

**Documentary Study and
Archaeological Assessment,
1700 Duke Street,
Alexandria, Virginia**

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1.0 INTRODUCTION AND EXISTING CONDITIONS

The JBG Companies propose to build a mixed-use project in the 1700 block of Duke Street in Alexandria, Virginia (Figure 1). The proposed site area encompasses roughly 1.65 acres. The block is bounded by Duke Street to the north, Holland Lane to the east, an alley to the south, and Georges Lane to the west. The project would include demolition of the existing buildings before construction of a grocery store at ground level with three stories of luxury residences above. Parking would be at ground level and within separate below-grade parking garages for residents and shoppers. The project also calls for the removal of a grassy island at the intersection of Duke Street and Holland Lane and the extension of the block out to the island. Landscaping will be added along the Duke Street and Holland Lane portions of the block, consisting of street trees planted in tree wells and street lights. Sidewalks along these two streets will be widened. Utilities will be placed underground. Finished grade after new construction is planned to average 28.2 ft. above sea level at the main building.

The buildings on the block were demolished in 1958 and the current shopping center was built, atop several feet of fill dirt. The fill was placed to level the lot before construction of the shopping center and paved parking area that now cover the block. Duke Street and Holland Lane were widened after 1963, impacting the northern and eastern edges of the block. Both roads underwent further widening in the early 1990s, prompting archaeological study in the northeast corner of the block. The shopping center, built ca. 1959, contained a restaurant, an automotive parts store, and a dry cleaner in recent years. The dry cleaner is still in operation as of 2002.

This report is a documentary study and archaeological assessment of the project area block, to predict the presence or absence of archaeological resources in the project area. Previous historic and archaeological investigations, as well as historic maps, were reviewed. A chain of title was developed for those lots that had not had a chain completed previously. Secondary sources were consulted to develop an historic context and to produce a map of extant buildings versus archaeological potential. The projected location of hazardous materials known to be at the site was discussed. Potential effects to predicted resources from subsequent development were detailed. The viability of excavation in a potentially hazardous environment was discussed.

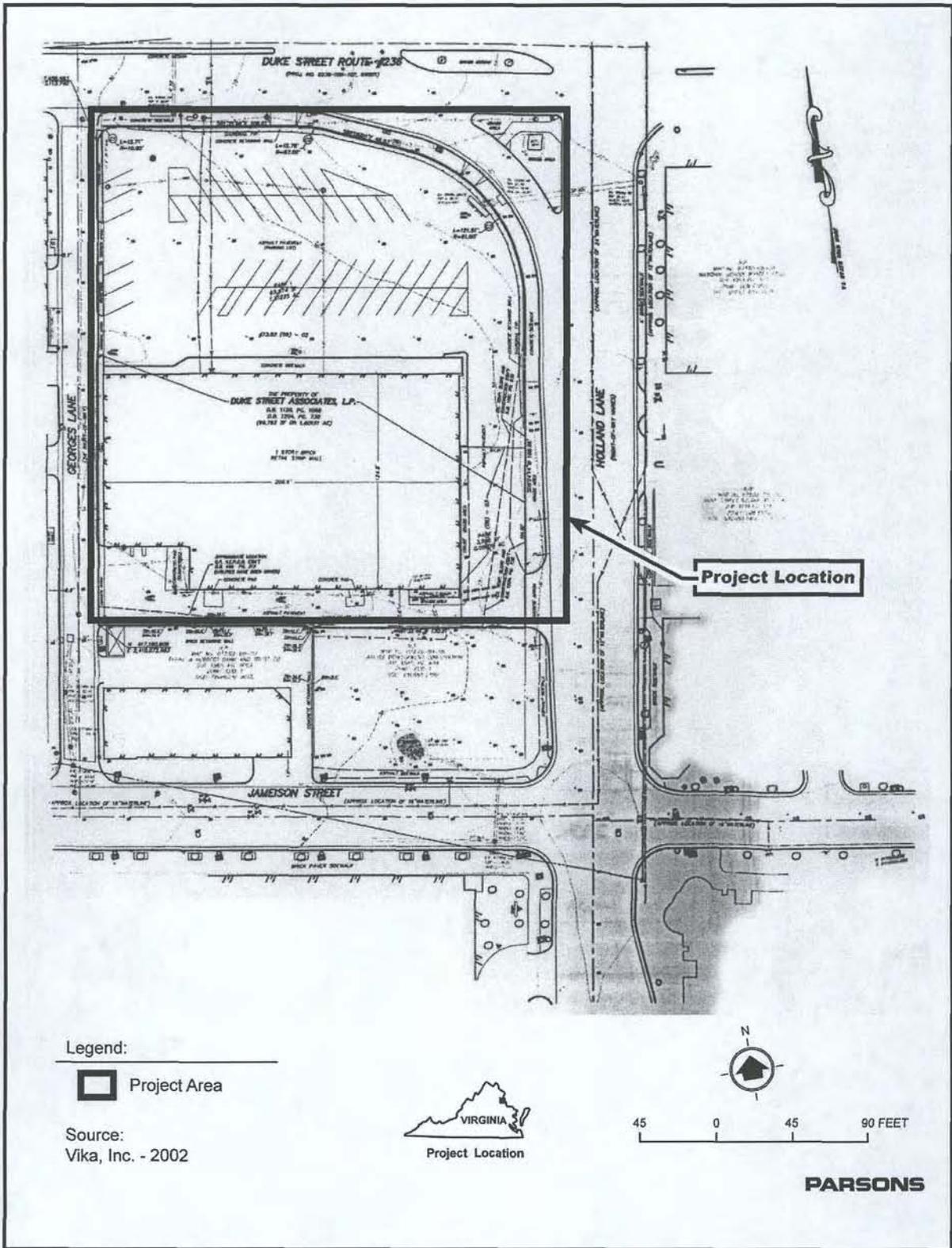


Figure 1: Project Area Current Site Plan, 1700 Block of Duke Street, Alexandria, Virginia (Vika Inc. 2002)

2.0 PREHISTORIC BACKGROUND OF THE REGION

Archaeologists traditionally divide the prehistory of the Mid-Atlantic region, where Alexandria is located, into three major periods on the basis of changes in human technology and subsistence patterns: the Paleo-Indian Period (ca. 12,000 B.C. – 7,000 B.C.) the Archaic Period (ca. 7,000 B.C. – 1,000 B.C.), and the Woodland Period (ca. 1,000 B.C. – A.D. 1600).

Paleo-Indian Period (ca. 12,000 B.C. – 7,000 B.C.)

It is probable that many Paleo-Indian occupation sites were located on the continental shelf and are now submerged by the rise in sea level at the end of the Wisconsin glaciation (ca. 12,000 B.C.). Others probably lie along the banks of now drowned rivers such as the Potomac and Anacostia. During the Paleo-Indian Period, the region contained open grasslands interspersed with forested zones. These habitats supported grazing fauna, including now extinct large Pleistocene herd animals. The herds served as a subsistence base, along with smaller game and a variety of plants. The characteristic artifact of this period is the fluted stone point, often made of chert or jasper. These points, used as spear tips, are rare throughout the Mid-Atlantic. They usually are found as isolated artifacts, indicating sparse and sporadic occupation during the Paleo-Indian Period. Fluted points have been reported from locations to the west in neighboring Fairfax County, Virginia (Johnson 1986), to the east in the Maryland Coastal Plain (Steponaitis 1980; Brennan 1982; Wanser 1982), and in the District of Columbia (Flanagan et al. 1989).

Archaic Period (ca. 7,000 B.C. – 1,000 B.C.)

Archaeologists subdivide the subsequent Archaic Period into the Early, Middle, and Late Archaic Periods. The Archaic Period marks a change to a foraging-based subsistence accompanied by increasing population density. One of the most important environmental changes during this period was the gradual rise in sea level accompanying the retreat of the continental ice sheets. Inundation of the Susquehanna River system, which resulted in the formation of the Chesapeake Bay, began with the initial rise in sea level between 14,500 and 14,000 B.C. By 9,500 – 9,000 B.C., marine transgression had reached the mouth of the Potomac, below what is today Point Lookout in Southern Maryland (Wanser 1982). The upper end of the modern day Potomac estuary basin, within which Alexandria lies, would have been among the last areas to be affected. Core sampling at two locations along the Anacostia suggest that flooding began in the area between 7,000 and 5,000 B.C. (National Preservation Institute 1983). The Bay and upper estuaries seem to have reached their present configurations by around 3,000 B.C. and stabilized for the most part (Gardner 1978; Delcourt and Delcourt 1981). This sea level rise transformed the open grasslands into oak-hickory forests with lowland flooding and marsh formation. The changing environment supported a denser, more varied floral and faunal base. These new marshes became an important focus of activity during the Middle Archaic Period, as they became locations where seasonal, short-term resource procurement occurred. During the Late Archaic Period, the rate of sea level rise slowed, allowing the creation of riverine and estuarine environments stable enough to support significant populations of fish and shellfish. Sedentism increased, as people moved to these riverine and estuarine environments to exploit the new

resources. Artifact assemblages in the Archaic Period grew to include notched and stemmed points in the Early Archaic, ground stone tools by the Middle Archaic, and steatite vessels by the Late Archaic.

Woodland Period (ca. 1,000 B.C. – A.D. 1600)

The introduction of pottery to the Mid-Atlantic region around 1,000 B.C. marks the beginning of the Woodland Period, which archaeologists also divide into Early, Middle, and Late subperiods. Ceramic types indicate temporal sequences throughout the Woodland Period, although triangular projectile points also mark the Late Woodland Period. This period signifies increasing sedentism as the inhabitants of the area became more efficient at exploiting available resources. By the Late Woodland Period, the development of horticulture played a significant role in the total subsistence system. Establishment of agriculturally-based subsistence was a crucial factor in the creation and maintenance of permanent, year-round settlements. Sedentary villages appeared near the fertile soils of riverine floodplains (Barber 1979). Meanwhile, smaller, less permanent sites in a variety of settings indicate the continued exploitation of other types of resources.

3.0 HISTORICAL BACKGROUND

European Settlement (1600 – 1749)

Captain John Smith, during his 1608 voyage up the Potomac River, noted the locations of Native American villages. A village called Assaomeck or “Middle Fishing Place” appears to have been situated on the south side of Great Hunting Creek, just above the creek mouth. This location would be south of the Duke Street project area, on the opposite side of Hunting Creek. The Algonquian-speaking people in this vicinity may have lived in a small number of longhouses along the creek (Schweigert ca. 1999). Soon after European settlement took root in the area, by 1664, the Native American inhabitants moved to what is now King George County. They became known as the Doeg Indians, but moved again by 1714 to the upper Mattaponi River.

In 1649 the project area became part of the Northern Neck Proprietary granted to seven Englishmen. Included was all the land between the Rappahannock and Potomac Rivers. The first grants on the future site of Alexandria were made by 1653 (Walker et al. 1993). Augustine Hermann’s 1673 map shows only 12 house sites along the Potomac River between the Occoquan and Roosevelt’s Island. Land was probably first patented along the rivers and tributaries, and then spread inland. This facilitated the transport of products – mainly tobacco – to markets. Tobacco warehouses and wharves were built at points along the Potomac River and its branches. “Rolling roads,” the early inland roads down which tobacco hogsheads were rolled, served as connections to the waterfront trade centers.

Eight patents had been granted on Great Hunting Creek by 1700. Wealthy planters sometimes seated their newly acquired land with indentured servants, tenant farmers, and/or slaves. Thomas, Sixth Lord Fairfax, had the right to issue patents in the proprietary after 1719. The Virginia legislature passed the Tobacco Inspection Act in 1730 to monitor and control the quality of the tobacco trade. Several inspection warehouses were established along the Potomac where planters could exchange hogsheads of tobacco in exchange for “inspector’s notes” used as currency (Netherton et al. 1978). An inspection warehouse was to be built on Charles Broadwater’s land on Great Hunting Creek, on the south side of Great Hunting Creek, near its mouth, but the location was deemed inconvenient in 1732. The new location chosen was Simon Pearson’s land on the upper side of Great Hunting Creek, near the foot of present day Orinoco Street (Mitchell 1977). The inspection station was known as Hugh West’s Hunting Creek Warehouse by 1740 (Smith and Miller 1989).

Two competing petitions for the establishment of a new town were before the Virginia Assembly in 1748. West’s warehouse was chosen to become the town of Alexandria. The rejected location was the settlement of Cameron, which may have been south of Cameron Run at the present-day intersection of Telegraph Road and the Capital Beltway (Berger & Associates 1989). The town of Alexandria was established in 1749.

Maritime Commerce (1749 – 1820)

The Scottish merchants in Alexandria were successful in having the Fairfax County courthouse moved from Springfield to Alexandria in 1752. The tobacco plantation system declined during this period, due to several factors. Tobacco prices fell due to European wars, British taxation, and soil exhaustion with lower yields. Also, the plantations became smaller as they were divided among heirs, splitting up the profits among more owners, and decreasing the relative wealth of successive generations. Alexandria retained its importance as a center for maritime trade by participating in the new flour trade with Europe and the Caribbean by the 1770s (Rothgeb 1957; Smith and Miller 1989). Flour milling became a major enterprise, and the shipping of grain and farm goods to other coastal cities, in combination with the slave trade in Alexandria, kept the town's waterfront active (Artemel et al. 1987). Alexandria was one of the ten busiest ports in the United States by 1790 (Cressey et al. 1982).

The Fairfax County courthouse moved from Alexandria to present-day Fairfax City in 1789. Alexandria was ceded by Virginia to the federal government for the new District of Columbia in 1791, including Duke Street westward to Hooff Run. The project area remained in Fairfax County. Primary roads from Alexandria to smaller communities to the west were improved, such as the Little River Turnpike, an extension of Duke Street. The turnpike was completed in 1806, extending for thirty-four miles from the Alexandria waterfront to the Little River in Aldie, Virginia. The roads helped spur development along their length, and connected Alexandria merchants to farmers and millers in communities such as Centreville, Falls Church, and Dranesville. Trade embargoes and the War of 1812 hurt the region financially, and land values dropped (Netherton et al. 1978).

Commercial Decline (1820 – 1845) and Economic Expansion (1845 – 1861)

Land values in Fairfax County continued their decline into the 1830s and 1840s. By the early 1840s, much farmland had been abandoned or was no longer being cultivated (Abbott 1968). The situation improved in the mid-nineteenth century, as the increasing population of Washington and Alexandria provided a market for grains, potatoes, fruits, vegetables, and beef. Northerners were attracted to the area, and often established small diversified farms (Netherton et al. 1978). In 1846, Alexandria was retroceded to Virginia from the District of Columbia.

Five railroad projects were begun in Alexandria during the late 1840s (Griffin 1984). The Orange and Alexandria Railroad (O&A RR) was designed to connect Alexandria with the town of Orange and beyond to the fertile farmlands of the Shenandoah Valley. Another line headed south from Alexandria to Aquia Creek and connected with the Richmond, Fredericksburg and Potomac Railroad (RF&P RR) (Griffin 1984; Naisawald 1970). Construction on the O&A RR began in 1850 and reached Manassas by 1853. The O&A tracks were laid through the West End of Alexandria on Wolfe Street. The Alexandria and Fredericksburg Railroad (A&F RR) was chartered in 1851 to connect Alexandria to Fredericksburg. Fredericksburg was already connected to the state capital, Richmond, via the RF&P RR.

The Little River Turnpike/Duke Street in the West End contained a number of single-family dwellings, mainly occupied by renters, during the first half of the nineteenth century. The dwellings were typically occupied by lower to lower middle class whites and free blacks (Cromwell 1989). The nearby City of Alexandria grew dramatically during the 1850s. The city's

population increased from roughly 9,000 to over 12,500, and more than 500 houses were constructed (Smith and Miller 1989). This trend continued until the outbreak of the Civil War in 1861.

Civil War and Reconstruction (1861 – 1875)

The day following Virginia's vote for secession from the Union on May 23, 1861, eleven regiments of Union soldiers crossed the Potomac. Thus began the Federal occupation of Alexandria. Many Confederate troops had already departed for Manassas and the western portions of Northern Virginia. Union troops quickly built a ring of forts surrounding the City of Washington, including several forts along the Alexandria/Fairfax line (Figure 2; U.S. War Department 1865). Fort Ellsworth was built north of Little River Turnpike and Fort Lyon was constructed south of Hunting Creek. The occupying Union forces disrupted local farming by confiscating farm goods and restricting civilian travel. On the other hand, the large number of troops in the area provided a ready market for goods and services from local businesses in Alexandria. The town became a Union supply base, with many troop encampments and a hospital center (Barber 1988). The Federal government seized the O&A RR depot in 1861, turning it and the surrounding area into the United States Military Railroad (USMRR) Station (Cromwell and Hills 1989). The railroad station helped to spur growth in the western part of Alexandria, known as the West End. Breweries, taverns, and boarding houses became plentiful in the area, and the Union army built a number of new buildings along the Little River Turnpike/Duke Street (Cromwell 1989).

Urbanization (1875 – 1950)

The city fell into an economic depression following the Civil War. The village of West End, including the project area, recovered quicker than the City of Alexandria proper (Cromwell 1989). By the mid-1870s, new rail buildings and dwellings had been constructed along Duke Street (Figure 3; Hopkins 1877). The West End contained a brewery, store, water company, blacksmith shop, tavern, and hotel by 1878 (Cromwell 1989). The railroad's role changed from supplying the port of Alexandria to serving as transportation between Alexandria and larger, more industrial cities. Alexandria became more of a stopping point than a final destination for goods and services (Hurd 1987).

The Village of West End, formerly part of Fairfax County, became part of the City of Alexandria in 1915 (Cheek and Zatz 1986). With the growth of the federal government in the twentieth century, Alexandria developed into a suburb of Washington, D.C. The 1930s and 1940s brought much new construction in the West End, with demolition of earlier buildings and their replacement with service-oriented businesses such as shopping centers and gas stations (Cromwell 1989).

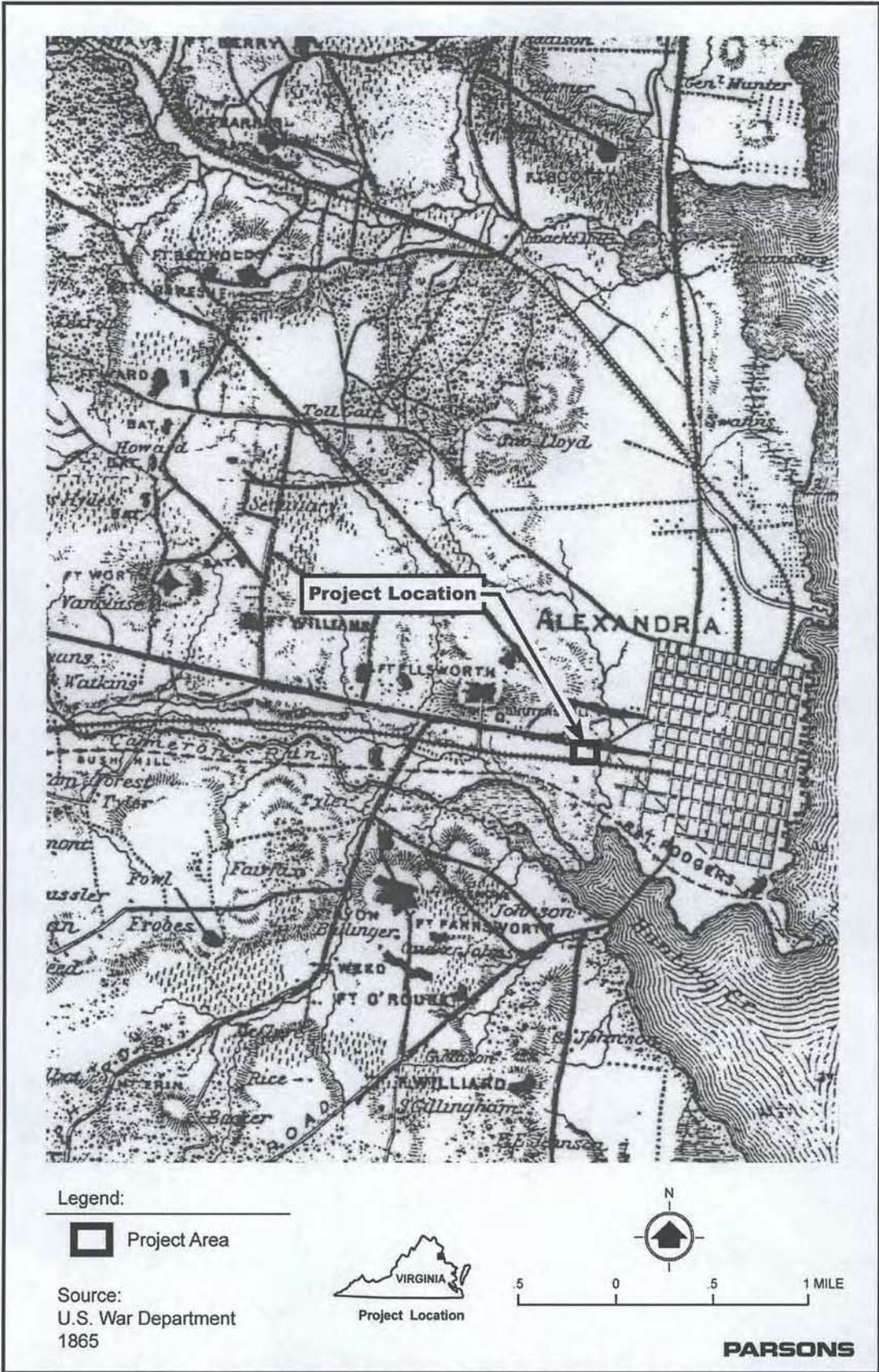


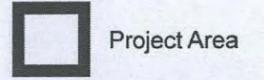
Figure 2: The Alexandria Area During the Civil War (U.S. War Department 1865)

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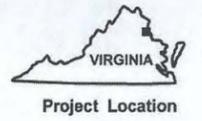
Project Location

Legend:



Project Area

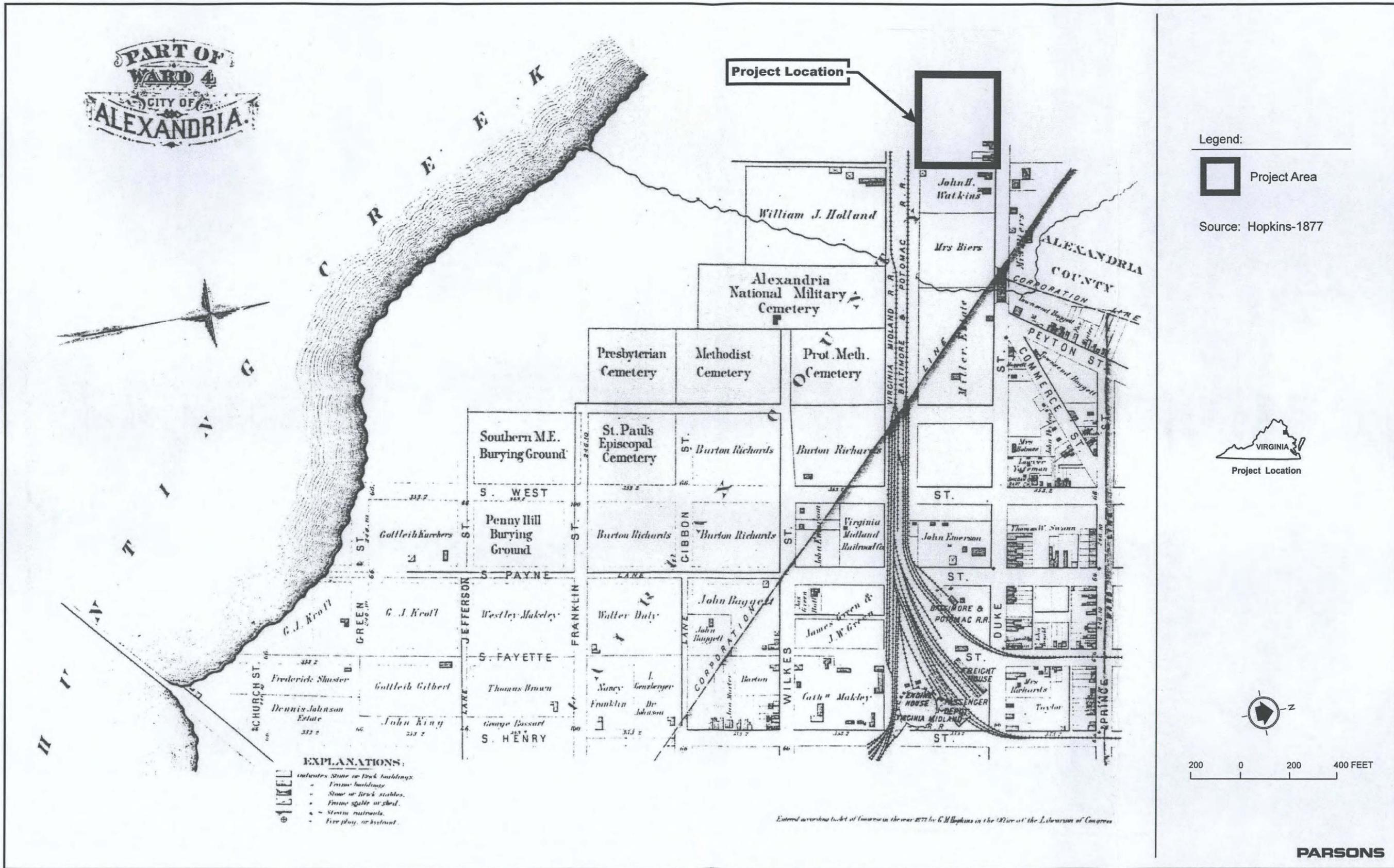
Source: Hopkins-1877



Project Location

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PARSONS



Entered according to Act of Congress in the year 1877 by C.M. Hopkins in the Office of the Librarian of Congress

Figure 3: The 1700 Block of Duke Street in 1877 (Hopkins 1877; Plate 60)

4.0 PREVIOUS LAND USE IN THE PROJECT AREA

The West End of Alexandria has been the focus of a number of archaeological and historic studies over the past fifteen years, typically before redevelopment occurred. Those studies that focused on the 1700 block of Duke Street will be discussed, and the history of land use within specific lots within the block will be detailed.

Overview of the 1700 Block of Duke Street

The entire 1700 block was part of a larger landholding owned by John West, one of the early settlers of Alexandria (Cromwell 1989). His son, John West, Jr., inherited the 313-acre property upon his father's death in 1777 (Pfanstiehl et al. 1999). The younger West began subdividing this sparsely inhabited and largely undeveloped land in 1796. Wolfe Street and Wilkes Street were extended westward from Alexandria to form east/west roads in the new subdivision. North/south routes were named for West's children: John, George, Catharine, Sarah, and Elizabeth. West usually subdivided his land in 2-acre blocks and ½-acre lots. New owners of the lots were required by sales agreements to build a house within two years that contained at least two windows, plastering, and whitewashing (Cheek and Zatz 1986). West sold approximately 20 lots in 1796 (Cromwell 1989).

The project area block was bounded by Duke Street to the north, John Street to the east, the future extension of Wolfe Street to the south, and George Street to the west. The block was divided into three narrow lots, with the long axis oriented north/south, parallel to George Street. East to west, the lots were No. 10 (by John Street), No. 11, and No. 12 (by George Street) (Figure 4). Future street addresses ranged from 1700 Duke Street at the east corner and 1724 Duke Street at the west corner.

Lot No. 10

A chain of title for Lot No. 10 is provided in Appendix A. This easternmost lot eventually encompassed 1700 to 1706 Duke Street. Giles Baker purchased this ½-acre tract on October 21, 1796. Baker soon built a house, which may have been a two-story frame dwelling on the northeast corner of the lot (Cromwell 1989:82). Baker sold the house and lot to his future son-in-law, Moses Kenney, in 1799. Kenney divided the lot into four equal quadrants in 1810 and sold two quadrants (northwest and southeast) to George Varnold. The two remaining quadrants were sold to another John West in 1817. West's deed stated that the rent was to be paid by heirs of Giles Baker, and the property should be leased until Baker's grandson, John Richard Baker, turned 21.

William Burton Richards purchased the northeast and southwest parcels from West in 1831. Richards was a family friend of the Bakers and owned several lots in the West End and later in the city. He probably never resided on Lot No. 10 (Cromwell et al. 1989). George Bontz bought the quadrants from Richards in 1840. Bontz had purchased the other two quadrants of Lot No. 10 from the heirs of George Varnold in 1832. Tax records indicate that a small building was included on the Varnold quadrants (Cromwell and Hills 1989:169). Personal property records

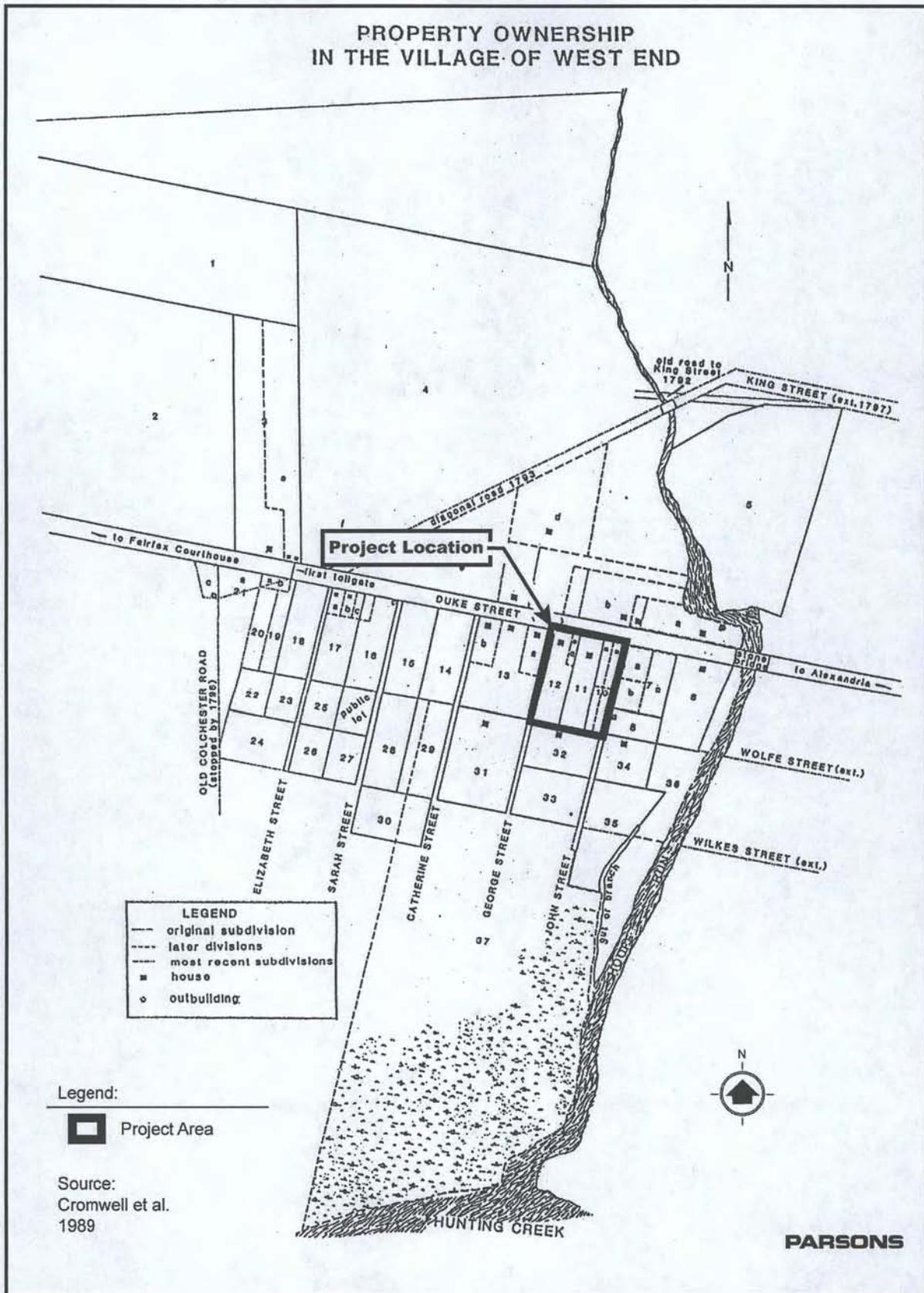


Figure 4: Map showing the Subdivision of the West End (Cromwell et al. 1989:84; Fig. A1)

suggest Bontz lived in the West End as early as 1825 (Cromwell et al. 1989). He was employed as a butcher, according to the 1850 and 1860 Federal Census (Cromwell et al. 1989).

The assessed value of the buildings on Bontz's lot increased dramatically soon after his purchase, from \$450.00 to \$1,200.00 (Cromwell and Hills 1989:169). This may indicate that the brick house that once occupied the northwest quadrant of the lot (1706 Duke Street) was built by Bontz ca.1833. By 1867 the lot was valued at \$2,450.00 including buildings worth \$1,725.00 (Cromwell and Hills 1989:170). This suggests that Bontz added improvements after the initial building period. By 1878, houses occupied the northeast (1702/1704 Duke Street) and northwest (1706 Duke Street) corners of the Bontz property (Figure 5; Hopkins 1878). A rear addition was present on 1706 Duke Street by 1878.

George Bontz and his wife died in 1880 and the lot was inherited by Henry Bontz and Elizabeth Johnson. The two houses on the ½-acre lot may have stood vacant for many years after 1880 (Cromwell et al. 1989). The Bontz heirs divided the property into five lots in 1900. Lot 1 included the east half of a frame house (1700 Duke Street), and Lot 2 included the west half of the same house (1704 Duke Street). Lots 3 and 4 included a brick house (1706 Duke Street). Lot 5 was at the rear of the other four lots (Figure 6; City of Alexandria 1939).

By the turn of the century the old frame dwelling on Lots 1 and 2 had been converted into two row houses and sold as separate dwellings. Elizabeth J. Martin bought Lot 1 (1700 Duke Street) in 1902 and rented out the property during her 27 years of ownership. A grocery store was located on the first floor of 1700 Duke Street by 1924 (Cromwell and Hills 1989:172). The upstairs included a tenement which was rented out. Lot 1 was sold to E. Burnette Ale in 1929, who still owned the lot when the Builders and Developers Corporation acquired the property in 1958 (Cromwell et al. 1989).

Lot 2 (1702 Duke Street) was retained by the Johnson heirs until 1929; during their tenure, two different parties rented the house. The lot was sold at public auction for delinquent taxes in 1932 to Ale, who already owned Lot 1. The house reportedly dilapidated, but Ale made repairs and was able to rent out the tenement (Cromwell and Hills 1989:172). Ale owned numerous other properties, and retained ownership of 1702 Duke Street until the building was razed in 1958 (Cromwell et al. 1989).

Lots 3, 4, and 5 were bought at public auction by Ella H. Brown, the daughter of Henry Bontz, in 1901. The Browns lived in the brick house (1706 Duke Street) until 1914. John T. Haring purchased the property in 1914 and sold it to Herbert A. Griffith in 1919. The property was sold twice in 1925; the second purchaser, Alice Moore, lived in the brick house until 1944. Edgar A. Lamb bought the property in 1944, and then sold Lots 3 and 4 to Walter J. Hill in 1949. Lot 5 was sold to Herby's Ford dealership in 1950 and an automotive paint shop was constructed on the lot. The Builders and Developers Corporation bought Lots 3 and 4 in 1958 (Cromwell et al. 1989).

Ruth Baer bought Lot No. 10 and the entire 1700 block in 1959. The buildings were demolished, and a shopping center was built. The shopping center was still standing in

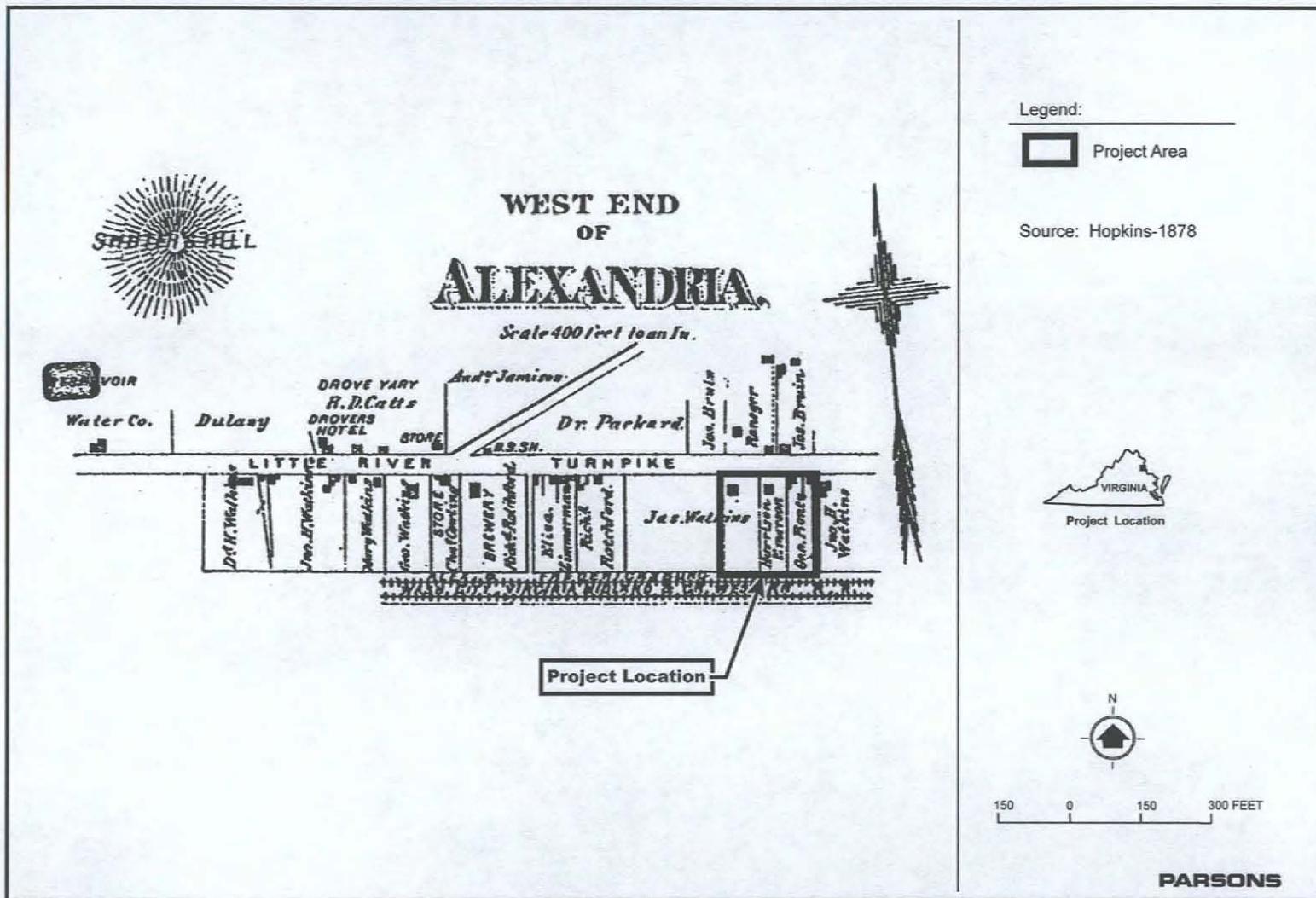


Figure 5: The Project Area in 1878 (Hopkins Atlas, West End of Alexandria inset, 1878)

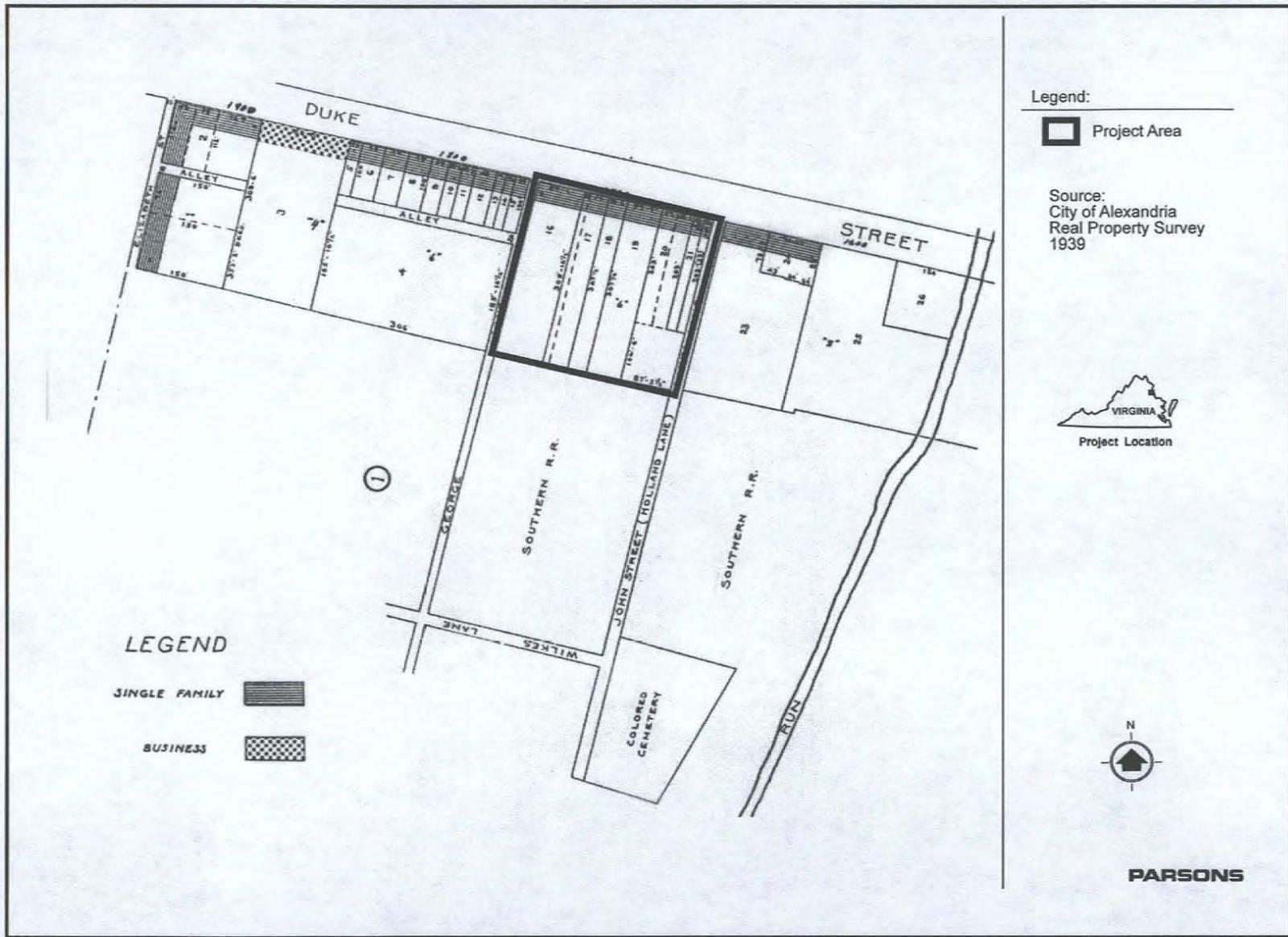


Figure 6: The Project Area in 1939 (City of Alexandria Real Property Survey 1939:101)

2002 in the southern half of the project area, with paved parking on the north half near Duke Street (Figure 1).

Lot No. 11

The chain of title for Lot No. 11 (1712 and 1714 Duke Street) is in Appendix B. John West, Jr. sold the lot to Mathew Robinson in 1802. Robinson reportedly added a dwelling to the lot (Cromwell 1989:82). Robinson's son, William, sold the property to Harrison Emerson in 1830. The tract contained buildings by 1830 (Schweigert c.1999:5-30). Emerson, a butcher, removed the old buildings on the lot by 1831 and added substantial new buildings by 1832, according to the tax records (Schweigert c.1999:6-4). The Hopkins map shows a house on the property, set back slightly from Duke Street, by 1878 (Figure 5). Emerson's estate records indicate that there was a two-story frame dwelling house with an attached back building on the property in 1880 (Schweigert c.1999:6-16). By 1882, the property was in the hands of Albert Stuart, who transferred the tract to Michael H. Nash in 1882. Nine years later, Nash sold the property to Clara A. Miller, who sold the tract to James B. Brown in 1901. The following year, Brown sold the parcel to Robert Knox. Knox sold the tract to Peter Astryke in 1903. Up to this point, the property conveyed included both 1712 and 1714 Duke Street. Astryke divided the property and kept the eastern portion (1712 Duke Street). The property passed to his wife, Elizabeth DeDier Astryke, in 1905, who retained the tract until 1918. Richard Dennis bought 1712 Duke Street from the widow Astryke. Dennis died intestate in 1951. His widow, Lulu B. Dennis, sold the tract to Builders and Developers Corporation in 1958. Lot dimensions were then 59 ft. 7 in. along Duke Street, and 307 ft. 6 in. from Duke Street to the Alexandria and Fredericksburg Railway property. Builders and Developers Corporation purchased the entire 1700 Duke Street block in 1958 and 1959.

The western portion of Lot No. 11 (1714 Duke Street) was in the hands of Harry Priest when he died in 1918. His widow, Mary Jane Priest, retained the property until 1958 when the Builders and Developers Corporation purchased the block (see Lot No. 10). The lot dimensions in 1958 were 33 ft. 5 in. along Duke Street and 307 ft. 5 in. from Duke Street to the Alexandria and Fredericksburg Railway property.

Lot No. 12

A chain of title for Lot No. 12 (1718 and 1724 Duke Street) appears in Appendix C. The entire lot was leased by John West, Jr. to Thomas Richards in 1797. The $\frac{3}{4}$ -acre property encompassed ca.120 ft. of frontage on Duke St., and was bounded by George Street on the west and Wolfe Street on the south. Richards was to pay West an annual rent of \$25.42.

Thomas Richards and his wife, Nancy, sold his lease on the lot to John Limerick in July 1797 for 39 pounds. Both parties were residents of the Town of Alexandria, Fairfax County. Limerick was obligated to pay the yearly rent of \$25.42 to West. By September, 1798, Limerick was to:

raise a House of brick, Stone, or Frame, at least sixteen feet square, with a brick Chimney two windows with twelve lights in each & compleat the same by plastering & white washing it in a workmanlike manner, together with everything else to render it a comfortable & convenient dwelling house...(FCDB [FCDB] A2, Pg. 324)

Limerick established a commercial bakery on the property and erected a two-story frame house, a kitchen, and a 28 ft. by 12 ft. brick bake house (Schweigert c.1999:5-21). Limerick purchased the property outright from John West, Jr. and his wife, Elizabeth, in August 1798 for \$400.00.

Limerick and his wife, Susannah, sold a portion of the property, Parcel B, to Presley Jacobs in October 1798 for 30 pounds. Parcel B occupied the northeast corner of the lot (1718 Duke Street). The parcel began 68 ft 6 in. eastward of George Street and fronted on Duke Street for another 24 ft. to the east. Parcel B was 120 ft. north/south (Figure 4). A frame house was standing on the parcel by 1804, and may have been constructed by Jacobs (Schweigert c.1999:6-16). Jacobs opened a tailor shop on Royal Street in Alexandria in 1802 (Schweigert c.1999:5-25). Parcel B (1718 Duke Street) changed hands seven times between 1802 and 1847. Thomas Javins bought Parcel B from David G. Watkins in 1847.

Limerick sold the remainder of the tract, Parcel A (1724 Duke Street), to Michael O'Mara in 1803. O'Mara advertised the property for rent or sale in 1806, including a two-story frame house, a kitchen, a brick bake house, a stable, and a double brick-built necessary with a pigeon house on top. He leased the property to his son-in-law and daughter, who may not have continued the baking business (Hills 1993:59 in Schweigert c.1999:5-21). Parcel A remained in the hands of the O'Mara family until 1847, when Thomas Javins purchased the tract from heirs of Michael O'Mara's daughter, Anstica Quigley.

Javins sold both parcels A and B to Edgar T. Javins in 1869, who in turn sold the lot to Cassius Augur in 1871. Augur conveyed the property to Wesley and Catherine Makely four years later. The Makelys sold both 1718 and 1724 Duke Street to Ida L. and James H. Watkins in 1876.

A house stood near the northwest corner of the lot, set back slightly from Duke Street, by 1878 (Figure 5). This dwelling would have been at 1724 Duke Street. James Watkins owned the parcel in 1878. Watkins also owned the entire block to the west (the 1800 block of Duke Street) by 1878. There were no buildings shown on the 1800 block on the 1878 map.

Marian V. Ballenger (nee Watkins), bought the eastern three-quarters of the 1718 Duke Street tract from Ida L. Watkins (Marian's mother) in 1894, with 32 ft. of frontage on Duke Street. She purchased the western one-quarter of 1718 Duke Street (with 8 ft. along Duke Street) from the other Watkins heirs (her sisters) in 1901. Such a narrow subdivision suggests the lot served as a walkway, perhaps accessing the railroad property to the south. Ballenger retained the 1718 Duke Street parcel until 1920, when S.J. Irby, Sr., acquired it. No dwelling was depicted at 1718 Duke Street in 1877, although one was present by 1921 (Hopkins 1877 and Sanborn 1921). This does not eliminate the possibility that a building existed at 1718 Duke Street prior to 1877. He and Mary Irby sold the parcel four years later to Elizabeth Dunlop Haynes. Haynes held onto the tract until Builders & Developers Corporation purchased 1718 Duke Street in 1958. Duke Street Associates, LLC, acquired the entire 1700 Duke Street Block ca. 2000.

Ida L. Watkins (the widow of James) died intestate after 1893. Watkins heirs from Fairfax County and the City of Washington sold 1724 Duke Street in 1901. The new owner was Charles W. Nichols of Loudoun County. Nichols died intestate and the property descended to his only child, Mae Nichols Brawer. Brawer transferred the lot to M.J. Manning by 1939, and Manning

then sold the property to James and Gussie Smith. Gussie M. Smith held onto 1724 Duke Street until Builders and Development Corporation purchased it in 1958, along with the rest of the block. The 1700 block was bought by Duke Street Associates, LLC, ca.2000.

5.0 PREVIOUSLY IDENTIFIED CULTURAL RESOURCES WITHIN THE PROJECT AREA

Phase II Cultural Resource Assessment, Lot No. 10 (1700 – 1706 Duke Street)

The 1700 block of Duke Street underwent Phase II testing in an attempt to locate evidence of buildings associated with the former Lot No. 10 at 1700, 1702, and 1706 Duke Street (Cromwell 1989:58). The study took place in 1987 and 1988 and encompassed the 1100 to 1900 blocks of Duke Street. The proposed widening of Duke Street (Route 236) prompted the cultural resource evaluation. Initial investigations consisted of documentary research for the properties involved. Two late-18th- to early 19th-century buildings were documented near the southwest corner of the intersection of Duke and Holland Streets. Documentary evidence suggested that the easternmost structure (Building #1, 1700/1702 Duke Street) was a frame house, while the westernmost structure (Building #2, 1706 Duke Street) was brick.

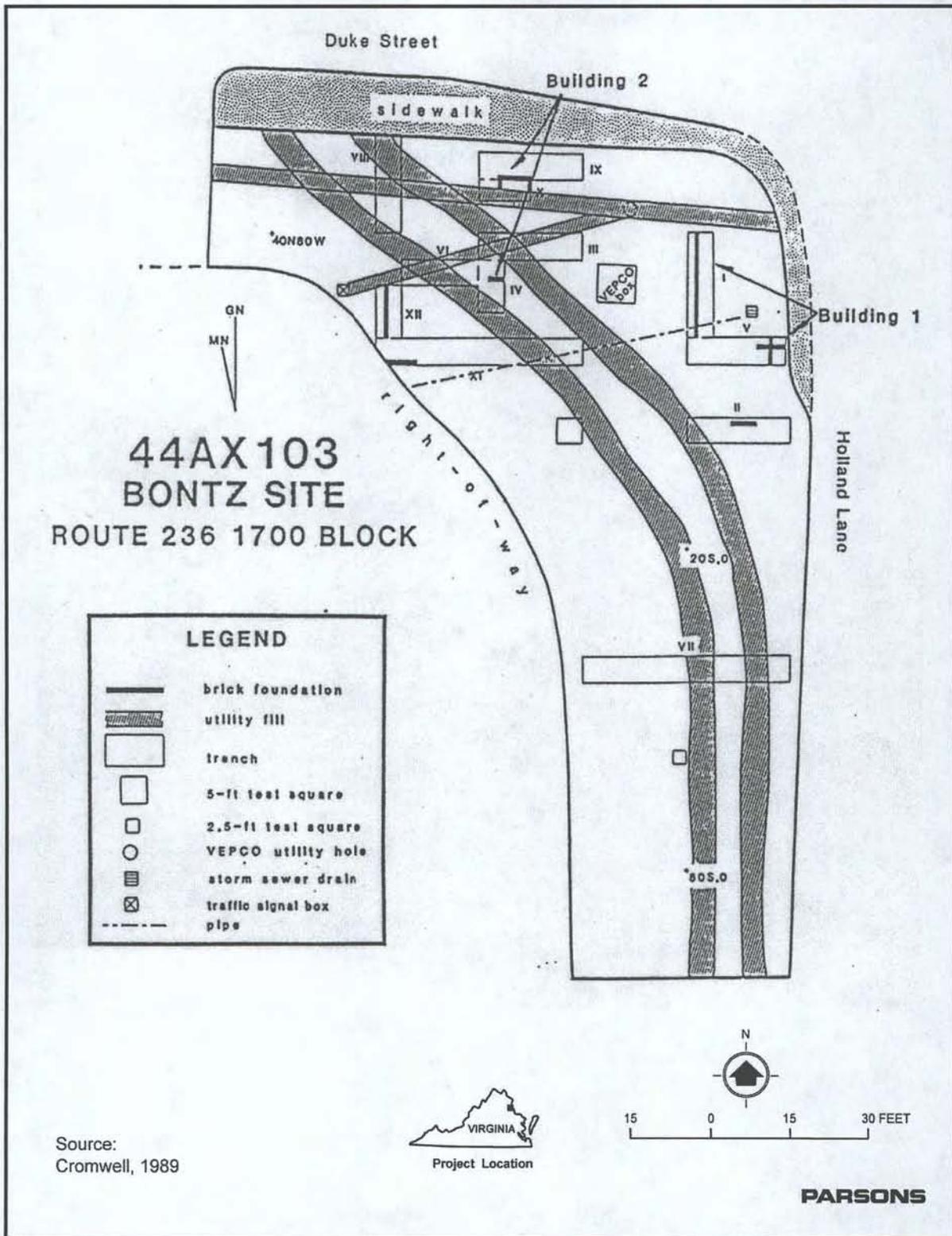
An archaeological site named the Bontz Site was identified and was designated Site 44AX103. The four initial machine-dug trenches revealed portions of brick foundations of Building #1 (the 1700/1702 Duke Street duplex) and Building #2 (the 1706 Duke Street single dwelling). Ultimately, a total of twelve machine-dug trenches were placed within the former Lot No. 10 (Figure 7; Cromwell 1989:59). Features were typically exposed but not excavated during the Phase II investigations. Five-foot-square excavation units were excavated within selected trenches.

The brick foundation of Building #1 was found in trenches I, II, and V. The foundation was a stretcher course 9 inches wide and 3 ft. below the surface of Trench I (Cromwell 1989:59 and 75). A rear addition was found within Trench II.

Several small portions of Building #2 were found within trenches IV, X, XI, and XII (Figure 7). Utility line trench disturbances had greatly disturbed the foundation of Building #2. However, a 9-inch-wide stretcher course foundation wall was noted in Trench IV. A porch or cellar entrance was noted within trenches IX and X. This feature was excavated to two ft. below the foundation. The exposed wall was of American common bond. A rear addition to the main residence was exposed in trench XI. Building #2 was found to extend south, beyond the right-of-way, so the dimensions were not determined.

A storm sewer drain was noted within Trench XI. A yard area containing 19th and 20th-century cultural deposits was discovered within Trench VII. The remnants of an artifact-bearing deposit were found in sections of Trench III and Trench IX.

Site stratigraphy was typically topped by a recently deposited fill (Layer 1) over an asphalt parking lot (Layer 2). The fill was used to create a median strip between the parking lot, Duke Street, and Holland Lane. After the buildings on the block were demolished in 1958, the asphalt parking lot was laid for the small shopping center that was 75 ft. south of the Bontz Site



**Figure 7: Plan Map of the Phase II Testing of Lot No. 10, 1700 – 1706 Duke Street
(Cromwell 1989:59; Fig. 20)**

(Cromwell 1989:62). Below the parking lot was a fill layer (Layer 3) placed to level the area prior to the shopping center construction. This overburden ranged from 2 to 5 ft. thick.

Layer 4 was a preserved cultural deposit, ranging in thickness from 3 in. to 1 ft. 6 in. near Duke Street, and increasing to over 2 ft. 6 in. in the backyard area (Trench VII). A test unit excavated in trench VII revealed six distinct lenses in Layer 4. The upper layer, Layer 4A, was composed of very dark gray silty loam charcoal, and contained only 20th-century artifacts. Layer 4B, a black silty loam, contained a high concentration of coal and 19th – 20th century artifacts. The underlying layer (4C), consisted of dark yellowish brown silty clay, over a layer of black silty loam mottled with dark yellowish brown clayey loam (Layer 4D). Layer 4D produced 19th-20th century artifacts. A layer of compressed oyster shell (4E) was underneath 4D. Layer 4F was dark yellowish brown clayey loam with charcoal and mid-19th-century artifacts (Cromwell 1989:64).

Beneath Layer 4 was typically subsoil (Layer 5), sometimes with a few brick fragments on the surface (probably due to compaction). Underlying Layer 5 was another subsoil layer, Layer 6, of strong brown fine sandy clay.

The Bontz Site (44AX103) was evaluated as potentially eligible for listing in the NRHP for information potential (Criterion D) (Cromwell 1989:79). The site could yield information on the Village of West End, a largely undocumented, peripheral service community of Alexandria. Transportation networks, spatial distribution patterns, local economy, social status of occupants, and land use patterns during the mid-19th century were proposed as potential avenues of research (Cromwell 1989:80). Further archaeological and documentary research was recommended. The documentary research could provide a statewide and regional context for development of the West End, plus site-specific information on the Bontz Site.

Phase III Excavations, Lot No. 10 (1700 – 1706 Duke Street)

Phase III excavations and additional documentary research were conducted on Lot No. 10 in 1988 (Cromwell and Hills 1989). The area investigated was approximately 200 ft. north-south and ranged from 400 to 900 ft. east/west (Figure 8; Cromwell and Hills 1989:174; Fig. 15). The upper fill layers and asphalt were removed using a Gradall. The prior grid was reestablished, and a topographic map was prepared. The site was excavated in three stages. The two house foundations, Structure #1 (1700/1702 Duke Street) and Structure #2 (1706 Duke Street) were exposed first. A series of 5-ft.-square test units was placed across the foundations. The foundations were exposed, mapped, and photographed. Much of the eastern half of Structure #1 (1700 Duke Street) had been destroyed by modifications to the King Street/Holland Lane intersection. Most of the second rear addition to Structure #2 (1706 Duke Street) was outside of the right-of-way and was not exposed. The basement of Structure #2 was investigated as well, after debris from the 1958 demolition and two concrete floors were removed. A layer of fill dirt with frit, glass, and slag formed a 2-ft.-thick base under the cellar floor. A possible bulkhead entrance to the cellar was exposed in the front of Structure #2.

In the second phase of excavation, the backyards of 1700, 1702, and 1704 Duke Street were investigated. Thirty-two 2.5-ft.-square test units were completed at 10-ft. intervals. The backyard of 1706 Duke Street (Structure #2) was outside of the right-of-way and was not studied.

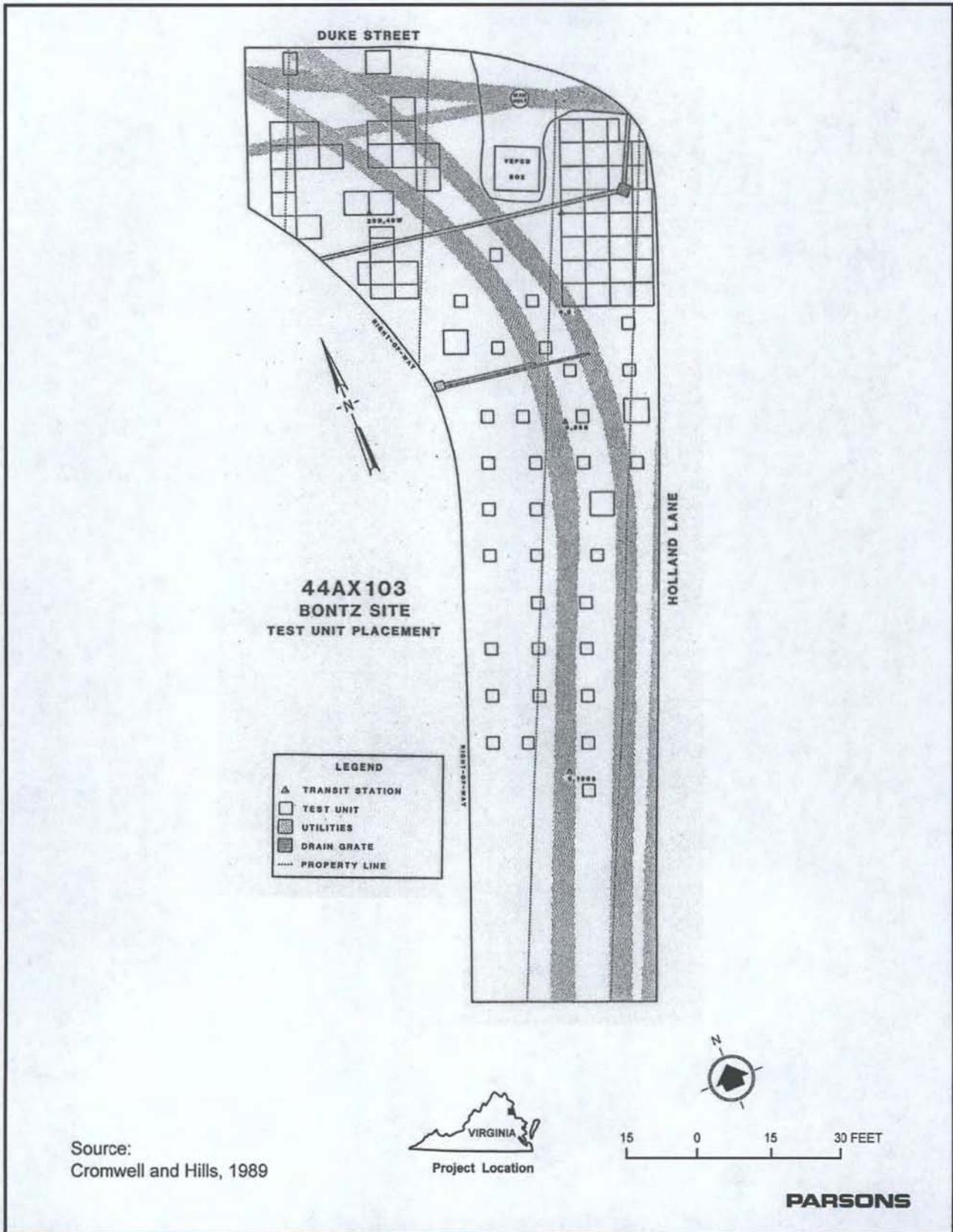


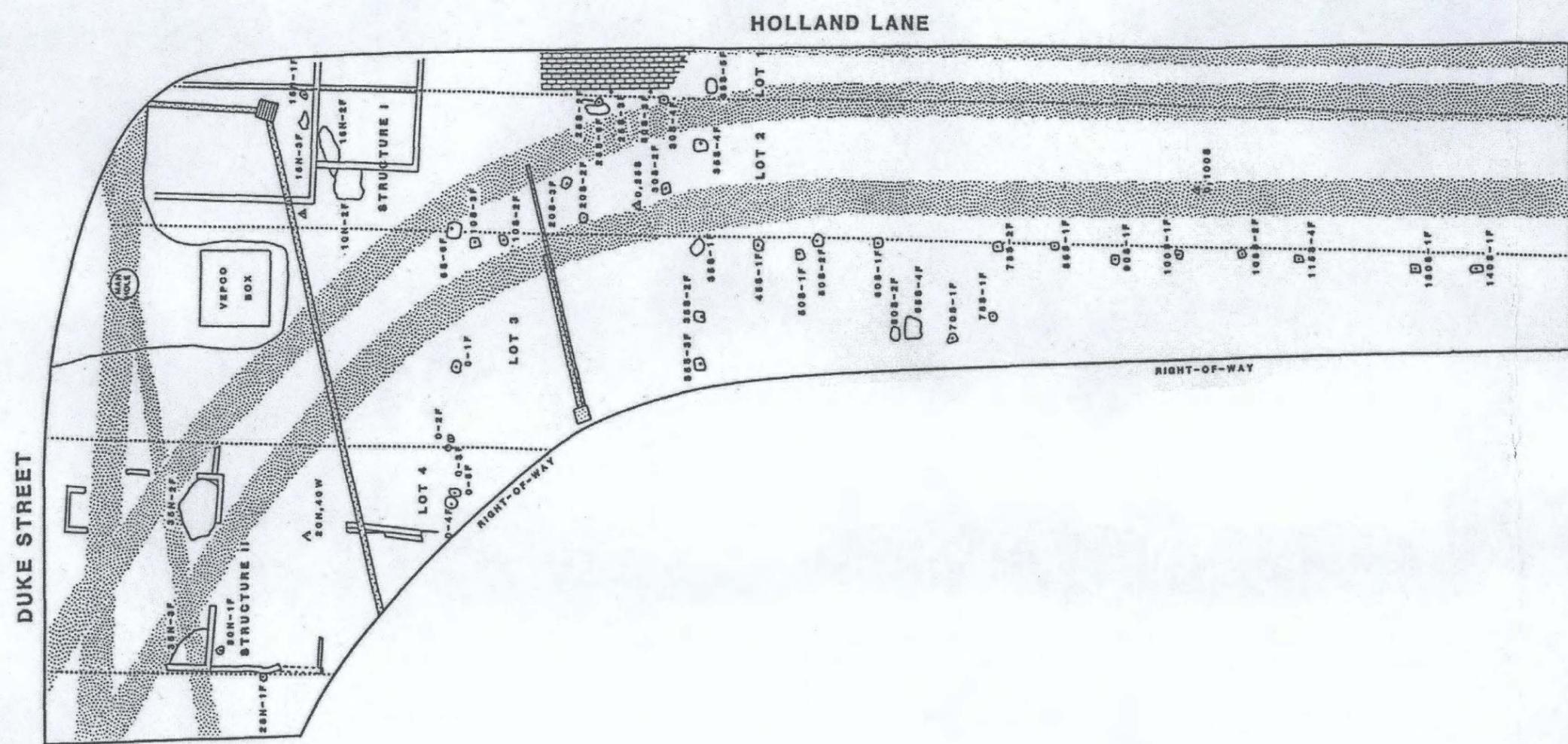
Figure 8: Plan Map of the Phase III Excavations of Lot No. 10, 1700 – 1706 Duke Street (Cromwell and Hills 1989:174; Figure 15)

To locate subsurface cultural features and examine soil profiles, 463 ¼-inch augur tests were placed at 2.5-ft. intervals within the backyards.

In the third stage of investigation, all topsoil in the yard areas was removed with a Gradall, to locate cultural features. The subsoils were then trowelled to define features. All features and anomalies were mapped, photographed, and excavated. In all, thirty-seven post molds/holes and 10 additional cultural features were identified (Figure 9; Cromwell and Hills 1989:180a, Fig. 17). Most of the post features were interpreted as fencelines, probably dating to the division of the lot in the early 1900s. The remaining 32 anomalies were found to be non-cultural in origin.

Over 24,000 ceramic and glass artifacts were recovered from the Bontz site excavations. Notable finds included 264 smoking pipe fragments, 140 buttons, 11 coins, and 86 marbles. All brick recovered appeared to be hand-made. Overall, the assemblage dated to the late 18th/early 19th through mid-20th centuries. The long-term occupation by owners and tenants, including children, was represented, and seemed to be material common to middle-class homes. Most of the ceramics were utilitarian ware with minimal decoration. The artifacts in the rear yards were found within a sheet midden distributed across the site (Cromwell and Hills 1989:260). The artifacts tended to cluster on either side of the north-south oriented fenceline that divided the backyards of 1702 from 1704 Duke Street in the early-20th century. A fenceline oriented east/west was noted, roughly 35 ft. south of Structure #1 (Figure 9).

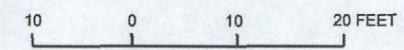
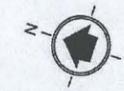
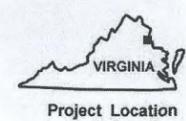
**44AX103
BONTZ SITE
FEATURE MAP**



LEGEND

- ▲ TRANSIT STATION
- FEATURE
- FEATURE (POST)
- ▨ UTILITIES
- ▩ BRICK WALK
- ▧ DRAIN GRATE
- ⋯ PROPERTY LINE
- ⌚ STRUCTURE FOUNDATION

Source:
Cromwell and Hills
1989



PARSONS

Figure 9: Plan map of Features at Lot No. 10, 1700 – 1706 Duke Street (Cromwell and Hills 1989:180a, Fig. 17)

6.0 ARCHAEOLOGICAL RESOURCE POTENTIAL

Predicted Archaeological Resources

Residential development spanned much of the 1700 block of Duke Street by the first decade of the 19th century. The buildings often had additions added to the rear during the 19th century, and at least one contained a commercial establishment on the first floor with tenement housing above in the early 20th century. These dwellings were still standing when the block's buildings were demolished in 1958. A layer of fill was deposited to level the block before a shopping center and paved parking lot were built in 1959.

The project area has a high potential of containing historic archaeological resources including foundations of houses with additions and outbuildings, as well as concentrations of household debris from the turn of the 19th century to the mid-20th century (Figure 10, Cromwell and Hills 1989:310, Fig. A3; and Figure 11). It is reasonable to assume that the fill deposition observed over the foundation remains of 1700/1702 and 1706 Duke Street is present over the remainder of the block. The potential to locate prehistoric resources in the project area is much lower, and is contingent on the preservation of old land surfaces under historic fill sequences, and among modern development intrusions.

Much of Lot No. 10 has been the subject of previous intensive archaeological and archival investigations, and no further work was recommended for the portion of the lot studied (Figure 12; Cromwell and Hills 1989:290). Essentially, 1700 Duke Street, 1702 Duke Street, and 1704 Duke Street have been investigated along their north-south length. The foundation at 1706 Duke Street was only partially investigated, and the remainder of the rear foundation and the entire rear yard have yet to be documented. A small frame structure was present in the rear yard of 1706 Duke Street by the 1920s, abutting the western property line (Figure 10). This structure has not been documented.

Lot No. 11 contained a frame dwelling at 1712/1714 Duke Street that was divided into a duplex by the 20th century (Figure 10). The northern portion of this dwelling was set further back from Duke Street than were its neighbors to the east (1700 – 1706 Duke Street), and therefore may have been spared destruction by the utilities paralleling Duke Street. The building had front and rear porches. The rear yard of Lot No. 11 should contain evidence of fence lines and trash middens, similar to that seen in 1700 – 1706 Duke Street (the Bontz Site, 44AX103). Each yard also contained a frame structure by the 1920s.

Lot No. 12 contained two dwellings (Figure 9). The single house at 1718 Duke Street was a frame building, set back from Duke Street, but not as far back as its neighbor to the east (1712/1714 Duke Street). The dwelling had a front porch, and a single small frame outbuilding in the rear yard. Lot No. 12 also contained a dwelling at 1724 Duke Street set back from Duke Street and from George Lane. George Lane was 15 ft. wide in 1939 and appears to be the same width in 1963. George Lane is approximately 25 ft. wide on current plans (Figure 1), so is probably only 5 ft. closer to the dwelling than previously. However, utility lines presumably

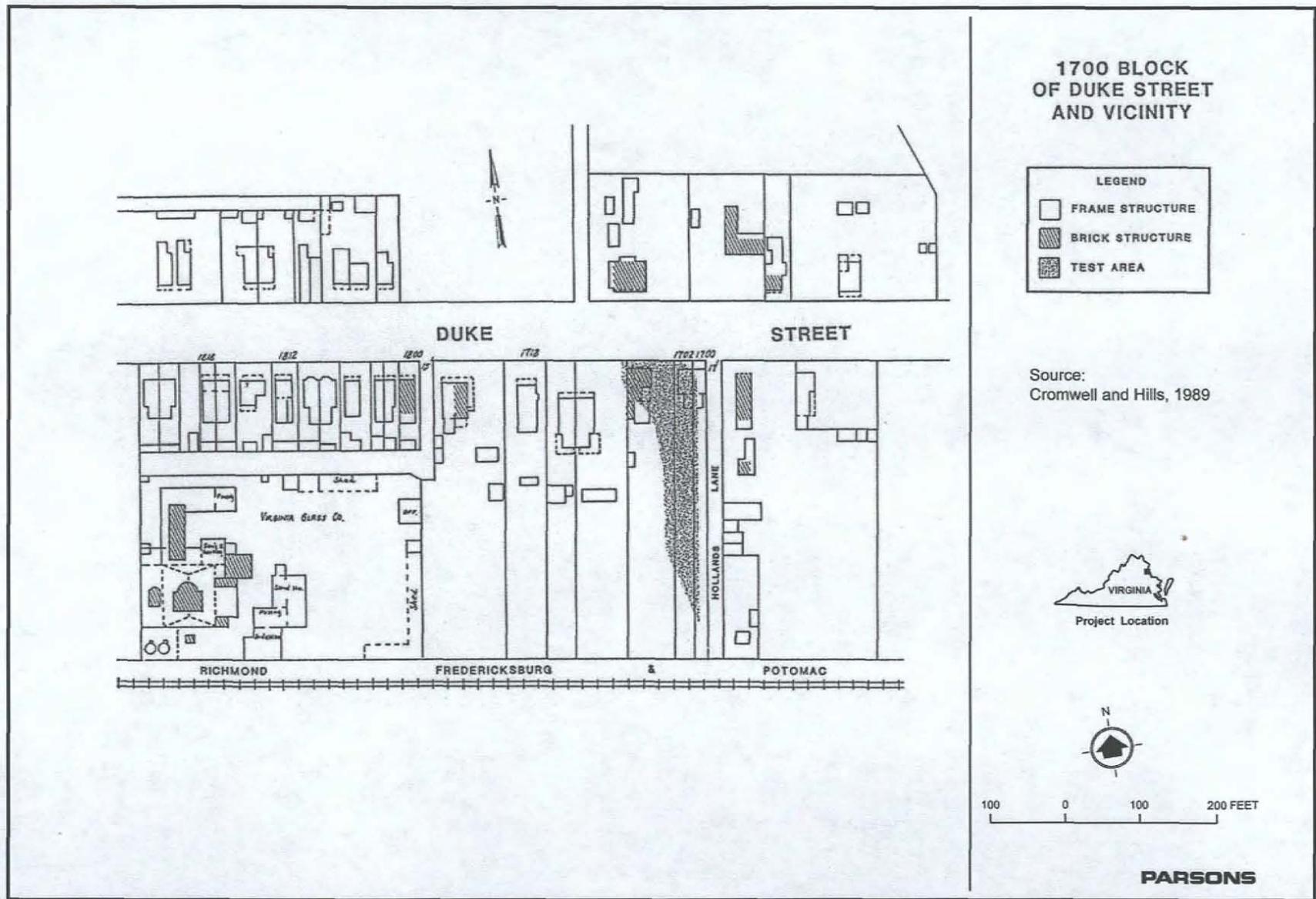


Figure 10: Detail from 1921 Sanborn Map and Area Previously Investigated (Cromwell and Hills 1989:310, Fig. A3)

bordering the eastern edge of George Lane may have disturbed the building's west wall. The building at 1724 Duke Street appears to have been a duplex by the 1920s (i.e. 1722/1724 Duke Street), since the east half was made of brick while the west half was frame (Figure 10). The building had a wraparound porch along the front and east sides by 1921, plus a rear addition (west) and rear porch (east). Four frame outbuildings stood in the backyard of 1724 Duke Street by 1921, two adjoining structures on the western edge of the property, one on the eastern edge, and one near the eastern edge. The backyard of Lot No. 12 also should contain features similar to those seen in 1700 – 1706 Duke Street, such as artifact concentrations and fenceline posts.

In summary, the most archaeologically sensitive region of the project area is within roughly 0 ft. - 120 ft. south of Duke Street. The main buildings and outbuildings stood within this zone, as of the 1920s (Figure 12). This zone is currently primarily under the parking lot north of the shopping center. The northeast quadrant of the paved strip east of the shopping center was included in the previous investigations and therefore does not need to be studied.

Projected Locations of Hazardous Materials on the Site

The one-story brick strip mall extant on the site has been the location of a dry cleaning establishment for a number of years, near the west end of the building (1728 Duke Street). Such an enterprise uses hazardous chemicals, some of which could have found their way into the soils or groundwater. The former automotive paint shop, southeast of the shopping center building, also would have used hazardous materials. The existing shopping center, to be demolished, could contain hazardous materials. To determine the presence and levels of hazardous materials on the property, a Phase I Environmental Site Assessment (Phase I ESA) was conducted by URS/Dames & Moore in September 2000 (URS 2000). Concerns included the businesses mentioned above plus the existence of an identified contaminated site and open leaking underground storage tank at the former Norfolk Southern Railroad yard, directly south/southwest of the project area.

A Phase II ESA was conducted by URS/Dames & Moore in October 2000 to address these concerns. Twelve borings were conducted within the project area: three near the southwest corner of the property near the dry cleaning businesses, three near the eastern end of the shopping center building in the area of the former automobile repair/service operations, three along the southern border of the property closest to the former rail yard, and three within the interior of the former dry cleaners and the sanitary sewer connection piping (Figure 12). Eleven soil samples and eight groundwater samples were obtained from the borings. Laboratory analysis of samples revealed:

- elevated readings of hazardous volatile organic compounds (VOCs) in two samples from the vicinity of the dry cleaning establishment (borings B-1 and B-9). Readings were negative for hazardous metals and Total Petroleum Hydrocarbons (TPHs);
- negative readings for hazardous metals, VOCs, and TPHs near the former automotive shop;
- substantially elevated readings of VOCs within the interior of the former dry cleaners (Boring B-10), as well as potentially elevated TPH-Gasoline Range Organics (GROs) (borings B-10 and B-11) (URS 2000: 6-7).

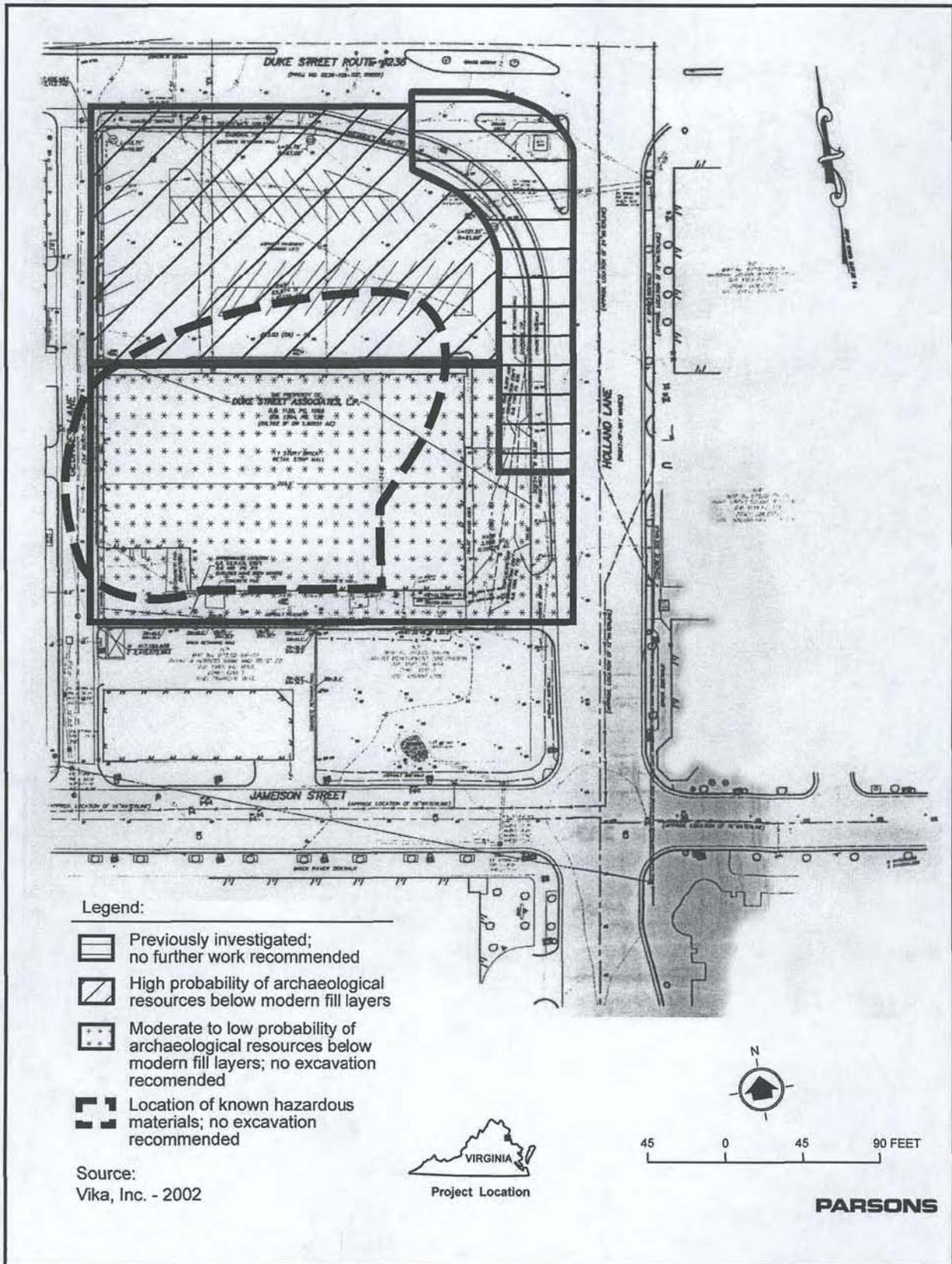


Figure 12: Archaeological Potential Zones and Location of Predicted Hazardous Materials

Samples of suspected asbestos-containing materials were gathered, to supplement a previous asbestos survey of the building. The samples were obtained from the vinyl floor in the rear kitchen area of a restaurant (east of the former dry cleaners) and the textured ceiling material in the basement under a drug store (east of the restaurant). Concentrations of over 1% are considered to contain asbestos. No asbestos was detected in the flooring from the restaurant kitchen. However, asbestos was found in a 5% concentration of the basement ceiling. The ceiling was a spray-on textured material that was present throughout the 20,000-square-foot basement space (URS 2000: 8). Although the ceiling material was judged to be in good shape, the asbestos was friable.

Additional investigation was recommended to determine the extent of soil contamination under the building. A destructive asbestos survey was recommended to locate any additional suspect materials (i.e. within walls or pipe chases) before the building is demolished (URS 2000: 9). Asbestos abatement was recommended.

7.0 RECOMMENDATIONS FOR FUTURE TREATMENT

Further archival research is recommended for the 1700 block of Duke Street. Additional information from census and tax records, for example, could help in interpreting the age and function of archaeological remains. The 1700 through 1706 Duke Street addresses have undergone this additional investigation, but the remainder of the block is less well documented. Data could include status and occupation of building/lot owners and tenants, building values over time, and possible businesses that may have been established on the first floor of these buildings.

This study has identified a zone with high potential for archaeological resources, the ca. 120 ft. south of Duke Street (Figures 11 and 12). This area is currently covered by a paved parking lot. This zone is bounded by George Lane to the west and the curving line of the previously investigated area on the east. Although the high potential zone extends southward to the approximate location of the concrete sidewalk north of the shopping center, the southern ca. 40 ft. of the zone has been found to contain contaminated soil (Figures 11 and 12). Therefore, archaeological excavations are not recommended within ca. 40 ft. of the sidewalk. However, monitoring of mechanical soil removal and photodocumentation of any features noted within the ca.40-ft. zone could be conducted.

The high potential zone greater than 40 ft. north of the shopping center should be investigated for archaeological resources prior to ground disturbance below the current grade of the shopping center's parking lot. Investigation could proceed in a similar fashion to work done previously at 1700 – 1706 Duke Street in the 1980s. The upper fill layers could be removed with a Gradall or backhoe, under monitoring by archaeological personnel. If intact archaeological features, such as building foundations, are seen before the bottom of the fill layers is reached, mechanical removal would stop in the vicinity of the features, to allow further investigation with shovels or trowels. After the fill layers are removed, a grid could be established across the site, preferably tying into a mapped portion of the previous investigations.

The area under the existing shopping center, the sidewalk on the north edge of the shopping center, the loading dock area south of the shopping center, and the paved strip to the east of the shopping center have lower potential for archaeological resources and higher potential for contaminants. These areas did not contain main buildings or outbuildings on 19th and early 20th-century maps. This portion of the property has been developed since 1950, with a partial basement under the shopping center. Road widening and underground utilities have disturbed much of the area between the shopping center and Holland Lane to the east. In addition, hazardous materials have been found in this area, especially underneath the former dry cleaning establishment.

Because of the presence of hazardous materials on the property, should any field investigation be conducted within identified zones of contaminated soils, it would require an archaeological field team who had OSHA Hazardous Waste Operations and Emergency Response 40-hour training. Should such a field investigation be conducted, the level of specialized protection required would

be have to be determined based upon its location and the level of effort required. It is recommended that a meeting be held with Alexandria Archaeology to discuss the nature of any further study of archaeological resources from the site, including options for creative mitigation procedures.

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**APPENDIX A:
CHAIN OF TITLE FOR ORIGINAL LOT NO. 10, 1700 TO 1706 DUKE STREET**

<i>Grantee</i>	<i>Grantor</i>	<i>Year</i>	<i>Lot/Instrument</i>
Duke Street Associates, LLC	Unknown	Ca.2000	Alexandria Deed Book [ADB] 1128 Pg.1068; ADB 1204 Pg. 738
Ruth Baer	Builders & Developers Corp.	1959	Lots 1,2,3,4- ADB 494 Pg. 530
Builders & Developers Corp.	Walter J. Hill	1958	Lots 3, 4- ADB 475 Pg. 606
Builders & Developers Corp.	E. Burnett Ale	1958	Lots 1,2- ADB 475 Pg. 96
Walter J. & Maria Hill	Edgar A. Lamb	1949	Lots 3, 4- ADB 281 Pg. 592
Edgar & Georgia Lamb	Alice Moore	1944	Lots 3, 4, 5- ADB 206 Pg. 430
E. Burnett Ale	Carl Budwesky, Comm.	1933	Lot 2- ADB 113 Pg. 506
E. Burnett Ale	Martin & Patterson	1929	Lot 1- ADB 97 Pg. 70
Alice Moore	B.B. & Ida R. Erzine	1925	Lots 3, 4, 5- ADB 68 Pg. 572
B.B. & Ida R. Erzine	Hannie C. Griffith	1925	Lots 3, 4, 5- ADB 68 Pg. 570
Hannie C. & Herbert A. Griffith	Laura B. Haring	1919	Lots, 3,4, 5- ADB 68 Pg. 480
John & Laura Haring	Ella H. & Arthur R. Brown	1914	Lots 3, 4, 5- Fairfax County Deed Book [FCDB] U7 Pg. 72
Elizabeth & Lavinia Martin	Elizabeth J. Martin	1912	Lot 1- FCDB N7 Pg. 580
Elizabeth J. Martin	Henry Bontz Heirs	1902	Lot 1- FCDB N7 Pg. 579
Ella H. Brown	George Bontz Heirs	1901	Lot 3, 4, 5- FCDB J6 Pg. 110; Fairfax County Chancery Book CFF Pg. 91
Henry Bontz & Elizabeth Johnson Heirs	George Bontz Heirs	1900	Division of ½ acre lot- FCDB E6 Pg. 707
George Bontz	William & Pricilla Richards	1840	NE & SW quadrants- FCDB F3 Pg. 232
George Bontz	George Varnold Heirs	1832	NW & SE quadrants- FCDB A3 Pg. 51
William Richards	John & Sarah West	1831	NE & SW quadrants- FCDB Z2 Pg. 229
John West	Moses Kenney	1817	NE & SW quadrants- FCDB P2 Pg. 306; Book Missing
George Varnold	Moses & Elizabeth Kenney	1810	NW & SE quadrant- FCDB L2 Pg. 408
Moses Kenney	John West	1801	½ acre lot- FCDB C2 Pg. 467; Book Missing
Moses Kenney	Giles Baker	1799	½ acre lot- FCDB L2 Pg. 408; Fairfax County Court Order Book 99 Pg. 493
Giles Baker	John West, Jr.	1796	Entire ½ acre lot- FCDB Z Pg. 222
John West, Jr.	John West, Sr.	1777	Property including whole project area – Fairfax County Will Book [FCWB] D Pg. 4

**APPENDIX B:
CHAIN OF TITLE FOR ORIGINAL LOT NO. 11, 1712 - 1714 DUKE STREET**

<i>Grantee</i>	<i>Grantor</i>	<i>Year</i>	<i>Lot/Instrument</i>
1712 Duke Street			
Duke Street Associates, LLC	Unknown	Ca.2000	Alexandria Deed Book [ADB] 1128 Pg.1068; ADB 1204 Pg. 738
Builder & Developer Corporation	Lulu B. Dennis et al.	1958	ADB 478 Pg. 177
Edward & Lulu Dennis	Elizabeth Astryke	1918	ADB 67 Pg. 49
Elizabeth Astryke	Peter Astryke	1905	FCDB S6 Pg. 372
1714 Duke Street			
Duke Street Associates, LLC	Unknown	Ca.2000	Alexandria Deed Book [ADB] 1128 Pg.1068; ADB 1204 Pg. 738
Builder & Developer Corporation	Mary Jane Priest	1958	ADB 477 Pg. 558
Mary Jane Priest (widow of Harry Priest)	A.T. Priest (father of Harry Priest)	1918	ADB 67 Pg. 346. Harry Priest died in 1918.
Missing Gap (Not in Index at Alexandria or Fairfax County)			
1712-1714 Duke Street			
Peter Astryke	Robert F. Knox	1903	Part of Larger Lot which includes 1714 Duke Street; FCDB M6 Pg. 347
Robert Knox	James B. Brown	1902	FCDB J6 Pg. 495
James B. Brown	Douglas Stuart	1901	FCDB I6 Pg. 354; Deed of Trust
James B. Brown	Clara A. Miller	Pre-1901	Mentioned in 1901 Deed pg. 355
Clara A. Miller	Michael H. Nash	1891	FCDB L5 Pg. 254
Michael H. Nash	Albert Stuart	1882	FCDB C5 Pg. 412
Gap: No record found from Emerson to Stuart			
Harrison Emerson	William Robinson (son of Mathew)	1830	FCDB Z2 Pg. 250
Mathew Robinson	John West, Jr.	1802	FCDB ?2 Pg. ??? (5/141802); Reference illegible on 1891 Deed
John West, Jr.	John West, Sr.	1777	Property including whole project area – Fairfax County Will Book [FCWB] D Pg. 4

**APPENDIX C:
CHAIN OF TITLE FOR ORIGINAL LOT NO. 12, 1718 - 1724 DUKE STREET**

<i>Grantee</i>	<i>Grantor</i>	<i>Year</i>	<i>Lot/Instrument</i>
1718 Duke Street			
Duke Street Associates, LLC	Unknown	Ca.2000	ADB 1128 Pg.1068; ADB 1204 Pg. 738
Builder & Developer Corporation	Elizabeth Dunlop Haynes	1958	ADB 477 Pg. 533
Elizabeth Dunlop Haynes	S.J. & Mary Irby	1924	ADB 81 Pg. 418
S.J. Irby, Sr.	Marian V. Ballenger (Watkins)	1920	Unified 1718 parcel; ADB 71 Pg. 344
Marian V. Ballenger (Watkins)	Ida W. Bailey (Watkins), Bessie H. Watkins, Julie H Watkins	1901	1/4 of 1718 parcel; FCDB I6 Pg. 37
Marian V. Ballenger (Watkins)	Ida L. Watkins (& James H.)	1894	3/4 of 1718 parcel; FCDB S5 Pg. 200
1724 Duke Street			
Duke Street Associates, LLC	Unknown	Ca.2000	ADB 1128 Pg.1068; ADB 1204 Pg. 738
Builders and Development Corp.	Gussie M. Smith	1958	ADB 477 Page 620
James & Gussie Smith	M.J. Manning	1939	ADB 151 Page 216
M.J. Manning	Mae N. Brawer (daughter of C.W. Nichols)	??	ADB 151 Page 215
Charles W. Nichols	Lulie G. Watkins, Bessie Watkins, Marian V. Ballenger (Watkins), Ida W. (Watkins) & E. Gray Bailey	1901	FCDB I6 Page 231
1718 – 1724 Duke Street			
Ida L. & James H. Watkins	Wesley & Catherine Makely	1876	FCDB U4 Pg. 26
Wesley & Catherine Makely	Cassius & Juanita Augus	1875	FCDB S4 Pg. 221
Cassius Augur	Edgar. T. Javins	1871	FCDB M4 Pg. 201
Edgar T. Javins	Thomas Javins	1869	Unified parcel; FCDB K4 Pg. 177
Thomas Javins	Heirs of Anstica & Michael Quigley (daughter of Michael O'Mara)	1847	Parcel A; FCDB M3 Pg. 274
Thomas Javins	David G. & Elizabeth A. Watkins	1847	Parcel B; FCDB M3 Pg. 279
David G. Watkins	Elizabeth Hustin (Heusten)	1844	Parcel B; FCDB H3 Pg. 132
Elizabeth Heusten (Hustin)	Stephen Lomax	1825	Parcel B; FCDB W2 Pg. 275
Stephen Lomax	Peter Tressler	1818	Parcel B; FCDB Q2 Pg. 352 - Book Missing
Peter Tressler	Carroll Baker	??	Parcel B; FCDB Q2 Pg. 34 - Book Missing

<i>Grantee</i>	<i>Grantor</i>	<i>Year</i>	<i>Lot/Instrument</i>
1718 – 1724 Duke Street			
Carroll Baker	Charlotte Riggs (Dyer Hubbard, Husband)	1808	Parcel B; FCDB J2 Pg. 106
Michael O'Mara	John Limerick	1803	Parcel A; FCDB E-2 Pg. 296
Charlotte Riggs (Dyer Hubbard)	Presley Jacobs	1802	Parcel B; FCDB J2 Pg. 107
Presley Jacobs	John Limerick	1798	Parcel B; FCDB B2 Pg. 93
John Limerick	John West, Jr.	1798	FCDB B2 Pg. 56; Release
John Limerick	Thomas Richards	1797	FCDB A2 Pg. 324; Lease
Thomas Richards	John West, Jr.	1797	FCDB A2 Pg. 315; Lease
John West, Jr.	John West, Sr.	1777	Property including whole project area – Fairfax County Will Book [FCWB] D Pg. 4