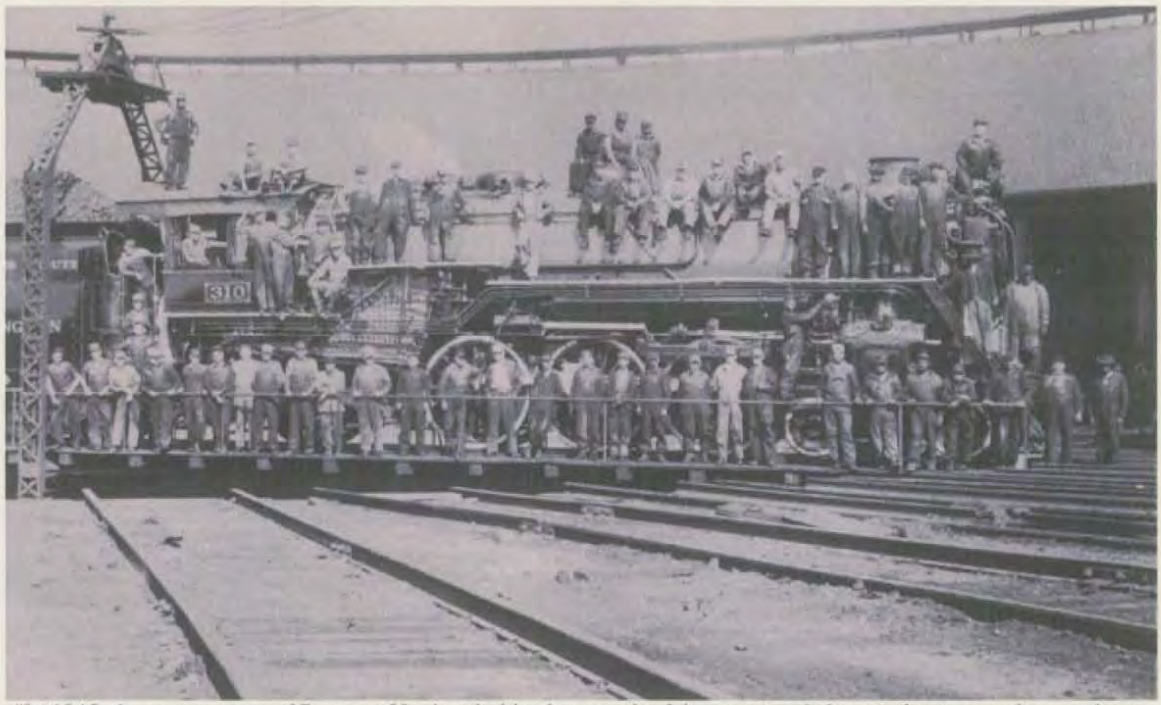
Thunderbird
Archeology

ARCHEOLOGICAL RESOURCE MANAGEMENT PLAN FOR THE POTOMAC YARD PROPERTY, LANDBAYS E, G, H, I, J, K, L, AND M, CITY OF ALEXANDRIA, VIRGINIA



"In 1945, the management of Potomac Yard took this photograph of the crew needed to service a steam locomotive to illustrate the savings in labor costs that would accompany the switch to diesel.
Image Source: James Foley Potomac Yard Collection.

By
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March 2007 (*Revised November 2007*)
WSSI Project #21486.01

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Firestation

Location

The proposed fire station is situated between existing Route 1 and the future Main Street within Landbay G (Exhibit 20).

Potential Prehistoric and Historic Resources

The probability that an area might yield a prehistoric archeological site is dependent on variables such as topography, aspect, proximity to water, and the availability of knappable lithic raw material. The proposed fire station is located along the edge of a high terrace, which in 1865, ranged in elevation between 50-60 feet a.s.l. The level ground is some distance from the nearest water source and would have a low probability for the presence of prehistoric sites.

Walker and Harper (1989) identified four archeological resources and three architectural resources with potential significance that appear to be within the vicinity of the proposed fire station. The archeological resources included the: 1) Alexandria Canal, 2) Alexandria & Washington Railroad, 3) Washington & Alexandria Turnpike, and 4) the Washington and Ohio Junction Station.

The researchers felt that there was a high probability that much of the Alexandria Canal still existed within Potomac Yard at that time and exploratory testing was recommended (Walker and Harper 1989:22). No further work was recommended on the Alexandria & Washington Railroad, which was the earliest line in this area (Walker and Harper 1989:23). Likewise, no recommendations for additional work were made for the Turnpike. Although the Washington and Ohio Junction Station was presumed to be demolished in the 1950s, foundations may have remained and exploratory work was recommended (Walker and Harper 1989:30)

Historic maps from the early 1860s do not show any buildings within the vicinity of the proposed fire station, but three buildings are shown outside of the project area to the northwest of the intersection of the Alexandria Turnpike (Route 1) with East Glebe Road (Exhibit 21). The southernmost building is associated in 1878 with the name "Brown".

The 1878 Hopkins map also depicts a new ancillary road connecting with Route 1 beneath East Glebe Road. A new house is located along this new intersection and is identified as belonging to Mrs. Sanborn (Exhibit 22). By 1894, the Washington and Ohio Junction station appears to have been constructed to the northwest of the proposed fire station (Exhibit 23).

Potomac Yard Railroad Resources

The construction of Potomac Yard between circa 1904 and 1906 significantly altered the landscape in the vicinity of the proposed fire station. The establishment of Potomac Yard led

to the demolition of the historic structures within the area, and covered the project area with tracks and railroad-related buildings. Between 1906 and 1956, Potomac Yard continued to evolve, as old buildings were razed and new ones constructed.

Early 20th century aerial photographs of Potomac Yards show the extent of disturbance to the study area by the construction of buildings and tracks, including the southbound hump (Plate 3). A building is shown on early 20th century maps in the approximate location of the former W.O. & W. Junction Station (Exhibit 24). This building is visible in the photographs as a two-story brick building, with a half-moon shaped driveway leading to the north façade (see Plate 3- upper left).

Analysis and Recommendations

The proposed location of the fire station and the entire western portion of Landbay G are located within a "cut area" where the historic surface has been completely removed by the construction of Potomac Yard.

No archeological work is recommended for this site plan.

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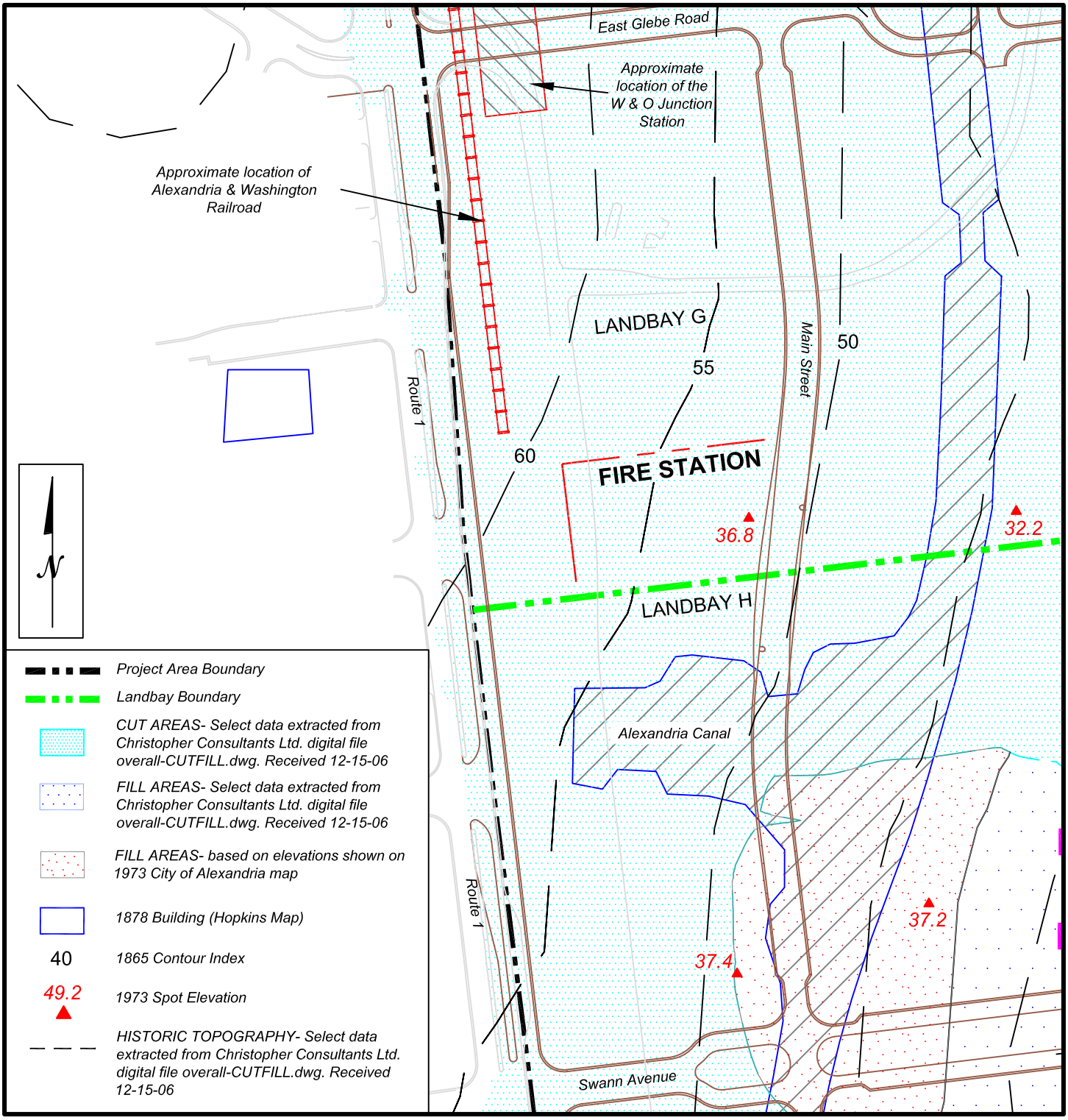

Proposed Fire Station: Potential Historic Resources
Potomac Yard - WSSI #21486.01
Scale: 1" = 150'

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Exhibit 20

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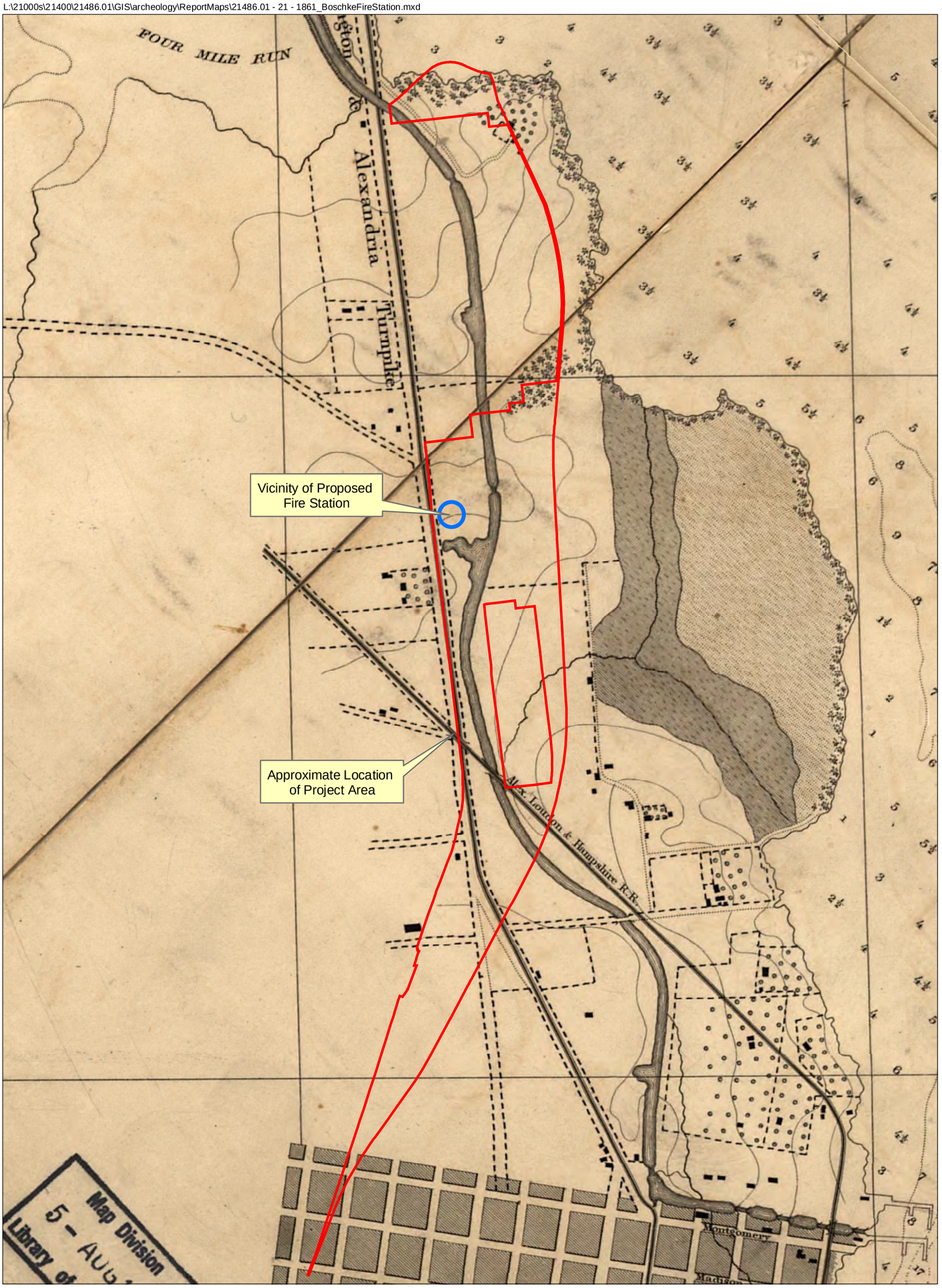

1861 A. Boschke Map
Washington, District of Columbia
Potomac Yard
WSSI #21486.01
Scale: 1" = 800'

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Map Source: "Topographical map of the District of Columbia. Surveyed in the years 1856 '57 '58 & '59 by A. Boschke". 1861. Library of Congress Geography and Map Division Washington, D.C. Original Scale: 1:15,840

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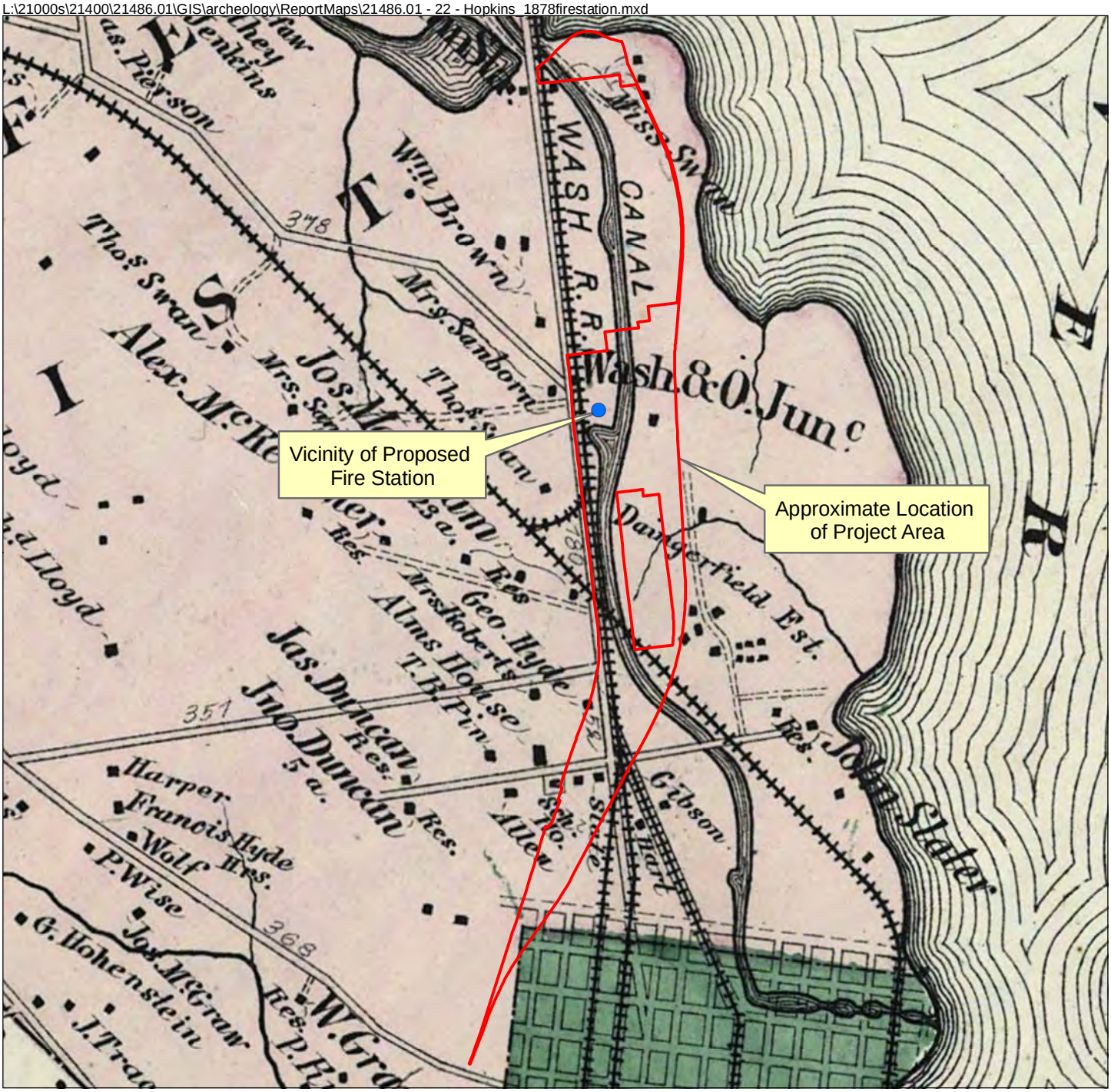

1878 Hopkins Map
Alexandria, VA
Potomac Yard
WSSI #21486.01
Scale: 1" = 1500'

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Map Source: "Alexandria County, Virginia. Entered according to the Act of Congress in the year 1878. By G.M. Hopkins in the Office of the Librarian of Congress at Washington". Library of Congress Geography and Map Division Washington D.C. Original Scale: 2 inches = 1 mile.

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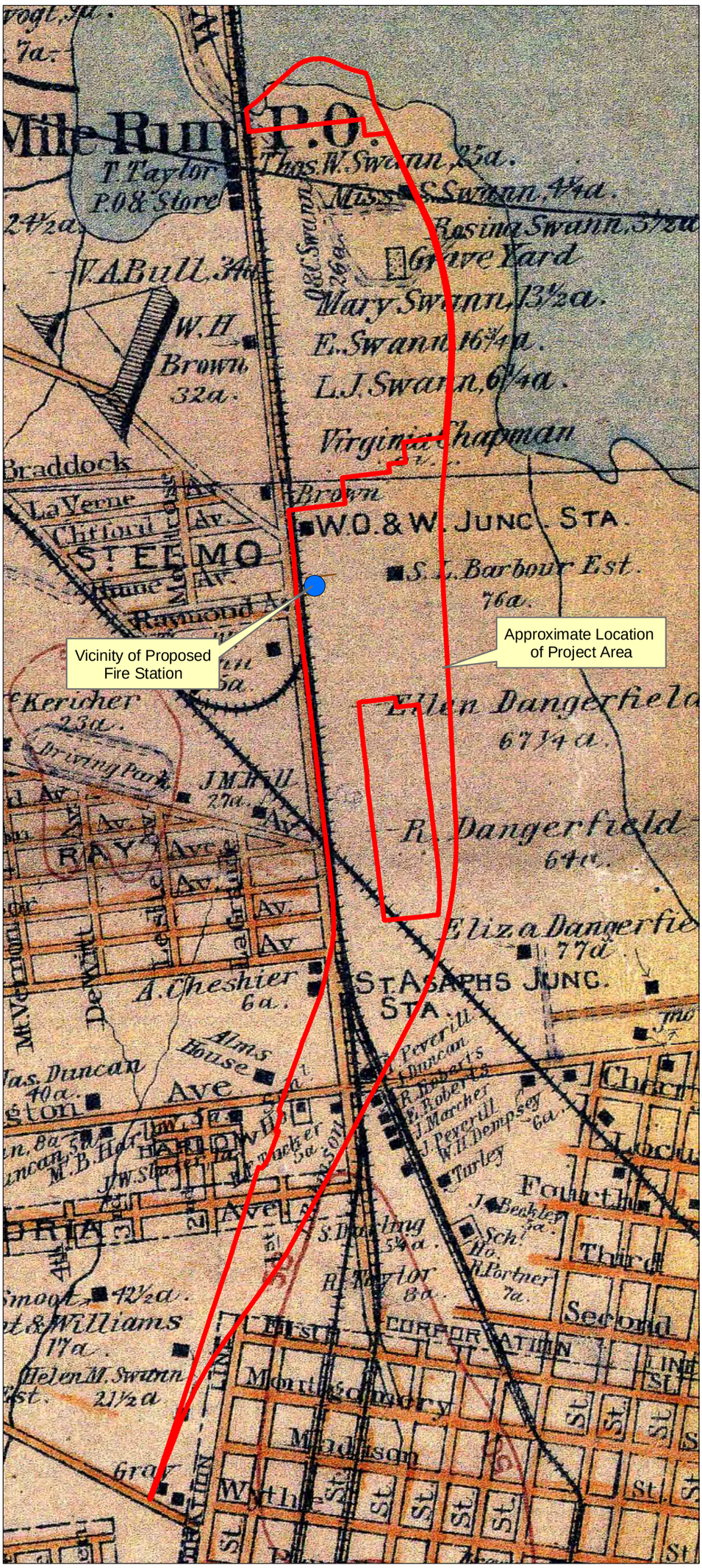

1894 Hopkins Map
Alexandria, Virginia
Potomac Yard
WSSI #21486.01
Scale: 1" = 800'

Map Source: 1894. Hopkins Map. National Archives. Reproduction obtained from History Matters, LLC. 1502 21st Street, NW 2nd Floor. Washington, DC 20036. Original Map Scale: Unknown.

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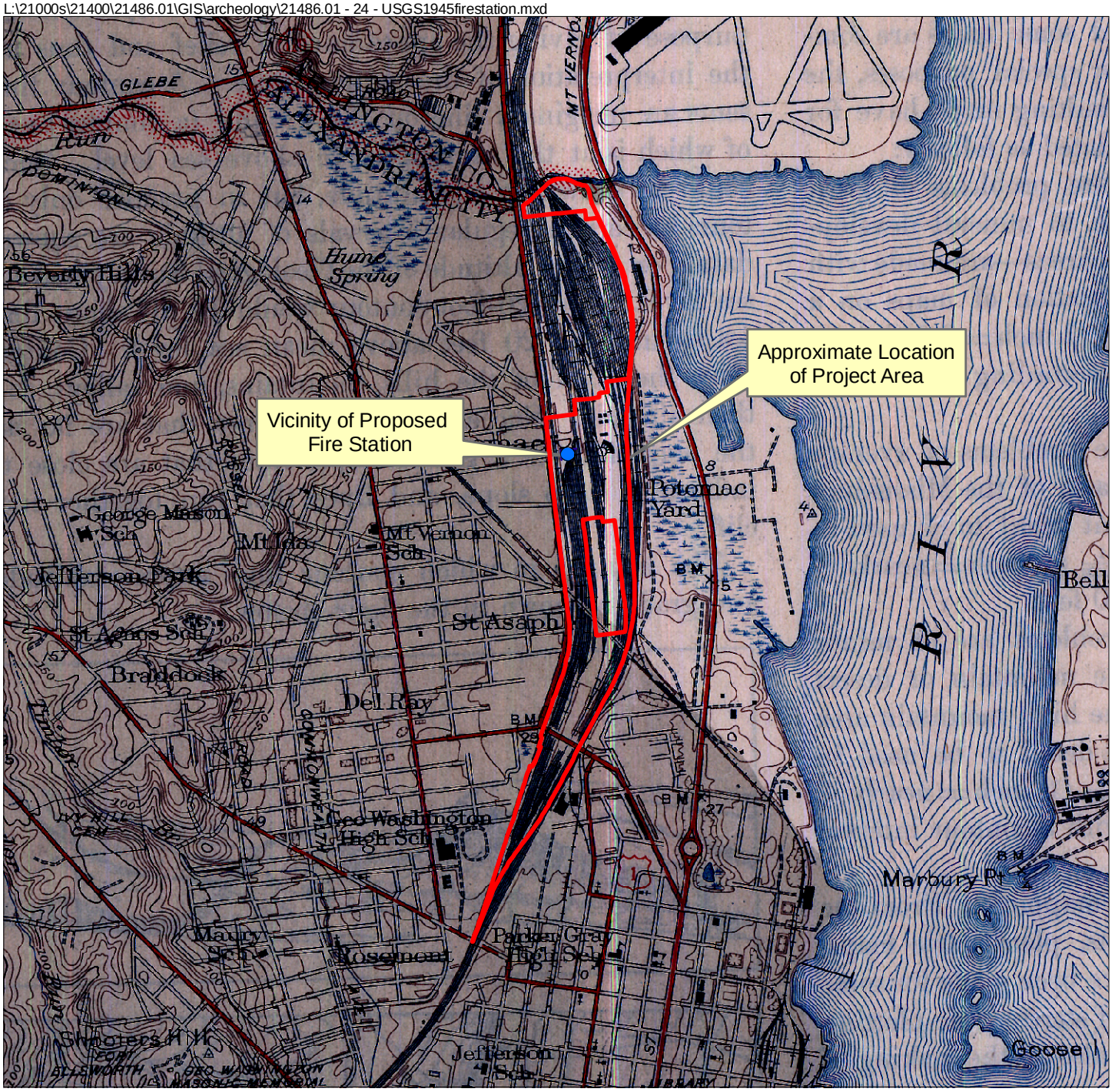

USGS Quad Map
Alexandria, VA-DC-MD 1945
Potomac Yard
WSSI #21486.01
Scale: 1" = 2000'

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Central Portion of Potomac Yard
Potomac Yard - WSSI #21486.01

Image Source: James Foley Potomac Yard Collection.

Landbay G

Location

Landbay G is located immediately south of the Potomac Yard Shopping Center and is situated between Potomac Avenue and Route 1 (Exhibit 25). East Glebe Road bisects the Landbay from east to west. Portions of Potomac Avenue, Main Street and Route 1 are also included in Landbay G.

Potential Prehistoric and Historic Resources

The Potomac Yard property was situated along relatively level terraces that drained toward the marshes behind Daingerfield Island and eventually into the Potomac River. Some of the highest probability areas - the high ground along the western side of the project area and the land adjacent to Four Mile Run- have been destroyed by the landscape alteration during the establishment of the yard; however, the very edge of one terrace along the eastern half of Landbay G may have survived and been buried under fill deposits. Historic maps from the early 1860s (Boschke and Barnard) show the extreme northeastern corner of the Landbay is wooded (Exhibit 26). The trees and the topography suggest a possible drainage leading down to the Potomac River; therefore, any undisturbed portion of this terrace would have a moderate to high probability for containing prehistoric resources.

Potential historic resources include those identified by Walker and Harper in 1989; four archeological resources and three architectural resources with potential significance appear to be located within or immediately adjacent to Landbay G. The archeological resources included the: 1) Alexandria Canal, 2) Alexandria & Washington Railroad, 3) Washington & Alexandria Turnpike, and 4) the Washington and Ohio Junction Station.

Walker and Harper felt that there was a high probability that much of the Alexandria Canal still existed within Potomac Yard at that time and exploratory testing was recommended (1989:22). No further work was recommended on the Alexandria & Washington Railroad, which was the earliest line in this area (Walker and Harper 1989:23). Likewise, no recommendations for additional work were made for the Turnpike. Although the Washington and Ohio Junction Station was presumed to be demolished in the 1950s, foundations may have remained and exploratory work was recommended (Walker and Harper 1989:30).

The four architectural resources that were considered potentially significant within the Landbay included the: 1) Bunk House, 2) Fragment of Original Engine house, 3) Oil Storage Building, and the 3) Turntable. None of the buildings are currently standing within the study area.

Additional resources are shown nearby on historic maps. Three buildings are shown outside of the study area on the 1860s maps to the northwest of the intersection of East Glebe Road and the Alexandria Turnpike (Route 1) (see Exhibit 26); the southernmost building is

associated in 1878 with the name "Brown". The 1878 Hopkins map also depicts a new ancillary road connecting with Route 1 beneath East Glebe Road. A new house is located along this new intersection and is identified as belonging to Mrs. Sanborn. The Washington and Ohio Junction station also appears on this map within the northwest corner of Landbay G (Exhibit 27).

The population growth is evident on the 1894 Hopkins map, as the neighborhoods of St. Elmo and Del Ray appear on the west side of Route 1. The W.O. & W. Junction Station is still standing in 1894 and the estate home of S.L. Barbour is depicted south of the Landbay (Exhibit 28).

Potomac Yard Railroad Resources

The construction of Potomac Yard between circa 1904 and 1906 significantly altered the landscape in the vicinity of Landbay G. The establishment of Potomac Yard led to the demolition of the historic structures within the area, and covered the study area with tracks and railroad-related buildings. Between 1906 and 1956, Potomac Yard continued to evolve, as old buildings were razed and new ones constructed.

Early 20th century aerial photographs of Potomac Yards show the extent of disturbance to the study area by the construction of buildings and tracks, including the southbound hump (see Plate 3). A building is shown on early 20th century maps in the approximate location of the former W.O. & W. Junction Station (Exhibit 29). This building is visible in the photographs as a two-story brick building, with a half-moon shaped driveway leading to the north façade (see Plate 3).

Analysis and Recommendations

Over the years, much of the original topography has been modified – cut and filled – by the development of the Potomac Yard. In 1865, elevations in Landbay G ranged from 60 feet to approximately 30 feet a.s.l from west to east; by 1973, the grade was nearly level across the study area (40 feet a.s.l.). Therefore, most of Landbay G is within a "cut area", where the modern ground surface is below the historic surface (Exhibit 30).

However, all of Potomac Avenue and the northeastern corner of Landbay G appear within a "filled area", where the historic surface elevation is within 5 feet or higher of the modern (1973 and 2004) elevations. This area has a moderate to high probability for the presence of prehistoric resources within the potentially buried ground surface. The level terraces situated above the marshes of Daingerfield Island would have been attractive to prehistoric populations for their resources. Although test borings have been excavated in this vicinity within Potomac Yard, the buried ground surface may have been overlooked.

Planned impacts within this "filled area" of Landbay G include the construction of a new utility line beneath the proposed Potomac Avenue that will intersect with an existing utility line. The existing line runs underneath the proposed path of Potomac Avenue up to Station 35 + 00. Therefore, geotechnical boring is recommended between Stations 35 + 50 and 52 +

50 of the proposed Potomac Avenue to look for buried surfaces (see Exhibit 30). If construction is planned within the small "filled" section northwest of the intersection of East Glebe Road with Potomac Avenue that impacts the 30-35 feet a.s.l elevation or below, additional archeological testing may be required.

With the exception of the last 100-foot stretch of road, East Glebe Road lies within a "cut area", where the 2004 ground surface is estimated to be 13 to 16 feet below the historic surface (see Exhibit 30). No potential historic resources are located between Stations 19 + 00 and 20 + 76.93; no testing is recommended for this 100-foot stretch of road.

Finally, although some of the areas within Landbay G have a high probability of containing archeological resources, the level of 20th century disturbance from the construction and decommissioning of the Yard is unknown. Frank Lasch, a 30-year veteran of the rail yard and overseer of the demolition of the yard, has indicated that a great deal of disturbance occurred in the central operations area (vicinity of Landbay G) during the removal of the yard buildings during the 1990s.

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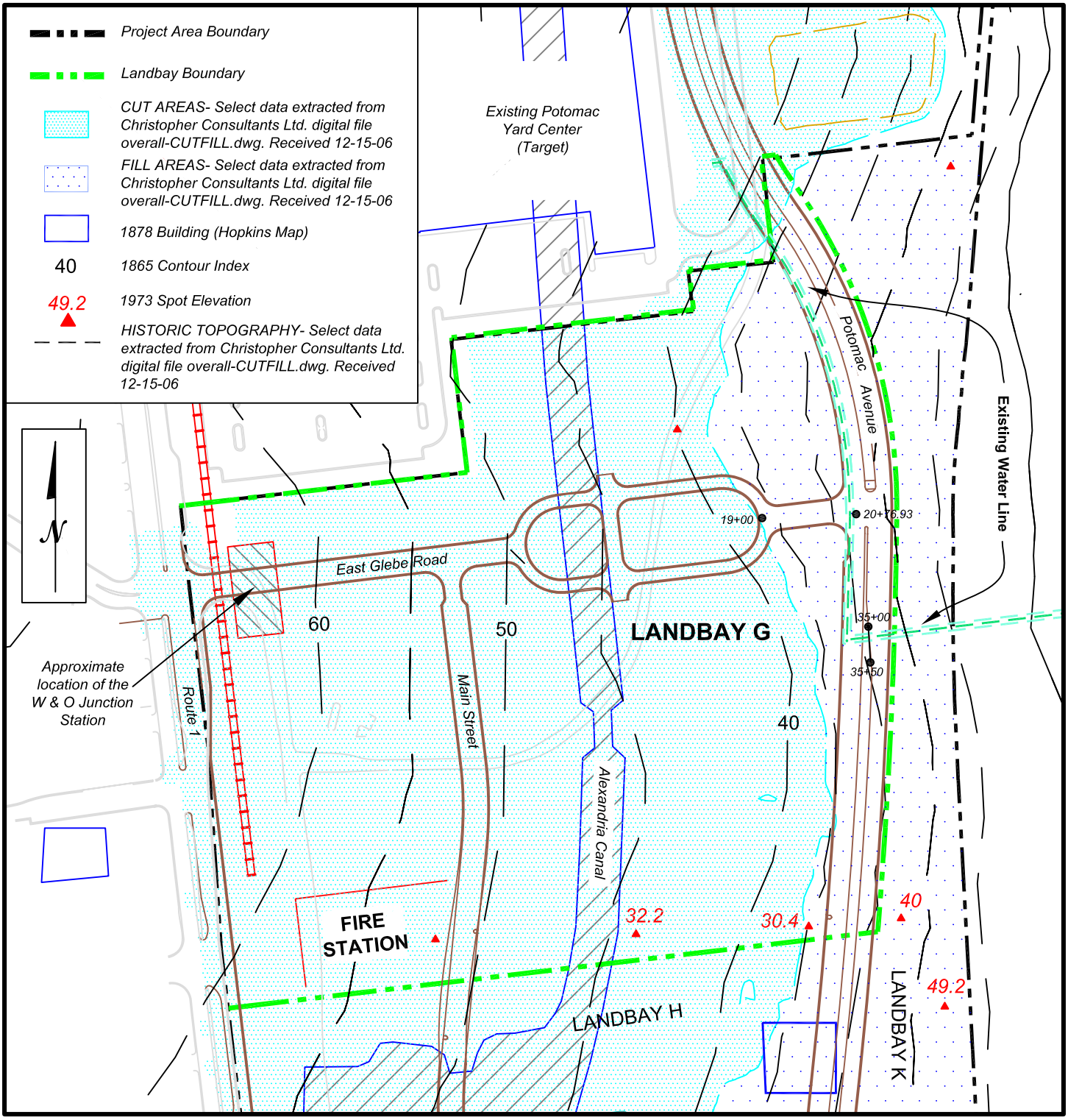

LANDBAY G: Potential Historic Resources
Potomac Yard - WSSI #21486.01
Scale: 1" = 200'

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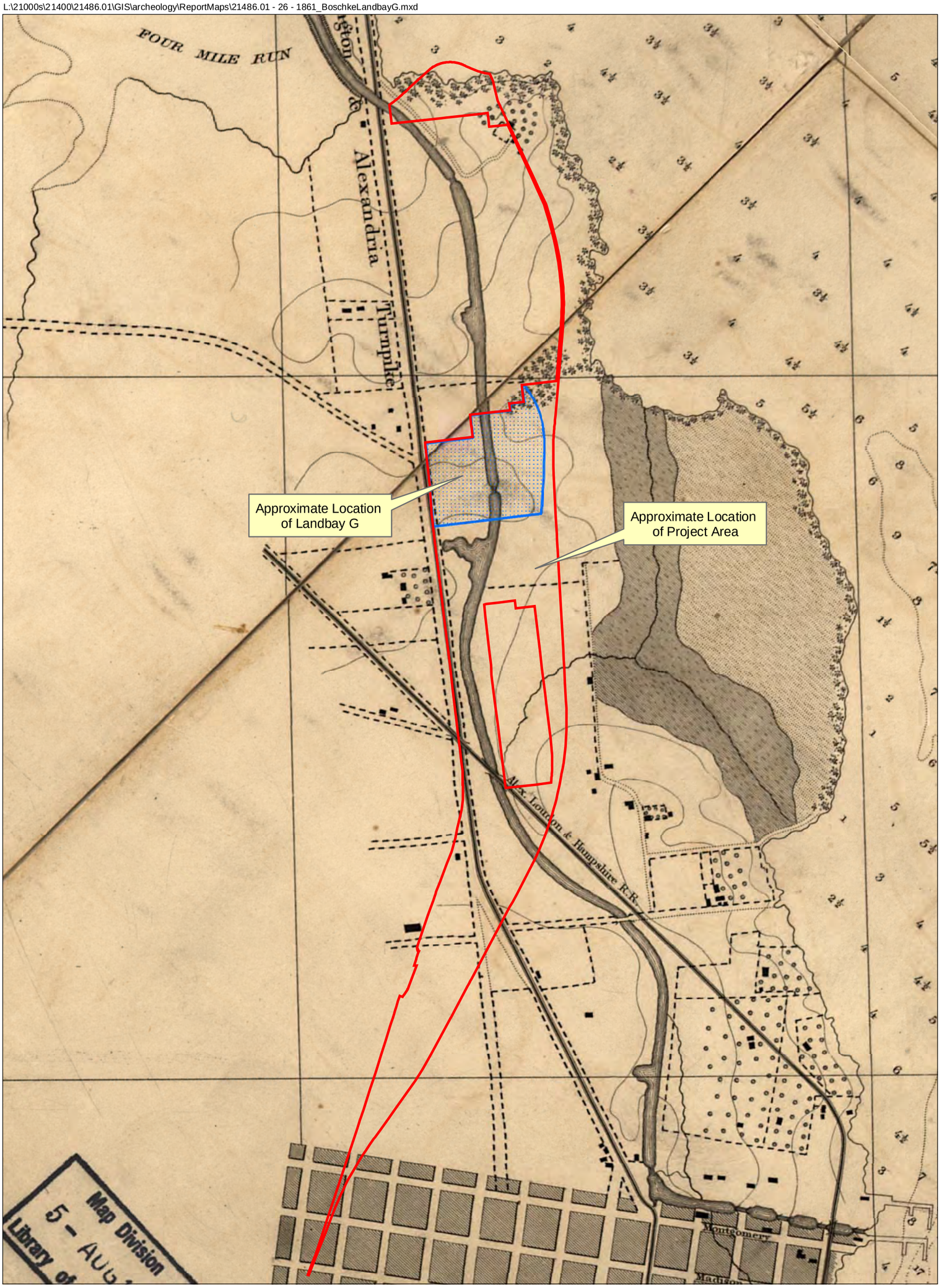

1861 A. Boschke Map
Washington, District of Columbia
Potomac Yard
WSSI #21486.01
Scale: 1" = 800'

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Map Source: "Topographical map of the District of Columbia. Surveyed in the years 1856 '57 '58 & '59 by A. Boschke". 1861. Library of Congress Geography and Map Division Washington, D.C. Original Scale: 1:15,840

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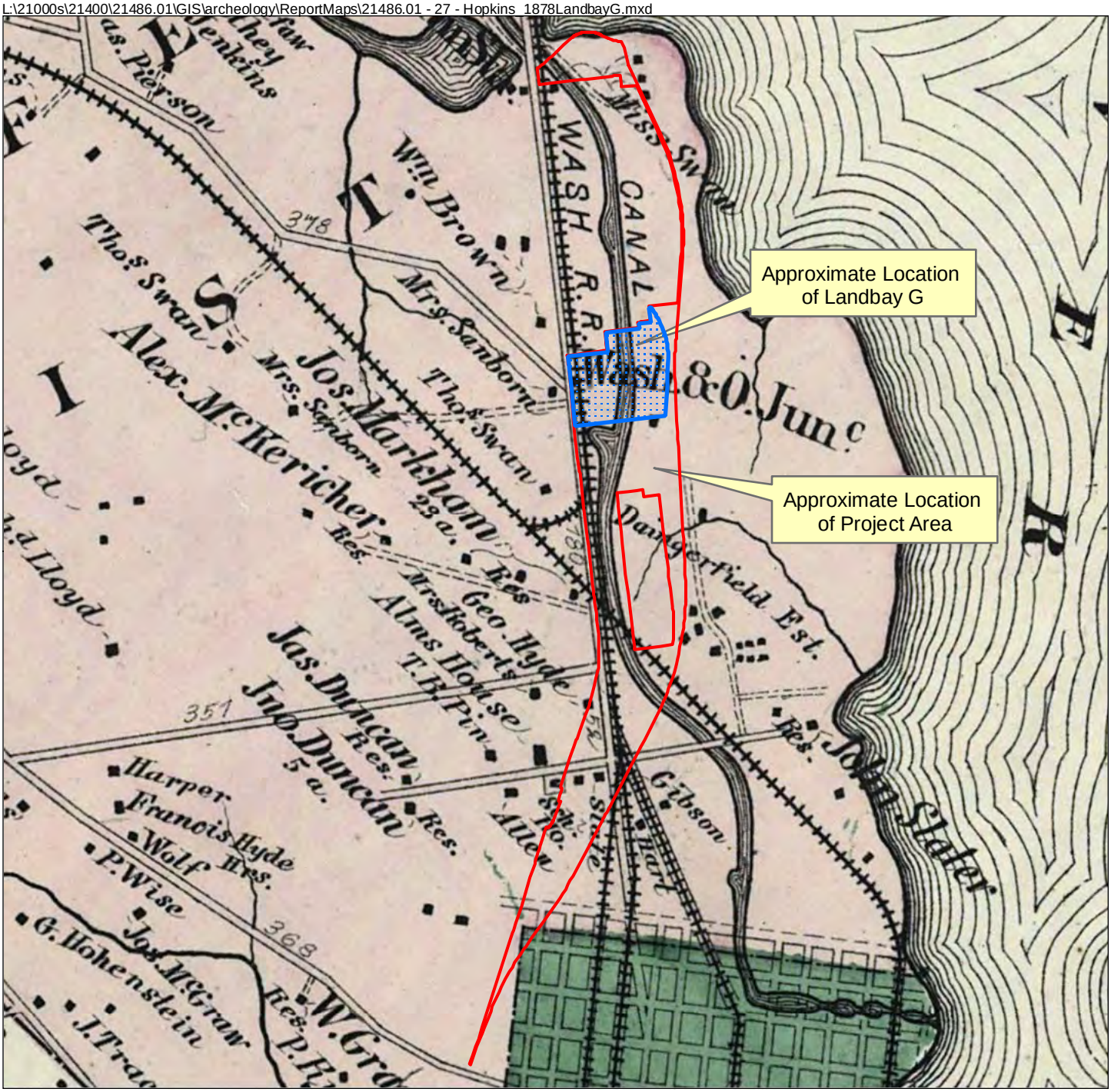

1878 Hopkins Map
Alexandria, VA
Potomac Yard
WSSI #21486.01
Scale: 1" = 1500'

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Map Source: "Alexandria County, Virginia. Entered according to the Act of Congress in the year 1878. By G.M. Hopkins in the Office of the Librarian of Congress at Washington". Library of Congress Geography and Map Division Washington D.C. Original Scale: 2 inches = 1 mile.

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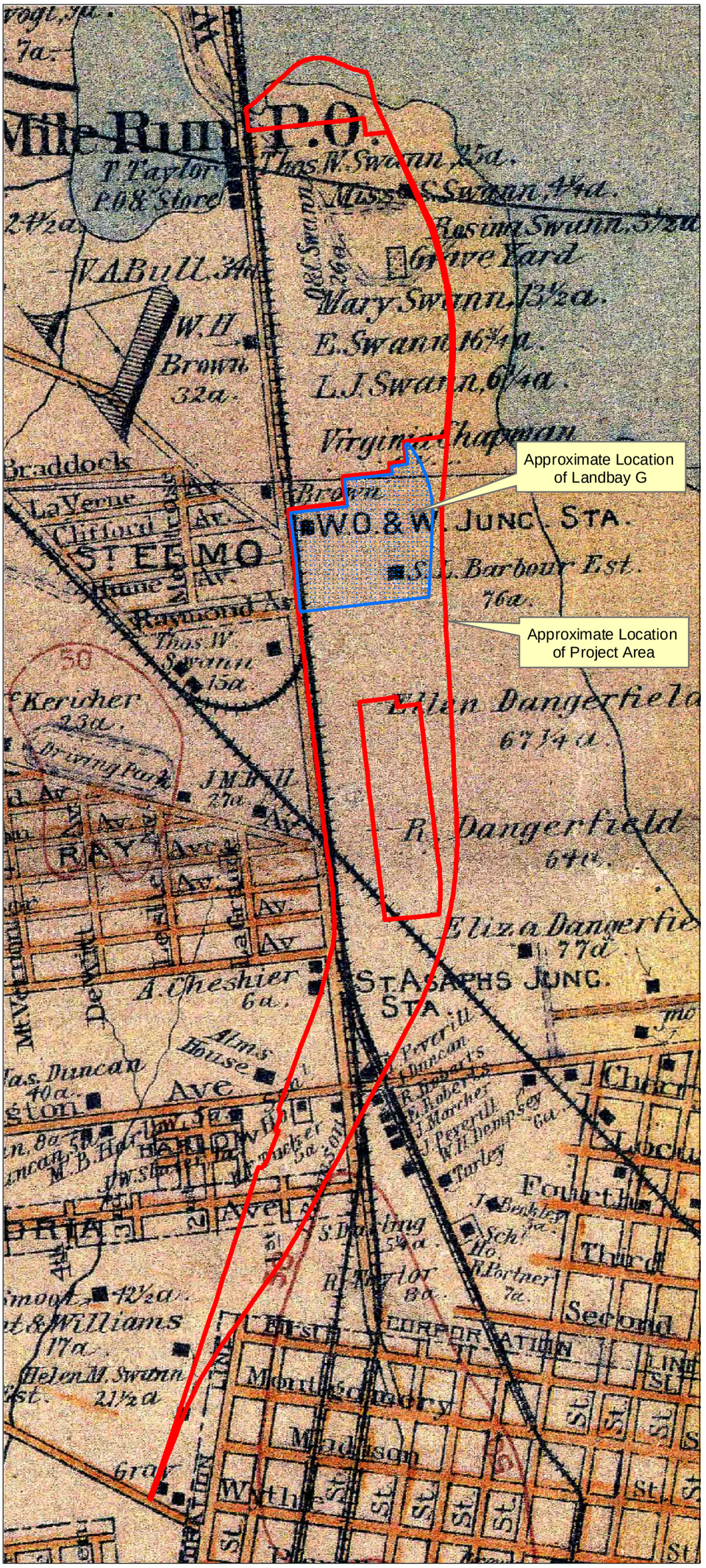

1894 Hopkins Map
Alexandria, Virginia
Potomac Yard
WSSI #21486.01
Scale: 1" = 800'

Map Source: 1894. Hopkins Map. National Archives. Reproduction obtained from History Matters, LLC. 1502 21st Street, NW 2nd Floor. Washington, DC 20036. Original Map Scale: Unknown.

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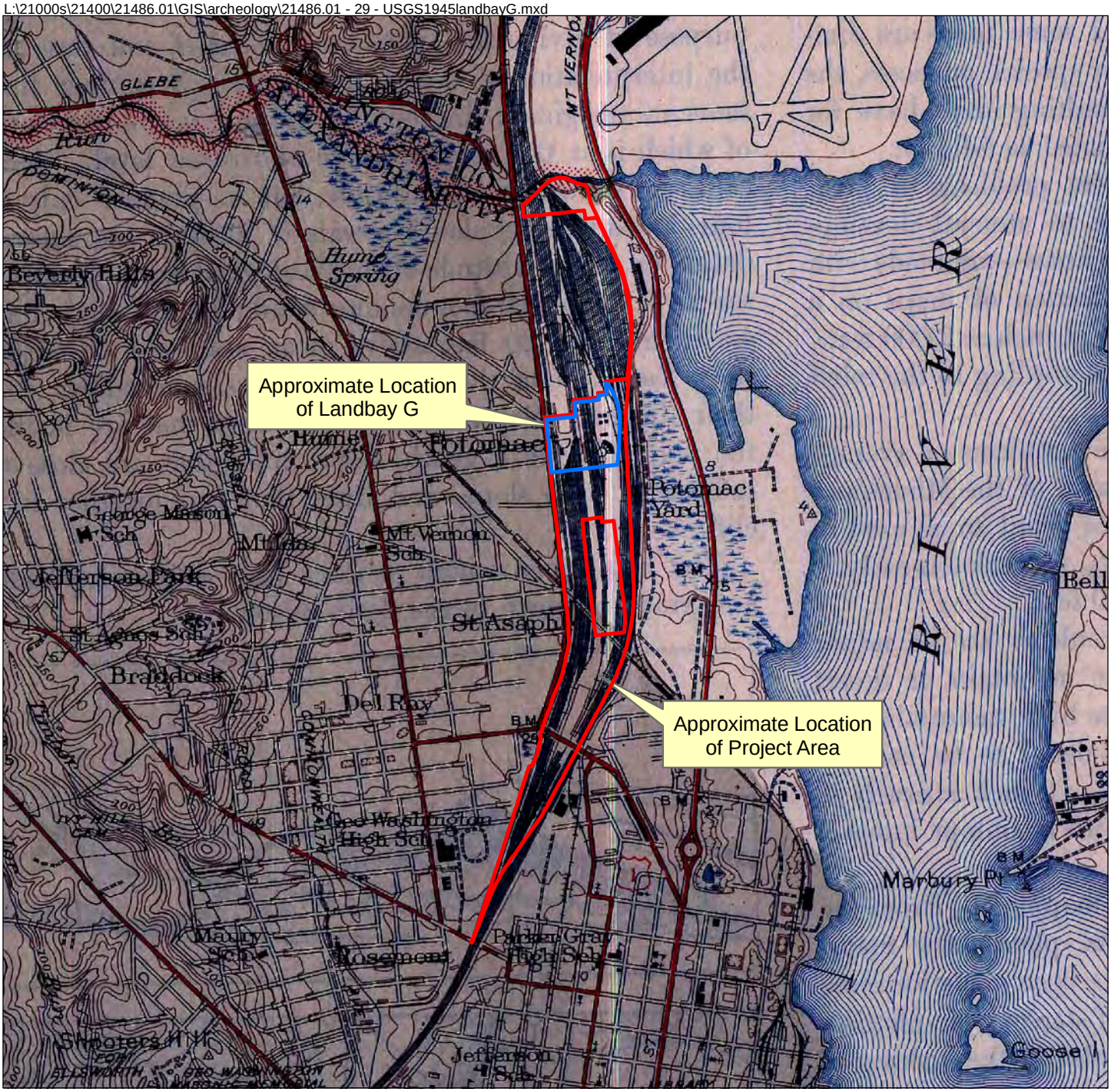

USGS Quad Map
Alexandria, VA-DC-MD 1945
Potomac Yard
WSSI #21486.01
Scale: 1" = 2000'

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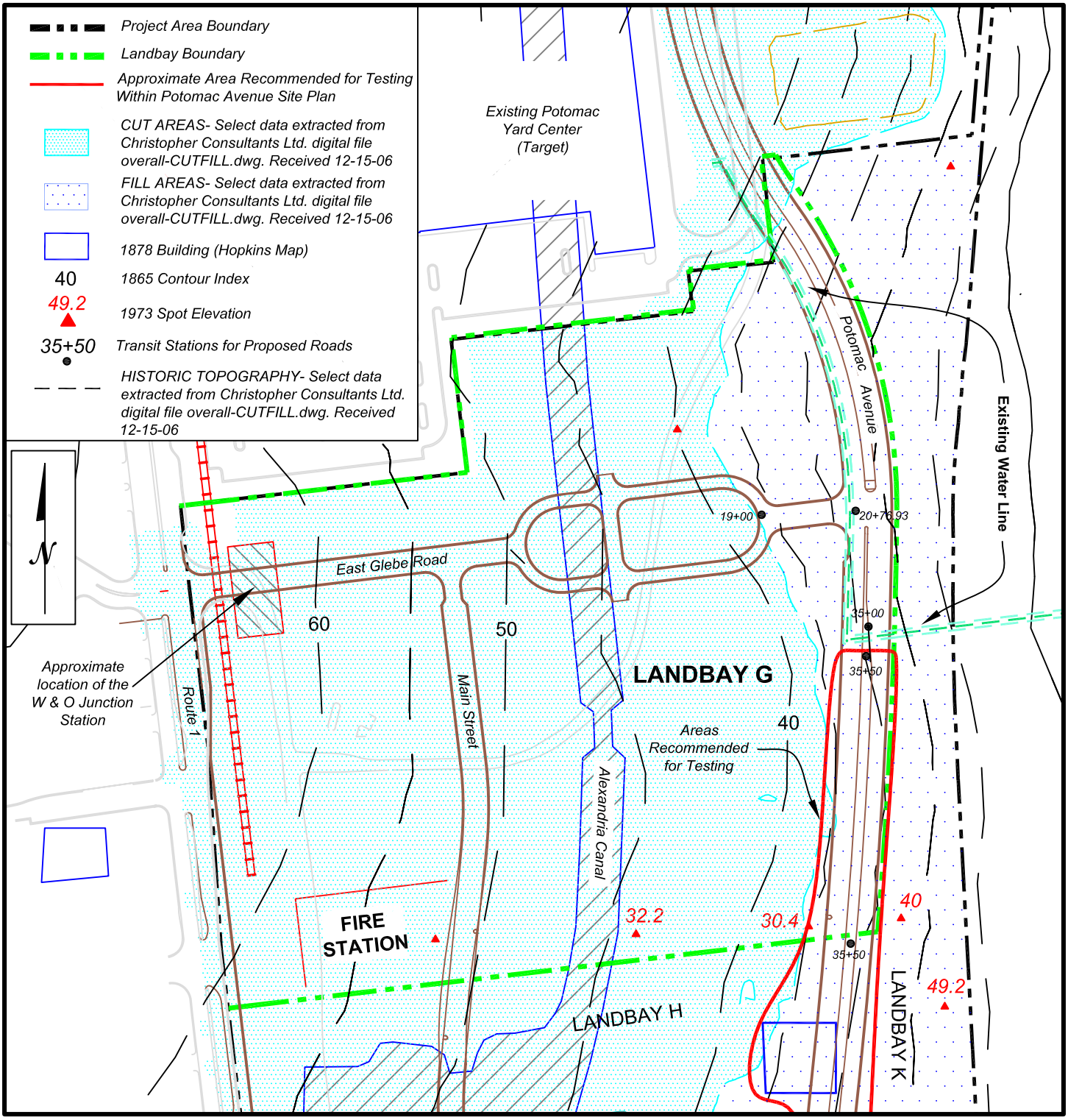

LANDBAY G: Area Recommended for Testing
Potomac Yard - WSSI #21486.01
Scale: 1" = 200'

Landbay H

Location

Landbay H is located in the north-central portion of Potomac Yard and is situated between Potomac Avenue and Route 1 (Exhibit 31). Swann Avenue runs along the southern end of the study area. All of Swann Avenue and portions of Potomac Avenue, Main Street and Route 1 are included in Landbay H.

Potential Prehistoric and Historic Resources

The Potomac Yard property was situated along relatively level terraces that drained toward the marshes behind Daingerfield Island and eventually into the Potomac River. Some of the highest probability areas - the high ground along the western side of the project area and the land adjacent to Four Mile Run- have been destroyed by the landscape alteration during the establishment of the yard; however, the terraces along the eastern edge Landbay H, which may have survived buried under fill deposits, have a moderate probability for prehistoric resources.

The Alexandria Canal traverses much of the project area; the canal and a probable Turning Basin were located within Landbay H. The canal was constructed in 1843 and abandoned in 1886. The canal was reportedly filled in the in the early 20th century, however Jim Foley (personal communication date) asserts that the final yard grade floor in 1977, "had undercut the floor of the canal for its entire length through the yard by as much as 5-8 feet or more".

An unidentified building that appears on the 1878 Hopkins map near Station 41 + 00 of Potomac Avenue, is identified later on the 1894 Hopkins map as the estate of S. L. Barbour (see Exhibit 31). The Barbour House tract was formally part of Henry Dangerfield's "Island Farm", which was situated between the Preston Plantation and Slater's Lane. The Dangerfield property was divided among his heirs upon his death. The 76-acre tract (Lots 6 and 7) was inherited in 1870 by his daughter, Susan Barbour, who was married at the time to the president of the Orange & Alexandria Railroad, John S. Barbour. The 1870 plat map does not show a house within this 76-acre property, and the land was valued less than other lots that did have buildings. The house on this property, therefore, must have been constructed between 1870 and 1878, when it first appears on the Hopkins map.

It is unclear whether Susan Barbour resided here, but there is a good possibility that she rented the property to tenants. She also owned property in Washington D.C. and in Prince Georges County, Maryland. Susan Barbour died at her Maryland estate in 1886, and left the Barbour tract to her husband for use during his lifetime. When he died, the property went to her sister, Ellen C. Daingerfield. Ellen eventually sold both her portion and Susan's portion of the Island Farm inheritance to Richard Call, who had acquired the entire Island Farm property from the Dangerfield heirs. He sold the entire property in 1903 to Washington Southern Railway; the deed does not mention any structures on the property at the time of this transfer.

Potomac Yard Railroad Resources

The 1953 plat map of the Yard shows the southern portion of central operations within Landbay H, which included approximately 17 buildings, and a portion of the Southbound Classification Yard (Exhibit 32).

Analysis

The historic topography is similar to that of Landbay G, with elevations that sloped from 55 feet to approximately 30 feet in elevation from west to east. A comparison of the historic 1865 and 2004 ground topography shows the modern ground surface above the historic surface along the eastern half of Swann Avenue and all of Potomac Avenue that is included in the Landbay (see Exhibit 31). According to Jim Foley (personal communication), during the construction of Potomac Yard, the higher ground along the west was cut down and used to fill the "sloping land mass down to the back washes and tidal marshes of Dangerfield's Island". The historic ground surface along these slopes thus was buried and may have been preserved at that time.

Although the 2004 elevations indicate that the central portion of Landbay H near the canal turning basin has been "filled", the 1973 topographic map shows that this portion of the Yard was indeed cut much deeper than the original historic surface. Exhibit 31 presents the graphic representation of the areas that have been cut and filled within Landbay H; the area stippled in red depicts a "cut" area based on the 1973 topographic data.

Finally, the level of 20th century disturbance from the construction and decommissioning of the Yard is unknown. Frank Lasch, a 30-year veteran of the rail yard and overseer of the demolition of the yard, has indicated that a great deal of disturbance occurred in the central operations area during the removal of the yard buildings during the 1990s (personal communication 2006).

Recommendations

While the proposed construction of townhouses within Landbay H will nearly be at grade with the historic elevation, the proposed utilities beneath Potomac Avenue will be the deepest construction impacts, penetrating to a depth ranging from 21 to 26 feet in elevation.

Archeological testing is recommended in the vicinity of the Barbour House, which is located partially within the proposed path of Potomac Avenue and partially within Landbay H (Exhibit 33). Mechanically excavated test trenches should be used to determine the absence or presence of historic ground surfaces or significant archeological resources related to the Barbour House. The depths of the trenches will be limited to depths of construction impacts.

Geotechnical boring has been recommended for the Potomac Avenue (Stations 35 + 50 and 52 + 50 and for Swann Avenue (Stations 14 + 87.5 and 16 + 68.5; Stations 17 + 50 through 18 + 25.69) to determine if prehistoric ground surfaces exist (see Exhibit 33). If the results of this testing find potentially significant archeological resources, additional testing may be required for the adjacent portions of Landbay H that are within the "filled areas".

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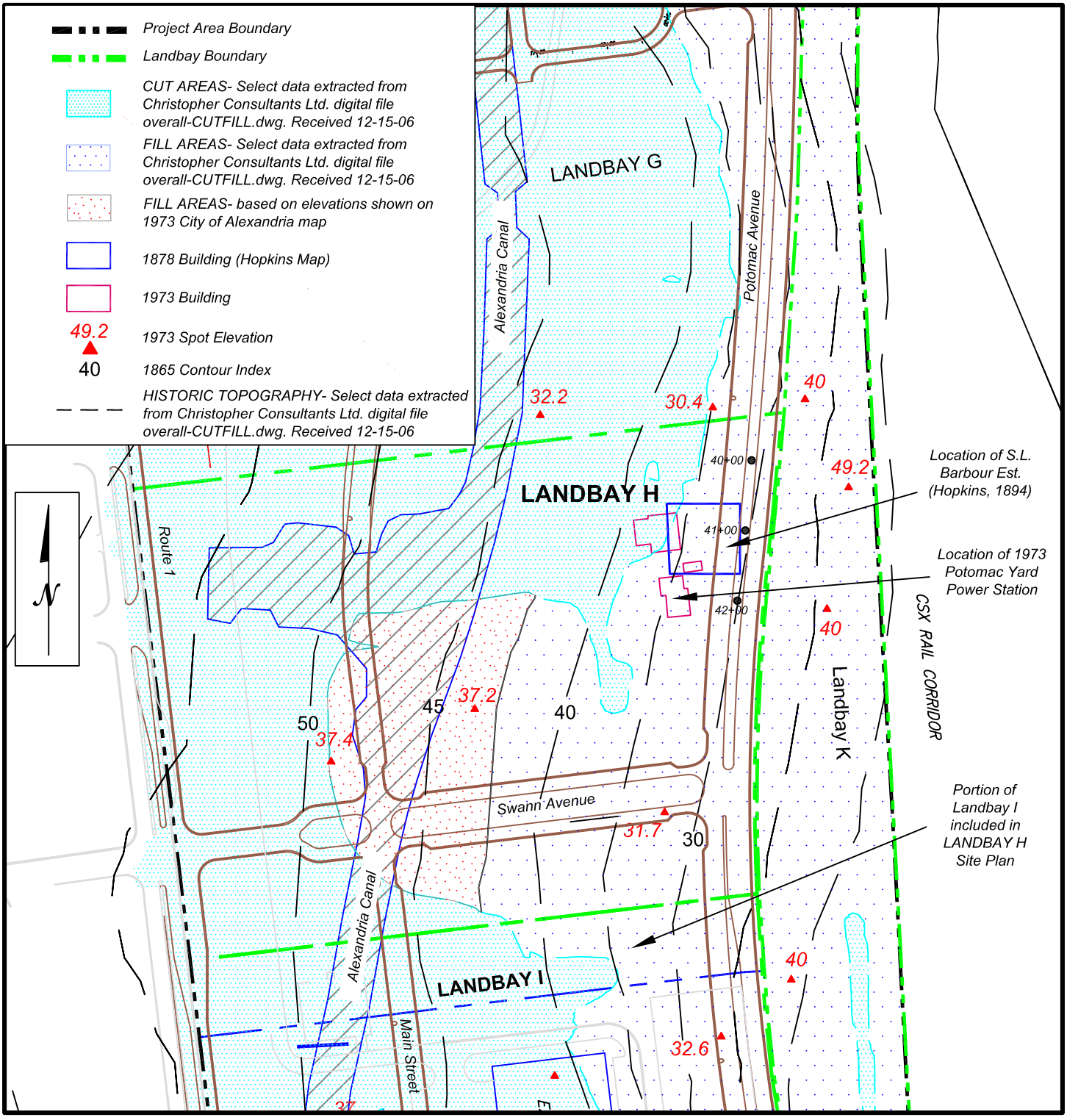

LANDBAY H: Potential Historic Resources
Potomac Yard - WSSI #21486.01
Scale: 1" = 200'

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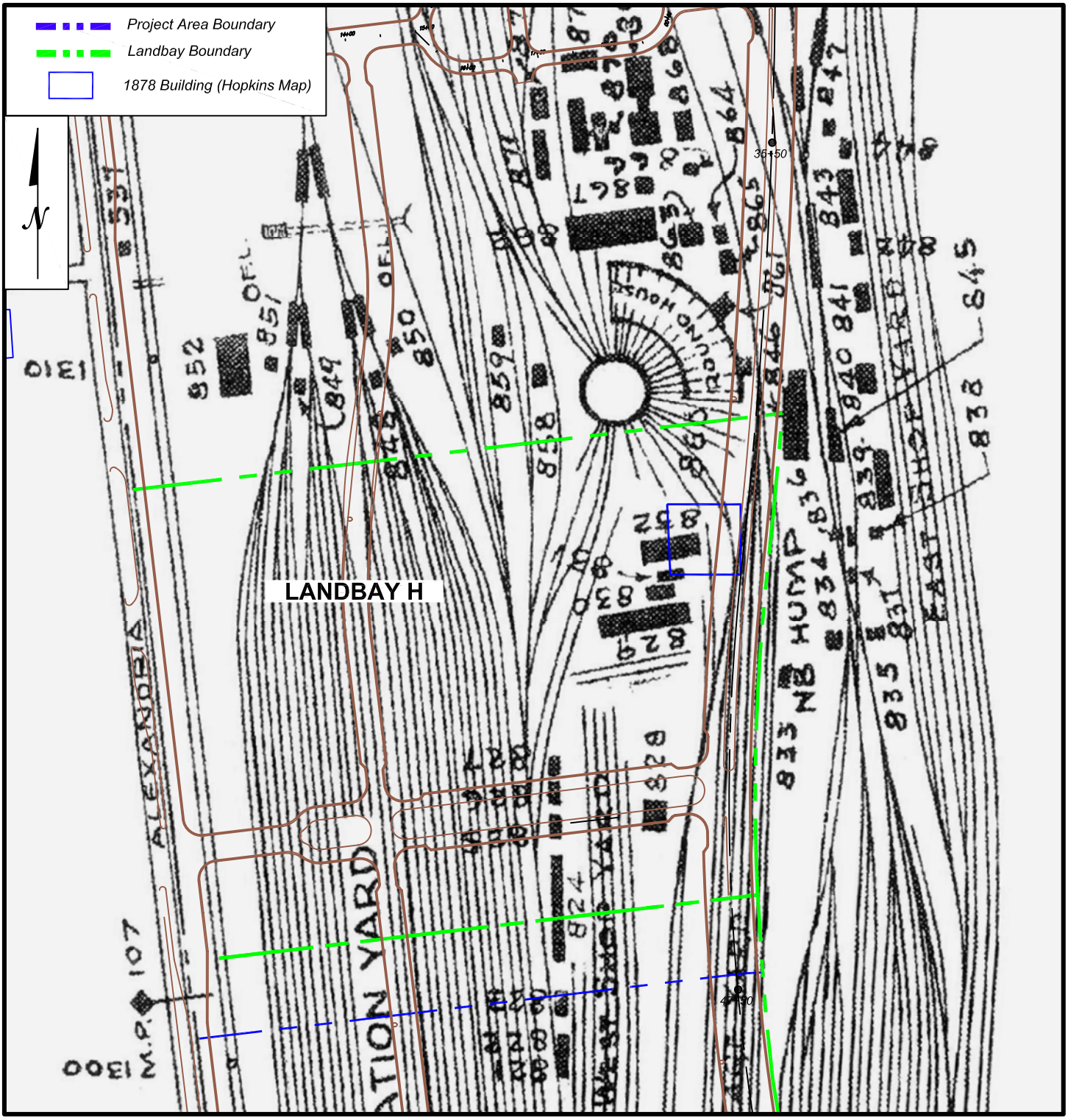

Portion of 1953 Map Showing Landbay H
Potomac Yard - WSSI #21486.01
Scale: 1" = 200'

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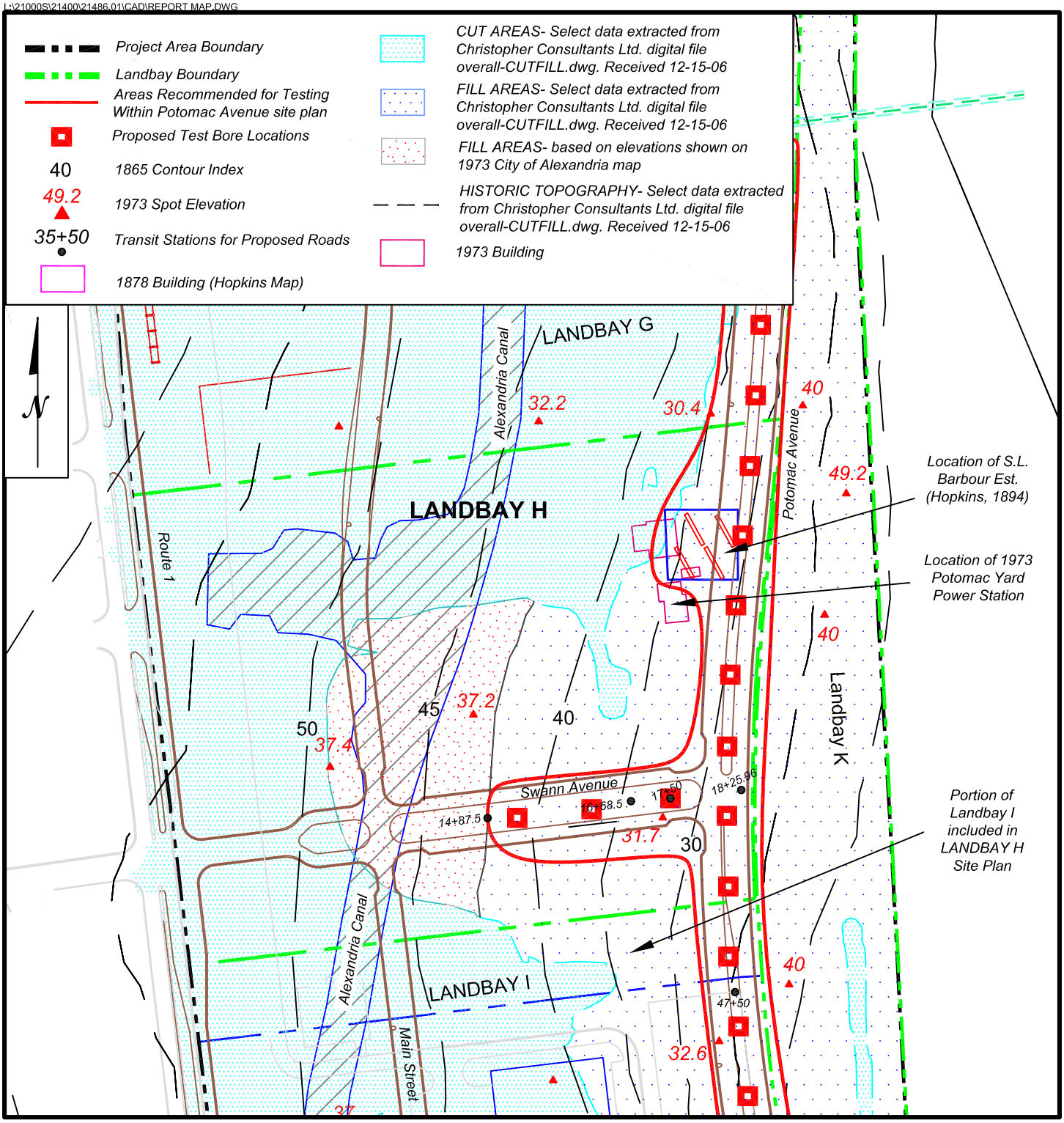


LANDBAY H: Areas Recommended for Testing
Potomac Yard - WSSI #21486.01
Scale: 1" = 200'

Landbay I

Location

Landbay I is located south of Landbay H in the central portion of Potomac Yard and is situated between Potomac Avenue and Route 1 (Exhibit 34). Custis Avenue runs along the southern end of the Landbay.

Potential Prehistoric and Historic Resources

The probability that an area might yield a prehistoric archeological site is dependent on variables such as topography, aspect, proximity to water, and the availability of knappable lithic raw material. The Potomac Yard property was situated along relatively level terraces that drained toward the marshes behind Daingerfield Island and eventually into the Potomac River. Most of the highest probability areas for prehistoric resources- the high, level ground along the western side of the project area and the land adjacent to Four Mile Run- have been destroyed by the landscape alteration during the establishment of the yard; however, the terraces along the eastern edge Landbay I may have been buried under fill deposits.

Historic maps from the early 1860s and 1870s show a stream running through Landbay I, which emptied into the marshes above Dangerfield Island (Exhibit 35 and see Exhibit 3). The portions of the terraces nearest to this stream would have a high probability for containing prehistoric resources.

Historically, the former path of the Alexandria Canal, which was constructed in 1843 and abandoned in 1886, runs along the western edge of Landbay I. The canal was reportedly filled in the in the early 20th century, however, Jim Foley (personal communication date) asserts that the final yard grade floor in 1977, "had undercut the floor of the canal for its entire length through the yard by as much as 5-8 feet or more". Attempts to locate the canal in 1996 through archeological test trenching were unsuccessful; no buried historic ground surfaces were located during this archeological work.

Several buildings southeast of the study area are identified as the Daingerfield estate on historic maps from the 1860s and 1870s (see Exhibit 35). An unimproved road through this cluster of buildings leads northward across a small creek to an unidentified dwelling. This building is absent from the 1894 Hopkins map (Exhibit 36).

The Alexandria, Loudoun & Hampshire (AL&H) Railroad, later known as the Washington and Old Dominion (W & O D) Railroad, traversed the central portion of Potomac Yards. It crossed the Alexandria Turnpike just north of the intersection with Mount Ida Avenue and continued southeast across the Yard, skirting the southern edge of Landbay I, exiting the present-day Potomac Yards north of Slater's Lane. The circa 1906 railroad trestle was abandoned in 1968. Although the upper portion of trestle was dismantled in late 1960s, the piers remained until late 1980s.

Potomac Yard Railroad Resources

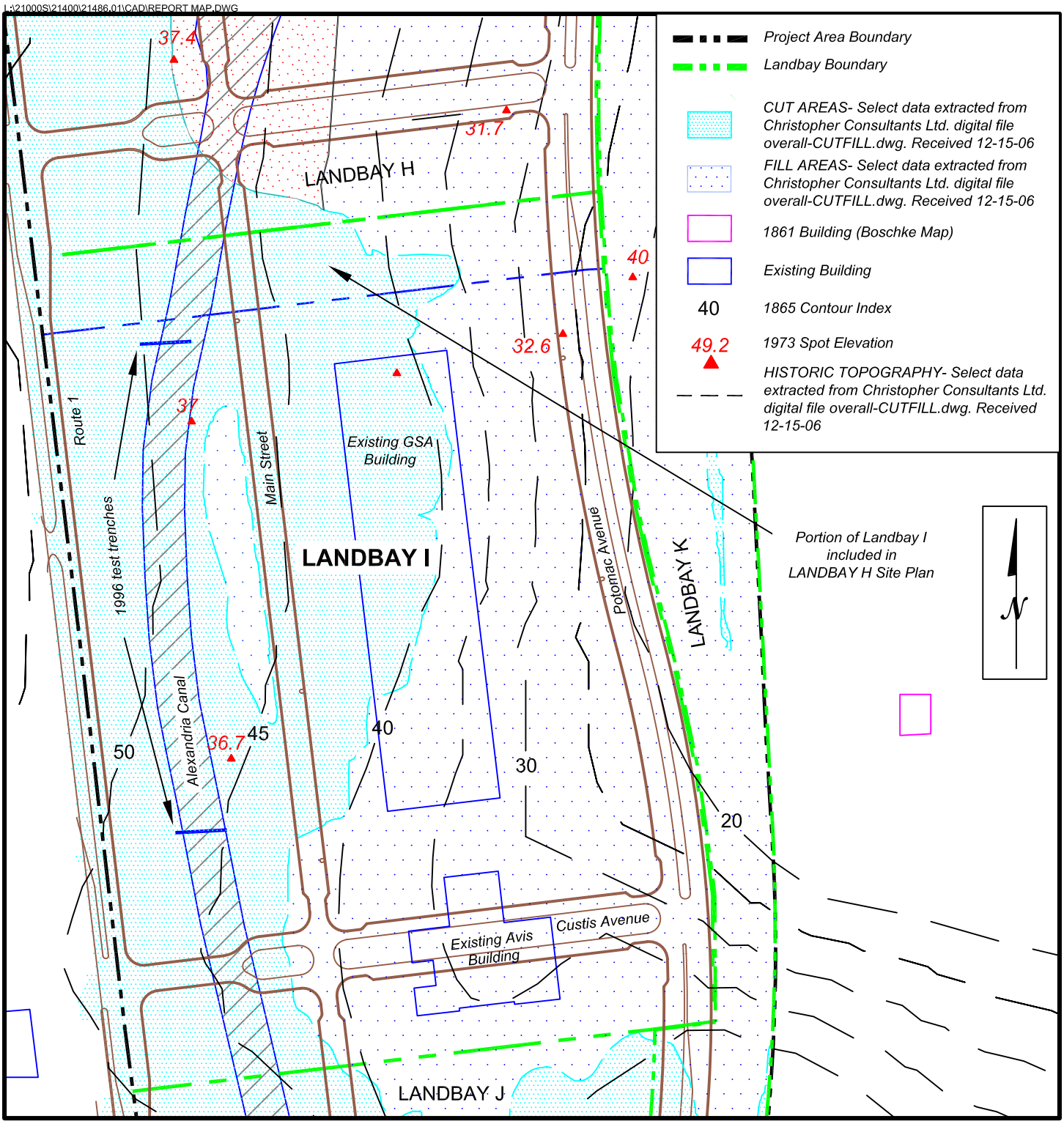
Railroad related resources within Landbay I included several unidentified buildings and the circa 1905 Less-than-Car-Load (LCL) Shed. By 1953, these buildings were demolished and four new buildings are shown on the plat map of the Yard (Exhibit 37). The map shows portions of the Southbound Classification Yard and the Northbound Receiving Yard within Landbay I.

Analysis and Recommendations

The historic surface has been completely removed by the construction of Potomac Yard in the entire western portion of Landbay I; however, the eastern half of Landbay I appears to be within a "filled area". No historic resources were identified in this "filled" area through historic research; therefore, no archeological work is recommended in Landbay I to locate historic resources.

The probability that an area might yield a prehistoric archeological site is dependent on variables such as topography, aspect, and proximity to water. Historic maps show a stream flowing through the southeastern portion of Landbay I and the immediate area appears sloped; however, any level adjacent terraces should have a moderate to high probability for containing prehistoric resources.

Archeological testing has been recommended under the Potomac Avenue Site Plan (see Exhibit 15). The testing, which consists of geotechnical boring designed to locate potentially buried surfaces, is also planned along the proposed path of Custis Avenue, which runs through the "filled areas" of Landbay I. *Archeological test boring may be required within the remainder of the "filled areas" within Landbay I, but will be dependent on the results of the Potomac Avenue testing, and on the planned construction impacts within Landbay I (the historic topography ranges between 25-40 feet a.s.l. in this area).* This area is presently the location of the AVIS Car Rental Company facility and parking lot and must be vacated prior to testing.



LANDBAY I: Potential Historic Resources
Potomac Yard - WSSI #21486.01
Scale: 1" = 200'

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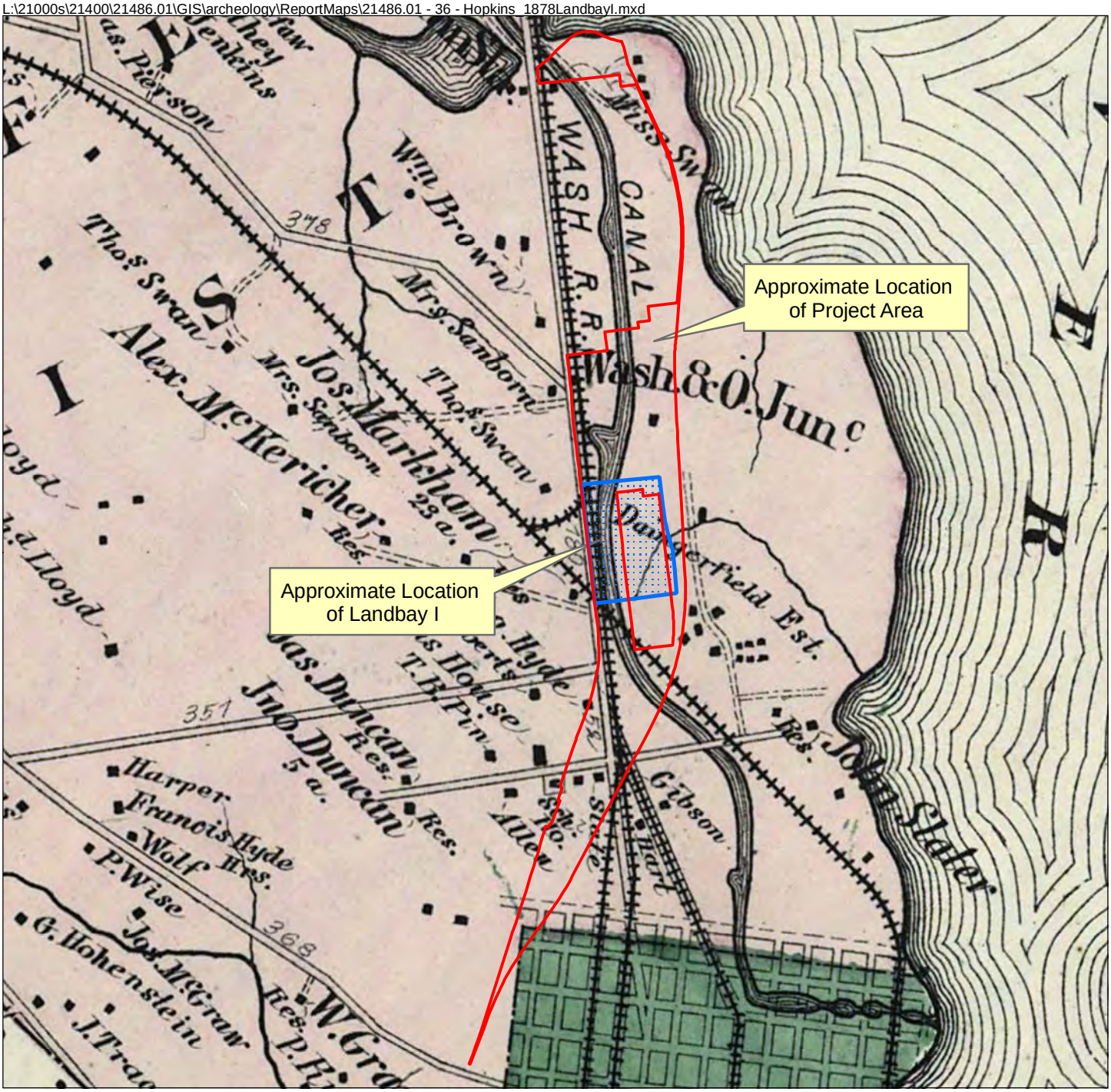

1878 Hopkins Map
Alexandria, VA
Potomac Yard
WSSI #21486.01
Scale: 1" = 1500'

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Map Source: "Alexandria County, Virginia. Entered according to the Act of Congress in the year 1878. By G.M. Hopkins in the Office of the Librarian of Congress at Washington". Library of Congress Geography and Map Division Washington D.C. Original Scale: 2 inches = 1 mile.

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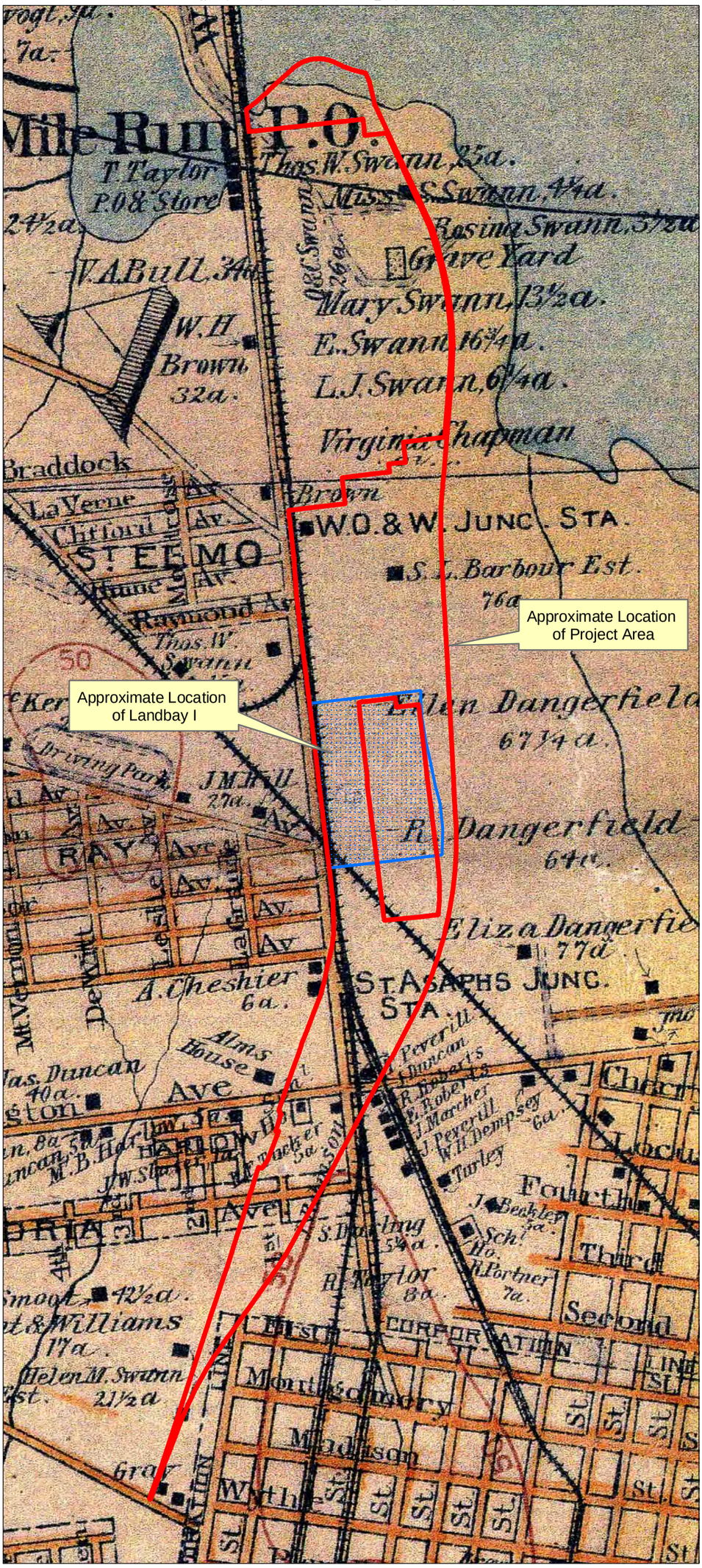

1894 Hopkins Map
Alexandria, Virginia
Potomac Yard
WSSI #21486.01
Scale: 1" = 800'

Map Source: 1894. Hopkins Map. National Archives. Reproduction obtained from History Matters, LLC. 1502 21st Street, NW 2nd Floor. Washington, DC 20036. Original Map Scale: Unknown.

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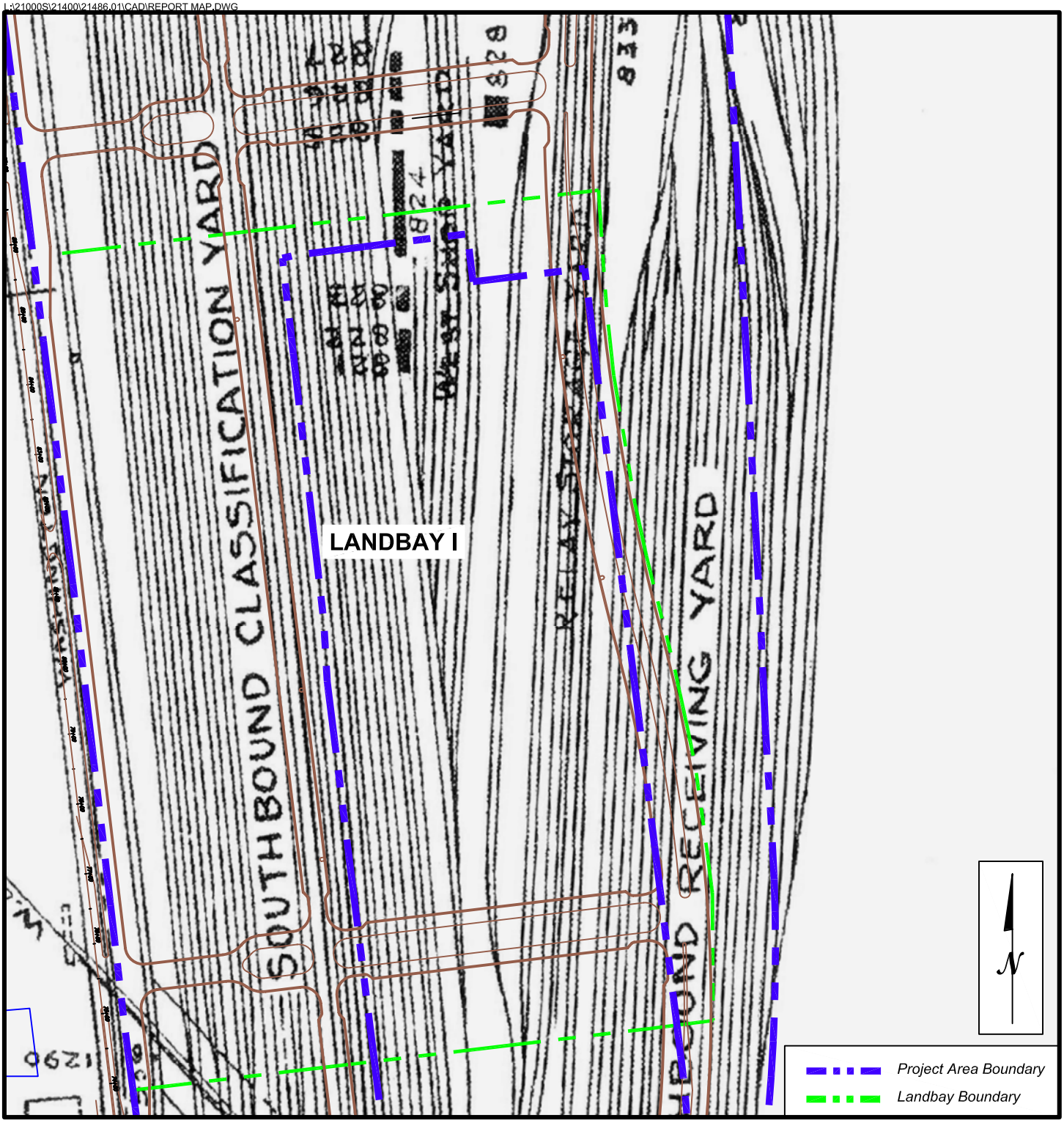


Portion of 1953 Map Showing Landbay I
Potomac Yard - WSSI #21486.01
Scale: 1" = 200'

Landbay J

Location

Landbay J extends from the intersection of Main Street with Potomac Avenue northward toward Custis Avenue and is bounded between Potomac Avenue and Route 1 (Exhibit 38). The Landbay Site Plan includes portions of the Route 1, Potomac Avenue, Main Street, Howell Avenue site plans and the Pump Station Site Plan. Landbay J also comprised the northern portion of the "Four Corners" area of Potomac Yard. The potential archeological resources and recommendations from these site plans are incorporated into the Landbay J section below.

Potential Prehistoric and Historic Resources

The probability that an area might yield a prehistoric archeological site is dependent on variables such as topography, aspect, proximity to water, and the availability of knappable lithic raw material. The Potomac Yard property was situated along relatively level terraces that drained toward the marshes behind Daingerfield Island and eventually into the Potomac River. Most of the highest probability areas for prehistoric resources- the high, level ground along the western side of the project area and the land adjacent to Four Mile Run- have been destroyed by the landscape alteration during the establishment of the yard. However, historic maps from the early 1860s and 1870s show a stream originating within the south central portion of the project area that flows into the marshes above Dangerfield Island (see Exhibit 3). The level terraces nearest to this stream would have also had a high probability for containing prehistoric resources.

Historic maps show the topography within Landbay J as high terraces sloping down toward the headwaters of a stream that flows through Landbay I. The level terraces closest to the water source have a high probability for containing prehistoric resources.

Historic resources within Landbay J include the Alexandria Canal, the Alexandria, Loudoun & Hampshire (AL&H) Railroad, and the Alexandria Turnpike. The canal, which traverses much of the project area, bisects Landbay J from northwest to southeast, roughly following the path of the proposed Main Street. The AL&H Railroad (later the Washington and Old Dominion Railroad) also bisects Landbay J on trestles and crossed over the Canal near the future intersection of Main Street with Howell Avenue. Finally the Alexandria Turnpike, until at least 1845, extended in a straight line south from East Howell Avenue, along the current route of Route 1, before turning into the city of Alexandria along Powhatan Street. This route changed slightly in 1862, but with the establishment of the Yard in 1906, the route was shifted to the west to curve around the Potomac Yard property.

Prior to the Civil War, few if any transportation-related buildings or structures (e.g., train stations, railroad trestles) stood within or near Landbay J; however, by 1865, a few buildings had been constructed to the south (mostly along Monroe Street). Historic maps from the 1860s and 1870s also show the Hyde House just west of the Landbay J, along present day

U.S. Route 1 (see Exhibit 38). By 1894, the growing population of the neighborhoods to the west of the study area, combined with nationwide growth in railroad traffic, led to the establishment of St. Asaph's Junction Station, which was located just west of Landbay J (Exhibit 39). The station was closed in 1906 with development of the rail yard, but may have still been standing in 1957.

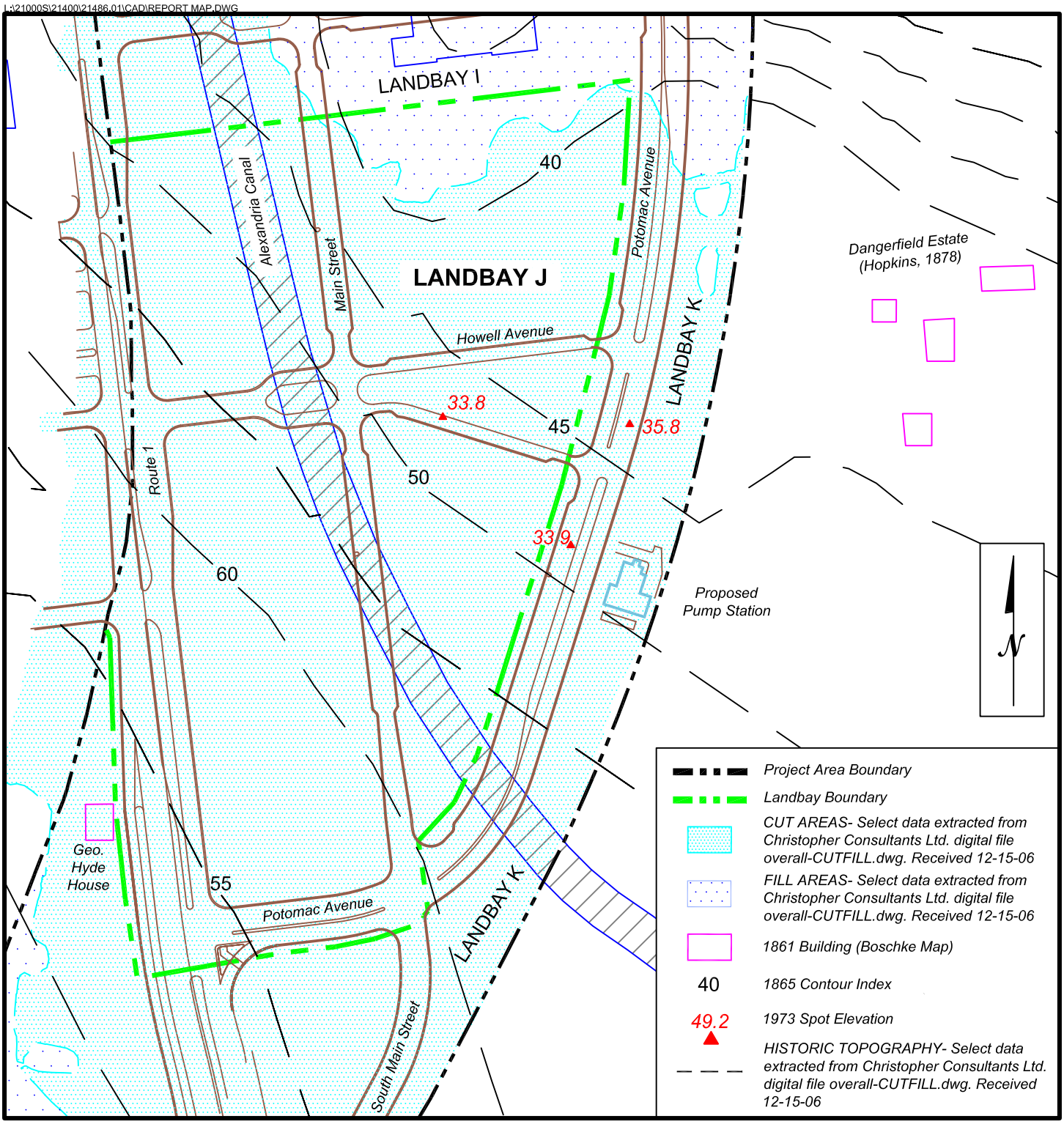
Potomac Yard Railroad Resources

The 1953 map of Potomac Yard shows several rail yard buildings (numbers 817-820), along Main Street, south of the proposed Howell Avenue (Exhibit 40); however by 1973, the buildings were removed and only tracks are depicted within Landbay J (Exhibit 41).

Analysis and Recommendations

With the exception of the extreme northern end, Landbay J is located entirely within a "cut area", where the pre-1906 ground surface had been completed graded away by the construction of the rail yard (see Exhibit 38). There is considered to be no possibility of extant archeological resources in these "cut areas" and no work is recommended.

The headwaters of a stream that historically lay near the boundary between Landbays I and J appears to be within a "filled area"; any level ground above the stream in this area would have a moderate to high probability of containing prehistoric resources. Archeological work may be required in this portion of Landbay J, which measures roughly 100 by 200 feet. Geotechnical boring, similar to that planned along Potomac Avenue, is recommended if planned construction will impact soils below 40-feet a.s.l.



LANDBAY J: Potential Historic Resources
Potomac Yard - WSSI #21486.01
Scale: 1" = 200'

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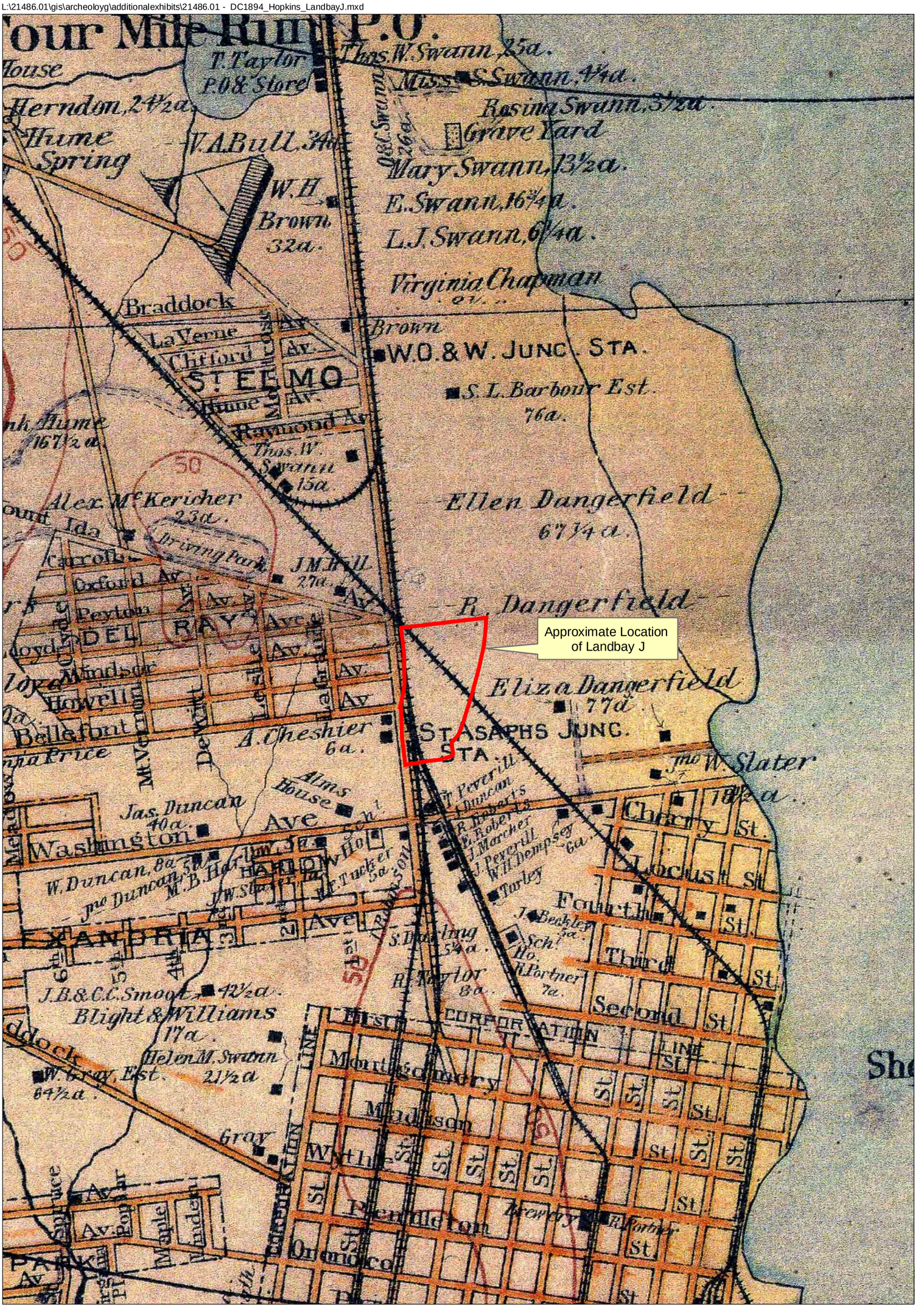

1894 Hopkins Map
Alexandria, Virginia
Potomac Yard
WSSI #21486.01
Scale: 1" = 800'

Map Source: 1894. Hopkins Map. National Archives. Reproduction obtained from History Matters, LLC. 1502 21st Street, NW 2nd Floor. Washington, DC 20036. Original Map Scale: Unknown.

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Exhibit 39

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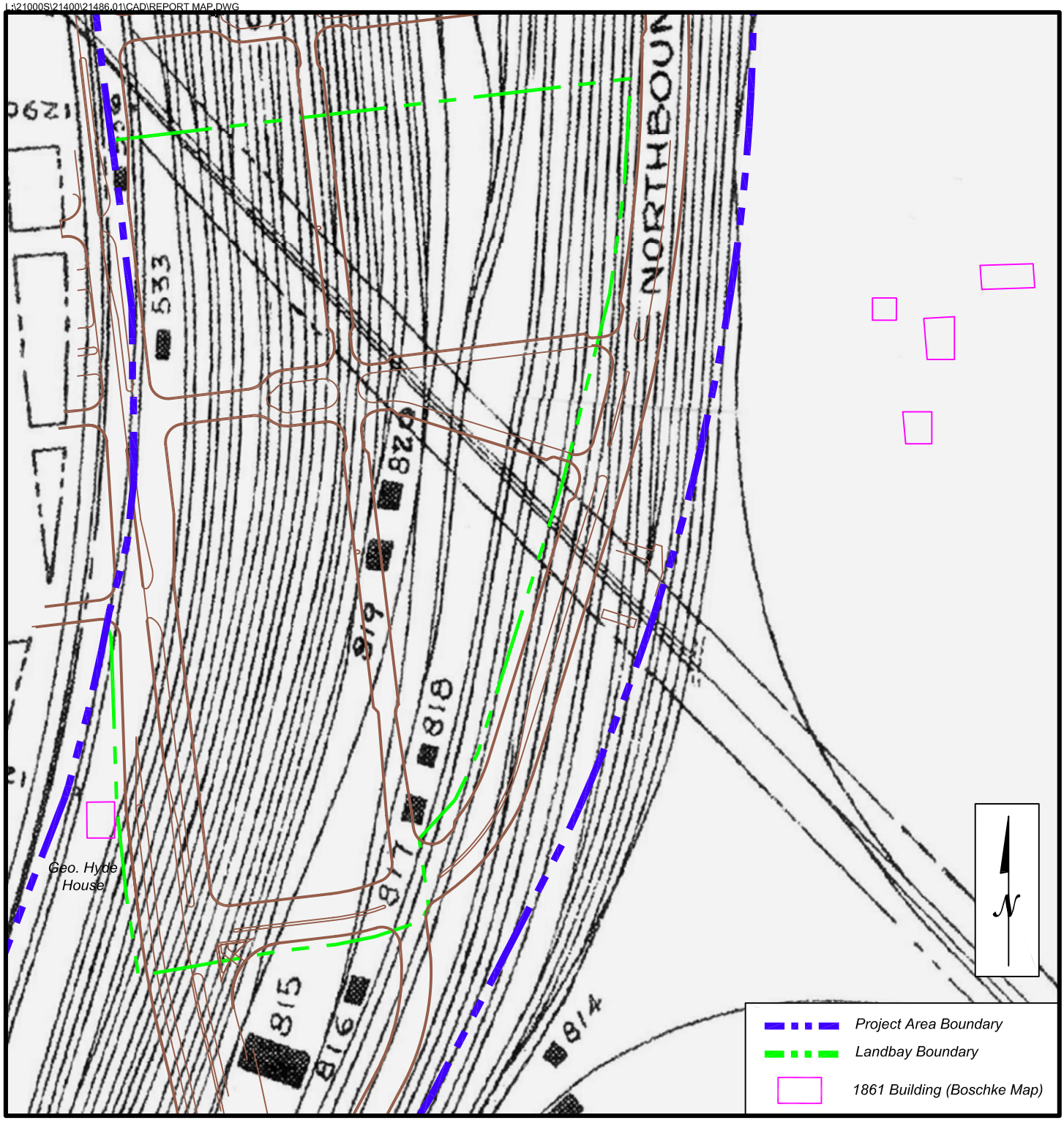

Portion of 1953 Map Showing Landbay J
Potomac Yard - WSSI #21486.01
Scale: 1" = 200'

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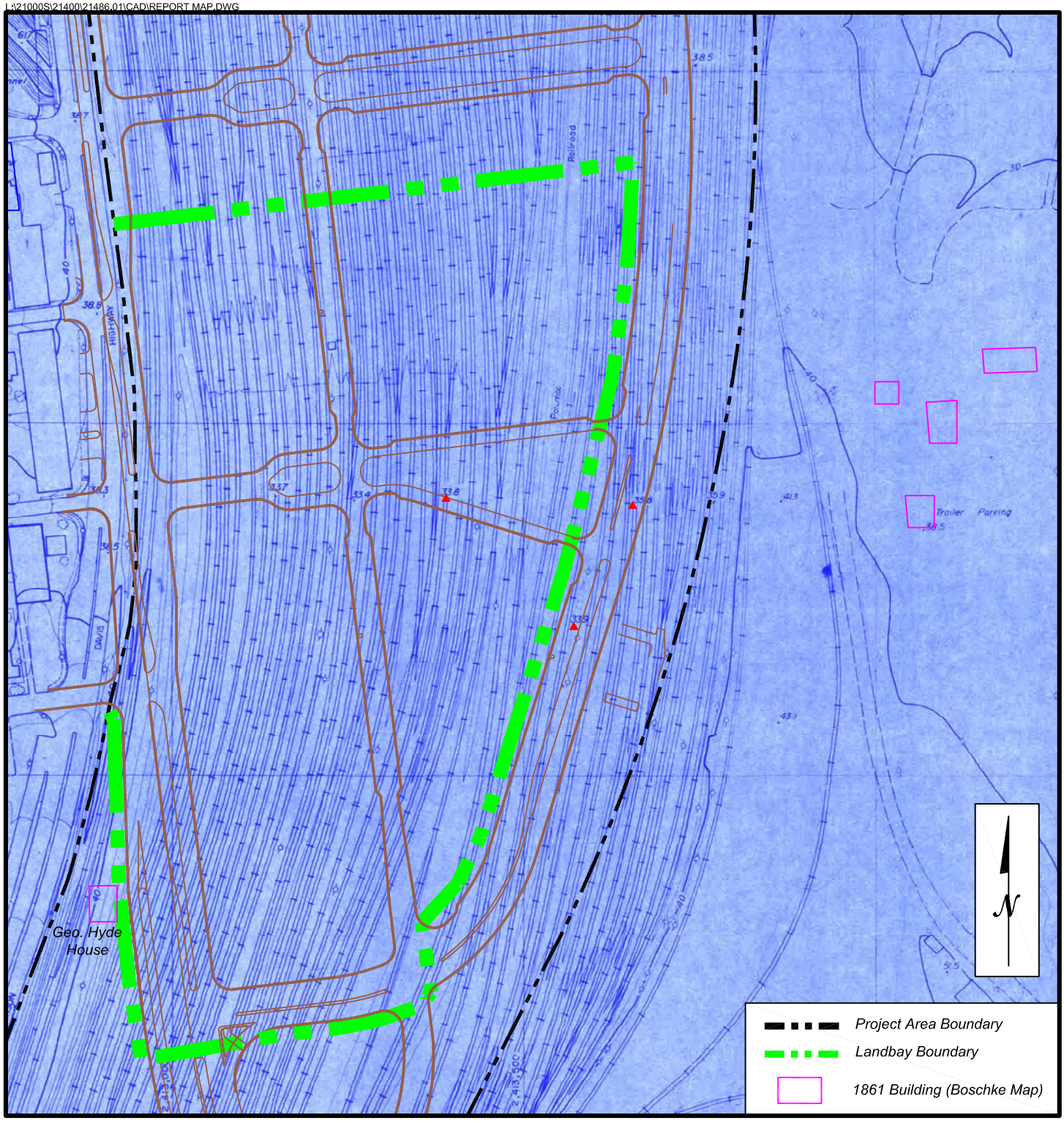

Portion of 1973 Alexandria Topographic Map Showing Landbay J
Potomac Yard - WSSI #21486.01
Scale: 1" = 200'

Landbay K/ Landbay E

Location

Landbay K stretches from the near the northern end of the project area at Four Mile Run, toward the proposed realignment of Monroe Avenue (Exhibits 42-44). The northern portion, designated Landbay E, is situated north and east of the existing Potomac Yard Shopping Center; the central Landbay corridor follows the eastern side of Potomac Avenue; and the southern end of Landbay K comprises the southern end of the "Four Corners" region, which is located underneath the proposed relocation of the Route 1 Bridge, and between Landbays J and L. The existing Route 1 Bridge forms the southern border of Landbay K.

Potential Prehistoric and Historic Resources

The probability that an area might yield a prehistoric archeological site is dependent on variables such as topography, aspect, proximity to water, and the availability of knappable lithic raw material. The Potomac Yard property was situated along relatively level terraces that drained toward the marshes behind Daingerfield Island and eventually into the Potomac River. Most of the highest probability areas for prehistoric resources- the high, level ground along the western side of the project area and the land adjacent to Four Mile Run- have been destroyed by the landscape alteration during the establishment of the yard. However, historic maps from the early 1860s and 1870s show a stream originating within the south central portion of the project area that flows into the marshes above Dangerfield Island (see Exhibit 3). The level terraces nearest to this stream would have also had a high probability for containing prehistoric resources. The terraces along the eastern portion of Landbay K, which may have survived buried under fill deposits, have a moderate probability for prehistoric resources.

There appears to be no probability of extant archeological resources in the northern portion (Landbay E), adjacent to Four Mile Run, based on evidence from aerial photographs (Exhibit 45). During the Four Mile Run Flood Control Project in 1978, the stream was straightened and widened. Prior to this project, the stream appears to have been approximately 50 feet wide; afterwards, it appears to be 250 feet wide. Any archeological resources in proximity to the stream would have been destroyed during the dredging and widening operations.

Potential historic resources within the northern half of Landbay K and within Landbay E include two historic estates. Preston Plantation was situated along Four Mile Run and was occupied throughout the 18th and 19th centuries (see Exhibit 42). International Archaeological Consultants (IAC) conducted investigations at the Preston Plantation in 1996 and found that 13-23 feet of original soil had been removed from this area. No cultural features were located. The second resource is the S.L. Barbour House, which is depicted on the 1878 and 1894 Hopkins maps adjacent to Landbay K. Archeological work is being recommended within this management plan for the Barbour House (see Landbay G and Potomac Avenue recommendations).

The potential historic resources within the southern end of Landbay K were previously documented in the Four Corners Resource Management Plan (see Appendix III). Historic maps from the 1860s and 1870s show the Slate House, an unnamed building, a schoolhouse and the Alms House along Poor House Lane (Monroe Avenue). The three buildings along the south side of Poor House Lane fall within Landbay L, and will be discussed under that section of this report. The Hyde House is shown within the northern end of this portion of Landbay K and the Alms House is at the southern end. The Alms House, reportedly constructed in 1806, is visible in a 1921 photograph of the southern end of Potomac Yard (Plate 4).

Potomac Yard Railroad Resources

The construction of Potomac Yard between circa 1904 and 1906 significantly altered the landscape of this area. In addition to covering the project area with tracks and railroad-related buildings, the establishment of Potomac Yard led to the demolition of the existing structures within the area; the re-alignment of the Alexandria Turnpike (Route 1); the construction of an iron or steel bridge to carry Monroe Avenue over Potomac Yard; the removal of a portion of East Alexandria Avenue; and the construction of a trestle to allow the AL&H/W&OD Railroad to cross the rail yards.

Between 1906 and 1956, Potomac Yard continued to evolve, as old buildings were razed and new ones constructed.

Recommendations

Landbay K runs nearly the entire length of the Potomac Yard project area, through "cut areas" and "filled areas". The portion of Landbay K situated east of Landbays G, H and I is located within a "filled area" which has a moderate to high probability for prehistoric resources within the potentially buried ground surface (see Exhibit 43). The historic elevation in this narrow section of Landbay K ranges between 20-30 feet. Although test borings have been excavated within Potomac Yard, the buried ground surface may have been overlooked. If any planned construction will impact this historic elevation, further geotechnical boring to locate the potential ground surface is recommended.

Presently, the only deep construction impact planned for Landbay K is the expansion of an existing pond near the northeast corner of Landbay G. Geotechnical boring is recommended for this area.

The majority of the southern end of Landbay K is located within a "cut area"; however, the area immediate vicinity north of the proposed Monroe Avenue appears to have been "filled" during the construction of the Yard (see Exhibit 44). No historic resources are shown immediately within this "filled area"; therefore, no archeological testing is recommended for this portion of the Landbay.

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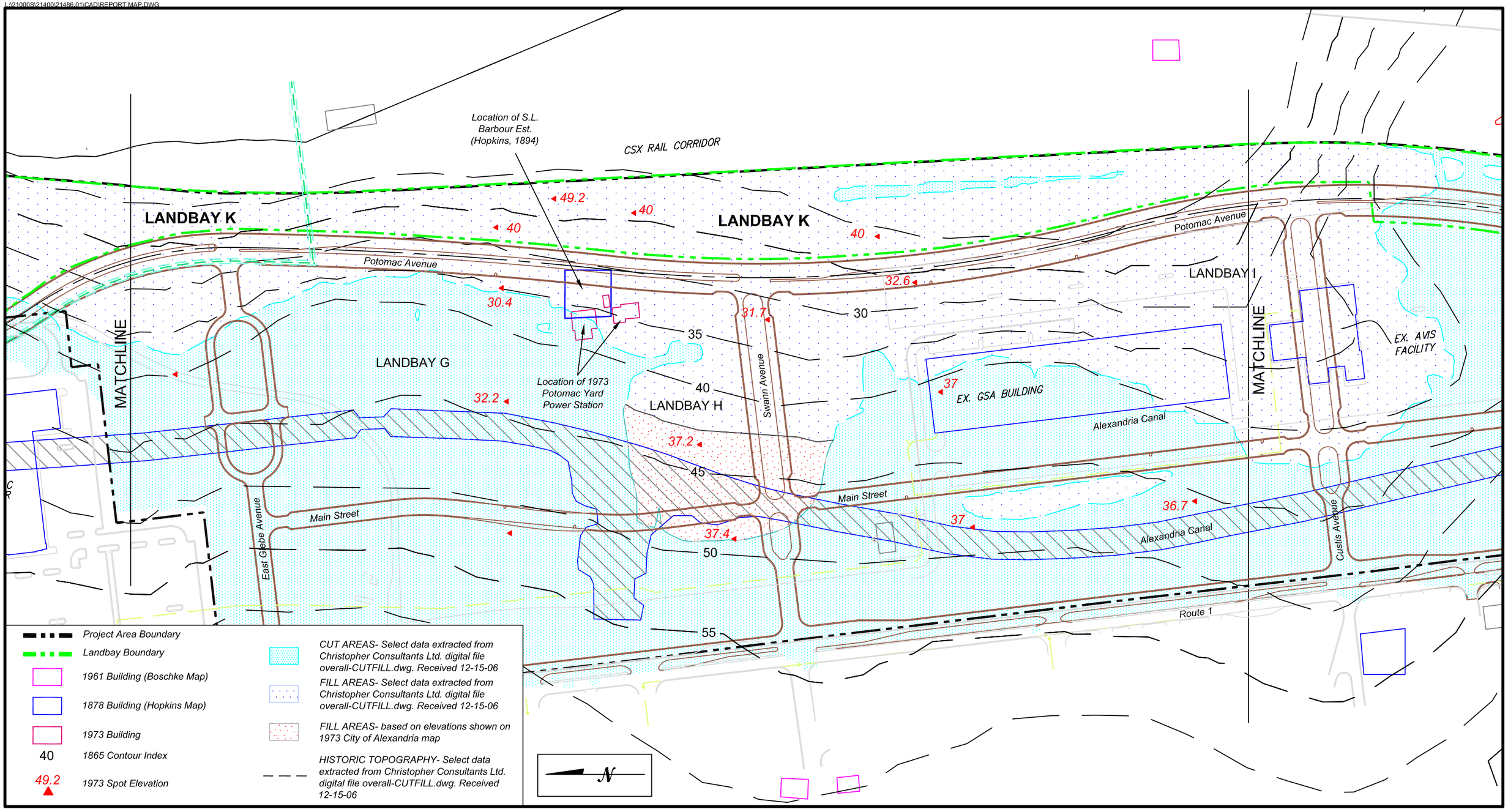

LANDBAY K - Central Portion: Potential Historic Resources
Potomac Yard - WSSI #21486.01
Scale: 1" = 200'

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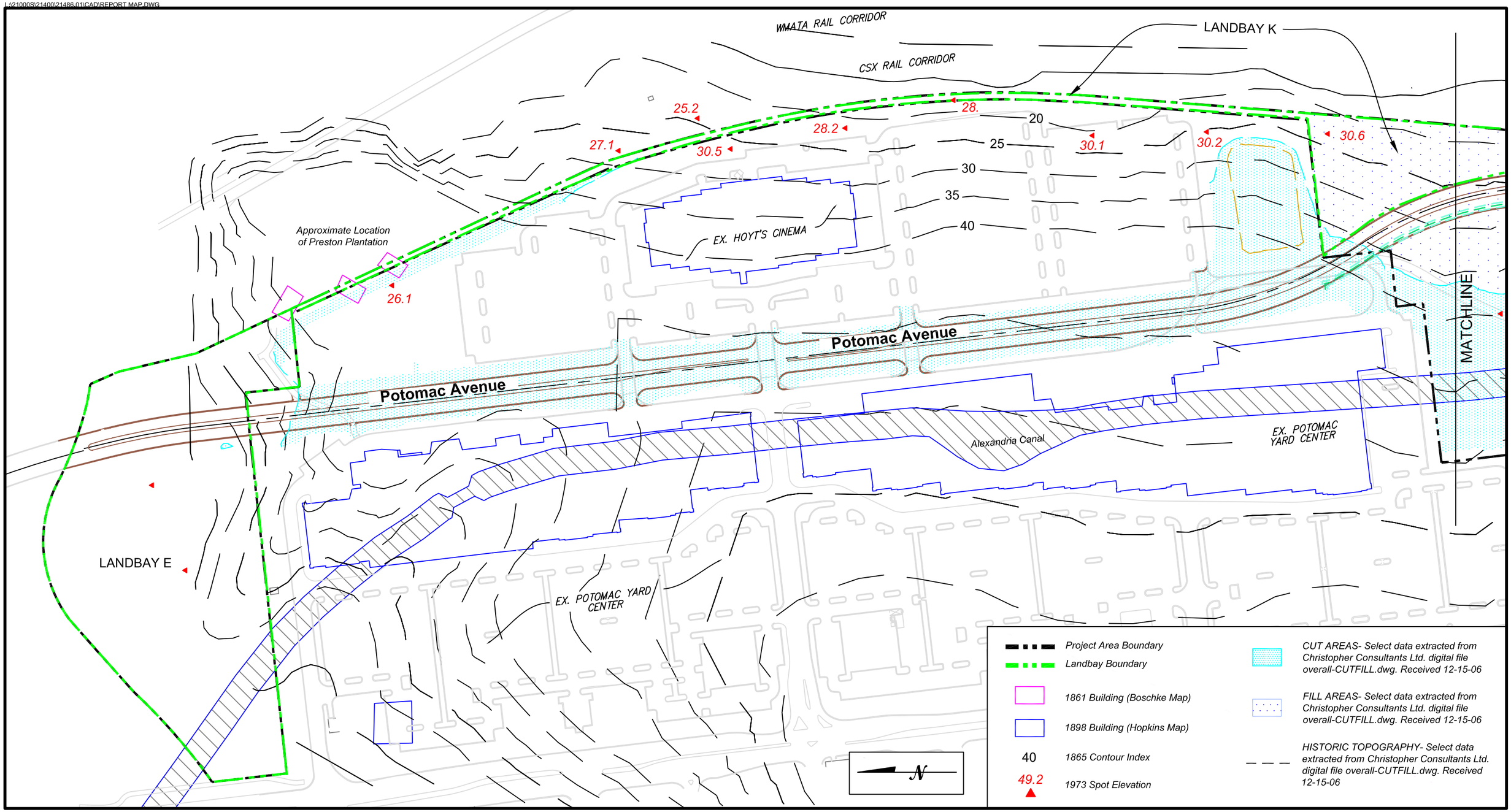

LANDBAY E AND LANDBAY K - Northern Portion: Potential Historic Resources
Potomac Yard - WSSI #21486.01
Scale: 1" = 200'

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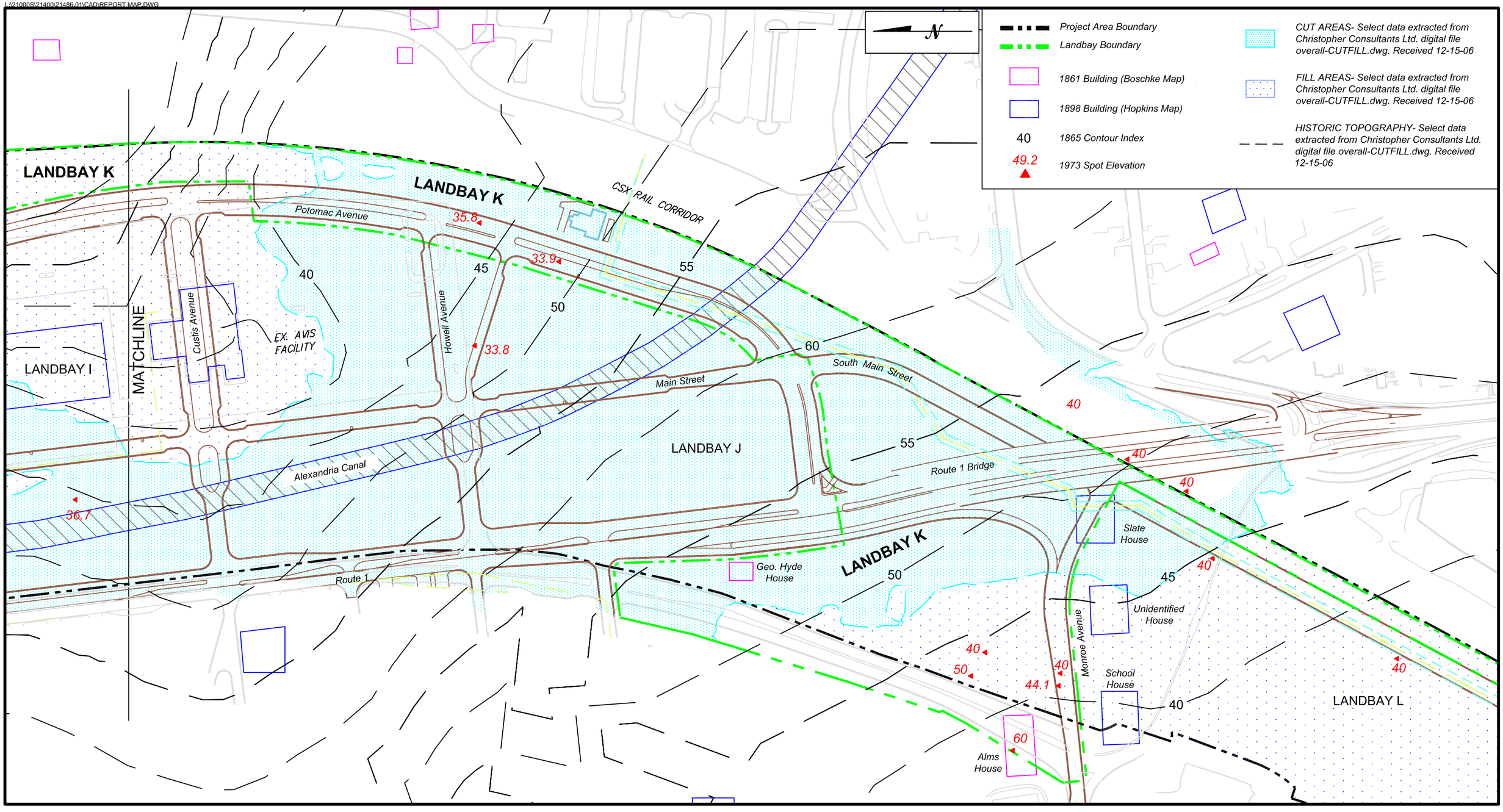

LANDBAY K - Southern Portion: Potential Historic Resources
Potomac Yard - WSSI #21486.01
Scale: 1" = 200'

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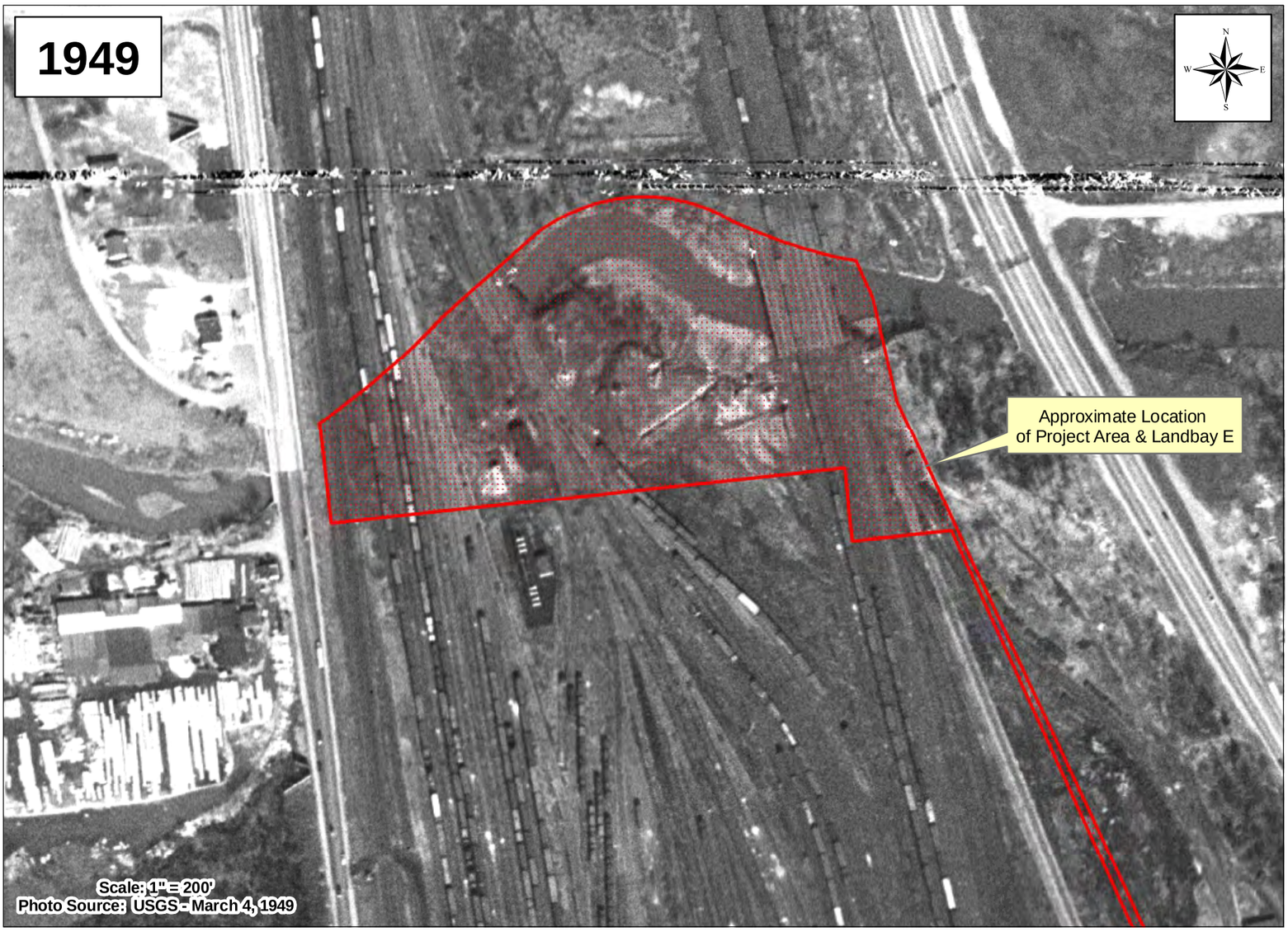

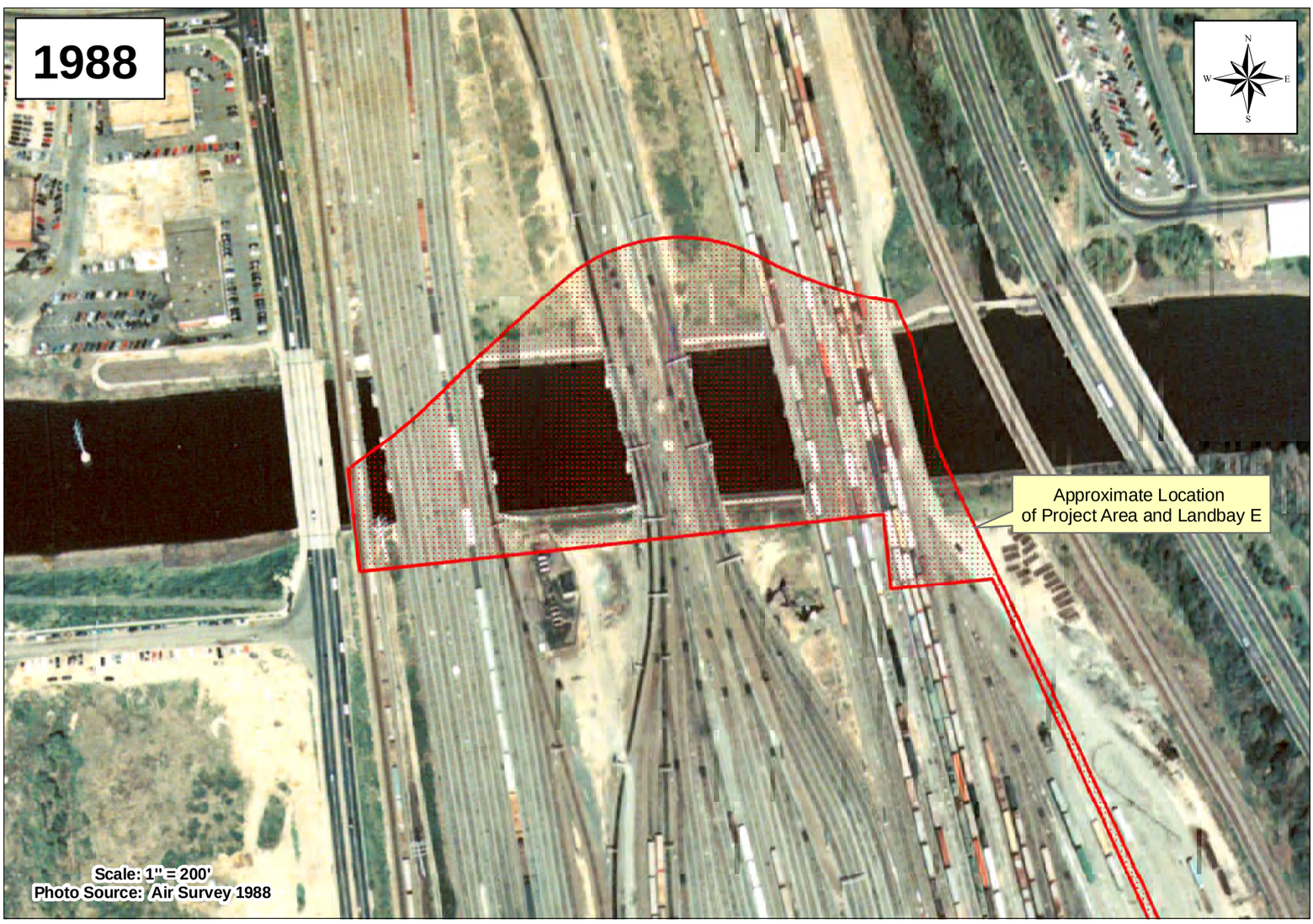

1949 and 1988 Aerial Photo Comparison
Potomac Yard
WSSI #21486.01

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Vicinity of Monroe Street Showing Alms House (lower left)
Potomac Yard - WSSI #21486.01

Image Source: James Foley Potomac Yard Collection.

Landbay L/ Landbay M

Location

Landbay L encompasses the southern end of the Potomac Yard property and is situated between the future Monroe Avenue and Braddock Road. Landbay M is situated at the extreme southern portion of Landbay L (Exhibit 46).

Potential Prehistoric and Historic Resources

The probability that an area might yield a prehistoric archeological site is dependent on variables such as topography, aspect, proximity to water, and the availability of knappable lithic raw material. Although most of the topography within Landbays L and M is relatively flat, it is not located near any known water sources and should have a low to moderate probability for prehistoric resources.

Historic documents and maps revealed no evidence of 17th- or 18th-century buildings within the study area. The 18th-century landowners may have leased the land to tenants who farmed it, but, to date, no record of tenant farmers or the locations of their dwellings has been located. By 1800, at least two properties that overlap Potomac Yard were occupied, but the primary residences associated with these properties were located outside of the vicinity of Landbay L.

By 1865, a few buildings (residences and the Alexandria Poor House) had been erected near the intersection of Monroe Avenue (then called Poor House Lane) and the Alexandria Turnpike. Between 1865 and 1900, the cluster of buildings in the vicinity of the Monroe Avenue Bridge grew. The 1878 and 1894 Hopkins maps show the Slate House, an unnamed building, a schoolhouse and the Alms House along Poor House Lane (Exhibits 47 and 48). The Alms House, reportedly constructed in 1806, is visible in a 1921 photograph of the southern end of Potomac Yard (see Plate 4). The other three buildings are located within the northern end of Landbay L (see Exhibit 46).

Potomac Yard Railroad Resources

The construction of Potomac Yard between circa 1904 and 1906 significantly altered the landscape of the Monroe Avenue bridge area. In addition to covering the project area with tracks and railroad-related buildings, the establishment of Potomac Yard led to:

- the demolition of the existing structures within the area,
- the re-alignment of the Alexandria Turnpike (Route 1),
- the construction of an iron or steel bridge to carry Monroe Avenue over Potomac Yard,
- the removal of a portion of East Alexandria Avenue, and
- the construction of a trestle to allow the AL&H/W&OD Railroad to cross the rail yards.

Until at least 1845, the Alexandria Turnpike continued south from East Howell Avenue in roughly a straight line until reaching the approximate location of present-day East Duncan Avenue. At this point, the turnpike angled to the southeast then continued into Alexandria along the route of present-day Powhatan Street (the old turnpike route). By 1862, the old turnpike route had fallen into disuse in favor of a new route that continued straight into Alexandria (the Alexandria Turnpike). The establishment of Potomac Yards in 1906 led to the re-alignment of the Alexandria Turnpike/Route 1 south of its intersection with East Howell Avenue, making it curve to the west and parallel the Potomac Yard property line. This re-aligned road is present-day Route 1.

In the 19th century, present-day Monroe Avenue (then known as Poor House Lane) continued east through what is now Potomac Yards. Present-day Monroe Avenue and Slater's Lane formed a continuous east-west route through the study area. The future of Monroe Avenue places it roughly in the original historic alignment.

Analysis and Recommendations

The 1973 topographic map of Alexandria shows Landbays L and M as a flat expanse of tracks at an elevation of roughly 40-feet a.s.l. Therefore the majority of Landbay L is within a potentially "filled area". However, the only historic resources identified within the Landbay are three late 19th century buildings along the historic alignment of Monroe Street (see Exhibit 46). Landbay M appears to be mostly in a "cut area".

During September 2006, five locations within the Four Corners area were monitored in conjunction within construction for the new Monroe Avenue Bridge. These locations included the sites of the three bridge piers, the bridge abutment walls and several sediment ponds. No evidence of historic resources was found.

One of the sediment ponds was located south of the Monroe Avenue Bridge (see Exhibit 45). Historic maps depict an unidentified building in this general location but no evidence for the building was observed during examination of the sediment pond area. It is possible that the sediment pond excavations did not disturb any resources associated with this building, or that work conducted on the property prior to the current development may have destroyed any remains of the building.

If the planned construction within Landbay L will impact below 40 feet a.s.l. in elevation, geotechnical boring is recommended to determine the presence of a buried ground surface. If a surface is located, additional archeological work will be necessary.

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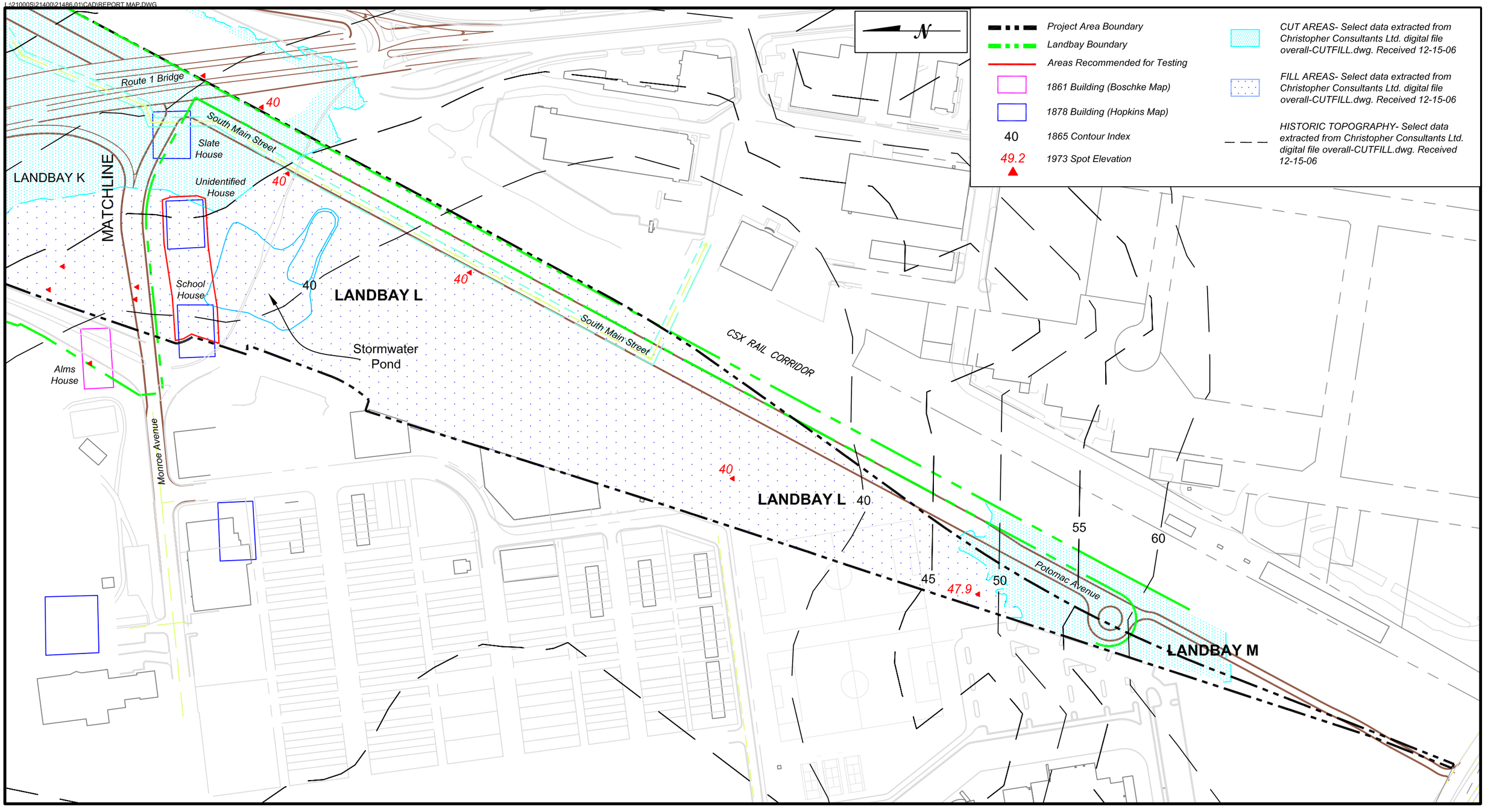

LANDBAY L and M: Potential Historic Resources And Areas Recommended for Testing
Potomac Yard - WSSI #21486.01
Scale: 1" = 200'

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Exhibit 46

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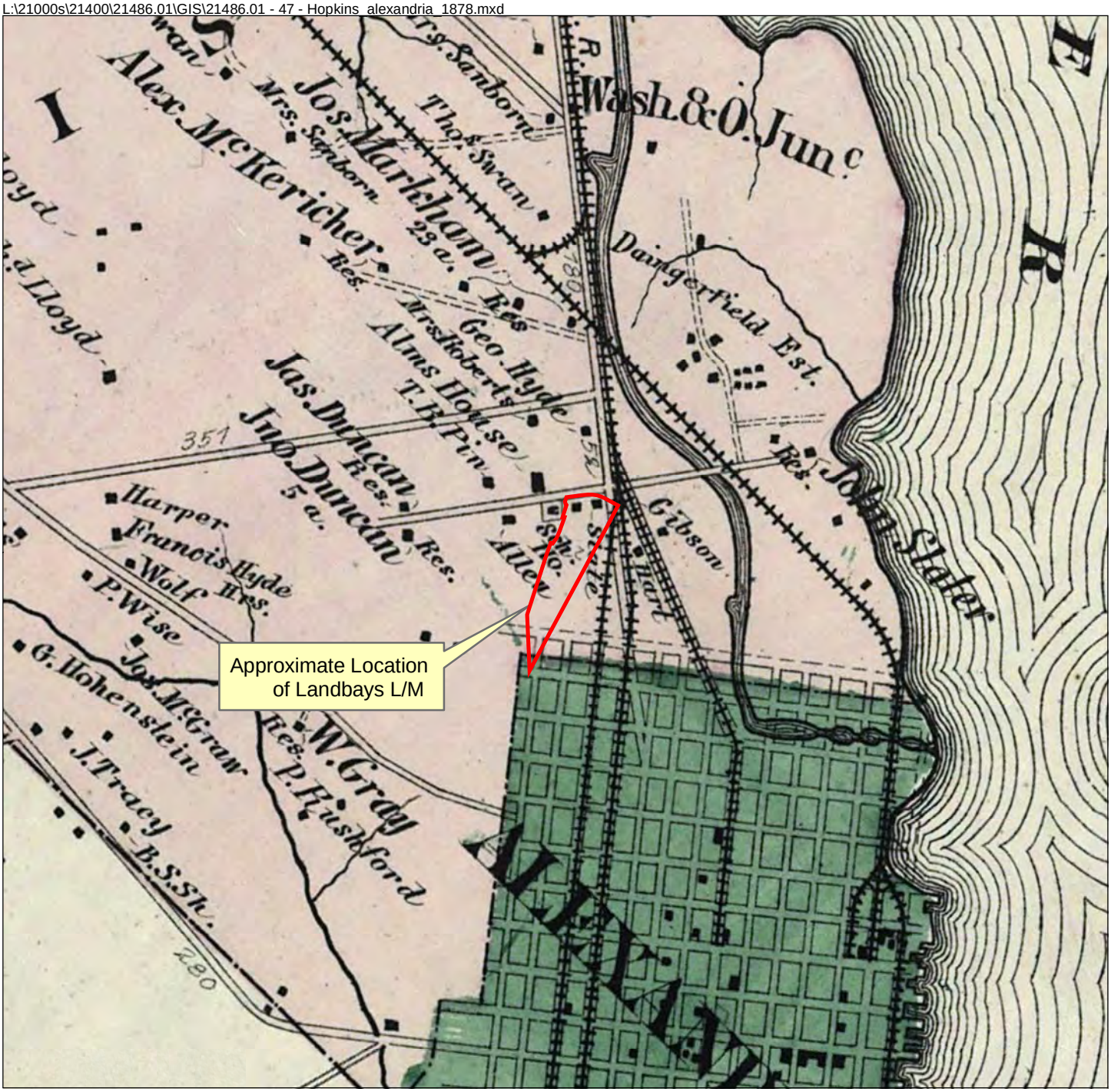

1878 Hopkins Map
Alexandria, VA
Potomac Yard
WSSI #21486.01
Scale: 1" = 1500'

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Map Source: "Alexandria County, Virginia. Entered according to the Act of Congress in the year 1878. By G.M. Hopkins in the Office of the Librarian of Congress at Washington". Library of Congress Geography and Map Division Washington D.C. Original Scale: 2 inches = 1 mile.

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1894 Hopkins Map
Alexandria, Virginia
Potomac Yard
WSSI #21486.01
Scale: 1" = 800'

Map Source: 1894. Hopkins Map. National Archives. Reproduction obtained from History Matters, LLC. 1502 21st Street, NW 2nd Floor. Washington, DC 20036. Original Map Scale: Unknown.

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Exhibit 48

SUMMARY AND RECOMMENDATIONS

The City of Alexandria's Archeological Resource Area 2 encompasses the north end of Old Town, Daingerfield Island and the Potomac Yard property. The Potomac Resource Area is considered significant for the "relatively undisturbed land that may contain American Indian sites", for the presence of an early plantation, and as a transportation corridor that included the Alexandria Canal.

The potential to locate archeological resources, however, will be limited significantly by the disturbance of the property that occurred when Potomac Yard was developed. The higher ground of the Potomac Yard property apparently was graded and leveled, filling in the lower ground to the east. There is a possibility of finding undisturbed buried ground surfaces in the "filled areas" mostly along the eastern edge of the project area.

The probability that an area might yield a prehistoric archeological site is dependent on variables such as topography, aspect, proximity to water, and the availability of knappable lithic raw material. The Potomac Yard property was situated along relatively level terraces that drained toward the marshes behind Daingerfield Island and eventually into the Potomac River. Some of the highest probability areas - the high ground along the western side of the project area and the land adjacent to Four Mile Run- were disturbed during the establishment of the yard. The undisturbed remnants of these landforms, however, would have a moderate to high probability for prehistoric resources. Additionally, historic maps from the early 1860s and 1870s show a stream originating within the south central portion of the project area that flows into the marshes above Dangerfield Island. The level terraces nearest to this stream would have also had a high probability for containing prehistoric resources.

Geotechnical bore testing is recommended in these areas to locate potentially undisturbed prehistoric surfaces.

The probability for locating historic resources within the project area is based on known historic resources in the area and from the examination of historic maps and archival research. Again, the potential to locate these resources is limited by the disturbance on the property. The "filled areas" within the property have a much higher probability of containing undisturbed archeological contexts. Several historic resources have been identified within these areas, including the Barbour House and three late 19th century buildings along the historic alignment of Monroe Street. Archeological testing is recommended to locate any evidence of this late 19th century residence.