





Cultural Resources Survey for the Widening of U.S. Route 1 from Napper Road to Mt. Vernon Highway Fairfax County, Virginia

VDOT Project: 0001-029-205, B617, B618, C501, D603, P101, R201 IPM/UPC/CSC No: 107187
VDHR File No: 2016-0426



prepared for

Virginia Department of Transportation
NOVA District
Fairfax, Virginia

prepared by

Commonwealth Heritage Group, Inc.
Alexandria, Virginia



COMMONWEALTH
HERITAGE GROUP

FINAL REPORT
VOLUME I
October 2016

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ABSTRACT

The Virginia Department of Transportation (VDOT) is planning to undertake a 2.91-mile long project to widen U.S. Route 1 (Richmond Highway) from Napper Road to the Mount Vernon Highway (Route 235). Commonwealth Heritage Group, Inc. (Commonwealth) conducted a Phase I cultural resources survey of the area of potential effect (APE) for this project that included an archaeological and architectural survey.

The field investigation included the Phase I level documentation of 128 architectural resources within the APE for architecture. For the thirty-three previously recorded architectural resources within the APE, one is listed on the VLR/NRHP (029-0056), one has been determined eligible (029-0230), one potentially eligible (029-5181), and thirty have been determined not eligible. Commonwealth recommends no change in the status of any of these resources. Four of the previously identified resources were found to have been demolished prior to the present survey. Of the ninety-five previously unrecorded architectural resources surveyed as part of this reconnaissance survey, Commonwealth recommends none as eligible for listing on the VLR or the National Register of Historic Place (NRHP). In the opinion of Commonwealth, these resources lack significance and/or have lost integrity through modern alterations.

Commonwealth evaluated the APE vicinity along Richmond Highway (Route 1) between Napper Road and the Mount Vernon Memorial Highway as a potential historic district or smaller historic districts. There is a potentially eligible historic district at the southwest end of the APE (Woodlawn Cultural Landscape Historic District, 29-5181). Within the overall APE, the buildings are from a variety of periods, styles, and associations. They represent early twentieth century schools, mid-twentieth and late twentieth century commercial buildings, and early twentieth through early twenty-first century dwellings, including several mid-twentieth century apartment complexes. There are no historic or stylistic linkages between the buildings within the APE as a whole, except for the historic district previously recognized.

The archaeological survey included a pedestrian walkover survey and the excavation of 84 STs at 50-ft intervals. Because of extensive commercial and residential development, Commonwealth archaeologists encountered only a few areas containing natural soil horizons within the APE. In these few areas, no significant archaeological resources were present. No further work is recommended.

Three previously identified sites were revisited during the survey. Sites 44FX3252 and 44FX3769 were tested with a pedestrian survey. Previously identified Site 44FX0213 was shovel tested with STs at 50-ft intervals. Sites 44FX3769 and 44FX3252 have been completely destroyed by commercial development. Site 44FX0213 has been extensively disturbed by modern trash dumping and modern temporary campsites. No artifacts or features were encountered at Site 44FX0213, and it has been determined to be not eligible to the NRHP by Virginia Department of Historic Resources (VDHR). Commonwealth recommends no further work at this site.

TABLE OF CONTENTS

Volume I

Abstract i
Table of Contents ii
List of Illustrations iii
List of Tables vii
1.0 Introduction 1
1.1 Project Description 1
1.2 Environmental Setting 1
1.3 Historic Context 5
1.3.1 Pre-Contact Native American Period (11,000 cal B.C.-A.D. 1607) 5
1.3.2 Settlement to Society (1607-1750) 6
1.3.3 Colony to Nation (1750-1789) 8
1.3.4 Early National Period (1789-1830) 9
1.3.5 Antebellum Period (1830-1860) 9
1.3.6 Civil War (1860-1865) 9
1.3.7 Reconstruction and Growth (1865-1914) 10
1.3.8 Modern Period (1914-Present) 11
1.3.9 History of the APE Vicinity 11
2.0 Research Design 27
2.1 Documentary Research Methods 27
2.2 Field Methods 27
2.3 Previously Identified Architectural Resources and Archaeological Sites within the APE and in the Vicinity 28
2.4 Expected Results 36
3.0 Results 39
3.1 Results of the Archaeological Survey 39
3.2 Results of the Architectural Survey 56
4.0 Summary and Recommendations 235
5.0 References Cited 241

APPENDIX I: Virginia Department of Historic Resources Archaeology Site Forms
APPENDIX III: Qualifications of the Investigators

Volume II

APPENDIX II: Virginia Department of Historic Resources Architectural Reconnaissance Forms

LIST OF ILLUSTRATIONS

Figure 1. Location of the archaeology APE vicinity on a detail of the 2016 USGS *Fort Belvoir, VA* and *Mount Vernon, VA* 7.5-minute quadrangles (USGS 2016a, 2016b) 3
Figure 2. The archaeology APE on a detail of the ca. 1801 *Map of General Washington's Farm of Mount Vernon* (Washington [1801]) 15
Figure 3. Location of the archaeology APE on a detail of the 1859 *Map of George Washington's Land at Mount Vernon Virginia, Fairfax County, Virginia: As it was and As it is* (Gillingham 1859) 17
Figure 4. Location of the archaeology APE on a detail of the 1862 *Map of Northeastern Virginia and Vicinity of Washington* (McDowell 1862) 19
Figure 5. Location of the archaeology APE on a detail of the map Mount Vernon Dist. No. 3, Fairfax, County from Hopkins' 1878 Atlas of Fifteen Miles Around Washington Including the Counties of Fairfax and Alexandria, Virginia (Hopkins 1878) 21
Figure 6. Location of the archaeology APE on a detail of the 1925 USGS *Indian Head, MD-VA* 7.5-minute quadrangle (USGS 1925) 23
Figure 7. Location of the archaeology APE on a detail of the 1966 USGS *Mount Vernon, VA* and 1965 *Fort Belvoir, VA* 7.5-minute quadrangles (USGS 1966, 1965) 25
Figure 8. Southwestern portion of the Archaeology APE showing the location of shovel tests 41
Figure 9. Southwestern portion of the Archaeology APE showing the location of shovel tests 43
Figure 10. Center portion of the Archaeology APE showing the location of modern construction 45
Figure 11. Northeastern portion of the Archaeology APE showing the location of shovel tests 47
Figure 12. Northeastern portion of the Archaeology APE showing the location of shovel tests 49
Figure 13. Representative Shovel Test Profiles. 51
Figure 14. Image showing ongoing construction at the location of previously identified Site 44FX3769, facing north. 53
Figure 15. Image showing modern residential and commercial development along Route 1, facing west. 53
Figure 16. Map showing the location of surveyed architectural resources (Fairfax County GIS & Mapping Service 2016) 71
Figure 17. Map showing the location of surveyed architectural resources (Fairfax County GIS & Mapping Service 2016) 73
Figure 18. Map showing the location of surveyed architectural resources (Fairfax County GIS & Mapping Service 2016) 75
Figure 19. Map showing the location of surveyed architectural resources (Fairfax County GIS & Mapping Service 2016) 77

Figure 20. Woodlawn Cultural Landscape Historic District (029-5181), view of pastures and the Sharpe Stable Complex (029-5181-0005) from intersection of Route 1 and Mount Vernon Highway, view to south 79
Figure 21. Woodlawn (029-0056), southwest elevation, view to northwest 79
Figure 22. Richmond Highway (029-5708), view northeast from the intersection with Mount Vernon Highway and Jeff Todd Way 81
Figure 23. 5638 Mount Vernon Highway (029-5707), view to southeast 81
Figure 24. 8853 Richmond Highway (029-5705), view to northeast 83
Figure 25. 8853A Richmond Highway (029-5706), view to northeast 83
Figure 26. 8860 Richmond Highway (029-6163), view to northwest 85
Figure 27. 8851 Richmond Highway (029-6162), view to northeast 85
Figure 28. Bridge #1001, Richmond Highway over Dogue Creek (029-0479), view to northeast 89
Figure 29. 8801 Richmond Highway (029-6160), view to southeast 89
Figure 30. 8800 Richmond Highway (029-6161), view to northwest 91
Figure 31. 8741 Richmond Highway (029-6158), view to southeast 91
Figure 32. 8743 Richmond Highway (029-6159), view to northeast 93
Figure 33. 8770 Richmond Highway (029-6156), view to northwest 93
Figure 34. 8700 Richmond Highway (029-6155), view to northeast 95
Figure 35. 8689 Richmond Highway (029-6157), view to northeast 95
Figure 36. 8669 Richmond Highway (029-5121), view to east 99
Figure 37. 8668 Richmond Highway (029-5122), view to northwest 99
Figure 38. 8670 Richmond Highway (029-6154), view to northwest 101
Figure 39. 8655 Richmond Highway (029-6153), view to southeast 101
Figure 40. 8656 Richmond Highway (029-5123), view to northwest 103
Figure 41. 8653 Richmond Highway (029-6152), view to southeast 103
Figure 42. 8624 Richmond Highway (029-6149), view to west 105
Figure 43. 8629 Richmond Highway (029-6150), view to southeast 105
Figure 44. 8622 Richmond Highway (029-5124), view to northwest 107
Figure 45. 8618 Richmond Highway (029-6148), view to northwest 107
Figure 46. 8534 Engleside Street (029-6147), view to south 109
Figure 47. 8535 Engleside Street (029-6144), view to northeast 109
Figure 48. 8533 Engleside Street (029-6145), view to northeast 113
Figure 49. 8531 Engleside Street (029-6146), view to northeast 113
Figure 50. 8609 Richmond Highway (029-5126), view to northeast 115
Figure 51. 8605 Richmond Highway (029-6141), view to southwest 115
Figure 52. 8601 Richmond Highway (029-6141), view to northeast 117
Figure 53. 8600 Richmond Highway (029-5127), view to northwest 117
Figure 54. 8532 Highland Lane (029-6143), view to southwest 119
Figure 55. 8529 Highland Lane (029-6142), view to east 119
Figure 56. 8528 Highland Lane (029-6151), view to west 125
Figure 57. 8589 Richmond Highway (029-5128), view to south 125
Figure 58. 8592 Richmond Highway (029-6165), view to northwest 127
Figure 59. 8545 -8583 Richmond Highway (029-6139), view to northeast 127

Figure 60. 8541 Richmond Highway (029-5129), view to southwest 129
Figure 61. 8400 – 8508 Sky View Drive (029-6138), view to northwest 129
Figure 62. 8537 Richmond Highway (029-5130), view to northeast 131
Figure 63. 8515 Richmond Highway (029-6130), view to south 131
Figure 64. 106 Denfield Drive (029-6131), view to northeast 133
Figure 65. 8510 – 8526 Richmond Highway (029-6137), view to north 133
Figure 66. 8500 Greenleaf Street (029-6129), view to south 135
Figure 67. 8501 Richmond Highway (029-6128), view to northeast 135
Figure 68. 8500 Richmond Highway (029-6136), view to southeast 137
Figure 69. 8434 – 8436 Frye Road (029-6135), view to northwest 137
Figure 70. 8420 Blankenship Street (029-6125), view to northwest 139
Figure 71. 8457 Richmond Highway (029-6127), view to northeast 139
Figure 72. 8453 Richmond Highway (029-5126), view to northeast 143
Figure 73. 8431 Richmond Highway (029-6124), view to northeast 143
Figure 74. 8428 Richmond Highway (029-6123), view to southwest 145
Figure 75. 8412 Richmond Highway (029-6122), view to northwest 145
Figure 76. Buckman Road at Richmond Highway (029-6121), view to southeast 147
Figure 77. 8368 Richmond Highway (029-6120), view to northwest 147
Figure 78. 8369 Richmond Highway (029-5131), view to west 149
Figure 79. 8363 Richmond Highway (029-5132), view to southeast 149
Figure 80. 8361 Richmond Highway (029-5133), view to east 151
Figure 81. 8359 Richmond Highway (029-5134), view to southeast 151
Figure 82. 8404 Washington Avenue (029-6119), view to northwest 157
Figure 83. 8400 Washington Avenue (029-6118), view to southwest 157
Figure 84. 8338 Washington Avenue (029-6117), view to northwest 159
Figure 85. 8335 – 8339 Washington Avenue (029-6134), view to southeast 159
Figure 86. 8331 Washington Avenue (029-6166), view to southeast 161
Figure 87. 8334 Washington Avenue (029-6133), view to west 161
Figure 88. 8351 Richmond Highway (029-6132), view to southeast 163
Figure 89. 8340 Richmond Highway (029-5135), view to northwest 163
Figure 90. 8339 Richmond Highway (029-6110), view to northeast 165
Figure 91. 8334 Richmond Highway (029-6109), view to northwest 165
Figure 92. 8333 Richmond Highway (029-0230), view to south 167
Figure 93. 8328 – 8332 Richmond Highway (029-6108), view to southwest 167
Figure 94. 8238 Gregory Drive (029-6107), view to southwest 169
Figure 95. 8239 Gregory Drive (029-6106), view to northwest 169
Figure 96. 8312 Richmond Highway (029-6105), view to southwest 171
Figure 97. 8226 Russell Road (029-6104), view to south 171
Figure 98. 8300 Richmond Highway (029-6103), view to southwest 177
Figure 99. 8315 Reddick Avenue (029-6102), view to south 177
Figure 100. 8257 Richmond Highway (029-5136), view to south 179
Figure 101. 8263 Richmond Highway (029-6101), view to southeast 179
Figure 102. 4011 Buckman Road (029-6099), view to northwest 181
Figure 103. 8244 Richmond Highway (029-6098), view to west 181

Figure 104. 8249 Richmond Highway (029-6100), view to southeast 183
Figure 105. 8238 Richmond Highway (029-5137), view to southwest 183
Figure 106. 8212 Martha Street (029-6096), view to southwest 185
Figure 107. 8210 Martha Street (029-6097), view to southeast 185
Figure 108. 8208 Martha Street (029-6164), view to southeast 187
Figure 109. 8217 Martha Street (029-5138), view to southwest 187
Figure 110. 8228 Richmond Highway (029-6095), view to southwest 189
Figure 111. 8218 Richmond Highway (029-5139), view to northeast 189
Figure 112. 8214 Richmond Highway (029-5140), view to southwest 191
Figure 113. 8166 – 8178 Richmond Highway (029-6116), view to west 191
Figure 114. 8156 – 8158 Richmond Highway (029-6115), view to northwest 193
Figure 115. 3700 – 3707 Rolling Hills Avenue ((029-6111), view to southeast 193
Figure 116. 8153 Richmond Highway (029-6114), view to southeast 203
Figure 117. 8149 Richmond Highway (029-6113), view to southeast 203
Figure 118. 8150 Richmond (029-6112), view to northwest 205
Figure 119. 8145 Richmond Highway (029-5141), view to southwest 205
Figure 120. 8111 Janna Lee Avenue (029-6081), view to northeast 207
Figure 121. 3601 Rolling Hills Avenue (029-6082), view to southeast 207
Figure 122. 3513 Rolling Hills Avenue (029-6083), view to southeast 209
Figure 123. 3513B Rolling Hills Avenue (029-6084), view to southeast 209
Figure 124. 3511 Rolling Hills Avenue (029-6085), view to northeast 211
Figure 125. 3509 Rolling Hills Avenue (029-6086), view to northeast 211
Figure 126. 3507 Rolling Hills Avenue (029-6087), view to northeast 213
Figure 127. 3505 Rolling Hills Avenue (029-6088), view to northeast 213
Figure 128. 3503 Rolling Hills Avenue (029-6089), view to west 215
Figure 129. 3431 Buckman Road (029-6090), view to southeast 215
Figure 130. 8139 Richmond Highway (029-6070), view to southeast 217
Figure 131. 8135 Richmond Highway (029-5142), view to northeast 217
Figure 132. 8130 Richmond Highway (029-6080), view to southwest 219
Figure 133. 8121 Richmond Highway (029-6073), view to east 219
Figure 134. 8126 Richmond Highway (029-5143), view to northwest 221
Figure 135. 8124 Richmond Highway (029-5144), view to southwest 221
Figure 136. 8122 Richmond Highway (029-6092), view to southwest 223
Figure 137. 8113 Richmond Highway (029-6074), view to northeast 223
Figure 138. 8120 Richmond Highway (029-6091), view to northwest 225
Figure 139. 8101 Richmond Highway (029-6075), view to northwest 225
Figure 140. 8178 Mt. Vernon Highway (029-6071), view to southwest 227
Figure 141. 8174 Mt. Vernon Highway (029-6072), view to northwest 227
Figure 142. 8164 Mt. Vernon Highway (029-6076), view to west 229
Figure 143. 8160 Mt. Vernon Highway (029-6077), view to southwest 229
Figure 144. 8158 Mt. Vernon Highway (029-6078), view to west 231
Figure 145. 8146 Mt. Vernon Highway (029-6079), view to west 231
Figure 146. 8018 Richmond Highway (029-5146), view to northwest 233
Figure 147. 8015 Richmond Highway (029-5145), view to southeast 233

LIST OF TABLES

Table 1. Previously identified architectural resources within one mile of the APE. 28
Table 2. Previously recorded archaeological sites within with the APE. 31
Table 3. Previously recorded archaeological sites within one mile of the APE. 32
Table 4. Architectural resources documented during the field investigation. 56
Table 5. Architectural Resource National Register and Management Recommendations. 235
Table 6. Archaeological Resource National Register and Management Recommendations.. 238

1.0 INTRODUCTION

1.1 PROJECT DESCRIPTION

The Virginia Department of Transportation (VDOT) is planning to undertake a 2.91-mile long project to widen U.S. Route 1 (Richmond Highway) from Napper Road to the Mount Vernon Highway (Route 235). Commonwealth Heritage Group, Inc. (Commonwealth) conducted a Phase I cultural resources survey of the area of potential effect (APE) for this project that included an archaeological and architectural survey (Figure 1). The APE for archaeology included 190 feet (ft) from the existing centerline along both sides of Route 1. The architectural survey included all properties within the APE for indirect effects, which is located 300 ft to either side of Route 1. The investigation included limited historic background research on the prehistory and history of the APE and its vicinity, a Phase I architectural survey, and a Phase I archaeological survey that included a walkover and shovel test survey.

Three previously identified archaeological sites fall within the APE, 44FX3252, 44FX3769, and 44FX0213. One of these sites, 44FX0213, has been determined not eligible to the National Register of Historic Places (NRHP) by the Virginia Department of Historic Resources (VDHR). It is an indeterminate prehistoric temporary camp, a late nineteenth century African-American dwelling, and an early twentieth century Corps of Engineers campsite used by workers during construction of Route 1. The other two sites have not yet been evaluated by VDHR, and were reinvestigated as part of the current survey. Site 44FX3252 is an indeterminate prehistoric camp and a late nineteenth century to early twentieth century historic trash dump site. Site 44FX3769 consists of twentieth century artifacts and modern refuse adjacent to the concrete and cinder block foundations of the former mid-twentieth century dwelling and garage (VDHR #029-5122).

The purpose of the investigation was to determine the presence or absence of significant archaeological or architectural resources within the APE, and to the extent possible, evaluate the significance of any deposits and/or features that might be discovered. The survey was designed to comply with VDHR's *Guidelines for Conducting Cultural Resource Survey in Virginia* (VDHR 2011) and the Secretary of the Interior's *Standards and Guidelines for Archeology and Historic Preservation*. Sarah G. Traum conducted the architectural fieldwork between 25 July and 3 August 2016. Cynthia V. Goode, W. Brett Arnold, Austin Bonney and Allison Ham conducted the fieldwork for the archaeological survey between 17 and 31 August 2016. Cynthia Goode, Charles Goode, and Sarah G. Traum prepared the report. Sarah Ruch and Rob Schultz prepared the graphics. Joseph Balicki served as project manager.

1.2 ENVIRONMENTAL SETTING

The APE is situated within the Coastal Plain physiographic province and the Potomac River drainage. Elevations within the APE range between 10 and 80 ft above sea level. Portions of the APE cross over or are situated on the floodplains of Little Hunting Creek, and two branches of Dogue Creek. All of these waterways to some extent have had their channels manipulated from their natural course to fit within the urban landscape. Little Hunting Creek crosses the APE near the intersection of Route 1 and Buckman Road. One branch of Dogue Creek crosses the APE near the intersection of Route 1 and Woodlawn Court. The other branch of Dogue Creek crosses

the APE near the intersection of Route 1 and Mount Vernon Memorial Highway. A dam created with concrete blocks is located on Dogue Creek just north of the APE at this crossing, creating two large ponds or wetland areas.

Upland soils within the APE consist primarily of urban land with some areas of Kingstowne-Beltsville complex soils, Mattapex loam, Grist Mill-Gunston complex soils, and Grist Mill-Mattapex complex soils, with small pockets of Wheaton-Codorus complex soils (Web Soil Survey 2016). Urban land is land mostly covered by streets, parking lots, buildings, and other structures. Kingstowne-Beltsville complex consists of very deep, well-drained soils formed in the earthy fill of fluviomarine deposits on the backslopes, shoulders and summits of marine terraces. The typical soil profile for Kingstowne-Beltsville complex is an A horizon underlain directly by a Bt or C horizon. B horizons (subsoil) are the mineral horizon formed below an A, E, or O horizon that are characterized by illuvial concentrations of clay, iron, aluminum, humus, carbonates, gypsum, or silica. Bt horizons show an accumulation of clay, and occur in upland soils (Waters 1992:47). C horizons are unaltered subsurface parent material.

Mattapex loam is a very deep, moderately well-drained soil formed from fluviomarine deposits on the summit of terraces. It is considered prime farmland. The typical soil profile for Mattapex loam is an Ap horizon over a Bt horizon of silty clay loam. Grist Mill-Gunston complex soils consist of very deep, well-drained soils formed from the earthy fill of fluviomarine deposits on the backslope, shoulder and summit of marine terraces. The typical soil profile for Grist Mill-Gunston complex is an A horizon underlain directly by a C horizon. Grist Mill-Mattapex complex soils consist of very deep, well-drained soils formed from the earthy fill of fluviomarine deposits on the backslope, shoulder and summit of marine terraces. The typical soil profile for Grist Mill-Mattapex complex is an A horizon underlain directly by a C horizon.

Wetlands soils within the APE consisted of mixed Codorus and Hatboro soils, and some areas of Wheaton-Codorus complex (Web Soil Survey 2016). Codorus silt loams are somewhat poorly-drained soils and Hatboro loams are poorly-drained soils formed from alluvium derived from igneous, metamorphic, and sedimentary rock. These are located within the floodplain portions of the APE near Little Hunting Creek and Dogue Creek. Codorus soils consist of an A horizon over Bw1 and Bw2 horizons and a C horizon. Bw horizons are characterized by the development of redder color and the loss of carbonates with no apparent illuvial accumulation (Waters 1992:47). Hatboro soils consist of an A horizon over a Bg1 and Bg2 horizons and a C horizon. Bg horizons are formed under the influence of a fluctuating water table and may show gleying and reduced iron (Waters 1992:51). Wheaton-Codorus complex soils are also deep and well-drained, and are formed from weathered schist and gneiss on the shoulders, summits, and backslopes of interfluves. Wheaton complex soils consist of an A horizon underlain directly by a C horizon. Slopes in the APE range from 0 to 25 percent.

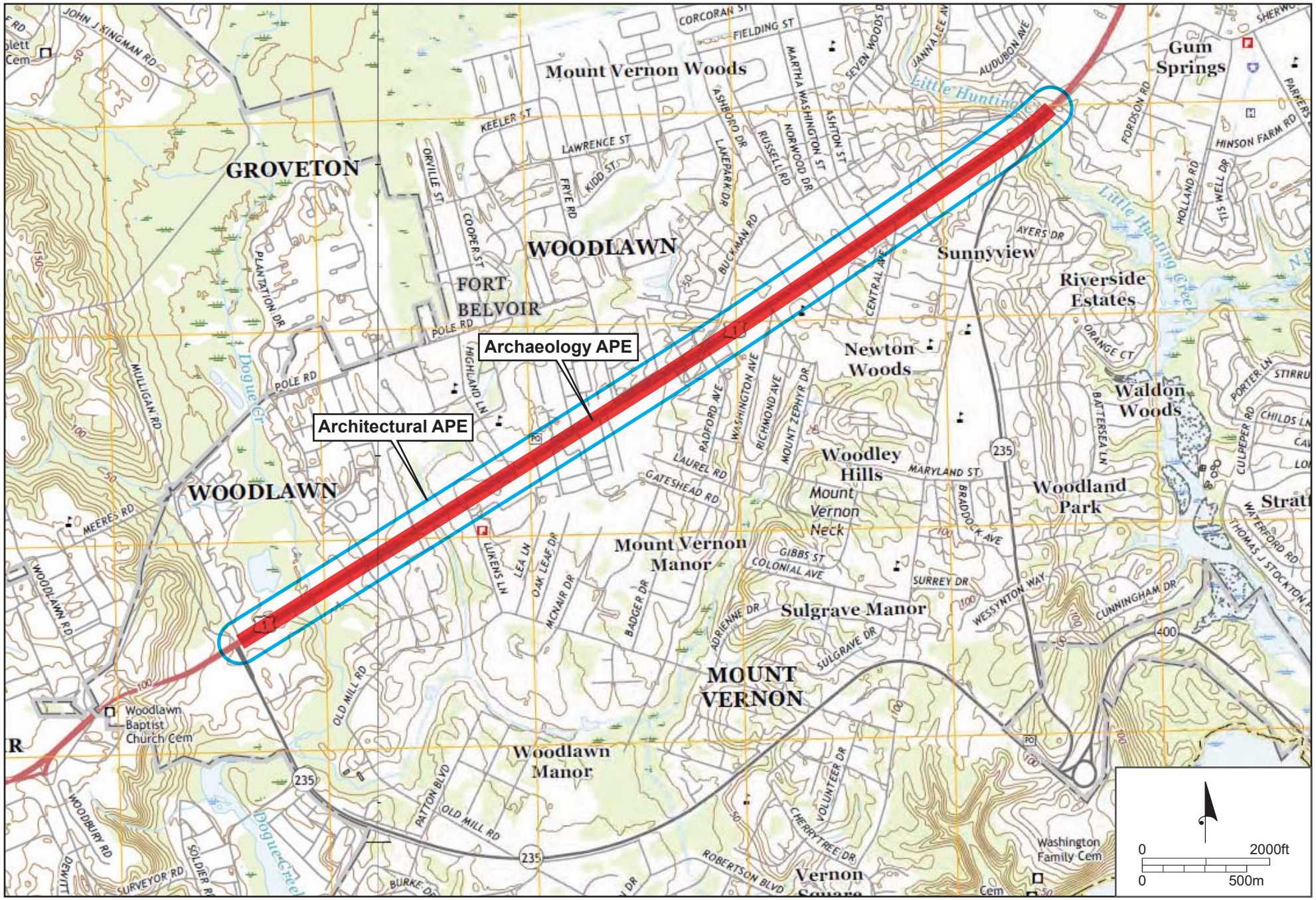


Figure 1. Location of the archaeology and architectural APE vicinity on a detail of the 2016 USGS *Fort Belvior, VA* and *Mount Vernon, VA* 7.5-minute quadrangles (USGS 2016a, 2016b).

1.3 HISTORIC CONTEXT

1.3.1 PRE-CONTACT NATIVE AMERICAN PERIOD (11,000 CAL B.C.-A.D. 1607)

The pre-Contact Native American cultural sequence for the Coastal Plain Province of Alexandria, Virginia generally conforms to that defined for other areas in the Middle Atlantic region. The three major temporal periods are Paleo-Indian, Archaic, and Woodland, which are based on the presence or absence of certain diagnostic artifacts (Dent 1995:8). This sequence is further divided into seven subperiods: Paleo-Indian (11,500-9500 B.C.), Early Archaic (9500-7500 B.C.), Middle Archaic (7500-3000 B.C.), Late Archaic (3000-1200 B.C.), Early Woodland (1200-500 B.C.), Middle Woodland (500 B.C.-A.D. 900), and Late Woodland (A.D. 900 to 1607 or Contact).

The earliest documented inhabitants of the Middle Atlantic region were highly mobile Paleo-Indian hunters who arrived around 11,500 cal B.C. They came at a time of dramatic climate change during the transition from the Late Pleistocene to the Early Holocene. Research has shown that Paleo-Indian groups regularly exploited sources of cryptocrystalline lithic materials and the locations of these lithic sources influenced their annual settlement round. The diagnostic Paleo-Indian artifact is the basally fluted, lanceolate Clovis point. Several archaeological sites including Meadowcroft Rockshelter in western Pennsylvania, Cactus Hill in southern Virginia, and SV-2 (44SM0037) in Saltville have yielded evidence that implies an earlier occupation, possibly as early as 14,000 B.C. (Adovasio et al. 1990; McAvoy 1997; Johnson 1997; McDonald 2000).

Climate change continued during the Archaic Period. A stylistic shift of the temporally diagnostic artifacts occurs during the Early Archaic from the Clovis point to notched projectile-point forms. The reason behind this change in hafting technique is unclear, though it may be attributed to the introduction of the atlatl (spear thrower). Early Archaic settlement patterns were very similar to that of the Paleo-Indian period but by the Middle Archaic climate change and a shift away from reliance on high-quality lithic materials and towards more expedient materials prompted the greater exploitation of areas not previously utilized. The Late Archaic in the Middle Atlantic region is a period of intensification marked by the appearance of large settlements, increased and extended interaction networks, and greater regional integration.

The Woodland period in the Middle Atlantic region is marked by the introduction of ceramic technology. Settlement patterns during the Early Woodland were similar to the Late Archaic, with a continued focus on riverine and estuarine environments (Gardner 1982). During the Middle Woodland, the regional population grew as bands became more sedentary and participated in regional exchange networks. Continuity in site location between the Early Woodland and Middle Woodland suggests that earlier subsistence-settlement systems persisted in most areas.

At the start of the Late Woodland period, around A.D. 1000, horticultural practices were adopted by Middle Atlantic groups. Hunting, fishing, and gathering though were still important subsistence activities. With the adoption of horticulture, groups were able to store surplus crops

thus triggering the establishment of small permanent hamlets and larger villages. Settlements are typically protected by a stockade and the appearance of these fortifications has been attributed to an increase in warfare among Middle Atlantic groups during the Late Woodland period.

The increase in inter-group hostility and the need to protect food surpluses may correspond with shifting climatic conditions. Between A.D. 1300 and 1800 a shift to the colder conditions of the "Little Ice Age" occurred and these climatic changes may have resulted in a decrease in agricultural productivity (Stewart 1993:165; Rountree et al. 2007:3). The response may have been increased competition for available resources.

Large settlements and agricultural activities were primarily located on major floodplains because of the ease in clearing and working the soils, although forays into the uplands for hunting and gathering still took place. A stylistic shift from notched to triangular projectile points occurs during the Late Woodland period, indicating the introduction of the bow and arrow.

The dramatic increase in the number large villages and hamlets containing deep cultural deposits and numerous storage pits suggest that Late Woodland populations were not only sedentary, but also were expanding territorially and in population. The introduction of maize and the availability of food surpluses, population growth, and the establishment of permanent villages were all factors that contribute to the development of more complex sociopolitical structures during this time period. Thus, the middle Late Woodland period is characterized by ranked societies that eventually develop into the complex tribes and chiefdoms encountered by the Europeans in the late sixteenth and early seventeenth centuries. The presence of these complex tribes or chiefdoms in different recognized territories across the region restricted the movement of any one group into another's area. Groups such as the Algonquian-speaking Powhatan on the inner Coastal Plain were constricted by the Monacan, a Siouan-speaking group west of the Fall Line, while the Piscataway were present on the western shore above the Potomac River, and Susquehannock groups were situated to the north (Dent 1995:251).

1.3.2 SETTLEMENT TO SOCIETY (1607-1750)

When Captain John Smith traveled up the Potomac River during late June of 1608, he documented several Native American settlements in the project vicinity associated with the Tauxenents, who were supposedly a "fringe" part of Powhatan's domain (Rountree et al. 2007:99). They were also called the Taux or Toags, which was later Anglicized to Doeg (Dogue). This group included two towns with an estimated population of 170 people including 40 fighting men (Rountree et al. 2007:276). The towns included Tauxenent, likely located along Belmont Bay on Mason Neck, and Namassingakent, located north of the mouth of Dogue Creek (for which the Tauxenent name was *Epsewassen* [Harrison 1987:41]). Later when the English began to settle in the area the principal Tauxenent settlement was "Mayumps" or "Myampses" which was located at the end of Mason Neck (refered to as "Doggs Island" on early land patents) (Harrison 1987:41), and which Powhatan was known to have visited in 1617 during the final years of his life (Rountree et al. 2007:276).

By the time of Captain John Smith's visit, the Native American groups in the area had already suffered from attacks by the northern Susquehannocks, who had moved into the area to control the

burgeoning fur trade with the French and Dutch. Later in 1674, after being driven from their forts at the head of the Chesapeake Bay by the Seneca Indians, the Susquehannocks fled to Virginia where they constructed a fort on Mockley Point, on the south side of Piscataway Creek (Gardner et al. 1985:2-20). There they become allies with the Moyaones or Piscataways and the Tauxenents or Doegs and together they committed two murders during the summer of 1675 that eventually contributed to Bacon's Rebellion in 1676. In the first instance, the Doegs were implicated in the killing of Robert Hen, Thomas Mathews' herdsmen. The militia, led by Giles Brent and Colonel George Mason I, pursued the suspects across the river into Maryland where they killed ten Doeg including their "King" and captured the King's eight-year-old son (Harrison 1987:67-68). The English force also accidentally killed fourteen Susquehannocks, with whom the Virginia Colony had established friendly relations because of their fur-trading connections.

In the second incident, a group that included Doegs and Susquehannocks originating from the Maryland-side of the river, stole some hogs from Thomas Mathews on the Virginia-side because he had not paid for goods they had supplied him (Harrison 1987:66). The English then caught up with the group and beat or killed some of them. The Native Americans retaliated by returning and killing two of Mathews' servants and then returning a second time and killing his son.

After these incidents, tensions continued to rise and eventually a large militia force was assembled which descended upon the fort at Mockley Point (Harrison 1987:68-69). Upon arrival of the English, four "Great Men" came out of the fort to parley, but were immediately slain and fierce fighting erupted. After a six-week siege seventy-five Native Americans were able to escape under the cover of night. They retaliated over the next year with violent attacks on English settlements in Northern Virginia which sparked Bacon's Rebellion in 1676.

Following Bacon's Rebellion, the Tauxenents or Doegs almost drop out of Virginia's records completely except for a 1677 letter in which they are referred to as "formerly resident in Virginia" and a 1681 report of "strange indians" who were found by Maryland rangers suspiciously loitering about the "Piscataway fort" (Harrison 1987:71-72). They were described as a mixed group including "some Susquehannoes, some Aquaiacoes, some Doags" (Harrison 1987:72). Ten years later the "King of the Doegs" was brought before the Stafford Court for killing livestock. He reported that he had been taken prisoner by the Seneca approximately fourteen years previously (i.e., 1677) and had only left them fourteen months ago (Harrison 1987:72, 83). This individual may have been the son of the slain Doeg King who was captured by Brent and Mason in 1675.

The earliest European settlement in what is today Fairfax County appears to have been in the 1650's, when patents were granted for large tracts of land along the Potomac River and some of its larger tributaries (Netherton et al. 1978:12). These patents were probably settled by tenants or slaves of large landowners who maintained their homes in their larger plantations elsewhere. Many of these early patents were acquired for speculative purposes, with a few tenants seated on the property to hold the land. It wasn't until the 1690's that a significant number of landowners began to settle on their own Fairfax County lands, especially as smaller tracts were patented by former tenants (Netherton et al. 1978:12-13).

As the population spread northward and westward from the initial settlements of the colony, new counties were formed. Northumberland County was created in 1649, encompassing the Northern Neck. Westmoreland County followed in 1653, created from the northern part of Northumberland County. In 1664, another division followed with the separation of the northern part of Westmoreland into Stafford County. Petitions to divide Stafford County into two counties, one northern and the other southern began in 1726, but it wasn't until 1731 that Prince William County was formed out of northern Stafford County (Netherton et al. 1978:7). In 1742, Fairfax County was established out of Prince William County, with the Occoquan River and Bull Run marking its southern boundary and extending west to the Blue Ridge (Netherton et al. 1978:10).

During the early days of settlement, waterways were the major transportation routes. The inland roads were few, and many were in poor condition. Some of the earliest roads in Fairfax County had begun as Native American trails, such as the Potomac Path, predecessor to today's U.S. Route 1. The road from Colchester to Alexandria was one of the main east-west roads in the area; later it was named Telegraph Road.

In 1736, William Fairfax, cousin and land agent of Thomas Fairfax, the fifth Lord Fairfax, had purchased for himself a large estate on the peninsula between Accotink and Dogue Creeks. By 1741, he had built a grand house, Belvoir, at the south end of a peninsula (Netherton et al. 1978:6).

1.3.3 COLONY TO NATION (1750-1789)

By 1750, much of the land within today's Fairfax County had been patented, with much of it owned by speculators or large landowners who seated their lands with tenants (Netherton et al. 1978:26). In 1749, there were 6,260 people living in Fairfax County. Of these, 28 percent were slaves. Most of the slaves were owned by a handful of wealthy, established planters, members of such families as Washington, Fairfax, Mason, Fitzhugh, Lee, etc. (Netherton et al. 1978:30). This pattern of slave ownership only strengthened throughout the eighteenth century, with slaves becoming an increasingly large portion of the population and their ownership concentrated in the upper echelons of society. The county's population in 1773 was 8,310 and in 1782, 41 percent of the population was slaves. Tobacco remained the major cash crop throughout the eighteenth century, with enslaved labor helping to make its labor-intensive cultivation profitable (Netherton et al. 1978:33-35). A significant amount of wheat was grown, and local gristmills were established along tributaries of the major rivers.

Although no battles were fought in Fairfax County during the Revolutionary War and the daily lives of residents were not greatly disturbed by the war, leading figures in Fairfax County had a profound effect on the American Revolution (Sweig 1978). George Mason, an intellectual leader, and George Washington were both instrumental in framing revolutionary proposals dealing with the issues Americans had with British rule. The leaders were supported by the freeholders of the county (Sweig 1978).

In 1783, the Fairfax manor house at Belvoir was destroyed by fire, leaving only the charred outer walls. The estate largely stood vacant for the next several decades (Muir 1943:23-24).

1.3.4 EARLY NATIONAL PERIOD (1789-1830)

In his will, George Washington left around 2,000 acres of his estate, including his gristmill and distillery, to his step-granddaughter, Eleanor Parke Custis, and her husband, Lawrence Lewis (Muir 1943:28). In 1804, the Lewises built a grand manor house on their estate and called it Woodlawn (Muir 1943:33).

By 1830, tobacco monoculture was waning and Fairfax County suffered a serious economic crisis. The slave population steadily declined in the county, reflecting a shift in the utilization of slave labor. An estimated 6,078 slaves lived in Fairfax County in 1800, but by 1860 that number was 3,116 (Netherton et al. 1978:263).

1.3.5 ANTEBELLUM PERIOD (1830-1860)

Decades of tobacco monoculture had depleted Fairfax County's soils, leaving a patchwork of second-growth woodlands and nearly useless, cleared land. Lured by cheap acreage and a longer growing season, New York and New England natives migrated south to Fairfax County during the 1830's, 1840's, and 1850's. Though they purchased property suffering from nutrient-depleted soils, it was believed that the application of knowledge from recent experiments with soil amendment and fertilization could return the value of the land (Netherton et al. 1978:262; 265).

Northerners settled into a society entrenched in a slave economy. Slave labor was used to make profitable both the large plantations and small-scale diversified farms. By the 1830s, large tobacco plantations were diminishing, and estates were broken up and sold or divided by inheritance. Smaller farms characterized the county.

A group of northern Quaker entrepreneurs came to the Mount Vernon District during the late 1840s to harvest and mill timber. The Troth-Gillingham Company bought the over 2,000-acre Woodlawn Plantation for the timber and sold the land in smaller parcels to other Quakers from New Jersey who wanted land for farming (Muir 1943). Many Quakers settled in the area and formed a community, with a meeting house and school.

1.3.6 CIVIL WAR (1860-1865)

On 17 April 1861, the Virginia General Assembly passed the Ordinance of Secession, but in order for the ordinance to be enacted a popular vote was required. On 23 May 1861, Virginians voted overwhelmingly in favor of secession, and Fairfax County was no different. The vote for secession was made in a county in which over one-third of the eligible voting population (free white males) were from northern or non-slave holding states or foreign countries (Netherton et al. 1978:259). Though there was a considerable population of abolitionist and non-slave holders residing in the county, intimidation and threats of violence prevented many from casting their votes (Netherton et al. 1978:318-320).

When it became clear that the Virginia State referendum calling for secession would pass, the Federal authorities sent eight Federal regiments across the Potomac River. These troops drove a

small Confederate force from Alexandria, occupied the town and began fortifying approaches from the west as well as the Arlington and Alexandria heights overlooking Washington. Among the earliest earthworks were Fort Corcoran, Fort Haggerty, and Fort Bennett, which guarded the Georgetown Aqueduct. Fort Runyon and Fort Albany covered the Long Bridge and Fort Ellsworth established a point of strength over Alexandria.

In the weeks following the Federal occupation, citizens of Fairfax County found themselves confronted with the uncertainty, fear, and excitement of war at their doorsteps. Fearing for the safety of their families, many citizens fled the region. Trapped between the opposing armies, many farmers were unable to move their produce to markets. The area between the Federal forts on the outskirts of Alexandria and the Confederate forces assembling near Centreville was becoming a no-man's-land. However, the project vicinity did not see any significant action during the Civil War, unlike areas further west. The Quaker community in the Woodlawn/Mount Vernon area was subjected to regular incursions by both Federal and Confederate troops. The Quakers, and probably a number of their neighbors, had voted against secession. Pickets, raiding parties, and foragers were a constant presence during the course of the war. Union pickets were stationed along the road to Alexandria near the present day intersection of Highland Lane and to the northeast and southwest of Woodlawn Plantation (Sneden [1862]).

1.3.7 RECONSTRUCTION AND GROWTH (1865-1914)

One month after Lee's surrender at Appomattox Courthouse which ended the Civil War, President Andrew Johnson recognized Francis H. Pierpont as provisional governor of Virginia. Soon after, Virginia legislature passed Black Codes severely restricting Freedmen's mobility, limiting their rights, and forbidding their citizenship and right to vote. In 1866, the Fourteenth Amendment protecting the rights of Freedmen was submitted by Congress to the states for ratification, but the Virginia General Assembly voted on 9 January 1867 not to ratify it.

On 2 March 1867, Congress, led by Radical Republicans who were dissatisfied by events in the former Confederate states, placed the South under military administration. Virginia was designated First Military District and Major General John M. Schofield was appointed commander. Schofield replaced Governor Pierpont with Henry H. Wells. In order to be readmitted to the Union, each state was to assemble a convention that would draft a new constitution and appoint legislature. Meanwhile, the Freedmen became politically active by joining the pro-Republican Union League, holding conventions, and demanding universal male suffrage and equal treatment under the law, as well as demanding disenfranchisement of ex-Confederates and the seizure of their plantations.

The new constitution, which provided for universal male suffrage, finally went to voters on 6 July 1869, and was passed. The provision that would disenfranchise many former Confederates was submitted to voters separately and was defeated. On 8 October 1869, Virginia voted to ratify the Fourteenth Amendment (promising equal protection under the law for African Americans) and the Fifteenth Amendment (giving African-American men the right to vote) as part of the

requirement for being readmitted to the Union. Virginia was officially readmitted on 26 January 1870.

Fairfax County was devastated by the Civil War. The residents, who mostly farmed for a living, had suffered great losses. Those who had previously relied on slave labor now found themselves without it. Many landowners had invested their savings in now-worthless Confederate securities, and most people had little left but ravaged land.

After the devastation of the Civil War, the economy of Fairfax County rebounded within a decade: by 1870, the economy had largely recovered from the effects of the war. The population had increased nine percent over that of 1860, to 12,952 (Hickin 1978:386). By 1900, the area had recovered and appeared relatively affluent. There was a much larger number of farms in the county and more acreage under cultivation than in 1870. Crop production and milk production had increased. The sale of poultry, eggs, and honey added to farm income (Rose 1976:119-121). Communities developed along main roads and at crossroads. By the turn of the century, there were new clusters of settlement throughout the county (Reed 1978).

Communities close to Washington, D.C., soon became suburbs, occupied by the bureaucrats and white-collar workers employed by the federal government or the many businesses that operated within the growing metropolis. Beyond these streetcar suburbs were small farms that supplied diverse agricultural products to the city and suburb dwellers.

Truck farms and dairies proliferated, representing a distinct shift from the large, monoculture plantations that had characterized early agriculture in Fairfax County. Washington, D.C., continued to grow, and the suburbs crept farther into the countryside. Regardless of the diversification of the Fairfax economy, the mainstay remained agriculture.

1.3.8 MODERN PERIOD (1914-PRESENT)

The modern period in Fairfax is characterized by growth of the federal bureaucracy associated with the National Capital and with gradual, then explosive, suburbanization. Fairfax today is a large, affluent, and densely developed suburb of Washington. Although it has developed its own industry (high-tech), its economy is intertwined with that of Washington and the federal government. The development of Fort Belvoir in this period had a major affect on the historic landscape.

1.3.9 HISTORY OF THE APE VICINITY

The majority APE was part of a 5,000-acre tract granted by Thomas Culpeper, second Baron Culpeper of Thoresway to Nicholas Spencer and John Washington in 1674 (Mitchell 1979:253). The grant describes the land as being bounded by two creeks, Little Hunting Creek and Epewasson, or Dogue Creek. In 1690, the tract was divided between Lawrence Washington, John's oldest son, and “Madame Spencer,” presumed to be Spencer's widow (Mitchell 1979:253-254). Lawrence Washington received the eastern portion of the tract and Spencer received the western part. Washington's portion passed to his daughter Mildred. In 1726, Augustine Washington purchased the tract of land from his sister Mildred. Augustine Washington brought his family to live on the Little Hunting Creek tract in about 1735, but they moved three years

later to a plantation near Fredericksburg (Dalzell and Dalzell 1998:23-25). The Little Hunting Creek tract would later form the core of George Washington's Mount Vernon estate (Muir 1943:18). Madame Spencer's land eventually passed to William Spencer, grandson of Nicholas, who beginning in 1738 began to sell portions of the property (Mitchell 1979:254).

By the late eighteenth century, George Washington had expanded the Mount Vernon Estate to the west and north through numerous land purchases made between the late 1750's and 1780's. The ca. 1801 map of the Mount Vernon Estate shows the APE passed through his Muddy Hole and Dogue Run Farms (Washington [1801]) (Figure 2). A section of the Potomac Path or River Road, the Native American trail transformed into wagon road, is also depicted on the map and the central portion of the APE crosses over this road. Washington referred to the lower section of the road as "Pincushion Road" (Bohn 2012). On 9 September 1781, Washington stopped at Mount Vernon with his aids before continuing to Yorktown to defeat the British. He was joined by Rochambeau and his staff the following day, and on 12 September they continued on their journey taking the Potomac Path to Colchester.

The far eastern and western ends of the APE were not part of the 1674 Spencer and Washington Tract. The eastern end of the APE, east of Little Hunting Creek, was part of the 420-acre patent issued to Giles Vandegasteel in 1694 (Mitchell 1979:273). The western end of the APE, west of Dogue Creek, was part of the 300-acre patent issued to John Ball around 1700 (Mitchell 1979:117). This would later become part of the Mount Vernon Estate.

The majority of the APE became part of Woodlawn Plantation when in 1799 Washington gave nearly 2,000 acres on the west side of his Mount Vernon estate to Eleanor Custis as a gift on her marriage to his nephew Lawrence Lewis (Muir 1943:26). The gift of Woodlawn included part of Washington's Muddy Hole Farm, his gristmill, and all of Dogue Run Farm. When Lawrence Lewis died, Woodlawn passed to his son Lorenzo Lewis.

Lorenzo Lewis was not able to run the plantation profitably and in 1846 tried to sell it by putting an advertisement in the *Alexandria Gazette* newspaper (Muir 1943:34). It did not sell, but Lewis arranged a private sale to Chalkley and Joseph Gillingham of Burlington County, New Jersey. By 1848, Lorenzo Lewis had died before finalizing the transaction and transferring Woodlawn to the Gillinghams. Lorenzo's wife Esther Maria Lewis filed a lawsuit in Chancery Court against the heirs of Charles Calvert Stuart to clear the title for the lands. Stuart had been made the trustee of the property according to the 1820 deed of the estate from Lawrence Lewis to his son Lorenzo. This was to last until Lorenzo turned 23. Evidently, Stuart had never executed a conveyance to the property as per terms of the trust he held for Woodlawn and the legal title vested to his adult and underage heirs. Ultimately, the suit was merely a formality and the title was cleared without any animosity.

Woodlawn Plantation was sold to Chalkley Gillingham, Lucas Gillingham (Joseph had by this time passed his interest in the land to Lucas), Jacob Troth, and Paul Hillman Troth in August 1848. These men were Quakers involved in supplying timber to ship builders in Philadelphia and the surrounding region. They had formed a partnership known as Troth-Gillingham Company to

acquire timberland in Virginia (Muir 1943:34-40). The company sent Lucas Gillingham and Thomas Wright to travel through Virginia to locate timberland for sale; Gillingham and Wright found that Woodlawn Plantation, with over a thousand acres of woods, was for sale.

Soon after the land was purchased, the Gillinghams and Troths began dividing off tracts from their properties that had been cleared of timber and selling them as small farms of around 50 to 200 acres. These were often sold to Quakers and Baptists from the Philadelphia area and New England, but also included locals from the surrounding area as well as former slaves. The conditions included that Troth-Gillingham Company retained rights to the timber, the right to go on the land to cut and haul the timber, and easements to operate and maintain the millrace associated with Washington's old gristmill on Dogue Creek. It's reported that conditions also stipulated that the selling of intoxicating liquor on the land would invalidate the buyer's title (Muir 1943:40).

In 1856, the Alexandria, Mount Vernon, and Accotink Turnpike opened (Bohn 2012). The establishment of the turnpike was mainly led by the Woodlawn Quaker settlers. It originally ran south from Alexandria following the current Fort Hunt Road (Route 629) (Bohn 2012). It then followed the current Sherwood Hall Lane (Route 626) to Gum Spring and the Little Hunting Creek crossing. The route of the turnpike south from Little Hunting Creek is nearly the same as the current Route 1.

An 1859 map shows how the Gillinghams and Troths divided the Woodlawn Plantation property and the location of the APE (Figure 3). The tracts in the eastern portion of the APE bisecting the old Muddy Hole Farm don't appear to include the names of any owners. The APE bisected a small part of the Mount Zephyr property owned by Aaron Leggett. The central portion of the APE fell within tracts purchased from the Gillinghams and Troths by Edward Denike, Henry Truax, Martine Stiles, and Courtland Lukens (Muir 1943:52; Sprouse and Mitchell 1996:Map 101-3). The western portion of the APE also fell within tracts that don't include the names of any owners. The western end of the APE fell within a tract owned by John Mason.

A study of the 1860 land ownership maps prepared by Sprouse and Mitchell confirms much of the information depicted on the 1859 map, but also includes additional and sometimes contradictory information. The small portion of the APE east of Little Hunting Creek was owned by Joseph Gillingham and William Ford (Sprouse and Mitchell 1996:Map 101-2). Gillingham's property was situated on the north side of the current Route 1 and Ford's was on the south side.

In the eastern portion of the APE west of Little Hunting Creek, where the 1859 map showed either no owner or Leggett's Mount Zephyr property, the 1860 land ownership maps show William Ward was the owner (Sprouse and Mitchell 1996:Map 101-2, 101-3, 101-4). Leggett, a Quaker bachelor farmer who raised Merino sheep, had reportedly purchased the property from the heirs of George Washington by 1857 (Siegal 2006; Muir 1943:90). It is not clear why the 1860 land ownership maps show Ward as the owner. Small sections of the eastern portion of the APE fell within Andrew Turney's and John Washington's properties situated along Little Hunting

Creek (Sprouse and Mitchell 1996:Map 101-2, 101-4). Turney's property was situated on the north side of the current Route 1 and Washington's was on the south side.

The 1860 land ownership maps, like the 1859 map, shows that owners within the central portion of the APE included Denike, Traux, Stiles, and Lukens (Sprouse and Mitchell 1996:Map 101-3, 110-1). These were some of the first families who purchased properties in 1847 from Gillingham and Troth (Muir 1943:52). In the western portion of the APE, where the 1859 map showed no owner, the 1860 land ownership maps show that John Mason owned that land as well as the far western portion of the APE (Sprouse and Mitchell 1996:Map 109-2, 110-1). Mason, from New England, purchased the Woodlawn Mansion and 450 acres from Troth in 1853 (Muir 1943:86).

An 1862 map shows that Courtland Lukens' residence may have been within the APE while the residences of other land owners in the area, such as Denike and Stiles, fell outside of the APE (Figure 4). An 1878 map shows only some minor changes in the structures that were located within the APE. It also shows the Lukens residence falling within the APE as well as two other structures; a schoolhouse and another structure that is not labeled (Figure 5). Lukens owned the Engleside Farm and he along with E. E. Mason, John Mason's son, donated portions of their land for the two-room Woodlawn Schoolhouse in 1869 (Bohn 2013).

The APE and vicinity remained rural and undeveloped until 1917 and the country's involvement in World War I when thousands of U.S. troops were trained at nearby Camp A. A. Humphreys, which later became Fort Belvoir. In 1918, the Alexandria, Mount Vernon, and Accotink Turnpike was incorporated into the state highway system. It had been paved in 1914, but traffic between Alexandria and Camp Humphreys had almost destroyed the road (Bohn 2012). In 1918, using funds from the U.S. Department of Agriculture, the Army widened the road to 18 ft and paved it with concrete. It was officially named U.S. Route 1 in 1926. The road is labeled as Richmond Highway on the 1925 USGS map. The map shows increased development within the APE that included 7 structures north of the current Route 1 and 13 structures to the south (Figure 6). One structure south of Route 1 in the western portion of the APE was the Woodlawn School, which was at the same location as shown on the 1878 map. It had burned down in 1917, but the county rebuilt it on the same site (Bohn 2012). The map also shows that the alignment of Route 1 had changed where the eastern section was straightened.

Residential and commercial development within the APE and vicinity increased rapidly during the mid twentieth century. By 1951, Route 1 was a four-lane highway (USGS 1951). The 1965 and 1966 USGS maps of the APE show the many residential developments that were constructed along Route 1 including Gum Springs and Mount Vernon Woods to the north and Sunnyview and Newton Woods to the south (Figure 7). The maps also show a trailer park on the south side of Route 1 in the central portion of the APE. The maps show that the location of the Woodlawn School was moved to north of Route 1. The new school was built in 1938 on land purchased from the Engleside Farm (Bohn 2013). The maps also show that the Mount Vernon School had been constructed south of Route 1 in the eastern portion of the APE.

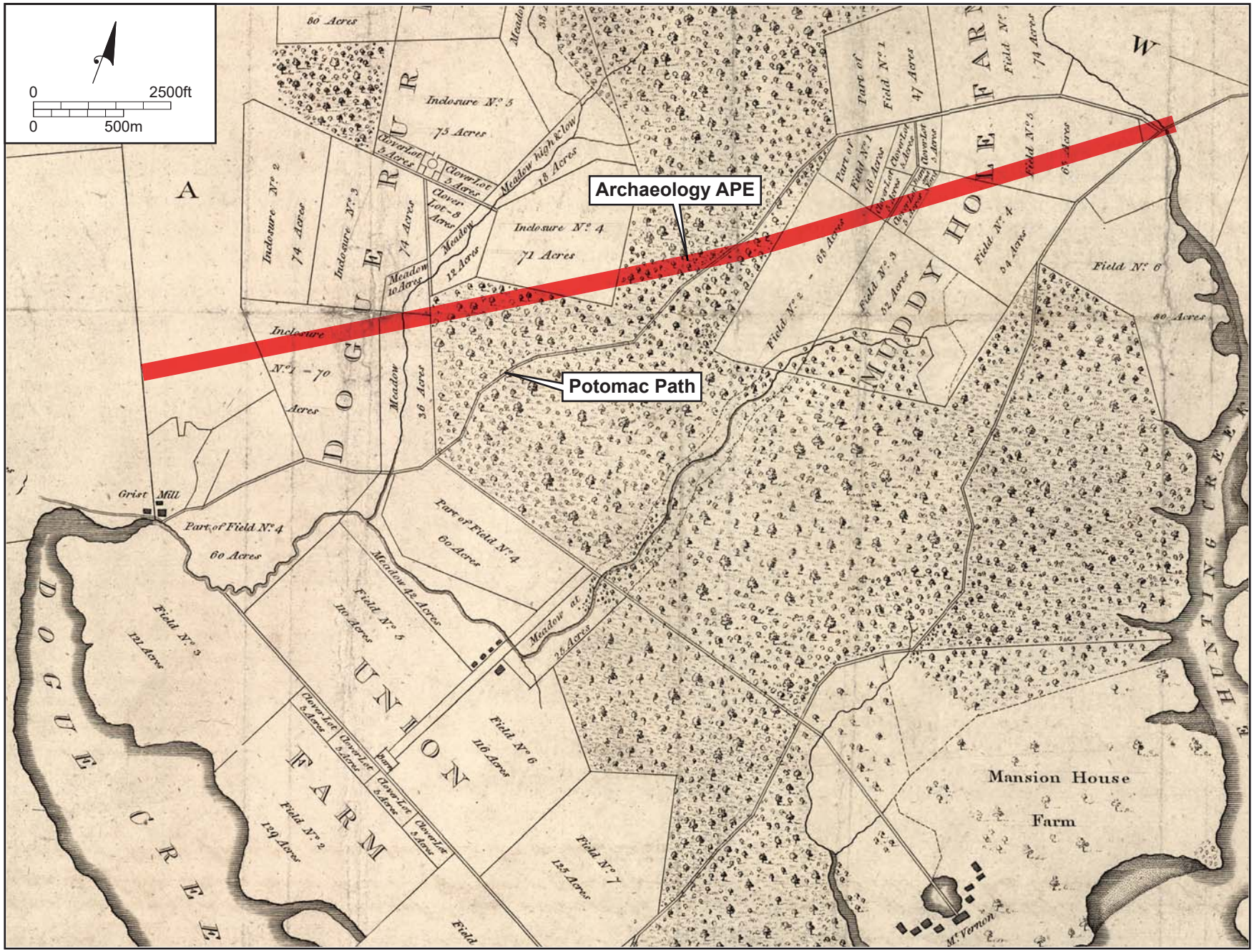


Figure 2. The archaeology APE on a detail of the ca. 1801 *Map of General Washington's Farm of Mount Vernon* (Washington [1801]).

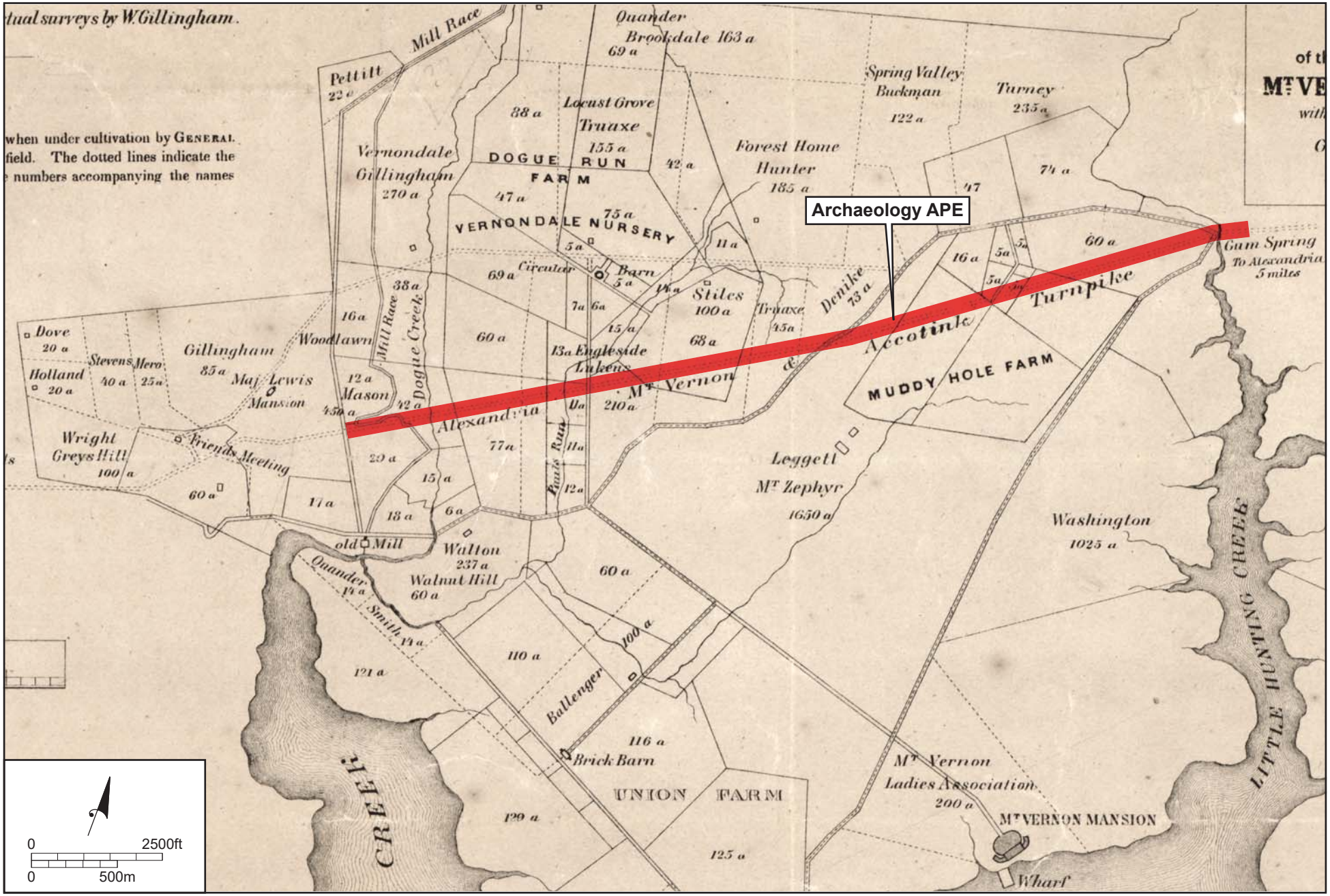


Figure 3. Location of the archaeology APE on a detail of the 1859 *Map of George Washington's Land at Mount Vernon Virginia, Fairfax County, Virginia: As it was and As it is* (Gillingham 1859).

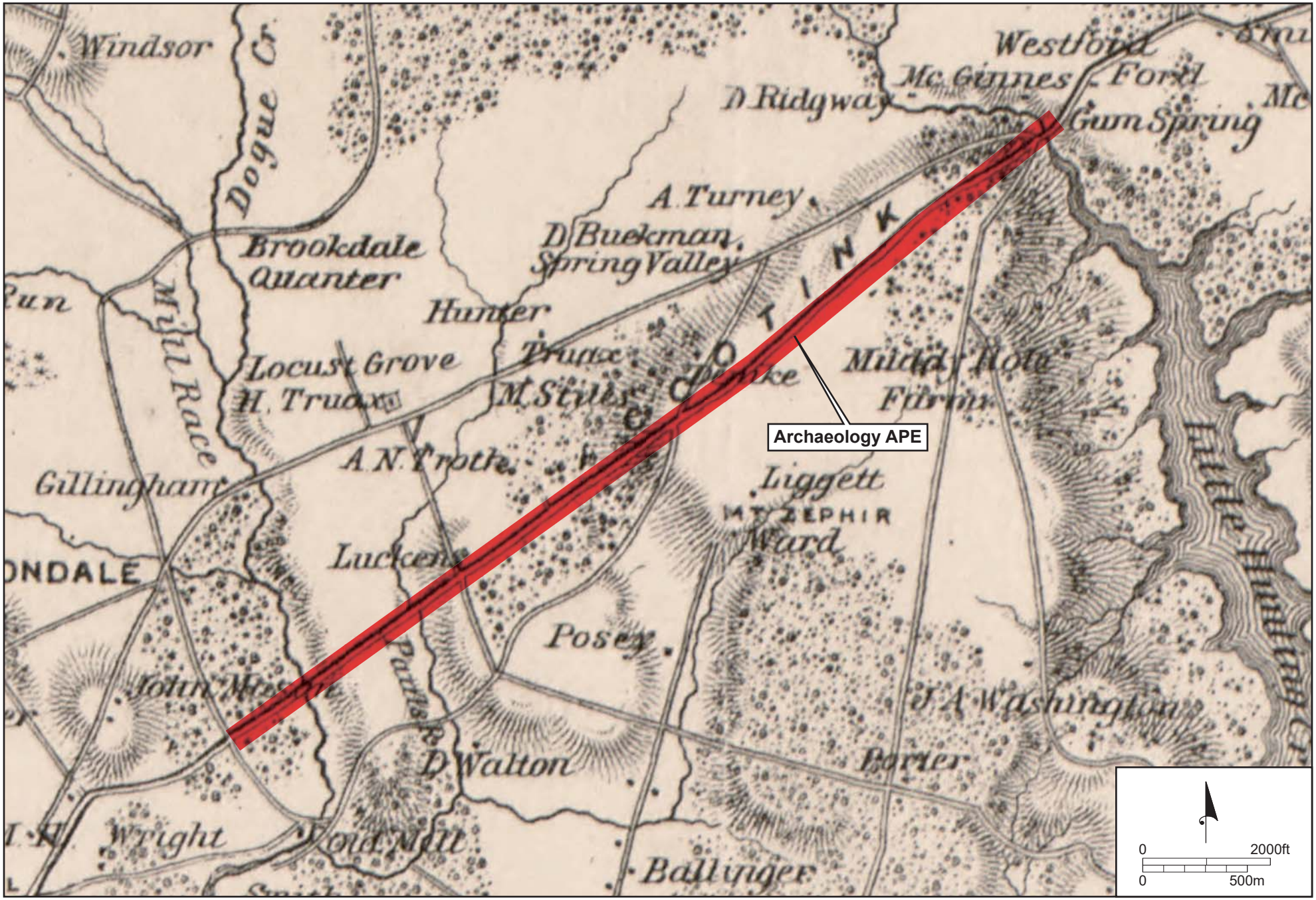


Figure 4. Location of the archaeology APE on a detail of the 1862 *Map of Northeastern Virginia and Vicinity of Washington* (McDowell 1862).

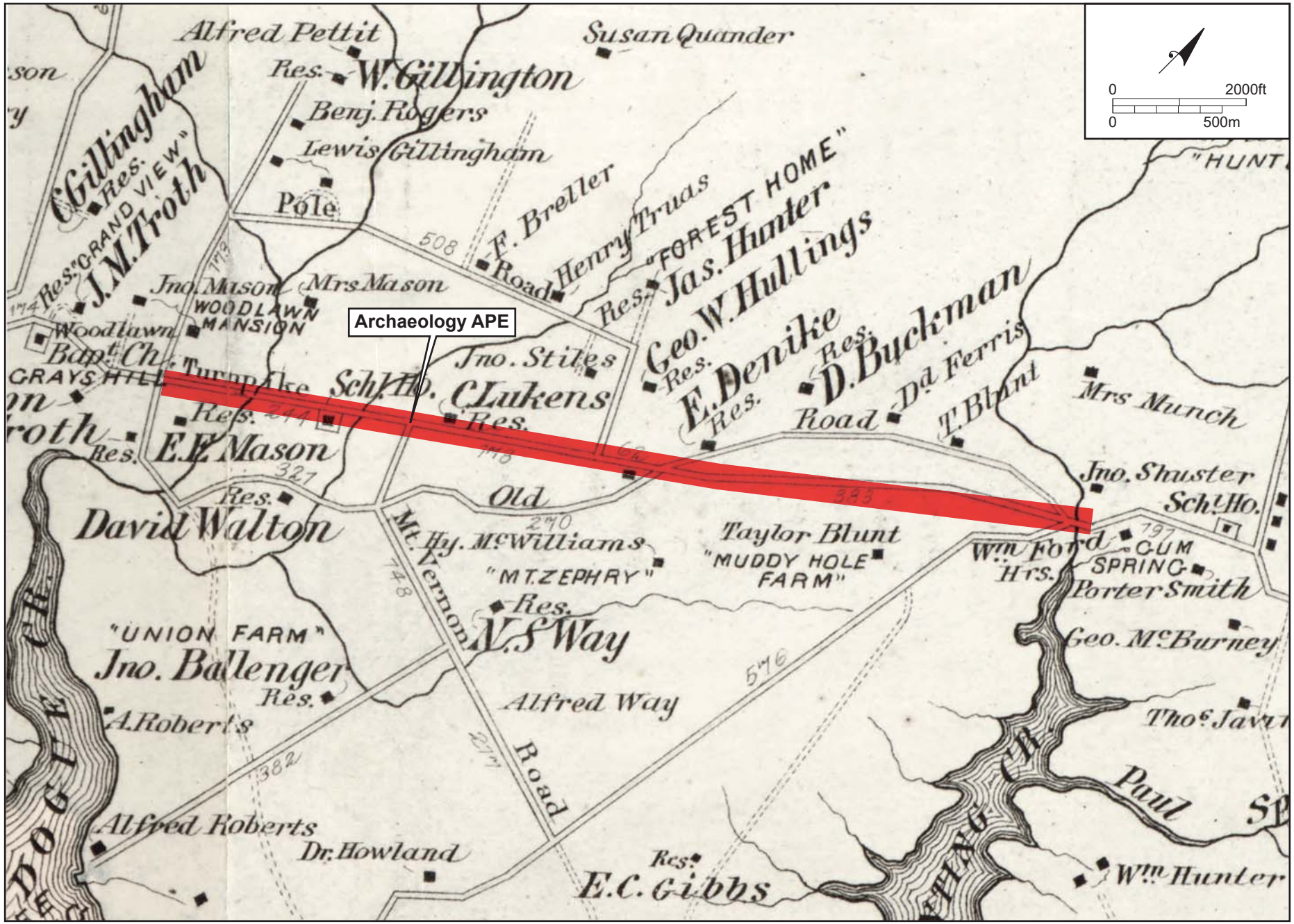


Figure 5. Location of the archaeology APE on a detail of the map Mount Vernon Dist. No. 3, Fairfax, County from Hopkins' 1878 Atlas of Fifteen Miles Around Washington Including the Counties of Fairfax and Alexandria, Virginia (Hopkins 1878).

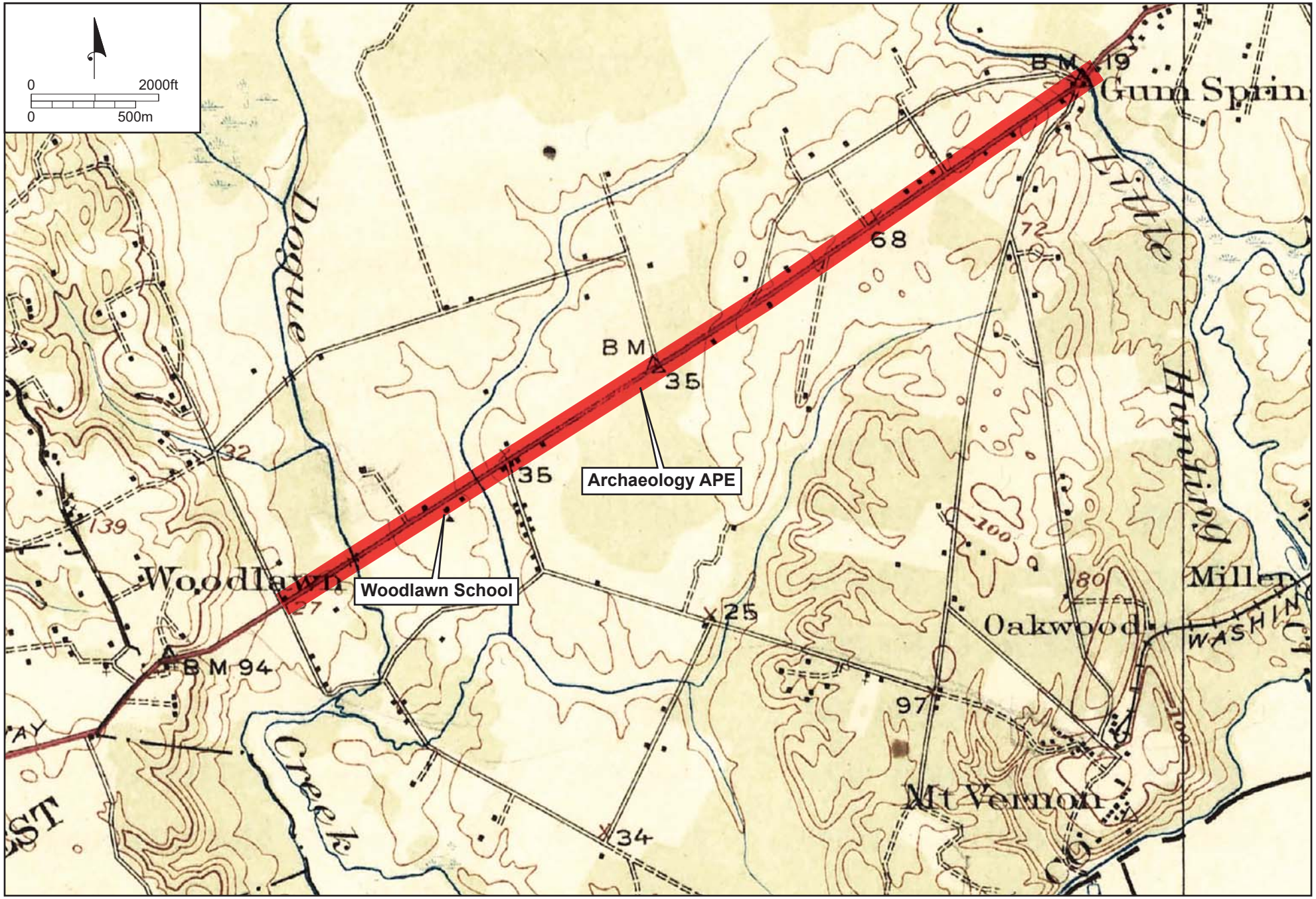


Figure 6. Location of the archaeology APE on a detail of the 1925 USGS *Indian Head, MD-VA* 7.5-minute quadrangle (USGS 1925).

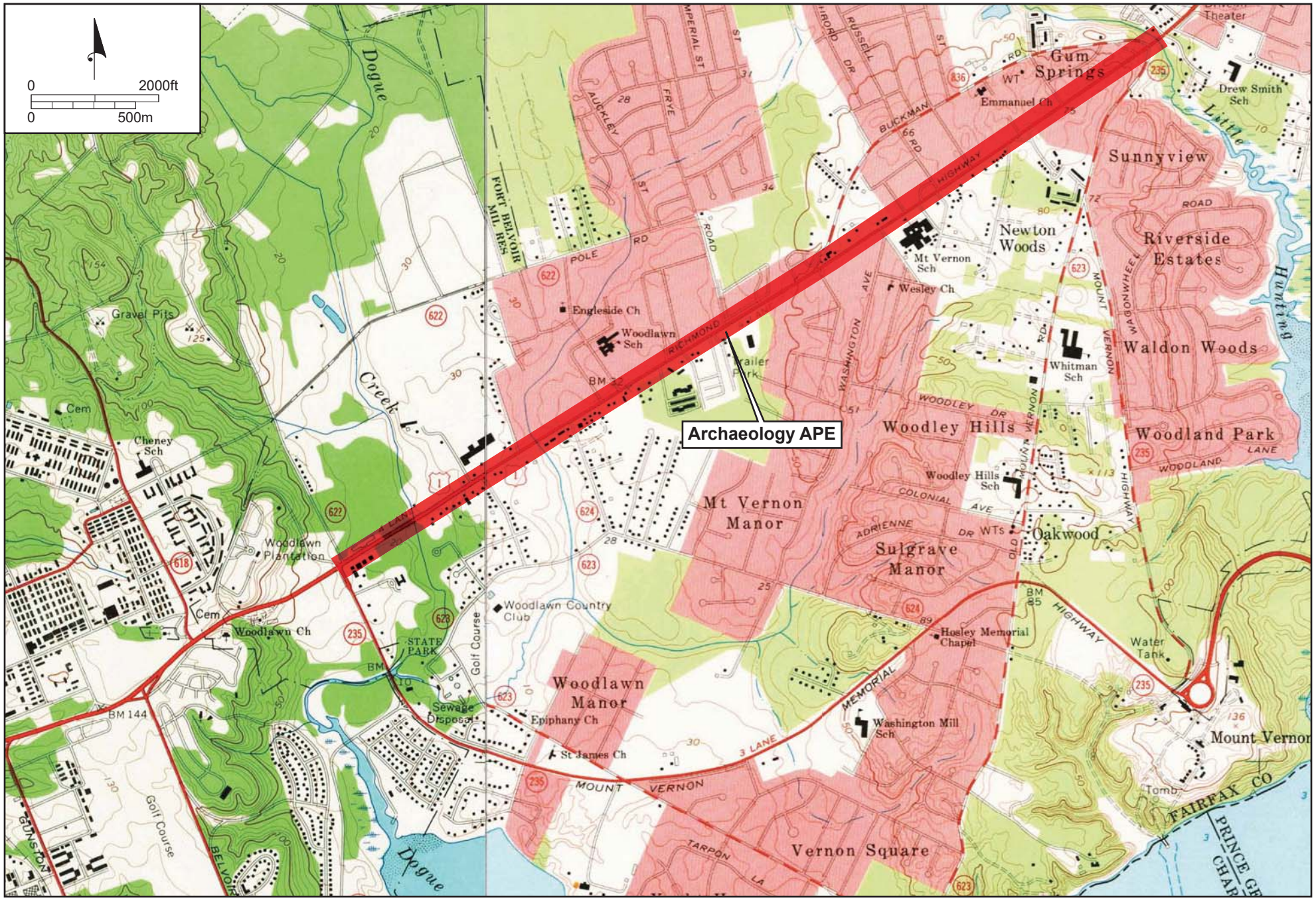


Figure 7. Location of the archaeology APE on a detail of the 1966 USGS *Mount Vernon, VA* and 1965 *Fort Belvoir, VA* 7.5-minute quadrangles (USGS 1966, 1965).

2.0 RESEARCH DESIGN

The purpose of the investigation was to determine the presence or absence of significant archaeological or architectural resources within the APE, and to the extent possible, evaluate the significance of any deposits and/or features that might be discovered. The survey was designed to comply with VDHR's *Guidelines for Conducting Cultural Resource Survey in Virginia* (VDHR 2011) and the Secretary of the Interior's *Standards and Guidelines for Archeology and Historic Preservation*.

2.1 DOCUMENTARY RESEARCH METHODS

The purpose of the background research was to identify previously recorded archeological sites and historic architectural resources in the APE and its vicinity and to develop the appropriate cultural contexts for resources that might be encountered during the field investigation. Research included reviewing VDHR archaeological and historic architecture site forms, archaeological reports, primary and secondary historic sources, and historic maps. Research was undertaken at the Virginia Room, City of Fairfax Regional Library, and at VDHR using the Virginia Cultural Resource Information System (V-CRIS) and the Library of Congress using their online resources.

2.2 FIELD METHODS

Field methods for the historic architectural survey included reconnaissance survey with digital photography of 128 architectural resources within the APE for architecture (300 feet on either side of Route 1 or to the limits of any adjacent NRHP-listed or eligible resources).

Field methods for the archaeological survey included an initial walkover and the excavation of shovel tests (STs) within the APE for archaeology. Shovel testing was conducted at 50-ft intervals. The ST number consists of the transect number followed by the individual ST number (e.g., ST 1.2). Judgmentally placed STs (e.g. ST J2) were excavated outside of transects in areas confined by topography or other landscape features so that the APE was thoroughly tested. Positive STs were further tested with radial STs 25-ft to the north, south, east or west until a negative ST was encountered. Radial STs are labeled with the cardinal direction and distance from the ST (e.g., ST 1.2 S25). Metal detecting was not included in the survey because of the limitations involved in detecting near modern roads and utility lines.

The STs were approximately 45-centimeters (cm) (1.5-ft) in diameter and were excavated 10-cm (0.3-ft) into sterile subsoil or to a depth of approximately 3 ft. The STs were excavated and screened by natural soil horizon. Soils were screened through ¼-inch hardware cloth. STs were recorded on a standardized form recording transect number, ST number, location, depth measurements, soil texture and color including the Munsell color description. The locations of STs and other pertinent features were recorded using a GPS unit capable of sub-meter accuracy. Digital photographic images were taken during the survey.

2.3 PREVIOUSLY IDENTIFIED ARCHITECTURAL RESOURCES AND ARCHAEOLOGICAL SITES WITHIN THE APE AND IN THE VICINITY

There are 33 previously identified architectural resources within the APE and an additional 26 within one mile of the APE (Table 1). Of these 59 resources, five are listed on the Virginia Landmarks Register (VLR)/NRHP (029-0056, 029-0058, 029-0172, 029-0330, and 029-5471). The VDHR board has determined two resources as eligible (029-0230 and 029-5423). VDHR staff have found one resource potentially eligible (029-5181) and 44 resources not eligible (029-0070, 029-0479, 029-5121, 029-5122, 029-5123, 029-5124, 029-5126, 029-5127, 29-5128, 029-5129, 029-5130, 029-5131, 029-5132, 029-5133, 029-5134, 029-5135, 029-5136, 029-5137, 029-5138, 029-5139, 029-5140, 029-5141, 029-5142, 029-5143, 029-5144, 029-5145, 029-5146, 029-5413, 029-5414, 029-5419, 029-5427, 029-5428, 029-5430, 029-5490, 029-5491, 029-5492, 029-5493, 029-5495, 029-5608, 029-5674, 029-5705, 029-5706, 029-5707, and 029-5708). No formal determination of eligibility has been issued by VDHR for the remaining 7 architectural resources (029-0062, 029-0153, 029-6007, 029-6045, 029-6057, 029-6066, and 029-6069).

Table 1. Previously identified architectural resources within one mile of the APE.

DHR ID #	Resource name and/or address	NRHP status	Within APE
029-0056	Woodlawn Plantation, 9000 Richmond Highway	National Historic Landmark (NHL) Listing, NRHP Listing, VLR Listing	X
029-0058	Pope-Leighey House, 8900 Richmond Highway	NRHP Listing, VLR Listing	
029-0062	Grand View, 8900 – 9000 Richmond Highway	Unevaluated	
029-0070	Woodlawn Baptist Church, 9001 Richmond Highway	VDHR Staff: Not Eligible	
029-0153	Farm, Union Farm Lane	null	
029-0172	Woodlawn Friends Meeting House, 8990 Woodlawn Road	NRHP Listing, VLR Listing	
029-0230	Mount Vernon High School, 8333 Richmond Highway	VDHR Evaluation Committee: Eligible	X
029-0330	George Washington Grist Mill, 5514 Mount Vernon Highway	NRHP Listing, VLR Listing	
029-0479	Bridge, Rt.1, #1001, over Dogue Creek	VDHR Staff: Not Eligible	X
029-5121	Malone House, 8669 Richmond Highway	VDHR Staff: Not Eligible	X
029-5122	House, 8668 Richmond Highway	VDHR Staff: Not Eligible	X
029-5123	International Auto Body, 8656 Richmond Highway	VDHR Staff: Not Eligible	X
029-5124	AP Lawn Mower Repair, 8622 Richmond Highway	VDHR Staff: Not Eligible	X

DHR ID #	Resource name and/or address	NRHP status	Within APE
029-5126	Petitt House, 8609 Richmond Highway	VDHR Staff: Not Eligible	X
029-5127	Wick's Repair, Inc., 8600 Richmond Highway	VDHR Staff: Not Eligible	X
029-5128	Motel, 8589-8591 Richmond Highway	VDHR Staff: Not Eligible	X
029-5129	Motel, 8541 Richmond Highway	VDHR Staff: Not Eligible	X
029-5130	New Washington Restaurant, 8537 Richmond Highway	VDHR Staff: Not Eligible	X
029-5131	Pretty Pets, 8369 Richmond Highway	VDHR Staff: Not Eligible	X
029-5132	Classics and Country, 8363 Richmond Highway	VDHR Staff: Not Eligible	X
029-5133	Callaghan's Exterminating, 8361 Richmond Highway	VDHR Staff: Not Eligible	X
029-5134	Carts House, 8359 Richmond Highway	VDHR Staff: Not Eligible	X
029-5135	Woodlawn Kennel, 8340 Richmond Highway	VDHR Staff: Not Eligible	X
029-5136	Red Carpet Inn, 8257 Richmond Highway	VDHR Staff: Not Eligible	X
029-5137	House, 8238 Richmond Highway	VDHR Staff: Not Eligible	X
029-5138	Pinto Contractors, 8217 Martha Street	VDHR Staff: Not Eligible	X
029-5139	Village Turf, Inc., 8218 Richmond Street	VDHR Staff: Not Eligible	X
029-5140	House, 8214 Richmond Highway	VDHR Staff: Not Eligible	X
029-5141	Bargain Rent-A-Car, 8145 Richmond Highway	VDHR Staff: Not Eligible	X
029-5142	C&M Auto Machine Shop, 8135 Richmond Highway	VDHR Staff: Not Eligible	X
029-5143	House, 8126 Richmond Highway	VDHR Staff: Not Eligible	X
029-5144	House, 8124 Richmond Highway	VDHR Staff: Not Eligible	X
029-5145	Winter House, 8015 Richmond Highway	VDHR Staff: Not Eligible	X
029-5146	Harmony Place, 8018 Richmond Highway	VDHR Staff: Not Eligible	X
029-5181	Woodlawn Cultural Landscape Historic District	VDHR Staff: Potentially Eligible	X
029-5413	Facility No. 2428, Water Storage Tank (Descriptive), Route 618	VDHR Staff: Not Eligible	

DHR ID #	Resource name and/or address	NRHP status	Within APE
029-5414	Facility No. 2429, Water Storage Tank , Route 618	VDHR Staff: Not Eligible	
029-5419	Facility No. 1159, Flagpole, Goethals Road	VDHR Staff: Not Eligible	
029-5423	Facility No. 1432, Golf Course, South Post Golf Course, 9th Street	VDHR Staff: Eligible	
029-5427	Dogue Creek Bridge, Facility No. 1590, Mount Vernon Highway	VDHR Staff: Not Eligible	
029-5428	Facility No. 1808, Installation Sign, U.S. Route 1 & Woodlawn Road	VDHR Staff: Not Eligible	
029-5430	Facility No. 2433, Tennis Courts, Park Road	VDHR Staff: Not Eligible	
029-5471	Hollin Hills Historic District, Beechwood Road, Brentwood Place, Elba Road, Glasgow Road, Marthas Road, Paul Spring Road, Range Road, Rebecca Drive, Stafford Road, Whiteoaks Drive	NRHP Listing, VLR Listing	
029-5490	Resource No. 1575, Waste Water Pump Station, 9229 Surveyor Road	VDHR Staff: Not Eligible	
029-5491	Resource No. 1695, Waste Water Pump Station, 5457 Hudson Road	VDHR Staff: Not Eligible	
029-5492	Resource No. 1827, 8901 Beauregard Road	VDHR Staff: Not Eligible	
029-5493	Resource No. 1913, 8901 Beauregard Road	VDHR Staff: Not Eligible	
029-5495	Resource No. 2436, Route 618	VDHR Staff: Not Eligible	
029-5608	Alternative Paths Training School, 5632 Mount Vernon Memorial Highway	VDHR Staff: Not Eligible	
029-5674	Woodlawn School, 8505 Highland Lane	VDHR Staff: Not Eligible	
029-5705	Commercial Building, 8853-59 Richmond Highway	VDHR Staff: Not Eligible	X
029-5706	Mount Vernon Auto Repair, 8853 A Richmond Highway	VDHR Staff: Not Eligible	X
029-5707	Commercial Building, 5638-40 Mt. Vernon Memorial Highway	VDHR Staff: Not Eligible	X
029-5708	Historic Route 1, Richmond Highway	VDHR Staff: Not Eligible	X
029-6007	Bethlehem Baptist Church, 7836 Fordson Road	Unevaluated	
029-6045	Church, 7730 Fordson Road	Unevaluated	
029-6057	George Washington's Fence, Plantation Drive	Unevaluated	
029-6066	Hinson Farm, Hinsons Farm Road & Parker Lane	Unevaluated	

DHR ID #	Resource name and/or address	NRHP status	Within APE
029-6069	Lodge #298, 7809 Fordson Road	Unevaluated	

There are three previously recorded archaeological sites that fall partially or completely within the APE (44FX3252, 44FX3769, and 44FX0213) (Table 2). One of these sites, 44FX0213, has been determined not eligible to the NRHP by VDHR. It is a multi-component site with an indeterminate prehistoric temporary camp component, a late nineteenth century African-American domestic component, and an early twentieth century Corps of Engineers campsite used by workers during construction of Route 1. A small portion of the site is within the direct effects APE. The other two sites have not yet been evaluated by VDHR, and will be reinvestigated as part of the current survey. Site 44FX3252 was an indeterminate prehistoric camp and a late nineteenth century to early twentieth century historic trash dump site. Artifacts included quartz and quartzite debitage, fire-cracked rock, whiteware, machine-made bottle glass, barbed wire and nails. Site 44FX3769 consisted of twentieth century artifacts and modern refuse adjacent to the concrete and cinder block foundations of the former mid-twentieth century dwelling and garage (VDHR #029-5122).

Table 2. Previously recorded archaeological sites within with the APE.

Site Number	Time Period	Site Type	Artifacts	NRHP status
44FX0213	Indeterminate Prehistoric, Late 19th – Early 20th Century	Prehistoric Campsite, Farmstead, Historic Campsite	Concrete well and foundation, whiteware, machine-made bottle glass, lithic scatter (observed, not collected, in 1979)	Determined Not Eligible by VDHR
44FX3252	Indeterminate Prehistoric, Late 19th – Early 20th Century	Prehistoric Campsite, Trash Dump	Whiteware, machine-made bottle glass, tableware, window glass, barbed wire, cut and wire nails, screws, wire, brick, quartzite FCR, quartz, quartzite and rhyolite debitage	Not Evaluated
44FX3769	20th Century	Domestic Site	Concrete and cinder block foundations, hard-paste porcelain, whiteware, ironstone, yellowware, machine-made bottle glass, tableware glass, cut nails, wire nails, aluminum pull tab, asbestos, asphalt shingles, brick, concrete, plastic	Not Evaluated

There are 32 previously identified sites within one mile of the APE (Table 3). These included five prehistoric sites, nine multi-component sites, and 18 historic sites. Fifteen of these sites have been evaluated and determined not eligible for the NRHP by VDHR. Fifteen sites have not yet been evaluated by VDHR. Site 44FX1146, the Woodlawn Plantation, is listed as a National Historic Landmark (NHL). Site 44FX2262, George Washington's Grist Mill, is listed on the

NRHP and on the Virginia Landmark's Register (VLR). Several of these sites have been partially or completely destroyed in the time since they were identified.

Table 3. Previously recorded archaeological sites within one mile of the APE.

Site Number	Time Period	Site Type	Artifacts	NRHP status
44FX0009	Multi-component (MA, LW, 19th)	Temporary camp, indeterminate	Clarksville point, Morrow Mt. point, Accokeek ware, indeterminate pottery, quartz and quartzite debitage, pearlware, whiteware, machine-made glass	Not Evaluated
44FX0212	Prehistoric (EW)	Indeterminate	Quartz Piscataway point, quartz and quartzite debitage	Not Evaluated
44FX0228	Prehistoric	Indeterminate	Quartz debitage observed	Not Evaluated
44FX0351	Historic	Threshing barn	Projected location of Washington's 16-sided barn, bricks	Not Evaluated
44FX0461	Historic (19th)	Earthworks, farmstead	Trench or rifle pit observed	Not Evaluated
44FX0462	Historic (19th)	Dwelling	Hearth observed, earthenware, porcelain, stoneware, brass buckle	Not Evaluated
44FX0463	Historic (19th)	Indeterminate	Olive green glass, porcelain, stoneware	Not Evaluated
44FX0619	Multi-component (indeterminate, 19th, 20th)	Indeterminate	Quartzite debitage, whiteware, stoneware, porcelain, ironstone, machine-made bottle glass, molded bottle glass, cut and wire nails, tobacco pipe bowl and stem	Determined Not Eligible by VDHR
44FX0669	Historic	Indeterminate	Brick-lined shaft, observed	Not Evaluated
44FX1146	Historic (1754-1805)	Woodlawn Plantation	Cut nails, whiteware, iron artifacts, horseshoes, handmade bricks observed	NHL Listing
44FX1208	Historic	Cemetery	Unknown dates	Not Evaluated
44FX1210	Historic (1873-1975)	Cemetery	125 marked graves, possible unmarked graves	Not Evaluated
44FX1211	Historic (19th)	Cemetery, church, military camp	Woodlawn Friends Meeting House and Cemetery, picket post for 4th Maine Infantry Regiment	Not Evaluated
44FX1212	Historic (1872-present)	Cemetery	Woodlawn Baptist Church Cemetery	Determined Not Eligible by VDHR
44FX1235	Historic (18th-19th)	Cemetery	No information	Not Evaluated

Site Number	Time Period	Site Type	Artifacts	NRHP status
44FX1318	Multi-component (LW, 20th)	Temporary camp, trash dump	Concrete foundation, quartz debitage, Rappahannock ware	Determined Not Eligible by VDHR
44FX1498	Prehistoric (MA)	Temporary camp	Quartz, quartzite and chert debitage, biface, St Albans point, Halifax point	Not Evaluated
44FX1590	Historic (20th)	Indeterminate	Concrete foundation observed	Determined Not Eligible by VDHR
44FX1814	Prehistoric	Indeterminate	Whiteware, glass, nails, iron spike, biface, FCR	Determined Not Eligible by VDHR
44FX1816	Multi-component (indeterminate, 19th)	Indeterminate	Rhyolite, quartz, quartzite, chert, and chalcedony debitage, FCR, biface, cobble tool, whiteware, porcelain, glass, nails, brick	Determined Not Eligible by VDHR
44FX1917	Multi-component (LA, 19th, 20th)	Temporary camp, dwelling	Quartzite Holmes point and Savannah River point, point tips and bifaces, quartz, quartzite, rhyolite and chert debitage, whiteware, yellowware, ironstone, porcelain, stoneware, redware, molded and machine-made bottle glass, cut nails, a blue glass bead, a 1872 3-cent piece, and a 1935 Liberty Head dime	Determined Not Eligible by VDHR
44FX1921	Multi-component (indeterminate, 20th)	Temporary camp, trash scatter	Quartz point , quartz core, quartz and quartzite debitage, FCR, window glass, bottle glass, nails, harness part	Determined Not Eligible by VDHR
44FX1933	Multi-component (indeterminate, 20th)	Temporary camp, military base	Quartz and quartzite debitage, FCR, wire nails, glass	Determined Not Eligible by VDHR
44FX1934	Prehistoric	Temporary camp	Quartzite debitage, FCR	Not Evaluated
44FX1942	Multi-component (indeterminate, 19th, 20th)	Temporary camp, dwelling	Debitage, FCR, whiteware, stoneware, porcelain, ironstone, window glass, bottle glass, cut and wire nails	Determined Not Eligible by VDHR
44FX1947	Historic (1857-1941)	Farmstead	Cut and wire nails, molded and machine-made glass, whiteware, yellowware, ironstone, porcelain, redware, stoneware, machine-made marble, game token	Determined Not Eligible by VDHR

Site Number	Time Period	Site Type	Artifacts	NRHP status
44FX1950	Historic (20th)	Dwelling	Brick columns, macadam paving, observed	Determined Not Eligible by VDHR
44FX2262	Multi-component (MA, W, 18th, 19th)	George Washington's Grist Mill	Holmes, Snookhill, Bare Island points, quartz, quartzite, rhyolite and chert debitage, FCR, tin-glazed earthenware, white salt-glazed stoneware, creamware, pearlware, lead glazed earthenware, slipware, whiteware, wine bottle glass, pharmaceutical glass, wrought, cut, and wire nails	NRHP Listing, VLR Listing
44FX2461	Historic (19th)	Dwelling	Container glass, window glass, wire nails	Determined Not Eligible by VDHR
44FX3256	Historic (19th)	Trash scatter	Brick, olive green bottle glass, cut nails	Determined Not Eligible by VDHR
44FX3634	Historic (20th)	Dwelling	Window glass, container glass, whiteware, brick, plaster, plastic	Determined Not Eligible by VDHR
44FX3798	Historic	Berm and ditch	Berm and ditch, observed	Not Evaluated

There are five sites dating to the prehistoric era. Site 44FX0212 is an Early Woodland indeterminate site located on a terrace at the confluence of two streams that was identified by Mike Johnson in 1980, and revisited by William and Mary Center for Archaeological Research (WMCAR) in 1997. Artifacts included a quartz Piscataway point and quartz and quartzite debitage. It has been partially destroyed. Site 44FX0228 was also identified by Johnson in 1980, and consists of a small quartz debitage scatter that has been partially destroyed. Site 44FX1498 is a Middle Archaic temporary camp identified by MAAR Associates, Inc. (MAI) in 1988 and revisited by WMCAR in 1997 that contained quartz, quartzite, and chert debitage, a biface, St Albans point, and a Halifax point. This site has been partially destroyed. Site 44FX1814 was listed as a prehistoric site found by MAI in 1993, but artifacts also indicate a historic component, and included both a biface and fire-cracked rock, as well as whiteware, cut and wire nails, and other historic items. This site was determined not eligible to the NRHP by VDHR. Site 44FX1934 was identified within a golf course by MAI in 1992, artifacts included two quartzite debitage and two fire-cracked rock.

There are nine sites with historic and prehistoric components. Site 44FX0009 is a multi-component site with Middle Archaic and Late Woodland temporary campsites, and an indeterminate nineteenth century historic site. Artifacts included a Clarksville point, a quartz Morrow Mountain point, Accokeek Ware pottery, indeterminate sand-tempered pottery, quartz and quartzite debitage, and nineteenth century historic artifacts. Howard MacCord discovered the

site in 1968, and it was surveyed by MAI in 1993, John Milner Associates, Inc. (JMA) in 2009 and Wetland Studies and Solutions, Inc. (WSSI) in 2013. It has been partially destroyed. Site 44FX0619 was an indeterminate prehistoric site and an indeterminate nineteenth and twentieth century site, identified by Charles LeeDecker in 1983 and revisited in 1994. Artifacts from this site included quartzite debitage, whiteware, stoneware, porcelain, ironstone, machine-made bottle glass, molded bottle glass, cut and wire nails and a tobacco pipe bowl and stem. This site was determined not eligible to the NRHP by VDHR. It has been completely destroyed. Site 44FX1318 is a Late Woodland temporary campsite with quartz debitage and shell-tempered Rappahannock pottery that was overlain by the Markham School Landfill. It was identified by Johnson in 1987 and revisited by JMA in 2008. This site was determined not eligible to the NRHP by VDHR. This site has been partially destroyed. Site 44FX1816 was identified by MAI in 1990 and revisited by JMA in 2002. Artifacts included rhyolite, quartz, quartzite, chert, and chalcedony debitage, fire-cracked rock, biface, cobble tool, whiteware, porcelain, glass, nails, and brick. This site was determined not eligible to the NRHP by VDHR. Site 44FX1917 is a Late Archaic temporary camp and nineteenth to twentieth century dwelling that was identified by MAI in 1992. JMA conducted a Phase II on the site in 2008. Artifacts included a quartzite Holmes point, quartzite Savannah River point, point tips and bifaces, quartz, quartzite, rhyolite and chert debitage, whiteware, yellowware, ironstone, porcelain, stoneware, redware, molded and machine-made bottle glass, cut nails, a blue glass bead, an 1872 3-cent piece, and a 1935 Liberty Head dime. The site has been determined not eligible to the NRHP by VDHR. Site 44FX1921 is an indeterminate prehistoric temporary camp with a quartz point, quartz core, quartz and quartzite debitage and fire-cracked rock, and historic artifacts including window glass, bottle glass, nails, and a harness part. It was identified by MAI in 1992 and JMA conducted a Phase II in 2005. This site was determined not eligible to the NRHP by VDHR. Site 44FX1933 is an indeterminate prehistoric temporary camp and possible WWI military building remains identified in 1992 by MAI. New South Associates, Inc. (NSA) conducted a Phase II in 2007. Artifacts included quartz and quartzite debitage, fire-cracked rock, wire nails, and glass. This site was determined not eligible to the NRHP by VDHR. Site 44FX1942 is an indeterminate prehistoric temporary campsite and nineteenth to twentieth century African-American dwelling site, identified by MAI in 1992. Artifacts included debitage and fire-cracked rock, whiteware, stoneware, porcelain, ironstone, window glass, bottle glass, cut and wire nails, and hardware. This site was determined not eligible to the NRHP by VDHR.

Site 44FX2262 is George Washington's Gristmill, a multi-component site that consists of a Middle Archaic to Woodland period temporary camp, and an eighteenth to nineteenth century distillery, mill and raceway, and dwelling. Prehistoric artifacts included Holmes points, Snookhill points, Bare Island points, cord-marked and grit-tempered pottery, quartz, quartzite, rhyolite and chert debitage and fire-cracked rock. Historic artifacts included tin-glazed earthenware, white salt-glazed stoneware, creamware, pearlware, lead glazed earthenware, slipware, whiteware, wine bottle glass, pharmaceutical glass, and wrought, cut, and wire nails. This site was determined eligible and is listed on the NRHP and the VLR.

There are 15 historic sites. Site 44FX0351 was recorded in 1981 by Edward Chatelain as the former location of George Washington's 16-sided threshing barn, based on the presence of

eighteenth century bricks. Site 44FX0461 is a trench or rifle pit, observed in 1980 and 2008, which was partially destroyed. Site 44FX0462 was identified by Karell Archaeological Services in 1980. It consisted of a hearth feature, nineteenth century ceramics, brick, and a brass buckle. This site has been partially destroyed. Site 44FX0463 was also identified by Karell Archaeological Services in 1980. It consisted of nineteenth century ceramics and olive green glass. This site has been partially destroyed. Site 44FX0669 is a brick-lined shaft observed in 1983. Site 44FX1590 is a twentieth century concrete foundation. This site was determined not eligible to the NRHP by VDHR. Site 44FX1947 is the Truax farmstead site, which dates from 1857-1941, and was identified by MAI in 1992. JMA conducted a Phase II in 2014. Artifacts included cut and wire nails, molded and machine-made bottle glass, whiteware, yellowware, ironstone, porcelain, stoneware, redware, a machine-made marble, and game token. This site was determined not eligible to the NRHP by VDHR. Site 44FX1950 is a twentieth century dwelling site that was identified in 1992 by MAI and consisted of brick columns and macadam paving. This site was determined not eligible to the NRHP by VDHR. Site 44FX2461 is the Otis T. Mason House, which dates to the nineteenth century. Artifacts included container glass, window glass, and wire nails. This site was determined not eligible to the NRHP by VDHR. Site 44FX3256 is a trash scatter consisting of brick, olive green bottle glass, and cut nail fragments that was identified by Coastal Carolina Research, Inc. (CCR) in 2007. This site was determined not eligible to the NRHP by VDHR. Site 44FX3634 is a mid-twentieth century historic site identified by CCR in 2012 that contained window glass, container glass, whiteware, brick, plaster, and plastic. This site was determined not eligible to the NRHP by VDHR. Site 44FX3798 is a berm and ditch observed by WSSI in 2016.

Site 44FX1146 is Woodlawn Plantation, which dates to between 1754 and 1805. It was recorded with a HABS survey in 1969, and was archaeologically tested in 1985, 2000, and 2014 using historic map projection, remote sensing, and subsurface testing. Artifacts included cut nails, whiteware, iron artifacts, horseshoes, and handmade bricks. This site is listed as a NHL.

Five of the historic sites are cemeteries. Site 44FX1208 is a historic cemetery with unknown dates, identified in 1987. Site 44FX1210 is an African-American cemetery dating to between 1873 and 1975 with 125 marked graves and possible unmarked grave locations. Site 44FX1211 is the Woodlawn Friends Meeting House and Cemetery, and was also possibly a picket post for 4th Maine Infantry Regiment. The Meeting House is listed on the Fairfax County Inventory of Significant Historical Sites. Site 44FX1212 is the Woodlawn Baptist Church Cemetery, with graves dating from 1872 to the present. This site was determined not eligible to the NRHP by VDHR. Site 44FX1235 is a late eighteenth to nineteenth century cemetery observed in 1987.

2.4 EXPECTED RESULTS

The majority of the APE has been significantly altered by road construction, utility installation, and by twentieth-century residential and commercial development. The APE extends on either side of the modern roadway and therefore contains many water and sewer lines, buried fiber-optic cables, electrical lines, and other utilities. These negative impacts have likely compromised the integrity of any archaeological resources within the APE. The majority of the APE is located within an upland setting which has limited potential to contain significant pre-Contact Native

American archaeological resources. There is greater potential for the floodplain portions of the APE to contain significant Native American resources if well-drained secondary terraces were or are present. Sites expected in this setting would likely consist of a small limited-use site or temporary camp. Potentially significant pre-Contact Native American sites expected within the APE would likely contain datable artifacts, features such as hearths, postholes, trash pits, storage pits, and/or stone chipping clusters, and would retain some degree of artifact patterning.

The APE has limited potential to contain significant historic-period archaeological resources. Examination of historic maps show that the few nineteenth-century structures that were in the vicinity of the APE were demolished during the creation of commercial and residential developments during the mid to late twentieth century. Therefore, the potential of the APE to contain significant historic sites is limited. A potentially significant historic-period site would contain stratified deposits, diagnostic artifacts, localized activity areas, structural remains, trash pits, wells, privies, or other subsurface features, and would retain some degree of artifact patterning.

3.0 RESULTS

3.1 RESULTS OF THE ARCHAEOLOGICAL SURVEY

The investigation showed that the majority of the APE for archeology had been impacted by commercial and residential development and the installation of buried utilities and transportation features. Figures 8-12 show the APE for archaeology, which extended 190-ft from the centerline of Route 1. These figures also show the location of areas that were shovel tested, and some of the modern disturbance that were present. Utilities included water, gas, sewer and electrical lines of various sizes running adjacent to Route 1 on both sides. Transportation improvements such as guardrails, retaining walls, ditches, culverts, and unnamed side roads or paths have also impacted much of the roadside. Some areas have been extensively graded or built-up with fill.

The archaeological survey included visual inspection, a walkover survey, and the excavation of 84 STs at 50-ft intervals. Commonwealth archaeologists tested previously identified Sites 44FX3252 and 44FX3769 with a pedestrian survey. Previously identified Site 44FX0213 was tested with STs at 50-ft intervals.

Figure 8 shows the westernmost portion of the APE on the north and south sides of Route 1 near Dogue Creek. On the north side of Route 1, the area between Jeff Todd Way and the building and parking lot at 8850 Richmond Highway consisted of heavily altered urban land with push piles, gravel, and commercial landscaping. The area to the west of Dogue Creek was tested with 17 STs at 50-ft intervals (Figure 8). Typical soil profiles consisted of mixed fill deposits containing gravel and modern construction debris (Figure 13, ST 1.2). A drainage channel runs from the parking lot to Dogue Creek, in the wooded area between Transects 2 and 3. Changes to the Dogue Creek drainage have resulted in a large pond and wetland area to the north of the APE. A small portion of potential floodplain soils directly north of the APE was tested with Transect 3 in order to ascertain the presence or absence of buried floodplain deposits (Figure 13, ST 3.3). No buried deposits were found, and floodplain soils had been replaced with mixed fill deposits containing gravel and modern construction debris. No artifacts were recovered from this portion of the APE and no archaeological features were identified.

On the north side of Route 1, the east side of Dogue Creek was tested with three STs (Figure 8). Typical soil profiles consisted of mixed fill deposits containing gravel. A small cinder block foundation for a possible shed or outbuilding was located north of the APE. To the north of this is a dam on Dogue Creek created from concrete blocks. To the east of Transect 4 is a construction lot with a large gravel parking area. No artifacts were recovered from this portion of the APE and no features were identified.

Previously identified site 44FX3252 is located to the south of Route 1. This site has been completely destroyed by the construction of a hotel at 8843 Richmond Highway. Commonwealth archaeologists conducted a pedestrian survey in the former location of the site, no artifacts or features were encountered. The area between Site 44FX3252 and Dogue Creek was tested with four STs. Typical soil profiles consisted of an A horizon over Bg1 and Bg2 (Hatboro soil) horizons on the floodplains of Dogue Creek (Figure 13, ST 5.4). The water table was

encountered in some STs. No buried surfaces were observed. Some areas were not tested due to standing water at the surface. No artifacts were recovered from this portion of the APE and no features were identified. A construction lot is located to the east of Dogue Creek with a gravel parking area that has been extensively landscaped.

Previously identified Site 44FX3769 is located to the east of Dogue Creek, on the north side of Route 1 (Figure 9). This site has been completely destroyed by the ongoing construction of a hotel at 8668 Richmond Highway (Figure 14) Commonwealth archaeologists conducted a pedestrian survey in the former location of the site, no artifacts or features were encountered. Commercial development continues along the north side of Route 1 to Engleside Place. The portion of the APE between Engleside Place and Highland Lane was tested with five STs. Typical soil profiles consisted of a shallow surficial fill deposit containing organic material over mixed fill deposits with gravel. Modern trash dumps and campsites were noted in this portion of the APE. No artifacts were recovered from this portion of the APE and no features were identified. The portion of the APE to the east of Highland Lane was tested with six STs. Typical soil profiles consisted of a shallow A horizon over mixed fill deposits with gravel (Figure 13, ST 16.2). No artifacts were recovered from this portion of the APE and no features were identified.

On the south side of Route 1, the few portions of the APE that are not covered in commercial and residential development have been extensively landscaped (Figure 9). Another branch of Dogue Creek located near Woodlawn Court has been artificially channelized and altered where it crosses the APE.

Figure 10 shows a portion of the APE where commercial and residential development has covered nearly all open areas of ground surface. The few open areas were extensively landscaped (Figure 15). Commonwealth archaeologists conducted pedestrian survey. No artifacts were recovered and no archaeological features were identified in this portion of the APE.

Figure 11 shows continued commercial and residential development, with areas of extensively landscaped open ground. On the north side of Route 1, a small area between Gregory Drive and Russell Road was tested with six STs. Part of this area was covered with gravel. Typical soil profiles consisted of a very shallow surficial fill deposit containing organic material over gravel fill. No artifacts were recovered from this portion of the APE and no features were identified.

On the north side of Route 1, the easternmost portion of the APE included a testable area adjacent to Little Hunting Creek between Jana Lee Avenue and Napper Road (Figure 12). Previously identified Site 44FX0213 is located partially within the APE at the intersection of Route 1 and Buckman Road. This site has been determined not eligible to the NRHP by VDHR. Commonwealth archaeologists conducted a pedestrian survey across the entire site, and excavated 12 STs at 50-ft intervals in the portion of the site within the APE (Figure 12). Typical soil profiles consisted of an A horizon of 10YR 4/3 brown silty loam underlain by a Bt horizon of 10YR 7/4 very pale brown silty clay loam (Kingstowne-Beltsville complex) (Figure 13, ST 12.1). No artifacts were recovered from this portion of the APE and no features were identified.

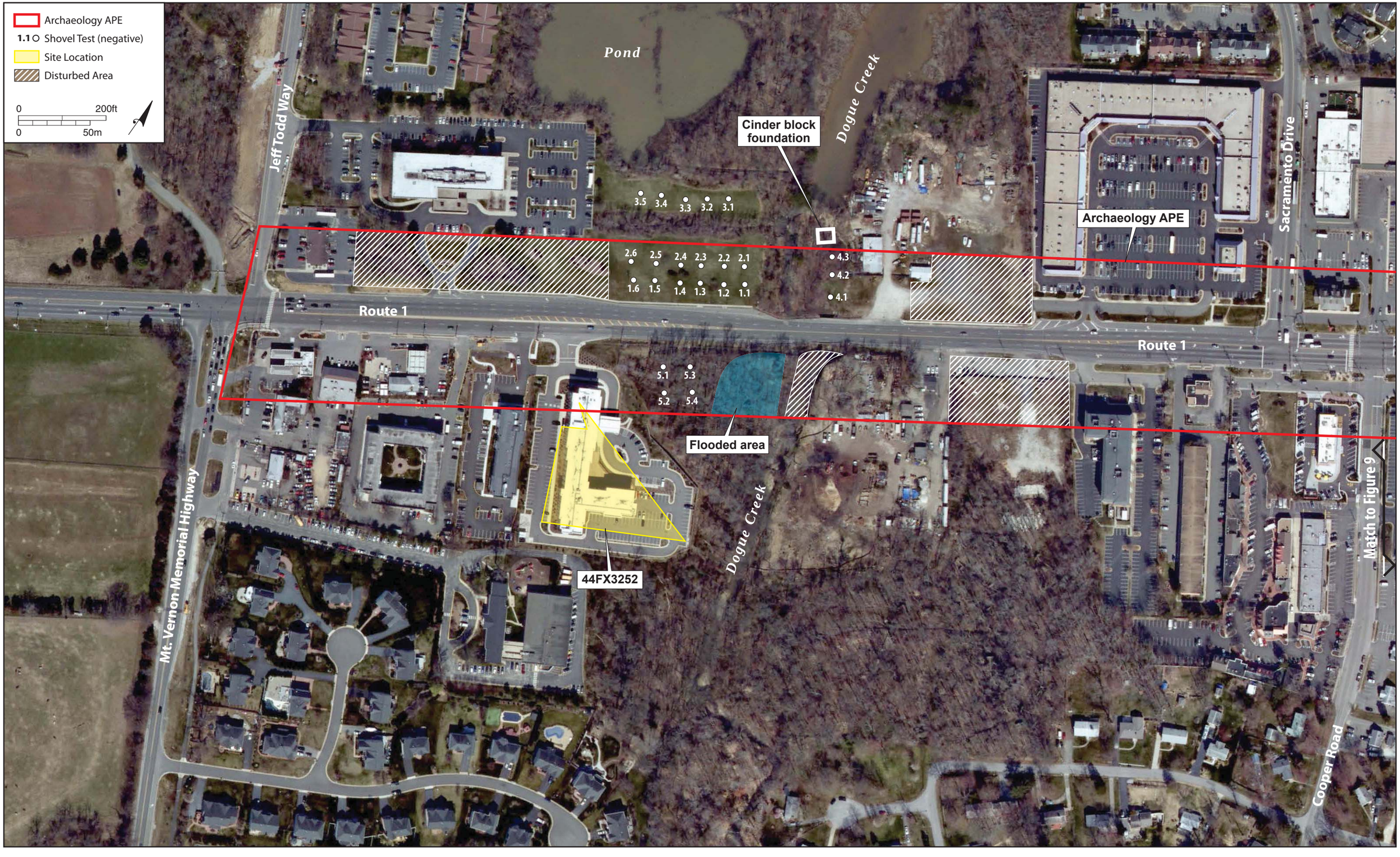


Figure 8. Southwestern portion of the Archaeology APE showing the location of shovel tests.



Figure 9. Southwestern portion of the Archaeology APE showing the location of shovel tests.

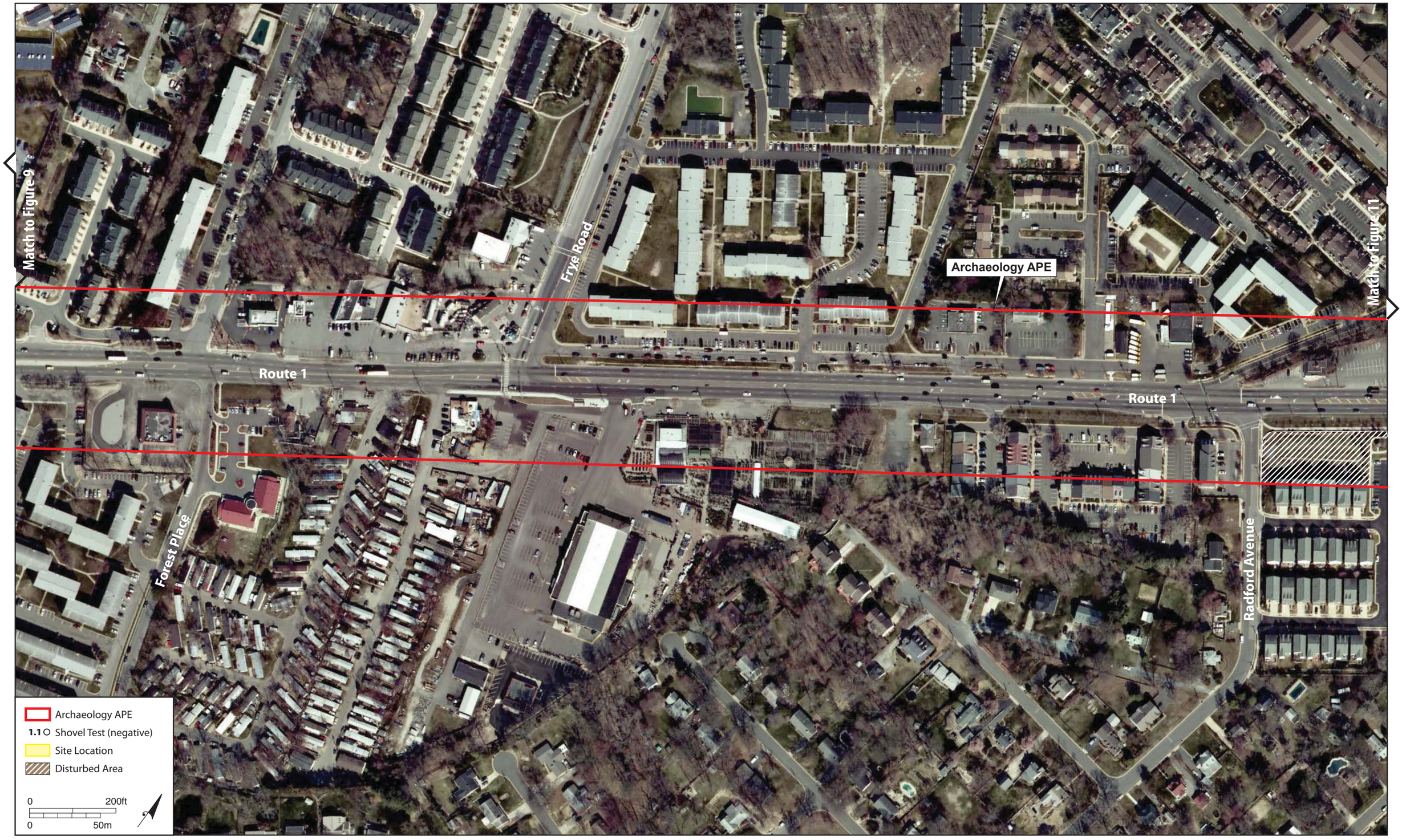


Figure 10. Center portion of the Archaeology APE showing the location of modern construction.



Figure 11. Northeastern portion of the Archaeology APE showing the location of shovel tests.



Figure 12. Northeastern portion of the Archaeology APE showing the location of shovel tests.

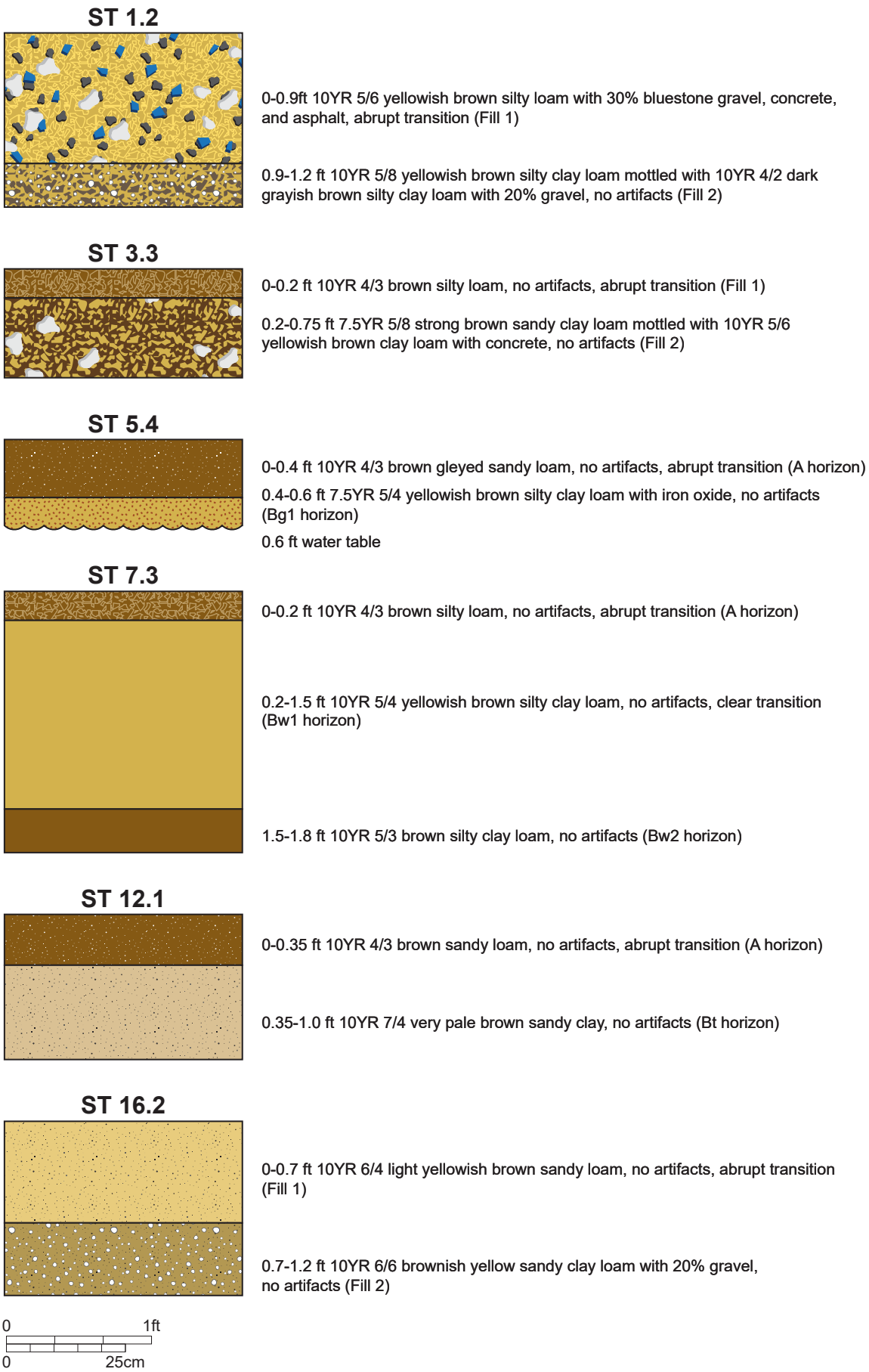


Figure 13. Representative Shovel Test Profiles.



Figure 14. Image showing ongoing construction at the location of previously identified Site 44FX3769, facing north.



Figure 15. Image showing modern residential and commercial development along Route 1, facing west.

Many modern trash dumps and campsites were noted in this portion of the APE. One large active trash dump was located between STs 10.1 and 11.1. An additional 19 STs were excavated to the east of Site 44FX0213 (Figure 12). Typical soil profiles were identical to profiles encountered within the site. No artifacts were recovered from this portion of the APE and no features were identified. This portion of the APE also contained many modern trash dumps and campsites. Two STs were excavated to the west of Buckman Road, next to Little Hunting Creek. This area contained disturbed deposits related to the artificial channelization of the creek. No artifacts were recovered from this portion of the APE and no features were identified.

On the south side of Route 1, four STs were excavated to the west of Mount Vernon Highway (Figure 12). Gravel and asphalt were encountered directly underneath a surficial fill deposit containing organic material. This area contained disturbance related to the installation of utilities. No artifacts were recovered from this portion of the APE and no features were identified.

On the east side of Mount Vernon Highway, the area adjacent to Little Hunting Creek was tested with five STs. Typical soil profiles consisted of an A horizon over a Bw horizon (Codorus soils) (Figure 13, ST 7.3). No buried soils were encountered. No artifacts were recovered from this portion of the APE and no features were identified. On the opposite side of the creek, and adjacent to Napper Road, one ST was excavated, and fill disturbance related to the creek channelization was encountered. No artifacts were recovered from this portion of the APE and no features were identified.

Because of extensive commercial and residential development, Commonwealth archaeologists encountered only a few areas containing natural soil horizons within the APE. In these few areas, no significant archaeological resources were present. No further work is recommended. Three previously identified sites were revisited by Commonwealth archaeologists. Sites 44FX3769 and 44FX3252 have been completely destroyed by commercial development. Site 44FX0213 has been extensively disturbed by modern trash dumping and modern temporary campsites. No artifacts or features were encountered at Site 44FX0213, and it has been determined to be not eligible to the NRHP by VDHR. Commonwealth recommends no further work at this site.

3.2 RESULTS OF THE ARCHITECTURAL SURVEY

The field investigation included in the Phase I level documentation of 128 architectural resources within the APE for architecture (Table 4, Figures 16-19). Four of the previously documented architectural resources had been demolished prior to the present survey (029-5121, 029-5122, 029-5128, and 029-5144).

Table 4. Architectural resources documented during the field investigation.

VDHR ID	Property Name & Address	Property Description	VLR/ NRHP Status	Commonwealth Recommendations
029-0056	Woodlawn Plantation, 9000 Richmond Highway	126-acre property including ca. 1800 5-part plan mansion with outbuildings	NHL Listing, NRHP Listing, VLR Listing (02/26/1970)	Commonwealth recommends no change in the VLR/NRHP status
029-0230	Mount Vernon High School, 8333 Richmond Highway	1939 Colonial Revival former high school	VDHR Staff: Eligible (02/09/1987)	Commonwealth recommends no change in the VLR/NRHP status
029-0479	Bridge #1001, Route 1 over Dogue Run	1933 concrete girder bridge	VDHR Staff: Not Eligible (08/30/2012)	Commonwealth recommends no change in the VLR/NRHP status
029-5121	Malone House, 8669 Richmond Highway	This resource has been demolished	VDHR Staff: Not Eligible (10/16/2001)	Commonwealth recommends no change in the VLR/NRHP status
029-5122	House, 8668 Richmond Highway	This resource has been demolished	VDHR Staff: Not Eligible (10/16/2001)	Commonwealth recommends no change in the VLR/NRHP status
029-5123	International Auto Body, 8656 Richmond Highway	1950 1-story tall, concrete Commercial Style auto repair facility	VDHR Staff: Not Eligible (10/16/2001)	Commonwealth recommends no change in the VLR/NRHP status
029-5124	AP Lawn Mower Repair, 8622 Richmond Highway	1938 Cape Cod dwelling converted to commercial use	VDHR Staff: Not Eligible (10/16/2001)	Commonwealth recommends no change in the VLR/NRHP status
029-5126	Petitt House, 8609 Richmond Highway	1920 wood frame, side-gabled bungalow	VDHR Staff: Not Eligible (10/16/2001)	Commonwealth recommends no change in the VLR/NRHP status
029-5127	Wick's Repair, 8600 Richmond Highway	1936 wood-frame Cape Cod dwelling converted to commercial use	VDHR Staff: Not Eligible (10/16/2001)	Commonwealth recommends no change in the VLR/NRHP status
029-5128	Motel, 8589 Richmond Highway	This resource has been demolished	VDHR Staff: Not Eligible (10/16/2001)	Commonwealth recommends no change in the VLR/NRHP status
029-5129	Forest Laundromat, 8541 Richmond Highway	1949 motel c. This resource is partially demolished.	VDHR Staff: Not Eligible (10/16/2001)	Commonwealth recommends no change in the VLR/NRHP status

VDHR ID	Property Name & Address	Property Description	VLR/ NRHP Status	Commonwealth Recommendations
029-5130	Kimchi House, 8537 Richmond Highway	1950 Tudor Revival style restaurant	VDHR Staff: Not Eligible (10/16/2001)	Commonwealth recommends no change in the VLR/NRHP status
029-5131	Pretty Pets, 8369 Richmond Highway	1920 wood-frame Craftsman cottage converted to commercial use	VDHR Staff: Not Eligible (10/16/2001)	Commonwealth recommends no change in the VLR/NRHP status
029-5132	Ploutis Painting, 8363 Richmond Highway	1943 wood-frame Colonial Revival dwelling converted to commercial use	VDHR Staff: Not Eligible (10/16/2001)	Commonwealth recommends no change in the VLR/NRHP status
029-5133	Kolas Painting, 8361 Richmond Highway	1939 wood-frame Cape Cod dwelling converted to commercial use	VDHR Staff: Not Eligible (10/16/2001)	Commonwealth recommends no change in the VLR/NRHP status
029-5134	Carts House, 8359 Richmond Highway	1937 vernacular wood-frame cottage	VDHR Staff: Not Eligible (10/16/2001)	Commonwealth recommends no change in the VLR/NRHP status
029-5135	Woodlawn Kennel, 8340 Richmond Highway	1940 brick Minimal Traditional dwelling converted to commercial use	VDHR Staff: Not Eligible (10/16/2001)	Commonwealth recommends no change in the VLR/NRHP status
029-5136	Red Carpet Inn, 8257 Richmond Highway	1945 brick and stucco motel court	VDHR Staff: Not Eligible (10/16/2001)	Commonwealth recommends no change in the VLR/NRHP status
029-5137	House, 8238 Richmond Highway	1947 brick Colonial Revival dwelling	VDHR Staff: Not Eligible (10/16/2001)	Commonwealth recommends no change in the VLR/NRHP status
029-5138	Pinto Contractors, 8217 Martha Street	1933 wood frame Craftsman cottage converted to commercial use	VDHR Staff: Not Eligible (10/16/2001)	Commonwealth recommends no change in the VLR/NRHP status
029-5139	Village Turf, 8218 Richmond Highway	1938 wood frame Cape Cod dwelling converted to commercial use	VDHR Staff: Not Eligible (10/16/2001)	Commonwealth recommends no change in the VLR/NRHP status
029-5140	ASAP Rent A Car, 8214 Richmond Highway	1938 wood frame Cape Cod dwelling converted to commercial use	VDHR Staff: Not Eligible (10/16/2001)	Commonwealth recommends no change in the VLR/NRHP status
029-5141	Bargain Rent-A-Car, 8145 Richmond Highway	1935 wood frame Craftsman bungalow converted to commercial use	VDHR Staff: Not Eligible (10/16/2001)	Commonwealth recommends no change in the VLR/NRHP status
029-5142	C&M Auto Machine Shop, 8135 Richmond Highway	1940 2-story commercial building and former campground	VDHR Staff: Not Eligible (10/16/2001)	Commonwealth recommends no change in the VLR/NRHP status

VDHR ID	Property Name & Address	Property Description	VLR/ NRHP Status	Commonwealth Recommendations
029-5143	House, 8126 Richmond Highway	1945 stuccoed Minimal Traditional dwelling	VDHR Staff: Not Eligible (10/16/2001)	Commonwealth recommends no change in the VLR/NRHP status
029-5144	House, 8124 Richmond Highway	This resource has been demolished.	VDHR Staff: Not Eligible (10/16/2001)	Commonwealth recommends no change in the VLR/NRHP status
029-5145	House, 8015 Richmond Highway	1940 frame Minimal Traditional dwelling	VDHR Staff: Not Eligible (10/16/2001)	Commonwealth recommends no change in the VLR/NRHP status
029-5146	Harmony Place Trailer Park, 8018 Richmond Highway	1945 frame office building and residence fronting a mobile home park	VDHR Staff: Not Eligible (10/16/2001)	Commonwealth recommends no change in the VLR/NRHP status
029-5181	Woodlawn Cultural Landscape Historic District, Huntington Avenue, Richmond Highway, Telegraph Road	Rural cultural landscape associated with Woodlawn Plantation and George Washington's Mount Vernon	VDHR Staff: Potentially Eligible (08/30/2012)	Commonwealth recommends no change in the VLR/NRHP status
029-5705	Commercial building, 8853 Richmond Highway	Ca. 1960 concrete block commercial strip	VDHR Staff: Not Eligible (08/30/2012)	Commonwealth recommends no change in the VLR/NRHP status
029-5706	Mount Vernon Auto Repair, 8853A Richmond Highway	Ca. 1960 concrete block auto repair facility	VDHR Staff: Not Eligible (08/30/2012)	Commonwealth recommends no change in the VLR/NRHP status
029-5707	Commercial building, 5638 Mount Vernon Memorial Highway	Ca. 1961 one-story tall, concrete block commercial building	VDHR Staff: Not Eligible (08/30/2012)	Commonwealth recommends no change in the VLR/NRHP status
029-5708	Richmond Highway, Route 1	Road corridor dating to ca. 1664	VDHR Staff: Not Eligible (08/30/2012)	Commonwealth recommends no change in the VLR/NRHP status
029-6070	Touba African Hair Braiding, 8139 Richmond Highway	Ca. 1950 stuccoed, one-story tall commercial building with multiple additions	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-20th century commercial building and it has lost integrity of design and materials
029-6071	House, 8178 Mt. Vernon Highway	1935 wood-frame Cape Cod dwelling	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-20th century Colonial Revival dwelling

VDHR ID	Property Name & Address	Property Description	VLR/ NRHP Status	Commonwealth Recommendations
029-6072	House, 8174 Mt. Vernon Highway	1930 frame Craftsman cottage	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of an early twentieth century Craftsman dwelling
029-6073	Amon Retail Center, 8121 Richmond Highway	1956 stucco commercial building	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-20th century commercial building
029-6074	El Amaecer, 8113 Richmond Highway, Route 1	1963 rustic-style restaurant	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-20th century commercial building and it has lost integrity of design and materials
029-6075	Mount Vernon Antique Center, 8101 Richmond Highway, Route 1	1946 concrete block, arched-roof commercial building	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-20th century commercial building
029-6076	House, 8164 Mount Vernon Highway	1922 wood frame Craftsman dwelling	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of an early twentieth century Craftsman dwelling and has lost integrity of materials
029-6077	House, 8160 Mount Vernon Highway	1966 wood frame Minimal Traditional dwelling	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century Minimal Traditional dwelling
029-6078	Mt. Vernon Citgo, 8158 Mount Vernon Highway	1967 stretcher bond, Colonial Revival service station	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century service station
029-6079	7-Eleven, 8146 Mount Vernon Highway	1965 stretcher bond convenience store	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century commercial building
029-6080	M&B Auto Service, 8130 Richmond Highway, Route 1	1960 concrete block auto repair facility	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century commercial building

VDHR ID	Property Name & Address	Property Description	VLR/ NRHP Status	Commonwealth Recommendations
029-6081	House, 8111 Janna Lee Ave	1950 brick, Minimal Traditional dwelling	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century Minimal Traditional dwelling
029-6082	House, 3601 Rolling Hills Ave.	1952 brick, Minimal Traditional dwelling	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century Minimal Traditional dwelling
029-6083	House, 3513 Rolling Hills Ave.	1953 brick Minimal Traditional dwelling	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century Minimal Traditional dwelling
029-6084	House, 3513B Rolling Hills Ave.	1953 brick, Ranch style dwelling	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century Ranch style dwelling
029-6085	House, 3511 Rolling Hills Ave.	1954 brick, Ranch style dwelling	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century Ranch style dwelling
029-6086	House, 3509 Rolling Hills Ave.	1954 brick, Ranch style dwelling	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century Ranch style dwelling
029-6087	House, 3507 Rolling Hills Ave.	1954 brick, Ranch style dwelling	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century Ranch style dwelling
029-6088	House, 3505 Rolling Hills Ave.	1957 brick and vinyl-clad split-level dwelling	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century split-level style dwelling
029-6089	House, 3503 Rolling Hills Ave.	1953 brick, Ranch-style dwelling	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century Ranch style dwelling
029-6090	House, 3431 Buckman Rd.	1953 brick, Minimal Traditional dwelling	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century Minimal Traditional dwelling

VDHR ID	Property Name & Address	Property Description	VLR/ NRHP Status	Commonwealth Recommendations
029-6091	Hybla Valley Center, 8120 Richmond Highway	1968 Colonial Revival, brick-clad, office building	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century Colonial Revival commercial building
029-6092	House, 8122 Richmond Highway	1935 Cape Cod style dwelling	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century Cape Cod dwelling and has lost integrity of materials
029-6095	Goodwill, 8228 Richmond Highway, Route 1	1969 one-story, stretcher bond brick Commercial Style store	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century commercial building
029-6096	House, 8212 Martha Street	1955 stretcher bond Ranch style dwelling	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century Ranch style dwelling
029-6097	House, 8210 Martha Street	1940 wood-frame Cape Cod dwelling	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century Cape Cod dwelling
029-6098	Mount Vernon Shopping Center, 8244 Richmond Highway	1966 one-story tall, L-plan, shopping center with arcade	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century Commercial Style shopping center and has lost integrity of design
029-6099	Mount Vernon Apartments, 4011 Buckman Rd,	1964 3-story tall brick, Contemporary style garden apartment complex	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century Contemporary style apartment complex
029-6100	Mount Vernon Auto Repair, 8249 Richmond Highway	1969 Commercial Style auto repair facility	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century commercial building
029-6101	BP, 8263 Richmond Highway	1967 stretcher bond, Colonial Revival service station	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century service station

VDHR ID	Property Name & Address	Property Description	VLR/ NRHP Status	Commonwealth Recommendations
029-6102	House, 8315 Reddick Avenue	1967 stretcher bond brick Cape Cod dwelling	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century Cape Cod dwelling
029-6103	Sunoco, 8300 Richmond Highway	1969 stretcher bond brick Colonial Revival service station	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century service station
029-6104	7-Eleven, 8226 Russell Road	1966 stretcher bond brick Commercial Style convenience store	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century commercial building
029-6105	Twistid Imagez Tattoo Studio, 8312 Richmond Highway	1960 stretcher bond brick, 1-story tall Commercial Style commercial style building	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century commercial building
029-6106	House, 8239 Gregory Drive	1956 1-story Ranch style dwelling with aluminum siding and accent stretcher bond brick	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century Ranch style dwelling
029-6107	House, 8238 Gregory Drive	1949 1.5-story Cape Cod style dwelling	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century Cape Cod dwelling
029-6108	Marcel Center, 8242 Gregory Drive / 8328-8332 Richmond Highway	Commercial style retail center attached to a 1966 Minimal Tradition style dwelling	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century Minimal Traditional dwelling and has lost integrity of design and materials
029-6109	Mt. Vernon Auto Clinic, 8334 Richmond Highway	1960 Commercial style auto service station	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century service station
029-6110	5 Ten Foodmart, 8339 Richmond Highway	1971 Commercial style restaurant	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century commercial building

VDHR ID	Property Name & Address	Property Description	VLR/ NRHP Status	Commonwealth Recommendations
029-6111	Rolling Hills Apartments, 3700 & 3707 Rolling Hills Ave	1967 Contemporary Style apartment complex	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century Contemporary style apartment complex
029-6112	Action Pre-Owned Cars, 8150 Richmond Highway	1970 stretcher bond Colonial Revival style former service station	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century service station
029-6113	Mt. Vernon Car Wash, 8149 Richmond Highway	1960 car wash with early 21st century facade	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century commercial building and has lost integrity of design and materials
029-6114	Potomac Motors Body & Paint, 8153 Richmond Highway	1960 Commercial Style auto repair facility	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century commercial building
029-6115	Mobil, 8156-8158 Richmond Highway	1969 Commercial Style gas station	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century gas station
029-6116	Kwik Stop Center, 8166-8178 Richmond Highway	1957 Commercial Style shopping center	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century Commercial Style shopping center
029-6117	House, 8338 Washington Avenue	1947 stone veneer Cape Cod dwelling	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century Cape Cod dwelling
029-6118	House, 8400 Washington Avenue	1947 Cape Cod dwelling with multiple additions	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century Cape Cod dwelling and it lacks integrity of design and materials
029-6119	House, 8404 Washington Avenue	1964 brick and stone veneer Ranch dwelling	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century Ranch style dwelling

VDHR ID	Property Name & Address	Property Description	VLR/ NRHP Status	Commonwealth Recommendations
029-6120	Fast Auto Loans, 8368 Richmond Highway	1969 Commercial Style former restaurant	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century Commercial Style building
029-6121	Pinewood South Condos, Buckman Drive and Richmond Highway	1968 Contemporary Style garden apartment complex	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century Contemporary style apartment complex
029-6122	Rentall Center, 8412 Richmond Highway	1959 Commercial Style building	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century Commercial Style building
029-6123	Cuco Lindo Restaurant, 8428 Richmond Highway	1966 Colonial Revival former service station converted to a restaurant	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century service station and has lost integrity of design
029-6124	Spirit of Faith Ministries, 8431 Richmond Highway	1935 vernacular T-plan building	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century vernacular building and lacks integrity of design and materials
029-6125	Woodlawn Garden Apartments, 8420 Blankenship St.	1963 Contemporary Style garden apartment complex	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century Contemporary style apartment complex
029-6126	Holly, Wood, and Vines, 8453 Richmond Highway	1948 vernacular commercial building	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century vernacular commercial building
029-6127	Bestway Supermarket, 8457 Richmond Highway	1960 Commercial Style supermarket with multiple additions	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century commercial building
029-6128	Thai Herbs Restaurant, 8501 Richmond Hwy	Ca. 1945 commercial style restaurant with multiple additions	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century commercial building and it has lost integrity of design and materials

VDHR ID	Property Name & Address	Property Description	VLR/ NRHP Status	Commonwealth Recommendations
029-6129	Engleside Mobile Home Park, 8500 Greenleaf Street	1945 mobile home neighborhood	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century mobile home park
029-6130	Rorer's Produce Market, 8515 Richmond Highway	Ca. 1966 vernacular style roadside produce stand	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century farm stand and it has lost integrity of design and materials
029-6131	Ray's Mobile Colony, 106 Denfield Dr.	1961 mobile home neighborhood	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century mobile home park
029-6132	Campbell & Ferrera, 8351 Richmond Highway	1957 Commercial Style garden center	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century commercial building
029-6133	House, 8334 Washington Avenue	1957 stone veneer Cape Cod dwelling	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century Cape Cod dwelling
029-6134	Washington Avenue Apartments, 8335 - 8339 Washington Avenue	1962 Contemporary Style garden apartment complex	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century Contemporary style apartment complex
029-6135	7-Eleven, 8434-8436 Frye Rd.	1966 stretcher bond brick Contemporary Style convenience store	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century commercial building
029-6136	Shell, 8500 Richmond Highway	1966 stretcher bond brick Commercial Style service station	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century service station
029-6137	Skyview Park Plaza, 8510-8526 Richmond Highway	1959 Contemporary Style small shopping center	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century Commercial Style shopping center

VDHR ID	Property Name & Address	Property Description	VLR/ NRHP Status	Commonwealth Recommendations
029-6138	Skyview Apartments, 8400-8508 Sky View Dr.	1965 Contemporary Style garden apartment complex	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century Contemporary style apartment complex
029-6139	Washington Square Apartments, 8545 - 8583 Richmond Highway	1968 Contemporary Style garden apartment complex	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century Contemporary style apartment complex
029-6140	Griffin Plumbing, 8601 Richmond Highway	1940 Commercial Style building	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century commercial style building
029-6141	Absoute Tree & Stump Removal, 8605 Richmond Highway	Ca. 1950 vernacular commercial building	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century vernacular commercial style building
029-6142	House, 8529 Highland Lane	1945 Minimal Traditional dwelling with Permastone façade	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century Minimal Traditional dwelling and has lost integrity of materials
029-6143	House, 8532 Highland Lane	1950 dwelling with major late twentieth century alterations	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century dwelling
029-6144	House, 8535 Engleside St.	1958 Minimal Traditional dwelling	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century Minimal Traditional dwelling
029-6145	House, 8533 Engleside St.	1971 Split Level dwelling	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century split level dwelling
029-6146	House, 8531 Engleside Street	1971 Minimal Traditional house	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century Minimal Traditional dwelling

VDHR ID	Property Name & Address	Property Description	VLR/ NRHP Status	Commonwealth Recommendations
029-6147	House, 8534 Engleside St.	1949 T-plan Minimal Traditional dwelling	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century Minimal Traditional dwelling
029-6148	House, 8618 Richmond Highway	1938 stretcher bond brick clad Minimal Traditional dwelling	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century Minimal Traditional dwelling
029-6149	Engleside Plaza, 8624 - 8652 Richmond Highway	1971 L-plan Commercial Style shopping center	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century Commercial Style shopping center
029-6150	7-Eleven, 8629 Richmond Highway	1966 stretcher bond brick Contemporary Style convenience store	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century commercial building
029-6151	House, 8528 Highland Ln	1950 Minimal Traditional house	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century Minimal Traditional dwelling
029-6152	First AME Church, 8653 Richmond Highway	1959 two-story Commercial Style building now used as a church	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century commercial building
029-6153	Best Cleaners, 8655 Richmond Highway	1954 Commercial Style building	Previously unrecorded	CHG recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century commercial building
029-6154	Ourisman Suzuki, 8670 Richmond Highway	1969 Commercial Style auto dealership	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century commercial building
029-6155	Woodlawn Shopping Center, 8700 - 8716 Richmond Highway	1971 U-plan Commercial Style shopping center	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century Commercial Style shopping center

VDHR ID	Property Name & Address	Property Description	VLR/ NRHP Status	Commonwealth Recommendations
029-6156	Wells Fargo, 8770 Richmond Highway	1941 Colonial Revival house converted to commercial uses	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century Colonial Revival dwelling
029-6157	Gulf, 8689 Richmond Highway	1968 Commercial Style gas station	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century Contemporary Style gas station
029-6158	Su Pollo Peruvian, 8741 Richmond Highway	1946 Commercial Style restaurant	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century commercial building
029-6159	Belvoir Plaza Apartments, 8743 Richmond Highway	1963 Contemporary Style garden apartment	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century Contemporary style apartment complex
029-6160	EP Stump and Tree Removal, 8801 Richmond Highway	Ca. 1940 Minimal Traditional dwelling converted to commercial use	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century Minimal Traditional dwelling
029-6161	Sitco, 8800 Richmond Highway	Ca. 1950 Minimal Traditional dwelling converted to commercial use	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century Minimal Traditional dwelling
029-6162	Shell, 8851 Richmond Highway	Ca. 1964 Colonial Revival service station	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century service station
029-6163	Roy Rogers, 8860 Richmond Highway	1971 Colonial Revival style resta-urant	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century commercial building
029-6164	House, 8208 Martha Street	1971 ma-ssed form Colonial Revival dwelling	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century Colonial Revival dwelling

VDHR ID	Property Name & Address	Property Description	VLR/ NRHP Status	Commonwealth Recommendations
029-6165	Knights of Columbus, 8592 Richmond Highway	1970 Commercial Style social hall	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century commercial building
029-6166	Creative Learning School, 8331 Washington Avenue	1952 Minimal Traditional dwelling that has been converted to commercial use	Previously unrecorded	Commonwealth recommends this resource not eligible for the VLR / NRHP as it is not a significant example of a mid-twentieth century Minimal Traditional dwelling

For the thirty-three previously identified resources, one is listed on the VLR/NRHP (029-0056), one has been determined eligible (029-0230), one potentially eligible (029-5181), and thirty have been determined not eligible. Four of the previously identified resources were found to have been demolished prior to the present survey. Commonwealth recommends no change in the status of any of these resources.

Commonwealth recommends none of the ninety-five previously unrecorded architectural resources surveyed as part of this reconnaissance survey as eligible for listing on the VLR or the NRHP. In the opinion of Commonwealth, these resources lack significance and/or have lost integrity through modern alterations.

Woodlawn Cultural Landscape Historic District, Huntington Avenue, Richmond Highway, and Telegraph Road (029-5181)

This 138-acre historic district is a vernacular cultural landscape that comprises a remnant of George Washington's Mount Vernon estate (Figure 20). This historic district's period of significance ranges from 1799, when George Washington left 2,000 acres of property that became the Woodlawn Plantation to his step-granddaughter and her husband, until 1964, when the Frank Lloyd Wright-designed Pope-Leighey House was relocated to Woodlawn for preservation purposes. Contributing resources to this historic district include George Washington's Gristmill, Woodlawn Plantation, the Pope-Leighey House, Woodlawn Quaker Meetinghouse and Burial Ground, Woodlawn Baptist Church and Cemetery, the Otis Tufton Mason House, Grand View, and the Sharpe Stable Complex. This historic district retains its rural, agricultural feel within an undulating landscape surrounded by modern suburban development and the Fort Belvoir military installation.

This historic district is significant in the areas of conservation, social history, ethnic heritage, education, religion, community planning, architecture, agriculture, military, and industry. It was determined potentially eligible for listing on the VLR/NRHP by VDHR staff in August 2012 and Commonwealth recommends no change to this determination.

Woodlawn, 9000 Richmond Highway (029-0056)
Woodlawn is a 126-acre property that includes the core of the former Woodlawn Plantation, a 1799 gift from George Washington to his step-granddaughter and her husband. The property includes a five-part Palladian mansion and associated outbuildings (Figure 21).

Woodlawn was listed on the NRHP in February 1970 and is also a contributing resource to the Woodlawn Cultural Landscape Historic District (029-5181). Commonwealth recommends no change in this status.

Richmond Highway, Route 1 (029-5708)
This resource is a four-mile stretch of the Accotink Turnpike / Old River Road / Richmond Highway that dates, in part to, ca. 1664. The current survey included only the northern half-mile of this road segment (Figure 22). This road segment was determined not eligible by VDHR Staff in August 2012.

Commercial building, 5638 Richmond Highway (029-5707)
This one-story tall commercial building currently houses a convenience store and dry cleaners (Figure 23). It was built in 1961 in the Commercial Style and was determined not eligible by VDHR Staff in August 2012.

Commercial building, 8853 Richmond Highway (029-5705)
This resource was built in 1961 as a Commercial Style retail strip with one-story form, stucco exterior, and arcade along the façade (Figure 24). This resource was determined not eligible for listing on the NRHP by VDHR staff in August 2012.

Mount Vernon Auto Repair, 8853A Richmond Highway (029-5706)
This building was built in 1960 as a Commercial Style auto repair shop with one-story, flat-roofed form, and utilitarian architectural details (Figure 25). This resource was determined not eligible for listing on the NRHP by VDHR staff in August 2012.

Roy Rogers, 8860 Richmond Highway (029-6163)
This building was built in 1971 as a Colonial Revival style fast food restaurant, with rectangular plan, plate glass windows in the public areas, and stretcher bond veneer (Figure 26). Other architectural details include the modillion cornices and full cornice return on the front gable. This is not a significant example of the Colonial Revival fast food restaurant.

Shell, 8851 Richmond Highway (029-6162)
This service station was built in 1964 in the Commercial Style with Colonial Revival details including brick exterior, cross-gabled roof with cupola, and entry door with a simple pediment (Figure 27). The Colonial Revival details on this form were very common on mid-twentieth century service stations in the Mid-Atlantic (Jakle and Sculle 1994:152). This service station is not a significant example of its building type and has lost integrity of design due to the construction of the current pump canopy.

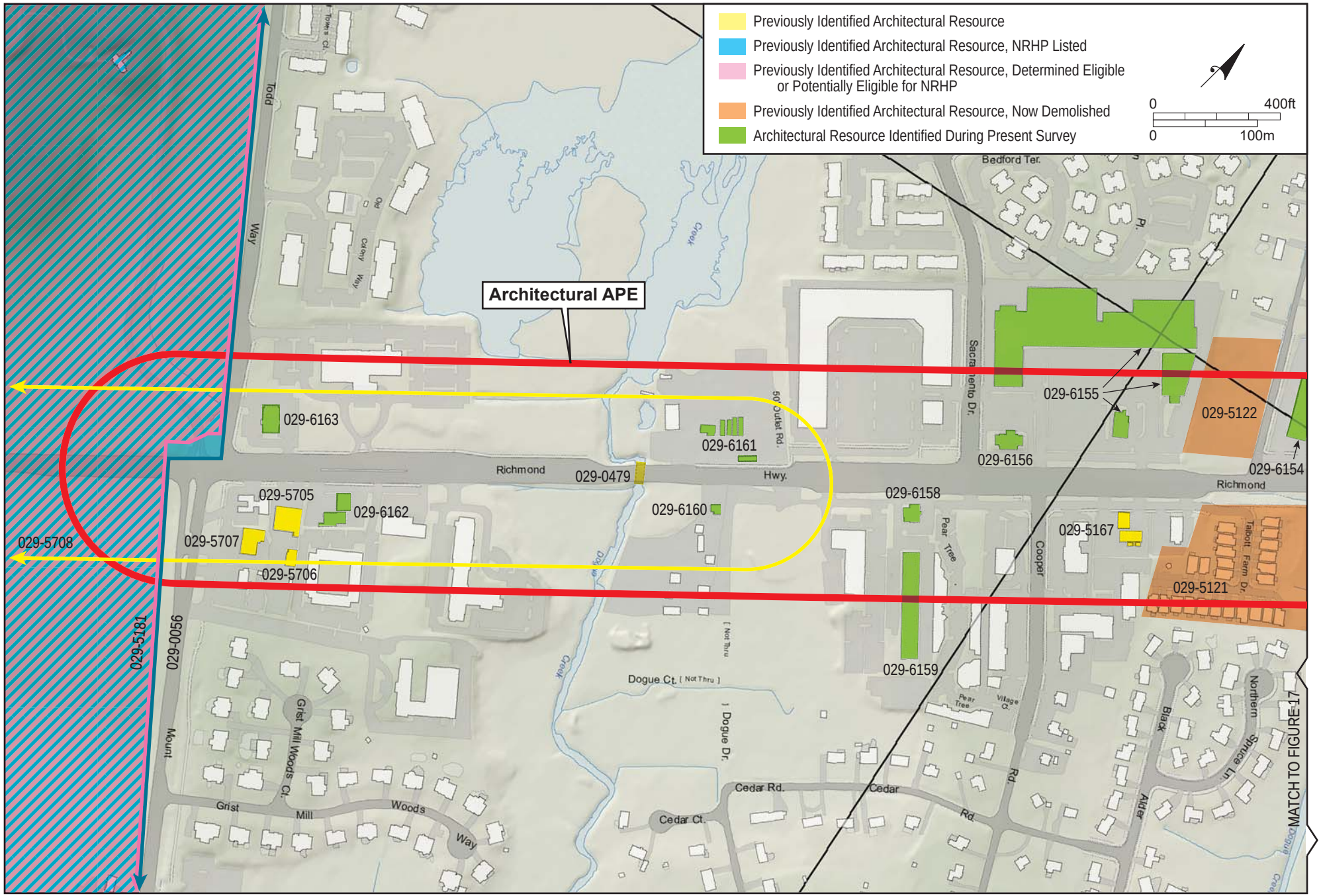


Figure 16. Map showing the location of surveyed architectural resources (Fairfax County GIS & Mapping Service 2016).

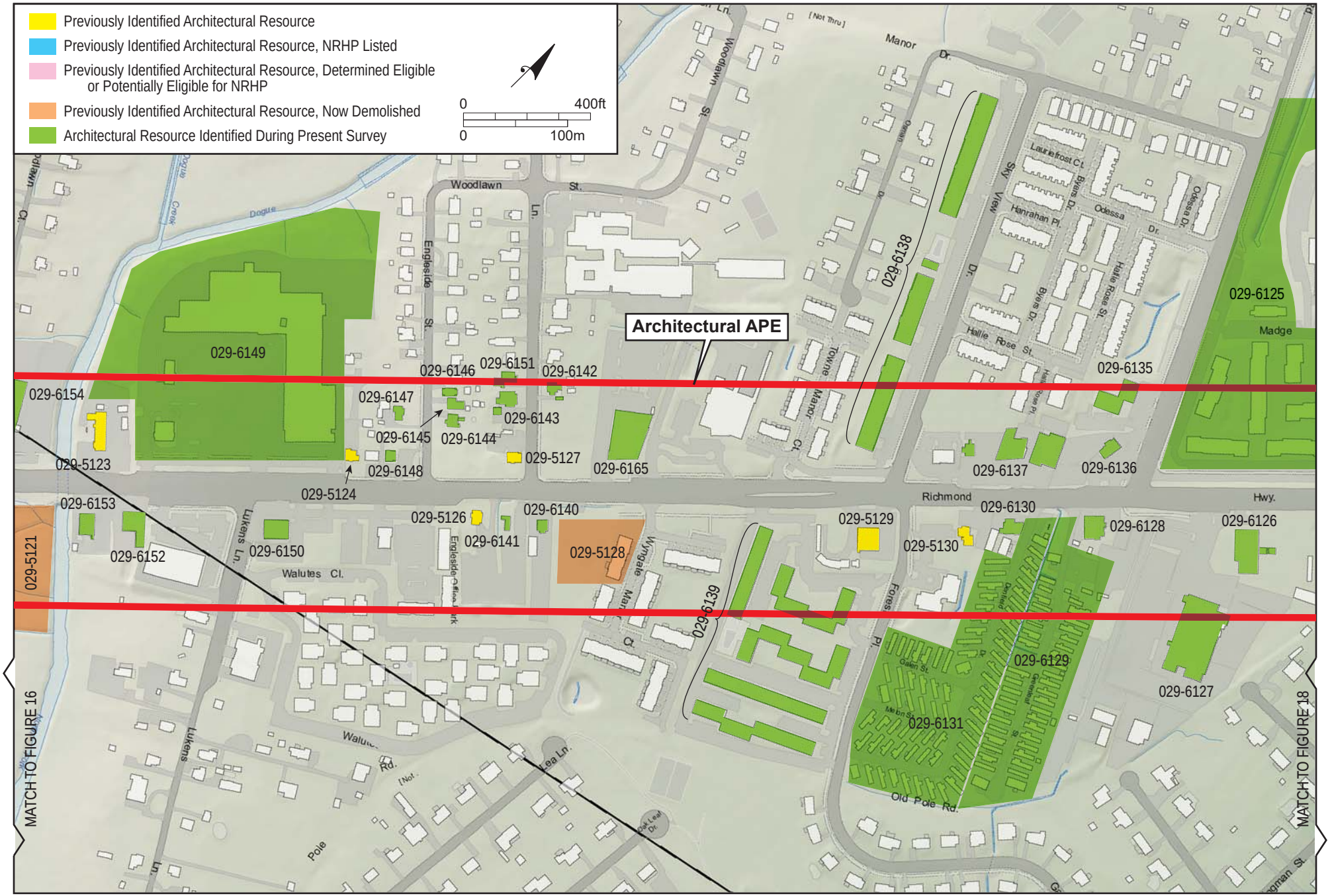


Figure 17. Map showing the location of surveyed architectural resources (Fairfax County GIS & Mapping Service 2016).

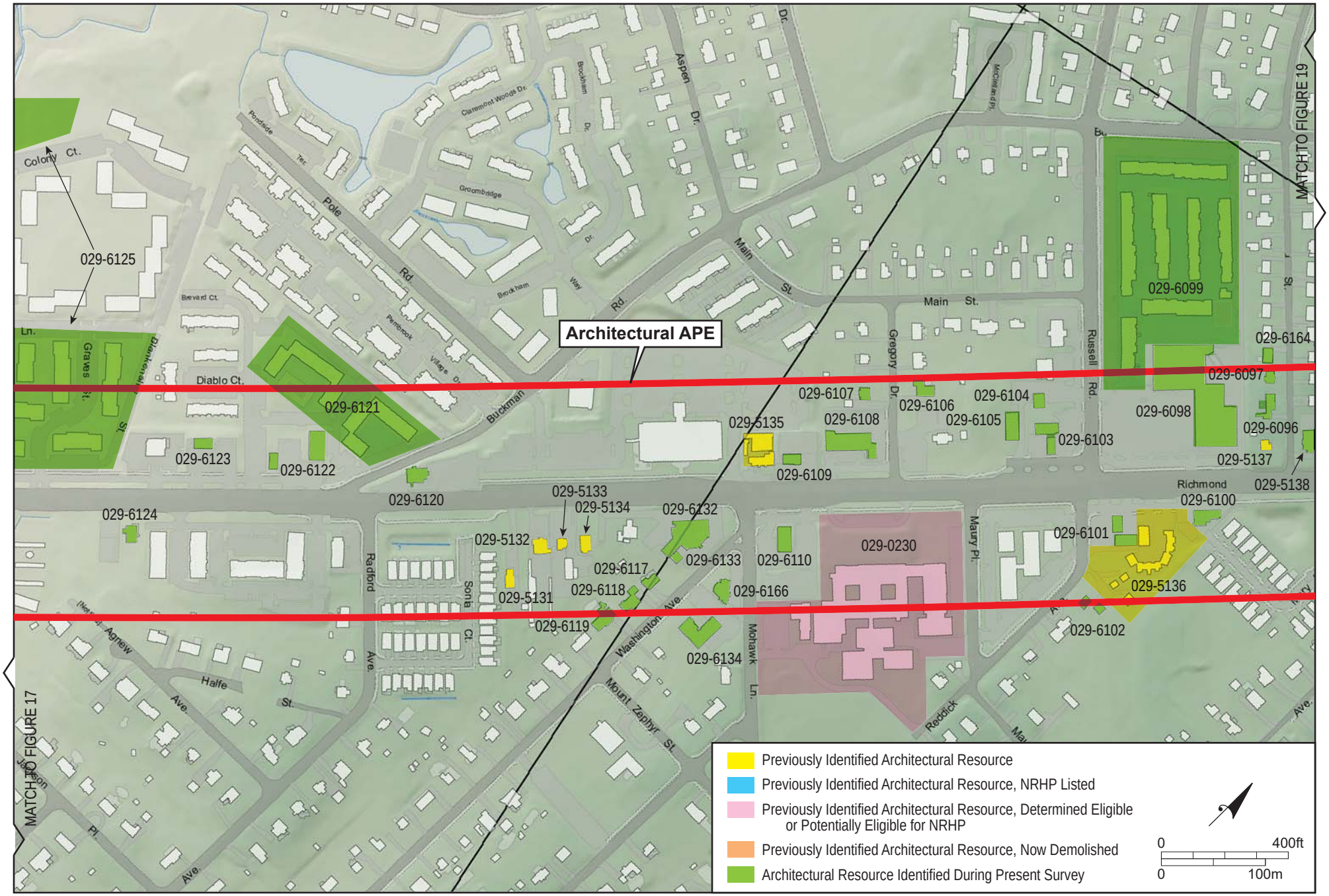


Figure 18. Map showing the location of surveyed architectural resources (Fairfax County GIS & Mapping Service 2016).

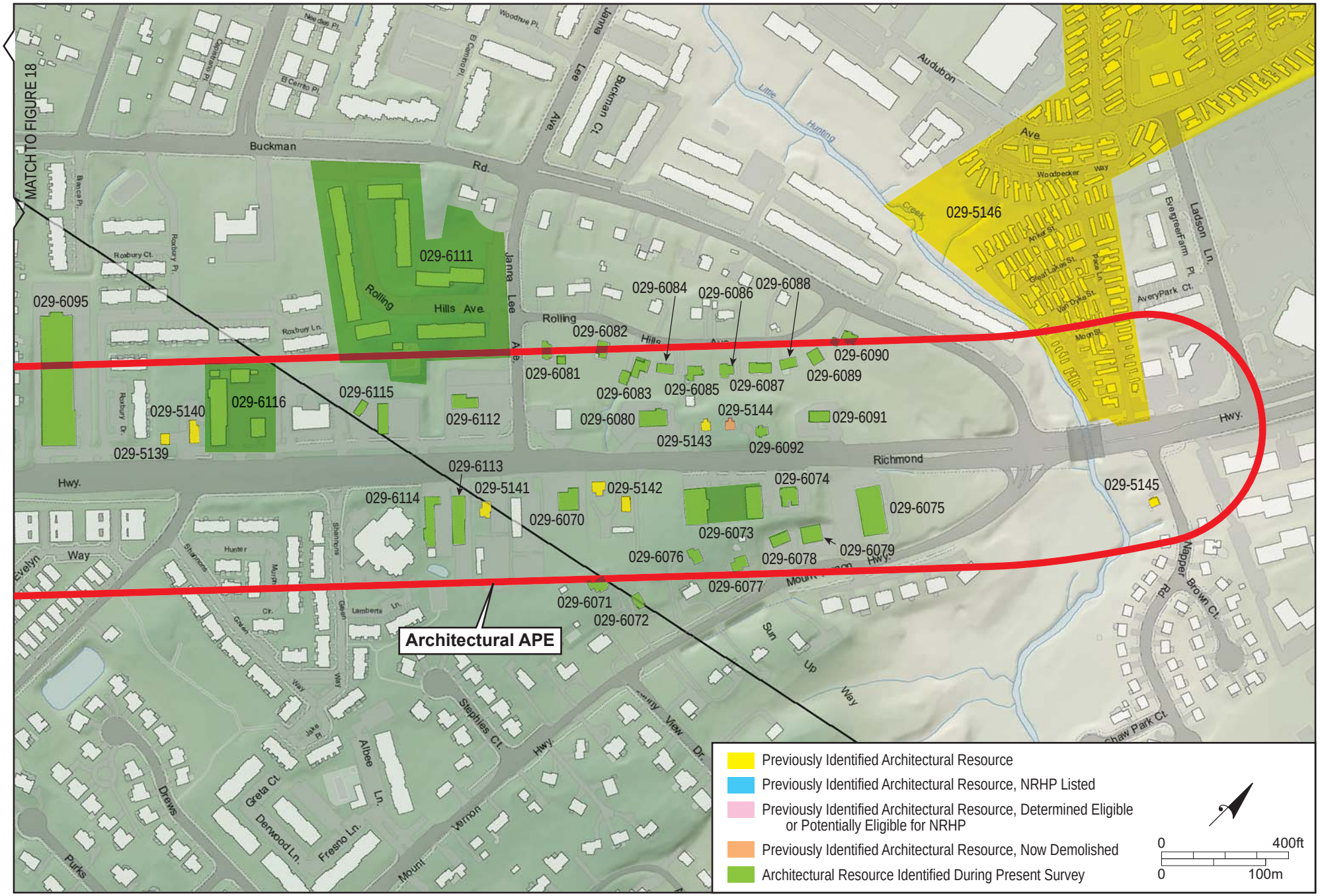


Figure 19. Map showing the location of surveyed architectural resources (Fairfax County GIS & Mapping Service 2016).



Figure 20. Woodlawn Cultural Landscape Historic District (029-5181), view of pastures and the Sharpe Stable Complex (029-5181-0005) from intersection of Route 1 and Mount Vernon Highway, view to south.



Figure 21. Woodlawn (029-0056), southwest elevation, view to northwest.



Figure 22. Richmond Highway (029-5708), view northeast from the intersection with Mount Vernon Highway and Jeff Todd Way.



Figure 23. 5638 Mount Vernon Highway (029-5707), view to southeast.



Figure 24. 8853 Richmond Highway (029-5705), view to northeast.



Figure 25. 8853A Richmond Highway (029-5706), view to northeast.



Figure 26. 8860 Richmond Highway (029-6163), view to northwest.



Figure 27. 8851 Richmond Highway (029-6162), view to northeast.

Bridge #1001, Richmond Highway over Dogue Creek (029-0479)
This concrete girder bridge was built in 1933 and renovated in 1996 (Figure 28). It was determined not eligible for listing on the NRHP by VDHR Staff in August 2012.

EP Stump and Tree Removal, 8801 Richmond Highway (029-6160)
According to Fairfax County property assessment records, this building was built in 1900, but the current building appears to have been built ca. 1940 as a dwelling, and later converted to its present commercial usage. This is a Minimal Traditional style building with rectangular, side-gabled form and few architectural details (Figure 29). The application of vinyl siding has diminished its integrity of materials. This building is not a significant example of a Minimal Traditional dwelling.

Sitco, 8800 Richmond Highway (029-6161)
According to Fairfax County property assessment records, this building was built in 1900, but the current building appears to have been built ca. 1950 as a dwelling, and later converted to its present commercial usage. This is a Minimal Traditional style building with rectangular, side-gabled form and few architectural details (Figure 30). This building is not a significant example of the Minimal Traditional style.

Su Pollo Peruvian Restaurant, 8741 Richmond Highway (029-6158)
This one-story tall Commercial Style building has a roughly square plan with several small additions (Figure 31). The exterior is stretcher bond brick and the foundation is poured concrete. The side-gabled, asphalt shingle roof features a wide frieze surrounding the eaves. Extending partially across the façade is a flat roofed porch with square wooden posts and a match stick railing. The windows are plate glass, of varying sizes, all with rowlock sills. There is an entry vestibule on the northeast elevation, and a shed roofed addition, clad in weatherboard, on the rear elevation.

According to Fairfax County property assessment records, this building was built in 1946. This building is not a significant example of the Commercial Style

Belvoir Plaza Apartments, 8743 Richmond Highway (029-6159)
This Contemporary Style apartment building has a rectangular plan (Figure 32). The exterior is common bond brick and the side gabled, asphalt shingled roof steps down as the building units step down, following the slope of the ground. The building is three stories tall with multiple, common entrances. These entrances are topped with tall, multi-light windows that stretch to the eaves. The windows are sliding, metal sash with rowlock sills. The apartments above ground level feature protruding balconies with square wood supports and cast metal railings.

According to Fairfax County property assessment records, this apartment complex was built in 1963. It is not a significant example of a Contemporary apartment complex.

Wells Fargo, 8770 Richmond Highway (029-6156)
This two-story tall Colonial Revival building has a rectangular core, with flanking one-story tall wings (Figure 33). The exterior is stretcher bond brick. The side-gabled roof features a dentilled cornice and partial cornice returns as well as a central, octagonal cupola and three gabled dormers on the rear and front roof slopes. There are stretcher bond interior chimneys at each gable end. A two-story portico with square columns extends along the façade of the building. The main entry has a pedimented entry surround with sidelights and transom. The windows are nine-over-nine, and six-over-six, double-hung sash with rowlock sills. On the rear elevation, as part of the conversion to commercial use, is a two-story tall stair tower and one-story shed roof addition housing the drive-up service window for the bank.

According to Fairfax County property assessment records, this building was built in 1941. This building may have been initially built as a residence and later converted to commercial uses. This building is not a significant example of the Colonial Revival style and has lost integrity of design through modifications for its current commercial use.

Woodlawn Shopping Center, 8700 – 8716 Richmond Highway (029-6155)
This one-story tall Commercial Style shopping center has a U-plan with multiple storefronts facing inward (Figure 34). There is a pent roof that extends along most of the storefronts, except the anchor store, which has been renovated with façade details than the remainder of the shopping center. The façade is stretcher bond brick and the flat roof is fronted by a stepped parapet, clad with aluminum siding. The storefronts are largely plate glass, except for the anchor store. The anchor store, a discount store, has a taller, stucco façade that projects beyond the pent roof, with inset porches on either side. The sides and rear of the shopping center are concrete block.

According to Fairfax County property assessment records, this building was built in 1962 as a Commercial Style shopping center. This is not a significant example of a Commercial Style shopping center and has lost integrity of design through modifications to the façade of the anchor store.

Gulf, 8689 Richmond Highway (029-6157)
This one-story tall, Commercial Style auto service station has a rectangular plan and measures five bays wide and two bays deep (Figure 35). The northern three bays contain service bays, while the eastern two bays are the retail and restroom spaces for the service station. The façade and side elevations are stretcher bond brick while the rear elevation is concrete block with wall buttresses. The flat roof has a slightly projecting flat cornice. The windows into the retail space are metal-framed plate glass.

According to Fairfax County property assessment records, this Commercial Style service station was built in 1968. It is not a significant example of a Commercial Style service station and has lost integrity of design due to the construction of the pump canopies.



Figure 28. Bridge #1001, Richmond Highway over Dogue Creek (029-0479), view to northeast.



Figure 29. 8801 Richmond Highway (029-6160), view to southeast.



Figure 30. 8800 Richmond Highway (029-6161), view to northwest.



Figure 31. 8741 Richmond Highway (029-6158), view to southeast.



Figure 32. 8743 Richmond Highway (029-6159), view to northeast.



Figure 33. 8770 Richmond Highway (029-6156), view to northwest.



Figure 34. 8700 Richmond Highway (029-6155), view to northeast.



Figure 35. 8689 Richmond Highway (029-6157), view to northeast.

Malone House, 8669 Richmond Highway (029-5121)
This resource has been demolished (Figure 36).

House, 8668 Richmond Highway (029-5122)
This resource has been demolished (Figure 37).

Ourisman Suzuki, 8670 Richmond Highway (029-6154)
This one-story tall Commercial Style building has a rectangular plan. The exterior is stretcher bond brick with a flat roof (Figure 38). The front (southeast) of the building comprises a showroom, while the rear houses an auto service area. The showroom portion has a false mansard of standing seam metal around the flat roof and large, plate glass display windows. The rear of the building has 10 overhead vehicular doors on the northeast and southwest elevations which lead to the service bays. The northeast side of the building also has a small porte-cochere with flat roof and metal pipe supports.

According to Fairfax County property assessment records, this Commercial Style auto dealership was built in 1969. This building is not a significant example of the Commercial Style.

Best Cleaners, 8655 Richmond Highway (029-6153)
This one-story tall Commercial Style building has a rectangular plan and measures four bays wide and two bays deep (Figure 39). It is built of concrete blocks with a flat roof. The façade is stretcher bond brick. The façade is seven-course common bond brick, while the remaining elevations are concrete block. The windows along the façade are plate glass with rowlock sills.

According to Fairfax County property assessment records, this building was built in 1954. This commercial building is not a significant example of the Commercial Style.

International Auto Body, 8656 Richmond Highway (029-5123)
This one-story tall Commercial Style auto repair facility has a rectangular plan and flat roof (Figure 40). It was determined not eligible for listing on the NRHP in October 2001.

First AME Church, 8653 Richmond Highway (029-6152)
This two-story tall Commercial Style building is now used for religious purposes. It has a rectangular plan and measures three bays wide and four bays deep (Figure 41). It is built of concrete blocks with a flat roof. The façade is stretcher bond brick. A shed roof arcade with square brick columns extends across the façade. The windows along the first floor of the façade are plate glass, arranged as a group, while the windows in the remainder of the building are metal-framed sliding windows. A one-story tall, gabled wing extends from the northeastern corner of the core. This wing is also built of concrete blocks but its roof is covered with asphalt shingles.

According to Fairfax County property assessment records, this building was built in 1959. This building is not a significant example of the Commercial Style.

Engleside Plaza, 8624 – 8652 Richmond Highway (029-6149)
This one-story tall Commercial Style shopping center has an L-plan with multiple storefronts facing an arcade which encircles the building (Figure 42). The arcade has paired, square stucco columns topped with arched decorations. The exterior of the shopping center has a stretcher bond façade and the mansard roof is covered with standing seam metal. The storefronts have varying layouts, most with plate glass windows and metal-framed glass doors.

According to Fairfax County property assessment records, this shopping center was built in 1971. This is not a significant example of a Commercial Style shopping center and has reduced integrity of design due to renovations to the façade.

7-Eleven, 8629 Richmond Highway (029-6150)
This one-story tall commercial building has a rectangular plan and contains two retail shops (Figure 43). The secondary shop is found on the southwest elevation, with the primary shop facing northwest towards Richmond Highway. The façade and southwest elevations are stretcher bond brick with quoins at the corners, while the remaining elevations are concrete block. The cross-gabled roof is covered with asphalt shingles. An inset porch with square wood columns wraps around the southwest corner of the building. The windows are a row of plate glass windows, with a central double-leaf metal-framed glass door. The secondary storefront has a single plate glass window and metal-framed door.

According to Fairfax County property assessment records, this commercial building was built in 1961. It is not a significant example of the Commercial Style.

AP Lawn Mower Repair, 8622 Richmond Highway (029-5124)
This one-and-one-half story tall frame Cape Cod former dwelling was built in 1938 (Figure 44). It was determined not eligible for listing on the NRHP in October 2001.

House, 8618 Richmond Highway (029-6148)
This Minimal Traditional style house is a one-and-one-half-story tall frame dwelling that has an L-plan with cross gable (Figure 45). It measures three bays wide and two bays deep. The exterior is stretcher bond brick with an asphalt shingle roof. There is a corbelled cap, stretcher bond brick chimney rising through the rear roof slope. The front entry is through a gabled vestibule. The windows are one-over-one, double-hung sash with rowlock sills. A shed roof dormer with T-111 cladding is on the rear roof slope. An exterior wooden stair leads to an entrance to the second floor on the northeast gable end.

According to Fairfax County property assessment records, this resource was built in 1938. This house is not a significant example of a Minimal Traditional dwelling.

House, 8534 Engleside Street (029-6147)
This Minimal Traditional style house is a one-and-one-half-story tall frame dwelling that stands on a raised, parged foundation (Figure 46). The house has a T-plan and measures three bays wide and two bays deep. The exterior is clad with vinyl siding and the roof is covered with asphalt



Figure 36. 8669 Richmond Highway (029-5121), view to east.



Figure 37. 8668 Richmond Highway (029-5122), view to northwest.



Figure 38. 8670 Richmond Highway (029-6154), view to northwest.



Figure 39. 8655 Richmond Highway (029-6153), view to southeast.



Figure 40. 8656 Richmond Highway (029-5123), view to northwest.



Figure 41. 8653 Richmond Highway (029-6152), view to southeast.



Figure 42. 8624 Richmond Highway (029-6149), view to west.



Figure 43. 8629 Richmond Highway (029-6150), view to southeast.



Figure 44. 8622 Richmond Highway (029-5124), view to northwest.



Figure 45. 8618 Richmond Highway (029-6148), view to northwest.



Figure 46. 8534 Engleside Street (029-6147), view to south.



Figure 47. 8535 Engleside Street (029-6144), view to northeast.

shingles. There is an entry porch, with an awning overhang, within the northwest corner of the façade. A stretcher bond brick chimney rises through the front roof slope. The windows are one-over-one, double-hung vinyl sash with some arranged in pairs.

According to Fairfax County property assessment records, this resource was built in 1949. This house is not a significant example of a Minimal Traditional dwelling and also has lost integrity of materials due to the application of vinyl siding.

House, 8535 Engleside Street (029-6144)
This one-story tall Minimal Traditional house has a rectangular plan measuring three bays wide and two bays deep (Figure 47). The exterior of the frame structure is clad with aluminum siding and the side-gabled roof is covered with asphalt shingles. A shed-roof entry porch, with cast metal supports, shelters the front entry. The windows are casement windows, some flanked by decorative shutters. A stretcher bond chimney rises through the rear roof slope.

According to Fairfax County property assessment records, this resource was built in 1958. The Minimal Traditional dwelling is not a significant example of a mid-twentieth century dwelling.

House, 8533 Engleside Street (029-6145)
This house is a two-story tall frame dwelling in the split-level form (Figure 48). The gable ends are oriented towards the street with the main entry on the northwest elevation. The exterior of this dwelling is clad with vinyl siding and the side-gabled roof is covered with asphalt shingles. A shed-roof carport extends from the northwest elevation. A stretcher bond brick chimney extends through the northern roof slope. The windows are mostly one-over-one, double-hung vinyl sash with a bow window on the façade.

According to Fairfax County property assessment records, this resource was built in 1971. This split level is not a significant example of a mid-twentieth century dwelling and has lost integrity of materials due to the application of vinyl siding to the exterior.

House, 8531 Engleside Street (029-6146)
This Minimal Traditional style house is a one-story tall frame dwelling that stands on a raised, panel-faced concrete block foundation (Figure 49). The house has a rectangular plan measuring three bays wide and three bays deep. The exterior is clad with vinyl siding and the front gabled roof is covered with asphalt shingles. A gabled porch extends most of the way across the façade. It has square posts and a matchstick railing. A square bay projects from the southeast elevation. The windows are one-over-one, double-hung sash.

According to Fairfax County property assessment records, this resource was built in 1971. This Minimal Traditional house is not a significant example of a mid-twentieth century dwelling and has lost integrity of materials due to the application of vinyl siding to the exterior.

Petitt House, 8609 Richmond Highway (029-5126)
This one-and-one-half story frame Craftsman bungalow was built in 1920 (Figure 50). It was determined not eligible for listing on the NRHP by VDHR staff in October 2001.

Absolute Tree & Stump Removal, 8605 Richmond Highway (029-6141)
This one-story tall frame, vernacular building stands behind a fence that obscures many of the exterior details (Figure 51). It has a rectangular core and a gabled rear wing. The exterior is clad with vertical boards and the side-gabled roof is asphalt shingles. No other details were visible from the public right of way.

According to topographic maps and aerial photographs, this resource appears to date to ca. 1950. It is a vernacular building with one-story form and few architectural details. This resource is not a significant example of a vernacular, mid-twentieth century building.

Griffin Plumbing, 8601 Richmond Highway (029-6140)
This one-story tall Commercial Style building with a square plan (Figure 52). It has a stucco exterior and a hipped, asphalt-shingle roof. The building measures three bays wide and three bays deep. The windows have soldier lintels and rowlock sills and are a mixture of plate glass on the façade and one-over-one, double-hung sash on the secondary elevations. A stretcher bond chimney rises through the northern roof slope.

According to Fairfax County property assessment records, this resource was built in 1940. This Commercial style building is not a significant example of a commercial building.

Wick's Repair, 8600 Richmond Highway (029-5127)
This one-and-one-half story tall frame Cape Cod former dwelling was built in 1936 (Figure 53). It was determined not eligible for listing on the NRHP in October 2001.

House, 8532 Highland Lane (029-6143)
This two-story tall dwelling measures three bays wide and two bays deep (Figure 54). The frame structure is clad with vinyl siding and the side-gable roof is covered with asphalt shingles. A shed-roof porch with turned wooden posts extends across the façade. There are one-story, side-gabled wings on the east and west gable ends. The windows are one-over-one, double-hung sash, with some arranged in pairs.

According to Fairfax County property assessment records, this dwelling was built in 1950. This dwelling is not a significant example of a mid-twentieth century residence and has lost integrity of design and materials due to the numerous additions and alterations that obscure the original dwelling.

House, 8529 Richmond Highway (029-6142)
This one-and-one-half story tall Minimal Traditional dwelling measures four bays wide and three bays deep (Figure 55). It stands on a parged foundation. The façade is Permastone veneer while the secondary elevations are clad with vinyl siding. The side-gabled roof is covered with asphalt



Figure 48. 8533 Engleside Street (029-6145), view to northeast.



Figure 49. 8531 Engleside Street (029-6146), view to northeast.



Figure 50. 8609 Richmond Highway (029-5126), view to northeast.



Figure 51. 8605 Richmond Highway (029-6141), view to southwest.



Figure 52. 8601 Richmond Highway (029-6141), view to northeast.



Figure 53. 8600 Richmond Highway (029-5127), view to northwest.



Figure 54. 8532 Highland Lane (029-6143), view to southwest.



Figure 55. 8529 Highland Lane (029-6142), view to east.

shingles. A stretcher bond chimney rises up the eastern gable end. The front entrance is sheltered by a small, gabled porch with cast metal supports. The windows are one-over-one, double-hung sash. A one-story, side-gabled ell extends from the northeast gable end. It is one bay wide and three bays deep.

According to Fairfax County property assessment records, this dwelling was built in 1945. This is not a significant example of a Minimal Traditional dwelling and it has lost integrity of materials due to the application of vinyl siding.

House, 8528 Highland Lane (029-6151)
This house is a one-and-one-half-story tall Minimal Traditional house. It has a rectangular plan and measures three bays wide and two bays deep (Figure 56). The exterior is clad with vinyl siding and the side-gabled roof is covered with asphalt shingles. A shed dormer is found on the rear roof slope. A stretcher bond brick chimney rises through the rear roof slope. The windows are one-over-one, double-hung sash, with some arranged in groups. A one-story tall, shed roof addition extends across the rear elevation. Attached to the southeast corner of the house is a former one-car garage that has been converted into living space. This former garage is also one-and-one-half stories tall. It has a gable front roof with shed roof dormers on both roof slopes. A shed roof porch with square wooden posts extends across the front of the former garage wing.

According to Fairfax County property assessment records, this resource was built in 1950. This house is not a significant example of a mid-twentieth century Minimal Traditional dwelling and has lost integrity of materials due to the application of vinyl siding to the exterior.

Motel, 8589 – 8591 Richmond Highway (029-5128)
This resource has been demolished (Figure 57).

Knights of Columbus, 8592 Richmond Highway (029-6165)
This one-story tall Commercial Style social hall has a rectangular plan (Figure 58). The exterior is stucco. The flat roof features an asphalt shingled pent roof marking the entrance in the southwest corner of the building. This entrance is within an inset porch on this canted corner. There are no windows on the exterior of this building.

According to Fairfax County property assessment records, this building was built in 1970. This building is a significant example of a mid-twentieth century social hall.

Washington Square Apartments, 8545 – 8583 Richmond Highway (029-6139)
The buildings of this Contemporary Style apartment complex are all of similar size and with similar architectural details (Figure 59). They are three stories tall with rectangular plans and multiple, common, entrances. They have low-pitched, side-gabled, asphalt shingle roofs. The exterior is stretcher bond brick. The common entrances are flanked by sidelight and transoms and topped with fabric awnings. The windows are sliding, metal-framed windows. The apartments above ground level feature inset balconies with cast metal railings.

According to Fairfax County property assessment records, this apartment complex was built in 1968. This resource is not a significant example of a Contemporary apartment complex.

Forest Laundromat, 8541 Richmond Highway (029-5129)
This one-story tall Commercial Style former motel was built in 1949 and renovated in the early twenty-first century (Figure 60). It was determined not eligible for listing on the NRHP in October 2001.

Skyview Apartments, 8400 – 8508 Sky View Drive (029-6138)
The buildings of this Contemporary Style apartment complex are all of similar size and with similar architectural details (Figure 61). They are three stories tall with rectangular plans and multiple, common, entrances. They have low-pitched, hipped, asphalt shingle roofs. The exterior is stretcher bond brick. The common entrances are topped with tall, multi-light windows stretching to the eaves. The windows are sliding, metal-framed windows with rowlock sills. The apartments above ground level feature inset balconies with cast metal railings.

According to Fairfax County property assessment records, this apartment complex was built in 1965. This resource is not a significant example of a Contemporary apartment complex.

Kimchi House, 8537 Richmond Highway (029-5130)
This one-story Tudor Revival style restaurant was built in 1950 (Figure 62). It was determined not eligible for listing on the NRHP by VDHR staff in October 2001.

Rorer's Produce Market, 8515 Richmond Highway (029-6130)
The core of this one-story, vernacular building, has a rectangular plan (Figure 63). It has a low-pitched, side-gabled roof covered with corrugated metal. The exterior is vertical board siding. There are shed roof additions to the north and western elevations that have open walls, with square wooden supports, and asphalt shingle roofs. These additions are used to display produce and plants for sale. A pre-fabricated, gambrel roof shed is attached to the southeast corner of the core. This shed has a corrugated metal roof and T-111 exterior.

According to historic topographic maps and aerial photographs, this resource was built ca. 1966. This vernacular commercial building is not a significant example of a farm stand and has diminished integrity of design and materials due to multiple additions.

Ray's Mobile Colony, 106 Denfield Drive (029-6131)
This mobile home park includes mostly single-wide homes, arranged along Denfield Drive and connecting streets (Figure 64). The mobile homes of this park are mostly single-wide in configuration and oriented perpendicularly to the nearest street. Many of the homes have wooden entry decks and shed-roof additions.

According to Fairfax County property tax assessments, this property dates to 1961. This mobile home park is not a significant example of this property type.

Skyview Park Plaza, 8510 – 8526 Richmond Highway (029-6137)
This resource is a small shopping center that faces towards Richmond Highway and has three small buildings (8510-8512, 8524, and 8526 Richmond Highway). The northern two buildings (8510-8512 and 8524 Richmond Highway) consist of small retail strips, with 8524 built as an addition to a Cape Cod dwelling (Figure 65). The southern building (8526 Richmond Highway) is a walk-up fast food restaurant.

According to Fairfax County property assessment records, this building was built in 1959. This date may refer to the Cape Cod dwelling located at the rear of the retail strip at 8524 Richmond Highway. This addition reduces the integrity of design, materials, feeling, association, and workmanship of the Cape Cod dwelling. As a shopping center, this resource is not a significant example of the Commercial Style.

Engleside Mobile Home Park, 8500 Greenleaf Street (029-6129)
This mobile home park includes mostly single-wide homes, arranged along Greenleaf Street and facing northwest (Figure 66). Many of the homes have wooden entry decks. A frame office stands near the western edge of the mobile home park. This office is two bays wide and one bay deep. It has a side-gabled, asphalt shingle roof and vinyl-sided exterior. The foundation is parged and the windows are one-over-one, double-hung vinyl sash.

According to Fairfax County property tax assessments, this property dates to 1945. The mobile homes that stand within the property are of various ages, from the mid- to late twentieth century. This mobile home park is not a significant example of this property type.

Thai Herbs Restaurant, 8501 Richmond Highway (029-6128)
This one-story tall Commercial Style restaurant has a rectangular core with a jerkinhead roof (Figure 67). This portion faces northwest towards Richmond Highway and is flanked by one-story tall wings. The northern wing has a false mansard roof, covered with wood shingles. The southern wing has a hipper, asphalt-shingle roof. There are multiple rear additions, ranging from two stories tall in the center and one-story tall on the sides. The exterior of the building is a combination of rubble stone veneer and wooden shingles. The windows are fixed sash with simple, board surrounds. There is a steeply pitched gabled hood over the front entrance, supported by triangular brackets.

According to Fairfax County property assessment records, this building was built in 1945. This building currently houses a restaurant and it is unclear what the original building purpose would have been. This is not a significant example of a mid-twentieth century commercial building and has reduced integrity of design and materials due to the changes in the exterior cladding and fenestration pattern.

Shell, 8500 Richmond Highway (029-6136)
This one-story tall Commercial Style auto service station has a rectangular plan and measures five bays wide and three bays deep (Figure 68). The western three bays contain service bays, while the eastern two bays are the retail and restroom spaces for the service station. The exterior

is stretcher bond brick. The side-gabled roof is covered with asphalt shingles. The windows into the retail space are metal-framed plate glass, while the windows into the service bays are double-hung, six-over-six, wooden sash with rowlock sills.

According to Fairfax County property assessment records, this service station was built in 1966. This resource is not a significant example of a Commercial Style service station.

7-Eleven, 8434 – 8436 Frye Road (029-6135)
This one-story tall Commercial Style commercial building has two offset wings (Figure 69). The western wing contains a convenience store and the eastern wing is a church. The exterior is stretcher bond brick. The western wing has an asphalt shingled, cross-gabled roof and the eastern wing has a flat roof. A deep fascia extends around the eaves of both wings. The western wing has an inset porch supported by square posts, across its façade. The windows in the western wing are a row of plate glass windows, with a central double-leaf metal-framed glass door. The eastern wing features metal-framed casement windows with rowlock sills.

According to Fairfax County property assessment records, this building was built in 1966. This commercial building is not a significant example of a Commercial Style convenience store.

Woodlawn Garden Apartments, 8420 Blankenship Street (029-6125)
The buildings of this Contemporary Style apartment complex are all of similar size and with similar architectural details (Figure 70). They are three stories tall with rectangular plans and multiple, common, entrances. They have low-pitched, side-gabled asphalt shingle roofs. The exterior is stretcher bond brick. The entrances are inset and topped with tall, multi-light windows stretching to the eaves. The windows are sliding, metal-framed windows with rowlock sills. The apartments above ground level feature inset balconies with cast metal railings. There are stuccoed flues rising through the front and rear roof slopes.

According to Fairfax County property assessment records, this apartment complex was built in 1963. This resource is not a significant example of a Contemporary apartment complex.

Bestway Supermarket, 8457 Richmond Highway (029-6127)
This one-story tall Commercial Style building has a rectangular core (Figure 71). The building is built of concrete block, with a stretcher bond brick façade. It has an arched, asphalt shingle roof. A flat-roofed porch with stepped parapet stretches across the façade of the supermarket. This porch is clad with enameled metal panels. The storefront has a row of metal-framed fixed sash and entry doors. Along the rest of the façade, most of the square windows with rowlock sills have been filled in with brick. There is a one-story tall, flat-roofed addition to the east elevation of the core. A two-story tall, hipped roof addition, housing smaller commercial businesses and offices, adjoins the western elevation of the core.

According to Fairfax County property assessment records, this building was built in 1960. This is not a significant example of a mid-twentieth century Commercial Style building.



Figure 56. 8528 Highland Lane (029-6151), view to west.



Figure 57. 8589 Richmond Highway (029-5128), view to south.



Figure 58. 8592 Richmond Highway (029-6165), view to northwest.



Figure 59. 8545 -8583 Richmond Highway (029-6139), view to northeast.



Figure 60. 8541 Richmond Highway (029-5129), view to southwest.



Figure 61. 8400 – 8508 Sky View Drive (029-6138), view to northwest.



Figure 62. 8537 Richmond Highway (029-5130), view to northeast.



Figure 63. 8515 Richmond Highway (029-6130), view to south.



Figure 64. 106 Denfield Drive (029-6131), view to northeast.



Figure 65. 8510 – 8526 Richmond Highway (029-6137), view to north.



Figure 66. 8500 Greenleaf Street (029-6129), view to south.



Figure 67. 8501 Richmond Highway (029-6128), view to northeast.



Figure 68. 8500 Richmond Highway (029-6136), view to southeast.



Figure 69. 8434 – 8436 Frye Road (029-6135), view to northwest.



Figure 70. 8420 Blankenship Street (029-6125), view to northwest.



Figure 71. 8457 Richmond Highway (029-6127), view to northeast.

Holly, Wood, and Vines, 8453 Richmond Highway (029-6126)
This one-story tall vernacular commercial building has a roughly rectangular plan (Figure 72). The pole frame structure is clad with plywood panels. The corrugated metal shed roof has a false front along the façade. There are two arched greenhouses attached to the rear elevation.

According to Fairfax County property assessment records, this building was built in 1948. This is not a significant example of a mid-twentieth century vernacular commercial building.

Spirit of Faith Ministries, 8431 Richmond Highway (029-6124)
This one-story tall vernacular building has a T-plan (Figure 73). There are no windows visible on the exterior of the building. The southern elevation has a central, double-leaf metal-frame glass door, and a metal slab door is on the rear elevation. The south and west elevations are clad with vinyl siding, while the rear, north, elevation is stretcher bond brick. The hipped roof is asphalt shingles with skylights in several of the roof slopes. There is a wooden access ramp wrapping around the west and rear elevations of the building.

According to Fairfax County property assessment records, this building was built in 1935. This is not a significant example of an early-twentieth century vernacular building.

Cuco Lindo Restaurant, 8428 Richmond Highway (029-6123)
This one-story tall Commercial Style building was built as a service station and was converted to its current use as a restaurant at an unknown date (Figure 74). This building has a rectangular plan and measures four bays wide and three bays deep. The southern three bays contain the former service bays. These are arched with rowlock surrounds, and have now been filled in. The northern bay is a large, multi-sash window. A one-story, flat-roofed wing on the northern gable end is one bay deep and three bays deep and features a metal railing around the eaves. The exterior of this building is stretcher bond brick with a soldier course at the base of the wall. The side-gabled roof is covered with asphalt shingles.

According to Fairfax County property assessment records, this building was built in 1966. It was built as a service station in the commercial style with Colonial Revival details including brick exterior and arched former service bays, that have now been in-filled. Alterations to the fenestration pattern, including filling in the service bays, has diminished its integrity of design. This is service station is not a significant example of its building type.

Rentall Center, 8412 Richmond Highway (029-6122)
This one story tall building is in the Commercial Style and has a one-story, rectangular plan (Figure 75). It has a flat roof surrounded by a low parapet. The building is concrete block with a stretcher bond façade. The plate glass storefront windows are topped with a fabric awning.

According to Fairfax County property assessment records, this building was built in 1959. This building is not a significant example of the Commercial Style.

Pinewood South Condos, Buckman Drive and Richmond Highway (029-6121)
The buildings of this Contemporary Style apartment complex are all of similar size and with similar architectural details (Figure 76). They are three to four stories tall with rectangular plans and multiple entries. They have low-pitched, side-gabled asphalt shingle roofs. The exterior is six-course common bond brick. The entrances are marked with inset entrances and topped with tall, multi-light windows stretching to the eaves. The windows are one-over-one, double-hung sash, some arranged in pairs. The apartments above ground level feature inset balconies with cast metal railings.

According to Fairfax County property assessment records, this complex was built in 1968. This resource is not a significant example of a Contemporary apartment complex.

Fast Auto Loans, 8412 Richmond Highway (029-6120)
This one story tall dwelling is in the Commercial Style with details relating to its former use as a restaurant (Figure 77). It has a complex plan with a faux mansard, asphalt-shingled roof. An octagonal, louvered cupola and stretcher bond brick chimney are found in the center of the roof. The exterior is stretcher bond brick with T-111 and weatherboard accents. The some of the windows have been boarded over, while along the façade, the former ribbon of windows has been partially filled in with picture windows.

According to Fairfax County property assessment records, this building was built in 1939. This building is not a significant example of the Commercial Style.

Pretty Pets, 8369 Richmond Highway (029-5131)
This one-story tall, frame Craftsman cottage was built in 1920 and has been converted to commercial uses (Figure 78). It was determined not eligible for listing on the NRHP by VDHR Staff in October 2001.

Ploutis Painting, 8363 Richmond Highway (029-5132)
This one-and-one-half story tall wood framed Colonial Revival building was built in 1943 as a dwelling and later converted to its present commercial use (Figure 79). It was determined not eligible for listing on the NRHP by VDHR Staff in October 2001.

Kolas Painting, 8361 Richmond Highway (029-5133)
This one-and-one-half story tall wood-framed Cape Cod was built in 1939 as a dwelling and later converted to its present commercial use (Figure 80). It was determined not eligible for listing on the NRHP by VDHR Staff in October 2001.

Carts House, 8359 Richmond Highway (029-5134)
This one-and-one-half story tall wood-framed vernacular cottage was built in 1937 (Figure 81). It was determined not eligible for listing on the NRHP by VDHR Staff in October 2001.



Figure 72. 8453 Richmond Highway (029-5126), view to northeast.



Figure 73. 8431 Richmond Highway (029-6124), view to northeast.



Figure 74. 8428 Richmond Highway (029-6123), view to southwest.



Figure 75. 8412 Richmond Highway (029-6122), view to northwest.



Figure 76. Buckman Road at Richmond Highway (029-6121), view to southeast.



Figure 77. 8368 Richmond Highway (029-6120), view to northwest.



Figure 78. 8369 Richmond Highway (029-5131), view to west.



Figure 79. 8363 Richmond Highway (029-5132), view to southeast.



Figure 80. 8361 Richmond Highway (029-5133), view to east.



Figure 81. 8359 Richmond Highway (029-5134), view to southeast.

House, 8404 Washington Avenue (029-6119)
This one story tall dwelling is in the Ranch style and measures five bays wide and two bays deep (Figure 82). The northern bay contains an attached two-car garage. The exterior is stretcher bond brick with Permastone veneer accents. The hipped roof is covered with asphalt shingles and has a wide, stretcher bond brick chimney rising through the center of the ridge. There is a gabled porch with square wood posts sheltering the central two bays of the façade. The windows are picture windows with rowlock sills.

According to Fairfax County property assessment records, this building was built in 1964. This house is not a significant example of the Ranch style.

House, 8400 Washington Avenue (029-6118)
This one-and-one-half story dwelling is in the Cape Cod form and measures three bays wide and two bays deep (Figure 83). It has a seven-course common bond brick exterior and an asphalt shingled side gable roof. The roof has two gable dormers on the front roof slope and a shed roof dormer on the rear roof slope. These dormers are clad with vinyl siding. A stretcher bond chimney rises through the rear roof slope. A hipped roof porch, with square wood posts and a matchstick railing, wraps around the front and northern elevations of the house. This porch also connects the house to the frame garage standing northwest of the house. A frame, one-story tall, side-gabled addition adjoins the southern gable end. This addition has a vinyl sided exterior and asphalt shingled roof. The windows are one-over-one, double-hung sash with rowlock sills.

According to Fairfax County property assessment records, this building was built in 1947. This house has lost integrity of design through the construction of a wrap-around porch and multiple frame additions. This house is not a significant example of the Cape Cod form.

House, 8338 Washington Avenue (029-6117)
This one-and-one-half story dwelling is in the Cape Cod form and measures three bays wide and two bays deep (Figure 84). It has a random rubble stone veneer exterior. The side-gabled roof is covered with asphalt shingles. It has two gabled dormers on the front roof slope and a shed dormer on the rear roof slope. The dormers are clad with vinyl siding. A stretcher bond chimney rises through the rear roof slope. The windows are one-over-one, double-hung sash. A shed roof porch with square wood posts is found on the north gable end. A one-story, frame, side-gabled addition is on the south gable end. This addition was originally a garage, but has been converted to living space. The addition has a vinyl sided exterior and asphalt gabled roof.

According to Fairfax County property assessment records, this building was built in 1947. This house has lost integrity of design through the construction of an attached garage (now converted to living space) on the south gable end. This house is not a significant example of the Cape Cod form.

Washington Avenue Apartments, 8335 – 8339 Washington Avenue (029-6134)
This Contemporary Style apartment building has an L plan, and stands three stories tall (Figure 85). Each wing is three bays wide and eight bays deep. The roof is flat with a low parapet and the

exterior is stretcher bond brick. The common entrance into the building is located at the interior corner of the building. The windows are sliding, metal-framed windows. Some of the windows are linked by continuous cast lintels.

According to Fairfax County property assessment records, this apartment complex was built in 1962. This resource is not a significant example of a Contemporary apartment complex.

Creative Learning School, 8331 Washington Avenue (029-6166)
The core of this one-story tall Minimal Traditional frame building measures three bays wide and one bay deep (Figure 86). The exterior is clad with aluminum siding. The side-gabled roof is covered with asphalt shingles. Centered on the façade is a gabled entry porch supported on square wooden posts. The windows are one-over-one, double-hung sash, sometimes arranged in pairs. There are multiple additions, extending five bays deep, from the rear elevation. This includes a flat roofed addition and a shed-roofed addition. A stretcher bond brick chimney rises through the roof of the flat-roofed addition. The additions share the exterior details of the core.

According to Fairfax County property assessment records, this building was built in 1952. It was originally built as a one-story, frame Minimal Traditional style residence, but now serves as a child care facility. This building is not a significant example of a Minimal Traditional style building. It has lost integrity of materials due to the application of modern siding, and design due to the large additions on the south and north elevations.

House, 8334 Washington Avenue (029-6133)
This one-and-one-half story dwelling is in the Cape Cod form and measures three bays wide and two bays deep (Figure 87). It has a random rubble stone veneer exterior. The side-gabled roof is covered with asphalt shingles. It has two gabled dormers on the front roof slope and a shed dormer on the rear roof slope. The dormers are clad with vinyl siding. A stretcher bond chimney rises through the rear roof slope. The windows are one-over-one, double-hung sash.

According to Fairfax County property assessment records, this resource was built in 1957. It was built as a single family dwelling in the Cape Cod form of the Colonial Revival style, but now serves as a commercial building. This house has lost integrity of design through the construction of an attached garage (now converted to living space) on the south gable end. This house is not a significant example of the Cape Cod form.

Campbell & Ferrera, 8351 Richmond Highway (029-6132)
The core of this one-story, Commercial Style building, has an irregular shaped core built of concrete blocks (Figure 88). The façade features Permastone accent panels under the plate glass storefront. A wide, stretcher bond decorative pylon extends above the roofline on the southwest elevation. Along the façade is a deep overhang. The roof of the core is flat with an unknown covering. There are two shed roof additions on the southwest elevation. These additions are built of concrete blocks and have asphalt shingle roofs. The windows on the additions and secondary elevations include fixed sash and boarded-over windows. A stretcher bond brick chimney rises up the southeast elevation.

According to Fairfax County property assessment records, this resource was built in 1957. The multiple, one-story, shed-roof additions to the southwest elevation of the building have diminished its integrity of design. This Commercial style building is not a significant example of a commercial building.

Woodlawn Kennel, 8340 Richmond Highway (029-5135)
This one story tall, stretcher bond Minimal Traditional dwelling was built in 1940 and has since been converted to commercial uses (Figure 89). It was determined not eligible for listing on the NRHP in October 2001.

5 Ten Foodmart, 8339 Richmond Highway (029-6110)
This one-story tall Commercial Style restaurant has a rectangular plan and measures three bays wide and four bays deep (Figure 90). The exterior is stretcher bond brick with large picture windows in the front of the building. The roof is flat with a standing-seam metal, faux mansard roof. The windows are large, plate-glass windows with rowlock sills.

According to Fairfax County property assessment records, this building was built in 1971. This restaurant is not a significant example of the Commercial Style.

Mt. Vernon Auto Clinic, 8334 Richmond Highway (029-6109)
This one-story tall Commercial Style auto service station has a rectangular plan and measures four bays wide and two bays deep (Figure 91). The southern two bays contain the service bays. The northern two bays are within a cutaway bay containing the retail and office space for the building. The exterior of this building is stretcher bond brick. The roof is flat with a faux, standing-seam metal, mansard roof. The windows are largely plate glass with rowlock sills.

According to Fairfax County property assessment records, this building was built in 1960. This service station is not a significant example of the Commercial Style.

Mount Vernon High School, 8333 Richmond Highway (029-0230)
This Colonial Revival school was built in 1939 (Figure 92). It was determined eligible for listing on the NRHP by VDHR staff in February 1987.

Marcel Center, 8328 – 8332 Richmond Highway (029-6108)
The core of this building is a one-story tall Minimal Traditional former dwelling that measures three bays wide and two bays deep (Figure 93). The full-width front porch has been enclosed for commercial space. The exterior of the former house is stretcher bond brick. The side-gabled roof is asphalt shingled. The two-story, Commercial Style addition that extends from the southwest elevation of the core measures twelve bays wide and two bays deep. This addition also has a stretcher bond exterior, and a flat roof with parapet. A one-and-one-half story, gabled wing extends from the southwestern end of the addition. A shed roof porch with square brick columns stretches across the façade of the addition. The windows are one-over-one, double-hung sash.

The gabled wing has an asphalt shingled roof with gabled dormers. The windows are a mixture of one-over-one, double-hung sash and picture windows with rowlock sills.

According to Fairfax County property assessment records, this building was built in 1966. The core of this resource is a one-story tall former dwelling, located at the northeastern corner of the building. A large, two-story addition extends to the southwest of this former dwelling. This addition has diminished the integrity of design, materials, feeling, association, and workmanship of the core of the resource. This building is not a significant example of the Commercial Style.

House, 8328 Gregory Drive (029-6107)
This one-and-one-half story tall Cape Cod dwelling has a rectangular plan and measures three bays wide and two bays deep (Figure 94). The house is frame construction with a Permastone exterior and the side gabled roof is covered with asphalt shingles. The front roof slope features two gabled dormers and the rear roof slope has a shed dormer. An exterior chimney, also clad in Permastone, rises up the eastern gable end. The windows are a mixture of one-over-one, double-hung sash, sliding windows, and a picture window on the façade.

According to Fairfax County property assessment records, this building was built in 1949. This building is not a significant example of the Cape Cod dwelling.

House, 8239 Gregory Drive (029-6106)
This one-story tall Ranch style dwelling has an L-plan core with a frame rear addition (Figure 95). The house is of frame construction with a hipped, asphalt shingle roof. The exterior is aluminum siding with accent brickwork. The hipped roof is covered with asphalt shingles. A stretcher bond brick chimney rises through the rear roof slope. The windows are one-over-one, double-hung sash.

According to Fairfax County property assessment records, this building was built in 1956. This building is not a significant example of the Ranch style.

Twistid Imagez Tattoo Studio, 8312 Richmond Highway (029-6105)
This one-story tall Commercial Style building has a rectangular plan and measures two bays wide and two bays deep (Figure 96). The exterior is stretcher bond brick with a flat, parapetted roof. The windows and doors are deeply inset, with the windows arranged in pairs or triples.

According to Fairfax County property assessment records, this building was built in 1960. This building is not a significant example of the Commercial Style.

7-Eleven, 8226 Russell Road (029-6104)
This one-story tall Commercial Style convenience store has a rectangular plan (Figure 97). The exterior is stretcher bond brick with decorative quoins on the façade. The cross-gabled roof is covered with asphalt shingles with a large sign across the front gable. There are inset porches on both corners of the façade. The windows are a row of plate glass windows, with a central double-leaf metal-framed glass doors.



Figure 82. 8404 Washington Avenue (029-6119), view to northwest.



Figure 83. 8400 Washington Avenue (029-6118), view to southwest.



Figure 84. 8338 Washington Avenue (029-6117), view to northwest.



Figure 85. 8335 – 8339 Washington Avenue (029-6134), view to southeast.



Figure 86. 8331 Washington Avenue (029-6166), view to southeast.



Figure 87. 8334 Washington Avenue (029-6133), view to west.



Figure 88. 8351 Richmond Highway (029-6132), view to southeast.



Figure 89. 8340 Richmond Highway (029-5135), view to northwest.



Figure 90. 8339 Richmond Highway (029-6110), view to northeast.



Figure 91. 8334 Richmond Highway (029-6109), view to northwest.



Figure 92. 8333 Richmond Highway (029-0230), view to south.



Figure 93. 8328 – 8332 Richmond Highway (029-6108), view to southwest.



Figure 94. 8238 Gregory Drive (029-6107), view to southwest.



Figure 95. 8239 Gregory Drive (029-6106), view to northwest.



Figure 96. 8312 Richmond Highway (029-6105), view to southwest.



Figure 97. 8226 Russell Road (029-6104), view to south.

According to Fairfax County property assessment records, this building was built in 1966. This store is not a significant example of the Commercial Style.

Sunoco, 8300 Richmond Highway (029-6103)
This one-story tall Colonial Revival auto service station has a rectangular plan and measures five bays wide and three bays deep (Figure 98). The southern three bays contain service bays, while the northern two bays are the retail and restroom spaces for the service station. The exterior is stretcher bond brick. The side-gabled, asphalt shingled roof features a square, louvered cupola, and partial cornice returns. The windows include plate glass windows.

According to Fairfax County property assessment records, this building was built in 1969. This service station is an example of the very common oblong box form. The Colonial Revival details on this form were also very common on mid-twentieth century service stations in the Mid-Atlantic (Jakle and Sculle 1994:152). This service station is not a significant example of its building type.

House, 8315 Reddick Avenue (029-6102)
This one-and-one-half story tall Cape Cod dwelling has a rectangular plan and measures three bays wide and two bays deep (Figure 99). The first floor is clad in stretcher bond brick, while the gable ends are clad with aluminum siding. The side-gabled roof is covered with asphalt shingles and features two gabled dormers on the front roof slope. A gabled entry porch with Tuscan columns shelters the front entry. The windows are one-over-one, double-hung sash, some arranged in pairs, with rowlock sills.

According to Fairfax County property assessment records, this dwelling was built in 1967. This resource is not a significant example of a Colonial Revival dwelling.

Red Carpet Inn, 8257 Richmond Highway (029-5136)
This one story tall, brick and stucco motel court was built in 1945 (Figure 100). It was determined not eligible for listing on the NRHP by VDHR staff in October 2001.

BP, 8263 Richmond Highway (029-6101)
This one-story tall Colonial Revival auto service station has a rectangular plan and measures five bays wide and three bays deep (Figure 101). The northern three bays contain service bays, while the southern two bays are the retail and restroom spaces for the service station. The exterior is stretcher bond brick, with T-111 panels forming the exterior of the retail space. The hipped, asphalt shingled roof features a central cross gable. The windows are metal-framed plate glass.

According to Fairfax County property assessment records, this service station was built in 1967. This resource is not a significant example of a Colonial Revival service station.

Mount Vernon Apartments, 4011 Buckman Road (029-6099)
The buildings of this Contemporary apartment complex are all of similar size and with similar architectural details (Figure 102). They are three stories tall with rectangular plans and multiple

entries. They have low-pitched, side-gabled asphalt shingle roofs. The exterior is common bond brick. The entrances are marked with fabric awnings and topped with tall, multi-light windows stretching to the eaves. The windows are sliding, metal-framed windows. On the rear elevations are inset balconies with cast metal railings.

According to Fairfax County property assessment records, this apartment complex was built in 1964. This resource is not a significant example of a Contemporary apartment complex.

Mount Vernon Shopping Center, 8244 Richmond Highway (029-6098)
This one-story tall Commercial Style shopping center has an L-plan with multiple storefronts facing an arcade which encircles the building (Figure 103). The arcade has square brick columns. The exterior of the shopping center has a stretcher bond façade with a concrete block exterior on secondary elevations. The storefronts have varying layouts, most with plate glass windows and metal-framed glass doors. The Rite Aid has multi-light metal windows.

According to Fairfax County property assessment records, this shopping center was built in 1966. Changes to the storefronts and arcade have reduced the resource's integrity of design. This is not a significant example of a Commercial Style shopping center.

Mount Vernon Auto Repair, 8249 Richmond Highway (029-6100)
This one-story tall Commercial Style building has a rectangular plan and measures four bays wide and one bay deep (Figure 104). The northern three bays contain service bays while the southern bay is the office space. The exterior has a stretcher bond brick wainscoting topped with T-111 on the façade. The remaining elevations are covered with square, enameled metal panels. The flat roof has a faux, asphalt shingled mansard. The windows are plate glass and the service bays are filled with metal overhead vehicular doors.

According to Fairfax County property assessment records, this building was built in 1969. It is not a significant example of a Commercial Style store.

House, 8238 Richmond Highway (029-5137)
This brick, Colonial Revival dwelling was built in 1947 (Figure 105). It was determined not eligible for listing on the NRHP by VDHR Staff in October 2001.

House, 8212 Martha Street (029-6096)
This one-story tall Ranch dwelling has a rectangular plan and measures four bays wide and two bays deep (Figure 106). The exterior is stretcher bond brick. The low-pitched side-gabled roof is covered with corrugated metal and features a wide, corbelled cap stretcher bond chimney rising through the ridge. A shed roof porch with cast metal supports shelters the eastern two bays of the façade. The windows are one-over-one, double-hung sash with rowlock sills. A picture window is also found on the façade. A one-car, front-gable garage is east of the house and connected to it with an enclosed breezeway. The garage has now been enclosed for living space.

According to Fairfax County property assessment records, this building was built in 1955. It is not a significant example of the Ranch style.

House, 8210 Martha Street (029-6097)
This one-and-one-half story tall Cape Cod dwelling has a rectangular plan and measures three bays wide and two bays deep (Figure 107). The exterior is drop clapboard and the foundation is parged. The side-gabled roof is covered with asphalt shingles and features gabled dormers on the front roof slope and a shed roof dormer on the rear roof slope. A stretcher bond brick chimney rises up the western gable end. A gabled entry porch with square wood posts shelters the front entry. A shed roof screened porch extends across the western gable end. The windows are one-over-one, double-hung sash.

According to Fairfax County property assessment records, this building was built in 1940. It is not a significant example of the Colonial Revival style.

House, 8208 Martha Street (029-6164)
This two story dwelling is in the Massed form with Colonial Revival details (Figure 108). It has a rectangular plan and measures three bays wide and two bays deep. The lower level of the façade is stretcher bond brick veneer while the remainder of the exterior is clad with vinyl siding. The side-gabled roof is covered with asphalt shingles. The windows are double-hung sash, some with decorative shutters. A one-story, side-gabled wing extends from the northwestern gable, and may have previously been a one-car garage that was later enclosed for living space.

According to Fairfax County property assessment records, this building was built in 1971. It is not a significant example of the Colonial Revival style.

Pinto Contractors, 8217 Martha Street (029-5138)
This one story tall, Craftsman dwelling was built in 1933 and later converted to its present commercial use (Figure 109). It was determined not eligible for listing on the NRHP by VDHR staff in October 2001.

Goodwill, 8228 Richmond Highway (029-6095)
This one-story tall commercial building has a rectangular plan and currently contains two stores, one in the eastern part of the building (Goodwill) and the other at the rear (Megamart Supermarket) (Figure 110). The exterior of this building is rough-cast stretcher bond brick and it has a flat roof with a parapet. Wrapping around the front corner of the façade is a flat-roofed porch supported by Tuscan columns. The façade and northern elevation each have a row of connected plate glass windows, while the fenestration for the rear store is smaller, metal-framed fixed sash.

According to Fairfax County property assessment records, this building was built in 1969. It is not a significant example of a Commercial Style store.

Village Turf, 8218 Richmond Highway (029-5139)
This one-and-one-half story tall, wood frame Cape Cod dwelling was built in 1938 and later converted to its current commercial use (Figure 111). It was determined not eligible for listing on the NRHP by VDHR staff in October 2001.

ASAP Rent A Car, 8214 Richmond Highway (029-5140)
This one-and-one-half story tall, wood frame Cape Cod dwelling was built in 1938 and later converted to its current commercial use (Figure 112). It was determined not eligible for listing on the NRHP by VDHR staff in October 2001.

Kwik Stop Center, 8166 – 8178 Richmond Highway (029-6116)
This one-story tall Commercial Style shopping center has a rectangular plan with multiple storefronts (Figure 113). An inset porch extends along the eastern part of the façade. Along the remainder of the façade, the false mansard roof projects over the storefronts forming a covered walkway. The exterior of the shopping center has a stretcher bond façade with a concrete block exterior on secondary elevations. The storefronts have varying layouts, most with plate glass windows and metal-framed glass doors.

According to Fairfax County property assessment records, this building was built in 1967. This is not a significant example of a Commercial Style shopping center.

Mobil, 8156 – 8158 Richmond Highway (029-6115)
This one-story tall gas station has a small box form (Figure 114). It stands one story tall and measures three bays wide and two bays deep. It is built of concrete blocks with a flat roof of unknown material. The roof is surrounded by a projecting decorative panel. The windows are metal-framed plate glass. Entry into the customer restrooms is on the east elevation.

According to Fairfax County property assessment records, this service station was built in 1969. The canopy over the gas pumps is a later addition and diminishes the integrity of design of the property. This gas station is an example of the very common small box form (Jakle and Sculle 1994:153). This gas station is not a significant example of its building type.

Rolling Hills Apartments, 3700 – 3707 Rolling Hills Avenue (029-6111)
The buildings of this Contemporary Style apartment complex are all of similar size and with similar architectural details (Figure 115). They are three to four stories tall with rectangular plans and multiple entries. They have low-pitched, side-gabled asphalt shingle roofs. The exterior is stretcher bond brick. The entrances are marked with inset entrances and topped with tall, multi-light windows stretching to the eaves. The windows are sliding, metal-framed windows. The apartments above ground level feature inset balconies with cast metal railings.

According to Fairfax County property assessment records, this apartment complex was built in 1967. This resource is not a significant example of a Contemporary apartment complex.



Figure 98. 8300 Richmond Highway (029-6103), view to southwest.



Figure 99. 8315 Reddick Avenue (029-6102), view to south.



Figure 100. 8257 Richmond Highway (029-5136), view to south.



Figure 101. 8263 Richmond Highway (029-6101), view to southeast.



Figure 102. 4011 Buckman Road (029-6099), view to northwest.



Figure 103. 8244 Richmond Highway (029-6098), view to west.



Figure 104. 8249 Richmond Highway (029-6100), view to southeast.



Figure 105. 8238 Richmond Highway (029-5137), view to southwest.



Figure 106. 8212 Martha Street (029-6096), view to southwest.



Figure 107. 8210 Martha Street (029-6097), view to southeast.



Figure 108. 8208 Martha Street (029-6164), view to southeast.



Figure 109. 8217 Martha Street (029-5138), view to southwest.



Figure 110. 8228 Richmond Highway (029-6095), view to southwest.



Figure 111. 8218 Richmond Highway (029-5139), view to northeast.



Figure 112. 8214 Richmond Highway (029-5140), view to southwest.



Figure 113. 8166 – 8178 Richmond Highway (029-6116), view to west.



Figure 114. 8156 – 8158 Richmond Highway (029-6115), view to northwest.



Figure 115. 3700 – 3707 Rolling Hills Avenue ((029-6111), view to southeast.

Potomac Motors Body and Paint, 8153 Richmond Highway (029-6114)
This one-story tall car wash has a rectangular plan and measures three bays wide and seven bays deep (Figure 116). The façade has a flat roof and is clad with stretcher bond brick. It features a central, metal framed glass entry flanked by two picture windows with rowlock sills and fabric awnings. Extending back from the façade are multiple connected service bays. These are built of concrete block and appear to have been constructed at different times, as they have differing rooflines, including shed, front gable, and flat. All the sloped roofs are covered with corrugated metal. There are overhead vehicular doors lining the northern elevation of this rear wing to provide access to the interior.

According to Fairfax County property assessment records, this auto body shop was built in 1960. This auto body shop is not a significant example of a mid-twentieth century utilitarian building.

Mount Vernon Car Wash, 8149 Richmond Highway (029-6113)
This one-story tall car wash has a rectangular plan and measures two bays wide and six bays deep (Figure 117). The building is composed of two parts: a gabled, corrugated metal clad rear portion which contains the car wash mechanics and drive-through lane, and a taller, flat-roofed façade. This façade is a later addition and has a stucco exterior. The northern bay is the car wash exit, while the southern bay is the entrance to the office and waiting room. The windows in this bay are metal-framed, fixed sash. The windows on the rear wing are irregularly spaced, double-hung metal sash.

According to Fairfax County property assessment records, this car wash was built in 1960. This early twenty-first century façade has diminished the integrity of design and materials for the building. This car wash is not a significant example of a mid-twentieth century utilitarian building.

Action Pre-Owned Cars, 8150 Richmond Highway (029-6112)
This one-story tall auto dealership has a rectangular plan and measures five bays wide and three bays deep (Figure 118). The southern three bays contain service bays, while the northern two bays are the office space for the dealership. The exterior is stretcher bond brick. The side-gabled, asphalt shingled roof has full cornice returns and features a square, louvered cupola, and an off-center gable over the northern two bays. There is a stretcher bond chimney rising through the rear roof slope. The windows include a plate glass and hopper windows. A short, gabled wing, also clad in stretcher bond brick, extends from the rear elevation.

According to Fairfax County property assessment records, this service station was built in 1970. This service station is an example of the very common oblong box form. The Colonial Revival details on this form were also very common on mid-twentieth century service stations in the Mid-Atlantic (Jakle and Sculle 1994:152). Alterations to the fenestration pattern, including replacement of the exterior restroom doors with windows, has diminished its integrity of design. This is service station is not a significant example of a Colonial Revival style service station.

Bargain Rent-A-Car, 8145 Richmond Highway (029-5141)
This one-and-one-half story frame Craftsman bungalow was built in 1935 as a dwelling and later converted to its current commercial use (Figure 119). This building was determined not eligible for listing on the NRHP by VDHR Staff in October 2001.

House, 8111 Janna Lee Avenue (029-6081)
This one-and-one-half story tall Minimal Traditional dwelling measures four bays wide and three bays deep (Figure 120). The house's foundation is not visible and the exterior is common-bond brick. The side-gabled roof is covered with asphalt shingles and features a shed-roof dormer on the rear roof slope. A stretcher bond, exterior chimney rises up the western gable end. A frame, vinyl-clad addition is on the western gable end. The front entry is sheltered by a gabled entry porch with square wooden posts. A shed-roof porch, also with square wooden posts, shelters a second entry on the eastern elevation. The windows are one-over-one, double hung sash with a picture window on the façade.

According to Fairfax County property assessment records, this dwelling was built in 1950. This house is not a significant example of the Minimal Traditional style.

House, 3601 Rolling Hills Avenue (029-6082)
This one-and-one-half story tall Minimal Traditional dwelling measures three bays wide and two bays deep with an L-plan (Figure 121). The house's foundation and exterior are common bond brick. The side-gabled roof is covered with asphalt shingles and features a shed roof dormer on the rear roof slope. A stretcher bond, corbelled cap, exterior chimney rises up the western gable end. A frame, vinyl-clad addition is on the southern gable end. A shed roof porch, now enclosed with vinyl siding and a row of one-over-one windows, is found within the L on the façade. A one-story tall, shed roofed and vinyl sided sunroom is found on the rear elevation. The windows are one-over-one, double hung sash with rowlock sills.

According to Fairfax County property assessment records, this dwelling was built in 1952. This house is not a significant example of the Minimal Traditional style.

House, 3513 Rolling Hills Avenue (029-6083)
This one story tall Minimal Traditional dwelling measures three bays wide and two bays deep with an L-plan (Figure 122). The house's foundation and exterior are stretcher bond brick. The roof is covered with asphalt shingles and features a brick chimney rising through the center of the ridge. A frame, vinyl-clad addition is on the rear elevation. The windows are one-over-one, double hung sash with rowlock sills, some arranged in pairs, with a picture window on the façade.

According to Fairfax County property assessment records, this dwelling was built in 1953. This house is not a significant example of the Minimal Traditional style.

House, 3513B Rolling Hills Avenue (029-6084)
This one story tall Ranch style dwelling measures four bays wide and two bays deep with a rectangular plan (Figure 123). The house's foundation and exterior are stretcher bond brick. The side-gabled roof is covered with asphalt shingles and features a wide, stretcher bond brick chimney rising through the center of the ridge. The windows are one-over-one, double hung sash with rowlock sills, with a picture window on the façade.

According to Fairfax County property assessment records, this dwelling was built in 1953. This house is not a significant example of the Ranch style.

House, 3511 Rolling Hills Avenue (029-6085)
This one story tall Ranch style dwelling measures four bays wide and two bays deep with a rectangular plan (Figure 124). The house's foundation and exterior are stretcher bond brick. The side-gabled roof is covered with asphalt shingles and features a stretcher bond brick chimney rising up the southern gable end. The windows are one-over-one, double hung sash with rowlock sills, with a bay window on the façade. A wooden deck is found along part of the rear elevation and brick steps and stoop lead to the front entry.

According to Fairfax County property assessment records, this dwelling was built in 1954. This house is not a significant example of the Ranch style.

House, 3509 Rolling Hills Avenue (029-6086)
This one story tall Ranch style dwelling measures four bays wide and two bays deep with a rectangular plan (Figure 125). The house's foundation and exterior are stretcher bond brick. The side-gabled roof is covered with asphalt shingles and features a stretcher bond brick chimney rising up the southern gable end. The windows are one-over-one, double hung sash with rowlock sills, with a picture window on the façade. A gabled porch, with cast metal supports, shelters the southern two bays of the façade.

According to Fairfax County property assessment records, this dwelling was built in 1954. This house is not a significant example of the Ranch style.

House, 3507 Rolling Hills Avenue (029-6087)
This one story tall Ranch style dwelling measures four bays wide and two bays deep with a rectangular plan (Figure 126). The house's foundation and exterior are stretcher bond brick. The side-gabled roof is covered with asphalt shingles and features a stretcher bond brick chimney rising up the southern gable end. The windows are two-over-two, double hung sash with rowlock sills, and some arranged in pairs, with a picture window on the façade. A gabled porch with square wooden posts and matchstick railing shelters the southern two bays of the façade. A one-car garage is connected to the northern gable of the house with an open breezeway. This garage features a front-gabled, asphalt shingle roof and stretcher bond exterior.

According to Fairfax County property assessment records, this dwelling was built in 1954. This house is not a significant example of the Ranch style.

House, 3505 Rolling Hills Avenue (029-6088)
This two story tall Split Level dwelling measures four bays wide and two bays deep with a rectangular plan (Figure 127). The house's foundation and part of the exterior are stretcher bond brick. The second floor and upper part of the first floor are aluminum siding. The side-gabled roof is covered with asphalt shingles and features a stretcher bond brick chimney rising through the rear roof slope. The windows are two-over-two, double hung sash with rowlock sills, and some arranged in pairs, with a picture window on the façade. A one-car garage was formerly found in the southern bay of the façade, but this house now been enclosed for living space.

According to Fairfax County property assessment records, this dwelling was built in 1957. This house is not a significant example of the split level form.

House, 3503 Rolling Hills Avenue (029-6089)
Many of the exterior details of this Ranch style house are not visible due to the vegetation surrounding it (Figure 128). This one story tall dwelling has a rectangular plan. The house's foundation and exterior are stretcher bond brick. The side-gabled roof is covered with asphalt shingles and features a wide, stretcher bond brick chimney rising through the roof ridge. A front-gabled porch with square wooden posts shelters the front entry.

According to Fairfax County property assessment records, this dwelling was built in 1953. This house is not a significant example of the Ranch style.

House, 3431 Buckman Road (029-6090)
This one story tall Minimal Traditional style dwelling measures four bays wide and two bays deep with a rectangular plan (Figure 129). The house's foundation and exterior are stretcher bond brick. The side-gabled roof is covered with asphalt shingles and features a stretcher bond brick chimney rising up the southwestern gable end. The windows are two-over-two, double-hung sash with rowlock sills, with some arranged in pairs. A bay window is also found on the façade. A gabled entry porch with square wooden posts shelters the front entry.

According to Fairfax County property assessment records, this dwelling was built in 1953. This house is not a significant example of the Minimal Traditional style.

Touba African Hair Braiding, 8139 Richmond Highway (029-6070)
This one-story tall Colonial Revival commercial building has a complex plan with multiple additions (Figure 130). It currently houses two stores. The exterior is stucco with fixed-glass windows. The roof of the northern wing is flat with a stucco parapet. The roof of the southern wing is a faux mansard, covered with asphalt shingles.

According to Fairfax County property assessment records, this building was built in 1900. The commercial building is not a significant example of the commercial style and has lost integrity of design, materials, workmanship, feeling, and association through changes with the construction of multiple additions, changes in exterior cladding, and changes to the fenestration pattern.

C&M Auto Machine Shop, 8135 Richmond Highway (029-5142)
This two story tall commercial building was built in 1940 (Figure 131). This resource was determined not eligible for listing on the NRHP by VDHR staff in October 2001.

M&B Auto Service, 8130 Richmond Highway (029-6080)
This one-story tall Commercial Style auto repair facility has a rectangular plan and measures six bays wide and three bays deep (Figure 132). The southern four bays of the façade contain service bays. The office portion of the building is within the northern two bays. The building is concrete block with brick veneer on the façade. It has a flat roof. The windows are a mixture of multi-light industrial windows and plate glass, all with rowlock sills.

According to Fairfax County property assessment records, this building was built in 1960. This is auto repair facility is not a significant example of a mid-twentieth century commercial building.

Amon Retail Center, 8121 Richmond Highway (029-6073)
This two-story tall frame commercial building currently houses two businesses (Figure 133). The building measures two bays wide and three bays deep. The bays are enclosed with wall buttresses. The building has a flat roof and the foundation is not visible. On the façade the main entry is in the northern bay and under a fabric awning. The remainder of that bay and the southern bay are filled with sliding windows. On the south elevation each bay has a plate glass door topped with a fabric awning and flanked by sliding windows. There are no openings on the northern elevation.

According to Fairfax County property assessment records, this building was built in 1956 as a commercial building. It is not a significant example of a commercial style building.

House, 8126 Richmond Highway (029-5143)
This one-and-one-half story tall Minimal Traditional dwelling was built in 1945 (Figure 134). This resource was determined not eligible for listing on the NRHP by VDHR Staff in October 2001.

House, 8124 Richmond Highway (029-5144)
This resource has been demolished (Figure 135).

House, 8122 Richmond Highway (029-6092)
This one-and-one-half story tall Cape Cod dwelling measures three bays wide and three bays deep (Figure 136). The house's foundation is parged and the exterior is vinyl siding. The side-gabled roof is covered with asphalt shingles and features two gabled dormers on the front roof slope and a shed-roof dormer on the rear roof slope. A stretcher bond, exterior chimney rises up the southern gable end. The front entry is sheltered by a gabled entry porch with square wooden posts. A shed-roof porch, now enclosed, is found on the northern gable end. The windows are one-over-one, double hung sash.

According to Fairfax County property assessment records, this dwelling was built in 1935. This house has lost integrity of materials through the application of vinyl siding to the exterior. This house is not a significant example of the Cape Cod form.

El Amaecer, 8113 Richmond Highway (029-6074)
This one-story tall commercial building currently stands vacant, but was previously a restaurant (Figure 137). The core has a front gambrel roof that is surrounded by one-story tall, shed-roofed additions. The first floor of this restaurant is stretcher bond brick, with a concrete block portion in the eastern corner. The gambrel ends are clad with vinyl siding. The gambrel roof is covered with asphalt shingles and has a central, square, louvered ventilator. The windows are fixed sash and entry is through paired, metal-framed glass doors.

According to Fairfax County property assessment records, this building was built in 1963. It is not a significant example of a commercial style building.

Hybla Valley Center, 8120 Richmond Highway (029-6091)
This two-story tall Colonial Revival office building stands on a high basement (Figure 138). It has a rectangular form and measures five bays wide and two bays deep. The exterior is stretcher bond brick and the hipped roof is covered with asphalt shingles. The façade features two bay windows flanking the main entrance, which is topped with a fabric awning. The other windows are one-over-one, double-hung sash with rowlock sills.

According to Fairfax County property assessment records, this building was built in 1968. It is not a significant example of a mid-twentieth century office building.

Mount Vernon Antique Center, 8101 Richmond Highway (029-6075)
This two-story tall commercial building currently has a rectangular plan (Figure 139). The roof is a gentle arch with stepped parapets at the west and east elevations. The exterior is painted concrete block. Plate glass windows, topped with fabric awnings, and a central overhead door are found on the west (main) elevation, while the remaining windows have been mostly boarded over.

According to Fairfax County property assessment records, this building was built in 1946. It is not a significant example of a commercial style building.

House, 8178 Mount Vernon Highway (029-6071)
The core of this frame, one-and-one-half story tall dwelling measures three bays wide and two bays deep and stands on a parged foundation (Figure 140). The exterior is clad with aluminum siding and the side-gable roof is covered with asphalt shingles. Two gabled dormers are found on the front roof slope. A shed roof porch with turned posts and matchstick railing extends across the core's façade. An exterior brick chimney rises up the southern gable end. The windows are double-hung sash, a mixture of six-over-six, wooden sash and one-over-one, vinyl sash. A one-story tall, one-bay wide, wing is on the northern gable end, and a one-story tall, one-bay wide addition is on the southern gable end.

According to Fairfax County property assessment records, this dwelling was built in 1935. It is not a significant example of a Cape Cod dwelling. It has also lost integrity of design and materials due to the construction of the southern addition, application of aluminum siding, and changes to the fenestration pattern.

House, 8174 Mount Vernon Highway (029-6072)
This one-and-one half story tall dwelling measures three bays wide and three bays deep, standing on a rock-face concrete block foundation (Figure 141). The exterior of this frame dwelling is clad with aluminum siding. The front gabled roof is covered with asphalt shingles and features a shed dormer on the northern roof slope. A full-width, hipped roof porch with Tuscan columns and matchstick railing extends across the façade. A gabled, square bay projects from the wall surface on the south elevation. The windows are a combination of six-over-six, or one-over-one, double-hung sash, some arranged in pairs.

According to Fairfax County property assessment records, this dwelling was built in 1930. It is not a significant example of a Craftsman style dwelling. It has also lost integrity of materials due to the application of aluminum siding.

House, 8164 Mount Vernon Highway (029-6076)
This one-and-one half story tall dwelling measures three bays wide and two bays deep, standing on a parged foundation (Figure 142). The exterior of this frame dwelling is clad with vinyl siding. The side-gabled roof is covered with asphalt shingles and features a gabled dormer centered on the eastern roof slope. A full-width, inset porch with Tuscan columns extends across the façade. A gabled entry hood with triangular braces shelters a secondary entrance on the southern elevation. The windows are a combination of six-over-one, or one-over-one, double-hung sash, some arranged in groups. An exterior brick chimney, with corbelled cap, rises up the southern gable end.

According to Fairfax County property assessment records, this dwelling was built in 1922. It is an example of a Craftsman style dwelling that is not a significant example of this building type. It has also lost integrity of materials due to the application of vinyl siding.

House, 8160 Mount Vernon Highway (029-6077)
This one story tall dwelling measures four bays wide and two bays deep, standing on a parged foundation (Figure 143). The building plan is comprised of two rectangular-plan wings, with the northern one stepped back from the façade of the southern one. The southern wing includes the main entry. The exterior of this frame dwelling is clad with aluminum siding. The side-gabled roof is covered with asphalt shingles. The windows are a one-over-one, double-hung sash, flanked by decorative shutters. A large bow window is located on the façade of the southern wing.

According to Fairfax County property assessment records, this dwelling was built in 1966. It is not a significant example of a Minimal Traditional house.

Mt. Vernon Citgo, 8158 Mount Vernon Highway (029-6078)
This one-story tall auto service station has a rectangular plan and measures five bays wide and two bays deep (Figure 144). The northern three bays contain service bays, while the southern two bays are the retail and restroom spaces for the service station. The exterior is stretcher bond brick. The side-gabled, asphalt shingled roof features a square, louvered cupola, and an off-center gabled dormer over the southern two bays The windows include a multi-light, wooden window on the façade and partially boarded over eight-over-one, double-hung sash on the northern gable.

According to Fairfax County property assessment records, this building was built in 1967. The Colonial Revival, oblong box service station is very common as a mid-twentieth century service stations in the Mid-Atlantic (Jakle and Sculle 1994:152). This is service station is not a significant example of its building type.

7-Eleven, 8146 Mount Vernon Highway (029-6079)
This one-story tall convenience store has a rectangular plan (Figure 145). The exterior is stretcher bond brick with decorative quoins on the façade. The cross-gabled roof is covered with asphalt shingles with a large sign across the front gable. There are inset porches, supported by grooved square posts, on both corners of the façade. The windows are a row of plate glass windows, with a central double-leaf metal-framed glass doors.

According to Fairfax County property assessment records, this building was built in 1965. This Colonial Revival form of convenience store is very common throughout the Mid-Atlantic. This store is not a significant example of its building type.

Harmony Place, 8018 Richmond Highway (029-5146)
This wood frame office and residence was built in 1946 in the Minimal Traditional style and serves as an office for a mobile home park (Figure 146). This resource was determined not eligible for listing on the NRHP by VDHR staff in October 2001.

Winter House, 8015 Richmond Highway (029-5145)
This wood frame Minimal Traditional dwelling was built in 1940 (Figure 147). This resource was determined not eligible for listing on the NRHP by VDHR staff in October 2001.



Figure 116. 8153 Richmond Highway (029-6114), view to southeast.



Figure 117. 8149 Richmond Highway (029-6113), view to southeast.



Figure 118. 8150 Richmond (029-6112), view to northwest.



Figure 119. 8145 Richmond Highway (029-5141), view to southwest.



Figure 120. 8111 Janna Lee Avenue (029-6081), view to northeast.



Figure 121. 3601 Rolling Hills Avenue (029-6082), view to southeast.



Figure 122. 3513 Rolling Hills Avenue (029-6083), view to southeast.



Figure 123. 3513B Rolling Hills Avenue (029-6084), viewto southeast.



Figure 124. 3511 Rolling Hills Avenue (029-6085), view to northeast.



Figure 125. 3509 Rolling Hills Avenue (029-6086), view to northeast.



Figure 126. 3507 Rolling Hills Avenue (029-6087), view to northeast.

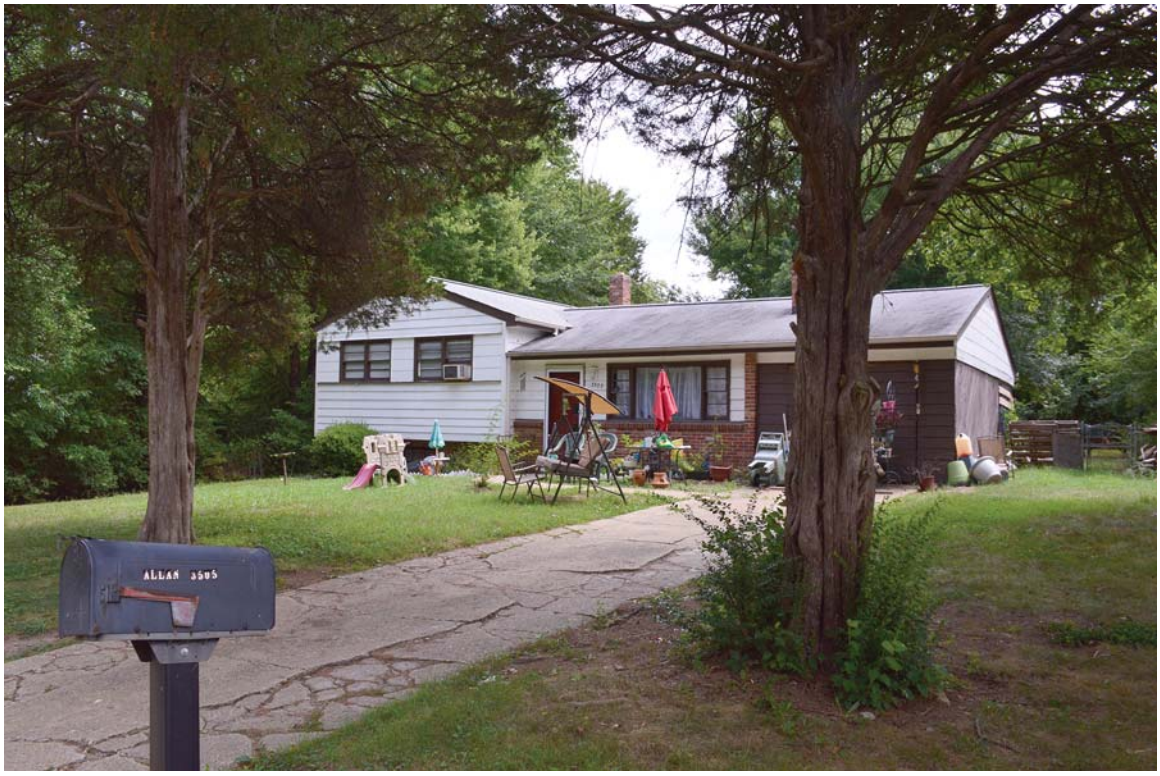


Figure 127. 3505 Rolling Hills Avenue (029-6088), view to northeast.



Figure 128. 3503 Rolling Hills Avenue (029-6089), view to west.



Figure 129. 3431 Buckman Road (029-6090), view to southeast.



Figure 130. 8139 Richmond Highway (029-6070), view to southeast.



Figure 131. 8135 Richmond Highway (029-5142), view to northeast.



Figure 132. 8130 Richmond Highway (029-6080), view to southwest.



Figure 133. 8121 Richmond Highway (029-6073), view to east.



Figure 134. 8126 Richmond Highway (029-5143), view to northwest.



Figure 135. 8124 Richmond Highway (029-5144), view to southwest.



Figure 136. 8122 Richmond Highway (029-6092), view to southwest.



Figure 137. 8113 Richmond Highway (029-6074), view to northeast.



Figure 138. 8120 Richmond Highway (029-6091), view to northwest.



Figure 139. 8101 Richmond Highway (029-6075), view to northwest.



Figure 140. 8178 Mt. Vernon Highway (029-6071), view to southwest.



Figure 141. 8174 Mt. Vernon Highway (029-6072), view to northwest.



Figure 142. 8164 Mt. Vernon Highway (029-6076), view to west.



Figure 143. 8160 Mt. Vernon Highway (029-6077), view to southwest.



Figure 144. 8158 Mt. Vernon Highway (029-6078), view to west.



Figure 145. 8146 Mt. Vernon Highway (029-6079), view to west.



Figure 146. 8018 Richmond Highway (029-5146), view to northwest.



Figure 147. 8015 Richmond Highway (029-5145), view to southeast.

4.0 SUMMARY AND RECOMMENDATIONS

The investigation included limited historic background research on the prehistory and history of the APE and its vicinity, a reconnaissance architectural survey, and a Phase I archeological survey that included a walkover and shovel test survey. The purpose of the investigation was to determine the presence or absence of significant archaeological or historic architectural resources within the APE, and to the extent possible, evaluate the significance of any deposits and/or features that might be discovered.

The field investigation included the Phase I level documentation of 128 architectural resources within the APE for architecture. For the thirty-three previously recorded architectural resources within the APE, one is listed on the VLR/NRHP (029-0056), one has been determined eligible (029-0230), one potentially eligible (029-5181), and thirty have been determined not eligible. Four of the previously identified resources were found to have been demolished prior to the present survey. Commonwealth recommends no change in the status of any of these resources.

Commonwealth recommends the ninety-five previously unrecorded architectural resources surveyed as part of this reconnaissance survey, as not eligible for listing on the VLR or the NRHP. In the opinion of Commonwealth, these resources lack significance and/or have lost integrity through modern alterations.

Commonwealth evaluated the APE vicinity along Richmond Highway (Route 1) between Napper Road and the Mount Vernon Memorial Highway as a potential historic district or smaller historic districts. There is a potentially eligible historic district at the southwest end of the APE (Woodlawn Cultural Landscape Historic District, 029-5181). That portion of the APE within this Historic District contributes to the significance of the historic district, as it is comprised of a grassy field and a wooded parcel. Within the overall APE, the buildings are from a variety of periods, styles, and associations. They represent early-twentieth century schools, mid-twentieth and late-twentieth century commercial buildings, and early-twentieth through early twenty-first century dwellings, including several mid-twentieth century apartment complexes. There are no historic or stylistic linkages between the buildings within the APE as a whole, except for the historic district previously recognized.

Table 5. Architectural Resource National Register and Management Recommendations.

VDHR ID	Commonwealth Recommendations
029-0056	Previously listed on the NRHP under Criteria A, B, and C. Commonwealth recommends no change.
029-0230	Previously determined eligible. Commonwealth recommends no change.
029-0479	Previously determined not eligible. Commonwealth recommends no change.
029-5121	Previously determined not eligible. Commonwealth recommends no change.
029-5122	Previously determined not eligible. Commonwealth recommends no change.
029-5123	Previously determined not eligible. Commonwealth recommends no change.
029-5124	Previously determined not eligible. Commonwealth recommends no change.
029-5126	Previously determined not eligible. Commonwealth recommends no change.

VDHR ID	Commonwealth Recommendations
029-5127	Previously determined not eligible. Commonwealth recommends no change.
029-5128	Previously determined not eligible. Commonwealth recommends no change.
029-5129	Previously determined not eligible. Commonwealth recommends no change.
029-5130	Previously determined not eligible. Commonwealth recommends no change.
029-5131	Previously determined not eligible. Commonwealth recommends no change.
029-5132	Previously determined not eligible. Commonwealth recommends no change.
029-5133	Previously determined not eligible. Commonwealth recommends no change.
029-5134	Previously determined not eligible. Commonwealth recommends no change.
029-5135	Previously determined not eligible. Commonwealth recommends no change.
029-5136	Previously determined not eligible. Commonwealth recommends no change.
029-5137	Previously determined not eligible. Commonwealth recommends no change.
029-5138	Previously determined not eligible. Commonwealth recommends no change.
029-5139	Previously determined not eligible. Commonwealth recommends no change.
029-5140	Previously determined not eligible. Commonwealth recommends no change.
029-5141	Previously determined not eligible. Commonwealth recommends no change.
029-5142	Previously determined not eligible. Commonwealth recommends no change.
029-5143	Previously determined not eligible. Commonwealth recommends no change.
029-5144	Previously determined not eligible. Commonwealth recommends no change.
029-5145	Previously determined not eligible. Commonwealth recommends no change.
029-5146	Previously determined not eligible. Commonwealth recommends no change.
029-5181	Previously determined potentially eligible. Commonwealth recommends no change.
029-5705	Previously determined not eligible. Commonwealth recommends no change.
029-5706	Previously determined not eligible. Commonwealth recommends no change.
029-5707	Previously determined not eligible. Commonwealth recommends no change.
029-5708	Previously determined not eligible. Commonwealth recommends no change.
029-6070	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6071	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6072	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6073	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6074	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6075	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6076	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6077	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6078	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6079	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6080	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6081	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6082	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6083	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6084	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6085	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6086	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6087	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6088	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6089	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6090	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6091	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6092	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.

VDHR ID	Commonwealth Recommendations
029-6095	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6096	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6097	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6098	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6099	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6100	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6101	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6102	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6103	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6104	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6105	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6106	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6107	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6108	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6109	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6110	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6111	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6112	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6113	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6114	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6115	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6116	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6117	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6118	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6119	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6120	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6121	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6122	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6123	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6124	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6125	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6126	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6127	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6128	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6129	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6130	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6131	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6132	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6133	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6134	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6135	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6136	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6137	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6138	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6139	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6140	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6141	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6142	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.

VDHR ID	Commonwealth Recommendations
029-6143	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6144	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6145	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6146	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6147	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6148	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6149	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6150	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6151	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6152	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6153	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6154	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6155	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6156	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6157	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6158	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6159	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6160	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6161	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6162	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6163	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6164	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6165	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.
029-6166	Previously unrecorded. Commonwealth recommends not eligible for listing on the NRHP.

The archaeological survey included the walkover survey and the excavation of 84 STs at 50-ft intervals. Because of extensive commercial and residential development, Commonwealth archaeologists encountered only a few areas containing natural soil horizons within the APE. In these few areas, no significant archaeological resources were present. No further work is recommended.

Commonwealth archaeologists tested previously identified Sites 44FX3252 and 44FX3769 with a pedestrian survey. Previously identified Site 44FX0213 was tested with STs at 50-ft intervals. Sites 44FX3769 and 44FX3252 have been completely destroyed by commercial development. Site 44FX0213 has been extensively disturbed by modern trash dumping and modern temporary campsites. No artifacts or features were encountered at Site 44FX0213, and it has been determined to be not eligible to the NRHP by VDHR. Commonwealth recommends no further work at this site.

Table 6. Archaeological Resource National Register and Management Recommendations.

VDHR Site Number	Commonwealth Recommendations
44FX0213	Previously determined not eligible to the NRHP. Commonwealth recommends no change.

VDHR Site Number	Commonwealth Recommendations
44FX3252	This site has been completely destroyed by construction at 8843 Richmond Highway. Commonwealth recommends no further work within the APE.
44FX3769	This site has been completely destroyed by construction at 8668 Richmond Highway. Commonwealth recommends no further work within the APE

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1951 *Mount Vernon, VA* 7.5-minute Quadrangle. Reston, VA.

1965 *Fort Belvoir, VA* 7.5-minute Quadrangle. Reston, VA.

1966 *Mount Vernon, VA* 7.5-minute Quadrangle. Reston, VA.

2016a *Fort Belvoir, VA.* 7.5-minute Quadrangle. Reston, VA.

2016b *Mount Vernon, VA.* 7.5-minute Quadrangle. Reston, VA.

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APPENDIX I

Virginia Department of Historic Resources Archaeological Site Forms

Snapshot

Date Generated: October 10, 2016

Site Name: Gum Springs
Site Classification: Terrestrial, open air
Year(s): 15000 B.C.E - 1606 C.E, 1875 - 1899, 1900 - 1924
Site Type(s): Camp, temporary, Camp, temporary, Dwelling, single, Dwelling, single, Dwelling, single, Temporary
Other DHR ID: No Data
Temporary Designation: 101-2H01/P01

Site Evaluation Status

DHR Staff: Not Eligible

Locational Information

USGS Quad: MOUNT VERNON
County/Independent City: Fairfax (County)
Physiographic Province: Coastal Plain
Elevation: 40
Aspect: Facing Northeast
Drainage: Potomac/Shenandoah River
Slope: 2 - 6
Acreage: 1.400
Landform: Bluff
Ownership Status: Private
Government Entity Name: No Data

Site Components

Component 1

Category: Domestic
Site Type: Dwelling, single
Cultural Affiliation: African American
DHR Time Period: Reconstruction and Growth, World War I to World War II
Start Year: 1900
End Year: 1924
Comments: February 2010

August 2016 - Commonwealth archaeologists conducted shovel testing at 50 ft intervals within a portion of this site adjacent to Route 1. No artifacts were recovered and no features were identified. The site is covered by a large modern trash dump and numerous active camps.

Component 2

Category: Domestic
Site Type: Camp, temporary
Cultural Affiliation: Native American
DHR Time Period: Pre-Contact
Start Year: -15000
End Year: 1606
Comments: February 2010

August 2016 - Commonwealth archaeologists conducted shovel testing at 50 ft intervals within a portion of this site adjacent to Route 1. No artifacts were recovered and no features were identified. The site is covered by a large modern trash dump and numerous active camps.

Component 3

Category: Domestic
Site Type: Dwelling, single

Cultural Affiliation: African American
DHR Time Period: Reconstruction and Growth
Start Year: 1875
End Year: 1899
Comments: February 2010

August 2016 - Commonwealth archaeologists conducted shovel testing at 50 ft intervals within a portion of this site adjacent to Route 1. No artifacts were recovered and no features were identified. The site is covered by a large modern trash dump and numerous active camps.

Component 4

Category: Domestic
Site Type: Dwelling, single
Cultural Affiliation: Indeterminate
DHR Time Period: Reconstruction and Growth, World War I to World War II
Start Year: No Data
End Year: No Data
Comments: [1979 Chatelain] historic farmhouse

February 2010

August 2016 - Commonwealth archaeologists conducted shovel testing at 50 ft intervals within a portion of this site adjacent to Route 1. No artifacts were recovered and no features were identified. The site is covered by a large modern trash dump and numerous active camps.

Component 5

Category: Transportation/Communication
Site Type: Temporary
Cultural Affiliation: Indeterminate
DHR Time Period: World War I to World War II
Start Year: No Data
End Year: No Data
Comments: [2005 Wall] In 1918 this was the site of a camp for the Corps of Engineers soldiers who were rebuilding and paving Richmond Highway (U.S. 1).

February 2010

August 2016 - Commonwealth archaeologists conducted shovel testing at 50 ft intervals within a portion of this site adjacent to Route 1. No artifacts were recovered and no features were identified. The site is covered by a large modern trash dump and numerous active camps.

Component 6

Category: Domestic
Site Type: Camp, temporary
Cultural Affiliation: Native American
DHR Time Period: Pre-Contact
Start Year: No Data
End Year: No Data
Comments: [1979 Chatelain] badly disturbed lithic scatter: prehistoric site of indeterminate function
---
February 2010

August 2016 - Commonwealth archaeologists conducted shovel testing at 50 ft intervals within a portion of this site adjacent to Route 1. No artifacts were recovered and no features were identified. The site is covered by a large modern trash dump and numerous active camps.

Bibliographic Information

Bibliography:

Goode, Cynthia, Charles Goode and Sarah Traum
2016 Cultural Resources Survey for the Widening of Route 1 from Napper Road to Mt Vernon Highway, Fairfax County, VA. Prepared for Virginia Department of Transportation, NOVA District.

Informant Data:

Name: E. John Schrenzel
State: Virginia
Surveyor Notes: parcel 101-2((1))22
Owner Relationship: Owner of property

CRM Events

Event Type: Survey:Phase I

Project Staff/Notes:

Commonwealth Heritage Group, Inc. (Commonwealth) conducted a Phase I survey along Route 1 that included revisiting existing sites 44FX3252 and 44FX3769, which had been completely destroyed, and site 44FX0213, which was tested with STs at 50-ft intervals. No artifacts or features were encountered.

Project Review File Number: No Data

Sponsoring Organization: No Data

Organization/Company: JMA, Inc.

Investigator: Cynthia Goode

Survey Date: 8/17/2016

Survey Description:

The Virginia Department of Transportation (VDOT) is planning to undertake a 2.91-mile long project to widen Route 1 (Richmond Highway) from Napper Road to the Mount Vernon Highway (Route 235). Commonwealth Heritage Group, Inc. (Commonwealth) conducted a Phase I cultural resources survey of the area of potential effect (APE) for this project that included an archaeological and architectural survey. The APE for archaeology included 190 feet (ft) from the existing centerline along both sides of Route 1. Three previously identified sites were revisited by Commonwealth archaeologists. Sites 44FX3252 and 44FX3769 were tested with a pedestrian survey. Previously identified site 44FX0213 was tested with STs at 50-ft intervals.

Current Land Use	Date of Use	Comments
Trash scatter	8/17/2016 12:00:00 AM	*No Data*

Threats to Resource: Transportation Expansion

Site Conditions: 0-24% of Site Destroyed

Survey Strategies: Observation, Subsurface Testing, Surface Testing

Specimens Collected: No

Specimens Observed, Not Collected: No

Artifacts Summary and Diagnostics:

No Data

Summary of Specimens Observed, Not Collected:

No Data

Current Curation Repository: No Data

Permanent Curation Repository: No Data

Field Notes: No

Field Notes Repository: No Data

Photographic Media: Digital

Survey Reports: Yes

Survey Report Information:

Goode, Cynthia, Charles Goode and Sarah Traum
2016 Cultural Resources Survey for the Widening of Route 1 from Napper Road to Mt Vernon Highway, Fairfax County, VA. Prepared for Virginia Department of Transportation, NOVA District.

Survey Report Repository: VDHR

DHR Library Reference Number: No Data

Significance Statement: August 2016 - This site has already been determined not eligible to the NRHP. Commonwealth archaeologists revisited the site in 2016 and conducted shovel testing at 50-ft intervals. No artifacts were recovered and no features were encountered. A large modern trash dump and multiple modern, active, temporary camps were scatted throughout the site. Commonwealth recommends no change to the previously established ineligible determination.

Surveyor's Eligibility Recommendations: Recommended Not Eligible

Surveyor's NR Criteria Recommendations, : No Data

Surveyor's NR Criteria Considerations: No Data

Event Type: Other

Project Staff/Notes:

General update and adding of reports. 2855 Annandale Rd., Falls Church, VA 22042. 703-534-3881 x404

Project Review File Number: No Data
Sponsoring Organization: No Data
Organization/Company: NVC / ASV (DSS)
Investigator: Gailey, C.K.
Survey Date: 2/4/2010
Survey Description:

[1979 Chatelain] The historic farmhouse site is associated with a prehistoric site of unknown temporal or cultural affiliation. Army records indicate this was the site of a Corps of Engineers camp in 1918, when soldiers from Camp Humphries (now Ft. Belvoir) rebuilt and, for the first time, paved Richmond Highway (U.S. Rte 1).

[2005 Wall] 61 shovel test pits: 30 in the wooded eastern end and 31 in the back yards of the western end. High potential for historic and prehistoric, but a combination of farming, building temporary housing (1918), sand and gravel quarrying and house construction have seriously affected its archeological potential.

Current Land Use	Date of Use	Comments
Forest	3/15/2007 12:00:00 AM	*No Data*

Threats to Resource: Development
Site Conditions: Unknown Portion of Site Destroyed
Survey Strategies: Subsurface Testing, Surface Testing
Specimens Collected: Yes
Specimens Observed, Not Collected: Yes
Artifacts Summary and Diagnostics:

[2005 Wall] 1 sherd whiteware with robin blue exterior glaze; 4 sherds clear machine-molded container glass; 1 whiteware saucer base

Summary of Specimens Observed, Not Collected:

[1979 Chatelain] The site consists of a farmhouse and a badly disturbed lithic scatter. No diagnostic artifacts were evident.

[2005 Wall] concrete well and foundation

Current Curation Repository: Fairfax Co. Archeology 82-040
Permanent Curation Repository: No Data
Field Notes: No Data
Field Notes Repository: No Data
Photographic Media: No Data
Survey Reports: Yes
Survey Report Information:

Wall, Robert and Ann Persson. 2006. "Phase I Archaeological Investigation of the Mount Vernon Gateway Project, Fairfax County, Virginia", submitted to Landmark Communities, by TRC Garrow Associates, Ellicott City, Maryland.

Coastal Carolina Research Inc. June 2001. "Cultural Resources Identification Survey (Phase I) Improvements to U.S. Route 1 From Route 611 (Telegraph Road) to Huntington Avenue Fairfax County, Virginia Project C."

Chase, John Terry. 1990. "Gum Springs: The Triumph of a Black Community." Fairfax Co. Heritage Resources Program; Fairfax Co. History Commission.

Withers, Guy, Major, Quartermaster Corps. 1918. "Completion Report. Project 118 and 118-2. The Alexandria Camp Humphries Road."

Survey Report Repository: Fairfax Co. Archeology, VDHR
DHR Library Reference Number: No Data
Significance Statement: No Data
Surveyor's Eligibility Recommendations: No Data
Surveyor's NR Criteria Recommendations, : No Data
Surveyor's NR Criteria Considerations: No Data

Event Type: Survey:Phase I/Reconnaissance

Project Staff/Notes:

Assisted by Ann Persson.

Project Review File Number: No Data
Sponsoring Organization: No Data
Organization/Company: TRC Garrow Ellicott City MD (DSS)
Investigator: Wall, Robert

Survey Date: 9/1/2005
Survey Description:
No Data

Threats to Resource: No Data
Site Conditions: No Data
Survey Strategies: No Data
Specimens Collected: No Data
Specimens Observed, Not Collected: No Data
Artifacts Summary and Diagnostics:
No Data
Summary of Specimens Observed, Not Collected:
No Data
Current Curation Repository: No Data
Permanent Curation Repository: No Data
Field Notes: No Data
Field Notes Repository: No Data
Photographic Media: No Data
Survey Reports: No Data
Survey Report Information:
No Data
Survey Report Repository: No Data
DHR Library Reference Number: No Data
Significance Statement: No Data
Surveyor's Eligibility Recommendations: No Data
Surveyor's NR Criteria Recommendations, : No Data
Surveyor's NR Criteria Considerations: No Data

Event Type: DHR Staff: Not Eligible

DHR ID: 44FX0213
Staff Name: Holma, Marc
Event Date: 10/16/2001
Staff Comment No Data

Event Type: Survey:Phase I/Reconnaissance

Project Staff/Notes:
No Data
Project Review File Number: No Data
Sponsoring Organization: No Data
Organization/Company: Fairfax Co Archeology (DSS)
Investigator: Chatelain, Edward
Survey Date: 12/20/1979
Survey Description:
No Data

Threats to Resource: No Data
Site Conditions: No Data
Survey Strategies: No Data
Specimens Collected: No Data
Specimens Observed, Not Collected: No Data
Artifacts Summary and Diagnostics:

No Data

Summary of Specimens Observed, Not Collected:

No Data

Current Curation Repository: No Data

Permanent Curation Repository: No Data

Field Notes: No Data

Field Notes Repository: No Data

Photographic Media: No Data

Survey Reports: No Data

Survey Report Information:

No Data

Survey Report Repository: No Data

DHR Library Reference Number: No Data

Significance Statement: No Data

Surveyor's Eligibility Recommendations: No Data

Surveyor's NR Criteria Recommendations, : No Data

Surveyor's NR Criteria Considerations: No Data

Virginia Dept. of Historic Resources

V-CRIS

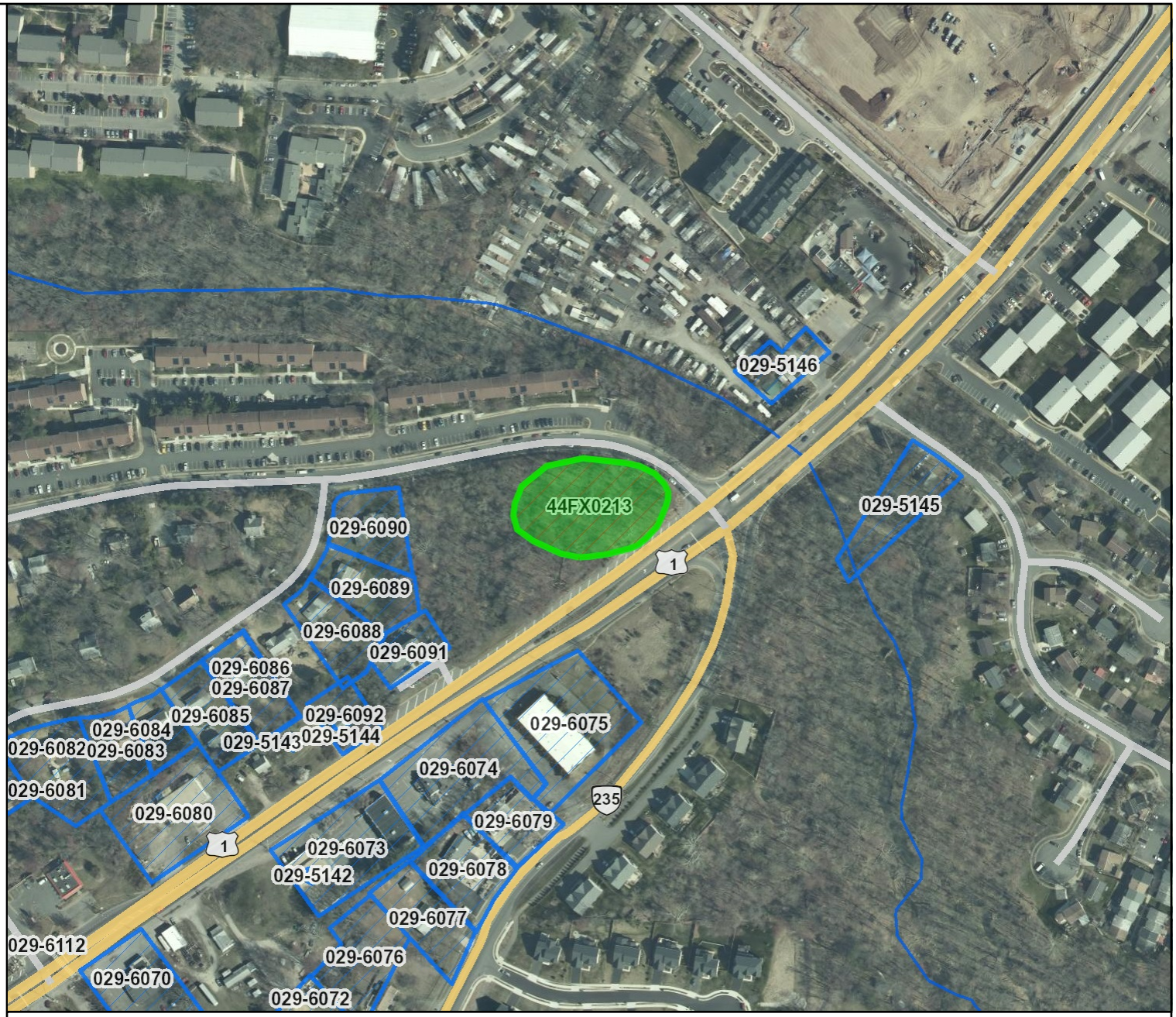
Virginia Cultural Resource Information System

Legend

- Architecture Resources
- Architecture Labels
- Individual Historic District Properties
- Archaeological Resources
- Archaeology Labels
- USGS GIS Place names

Roads (12,000)

- Interstate
- US Primary Highway
- State Primary Highway
- Secondary
- Streams (NHD)
- County Boundaries



N

Feet

0 100 200 300 400

1:4,514 / 1"=376 Feet

Title:

Date: 10/10/2016

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Snapshot

Date Generated: October 10, 2016

Site Name: No Data
Site Classification: Terrestrial, open air
Year(s): 15000 B.C.E - 1606 C.E, 1850 - 1899, 1900 - 1949
Site Type(s): Artifact scatter, Camp, temporary, Other, Other, Trash scatter
Other DHR ID: No Data
Temporary Designation: No Data

Site Evaluation Status

Not Evaluated

Locational Information

USGS Quad: FORT BELVOIR
County/Independent City: Fairfax (County)
Physiographic Province: Coastal Plain
Elevation: 38
Aspect: Facing East
Drainage: Potomac/Shenandoah River
Slope: 0 - 2
Acreage: 2.500
Landform: Ridge Top
Ownership Status: Private
Government Entity Name: No Data

Site Components

Component 1

Category: Indeterminate
Site Type: Other
Cultural Affiliation: Indeterminate
DHR Time Period: Reconstruction and Growth, The New Dominion, World War I to World War II
Start Year: 1900
End Year: 1949
Comments: July 2007

August 2016 - Commonwealth archaeologists revisited the site location - This site has been completely destroyed by the construction of a Hampton Inn at 8843 Richmond Highway.

Component 2

Category: Indeterminate
Site Type: Artifact scatter
Cultural Affiliation: Native American
DHR Time Period: Pre-Contact
Start Year: -15000
End Year: 1606
Comments: July 2007

August 2016 - Commonwealth archaeologists revisited the site location - This site has been completely destroyed by the construction of a Hampton Inn at 8843 Richmond Highway.

Component 3

Category: Indeterminate
Site Type: Other
Cultural Affiliation: Indeterminate
DHR Time Period: Antebellum Period, Civil War, Reconstruction and Growth

Start Year:	1850
End Year:	1899
Comments:	July 2007 --- August 2016 - Commonwealth archaeologists revisited the site location - This site has been completely destroyed by the construction of a Hampton Inn at 8843 Richmond Highway.

Component 4

Category:	Domestic
Site Type:	Camp, temporary
Cultural Affiliation:	Native American
DHR Time Period:	Contact Period, Pre-Contact
Start Year:	No Data
End Year:	No Data
Comments:	July 2007 --- August 2016 - Commonwealth archaeologists revisited the site location - This site has been completely destroyed by the construction of a Hampton Inn at 8843 Richmond Highway.

Component 5

Category:	Transportation/Communication
Site Type:	Trash scatter
Cultural Affiliation:	Indeterminate
DHR Time Period:	Reconstruction and Growth, The New Dominion, World War I to World War II
Start Year:	No Data
End Year:	No Data
Comments:	July 2007 --- August 2016 - Commonwealth archaeologists revisited the site location - This site has been completely destroyed by the construction of a Hampton Inn at 8843 Richmond Highway.

Bibliographic Information

Bibliography:

Goode, Cynthia, Charles Goode and Sarah Traum
2016 Cultural Resources Survey for the Widening of Route 1 from Napper Road to Mt Vernon Highway, Fairfax County, VA. Prepared for Virginia Department of Transportation, NOVA District.

Informant Data:

No Data

CRM Events

Event Type: Survey:Phase I

Project Staff/Notes:

Commonwealth Heritage Group, Inc. (Commonwealth) conducted a Phase I survey along Route 1 that included revisiting existing sites 44FX3252 and 44FX3769, which had been completely destroyed, and site 44FX0213, which was tested with STs at 50-ft intervals. No artifacts or features were encountered.

Project Review File Number: No Data

Sponsoring Organization: No Data

Organization/Company: JMA, Inc.

Investigator: Cynthia Goode

Survey Date: 8/17/2016

Survey Description:

The Virginia Department of Transportation (VDOT) is planning to undertake a 2.91-mile long project to widen Route 1 (Richmond Highway) from Napper Road to the Mount Vernon Highway (Route 235). Commonwealth Heritage Group, Inc. (Commonwealth) conducted a Phase I cultural resources survey of the area of potential effect (APE) for this project that included an archaeological and architectural survey. The APE for archaeology included 190 feet (ft) from the existing centerline along both sides of Route 1. Three previously identified sites were revisited by Commonwealth archaeologists. Sites 44FX3252 and 44FX3769 were tested with a pedestrian survey. Previously identified site 44FX0213 was tested with STs at 50-ft intervals.

Current Land Use	Date of Use	Comments
Hotel	8/17/2016 12:00:00 AM	*No Data*

Threats to Resource: Transportation Expansion

Site Conditions: Site Totally Destroyed

Survey Strategies: Observation, Surface Testing

Specimens Collected: No

Specimens Observed, Not Collected: No

Artifacts Summary and Diagnostics:

No Data

Summary of Specimens Observed, Not Collected:

No Data

Current Curation Repository: No Data

Permanent Curation Repository: No Data

Field Notes: No

Field Notes Repository: No Data

Photographic Media: Digital

Survey Reports: Yes

Survey Report Information:

Goode, Cynthia, Charles Goode and Sarah Traum
2016 Cultural Resources Survey for the Widening of Route 1 from Napper Road to Mt Vernon Highway, Fairfax County, VA. Prepared for Virginia Department of Transportation, NOVA District.

Survey Report Repository: VDHR

DHR Library Reference Number: No Data

Significance Statement: August 2016 - Commonwealth archaeologists revisited this site in 2016. This site has been completely destroyed by the construction of a Hampton Inn at 8843 Richmond Highway. Commonwealth recommend this site as ineligible to the NRHP.

Surveyor's Eligibility Recommendations: Recommended Not Eligible

Surveyor's NR Criteria Recommendations, : No Data

Surveyor's NR Criteria Considerations: No Data

Event Type: Survey:Phase I/Reconnaissance

Project Staff/Notes:

Most of the historic artifacts recovered most likely a result of dumping. FCR recovered from a few STPs clustered on the highest point on the landform. Possible hearth location? Site location along Douge Creek suggests transient prehistoric peoples were engaged in resource extraction and lithic reduction at the site. No diagnostics recovered.

Project Review File Number: No Data

Sponsoring Organization: No Data

Organization/Company: Unknown (DSS)

Investigator: TA/WSSI, Stephanie Sperling

Survey Date: 7/1/2007

Survey Description:

The project area lies within the Woodlawn Historic Overlay District, as defined by the Fairfax County Board of Supervisors (BOS). An overlay district is describes those portions of the county that possess particular historic, architectural, or cultural significance. Because of the high potential for archeological resources within the District, shovel testing was conducted at 20 foot intervals across the high probability area on the northwest landform (where this site was subsequently located), in accordance with the BOS standards passed on October 23, 2006. Additionally, shovel tests measured approximately 18 inches in diameter, in contrast to the Virginia state standard 12 inch diameter shovel tests.

NAD 1983

Current Land Use	Date of Use	Comments
Forest	7/1/2007 12:00:00 AM	Site is located in a mixed hardwood and coniferous forest with little undergrowth. Resource 029-5608, a mid-20th century commercial building now used as a school, is located just to the south of the site.

Threats to Resource: No Data

Site Conditions: Unknown Portion of Site Destroyed

Survey Strategies: Subsurface Testing, Surface Testing

Specimens Collected: Yes

Specimens Observed, Not Collected: No

Artifacts Summary and Diagnostics:

STPAo/Ap
Ceramics
1 refined white earthenware
6 whiteware (1820-1900+)
Glass
14 bottle, bottle/jar
1 bottle, automatic bottle machine (ABM) (1907-present) 1 bottle/jar, automatic bottle machine (ABM) (1910- present)
2 tableware
1 tableware, clear selenium (1911-1930)
8 unidentified glass
1 windowpane, lime soda (1864-present)
Metal
1 barbed wire (post-1874)
1 brass hook
1 ferrous metal
3 nail, cut (post-1790)
1 nail, unidentified
2 nail, wire (1890-present)
2 screw
3 unidentified ferrous metal
3 wire
Miscellaneous
1 bone
2 brick
10 charcoal
15 coal
Prehistoric
8 FCR, quartzite
19 partial flake, quartz
15 partial flake, quartzite
4 partial flake, rhyolite
7 partial flake with cortex, quartz
6 partial flake with cortex, quartzite
1 whole flake, quartz
1 whole flake, quartzite

Summary of Specimens Observed, Not Collected:

No Data

Current Curation Repository: Thunderbird Archeology/Wetland Studies and Solutions, Inc., Gainesville, VA

Permanent Curation Repository: No Data

Field Notes: Yes

Field Notes Repository: Thunderbird Archeology/Wetland Studies and Solutions, Inc., Gainesville, VA

Photographic Media: No Data

Survey Reports: Yes

Survey Report Information:

A Phase I Archeological Investigation of the Circa 13 Acre Fort Belvoir Hampton Inn Project Area, Fairfax County, Virginia

By John Mullen M.A., Stephanie Taleff Sperling, and Anne Zahradnik

Survey Report Repository:	Thunderbird Archeology/Wetland Studies and Solutions, Inc., Gainesville, VA
DHR Library Reference Number:	No Data
Significance Statement:	No Data
Surveyor's Eligibility Recommendations:	No Data
Surveyor's NR Criteria Recommendations, :	No Data
Surveyor's NR Criteria Considerations:	No Data

Virginia Dept. of Historic Resources

V-CRIS

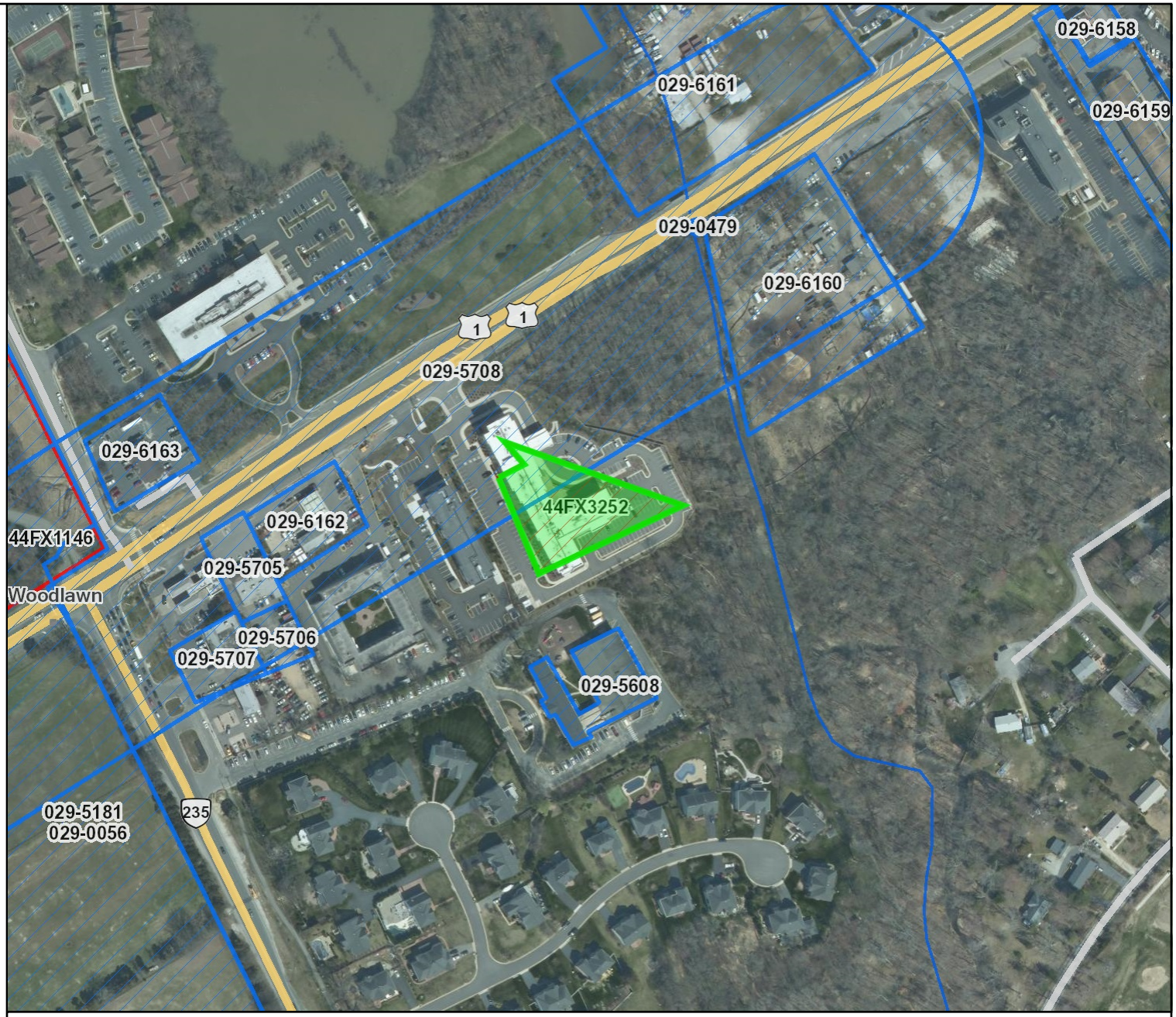
Virginia Cultural Resource Information System

Legend

- Architecture Resources
- Architecture Labels
- Individual Historic District Properties
- Archaeological Resources
- Archaeology Labels
- USGS GIS Place names

Roads (12,000)

- Interstate
- US Primary Highway
- State Primary Highway
- Secondary
- Streams (NHD)
- County Boundaries



N

Feet

0 100 200 300 400

1:4,514 / 1"=376 Feet

Title:

Date: 10/10/2016

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Snapshot

Date Generated: October 10, 2016

Site Name: No Data
Site Classification: Terrestrial, open air
Year(s): 1920 - ?
Site Type(s): Dwelling, single
Other DHR ID: 029-5122
Temporary Designation: Site 1

Site Evaluation Status

Not Evaluated

Locational Information

USGS Quad: MOUNT VERNON
County/Independent City: Fairfax (County)
Physiographic Province: Coastal Plain
Elevation: 26
Aspect: Facing Northeast
Drainage: Potomac
Slope: 0 - 2
Acreage: 0.750
Landform: Terrace
Ownership Status: Private
Government Entity Name: No Data

Site Components

Component 1

Category: Domestic
Site Type: Dwelling, single
Cultural Affiliation: Indeterminate
DHR Time Period: Post Cold War, The New Dominion, World War I to World War II
Start Year: 1920
End Year: No Data
Comments: July 2015

August 2016 - Commonwealth archaeologists revisited the site location - This site has been completely destroyed by the ongoing construction of a new hotel at 8668 Richmond Highway.

Bibliographic Information

Bibliography:

Goode, Cynthia, Charles Goode and Sarah Traum
2016 Cultural Resources Survey for the Widening of Route 1 from Napper Road to Mt Vernon Highway, Fairfax County, VA. Prepared for Virginia Department of Transportation, NOVA District.

Informant Data:

No Data

CRM Events

Event Type: Survey:Phase I

Project Staff/Notes:

Commonwealth Heritage Group, Inc. (Commonwealth) conducted a Phase I survey along Route 1 that included revisiting existing sites 44FX3252 and 44FX3769, which had been completely destroyed, and site 44FX0213, which was tested with STs at 50-ft intervals. No artifacts or features were encountered.

Project Review File Number: No Data

Sponsoring Organization: No Data

Organization/Company: JMA, Inc.

Investigator: Cynthia Goode

Survey Date: 8/17/2016

Survey Description:

The Virginia Department of Transportation (VDOT) is planning to undertake a 2.91-mile long project to widen Route 1 (Richmond Highway) from Napper Road to the Mount Vernon Highway (Route 235). Commonwealth Heritage Group, Inc. (Commonwealth) conducted a Phase I cultural resources survey of the area of potential effect (APE) for this project that included an archaeological and architectural survey. The APE for archaeology included 190 feet (ft) from the existing centerline along both sides of Route 1. Three previously identified sites were revisited by Commonwealth archaeologists. Sites 44FX3252 and 44FX3769 were tested with a pedestrian survey. Previously identified site 44FX0213 was tested with STs at 50-ft intervals.

Current Land Use	Date of Use	Comments
Hotel	8/17/2016 12:00:00 AM	*No Data*

Threats to Resource: Transportation Expansion

Site Conditions: Site Totally Destroyed

Survey Strategies: Observation, Surface Testing

Specimens Collected: No

Specimens Observed, Not Collected: No

Artifacts Summary and Diagnostics:

No Data

Summary of Specimens Observed, Not Collected:

No Data

Current Curation Repository: No Data

Permanent Curation Repository: No Data

Field Notes: No

Field Notes Repository: No Data

Photographic Media: Digital

Survey Reports: Yes

Survey Report Information:

Goode, Cynthia, Charles Goode and Sarah Traum
2016 Cultural Resources Survey for the Widening of Route 1 from Napper Road to Mt Vernon Highway, Fairfax County, VA. Prepared for Virginia Department of Transportation, NOVA District.

Survey Report Repository: VDHR

DHR Library Reference Number: No Data

Significance Statement: Phase I testing at the property revealed an archeological site associated with the former dwelling (DHR #029-5122). Site was defined by 11 positive shovel tests and encompasses the concrete and cinder block foundations of the former house and garage. The artifacts recovered from the site and observed on the surface range from the early 20th century to modern refuse. In most instances, it is not possible to separate the artifacts associated with the house occupation from those that have secondarily deposited on the property. Evidence of major earth-moving disturbances including several push piles, tree piles, and vehicle tracks are apparent on the surface in the site vicinity, and the disturbance extended below the surface as revealed in the test pit profiles. For these reasons, the site has a very low potential to provide significant information on early 20th century lifeways in Fairfax County; therefore, the site is not eligible, in our opinion, for inclusion on the National Register of Historic Places under Criterion D. Site also does not meet any of the criteria to determine the “public significance” in Fairfax County. No further work is recommended.

August 2016 - Commonwealth archaeologists revisited this site in 2016. This site has been completely destroyed by the ongoing construction of a new hotel at 8668 Richmond Highway. Commonwealth recommends this site as not eligible to the NRHP.

Surveyor's Eligibility Recommendations: Recommended Not Eligible

Surveyor's NR Criteria Recommendations, : No Data
Surveyor's NR Criteria Considerations: No Data

Event Type: Survey:Phase I

Project Staff/Notes:

Daniel Baicy, Edward Johnson, Benjamin Pollack.

[PH I AREA ATTACHED/DOWNLOADED]

Project Review File Number: No Data
Sponsoring Organization: No Data
Organization/Company: Thunderbird Archeology, a division of Wetland Studies and Solutions, Inc.
Investigator: Daniel Baicy
Survey Date: 7/17/2015

Survey Description:

The Phase I field methodology included both the use of surface reconnaissance and shovel testing to locate and define boundaries of archeological sites. The surface reconnaissance consisted of walking over the area and examining all exposed areas for the presence of artifacts. Exposed areas included cut banks, tree falls, machinery cuts, soils exposed by erosion, etc. The surface reconnaissance was also used to examine the topography of specific areas in order to determine the probability that they contain archeological sites. All high and moderate probability areas, i.e., areas that were well drained and possessed low relief, were tested at 50 foot intervals. High probability areas also included historic structure areas identified through surface reconnaissance or through archival review of historic maps. In accordance with DHR guidelines for conducting a Phase I identification level survey, an approximately 10% sample of areas considered low probability for the presence of archeological sites were also subjected to shovel testing at 50 foot intervals (DHR 2011:51); in general, the low probability areas were those that were significantly sloped, poorly drained, or that have been disturbed. Additional shovel tests were excavated at 25 foot intervals in a cruciform pattern around positive shovel tests, as necessary, to delineate artifact concentrations and to define archeological site boundaries.
Shovel test pits measured at least 15 inches in diameter and were excavated in natural or cultural soil horizons, depending upon the specific field conditions. Excavations ceased when gleyed soils, gravel, water, or well developed B horizons too old for human occupation were reached. All excavated soils were screened through 1/4-inch mesh hardware cloth screens and were classified and recorded according to standard pedological designations (A, Ap, B, C, etc.); excepting the terms Fill and Fill horizon, which are used to describe culturally modified, disturbed, or transported sediments and soils. The use of these terms is consistent with use in standard geomorphological studies and recordation of geo-boring profiles in environmental studies. Soil colors were described using Munsell Soil Color Chart designations and soil textures were described using the United States Department of Agriculture soil texture triangle. Artifacts recovered during Phase I shovel testing were bagged and labeled by unit number and soil horizon.

Current Land Use	Date of Use	Comments
Forest	7/22/2015 12:00:00 AM	Abandoned parcel, though it may have been used for construction storage in the past

Threats to Resource: Development
Site Conditions: 50-74% of Site Destroyed
Survey Strategies: Observation, Subsurface Testing, Surface Testing
Specimens Collected: Yes
Specimens Observed, Not Collected: No

Artifacts Summary and Diagnostics:

DHR Table Site 44FXBH1

Ceramics
2 hard paste porcelain
1 whiteware (1820-1900+)
1 ironstone (1840-1900+)
1 yellowware (1830-1940)
Glass
65 bottle, bottle/jar, automatic bottle machine (ABM) (1907-present)
2 tableware, automatic bottle machine (ABM) (1910-present)
6 bottle, bottle/jar, duraglas (1940-present)
2 unidentified glass
Metal
3 aluminum stay tab (post-1980)
3 nail, cut (post-1790)
3 nail, wire (1890-present)
1 screw
4 wire/rod
Miscellaneous
4 asbestos (discarded)
2 asphalt shingles with flashing attached by nail (discarded)
4 brick
3 concrete
3 plastic (discarded)
1 plastic bracelet
1 vinyl record (post-1931)

Summary of Specimens Observed, Not Collected:

No Data

Current Curation Repository:	WSSI-TA Gainesville
Permanent Curation Repository:	Fairfax County
Field Notes:	Yes
Field Notes Repository:	WSSI-TA Gainesville
Photographic Media:	Digital
Survey Reports:	Yes

Survey Report Information:

PHASE I CULTURAL RESOURCES INVESTIGATION OF THE BAYWOOD HOTELS PROPERTY July 2015

Survey Report Repository:	Thunderbird Archeology, Gainesville VA
DHR Library Reference Number:	No Data
Significance Statement:	Phase I testing at the property revealed an archeological site associated with the former dwelling (DHR #029-5122). Site was defined by 11 positive shovel tests and encompasses the concrete and cinder block foundations of the former house and garage. The artifacts recovered from the site and observed on the surface range from the early 20th century to modern refuse. In most instances, it is not possible to separate the artifacts associated with the house occupation from those that have secondarily deposited on the property. Evidence of major earth-moving disturbances including several push piles, tree piles, and vehicle tracks are apparent on the surface in the site vicinity, and the disturbance extended below the surface as revealed in the test pit profiles. For these reasons, the site has a very low potential to provide significant information on early 20th century lifeways in Fairfax County; therefore, the site is not eligible, in our opinion, for inclusion on the National Register of Historic Places under Criterion D. Site also does not meet any of the criteria to determine the “public significance” in Fairfax County. No further work is recommended.
Surveyor's Eligibility Recommendations:	Recommended Not Eligible
Surveyor's NR Criteria Recommendations, :	No Data
Surveyor's NR Criteria Considerations:	No Data

Virginia Dept. of Historic Resources

V-CRIS

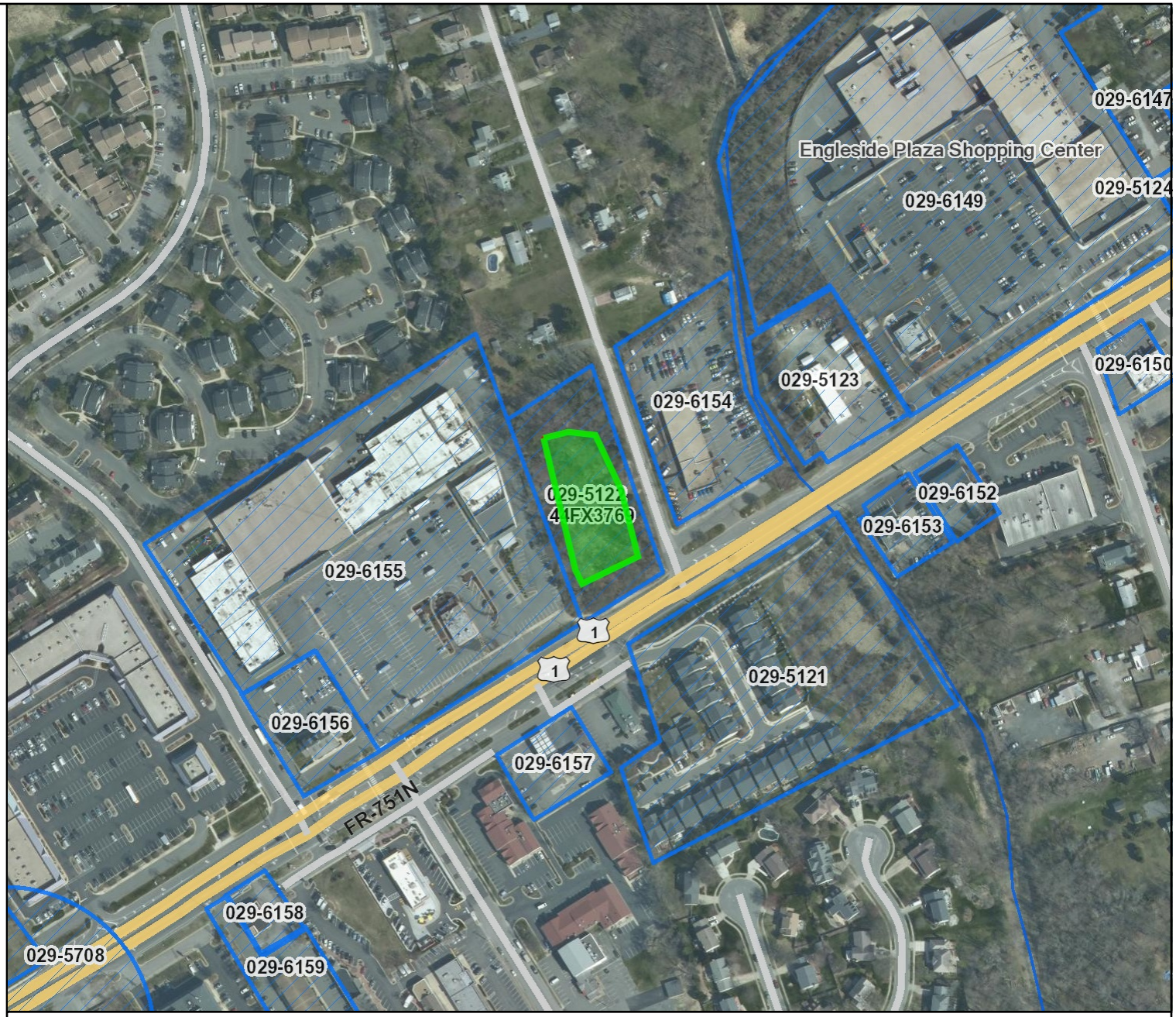
Virginia Cultural Resource Information System

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N

Feet

0 100 200 300 400

1:4,514 / 1"=376 Feet

Title:

Date: 10/10/2016

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APPENDIX III

Qualifications of Investigators

COMMONWEALTH HERITAGE GROUP

Cynthia V. Goode, RPA
Lab Director/Project Archaeologist
5250 Cherokee Avenue, Suite 300
Alexandria, VA 22312
P: 703.354.9737 | F: 703.642.1837
cynthia.goode@chg-inc.com

Education

Ph.D. A.B.D.	The American University	Anthropology	2014
M.A.	The American University	Public Anthropology	2014
B.A.	The College of William and Mary	Anthropology (Geology)	2005

Professional Certification and Specialized Training

2014	Registered Professional Archaeologist (RPA)
2015	40-Hour HAZWOPER Certification
2015	RPA Advanced Metal Detecting for the Archaeologist Course
2016	Advisory Council on Historic Preservation's Section 106 Advanced Seminar

Experience Profile

Cynthia V. Goode holds a Master's degree in Public Anthropology from the American University in Washington, D.C and Bachelor's degree in Anthropology with a minor in Geology from the College of William and Mary. Ms. Goode is currently enrolled in the Ph.D. program at American University and has been awarded grants for her dissertation. She is a member of professional archaeological organizations including the Society for Historical Archaeology and the Middle Atlantic Archaeological Conference. Ms. Goode specializes in Middle Atlantic archaeology, laboratory methodology, and prehistoric and historic artifact analysis. Cynthia Goode has co-authored 12, authored 8 and contributed to 41 cultural resource reports. She has also written and presented 6 papers at professional conferences. She has 13 years of experience in cultural resource management and 8 years experience in directing lab work and field work. She has been employed with this firm for 11 years.

Key Projects

2016 **Archaeological Investigations of the Poplar Point Pump Station Site 51NW71, Washington, D.C.** Laboratory Director/Project Archaeologist. Directed fieldwork, conducted artifact analysis, and wrote report for Phase I, II, and III investigations. (in progress) D.C. Water and Sewer Authority, Washington, D.C.

2016 **Artifact Analysis Report for the Dawson-Bailey House Stabilization Project, 2133 North Taft Street, Arlington County, Virginia.** Laboratory Director/Project Archaeologist. Conducted analysis and wrote report. Arlington County Historic Preservation Program.

2015-2016 **U.S. Army Corps of Engineers Ames, Iowa Artifact Curation Project. Laboratory Director.** Processed 600 boxes of artifacts and archives to USACE standards, conducted analysis and prepared TDAR resources. (in progress) U.S. Army Corps of Engineers, St. Louis District.

2015 **Cultural Resources Survey for Route 7 Improvement Project, Fairfax County, Virginia.** Laboratory Director/Project Archaeologist. Directed fieldwork, conducted artifact analysis, and wrote report. The Virginia Department of Transportation, Fairfax, Virginia.

2015 **Phase II Archaeological Investigation of Site 44SH504 for the Route 11 Bridge #1011 Replacement Project.** Laboratory Director/Project Archaeologist. Directed fieldwork, conducted artifact analysis, and wrote report. The Virginia Department of Transportation Staunton, Virginia.

2014 **Virginia Theological Seminary Student Housing Phase III Investigation, Alexandria, Virginia.** Project Archaeologist. Directed fieldwork, conducted artifact analysis, and wrote report. Kathryn V. Chernau, LLC., Richmond, Virginia.

2014 **Phase II Archaeological Survey for the Loudoun Courts Complex Expansion, City of Leesburg, VA.** Project Archaeologist. Directed fieldwork, conducted artifact analysis, and wrote report. Dewberry, Inc., Fairfax, Virginia.

2012 **Cultural Resources Survey for Gum Spring Road-Route 659 project, Loudoun County, Virginia.** Assistant Archaeologist. Conducted lab analysis. The Virginia Department of Transportation.

2010 **Phase III Investigations of Site 51NW224 at the Nebraska Avenue Complex (NAC), Washington, D.C.** Assistant Archaeologist. Supervised fieldwork and conducted lab analysis. Summer Consultants, Inc., McLean, Virginia.

2009 **Phase I Archaeological Identification Survey for Three Visitor Facilities and Data Recovery Investigations at "Dismal Town" (44SK0070), Great Dismal Swamp National Wildlife Refuge, Suffolk County, Virginia.** Archaeological Field and Lab Assistant. Conducted fieldwork and lab analysis. U.S. Fish and Wildlife Service.

2009 **Phase II Archaeological Evaluation of Shipping Point Battery 1 (44PW1836) and Battery 2 (44PW1830), Marine Corps Base Quantico, Virginia.** Archaeological Field and Lab Assistant. Conducted fieldwork and lab analysis. U.S. Marine Corps Base Quantico, Virginia.

2007 **Phase III Archaeological Data Recovery of the Elizabeth Lowry Site (18CR226), Carroll County, Maryland.** Archaeological Field and Lab Assistant. Conducted fieldwork and artifact analysis. Maryland Department of Transportation.

2006 **Phase III Archaeological Data Recovery of Sites 44LD538 and 44LD539, Washington Dulles International Airport, Loudoun County, Virginia.** Archaeological Field and Lab Assistant. Conducted fieldwork and artifact analysis. Metropolitan Washington Airports Authority.

Selected Publications and Conference Presentations

2013 ""Contrabands" and Covered Ways: Archaeology at Fort Carroll, Washington, D.C." Paper presented at the 2013 Middle Atlantic Archaeological Conference, Virginia Beach, VA.

2012 "The Great Dismal Swamp and its Neglected Histories: The Rise of Memorializing Awareness of Maroons and Resistance Communities." Paper presented at the 45th Annual Meeting of the Society for Historical Archaeology, Baltimore, MD.

2010 "Investigations and Analysis of the Hadley Industrial Girl's School, Hendricks County, Indiana." Paper presented at the 75th Annual Meeting of the Society for American Archaeology, St. Louis, MO.

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Education

M.A.	The Catholic University of America	Anthropology	2003
B.A.	The American University	Anthropology	1995

Professional Certification and Specialized Training

2003	Registered Professional Archaeologist (RPA)
2012	Cultural Resources, Section 106, Historic Preservation & Tribal Consultation CLE Forum
2015	RPA Advanced Metal Detecting for the Archaeologist Course

Experience Profile

Charles Goode is a graduate of the American University in Washington, D.C. and holds a Master's degree in Anthropology from the Catholic University of America. Mr. Goode specializes in Middle Atlantic prehistoric archaeology, African-American archaeology, and soils. He is a member of professional archaeological organizations including the Society for Historical Archaeology and the Middle Atlantic Archaeological Conference. Mr. Goode has been involved in investigating prehistoric Native American sites as well as historic-period sites dating from the mid-eighteenth century to the mid-twentieth century. He has experience in analyzing both prehistoric lithic and ceramic assemblages. He has investigated enslaved African-American occupations at numerous Northern Virginia domestic sites. Mr. Goode has directed the fieldwork for 124 projects, authored 83 cultural resources reports, 1 scholarly article and presented 5 papers at professional meetings. Mr. Goode has 21 years of experience in cultural resource management and 13 years with this firm.

Key Projects

2015 **Route 15 Bypass & Edwards Ferry Road Interchange Improvement Project, Loudoun County, Virginia.** Principal Investigator. Managed the cultural resources survey. The Virginia Department of Transportation, NOVA District, Fairfax, Virginia.

2014 **Phase II Archaeological Evaluation for the Palmer Avenue West Relocation Project, Town of Saltville, Smyth County, Virginia.** Principal Investigator. Directed fieldwork and authored management summary. The Virginia Department of Transportation, Western Region, Lynchburg, Virginia.

2014 **Phase II Archaeological Evaluation of Site 44LD1694, the Lucketts Safety Improvement Project, Loudoun County, Virginia.** Principal Investigator. Directed fieldwork and co-authored report. The Virginia Department of Transportation, NOVA District, Fairfax, Virginia.

2013 **Cultural Resources Investigation for the Harrowgate Road-Route 144 Turn Lane and Sidewalk Project, Chesterfield County, Virginia.** Principal Archaeologist. Directed fieldwork and co-authored management summary. The Virginia Department of Transportation, Richmond District, Colonial Heights, Virginia.

2013 **Phase I Investigation of a Section of the Proposed Tall Cedars Parkway, Loudoun County, Virginia.** Principal Archaeologist. Directed fieldwork and authored report and addendum. ECS Mid-Atlantic, LLC, Chantilly, Virginia.

2013 **Cultural Resources Survey for the Fairfax Pike-Route 277 Widening Project, Frederick County, Virginia.** Principal Archaeologist. Directed fieldwork and authored report. The Virginia Department of Transportation, Western Region, Salem, Virginia.

2012 **Cultural Resources Survey for the Installation of an Underground Electric Cable along Blue Ridge Mountain Road (Route 601), Clarke County, Virginia.** Principal Archaeologist. Directed fieldwork and authored report for the investigation. Dominion Virginia Power, Herndon, Virginia, and the U.S. National Park Service, Appalachian National Scenic Trail, Harpers Ferry, West Virginia.

2010 **Phase 1B Archaeological Assessment of the Expanded Primary Impact Area of the Shepherd Parkway Interchange/Access Road Alternative for the St. Elizabeths Redevelopment Project, Washington, D.C.** Principal Archaeologist. Supervised fieldwork. General Services Administration (GSA) National Capital Region, Washington, D.C.

2007 **Phase III Archaeological Data Recovery of the Elizabeth Lowry Site (18CR226), Carroll County, Maryland.** Project Archaeologist. Supervised fieldwork and co-authored report. Maryland Department of Transportation.

2005 **Archaeological Assessment for the 11th Street Bridge Environmental Impact Statement, Washington, D.C.** Project Archaeologist. Conducted reconnaissance survey and co-authored report. CH2M Hill, Washington, D.C., and New Orleans, Louisiana.

2004 **Phase I Intensive Survey at MD 273 @ MD 213, Cecil County, Maryland.** Project Archaeologist. Supervised fieldwork and co-authored report. Maryland Department of Transportation.

2003 **Phase I Archaeological Survey of MD 28/198 between MD 97 and I-95 in Montgomery and Prince George's Counties,** Maryland. Project Archaeologist. Co-authored report. Maryland Department of Transportation.

1999 **Phase I Archaeological Survey along Rt. 15 and Interstate 270 from Frederick to Gaithersburg, Maryland.** Project Archaeologist. Supervised fieldwork. The Maryland State Highway Administration.

Selected Publications

2009 "Gizzard Stones or Game Pieces?" The African Diaspora Archaeology Network Newsletter. March 2009:1-23. http://www.diaspora.illinois.edu/news0309/news0309.html#1

2004 "Phase III Archaeological Data Recovery Investigations of 44FX2485 and 44FX2487, Fairfax County, Virginia." Paper presented at the 34th Annual Meeting of the Middle Atlantic Archaeological Conference, Rehoboth Beach, Delaware.

COMMONWEALTH HERITAGE GROUP

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Education

M.A.	Cornell University	Historic Preservation Planning	2000
B.A.	Lehigh University	Architecture	1997

Experience Profile

Sarah G. Traum holds an undergraduate degree in Architecture from Lehigh University and a Master's degree in Historic Preservation Planning from Cornell University. She is a member of local and national history and preservation organizations, including the Vernacular Architecture Forum and the Historic Annapolis Foundation. Ms. Traum's professional architectural history experience includes investigations at the reconnaissance and intensive level throughout the Mid-Atlantic, Northeast, and Midwest. She has investigated and evaluated urban, rural, industrial, and landscape resources. In addition, she is familiar with many of collections of historical and architectural records within the eastern United States. Sarah Traum has authored or co-authored 76 cultural resources reports and co-written two National Register nominations. She has 16 years of cultural resource management experience and 13 years with this firm.

Key Projects

2016 **Reconnaissance Survey for Lexington Historic District, City of Lexington, Virginia.** Architectural Historian. Directed architectural survey, compiled survey documentation, and wrote report. (in progress) City of Lexington, Virginia.

2015 **Cultural Resources Survey for Route 7 Improvement Project, Fairfax County, Virginia.** Architectural Historian. Conducted reconnaissance architectural survey, compiled survey documentation, and wrote report. The Virginia Department of Transportation, Fairfax County, Virginia.

2015 **Cultural Resources Survey for the Route 11 Bridge #1011 Replacement Project, Mount Jackson, Virginia.** Architectural Historian. Conducted reconnaissance architectural survey, compiled survey documentation, and wrote report. The Virginia Department of Transportation, Staunton, Virginia.

2015 **Reconnaissance Architectural Survey for Atlantic Coast Pipeline, Augusta, Highland, and Rockbridge Counties, Virginia.** Architectural Historian. Conducted reconnaissance survey and compiled survey documentation. Natural Resource Group.

2014 **Phase I Archaeological Assessment for Wilkes Street Townhomes Redevelopment, City of Alexandria, Virginia.** Historian. Compiled ownership and property use history for Phase I archaeological assessment. Capital Investment Advisors.

2014 **Loudoun Courts Complex Expansion, City of Leesburg, Virginia.** Architectural Historian. Conducted intensive architectural survey and compiled survey documentation for four architectural resources. Dewberry, Inc., Fairfax, Virginia.

2014 **Lucketts Safety Improvements, Loudoun County, Virginia.** Architectural Historian. Conducted reconnaissance and intensive architectural survey, compiled survey documentation, and wrote report for improvements to James Monroe Highway. The Virginia Department of Transportation, Fairfax, Virginia.

2014 **Maryland Department of Natural Resources, Baltimore County, Charles County, Harford County, and St. Mary's County, Maryland.** Conducted intensive survey, historic research, and eligibility assessment for eight architectural resources. Maryland Department of Natural Resources.

2013 **Falmouth, Virginia Revised National Register Nomination, Stafford County, Virginia.** Architectural Historian. Conducted field survey and revised National Register Nomination for the Falmouth Historic District. Virginia Department of Transportation, Fredericksburg, Virginia.

2012 **Purple Line Transit Study, Montgomery and Prince George's Counties, Maryland.** Architectural Historian. Conducted reconnaissance architectural survey and compiled survey documentation. Gannett Fleming, Baltimore, MD.

2011 **Twin Ridges Wind Farm Project, Somerset County, Pennsylvania.** Architectural Historian. Reconnaissance field survey and national register evaluation of 158 historic resources. EverPower Wind Holdings, Inc.

2011 **U.S. Army Corps of Engineers, Pittsburgh District.** Architectural Historian. Documentary research, field survey, and historic context for multiple property documentation of 16 flood control reservoirs and dams. U.S. Army Corps of Engineers, Pittsburgh, Pennsylvania.

2010 **Nine Mile Point Nuclear Power Plant Expansion, Oswego County, New York.** Architectural Historian. Conduxcted reconnaissance architectural survey of 145 resources and wrote historic context. AREVA NP, Inc. and ESS Group, Inc.

2009 **Route 250 Bypass Interchange at McIntire Road, Charlottesville, Virginia.** Architectural Historian. Historic context, documentary research, reconnaissance and intensive architectural survey, and effects analysis. Rummel, Klepper & Kahl.

2007 **Washington Dulles International Airport Historic District, Loudoun County, VA.** Architectural Historian. Intensive architectural survey forms on four buildings. Parsons Management Consultants.

2006 **District of Columbia Workhouse and Reformatory Historic District, Lorton, Fairfax County, Virginia.** Architectural Historian. Documentary research, architectural survey, and significance evaluation, National Register Nomination. Fairfax County Department of Planning and Zoning.

2005 **Replacement of Bidle Road Bridge over Catoctin Creek, Frederick County, Maryland.** Architectural Historian. Documentary research, historic context, and reconnaissance architectural survey. Wilson T. Ballard Co.

2001 **Expressway Improvement Project, S.R. 0309, Section 100, Montgomery County, Pennsylvania.** Architectural Historian. Revised historic resources survey and Criteria of Effects evaluation. Gannett Fleming. Cultural Heritage Research Services.



■ HEADQUARTERS
Jackson, MI

■ OTHER LOCATIONS
Ann Arbor, MI Littleton, MA Tarboro, NC Columbus, OH West Chester, PA
Ogden, UT Alexandria, VA Charlottesville, VA Milwaukee, WI