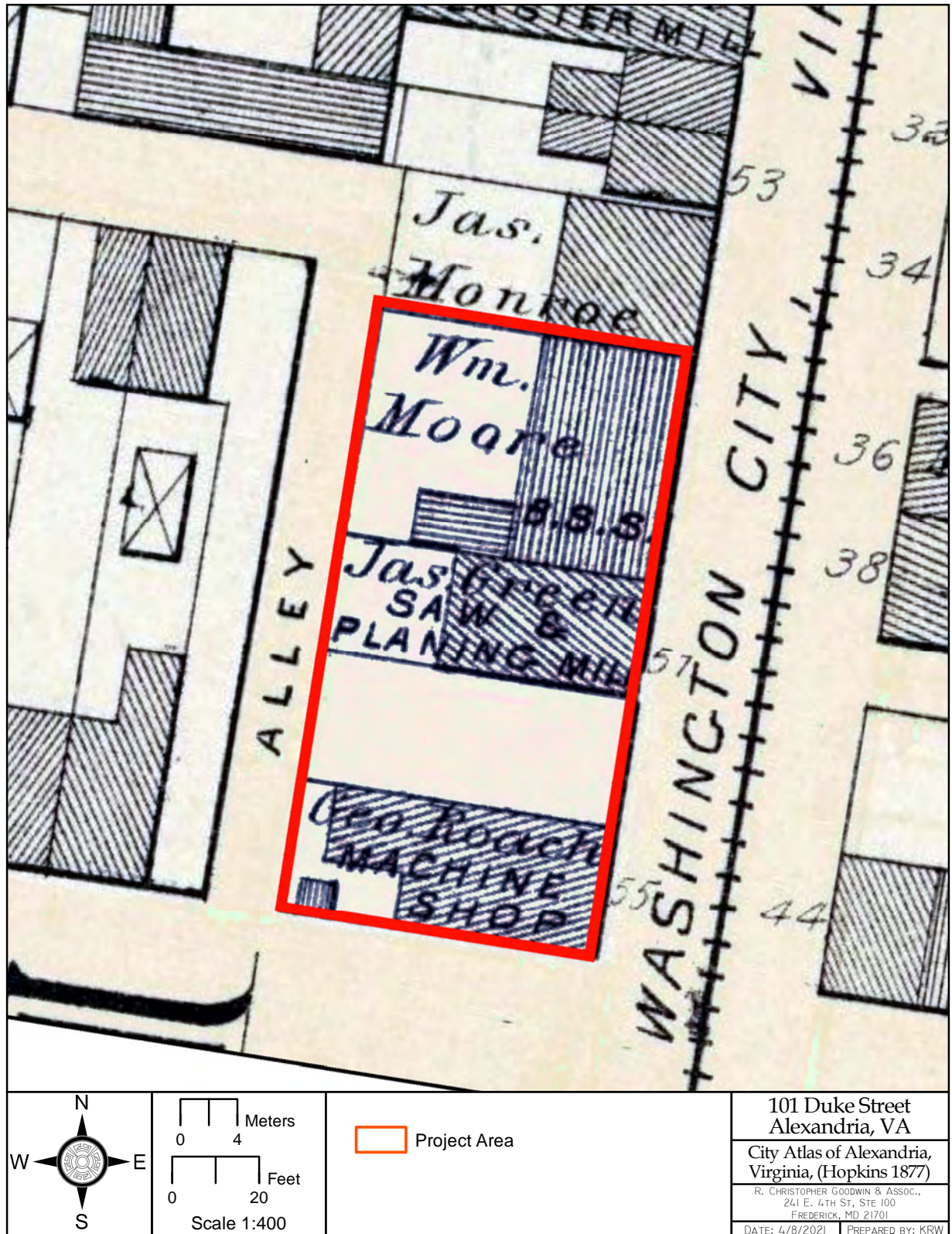


Figure 3.5 Excerpt from G.M. Hopkins' (1877: Plate I) Atlas of Alexandria, showing the buildings and occupants at Duke and Union Streets (Image: Stephenson 1976: p 81)

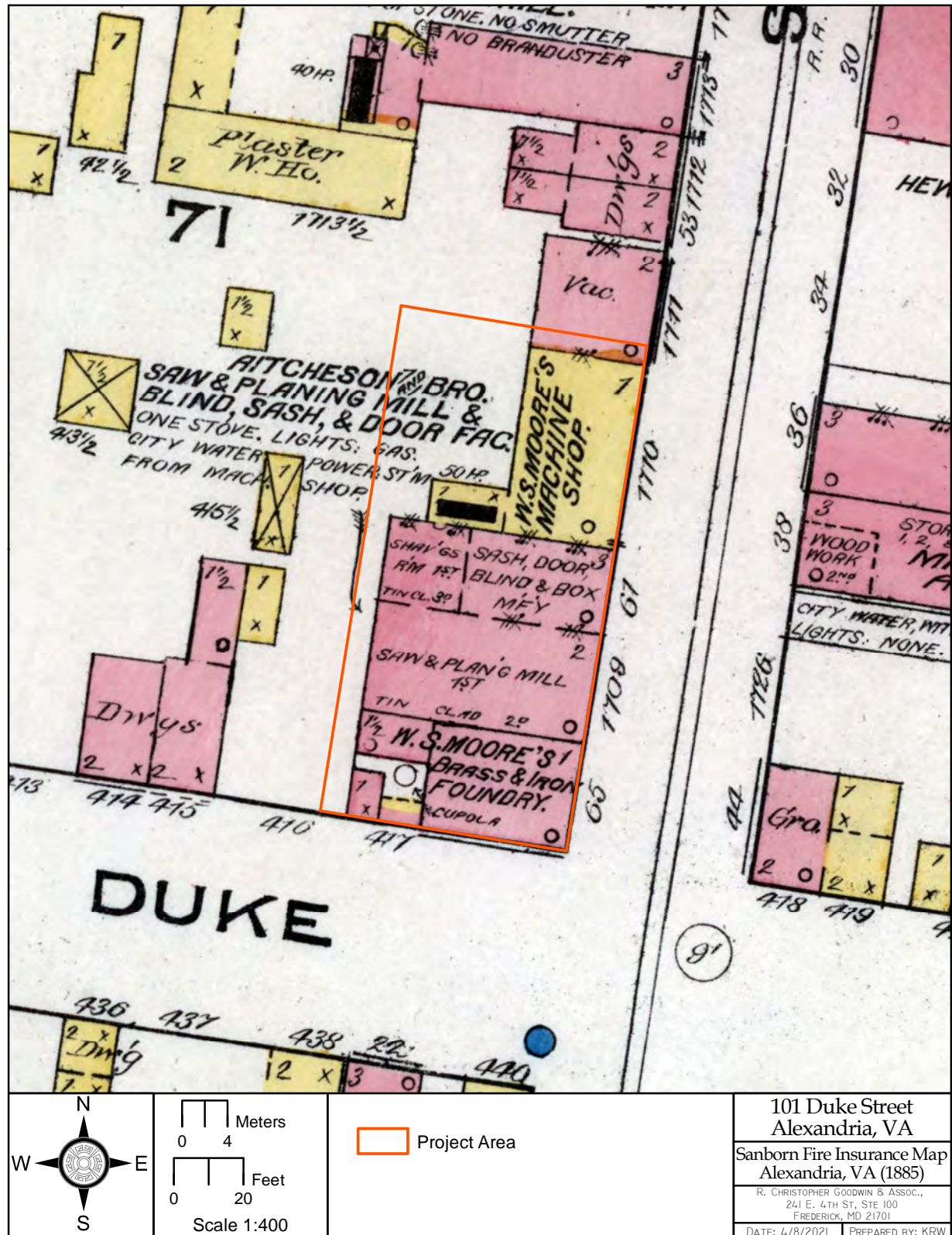


Figure 3.6 Excerpt from Sanborn Map and Publishing Company Fire Insurance Map of Alexandria (1885:Plate 9), showing buildings and occupants at Duke and Union Streets (Image: Library of Congress)

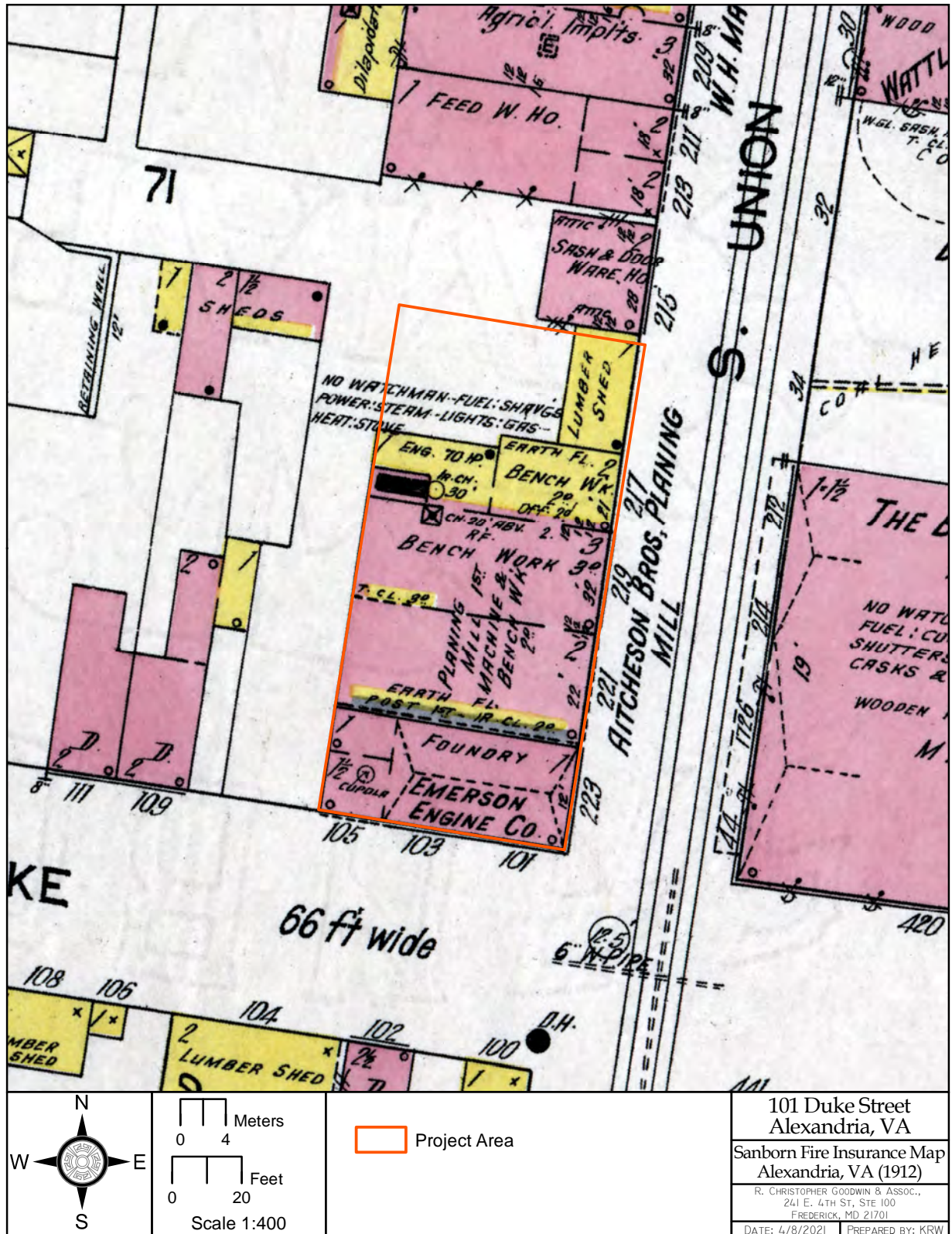
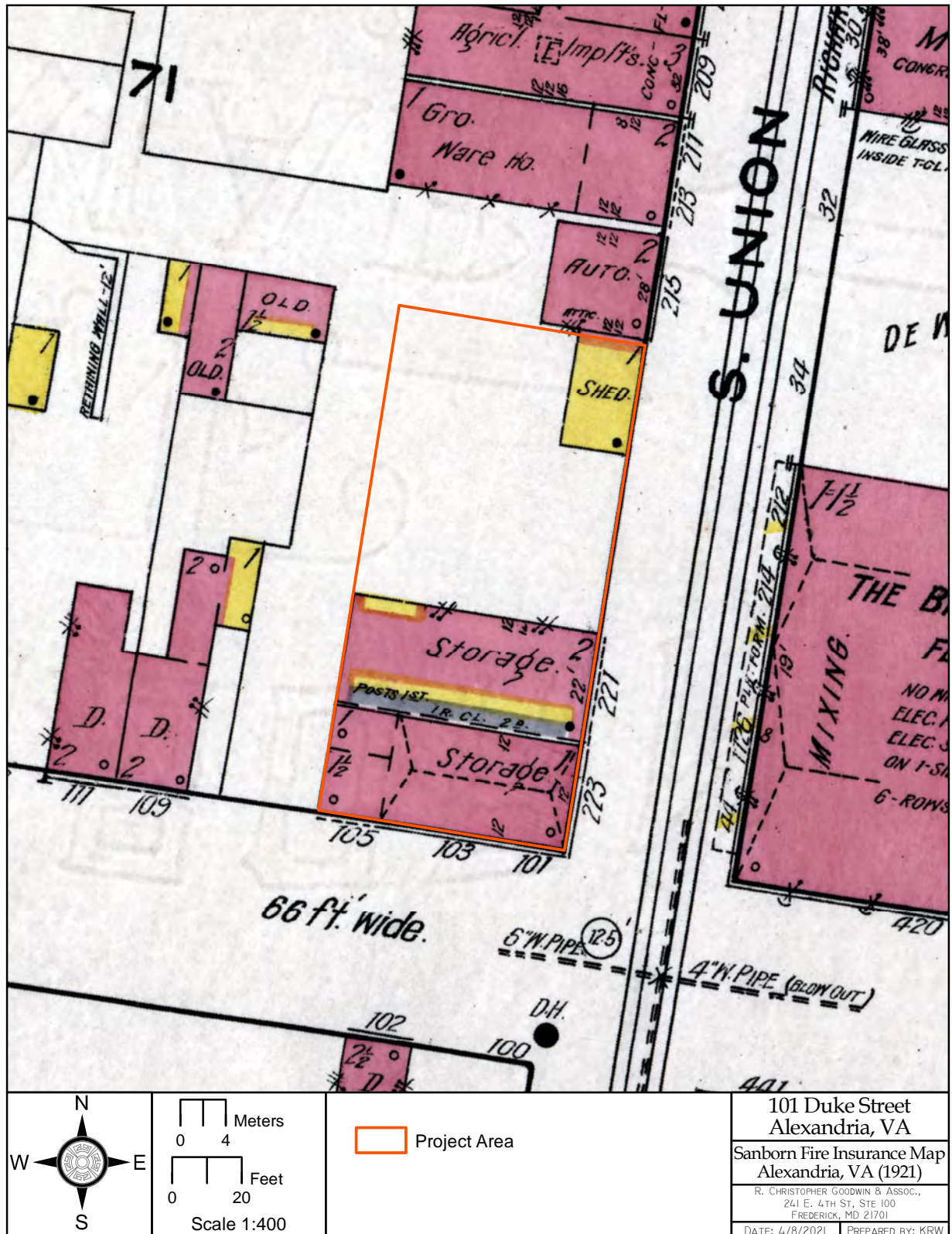


Figure 3.7 Excerpt from of the Sanborn Map Company's Insurance Map of Alexandria (1912:Plate 14), showing buildings and occupants at Duke and Union Streets (Image: Library of Congress).



of Trust referred to above (Alex Deeds Book 351:497). In 1958, the Seventh Day Adventists conveyed all of these lots to Samuel Cummings (Alex Deeds Book 470:539), who later granted a utility easement to the Chesapeake and Potomac Telephone Company.

By 1941, the Sanborn Fire Insurance maps (Figure 3.9) show that all buildings had been removed from this corner, probably during the Simpson Brothers' tenure, leaving only the four parcels that constitute the present project area. However, the Sanborn Map Company's 1959 revision of its earlier 1941 effort (Figure 3.10) indicates that a single-story arsenal/warehouse had been constructed at the corner of Union and Duke Streets. The color coding on this portion of the 1959 Sanborn suggests that this warehouse may have been built as a component of the larger Robinson Terminal Warehouse complex. The single-story cement block building served as a packing and crating facility for guns and paper products through the 1960s (Alexandria Archaeology 2006). The building is described as having steel truss construction with concrete floors and wired glass windows (Sanborn 1959). The eastern and western walls of the building were 12-ft in height and the northern and southern walls are 18-ft in height with a 12-in firewall projecting above the roof on the southern façade. The building measures 146.04 ft (44.5 m) by 70 ft (21.3 m) and occupies the entirety of the Project Area.

Current Conditions

The Robinson arsenal and warehouse building has been adaptively reused as a 3-level parking garage that currently operates under the name Solo Parking. The garage was permitted as the Potomac Parking Garage in 1988 (City of Alexandria, Permit 88-033; Appendix III), and completed in 1989. The approved site plan for the garage suggests the one-story arsenal/warehouse structure underwent significant modifications in its conversion to a parking facility. As originally planned, the parking facility occupies a total site area of 10,222 square ft and has a total capacity of 72 parking spaces. Fifteen spaces on the upper deck were designated for compact cars and the

remaining spaces were designated for standard vehicles. A notation on the site plans indicates the lower level of the parking garage was below the flood elevation of 9.4 ft (2.9 m) and was to be signed "Subject to Flooding" and "No Overnight Parking."

The parking facility has three vehicle entrances that provide access to each of the three parking decks. The South Union Street vehicle entrance is located in the northeastern corner of the garage and accesses the lower parking level, which descends ½-story below ground toward the southern end of the building (see Figure 1.4). A second entrance on Duke Street provides access to the middle parking level of the garage (Figure 3.11). The middle parking deck spans the southern half of the building and is elevated above the current street level; this deck does not extend the full length of the building (Figure 3.12). The third vehicle entrance fronts the private alley and provides access to the upper parking deck (Figure 3.13). The upper parking deck spans the entire length of the building and is visible through the upper level windows of the building when viewed from South Union Street (Figure 3.14). The middle deck is visible from the lower level windows (see Figure 3.14). A pedestrian entrance along S. Union Street provides access to the upper parking level (Figure 3.15); all other levels are accessed through the corresponding vehicle entrances.

During its renovation as a parking facility, the foundation walls of the warehouse were underpinned by 69 closely-spaced piers that were placed beneath the western, northern, and eastern walls of the building (GGC 2020:Appendix E). An additional 30 block piers were placed in the interior of the building as column supports for the parking deck structure. Geotechnical soil borings performed for the current project indicate the lower level parking deck is composed of a 6 in (15.24 cm) thick concrete pad underlain by a 6 in (15.24 in) base (GGC 2020). The borings further indicated up to 15 ft (4.6 m) of fill material underlay the slab in the center of the building, while at least 10 ft (3 m) of possible fill material underlay the slab in the northern end of the building. The

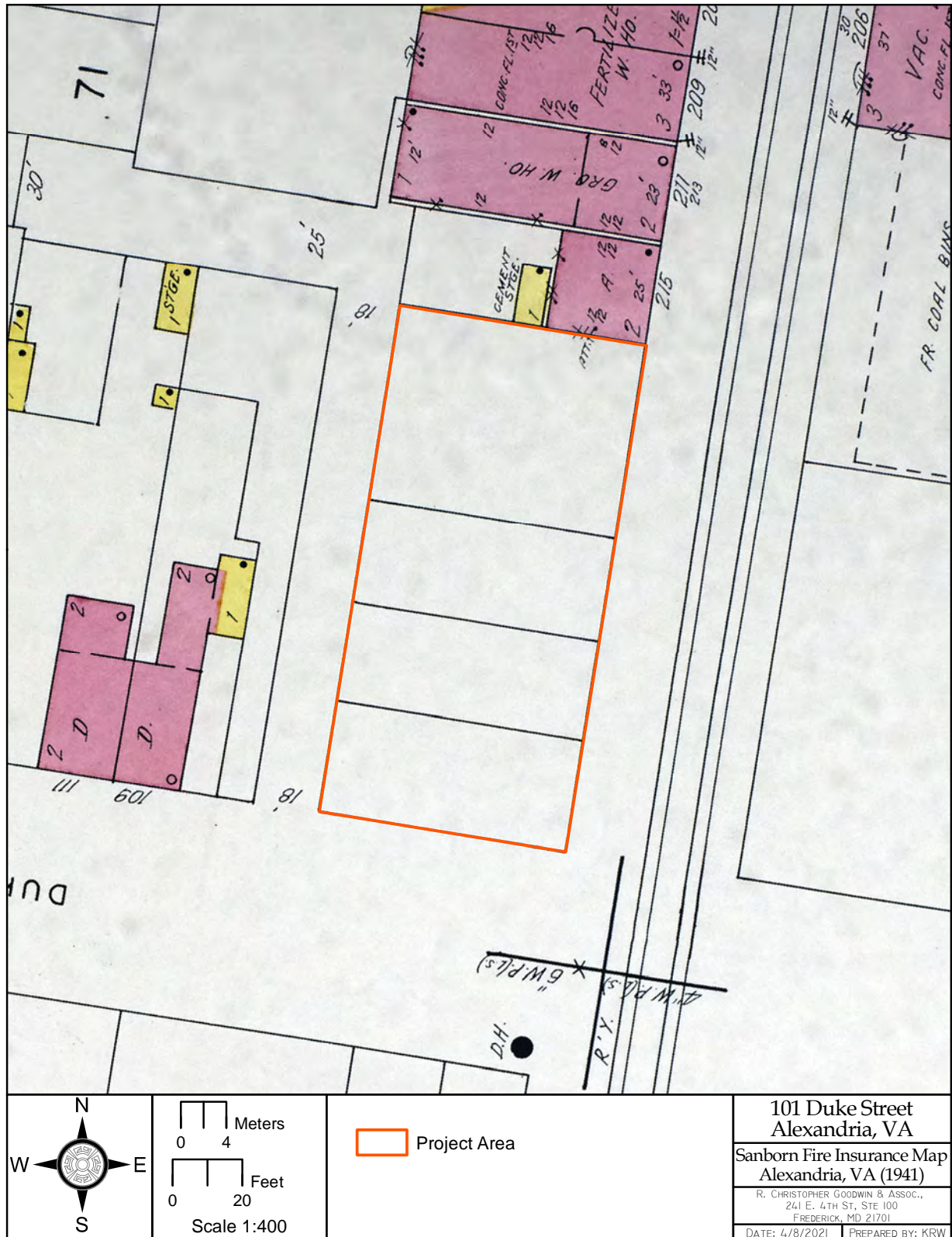


Figure 3.9 Excerpt from of the Sanborn Map Company’s Insurance Map of Alexandria (1941 Plate 12), showing the four unoccupied parcels at Duke and Union Streets (Image: Library of Congress).

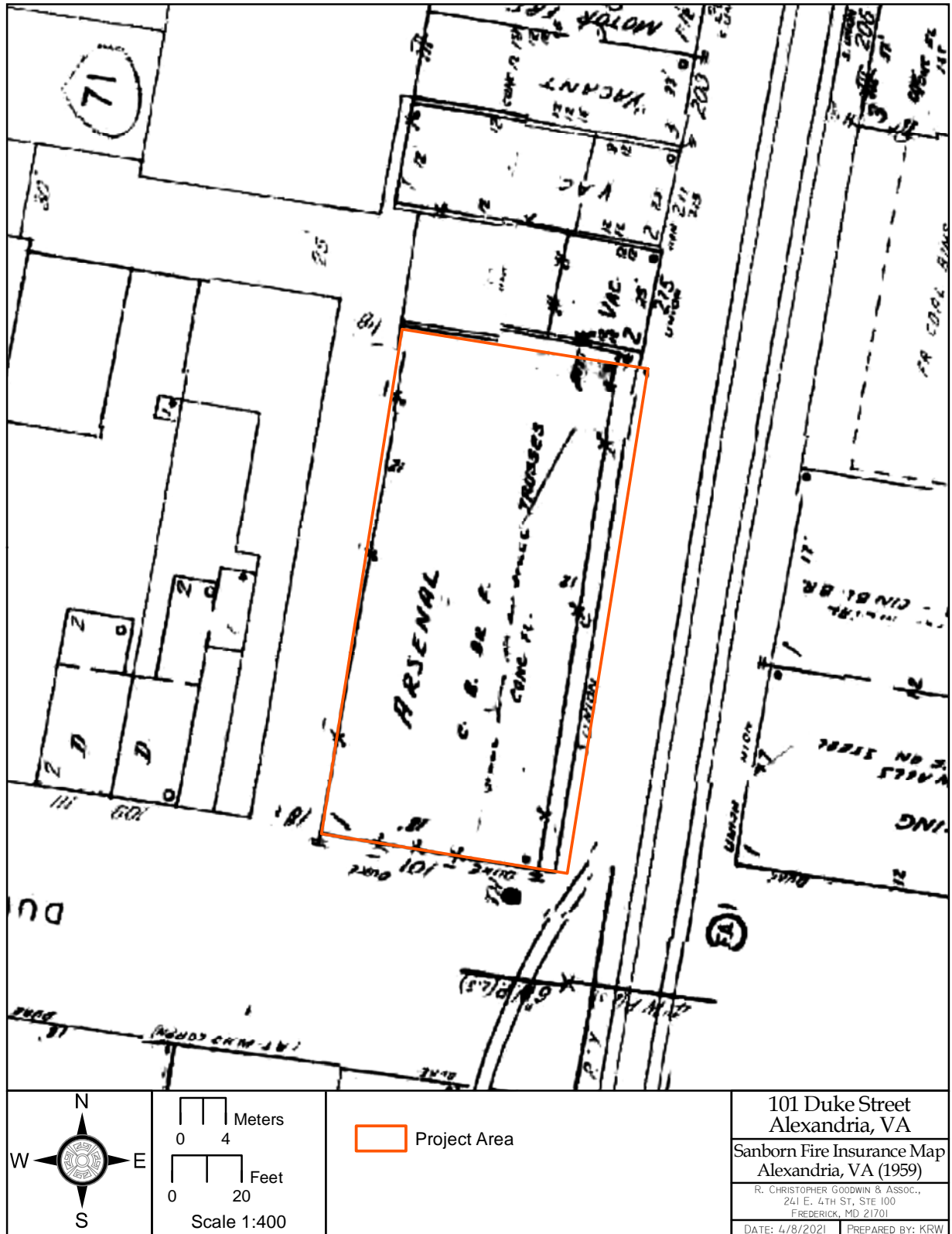


Figure 3.10 Excerpt from of the Sanborn Map Company's Insurance Map of Alexandria (1959:Plate 12), showing the Robinson arsenal at Duke and Union Streets (Image: Library of Congress).



Figure 3.11 Photograph showing the Duke Street entrance of the Solo Parking facility, view northwest (Image: RCG&A)

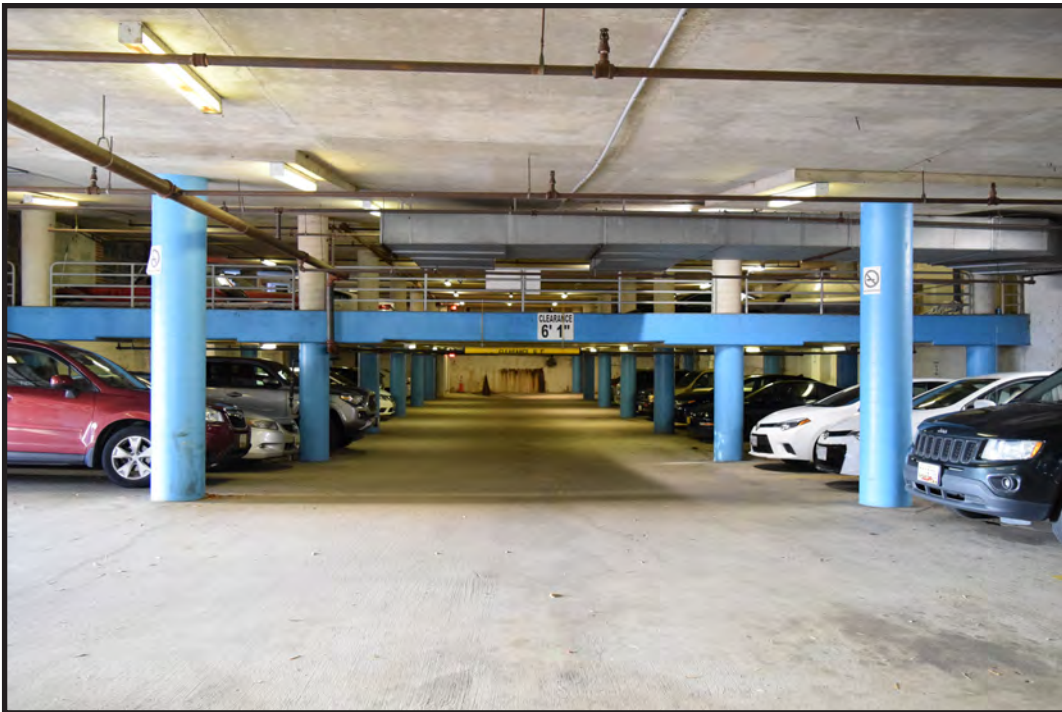


Figure 3.12 Photograph showing interior view of the lower and second level parking deck of the Solo Parking facility, view south from the South Union Street entrance (Image: RCG&A)



Figure 3.13 Photograph showing the entrance to the upper parking level of the Solo Parking facility, as accessed from the private alley, view southeast (Image: RCG&A)



Figure 3.14 Photograph showing the upper parking deck visible in the upper window opening of the eastern elevation of the building, fronting South Union Street, view west (Image: RCG&A).



Figure 3.15 Photograph showing the pedestrian entrance along South Union Street, view west (Image: RCG&A)

possible fill material was described as “orange brown, loose to dense, poorly graded sand, trace gravel” (GGC 2020).

This information was consistent with notations on the engineering report submitted by Schnabel Engineering Associates as part of the permit approval process for Potomac Parking Garage (GGC 2020:Appendix E). The report indicated that substantial excavation had occurred both within and adjacent to the existing building foundation and that all unsuitable soils had been removed, stating that the “underpinning pier and footing subgrades observed by us were in natural soils.” This shows that the existing parking deck slab is not original to the Robinson arsenal/warehouse building and that the original building floor and its base material have been completely removed. The report further indicated that in areas where soft soils were encountered, the column footings were excavated an additional depth until stable soil was reached. Mud mats of 3-8 in (7.6-20 cm) thickness were added beneath several pier and column locations due to high groundwater. The only architectural feature noted during the excavation was a “heel block” for bracing

the exterior wall of the existing building that was encountered in the location of a planned support column. The soil around the heel block was deemed suitable for construction and the “footing was constructed over the heel block.”

The elevation data provided on the engineering drawing appended to the Schnabel Engineering Associates report appears to provide the top elevations of the column supports in the interior of the building. The depth of the supports is unknown, although at least two piers were taken an additional depth of 3 in (7.6 cm) and 13 in (33 cm) to reach suitable soil. The piers descend from an elevation of 9.5 ft (2.9 m) along the northern foundation wall to about 7 ft (2.1 m) along the southern wall, with interior piers in the lowest portion of the parking area having elevations of 6.17 ft (1.2 m). The slab for the parking deck was poured around the column supports, which are visible beneath the columns supporting the upper decks (Figure 3.16). On the lowest garage level, the slab descends from a finished elevation of 9.2 ft (2.8 m) at the Duke Street entrance to a low point of 6.7 ft (2 m) near Duke Street (Permit 88-033). The middle deck appears to have a consis-

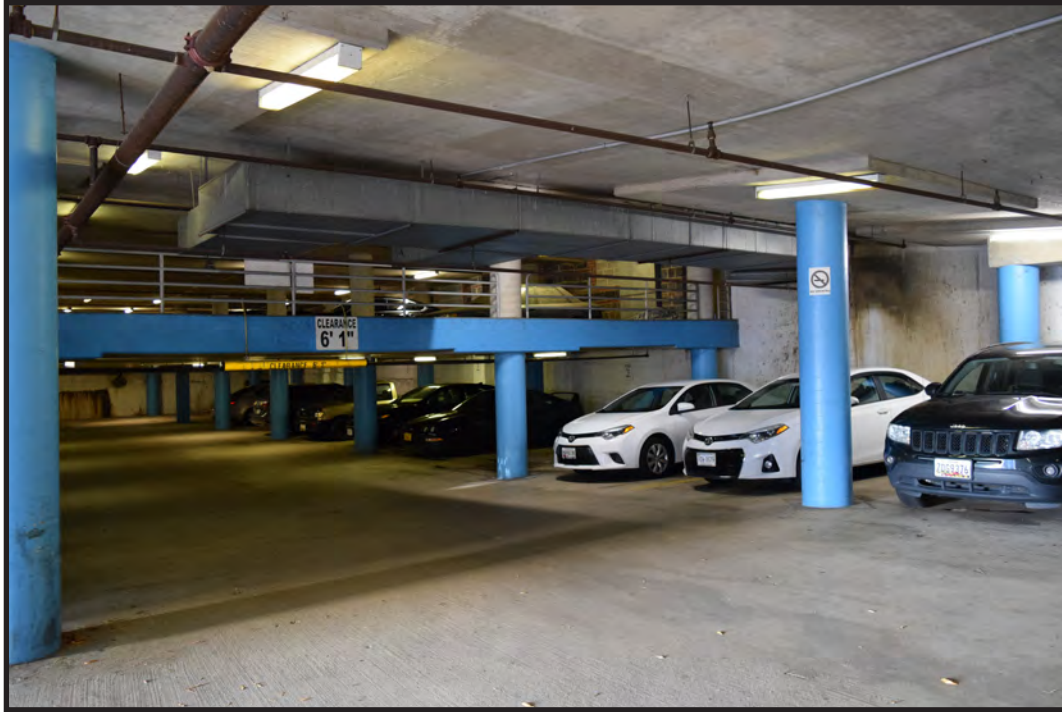


Figure 3.16 Photograph showing column support piers (square) visible at the surface of the lower parking deck slab, view southwest (Image: RCG&A)

tent elevation of 16.8 ft (5.1 m), while the upper deck slopes slightly from a high point of 22.85 ft (7 m) amsl along Duke Street to 20.8 ft (6.3 m) amsl at its entrance along the private alley. The interior of the foundation has been parged (Figure 3.17).

As part of the adaptive reuse of the warehouse, the original window openings on the eastern and southern elevations and the Duke Street pedestrian entrance were each infilled with brick (see Figures 3.11 and 3.13). The original Duke Street vehicle entrance was retained, but appears to have been enlarged and the original concrete lentil beam removed or covered with new brick facing (Figure 3.18). The window openings on the eastern elevation were left open (see Figure 3.12). The pedestrian entrance on the South Union Street side of the building was added, enlarging the building footprint slightly along that side of the building. A notation on the final site plans indicates that “the developer shall convert unused curb cuts and loading entrances to city streetscape” (Permit 88-033).

Also as part of the 1988 renovation of the warehouse, the private alley west of the building was paved and concrete bollards were added along the building foundation (Figure 3.19). Site plans indicate the bollards are 6 in (15.2 cm) diameter steel bollards filled with concrete and buried 3 ft (1.8 m) deep with 3 ft (1.8 m) extending above ground. Design plans specify the alley as being +/-18 ft (5.5 m) in width, which is consistent with its historic width. The alley was to be paved with a 2 in (5.1 cm) surface of asphalt and a 6 in (15.2 cm) base of gravel with a 3 in (7.6 cm) valley running the length of the alley. Geotechnical borings conducted within the alley for the current project indicate the surface paving is 6 in (15.2 in) thick, with a base of the same thickness (GGC 2020).

Although the depth of the building foundation is unknown, excavations to underpin the foundation appear to have been extensive. The northernmost boring (B-1) showed 30 ft (9.1 m) of fill material, with very dense material encountered from 14-18 ft (4.3-5.5 m) below surface. The fill material was composed of “black to tan



Figure 3.17 Photograph showing parging on the interior of the northern foundation wall, view north
(Image: RCG&A)



Figure 3.18 Photograph showing variation in brick facing at the southwestern corner of the Solo Parking facility building, view east (Image: RCG&A)



Figure 3.19 Photograph showing paved private alley along western side of Solo Parking facility building, view north from Duke Street (Image: RCG&A)

brown, loose to very dense, silty sand with gravel” (GGC 2020). The same material was revealed in the southernmost boring (B-2) and extended to 20 ft (6.1 m) below surface.

The current landscaping around the Solo Parking facility was added in 1988. This landscaping includes the street trees, sidewalk treatment, curbing and lighting. The building is serviced by a 4 in sanitary sewer connection that

enters from the existing 42 in sanitary sewer in South Union Street. Water, storm sewer and electrical connections extend from Duke Street. The alley along the western side of the building does not contain utility connections for 101 Duke Street, but may contain connections for adjacent properties. Figure 3.20 shows the current conditions in the Project Area and the locations of existing utility connections.

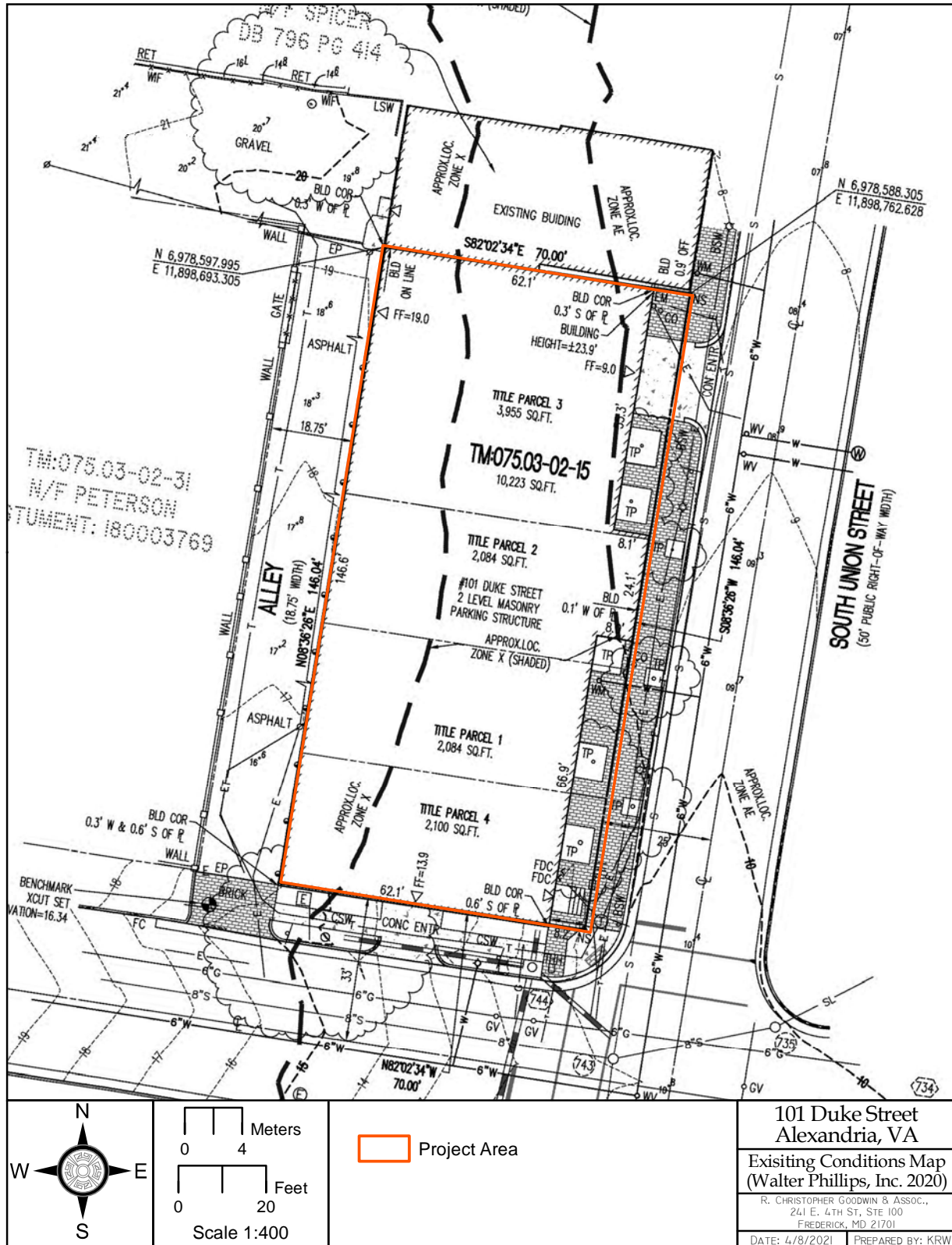


Figure 3.20 Excerpt from Walter L. Phillips Boundary and Topographic Survey of 101 Duke Street, provided by Eleventh Street Development (dated 3/12/2021)

SUMMARY AND RECOMMENDATIONS

This report provides the results of the documentary study conducted for 101 Duke Street, located at the intersection of Duke and South Union Streets in the City of Alexandria, Virginia. A preliminary review of the property was conducted as part of the City Compiled Comments to the Concept 1 site plan for 101 Duke Street (DSUP 2021-0012). The review determined the property may contain archaeological resources related to its late-eighteenth and early nineteenth century residential development, prior to its redevelopment for light-industrial use.

The Project Area encompasses four contiguous parcels located in the southeastern corner of modern City Block 71. The parcels total 0.2347 ac and collectively are known as 101 Duke Street. An existing parking garage operated as “Solo Parking” spans all four parcels, which collectively are bound by Duke Street on the south, South Union Street on the east, an unnamed private alley on the west and an adjoining brick building on the north. Current construction plans call for demolition of the existing parking garage facility and the construction of two three-unit residential townhouse units. The existing concrete parking deck slab and below-grade portions of the foundation will remain in place and will be covered with at least 5.6 ft (1.7 m) of fill material. Fill material will be significantly deeper in the southern end of the Project Area, where the existing parking deck descends 10 ft (3 m) below the exterior sidewalk grade.

Summary of Project Area Development

The earliest historic development within the Project Area occurred during the mid-eighteenth century, shortly after the lot was laid out and sold as part of the founding of the new town of Alexandria. The Project Area was part of Lots 69 and 70, which were sold to Colonel Nathaniel Harrison in 1752. Although Richard Arell purchased

both lots, he died intestate in 1795 and the ownership of both lots was disputed for the next two decades. By the early nineteenth century, Union Street has been built and most of early historic lots have been subdivided and contain dwellings or commercial businesses. The section of Union Street near Duke Street was occupied by a mixture of skilled independent craftspeople like nail makers, blacksmiths, and coopers, and/or by retail merchants.

At least two structures stood within the project area by the mid-nineteenth century, although determination of who owned or rented the buildings proved difficult due to a multitude of leases, liens, chancery cases and inheritance issues that followed the property. From 1885 through about the first quarter of the twentieth century, the buildings at the corner of Duke and Union streets almost exclusively housed light industries. Among the most prominent were Moore’s brass and iron foundry, the Aitcheson Brothers’ lumber factories and the Emerson Engine Company’s facilities. By 1921, however, industrial pursuits had largely abandoned this location and by 1941, all of the buildings in the Project Area had been razed and the parcels were vacant. Sometime prior to 1959, a single story warehouse was constructed on the Project parcels as part of the Robinson Terminal South complex. The warehouse was adaptively reused in 1989 as a parking garage. Today, the parking garage is operated as “Solo Parking.”

Archaeological Potential

The archaeological potential of the project area is tied to its location along Alexandria’s waterfront, as well as its history of development as one of the original town lots.

A review of historic shoreline data shows the Project Area was located along the interior curve of a shallow cove that was one of the principal factors in siting the location of the town.

The peninsulas flanking the cove proved to be ideal locations for the construction of warehouses, shipyards, and wharves. Lots perched on the higher bluffs backing the cove however did not have ready access to the river and consequently developed differently than lots that had ready access to the river. Many interior lots that were situated in close proximity to the water developed as commercial or light-industrial properties that supported maritime commerce. The tradesmen that rented buildings along Union Street in the vicinity of the Project Area included nailors, blacksmiths, coopers, and merchants.

Bulkhead and wharf structures identified during archaeological investigations show that soil and brush typically were used as fill material behind man-made timber-cribbed structures. Scuttled vessels also were used on the river-side of bulkheads to create additional area for infilling. Bulkhead and wharf structures are common along Alexandria's shoreline where it was necessary to create accessible land for docking ships and barges. A ca. 1759 wharf structure constructed of pine logs topped with cobble fill was identified north of the Project Area, near the Torpedo Factory (Heinzelman-Muego 1983). The ca. 1785 wharf uncovered at Harborside development, southeast of the Project Area, was partially covered with planks (Knepper and Prothro 1990). The public wharf constructed at the foot of Duke Street in 1755 most likely also was covered with planks. This wharf stood 4 ft (1.2 m) high and was sheltered by a warehouse that backed to the high bluff (Ring and Pippenger 2008). It was located directly north of a ca. 1744 wharf of stone rubble and timber construction that enclosed part of Point Lumley (Shomette 1985).

The public warehouse structure on Duke Street, once built, would have restricted useful access to the interior of the cove, limiting potential historic use north of the warehouse. Combined with the steep bluffs that historically overlooked the Potomac River in the Project location, it is unlikely that shoreline structures would have been constructed within the Project location. It is also unlikely, given the lack of ready access due to the bluffs that wharf structures would have been extended from the Project location into the river. By the late eighteenth century, infilling of

the cove had progressed far enough that Union Street had been constructed on the newly-made land and buildings were being erected along the street.

Although the Project Area included part of the shoreline, deeply buried resources associated with the infilling of Alexandria's shoreline are unlikely within the Project Area. There is no evidence the part of the shoreline that was included in the Project Area was formally bulkheaded or otherwise prepared prior to infilling, nor is there evidence that any structures were ever built on it. Areas of obvious fill material that may have indicated the original bluff edge were not indicated during excavations for the current parking garage. The engineering report submitted during the permitting process indicated that the underpinning pier and footing subgrades had been excavated to natural soils (GGC 2020:Appendix E). Descriptions of the fill material within and adjacent to the building foundation suggest is comprised primarily of redeposited "natural soils" (GGC 2020).

A cut and fill analysis conducted as part of the preliminary planning process for the project assessed the potential effect existing construction may have had on cultural resources (Figure 4.1). This study relied on historical and modern topographic data to evaluate changes in elevation and landform. The analysis showed little difference in elevation between historic topographic maps and modern imagery maps, including along the edge of the historic shoreline the landscaped had been filled. This lack of contrast in areas of known topographic differences highlights the difficulty in comparing historical and modern data that have dissimilar contour scaling and methods of data collection.

The warehouse that stands in the Project Area today was originally constructed as part of the Robinson Terminal South warehouse complex in the 1950s. The foundation has a depth of greater than 10 ft (3 m) below surface, which suggests extensive excavation was undertaken during the initial construction of the structure. When the foundation was underpinned in 1988 for reuse as a parking garage, there was no indication that the original foundation was extended or modified to accommodate the lower parking level. Since the deep foundation is unusual for a slab-on-

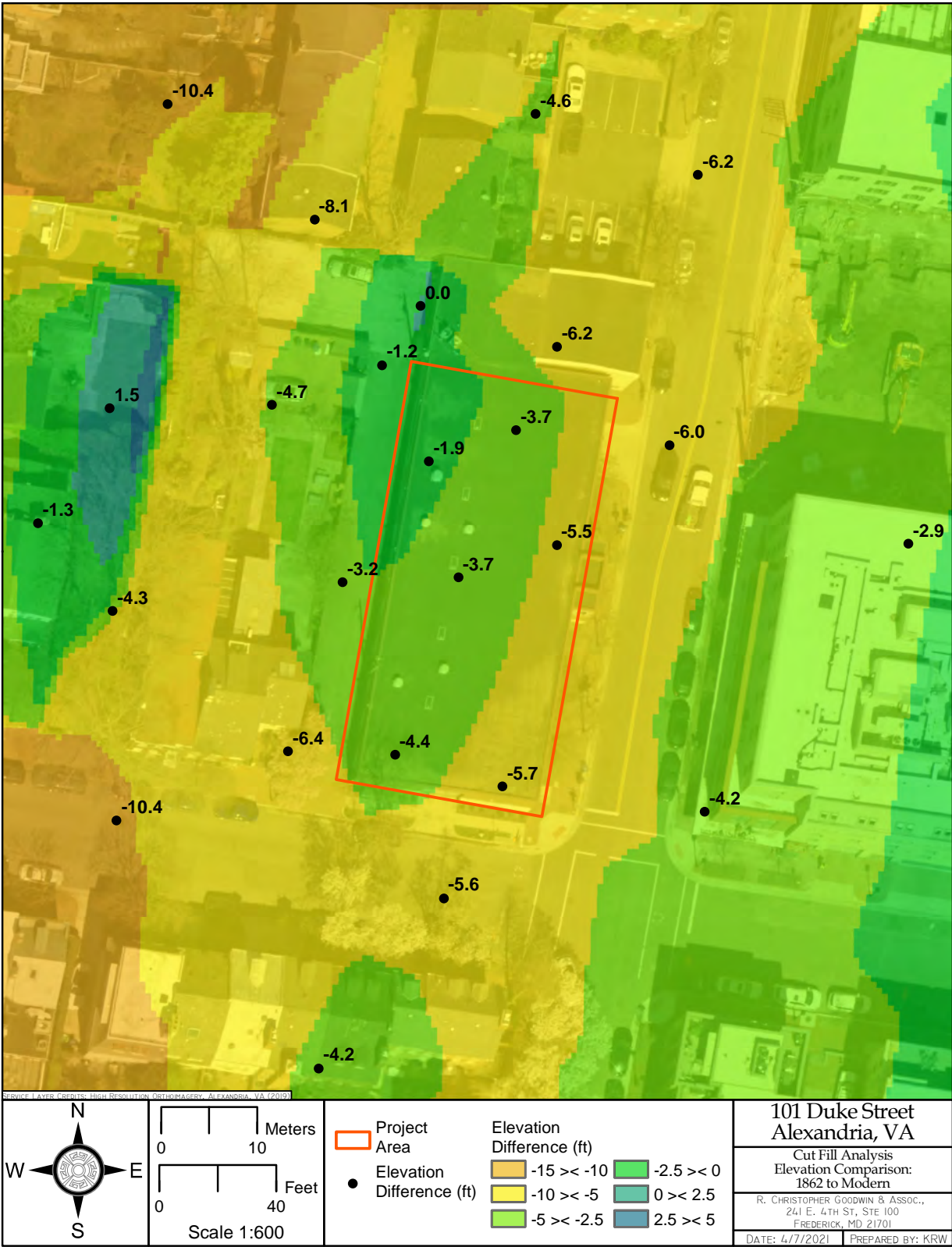


Figure 4.1 Cut and Fill Analysis showing historic-modern period elevation change for the Project Area

grade building, it is likely the original warehouse had a partial or full basement level. Either way, it is apparent that more than 10 ft (3.1 m) of original ground was removed along the foundation walls during both the original construction and the later underpinning process. Recent soil borings conducted in the interior of the foundation showed 10-15 ft (3-4.6 m) of potential fill material underlying the concrete slab, further suggesting that the entire interior of the foundation was excavated during the underpinning process in order to complete the conversion of the structure to a parking garage.

Recommendations

Although the project area was initially developed as a series of residential parcels during the mid-late eighteenth century, it is extremely unlikely that evidence of these occupations has survived into the modern period. It also is unlikely that any deeply buried waterfront resources, such as early bulkheading or wharf structures would be located within the project footprint. Subsurface disturbances related to construction of the existing ca. 1950s warehouse structure, followed by extensive excavations to prepare the building for reuse as a parking facility have negatively affected the archaeological potential of the property.

While archaeological monitoring typically would be recommended to verify the level of disturbance from past construction activities, the current development plans for 101 Duke Street call for retention of the existing concrete parking deck slab with minimal sub-slab disturbance. Current project plans call for the addition of at least 5.6 ft (1.7 m) of fill material over the existing slab. New footings installed for the residential townhomes are projected to pierce the existing parking slab only near its northeastern corner are not anticipated to extend more than 2 ft (0.6 m) below the top of the slab. The only significant disturbance to the existing slab will occur during relocation of a sanitary sewer line to the interior of the existing building footprint. This utility will be placed 2 ft (0.6 m) west of the slab edge and will be 3 ft (0.9 m) in depth. As this utility installation will be within the area previously excavated for underpinning of building foundation, there is no potential to expose intact archaeological resources, and no archaeological monitoring is recommended during utility installation.

In summary, due to the lack of archaeological potential resulting from previous construction-related excavation of the property, no archaeological investigations (Phase I evaluation or monitoring) are recommended for the 101 Duke Street Project Area.

REFERENCES

Asking, John, and Anthony-Charles Cazenove

- 1970 Autobiographical Sketch of Anthony-Charles Cazenove: Political Refugee, Merchant, and Banker, 1775-1852. *Virginia Magazine of History and Biography* 78 (3):295-307. Virginia Historical Society. Electronic document. Accessed at <https://www.jstor.org/>. 2 April 2021.

Bowman, Tessa, and Caely Sacher

- 2017 The Simpsons: History of a Family's Contribution. *Theogony*. Electronic document. Accessed at <https://www.acpsk12.org/theogony/2017-2018/2017/12/19/the-simpsons-history-of-a-family-contribution/>. 4 April 2021.

City of Alexandria, Virginia

- 1752-1973 Land Records (Deeds). Alexandria Clerk of Court, Alexandria, VA.
- 1831 Will of George Jenkins. Alexandria Clerk of Court, Alexandria, VA.
- 1839 Estate Papers for Daniel Monroe (Will Book 4). Alexandria Clerk of Court, Alexandria, VA.
- 1810-1850 Tax Assessor Records. Facsimiles on file. Alexandria Archaeology, Alexandria, VA.
- 1933 Planning and Zoning Map. Planning and Zoning Commission. Map files, Alexandria Public Library.
- 1989 Archaeological Ordinance No. 3413. Adopted Nov 18, 1989 (<http://tps.cr.nps.gov/pad/AlexOrdinance.cfm>).
- 1992 Zoning Ordinance, Section 11-411: Archaeological Protection. Adopted June 24, (<http://tps.cr.nps.gov/pad/AlexOrdinance.cfm>).
- 2017 Old Town North Small Area Plan. Adopted by Ordinance #5082 on September 16, 2017). Electronic document: https://www.alexandriava.gov/uploadedFiles/planning/info/master-plan/City_Master_Plan_Map/OldTownNorthSAPCurrent.pdf.
- 2019 Watersheds in Alexandria, February 2019. Electronic Document: <https://www.alexandriava.gov/uploadedFiles/tes/oeq/info/WatershedsParcels.pdf>.

Federal Emergency Management Administration (FEMA)

- 2020 Flood Insurance Rate map. Electronic Document. Accessed at: <https://hazards.fema.gov/femaportal/prelimdownload/searchResult.action>

Fleming, Anthony H.

- 2015a *Geologic Map of the city of Alexandria and Vicinity, showing Surficial Geology, Landforms, and Major Areas of Artificially Modified Land*. Electronic Document. Accessed at https://www.alexandriava.gov/uploadedFiles/recreation/parks/plate_5_Surficial_Geology.pdf.
- 2015b *Geologic Map of the Potomac Formation (Early Cretaceous) in the City of Alexandria, Virginia and Vicinity*. Electronic Document. Accessed at https://www.alexandriava.gov/uploadedFiles/recreation/parks/plate_4_Potomac_Formation_map.pdf
- Gilpin, George
1798 Plan of the town of Alexandria in the District of Columbia, 1798. Electronic image. Accessed at <https://www.loc.gov/item/91681006/>. 3 April 2021.
- Global Geotechnical Consultants (GGC)
2020 *Subsurface Investigation and Preliminary Geotechnical Engineering Report, 101 Duke Street, Alexandria, Virginia*. Prepared for Eleventh Street Development. Certified by Mohammad Soliman, PE, and Janis Asare-Bediako, PE, PMP.
- Harper, John David, Jr.
2007 *Soil Survey of Arlington County, Virginia*. United States Department of Agriculture (USDA), Natural Resources Conservation Service (NRCS), in cooperation with Virginia Polytechnic Institute and State University. Viewed online: https://www.nrcs.usda.gov/Internet/FSE_MANUSCRIPTS/virginia/VA013/0/Arlington.pdf.
- Hopkins, George M.
1877 *City Atlas of Alexandria, Virginia* (Plate II). In Stephenson, Richard, *The Cartography of Northern Virginia: Facsimile Reproductions of Maps Dating from 1608 to 1915*, p. 81. Office of Comprehensive Planning, Fairfax, VA.
- Hueber, F.M.
1982 *Megaspores and a Palynomorph from the Lower Potomac Group in Virginia*. Smithsonian Contributions to Paleobiology, number 49, p. 69.
- Jirikowic, Christine, Gwen Hurst and Tammy Bryant
2004 Archeological Investigations at the Elliott House, 323 Fairfax Street, Alexandria, Virginia. Prepared for Old Presbyterian Meeting House by Thunderbird Research Corp. VDHR Report No. AX-090.
- Knepper, Dennis and Kimberly Prothro
1990 *Historical and Archaeological Investigation of Roberdeau's Wharf at Harborside, Alexandria, Virginia*. Report prepared for 400 South Union Street Joint Venture by Engineering-Science, Inc., Washington, D.C. VDHR Report No. AX-024.

Lyttle, Peter T., John N. Aleinikoff, William C. Burton, E. Allen Crider Jr., Avery A. Drake Jr., Albert J. Froslich, J. Wright Horton Jr., Gregorios Kasselas, Robert B. Mixon, Lucy McCartan, Arthur E. Nelson, Wayne L. Newell, Louis Pavlides, David S. Powars, C. Scott Southworth, and Robert E. Weems

- 2017 *Geologic Map of the Washington Wet 30' x 60' Quadrangle, Maryland, Virginia, and Washington, D.C.* Electronic document. Accessed at https://ngmdb.usgs.gov/Prodesc/prodesc_106759.htm. 15 March 2021.

Magnus, Charles

- 1863 *Bird's Eye View of Alexandria, Va.* Originally published in New York/Washington, DC. Electronic document. Accessed at <https://www.loc.gov/item/81694373/>. 22 October 2020.

Maas, Anna, Dan Baicy, and Boyd Sipe

- 2016 Windmill Hill Park, City of Alexandria, Virginia: Documentary Study and Phase I Archeological Investigation. Prepared for the City of Alexandria, Department of Project Implementation by Thunderbird Archaeology, a division of Wetland Studies and Solutions, Inc. VDHR Report No. AX-186.

Miller, T. Michael

- 1995 *Portrait of a Town: Alexandria District of Columbia (Virginia), 1820-1830.* Appendix C. Originally published by Heritage Books, Baltimore.

Morin, Edward and Jeffrey Harbison

- 2005 Woodrow Wilson Bridge Project. Supplemental Environmental Assessment Archeological/Geomorphological Investigations Within Four Alternatives Proposed for Access and Parking Areas, Jones Point Park, Alexandria, Virginia. URS Corporation, Florence, NJ.

Mullen, John P. and William P. Barse

- 2012 *Archeological Investigations within a Portion of Potomac Avenue and Associated East/West roads and of Site 44AX0204, Potomac Yard Property, City of Alexandria, Virginia.* Final Revision. VDHR Report #AX-144. Prepared for Potomac Yard Development, LLC by Thunderbird Archeology a Division of Wetland Studies and Solutions, Inc., Gainesville, Virginia.

Princeton University Press

- 1817 Letter: Anthony Charles Cazenove to Thomas Jefferson (October 25). Annotations. Founders Online, National Archives. Electronic document. Accessed at <https://founders.archives.gov/documents/Jefferson/03-12-02-0100>. 2 April 2021.

Pulliam, Ted

- Ca. 2006 Collected notes on the Robinson Terminal South project area (Point Lumley, Blocks 70 and 85). Copies generated at Alexandria Archaeology, Alexandria, VA.

Ring, Constance, Wesley Pippinger, James D. Munson, and T. Michael Miller

- 2008 *Alexandria Town Lots, Together with the Proceedings of the Board of Trustees, 1749-1780.* Heritage Books, Baltimore.

Sanborn Map and Publishing Company

- 1885 *Alexandria, Virginia* (Plate 9). Electronic image. Accessed at https://www.loc.gov/re-source/g3884am.g3884am_g089681885/?st=gallery. 22 October 2020.

Sanborn Map Company

- 1912 *Fire Insurance Map of Alexandria, Virginia* (Plate 14). Electronic image. Accessed at https://www.loc.gov/item/sanborn08968_006/. 22 October 2020.
- 1921 *Insurance Map of Alexandria, Virginia* (Plate 11). Electronic image. Accessed at <https://www.loc.gov/resource/g3884am.08968007/?st=gallery>. 22 October 2020.
- 1941 *Insurance Map of Alexandria, Virginia, including unincorporated sections known as Belle Haven and New Alexandria* (Plate 12). Electronic image. Accessed at https://www.loc.gov/item/sanborn08968_008/. 22 October 2020.
- 1959 *Insurance Map of Alexandria, Virginia, including unincorporated sections known as Belle Haven and New Alexandria* (Plate 12-Revised). Electronic image. Accessed at https://www.loc.gov/item/sanborn08968_008/. 5 April 2021.

Sayers, Mary

- 1999 Supplemental Historic Architectural Survey of the Revised Area of Potential Effects for the Woodrow Wilson Bridge Improvement Project, I-95/I-495 from Telegraph Road to MD 210, Virginia, Maryland, and the District of Columbia. Prepared for the U.S. Department of Transportation, the Federal Highway Administration, the Virginia Department of Transportation, the Maryland Department of Transportation (SHA), and the District of Columbia Department of Public Works by URS Group, Inc. VDHR Report No. AX-068.

Stevens, J. Sanderson, Alice C. Crampton, Diane E. Halsall, Elizabeth A. Crowell, J. Lee Cox Jr.

- 1996 Woodrow Wilson Bridge Improvement Study, Integrated Cultural Resources Technical Report (and Appendices). Prepared by Potomac Crossing Consultants. VDHR Report No. AX-052.

Schreiber, Abby

- n.d. 101 Duke Street: A Microstudy. Unpublished manuscript. On file, Alexandria Archaeology, Alexandria, VA.

Shomette, Donald G.

- 2005 *Maritime Alexandria: The Rise and Fall of an American Entrepôt*. Heritage Books, Westminster, Maryland.

Soil Survey Staff

- 2018 Web Soil Survey and Soil Series Descriptions. United States Department of Agriculture and Natural Resource Conservation Service (NRCS) Electronic documents, <http://websoil-survey.sc.egov.usda.gov/App/HomePage.htm> and <https://soilseries.sc.egov.usda.gov/osd-name.asp>.

Virginia Department of Historic Resources

- 2015 PIF Resource Information Sheet: Leslie Avenue warehouse #1. Electronic document. Accessed at https://www.alexandriava.gov/uploadedFiles/planning/info/Historic_Preservation/Del_Ray/2015HPDRArtDeco1509Leslie.pdf. 4 April 2021.

Walker Title LLC

2020 Title Report for 101 Duke Street, Alexandria, Virginia (Case No. A2001356). Prepared for Eleventh Street Development, Alexandria, VA. Walker Title, LLC, Fairfax, VA.

Washington, George

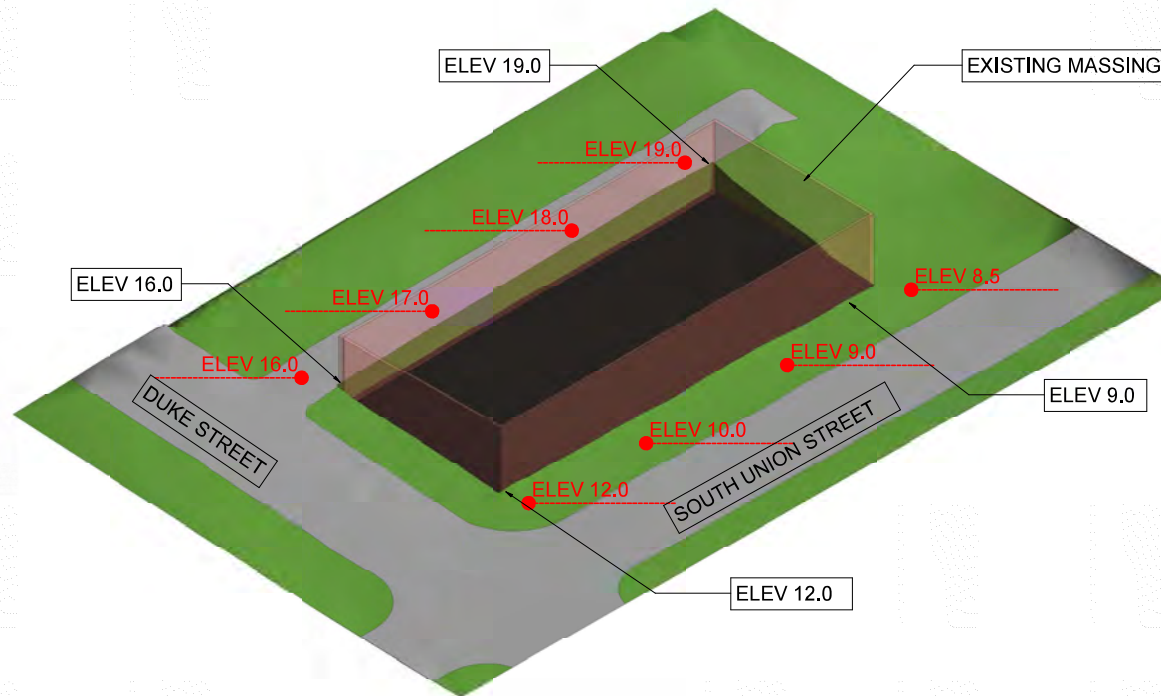
1749 A Plan of Alexandria, now Belhaven. Electronic image. Accessed at <https://www.loc.gov/item/98687108/>. 22 October 2020.

Williams, Martha R., David J. Soldo, and Joshua Roth

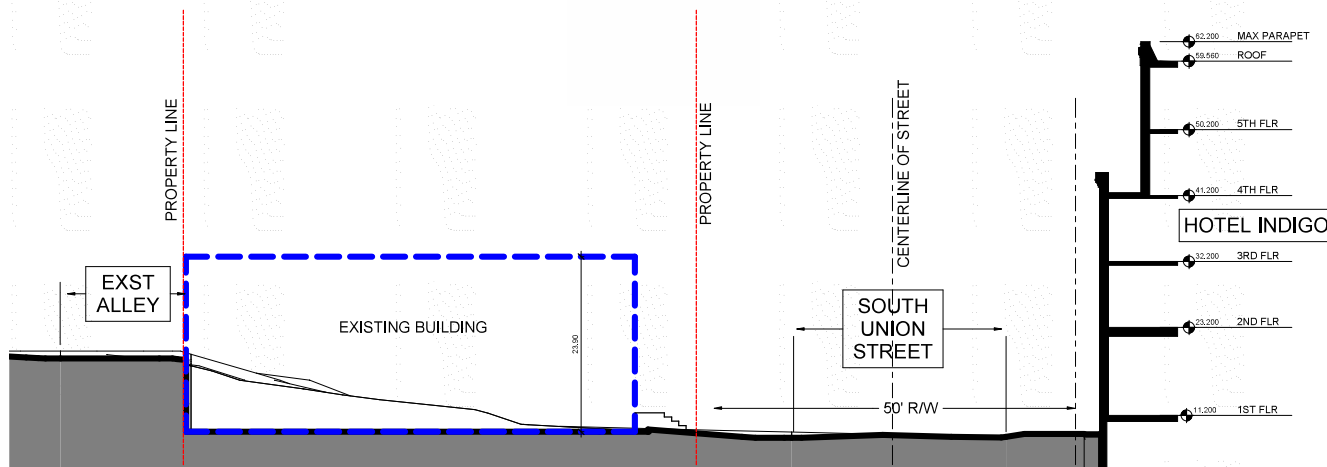
2001 *Archeological Monitoring and Phase II Archeological Investigations of Block F, United States Patent and Trademark Office (USPTO) Relocation Site, Alexandria, Virginia*. Prepared for Roy F. Weston, Inc., West Chester, PA by R. Christopher Goodwin & Associates, Inc., Frederick.

APPENDIX I

CURRENT CONDITIONS AND DESIGN SCHEMATIC FOR 101 DUKE STREET, PROVIDED BY ELEVENTH STREET DEVELOPMENT

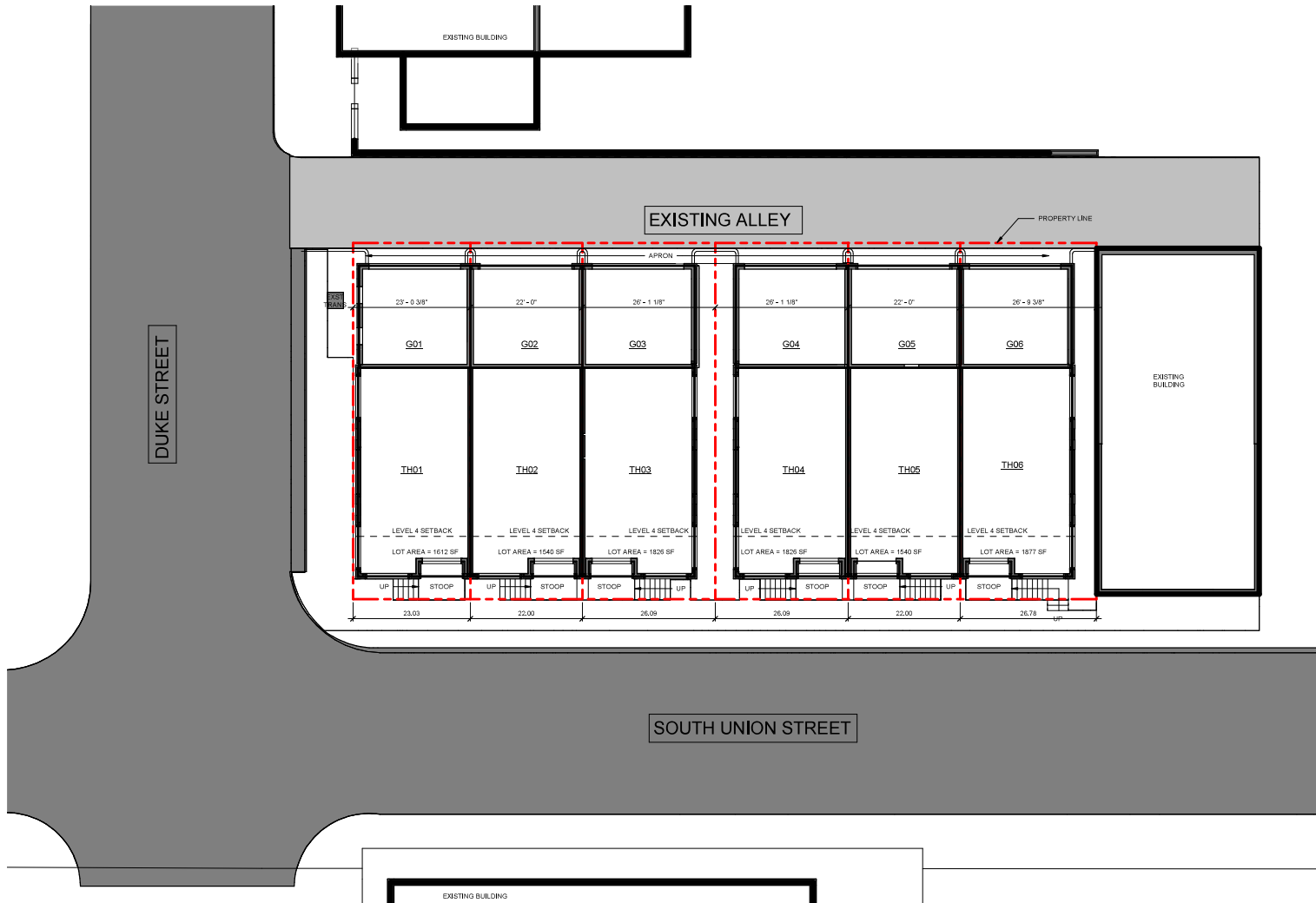


1 EXISTING TOPOGRAPHY AND MASSING



2 EXISTING STREET SECTION





1 ARCHITECTURAL SITE PLAN
1" = 10'-0"



ARCHITECTURAL SITE PLAN

NW CORNER OF SOUTH UNION AND DUKE STREETS

07

02.05.21 © 2021 ODELL CONSULTING, LLC. All Rights Reserved

Alexandria, VA

TH01 / TH02 / TH03 / TH04 / TH05 / TH06			
GROUND FLOOR	905 SF	440 SF	GARAGE
SECOND FLOOR	905 SF	440 SF	TERRACE
THIRD FLOOR	905 SF		
FOURTH FLOOR	700 SF	175 SF	ROOFTOP
TOTAL INTERIOR	3415 SF		

	LOT AREA	GFA		DEDUCTIONS		FAR per LOT
		TH	GARAGE	Mech/Stair	Bathrooms	
TH01	1612	3415	440	-550	-220	1.91
TH02	1540	3415	440	-550	-220	2.00
TH03	1826	3415	440	-550	-220	1.69
TH04	1826	3415	440	-550	-220	1.69
TH05	1540	3415	440	-550	-220	2.00
TH06	1878	3415	440	-550	-220	1.64

SITE AREA	10222
FAR	1.81

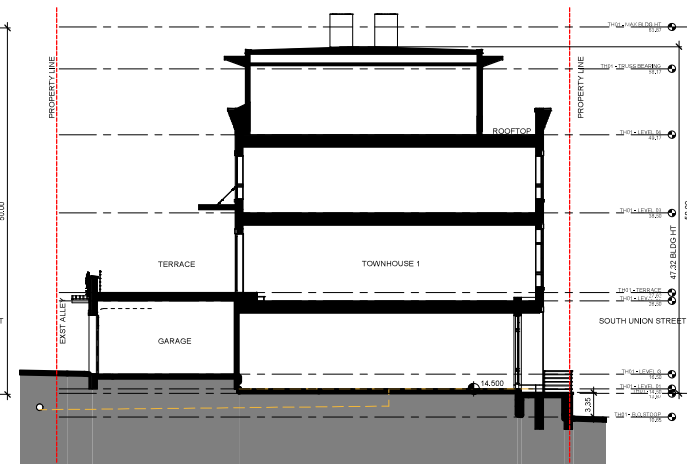
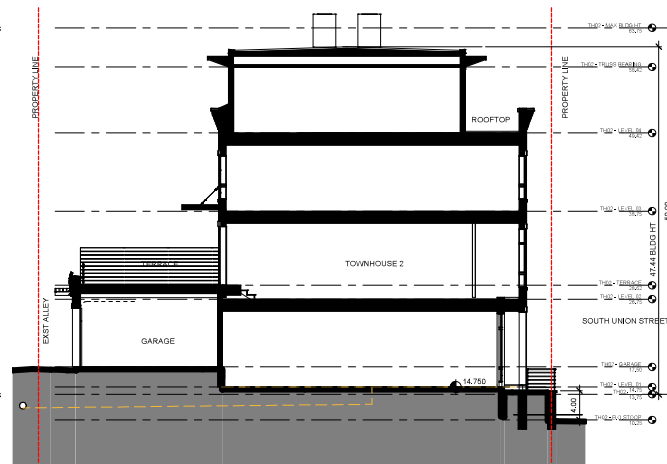
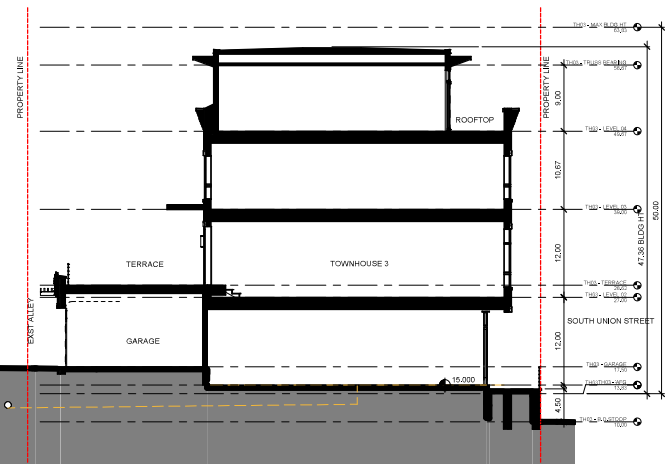
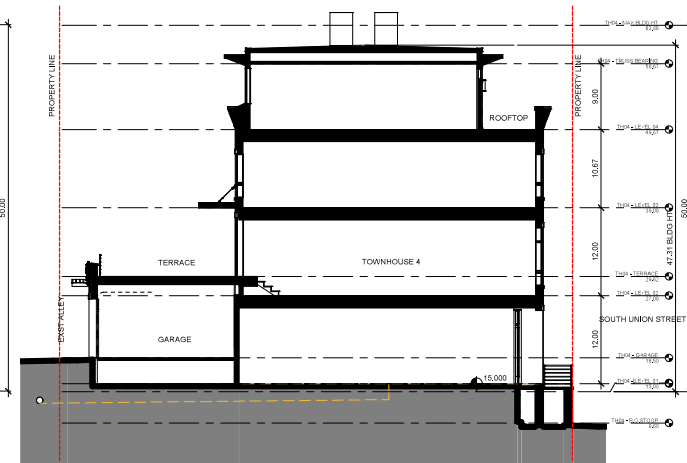
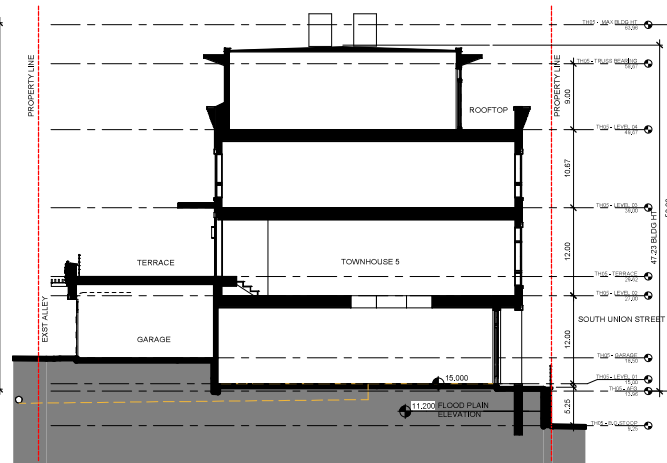
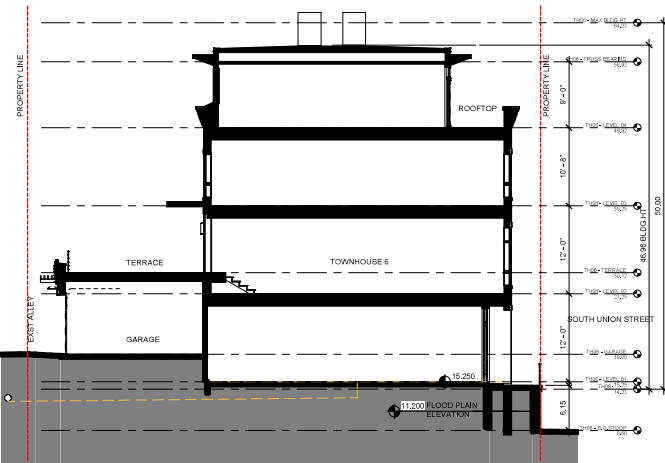
	LOT AREA	OPEN SPACE			D/S PER LOT
		TERRACE	ROOFTOP	TOTAL	
TH01	1612	440	175	615	38%
TH02	1540	440	175	615	40%
TH03	1826	440	175	615	34%
TH04	1826	440	175	615	34%
TH05	1540	440	175	615	40%
TH06	1878	440	175	615	33%

ZONING INFORMATION

ZONE	W-1	
USE	TOWNHOUSE FEE SIMPLE	
LOT AREA (SF)	10,222 (.235 ACRES)	
LOT AREA (SF MIN)	REQUIRED/ALLOWED	PROVIDED
FRONTAGE (FT MIN)	1,452	1,540 MIN - 1,878 MAX
FRONT YARD (FT MIN)	18' INT, 26' END	22.00' TO 26.78'
REAR YARD (FT MIN)	N/A	N/A
SIDE YARDS (FT MIN)	8	N/A
OPEN SPACE (SF/UNIT)	300 SF/UNIT	SEE CHART ABOVE
DENSITY	1	2 MAX
HEIGHT (FT MAX)	30 UNITS/ACRE	25.5 UNITS/ACRE
PARKING	50	LESS THAN 50
	2 SP/UNIT	2 SP/UNIT

NOTES

1. EXHIBIT IS FOR PLANNING PURPOSES ONLY
2. ALL OPEN SPACE PROVIDED ON ABOVE GRADE ROOFTOPS AND DECKS/BALCONIES
3. TWO (2) PARKING SPACES PER UNIT PROVIDED IN GARAGE



TH GRADING SECTIONS

NW CORNER OF SOUTH UNION AND DUKE STREETS 08

02.05.21 © 2021 ODLL Associates, Inc. All Rights Reserved

Alexandria, VA

APPENDIX II

**101 DUKE STREET - A MICROSTUDY (DRAFT IN
PROGRESS), PROVIDED BY ABBY SCHREIBER**

101 Duke Street – A Microstudy

By Abby Schreiber

The lot at the northwest corner of the intersection of Duke and Union Streets is now a parking structure facing redevelopment. This report will trace its early history including a property history of each historic parcel and provide cultural and historical context. Significantly, this lot lies completely on the original shoreline of the Potomac River which means it, unlike most of the land to the north and east, is not fill or made land.

This land was in use for centuries, dating back to the Paleoindian Period (12000-9000 BCE). There are few known Paleoindian sites in the Chesapeake Bay region, with more evidence for occupation and subsistence living practices in the Susquehanna River area to the north and the James River area to the south. This had led scholars to conclude that the cultural groups who occupied the area were highly mobile and followed resources, such as game, seasonally. This practice continued into the modern era, however during the Archaic Period (9000-1000 BCE) there is evidence that larger, more permanent residential sites existed in ecologically diverse areas. In the Woodland Period (1000 BCE-1600 CE), scholars note a turn toward riverine resources, making ceramics, and adoption of agriculture. Thus, when Europeans arrived in the Chesapeake and made their way to the Potomac, they noted fortified palisades and political, cultural, and linguistic affinities. Algonquian Indians, united by language and cultural traditions but including many different social-political units, including the Piscataway and Doge lived in the area that is now Alexandria.¹

[Paragraph about the earliest Euro owners of this geographic area]

¹Paul Kreisa, Eric Griffitts, and John Gentry, "Initial Archaeological Assessment of the Proposed Waterfront Flood Management Project, Alexandria, VA," 2018, <https://www.alexandriava.gov/uploadedFiles/special/WaterfrontPlan/info/Waterfront%20Phase%20II%20Flood%20Management%20-%20Initial%20Archaeological%20Assessment%20-%202018.11.20.pdf>, 9-21.

When the original lots of Alexandria were laid out, 101 Duke Street was part of Lots 69 and 70. Lot 69 was a wedge-shaped lot marked out in a measured grid on its west and south sides. Otherwise, it followed the contours of the natural riverbank and included a segment of the parallel bluff that marked the Potomac's erosion point. This was a water lot adjacent to the corporation-owned Point Lumley that would prove to be a focus of economic development in the decades to come. In 1751, John Carlyle was appointed to "have a good road cleared down to Point Lumley," which secured the gradual development of Duke Street.² Lot 70, west of Lot 69, was landlocked and bounded by Duke, Water (now Lee) and Lot 62. Nathaniel Harrison of Stafford County purchased both lots in 1752 and was required by contract to erect a 20-foot square house of brick, stone or framed wood with a brick or stone chimney on each lot. He likely met this requirement as others, who failed to do so, forfeited their investment. A July 1752 ordinance required that any house built thereafter be "on the front and be in a line with the street" with the gable end not facing the street unless it was a corner lot.³ Lot 69 only fronted on Duke Street and was otherwise bordered by Lot 70 and the Potomac River, thus any structure built by Harrison should have been on Duke, likely in the area that is now part of the 101 Duke Street parcel. Lot 70's frontage was also on Duke Street, so whatever building was erected there may have been in this parcel, though it is less likely. Robert Adam, testifying on a land cause two decades later recalled that one house stood on Lot 70 and Lot 69 was empty.⁴ Nathaniel Harrison II (1703-1791) of Brandon inherited the lots and apparently continued his father's practice of absentee ownership.



1. Detail of George Washington, "A Plan of Belhaven," 1749. 101 Duke Street is highlighted.

The owners of water lots were formally guaranteed rights to extend their lots into the Potomac River by the City Council in 1760, though this right was understood by all parties when the original deeds were enacted.⁵ Much of the modern waterfront sits on "made land" that was built in accordance with that right. However, the parcel in this study sits within existing land. This area of the lot, however, contained some of the bluff or bank, which rose above the water level 10-25 feet.⁶ It is possible that Richard Arell removed dirt from this lot and used it as fill for his wharf on the east side of

Union Street. The bank was an obstacle and a resource to those who sought to engage in water-based trade out of the fledgling 18th century port.

² "Proceedings from the Board of Trustees," August 3, 1751, as quoted in Pippinger, *Town Lots*, 129.

³ "Proceedings from the Board of Trustees," July 18, 1752 as quoted in Pippinger, *Town Lots*, 130.

⁴ "Richard Arell vs. James Kirk, Mayor of Alexandria," Prince William County Land Causes, 1789-1793 as quoted in Miller, "Wandering Along the Waterfront: The Prince to Duke Street Corridor," *The Fireside Sentinel*, p 185.

⁵ "Proceedings," September 1, 1760, 139.

⁶ Steven J. Shephard, "Reaching for the Channel: Some Documentary and Archaeological Evidence of Extending Alexandria's Waterfront," *The Alexandria Chronicle*, 2006, 6.

Sometime between 1760-62, Richard (1719-1795) and Christiana Arell (ca. 1720-1762) relocated from Philadelphia to Alexandria. Arell owned a valuable portion of real estate in Pennsylvania including a plantation, sawmill, and 8 tenements on Front Street, the central location of economic activity in that port and steps away from the wharves and docks stretching into the Delaware River. Though their

To be sold, by
RICHARD ARELL,
 A Plantation, lying in Gloucester Township, in Gloucester County, and about three Miles from Gloucester Town, and seven Miles from Cooper's Ferry; containing 238 Acres of Land, 15 Acres thereof is good Marsh Meadow, well benked in, and a considerable Orchard, a good Stone Quarry, and about 60 Acres of Up-land cleared. Also a good Saw-mill, and 1500 Acres of Land thereto belonging, lying in Deptford Township, five Miles from a good Landing, on Timber Creek. Also seven new Brick Tenements, and a Frame Ditto, and two Bake-Ovens; all situate on Front Street, Philadelphia, about 30 Perches above Pool's Bridge. Any Person inclining to purchase any Part or Parcel, may apply to the aforesaid Richard Arell, living in one of the said Tenements, who proposes to move to Maryland, with his Family, as soon as he conveniently can.
 Notice is hereby given to a certain John Matton, that was born in West Jersey, in Gloucester County and four or five Years since enlisted for a Soldier, that if he be living, and will let me, the aforesaid Richard Arell, know where he is, I will acquaint him of a certain Affair that shall be greatly to his Advantage; or if any Person knows any thing of the said Matton, and will acquaint me therewith, it will be kindly accepted by me the Subscriber,
RICHARD ARELL.

2. Philadelphia Gazette, Philadelphia, Pennsylvania,
 December 6, 1759

motivation for moving their family of 5 young children to Alexandria is unknown, they were among a wave of opportunity seekers who felt squeezed out of the established, northern ports and saw a chance at economic success as southern tobacco landings grew into regulated ports. Arell purchased several city lots when he arrived in Alexandria, but did not buy Lots 69 and 70 until 1775. By that time, Arell's Tavern near the Market Square was a fixture of town life, Richard married his second wife, Eleanor, and the children were grown.⁷

⁷Richard Arell purchased Lot 53 in 1762, 60 and 122 in 1763, 48 in 1765, 81 in 1767, 90 by 1773, 69, 70 and 72 in 1775, 73 before 1780, and 109 in 1784. Lot 69 is the only water lot Arell purchased. Constance K. Ring and Wesley E. Pippenger, *Alexandria, Virginia Town Lots, 1749-1801. Together with Proceedings of the Board of Trustees, 1749-1780* (Westminster, Md.: Family Line Publications, 1995).



3. 101 Duke Street from 2019 aerial photography. Parcels are historic boundaries.

Sons David (1752-1792) and Samuel (1755-1795) joined the Revolutionary cause, with David rising to the rank of Captain before his resignation in 1778.⁸ David and Samuel held extensive real estate separate from their father's. David married divorcee Phoebe Caverly in 1785 and their two children, Christiana and Richard, inherited their father's share of Richard Arell's estate.⁹ Daughters Elizabeth (1757- c. 1815), Mary (1759-1796) and Catherine (1760-1809), known as Kitty, married and started families. Importantly, their spouses stood to benefit from the elevated economic position these young women enjoyed due to their father's investments. Cyrus Copper married Elizabeth Arell circa 1770 and William Hunter married Kitty in 1782.¹⁰ Copper and Hunter contributed financially and logistically to Richard Arell's construction

campaign related to building out his wharf into the Potomac River. In return for their work, their father-in-law promised to transfer ownership of certain lots along the west side of Union Street to them.¹¹ The Arell family lost several members within a short time, and most died intestate.¹² This created uncertainty among their heirs because the common law practice was to divide the estate equally among the heirs while reserving a widow's third for the widow's maintenance as long as she lived. Adding to the complexity in this case, Richard Arell's promised transfers to his sons-in-law were not officially recorded. Richard Arell was predeceased by his son David in 1792, and two of his sons-in-law, Cyrus Copper in 1785 and William Hunter in 1792. When Richard Arell died in November of 1795, it appeared that his estate would pass on in five equal shares, three to his surviving daughters, Elizabeth Copper, Kitty Hunter and Mary Jenkins, one to his grandchildren Christiana and Richard Arell (children of David Arell), and one to his son Samuel. Samuel died shortly thereafter, in December 1795. Richard Arell's personal property, including three enslaved adults and one child, was sold at a public auction to cover his debts.¹³ Weeks later, Mary Jenkins, Richard's daughter, and Eleanor Arell, his widow, both died in the summer of 1796.¹⁴ These circumstances resulted in uncertainty over which lots were in fact part of Richard Arell's estate since he had sold and promised several before his death. With no will and no

⁸ John Hastings Gwathmey, *Historical Register of Virginians in the Revolution, Soldiers, Sailors, Marines, 1775-1783* (Richmond, Va: Dietz, 1938).

⁹ Samuel Arell married Dorothea Caverly before 1790 but did not have surviving children. Widowed Dorothea later married Joel Ellis (1805) and did not retain rights to Samuel's share of Richard Arell's estate.

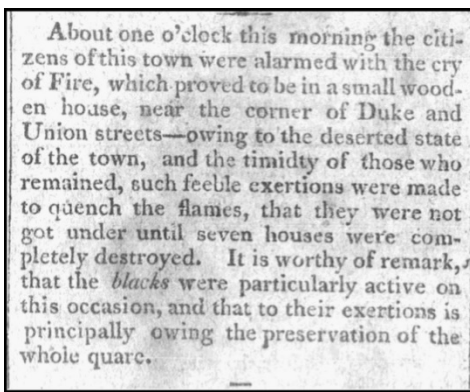
¹⁰ William Hunter and David Arell owned land in Alexandria together before Hunter married Arell's sister, Kitty. Ref. Fairfax Deed Book, O1:22.

¹¹ Hustings Court Deed Books, L:329, October 11, 1798.

¹² David Arell, Last Will and Testament, April 17, 1792, Fairfax County Will Books, F1:79; Samuel Arell, Last Will and Testament, December 20, 1795, Fairfax County Will Books, G1:130.

¹³ George Jenkins and P. G. Marsteller, "Will Be Sold," *Columbian Mirror and Alexandria Gazette*, March 12, 1796, Genealogy Bank.

¹⁴ *Lowe vs. Administrators of Richard Arell*, 1810-014, Chancery Court of Arlington County. Phillip G. Marsteller and George Jenkins were found negligent in their administration of Richard Arell's personal estate.



4. "About One o'clock This Morning," *Alexandria Daily Advertiser*, September 23, 1803, Genealogy Bank.

existing documentation of the final division of his real estate, few clues point to the ownership of these parcels.¹⁵

The instability in the inheritance process for Richard Arell's estate proved to have long term effects on the development of the waterfront. Arell owned land, including what is now the parcel at 101 Duke Street, that should have been at the leading edge of occupation and use due to its proximity to the public wharf and warehouse at Point Lumley and, to the north,

Gilpin's wharf and warehouse at the foot of Prince Street. The ownership history of Parcel 2 provides an example of how the uncertainty caused a well-situated parcel to remain vacant for

nearly three decades.

Parcel 1

Cyrus Copper, who married Richard Arell's 13 year old daughter, Elizabeth, never legally owned this parcel but he possessed it by agreement with Richard Arell. Copper earned this parcel as compensation for his assistance with building Arell's wharf on the east side of Union Street. After Copper's death in 1785, his widow, Elizabeth, refused to sign a deed of gift from her father granting her the parcel as a symbol of his love and affection. Rather, she insisted that the terms of the transfer should be based on the work completed by her late husband. Thus, it was not until 1798, after Richard Arell's estate was formally divided, that Elizabeth and her daughters could record the deed putting the parcel in their name. The parcel included a large, 3 story brick house for which Cyrus Copper purchased materials before his death, and Elizabeth managed the construction of after, which means it was built in late 1785 or early 1786.¹⁶ Unfortunately, this house was among the 7 houses that burned in an 1803 fire. Around one o'clock in the morning of September 23, 1803, a cry of fire roused neighboring residents, mostly free and enslaved blacks. Though they lost several structures, their exertions stalled the fire from spreading to other areas of the block.¹⁷ Tax records indicate that the parcel was empty or contained a shed until 1840, when it contained one house. By 1830, this parcel was joined with Parcel 2.¹⁸ One of the tenants, William Campbell, was a house and ship joiner who served as the lumber inspector for the port.¹⁹

Parcel 2

This parcel may have been reserved for the use of George Jenkins, who married Richard Arell's daughter Mary. Mary predeceased her husband, so he owned the parcel in trust for their daughter,

¹⁵ Richard Arell filed a division of his estate before his death, which was strictly to clarify that he transferred two Alexandria lots in 1780, one to each son. Those lots were not to be included as part of his estate that would be divided at his death. Fairfax County Deed Books, Y1:51, March 11, 1795. The 1780 deeds are no longer extant. Chancery Court records show disputes over Richard Arell's estate continued through at least 1811.

¹⁶ Muncaster vs. Representatives of Arell, 1798-001, Chancery Court of Arlington County; Hustings Court Deed Books, L:329, October 11, 1798.

¹⁷ "About One o'clock This Morning," *Alexandria Daily Advertiser*, September 23, 1803, Genealogy Bank.

¹⁸ Tax lists for 1820, 1830, 1840. Office of Alexandria Archaeology.

¹⁹ In Council – March 19, 1830, *Alexandria Gazette*, March 23, 1830; William Campbell & Son, Notice, *Alexandria Gazette*, September 17, 1839, Genealogy Bank.

Eleanor. As a resident of Charles County, Maryland, Jenkins was not heavily invested in improving the parcel. There seems to have been some disagreement among the Arell descendants regarding the true owner of this parcel, as John and Elizabeth Muncaster, daughter of Cyrus and Elizabeth Copper, used this parcel as security for a debt on two separate occasions. In 1821, the Muncasters discharged their debt and officially sold this parcel to George Jenkins.²⁰ The parcel was vacant; likely whatever structure stood there was burned in the 1803 fire, until 1830 when a shed was recorded followed by a house in 1850.²¹



5. *Alexandria Daily Advertiser*, Alexandria, VA, September 30, 1806

Parcel 3

After William Hunter married Christiana Arell in 1782, this parcel became part of his extensive landholdings throughout the town of Alexandria.²² The Hunters leased the parcel to others, retaining their legal right to collect ground rents. In 1802, Margaret Myers leased the parcel. However, Christiana Hunter sold it in 1808 to settle a debt to Thomas Preston, who then sold it to Ephraim Evans.²³ From 1806 to 1822, Horace Field & Richard Rock carried on their joint venture in nail manufacturing and blacksmithing from

this location.²⁴

Parcel 4

This parcel passed into the control of James Rector Magruder Lowe via his marriage to Richard Arell's granddaughter, Christiana Arell. The Lowes sued in Chancery court for a formal division of David Arell's estate between his two children, Christiana and Richard Arell (2).²⁵ Christiana received the full parcel, but subdivided it into a northern and southern half. The frame dwelling on the southern half was likely the origin of the September 1803 fire. That portion of the parcel appears to have remained a vacant lot after the fire. Margaret Myers leased the northern half of the lot in 1805, with a likely new, 2-story frame house and other buildings. Myers subleased the property to Jacob Leap, a grocer, but she quickly sold her interest in the parcel to Horace Field in 1806.²⁶ The full parcel was used by Field & Rock for the duration of their partnership. The lot was vacant by 1830, and John Hart paid taxes on the northern half of the lot in 1840 and 1850, though there is no deed recorded to document the official transfer from Lowe.²⁷

²⁰ Alexandria Deed Books, U:205, January 14, 1811 and H2:140, August 10, 1818; L2:317, December 22, 1821. Tax records from this same period show George Jenkins as the owner of the parcel.

²¹ Tax lists for 1820, 1830, 1840, and 1850. Office of Alexandria Archaeology.

²² This parcel does not appear to be the compensatory land that Hunter earned for aiding Richard Arell in wharf construction. That parcel is adjacent to the north of Parcel 1, thus is outside this study area.

²³ Alexandria Deed Books, D:190, December 10, 1802; P:479, October 13, 1807; Q:284, February 3, 1808.

²⁴ Horace Field, "Cut Nail Manufactory," *Alexandria Daily Advertiser*, September 30, 1806; Richard Rock and Horace Field, "Notice," *Alexandria Herald*, December 16, 1822, Genealogy Bank.

²⁵ Lowe vs. Arell, 1805-001, Chancery Court of Arlington County.

²⁶ Alexandria Deed Books, L:123, May 8, 1805, K:374, October 25, 1805, and N:414, October 15, 1806.

²⁷ Tax lists for 1820, 1830, 1840, and 1850. Office of Alexandria Archaeology.

Parcel 5

In 1783, Lamb's Tavern occupied a three-story frame house at the corner of Union and Duke and served as the first meeting place for the local Masonic chapter.²⁸ The house stood until the September 1803 fire. Elizabeth Copper, daughter of Richard Arell, inherited this parcel and the 1815 division of her estate formally granted it to John and Elizabeth Muncaster.²⁹ This formality did not stop the couple from using the vacant lot as security for a debt in 1811.³⁰ Richard Rock, formerly a partner in Field & Rock purchased the vacant lot at a forfeiture sale in 1827, built a blacksmith shop there, and carried on business for his life span.³¹

The parcels in this section of the block were a relatively underutilized section of the waterfront. While Richard Arell built his wharf on the northern portion of his water lot in the early 1780s, he neglected the southern portion (adjacent to these parcels) due to uncertainty with the boundary of the city-owned area of Point Lumley. A court action in 1790 settled that issue, though it did not seem to spur additional development.³² That may be partly due to the difficult economic circumstances that affected everyone engaged in waterfront economic activity due to reduced trade volume. In 1796, a newspaper account described a severe storm where a ship "parted her fasts and was driven in a cove between Hooe's and Arell's wharf."³³ This suggests that an area between the southern edge of Arell's wharf and the northern extent of Hooe's was an undeveloped landing or shoreline. The chancery suits filed by Arell's descendants repeatedly claimed that uncertainty of ownership stalled investment and development of these parcels. As several of them also lived out of state or in distant counties, their absenteeism and uncertainty combined to create a barrier to development.

Union Street, which fronts all the parcels in this lot, was likely in a poor state of maintenance until 1809 when it was described as "well paved."³⁴ Union Street was not included in the original 1749 plan of Alexandria, but was added to the blocks south of Duke in the mid-1780s. In 1782, an act of the state legislature allowed for its extension and for property owners to use any removed soil to fill in their water lots.³⁵ This may have directly benefitted Richard Arell, whose wharf construction project corresponded with the opening of the Duke to Prince segment of Union Street. Arell's construction

²⁸ Alfred G. Uhler and F. L. Brockett, *The Lodge of Washington ; a History of the Alexandria Washington Lodge, No. 22, A.F and A.M. of Alexandria, VA., 1783-1876: Compiled from the Original Records of the Lodge by F.L Brockett, Together with an Appendix Bringing the Record Down to the Close of the Nineteenth Century by Alfred G. Uhler* (G.H. Ramey & Son, 1899), 34. This source and others conflate Lamb's Tavern, at the corner, and Union Tavern, a brick building north of this near the middle of the block.

²⁹ Marsteller vs. Muncaster, 1815-002, Chancery Court of Arlington County.

³⁰ Alexandria Deed Books, U:205, January 14, 1811.

³¹ Alexandria Deed Books, Q2:153, May 5, 1827.

³² Arell vs. Town of Alexandria, 1742-1856:145, Record of Surveys, Fairfax County.

³³ "Alexandria, January 9," *Finley's American Naval and Commercial Register*, January 19, 1796, Genealogy Bank.

³⁴ Joshua Gilpin, Thomas Gilpin, and George Gilpin, "Valuable Property For Sale," *Alexandria Daily Gazette, Commercial & Political*, May 24, 1809, Genealogy Bank.

³⁵ William Waller Hening, *The Statutes at Large; Being a Collection of All the Laws of Virginia, from the First Session of the Legislature, in the Year 1619: Published Pursuant to an Act of the General Assembly of Virginia, Passed on the Fifth Day of February One Thousand Eight Hundred and Eight.*, vol. 11, 13 vols. (New York, NY: Bartow, 1823), 44-45.

began in the early 1780s and was complete before 1791 when his wharf was a geographic point of reference for another business.³⁶ In 1787, a lot in the middle of the block made by Prince and Duke was recorded with Union Street as its eastern boundary.³⁷ The section of Union Street that bounded what is now 101 Duke Street was not built upon until the 1790s, except for the tavern building on Parcel 5.



6. Fairfax County Deed Books, E2:269, 1804. 101 Duke Street is highlighted.

³⁶Hustings Court Deed Books, L:329, October 11, 1798; Patrick McMahan, "The Subscriber Takes This Method," *Virginia Gazette and Alexandria Advertiser*, September 15, 1791, Genealogy Bank.

³⁷ Hustings Court Deed Books, C:167, July 11, 1787.

Chain of Title – North to South

All Parcels

March 28, 1752	Town Trustees	Nathaniel Harrison	Lots 69 & 70
March 6, 1775	Nathaniel Harrison II	Richard Arell (1)	Lots 69 & 70

Parcel 1

September 12, 1788	Richard & Eleanor Arell	Elizabeth Copper & Daughters	Unrecorded
August 1, 1793	Richard & Eleanor Arell	Elizabeth Copper & Daughters	Unrecorded
October 11, 1798	Heirs of Richard Arell (1)	Elizabeth Muncaster	Transfer

Parcel 2

January 14, 1811	John & Elizabeth Muncaster	Charles Simms & Thomas Swann	Security for debt
August 10, 1818	John & Elizabeth Muncaster	Charles Simms & Thomas Swann	Security for debt
December 22, 1821	John & Elizabeth Muncaster	George Jenkins	Sale

Parcel 3

December 10, 1802	William & Christiana Hunter	Margaret Myers	Lease
October 13, 1807	Christiana Hunter	James Keith & Thomas Preston	Security for debt
February 3, 1808	James Keith & Christiana Hunter	Ephraim Evans	Sale
April 5, 1820	Margaret Myers	Ephraim Evans	Termination of lease
April 5, 1820	Ephraim & Sarah Evans	Horace Field	Sale
July 29, 1820	Ephraim & Sarah Evans	Anthony Charles Cazenove	Sale of Ground Rent
April 5, 1825	Horace Field	Anthony Charles Cazenove	Sale of tenement & lot
April 23, 1827	Anthony Charles Cazenove	Arthur S. Urie	Sale
October 7, 1827	Arthur & Elizabeth Urie	Bernard Bryan	Security for debt
February 23, 1832	Bernard Bryan & Robert W. Hunter	Heirs of Arthur Urie	Release of Trust
June 11, 1852	Anthony Charles Cazenove	Heirs of Arthur Urie	Sale of Ground Rent

Parcel 4

1805	Estate of David Arell	Christiana Lowe	Division of real property
<i>May 8, 1805</i>	<i>James R. M. & Christiana Lowe</i>	<i>Margaret Myers</i>	<i>Lease</i>
<i>May 9, 1805</i>	<i>Margaret Myers</i>	<i>Isaac W. Morris</i>	<i>Security for debt</i>
<i>October 25, 1805</i>	<i>James R. M. & Christiana Lowe</i>	<i>Peter Caverly</i>	<i>Trust to benefit Christiana Lowe</i>
<i>October 15, 1806</i>	<i>Margaret Myers</i>	<i>Horace Field</i>	<i>Sublease</i>
<i>September 29, 1810</i>	<i>Isaac W. Morris</i>	<i>Horace Field</i>	<i>Sale</i>
<i>May 12, 1821</i>	<i>Horace & Elizabeth Field</i>	<i>Field & Wright</i>	<i>Security for debt</i>
<i>September 13, 1823</i>	<i>Tench Ringgold (bank rep)</i>	<i>Daniel Wright</i>	<i>Purchased in forfeiture sale</i>

*Italics indicates the north half of the lot

Parcel 5

January 14,	John & Elizabeth	Charles Simms & Thomas	Security for debt
-------------	------------------	------------------------	-------------------

1811	Muncaster	Swann	
1815	Estate of Elizabeth Copper	Elizabeth Muncaster	Division of real property
August 10, 1818	John & Elizabeth Muncaster	Charles Simms & Thomas Swann	Security for debt
May 5, 1827	Thomas Swann	Richard Rock	Purchased in forfeiture sale

APPENDIX III

**POTOMAC PARKING GARAGE FINAL SITE
PLAN, CITY OF ALEXANDRIA, PERMIT 88-033
(RELEASED AUGUST 15, 1989)**

SEWER TABULATION

EXIST. SANITARY SEWER

EX. M.H. (A) TOP = 11.65

INV. 42" IN = -3.50

INV. 42" OUT = -3.54 (FROM B)

EX. M.H. (B) TOP = 7.73

INV. 42" IN = -3.10 (TO A)

INV. 42" OUT = -3.13

EXIST. STORM SEWER

EX. CB (1) TOP = 12.75

INV. 12" OUT = 10.00 (TO 2)

EX. CB (2) TOP = 13.15

INV. 12" IN = 7.60 (FROM 1)

INV. 15" IN = 6.71

INV. 15" OUT = 6.60 (TO 3)

EX. M.H. (3) TOP = 11.00

INV. 15" IN = 6.18 (FROM 2)

INV. 15" IN = 6.44

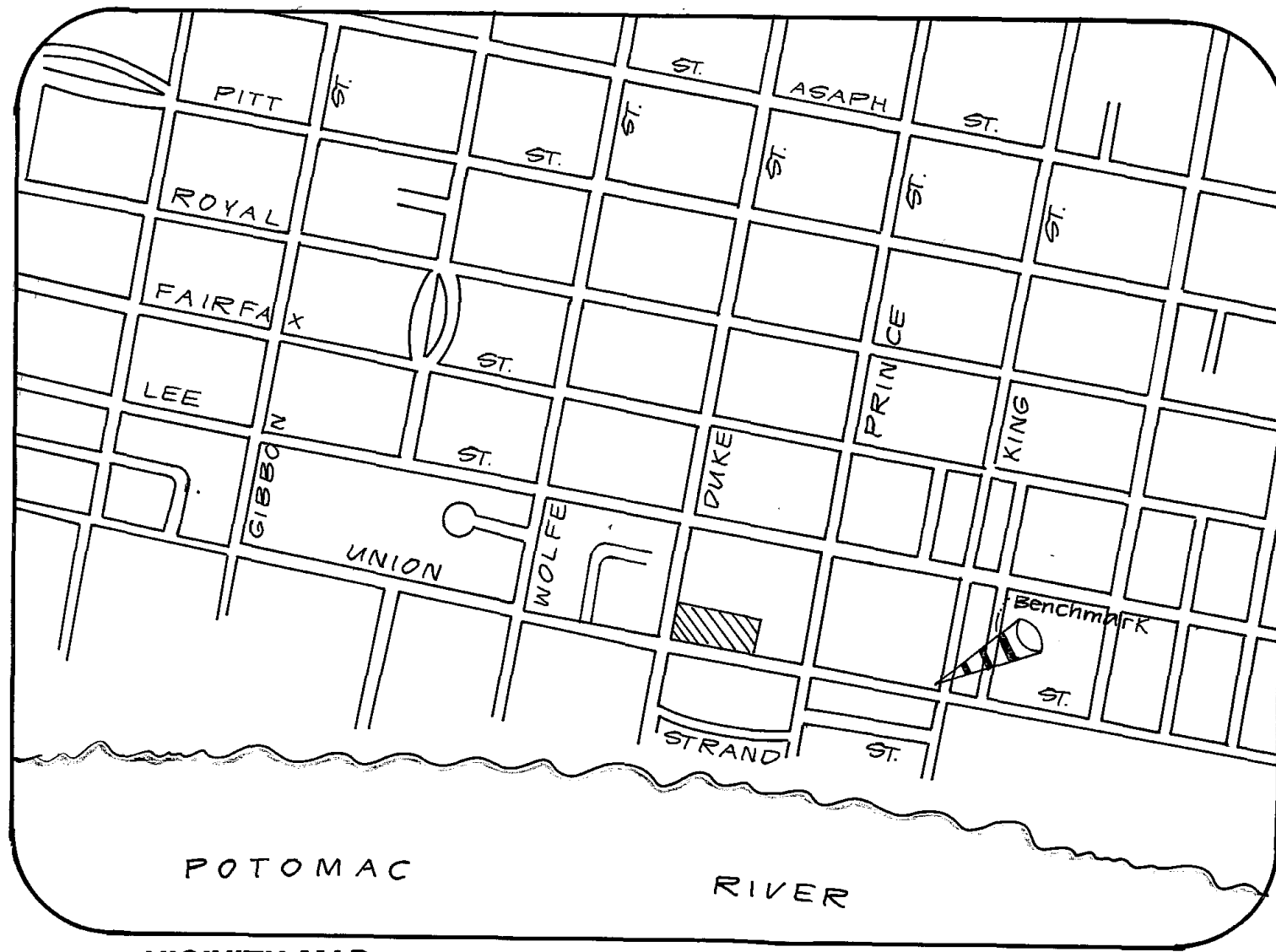
INV. 18" OUT = 6.73

GENERAL NOTES

- 1) NO TITLE REPORT FURNISHED.
- 2) THE PROPERTY DELINEATED HEREON IS SHOWN ON CITY OF ALEXANDRIA TAX ASSESSMENT MAP 75.03-02 PARCEL 15, AND IS ZONED I-1 INDUSTRIAL.
- 3) THE PROPERTY DELINEATED HEREON LIES IN ZONE A10 & B AS SHOWN ON THE FLOOD INSURANCE RATE MAP OF THE CITY OF ALEXANDRIA AS PREPARED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY.
- 4) THE DEVELOPER SHALL CONVERT UNUSED CURB CUTS & LOADING ENTRANCES TO CITY STREETSCAPE COMPATIBLE WITH SURROUNDINGS, IS ON UNION STREET, BRICK SIDEWALK SHALL BE MATCHED AND STREET TREES ADDED, ON DUKE STREET, CONCRETE SIDEWALK SHALL BE ADDED.
- 5) DEVELOPER SHALL MAINTAIN STREETS TO BE FREE OF MUD, DIRT, DEBRIS, ETC.
- 6) COMPACT SPACES SHALL BE DESIGNATED FOR THAT USE ONLY.
- 7) A SOILS REPORT TO BE SUBMITTED TO CODE ENFORCEMENT AND TRANSPORTATION & ENVIRONMENTAL SERVICES.
- 8) FLOOD ELEVATION = 7.40 ± LOWER LEVEL OF PARKING GARAGE TO BE SIGNED "SUBJECT TO FLOODING" AND "NO OVERNIGHT PARKING".
- 9) PARKING STRUCTURE TO BE SPRINKLERED PER FIRE MARSHALL REQUIREMENTS.

POTOMAC PARKING GARAGE

CITY OF ALEXANDRIA, VIRGINIA



OWNER/DEVELOPER

CUMMINGS INVESTMENT ASSOC. INC.
C/O EUGENE THOMAS CONSTRUCTION CO.
P.O. BOX 1926

ALEXANDRIA, VA. 22313

ARCHITECT

MICHAEL & MICHAEL INC.

801 N. FAIRFAX ST.

ALEXANDRIA, VA. 22314

BENCHMARK

STD. USC & GS DISC. IN DOORSILL (FACING
KING STREET) OF HEIDELBERG RESTAURANT
AT S.W. CORNER OF KING & UNION STREETS
ELEV. = 6.74

ZONING TABULATION

ZONE	I-1
PLANNING DISTRICT	I (CBD)
HEIGHT DISTRICT	I
PERMITTED USES	STRUCTURED PARKING
AREA REGULATION	N/R
FRONTAGE REGULATION	N/R
YARD REGULATION	N/R
MIN. FRONT SETBACK	1/2 BLDG. HEIGHT FROM E (10')
EXIST. FRONT SETBACK	25' (FROM E)
MAX. F.A.R. ALLOWED	2.5'
F.A.R. PROPOSED	N/A
MAX. BLDG. HEIGHT ALLOWED	60'
PROPOSED BLDG. HEIGHT	(EXIST.)
SITE AREA	10,222 ±

PARKING TABULATION

PARKING REQUIRED : NONE

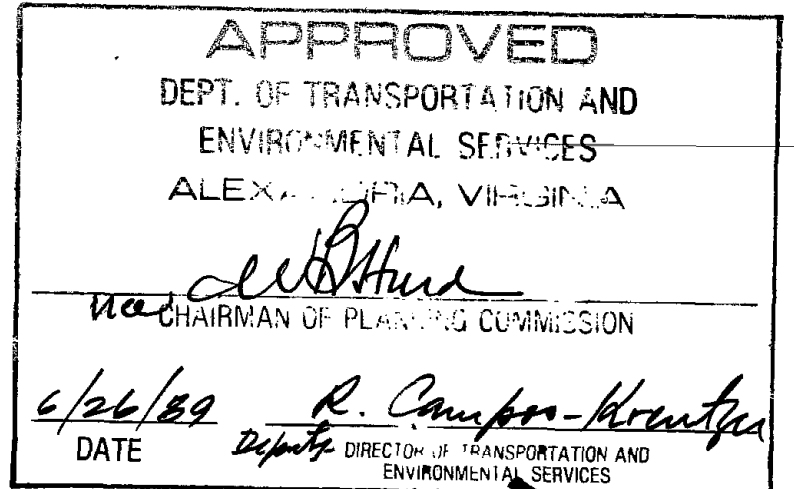
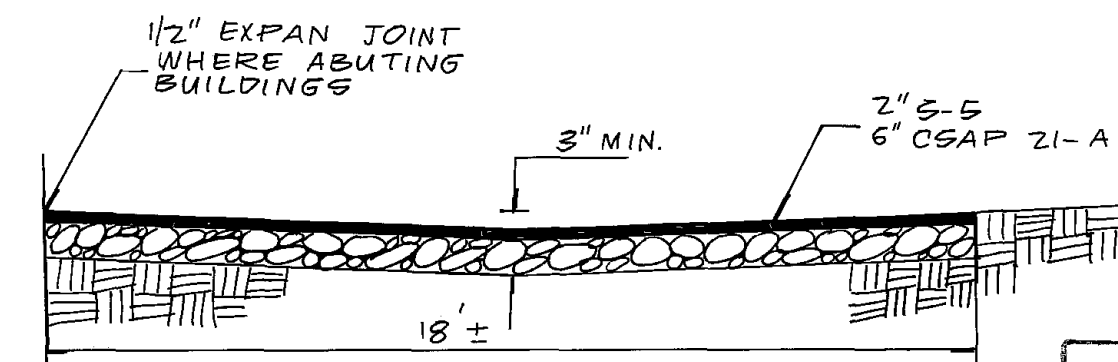
PARKING PROPOSED

	COMPACT	STANDARD	TOTAL
LOWER LEVEL	1	25	25
MIDDLE LEVEL	1	18	18
UPPER LEVEL	15	14	29
TOTAL	15	57	72

NOTE: 1) ONE STANDARD SPACE EACH ON THE MIDDLE AND UPPER LEVELS MAY BE USED AS A HANDICAP SPACE.

2) SPACE SIZES AND AISLE WIDTHS TO MEET CITY STANDARDS AND MINIMUMS, SEE GARAGE PLAN, SHEET 3 OF 3.

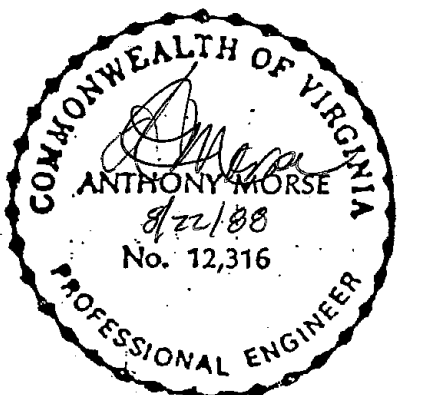
TYPICAL ALLEY PAVING



SHEET INDEX

TITLE	SHEET NO.
COVER SHEET	1 OF 3
FINAL SITE PLAN & LANDSCAPE PLAN	2 OF 3
GARAGE PLAN	3 OF 3

POTOMAC PARKING GARAGE
CITY OF ALEXANDRIA, VIRGINIA



(703) 548-2188

Holland Engineering
2111 Eisenhower Avenue, Alexandria, Virginia

• SURVEYING
• ENGINEERING
• LAND PLANNING

SHEET
1
OF
3

88-033

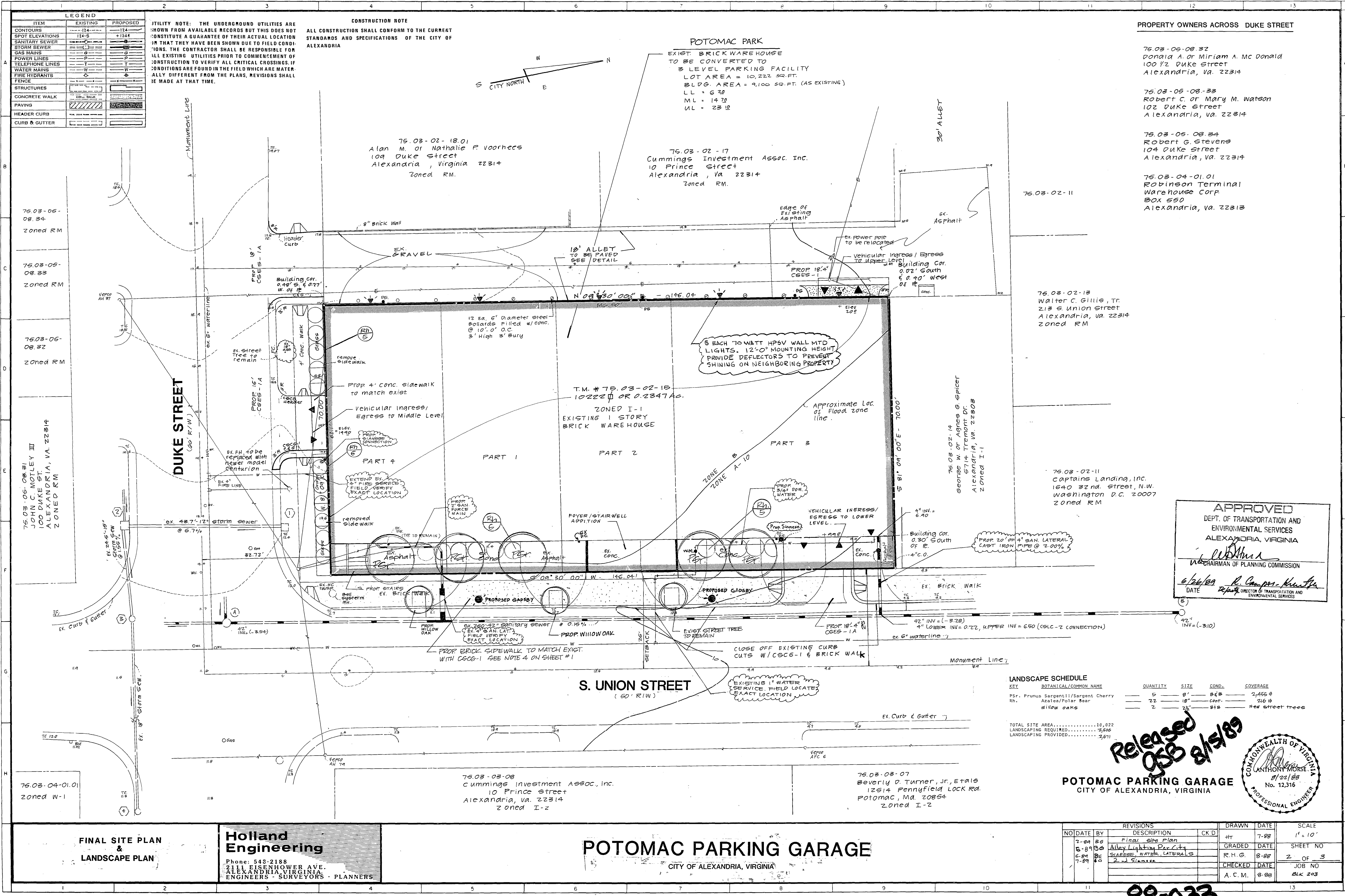
DRAWING NUMBER
88-033

DRAWING NUMBER

DRAWING NUMBER

2 OF 3
POTOMAC PARKING
SITE & LANDSCAPE PLAN

PLAN HOLD CORPORATION • IRVINE, CALIFORNIA
REGISTERED PROFESSIONAL ENGINEER
REGISTERED PROFESSIONAL LANDSCAPE ARCHITECT
REGISTERED PROFESSIONAL SURVEYOR
REGISTERED PROFESSIONAL PLANNER
REGISTERED PROFESSIONAL ARCHITECT
REGISTERED PROFESSIONAL CIVIL ENGINEER
REGISTERED PROFESSIONAL ELECTRICAL ENGINEER
REGISTERED PROFESSIONAL MECHANICAL ENGINEER
REGISTERED PROFESSIONAL CHEMICAL ENGINEER
REGISTERED PROFESSIONAL INDUSTRIAL ENGINEER
REGISTERED PROFESSIONAL AERONAUTICAL ENGINEER
REGISTERED PROFESSIONAL METALLURGICAL ENGINEER
REGISTERED PROFESSIONAL NUCLEAR ENGINEER
REGISTERED PROFESSIONAL PETROLEUM ENGINEER
REGISTERED PROFESSIONAL MINING ENGINEER
REGISTERED PROFESSIONAL AGRICULTURAL ENGINEER
REGISTERED PROFESSIONAL FORESTRY ENGINEER
REGISTERED PROFESSIONAL FISH AND WILDLIFE ENGINEER
REGISTERED PROFESSIONAL MARINE ENGINEER
REGISTERED PROFESSIONAL SPACE ENGINEER
REGISTERED PROFESSIONAL AERONAUTICAL ENGINEER
REGISTERED PROFESSIONAL METALLURGICAL ENGINEER
REGISTERED PROFESSIONAL NUCLEAR ENGINEER
REGISTERED PROFESSIONAL PETROLEUM ENGINEER
REGISTERED PROFESSIONAL MINING ENGINEER
REGISTERED PROFESSIONAL AGRICULTURAL ENGINEER
REGISTERED PROFESSIONAL FORESTRY ENGINEER
REGISTERED PROFESSIONAL FISH AND WILDLIFE ENGINEER
REGISTERED PROFESSIONAL MARINE ENGINEER
REGISTERED PROFESSIONAL SPACE ENGINEER



Released
8/5/89

88-033

DRAWING NUMBER
88-033

DRAWING NUMBER
88-033

3 OF 3
POTOMAC PARKING
FINAL GARAGE PLAN

DRAWING NUMBER
88-033

UPPER LEVEL PLAN (ALLEY ENTRY)

MID-LEVEL PLAN (DUKE ST. ENTRY)

LOWER LEVEL PLAN (UNION ST. ENTRY)

APPROVED
DEPT. OF TRANSPORTATION AND
ENVIRONMENTAL SERVICES
ALEXANDRIA, VIRGINIA
[Signature]
CHAIRMAN OF PLANNING COMMISSION
DATE 6/26/89
R. Campos-Krutz
Deputy-DIRECTOR OF TRANSPORTATION AND
ENVIRONMENTAL SERVICES

COMMONWEALTH OF VIRGINIA
[Signature]
BERNARD GUMBS
No. 017435
2/23/89
PROFESSIONAL ENGINEER

POTOMAC PARKING GARAGE
CITY OF ALEXANDRIA, VIRGINIA

FINAL GARAGE PLAN

**Holland
Engineering**
Phone: 548-2188
2111 Eisenhower Ave., Alex., Va.
ENGINEERS - SURVEYORS - PLANNERS

POTOMAC PARKING GARAGE
CITY OF ALEXANDRIA, VIRGINIA

REVISIONS				DRAWN		DATE		SCALE	
NO.	DATE	BY	DESCRIPTION	CK.	HT.	DATE	DATE	1" = 10'	SHEET NO.
1	2-89	BG	FINAL SITE PLAN						3 OF 3
									JOB NO.
									81K 203

88-033

APPENDIX IV

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.

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

Ms. Williams' experience in cultural resource management and in historical archeology began in 1972 with a field school at Colonial Williamsburg, under the direction of Ivor Noel Hume. From 1973 to 1987, she co-directed the Fairfax County Seminars in historical archeology for high school students, a program that investigated 15 archeological sites in Fairfax County. Her archeological experience also includes extensive volunteer work with the Fairfax County (VA) Heritage Resources Branch; the City of Alexandria, VA; the Virginia Division of Historic Resources; and the Museum of the Albemarle in North Carolina. She has been a member of the Lost Colony archeological team since its inception in 1991.

Following her retirement from teaching, Ms. Williams joined the professional staff at R. Christopher Goodwin & Associates, Inc. in 1989. Until her retirement from full-time employment in 2007, Ms. Williams served as historian, project archeologist, project manager, and public interpretation specialist for the company. Her historical research supported both terrestrial and underwater projects in a states ranging from Louisiana and Illinois to Maine and Florida. She also managed all types of archeological projects, including preparation of archeological predictive models and disturbance studies; Phase I and II archeological surveys and evaluations; Phase III archeological data recovery projects; and preparation of cultural resource planning documents for Federal agencies and local governments. As public interpretation specialist, she designed and executed a wide range of public information activities, including two public information and training booklets and a CRM training video for the Legacy Program of the Department of Defense. Since 2007, she has continued to support projects for Goodwin & Associates as a Research Associate.

Ms. Williams has been and remains actively involved in the field of historic preservation. She has contributed articles and reviews to the *Yearbook* of the Historical Society of Fairfax County, *Museum News, Interpretation* (NPS), the *Quarterly Bulletin* of the ASV, *American Antiquity*, and the *Journal of Mid-Atlantic Archaeology*. She presently sits on the Board of Directors of the Archeological Society of Virginia, and serves on the Society's Kittiewan Plantation Committee, which manages the cultural resources of the ASV's 18th century plantation property. Williams also continues to work with the First Colony Foundation, a group committed to archeological research at the Lost Colony, and was recently appointed as its Education Coordinator. These efforts have led to several awards, including the Fairfax County History Commission's Distinguished Service Award (1991); the Archeological Society of Virginia's "Professional Archeologist of the Year" (1996) and "Out of State Professional of the Year" (2008); and the Society for Historical Archaeology's Award of Merit (2001) for her contributions to archeological education. In 2011, Ms. Williams received a Ben Brenman Outstanding Professional Archaeologist award from the City of Alexandria, VA, for "her nearly 40 years of outstanding teaching, historic research, and archaeological investigations in and near Alexandria."