



OLD TOWN NORTH HISTORIC INTERPRETATION GUIDE

March 2017 - Revised

Completed by the City of Alexandria Office of Historic Alexandria

with assistance from

Consultant Team

PRESERVE/scapes (historic preservation)

Stantec (archaeology)

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I N T R O

The Old Town North Historic Interpretation Guide (“Guide”) provides a framework for the interpretation of the neighborhood’s cultural landscape from early settlement through the 1960s. The Guide is designed for use by residents of the Old Town North Community (“Community”) and other members of the public, property owners, and City of Alexandria (“City”) staff.

Old Town North has played an important role in Alexandria’s history. The local environment would have been conducive to various traditions and customs of Native American life. With European colonization, plantations developed along the riverfront in the 1700s, and the northern part of the area remained relatively rural into the twentieth century. The construction of the Alexandria Canal, followed by the arrival of the railroads in the mid-nineteenth century, changed the character of the southern part of the neighborhood, which transitioned into an industrial hub. Neighborhoods for workers developed around the factories and industrial facilities, many of which were occupied by thriving African American communities. In the early twentieth century, the George Washington Memorial Parkway, a National Park Service property connecting the District of Columbia with Mount Vernon, was constructed along what is now the western boundary of the Old Town North area. By the mid-1900s, Old Town North had become a mixed-use neighborhood with several industrial uses extending into the latter decades of the twentieth century.

Although many historical points of interest are no longer physically present, their meaning and relevance live on, and a number of properties have been investigated through archaeological excavations. As the City undertakes the update of the neighborhood’s 1992 Small Area Plan, the community believes it is important to fully study and document the history of the area through an Old Town North Historic Interpretation Guide. The Guide will be utilized to help preserve and interpret Old Town North’s past and to help plan for its future. An understanding of the history of the area can strengthen the Community’s sense of place, as elements of the past are potentially integrated and interpreted on private and public properties. This guide is completed by the City and the Community in partnership with a professional consulting team consisting of preservation specialists and archaeologists.

PURPOSE

Sections of Old Town North are located within existing historic districts (both local and national), but a majority of the neighborhood is not designated as historic. Although Old Town North has a rich history and played an important role in the evolution of history of the city over time, very few visible physical remnants of the neighborhood's past remain extant and intact; further, only a limited number of the site-specific archaeological investigations have been conducted within the neighborhood boundaries. The neighborhood's past provides great opportunities for study of important themes in the history of Alexandria, as well as the potential to reinforce Old Town North as a unique and special place, an objective identified during the Old Town North Planning Charettes for the Small Area Plan update (2015-2016).

It is important to note that this Historic Interpretation Guide is not a historic preservation plan and does not seek to identify and evaluate what is historic and significant in the neighborhood; rather, this Guide seeks to look at the evolution of the cultural landscape of Old Town North as a whole and provide a context for interpretation of the past as the neighborhood continues to evolve into the future. To lay the foundation for historic interpretation in Old Town North, the context narrative provides a historical overview of the area. With that in mind, this guide identifies and expands on key themes that contribute to the area's historical narrative. Next, the guide considers a variety of ways to interpret the significant elements and themes both for the area as a whole and on individual sites. At this time, it is expected that additional research will be done on sites throughout the plan area in the future and a more extensive history will be compiled once more research has been completed. A future step may also involve a comprehensive interpretation implementation plan for the area based on this guide.

OBJECTIVES

Specifically, the objectives for the Guide include:

- Provide an overview of the evolution of the cultural landscape of Old Town North from early settlement to the 1960s in the form of a context narrative.
- Identify themes and stories in the neighborhood's cultural landscape that can be used for interpretation.
- Convey ideas for interpretive methods based on cultural themes.
- Apply themes and interpretive strategies spatially to facilitate site-specific study and interpretation.
- Establish a solid foundation for future study and interpretation.
- Encourage interpretation through a variety of experiences, ranging from material and place-based to more academic and virtual.
- Create a framework for a holistic interpretive program that educates the public, provokes an interest in the past, fosters a sense of place, and encourages stewardship of the historic elements that remain.



APPROACH

Understanding that most users' interest in the neighborhood is site-specific, the Old Town North Interpretive Plan is organized in a manner that best facilitates the interpretation of the neighborhood by geographic location. This approach is accomplished by the following methods:

BLOCKS

Break the neighborhood into discrete geographic sections that best convey the neighborhood's historic development patterns.



SITE ELEMENTS

Identify known site elements that exist or once existed within each block.



THEMES

Identify the themes of development and settlement that can be clearly delineated by geography of the place.



NARRATIVES

Identify narratives that can be developed through the interplay of themes.



INTERPRETATION

Identify strategies for interpreting each theme based on categories of interpretive methods.

This approach allows the user to easily and quickly determine which themes, known site elements, and interpretive strategies are relevant to a specific property or site.

Information on themes and site elements is based on a close review of historic maps available through the City of Alexandria's Geospatial Information System ("GIS"), as well as a review of research conducted to date such as historic overview reports and archaeological assessments. A full list of referenced material can be found in the Appendix to this plan.

USING THE PLAN

The plan is organized to provide a clear path of discovery to find the information that users need to answer common questions:

QUESTION 1: I have a specific site in mind. What are some ideas for interpretation on my site?

STEP 1

Reference the block map to determine the block number that corresponds to your site.



STEP 2

Look up the block in the table provided in the "Themes" section (Section V) and determine which themes apply to that block.

BLOCK	1	2	3	4	5	6
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
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16						
17						
18						
19						
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21						
22						
23						
24						
25						
26						
27						
28						
29						
30						
31		x	x	x		
32		x	x	x		
33						
34						

STEP 3

Study the theme(s) in the "Themes" section (Section V) and review the context statement (Section III).



STEP 4

Consult the "Catalogue" of interpretive categories (Section V) to get inspiration for interpretation related to the theme(s) that is relevant to your site.



QUESTION 2: I am interested in a specific theme and want to find opportunities for interpretation. What sites apply to my theme?

STEP 1

Reference the “Themes” section of the plan (Section IV) to find a list of blocks where this theme applies.

BLOCK	THEME
1	A
2	A
3	A
4	A
5	A
6	A
7	A
8	A
9	A
10	A
11	A
12	A
13	A
14	A
15	A
16	A
17	A
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35	A
36	A
37	A
38	A
39	A
40	A
41	A
42	A
43	A
44	A
45	A
46	A
47	A
48	A
49	A
50	A

STEP 2

Reference the “Themes” section for the plan (Section IV) to study the relevant theme and its thematic narratives.



STEP 3

Review the context statement (Section III) to understand how the theme fits into the overall story of Old Town North.



QUESTION 3: Where can I find additional information on the history of Old Town North?

STEP 1

Reference Appendix A for a list of the historic maps used to inform the development of themes for Old Town North.

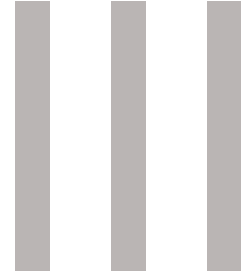
STEP 2

Reference Appendix B for a list of potential information sources.

STEP 3

Consult with the Office of Historic Alexandria to determine whether research has been conducted relevant to a theme and/or site.

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CONTEXT

Old Town North is located on the eastern edge of the City of Alexandria along the shoreline of the Potomac River. The neighborhood is bounded to the east by the Potomac River, to the north by Daingerfield Island and its intersection with the George Washington Memorial Parkway (“Parkway”), to the west by North Washington Street (the Parkway), and to the south by Oronoco Street. The neighborhood’s western boundary extends westward between Montgomery and Oronoco streets to include parcels on the west side of N Washington Street. The Mount Vernon Trail runs down the east side of the neighborhood along with the tracks of the historic Washington and Old Dominion Railroad. The neighborhood has a history largely shaped by its proximity to the Potomac River and the effect of the waterfront on settlement patterns, commerce, and transportation. Today, very few visible remnants of the neighborhood’s past remain intact, but documentation reveals great potential for the presence of archaeological resources. Through extant resources, archaeological investigations, and research, there is a rich opportunity to interpret the cultural landscape of this unique area of the city.

Section III of the Guide includes a historic context statement, as well as context information regarding the planning process that has led to the creation of this Historic Interpretation Guide.



Map of Old Town North (courtesy of City of Alexandria)

HISTORIC CONTEXT

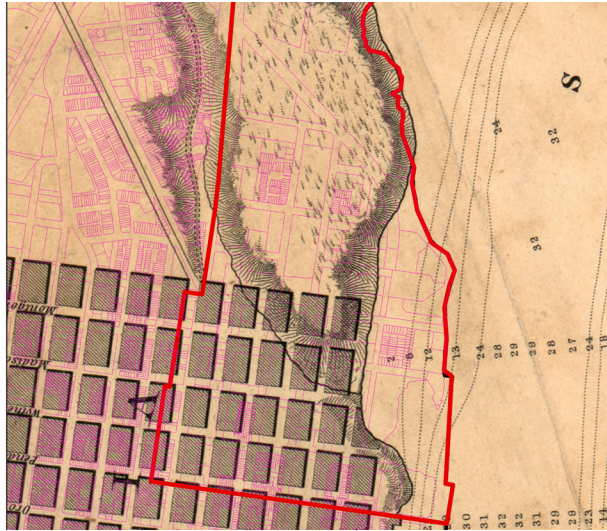
The historic context statement for Old Town North provides a general understanding of how the neighborhood evolved from early Native American settlement through the twentieth century. This narrative should be used as a starting point for any interpretive effort in Old Town North but should not be considered a comprehensive account of the neighborhood's past. To-date, a comprehensive study of Old Town North has not been undertaken, and research relevant to the neighborhood reflects piecemeal efforts and site-specific study; this context statement compiles and synthesizes much of this previously gathered information as a preliminary step to looking at the neighborhood as a whole. Much of this information comes from city-produced documents including (but not limited to) Alexandria's Waterfront History Plan (2010), the Office of Historic Alexandria's guided walking tour of Old Town North (2015), and several publications of Alexandria Archaeology. This context statement also benefits from studies of individual sites within Old Town North that have been completed by the public for or as required by the City of Alexandria. The story of Old Town North will be further informed and enriched from future research efforts.

Native American Life

Human occupation of Alexandria began thousands of years before the arrival of Europeans. Despite the past 250 years of construction and development, scattered but tangible remnants of 13,000 years of Native American settlement still remain buried within the city. Traditionally, archaeologists in the region have divided the study of Native American life into three major periods of occupation: Paleo-Indian (ca. 13,000 B.P. [before the present] - 9,500 B.P.), Archaic (ca. 9,500 B.P. - 1,000 B.P.) and Woodland (ca. 1,000 B.P. - 1600). The arrival of Europeans in large numbers during the 17th century marks the beginning of what is called the Contact Period.

In the Paleo-Indian period, small bands of Native Americans moved frequently within territories throughout the area, hunting game and collecting plant resources in the spruce/pine forests and grassland environments which predominated as the Ice Age ended. The hunting and foraging lifestyle of the Paleo-Indians persisted into the Early Archaic period, as the climate warmed and oaks and other deciduous trees began to invade the evergreen forests. By the Middle Archaic, sea level rise caused by the melting of the glaciers created ponds and inland marshes which became focal points for settlement. New tools were developed for exploiting the changing environments, such as ground stone axes for woodworking, mortars and pestles for grinding nuts, and weighted spear throwers called atlatls, which provided hunters with added power. A more sedentary lifestyle emerged in the Late Archaic, as Native Americans began to settle in seasonal camps to exploit the shellfish and spawning fish resources which became abundant at this time. The first manufacture and use of pottery ushered in the Early Woodland period, and by the Middle Woodland, Native Americans began to gather in more permanent settlements on the shores of the larger rivers. The beginnings of agriculture brought maize, squash and beans into the Late Woodland diet and resulted in permanent year-round settlements near the fertile soils of these riverine floodplains.

Although no Native American archaeological sites have been discovered to date in Old Town North, two have been investigated in Old Town. Native Americans periodically visited the bluff top near the confluence of Great Hunting Creek with the Potomac River (Freedmen's Cemetery Site) for thousands of years. They left behind what has been identified as the earliest artifact found to date in Alexandria, a spear tip identified as a Clovis point dating to the Paleo-Indian period when hunters would have traversed the landscape. Evidence of more extensive Native American settlement comes from investigations conducted at the Jones Point Site, a low terrace at this same river/creek confluence. Small groups camped there in the Late Archaic and Woodland periods, making stone tools from the cobbles eroding from the river bed, exploiting the



1838 Chart of the Potomac River showing stream beds through Old Town North, with current neighborhood boundary shown in red (overlay courtesy of City of Alexandria)

abundance of fish in the river and the resources of nearby marshland, and building Alexandria's first known houses about 1,000 years ago out of bent saplings covered with bark or mats.

A study of the environment of an area can provide clues to where Native Americans would have settled during the thousands of years prior to European colonization. Environments conducive to settlement had access to fresh water and access to a variety of natural resources, often at the confluence of streams and rivers or near marshland. Old Town North contains a small stream, historically called Ralph's Gutt, which is located roughly between the Potomac River and North Pitt Street and between Oronoco and Montgomery streets. This swampy inlet of the Potomac River would have provided game and plant resources, and settlement along its margins may have been optimal for obtaining these resources. At the north end of the Gutt, a natural spring (historically

known as Chalybeate Spa Spring for its iron-rich waters and also serving as a gathering place), may have been especially important for Native American settlement, offering fresh water year-round. Much of Ralph's Gutt has been filled since the founding of Alexandria to create level and dry land, and it is possible that the filling could have protected any Native American archaeological sites that were present. It is unlikely that a permanent village site of the Late Woodland or Contact periods will be found in Old Town North, as the area does not contain expanses of land with soils that could be cultivated using the horticultural techniques of the period.

Founding and Growth of the Early Town

With a royal charter in hand, in May 1607, the Virginia Company of London established the first permanent English settlement in Virginia. One-hundred-and-four intrepid souls--some investors, some skilled artisans and craftsmen--landed at Jamestown and immediately went about the business of building a fort. A year later in the summer of 1608, Captain John Smith and a small contingent of men explored the upper reaches of Chesapeake Bay including the Potomac River. Smith visited the villages and hamlets along the shoreline north and south of what would become Alexandria, including the village of Tauxenent on Mason Neck and the smaller hamlet of Namoraughquend on the grounds of what is now Reagan National Airport. Aside from brief forays into the area, English colonists largely consigned themselves to the tidewater region of Virginia for the first several decades of the 17th century; the Potomac River and its tributaries remained the domain of Native Americans.

In 1654, Margaret Brent, a member of the wealthy and powerful Brent family, first patented the land that eventually became the City of Alexandria, including parts of Old Town North. Brent's 700 acre patent spanned from Hunting Creek on the south to approximately what is now First Street. Several years later Robert Howson (Howsing) received an enormous 6,000-acre land patent in 1669 which encompassed the remaining northern portions of Old Town North, as well as much of Brent's patent. A month after patenting the land, Howson sold the 6,000 acres to John Alexander who soon discovered that his patent was in conflict with Brent's. Eventually Alexander and Brent ended up in court, whereupon Alexander agreed to buyout Brent for 10,500 pounds of tobacco. Neither Margaret Brent nor John Alexander lived on their respective

properties, but instead they held land as investments. However, in order to stimulate settlement, Virginia law required that a landowner “seat” (build a dwelling) and “plant” (cultivate at least one acre of land) all newly acquired property within three years. Therefore Margaret Brent must have rented out a portion of her 700 acres in the 1650s to a tenant farmer who seated and planted her patent for her. John Alexander must have made the same arrangements 15 years later when he acquired his land. Whether the early seating and planting took place within the bounds of what is now Old Town North remains unknown.

In 1749 the Town of Alexandria was founded, named after John Alexander’s grandchildren who continued to own their grandfather’s legacy. The town began as a rather humble group of tobacco warehouses and a wharf at the foot of what is now Oronoco Street, just south of the boundary of what is now the Old Town North district. In order to ship their tobacco overseas, eighteenth-century planters packed tobacco into hogsheads (essentially large wooden barrels) and transported them to warehouses where they were stored temporarily before being loaded onto ships bound for European ports. In 1730 the Virginia General Assembly passed a Tobacco Inspection Act which required all tobacco to be inspected for quality before shipping overseas. The Act likely inspired Simon Pearson to build a warehouse complex in 1731 on a 100-acre parcel fronting on the Potomac River, giving local planters a convenient place from which to ship their tobacco. Before Pearson’s inspection station, the nearest alternative was located some 30 miles to the south near Quantico.

By the later 1730s Pearson sold his tobacco inspection station and the attached 100 acres of land to his cousin Hugh West. West operated the tobacco inspection station for the next 20 years until his death in 1754, long enough to forever attach his name to the outcropping of land at the foot of Oronoco Street that bears his name to this day as West (or West’s) Point. Shortly after Hugh West died, the point of land bestowed with his name witnessed the arrival of Major General Edward Braddock’s British forces in March 1755. Britain was in the midst of fighting a war against France and an alliance of American Indian tribes. Braddock’s army consisted of several thousand men and included a young military attaché, George Washington. After several weeks of preparation, Braddock’s army began their infamous march to attack French and Indian forces at Fort Duquesne on the Monongahela River. In the ensuing battle, the British army was routed and Braddock lost his life.

Simon Pearson and then Hugh West had planted the seeds at West’s Point in and near the southeast corner of Old Town North for what was to become the City of Alexandria. The City’s founders—a group of wealthy and prominent planters and merchants—hoped to establish and exploit trade networks between the expanding western frontier and the east. The location of Alexandria—a deep-water port on the Potomac River—appealed to the founders as an expedient waypoint that linked the overland network of roads extending into the Ohio Valley to the west with the Atlantic World and points beyond to the east.

As surveyed by a young George Washington in 1748, Alexandria was to be carved out of 60 acres of land belonging to John and Philip Alexander, and Hugh West. Platted a year later by John West, the original town extended from West’s Point (centered on the foot of Oronoco Street) on the north down to Point Lumley (Duke Street) to the south, fronting on a cove between those two points of land and gridded inland for several blocks to Royal Street. Within just a few decades of its founding, the small town emerged into a bustling seaport. Boasting a population of nearly 1,000 residents, in the latter eighteenth century, Alexandria served as the closest navigable port to the fall line on the Potomac River, and provided access to the principal overland routes along the eastern seaboard linking to Philadelphia to the north and Norfolk to the south. By 1779 Alexandria was a port of entry for foreign vessels and a major export center for flour and hemp. Its waterfront, extended eastward as a result of filling the cove reach to the deep channel of the Potomac, soon hosted brigs, schooners and other vessels which engaged in coastal and overseas trade and related businesses such as feed, corn, and grain mills; foundries; tobacco warehouses; fish markets; distilleries; ship building and repair; and more.



1763 Plat by George West showing West's Point in far southeast corner of Old Town North, current neighborhood boundaries and lots at the foot of Oronoco Street shown in red (overlay courtesy of City of Alexandria)

Aside from West's Point itself and lots on the north side of Oronoco Street, the initial town plan did not include Old Town North. As noted on Washington's 1748 plat, much of the area north of West's Point bore the label of a "fine improvable marsh," which is in reference to Ralph's Gutt. Interestingly, the marsh was referenced favorably as "fine" and "improvable," suggesting that the area could be developed in the future. By 1798, landfill had already taken place in the interior portions of Ralph's Gutt, followed by filling episodes eastward to the river in both the early and late nineteenth century

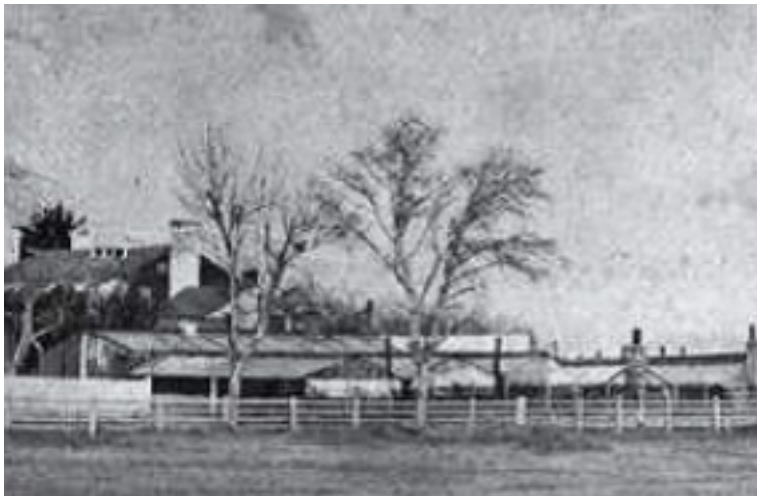
and again in the early twentieth century, thereby allowing the town to expand to the north. In the early While the bustling port lay to the south, documentary records indicate that access to the river may have been present in Old Town North, as well, with White's wharf mentioned south of Wythe Street in an 1814 deed.

Several notable homes were built at the edge of town on the southern margins of Old Town North, harbingers of the eventual expansion northward. For example, in 1795 John Potts Jr. built an imposing brick house on the 600 block of Oronoco Street. In 1799 Potts sold it to William Fitzhugh—a delegate to the Continental Congress—who in turn rented the house to "Light Horse" Harry Lee and his family, including the future general Robert E. Lee, who resided at this address until 1825. Next door at 609 Oronoco Street, educator Benjamin Hallowell opened his first boarding school in 1824. He began with four students, one of whom was his next-door neighbor, Robert E. Lee, who studied under Hallowell's tutelage for four months before entering West Point Academy to launch his military career. Hallowell moved his school in 1826 two blocks to the south on Washington Street and continued to expand the number of pupils. Within a decade he had as many as eighty students boarding at his school, as well as several dozen local students attending classes. Later, Hallowell helped establish the Alexandria Lyceum Society in 1834 and served as its first president. The early nineteenth century was also a time of political tug of war with Alexandria as a central player. When the new Federal capital was formed in 1791, it included the Town of Alexandria as well as present-day Old Town North. Initially Alexandrians welcomed the town's inclusion into the ten-mile-square that comprised the nation's capital, but soon became disillusioned with their status. For one, when the District of Columbia was created in 1791, provisions prohibited the construction of any public buildings south of the Potomac River. Furthermore, the 1801 District Act disenfranchised the local populace, who could not vote in presidential elections and had no representation in Congress. The prohibition of slavery within the District may also have played a role in some of the conflicting viewpoints. A majority of Alexandrians favored reverting or "retroceding" back to the State of Virginia. Eventually, in 1847 the City of Alexandria and surrounding territory formally became again a part of Virginia. The portion of Old Town North to the south of Montgomery Street became part of the City, while the area to the north became part of Alexandria County (renamed Arlington County in 1921).

Rural Enclave North of Town

As the town began to form south of Oronoco Street in the early eighteenth century, the area to the north remained agricultural, immersed in the plantation economy in the eighteenth and early nineteenth centuries. Over the years, the 6,000 acres of land that John Alexander purchased from Robert Howson in 1669 was carved up among Alexander family members and heirs. In the 1730s John Alexander's grandson, Robert, owned much of the former Howson Tract. Upon Robert Alexander's death in 1735, he gave two adjoining, identical 400-acre parcels of land to his daughters Parthenia Massey Dade and Sarah Dade. Parthenia's second husband was Townshend Dade, and her sister Sarah married Baldwin Dade, probably a brother to Townshend.

Because of a land dispute between members of the Alexander family, a map of Townshend and Baldwin Dade's holdings was made in 1741. The map depicts two parcels identical in size and shape spanning from the Potomac River to the west approximately to Cameron Mills Road. Baldwin owned the 400 acres immediately north of Oronoco Street and Alexandria town proper, and Townshend's tract was north of Baldwin's, its northernmost boundary at approximately Slater's Lane. Evidence suggests that Baldwin and Sarah Dade did not develop or occupy their 400 acres. When Sarah died in 1743, the property reverted to her brothers John and Gerard Alexander, neither of whom occupied the tract, but in all likelihood rented it out to tenant farmers. On the other hand, Townshend and Parthenia Dade did take up residence on their 400-acre tract, building a plantation house overlooking the Potomac River in the vicinity of the Marina Towers Condominium complex on Slater's Lane.



Bellevue Plantation (courtesy of the City of Alexandria Library Special Collections)

The 800 acres owned by Townshend and Baldwin Dade remained rural throughout the eighteenth and nineteenth centuries. Townshend and Parthenia Dade maintained their plantation until the late 1778 when the property was conveyed to William Hartshorne. Townshend died soon thereafter in 1781 and Parthenia in 1790. William Hartshorne divided the 400 acres into 23 lots and sold the lots piecemeal to willing buyers. Meanwhile, Gerard Alexander (d. 1761) held the 400 acres to the south of Townshend Dade's plot and it was divided up among his descendants in the later eighteenth century.

The area north of present-day Slater's Lane remained under Alexander family control until the latter eighteenth century when in 1772, Robert Adam leased 17 acres of land from the Alexanders and built a mill and a house overlooking the Potomac River, dubbing it Bellevue plantation. Merchant William Hodgson and his wife Portia Lee Hodgson purchased the lease from one of Robert Adam's heirs in 1801 and took up residence at Bellevue by 1803, moving from a house on Prince Street in town. In 1807 the Hodgsons were forced to sell of much of their wealth to pay debts. A brother-in-law paid the remainder of the 17 year lease for the Hodgsons, and they remained at Bellevue until William Hodgson's death in 1820. Eventually, in 1841, Jonathan (John) Slater purchased Bellevue. Trained as a florist, Slater added greenhouses to the property and maintained Bellevue as a showpiece. Visitors to Bellevue recalled an elegant curved staircase



1842 Map of the Potomac and Anacostia Rivers (Young) showing early nineteenth-century agrarian development in the northern section of Old Town North, current neighborhood boundaries shown in red (overlay courtesy of the City of Alexandria)

inside the home, a wide center passage, and a back piazza lined with pillars overlooking a rose garden reminiscent of Mount Vernon. The Bellevue manor house survived until 1912 when it was destroyed by a storm. Present day Slater's Lane, named for John Slater, follows the path of an earlier road that most likely provided access to Bellevue.

Although crossed by the canal and railroads, the northern parts of Old Town North remained rural into the twentieth century. It was not until 1930 that Alexandria annexed the area north of First Street, making it part of the City.

New Modes of Transportation Herald Changes

Changes came to the Old Town North area in sync with the effects of industrialization. International trade embargoes, the emergence of railroads and steam power, the growth of large-scale manufacturing and an increasing population to staff factories, all contributed to the gradual industrialization of the United States. In turn, these changes led to the urbanization of the American economy at the expense of agrarianism, and heralded a new age of consumerism. In Alexandria, the industrialization process greatly affected the heretofore underdeveloped Old Town North which became the focal point for much of the growth, initially spurred by the construction of a canal in

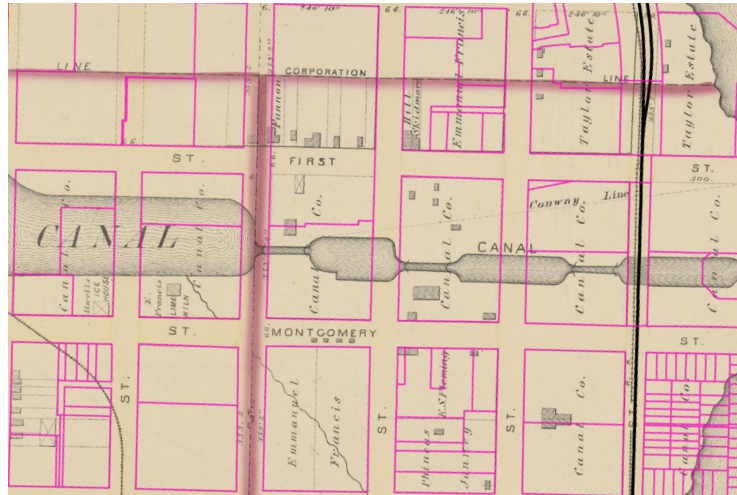
the 1830s and then by construction of two rail lines in the 1850s.

The idea for an Alexandria canal had been percolating for years. George Washington supported and helped develop plans to develop a canal system beginning in the 1780s, with the objective of connecting Alexandria with trade opportunities in the Ohio Valley via the C&O Canal in Georgetown. Construction on the Alexandria Canal began in the early 1830s and opened to boat traffic in 1843. Approximately fifty to sixty-feet wide, and a mere four feet deep, the mouth of the canal emptied in the Potomac River just to the north of Montgomery Street. A series of three locks lifted boats up a total of thirty-eight feet to a 190-foot-wide turning basin that spanned between North Pitt Street on the east and Washington Street on the west. Canal structures lined edges of the canal in Old Town North, and Alexandria City annexed the blocks between Montgomery and First streets in 1852, presumably claiming rights to the canal property. From Alexandria, the canal then ran through the county and into Georgetown over a multilevel aqueduct bridge, considered a major engineering feat in its day. With the completion of the C&O Canal from Georgetown to Cumberland, Maryland in 1850, coal became the most important commodity shipped on the canal. Other typical products transported to Alexandria included wheat, corn, whiskey, corn meal and flour, with fish, salt, plaster and lumber shipped inland from town.

Three archaeological sites associated with the Alexandria Canal have been registered: the canal itself, the

canal tide lock north of Tide Lock Park, and a turning basin near North Washington Street. Extensive excavations at the tide lock and a portion of the canal conducted in 1979 indicated that both the tide lock and the canal itself remain largely intact. Additionally, archaeologists identified two associated wharves that extended into the Potomac River north and south of the tide lock. Soon after the archaeological work was completed, the tide lock emptying into the Potomac River was reconstructed over the preserved remains of the original canal.

The construction of two railroad lines in the mid-nineteenth century ultimately had the greatest impact on the growth of and changes to the area that became Old Town North. The Alexandria, Loudon, Hampshire railroad, located along Lee Street, was originally constructed during the 1850s to move coal from the coalfields in western Virginia to the Potomac River. The railroad laid track on a right-of-way, running north along Water Street (now Lee Street) before turning to the northwest at Second Street. This railroad changed name, owners, and business focus numerous times during the post-bellum period, eventually closing in 1968.



1877 Hopkins Real Estate Atlas overlaid on existing parcel map, showing the Alexandria Canal (overlay courtesy of the City of Alexandria)

A second railroad located along St. Asaph Street--the Alexandria and Washington--was built during the 1850s to connect Alexandria to Washington. Associated with the railroads is the historic rail depot for the Washington and Old Dominion Railroad (one permutation of the Alexandria, Loudon, Hampshire Railroad), located between Fairfax and Lee streets. While the rail depot itself lies outside of Old Town North, an engine house and turntable were located within the neighborhood boundaries, northeast of the intersection of Fairfax and Oronoco streets.



Canal Tidelock c. 1860s (courtesy of the National Archives)

As the nineteenth century progressed, new industries gravitated to the rail lines in order to take advantage of their extensive transportation network. Ironically, the coming of the railroads to Old Town North eventually led to the demise of the canal. Unable to compete with an expanding railroad network, by the mid-1880s the canal had become obsolete and went out of business. Thereafter the abandoned canal became a town dumping ground.

The Civil War

With the advent of the Civil War, the intersection of multiple modes of transportation made the town a critical resource during the Civil War.

The Union Army occupied Alexandria, marching across Long Bridge and crossing the Potomac by boat in May 1861, the day after Virginia seceded. The Army began construction of Fort Ellsworth on Shuter's Hill (now the grounds of the George Washington National Masonic Memorial), which would become part of an extensive system of 168 forts and batteries encircling D.C. and making up the Defenses of Washington. Situated behind this defensive line, Alexandria became a major supply depot for the war, with a huge stockade surrounding its main railroad complex on the southern side of town, troops coming and going, and numerous hospitals set up to treat and minister to the many who suffered from injuries on the battlefields to the west and south.

In Old Town North, the Alexandria Canal was shut down completely during the war, drained so that the Aqueduct Bridge could be used for troop movements across the Potomac. A quartermaster's map from 1865 shows that the wharf at West's Point served as a focal point for transport during the war, with a complex of hay storehouses constructed in that location as well as an adjacent lumberyard. The canal wharf area was converted to a river railhead where locomotives and rolling stock were moved onto specially adapted barges with track on them. This major transportation innovation was devised in Alexandria and was a precursor to the roll-on/off shipping of today.



The Express Spark Plug Factory (shown here in the 1920s) replaced the Mount Vernon Cotton Factory at 515 N Washington Street (courtesy of Alexandria Local History Special Collections)

The locus of other Civil War military sites within Old Town North were clustered along the western boundary between Oronoco and Madison Streets along N. Washington Street. The Union turned the Mount Vernon Cotton Factory into a prison with a kitchen and barracks constructed by the Army. To the west, stables, livestock yards, and a parade ground were located along this north/south thoroughfare.

In addition, the presence of the Union Army made the city a mecca for thousands of enslaved African Americans fleeing from war-torn areas to the west and south. Arriving in the city, many contributed their labor to the war effort; photographs of the period show African Americans hard at work on the canal wharves in Old Town North and in many other areas of the city.

The influx of thousands of refugees generated the expansion of a free African American neighborhood that had developed in the early nineteenth century between Princess, Cameron, Royal and Fairfax streets to the south of Old Town North. During the Civil War, this neighborhood became known as "the Berg", a reference to Petersburg, Virginia, from where many freedmen escaped. Documentary evidence of the use of the name comes from Union Army and Freedmen's Bureau records of African American burials in Freedmen's Cemetery. Between 1864 and 1868, approximately 50 African Americans from the neighborhood were interred there, a sad testament to the hardship and living conditions of these refugees, many of whom lived in freedom for only a short time. Tax records demonstrate that the neighborhood eventually spread northward to Madison Street and westward to St Asaph in Old Town North after the war. Oral history interviews of African Americans who lived in The Berg still recount the connection between this neighborhood and

Petersburg, Virginia. Interestingly, another small African American neighborhood on the river to the north of the canal is also labeled as Petersburg on early twentieth-century maps (outside of the city's boundaries at the time), but Alexandria's residents clearly remember The Berg within the city.

Another African American neighborhood, Cross Canal, developed on both sides of the canal during the Civil War. Fishtown a predominately African-American seasonal neighborhood sprang up every spring to take advantage of the annual fish runs beginning in the early nineteenth century. Many of the buildings associated with Fishtown were temporary affairs, erected as the fishing season began and dismantled in the winter. While the structures were primarily situated just south of Old Town North, the fishing pier at the foot of Oronoco Street extended into the area.



1865 Quartermasters Map showing Civil War military activity in the vicinity of West's Point (courtesy of the National Archives)

The African American communities provided a labor force for many of the activities in Old Town North. Many African Americans were employed as dockhands or as fish cleaners, processing mostly shad and herring during the fishing season. Others worked in the factories and businesses that moved into the area in the late nineteenth and early twentieth centuries.

Industrialization

Alexandria, and the rest of the South, had experienced an economic boom of sorts in the 1850s. The first major industry to set up shop in the Old Town North area prior to the Civil War was the Mount Vernon Cotton Factory, located at the intersection of Washington and Pendleton streets. The factory opened in 1847 and at its height employed 150 workers who manned 124 looms, innovatively powered by two large steam engines. Unfortunately for the owners and investors, the cotton manufactory was short-lived. Competition from mills in the northeast often prevented the cotton mill from working at full capacity, and the factory struggled to stay open until the Civil War.

The Civil War put an end to the burgeoning economy of the mid-nineteenth century. At the beginning of the war, many of the town's Southern sympathizers left, and business



Quartermasters wharves, 1860s (image courtesy of the Library of Congress)



African Americans working at the Wharves (courtesy of the Library of Congress)

as usual simply was not possible, setting back economic progress significantly. Returning to normal after the war took time and money. Businesses that had existed before the war never returned, factories were shuttered, and the emancipation of enslaved Africans had dramatically transformed the Southern workforce. Infrastructure and railroads had to be rebuilt.

As the war came to an end, the canal was put back into service and industries began to appear within the City limits to the south of the canal. For example, at least one ice house took over one of the old canal buildings, and in 1868 Emmanuel Francis opened a limekiln on Montgomery Street adjacent to the canal which allowed him to offload limestone and coal directly from canal boats into the kiln, process it, and load the raw lime the kiln produced back onto waiting canal boats. Raw lime was a valuable resource used for construction in mortar, plaster, cement, and whitewash, as well as for tanning hides, and fertilizing agricultural fields. Francis's limekiln prospered for a time, but eventually closed in 1886 when the Alexandria Canal closed.

When Emmanuel Francis built his limekiln in 1868 he made what proved to be a losing bet. Francis did not foresee that railroads would supplant canals as the primary method for shipping goods. When the canal went out of business, so did Emmanuel Francis, having tethered his livelihood to a transportation network that had become obsolete. Railroads were cheaper to build, more efficient, and more adaptable than canals. If not located next to a rail line, businesses could build their own railroad spurs to connect to the main lines, whereas building canal spurs was impossible.

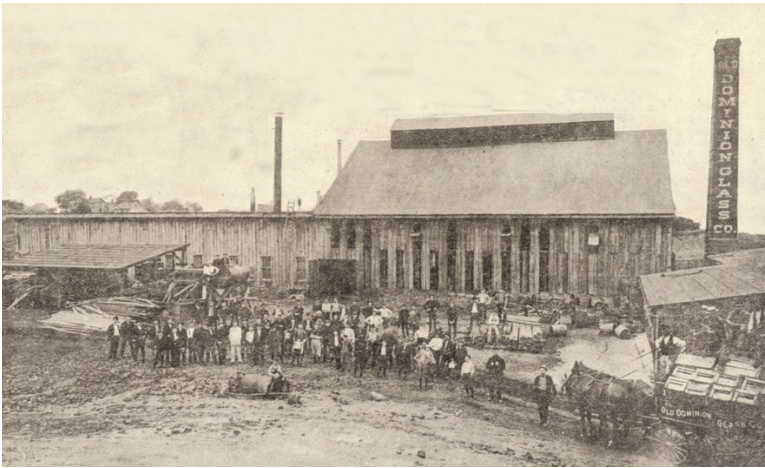
In contrast, growth of the rail lines during the war allowed the railroads to out-compete canal transport by the 1870s. As a consequence, the value of real estate next to the canal declined, while properties next to railroad lines gained in value as businesses and industries were built nearby. One of the most successful businesses established in Old Town North in the post-war years was the Robert Portner Brewery. Like Emmanuel Francis, Portner established his business in 1868. Portner, however, built his brewery with close access to a railroad line. The brewery's complex of buildings was located on Pendleton Street, just to the north of the Mount Vernon Cotton Factory, and the cotton factory was later used as a bottling facility for the brewery. The brewery was five stories tall and at its height of production held 36 fermenting casks, making it one of the largest breweries in the area in the late nineteenth century. Portner's closed with the onset of prohibition in Virginia in 1916 and the main components of the facility were razed during the early 1930s. The archaeological site associated with the Portner Brewery has been registered, and a number of archaeological investigations have been conducted within its boundaries, resulting in the documentation of features such as structural foundations and wells.

Another prominent business established in Old Town North was the Old Dominion Glass Works, which opened in 1901. Occupying a large site at the intersection of Montgomery and North Fairfax streets, Old Dominion produced glass bottles, likely supplying Alexandria's many brewing companies. Old Dominion Glass Works employed many residents of Old Town North's African American neighborhoods, and at its height, the company employed several hundred workers. However, the plant was plagued by fires, causing the business to shut down operations for months at a time. During World War I the plant suffered from shortages of raw materials. In 1916 Virginia instituted a prohibition of the sale and manufacture of alcohol, further damaging the financial



Artistic depiction of Portner's Brewing Company, 1880s (image from Brockett and Rock, 1883)

prospects of the bottle making industry. Finally, a massive fire in 1920, combined with economic decline, led to the closure of the plant in 1925.



Old Dominion Glass Company (image from Wedderburn, 1907)

Mid-Twentieth Century Development and Change

In fits and starts, the industrialization of Old Town North continued into the mid-twentieth century. Industrial concerns ranged from highly mechanized or industrialized processes such as the American Machine and Foundry Company, Washington Dye and Chemical Corporation, Shell Oil Company, Tidewater Associated Oil Company, Standard Oil Company, American Coal Company, and various chemical and fertilizer companies.

Smaller operations included contractors, research labs, warehouses, laundries, and auto repair shops. Significantly, the early twentieth century saw the industrialization of areas north of Second Street, which had largely remained agricultural until that time. It is perhaps not coincidental that the industrialization of this northern part of Old Town North roughly corresponds to the time period of Alexandria's 1930 annexation of the portion of Arlington County up to Four Mile Run. By the 1920s, the Potomac River Clay Works and the American Chlorophyll Company had developed the land previously occupied by the Bellevue and Dade Plantations. These companies were eventually razed to make way for the approximately 25-acre Potomac Electric Power Company (PEPCO) Generating Plant, which has dominated the north waterfront of Old Town North since the 1940s.

Despite the persistence of industry, in the 1920s and 1930s Old Town North began to see a diversification of land uses, resulting in an evolution of its character that continued into the late twentieth century. Much of this change can be attributed to the incorporation of North Washington Street into the Mount Vernon Memorial Highway, part of the George Washington Memorial Parkway system.



The standard Virginia model for Howard Johnson restaurants, similar to that at 825 N Washington Street (image courtesy of the Boston Public Library)

In celebration of the 200th anniversary of the birth of George Washington in 1932, the Department of the Interior planned a more direct and scenic route from the District of Columbia to Mount Vernon. Construction of the Mount Vernon Memorial Highway began in 1928, offering “recreational motoring” through scenic and historical areas. In 1929, the City of Alexandria granted the United States a perpetual easement over Washington Street in furtherance of the memorial highway development. Alexandria agreed to control entering traffic to give the street precedence as a main thoroughfare, to ban facing billboards and restrict the street “to residential and business development of such character and of such type of building as will be in keeping with the dignity, purpose and memorial

character” of the highway. These provisions greatly impacted the character of North Washington Street and the west side of Old Town North; prior to this time, the neighborhood was a hardscrabble extension of the waterfront, heavily industrialized with clusters of low-income residential housing that largely supported the surrounding businesses.

The transformation of Washington Street into a memorial parkway resulted in the demolition of earlier industrial relics, the architectural transformation of many resources that remained, and the construction of new development largely related to leisure and tourism. For instance, tearing down the Robert Portner Brewery in the 1930s made way for the construction of a Woodward and Lothrop department



George Washington Memorial Parkway (image courtesy of the Library of Congress)

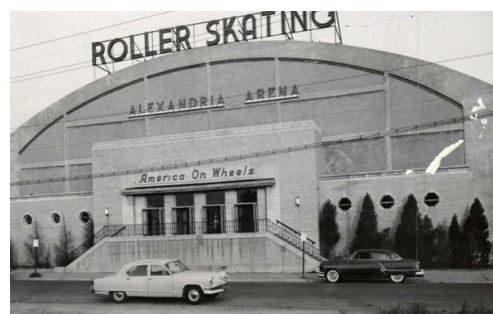


The parkway brought “recreational motoring” through Alexandria (image courtesy of the Library of Congress)

store. Directly to the south, the 1840s Mount Vernon Cotton Factory was transformed into an apartment building and adorned with new Colonial Revival architectural elements to make it aesthetically cohesive with the “memorial style” of the parkway. Filling stations, restaurants, and motor lodges, many of which were adorned with cupolas, shutters, and other Colonial Revival elements, emerged along the parkway to accommodate the boon of tourists anticipated to travel south through Alexandria from the District of Columbia to Mount Vernon. In addition to accommodating the “motoring” visitors, Old Town North began to see a wave of residential development in the post-World War II years. New garden-style apartment complexes began to spring up along and in close proximity to the parkway, with names referencing the proximity to the Potomac River and waterfront such as Riverview, Locharbor Gardens, and Harbor Terrace. Further south, public housing developments began to replace the smaller scale African American residential development that historically occupied the spine of the neighborhood. By the 1940s, George Parker Homes, a federal housing project, occupied four blocks south

of Pendleton Street, between North Fairfax and North Pitt streets. With the new residential development came recreational uses such as a bowling alley and roller rink, as well as schools and the Alexandria Health Center. Over the next several decades, organizations taking advantage of the proximity to the nation’s capital also began to arrive in Old Town North, including the American Red Cross and the International Association of Chiefs of Police.

In the latter 20th century, the industrial uses in Old Town North became obsolete as the City and waterfront became part of a growing metropolitan urban area. Development of Old Town North in the late twentieth century accommodated mostly residential buildings and office complexes. In the 1960s and 1970s, Old Town North saw the construction of high-rise multifamily residential buildings, the first of



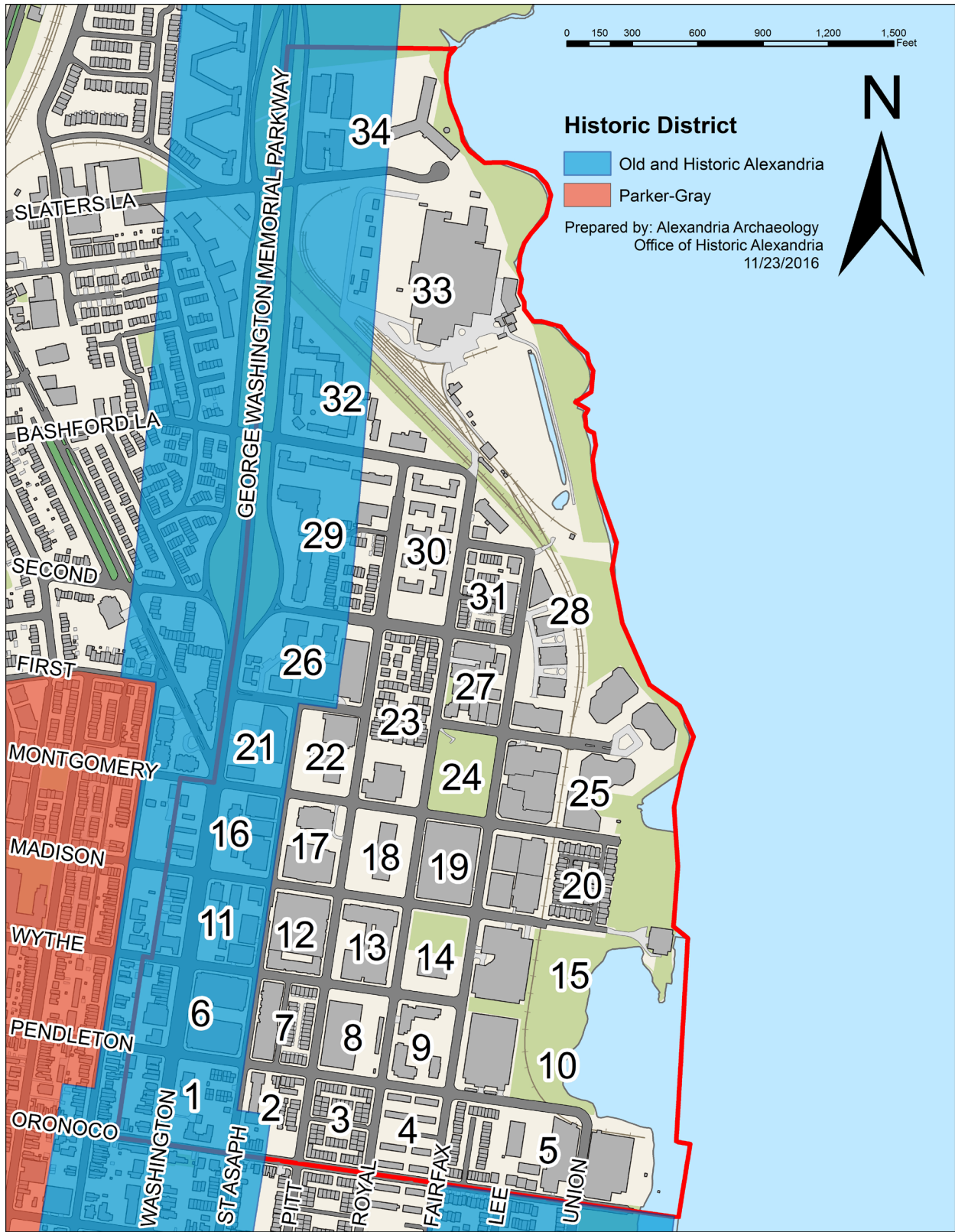
Alexandria Roller Skating Rink (image courtesy of the Office of Historic Alexandria)

this kind of development within such close proximity to Old Town. The 1980s and 1990s brought large townhouse developments and office building complexes, many of which took the place of the last remaining vestiges of the neighborhood's industrial past along the waterfront and rail lines. Today, Old Town North is largely characterized by mixed-use development. Intact examples of eighteenth, nineteenth, and early twentieth century development are few and include mostly isolated residences, as well as the recently redeveloped Mount Vernon Cotton Factory building. Clusters of early parkway-related development remain along North Washington Street, as well as a few buildings associated with early and mid-twentieth century light industrial use closer to the waterfront. Tracks from the Washington and Old Dominion rail line exist along the waterfront, but most of the waterfront property is occupied by public parkland and large mid-rise office buildings. The twenty-five-acre PEPCO site dominates the northern portion of the waterfront but has been largely vacant since operations ceased in 2012.

PLANNING CONTEXT

The boundaries of Old Town North are defined by the City's Department of Planning and Zoning. The current Small Area Plan ("SAP") update was preceded by the 1992 Old Town North SAP, which was preceded by two other small area planning efforts for Old Town North: (1) the 1974 City master Plan (see Planning District 1 for information on Old Town North); and (2) the 1988 Old Town North Small Area Plan, which was approved by the Planning Commission but never formally adopted. The Old Town North Historic Interpretation Guide was conceived as part of the charette process for the current SAP update.

The current SAP update and this Guide are preceded by the Alexandria Waterfront Plan, which was completed in 2012. That plan and its accompanying History Plan include detailed context information and recommendations for the Alexandria waterfront, which extends into Old Town North. These documents should be referenced for any interpretive effort in Old Town North that is relevant to the waterfront. Old Town North includes two historic districts: the Old and Historic Alexandria District and the Mount Vernon Memorial Highway District. See the map on the following page for historic district boundaries.



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Section IV

THEMES

This section presents the cultural themes that serve as a framework for interpreting the story of Old Town North. These themes are based on a study of historic maps from the 1700s through 1958 (see Appendix A), which reveals distinct settlement and development patterns throughout the neighborhood. This approach to the identification of themes facilitates the basic geographic organization of interpretive opportunities; but as with all aspects of history, these discrete themes weave together to form a more complex story, and developing an understanding of the interplay of the themes is important to the interpretation of the neighborhood's past. The thematic connections identified in this section are a preliminary step for interpretation and should guide further study. It is important to note that these themes and thematic connections do not encompass all of Old Town North's history; an individual element or story may be significant in its own right but does not necessarily contribute to an overarching theme. The absence of information about a unique story, person, or development in this thematic discussion does not preclude individual significance and should not discourage continued research on the subject.

Themes are presented alphabetically with the following supporting information:

- Context: A context narrative specific to the theme.
 - Map: A map showing concentrations of site elements that relate to the theme based on a study of historic maps; the identification of these overarching settlement and development patterns does not eliminate the possibility of outlying elements.
 - Elements: A table identifying the blocks and known site elements (extant and potential) related to the theme; these site elements represent a study of available historic maps and of research completed to date. New site elements may be identified through further study and investigation.
 - Narratives: Narratives that are created through the interplay of different themes.
- Palette: A palette of ideas for nomenclature, materials, and forms can inform interpretation of the theme. The palettes may be enriched by further study and research, and suggestions for such study are noted.

THEMES

The following land use and development patterns can be used to interpret the cultural landscape of Old Town North. This section of the plan presents these patterns alphabetically as follows:



AFRICAN AMERICAN LIFE



AGRICULTURE AND RURAL LIFE



INDUSTRY



MILITARY



NATIVE AMERICAN LIFE



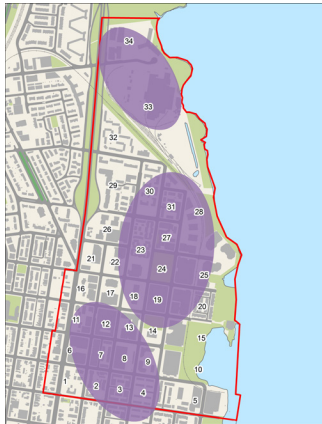
(SUB)URBANIZATION



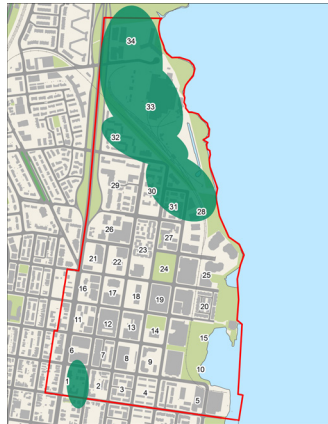
TRANSPORTATION

THEMATIC MAPS

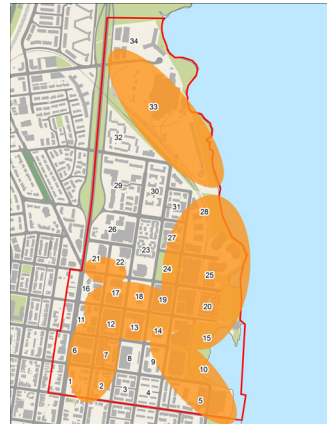
The following maps show an overview of the concentrations of each theme within the boundaries of Old Town North. These are general areas of concentrated use and outlying elements related to the theme may exist; please refer to the theme pages and block entries for more specific information and locations of individual site elements related to each theme.



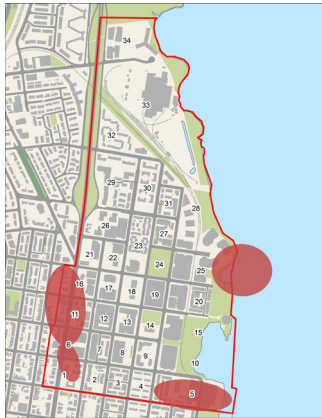
AFRICAN AMERICAN LIFE



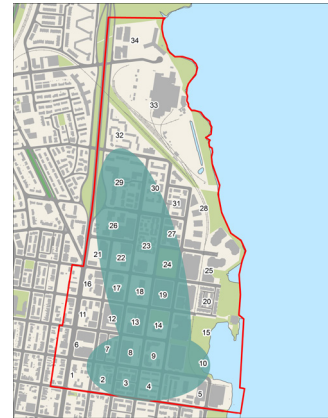
AGRICULTURE AND RURAL LIFE



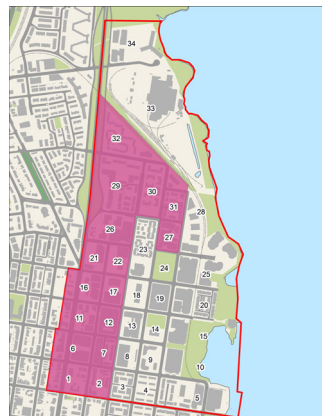
INDUSTRY



MILITARY



NATIVE AMERICAN LIFE



SUBURBANIZATION



TRANSPORTATION

THEMATIC NARRATIVES

The themes are based on settlement and development patterns that facilitate a spatial understanding of the neighborhood's past and guide site-specific interpretation; as the themes are applied to interpretative materials, it is important to understand how they weave together to tell the larger story of the neighborhood and the city as a whole. The following thematic narratives should inform the direction of further study and research to develop a richer context for interpretation and to discover additional narratives that show the complexity of the city's past.

ENSLAVEMENT

African American Life

Agriculture and Rural Life

Agriculture and Rural Life in Old Town North was dependent on slavery to support the early agrarian economy. Further study is recommended on enslaved Africans and African Americans, their living conditions, and their stories, as well as plantation culture.

FREEDMEN

African American Life

Military

Many enslaved Africans and African Americans escaped to Alexandria during the Civil War and established communities. Further study is recommended on Freedmen and Freedwomen and their involvement in wartime efforts, including the Union Army activities that took place in Old Town North.

COMMERCE

Industry

Agriculture and Rural Life

Transportation

Tobacco was the impetus for the establishment of Alexandria, and the area was largely agricultural until the mid-nineteenth century. The transition from an agrarian economy to industry largely was driven by the introduction of multiple transportation modes in this area of the city, including the waterfront, the canal, and the railroads. Even after industrialization began, agriculture and industry coexisted in Old Town North, with agriculture persisting in large tracts north of the railroad.

WORKER'S LIFE

Industry

African American Life

Many of the workers--both African American and white--who settled in Old Town North worked in the nearby factories. Further study is recommended on their role in supporting Old Town North's industrial boom and on individual stories of laborers, including typical jobs and working conditions.

MOBILIZATION

Military

Transportation

The intersection of multiple modes of transportation made Old Town North a strategic location for military activity during the Civil War. The Union Army shipped thousands of men and tons of supplies by rail, by water, and by road to the front. The wartime infrastructure had an enormous impact on the growth of Old Town North after the war.

PARKWAY

Transportation

(Sub)Urbanization

Much of the evolution of Old Town North in the mid-twentieth century is attributed to the incorporation of North Washington Street into the Mount Vernon Memorial Highway and George Washington Memorial Parkway system. The requirement to restrict Washington Street “to residential and business development ... in keeping with the dignity, purpose and memorial character” of the parkway greatly impacted the character of Old Town North as a whole; Washington Street transitioned from a transportation corridor to a scenic parkway, introducing “recreational motoring” to Alexandria.

THEMATIC PALETTE

Each theme is presented with a palette of known information that can be incorporated into interpretation. The palettes are presented as three elements that can be used individually or collectively as interpretive methods are developed:



Textures The texture of the theme is formed through the tangible and tactile aspects of that theme, such as materials, products, and objects.



Words Words includes those keywords, phrases, and names that best relate to the theme.



Forms Forms are less tactile aspects of physical character that convey a sense of place. This could include architectural forms or styles, spatial patterns, or treatments.

The palette for each theme may not include all three elements. Some themes are less reliant on physical character than others and may not benefit from the use of materials or forms to interpret their stories. On the other hand, some themes are best interpreted spatially or through experience and would rely less on the naming or labeling of things or places to convey information. A palette for an individual theme may expand or be enriched as further research and interpretation is conducted. Where appropriate, suggestions are made for how the palette can be better informed.

BLOCK MAP

The following map presents the numbering system of the blocks that are used to organize the site elements presented for each theme.



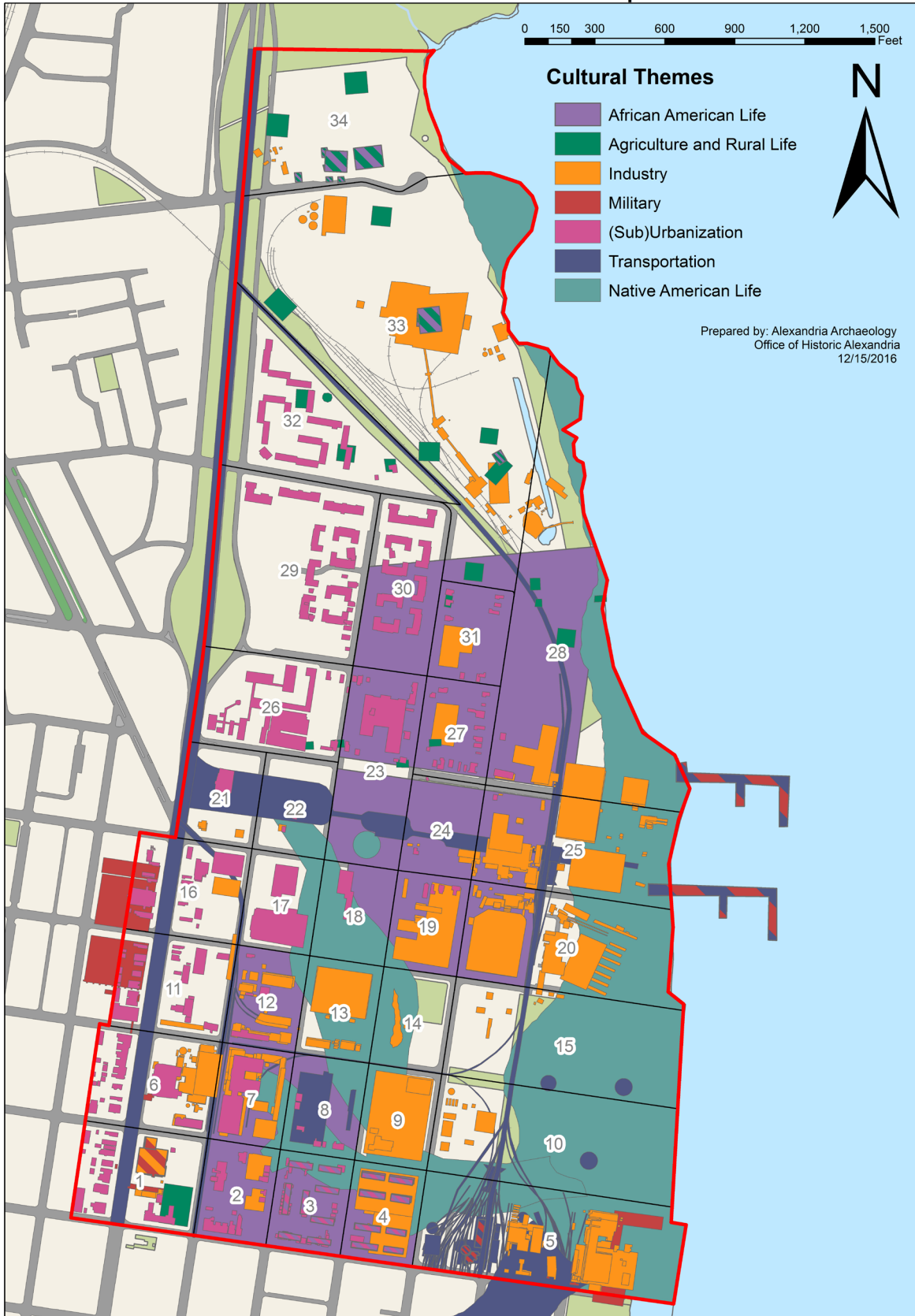
SITE ELEMENTS

The following table summarizes the application of the themes to the block system based on the existence of related site elements within each block.

BLOCK	African American Life	Agriculture and Rural Life	Industry	Military	Native American Life	(Sub) Urbanization	Transportation
1		X	X	X		X	X
2	X		X		X	X	X
3	X				X	X	
4	X		X		X	X	
5			X	X	X		X
6			X	X		X	X
7	X		X		X	X	X
8	X				X	X	X
9			X		X		
10			X		X		X
11			X	X		X	X
12	X		X		X	X	X
13			X		X		
14			X		X		
15			X		X		X
16				X		X	X
17			X		X	X	X
18	X				X	X	
19	X		X		X	X	
20	X		X		X		X
21			X			X	X
22			X		X	X	X
23	X	X			X	X	X
24	X		X				X
25	X		X	X	X		X
26		X				X	X
27	X	X	X			X	
28	X	X	X	X	X	X	X
29						X	X
30	X					X	
31	X	X	X			X	
32		X				X	X
33	X	X	X		X		X
34	X	X	X		X		X

Old Town North Historic Interpretation Guide

Thematic Overview Map



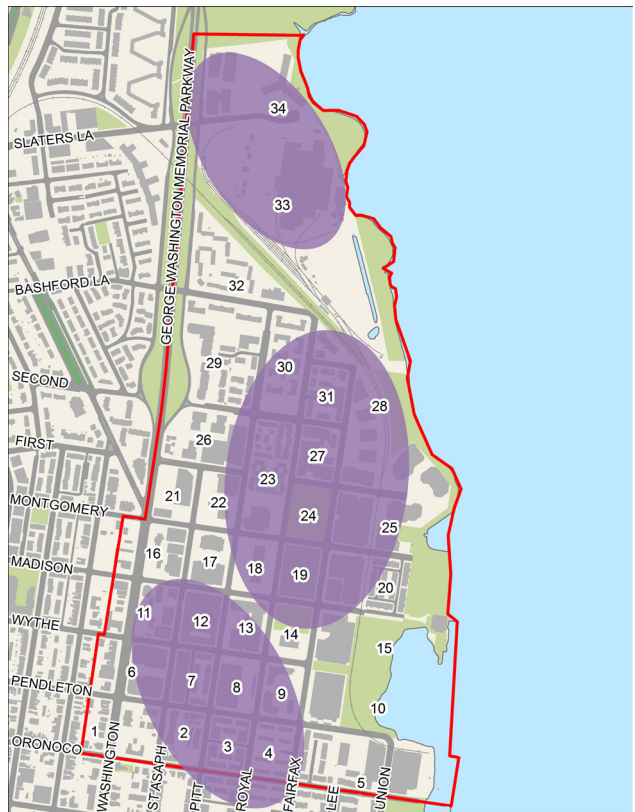
Before the Civil War, documentation shows that early European settlers established plantations in the vicinity of Old Town North and brought with them slaves. Records show that Townshend Dade, first rector of Christ’s Church and namesake of Dade Plantation (once located at the far north end of Old Town North), owned eight slaves. It is possible that other large land owners also owned slaves, and additional research may yield specific information on slavery in the area.

African American life in Old Town North is best defined, however, by the freedmen settlements that emerged during and after the Civil War. The War opened opportunity and civil rights to African Americans, thousands of whom fled to Union-held Alexandria and contributed their labor to the war effort.

Old Town North was the site of two specific African American communities: the Cross Canal neighborhood and the Berg neighborhood. Cross Canal was established during the Civil War era on both sides of the canal closer to the Potomac River. Similarly, African Americans escaping slavery established the Berg during the Civil War in Union occupied Alexandria. Oral history with longtime resident Henry Johnson yielded the derivation of “the Berg.” He reported that the term refers to Petersburg, Virginia, from where many African Americans escaped. Interestingly, another small African American neighborhood located on the river further north in Old Town North is also labeled as Petersburg on early twentieth-century maps.

Fishtown a predominately African-American seasonal neighborhood sprang up every spring to take advantage of the annual fish runs beginning in the early nineteenth century. Many of the buildings associated with Fishtown were temporary affairs, erected as the fishing season began and dismantled in the winter. While the structures were primarily situated just south of Old Town North, the fishing pier at the foot of Oronoco Street extended into the area.

The African American communities provided a labor force for many of the activities in Old Town North. Many African Americans were employed as dockhands or as fish cleaners, processing mostly shad and herring during the fishing season. Others worked in the factories and businesses that moved into the area in the late nineteenth and early twentieth centuries.



Concentrations of African American History in Old Town North.



ELEMENTS

The following table provides information on known site elements and their locations using the Block system provided in this document. Site elements are based on a study of historic maps (see Appendix A).

BLOCK	SITE ELEMENT
2,3,4,7,8,12	The Berg Neighborhood
3, 4	George Parker Homes, Federal Housing Project
18, 19, 20, 23, 24, 25	Cross Canal Neighborhood
27, 28, 30, 31	Petersburg Neighborhood
33	Dade Plantation
34	Bellevue Plantation
31-34	Other agricultural properties and plantations

NARRATIVES

The following thematic connections should be considered when developing interpretive narratives related to African American Life.

ENSLAVEMENT African American Life
Agriculture and Rural Life

FREEDMEN African American Life
Military

WORKER'S LIFE African American Life
Industry

PALETTE

The theme of African American Life is primarily based on people and their stories. Therefore, the interpretive palette for this theme is focused on related nomenclature.

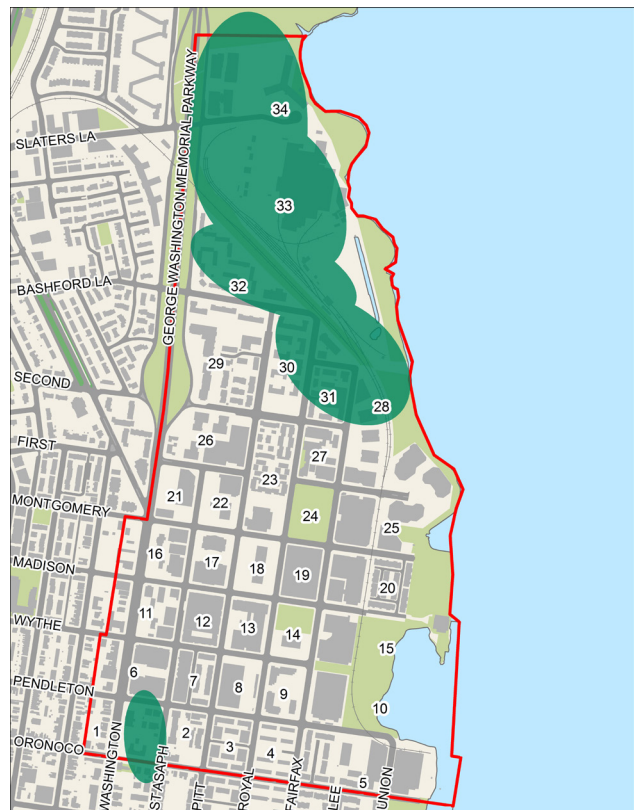


Petersburg; the Berg; Cross Canal; names of individuals who resided in these neighborhoods (as indicated by birth and death records)

In 1654, Margaret Brent, a member of the wealthy and powerful Brent family, patented 700 acres of the land that eventually became the City of Alexandria. Fifteen years later John Alexander acquired 6000 acres along the Potomac River, including Margaret Brent's land. Both Brent and Alexander likely rented portions of their land to tenant farmers (people whose names remain unknown to us) who probably were the first Europeans to settle in the general area.

In 1730 the Virginia General Assembly passed a Tobacco Inspection Act which required all tobacco to be inspected for quality before shipping overseas. The Act likely inspired Simon Pearson to build a warehouse complex in 1731 on a 100-acre parcel fronting on the Potomac River, giving local planters a convenient place from which to ship their tobacco. Pearson soon sold his 100-acre inspection station to his cousin Hugh West. West operated the tobacco inspection station for the next 20 years until his death in 1754, long enough to forever attach his name to the outcropping of land at the foot of Oronoco Street that bears his name to this day as West (or West's) Point.

In 1749 a group of wealthy and prominent planters and merchants formally founded the City of Alexandria, named after the primary landowners, the Alexander family. Old Town North was not the original focus of town development, most of which occurred south of West's Point. Thus the area north of West's Point retained a relatively rural character into the nineteenth century. Two plantations, Bellevue and Dade were located to the north and east of the present-day Mount Vernon Trail. The Bellevue Plantation was established in 1772 by Robert Adam, who leased the land from the Alexanders of Preston. Dade Plantation was owned by Townshend Dade, first rector of Alexandria's Christ Church, who owned approximately 400 acres and eight slaves. Maps from the late nineteenth century also reveal the locations of approximately 18 structures, likely residences and likely occupied by tenant farmers or employees of the railroad or local farms.



Concentrations of early Agriculture and Rural Life in Old Town North.



ELEMENTS

The following table provides information on known site elements and their locations using the Block system provided in this document. Site elements are based on a study of historic maps (see Appendix A).

BLOCK	SITE ELEMENT
1	Robert E. Lee's Boyhood Home
27-32	Other dwellings and agricultural activities
33	Dade Plantation; dwellings
34	Bellevue Plantation; dwellings

NARRATIVES

The following thematic connections should be considered when developing interpretive materials related to Agriculture and Rural Life.

ENSLAVEMENT African American Life
Agriculture and Rural Life

COMMERCE Transportation
Industry
Agriculture and Rural Life

PALETTE

Interpretation of Agriculture and Rural Life can be informed by the following information:



Tobacco; flowers; pasture; dairy



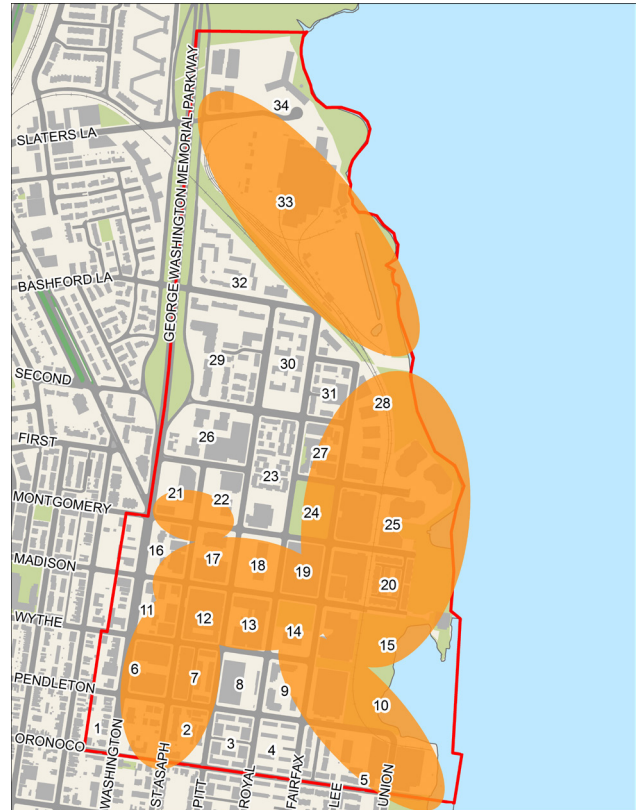
West's Point; Dade; Bellevue; Slater; Daingerfield; Hodgson



Research on the early architecture of the Dade and Bellevue plantations may reveal information on the architecture of the manor houses and associated structures/buildings.

Industry defines much of Old Town North’s history. By the mid-nineteenth century, Alexandria became more industrialized, and development of Old Town North mirrors the so-called second Industrial Revolution that profoundly changed America—namely the invention or harnessing of the railroad and steam power that in turn changed American manufacturing, led to consumerism, and heralded the trend toward urbanization at the expense of the agrarian economy. As opposed to the more densely populated city south of Oronoco Street, Old Town North was largely unbuilt, and yet provided close proximity to railroad lines, the canal, and ocean-going ships. Beginning in the 1840s, one of the first major factories to establish itself in Old Town North was the Mount Vernon Cotton Factory, which occupied a large building along North Washington Street. Nearby, the Robert Portner Brewing Company began its operations in the 1850s. Several other operations were set up along the waterfront including fertilizing companies, oil companies, and coal companies. North of the railroad, industrial uses replaced agrarian use in the twentieth century with the establishment of a clay works factory, a chlorophyll company, and eventually the Potomac Electric Power Plant, which still exists today (no longer in operation). The area also was home to warehouses, ice houses, and a lime kiln. Industrial uses made way for more residential and commercial uses in the mid- and late twentieth century, and very few physical remnants of the neighborhood’s industrial past remain today.

Much of the labor force for many of the activities in Old Town North came from The Berg and Cross Canal neighborhoods. African American from these communities, with origins going back to at least the Civil War period, worked in the factories and businesses that moved into the area in the late nineteenth and early twentieth centuries.



Concentrations of industrial use in Old Town North.

NARRATIVES

The following thematic narratives should be considered when developing interpretive materials related to industry.

- COMMERCE
 - Industry
 - Transportation
- WORKER’S LIFE
 - African American Life
 - Industry



ELEMENTS

The following table provides information on known site elements and their locations using the Block system provided in this document. Site elements are based on a study of historic maps (see Appendix A).

BLOCK	SITE ELEMENT
1	Mount Vernon Cotton Mill/Factory (a.k.a. Express Spark Plug Factory, bottling plant)
2	cobbler, aviation parts warehouse; engineering research
4, 9	City dumping ground
5	ice house, American Coal Company, Standard Oil Company, Alexandria Fertilizer and Chemical Company, R.H. Bogle Company, American Agricultural Chemical Company
6-7, 11-12	Robert Portner Brewing Company
10	The Texas Company
12	H. Herfurth Jr. Contractor, Washington Dye and Chemical Corp., U.S. Government Warehouse, Alexandria Laundry Company, Commercial Storage, Auto Glass Shop
13	Tidewater Associated Oil Co.
14	ice house and pond
15	chemical storage
17	electronics manufacturing
18	auto repair
19	D.E. Bayliss Contractors
19-20, 24-26	Old Dominion Glass Company
20	Shell Oil Company, Norton and Co. Rendering
20, 25	Baugh and Sons Shipyard
21	ice house, ice cream factory
22	lime kiln
25, 28	Herbert Bryant Inc. Fertilizer Company
27	American Machine and Foundry Company
33	Potomac River Clay Works, American Chlorophyll Company, Potomac Electric Power Company (PEPCO)

PALETTE

Industrial use is one of the most prominent themes associated with Old Town North. Despite a long history of industry, only scattered vestiges of the industrial past remain, some of which have been adaptively reused, including the Cotton Factory and Portner's Brewery. Efforts should be made to evoke the sense of industrial use while respecting the neighborhood's current residential context.



Cotton; glass; oil; clay; beer; ice; coal; lime; research on individual business and manufacturing processes may yield additional information about materials and products associated with industry.

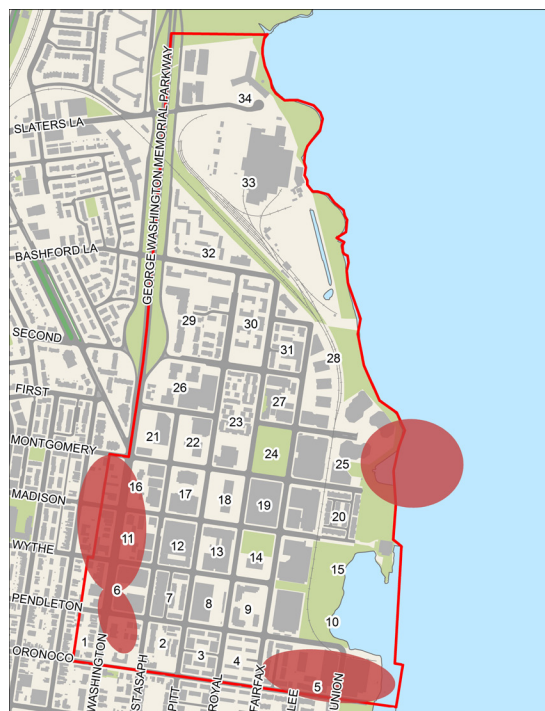


Names of individual businesses and business owners, as indicated by historic maps (Robert Portner, Emanuel Francis, Tidewater, etc.)



Industrial architecture that remains is largely connected to light industrial use and warehouses, characterized by low-rise brick structures with fenestration often related to function (operability of windows, loading doors; steel windows; etc.); PEPCO plant presents larger scale industrial architecture and forms

Because of its location along the Potomac River waterfront, Old Town North witnessed military activity starting as early as the French and Indian War, when West's Point was the site of the arrival of Major General Edward Braddock's forces in March 1755. A century later, during the Civil War, the locus of activity within Old Town North was clustered along North Washington Street and again along the waterfront. Only one of the Civil War-era resources survives, the Mount Vernon Cotton Factory, used as a prison during the war, remains. The Union Army built stables, horse and cattle yards, and a parade ground along North Washington Street. At West's Point, the army erected an enormous hay storehouse and built out the wharf. At the mouth of the canal Union engineers converted a wharf to a river railhead, allowing railcars to roll directly onto specially adapted barges with track on them. This major innovation was devised in Alexandria and was a precursor to the roll-on/off shipping of today.



Concentrations of military activity in Old Town North.

ELEMENTS

The following table provides information on known site elements and their locations using the Block system provided in this document. Site elements are based on a study of historic maps (see Appendix A).

BLOCK	SITE ELEMENT
1	Mt. Vernon Cotton Factory Military Prison*
1, 6	barracks
5	hay storehouse, Quartermaster rail depot
5, 10, 15, 20, 25, 28, 32, 33	Alexandria, Loudoun, and Hampshire Railroad (a.k.a. Washington and Old Dominion Railroad)
11	stables, trough, offices, bunk room, forage shed
16	horse yards, cattle yards
25	canal wharves

NARRATIVES

The following thematic narratives should be considered when developing interpretive materials related to Military activity in Old Town North.

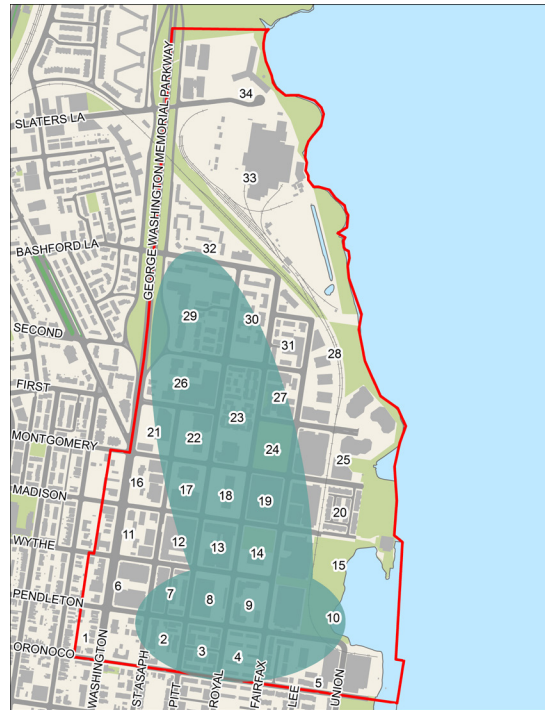
MOBILIZATION

Military

Transportation



The most common locations for substantial Native American archaeological sites in the Middle Atlantic region are on elevated landforms such as terraces in close proximity to streams and rivers. Old Town North contains one such landform, known as Ralph's Gutt, which is located roughly between the Potomac River and North Pitt Street and between Oronoco and Montgomery Streets. This swampy inlet of the Potomac River would have provided fish, game, and plant resources and likely attracted temporary Indian campsites along its margins. Much of Ralph's Gutt has been filled since the founding of Alexandria to create level and dry land. Although unproven as of yet, intact archaeological evidence of Native American campsites may be buried and protected under the fill soils. A natural spring at the north end of the Gutt, known as Chalybeate Spa Spring, may have been especially important for Native American settlement, offering fresh water year-round.



Concentrations of potential Native American settlement in Old Town North.

ELEMENTS

The following table provides information on known site elements and their locations using the Block system provided in this document. Site elements are based on a study of historic maps (see Appendix A).

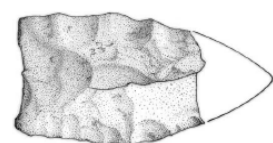
BLOCK	SITE ELEMENT
2-5, 7-10, 12-14, 17-19, 22-23, 26, 29	Ralph's Gutt
5, 10, 15, 20, 25, 28, 33, 34	Extent of the Potomac River prior to European settlement
23	Spa Spring

PALETTE

Although there is potential for there to have been Native American settlements in Old Town North, not much is known about them. Additional research and investigation will be important to future interpretation about this theme.



Ralph's Gutt



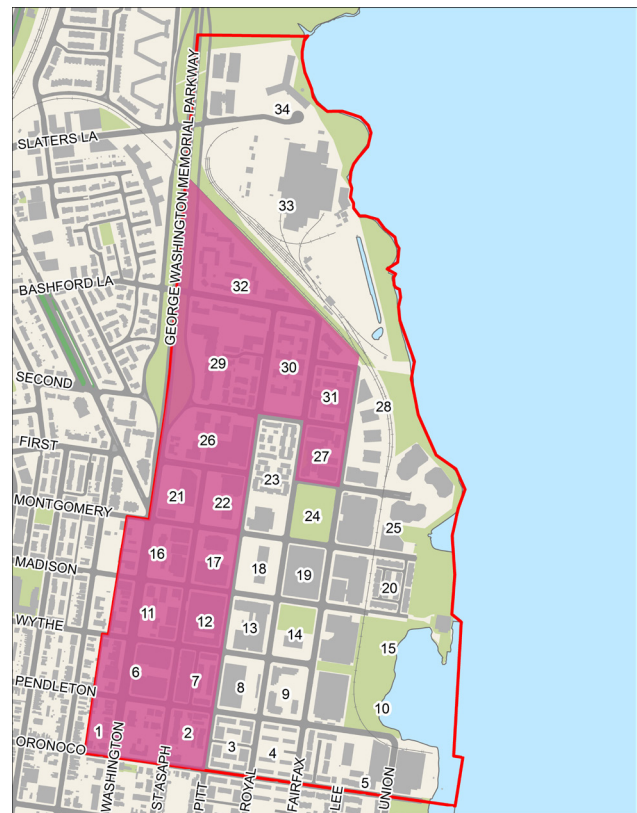
(SUB)URBANIZATION, 1920s TO 1960s

The suburbanization of the areas surrounding Washington, DC, led to the urbanization of Old Town North, which underwent dramatic change in the period between ca. 1920 and ca. 1960. Land use in Old Town North diversified and its character gradually has evolved away from industrialization toward a modern mixed-use urban district.

World War I led to a major population boom in Washington and growth around the region as people relocated to the nation's capital for work. Around the same time, North Washington Street was incorporated into the Mount Vernon Memorial Highway, part of the George Washington Memorial Parkway system, providing direct access from Washington to Alexandria. Through an easement with the United States government, Alexandria agreed to give Washington Street precedence as a main thoroughfare, to ban facing billboards, and to restrict the street "to residential and business development ... in keeping with the dignity, purpose and memorial character" of the parkway. These provisions greatly impacted the character of Old Town North, changing it from a sparsely populated industrial and transportation hub to a mixed-use neighborhood.

The transformation of Washington Street into a memorial parkway resulted in the demolition of some early industrial relics and the architectural transformation of some of the remaining resources to make them aesthetically cohesive with the "memorial style" of the parkway. At the same time, new developments started to take advantage of Old Town North's proximity to the burgeoning capital city and the direct transportation route provided by the parkway.

New housing was developed to accommodate the commuters that were flooding the area. Wardman-style rowhouses and apartments began to emerge along Washington Street, followed by Colonial Revival style garden apartment complexes, which took advantage of the large vacant parcels to the north. New residents brought the need for recreation, such as a bowling alley and roller skating rink. Commercial uses such as retail stores, restaurants, motels, and filling stations sprung up along the parkway to accommodate both residents and tourists using the parkway for "recreational motoring." In the second half of the 20th century, associations taking advantage of the neighborhood's proximity to the capital city began to construct new office buildings, precursors to the large office complexes seen today along the waterfront where expansive industrial developments once stood.



Concentrations of mid-century growth in Old Town North



ELEMENTS

The following table provides information on known site elements and their locations using the Block system provided in this document. Site elements are based on a study of historic maps (see Appendix A).

BLOCK	SITE ELEMENT
1	Apartments, rowhouses
2	Dwellings; Alexandria Health Center; rooming house
3, 4	George Parker Homes, Federal Housing Project
6	Rowhouses; rooming house, Woodward and Lothrop department store; offices
8	Dwellings
11	Rowhouses; apartments; filling stations, restaurants, hotel and restaurant
16	Rowhouses; Towne Motel; filling stations; restaurants
17	Bowling alley; roller skating rink
18	Auto repair
21	restaurant
22	Used auto sales, auto repair
23	Theodore Ficklin Elementary School
26	Olde Colony Motor Lodge; movie theatre; rowhouses
28	Auto repair
29	Riverview Apartments; Locharbor Gardens Apartments
30	Riverview Apartments
31	Dwellings
32	Harbor Terrace Apartments; dwellings

NARRATIVES

The following thematic narratives should be considered when developing interpretive materials related to Military activity in Old Town North.

PARKWAY

(Sub)Urbanization
Transportation

PALETTE

Tourism and leisure make up a substantial portion of mid-twentieth-century development in Old Town North. The characteristics that largely define this pattern are related to the architectural styles and forms that were encouraged along the parkway, namely the Colonial Revival style.



Gasoline pumps; ice cream



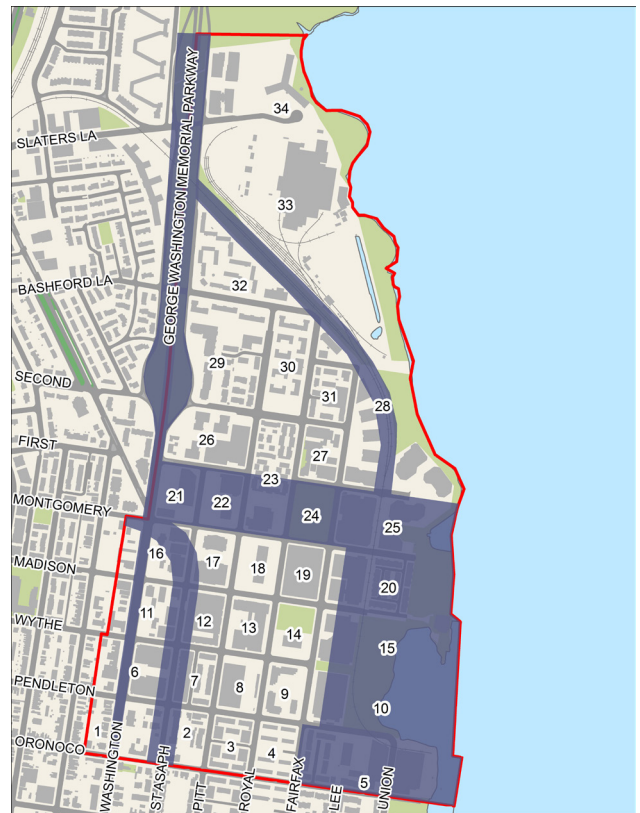
Colonial Revival architectural features (shutters, cupolas, porticos), prominent signage for individual businesses (not billboards), formal streetscape with linear configurations of trees and shrubs; garden apartments; rowhouses

Old Town North has largely been shaped by the transportation modes that once intersected this part of the city: the waterfront, the canal, and the railroads.

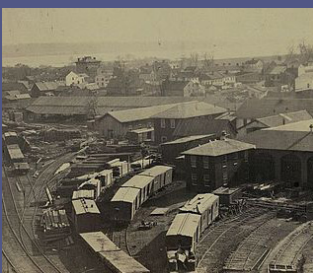
The now infilled Alexandria Canal was chartered in 1830 and construction had begun by 1835. The first canal boat reached Alexandria from Georgetown in 1843 when the canal had been completed as far as Montgomery Street. By 1845, the three locks connecting the canal to the Potomac River were complete, linking the Alexandria waterfront to the Chesapeake & Ohio (C&O) Canal in Georgetown. The canal provided access to the coalfields of Maryland, brought other agricultural commodities to the city, and allowed merchants and industries to sell their products to the interior. By the 1850s, and especially after the Civil War, railroads began to replace canals across the nation as a preferred transportation system. Old Town North was crossed by two railroads: the Alexandria, Loudoun, Hampshire (east) and the Alexandria and Washington Railroad (west). The Alexandria, Loudoun, Hampshire railroad was originally constructed during the 1850s to move coal from the coalfields in western Virginia to the Potomac River. While the rail depot itself lies outside of Old Town North, an engine house and turntable were located within the neighborhood northeast of the intersection of Fairfax and Oronoco Streets.

The Alexandria and Washington Railroad was built during the 1850s to connect Alexandria to Washington via the Long Bridge. Although tracks associated with this line are no longer visible within Old Town North, much of the the railroad bed and related infrastructure likely remain intact below the current road surface. Railroads enabled factories to receive raw materials at their doorstep, and quickly and efficiently ship finished goods directly to the American marketplace. Industries gravitated to the railroad corridors in Old Town North, essentially determining where industrial development occurred. Among the effects of the advancement of rail travel was the decline and eventual failure of canals. In 1886, the Alexandria Canal Company lifted its last boat in its locks and went out of business.

Active prior to the construction of the canal and persisting through the age of the railroad was Alexandria's waterfront, which supported shipping and encouraged industry throughout the nineteenth and early twentieth centuries. At least three sunken vessels are on record having sunk in Founders Bay north of West's Point. These vessels include an unidentified vessel dating to 1836, the Emily Washington lost in 1910 and the Plumie E. Smith, having been dynamited in 1911.



Transportation corridors in Old Town North.



ELEMENTS

The following table provides information on known site elements and their locations using the Block system provided in this document. Site elements are based on a study of historic maps (see Appendix A).

BLOCK	SITE ELEMENT
1, 6, 11, 16, 21, 26, 29, 32, 34	George Washington Memorial Parkway (North Washington Street)
1-2, 6-7, 11-12, 16-17	Alexandria and Washington Railroad
5, 10, 15, 20, 25, 28, 32-34	Alexandria, Loudoun, and Hampshire Railroad (a.k.a. Washington and Old Dominion Railroad)
5	engine house, depot; West's Point
28	A.B.&W. Transit Company Bus Garage
10, 15	sunken vessels (known remnants)
21-22	Canal Basin (archaeological site)
21-25	Alexandria Canal
25-28	canal wharves




Narratives

The following thematic narratives should be considered when developing interpretive materials related to Transportation.

MOBILIZATION	Military Transportation		
COMMERCE	Industry Agriculture and Rural Life Transportation	PARKWAY	(Sub)Urbanization Transportation

PALETTE

The following palette can inform interpretive materials related to the canal and railroad. Consult the Waterfront History Plan for detailed information on interpretation of the waterfront.

	CANAL	RAILROAD
	Water, Stone	Wood (ties), steel (rails); coal
	Alexandria Canal Company; basin; tidelock; lock	Alexandria, Loudoun, and Hampshire Railroad; Washington and Old Dominion Railroad; Washington and Alexandria Railroad; depot; turntable
	Defined, linear border between water and land	Tracks

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CATALOGUE

Engaging and meaningful interpretation is accomplished through layers of experience. The Interpretive Catalogue for Old Town North provides a range of potential interpretive methods, which span from material and place-based elements to more academic and virtual approaches. These methods can be applied individually or collectively to interpretive efforts as they are planned, designed, and implemented. The layering of these methods will ensure that Old Town North's story is told holistically and will appeal to a wide range of audiences. These ideas can be useful to both individual sites and for larger initiatives. This catalogue suggests which forms and media are best suited for a theme and intended audience, but this is just a starting point. The decision-making process for interpretative projects will be shaped by community input, available resources, and information and research as it becomes available.



Built Form Interpretation through the retention or design of forms, styles, and features of individual buildings and building-associated landscapes.



Corridors Interpretation through the unified treatment of streetscape or linear space to indicate the existence of a historic corridor.



Education Interpretation through building the knowledge base of Old Town North's story through the creation of and contribution to educational materials and tools, including virtual mediums.



Nomenclature Remembrance of specific people, entities, events, or other aspects of a theme through the naming of places and spaces.



Programs Interpretation through community events, commercial uses, or other interactive methods.



Public Art Interpretation through the installation or application of public art to buildings and spaces.



BUILT FORM

Interpretation through the built form involves the retention or new design of forms, styles, and features of individual buildings and building-associated landscapes in a way that conveys the stories of a particular theme.

APPLICATION

This form of interpretation is best suited to those themes where architecture and building-associated landscapes are an important aspect of conveying the story. Old Town North's previous gritty and industrial character is mostly gone, but the few remnants that are extant are important to preserving what is left of this once prominent aspect of its character. Conversely, many elements of the "memorial character" of North Washington Street remain, along with development associated with the transformation of the neighborhood from an industrial area to a mixed-use neighborhood. The retention of these elements is important to the interpretation of the (Sub)Urbanization theme. Transportation may also lend itself well to interpretation through remaining features, whether permanent (railroad corridors) or mobile (disassembled canal stones). Some themes, such as Native American Life and Agriculture and Rural Life do not have many aspects of the built form that remain or are best interpreted through other aspects of their story. Not much is known about what remains of the early African American neighborhoods in Old Town North, but the evaluation and preservation of potential remnants would be important to understanding this aspect Old Town North's history.

IDEAS

The following ideas are a starting point for interpretation through Old Town North's built form. Additional ideas for interpretation through the built form should be developed in coordination with the City of Alexandria as opportunities for interpretation arise.

- Based on additional research, determine whether any remnants of late nineteenth-century African American neighborhoods are extant. If so, the site should be thoroughly documented and preserved if possible. Documentation should inform educational materials regarding the character of African American domestic sites in Old Town North.
- Retain and reuse remaining buildings and structures that are associated with industrial uses through the 1950s to preserve key elements of the remaining industrial character of the neighborhood. In adaptive reuse projects, restore and highlight interior and exterior features that convey the historic industrial use of a building or structure. Retain these features in place when possible or incorporate these features into the design of new interior spaces or as part of open space design. Incorporate elements of industrial character into the architecture of new buildings that are located within "industrial zones" (areas identified to have had concentrated industrial use) as appropriate.

- Preserve the “memorial character” of buildings and structures located along North Washington Street by encouraging the retention, restoration, and incorporation of Colonial Revival architectural elements as appropriate.
- Preserve key elements of commercial architecture that characterize the (Sub) Urbanization theme and the impact of recreational motoring on Old Town North. Commercial architecture may include (but is not limited to) motels, restaurants, and filling stations.
- Preserve key elements of residential development that characterize the transformation of Old Town North from an industrial area to a bedroom community for Washington, D.C. Residential forms of development within the (Sub)Urbanization theme include (but are not limited to) garden apartments, Wardman-style rowhouses (along North Washington Street), and small apartment buildings.
- Develop a cohesive plan for strategically using the remaining canal stones to interpret the history of the canal and its impact on the development of Old Town North. The canal stones should be located in proximity to the historic location of the canal. Consider use of the canal stones in the design of a canal corridor (see “Corridors” section of the Catalogue).
- Preserve and enhance Memorial Circle as part of the transformation of North Washington Street into part of the Mount Vernon Memorial Highway.
- Preserve all remnants of the rail lines and rail corridors that exist in Old Town North.
- Preserve Slater’s Lane as one of the earliest remaining roads associated with Agriculture and Rural Life in Old Town North.
- Preserve the character of the cliffs that overlook the Potomac River in the northern section of the neighborhood. These features may contribute to the interpretation of Native American Settlement in this area, as well as the establishment of plantations related to Agriculture and Rural Life.



The standard Howard Johnson model used in Virginia and seen today at 825 North Washington Street in Old Town North. Remaining examples of commercial architecture that define the leisure- and tourism-related development associated with the Parkway should be retained and highlighted.



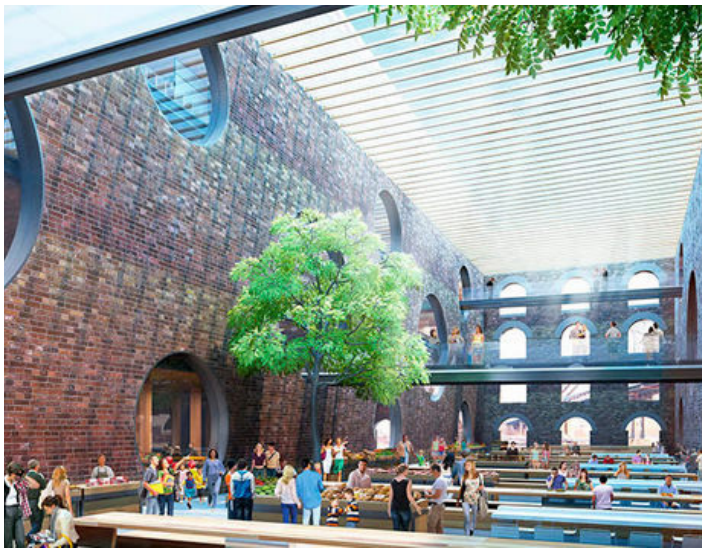
Original canal stone recovered from investigation of the Alexandria Canal tidelock



Example of the incorporation of historic rails in open space design, as seen at Snow Hill Tram Stop, Birmingham, United Kingdom



Examples of remnants of historic industrial development used in open space design.



Examples of adaptive use projects highlighting the industrial character of building interiors.

CORRIDORS

Interpretative corridors use unified treatment (consistent character or installation of continuous, linear elements) along stretches of streetscape or linear space to tell a story through a sense of place.

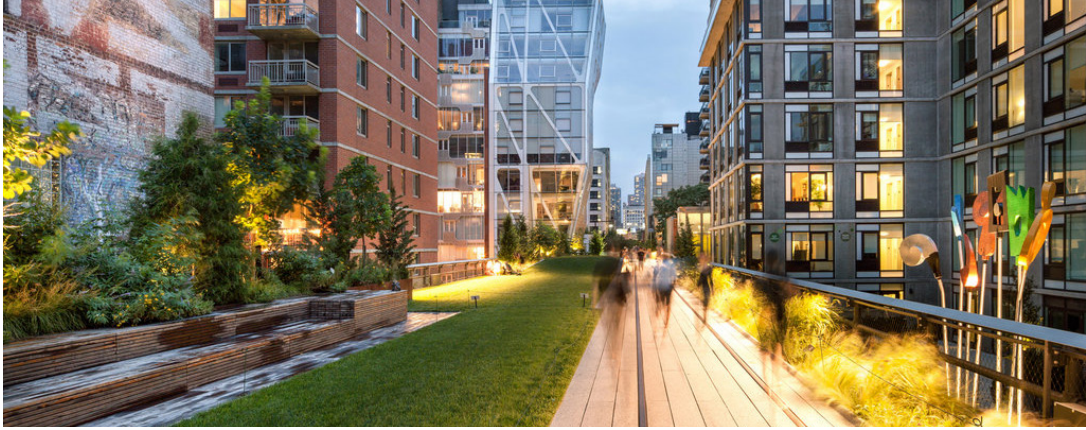
APPLICATION

Best applied to themes that present themselves linearly and to stories that benefit from large-scale space-based interpretation. For Old Town North, the theme of Transportation is strongly linear, with distinct corridors running east-west and north-south through the neighborhood. These elements spatially divided the neighborhood in a way that is now hard to envision today, and the creation of corridors could facilitate interpretation of these once prominent features of the neighborhood's infrastructure.

IDEAS

The following ideas are a starting point for interpretation through the use of corridors. Additional ideas for interpretative corridors should be developed in coordination with the City of Alexandria as opportunities for interpretation arise.

- Establish a Canal Corridor between First and Montgomery streets that spans east-west from N Washington Street to the waterfront. Design a cohesive streetscape system that applies the interpretive palette for the Canal. Artifacts from the canal, such as canal stones, should be incorporated as appropriate and at key spots along the corridor. The City should strongly consider the establishment of a prominent western terminus to this corridor that bookends Tidelock Park at the waterfront. The terminus could feature remnants of the canal basin if appropriate. Interpretation through other forms (programs, built form, education) should be strongly encouraged and carefully coordinated along this corridor.
- Create a Rail Corridor along Saint Asaph Street to indicate the previous location of the Alexandria and Washington rail line. Design a cohesive streetscape system that applies the interpretive palette for the Rail as appropriate. Interpretation through other forms (programs, built form, education) should be strongly encouraged and carefully coordinated along this corridor.
- Reinforce the Rail Corridor along the Washington and Old Dominion rail line, between Fairfax Street N and the Potomac River. The corridor should include the preservation of remaining rail tracks and ties at a minimum. Interpretation through other forms (programs, built form, education) should be strongly encouraged and carefully coordinated along this corridor.
- Preserve and enhance the “memorial character” of the Parkway through a consistent streetscape treatment along North Washington Street, including an enhancement of Memorial Circle.



Even modern treatments can be effective in conveying a corridor in the absence of historic remnants



Gateways, paving markers, landscaping, signage, and street furniture are mechanisms for creative cohesive corridor designs



EDUCATION





Education allows interpretation through building the knowledge base of Old Town North history and creating educational materials or tools.

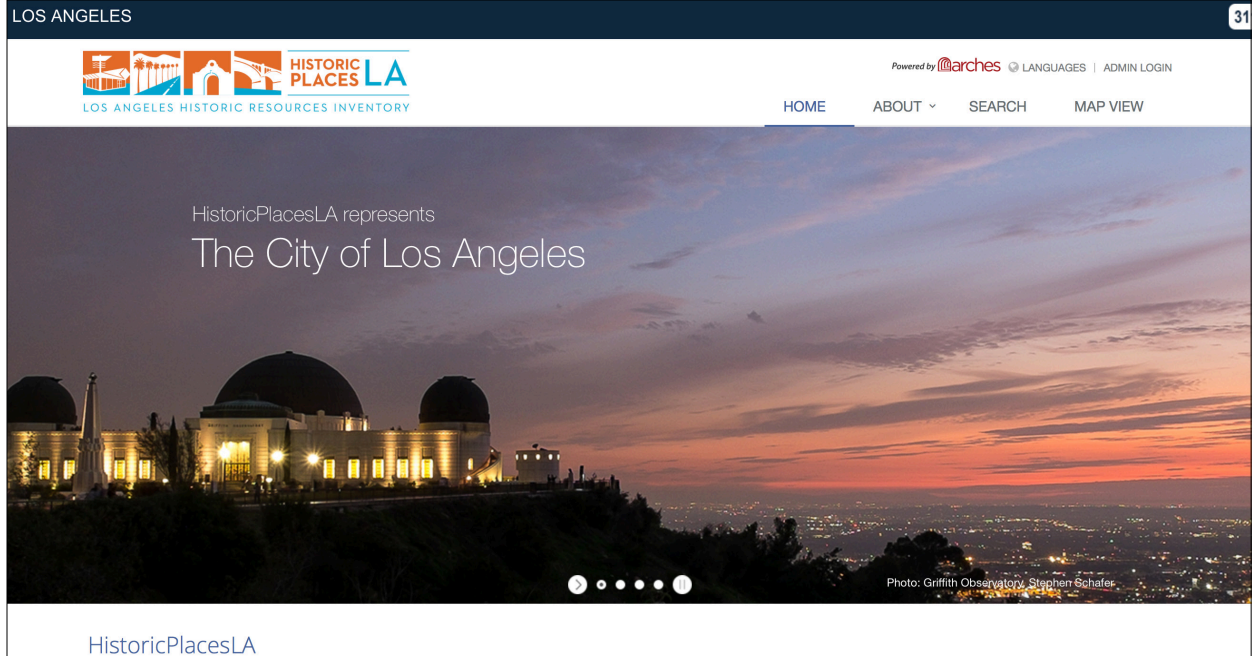
APPLICATION

This form of interpretation is suitable for all themes. Some themes in Old Town North would particularly benefit from additional research to further develop their stories, such as Native American Life and African American Life.

IDEAS

The following ideas are a starting point for developing interpretive educational materials in Old Town North. Additional ideas for educational materials should be developed in coordination with the City of Alexandria as opportunities for interpretation arise.

-  Contribute to an Old Town North industrial business directory. For each former/historic business, the directory could include information on its location, dates and circumstances of its founding and closing, its products and operations, its ownership, the company's impact on the community, relevant methods or technologies, and any other information that contributes to an understanding of the industrial history of the neighborhood and the neighborhood's role in the industrial history of the area.
-  Develop a database or other web-based tool that can present the information gathered through previously conducted studies and future research and investigation to inform interpretive efforts, to provide a single repository of information, and to ensure the successful implementation of the Old Town North Interpretive Strategy.
-  Conduct archaeological investigations to build the knowledge base of themes and stories in Old Town North.
-  Collect and curate oral histories that contribute a richer context to the history of the neighborhood. African American Life and (Sub)Urbanization would benefit from oral histories to take advantage of living residents and enrich the stories behind these themes.



Databases accessible through web apps can be an effective way to connect the public to information and ensure that information can be continuously updated



NOMENCLATURE





Nomenclature involves the recalling of specific people, entities, events, and other key aspects of a theme through the naming of places and spaces.

APPLICATION

This form of interpretation is best suited to those themes with a rich vocabulary of names and illustrative keywords that convey important aspects of the story. Industry, Agriculture and Rural Life, African American Life, and Transportation all provide rich words and information on people and entities that can be interpreted through nomenclature. Examples include Portners Brewing Company (Industry), the Mount Vernon Cotton Mill/Factory (Industry), the Berg (African American Life), Slater (Agriculture and Rural Life), and W&OD (Transportation).

IDEAS

The following ideas are a starting point for developing interpretation through nomenclature in Old Town North. Additional ideas for nomenclature should be developed in coordination with the City of Alexandria as opportunities for interpretation arise.

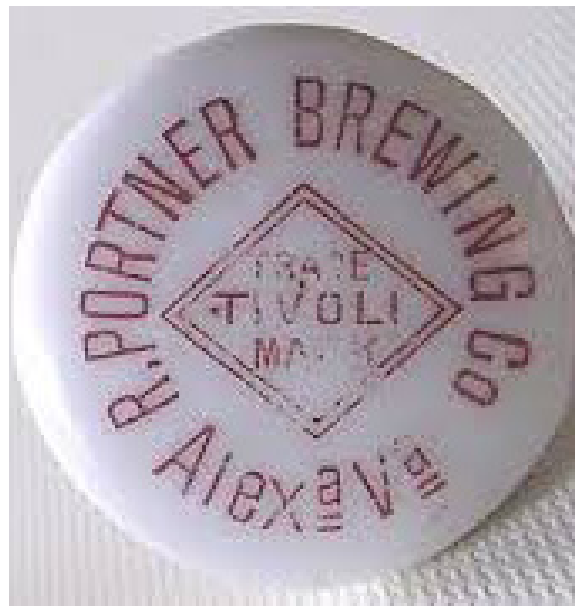
-  Name new businesses or developments after the prominent business owners, plantations, property owners, and companies of Old Town North's industrial and agricultural history. These names should be tied to the appropriate locations to the extent possible. Utilize historic logos and fonts when available.
-   Use the names of the transportation lines (Alexandria Canal, W&OD, etc.) to identify the corridors they once occupied or incorporate them into business or development names along those corridors.
-  As additional research confirms the approximate locations and boundaries of historic African American neighborhoods, designate areas by the appropriate neighborhood name (the "Berg" and "Cross Canal") and indicate with signage or consistent markings.



Use of historic nomenclature and font to convey historic use of a building as part of an adaptive reuse project



Use of historic nomenclature to convey historic use of an area



Artifacts can provide valuable information such as logos, fonts, and nomenclature that can be used in modern branding



PROGRAMS

Programs involves the interpretation of history through community events, the character of retail establishments, or other interactive methods.

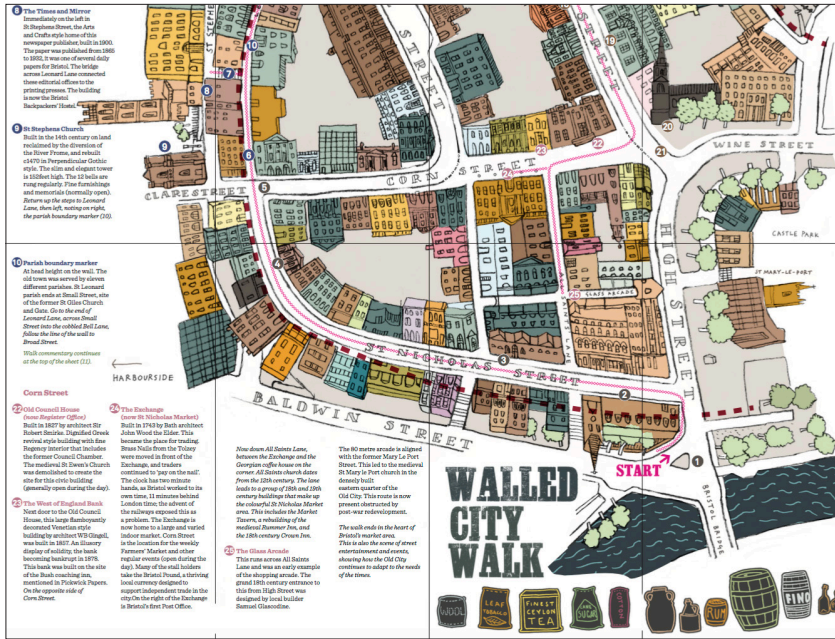
APPLICATION

This form of interpretation is suitable for all themes. Some themes in Old Town North, such as industry and transportation, deal with subject matter that is easy to connect with when used for branding or events.

IDEAS

The following ideas are a starting point for developing interpretive programming in Old Town North. Additional ideas for programs should be developed in coordination with the City of Alexandria as opportunities for interpretation arise.

-  Establish a “Maker’s” festival or market. The event’s branding and vendors should play on the historic industries and products that were part of Old Town North’s industrial history (clay, oil, cotton, flowers, beer, glass, etc.)
-  Encourage synergies between new retail and Old Town North’s industrial past and assist developers and business owners in understanding or creating connections between their products/businesses and historic products/businesses. These connections could be literal (a bar or craft brewery in the vicinity of the former Robert Portner Brewery or flower shop in the vicinity of Bellevue Plantation) or more playful (an eye glass retailer in the vicinity of the former Dominion Glass Works or an ice cream shop in the vicinity of a former ice house). Branding should incorporate historic images, logos, names, etc. but should not create a false sense of history.
-  Encourage the incorporation of agricultural features, programs, and activities in any redevelopment of the PEPCO generating plant to evoke the agrarian history that once occupied the site.
-  Further develop the guided walking tour started by Alexandria Archaeology, including full design of a walk tour brochure that is available in hard copy and online and/or as an app. Consider educational panels or other media at key locations along the tour route to accompany the tour brochure or app. Consider whether tying this tour into the existing Alexandria Heritage Trail could be an effective way to attract foot traffic to Old Town North.



Tour materials should be colorful and interactive to encourage visitors



Consider technological solutions such as Web apps to make tours more accessible



Makers markets are a popular way to connect history, craftsman, and the community



PUBLIC ART




This interpretive method involves the installation or application of public art to buildings and spaces.

APPLICATION

This form of interpretation is suitable for all themes. When planned as cohesive programs of public art, this method can be particularly effective in providing visual unification to areas that once had a distinct character that is no longer discernible. When considering public sculpture for a theme, there should be enough information to create an accurate depiction of subject matter.

IDEAS

The following ideas are a starting point for developing interpretive programming in Old Town North. Additional ideas for programs should be developed in coordination with the City of Alexandria as opportunities for interpretation arise.

-  Plan a program of public art that commemorates the people and processes associated with Old Town North's industrial history. This can be focused on the roles of African Americans in industry if appropriate.
-  Consider a program of public art to provide a visual indication of areas associated with known former African American neighborhoods.
-  Consider public art to help provide visual indicators of former transportation corridors (canal and rail).



MAPS REFERENCED

The following maps informed the development of themes for this historic interpretation guides. All maps are on file at Alexandria Archaeology within the Office of Historic Alexandria.

YEAR	AUTHOR/ SURVEYOR	TITLE	NOTES
1748	Washington, George (1732-1799)	Plat of the land where on stands the town of Alexandria	Does not extend northward beyond Pendleton Street. Plats only. Library of Congress Geography and Map Division Washington, D.C. Call Number G3884.A3 1748 .W3
1749	Washington, George (1732-1799)	A plan of Alexandria, now Belhaven	Does not extend northward beyond Pendleton Street. Plats only. Library of Congress Geography and Map Division Washington, D.C. Call Number G3884.A3G46 1749 .W3
1763	West, George	Alexandria	Does not extend northward beyond Montgomery Street. Plats only. Library of Congress, Geography and Map Division. Call Number G3884.A4 1763.W4
1793	Ellicott, Andrew (1754-1820)	[Territory of Columbia]	Shoreline only. Library of Congress Geography and Map Division Washington, D.C. Call Number G3850 1793 .E4

YEAR	AUTHOR/ SURVEYOR	TITLE	NOTES
1798	Gilpin, George	Plan of the town of Alexandria in the District of Columbia, 1798	Does not extend northward beyond Montgomery Street. Street grid only. Library of Congress Geography and Map Division Washington, D.C. Call Number G3884.A3 1798 .G5
1838	Ewing, Maskell C.	Chart of the head of navigation of the Potomac River shewing the route of the Alexandria Canal	Library of Congress Geography and Map Division Washington, D.C. Call Number G3851.P55 1838 .S7
1842	Young, William S, Lieutenant	Map of the Potomac & Anacostia rivers between Washington D.C. & Alexandria Va.	1857 ed. Includes structures associated with Early European Settlement. Library of Congress Geography and Map Division Washington, D.C. Call Number/Physical Location G3792.P6 1842 .Y6
1845	Ewing, Maskell C.	Plan of the town of Alexandria, D.C. with the environs : exhibiting the outlet of the Alexandria Canal, the shipping channel, wharves, Hunting Cr. &c.	Does not extend northward beyond First Street. Includes canal and streams. Library of Congress Geography and Map Division Washington, D.C. Call Number G3884.A3 1845 .E91
1861	Boschke, A. McClelland	Topographical map of the District of Columbia	Includes the street grid and the agrarian development north of the canal. Library of Congress Geography and Map Division Washington, D.C. Call Number G3850 1861 .B6 - G3850 1861 .B6 Copy 2
1862	U.S. Coast Survey	Plan of Alexandria	Does not extend northward beyond First Street. Includes canal and streams. Library of Congress Geography and Map Division Washington, D.C. Call Number/Physical Location G3884.A3 1862 .U5
1864		Plan of Alexandria	Does not extend northward beyond Second Street. National Oceanic and Atmospheric Administration – Office of Coast Survey – Historical Map & Chart Collection Image 32-01-1864
1865	Barnard, John G. (1815-1882)	Map of the environs of Washington : compiled from Boschkes' map of the District of Columbia and from surveys of the U.S. Coast Survey showing the line of the defences of Washington as constructed during the war from 1861 to 1865 inclusive	Includes the street grid and the agrarian development north of the canal. Street grid not depicted correctly (east-west). Library of Congress Geography and Map Division Washington, D.C. Call Number/Physical Location G3851.S5 1865 .B3

YEAR	AUTHOR/ SURVEYOR	TITLE	NOTES
1865		U.S. Army Quarter Master Maps	Select parcels only. National Archives Records of the Office of the Quarter- master General RG 92 1.158-x
1877	Hopkins, Griffith Morgan, Jr.	City atlas of Alexandria Va : from official records, private plans, and actual surveys, based upon plans deposited in the Dept. of Surveys	(Plates D through K) Does not extend northward beyond Second Street. University of Virginia Library, Special Collections Call Number G1463 .A4 H6 1877
1885	Sanborn Map and Publishing Co.	Alexandria, Virginia	Limited coverage. Sanborn Fire Insurance Co. Map
1896	Sanborn-Perris Map Co. Ltd	Insurance Maps of Alexandria, Alexandria County, Virginia.	Limited coverage. Sanborn Fire Insurance Co. Map
1900	Strum, Gustave P.	Map of Alexandria County, Virginia for the Virginia Title Co.	Provides proprietor names north of Second Street. Limited coverage of area south of Second Street. Library of Congress Geography and Map Division Washington, D.C. Call Number G3883.A8G46 1900 .H6
1902	U.S. Geological Survey (USGS)	U.S. Coastal Survey Map	Limited coverage south of the canal. Only map showing specific reference to Petersburg. National Oceanic and Atmospheric Administration – Office of Coast Survey – Historical Map & Chart Collection
1902	Sanborn Map Co.	Insurance Maps of Alexandria, Alexandria County, Virginia	Limited coverage. Sanborn Fire Insurance Co. Map
1907	Sanborn Map Company	Insurance Maps of Alexandria, Alexandria County, Virginia	Limited coverage. Sanborn Fire Insurance Co. Map
1921	Sanborn Map Company	Insurance Maps of Alexandria, Alexandria County, Virginia	Broad coverage. Sanborn Fire Insurance Co. Map
1927	Flown for the National Capital Park and Planning Commission	Aerial Photography Series	Full coverage. National Archives RG 328.3
1937	Flown by the Farm Service Agency.	Aerial Photography Series	Full coverage. National Archives RG 145.8
1941	Sanborn Map Company	Insurance Maps of Alexandria, Virginia including unincorporated sections known as Belle Haven and New Alexandria	Broad coverage. Sanborn Fire Insurance Co. Map
1949	Flown by U.S. Geological Survey (USGS)	Aerial Photography Series	Full coverage. Calendar Date 1949 03 04

YEAR	AUTHOR/ SURVEYOR	TITLE	NOTES
1958	Sanborn Map Company	Insurance Maps of Alexandria, Virginia including unincorporated sections known as Belle Haven, New Alexandria, Fair Haven, Jefferson Manor, and Huntington Terrace	Broad coverage. Sanborn Fire Insurance Co. Map

Appendix

B

INFORMATION SOURCES

The context statement and theme information is compiled using the following documents and materials published by the City of Alexandria, as well as studies conducted for or in requirement by the City of Alexandria.

Alexandria Archaeology

2010 Alexandria Waterfront History Plan: Alexandria, a Living History. Office of Historic Alexandria, Alexandria, Virginia.

Alexandria Archaeology

2015 Old Town North Historical Self Guided Tour. Office of Historic Alexandria, Alexandria, Virginia.

Barr, Keith L.

1991 Archaeological Explorations at the Boyhood Home of Robert E. Lee. Alexandria Archaeology Publications No. 43. Alexandria Archaeology, Office of Historic Alexandria, Alexandria, Virginia.

Brockett, F.L. and George W. Rock

1883 A Concise History of the City of Alexandria, Virginia, from 1669 to 1883 with a Directory of Reliable Business Houses in the City. Alexandria, Virginia.

Dennée, Timothy J.

2010 Robert Portner and His Brewing Company. Report prepared Alexandria Archaeology for Saul Centers, Inc., Chevy Case, Maryland for the Office of Historical Alexandria. Report on file with the Office of Historic Alexandria, Alexandria, Virginia.

EHT Traceries

2013 Historical Overview of 515 N Washington Street, Alexandria, VA 22314. Washington, DC.

Gordon, Robert J.

2016 The Rise and Fall of American Growth: The U.S. Standard of Living Since the Civil War. Princeton University Press, Princeton, N.J.

Hahn, Thomas Swiftwater

1982 The Industrial Archaeology of the Tide Lock and Pool No. 1 of the Alexandria Canal. Report on file with the Office of Historic Alexandria, Alexandria, Virginia.

Mullen, John

2011 Documentary Study of the Old Town North Property, Alexandria, Virginia. Report prepared for Buchanan Partners LLC of Gaithersburg, Maryland by Thunderbird Archeology, a division of Wetland Studies and Solutions, Inc. of Gainesville, Virginia. Report on file with the Office of Historic Alexandria, Alexandria, Virginia.

Mullen, John, and Craig Rose

2013 Old Town North Property, City of Alexandria, Virginia: Results of Archaeological Monitoring. Report prepared for Buchanan Partners LLC of Gaithersburg, Maryland by Thunderbird Archeology, a division of Wetland Studies and Solutions, Inc. of Gainesville, Virginia. Report on file with the Office of Historic Alexandria, Alexandria, Virginia.

Parsons Engineering Science, Inc.

2005 Archaeological Investigations of the Robert Portner Brewing Company Site (44AX196), Alexandria, Virginia. Report prepared by Parsons Engineering Science, Inc. for Saul Centers, Inc., Chevy Case, Maryland for the Office of Historical Alexandria. Report on file with the Office of Historic Alexandria, Alexandria, Virginia.

Swain, Emily, Paul P. Kreisa, Eric Griffiths, Jacqueline M. McDowell, Geri J. Knight-Iske, and Nancy L. Powell

2016 Assessment and Intensive Archaeological Investigation for 513-515 North Washington Street, Alexandria, Virginia. Report prepared by Stantec Consulting Services Inc., Laurel, Maryland, for CAS Reigler, Washington, D.C. Report on file with the Office of Historic Alexandria, Alexandria, Virginia.

Wedderburn, Andrew J.

1907 Souvenir Virginia Tercentennial 1607-1907 of Historic Alexandria, Virginia.

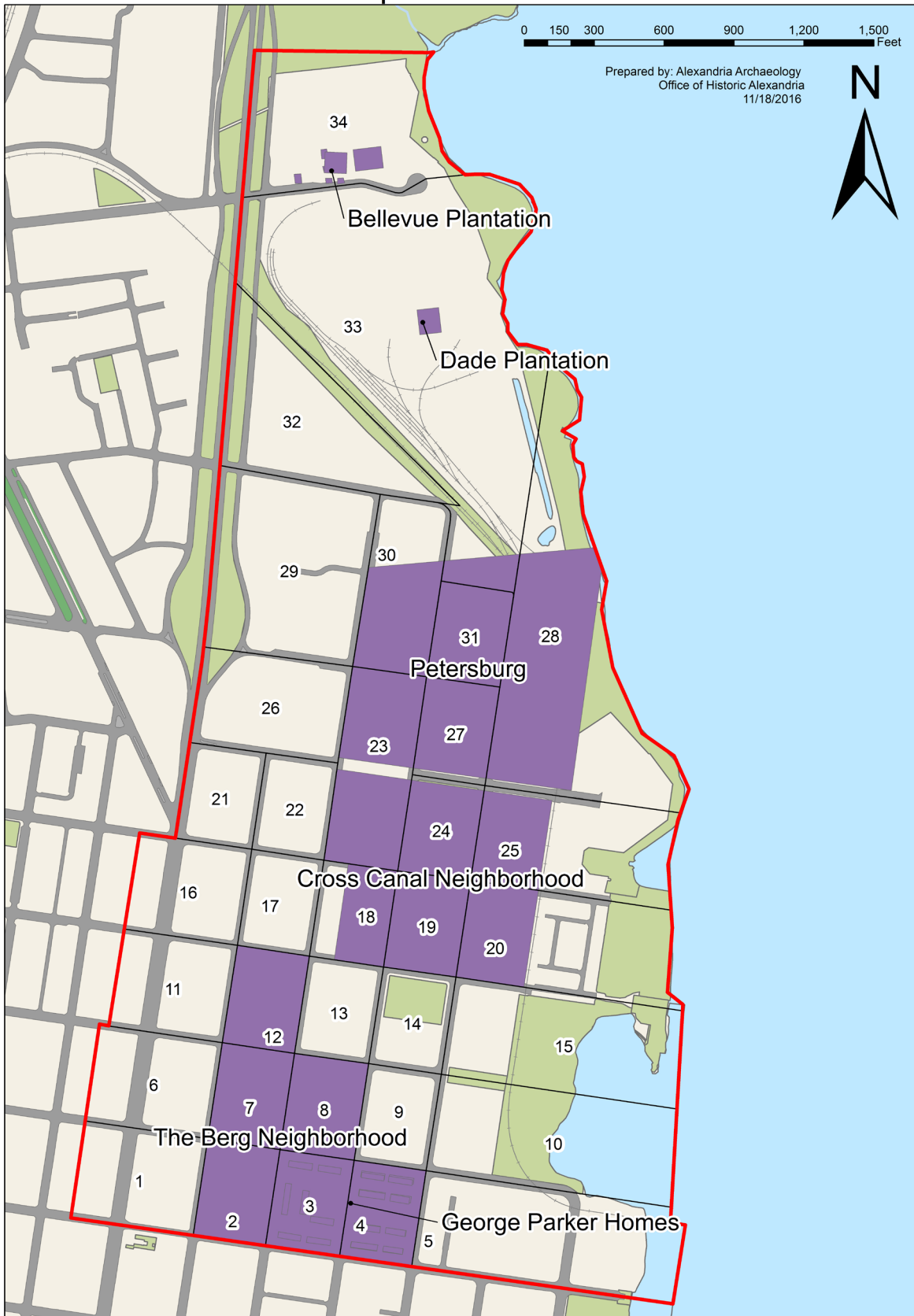
Appendix C

THEMATIC MAPS

The following maps display the locations and outlines of known historic resources compiled from many of the sources in Appendix A. These have been organized here by theme. The features shown on these maps do not represent a comprehensive listing of the historic resources that one might encounter in Old Town North; rather, these maps represent a foundation for historic interpretation in Old Town North.

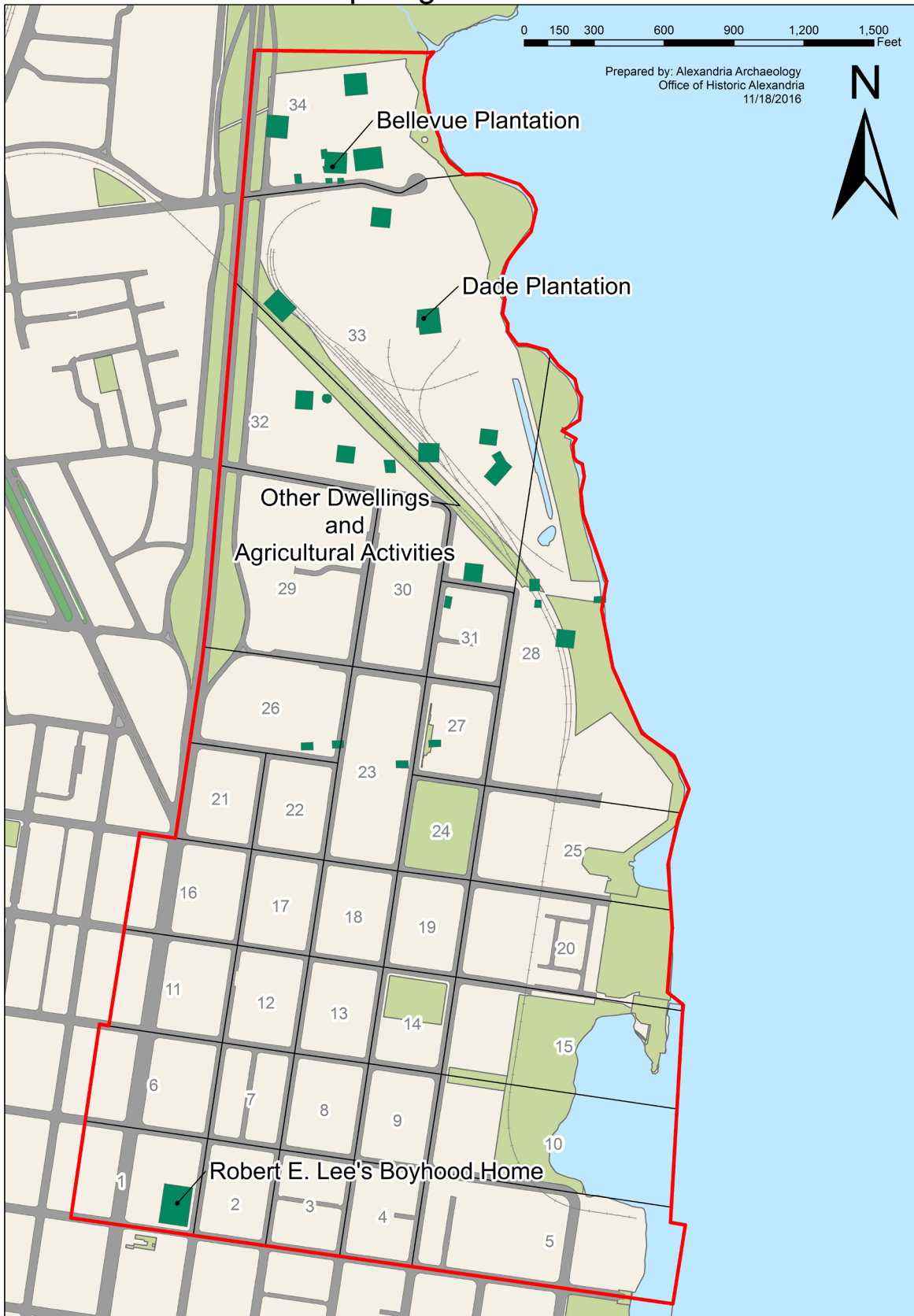
Old Town North Historic Interpretation Guide

Thematic Map - African American Life



Old Town North Historic Interpretation Guide

Thematic Map - Agriculture and Rural Life



Old Town North Historic Interpretation Guide

Thematic Map - Industry



Old Town North Historic Interpretation Guide

Thematic Map - Military



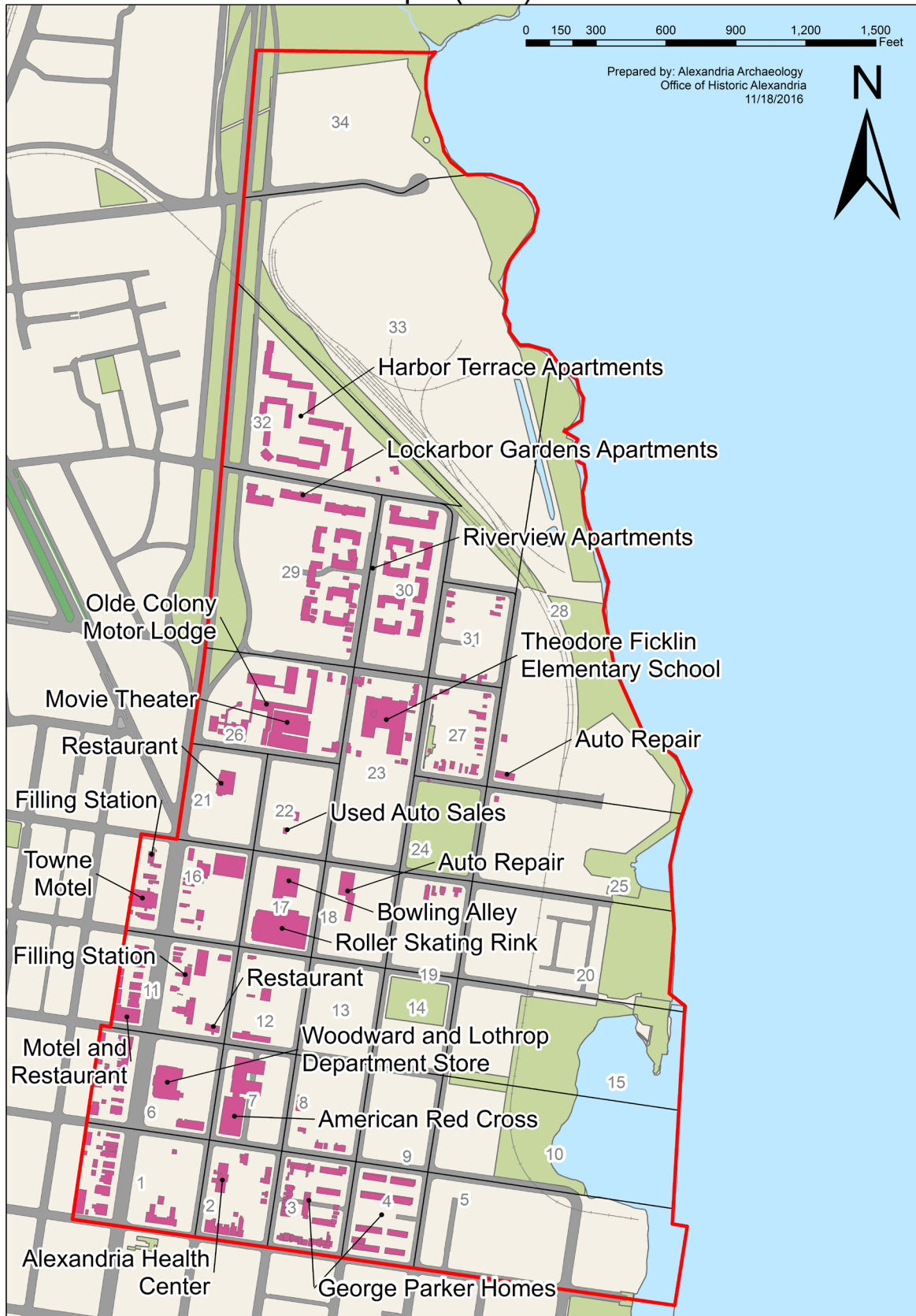
Old Town North Historic Interpretation Guide

Thematic Map - Native American Life



Old Town North Historic Interpretation Guide

Thematic Map - (Sub)Urbanization



Old Town North Historic Interpretation Guide

Thematic Map - Transportation

