

Witter Place (2712 Duke Street)

City of Alexandria, Virginia

WSSI Project #P.WSI0000024

Documentary Study & Geoarcheological Investigation

November 2023

Prepared for:

Community Housing Partners
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ABSTRACT

Thunderbird Archeology, a division of Wetland Studies and Solutions Inc. (WSSI) of Gainesville, Virginia conducted a Documentary Study and a Geoarcheological Investigation of Witter Place, located at 2712 Duke Street in the City of Alexandria, Virginia on behalf of Community Housing Partners of Richmond, Virginia. The work was required under the City of Alexandria Archaeological Protection Code prior to development of the property. The purpose of the documentary study was to develop a historical context for the interpretation of the land use history of the study area and to identify the potential locations of archeological resources that may be preserved, and ultimately determine if archeological investigations are needed on the property prior to development.

The study area has a moderate to high probability of containing archeological resources (Native American temporary camps and lithic workshops; 19th century resources, potentially including features related to a Civil War military camp; and evidence of 20th century commercial and residences); however, any potential archeological resources in the eastern portion of the property may have been disturbed by later 20th century construction. The western portion of the property has a greater likelihood of containing intact cultural resources beneath fills apparently deposited in the mid-20th century. Additionally, this area has not been disturbed by later 20th century construction.

The geoarcheological study conducted October 12, 2023, generally confirmed our archeological expectations. The soils in the eastern half of the project area exhibited fill soils overlying truncated subsoil suggesting that this area has been heavily graded and disturbed. The probability of locating archeological resources within this area is considered low. No further archeological work is recommended.

The excavated test bores within the western half of the project area generally revealed 5-10 feet of fill soil, which may be evidence of the spoil/fill pile that is visible in ca. 1960 aerial image. However, only one location showing a natural buried ground surface at 8.2 feet below surface. The Apb-E-B soil sequence showed evidence of a fluctuating water table and the buried ground surface consisted of clayey, somewhat poorly drained soils. It is possible that this surface represents a formerly sloped area or drainage in the western portion of the project area. The probability of locating *significant* archeological resources within this area is considered low. No further archeological work is recommended for this location or for the project area.

PUBLIC SUMMARY
of the Witter Place (2712 Duke Street)
Documentary Study and Geological Investigation
City of Alexandria, Virginia

INTRODUCTION

Thunderbird Archeology, a division of Wetland Studies and Solutions, Inc., conducted a Documentary Study (archival research) at 2712 Duke Street in the City of Alexandria, Virginia (Figure 1). The work was 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.

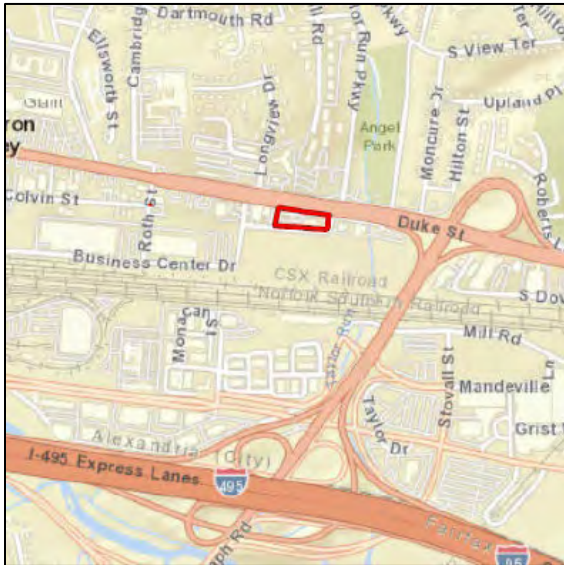


Figure 1: Project Location

PROPERTY HISTORY

The property at 2712 Duke Street was part of a 627-acre tract patented in 1678 by John Carr and John Simpson, of which a 313-acre parcel was sold to John West in 1698. Throughout the 18th century, numerous conveyances and inheritance disputes eventually brought the portion of the Carr/Simpson tract under the ownership of Thomas West by 1790 (Petraglia, et.al. 1993:9-11). In 1790, a 40-acre parcel including the eastern

portion of the project area was sold by Thomas West to Alexander Smith, who then sold the property to James Bloxham. During this period, the town of Alexandria was founded in 1749, converting the region surrounding it (including the project area) into the hinterland of the growing port city.

Rozier D. Catts, 1866/1876-1893

Prior to the Civil War, much of the area within and surrounding West End remained open land and was used either for direct agricultural purposes or for the holding of cattle from the time of their arrival on the hoof until their slaughter in the butcher shops of West End. In 1866, Rozier Catts purchased an approximately 10-acre parcel that included the western portion of the project area from Richard Windsor (Fairfax County Deeds G4:191) and a decade later purchased land that contained the eastern portion of the project area.

During Rozier D. Catts' ownership of the project area, he became proprietor of his father's tavern and hotel businesses, Catt's Tavern and the Drover's Rest Hotel, both located to the east of the project area in the West End (Schweigert 1998: 6-5, 8-11). Catts does not appear to have developed the property including the project area during his ownership, although portions of the larger tract within which it was located were sold off to others who built houses or businesses.

William and Charles Hellmuth 1893-1922

Rozier Catts sold a 14.33-acre parcel containing the project area to William and Charles Hellmuth in 1893 for \$3000 (Fairfax County Deeds O5:245; Figure 8). The parcel was described as lying between the land of Mrs.

Watkins to the east (widow of David G. Watkins, who owned property to the east of Taylor's Run), the Washington Southern Railway to the south, and property belonging to Studd to the west. No buildings were described or depicted on the accompanying plat, although the Bloxham family cemetery is depicted to the southeast of the project area.

William and Charles Hellmuth were born (1857 and 1858, respectively) to German immigrants in Alexandria, Virginia. According to 1900 and 1910 census data, both brothers were butchers, and resided in Alexandria with their families - William at 108 N. Alfred Street, and Charles at 108 N. Columbus Street. It is unclear what use the Hellmuths put the project area; no buildings are depicted within the project area on USGS quadrangles from 1900 and 1909.

Joseph C. Duncan 1922-1932/1933/1945

In April 1922, the Hellmuth brothers sold two parcels of land to William T. Duncan as trustee for his son Joseph C. Duncan, who was 11 years old at the time of the purchase (Fairfax County Deeds X8:280). One of the parcels conveyed was the parcel purchased from R. D. Catts that included the project area. A 1927 aerial photograph shows a dwelling that stood at the eastern end of the project area, but it is not known if the dwelling was built before or after the 1922 sale from the Hellmuths to the Duncans, or who resided there during this time.

In 1934, the widowed Elizabeth M. Duncan transferred the property to her son, Joseph C. Duncan, now past the age of majority and married (Fairfax County Deeds L11:138).

A few years earlier in November of 1931 at Joseph C. Duncan (aged 21) secretly eloped with Elizabeth Colgan (aged 19) of Baltimore (Figure 2), who at that time held the women's record for swimming the Chesapeake Bay with a time of five hours, twenty-three minutes. The couple moved into the house at 3002 Duke Street, which appears to be the one in the project area.



Figure 2: Elizabeth Colgan Duncan

In 1935, Joseph C. and Elizabeth Duncan sold multiple sections of their land that included the project area as separate parcels, including a lot to Mattie Barber. A 1937 aerial photograph shows the presumed Duncan dwelling on the east, and a new dwelling on the west that appears to be the dwelling of Lacey E. Baber (husband of Mattie Baber) and son James B. Baber.

By 1942, the Duncans had sold off piecemeal the remainder of the former Hellmuth tract except for the small lot containing their dwelling; the last lot struck off was the portion east of the project area, which was deeded to Wayne Witter, a veterinarian who established the animal hospital that remains in service at today's 2660 Duke Street, east of modern Witter Drive (Fairfax County Deeds O15:146).

Finally, in October 1946, Joseph and Elizabeth Duncan deeded their remaining parcel including their dwelling in trust to Eugene J. Olmi (Fairfax County Deeds 515:519). The 1947 Alexandria City Directory lists Joseph and Elizabeth Duncan residing at 316 S Washington Street in Alexandria, reflecting their sale of their home the previous year. Their previous house is no longer listed; rather, a commercial building,

Cameron Service auto repairs, operated by Paul Bartlett and Myron Osborn, has been constructed to the west of the house.

Annexation by Alexandria

In 1952, the City of Alexandria annexed a portion of Fairfax County that included the study property. This annexation was the final expansion of Alexandria city limits at the time of the writing of this report. Two buildings, the former Duncan house and the shop building of Bartlett and Osborn, are shown within the project area in 1954; the western project area was undeveloped and unused.

The two buildings were used by various commercial and residential tenants in the latter part of the 20th century. A 1960 aerial image shows the dwelling at 2706 Duke, the auto repair shop at 2712 Duke, and a large fill platform occupying the western portion of the project area owned by John Loughran (Figure 3). The fill platform appears to rival in height the outbuildings of the neighboring dwelling to the west. The aerial photograph suggests that Loughran had begun preparing the property for development.

After additional property transfers in the 1970s, the entirety of the project area was once again under one owner (R & W Properties) for the first time since William and Charles Hellmuth's ownership in the late 19th and early 20th century.

At some point between 1964 and the late 1970s, the former Duncan dwelling at 2706 Duke Street was demolished. The auto repair building at 2712 Duke Street apparently continued to be used for primarily automotive-related purposes during this time, although it is not clear if the original circa 1946 building was retained or replaced by a new building on the parcel. The western portion of the project area appears to have been paved and used as a parking lot sometime in the late 1960s or 1970s.

In 1987, R & W Properties sold the project area to PHC Corp (Alexandria Deeds 1215:1193), who retained it until 1996, when it was sold to Duke

Street, LLC, the current owner of record (Alexandria Deeds 1576:1423). In 1997, the commercial building at 2712 Duke Street was demolished and replaced by the extant building on the property, a Land Rover dealership. From 1997 until 2022, the project area served as a vehicle dealership, with the western portion serving as vehicle lot, the dealership building occupying the long-time commercial lot, and an off-road demonstration course occupying the former location of the Duncan dwelling at 2706 Duke Street.

ARCHEOLOGICAL RESOURCES

A comparison of historic and current topography and aerial photographs suggests that some major modification to the natural topography took place during the latter half of the 20th century. As the original natural topography sloped downward to the south and 20th century development of the property appears to have tended to employ transported fill soil for leveling, it is possible that undisturbed historic ground surface is present in portions of the study property.

Such intact deposits appear most likely in the western portion of the property, which was covered with fill soil in the 1960s and does not appear to have been the site of any major construction. No documented buildings are known to have stood in the western portion of the project area, but prehistoric and Civil War-era encampments may have been located there.

RESULTS OF GEOARCHEOLOGICAL STUDY

A geoarcheological study was conducted to evaluate the soils with the potential for the recovery of significant archeological resources. The ten test bores excavated in October 2023, generally confirmed the archeological expectations. The soils in the eastern half of the project area exhibited fill soils overlying truncated subsoil suggesting that this area has been heavily graded and disturbed. The

probability of locating archeological resources within this area is considered low. No further archeological work is recommended.

The excavated test bores within the western half of the project area generally revealed 5-10 feet of fill soil, which may be evidence of the spoil/fill pile that is visible in ca. 1960 aerial image (see Figure 3). However, only one location showing a natural buried ground surface at 8.2 feet below surface.

The Apb-E-B soil sequence showed evidence of a fluctuating water table and the buried ground surface consisted of clayey, somewhat poorly drained soils. It is possible that this surface represents a formerly sloped area or drainage in the western portion of the project area. The probability of locating *significant* archeological resources within this area is considered low. No further archeological work is recommended.

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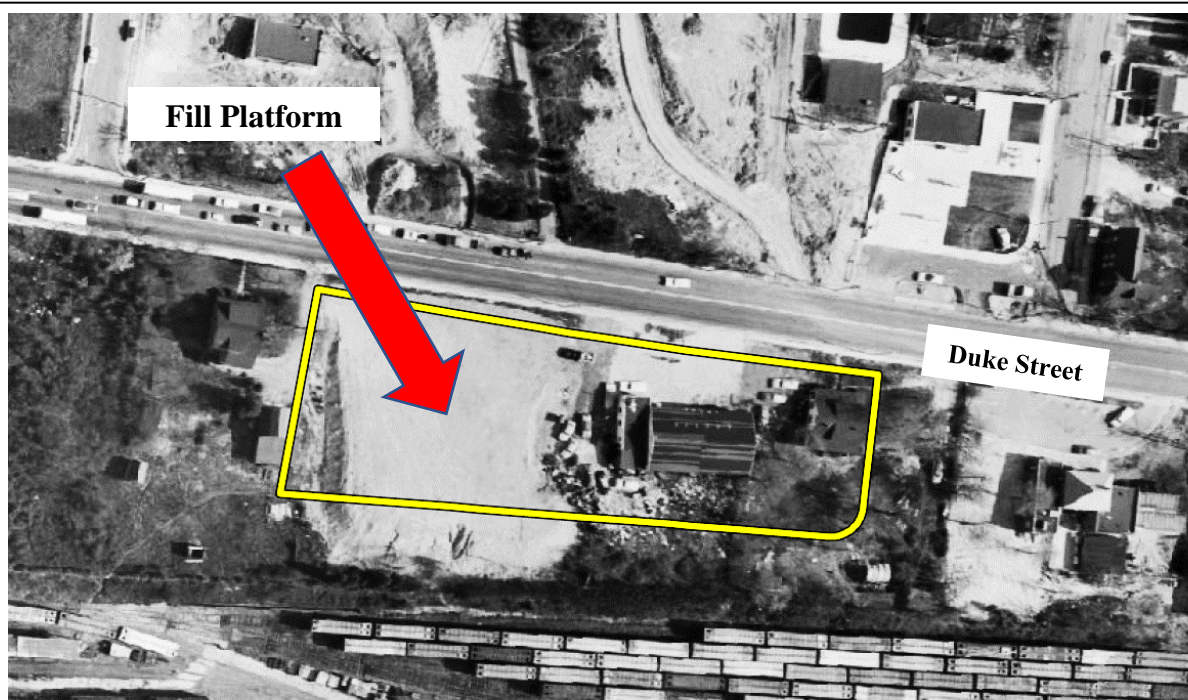
1931 *Marriage Announcement of Joseph Duncan and Elizabeth Colgan*, December 2, 1931:4

Petraglia, Michael D., Catharine B. Toulmin and Madeleine Pappas

1993 *An Archaeological Survey at the Alexandria Business Center, Alexandria, Virginia*. Report prepared by Engineering Science, Chartered of Washington, D.C. for Himes Associates, Ltd.

Schweigert, Kurt P.

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**Figure 3: Spring 1960 Black and White Imagery
Showing Fill on Western Half of Property**

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INTRODUCTION

This report presents the results of an archival and documentary study and geoarcheological fieldwork of Witter Place (2712 Duke Street) in the City of Alexandria, Virginia. The study area encompasses ± 1.25 acres on Duke Street and is currently occupied by an automotive dealership that was built ca. 1997 (Figures 1 and 2). Historically, this land was in rural Fairfax County until it was annexed by the City of Alexandria in 1952.

Thunderbird Archeology, a division of Wetland Studies and Solutions, Inc., of Gainesville, Virginia, conducted the study described in this report for Community Housing Partners of Richmond, Virginia. The work was 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 was to develop a historical context for the interpretation of the land use history of the study area and to identify the potential locations of archeological resources that may be preserved, and ultimately determine if archeological investigations are needed on the property prior to development.

John P. Mullen, M.A., RPA served as Principal Investigator on this project. David Carroll, M.A., RPA, conducted archival research and authored the report with the assistance of Lynn Wack, M.A. Sarah Wills, GISP prepared the GIS map exhibits. Archival research was conducted at the Alexandria Circuit Courthouse, the Fairfax County Historic Records Center and online at various research sites and institutions. The geoarcheological fieldwork was conducted by John P. Mullen, M.A., RPA.

PROPERTY HISTORY

An archival and documentary study was conducted of the ± 1.25 -acre 2712 Duke Street property; the property was historically located within Fairfax County, Virginia until it was annexed by the City of Alexandria in 1952. The documentary study follows a Scope of Work approved by Alexandria Archaeology; the research included the examination of available deeds, wills, census listings, city directories, agriculture and slave schedules, newspaper articles, maps, and other sources. The Chain of Title is provided in Table 1.

To the east of the project area, a community that would come to be referred to as West End grew around the intersection of several colonial roads and was formally laid out by John West in 1796 on land adjacent to the Centerville/Little River Turnpike. The community ran along the Turnpike from Hooff's Run in the east to modern Telegraph Road (then Colchester Road) in the west and served as both a center for traveler's services as well as a center for the receiving and processing of both grain and livestock from inland agricultural lands destined for sale or shipment at Alexandria. West End became a home to innkeepers, butchers, millers, coachmakers, blacksmiths, merchants, and other trades and professions suited to a transportation and light manufacturing hub at the rural-urban interface (Schweigert 1998: 5-19 to 5-21).

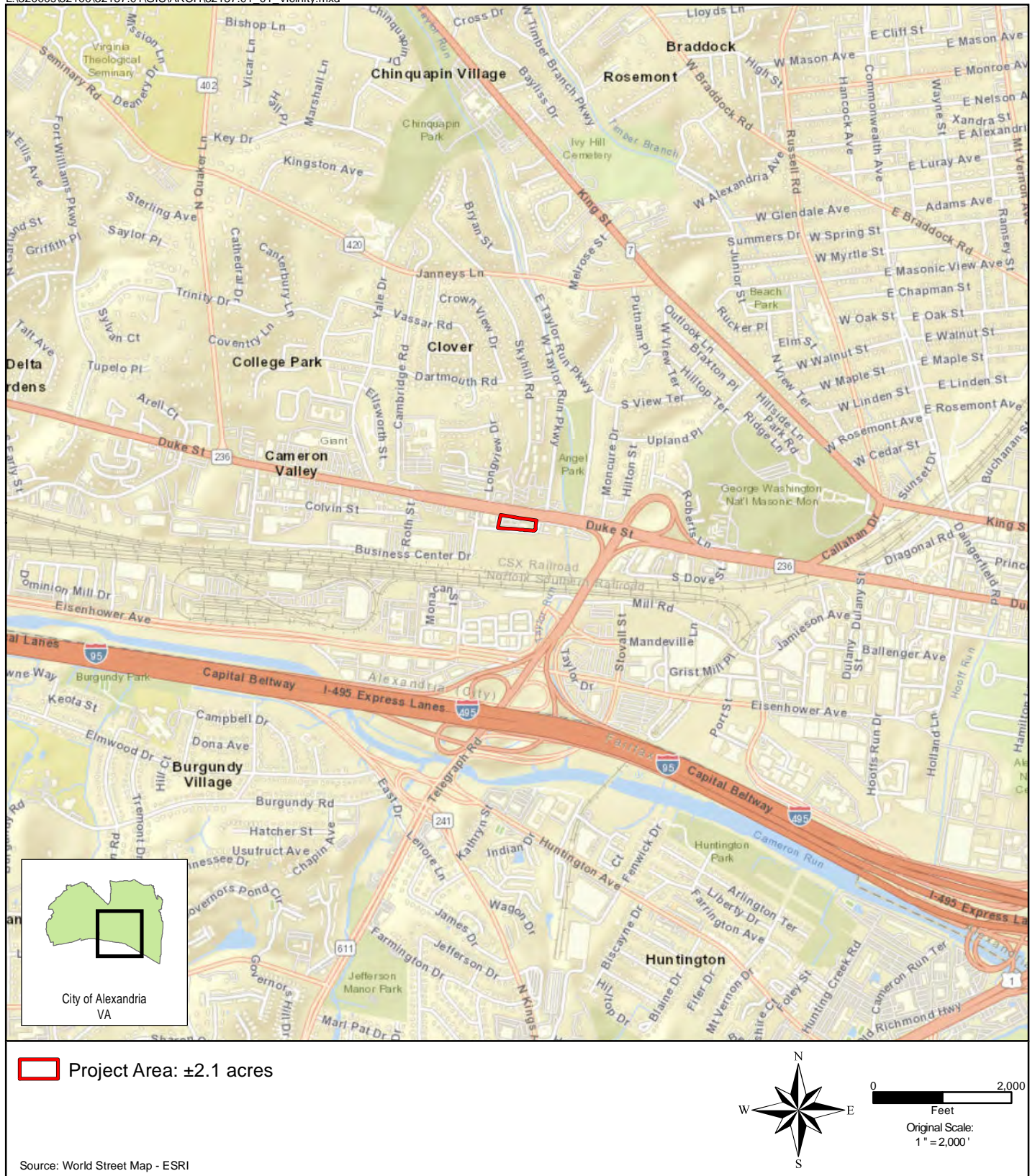


Figure 1: Vicinity Map

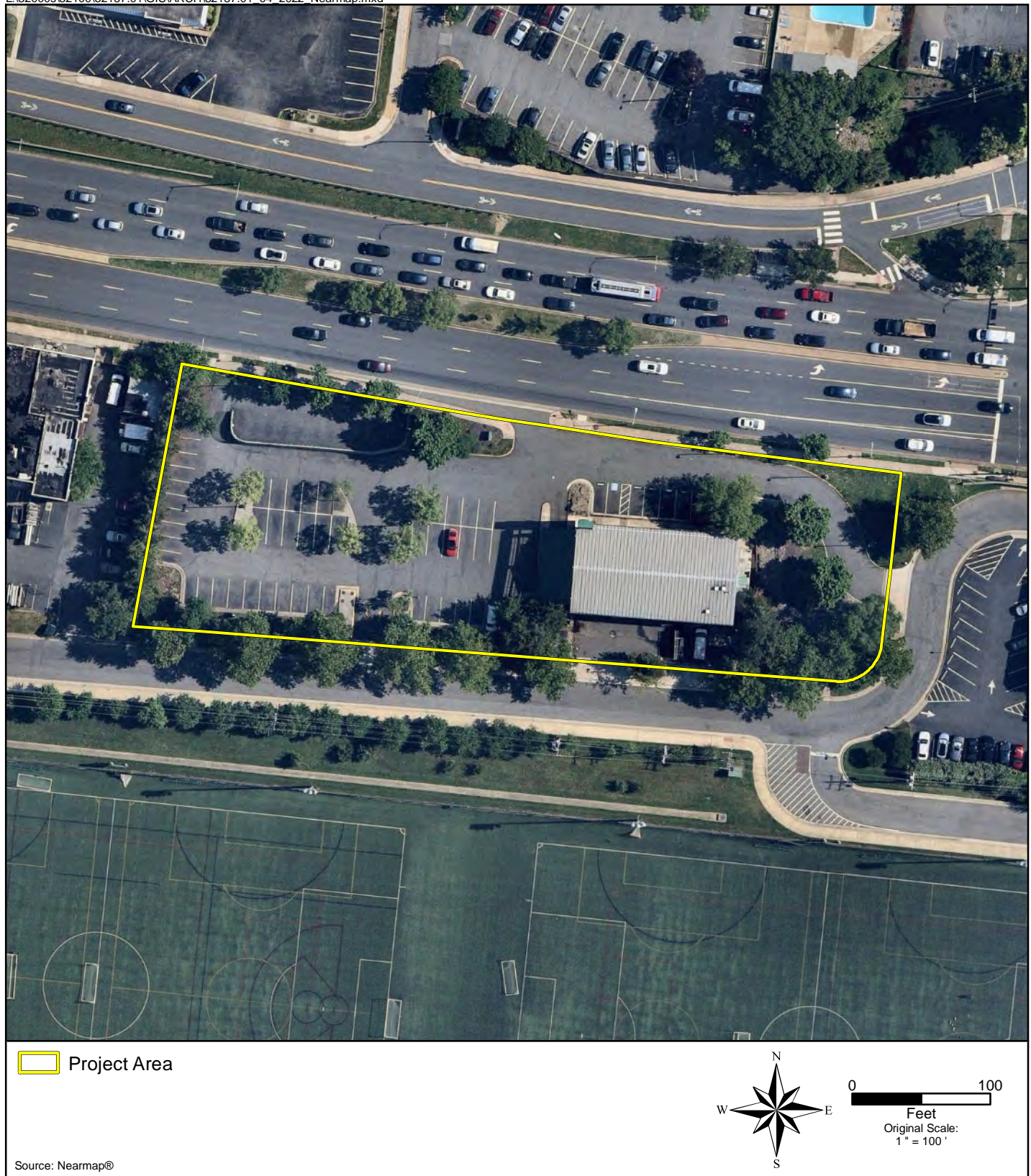


Figure 2: Summer 2022 Natural Color Imagery

Table 1: Chain of Title for Witter Place

DATE	GRANTOR	GRANTEE	NOTES	SOURCE
9/24/1996	Duke Street, LLC	Duke Street, LLC	Deed of Consolidation	AX DB 1584:1777
7/31/1996	PHC Corp	Duke Street, LLC	Three parcels	AX DB 1576:1423
6/22/1987	R & W Properties	PHC Corp	Three parcels	AX DB 1215:1193
5/30/1986	Mary Virginia Grosso, widow	R & W Properties	Parcel 3030-05-01.2 and former Colasanto parcels	AX DB 1176:1588
2/8/1977	LAICO	R & W Properties	Parcel 3030-05-01.1	AX DB 848:560
1/22/1971	LAICO	Cosmos C. Grosso	Parcel 3030-05-01.2	AX DB 719:275
1/22/1971	LAICO	Herbert A. Billlowitz, Bernard M. Fagelson, Trustees	Subdivision of Parcel 3030-05-01 into two subparcels 3030-05- 01.01 and -01.02, comprising the western portion of the project area.	AX DB 719:269
1/4/1971	Nicholas Colasanto	Cosmos C. Grosso	Two tracts purchased from Olmi and Bartlett/Osborn	AX DB 718:407
2/15/1967	Holton Wolfe, Marche Wolfe	LAICO (Robert Lainoff and Bernard Cohen)	2 parcels; project area within Parcel 2	AX DB 663:279
6/02/1966	Holton Wolfe, Marche Wolfe	City of Alexandria	Chancery Cause #13302: City condemns portions of the Wolfe property for the expansion of Duke Street, and for temporary easements to stage equipment, etc.	AX DB 652166
9/25/1964	John Loughran	Holton Wolfe	Tract purchased from Deneen	AX DB 611:84
1/19/1953	Paul Bartlett, Lenore Bartlett, Myron Osborn, Florence Osborn	Nicholas Colasanto	Tract purchased from Taylor	AX DB 352:21
2/29/1952	Eugene Olmi, Tr.	Nicholas Colasanto	Tract deeded in trust from J. C. Duncan et ux	AX DB 335:226
12/29/1950	Barbara Deneen	John Loughran	Tract purchased from Di Grosso	FX DB 834:22
8/30/1950	Lena Di Grosso	Barbara Deneen	Tract purchased from Thorn	FX DB 801:218

7/5/1946	A. Kenley Thorn, Tr.	Lena Di Grosso	Tract Baber purchased from Duncan, less land sold to George Hamm to west of project area.	FX DB 497:263
3/25/1946	Mattie Baber, Lacey Baber	A. Kenley Thorn, Tr	Tract purchased from Duncan	FX DB 482:262
10/18/1946	Joseph C. Duncan, Elizabeth C. Duncan	Eugene J. Olmi	Deed of Trust. 0.6196 acres in eastern project area--included dwelling.	FX DB 515:519
10/16/1944	Edward Graham Taylor, Mignon Fulton Taylor	Paul Bartlett, Myron D. Osborn	Tract purchased from J.R. Duncan et ux	FX DB 439:10
10/14/1942	J. R. Duncan, Katharine B. Duncan	Edward Graham Taylor, Mignon Fulton Taylor	Tract purchased from Joseph C. Duncan et ux	FX DB 394:528
11/25/1935	Joseph C. Duncan, Elizabeth C. Duncan	J. R. Duncan	Small tract (0.4449 ac) in central project area adjacent to Baber tract.	FX DB A12:376
4/23/1935	Joseph C. Duncan, Elizabeth C. Duncan	Mattie Baber	"Unimproved land"-- 2.5636 acres that includes the western portion of the project area.	FX DB T11:394
1/30/1934	Elizabeth M. Duncan, Admnx	Joseph C. Duncan	Joseph C. Duncan is deeded the land held in trust for him by his deceased relative.	FX DB L11:138
4/20/1922	William H. Hellmuth, Bettie Hellmuth, Charles T. Hellmuth, Agnes Hellmuth	W. T. Duncan, Tr. for Joseph C. Duncan	Two parcels; Parcel 1 is the same purchased from Catts and includes the project area	FX DB X8:280
4/18/1893	Rozier D. Catts, Fanny A. Catts	William Hellmuth, Charles Hellmuth	14.33 acres (including 0.044 acres excepted for a cemetery belonging to James Bloxham). The land conveyed is a portion of two other tracts. Plat included.	FX DB O5:245
1/7/1876	Linden Kent, Trustee	Rozier D. Catts	Transfers land of John T. Bloxham, including eastern portion of project area.	FX DB T4:161
6/19/1866	Richard Windsor, Ann M. Windsor	Rozier D. Catts	10 acres 2 roods 36 poles, including the western portion of the project area.	FX DB G4:191

Early Ownership

The property at 2712 Duke Street was part of a 627-acre tract patented in 1678 by John Carr and John Simpson, of which a 313-acre parcel was sold to John West in 1698. Throughout the 18th century, numerous conveyances and inheritance disputes eventually brought the portion of the Carr/Simpson tract under the ownership of Thomas West by 1790 (Petraglia, et.al. 1993:9-11). During this period, the town of Alexandria was founded in 1749, converting the region surrounding it (including the project area) into the hinterland of the growing port city.

In 1790, a 40-acre parcel including the eastern portion of the project area was sold by Thomas West to Alexander Smith, who then sold the property to James Bloxham. Bloxham died in 1793 and his wife Mary completed payment on the tract in 1795. The Bloxham house was apparently located to the north of the Turnpike and east of the project area by the turnpike gate (vicinity of Telegraph Road) (Petraglia 1993:13). James Bloxham's son, also named James, died intestate in 1858 and his properties were sold at auction for the benefit of his heirs. James' son John T. Bloxham purchased his father's 10.5-acre lot of land that included the eastern portion of the project area as well as the family cemetery (site 44AX0128, southeast of the project area) but was unable to make the payments and the property was resold to Rozier Catts, butcher and son of West End tavern owner Samuel Catts. Bloxham filed a chancery complaint that the property had been sold at too low a price, but testimony from neighbors indicated that the price was due to the property's undeveloped state and its division by the tracks of the Orange & Alexandria Railroad (Petraglia 1993:13, 19). Rozier Catts was deeded the property in 1876 but reserved the cemetery plot to John T. Bloxham (Fairfax County Deeds T4:161).

Prior to the Civil War, much of the area within and surrounding West End remained open land and was used either for direct agricultural purposes or for the holding of cattle from the time of their arrival on the hoof until their slaughter in the butcher shops of West End. Maps from the area from the Civil War era show no buildings within the project area (Figures 3 and 4). However, a map depicting the disposition of regimental camps and defensive fortifications around Alexandria in June and July 1861 shows the camp of the 38th New York located either within or just adjacent to the west of the study area (Figure 5). Many camps at that time were temporary affairs, reflecting the build-up of troops around occupied Alexandria before and after the First Battle of Manassas on July 21, 1861. The camp of the 38th New York appears to be one such as these: the regiment departed New York on June 19th for Washington, D.C., and was ordered to Alexandria on July 7th and thereafter fought at First Manassas. After the battle the 38th NY helped in the construction of Fort Ward and Fort Lyons around Alexandria (NYSVM 2022).

A second and likely later U.S. Army Corps of Engineers map shows a detail of an area along the Little River Turnpike just west of the project area that included a blockhouse on the south side of the Turnpike (Figure 6). This blockhouse would have formed part of the rings of defenses around Alexandria and served as a guard and watch post along the Turnpike.

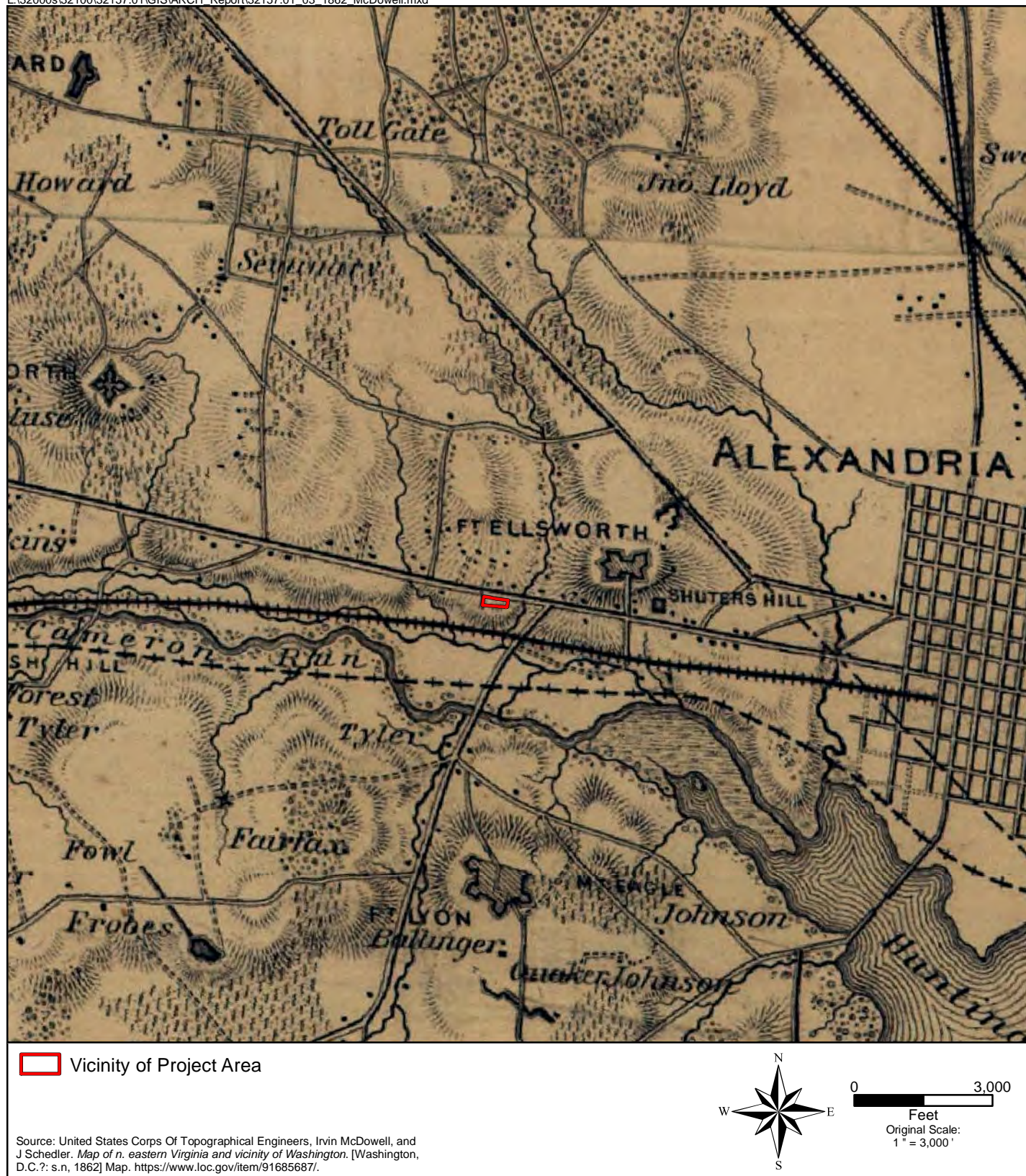


Figure 3: 1862 McDowell Map, Northeast Virginia and Washington DC



Figure 4: 1860's US Army Corps of Engineers Map, Fairfax County, VA

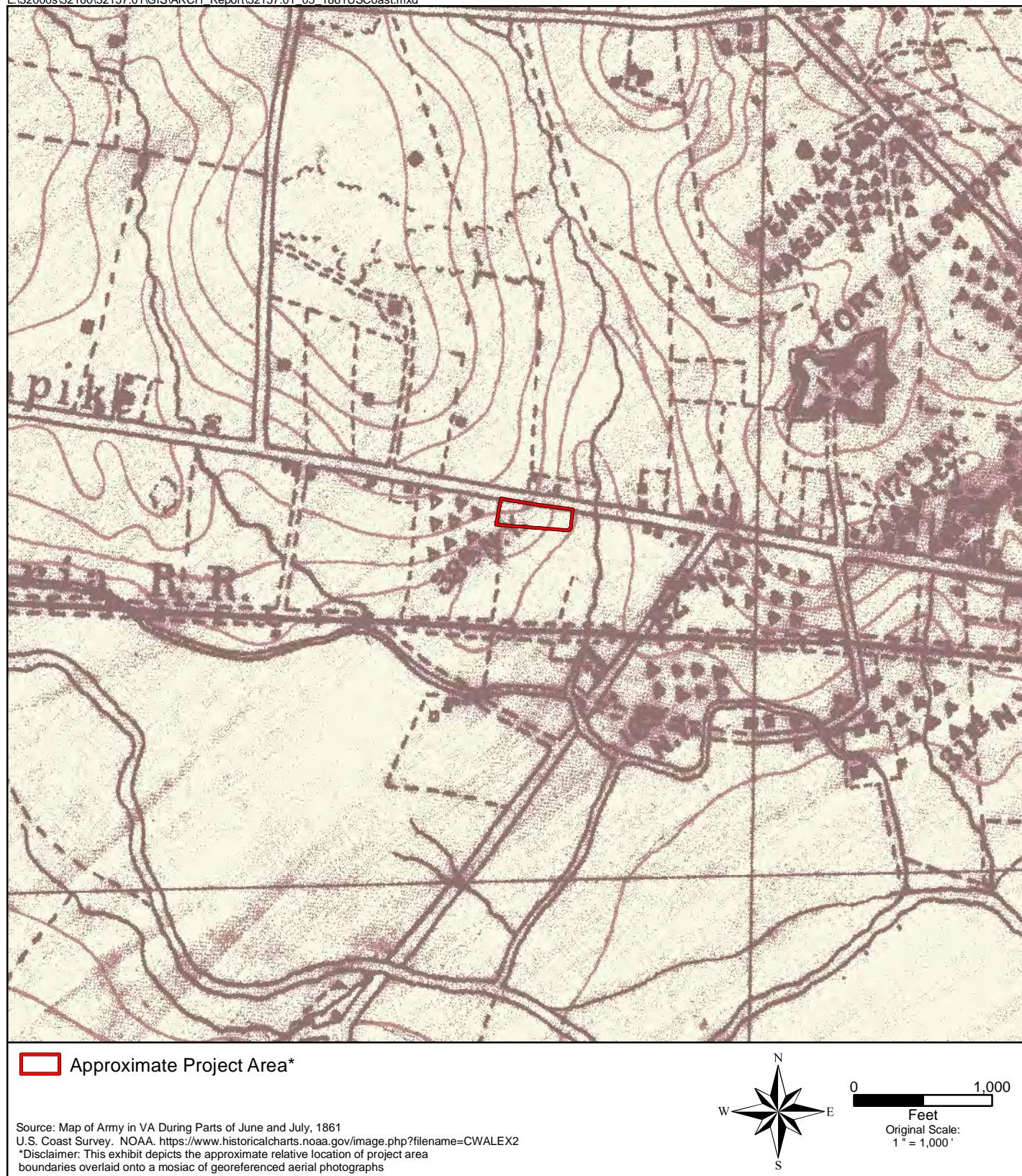


Figure 5: June - July 1861 US Coast Survey Map Showing Troop Positions

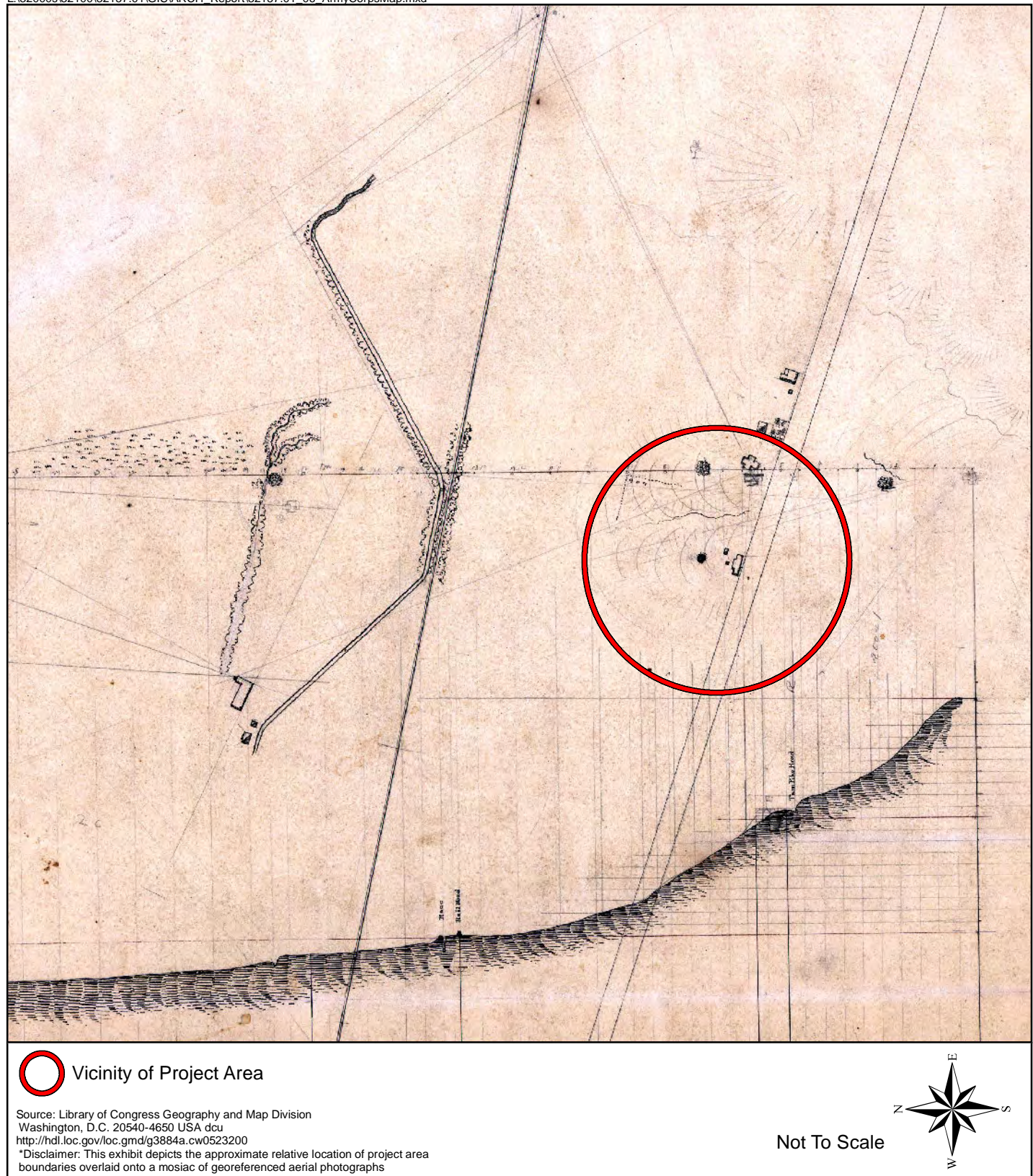


Figure 6: US Army Corps of Engineers Map Showing Blockhouse on Turnpike

Rozier D. Catts, 1866/1876-1893

In 1866, Rozier Catts purchased an approximately 10-acre parcel that included the western portion of the project area from Richard Windsor (Fairfax County Deeds G4:191). Richard Windsor owned a large amount of property in Fairfax County in the mid-19th century, including the farm Hayfield once owned by George Washington. Rozier Catts' 1876 purchase of the 10.5-acre Bloxham tract that included the eastern portion of the project area placed the project area under single ownership likely for the first time since the mid to late 18th century, when Thomas West and other large landowners in the area began selling smaller parcels of their tracts.

During Rozier D. Catts' ownership of the project area, he became proprietor of his father's tavern and hotel businesses, Catt's Tavern and the Drover's Rest Hotel, both located to the east of the project area in West End (Schweigert 1998: 6-5, 8-11). Catts does not appear to have developed the property including the project area during his ownership, although portions of the larger tract within which it was located were sold off to others who built houses or businesses. Hopkins' map of 1878 (Figure 7) shows the dwellings of several members of the Studd family to the west of the project area, but no buildings within the project area.

William and Charles Hellmuth 1893-1922

Rozier Catts sold a 14.33-acre parcel containing the project area to William and Charles Hellmuth in 1893 for \$3000 (Fairfax County Deeds O5:245; Figure 8). The parcel was described as lying between the land of Mrs. Watkins to the east (widow of David G. Watkins, who owned property to the east of Taylor's Run), the Washington Southern Railway to the south, and property belonging to Studd to the west. No buildings were described or depicted on the accompanying plat, although the Bloxham family cemetery is depicted to the southeast of the project area.

William and Charles Hellmuth were born (1857 and 1858, respectively) to German immigrants in Alexandria, Virginia. According to 1900 and 1910 census data, both brothers were butchers, and resided in Alexandria with their families—William at 108 N. Alfred Street, and Charles at 108 N. Columbus Street. It is unclear to what use the Hellmuths put the project area; no buildings are depicted within the project area on USGS quadrangles from 1900 and 1909 (Figures 9 and 10).

Joseph C. Duncan 1922-1932/1933/1945

In April 1922, the Hellmuth brothers sold two parcels of land to William T. Duncan as trustee for his son Joseph C. Duncan, who was 11 years old at the time of the purchase (Fairfax County Deeds X8:280). One of the parcels conveyed was the parcel purchased from R. D. Catts that included the project area. A 1927 aerial photograph (Figure 11) indicates that a dwelling stood at the eastern end of the project area; it is not known if the dwelling was built before or after the 1922 sale from the Hellmuths to the Duncans, or who resided there during this time. In January 1934, Elizabeth M. Duncan, widow and



Figure 7: 1878 Hopkins Map, Falls Church District

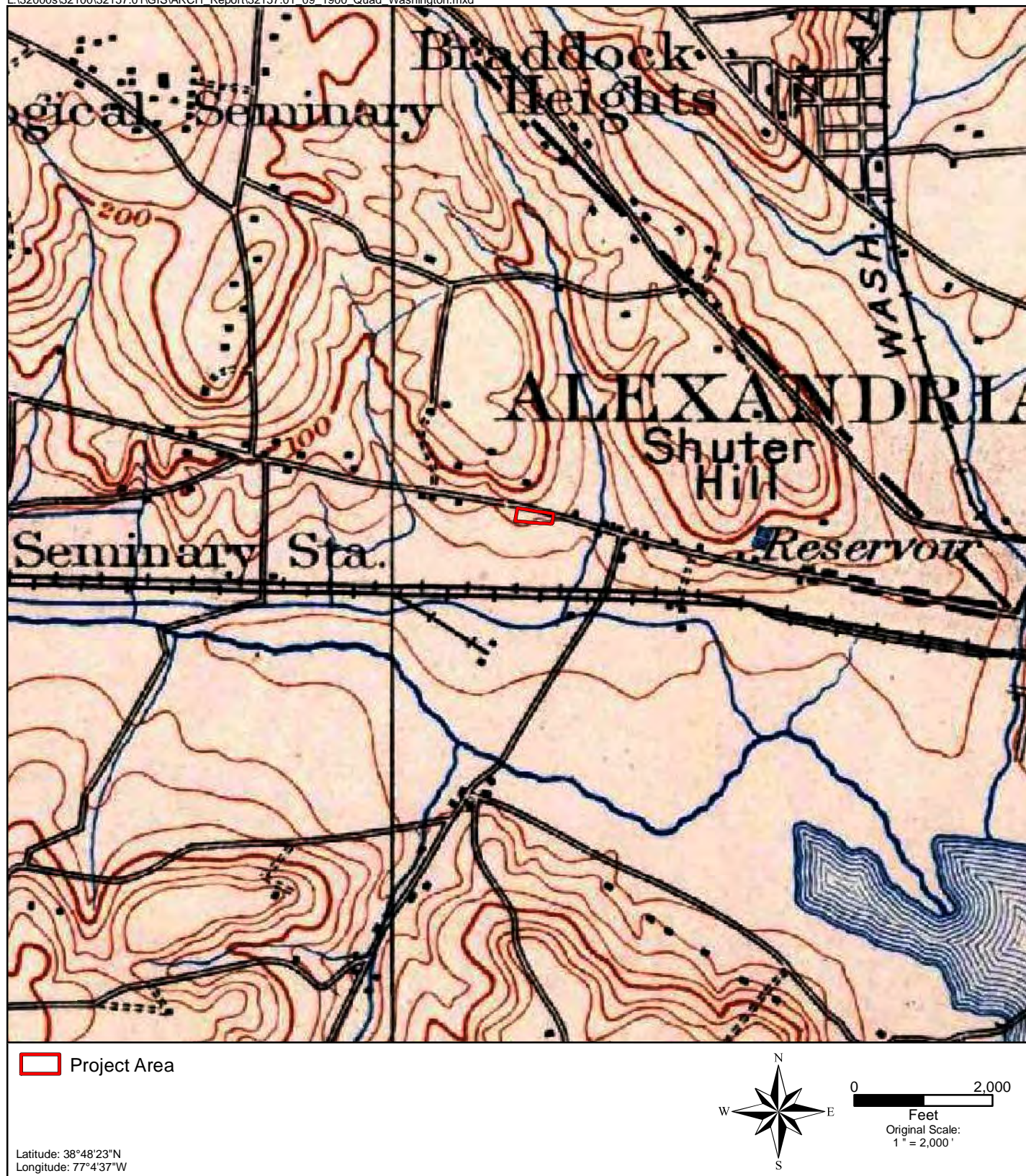


Figure 9: 1900 USGS Quadrangle, Washington, DC-MD-VA

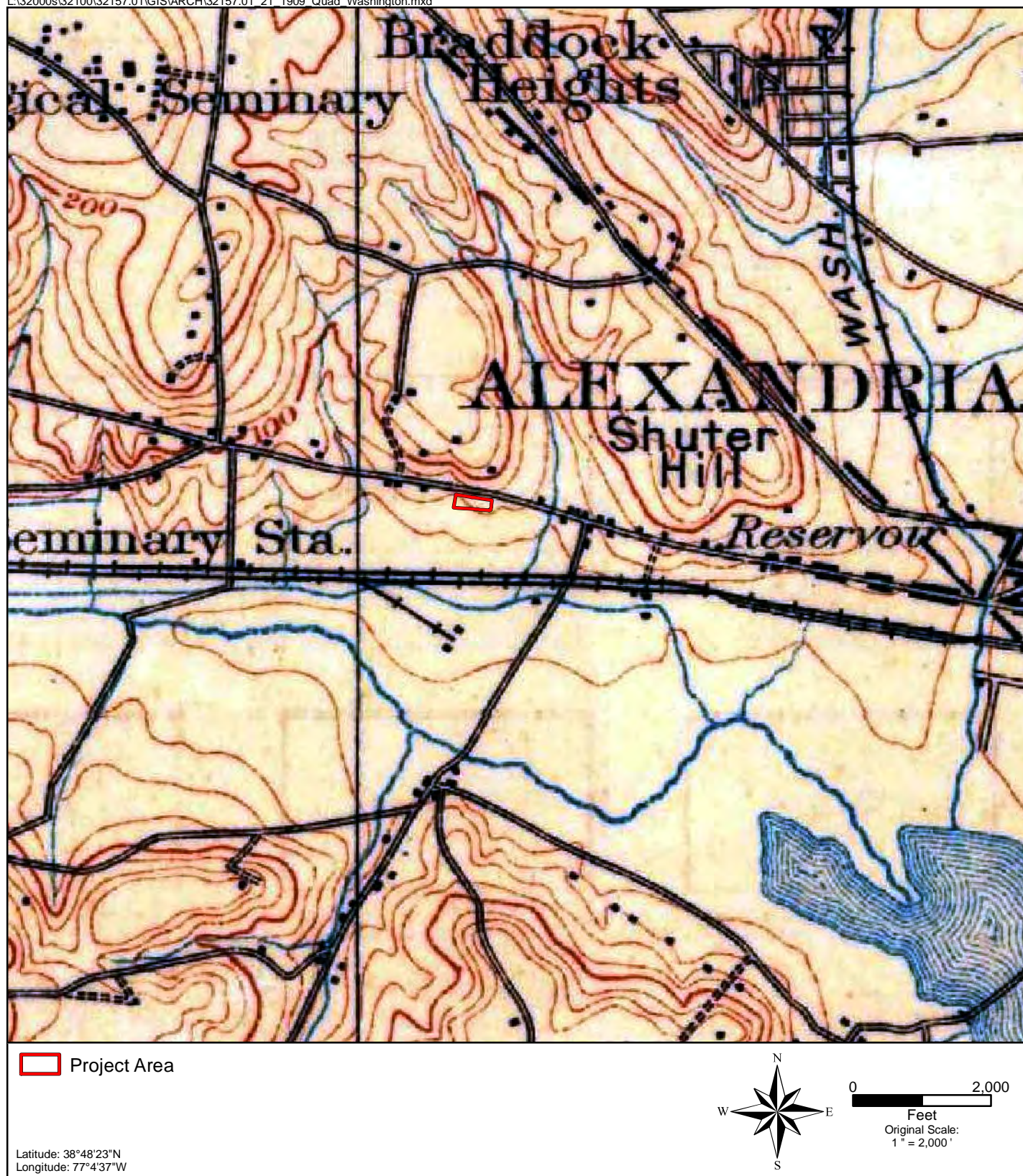


Figure 10: 1909 USGS Quadrangle, Washington, DC-MD-VA



Figure 11: Spring 1927 Black and White Imagery

executrix of W. T. Duncan, deeded the property to her son Joseph C. Duncan, now past the age of majority and married (Fairfax County Deeds L11:138).

Joseph C. Duncan and his wife, Elizabeth (Colgan) do not appear to be enumerated in census records until 1950, four years after the sale of the project area. They do appear in city directories and newspaper articles before and during their ownership of the project area. In 1930, Duncan (Jos. C.) is listed as a student residing at 509 Prince Street; his mother Eliz. M. Duncan (widow of Wm T.) is also residing at that address (1930 Alexandria City Directory:181). In November of 1931 at age 21, Joseph C. Duncan secretly eloped with Elizabeth Colgan, age 19 of Baltimore, who at that time held the women's record for swimming the Chesapeake Bay with a time of five hours, twenty-three minutes. The couple kept the marriage secret for over a week and intended to reside with the bride's parents in Baltimore while permanent living arrangements were made (Baltimore Sun, Dec 2, 1931:4; Figure 3). In 1934, the couple resided in Alexandria with Joseph's mother Elizabeth at 509 Prince Street. Joseph worked as an assistant manager at State ABC Store No 119 (1934 Alexandria City Directory:140-141). Also in 1934, Joseph's widowed mother deeded to her son the land including the project area that her husband had held for him in trust. In 1936, Joseph remained as the ABC assistant manager, but the couple had moved to a house at 3002 Duke Street (1936 Alexandria City Directory:150) which appears to have been the dwelling located within the project area since at least 1927.



**Figure 12: Marriage Announcement of Joseph Duncan and Elizabeth Colgan
Baltimore Sun December 2, 1931:4**

In 1935, Joseph C. and Elizabeth Duncan sold multiple sections of their land that included the project area as separate parcels. A 2.5636-acre parcel of “unimproved land” including the western portion of the project area was sold to Mattie Baber in April 1935 (Fairfax County Deeds T11:394). This parcel was located between Duke Street to the north and the Fruit Growers Express rail facility to the south and extended east from the western boundary of the Hellmuth parcel 502.10 feet, encompassing the approximate western half of the modern project area (Figure 13). In November 1935, the Duncans’ sold a small tract (0.4449 acres) to Joseph’s brother James R. (J. R.) Duncan (Fairfax County Deeds A12:376); this tract with no buildings was located between the eastern boundary of the tract sold to Baber and the tract that included the standing dwelling at the eastern end of the project area that was retained by Joseph and Elizabeth Duncan, likely as their residence.

A 1937 aerial photograph (Figure 14) shows that the project area continues to contain a single dwelling at the eastern end, likely occupied by Joseph and Elizabeth Duncan. Just to the west of the project area, a new dwelling has been built. This appears to be the dwelling of Lacey E. Baber (husband of Mattie Baber) and son James B. Baber. The 1940 city directory for Alexandria lists the dwelling of Joseph C. Duncan at 3002 Duke Street and the Baber residence at 3200 Duke Street, with no other addresses or intersecting streets between them on the south side of Duke (1940 Alexandria City Directory:472). A garden plot immediately to the east of the Baber dwelling is located within the project area; this garden is located within the parcel owned by Baber which included the western half of the project area. There are no apparent alterations or buildings on the parcel between Baber’s and Joseph Duncan’s that belonged to J. R. Duncan.

The 1940 U.S. census lists J. R. Duncan, a judge for Alexandria’s Juvenile and Police Court, residing with his family at 3209 Duke Street, which would have been located on the north side of Duke Street and is likely one of the dwellings shown north and west of the project area on the 1937 aerial photograph (see Figure 14). Mattie Baber appears in the 1930 U.S. census in a household with her husband, Lacey, and two children residing in a rented house on Duke Street, likely to the east of the project area near Payne Street in Alexandria. Like Joseph Duncan’s family, the Barbers do not appear in the 1940 U.S. census records.

In October 1942, J. R. Duncan sold the small parcel he owned within the project area to Edward Graham Taylor and Mignon Fulton Taylor (Fairfax County Deeds 394:528). Two years later, they sold the tract to Paul Bartlett and Myron D. Osborn (Fairfax County Deeds 439:10). Also in 1942, Joseph and Elizabeth Duncan sold a portion of their land east of the project area to Wayne Witter, a veterinarian who established the animal hospital that remains in service at today’s 2660 Duke Street, east of modern Witter Drive (Fairfax County Deeds O15:146). This sale left only the small lot with the dwelling in Duncan family hands, the remainder of the former Hellmuth tract having been sold off piecemeal.

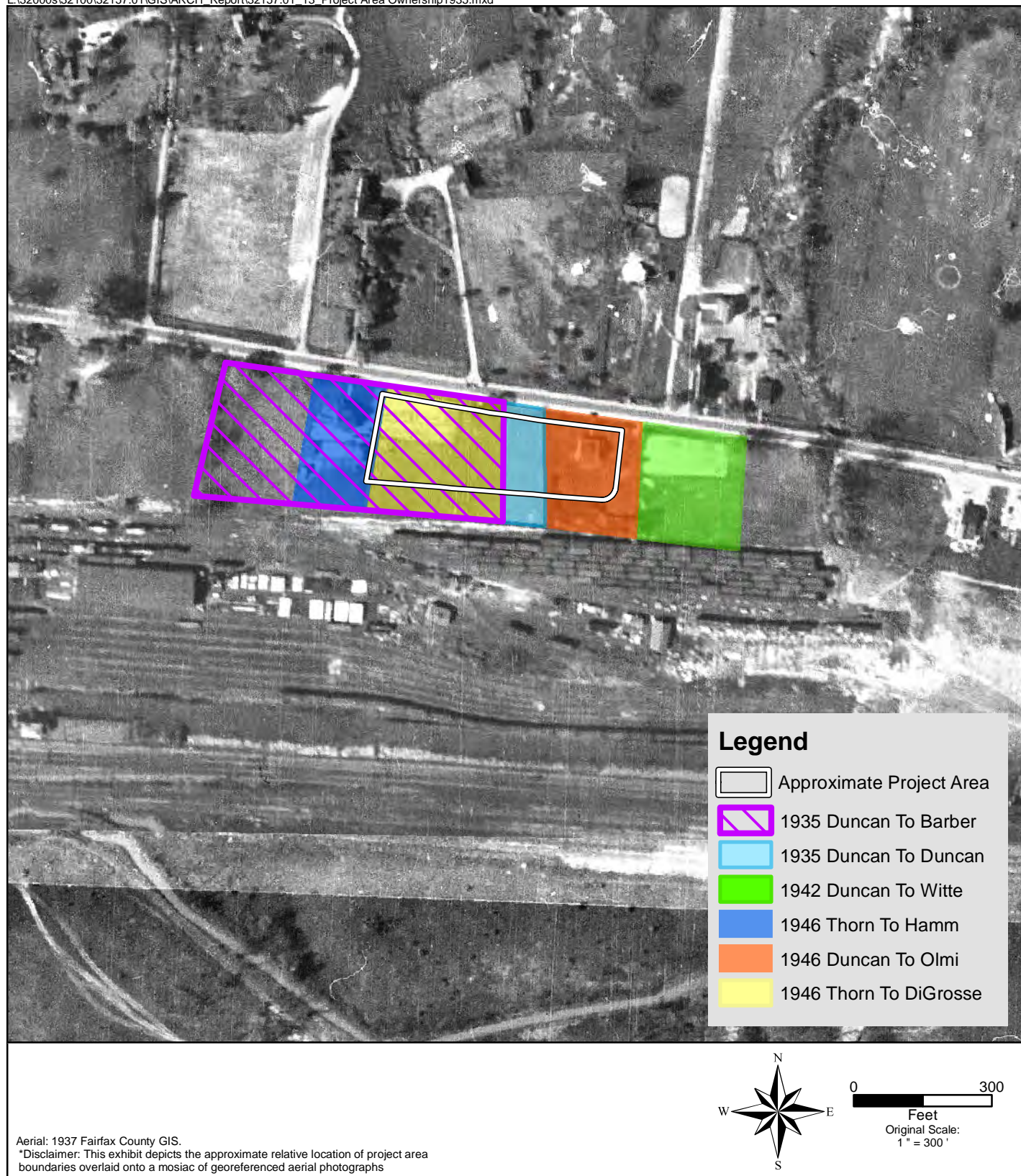


Figure 13: Project Area Ownership, 1935



Figure 14: Spring 1937 Black and White Imagery

In March 1946, Mattie and Lacey Baber deeded their property that included the western portion of the project area in trust to A. Kenley Thorn (Fairfax County Deeds 482:262), who in July sold the portion of the property located within the project area to Lena Di Grosso (Fairfax County Deeds 497:263); the property to the west of the project area including the Baber dwelling was deeded to George Hamm (Fairfax County Deeds 504:1). In October 1946, Joseph and Elizabeth Duncan deeded their remaining parcel including their dwelling in trust to Eugene J. Olmi (Fairfax County Deeds 515:519). The 1947 Alexandria City Directory (page 160) lists Joseph and Elizabeth Duncan residing at 316 S Washington Street in Alexandria, reflecting their sale of their home the previous year.

The house numbers along Duke Street appear to have been changed to their modern iteration by 1947, as George Hamm was listed in that year at the current equivalent address of 2756 Duke Street; 2712 Duke Street, occupying the small property recently acquired by Bartlett and Osborn from J. R. Duncan, is listed as Cameron Service auto repairs, operated by Paul Bartlett and Myron Osborn, both residents of Arlington (1947 Alexandria City Directory: 45, 48, 385). This listing indicates that Bartlett and Osborn had constructed a commercial building on their lot by 1947. No listing appears for 2706 Duke Street, the former Joseph Duncan residence in the eastern project area for the year 1947.

In August 1950, Lena Di Grosso, owner of the former Baber property in the west of the project area, sold her tract to Barbara Deneen, who resold the property in December to John Loughran (Fairfax County Deeds 801:218, 834:22). This tract appears to have remained undeveloped during this time.

Annexation by Alexandria

In 1952, the City of Alexandria annexed a portion of Fairfax County that included the study property. This annexation was the final expansion of Alexandria city limits at the time of the writing of this report. A 1954 aerial photograph shows conditions within the project area at the time of Alexandria's annexation of the property. Two buildings, the former Duncan house and the shop building of Bartlett and Osborn, are shown within the project area, with the western project area apparently undeveloped and unused. (Figure 15).

In the year of Alexandria's annexation of the study property, Nicholas Colasanto purchased the former Joseph and Elizabeth Duncan residence, and the following year purchased the shop built by Bartlett and Osborn, placing him in ownership of the eastern half of the current project area (Alexandria Deeds 335:226, 352:21). The Nicholas Colasanto who purchased the property was not the actor and director of that name. Colasanto, a lawyer, served as Alexandria city manager from 1947 to 1949, and beginning in the 1960s served four terms as a City Councilman. He also dealt extensively in real estate (Washington Post 1983).

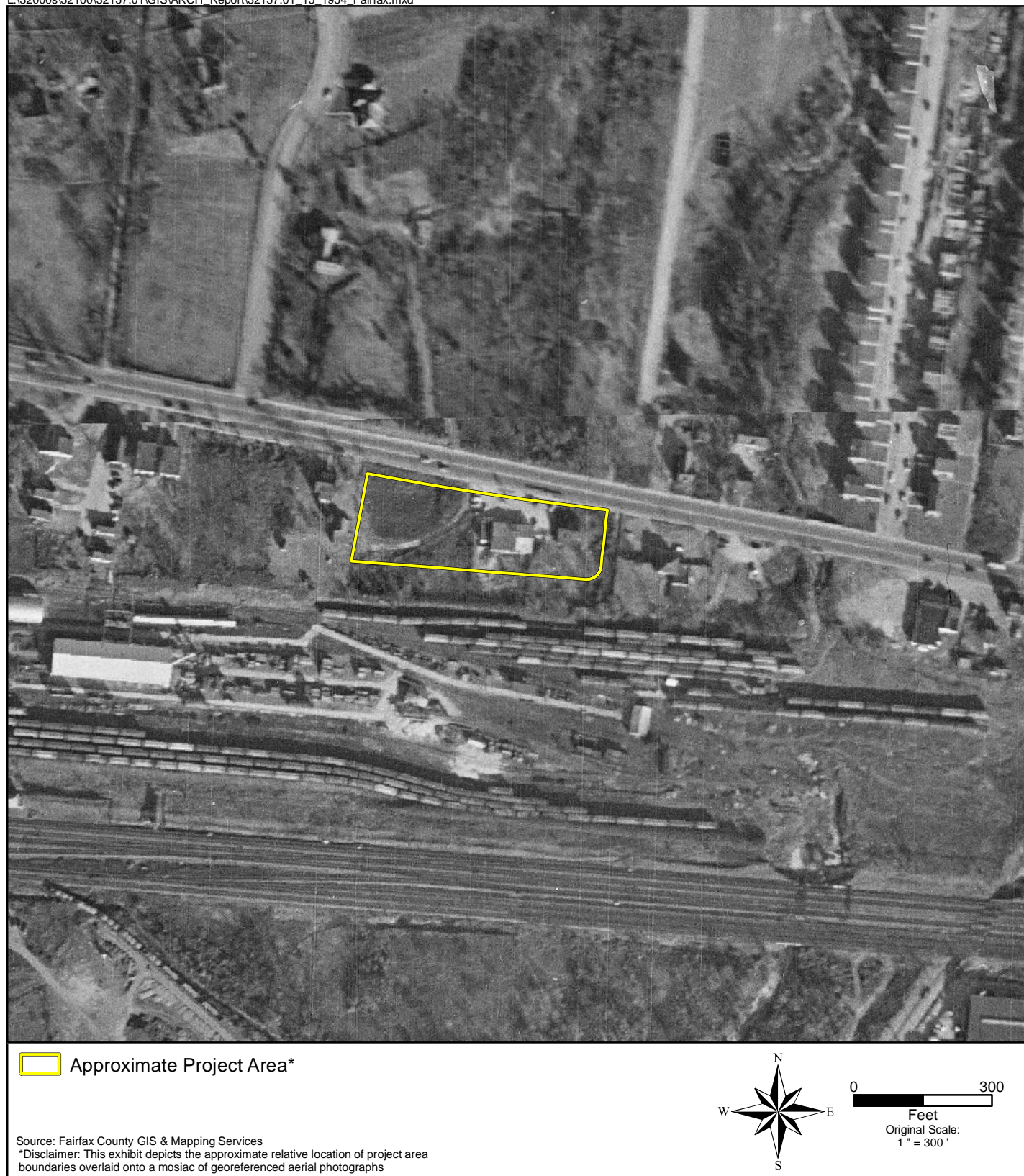


Figure 15: 1954 Black and White Imagery

The 1952 City Directory lists an aircraft service and repair facility called Air Services Inc at 2712 Duke Street; Bartlett and Osborn do not appear to have been directly associated with this business and appear to have closed their auto shop and leased the building. Also in 1952, Agnes J. Lane, a saleswoman at Jelleff's, a DC-based women's apparel store with a location in Shirlington, is listed as residing at 2706 Duke Street, the former Joseph and Elizabeth Duncan residence (1952 Alexandria City Directory: 30, 202). The following year, Better Motors, Inc., a used car dealer, occupied 2712 and Ms. Lane continued to reside at 2706 (1953 Alexandria City Directory:46). In the latter half of the 1950s, the commercial building at 2712 Duke Street appears to have housed D&L Auto & Radiator Corp, an automotive repair shop, and the former Duncan residence at 2706 Duke was occupied by Zeb C. Martin, a cabinetmaker (Alexandria City Directory 1956:71; 1957:73; 1959:79).

A 1960 aerial image (Figure 16) shows the dwelling at 2706 Duke, the auto repair shop at 2712 Duke, and a large fill platform occupying the western portion of the project area owned by John Loughran. The fill platform appears to rival in height the outbuildings of the neighboring dwelling to the west. The aerial photograph suggests that Loughran had begun preparing the property for development.

In 1964, John Loughran sold the undeveloped western parcel of the project area to Holton Wolfe (Alexandria Deeds 611:84). In 1966, the City widened Duke Street, and in so doing condemned a strip along the north edge of lots along the south side of the street. Holton Wolfe and his wife Marche fought the proceedings and lost, with the City taking the requisite strip along the north of the property and apparently utilizing their undeveloped property as staging for materials and equipment for the road construction (Alexandria Deeds 652:166). In 1967, the Wolfes sold their parcel to LAICO, a real estate investment partnership of Robert Lainoff and Bernard Cohen (Alexandria Deeds 663:279).

In 1971, Nicholas Colasanto sold all his property within the project area consisting of the two tracts he had purchased from Olmi and Bartlett/Osborn to Cosmos C. Grosso (Alexandria Deeds 718:407), and LAICO subdivided the former Loughran parcel in the west of the project area into two sub-parcels, 3030-05-01.01 and 3030-05-01.02 and sold the latter sub-parcel to Cosmos C. Grosso (Alexandria Deeds 719:269, 275). With this sale, Grosso owned four of five parcels comprising the current project area.

In 1977, LAICO sold their remaining parcel, 3030-05-01.01, to R & W Properties (Alexandria Deeds 848:560). In 1986, Mary Virginia Grosso, widow of Cosmos C. Grosso, sold her three tracts to R & W Properties (Alexandria Deeds 1176:1588), reuniting the entirety of the project area under one owner for the first time since William and Charles Hellmuth's ownership in the late 19th and early 20th century.

At some point between 1964 and the late 1970s, the former Duncan dwelling at 2706 Duke Street was demolished. The auto repair building at 2712 Duke Street apparently continued to be used for primarily automotive-related purposes during this time, although it is not clear if the original circa 1946 building was retained or replaced by a new



Figure 16: Spring 1960 Black and White Imagery

building on the parcel. The western portion of the project area appears to have been paved and used as a parking lot sometime in the late 1960s or 1970s.

In 1987, R & W Properties sold the project area to PHC Corp (Alexandria Deeds 1215:1193), who retained it until 1996, when it was sold to Duke Street, LLC, the current owner of record (Alexandria Deeds 1576:1423). In 1997, the commercial building at 2712 Duke Street was demolished and replaced by the extant building on the property, a Land Rover dealership. From 1997 until 2022, the project area served as a vehicle dealership, with the western portion serving as vehicle lot, the dealership building occupying the long-time commercial lot, and an off-road demonstration course occupying the former location of the Duncan dwelling at 2706 Duke Street.

ARCHEOLOGICAL ASSESSMENT

Current Conditions within the Study Property

The study area currently contains a single building, the large automotive dealership building constructed in 1997. The building is built on the likely more or less natural slope of the landscape, with at-grade entrances on the main floor on the north elevation (Figure 17) and for the basement vehicle bays on the south elevation (Figure 18). West of the dealership building is a tiered parking lot (Figure 19) with entrances on Duke Street to the north and Witter Street to the south (Figure 20). East of the building is an engineered “off-road” demonstration course (Figure 21).



**Figure 17: Existing Automotive Dealership
North and East Elevations**



Figure 18: Existing Automotive Dealership, South Elevation



**Figure 19: Parking Lot in Western Project Area
View to East**



**Figure 20: Parking Lot in Western Project Area, Witter St. Entrance
View to West**



Figure 21: Off-Road Demonstration Course, View to South

Previous Site Investigations

A geotechnical engineering report was produced for the study area by Terracon Consultants, Inc. in 2021. Soil borings were taken at four locations within the project area and showed fill soils ranging in depth from 3-8.5 feet in the tested locations (Figures 22 and 23). The depths of the fill soils increased moving southward away from Duke Street, which corroborates the historic topography depicted on an 1860s transect profile located just west of the project area (see Figure 6), and the historic filling that is evident in the 1960s arial imagery (see Figure 16). Although the soil boring profiles do not show buried ground surfaces, it is possible that they persist beneath the fill soils.

Potential Archeological Resources

According to the City of Alexandria Archaeological Resource Areas map, the project area is located on land that may have the potential to contain significant archaeological materials. The study area is in what was, until the mid-20th century, a rural area on the outskirts of Alexandria, and any potentially significant archeological resources within the property will reflect the pre-suburban period of its history.



Figure 22: Soil Boring Locations

Source: Exploration Plan, Terracon 2021:24

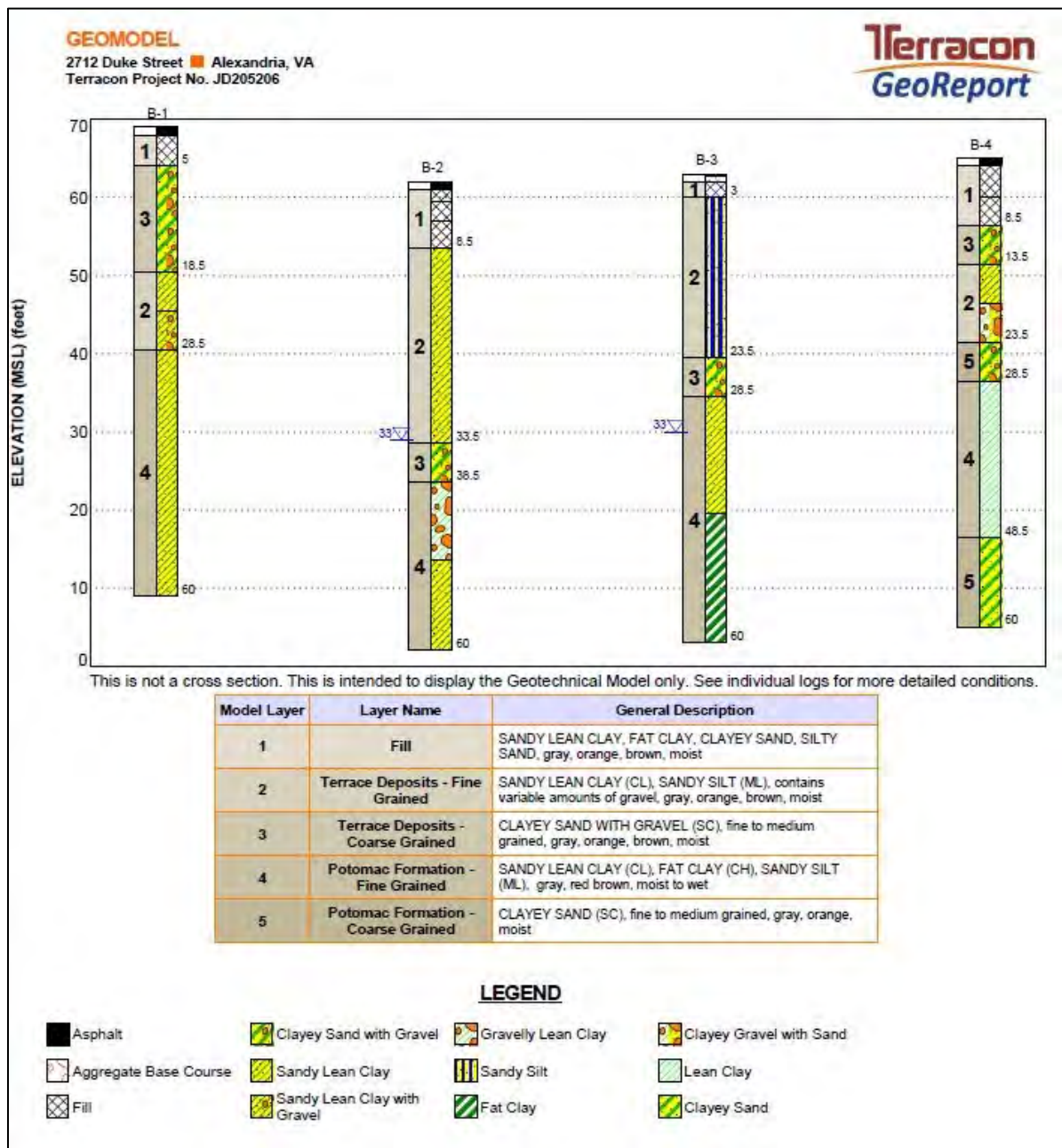


Figure 23: Soil Boring Results
Source: Figure 1: GeoModel, Terracon 2021:18

Previously recorded archeological sites in the vicinity include prehistoric and historic era sites. Few prehistoric sites have been recorded in the vicinity, however, one such site was recorded a short distance east of the study area. Site 44AX0127, a lithic scatter dating to an unknown period, was determined not eligible by DHR in 2013. The study area is positioned at the foot of the large upland ridge to the north and approximately 400 feet west of Taylor Run, and historically appears to have been a well-drained upland landform with a moderate slope. The study area has a moderate to high probability that Native Americans used this landscape likely as short-term temporary camp sites or lithic workshops if the historic ground surface remains intact within the study area.

Historic era sites include family cemeteries and Civil War-related sites such as camps, forts, etc., as well as dwellings and industrial sites in West End. In the historic period, the study property was located along what was once the main route from Alexandria to the Shenandoah Valley. No evidence of 18th or 19th century dwellings within the project area has been located at this time, but the location near a major road suggests a possibility for dwellings or other structures to have stood within the project area. One 1861 map indicates the presence of a Union army regimental camp within or adjacent to the project area; the identity of the regiment is unclear, as is the duration of their camp in the vicinity. Based on the presence of the historic road and the possibility of a Civil War presence in the immediate vicinity, the project area has a high likelihood of containing archeological sites dating to the 18th and/or 19th centuries, assuming historic ground surface remains intact within the property.

Finally, the property has a high probability for containing 20th century archeological materials, given the presence of one dwelling that stood within the study area from the 1920s until the 1960s or '70s, and a commercial building/shop constructed circa 1946 and demolished in 1997 to be replaced by the extant building on the property.

A comparison of historic and current topography and aerial photographs suggests that some fairly major modification to the natural topography took place during the latter half of the 20th century. As the original natural topography sloped downward to the south and 20th century development of the property appears to have tended to employ transported fill soil for leveling, it is possible that undisturbed historic ground surface is present in portions of the study property. Such intact deposits appear most likely in the western portion of the property, which was covered with fill soil in the 1960s and does not appear to have been the site of any major construction. No documented buildings are known to have stood in the western portion of the project area, but prehistoric and Civil War-era encampments may have been located there.

Contexts in the eastern portion of the property that includes the 1997 auto dealership building and the “off-road” demonstration course may have been disturbed by late 20th century construction. This portion of the property contained the ca 1946 auto shop in the location of the current building and the ca 1920s dwelling in the demonstration area. Survival of intact contexts are extremely unlikely within the footprint of the current building and uncertain beneath the demonstration course.

Proposed Construction

This Documentary Study was prepared in anticipation of the planned redevelopment of the property with a proposed 94-unit multifamily residential building that will range in height from 4-5 stories (Figures 24-27). The building will have an open courtyard area on the southside of the building; access to the onsite parking garage will also be from the south. The project will create an “enhanced streetscape along Duke Street and Witter Drive, including a new 6-foot-wide sidewalk, a landscape buffer with street trees, and additional at-grade open space along all street frontages”.

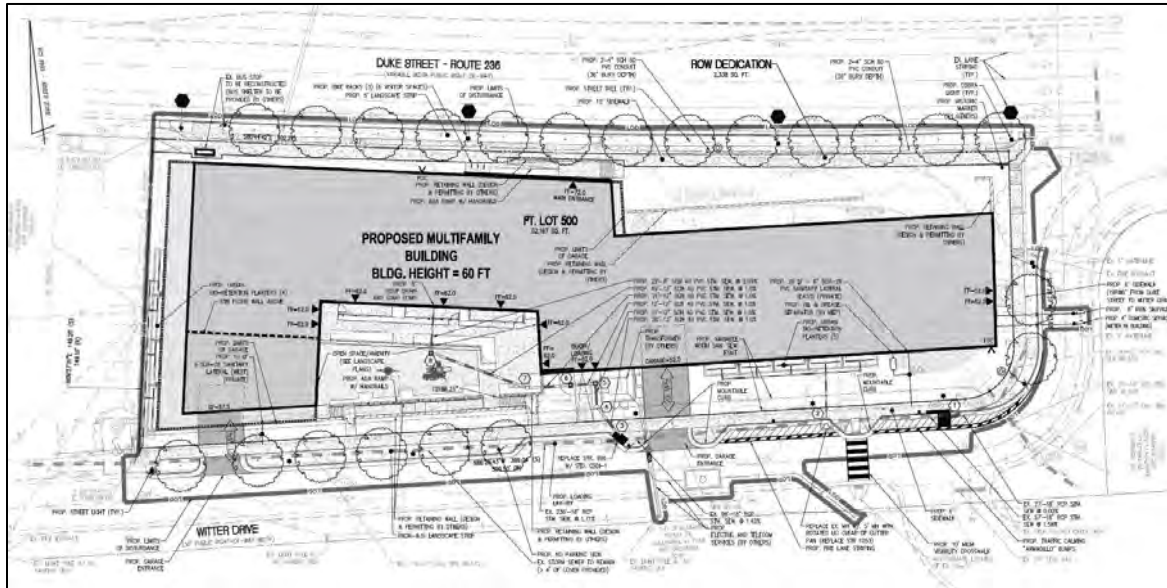


Figure 24: Proposed Site Plan



Figure 25: East Elevation of Proposed Development

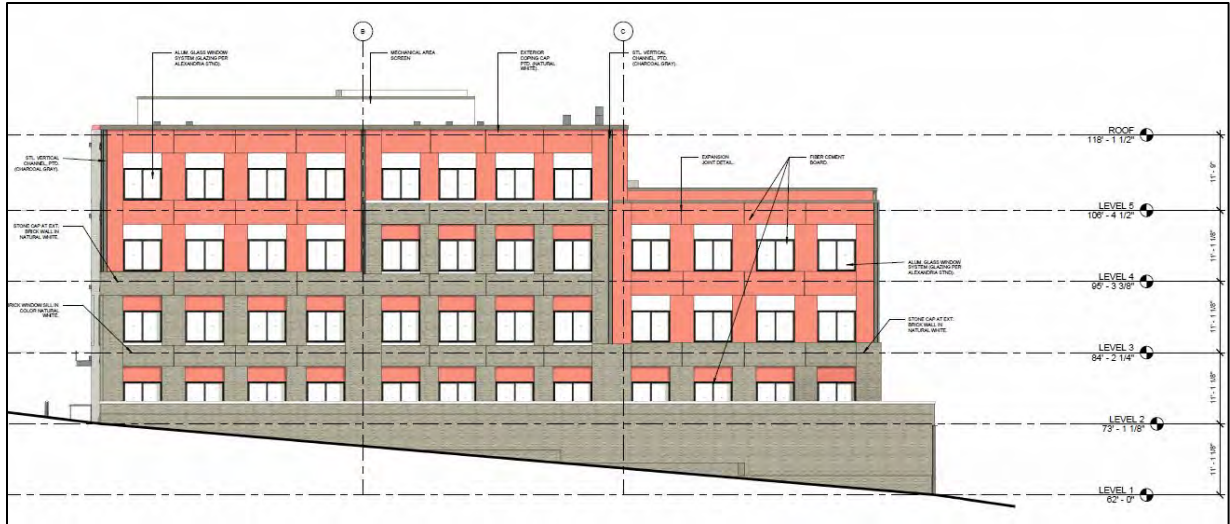


Figure 26: West Elevation of Proposed Development



Figure 27: North and South Elevations of Proposed Development

The extant building and associated parking lot at 2712 Duke Street will be demolished and replaced with the proposed multifamily residential building with one-story underground parking. The planned subsurface impacts will include a 4-inch concrete slab on grade foundation, continuous concrete wall footings, wall columns, and two elevator pits. Approximately 56 footings are proposed; the typical footing will measure seven (7) feet square and will extend 1.3 feet below the finished grade. The parking level at the southwest end of the building is 52 feet in elevation with the grade at the northeast end at 72 feet in elevation.

RESULTS OF GEOARCHEOLOGICAL INVESTIGATION

Based on our documentary research presented above, WSSI determined that the study area has a moderate to high probability of containing archaeological resources; however, any potential archeological resources in the eastern portion of the property may have been disturbed by later 20th century construction. The eastern portion of the property contained the circa 1946 auto shop in the location of the currently extant building and the circa 1920s dwelling was once located in the “off road” demonstration area. The survival of intact contexts is extremely unlikely within the footprint of the current building.

The western portion of the property, currently a paved parking lot, has the highest likelihood of containing intact cultural resources beneath the 20th century fills. A comparison of historic and current topographic maps and aerial imagery suggests that the natural topography was severely modified in the latter half of the 20th century. The western portion of the property appears to have been covered with fill soil in the 1960s and does not appear to have been the site of any major construction (see Figure 16). No documented buildings are known to have stood in the western portion of the project area, but Native American and Civil War-era encampments may have been located there.

A Scope of Work established in consultation with and approved by Alexandria Archaeology, which stipulated that geoarcheological testing would consist of the excavation of a series of soil bores conducted at 100-foot intervals across the property. The geoarcheological study focused on determining whether buried surfaces that could yield evidence of Native American occupation and 19th and 20th century occupation and activities, remain intact under the fill layers.

Geoarcheological testing was conducted and analyzed on October 12, 2023, by Thunderbird Archeology; Hillis-Carnes Engineering Associates, Inc. of Delmar, Maryland provided the machine and the operator. The boring was conducted using the Geoprobe® machine, a high-capacity direct push machine that collected 5-foot soil samples within a plastic tube liner or sleeve, allowing for easy continuous sampling and recording of the soil profile. Due to the nature of the loose sediments beneath the asphalt parking lot and the utilization of a direct push machine, the soil recovered within each five-foot plastic sleeves were compacted, often leaving empty voids. Although the compression of the soil profiles within the sleeve precluded precise measurements, they represent a compacted version of the entire soil column. All soil materials were described in accordance with standard pedological techniques and nomenclature for the field characterization of soil.

Only ten of the 16 test bores could be excavated because of utility disturbance and other obstructions (Figures 28-32). These ten bores provided coverage across the entire project area, and all were excavated 5-10 feet below ground surface (Appendix I). The test bores generally revealed fill disturbance across the site, with only one location showing a buried ground surface. The typical profile consisted of various fills overlying subsoil (B horizon or well-truncated B horizon) with redoximorphic features, as seen in the profile Test Bores 8-10 (Figures 33 and 34).

Figure 28: Bore Locations



Figure 29: Location of Test Bore B-4, Looking North



Figure 30: Location of Test Bores B-4, View to the Southeast

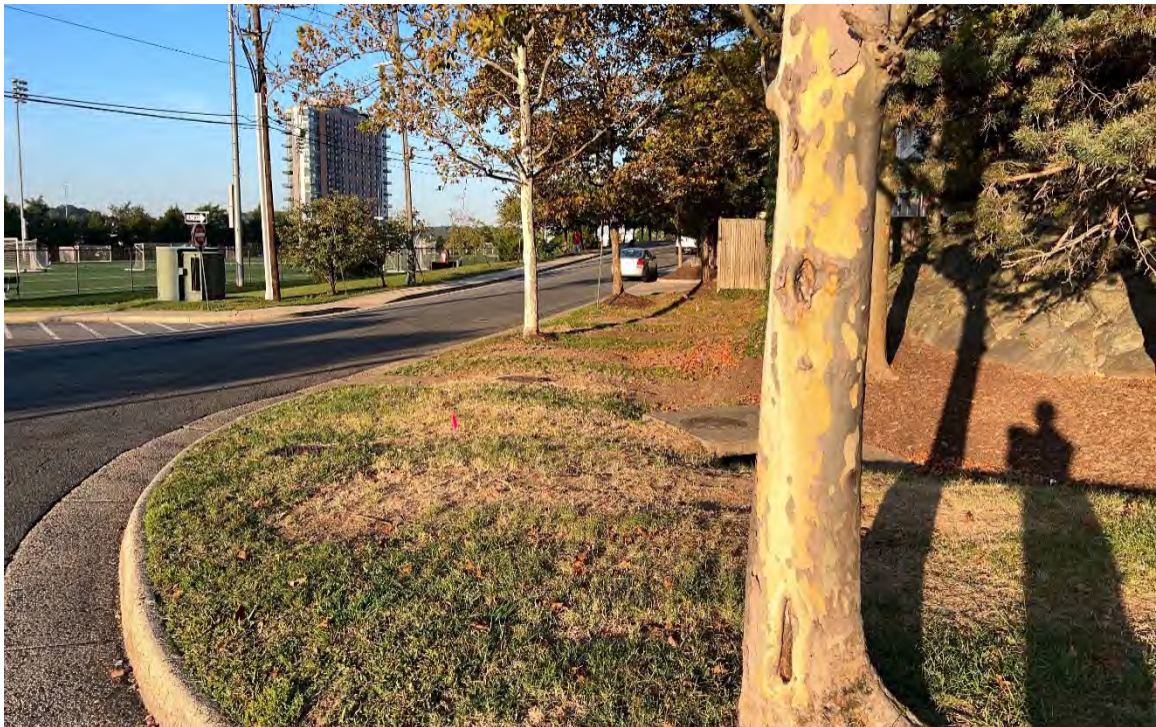
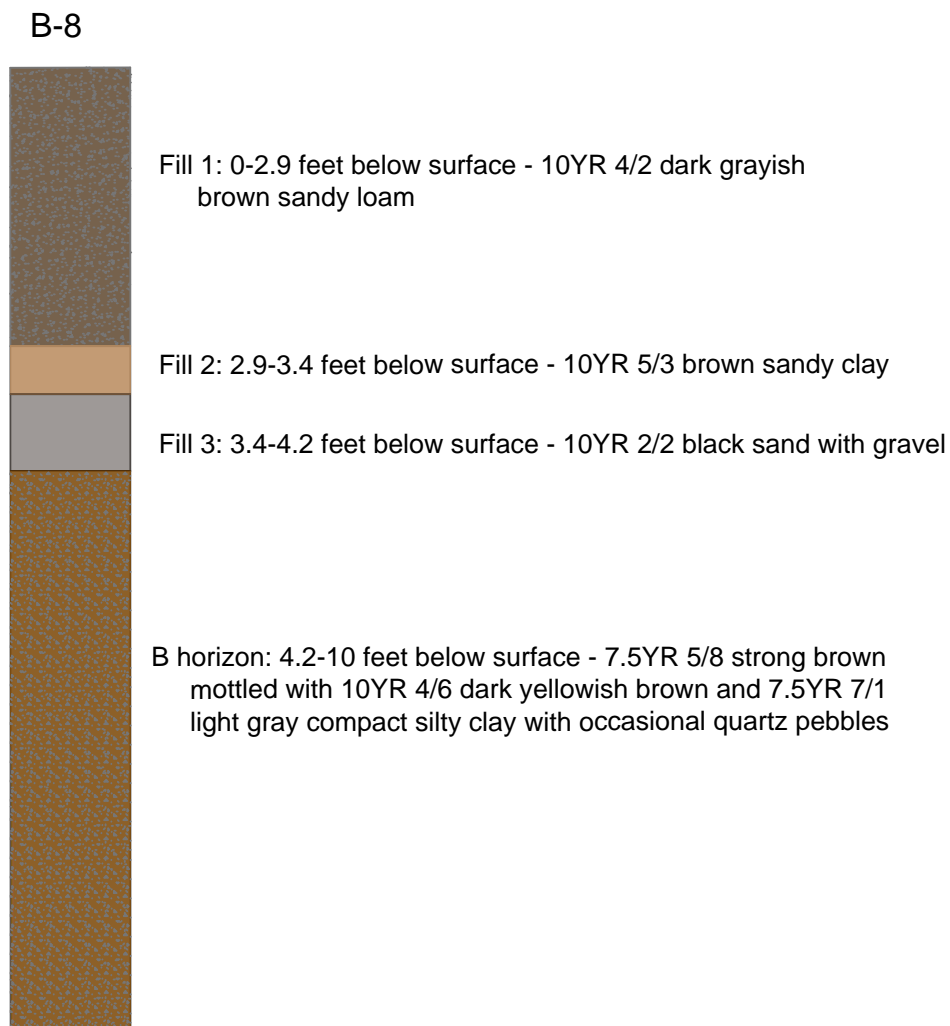


Figure 31: Location of Utility Disturbance (Foreground) and Test Bore B-10 (Background), Looking East



Figure 32: Location of Utility Disturbance along Duke Street, Looking East (Location of Test Bore B-1 in Background at Bus Stop)



0 2
Feet
Original Scale: 1" = 2'

Figure 33: Representative Bore Profiles

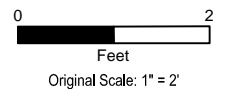
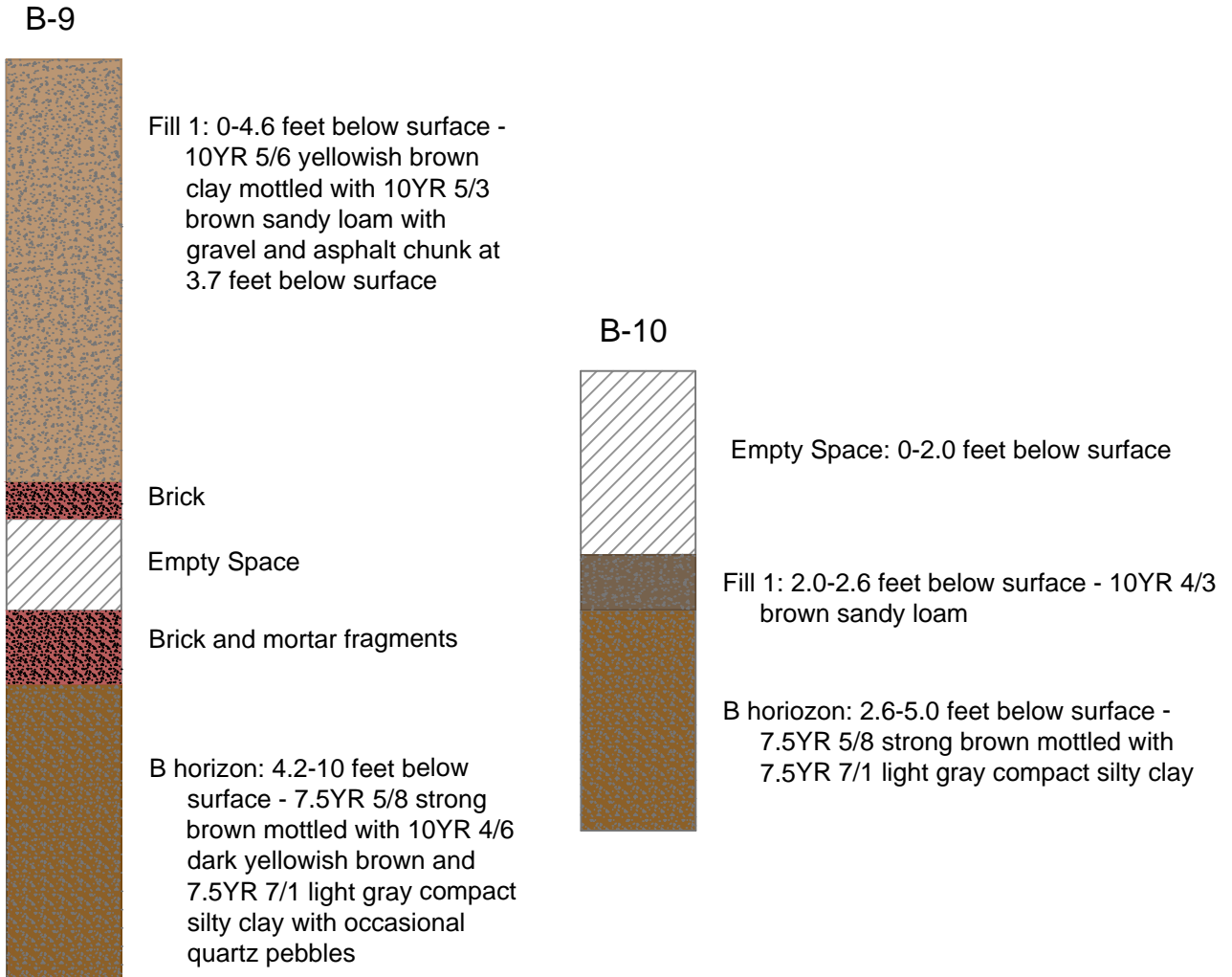


Figure 34: Representative Bore Profiles

Test Bore B-8

Fill 1: 0-2.9 feet below surface - [10YR 4/2] dark grayish brown sandy loam

Fill 2: 2.9-3.4 feet below surface - [10YR 5/3] brown sandy clay with brick fragments at 3.0 feet below surface

Fill 3: 3.4-4.2 feet below surface - [10YR 2/2] black sand with gravel

B horizon (truncated): 4.2-10.0 feet below surface - [7.5YR 5/8] strong brown mottled with [10YR 4/6] dark yellowish brown and [7.5YR 7/1] light gray compact silty clay with occasional tiny quartz pebbles

Test Bore B-9

Fill 1: 0-4.6 feet below surface – [10YR 5/6] yellowish brown clay mottled with [10YR 5/3] brown sandy loam with gravel and with asphalt chunk at 3.7 feet below surface

Brick: 4.6-5.0 feet below surface

Empty Space: 5.0-6.0 feet below surface

Brick and mortar: 6.0-6.8 feet below surface

B horizon (truncated): 6.8-10.0 feet below surface - [7.5YR 5/8] strong brown mottled with [10YR 4/6] dark yellowish brown and [7.5YR 7/1] light gray compact silty clay

Test Bore B-10

Empty Space: 0-2.0 feet below surface

Ao/Fill 1: 2.0-2.6 feet below surface - [10YR 4/3] brown sandy loam

B horizon: 2.6-5.0 feet below surface – [7.5YR 5/8] strong brown mottled with [7.5YR 7/1] light gray compact silty clay

Brick and mortar fragments were recorded in the profiles of B-8 and B-9 at differing depths below surface and may indicate the presence of historic destruction rubble in these areas, although intact deposits are not anticipated as the underlying subsoil in both of these profiles was truncated - the upper sediments have been removed leaving only the underlying substrata (Figure 35).

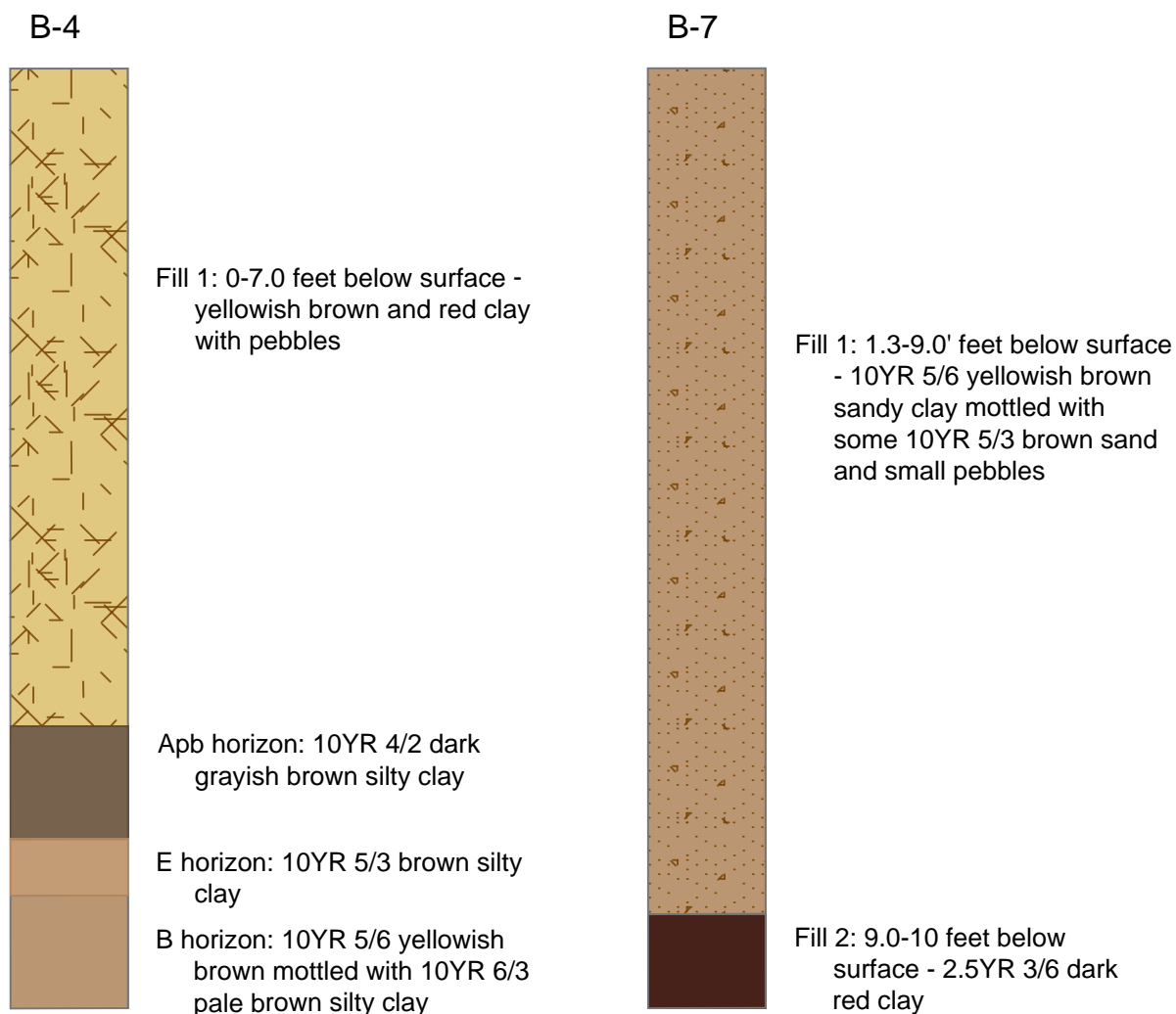
In contrast, the subsoil (B horizon) in the profile of B-10 and Tests Bores B-3, B-4, and B-5 was not truncated, and the Test Bore B-4 contained a buried natural soil profile (Figures 36-37). The buried soil sequence in B-4 was poorly drained.



Figure 35: Soils from Test Bore B-8 Showing Truncated Substrata



Figure 36: Soils from Test Bore B-4 Showing Apb-E-B Soil Sequence (Upper)



0 2
Feet
Original Scale: 1" = 2'

Figure 37: Representative Bore Profiles

Test Bore B-4

Fill 1: 0.0-8.2 feet below surface - yellowish brown and red clay with pebbles
Apb: 8.2-8.5 feet below surface - [10YR 4/2] dark grayish brown silty clay
E horizon: 8.5-8.8 feet below surface - [10YR 5/3] brown silty clay
B horizon: 8.8-10.0 feet below surface - [10YR 5/6] yellowish brown mottled
with [10YR 6/3] pale brown silty clay

Finally, four bores (B-1, B-2, B-6, and B-7) did not reach subsoil, as shown in the profile of B-7 (see Figure 30). Test Bores B-6 and B-7 revealed 10+ feet of fill materials; B-1 and B-2 hit impasses at 5 feet and could not be excavated deeper.

Test Bore B-7

Fill 1: 1.3-9.0 feet below surface - [10YR 5/6] yellowish brown sandy clay
mottled with some [10YR 5/3] brown sand and small pebbles
Fill 2: 9.0-10.0 feet below surface - [2.5YR 3/6] dark red clay

The soils in the eastern half of the project area (B-8 and B-9) exhibited fill soils overlying truncated subsoil suggesting that this area has been heavily graded and disturbed. The probability of locating archeological resources within this area is considered low. No further archeological work is recommended.

The excavated test bores within the western half of the project area generally revealed 5-10 feet of fill soil, which may be evidence of the spoil/fill pile that is visible in ca. 1960 aerial image. However, only one location showing a natural buried ground surface at 8.2 feet below surface. The Apb-E-B soil sequence showed evidence of a fluctuating water table and the buried ground surface consisted of clayey, somewhat poorly drained soils. It is possible that this surface represents a formerly sloped area or drainage in the western portion of the project area. The probability of locating *significant* archeological resources within this area is considered low. No further archeological work is recommended.

SUMMARY AND RECOMMENDATIONS

Thunderbird Archeology, a division of Wetland Studies and Solutions Inc. (WSSI) of Gainesville, Virginia conducted a Documentary Study and Geoarcheological Investigation on Witter Place (2712 Duke Street) in the City of Alexandria, Virginia. On behalf of Community Housing Partners of Richmond, Virginia. The work was required under the City of Alexandria Archaeological Protection Code prior to the planned redevelopment of the property. The extant building and associated parking lot at 2712 Duke Street will be demolished and replaced with the proposed multifamily residential building with one-story underground parking. The building will have an open courtyard area on the southside of the building; access to the onsite parking garage will also be from the south (Witter Street).

The planned subsurface impacts will include a 4-inch concrete slab on grade foundation, continuous concrete wall footings, wall columns, and two elevator pits. Approximately 56 footings are proposed; the typical footing will measure seven (7) feet square and will

extend 1.3 feet below the finished grade. The parking level at the southwest end of the building is 52 feet in elevation with the grade at the northeast end at 72 feet in elevation.

The purpose of the documentary study was to develop a historical context for the interpretation of the land use history of the study area and to identify the potential locations of archeological resources that may be preserved, and ultimately determine if archeological investigations are needed on the property prior to development. Geoarcheological testing was conducted following our documentary research to determine if buried surfaces, which could yield evidence of Native American occupation and 19th and 20th century occupation and activities, remain intact under the fill layers. Based on proposed impacts, a total of ten bores were excavated to depths of 5-10 feet below grade.

The soils in the eastern half of the project area exhibited fill soils overlying truncated subsoil suggesting that this area has been heavily graded and disturbed. The western half of the project area generally revealed 5-10 feet of fill soil; however, a natural buried ground surface was located in one bore at 8.2 feet below surface. As this surface is isolated and may represent a slope or wet drainage area. The potential of locating *significant* archeological resources within the western half of the project area is considered low; the eastern half appears to be graded.

No further archeological work is recommended.

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APPENDIX I

Soil Profiles

Test Bore B-1

Empty Space: 0-1.6 feet below surface - [10YR 5/3] brown sandy loam

Various Fills: 1.6-5.0 feet below surface

Concrete impasse at 5.0 feet

Test Bore B-2

Empty Space: 0-2.0 feet below surface

Fill 1: 2.0-2.4 feet below surface - [10YR 5/6] yellowish brown sandy clay

Fill 2: 2.4-2.6 feet below surface - [10YR 4/3] brown sand with gravel

Fill 3: 2.6-5.0 feet below surface - [10YR 5/8] yellowish brown mottled with
[10YR 7/2] light gray compact silty clay

Empty Space: 5.0-7.0 feet below surface

Fill 4: 7.0-7.5 feet below surface - [10YR 5/6] yellowish brown sand with quartz
pebbles

Fill 5 horizon: 7.5-10.0 feet below surface - [10YR 5/8] yellowish brown compact
silty clay with quartz pebbles

Test Bore B-3

Empty Space: 0-4.0 feet below surface

Fill 1: 4.0-4.6 feet below surface - [10YR 5/3] brown sandy loam

B horizon: 4.6-5.0 feet below surface - [10YR 5/8] yellowish brown sandy clay

Test Bore B-4

Empty Space: 0-2.0 feet below surface

Fill 1: 2.0-5.0 feet below surface - yellowish brown and red clay with pebbles

Empty Space: 5.0-7.0 feet below surface

Fill 1 (continued): 7.0-8.2 feet below surface

Apb: 8.2-8.5 feet below surface - [10YR 4/2] dark grayish brown

E horizon: 8.5-8.8 feet below surface - [10YR 5/3] brown

B horizon: 8.8-10.0 feet below surface - [10YR 5/6] yellowish brown mottled
with [10YR 6/3] pale brown.

Test Bore B-5

Empty Space: 0-2.6 feet below surface

Fill 1: 2.6-3.0 feet below surface - [10YR 5/8] yellowish brown sandy clay

Fill 2: 3.0-3.6 feet below surface - [10YR 4/3] brown sand

Fill 3: 3.6-5.0 feet below surface - [10YR 5/8] yellowish brown sandy clay with
quartz pebbles

Empty Space: 5.0-6.6 feet below surface

Fill 3 (continued): 6.6-7.2 feet below surface - [10YR 5/8] yellowish brown sandy
clay with quartz pebbles

Fill 4: 7.2-9.0 feet below surface - [10YR 5/6] yellowish brown silty clay with
quartz pebbles

B horizon: 9-10.0 feet below surface - [10YR 5/8] yellowish brown sandy clay

Test Bore B-6

Empty Space: 0-3.0 feet below surface

Fill: 3.0-5.0 feet below surface - orange silty clay with quartz pebbles.

Bore refusal at 5 feet

Test Bore B-7

Empty Space: 0-1.3 feet below surface

Fill 1: 1.3-5.0 feet below surface - [10YR 5/6] yellowish brown sandy clay mottled with some [10YR 5/3] brown sand and small pebbles

Empty Space: 5.0-7.2 feet below surface

Fill 1 (continued): 7.2-9.0 feet below surface- [10YR 5/6] yellowish brown sandy clay mottled with some [10YR 5/3] brown sand and small pebbles

Fill 2: 9.0-10.0 feet below surface - [2.5YR 3/6] dark red clay

Test Bore B-8

Empty Space: 0-2.0 feet below surface

Fill 1: 2.0-2.9 feet below surface - [10YR 4/2] dark grayish brown sandy loam

Fill 2: 2.9-3.4 feet below surface - [10YR 5/3] brown sandy clay with brick fragments at 3.0 feet below surface

Fill 3: 3.4-4.2 feet below surface - [10YR 2/2] black sand with gravel

B horizon (truncated): 4.2-10.0 feet below surface - [7.5YR 5/8] strong brown mottled with [10YR 4/6] dark yellowish brown and [7.5YR 7/1] light gray compact silty clay with occasional tiny quartz pebbles

Test Bore B-9

Empty Space: 0-2.5 feet below surface

Fill 1: 2.5-4.6 feet below surface – [10YR 5/6] yellowish brown clay mottled with [10YR 5/3] brown sandy loam with gravel and with asphalt chunk at 3.7 feet below surface

Brick: 4.6-5.0 feet below surface

Empty Space: 5.0-6.0 feet below surface

Brick and mortar: 6.0-6.8 feet below surface

B horizon (truncated): 6.8-10.0 feet below surface - [7.5YR 5/8] strong brown mottled with [10YR 4/6] dark yellowish brown and [7.5YR 7/1] light gray compact silty clay

Test Bore B-10

Empty Space: 0-2.0 feet below surface

Ao/Fill 1: 2.0-2.6 feet below surface - [10YR 4/3] brown sandy loam

B horizon: 2.6-5.0 feet below surface – [7.5YR 5/8] strong brown mottled with [7.5YR 7/1] light gray compact silty clay

APPENDIX II

Professional Qualifications



Firm Association

Wetland Studies and Solutions, Inc. (WSSI)

Direct Phone Line

(703) 679-5625

Project Assignment

Historian/Archeologist

Years of Experience

With this firm: 19

With other firms: 5.5

Education

B.A., History, Shepherd College, West Virginia

M.A., Historical Archaeology, University of Leicester, U.K.

Registrations & Certifications

2023/Registered Professional Archeologist

2022/HAZWOPER 8-Hour Review

AMDA (Advanced Metal Detecting for the Archeologist) certified

HAZWOPER Hazardous Materials Technician Training

Associations

Council of Middle Atlantic Archeology

Senior Associate Archeologist

Mr. Carroll currently serves as the Senior Associate Archeologist for Wetland Studies and Solutions, Inc. and has 25 years of experience in conducting archaeological research within the Middle Atlantic region. Mr. Carroll manages both architectural and archeological field investigations, and produces technical reports for the Phase I, II and III cultural resource investigations. He has served as acting archeological lab supervisor, performing lab analysis and the processing and interpretation of artifacts, and has over a decade of experience in conducting archival and documentary research resulting in detailed information about the owners/occupants and land use history of various properties.

Reston Eastgate (Site 44FX1569) - Fairfax County, VA

Mr. Carroll served as field supervisor for a Phase III data recovery at this lithic quarry site, which was first identified by FCPA archeologists in 1989. Mr. Carroll supervised a team of 21 archeologists on the Phase III data recovery block excavations, consisting of 62 one-meter test units. The fieldwork followed a Treatment Plan approved by the Archaeology and Collections Branch of the Fairfax County Park Authority. No intact prehistoric cultural features or contexts were identified during WSSI's work, which limited the site discussion to the analysis of the lithic artifacts and their distribution. Additionally, no diagnostic artifacts were recovered, and the site's chronology and temporal affiliation could not be established. As such, it is possible that the site may have been continuously used throughout the Archaic and Woodland (1200 BCE to 1606 CE) periods, primarily for the production of quartz lithic tools, and specifically for the production of bifacial tool blanks that were subsequently transported offsite to be worked into finished tools later at different location.

Greentree Village Park - Fairfax County, VA

Mr. Carroll served as field supervisor for this Phase I investigation conducted in advance of a proposed stream restoration project for the Fairfax County Department of Public Works and Environmental Services. The boundaries for 2 of the 5 previously recorded archeological sites within Greentree Village Park (4FX2865 and 44FX2866) were expanded and one new site (44FX3788) was recorded. All three sites are lithic quarries or primary lithic reduction stations that date to an unknown period of prehistory. The county archeology team felt that the five previously recorded sites had potential local significance as part of a prehistoric archeological site complex located within the park. Phase II work was subsequently conducted on the only site to be impacted (44FX2866), but the remaining sites were avoided.

Indigo Hotel (220 South Union) – City of Alexandria, VA

Mr. Carroll researched and co-authored the Documentary Study for this project. Numerous 18th and 19th-century industries, warehouses, businesses, and residences were located on this property. Later, the fertilizer manufacturing plant of the Bryant Fertilizer Company occupied the entirety of the Indigo Hotel property. The documentary and archival research was used to develop an interpretive historic context and narrative of the property's historic significance. The research resulted in the recommendation for archeological work and accurately predicted that the property contained the remains of the circa 1756 Carlyle warehouse pre-Revolutionary War derelict vessels, the hulls of which were used as part of the frame and fill for the "banking out" of land on the waterfront.

Inova Center for Personalized Health (44FX2429) - Fairfax County, VA

Mr. Carroll conducted research and participated in the fieldwork for the Phase III data recovery at 44FX2429. The site included the intact stone-lined cellar of a dwelling, a detached kitchen or dependency, and a possible smokehouse associated with a circa 1766 to 1810 occupation. Archival research suggested Joseph White Harrison and his enslaved laborers were the final occupants before the site was abandoned shortly after 1810, but prior to 1820.



Firm Association**Wetland Studies and Solutions, Inc. (WSSI)****Project Assignment****Principal Archeologist****Years of Experience**

With this firm: 18

With other firms: 15

Education

MA/Anthropology/The Catholic University of America

BA/Anthropology/University of Massachusetts, Amherst

Registrations & Certifications

2023/Registered Professional Archeologist/16262

2022/8-Hour HAZWOPER Hazardous Materials Technician Review

2009/HAZWOPER 40-hour Hazardous Materials Technician /OSHA/2009060514

Awards:

2016 Brenman Award for Outstanding Professional Archaeologist (City of Alexandria)

Associations:

Council of Virginia Archaeologists

Society for American Archaeology

Mr. Mullen currently serves as Principal Archeologist and Assistant Manager for the Archeology department of Wetland Studies and Solutions, Inc. and has over 30 years of experience in conducting archeological research projects within Virginia and the Middle Atlantic region. He has spent most of his career working on the some of the largest and most complicated urban archeological sites in the City of Richmond, such the Richmond Floodwall, and Tredegar Iron Works, and in the City of Alexandria, where over the last 25 years he has directed such projects as: the Orange & Alexandria Railroad yard (Old Town Village), which became the operational headquarters of the U.S. Military Railroads during the Civil War; the Hotel Indigo site, which contained the remains of the 1755 Carlyle warehouse and the remnants of an 18th-century sailing ship; and at Robinson Landing, which contained the well-preserved remains of a entire late 18th to early 19th century city block. His current responsibilities include management of department staff, overseeing projects at all stages, and interaction with clients and regulatory agencies. Mr. Mullen currently serves as Chair of the Virginia Department of Historic Resources (DHR) State Review Board.

Mr. Mullen's relevant experience includes**Hotel Indigo (220 South Union) – City of Alexandria, Virginia**

Mr. Mullen served as Principal Investigator for the Documentary Study and Archaeological Investigations that were required prior to the construction of this boutique five-story hotel along the historic waterfront of Old Town Alexandria. The archeological work resulted in the discovery of the oldest structural remains found to date in Alexandria: the 1755 public warehouse on Point Lumley; four privies dating to the late 18th to early 19th century, a brick-lined well, and late 19th and 20th century factory and warehouse foundations. The remnant of a colonial-era ship that had been used as the framework to create new land along the Potomac waterfront was found deeply buried in one corner of the site. Mr. Mullen worked closely with the site developer, the City Archaeologist, maritime archeologists from the United States Navy, and the Maryland Archaeological Conservation Lab to prepare the ship and warehouse timbers for specialized analysis and conservation. Mr. Mullen co-authored both the Documentary Study report and the results of the archeological fieldwork.

Robinson Landing (Robinson South Terminal) – City of Alexandria, Virginia

Mr. Mullen served as Principal Investigator for the Documentary Study and Archaeological Investigations of this city waterfront block, Site 44AX0235. Excavations revealed late 18th to early 19th century residential and commercial buildings foundations, numerous privies with well preserved "night soil", a flagstone and cobblestone portion of the ca. 1780 alley known as the Strand, a brick sidewalk with stone curbs, the foundations and intact wood floorboards of the ca. 1783 Hooe's Warehouse and the foundations from the ca. 1851 Pioneer Mill, which was the largest building in Alexandria at that time and a well-known landmark. Over 100,000 artifacts were recovered from the site. Additionally, evidence of 18th and 19th century wharves and other structures by which land was created within the original course of the Potomac were extant beneath the foundations. The remains of three vessels were integrated into the network of bulkhead and crib wharves; the ships appear to date to late 18th century.