The Strand Properties:
203/205/211 Strand Street
City of Alexandria, Virginia
WSSI #22892.02

Documentary Study

June 2017

Prepared for:
The IDI Group Companies
1700 North Moore Street, Suite 2020
Arlington, Virginia 22209

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ABSTRACT

Thunderbird Archeology, a division of Wetland Studies and Solutions, Inc., of Gainesville, Virginia, conducted a Documentary Study of the 203/205/211 Strand Street properties for The IDI Group Companies, Arlington, Virginia. The work was required under the City of Alexandria Archaeological Protection Code prior to development of the property and followed the Archaeology conditions of a Development Special Use Permit. The proposed redevelopment project will consist of the construction of an approximately 62,000 gross square foot building with 16 residential units and ground floor retail at 211 Strand Street and the addition of a third floor at 205 Strand. The building at 203 Strand Street, known as Chadwick's Restaurant, will remain unchanged.

The land in the subject area was created in the bay north of Point Lumley in the late 18th century from Lots 62 and 69 of the original plan of Alexandria (1749). Early use of the southern end of the study area (211 Strand Street) included a ship chandlery, plaster mill, a barrel manufactory, and merchant warehouses. In the 1880s, George Hewes and DeWilton Aitecheson used the northern side of the parcel for their coal and lumber business; William S. Moore took over the southern section for his machine and pattern shop. After the 1897 fire destroyed the entire block, Aitecheson purchased all of 211 Strand Street. Aitecheson Fuel Co. remained in business at this location with successive owners until 1978.

203 Strand and 205 Strand Street were built around 1811 and 1815 by James Lawrason and were likely updated by the locally prominent Fowle family prior to the Civil War. During the war, the buildings were commandeered by the Union Army to store supplies. After the war, Philip B. Hooe married Mary Helen Fowle and used the warehouses to store and sell grain among a variety of other products until his death in 1895. DeWilton Aitcheson purchased the vacant lot at 203 Strand and the ruins of 205 Strand after the 1897 fire and built two utilitarian warehouses on the original foundations for his growing fuel company.

Notwithstanding significant construction activities from the late 1970's related to the current uses on the site, the study area has the possibility of containing 18th – 20th century archeological features that could potentially provide additional information about the industrial development on the waterfront in Alexandria. Because of the possibility of subsurface features within the study area, following the demolition of the superstructure at 211 Strand Street we recommend the mechanical excavation of test trenches in areas of the site to be impacted by excavation, to determine if significant subsurface remnants of 18th – 19th century wharves are present.

A Scope of Work (SOW) for the archeological work must be approved by the City of Alexandria Archaeologists. Because of the potential risk to archeologists conducting field investigations at a site with possible contaminants, the SOW for the archeological investigation of the property should take into account measures of avoidance and/or abatement of known and potential contaminants in the soil at the site, and be developed with the City of Alexandria Archaeologists.

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INTRODUCTION

Thunderbird Archeology, a division of Wetland Studies and Solutions Inc. (WSSI) of Gainesville, Virginia conducted a Documentary Study and Archaeological Assessment of the Strand Properties, including 203, 205, and 211 Strand Street (Figure 1). The research was conducted in anticipation of the planned redevelopment of 205 and 211 Strand Street; land will not be disturbed at 203 Strand Street but will be discussed because its history is linked to 205 Strand throughout most of its existence. The work is required under the City of Alexandria Archaeological Protection Code prior to development of the property and followed a Scope of Work approved by Alexandria Archeology (Appendix I). The purpose of the documentary study is to develop a historical context for the interpretation of the land use history of the study area and to identify the potential locations of archaeological resources that may be preserved, and ultimately determine if archeological investigations are needed on the property prior to development. The Chain of Title is summarized within the discussions below and present within Appendix II.

John P. Mullen, M.A., RPA served as the Principal Investigator for Archeology and edited the report. Anna Maas, MUEP and Jean Stoll, M.S. conducted the archival research and prepared the report. Research was conducted at the following repositories: Alexandria Archeology, City of Alexandria Courthouse, Alexandria Library Barret Branch Special Collections, and City of Alexandria Archives and Records Center. Research was also conducted online at the Virginia Department of Historic Resources, Library of Virginia, Library of Congress, Ancestry.com, and various other sites. Historic images were identified in Special Collections, Alexandria Archeology, and the Library of Congress.

ENVIRONMENTAL SETTING

Alexandria is located within the Coastal Plain, which is underlain by sediments that have been carried from the eroding Appalachian Mountains to the west, and includes layers of Jurassic and Cretaceous clays, sands and gravels. These are overlain by fossiliferous marine deposits, and above these, sands, silts and clays continue to be deposited. The Coastal Plain is the youngest of Virginia's physiographic provinces and elevations range from 0 to 200/250 feet above sea level (a.s.l.). It is characterized by very low relief broken by several low terraces. The province runs west to the Fall Line, a low escarpment at $\pm$ 200 feet a.s.l., which formed where the softer sedimentary rocks of the Coastal Plain abut the more resistant rocks of the Piedmont. Where rivers cross this juncture, rapids or falls have developed.

HISTORIC CONTEXT

Historic Native American Occupants & Early Contact

The resident Native Americans along the Potomac at the time of the first reported European contact were the Piscataway, who were descendants, evidently, of the prehistoric Potomac Creek populations. The Piscataway, also known as the Conoy or by the names of their villages, were organized into various confederacies. In part, these confederacies were

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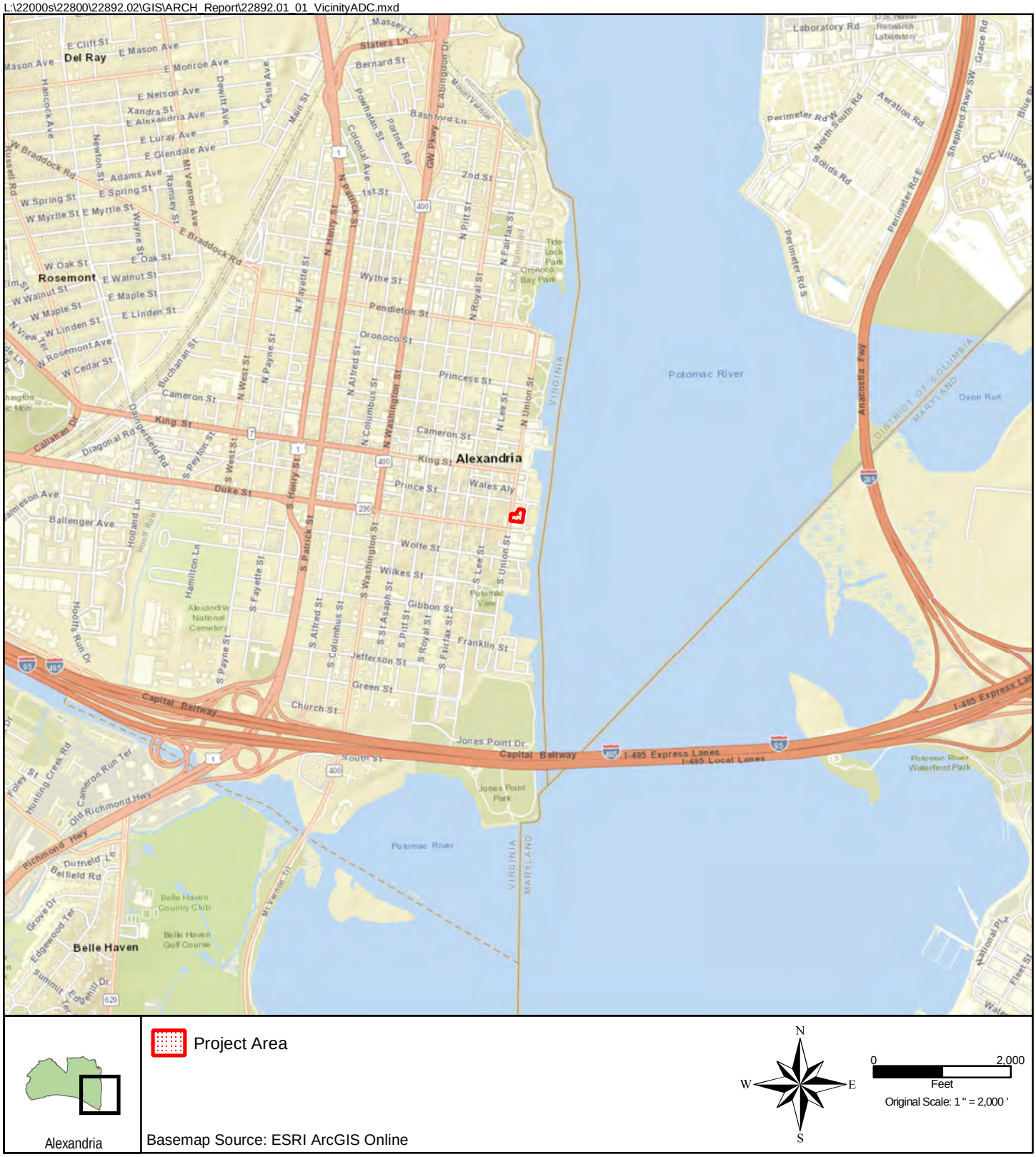

Figure 1
Vicinity Map

hereditary chieftainships (Feest 1978; Potter 1993), but they also had overtones of being situational alliances. Several of the Native American settlements were located along the Potomac southeast of the present-day Pentagon, while others were upstream between Marcey Creek and Chain Bridge and downstream along Jefferson Davis Highway. An early 17th-century Native American settlement called Pamacocack was located between Quantico and Chopawamsic Creeks. Early Indian settlements include Patawomeke (on Potomac Creek), Tauxenant (on the Occoquan River), an unnamed village on the north bank of Aquia Creek, and Quiyough on the south bank (Jones, et al. 1997:19-20). These groups are frequently associated with the Coastal Algonquian linguistic group; some, however, such as the Piscataway, may well have been Iroquoian speakers. The Doegs [sic] or Tauxenants, a branch of the Piscataway Indians, were in the Alexandria region at the time of contact. It is unclear whether these groups spoke an Iroquoian or Coastal Algonquian dialect. The riverine and estuarine resources associated with the Potomac and the swampy areas behind Daingerfield Island would have been exploited by Native American populations in the study area throughout most of the known prehistoric past.

European and Native American trade within the Potomac region began before intensive settlement of the region. By the early and middle 16th century, the Spanish were investigating the New World, even establishing a mission in the lower Chesapeake Bay for a brief period. The English settled briefly along the Carolina Coast, only to fail. Dutch and Swedes were along the Upper Middle Atlantic Coast, while the French were in the far Northeast. Early English explorations to the American continent began in 1584 when Sir Walter Raleigh obtained a license from Queen Elizabeth of England to search for "remote heathen lands" in the New World. However, all of his efforts to establish a colony failed.

Exploration & Early Settlement (1607-1731)

European colonization of the Chesapeake Bay region began in the first decade of the 1600s. In 1606, King James I of England granted to Sir Thomas Gates and others of The Virginia Company of London the right to establish two colonies or plantations in the Chesapeake Bay region of North America in order to search "…for all manner of mines of gold, silver, and copper" (Hening 1823:57). In the spring of 1607, three English ships – the Susan Constant, the Godspeed, and the Discovery, under the command of Captains Christopher Newport, Bartholomew Gosnole, and John Smith – anchored at Cape Henry in the lower Chesapeake Bay. After a hostile reception from native inhabitants, exploring parties were sent out to sail north of Cape Henry. Following explorations in the lower Chesapeake, the colonists selected an island 60 miles up the James River for settlement (Kelso 1995:6-7) and began building a palisaded fort later called Jamestown.

In 1608, Captain Smith surveyed and mapped the Potomac River, locating the various native villages on both sides of the waterway. The extensive village network along the river was described as the "trading place of the natives" (Gutheim 1986:22). After 1620, Indian trade with the lower Coastal Plain English became increasingly intense. Either in response to the increased trade, or to earlier intra-Native American hostilities, formerly disparate aboriginal groups formed confederations. A number of early English entrepreneurs traded for provisions and furs along the Potomac River in the early 1600s. In 1625, Henry Fleet,

among the better known of the early Potomac River traders, plied the Potomac River as far north as the Falls, as well as with English colonies in New England, settlements in the West Indies, and across the Atlantic to London (Gutheim 1986:28-39). Trade in furs became an important economic activity. European goods such as iron axes, kettles, guns, bottles, beads, trinkets, clothing, and blankets were viewed favorably by the Native populations. The Native Americans wanted the trade goods supplied by the Europeans and the Europeans wanted furs. Much of this trade was likely limited to the forts and other trading posts located at the Fall Lines on major streams.

As a result of trade with Europeans in the early 17th century, the balance of power among Native American groups in the area shifted. Early accounts note that the Susquehannock, an Iroquoian speaking group, moved down the main stem of the Susquehanna from present-day Binghamton, New York, to the mouth of that river at Havre de Grace, Maryland, in order to control the fur trade. Locally, in the Baltimore-Washington region, the Susquehannocks became the most powerful group, at least in the north. To the south in the Tidewater vicinity, the Powhatan Confederacy increased from the inherited group of approximately five villages to upwards of 50. Captain John Smith informs us in his writings that Powhatan had inherited a group of five "tribes" or villages from his father and by the time of Smith's visit, Powhatan's position as ruler or "king" already existed. In the decades following European settlement, the Confederacy dominated the area and formed a coercive kingdom that was much more powerful than the loose alliances of chiefdoms of Piscataways, Dogues and others in Northern Virginia. The Dogues (Tauxenents) were not considered part of "Powhatan's ethnic fringe" and were likely more influenced by the Conoy chiefdom (Potter 1993:19).

In contrast to the Tidewater region in which the Powhatan Confederacy and the colonists engaged in active conflict, the interaction between the colonists and the Native American groups within the Potomac region are generally thought to be more peaceful (Hodges 1993:14). Nevertheless, one result of European settlement in the Potomac region was the death or emigration of the native inhabitants. By 1675, the Piscataway had left the region, only to return and once again leave circa 1700. The Piscataway and other Native American groups effectively disappeared from the historic record by 1700, although some groups did remain in the area and have evolved into a rather large local population (Cissna 1986). Many Piscataway descendants still live on the Maryland side of the Potomac River.

The first Virginia Assembly, convened by Sir (Governor) George Yeardley at James City in June of 1619, increased the number of corporations or boroughs in the colony from seven to eleven. In 1623, the first laws were enacted by the Virginia Assembly establishing the Church of England in the colony. These regulated the colonial settlements in relationship to Church rule, established land rights, provided some directions on tobacco and corn planting, and included other miscellaneous items such as the provision "…That every dwelling house shall be pallizaded in for defence against the Indians" (Hening 1823:119-129). Present-day Alexandria was incorporated into the English political system in 1617 as part of the Chicacoan (or Kikotan) parish or district. One of four parishes established in the Virginia colony that year, Chicacoan encompassed the land between the Rappahannock

and Potomac rivers; the other three parishes – James City, Charles City, and Henrico – were located south of the Rappahannock.

By 1630, the colony had expanded and comprised a population of about 5,000 persons; this necessitated the creation of new shires, or counties, to compensate for the existing courts, which had become inadequate (Greene 1932:136; Hiden 1980:3-6). In 1634, the Virginia House of Burgesses divided the part of Virginia located south of the Rappahannock River into eight shires. Ten years later, in 1645, Northumberland County, located on the north side of the Rappahannock River, was established "…for the reduceing [sic] of the inhabitants of Chickcouan [district] and other parts of the neck of land between Rappahanock River and Potomack River", thus enabling European settlement north of the Rappahannock River and Northern Virginia (Hening 1823:352-353). In 1653, Westmoreland County was carved from Northumberland, and a year later, the first land grant containing present-day Alexandria was patented.

The first permanent settlement in present-day Alexandria occurred on Daingerfield Island in 1696, and by 1715, much of the future city was under cultivation (Cox, et al. 1999). Moving upriver from the Coastal Plains, European colonists began to acquire the land along the Potomac to establish tobacco plantations. The soil was well-suited for growing the crop, and the river made it easy to export to overseas markets. Landed Virginia estates, bound to the tobacco economy, became self-sufficient, and few substantial towns were established in colonial Virginia. The growth of the labor intensive tobacco horticulture necessitated large numbers of field workers and a reliable source for such labor. Indentured servants from England made up much of the early work force in Virginia's tobacco fields, as economic distress fueled emigration from England during this period. With improving economic conditions in England, however, and cheap land available in Virginia, fewer English indentured servants were available, and the number of enslaved Africans in the colony increased. The importation of Africans ultimately resulted in the institution of permanent slavery and, by the early 18th century, slavery as a race-based hereditary status had become entrenched in the economic and cultural fabric of the colony.

Tobacco Port & Early Growth (1732-1770)

In 1730, Prince William County was formed from Stafford County, and the Tobacco Inspection Act was passed by the Virginia Assembly, appointing Inspectors for public tobacco warehouses to "prevent frauds in his Majesties Customs"; further, in May 1732, the House of Burgesses noted, "And whereas, by the said act, public warehouses were appointed to be built and established at Quantico upon Robert Brent's land, and Great Hunting Creek, upon Broadwater's land, in Prince William County, under one inspection; and houses were built accordingly upon Robert Brent's land, which have been since burnt; but Broadwater's land being found very inconvenient, no house was built there, pursuant to the said act, but a warehouse in the room of it, was built upon Simon Pearson's land, upon the upper side of Great Hunting Creek" (Hening 1820:268). The northern most inspection station was the first major development in present-day Alexandria outside of plantations; the post became a focal point for commerce and was purchased by Hugh West in the late 1730s. In 1742, Fairfax County was carved from Prince William as Alexandria's

population and economic influence increased though the courthouse was built near present-day Vienna (Smith, William Francis and T. Michael Miller 1989).

The act for erecting the town at “Hunting Creek Warehouse” on 60 acres of land owned by Phillip Alexander, Jr., John Alexander, and Hugh West was passed on May 11, 1749. According to the act, it would both benefit trade and navigation and be to the advantage of the “frontier inhabitants.” Phillip Alexander, Jr. initially opposed the establishment of a town on his estate but was evidently placated by naming the town for his family (Pippenger 1990:322). At this time, the Alexandria waterfront consisted of high bluffs overlooking the river (Figure 2). The banks of the bay rose abruptly above the tidal flats, perhaps as much as 15-20 feet. Hugh’s son John West and a 17-year-old assistant, George Washington, surveyed 60 acres of land between West’s Point and Point Lumley on either side of a crescent shaped bay on the west bank of the Potomac (Figure 3). The streets were laid in a grid pattern bound by Duke, Royal, and Oronoco Streets, and the blocks were subdivided into four half-acre lots to a block (Cressey, et al. 1982:150). Purchasers of each lot were required to erect one house of brick, stone, or wood, "well framed," with a brick or stone chimney, in the dimensions of 20 feet square, “or proportionably [sic] thereto” if the purchaser had two contiguous lots. The subject area had yet to be banked out at this time.

Figure 2: Early Alexandria, Illustration by Elisabeth Luellen (Alexandria Archaeology)

In 1751, John Carlyle cleared Duke Street to Point Lumley, and by 1759, the town built a public wharf at its terminus. The following year, the trustees authorized waterfront landowners to extend lots or “bank out” into the bay and improve their properties for personal use (City of Alexandria Minutes 1760). To create additional acreage, owners cut land from the bluffs and spread it out over wrecked ships and other salvaged material. In 1763, additional lots were platted on the south, west, and north sides of the original town limits. While West’s Point and its tobacco warehouses and inspection station formed the early economic hub of Alexandria, Point Lumley became the center of the town’s shipbuilding and mercantile trade industry (Smith and Miller 1989).

In 1754, the Fairfax County courthouse was moved to Alexandria from its location near the current town of Vienna. In the 1750s, Alexandria contained the courthouse, a jail, six

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Figure 3
A Plan of Alexandria, Now Belhaven - George Washington, 1749

taverns or ordinaries, a kiln, and small houses as well as the more substantial ones of wealthier landowners (Crowl 2002:43). The town grew quickly, and in 1762, it was reported to the Virginia Assembly that the bounds of the town of Alexandria established at the Hunting Creek Warehouse had:

> already built upon except such of them as are situated in a low wet marsh which will not admit of such improvements, and that diverse traders and others are desirous of settling there if a sufficient quantity of the lands of Baldwin Dade, Sibel West, John Alexander the elder and John Alexander the younger, which lie contiguous to the said town, were laid off into lots & streets, and added to, and made a part thereof.... (Hening 1820:604-607).

The plan for enlarging the town of Alexandria was passed by an act of the Virginia Assembly approved at the November session of 1762.

Birth of the Nation (1771-1814)

By 1770, Alexandria was the largest town on the Potomac River and was becoming an important center for maritime trade with Europe and the Caribbean. In 1774, John Alexander laid out and sold 18 new lots and gave the town land for Wilkes and St. Asaph Streets (Crowl 2002:124). In 1779, the town of Alexandria was incorporated, which allowed it to have its own local government, as opposed to being governed by Fairfax County. A second extension of the boundaries was approved on May 6, 1782, authorizing the mayor, recorder, aldermen and common council to lay a wharfage tax and to extend Water and Union Streets, providing that the proprietors of the ground on which Union Street was extended would have the "… liberty of making use of any earth which it may be necessary to remove in regulating the said street" (Hening 1823:44-45). The new streets within the expanded area were named for Revolutionary War heroes including Greene, Lafayette, Jefferson, Patrick Henry, Washington, and Wythe.

During this period, many local planters, in the second half of the eighteenth century, began growing wheat and corn rather than tobacco. Tobacco depleted the soil, and profits from the grains eventually exceeded those for tobacco. Alexandria merchants shipped corn and wheat as grain and in the form of flour to Europe and to the West Indies and sold imported manufactured goods and foodstuffs. By 1775, there were "20 major mercantile firms in Alexandria, 12 of which were involved in the transshipment of wheat" (Smith, William Francis and T. Michael Miller 1989). Although Alexandria flour was not considered as fine as that from Philadelphia, New York, and Baltimore, flour milling served as a chief industry during the early 1780s and again in the 1790s (Smith, William Francis and T. Michael Miller 1989). In 1791, the total value of the town's exports was $381,000, and four years later it had grown to $948,000. By 1795, Alexandria had closed its tobacco warehouses. From 1800 to 1820, it was fourth behind Baltimore, Philadelphia, and New York in wheat exports (Cox, et al. 1999; MacKay 1995:55). With the shift from a tobacco economy to a wheat economy, some enslaved laborers were no longer needed on plantations and were manumitted. Those who were not manumitted were "hired out" to business owners and manufacturers in the rapidly growing port town (Bloomburg 1988:57-

62). By 1790, 525 enslaved African Americans lived within Alexandria and comprised more than one-fifth of the population of the city (Bertsch 2006:1). Most resided within the homes of their owners (Cressey, et al. 1982:149).

In 1791, Alexandria was ceded to the federal government to become part of the newly established District of Columbia, however, the Fairfax County Courthouse remained in Alexandria until 1799 when it was moved to its current location, now within the City of Fairfax. The town self-governed until the District officially took over on February 27, 1801 (Smith, William Francis and T. Michael Miller 1989). By 1798, much of the waterfront, including the subject area, was banked out and mapped by the Strand owner George Gilpin (Figure 4). At the turn of the century, agricultural land transitioned yet again from large plantations producing wheat for interstate and international trade to smaller farms, which supported the growing town of Alexandria. Farmers grew produce to sell locally, and wealthy townspeople kept gardens, orchards, and small farms (Crowl 2002:123). The population and the county increased as people moved in from outlying western areas to work as merchants, hotel proprietors, and cooks in local restaurants or to seek employment on the docks or in factories.

International Port (1815-1861)

With the wheat trade, Alexandria was poised to surpass Philadelphia in exports, but the city suffered a prolonged economic decline after the turn of the century until about 1842 due to numerous factors. The depletion of soils and the division of plantations into smaller, supporting tracts of farmlands among planters' children, drove people west to newly available land claimed by the United States after its victory over the British in the Revolutionary War. A yellow fever epidemic spread in 1803. Other influences included international conflicts following the Revolutionary War, the War of 1812, and the effects of French privateer ships on Alexandria shipping, along with embargoes (Smith, William Francis and T. Michael Miller 1989).

Despite the depressed economy, commerce remained steady on the waterfront while small farms persisted in the western lots of the town. Plans for developing canals and turnpikes were taking shape. Construction began on the Little River Turnpike at the Duke Street bridge over Hooff's Run in 1803 and was completed to Aldie in 1812 (Schweigert 1985). The Leesburg Turnpike (Route 7) was incorporated in 1809 and completed to Leesburg in the late 1830s (Poland 1976:115-118). The southern end of the turnpike connected with the westward extension of King Street.

By this time, a variety of industrial facilities had been established. The Alexandria Canal was built in the 1830s and 1840s, linking Alexandria to other port towns on the Potomac and beyond. A steam engine factory opened in 1830 on Union Street, and several coal yards were created to power the steam engines (Bloomburg 1998:64). These employed white and free black workers. With the arrival of the railroads in the 1850s, Alexandria experienced an industrial and commercial boom. Its population swelled from 8,734 in 1850 to 12,652 in 1860. Statistics from the 1850 census reveal there were 6,390 whites; 1,301 free blacks, and 1,061 enslaved people. In 1858, with the approval of a new charter, Alexandria

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Approximate Location of Project Area

Map Source: Gilpin, George. "Plan of the town of Alexandria in the District of Columbia, 1798." 1798. Library of Congress Geography and Map Division Washington, D.C. 20540-4650 USA dcu.
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Digital Id: g3884a ct001432 http://hdl.loc.gov/loc.gmd/g3884a.ct001432

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Original Scale: 1 " = 1,000 '

Figure 4
Plan of the Town of Alexandria in the District of Columbia, George Gilpin 1798

officially became a city (Cox, et al. 1995). The waterfront was almost completely banked out by this time (Figure 5).

Secession & Civil War (1861-1865)

On May 23, 1861, Virginia formally seceded from the Union by a vote of 97,000 to 32,000 (Bowman 1985:51, 55). In a public referendum, Alexandrians voted 958 for and only 106 against secession (Smith, William Francis and T. Michael Miller 1989). The morning after Virginia voted to secede; Federal troops entered Alexandria as Confederate troops exited the city to the west. “This was done without opposition, capturing in the town a few rebel cavalry. Some 700 rebel infantry in the town had received notice of the approach of the troops, and were ready to take the [railroad] cars. They escaped on the O&A, burning the bridges behind them. Our [Union] troops pursued a short distance, also burning such bridges as they had spared...” (Scott 1880:37-41). Alexandria would remain an occupied city throughout the duration of the War. Private homes and businesses were taken over by the occupying army, and the city was used as a staging point for the various military campaigns in Virginia.

The main impetus for occupation of Alexandria was its rail connections with the South. The passage of the Railways and Telegraph Act of January 31, 1862, granted the federal government authority to control all Northern and captured Southern railroads. Control of the railroads was considered key to victory in the war. The City of Alexandria was the terminus of three strategic lines: the Alexandria, Loudoun and Hampshire (AL&HRR), Alexandria and Washington Railroad (A&WRR), and the Orange & Alexandria (O&ARR). The O&ARR was incorporated on March 27, 1848 by an Act of the Virginia Assembly; construction began in early 1850. By 1851, the tracks had been laid down Union Street, passing the study area, and connecting to the Wilkes Street tunnel. In addition to passengers, the line was used to transport guano from the Alexandria waterfront to western Virginia, and passengers and farm products back to Alexandria (Pulliam 2011:36). As an indication of the agricultural economic benefits gained by the previously depressed area, by 1860 the O&ARR, which charged the lowest freight rates in the state, had carried on its rails over 2,000,000 bushels of corn and over 1,000,000 bushels of wheat. In 1861, the inventory of rolling stock included 13 locomotives, 16 passenger cars, ten mail and bag cars, and 80 box/flat cars (Hurst 1991:6, 7).

The O&ARR offices and rail yards (located around Duke and Henry Streets) were developed into the operation headquarters of the United States Military Railroads (USMRR). Daniel C. McCallum was appointed the Military Director and Superintendent of United States Railroads on February 11, 1862, and in May of that year, Herman Haupt was commissioned by Secretary of War Stanton to act as the director of rail operations for the military. Although authority overlapped in some cases, McCallum and Haupt were able to work together. Haupt was concerned that the USMRR rail yards and machine shops at the edge of the city were vulnerable to raids by the Confederate Calvary and convinced authorities that protection was needed. In the late summer of 1863, a stockade was constructed around the twelve city block complex, complete with flanking bastions.

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Figure 5
1845 Ewing Map of Alexandria, VA

Similarly, a wood barricade was constructed across Duke Street along Union Street adjacent to the western edge of the study area.

No major Civil War battles were fought in the City of Alexandria, although its railroads, waterways, and roadways figured in major troop movements into and out of the Washington, D.C., area. A few intermittent Confederate raids were made into the western end of Alexandria, mostly along the O&A. One skirmish was reported on the Little River Turnpike (Duke Street) in June of 1863. The waterfront played a critical role during the Union occupation of Alexandria during the war. Much of the waterfront area was taken over by the United States Office of the Quartermaster General for the storing, administration and distribution of supplies and material for the prosecution of the war. Numerous buildings, including several within the study area, served as commissary warehouses as they were convenient both to the wharves and the rail line that ran along Union Street. The Army's Corps of Topographical Engineers and Corps of Engineers, the Treasury Department's Coast Survey, and the Navy's Hydrographic Office, were quickly mobilized to prepare new maps for the war effort (Figure 6). In addition, the area was extensively documented in photographs and drawings (Figure 7).

General Robert E. Lee's surrender of the Confederate Army on April 9, 1865, was followed by Confederate General Joseph E. Johnston's surrender to Union General Major-General William T. Sherman on April 26, ending the Confederate resistance east of the Mississippi River. By the end of April and early May, the area around Washington filled with soldiers; Colonel Gregg of the 179th New York Regiment reported of the 21st that the area from Baileys Crossroads to Washington that the "whole country...around as he could see in every direction is one vast encampment." Rose Hill, to the north of Bush Hill, was "...literally covered with Sherman's army" (Frobel 1992:219-230). In the summer of 1865, the Union Army dismantled temporary structures and withdrew from Alexandria, and Confederate sympathizers who had fled south at the start of the war began returning to the town.

Reconstruction (1865-1890)

Like much of the south, industrial development brought economic relief to Alexandria following the devastating effects of the Civil War. Federal troops withdrew from the city, leaving behind empty, albeit largely intact warehouses and wharfs along the waterfront.

> The greatest change that has taken place is the appearance of Alexandria, since the war, is observable in and about the wharves. The riverfront is far different from what it was when every warehouse was filled with goods and every store and counting room open for the transaction of business from the fish wharf to the Pioneer Mills [AG 20 June 1866].

In the years immediately following the end of the Civil War, the citizens of Alexandria struggled to revive the Alexandria Canal, in hopes of regaining the commerce that the town lost during the war by re-connecting Alexandria to the Chesapeake & Ohio (C&O) Canal. The local newspaper advertised in that year that with the re-opening of the Alexandria Canal, every aspect of commerce and trade was in place to make Alexandria the main

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Figure 6
1864 Plan of Alexandria, Virginia

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Approximate Location of Project Area

Map Source: "Birds eye view of Alexandria, Va." Magnus, Charles. 1863. G3884.A3A3 1863 .M32 Vault : CW 522.3. Library of Congress Geography and Map Division Washington, D.C.

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Not to Scale

Figure 7
1863 Birds Eye View of Alexandria

shipping port for Washington. In 1873, the city touted its prime location as a north-south transportation corridor, highlighting the canal, five rail lines and easy access to the Potomac River (Miller 1987:245). Considerable capital was expended in maintaining the Alexandria Canal after 1865, yet in the decades after the Civil War, canals throughout the country closed as railroads assumed most of the overland shipping traffic. The Alexandria Canal was no exception, as it was increasingly unable to compete with the Baltimore & Ohio Railroad (B&O) for the western coal trade. The B&O, which followed much the same route as the C&O Canal, was more reliable than the canal system, which suffered from unreliable water flow, floods, poor maintenance, and labor strikes (Cressey, et al. 1984:3) (Cressey 1984:3; Morgan 1966:11-13).

Left relatively intact after the war were the railroad tracks that serviced the waterfront, specifically the tracks along Union Street, which bordered the study area. In 1870, the Pennsylvania Railroad (PRR) assumed the construction of a previously authorized but never built railroad, the Alexandria & Fredericksburg Railway (A&F) and, on April 28, 1871, the City of Alexandria authorized the A&F to build a single track up Fayette Street (Baer 2005). In 1872, the Pennsylvania Railroad acquired the Alexandria and Washington Railroad, and the St. Asaph Street entrance to the city was abandoned in favor of the two acquired lines running down Fayette and Henry streets (Cox 1996). The railroad certainly was vital to the business operations. Manufacturing became one of the most important industries in Alexandria up through the 20th century.

Industrialization & National Defense (1891-1949)

In 1889, extensive damage was reported up and down the entire Alexandria waterfront, in Georgetown, and in the District from a flood. The high water marks from the previous flood in 1856 on buildings along The Strand were exceeded by 10 inches and Jones Point was almost completely inundated (AG 3 June 1889:3).

> Union Street from Prince to the cove above Fishtown was an unbroken canal, suggestive of a scene in Venice, lacking only the gondola to enable one to imagine himself in the city of the Adriatic…the scene attracted near everybody in town to the waterfront, and the eastern terminus of each street was thronged with people [AG 3 June 1889:33]

The estimated losses varied, but appears to be greater toward the northern end of town:the high water washed away much of the earth fill of the American Coal Company wharf on the north end of town (now the Robinson North Terminal), but did not reach the quantity of grain stored on the upper floors of the Pioneer Mills; Hooe reported $25 worth of damage; but the water filled J H Crilly's store, resulting in $500 worth of damage to his flour, sugar, and other stock (AG 3 June 1889:3).

Finally, a massive fire in 1897 burned a large section of the waterfront, including the block bounded by Union, Prince and Duke Streets; this fire was widely regarded as the most devastating fire in Alexandria’s history. The fire began in the engine room of the Herbert

Bryant's bone mill, located on the east side of the Strand, and quickly spread to the larger factory located within the study area (Riker 2009; AG 3 June 1897:1). The Alexandria Gazette reported:

> It was first supposed that the fire could be confined to the mill, which is of brick…before it could hardly be realized, the devouring element had crossed the Strand via the tramway connecting the mill with the frame warehouse on the west…in a short time the entire square was a roaring furnace…Herbert Bryant says there is no doubt in his mind that the fire was of incideriary origin [AG 3 June 1897:1]

The transportation developments of the early 20th century brought economic relief to Alexandria. Left relatively intact were the railroad tracks that serviced the waterfront, which with continued expansion was vital to industry such as the World War I-era Torpedo Factory at the end of King Street and the 1933 Ford Plant at Union and Gibbon Streets. Roads in the city were paved, creating smooth wide expanses between street blocks. This activity and the proximity of the city to Washington, D.C. spurred further infill within the historic grid and the development of large subdivisions on the surrounding farmland.

In response to the crises of the Depression and World War II, Federal and state governments increased both in the numbers of employees and offices, as well as in the scope of their activities during this time. Federal projects in Virginia during the Depression created new highways and parks and helped to establish a textiles industry. World War II brought thousands of newcomers to the suburbs of Washington and many continued as residents of Virginia when the war ended. It was during this time that one of the nation's oldest historic overlay districts was created in Old Town Alexandria to protect historic properties from unchecked development and attempt to retain the historic character of the area in the face of major wartime and post-war development.

Recreation and Tourism (1950-Present)

The history of Northern Virginia after World War II can be summarized as an era of population growth and increasing suburbanization. Urban renewal became prevalent as historic city centers were abandoned for the suburbs after the mid-century and city planners targeted historically poor neighborhoods for transportation expansion or housing projects. Interconnections with Washington, D.C. and the adjacent Maryland suburbs gained strength during this period as a result of increasing diffusion of federal agencies and employment throughout the region. The number of federal workers did not fall after World War II, as it had after World War I, and new jobs were created in the region by private companies that contracted for the government or subsisted on federal spending (Melder, et al. 1983:339-441). Much of the waterfront industry gave way to recreation and tourism during this period after railroad tracks were removed and former industrial buildings were converted to galleries, restaurants, and shops or were removed all together.

PROPERTY HISTORY

For clarity of discussion, the study area is discussed as six parcels based on historic property lines (Table 1 and Figure 8). Of note, Parcels 5 and 6 were historically attached to 214 South Union Street, now the courtyard of Hotel Indigo, when first banked out.

Table 1: Historic Parcel Divisions

Parcel	Historic Address	Current Address
1	13 The Strand	203 Strand St
2	15 The Strand	205 Strand St
3	32 S Union St	211 Strand St (North Half of Parking Lot)
4	34 S Union St	211 Strand St (South Half of Parking Lot)
5	The Strand / 212 S Union St	211 Strand St (East Half of Building)
6	36 S Union St / 212 S Union St	211 Strand St (West Half of Building)

Parcels 1-3

1749-1805: Water Lots & George Gilpin's Wharf

Colonel George Fairfax, friend of George Washington, purchased Lot 62 at the initial auction of town lots in 1749. Located on the Potomac River west of Union Street, south of Prince, and north of Duke, the lot remained undeveloped, and the subject area to the east was submerged in the bay. Fairfax did not develop the land as per the conditions of the purchase agreement, thus the town reclaimed the lot. On November 20, 1749, Willoughby Newton of Westmoreland County purchased Lots 62 and 63. Nearly two years later on November 10, 1751, Newton sold them to George Johnston, a reputable lawyer, member of the House of Burgesses, Justice of the Fairfax County Court, and town trustee (Miller 1993; Fairfax County Deed Book Cl:382).

Around 1769, wheat merchant George Gilpin and Jonathan Hall bought the lots (Fairfax County Deed Book H:40; K:5) (see Figure 3). Capitalizing on the Trustees 1760 decision to allow banking out, they cut the high riverbank and spread Lot 62 east to expand the quarter-acre wedge into a full-size half block fronting what would become Union Street.

During the Revolutionary War (1775-1783), Gilpin became a colonel serving under George Washington and learned the trade of surveying. On May 27, 1782 as the war neared its end, a number of fellow merchants including R. Hooe and James Lawrason, a future owner of the project area, petitioned the Commonwealth of Virginia to improve and extend Water Street and to establish Union Street the full length of the town from north to south, noting that the initial laying out of Water Street was a great inconvenience to the public and that since then "great additions [had] been made … by running out wharfs and banking out the river" (City of Alexandria Inhabitants 1782).

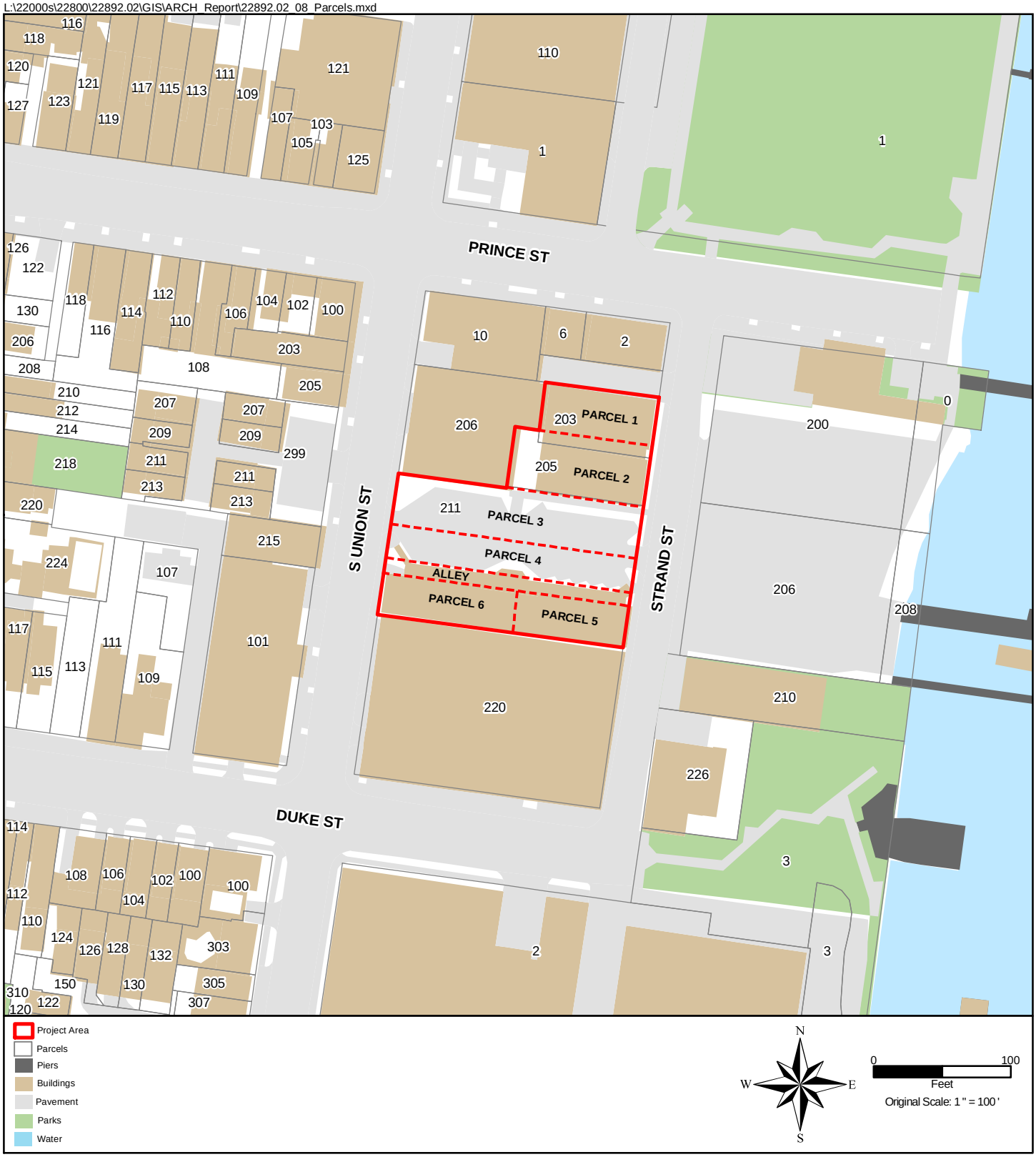

Figure 8
Historic Parcel Divisions Overlain on 2017 City of Alexandria Parcel Map

After the war, Jonathan Hall died in 1785. Gilpin returned to Alexandria and served as the Commissioner for paving and grading the streets and continued to bank out his waterfront land. By 1798 after extensive improvement and expansion, he surveyed and mapped the network, showing that the shoreline had reached the western edge of what is now Strand Street (see Figure 4). Gilpin held a number of other prominent positions, while buying, selling, and leasing properties to various merchants and craftsmen. Occupants of his warehouses included sailmakers, blacksmiths, brewers, grocers, and merchants selling rum, cigars, iron ware, fish, cheese, coffee, wines, cork, oranges, sugar, salt, candles, tar, and barreled pork imported from other states, the Caribbean, and Europe (Miller 1993:180).

Parcels 4-6

1749-1775: Water Lots & Early Land Speculators

Nathaniel Harrison of Brandon plantation in Prince George County, Virginia purchased Lots 69 and 70 for 46 pistoles from the Trustees of Alexandria in 1752 (Fairfax County Deed Book C:312) (see Figure 3). As master of the sizeable plantation farm established in 1616 far to the south on the James River, Harrison acquired the lot on the waterfront as a speculator and investor and did not personally occupy the property. Records detailing the use of land during Harrison's ownership were not located, but it is clear that he constructed at least one building on the lot to satisfy the purchase agreement, as he maintained ownership of the property until 1775, in which year he sold it, along with several others, to Richard Arell (Fairfax County Deed Book M:33).

1775-1787: Richard Arell's Wharf

Richard Arell was not a native of Virginia or a founder of Alexandria, but he and his wife Eleanor were a notable presence in the community following his arrival from Pennsylvania circa 1762 (Maloney 2013). They had five children and purchased several lots within the fledgling city, including Lots 69 and 70 on the waterfront (building his house on Lot 70) and Lot 48 at Market Square adjacent to the courthouse, where he owned and operated a popular tavern as well as 15 acres in present-day Arlington County near Chain Bridge (Wise 1977). He acquired an ordinary license to operate the establishment in 1768, and its location near the seat of local government no doubt made the tavern a meeting place for many notables including George Washington, who dined at Arell's establishment several times; the tavern also may have been the location of the drafting of the Fairfax Resolves in 1774. Arell himself was a supporter of the American colonial cause, having been signatory to a letter from the "Friends of Liberty" cancelling their subscription to the *Norfolk Intelligencer* newspaper in response to the printing of pro-British features (Maloney 2013:1-2). By 1775, Arell developed at least part of Lot 69. Considering its location immediately adjacent to a deep-water landing site, the property was almost certainly rented to merchants, businesses and craftsmen who depended on the shipping trade for their livelihood.

1798-ca. 1810: Arell Heirs

The Arells' youngest child, Christiana "Kitty", married William Hunter and in 1787 received a portion of her parents' land. The Hunters partnered with Abram Hewes, who married Rachel Miller, sister of prominent merchant Mordecai Miller, to continue banking out and build a wharf. Richard Arell died in 1796 and was interred in the Presbyterian burying ground, which he and his wife had donated to the Presbyterian congregation of Alexandria (Wise 1977). Although several deeds and chancery suits mention a division of his real estate amongst his heirs, no specific document is cited. In 1810, James R. M. Lowe and his wife Christiana, Richard Arell's granddaughter, complained on behalf of themselves and other heirs of Richard Arell that no division or dispersal of the estate had been forthcoming from his administrators (Lowe vs. the Administrators of Richard Arell. Chancery Cause 1810-014, Arlington County Court Records). The defendants in the case were Philip G. Marsteller, husband of Christiana Copper (another of Arell's granddaughters) and George Jenkins (widower of Arell's daughter Mary), who were accused of mismanagement of the estate. The court decreed an accounting and dispersal of the estate to the heirs (Ring and Pippenger 2008:60). The same year, a massive fire destroyed warehouses within the block.

Records regarding how all of the Arell heirs' lots were divided in the 1810 lawsuit have not yet been identified; however, it is known that they were sold or leased to a variety of merchants engaged in the international trade business. Christiana Copper and husband Philip G. Marsteller and her sister Elizabeth and husband John Muncaster acquired land south of the subject area including present-day Hotel Indigo. Arell's son-in-law, George Jenkins gained possession of buildings on a lot from Union to the river within the interior of the block and was taxed $3,000 the year of the lawsuit; he leased to Joseph Dean.

Parcels 1-2

1794-1819: Lawrason & Fowle

In 1794, Gilpin divided the land he had created between the river and Union, Prince, and Duke streets and sold Parcel 1 to prominent merchants, Benjamin Shreve and James Lawrason (Alexandria Deed Book F:111). On March 1, 1800, Gilpin subdivided the block further and sold a two-story frame warehouse at 2 Prince Street to Elisha Janney and George Irish (Mutual Assurance Society 1796; Alexandria Deed Book W:443). The same month, the neighboring landowners entered into a mutual agreement for access and use of a 20-foot wide alleyway that separated present-day 2 Prince Street from Parcel 1, connecting Union Street to the river (Alexandria Deed Book M:465). The full cut-through remained until the mid-20th century. In 1805, Parcel 2 was described as "62 feet vacant ground" belonging to George's nephew Joshua Gilpin (
Figure 9).

In 1805, James Lawrason took out an insurance policy on a 50-foot wide warehouse on Parcel 1, where his son Thomas opened Lawrason & Fowle, an import/export business, with William Fowle (Alexandria Gazette [AG] 31 May 1804:4; Miller 1989:184) (see Figure 9). By 1807, George Gilpin's nephews Joshua and Thomas Gilpin sold the vacant

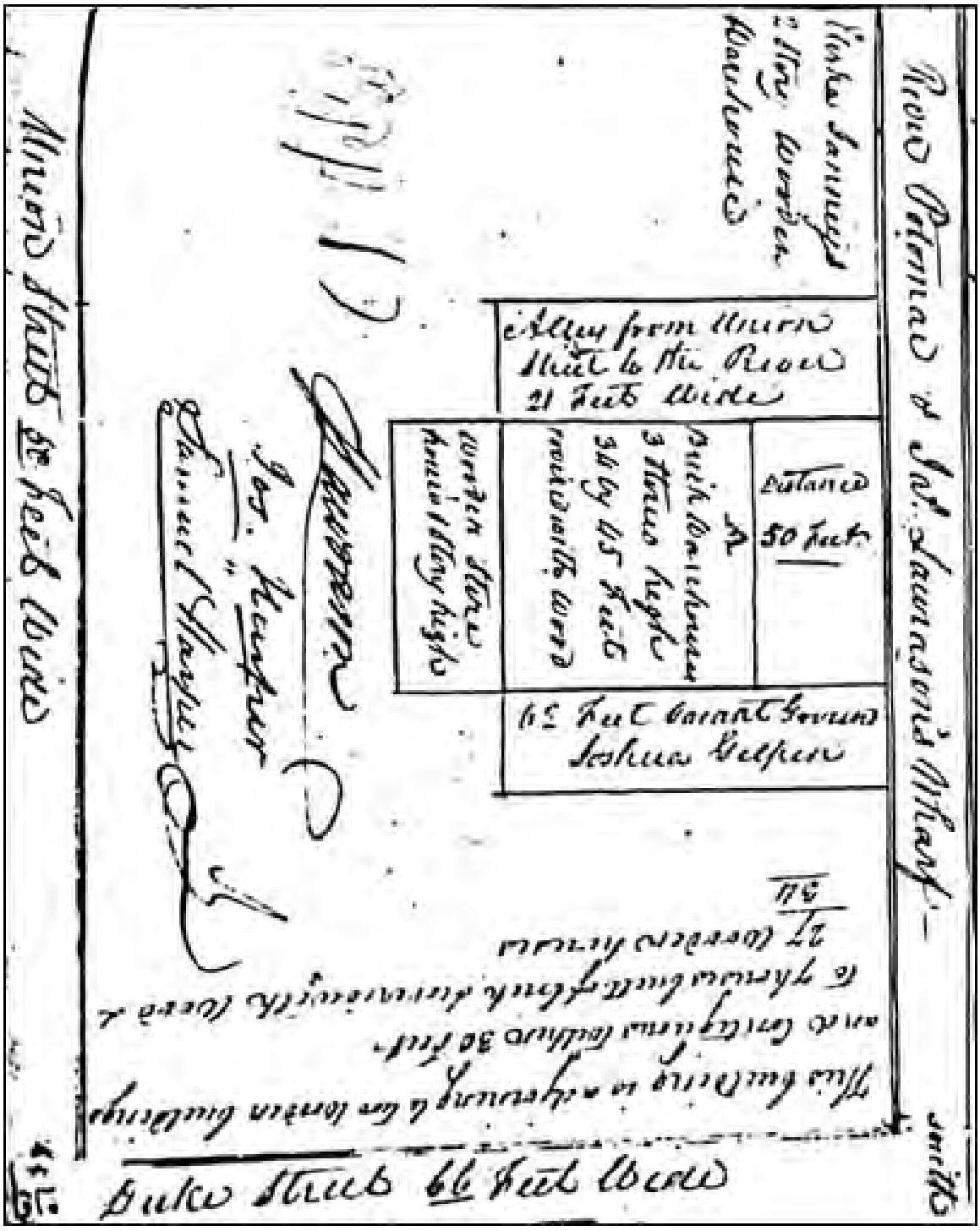

Figure 9: 1805 Lawrason's Warehouse on Parcel 1 (203 Strand St) and Vacant Ground on Parcel 2 (205 and part of 211 Strand St) (Mutual Assurance Society)

lot next door with 62 feet of frontage to the senior Lawrason for expansion of his son's business (Mutual Assurance Society 1805; Referenced in Alexandria Deed Book W:287).

In 1810, a fire ignited at a cooper's shop near the wharves "adjoining Union Street." The Lawrasons reportedly lost "one brick and frame warehouses" on Parcel 1 with damages estimated as $20,000 (AG 2 October 1810:3). The following year, James Lawrason insured a replacement three-story brick warehouse with a slate roof and a two-and-a-half story frame warehouse to the west for $5000 (Figure 10). Parcel 2 continued to appear vacant.

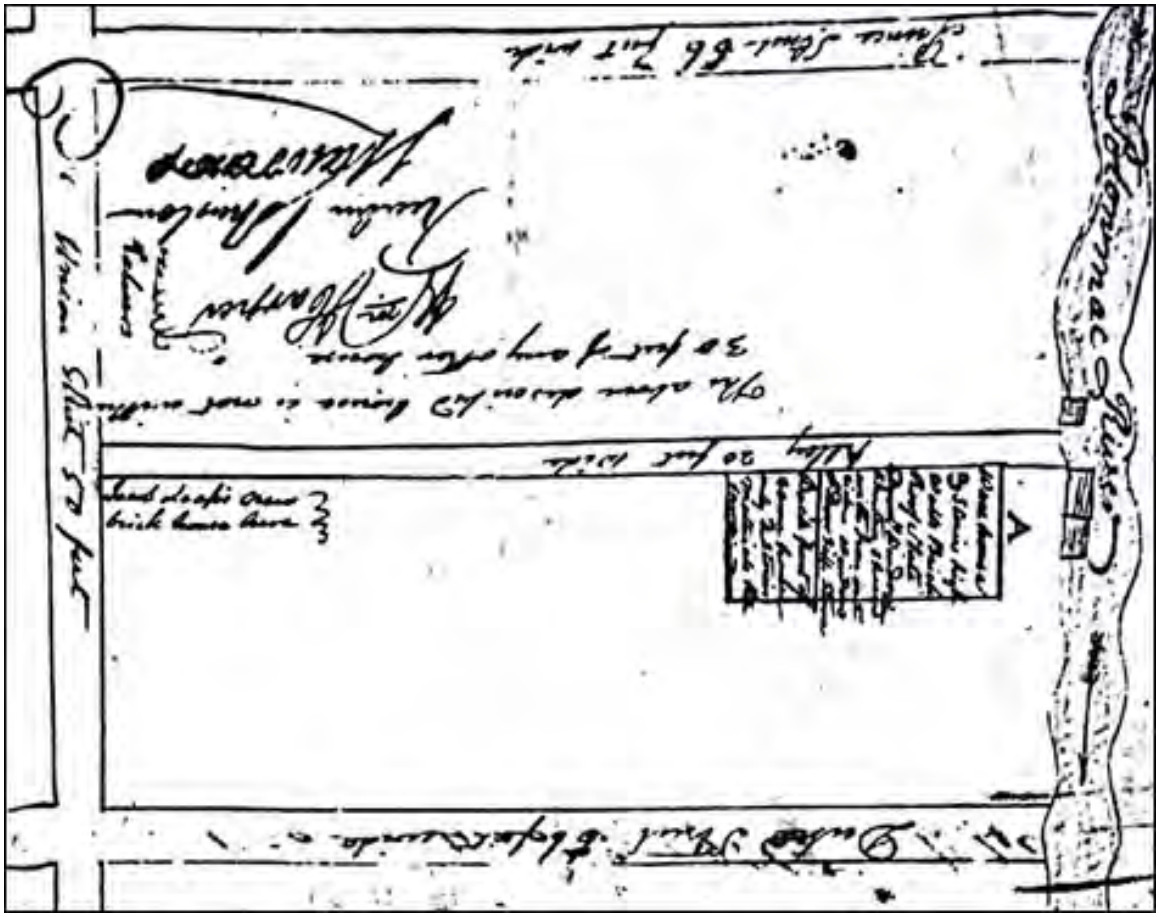

Figure 10: 1811 Lawrason's Warehouse Parcel 1 (203 Strand St) (Mutual Assurance Society)

By 1812, the Strand was a recognized road (Riker 2009), and Thomas Lawrason bought Parcel 2 from his father (Alexandria Deed Book W:287). The transfer included "all houses, buildings, streets, lanes, alleys," though tax records indicate that a warehouse had not been constructed until 1813. While Thomas owned the property in 1815, his father took out the insurance policy for what appears to be the first building on site, a smaller brick and slate warehouse than its northern neighbor (Figure 11). Around 1816, Lawrason & Fowle expanded again, taking over the warehouse at 2 Prince Street.

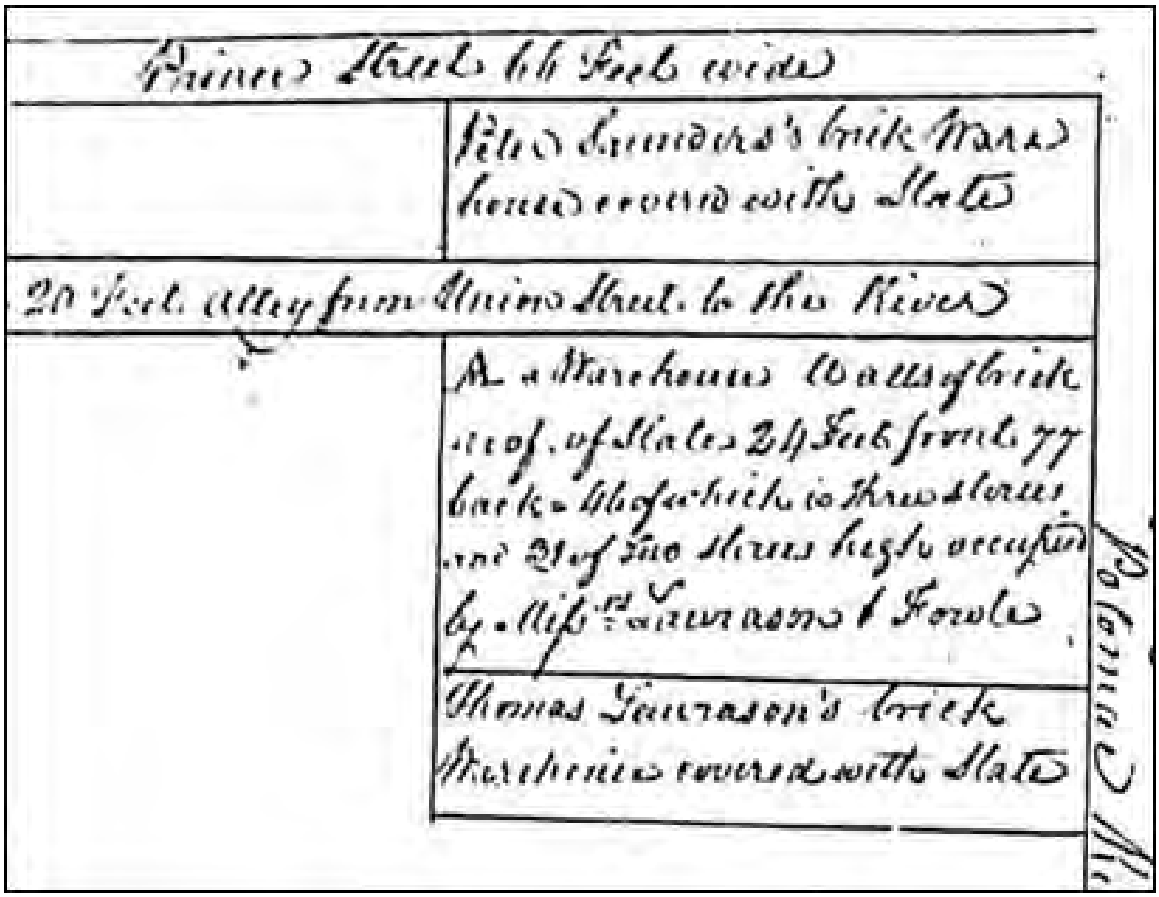

Figure 11: 1815 Lawrason's Warehouses on Parcels 1-2 (203 and 205 Strand St) (Mutual Assurance Society)

1819-1860: William Fowle & Co.

Following Thomas Lawrason's death on June 9, 1819, Lawrason & Fowle dissolved, and his widow and children inherited equal shares of Parcel 2 and portions of neighboring parcels. The mercantile business continued under a variety of names, including William Fowle & Company (1819-1837), William Fowle & Son (1837-1839) with the addition of his son William Holmes, and William Fowle & Sons (1843-1847) with the addition of his other son George Dashiell, (AG 25 January 1837; AG 24 February 1843).

During the depressed economy of the 1830s and 1840s, the senior Fowle slowly acquired remaining shares of the properties at 2 Prince Street and Parcels 1 and 2, operating three warehouses and the two associated wharves depicted on Ewing's 1845 plan of the town (Riker 2009) (Figure 12). The company remained a very successful commission merchant throughout, selling an array of products from hemp to fire bricks, and served as agents to the Peruvian governments for the highly lucrative sale of guano for fertilizer (Miller 1993:196).

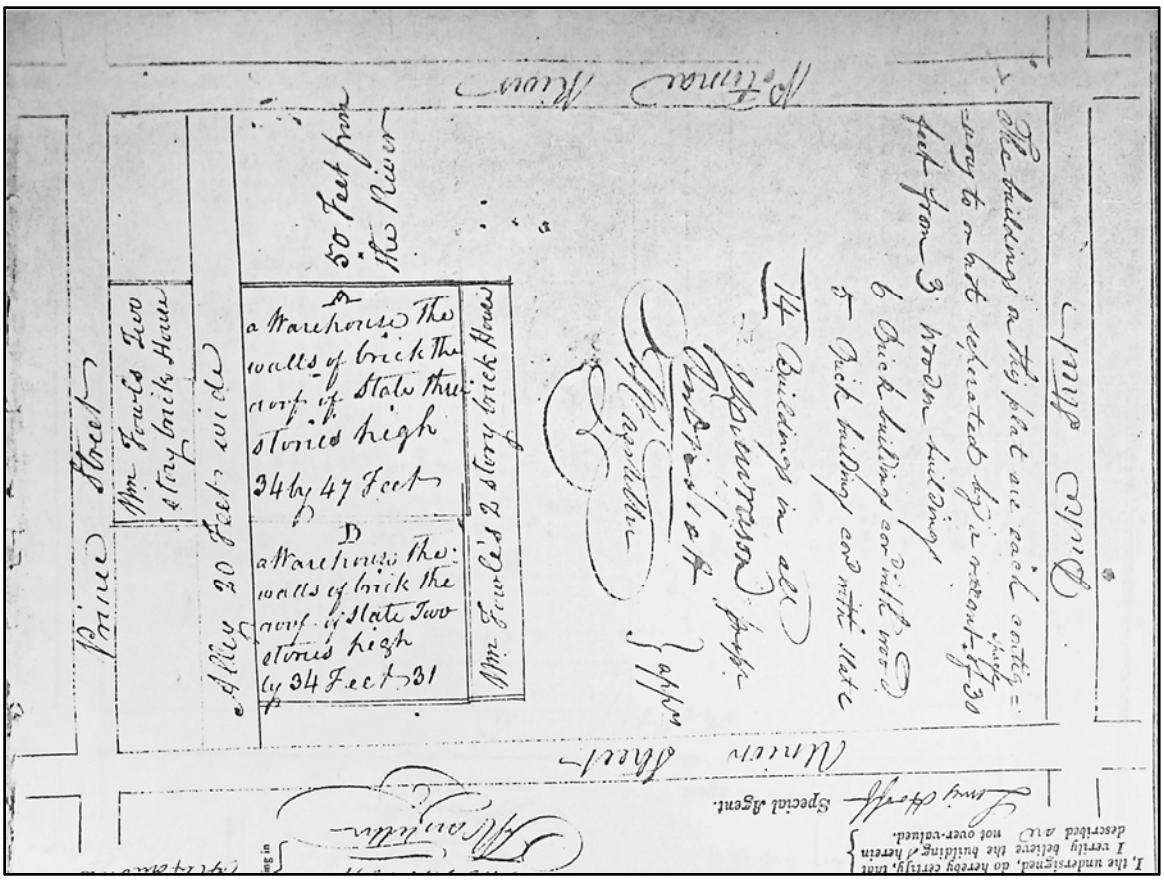

Figure 12: 1823 Fowle's Warehouses on Parcels 1-2 (203 and 205 Strand St) (Mutual Assurance Society)

In 1848, William Fowle, Sr. sold his interest, and the sons continued to operate as Fowle & Co. (1847-1860) (AG 5 January 1848). During the economic uptick of the 1850s, they backed the arrival of rail, gas lighting, and piped water, expanded their land holdings, and established the Pioneer Mill at the foot of Duke Street (Riker 2009). William H. Fowle had attended Harvard in the 1820s and was married in 1831 to Elizabeth Thacker Hooe, who came from another prominent local family (Miller 1989). He was the Chief Financial Officer of Pioneer Mills, the director of the O&A Railroad, president of the Bank of the Old Dominion, and president of the C&O Canal Company (Pulliam 2007:5-6). In 1859, he established another company William H. Fowle & Son (William Jr.) as a general commercial business and offered freight services from their wharves after the O&A Railroad laid track down Union Street (AG 16 February 1859:3).

It is during this time of prosperity that tax records and the Victorian influence of the buildings depicted in imagery from the Civil War suggest that the Fowles likely made improvements to the Strand warehouses. William Fowle, the elder, died in 1860 and left 2 Prince Street and 203 Strand Street to his sons. His daughter Rebecca H. Daingerfield (née Fowle) inherited 205 Strand Street (Alexandria Deed Book 7:505). Her daughter, Mary Helen, would later marry Captain Philip Beverley Hooe, who joined the partnership of Fowle & Co. the same year (AG 6 January 1860).

Parcels 3-4

ca. 1796-ca.1822: William Harper & Co.

In 1796, Harper & Davis occupied a two-story frame warehouse and two-story brick warehouse on Parcel 3 and possibly Parcel 4, then owned by Shreve & Lawrason (Miller 1991:187). The Harpers had also been associated with present-day 206 Strand Street and many other notable lots in the city (Riker 2009). His father, John Harper, owned Mt. Airy and was a frequent visitor to Mount Vernon; he served under George Washington during many military campaigns and participated in Washington's funeral.

Within the subject area, Harper operated a lumberyard and ship chandlery business. He was also a grocer (Miller 1991:97). In 1800, Harper's partnership with Davis dissolved. By 1810, he partnered with Dixon and was taxed for multiple buildings and a lot, valued at $5,000 stretching from Union to the river. The 1815 tax records indicate a drop in value, documenting only one building and wharf valued at $4,500 perhaps as a result of the 1810 fire on the waterfront.

ca. 1822-1875: Josiah Hewes Davis Warehouse

Josiah H. Davis owned property up and down the waterfront and acquired Parcels 3 and 4 of the subject in the early 19th century to operate a plaster mill (Miller 1987:97). He worked in the ship chandlery and lumber business and had more than one building on the property by 1822 with a taxed value of $7,500. Within three years, the value increased by $500. He appears in the U.S. Census as owner of a number of enslaved laborers who may have worked in his warehouses as well as his home.

Davis died in 1862. Perhaps because of the war, sale of his property was delayed. On September 31, 1873, Commissioners of the Corporation Court of Alexandria "by authority of a decree passed at the February term, 1872," in the suit of Dyer and wife vs. Davis sold two lots of the late Josiah H. Davis. Lot No. 1 (Parcel 4) "includes all the property lying south of the alley which runs through from Union street to the Strand, consisting of the larger warehouse" on the Strand and a lot on Union Street and a wharf and dock. The dock south of the wharf belonged to R. H. Miller, esq. son of Mordecai Miller, who collected "tolls, wharfage and dockage" and would share the expense of repairing the wharf. Lot No. 2 (Parcel 3) "includes all the property lying north of the alley which runs through from Union street to the Strand, and consists of the smaller warehouse" on the Strand and a lot on Union Street. The steam engine, boiler, and machinery used for grinding plaster will also be sold (AG 21 August 1873). By 1875, Washington Blythe leased the property.

Parcels 5-6

ca. 1810-ca. 1846: Mordecai Miller & Son

After the Arell lawsuit, Mordecai Miller, Abram Hewe's brother-in-law, was taxed for land within the block, which appears to be Parcels 5 and 6. In 1810 and 1820, Miller appears next to Josiah Davis in the tax rolls and his son Robert H. Miller later owned the wharf directly east of these parcels (Miller 1993). In 1822, he leased the lot to Thomas H. Howland and was taxed for buildings and lot worth $6,000. By 1830, he is listed as Mordecai Miller & Son in one part of the block and by himself in another part with multiple buildings.

The Millers were significant players in Alexandria commerce and the Quaker community in the early-to-mid 19th century and owned numerous lots along the waterfront, including around King Street and Windmill Hill. Mordecai Miller (1764-1832) was born in Baltimore, came to the town by 1791, and married Rebecca Hartshorne (1770-1810) in 1792. He became a renowned silversmith, clockmaker, and merchant who sold goods from around the world and acquired numerous parcels of land. He also regularly purchased and emancipated enslaved people, helping to establish a freed neighborhood, which became known as Hayti, by renting lots to black families when others would not.

The Millers had six sons, Warwick (1796-1819), Robert (1798-1874), John (1800-1878), William (1802-1870), Samuel (1802-1876), and Joseph (1805-1876). Warwick went to Maryland and Joseph became a farmer in Illinois, while the other sons engaged in trade in Alexandria. In the 1820s, John sold sugar, salt, coffee, and tobacco from the Caribbean as well as hides, sheep skin, and mahogany from the subject area; William joined his father's business on King Street, was director of the Bank of Alexandria, and facilitated home ownership within the black community; Robert sold china, glass, and earthenware wholesale and retail on King Street; and Samuel became a ship captain (Miller 1995). In 1818, Mordecai Miller announced he was renaming his business Mordecai Miller & Son to include his son William H. Miller. He often advertised receiving goods from Germany, Portugal, and other locales via the ship, the *Young Hero*, including "Burlaps of various qualities and prices; Hempen ticklenburgs [a coarse linen] … Bielfeld shirting linen, (greatly superior to the Irish); Sail cloth; looking glasses; pints wine and porier bottles; quarts and liquor cases; coffee mills; crucibles…" (AG 6 Nov 1818:3).

Consolidation of Parcels 1-6

1861-1865: United States Office of the Quartermaster General

The United States Office of the Quartermaster General (USQM) took over warehouses Parcels 1, 2, 4, and 5 and used them as "Commissary Storehouses" (Figure 13). The USQM map reveals that the warehouse on Parcel 1 was much larger than its neighbors at 34 feet 9 inches by 174 feet, extending from Strand to Union Street, and that the warehouse on Parcel 2 was 43 feet 3 inches by 76 feet, only half the depth of the block, including the dimension of the connector between the two buildings. An alley stretched from Union Street to the Strand on Parcel 3 approximately where the parking lot is today at 211 Strand St. This lot also contained a storehouse 104 feet by 30 feet on Parcel 4 and part of a storehouse 74 feet by 25 feet 9 inches on Parcel 5 both facing the Strand. The latter may have partially stood on 214 South Union Street depending on the accuracy of the scale of the map. Parcel 3 and Parcel 6 were not occupied by the army but appear to contain warehouses.

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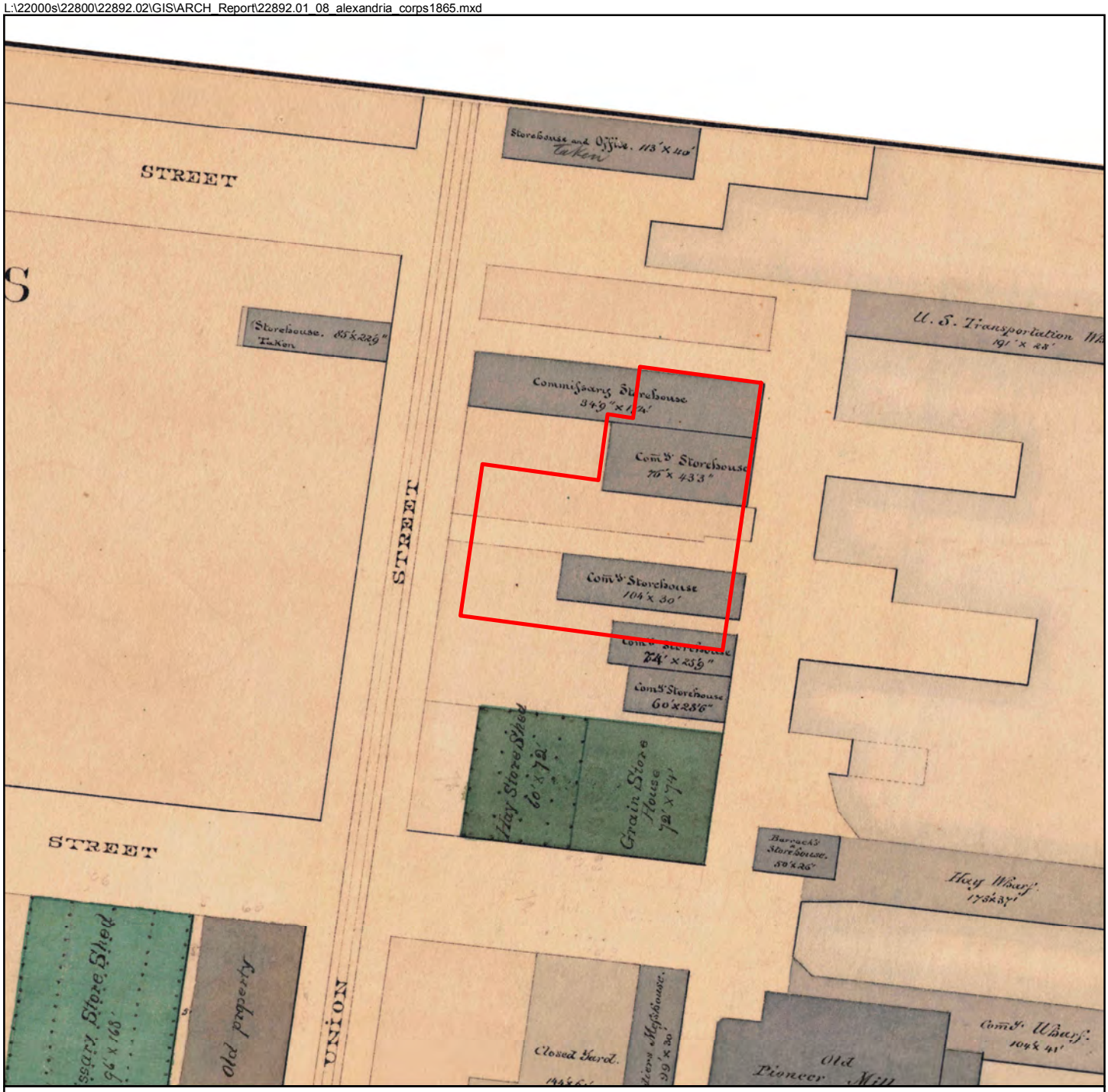

U.S. Quartermaster Corps
1865 "Wharfs Storehouses Etc."
Series: Post and Reservation Maps, compiled 1820 – 1905;
Record Group 92: Records of the Office of the Quartermaster General, 1774 – 1985;
National Archives and Records Administration (NARA), College Park, Maryland.

Figure 13
U.S. Quartermaster Corps Map 1865

Both Charles Magnus's *Birds Eye View of Alexandria, Va.* (1863) and Andrew Russell's *View from Pioneer Mill* (1865) show that the warehouses on Parcels 1 and 2 were brick, gable-fronted, 3.5-story-tall buildings attached by a three-story passage; both were architecturally very similar to 2 Prince Street and the warehouse on Parcel 4 (Figure 14-Figure 17). On either side of the front-gable building on Parcel 4 stood a two-story, three-bay, side-gabled building on Parcel 3 and a three-story, three-bay, side-gabled building on Parcel 5.

Parcels 1-2

1865-1895: Philip B. Hooe Grain Warehouses

The Fowles' returned after the war and sued the government for the return of their property. Prior to the suit's resolution, William H. and George Fowle died in 1869 and 1866. Various partners and trustees purchased their properties, while Philip B. Hooe who had partnered with the Fowle brothers prior to the war returned to marry their sister Mary Helen, and operated the properties along the Strand. Six months after the Civil War, Hooe formed a partnership with George C. Wedderburn to succeed Fowle & Co. (AG 20 November 1865:3). The business changed to Hooe, Wedderburn, & Co. with the addition of Bernard H. Johnston in 1868, and to Hooe & Johnston with the departure of George C. Wedderburn by mutual consent in 1872 (AG 3 July 1868:4; AG 1 March 1872:2). When the partnership dissolved in 1875, Hooe stayed in business under his own name (AG 3 November 1875:1).

Hooe and his partners advertised for the purchase and sale of various agricultural products, fertilizers, salt, fish, plaster, and coal and provide passenger and freight services. They served as agents for at least two steamship companies and for the Liverpool & London & Globe Insurance Company selling "fire, life, & marine insurance" (Miller 1993:198; AG 13 July 1866:2). They located their offices at 2 Prince Street and used the warehouses on Parcels 1 and 2 as shown in 1877 (Figure 18).

According to U.S. Census records, Philip and Mary Helen had two children a year apart around 1870 before she died in 1878. In 1885, Mary Helen's mother Rebecca Daingerfield died before executing her powers as a devisee of her father's will (Alexandria Will Book 7:505), thus Parcels 1 and 2 passed to her sons, William and Edward, and her widowed son-in-law through default of inheritance. They in turn sold it to Philip and Mary Helen's 17-year-old son John D. Hooe in 1886, though Philip remained associated with the grain business at Parcels 1 and 2 (Alexandria Deed Book 17:40).

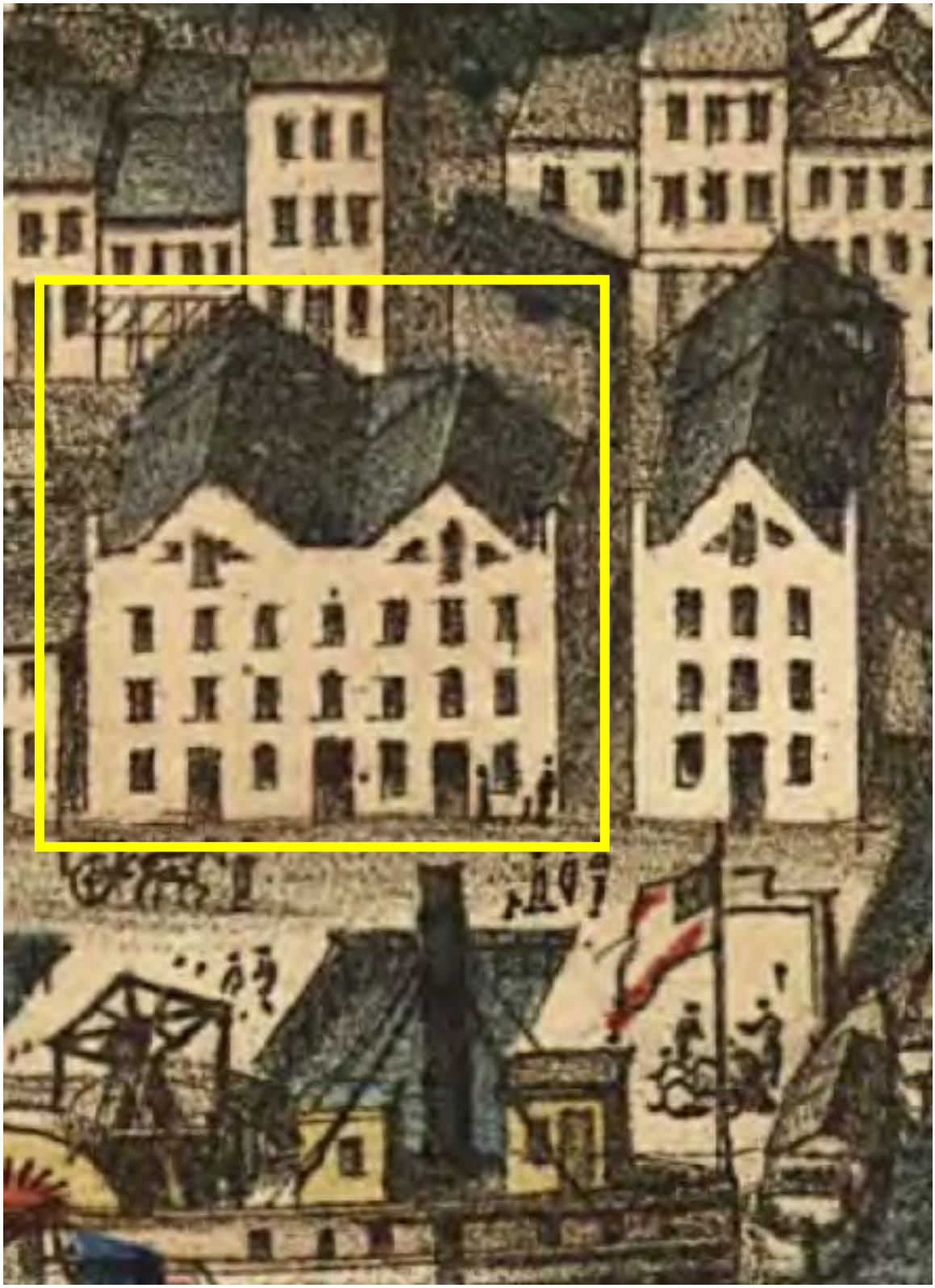

Figure 14: 203-205 Strand (Parcels 1-2), Bird's Eye View of Alexandria (Magnus 1863)

Figure 15: 211 Strand (Parcels 3-6), Bird's Eye View of Alexandria (Magnus 1863)

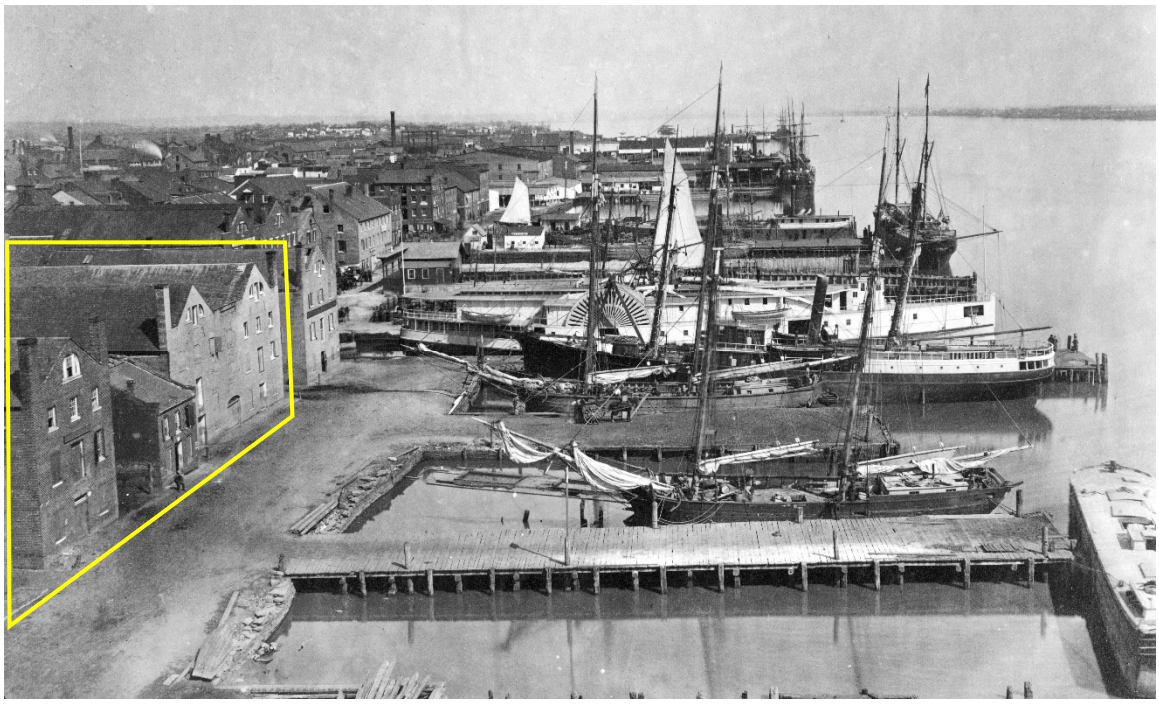

Figure 16: L to R, Part of 211, 205, and 203 Strand, View North from Pioneer Mill (Russell 1865)

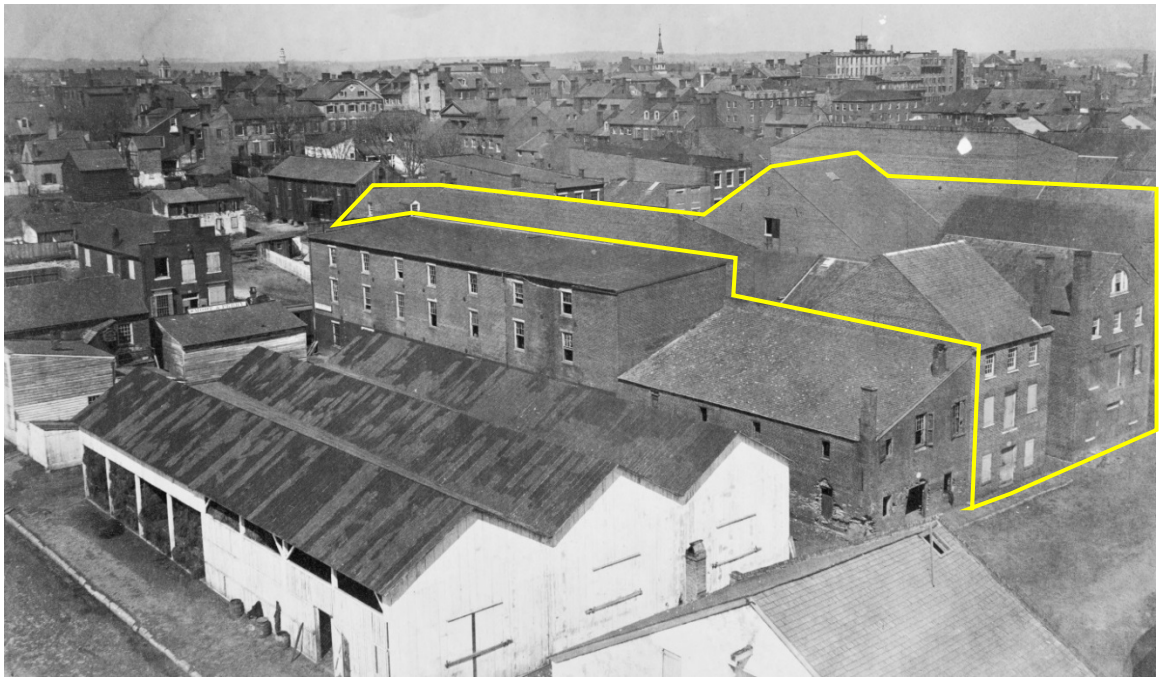

Figure 17: Part of 211 Strand, View of NW from Pioneer Mill (Russell 1865)

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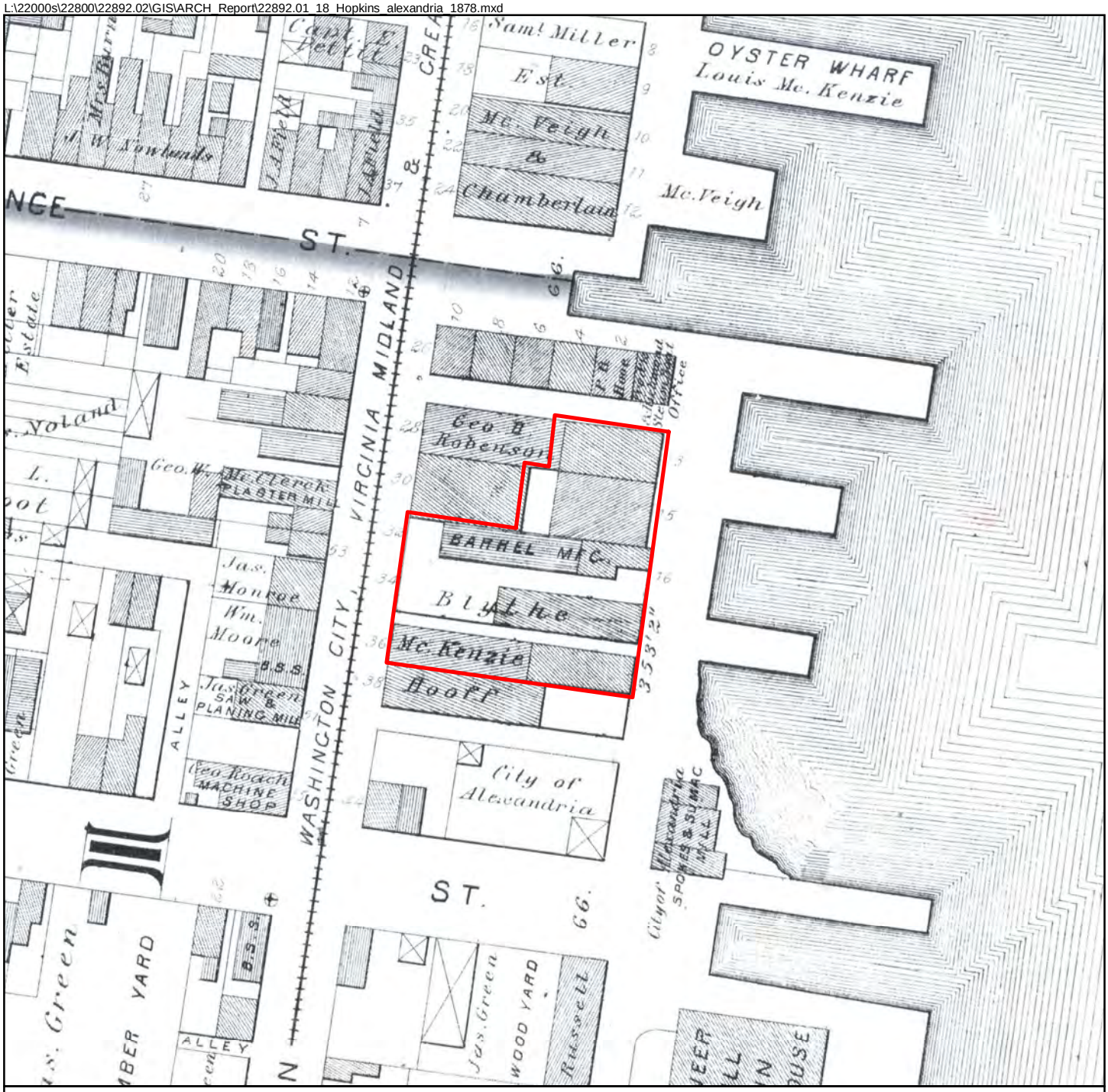

Map Source: "Alexandria County, Virginia". From G.M.Hopkins' Atlas of Fifteen Miles Around Washington, D.C., 1878". Library of Congress, Geography and Mapping Department.

Figure 18
1877 Hopkins Map
Alexandria, VA

The first Sanborn Fire Insurance map of the properties dates to 1885 and shows the lots as 13 and 15 respectively (Figure 19). This and an undated photo (Figure 20) from after the war reveal that the properties still stood 3.5 stories with a connector, labeled as a drive, and the same footprint as had appeared in Civil War mapping and imagery. The two-story neighboring building also remained adjacent in Parcel 3.

In 1889, extensive flooding occurred on the Alexandria, Georgetown, and D.C. waterfronts with the high watermarks surpassing an 1856 flood mark by 10 inches on Strand Street (AG 3 June 1889:3).

> Union Street from Prince to the cove above Fishtown was an unbroken canal, suggestive of a scene in Venice, lacking only the gondola to enable one to imagine himself in the city of the Adriatic…the scene attracted near everybody in town to the waterfront, and the eastern terminus of each street was thronged with people [AG 3 June 1889:33]

Despite the flooding, Hooe's grain houses remained intact with few changes when mapped in 1891 other than the removal of the adjacent, two-story, frame building on Parcel 3 (see Figure 19). Philip and his son John continued operations until 1895.

1895-1897: Hooe Tenants

On July 4, 1895, the *Evening Star* reported that Philip Hooe fell from his window trying to open blinds at his home. His obituary credits his business to commissions and selling grains, with his son, John D., his only survivor. John and his wife Maria leased the properties out till selling it in 1897 (Alexandria Deed Book 39:190).

The Virginia Beef Extract and Beef Meal Company rented space for offices and warehouses at 2 Prince Street and Parcel 1.

> In June 1896, the building formerly occupied by the late Capt. P.B. Hooe at the foot of Prince Street was leased to the Beef Extract Company. Officers of the newly-established company included James C. Keer, ex-clerk of the House of Representatives, president; E.L. Whitford, treasurer, and L.B. Clark, secretary. The firm, which was controlled almost ex-clusively with local capital, intended to remodel the building and therein to install the latest equipment [AG: 6/15/1896; 6/23/1897] (Miller 1993).

The Godfrey Laundry Co. opened in the warehouse on Parcel 2 (Figure 21). Ira Godfrey, who had operated steam laundry facilities with his sister Millie in Washington, D.C., incorporated the business on March 18, 1895, then relocated after the 1897 fire (Ford 1895; Virginia 1903).

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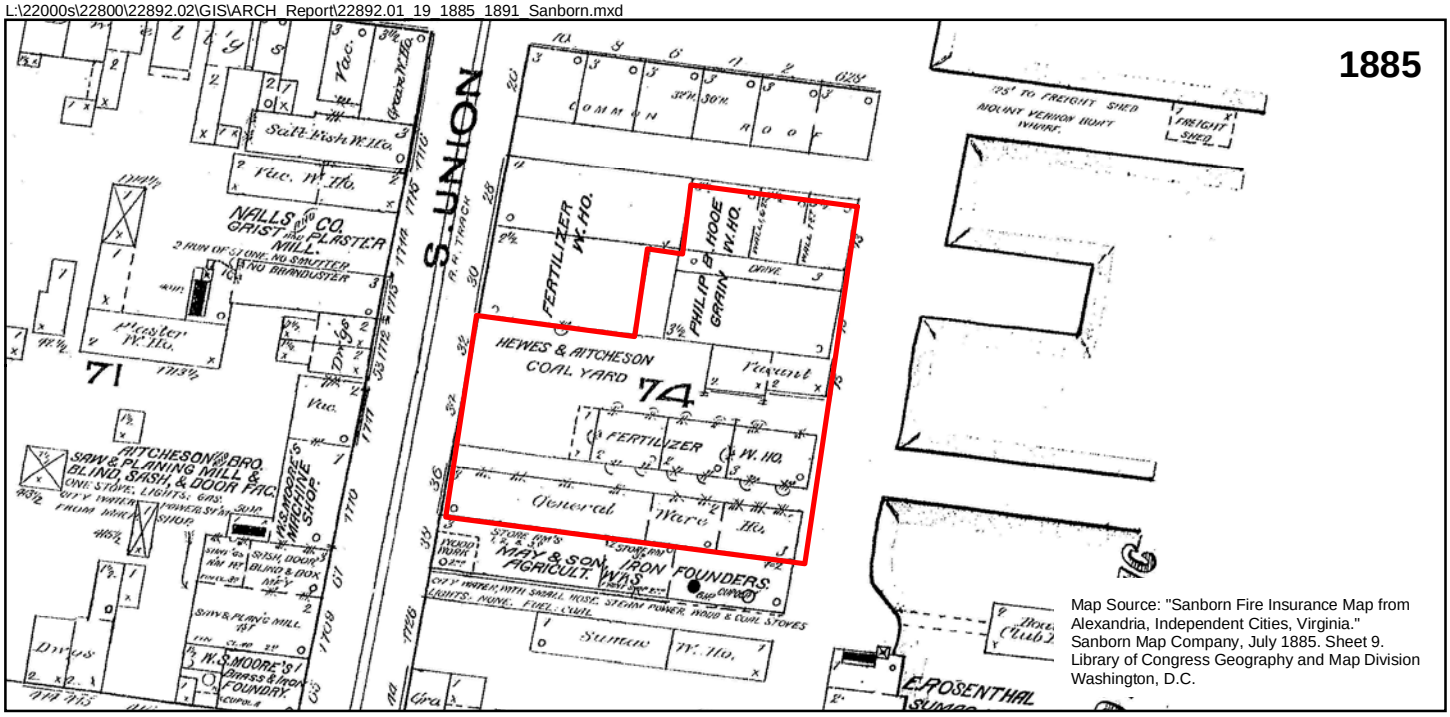

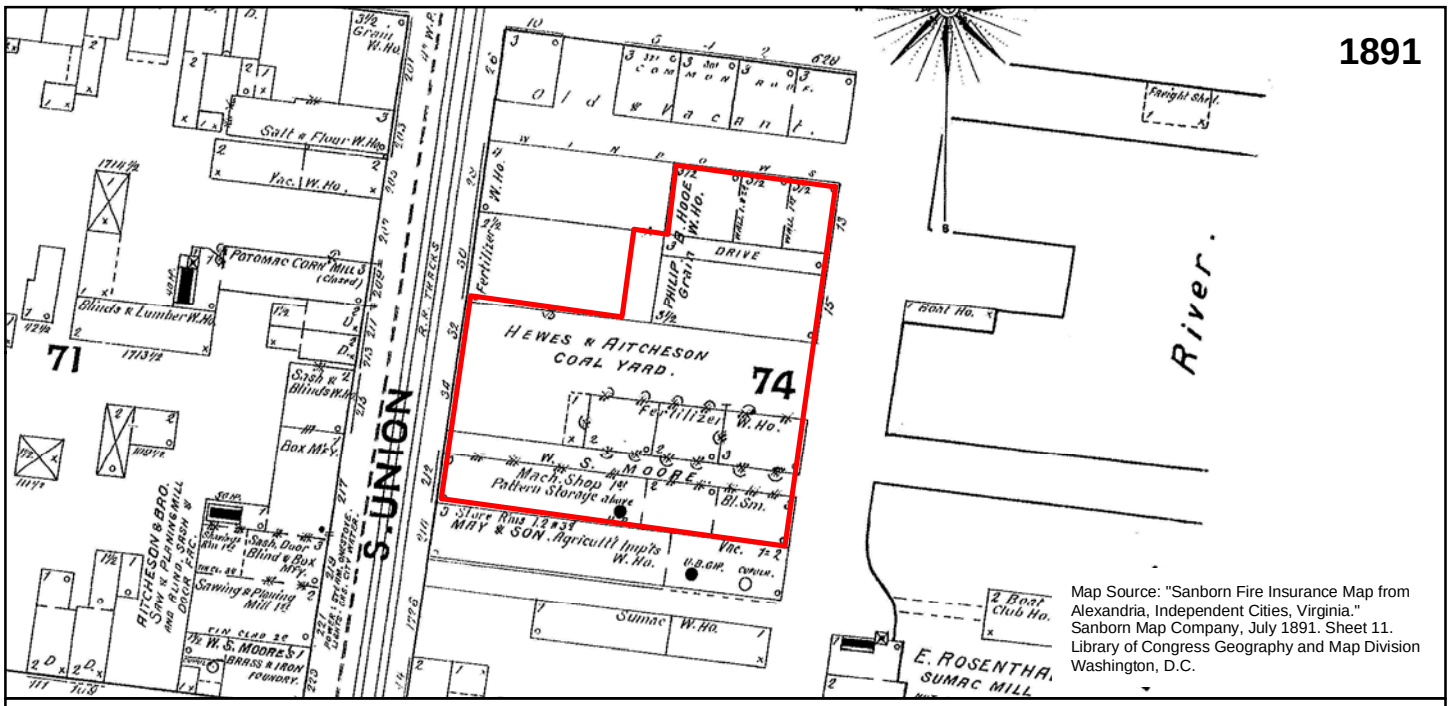

Approximate Location of Study Area

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Figure 19
Sanborn Fire Insurance Map - Alexandria 1885 and 1891

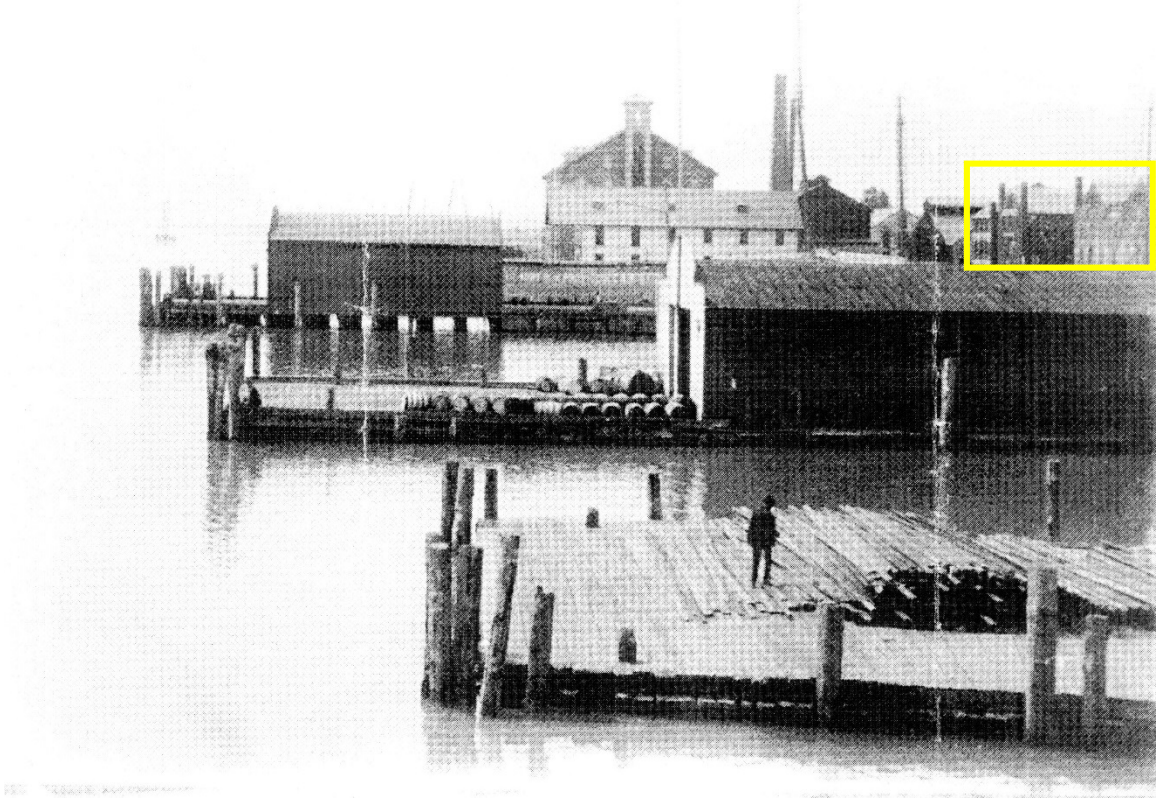

Figure 20: L to R, 211, 205, and 203 Strand between the Civil War and the 1897 Fire View to the South

Parcels 3-4

1875-1882: Washington Blythe's Barrel Manufacturing

On May 8, 1875, the *Alexandria Gazette and Virginia Advertiser* reported, "Mr. Washington Blythe has leased the lot and buildings known as the Davis warehouse, on the strand, between Prince and Duke streets, and will soon establish there a barrel factory, the machinery of which will be capable of turning out eight hundred barrels a day." On May 27, the paper reported, "The machinery for the barrel factory, to be established here by Mr. Blythe, arrived this morning and operations will commence at the factory in a short time." By July 8, the factory was fully operational and "turning out a large quantity of excellent work" (AGVA). On October 16, 1876, a minor fire ignited at "Blythe's barrel factory on Union street near Prince. The flames were speedily extinguished however without any serious damage" (AGVA 16 October 1876).

A resident of North St. Asaph Street, Washington Blythe was a cartographer and civil engineer who worked as a surveyor on various infrastructure projects throughout Virginia. In 1860, he created the *Map of Alexandria, Fairfax, Prince William, Stafford, and portions of the adjacent county's*. During and after the Civil War, he served as general

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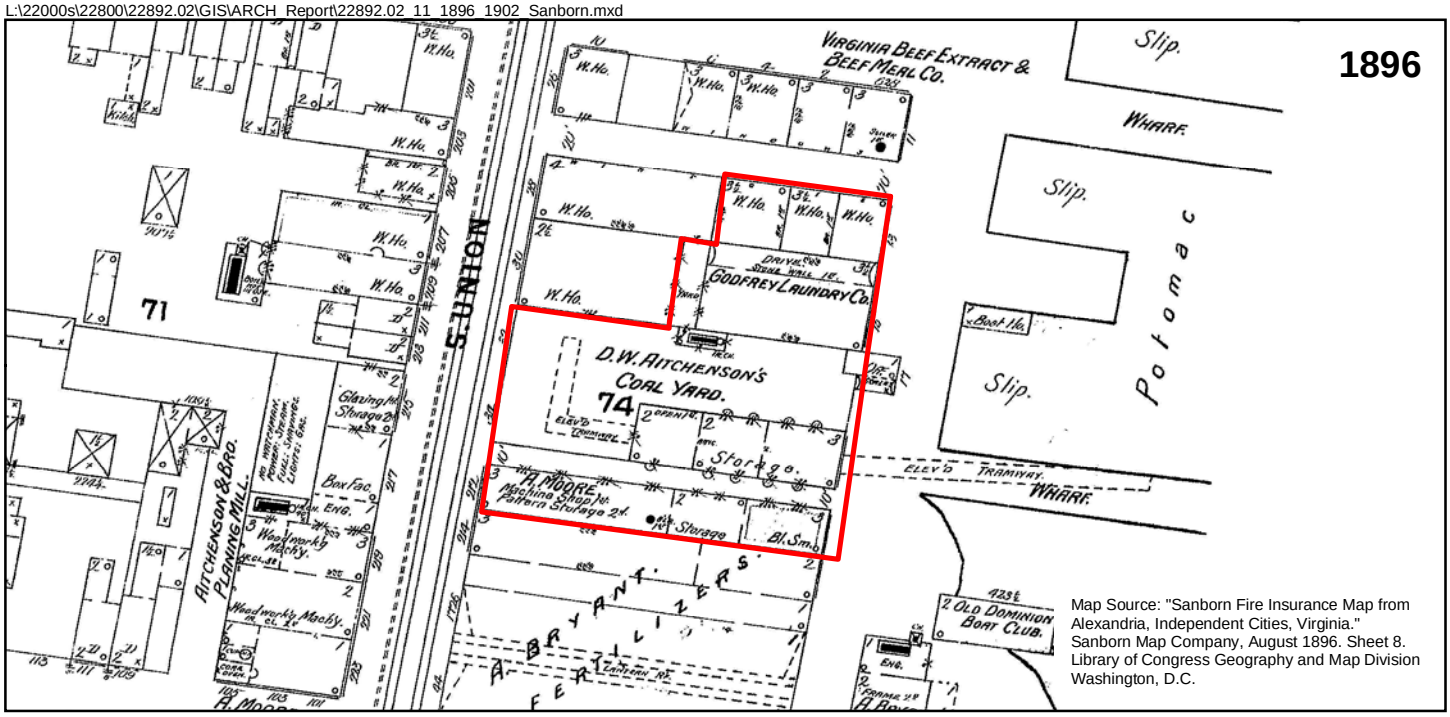

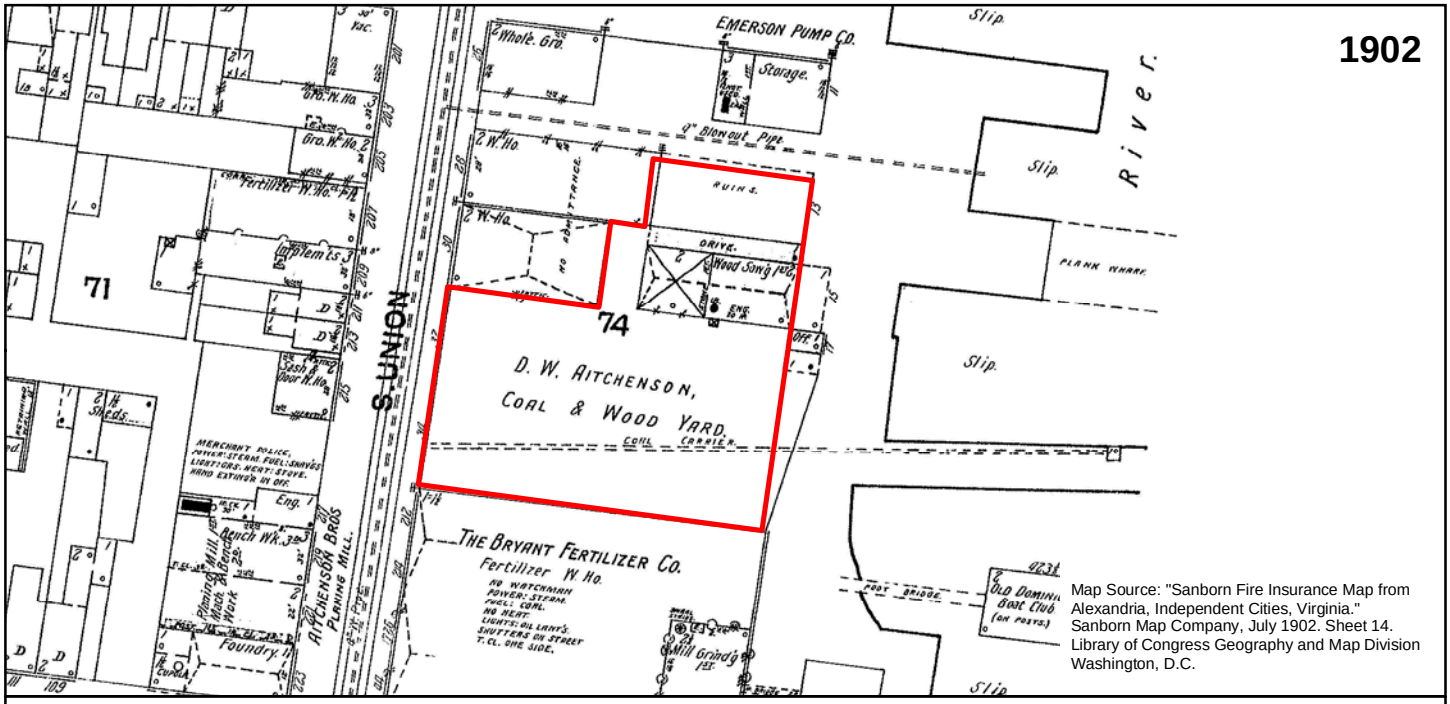

Approximate Location of Study Area

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Figure 21
Sanborn Fire Insurance Map - Alexandria 1896 and 1902

superintendent of the railroad and as a road surveyor. By 1870, he was the Chief Engineer of what was then known as the Alexandria, Loudoun and Hampshire Railroad (AL&H RR), overseeing the completion of the railroad to Purceville (AGVA 26 January 1870; 16 April 1870; 1 October 1872). During this time, he served as a member of the Board of Public Works to assist in identifying projects and hiring contractors to construct new road beds and improve paving and curb cuts. He also partnered with R. H. Havener, General Freight and Ticket Agent of the railroad, to create the firm Blythe and Havener (Ashcroft 1870). The two surveyed land for the Alexandria Water Company nine-acre reservoir (AGVA 17 July 1873). In 1878 (AG), he was working as the City Surveyor.

Blythe died in 1882. William H. Smith was appointed by the Corporation Court to be the administrator of the estate. In July, he gave notice for all to settle debts with the estate and advertised an auction for all items associated with Blythe's business.

> ADMINISTRATOR'S SALE. Will be sold TUESDAY. August 1st. 1882, at 10 o'clock, on Union street, between Prince and Duke streets, at the work shop of the late Washington Blythe, the following property to-wit: One 8-horse power Engine and Boiler; one Barrel Machine, complete; one set of Shafting and Pulleys; one Vise; one Frame Shed; a lot of Carpenter's Tools and Cigar Boxes. Terms: Cash (AGVA 20 July 1882).

1883-1901: Hewes & Aitecheson

On March 30, 1883 (AG), George C. Hewes & DeWilton Aitcheson announced a partnership in the wood and coal industry on the corner of Duke and Fairfax Streets. The company maintained a supply yard at Parcels 3 and 4 and a shipment facility at the adjacent wharf during this period (see Figure 19). By 1896, Aitcheson built a small office encroaching on the Strand in front of Parcel 3 (see Figure 21). Hewes & Aitcheson dissolved nine years later after the death of Hewes in 1892, then continued as D.W. Aitcheson Coal Yard (AG 28 March 1892:1).

George Hewes lived at 323 S. Lee St. and owned other properties, which he leased in the city (AG 29 March 1892). Born in Scotland, DeWilton Aitcheson's parents immigrated when he was very young to Prince Georges County, Maryland, and raised six sons and three daughters according to U.S. Census records. By 1880, he, three brothers, and his sister Margaret relocated to Alexandria. They all remained unmarried and lived together until their deaths with DeWilton having the greatest success.

Parcels 5-6

ca. 1846-ca. 1885: Lambert & McKenzie

Though the purchase or lease date has not been identified, Benjamin H. Lambert and Lewis McKenzie appear to have been in business on the wharf east of Parcels 5 and 6, operating a shipping and commission merchant concern on the waterfront on South Union and the Strand before and after the Civil War (Tax Records 1850; Lambert v. Ghiselin 1846; Miller

1987:371) (see Figure 18). They shipped a wide variety of goods via the canal system and later the railroad.

Lewis McKenzie was on the Board of Directors and served as the President and Purchasing Agent of the AL&H RR, where his neighbor Blythe was Chief Engineer (Ashcroft 1870). Born in Alexandria, McKenzie supported the Union during the Civil War unlike most residents, and in 1861 he became acting Mayor of Alexandria. Though defeated in 1865, he was elected to the House of Representatives in 1869 and only served for one year. He was appointed postmaster in the early 1880's and was elected to the Board of Aldermen (Smith, William F. and T. Michael Miller 1989:75).

1852-1897: William S. Moore's Machine & Pattern Shop

William S. Moore started his business in 1852. Accounts show overlap with Lambert & McKenzie in the subject area. They may have occupied the neighboring buildings on Parcels 5 and 6 at some point, but it is clear that Moore had full possession of Parcels 5 and 6 by 1891 (see Figure 19).

> WILLIAM S. MOORE'S MACHINE & PATTERN SHOP: William S. Moore, a City Councilman, owned the iron and brass works at 212 S. Union Street. Born in Alexandria, November 21, 1821, Moore commenced his foundry business in 1852 and worked diligently to advance his business fortunes.
>
> "His machine works consisted of a four-story building, 35 by 170 feet. It was four stories high and he employed an average of twenty-five men. On the first floor were the turning lathes and all classes of machinery; second floor the same, and on. the third and fourth floors patterns were stored."
>
> Moore made all kinds of castings in iron and brass and his business extended all over the United States. The government furnished him with large contracts as did the manufacturers of brick throughout the States. [AG: 9/16/1893] There was a minor fire at Moore's foundry on October 30, 1888 (Miller 1993:197).

He also supplied the "motive power" for E. Rosenthal's wheel shop at present-day 226 Strand Street (AGVA 9 November 1866).

Widely regarded as the worst in Alexandria's history, a fire burned the block bounded by Union, Prince, and Duke Streets on June 18, 1897. It began in the engine room of Herbert Bryant's bone mill, located on the east side of Strand Street at 226 The Strand, and was spotted by men on the water (Riker 2009). Only one building east of Union Street survived the blaze (AG 3 June 1897:1).

Consolidation of Parcels 1-6

1897-1978: DeWilton Aitcheson Fuel Co.

As noted, a massive fire destroyed nearly the whole block containing the subject area around midnight on June 2, 1897. Following the destruction, DeWilton Aitcheson, who remained on Parcels 3 and 4 after Hewe's death, acquired Parcels 5 and 6 to add open space for his coal and lumberyard where Moore's Machine Shop was destroyed (see Figure 21). He also purchased Parcel 2, "all that lot of ground with the remains of the burnt warehouse", from John and Maria Hooe on June 18, 1897 (Alexandria Deed Book 39:190). He consolidated all parcels in the subject area and made a series of rapid improvements. Three days after purchase, he applied for a permit to build a one-story, brick office, which replaced a frame office that burned on Parcel 3 and the Strand right-of-way. The specifications indicated that it would be 10 feet by 18 feet with 12 inch basement walls, 9 inch first-story walls, a stove for heating, and a flat tin roof. The builder Charles Glover estimated its cost at $100 (City of Alexandria 1897). It predated the reconstruction of the warehouse on Parcel 2 by eight months.

The day after applying for a permit, Aitcheson gained approval from City Council to construct a railroad switch from Union Street into the yard at Parcels 3 through 6; however, the state had to retroactively legalize it by an act in 1900 (Virginia 1900). On February 21, 1898, Aitcheson applied for a permit for Parcel 2, this time to build a more substantial though unheated, two-story, front-gabled building using the original stone and brick wall on the north elevation that survived the fire. The applicant described the construction as three sides to be erected on an old solid stone foundation with a pitch roof made of metal. It would measure 34 feet by 78 feet and be used for sawing and storing wood. Aitcheson designed the space, and L. Berryman built it (City of Alexandria 1898).

In 1901, the name of the company was officially changed from Hewes & Aitcheson to D.W. Aitcheson Coal Yard. Until 1978, Aitcheson Fuel Co. or some variation of it appeared in the City Directory as the occupant of 205 Strand Street, which encompassed the whole subject area, with 203 and 211 not listed because they were associated with 205. In 1902, the warehouse at Parcel 1 remained in ruins, while Parcel 2 contained the fully operational sawmill in a two-story, gable-roofed building with an earthen floor. Aitcheson added a full-length addition on the façade (east elevation) containing a boiler, further encroaching on the right-of-way of the Strand. The rear interior space on the west wall was reserved for a stable (see Figure 21).

In 1907, a two-story, flat-roofed building was under construction at Parcel 1 (Figure 22). The Virginia Kid Works tannery occupied the property, using the first floor for tanning and the second floor for storage of skins according to Sanborn maps, though it was not listed in the City Directory. Aitcheson used Parcel 2 for sawing. The boiler located in the right-of-way in front of it was not in use at this time. The same year, the City Council awarded DeWilton Aitcheson a contract to supply 4,000 tons of coal and tar to the City Gas Plant (AG 16 May 1912).

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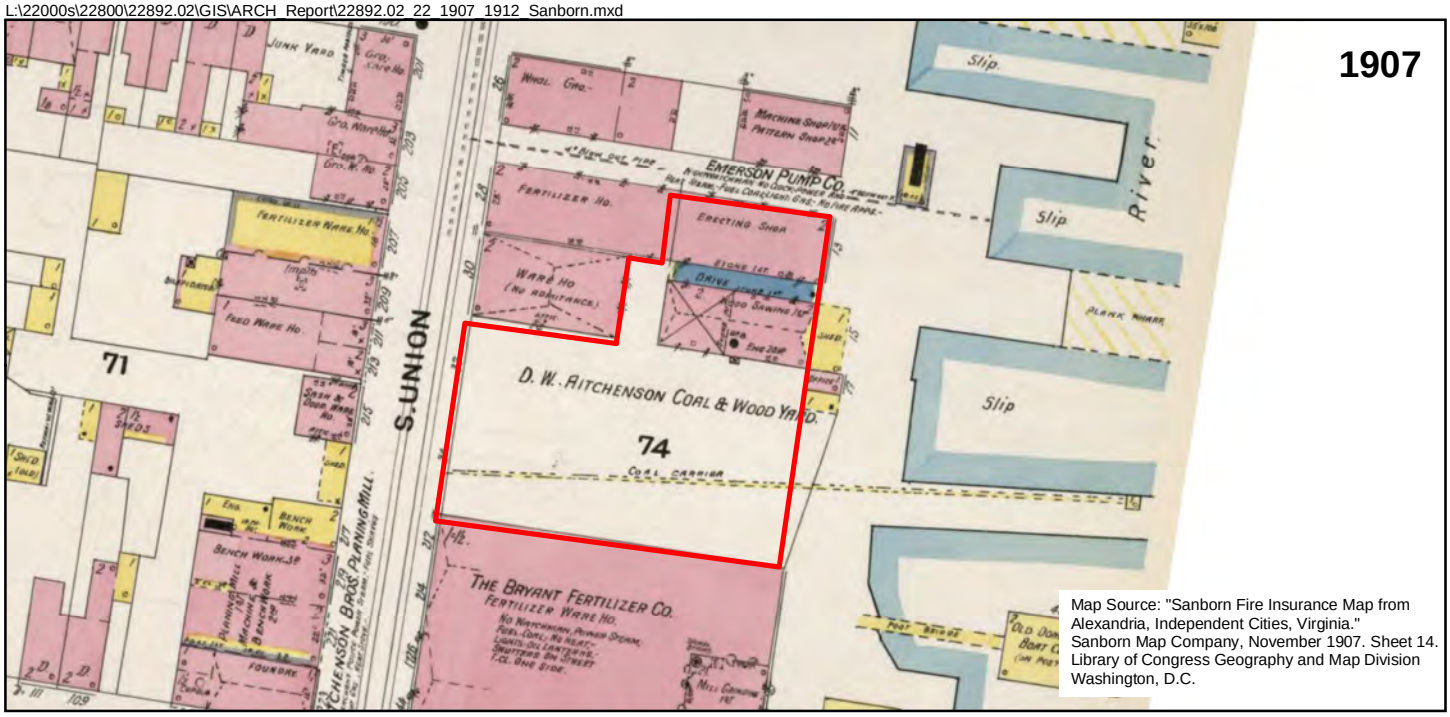

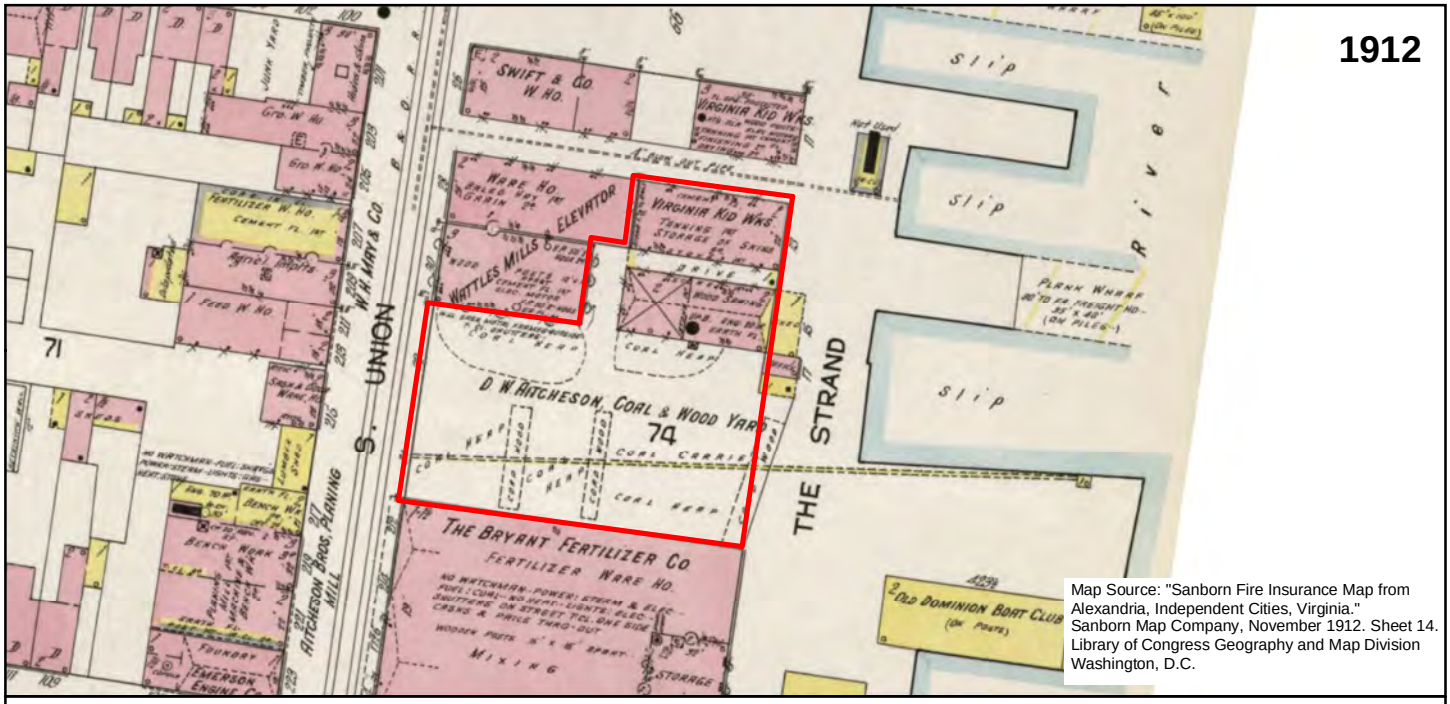

Approximate Location of Study Area

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Figure 22
Sanborn Fire Insurance Map - Alexandria 1907 and 1912

A few months later in 1907, DeWilton Aitcheson applied for fire insurance for the sum of $2,000 for the two-story, stone and brick, metal-roofed, 30 foot-by-75 foot building at 205 Strand plus $500 for his engine, boiler, splitter, saw, shafting, and belting, contained in 205 and the adjoining shed encroaching on the Strand (Alexandria Home Fire Insurance Company 1907). Between 1912 and 1921, Aitcheson added a one-story, flat-roofed concrete block connector where the three-story drive once stood between 203 and 205 Strand (see Figure 22 and Figure 23). He also appears to have added concrete block along the west elevations and converted the stable of 205 into ice storage. The front-gabled roof and the shed-roofed office on the Strand remained. The Electric Light Supply rented 203 Strand (see Figure 23.**Error! Not a valid bookmark self-reference.**).

On November 27, 1925, DeWilton Aitcheson died and left his property to his friend, Mary E. Williamson, who owned the property and business for almost 40 years until her death in 1962 (Alexandria Will 55:560). She made various upgrades over the years such as adding a 10'-by-16' office space on the interior of 205 Strand in 1940 (City of Alexandria) and upgrading Aitcheson signage, which was approved by the BAR in January of 1958 (City of Alexandria). Between 1930 and 1941 (Figure 24), she also replaced the front-gabled roof with a flat one, a national and local trend as proprietors repaired and updated buildings in an era where streamlined, flat-roofed Modernist architecture was preferred in industry and commerce; however, she left the floor earthen.

In 1941, 203 Strand Street served as an "Auto. Laundry," and 205 The Strand continued to be used as storage for Aitcheson's coal and wood yard to the south (see Figure 24). This is the first Sanborn that shows thicker walls where the original stone was incorporated into the building.

In 1959, the building at 203 Strand Street was labeled "Plumb'g" and that at 205 Strand Street as "Oil Burner Parts", both two stories and both associated with Aitcheson Fuel Co. The office in the middle of Strand Street that wrapped around the front of 205 to 211 had been removed. 211 Strand Street had concrete block storage bays with no roof on the Union Street end of the property (Figure 25).

On December 13, 1962, Mary E. Williamson died and left the properties to Beverly D. Turner, a close friend as noted in the will, since, like Aitcheson, she was unmarried without descendants (Alexandria Deed Book 55:260; Will Book 569:439). A photograph and city directories dating to the 1970s reveal that Aitcheson Fuel had branched out with a gas pump for cars as well as air conditioning services before finally closing its doors in 1978. Pictures from this era show traces of signage associated with Aitcheson and Auto Laundry at 203 as well as very different elevations on the east and south sides of 205 than exist today and an open lot at 211 Strand Street (Figure 26 and Figure 27).

The façade or east elevation had one garage door flanked by small windows and three shorter windows on the second floor. The southern elevation appears to have had few if any windows, a primarily brick structure, remnants of stone on the first floor, and later cement parging on the second floor. The northern elevation looked as it does today (Figure 28). The lot at 211 was enclosed by a chain linked fence.

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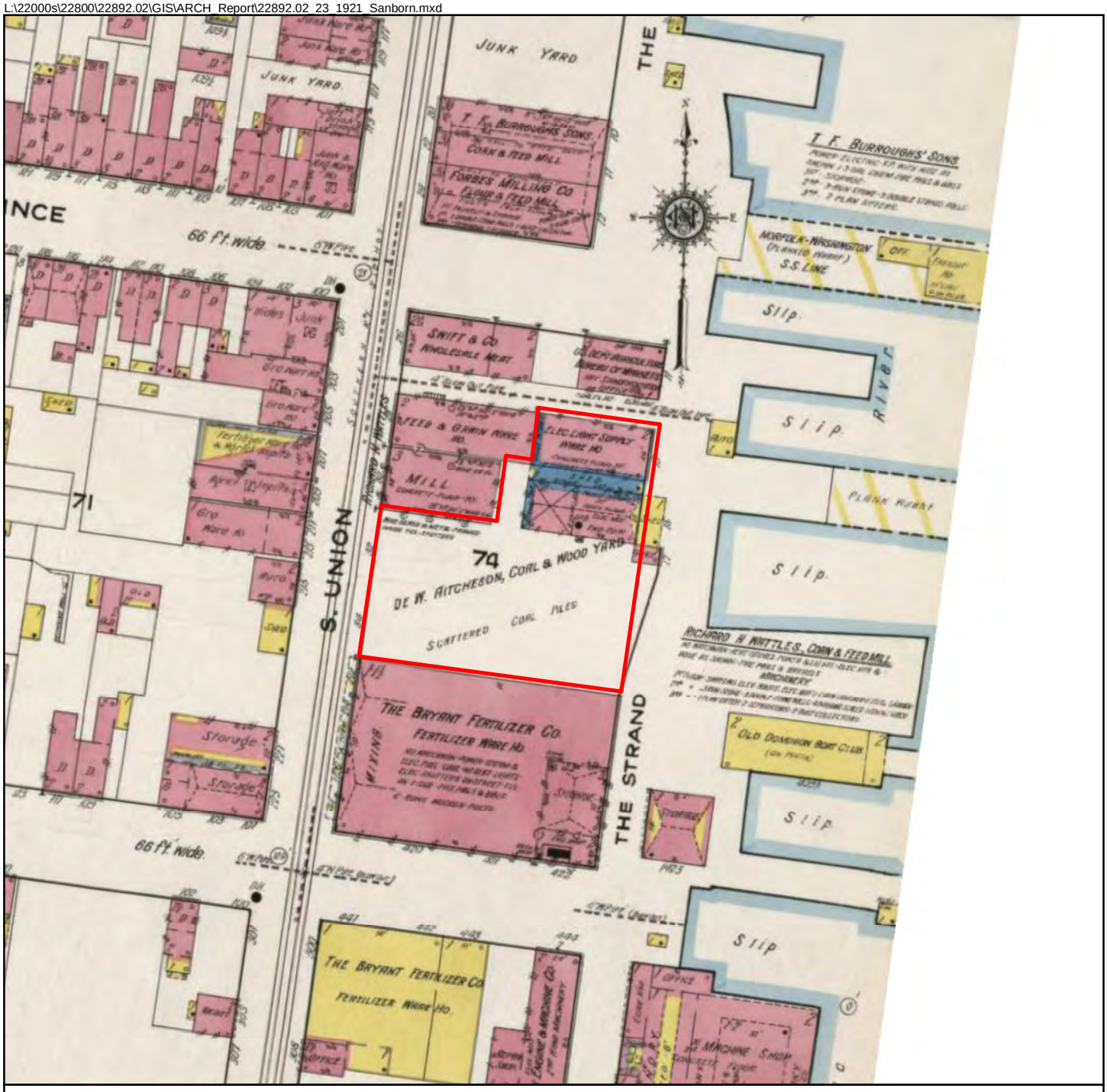

Approximate Location of Study Area

Map Source: "Sanborn Fire Insurance Map from Alexandria, Independent Cities, Virginia." Sanborn Map Company, August 1921. Sheet 11. Library of Congress Geography and Map Division Washington, D.C.

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Original Scale: 1 " = 100 '

Figure 23
Sanborn Fire Insurance Map - Alexandria 1921

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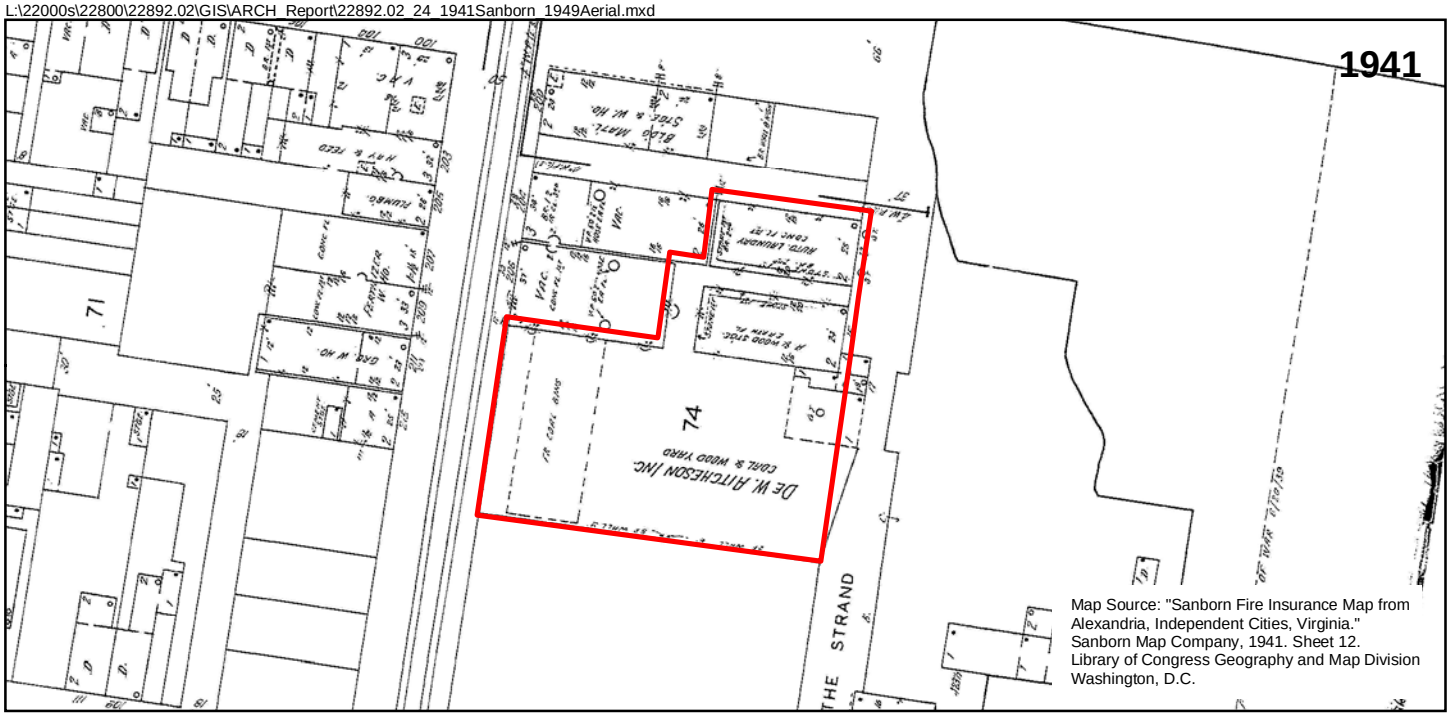

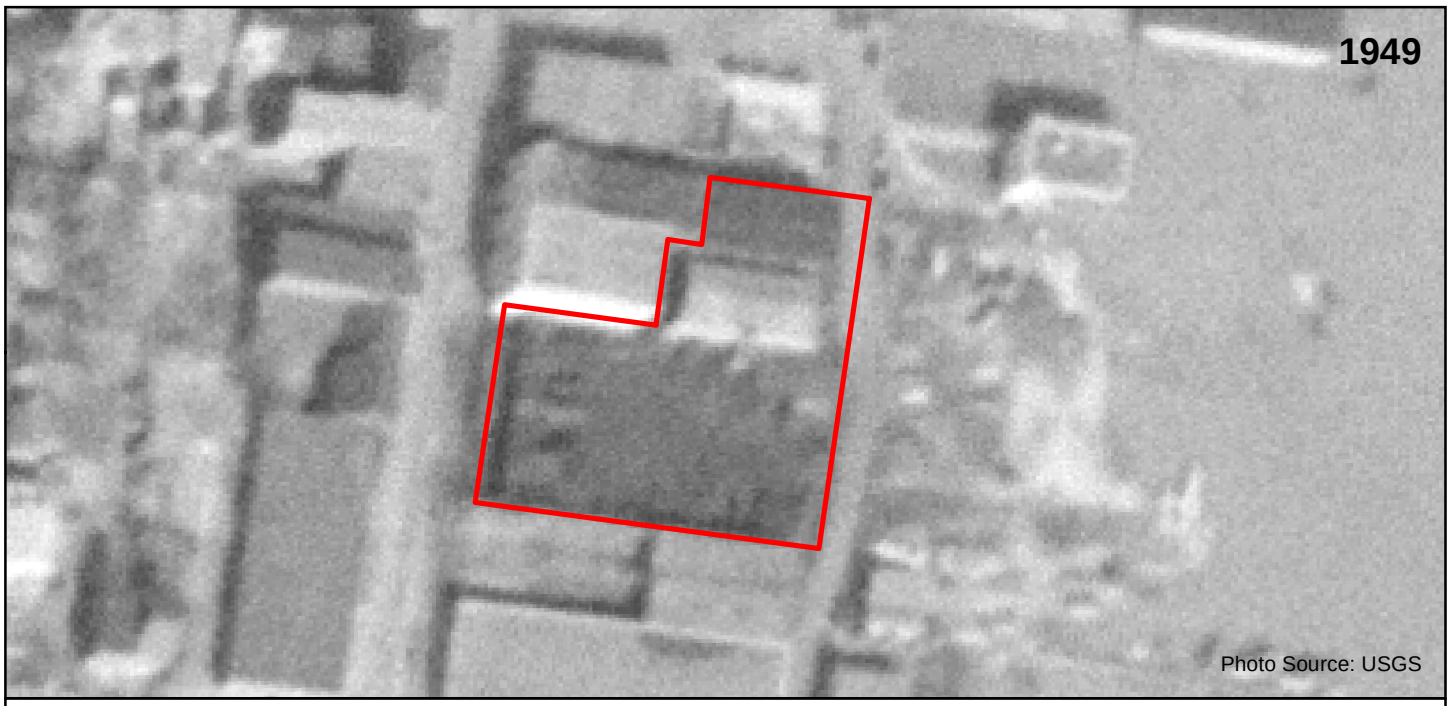

Approximate Location of Study Area

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Figure 24
Sanborn Fire Insurance Map - Alexandria 1941 and March 1949 Black and White Aerial Imagery

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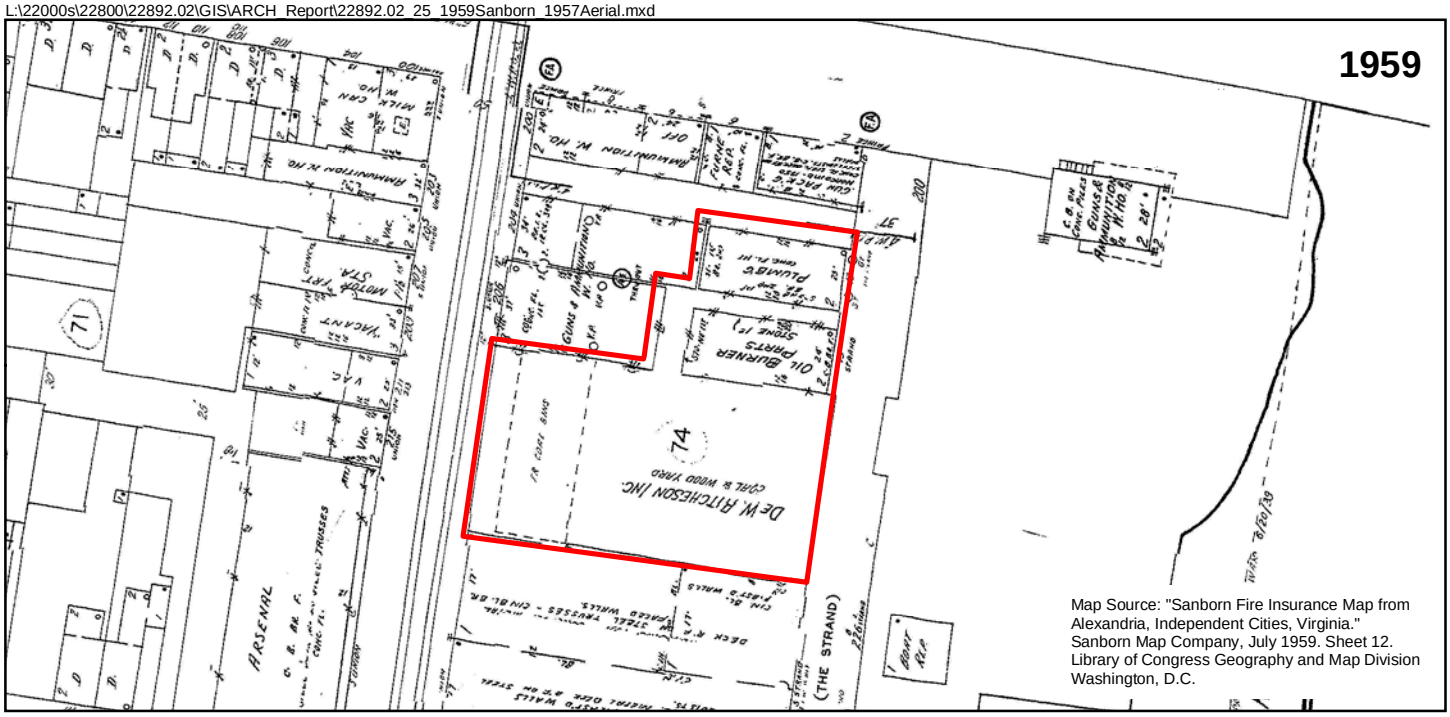

Approximate Location of Study Area

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Figure 25
Sanborn Fire Insurance Map - Alexandria 1959 and March 1957 Black and White Aerial Imagery

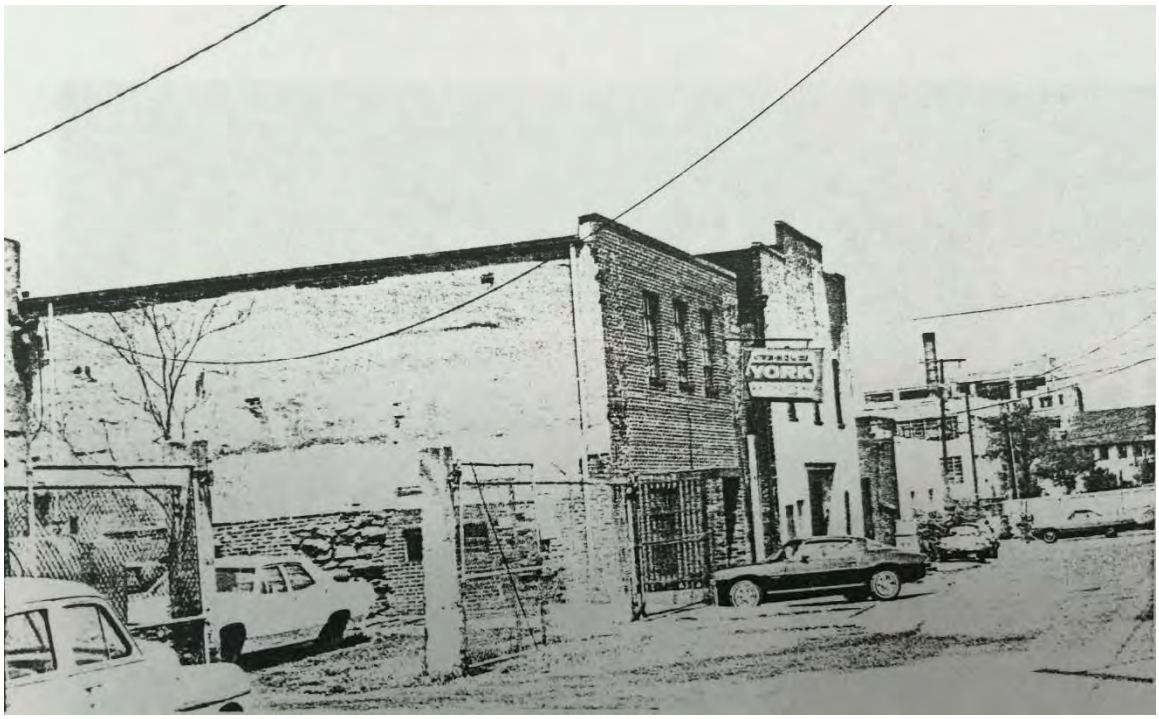

Figure 26: 211, 205, and 203 Strand Street View to the Northwest 1976 (Creegan Collection, Barrett Branch of the Alexandria Library Special Collections)

Figure 27: 211, 205, and 203 Strand Street View to the West 1978 (Creegan Collection, Barrett Branch of the Alexandria Library Special Collections)

Figure 28: North Exterior Wall (205 Strand St.) and Shared Drive with 203 Strand St. View to the West 1978, (Creegan Collection, Barrett Branch of the Alexandria Library Special Collections)

1978-Present: Retail and Office Space

On May 20, 1977 (City of Alexandria), Strand Street Associates Limited Partnership applied to build retail shops at 211 Strand and complete alterations to 203 and 205 Strand Street to convert them into a restaurant and offices in an industrially zoned space. Lewis / Wisnewski & Associates Ltd. Architects designed the Post-Modern one-story brick building at 211 Strand Street with half a front gable reminiscent of the early Alexandria "Flounder Houses" and prepared plans to add the features that survive today, including a wall of windows and doors on the southern elevation of 205 Strand, multiple spaces partitioned by concrete block, and the glass enclosure over what once served as a drive from the wharfs between 203 and 205 Strand Street and now contains seating for Chadwick's Restaurant at 203 Strand (Figure 29 and Figure 30).

The architect, Mr. Lewis, served on the BAR, so recused himself as he presented the design. He was awarded a COA on May 3, 1977 two weeks prior to the permit application. The following April 19, and September 6, 1978 (City of Alexandria), he presented revisions to the drawings and was approved again. The resulting construction altered a wide open stone and brick warehouse with a garage door facing the road and river into a compartmentalized concrete block retail building of suites not unlike a strip mall with its three doors and ribbon of windows facing a parking lot where the lumber and coal yard once functioned (Figure 31 and Figure 32).

In 1979, the project appears to have neared completion as Mr. Howard Middleton applied for COAs for signage at 205 Strand on March 21 and November 7 (City of Alexandria). Brincefield, Middleton, Reiner & Termaine, lawyers, and Kern & Franyo, investors, moved in according to directories, and Chadwick's opened in 203 where it remains today.

In the 1980s, the owner applied to rearrange some interior walls and remove metal lath, sand, and cement because the face had cracked and separated from the building (City of Alexandria). A variety of sign applications and other minor items went before the BAR in the 1990s and 2000s, including the addition of awnings at 203 Strand (BAR Case No. 2007-0256).

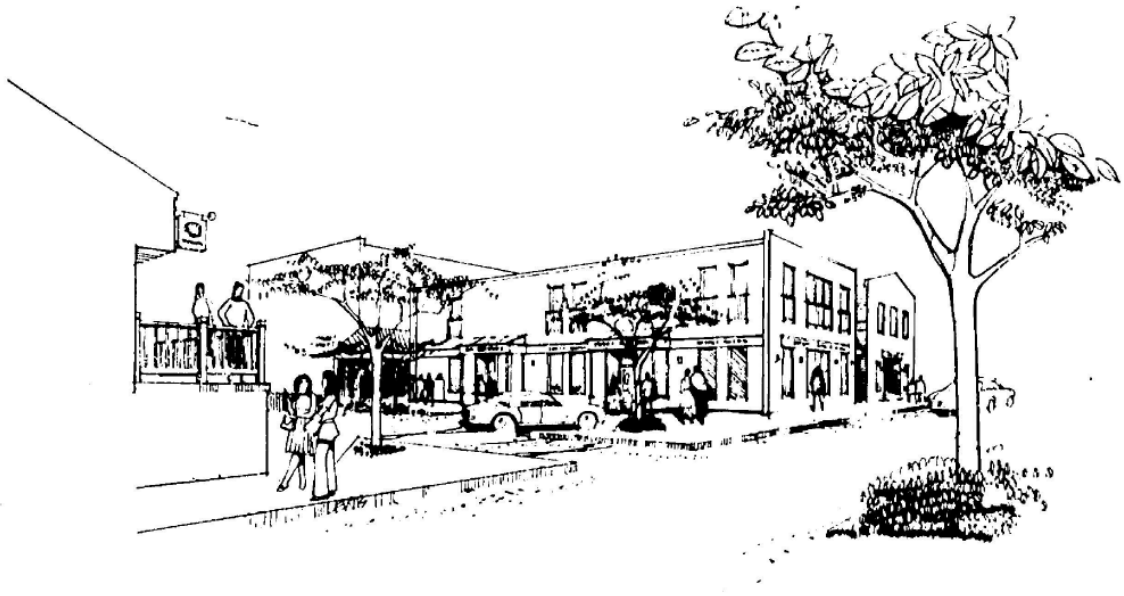

Figure 29: 1977 Alterations to 211, 205, and 203 Strand Street
Lewis / Wisnewski & Associates Ltd. Architects (City of Alexandria)

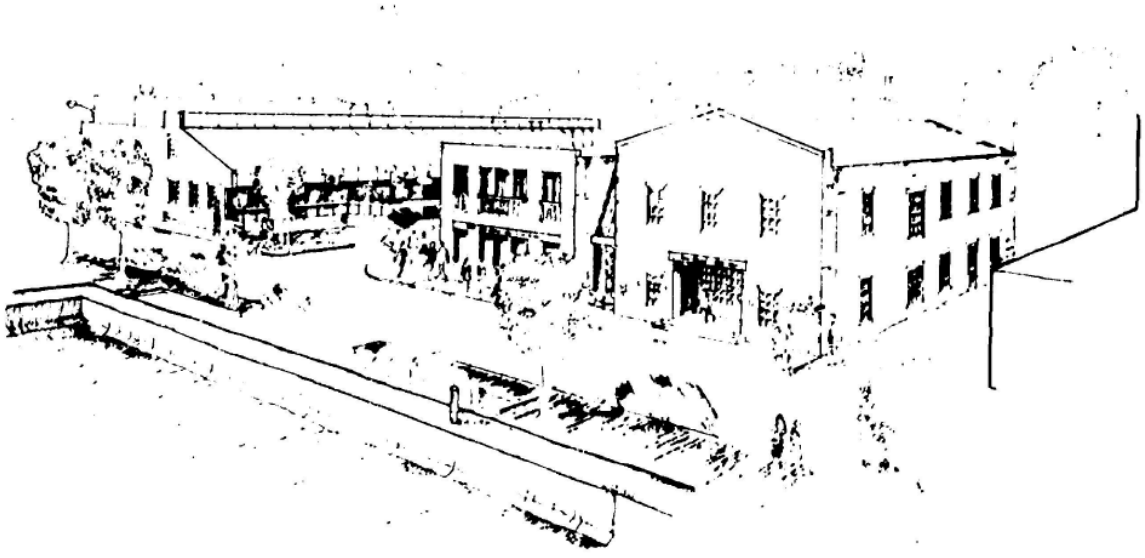

Figure 30: 1977 Alterations to 211, 205, and 203 Strand Street
Lewis / Wisnewski & Associates Ltd. Architects (City of Alexandria)

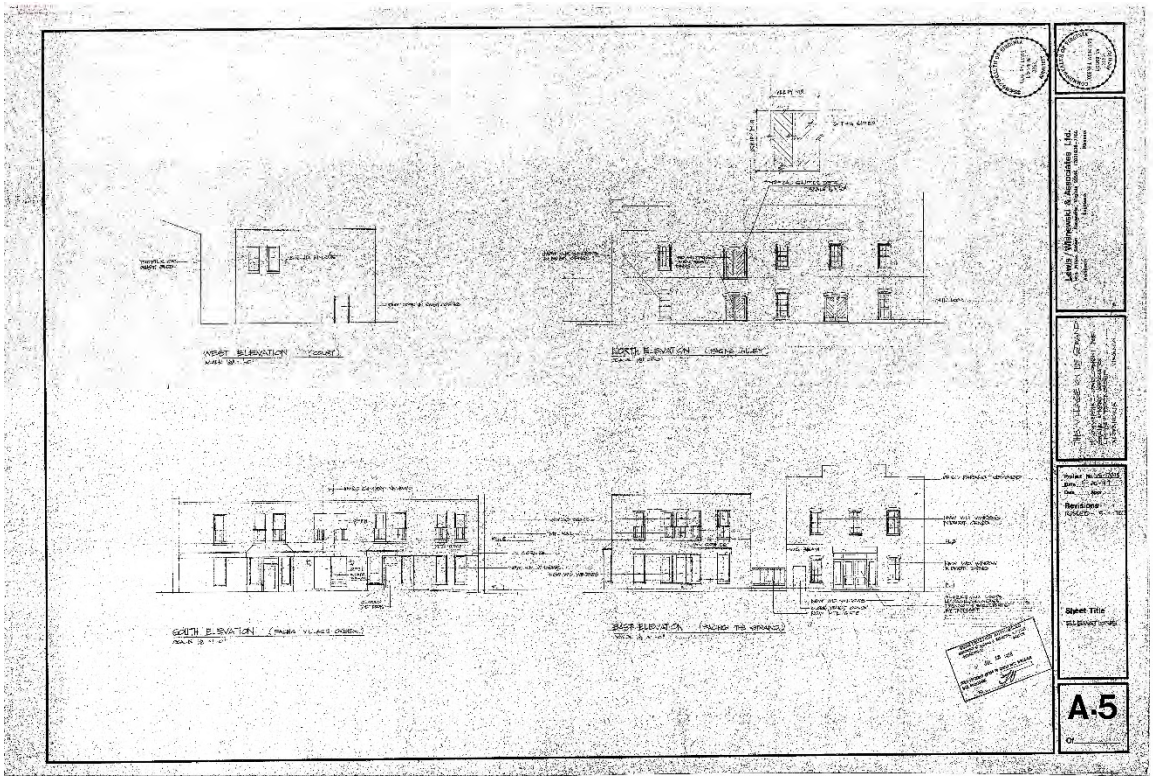

Figure 31: May 20, 1978 Revisions to 1977 Alterations to 205 and 203 Strand Street Lewis / Wisnewski & Associates Ltd. Architects (City of Alexandria)

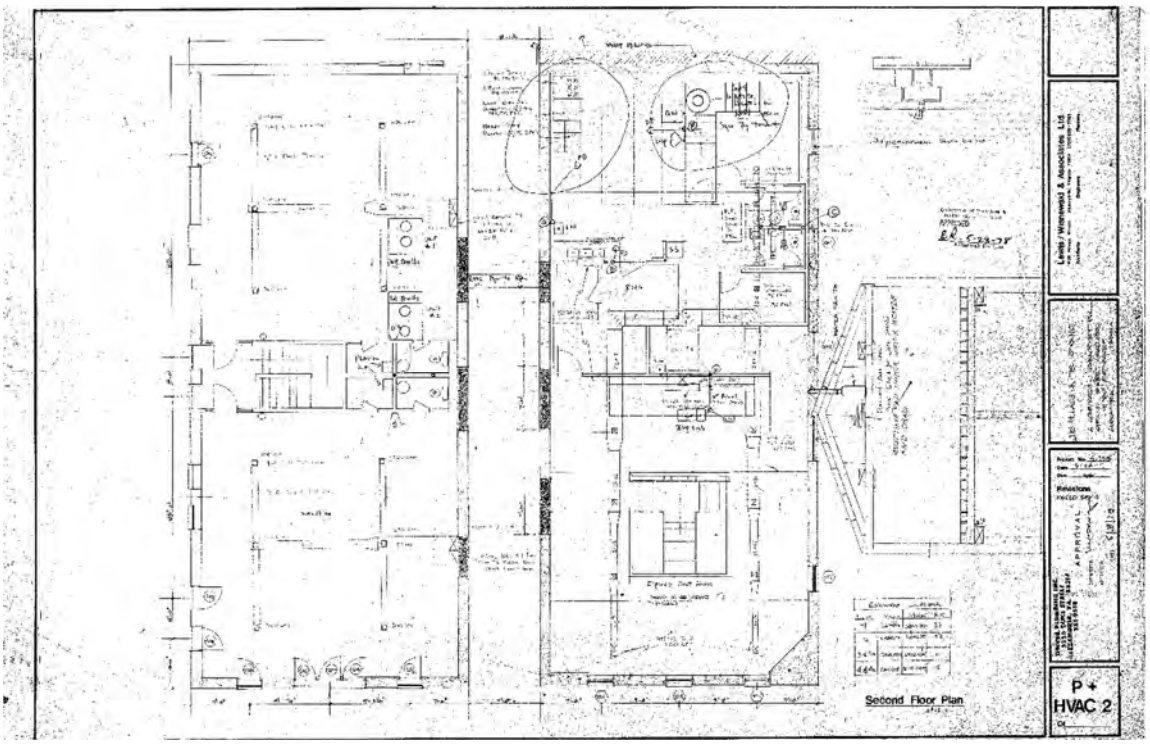

Figure 32: May 20, 1978 Revisions to 1977 Alterations to 205 and 203 Strand Street Lewis / Wisnewski & Associates Ltd. Architects (City of Alexandria)

ARCHEOLOGICAL RESOURCE ASSESSMENT

Current Conditions

This Documentary Study was initiated in anticipation of the redevelopment of 203, 205, and 211 Strand Street. The study area consists of three contiguous parcels located along the Alexandria waterfront on the block bounded by Prince Street, South Union Street, Duke Street and the Strand. Three buildings and an associated asphalt parking lot are extant within the study area. A two-story restaurant building (Chadwicks) is located at 203 Strand St., the adjacent two-story office building (various tenants) at 205 Strand St. is connected to the restaurant by a two-story Post-Modern glass atrium added in 1978, and a one-story retail building is located at 211 Strand St., which currently is home to Mystique Jewelers, the Web Development Group and CoCo Blanca.

Proposed Construction

The project consists of the proposed construction of an approximately 62,000 gross square foot building with 16 residential units and ground floor retail at 211 Strand Street, and the addition of a third floor at 205 Strand. The building at 203 Strand Street, known as Chadwick's Restaurant, will remain unchanged (Figure 33 and Figure 34). The proposed residential building will include approximately 9,412 square feet of parking on the first floor, with garage and lobby elevations following the existing grade of the site and sloping from +/- 8.0' feet at South Union Street on the west to +/- 5.5' feet at Strand Street on the east (Figure 35).

Figure 33: Isometric Projection of Proposed Construction
(Rust Orling Architecture; COA Application for BAR Case No. 2016-00268)

Figure 34: East Elevations of Proposed Construction
(Rust Orling Architecture; COA Application for BAR Case No. 2016-00268)

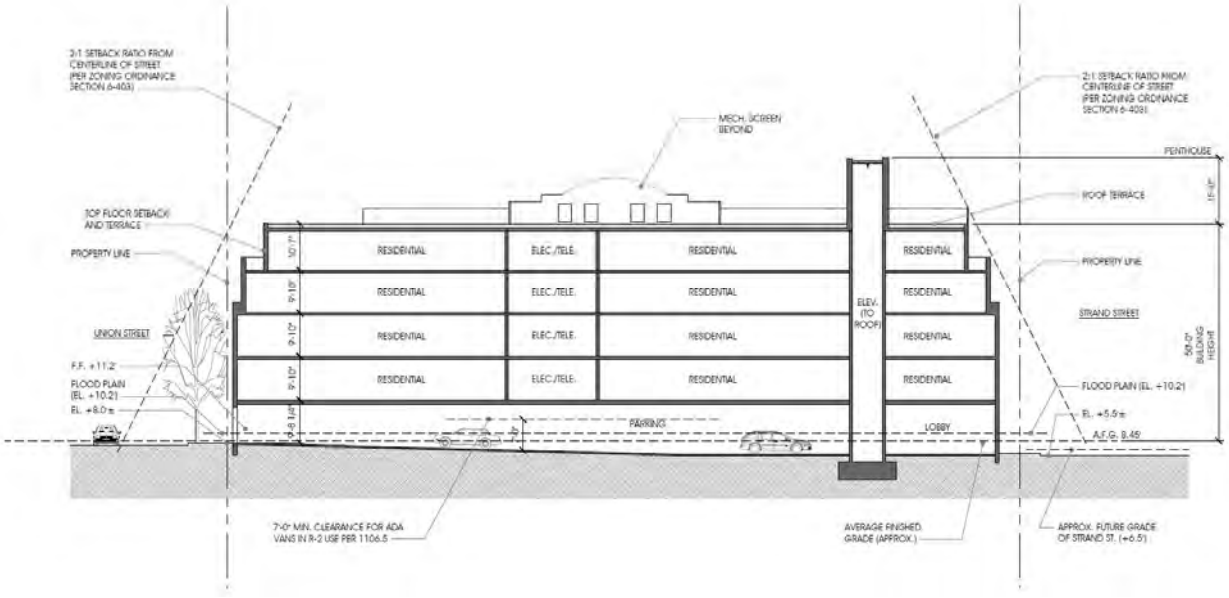

Figure 35: Proposed Building Cross-Section at 211 Strand Street
(Rust Orling Architecture; COA Application for BAR Case No. 2016-00268)

Geotechnical Investigations

In March of 2016, ECS Mid-Atlantic, LLC conducted both geotechnical soil boring excavations and a Phase I & II Environmental Site Assessment (ESA) of the Strand property, which provided broad stratigraphic profiles and an assessment of recognized environmental conditions within the study area (ECS 2016a; 2016b).

Subsurface conditions were investigated on the Strand property through the excavation of soil borings in five locations within the existing parking lot (Figure 29). Each of the soil bores were excavated to a terminal depth of approximately 15 feet below the top of the asphalt. The typical profile revealed historic fill horizons to an approximate depth of 5 feet; these fills capped clays, silts and sands that may represent historic infilling of the Potomac River mudflats that were once located in this area.

The Phase II ESA provides a profile of the potential contaminants that could be present within the study area. Based on the historic use of the property for coal storage from circa 1895 through the 1970s, and the industrial use of adjacent properties, such as the Bryant Fertilizer Company to the south, there was a potential for soil and groundwater contamination. Consistent with a historically developed urban site, testing revealed elevated concentrations of petroleum hydrocarbons gasoline- and diesel-range organics (TPH GRO and TPH DRO) in all five boring locations. No concentrations of any volatile organic compounds (VOCs), polyaromatic hydrocarbons (PAHs) or metals that were detected exceeded their respective Voluntary Remediation Program (VRP) levels.

ECS encountered uncontrolled fill material across the site, extending from 7 feet to 12 feet below the existing ground surface. In order to avoid potential settlement issues arising from a structure resting on uncontrolled fills, ECS recommended utilizing one of two ground improvement alternatives (Aggregate Piers or High Modulus Columns). Either of these ground improvement alternatives would adequately support the proposed structure without requiring the excavation and removal of the existing fill materials

Potential Disturbances

After reviewing Sanborn Maps, ECS located two gasoline tanks at 203 Strand Street property from around 1941-1996 and a third gasoline tank in the northeastern portion of the 211 Strand Street property in 1941. The tanks and late 19th century to late 20th century coal yard within the project area likely account for the higher concentrations of petroleum. ECS did not find any “additional information or closure documentation” regarding these tanks and concluded that “it is unknown whether these gasoline tanks have been removed from the ground.” These locations have likely been heavily disturbed by the presence of gasoline tanks. Whether or not the tanks are still present, due to such 20th century disturbance, there is a low probability of uncovering historic fill or features within these areas.

Based on the earlier presented archival research and previous archeological research the following resources were present or are currently located within the 203, 205, and 211

Strand Street parcels. An assessment of their potential for intact archaeological resources is addressed below.

Potential for Prehistoric Archeological Resources

The waterfront originally consisted of high bluffs overlooking the Potomac River, but after the establishment of Alexandria the banks were cut down and the fill dumped eastward to create more land in a process called "banking out." The entire study area was originally within the river, and is now primarily on artificially created land. Therefore, the potential for locating intact prehistoric resources within the study area is minimal.

Potential for Historic Archeological Resources

The 203, 205, and 211 Strand Street parcels have been inhabited since Alexandria's waterfront was built-up from the late 18th century to the present. Archival research and the results of our archeological investigations on the adjacent property indicate that this project area has a high probability for historic resources; however, the potential to locate these resources will be limited by known disturbances on the property.

In 1794, Gilpin divided the land sold the lot at present-day 203 Strand Street to prominent merchants, Benjamin Shreve and James Lawrason. In 1805, 205 Strand and part of 211 Strand was described as "62 feet vacant ground" belonging to George's nephew Joshua Gilpin and James Lawrason took out an insurance policy on a 50-foot wide warehouse at 203 Strand. Though 205 and 211 Strand were noted as vacant, the banking out of their land has a high probability of containing late-18th century fill. 203 Strand has a high probability for similar fill as well as the remnants of Lawrason's early 19th century warehouse; however, this parcel is not being impacted by the proposed development. The remains of 18th century wharves are also likely preserved beneath the 203, 205, and 211 Strand properties. The original wharves were probably of crib or bulkhead construction, but later reinforced with pilings.

Archeological excavations on the adjacent property (now the Indigo Hotel) in 2016 by WSSI revealed several buried archeological feature and deposits that likely extend into the study area. Two foundations located on the property line correspond to historic warehouses formerly located within the study area, specifically, the remains of McKenzie's warehouses (circa 1877) and/or an extension to the Hoof warehouse. Finally, underpinning for the hotel beneath the existing building at 211 Strand revealed intact historic fills that represent the infilling process during which the land was extended toward The Strand.

Finally, utility trench monitoring in front of 211 Strand revealed a probable wharf: a large wooden log that was located at the base of the excavation of a utility box. Two large coral fragments were also recovered from the excavation; probably discarded ballast from foreign ships entering Alexandria waters. It is possible that this wharf extends into the current study area.

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Figure 36
Historic Shorelines of Alexandria, VA

SUMMARY AND RECOMMENDATIONS

Thunderbird Archeology, a division of Wetland Studies and Solutions, Inc., of Gainesville, Virginia, conducted a Documentary Study of the 203/205/211 Strand Street properties for The IDI Group Companies, Arlington, Virginia. The work was required under the City of Alexandria Archaeological Protection Code prior to development of the property and followed the Archaeology conditions of a Development Special Use Permit. The proposed redevelopment project will consist of the construction of an approximately 62,000 gross square foot building with 16 residential units and ground floor retail at 211 Strand Street and the addition of a third floor at 205 Strand. The building at 203 Strand Street, known as Chadwick's Restaurant, will remain unchanged.

The land in the subject area was created in the bay north of Point Lumley in the late 18th century from Lots 62 and 69 of the original plan of Alexandria (1749). 211 Strand Street contained approximately four warehouses. The northern two thirds of 211, where the parking lot is today, were likely first developed in the 1790s by William Harper with more than one building associated with a lumberyard and ship chandlery business. Josiah H. Davis opened a plaster mill on the site, which he owned from circa 1822 until his death in 1862. His estate was auctioned off in 1873, and by 1875, Washington Blythe, Chief Engineer of the railroad, operated a barrel manufactory on the site for seven years. George C. Hewes and DeWilton Aitcheson partnered and opened a coal and lumber company in 1883 at which time only one warehouse stood on the southern half of their land. A fire destroyed any remaining structures in 1897. Following Hewes death, Aitecheson Fuel Co. remained in business with successive owners until 1978.

The southern third of 211, where the building stands today, was developed by merchant Mordecai Miller before 1810. He and later his sons owned land all along the waterfront and leased this lot at times or used it for their merchant warehouses until around 1846. By that time, Benjamin Lambert and Lewis McKenzie, later city mayor and president of the railroad, operated merchant warehouses on all or part of the site. They were in business until 1885 except during the Civil War when the buildings were used by the Union Army. William S. Moore took over this section in the 1880s for his machine and pattern shop. After the 1897 fire destroyed the block, Aitecheson purchased all of 211 Strand Street and installed a railroad switch for his coal yard.

203 Strand and 205 Strand Street were built around 1811 and 1815 by James Lawrason and were likely updated by the locally prominent Fowle family prior to the Civil War. During the war, the buildings were commandeered by the Union Army to store supplies. After the war, Philip B. Hooe married Mary Helen Fowle and used the warehouses to store and sell grain among a variety of other products until his death in 1895. DeWilton Aitcheson purchased the vacant lot at 203 Strand and the ruins of 205 Strand after the 1897 fire and built two utilitarian warehouses on the original foundations for his growing fuel company.

Notwithstanding significant construction activities from the late 1970's related to the current uses on the site, the study area has the possibility of containing 18th – 20th century archeological features that could potentially provide additional information about the industrial development on the waterfront in Alexandria. Because of the possibility of subsurface features within the study area, following the demolition of the superstructure at 211 Strand Street we recommend the mechanical excavation of test trenches in areas of the site to be impacted by excavation, to determine if significant subsurface remnants of 18th – 19th century wharves are present.

Because of the potential risk to archeologists conducting field investigations at a site with possible contaminants, the Scope of Work for the archeological investigation of the property should take into account measures of avoidance and/or abatement of known and potential contaminants in the soil at the site, and be developed with the City of Alexandria Archaeologists. A Scope of Work for the archeological work must be approved by the City of Alexandria Archaeologists.

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