PAUL VI CATHOLIC HIGH SCHOOL
FAIRFAX, VIRGINIA

MODIFIED HISTORIC STRUCTURE REPORT

February 2018

For

THE IDI GROUP COMPANIES
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1935 Building

HISTORIC STRUCTURES REPORT

PAUL VI CATHOLIC HIGH SCHOOL

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INTRODUCTION

Paul VI Catholic High School is located on a 16-acre site along Fairfax Boulevard, in the City of Fairfax, Virginia. The original school building, known as Fairfax High School, was built in 1935 and has multiple 20th century additions and renovations. The building is currently owned by the Diocese of Arlington and used for high school educational purposes as the Paul VI Catholic High School.

From Preservation Brief 43: "A historic structure report (HSR) provides documentary, graphic, and physical information about a property's history and existing condition. Broadly recognized as an effective part of preservation planning, a historic structure report also addresses management or owner goals for the use or re-use of the property. It provides a thoughtfully considered argument for selecting the most appropriate approach to treatment, prior to the commencement of work, and outlines a scope of recommended work. The report serves as an important guide for all changes made to a historic property during a project-repair, rehabilitation, or restoration-and can also provide information for maintenance procedures. Finally, it records the findings of research and investigation, as well as the processes of physical work, for future researchers."

The IDI Group plans to demolish all but the 1935 portion of the building to redevelop the site for community and commercial retail use.

This modified HSR report will evaluate the condition of the building and the appropriateness of its partial demolition based on the IDI Group's redevelopment proposal.

Study Summary

The original building has relevance in the history of the City of Fairfax and Fairfax County. Although formerly and currently used in the category "Education" and type "Classroom Building", and significant under Criterion A for its ability to tell the story of broad patterns of history and Criterion C for its architecture, it is not likely to be listed individually in both the National Register of Historic Places or the Virginia Landmarks Register due to loss of physical integrity.

The original school building and adjacent site appear to be in generally good condition with some minor maintenance problems.

The preservation objective is for the original 1935 high school building to remain as a Fairfax City landmark while accommodating new uses to ensure its future viability and maintenance. Due to the building's altered condition and the proposed new use, we recommend treatment as a limited preservation project.

Due to the high integrity of the front (north) façade we recommend that the remaining original elements of the facade be preserved and repaired in their current state. The side and rear facades, as described in Part II, have been extensively altered and therefore no longer have sufficient integrity to be historically significant. Due to loss of integrity from previous interior alterations, the interiors are generally not historically significant. If the walls adjacent to the main entryway are retained for structural reasons, we recommend their finishes be retained.

INTRODUCTION *(continued)*

Project Data

Encore Sustainable Design, LLC has been retained by Thunderbird Archeology, a division of Wetland Studies and Solutions, Inc., to provide consulting services to perform a modified Historic Structures Report (HSR) on the original 1935 portion of the Paul VI Catholic School property in Fairfax, Virginia.

Encore Sustainable Design, LLC performed an on-site visual inspection of the site and buildings, identified items of deferred maintenance and interviewed maintenance staff.

The site was observed on January 16, 2018 by Ward Bucher, A.I.A of Encore Sustainable Design LLC. Mr. Bucher was accompanied by Pat Rhodes, Project Manager, IDI Group; Beau Hill, Maintenance Supervisor, Paul VI Catholic High School; and David Linton, Structural Engineer, Linton Engineering. Mr. Bucher is a licensed architect in Virginia, meets the National Park Service's Professional Qualification Standards for Historic Architecture, and has more than 44 years of professional experience as a preservation specialist.

The site, the building exteriors, roof, and all accessible interior areas of the 1935 portion of the complex were observed. Maintenance issues were discussed with Mr. Hill. The documents provided for review are included in this report as appendices.

Portions of reports by Thunderbird Archeology and Linton Engineering have been incorporated into this Historic Structure Report.

PART 1. DEVELOPMENTAL HISTORY

Historical Background and Context

Thunderbird Archeology, a division of Wetland Studies and Solutions, Inc., of Gainesville, Virginia, prepared a Property History and Chronology of Development of Paul VI Catholic High School, located on ±16 acres between Fairfax Boulevard and Cedar Avenue on the west side of McLean Avenue in the City of Fairfax, Virginia. The campus contains a high school, sports fields, and two houses, including the John C. Wood House, which is discussed under separate cover.

Previously recorded at the Virginia Department of Historic Resources (DHR) but not listed on the Virginia Landmarks Register or the National Register for Historic Places (NRHP), the Paul VI Catholic High School (DHR No. 151-5247) was originally the Fairfax High School, and it opened in 1935 as the first four-year high school in the county. After the closure of Fairfax High School, the building served as the north campus of George Mason University. In 1983, it became Paul VI Catholic High School. The city has included the property as a potential site for listing to the NRHP in the Historic Resources chapter of the Comprehensive Plan.

In the absence of a national public school system in the late 18th and early 19th centuries, education of the middle-to-upper class population in American cities and counties primarily occurred in private schools or homes, while the lower-to-middle class population followed familial vocational traditions or engaged in apprenticeships. The poorest sector of the population would be the first to rely on public education. Virginia's first school legislation enabled but did not require localities to establish a system of public schools for poor white children in 1796. Such schools were frequently not funded by the landed elite who sent their children to day and boarding schools in places such as Alexandria. Fairfax County first attempted to establish general education with the state-supported Literary Fund in 1810; however by the 1840 census, Fairfax County contained nine schools that were likely all at least privately funded. In 1846, under the authority of state legislation, the county established 20-plus districts with the intent to have one public one-room school house per district, a goal never fully realized due to lack of funds and qualified teachers.[1]

In the mid-to-late 19th century, the shift from an agrarian to an industrialized society incited a significant increase in school enrollment despite socio-economic or racial background. After the Civil War, the new Virginia constitution passed in 1870 and included the Virginia Public Free Schools Act, which was to provide free education for all children. The first state superintendent was appointed in 1871 and began to build the statewide infrastructure with localities' support. Fairfax County established six school districts – Centreville, Dranesville, Falls Church, Lee, Mount Vernon, and Providence, which included the Town of Fairfax. That year, there were 13 schools for black children and 28 schools for white children, including buildings previously constructed by the U.S. War Department's Freedmen's Bureau and/or local community members. The second state school superintendent was R.R. Farr of Fairfax, who continued school expansion statewide and whose son would later own part of the land around Paul Vi. Milton Dulaney Hall became superintendent of Fairfax County Schools in 1886 when there were 65 schools and served until 1929. Though fully funded public education remained controversial during the reconstruction years, by 1900, the county expanded education and operated 99 public schools. Some original schoolhouses were replaced or altered, often doubling in size with multiple rooms for instruction.[2]

By the early 20th century, the increased demand for formal education prompted the establishment of school boards who oversaw the creation of more standardized buildings and curricula. Educators moved beyond the basic instruction of reading, writing, and math and began to consider the importance of a wider array of studies as well as the incorporation of play. This required state school boards to begin to consider innovative features such as homerooms, gymnasiums, workshops, playgrounds, and auditoriums.[3] Virginia responded to this movement by hiring a state architect, which prompted a wave of school construction across the commonwealth.

From 1918 to 1942, Raymond V. Long served as School Architect for the State Department of Education.

1 Nan Netherton et al., Fairfax County, Virginia. A History (Virginia: Fairfax County Board of Supervisors, 1992; repr., Anniversary Commemorative Edition), 236-37, 95-96.
2 Nan Netherton, Fairfax, Virginia: A City Traveling through Time (Fairfax, VA: History of the City of Fairfax Round Table, 1997).
3 William Scott Bradley, "Perceptions About the Role of Architecture in Education" (University of Virginia, 1996), 5-6.

PART 1. DEVELOPMENTAL HISTORY *(continued)*

He also sat on the board of numerous committees, serving as the Director of the National Advisory Committee on School Building Problems in the 1930s and the Director of the Virginia State Planning Board in the 1940s.[4] Long was instrumental in consolidating schools based on critical population density and in introducing vocational, commercial, and advanced placement courses in senior highs. His office handled architectural and engineering specifications for numerous schools throughout Virginia during his tenure, including major building campaigns in Arlington and Fairfax counties in 1930 and 1931.[5] Each set of plans did not diverge greatly from place to place, though black and rural schools were smaller in scale than their white and urban counterparts. Generally, they included similar layouts, while decorative elements applied to facades varied from Colonial Revival at Edinburg High School in Shenandoah County in 1933, Classical Revival at Fairfax High School in 1934, to Art Deco at Booker T. Washington High School for Coloreds in Staunton and the George Washington High School in Alexandria in 1936.[6]

While Raymond Long worked on improving educational environments from the state level, he found a strong local advocate in Wilbert T. Woodson, Fairfax County School Superintendent from 1929 to 1961, who spearheaded modernization of the local school system and helped to eliminate scattered frame buildings that lacked electricity and plumbing in areas that were still largely rural. As of 1925, Fairfax was first in the state in literacy and contained multi-room high schools for white children in Clifton, Floris, Herndon, Oakton, and McLean; a public high school for black children would not be built until 1954 in Merrifield, requiring them to commute to Manassas or Washington, D.C. As Woodson began to pitch consolidation, he was met with old resistance from the local elite who still preferred sending children to private schools and resisted increased taxes. The relatively new working middle class of government workers took their children to Washington, D.C. for school, and farmers were mostly satisfied with the old schools; however, within four years of taking the helm, he, with Long, garnered enough support to present plans for the first consolidated high school.[7]

Long and Woodson's work coincided with the Great Depression (1929-1940), when President Franklin D. Roosevelt created the Works Progress Administration (WPA) to provide funding for public buildings and employ people out of work. Much of Long's work came to fruition through this program and the Virginia Literary Fund. Many of these plans are archived at the state, while original drawings for Fairfax High School from 1934 and 1938 have been scanned and included in reduced form in Appendix 4 courtesy of the Virginia Room of the Fairfax County Public Library.

Following World War II, the suburbs eclipsed what remained of rural areas in major cities across the nation – population, infrastructure, neighborhoods, shopping centers, and schools exploded. The scale at which it occurred and the way in which communities were designed and built departed greatly from previous generations of development. It was during this period that local educators began to feel that Fairfax High School had outlived its purpose and outgrown its space. Additional plans and context on the campus' subsequent uses is available in Appendix 5 and in the Property History in Appendix 1. Photos of the campus as it exists today are included in Appendix 6.

Chronology of Development and Use ***(refer to Appendix 1 for additional images)***

Oct 15, 1913 Thomas and Edith Keith sell 17.85 acres of a former farm to the Fairfax County Fair Association for the county's first permanent fairgrounds.

1931 The Lee Highway bypass is completed through the Fairfax County Fairgrounds, which requires removal of a stable and a large well that supplied water to neighbors during drought.

Oct 24, 1933 The Washington Post reports that Fairfax Town Council discussed potential locations and fundraising for the first consolidated high school in Fairfax County. Woodson reported that a consolidated school would be two stories with 16 classrooms, 2 laboratories, a library, auditorium and utility rooms based on plans prepared by Long's office. Fair Association

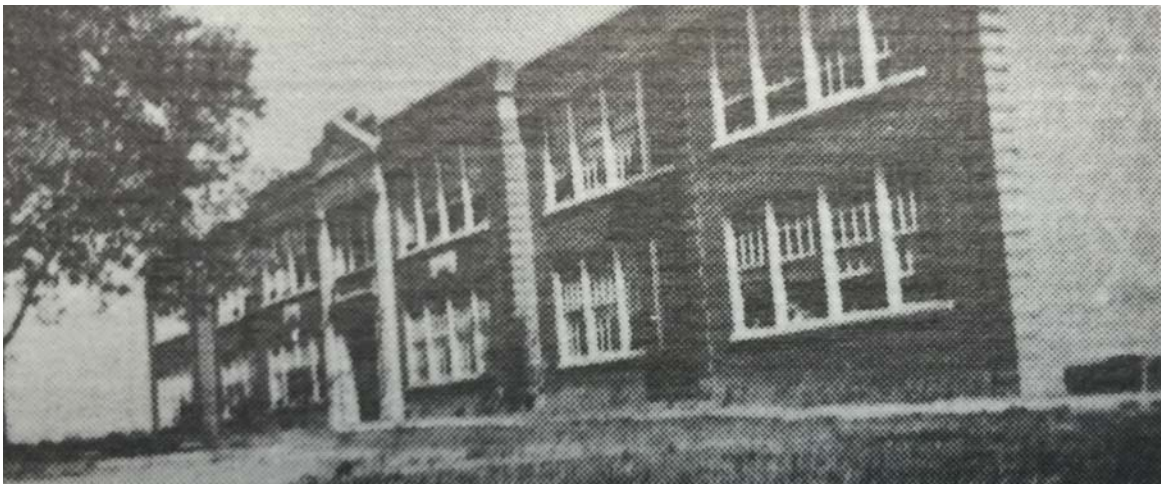
4 United States Committee on Labor and Public Welfare, "Antidiscrimination in Employment, Hearings on S. 984, June 11-3; 18-20; July 16-8," (Washington, D.C.1947).

5 The Washington Post (WP) 1930 May 29:24; WP 1931 Jun 9:22.

6 John E. Wells and Robert E. Dalton, Virginia Architects 1835-1955: A Biographical Dictionary (Richmond, VA: New South Architectural Press, 1997).

7 Netherton et al., Fairfax County, Virginia. A History, 571-73.

PART 1. DEVELOPMENTAL HISTORY *(continued)*



1937 View of Front Facade (Fare Fac Yearbook)

Director, Albert Sherwood offered 12 acres south of Lee Highway for $5,000. Mrs. James U. Kincheloe and Mrs. Paul E. Brown volunteered to raise funds through subscriptions.

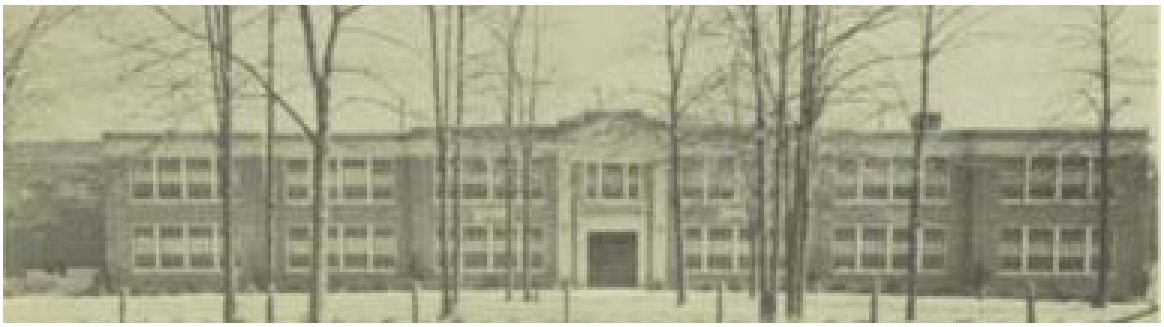
Mar 12, 1934	The Fairfax County School Board buys 13.856 acres for the High School from the Fair Association.
Apr 1934	State Architect Raymond Long prepares blueprints of school and auditorium.
May 2, 1934	Bids for construction open. All are overbudget, therefore, the auditoriums and additional classrooms are put on hold.
Jun 1934	Ground broken for construction of 14,651-square foot central portion of Fairfax High School (FHS). Funded by WPA grant, loan from the Literary Fund of Virginia, and local monies.
Feb 22, 1935	First class on record, though students recall starting in early January and helping set up furniture.
1935-1936	The School Board bought 0.65 acres, 1.7 acres, and 5.27 acres for athletic fields.
1936	47 students graduate from FHS.

1938 Back Elevation and Fields (Fare Fac Yearbook)

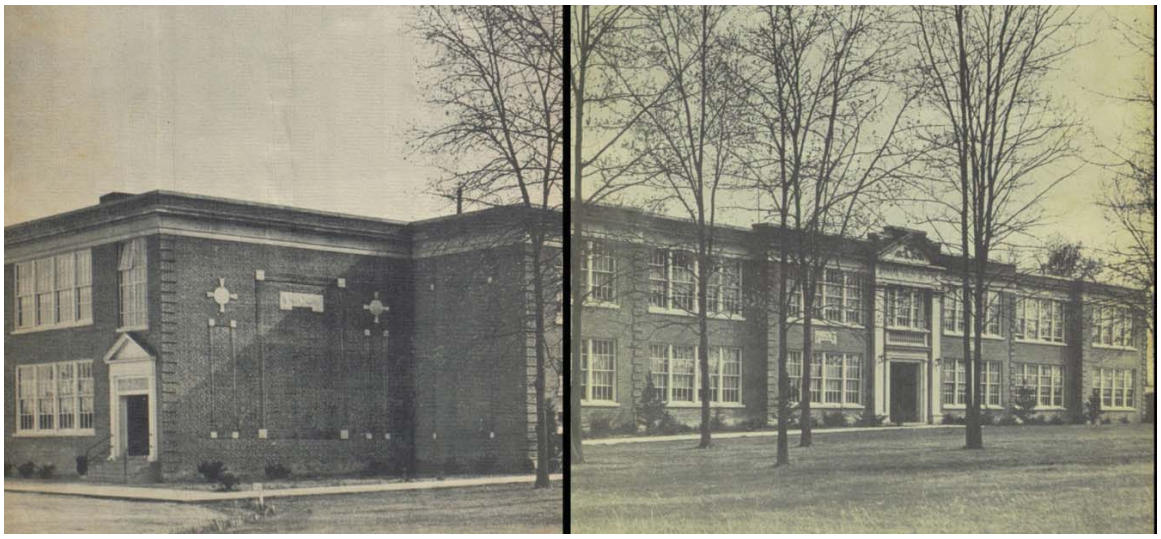
PART 1. DEVELOPMENTAL HISTORY *(continued)*

1939 Auditorium Construction (Fare Fac Yearbook)

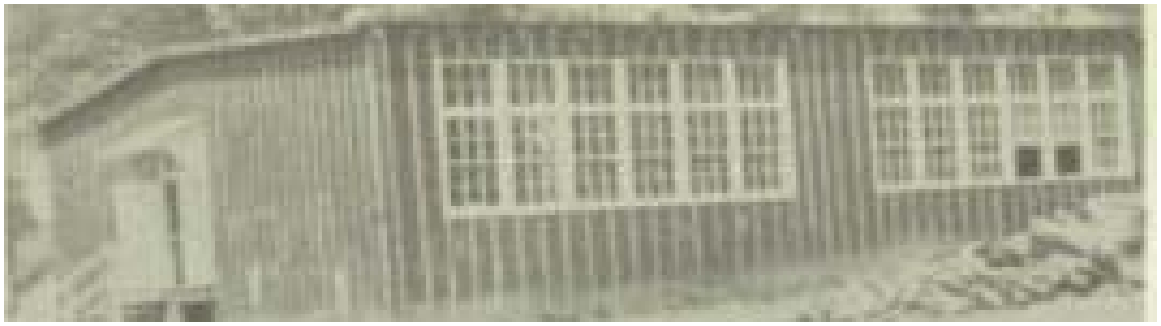
Apr 1937	At the public's request, school board resolves to apply to the state board for Literary Fund loan.
May 1937	School board resolves to ask the State Highway to take over the care of Keith and Cedar Avenues, which are through streets.
Fall 1937	Temporary classroom building (the "chicken coop") is built.
Aug 1938	Long prepares new blueprints for auditorium and gymnasium.
1938-1939	Northern Virginia Construction Company builds auditorium and gymnasium addition.
1939	Bids taken for lockers, theater curtains, and seats.
Jan 2, 1940	Auditorium and gymnasium ready for occupancy.
1942	Shop and gym dressing room additions west of auditorium are occupied.
Apr 20, 1946	School board acquires 1.6507 acres east of school.
Jun 1947	School board authorizes new wings, which flank the 1934 building facing Lee Highway.
1948	Wing bricklayers featured in the school yearbook; additions are occupied.
1954	Senior wing addition east of auditorium built and occupied. Ticket booth constructed, and the athletic field renamed Memorial Field in honor of students who served in World War II.
1954	Quonset huts are used for extra classrooms



1939 View of Front Facade (Fare Fac Yearbook)



1940 Views of building (Fare Fac Yearbook)



1940 The Chicken Coop Annex

1946 View of front facade (Fare Fac Yearbook)

PART 1. DEVELOPMENTAL HISTORY *(continued)*

1948 Wings Construction (Fare Fac Yearbook)

May 1958	Town purchases an easement to install a 12-inch sewer line under the campus along the southwest boundary where Tussica Creek once flowed.
Feb 4, 1958	School board holds emergency meeting regarding school capacity.
1959	School board erects a fence between the campus and the new "McDonald's food stand" west of the school.
Dec 1959	School board budgets for renovations and new wing.
Feb 1960	School board objects to American Legion rezoning to commercial.
1960 - 1961	Nine intermediate (middle) schools open for the first time in the county, moving eighth graders out of high schools
Jun 28, 1960	Bids open for construction of an FHS addition designed by Dixon & Norman, Architects of Richmond, Virginia.
1962	Eighth addition completed and occupied.
Dec 17, 1968	City of Fairfax advertises a High School Construction Bond Referendum to move FHS to new site.
Jan 24, 1972	School board transfers 6.2 acres to the City of Fairfax, which leases school to George

1952 Views of front facade (Fare Fac Yearbook)

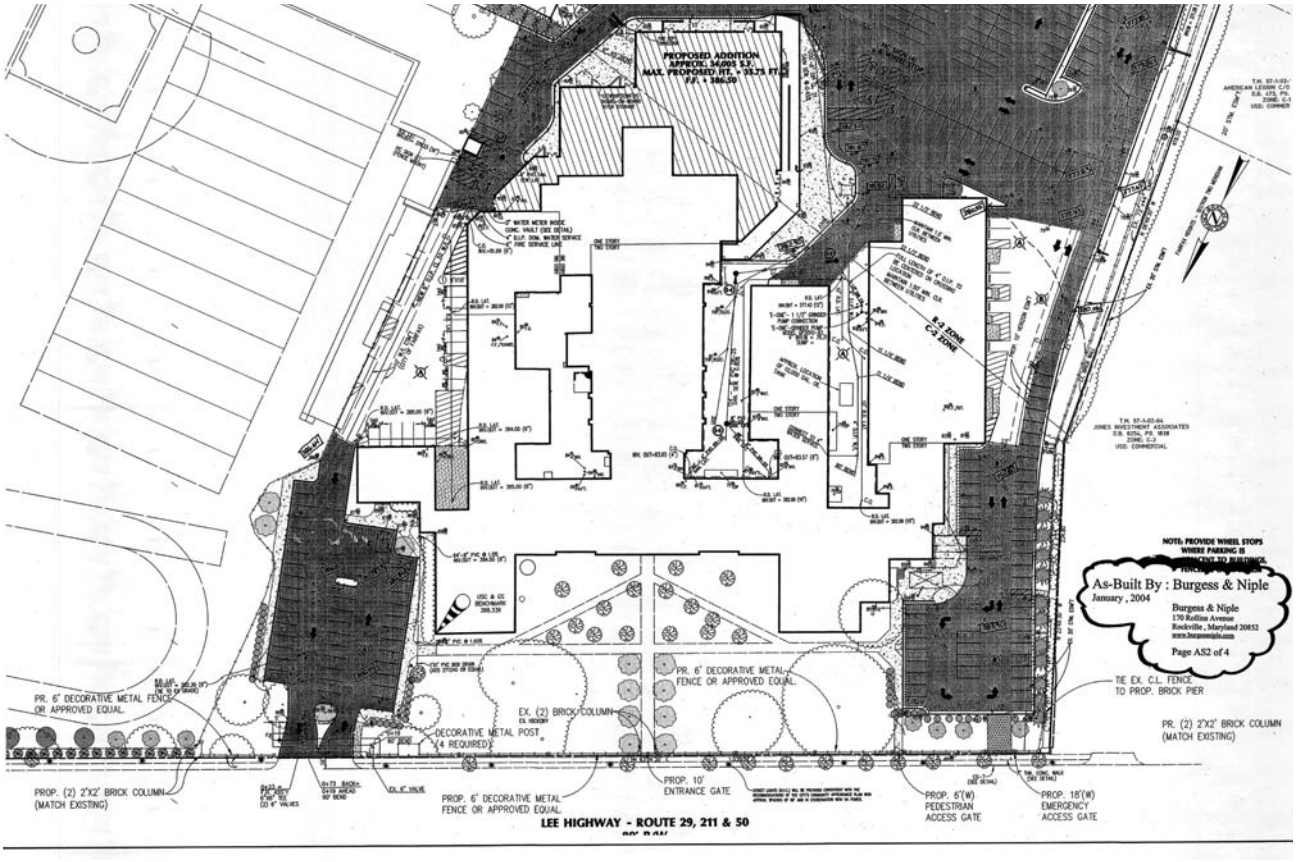
PART 1. DEVELOPMENTAL HISTORY *(continued)*

1956 View of front facade (Fare Fac Yearbook)

1970 View of front facade (Fare Fac Yearbook)

1973 View of front facade

PART 1. DEVELOPMENTAL HISTORY *(continued)*



2000 Site plan

Mason Foundation for temporary classrooms and meeting space during construction on the Main Campus. School of Professional Studies occupies the school as the North Campus

1973 The George Mason College Foundation purchases the 16.099-acre school site with 80,000 SF of classroom space from the City.

1983 George Mason College Foundation sells school site to the Catholic Diocese of Arlington.

Mar 4, 1983 Ross & France, Ltd. submit Plan of Development for Paul VI High School, including proposed athletic fields.

Apr 1983 Board of Zoning Appeals and City Council grants a Special Use Permit (SUP) to allow a school of general instruction.

Fall 1983 Pope Paul VI (PVI) Catholic High School opens.

April 21, 1986 PVI Limited Site Plan approved.

Sep 3, 1986 Board of Zoning Appeals approves SUP to allow construction of gravel track.

Aug 26, 1991 PVI submits SUP to install stadium bleachers and press box.

Mar 18, 1998 BAR approves window replacement.

1998 PVI begins renovation, including new heating and ventilation system and wiring and electronics system, while planning for a new activities center.

1999 Ross, France & Ratliff, Ltd. prepares demolition plan for Paul VI High School addition.

2001 Ross, France & Ratliff, Ltd. prepares addition plan for Paul VI High School.

2002 Coakley Williams Construction Company begins construction of Panther Activity Center, which contains a gymnasium, computer lab, weight rooms, offices, and team rooms.

2020 Projected date for PVI to move to new Loudoun County.

Property Description

Site Description

Location: The site is comprised of one parcel located on the south side of Lee Highway, Routes 29, 50 and 211, at the intersection of McLean Avenue in Fairfax, Virginia. The school address is 10675 Fairfax Boulevard, Fairfax, Virginia. The front of the school faces approximately north-northwest. Keith Avenue Park is located across Cedar Avenue on the south side of the site.

Boundaries: The site is composed of an irregularly shaped parcel.

The physical boundaries of the site are as follows:

North - Lee Highway
East - McLean Avenue
South - Keith Avenue Park and two single family residential properties (Wood House and Hammond House)
West - Drive through restaurant and child care center

Area: 16.099 acres or 701,272 square feet.[8]

Topography: The property adjacent to the original building is virtually flat, with gentle slopes to storm water inlets. Overall, the site slopes down 10 feet from the northeast corner to the southwest corner. Accotink Creek on the west boundary has been enclosed in conduit and is not visible on the surface.

8 January 2004 As-Built Site and Grading Plan

Front of 1935 building

PART 1. DEVELOPMENTAL HISTORY *(continued)*

Front light

Zoning: The site is currently zoned CR Commercial Retail. An application for a change to PC-M Planned Development Mixed Use has been made.

Easements: No easements were noted on the surveys available for review.

Site Access & Parking: Vehicular access to the small visitor's parking area is via a driveway from Lee Highway at the northeast corner of the property. Vehicular access to the main rear parking area is via Panther Place at the southwest corner of the property. There are approximately 450 on-site parking spaces.

Paving: The drives and parking areas are paved with asphaltic concrete and have concrete curbs. Walkways are paved with concrete.

Front main entry

Landscaping: The property is landscaped with sod, shrubs and trees. The front yard adjacent to the original building has mostly sod plus evergreen foundation plantings and various species of deciduous trees. The rear of the original building is paved with asphaltic concrete.

Fencing: The front of the property is enclosed with a steel three-rail fence with spear-headed pickets, square steel posts, and brick and cast-stone pillars. Other site fencing is chain-link with galvanized pipe posts and top rails.

Site Utilities: Water supply and waste water sewerage is provided by Fairfax Water via underground lines

Natural gas is supplied by Washington Gas through an underground pipe.

Electric power is supplied by Virginia Dominion Power via underground conduit to the basement. The main power service is 2,000 amp, 600 volt, 3-phase.

Lighting:

Two wall-mounted light fixtures on the 1935 portion of the building and provide exterior illumination at the main entrance.

Amenities:

A bench and statue are located in front of the northwest corner of the 1935 building.

1935 Building Description

General: The original two-story classroom building constructed from 1934-1935 was a narrow rectangular block with two projections on the south side forming a central open courtyard and corner quirks at the rear. The east-west double-loaded corridor extended the entire length of the building with partially enclosed stairs within the corridor at both ends.

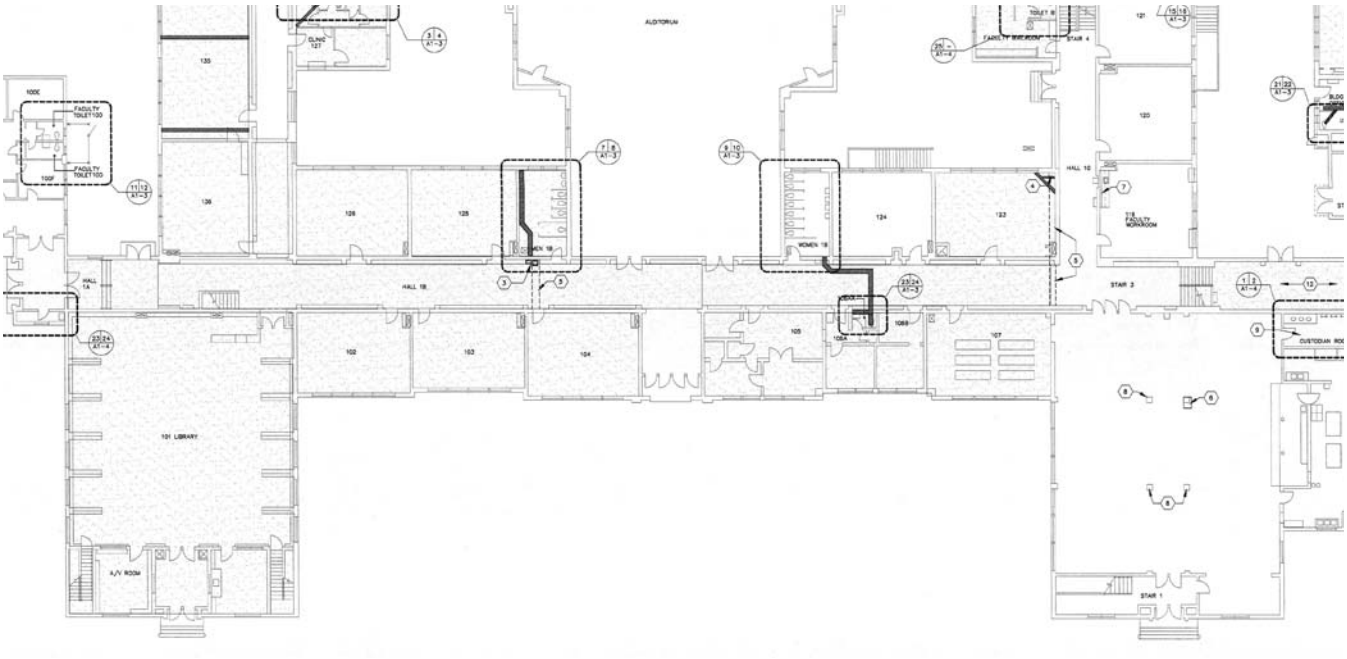
On the first floor from west to east, the north side of the corridor was designed to contain a Library/Study Hall, Work Room, Conference Room, Principal's Office, Secretary/ Waiting Room, central Entry/Vestibule, and three Classrooms. On the south side of the corridor the design included a Classroom, Girl's Toilet, Auditorium (not built in first phase), Boy's Toilet Room, and a Classroom. On the south side of the west classroom the exterior stair to the basement is indicated.

On the second, floor the north side of the corridor was designed to contain seven standard size classrooms (30'-3" to 30'-10") and one central small Classroom (15'-6"). One of these classrooms was designated as Typewriting and another as Bookkeeping. On the south side of the corridor, a Laboratory was to be on the west side of the auditorium (over the classroom and toilet room below), and a standard size classroom (29'-8") on the east side of the Auditorium. A large brick chimney was located at the inside corner of the southwest quirk. The original plans called for a Motion Picture Booth and balcony seating between the two south classrooms (not built in first phase).

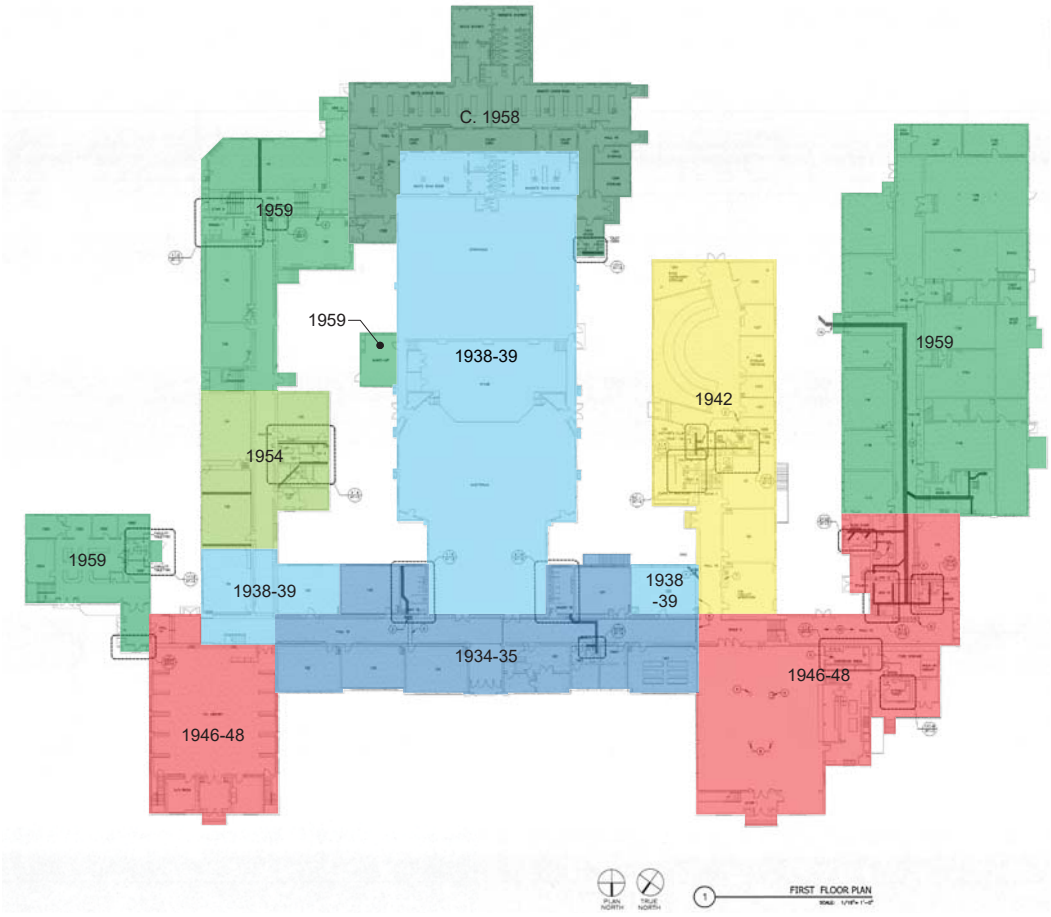
The building was continually expanded throughout the mid-20th century with the following additions:

1938-1939	Auditorium/Gymnasium at rear of 1935 building.
1938-1939	Classroom additions

PART 1. DEVELOPMENTAL HISTORY *(continued)*



2005 A1-1 First Floor Plan PVI High School (cropped)
(1935 footprint in red)



2002 plan with construction dates

PART 1. DEVELOPMENTAL HISTORY *(continued)*

1942	Shop and Gym dressing rooms
1947-1948	East and West front wings
1953-1954	Senior wing addition
1959	Wings on east and west rear
1960	Major renovation of original and early additions
1962	Eighth addition
2003	Panther activity center

Although the design of the 1938-1939 Auditorium/Gymnasium addition was also by Raymond V. Long, the addition had a much wider and longer footprint than the original auditorium design.

The 1938-39 additions made the following changes to the original building:
- New classroom in southwest corner quirk, both floors.
- Auditorium and Gymnasium infilling the central rear notch and extending southward on the first floor and balcony accessed from the corridor on the second floor;
- New classroom in the southeast corner quirk, and Students Activities room, new Classroom, and corridor extension to the east.
- Relocation of the east stair into the east corridor extension.

The current total floor area of the entire building complex is 160,677 gross square feet. The gross floor area of each of the first and second floors of the existing original building is approximately 19,541 square feet.

The original two-story front façade is seven bays wide: a pedimented central bay flanked on both sides by three bays. The middle bay on both sides of the central bay is recessed two feet from the adjoining bays.

The original design for the side walls included a wood pedimented enframement for a pair of doors entering the first floor corridor, windows for the second floor corridor, and a two-story decorative brick panel infilled with a header diamond pattern.

The walls of the corner quirks and the central courtyard walls were originally blank. The central rear courtyard was flanked, flat brick walls, punched with various sized groups of double-hung wood windows mullioned together.

Front Facade

East Courtyard with auditorium on left, original rear wall to the left of downspout

Structure:

First Floor Level:

The first-floor level consists primarily of a 4-inch concrete grade support slab with the exception of the locations where a utility tunnel runs beneath a few of the first-floor corridor locations. There is a below grade Boiler room area at the right rear portion of the building adjacent to the Auditorium. 14-inch open web steel joists spaced at 24-inches on center are used to span across the width of the Boiler room at this location.

Second Floor Level:

The 2nd floor structure is framed with open web steel joists spanning primarily front to back from the 12-inch brick exterior walls to the 12-inch brick interior corridor wall. The joists are 10-inches deep at the short corridor span and 14-inches deep at the front and rear spans that flank the corridor. All joists are spaced at 24-inches on center and support a 2 ½-inch concrete slab over a floor deck consisting of wire mesh. At locations where the corridor walls are discontinuous, steel angle lintels are used to span across the door openings.

The joist span direction is reversed at the entry corridor where the two side 12-inch brick walls of the entry corridor are used to support the joists. A 30-inch deep x 172 #/ft steel girder beam spans across the width of the wall opening at the existing Auditorium. No structural defects were observed at any of the visually accessible second floor areas.

Roof Framing:

The framing for the roof also consists of open web steel joists spanning front to back between the brick walls at the exterior and to the interior brick walls. The joists are 16-inches deep at the front and rear spans and 10-inches deep across the width of the corridor. Steel angle lintels are used to the support the joists where the door openings occur in the corridor walls. Wall joists are spaced at 4-feet on center. Two 36-inch deep steel beams were used to span across the balcony area at the adjacent Auditorium. The joists support a roof deck system that appears to be tectum board type roofing consisting of a steel "T" spanning between the joists with the tectum panels located between the tees.

Quoins and Brick Bond

The existing drawings indicate the roof is topped with a 2 ½-inch gypsum slab. No structural defects were observed at any of the visually accessible roof areas.

In looking at the various parapet conditions at the top of the roof, it was observed that existing parapet walls appear to align directly above the original 1935 building wall location. There are clear delineations between the existing original portion of the building and adjacent roof structures that occur where the existing Library, Cafeteria and Auditorium join to the classroom wing.

Bearing Walls:

The 12-inch brick exterior walls and the interior 12-inch brick corridor walls are composed of interlocking multi-wythe brick. Header courses are present every

Decorative cast-stone panel

Cast Stone at Main Entry

few feet to tie the wythes together. There are several existing 4-inch CMU walls present between the classrooms. It was confirmed that these walls are non-load bearing but may be contributing to the lateral force resisting system of the building.

Exterior walls:

The original brickwork has a modified cross-bond pattern with courses of alternating headers and stretchers separated by three courses of stretchers, with the headers aligned vertically. Four-course brick quoins wrapped each original front corner. The outside corner quoins are partially visible and appear to be intact behind the additions. Portions of the original brick side walls and quoins remain behind furred-out interior wall finish.

Rear Wall West Courtyard, original brick wall on right side of expansion joint

Rear Windows at West Court

The rear walls also have a modified cross bond pattern. There is a vertical expansion joint approximately in the middle of each courtyard with the brick coursing not aligned on either side. The brickwork on the center side of the expansion joints is original.

The entire front wall is surmounted with a cast stone entablature with a brick parapet wall above that extends back along the side walls to the original south end of the corridor. The west parapet has been covered in sheet metal.

The parapet is stepped up behind the cast stone pediment with a blank tympanum over the central front bay. The pediment is supported by a cast stone entablature and pair of two-story pilasters.

Front Windows

Front Doors

The entrance doors are framed by smaller cast-stone pilasters and entablature surmounted by a balconet with pulvinated balusters and square end posts capped with funerary urns.

Cast-stone bas-relief decorative panels with urns, wreath and swags are centered between the upper and lower windows in the two bays that flank the front central bay.

Windows:

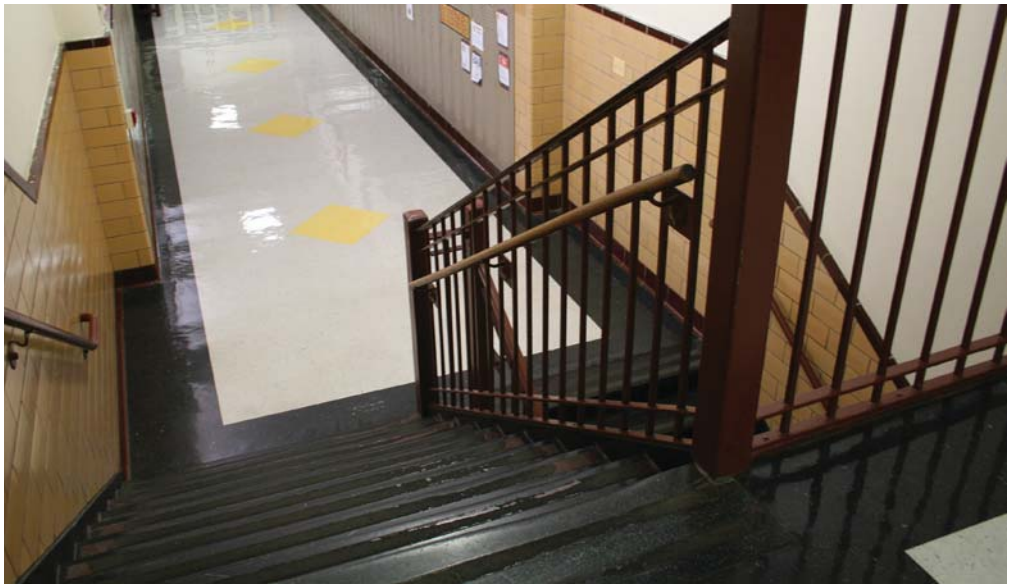
The original front windows were four, 16-over-16 double-hung wood windows in each bay. The original rear façade had an asymmetrical arrangement of groups of two and four windows.

Roof looking West

Basement Shop

The front windows have been replaced with aluminum 1-over-1 single-hung insulated glass windows with simulated 8-over-8 muntins. The rear windows have been replaced with large fixed insulated glass panes in an aluminum frame over narrow height awning windows.

The tripartite windows above the main entrance are proportioned in the Palladian style and have been replaced with aluminum windows with simulated divided lites.
The windows have exterior cast stone sills. The original painted wood interior sill and casing trim was noted at the classrooms.



West Stair at Second Floor

PART 1. DEVELOPMENTAL HISTORY *(continued)*

Exterior doors:

The front entrance has four oak swinging doors with a large fixed, insulated glass vision lite over two vertical panels. The glass has nine simulated lites. The hardware appears to be bronze. The doors and the transom lites above are set in an aluminum frame.

Roofing Systems:

The roof is covered with a polyvinylchloride (PVC) membrane that is more than 10 years old. The PVC extends up the back of the parapet approximately 9 inches and is fastened with a termination bar. The back side and top of the parapet is covered with an asphaltic membrane. Storm-water drains to a single roof drain next to the auditorium wall.

First Floor Corridor

Chimneys:

The remains of the original chimney are not visible above the roof. 2002 renovation plans indicate that two flues in the chimney are being used as supply and return ducts at the first and second floor levels.

Insulation:

No thermal building insulation was observed.

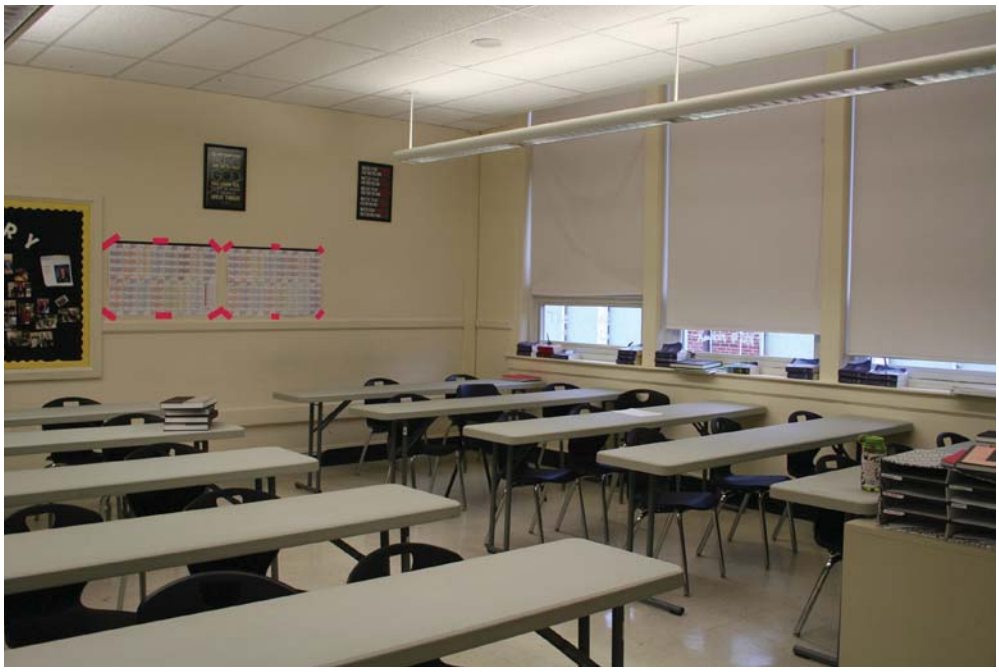
Interior finishes:

The basement floor and ceiling are exposed concrete. Basement walls are typically brick and concrete block. The shop walls are painted but other areas are exposed brick and/or block.

The first and second floor flooring is typically 12"x 12" vinyl composition tile (VCT). The toilet room flooring is small square ceramic tile.

The typical corridor wall finishes are a tall, glazed, terra cotta tile wainscot with a cove base below painted, textured plaster on expanded metal mesh. Painted metal lockers line both sides of the corridors between classrom doors.

Classroom walls are typically painted plaster with painted wood baseboards.



Classroom 121

Classroom door

Emergency Generator

The toilet room walls are finished with ceramic tile containing a horizontal decorative band.

First and second floor ceilings are typically hung 2'x4' acoustical tile. A drywall soffit at each group of windows transitions between the current ceiling height to the original taller height. It appears that there was an original plaster on metal mesh ceiling above the current hung ceiling that has been completely removed.

Interior Doors:

Condenser in West Courtyard

Toilet Room, First Floor Men

Wood flush doors are mounted in wood frames. Classroom entry doors have a single narrow vertical vision lite and transoms above, typically with three lites.

Stairways: Open metal stairs are located at the east and west corridors beyond the original perimeter of the original building. An outside stair connects the west courtyard to the basement.

Vertical Transportation: There are no elevators or other vertical transportation devices.

HVAC Systems: Each classroom has a ceiling mounted split-system heat pump unit, with its condenser located in the rear courtyards. Some smaller spaces have wall

Fire Control Panel

Ceiling Heat Pump Unit

mounted split-system heat pump units. The basement contains equipment and piping for a glycol heating and cooling system for the auditorium. A steel gas pipe extends east-west across the roof. Abandoned fin tube radiators were noted at various interior locations.

Plumbing Systems:

Men's and Women's toilet rooms are located on the south side of the first and second floor corridors. Wall hung lavatories and urinals, and floor mounted toilet fixtures are porcelain. A sump pump is located in a covered basement pit.

Fire suppression:

No fire suppression (sprinkler) system was noted. Smoke detectors were noted at classroom ceilings. The fire control panel is located in the basement.

Electric Service Generator

Display Cases at Main Entry Corridor

Electrical Systems:

The main electric service enclosure is located in the basement and has a 2,000 ampere, 600 volt, 3-phase supply. Multiple 250 ampere subpanels are located throughout the building. An emergency generator that serves the sump pump is located in the basement.

Typical lighting is 2x4 recessed ceiling fixtures. The laboratories have hung, linear indirect fixtures and small pendant fixtures above the work stations.

Communications:

Ceiling speakers and wall mounted telephones were noted in the classrooms.

Equipment:

The main entry is furnished with glass display cases. The chemistry and biology laboratories at the second floor have work stations with sinks and equipment. Various teaching equipment such as ceiling mounted projectors, bulletin boards, and drop-down screens are located in the classrooms. Painted sheet-metal surface-mounted fire extinguisher cabinets are located in the corridors. Toilet partitions are coated steel.

Evaluation of Significance

The original Fairfax County High School building was previously recorded at the Virginia Department of Historic Resources (DHR) but not listed on the Virginia Landmarks Register or the NRHP (National Register of Historic Places). The school and its additions were included in a City of Fairfax Historic Property Survey conducted in 2004. Mount Vernon High School in Fairfax County, the brother school of Paul VI, constructed at around the same time, was deemed eligible for inclusion on the Virginia Landmarks Register and the National Register of Historic Places.[9]

The original building has relevance in the history of the City of Fairfax and Fairfax County. Although formerly and currently used in the category "Education" and type "Classroom Building", and significant under Criterion A for its ability to tell the story of broad patterns of history and Criterion C for its architecture, it is not likely to be listed individually in both the National Register of Historic Places or the Virginia Landmarks Register due to loss of physical integrity. [10]

9 Scibilia, Tommy, Paul VI Redevelopment – Work Session, Fairfax, Virginia, December 2017.
10 "National Register Evaluation Criteria," Advisory Council on Historic Preservation, last modified March 11, 2008, http://www.achp.gov/nrcriteria.html.

Patterns of History

The Georgetown, DC, to Fairfax, VA section of the Robert E. Lee Memorial Highway was opened in 1924.

The dramatic increase in the county's population due to transportation improvements had an immediate effect on schools, which like roads were undergoing major changes and becoming more standardized statewide and nationally in the early-to mid-20th century.

Advancements in pedagogy, school plants, and the required funding continued to improve each decade. Virginia focused on improving public education by providing increased funding and hiring a state architect, which prompted a wave of school construction. From 1918 to 1942, Raymond V. Long served as School Architect for the State Department of Education. He also sat on the board of numerous committees, serving as the Director of the National Advisory Committee on School Building Problems in the 1930s and the Director of the Virginia State Planning Board in the 1940s (United States 1947). Long was instrumental in consolidating schools based on critical population density and in introducing vocational, commercial, and advanced placement courses in senior highs.

Original drawings for Fairfax High School are located in the Virginia Room of the Fairfax County Public Library. While Raymond Long worked on improving educational environments from the state level, he found a strong advocate in Wilbert T. Woodson, Fairfax County School Superintendent from 1929 to 1961, who spearheaded modernization of the local school system and helped to eliminate scattered frame buildings that lacked electricity and plumbing in areas that were still largely rural.

On October 24, 1933, the Fairfax Town Council met to discuss potential locations and fundraising for the first consolidated high school in Fairfax County. Woodson reported to the Fairfax Town Council that a consolidated Fairfax High School would be two stories with 16 classrooms, 2 laboratories, a library, auditorium and utility rooms based on plans prepared by Long's office. Albert Sherwood, who was director of the Fair Association and engaged in subdividing the project area, offered that the 12 acres south of Lee Highway could be purchased for $5,000. Mrs. James U. Kincheloe and Mrs. Paul E. Brown volunteered to raise funds through subscriptions (WP 1933 Oct 25: 11).

In 1934, the board finalized the purchase of 13.856 acres from the Fair Association (Fairfax County, Virginia Deed Book L11: 517B). Bids for construction according to the original plans [for five schools by Raymond Long] were opened on May 2, but in each case the bids were in excess of available funds (WP 1934 May 13: 14). Each project was temporarily reduced in scope to meet the budget with auditoriums and additional classrooms put on hold. In June 1934, ground was broken for construction of the central portion of FHS. Construction cost of the 14,651-square foot school was $70,000, but ultimate costs totaled much more with a WPA grant of $153,000 and $189,000 loan from the Literary Fund of Virginia. As the first and only centralized high school for several years, FHS attracted students who rode up to two hours to get there. The first class was held on February 22, 1935, and 47 students graduated at the first commencement ceremony in 1936.

Architecture

The 1935 school building design is a skilled and mature design of architect Raymond V. Long and his staff. The front façade of the original building is an excellent example of the simplified classical revival style common for educational buildings in the 1930's. The central bay is highly detailed with classical motifs (pediment, pilasters, balustrade, etc.) in cast-stone without strict adherence to classical rules of proportion. The recessed bays, decorative swags, and corner quoins break up the front façade into a human scale. The continuous cast-stone entablature across the top of the front and sides provides a unifying architectural element. The modified cross-bond brickwork produces a subtle background wall pattern.

The large windows, "fireproof" construction, and classroom layouts reflect the latest trends in school design of the period. The high plaster ceilings were helpful in hot weather before mechanical cooling systems were available.

PART 1. DEVELOPMENTAL HISTORY *(continued)*

The changes and additions have also spared much of the original material and have left many of the character-defining details intact at the front façade. In contrast, the side and rear facades have some original masonry details but have been heavily altered by the various additions resulting in loss of integrity.

In conclusion we rate the significance of the 1935 building components as follows:

- Location on site: Significant
- Front yard: Significant
- Remainder of site: Not significant due to loss of integrity
- Front façade: Significant
- Side & rear facades: Not significant due to loss of integrity
- Interior rooms: Not significant due to loss of integrity

Condition Assessment

After 84 years of use as a public high school, college, and church high school, the 1935 building remains in sound condition.

Structure (from Linton Engineering report, refer to Appendix 3):

> "Based upon the visually accessible portions of the building, the existing structure appears to be in a very sound structural condition. No structural defects were observed in the existing framing for the 1st floor, 2nd floor or the roof. Additionally, there were no signs of any foundation settlement or cracking observed which would indicate excessive structural movement/deflection occurring in the building.
>
> The only portion of the building where any signs of deterioration were observed was at isolated exterior mortar joint locations. The most consistent damage has occurred at the mortar joint locations at the jambs of the window openings where it appears that the steel angle lintel has rusted, causing volumetric expansion of the steel. This condition causes tensile stresses to develop in the adjacent mortar joints which cracks the mortar and causes the mortar joint to become loose and in some case open to the exterior. Subsequent additional brick damage is likely at these locations as additional water penetration can occur which leads to possible freeze-thaw damage. Other locations of isolated mortar joint damage where observed at the base of wall in the front façade of the building.
>
> The existing 1935 building structure is in a good condition and it can be readily adaptively reused for the proposed modifications. Minor mortar joint repointing work is needed at some locations and some minor lintel repair work is also needed. It appears that the 1935 original portion of the building is structurally independent of the adjacent building structures. The structure is in a solid structural condition and can be readily repurposed with little additional structural work. Some further, more detailed study will be needed in the areas where the classroom wing joins the adjacent building areas to confirm the full impact of the proposed demolition work.
>
> It may be necessary to retain the two transverse 12-inch brick walls located in the main entry corridor in order to maintain a code compliant lateral force resisting system but there should be few additional engineering requirements in reusing the existing structure. Temporary shoring and bracing may be needed at the adjacent building areas as they are sequentially removed from around the perimeter of the original portion of the building to remain."

Original Cornice at West End of 1935 Building

Site:

The landscaping in front of the building is well maintained and in good condition. Although not original, the paving at the rear of the building is in good condition.

Facades:

With the exception of replacement aluminum windows and wood doors, the front façade is virtually all original.

The side walls have been covered with additions and cut away at the center to extend the corridors. Limited investigation has revealed that much of the original brickwork, quoins and entablature remain behind furred out interior walls of the additions.

The original rear walls retain their original punched openings but the windows have been replaced. The former blank walls at the rear have been filled in with additions and doors cut through at the first and second floor levels. It is likely that the remainder of the blank brick walls remain behind the addition finishes.

All of the visible brickwork appears to be in good condition. Some of the cast-stone is deteriorated and in need of preservation.

Windows:

All of the original windows have been replaced. The double-hung windows in the front façade with simulated divided lites and their original interior trims are in good condition. The natural finished aluminum replacement windows in the rear facades have numerous fogged insulated glass panes, which will require replacement.

Exterior Doors:

The front doors and transoms appear to be a relatively recent replacement and are in good condition. The original side entrance doors are gone.

West End Wall Above Ceiling

Roof:

The roofing membrane is more than 10 years old but is still functional. The asphaltic membrane at the back of the parapet walls is deteriorated and has a large hole behind the central bay.

Interior:

The interior layout of the 1935 building remains substantially as it was originally constructed. Alterations include the removal of the original stairs; filling in the stair openings.

The original floors have been covered with VCT or ceramic tile.

The corridor wall finishes are generally original. The walls of other spaces have been layered or replaced with additional materials.

The original plaster ceilings have been removed and hung 2x4 acoustical tile installed.

HVAC:

The mechanical systems are not original to the building and appear to be in good condition. Replacement may be necessary if the building is adapted to a new use. Original sheet metal radiator covers have been abandoned at various locations.

Plumbing:

The plumbing systems appear to be in good condition although the toilet rooms are not ADA accessible. A major renovation will require the toilet rooms to be reconfigured to be ADA compliant.

Fire suppression:

No fire suppression system exists. A major renovation will likely require the installation of a sprinkler system and code compliant fire detection and alarm systems.

Front window Detail

Electric:

There is more than enough power supply for any conceivable use of the building. A major renovation will require all new electric wiring.

The two original exterior light fixtures at the central bay are in fair condition and should be preserved. The original design noted two 200 watt pendant light fixtures for each typical classroom, however, no original light fixtures were noted inside the building.

Historic Preservation Objectives

The preservation objective is for the original 1935 portion of high school building to remain as a Fairfax landmark while accommodating new uses to ensure its future viability and maintenance to integrated into the new mixed use design. The building in this section refers only to the 1935 portion of the high school.

Fogged Rear Window

Back of Parapet with hole and deteriorated cast stone

Treatment Recommendations

Due to the building's structurally sound but altered condition and the proposed new use we recommend treatment of the building as a renovation and limited preservation project. Due to the high significance and integrity of the front façade, this portion of the building should be renovated to be preserved and repaired.

Requirements for Work

The following State codes must be taken into consideration for any work on the property:

2012 Virginia Construction Code (IBC) | USBC, Part I
2009 Accessible and Usable Buildings and Facilities (ICC/ANSI A117.1)
2012 Virginia Energy Conservation Code
2012 Virginia Mechanical Code (IMC)
2012 Virginia Plumbing Code (IPC)
2012 Virginia Fuel Gas Code (IFGC)
2011 National Electrical Code | www.nfpa.org
2012 Virginia Rehabilitation Code (IBC) | USBC, Part II
2012 Virginia Maintenance Code (IBC) | USBC, Part III
2012 Virginia Fire Prevention Code (IFC)
2012 Related Laws Package

The following County codes must be taken into consideration for any work on the property:

Chapter 61, Building Provision
Chapter 62, Fire Prevention Code
Chapter 65, Plumbing and Gas Provisions
Chapter 67.1, Sanitary Sewers and Sewage Disposal
Chapter 71, Expedited Building Plan Review
Chapter 109.1, Solid Waste Management
Chapter 112, Zoning Ordinance
Appendix Q, Land Development Services Fee Schedule

PART 2. TREATMENT AND WORK RECOMMENDATIONS

The following Site Development, Technical Bulletins and Codes must be taken into consideration for any work on the property:

Public Facilities Manual, Proposed and recently adopted amendments
Chapter 2, Property Under County Control
Chapter 101, Subdivision Provisions
Chapter 102, Streets and Sidewalks
Chapter 104, Erosion and Sediment Control
Chapter 107, Problem Soils
Chapter 112, Zoning Ordinance
Chapter 117, Expedited Land Development Review
Chapter 118, Chesapeake Bay Preservation
Chapter 119, Grass or Lawn Area
Chapter 122, Tree Conservation Ordinance
Chapter 124, Stormwater Management Ordinance
Appendix Q, Land Development Services Fee Schedule, Proposed and recently adopted amendments

In addition, any road work must take into consideration the Virginia Department of Transportation State Roads and Manuals.

Work Recommendations & Alternatives

The building and site are currently in generally good repair with only minor maintenance items noted. Due to the proposed demolition of the additions and the proposed new use, interior and exterior alterations will be required during the renovation. Below is a list of tasks we recommend to faciliate the renovation.

Site

1. We recommend landscaping, walkways and fencing in front of the building be maintained.

Structure

2. The original 1935 portion of the existing school is framed structurally independent from the later adjacent additions. Thus, there is very little structural impact to the original structure in regard to the proposed removal to the adjacent additions. It should be noted, however, that it may be necessary to retain the two-transverse interior 12-inch brick walls located in the main entry corridor in order to maintain a code compliant lateral force resisting system. Alternately, supplemental steel frames or steel braced frames could be added into the existing structure at different transverse locations that would permit the removal of the entry walls. There should be few if any additional engineering requirements in reusing the existing structure.

Temporary shoring and bracing may be needed at the adjacent building areas as they are sequentially removed from around the perimeter of the original portion of the building to remain

Building Exterior

3. Due to the integrity of the historic front façade we recommend that it be preserved in its current state. The work would include:
   - Cleaning the masonry;
   - Preserving and repairing deteriorated cast-stone elements;
   - Installing metal parapet copings;
   - Repairing the two original light fixtures.

4. The side and rear walls have a substantial amount of their original masonry material intact but have

PART 2. TREATMENT AND WORK RECOMMENDATIONS (continued)

been greatly altered over the years. We recommend that the openings created by previous demolition of the additions be infilled in a modern style that is compatible with the original classical revival style. Entrances can be added at the sides to align with the original corridors and infill areas of the rear. We recommend that the entrances and storefronts be constructed of the new materials that do not duplicate the original brick and cast-stone of the front façade so that the remaining historic fabric can be easily identified by the public.

5. Two new enclosed stairs will be required to access the second floor. We recommend that the new stairways be installed within the perimeter of the 1935 building so that the building's original massing is maintained. One of these stairs will have to extend to the roof to meet fire department regulations.

6. An elevator to the second floor will be required to meet accessibility regulations.

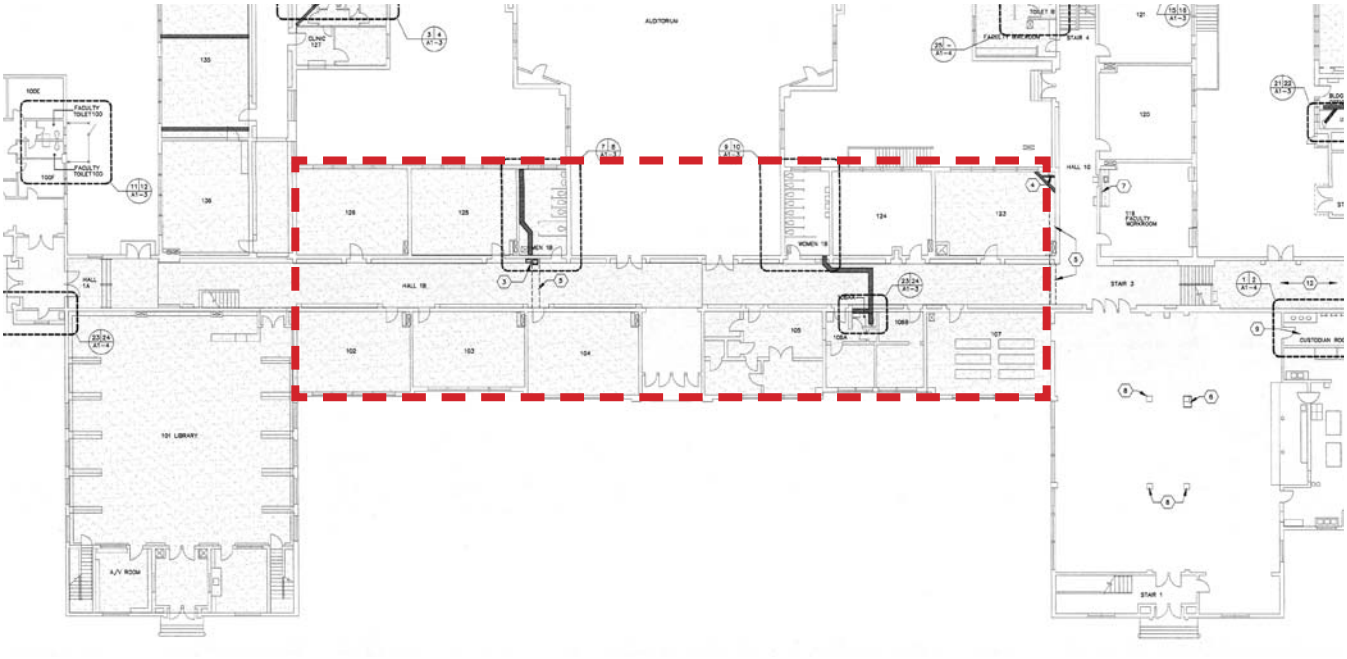
7. Demolition of the rear addition creates a large space in the former notch, approximately 22' x 52', with multiple treatment options. The developer intends to retain the existing roof over this space and infill a new rear wall and second floor. We believe this is an appropriate treatment.

8. The developer proposes to retain the existing additions at the corner quirks to produce a rectangular footprint. We believe this is an appropriate treatment.

Building Interior

9. Due to loss of integrity due to previous interior alterations, the interiors are generally not historically significant. If the walls adjacent to the main entryway of the school are retained for structural reasons, we recommend the finishes be retained.

10. None of the mechanical, electrical or plumbing systems are original or of historical significance. We recommend that they be replaced as appropriate to the new use.



2005 A1-1 First Floor Plan PVI High School (cropped)
(footprint in red of portion of building to remain)

This report has been prepared for the sole use and information of IDI Group Companies. The information, observations and recommendations contained herein have been developed as a result of a limited visual observation of the property on the dates noted. Encore Sustainable Design LLC did not perform physical tests of any equipment or building systems nor investigate for hazardous materials. Encore Sustainable Design LLC is not a warrantor or guarantor of the structure or its systems.

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APPENDIX 1:

PROPERTY HISTORY

Paul VI Catholic High School Property

City of Fairfax, Virginia

WSSI #22763.02

Property History

May 2016
Revised February 2018

Prepared for:
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ABSTRACT

A property history was developed for three properties associated with Paul VI Catholic High School, located on ±16 acres between Fairfax Boulevard and Cedar Avenue on the west side of McLean Avenue in the City of Fairfax, Virginia. Thunderbird Archeology, a division of Wetland Studies and Solutions, Inc., of Gainesville, Virginia, conducted the study for the IDI Group Companies, Arlington, Virginia. Research was conducted January 25 through February 5, 2016.

The subject area contains a high school, sports fields, and two houses. The area is drained to the southwest by a tributary, formerly known as Tussica or Tussico Creek, which has been piped and paved over in the project area. Beyond the project area, it flows into Accotink Creek. The area is surrounded by a commercial corridor to the north and west, an early-to-mid-twentieth century residential area to the east and south, and playing fields to the south.

Prior to 1869, the project area appears to have remained relatively undisturbed as part of much larger tracts of land until the Civil War when troops camped briefly near Tussica Creek. The history of the project area after development encompasses six major historic themes as defined by the National Register of Historic Places (NRHP) Nomination bulletin – Agriculture, Recreation, Transportation, Community Planning and Development, and Education – with a number of families farming and subdividing the property until it became a school campus for three successive institutions.

Anna Maas, MUEP, Principal Architectural Historian conducted research, prepared graphics, and wrote the report with the assistance of Boyd Sipe, MA, RPA, Principal Archeologist and GIS staff. The purpose of the research is to assist IDI and the design team in redeveloping and interpreting the project area.

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INTRODUCTION

This report presents the results of a property history investigation of three properties associated with Paul VI Catholic High School, located on ±16 acres between Fairfax Boulevard and Cedar Avenue on the west side of McLean Avenue in the City of Fairfax, Virginia (Figure 1). Thunderbird Archeology, a division of Wetland Studies and Solutions, Inc., of Gainesville, Virginia, conducted the study described in this report for the IDI Group Companies, Arlington, Virginia. Research was conducted January 25 through February 5, 2016.

The subject area contains a high school, sports fields, and two houses (Figure 2). The area is drained to the southwest by a tributary, formerly known as Tussica or Tussico Creek, which has been piped and paved over in the project area. Beyond the project area, it flows into Accotink Creek. The area is surrounded by a commercial corridor to the north and west, an early-to-mid-twentieth century residential area to the east and south, and playing fields to the south.

Prior to 1869, the project area appears to have remained relatively undisturbed as part of much larger tracts of land until the Civil War when troops camped briefly near Tussica Creek. The history of the project area after development encompasses six major historic themes as defined by the National Register of Historic Places (NRHP) Nomination bulletin – Agriculture, Recreation, Transportation, Community Planning and Development, and Education – with a number of families farming and subdividing the property until it became school campus for three successive institutions (Figure 3).

Previously recorded at the Virginia Department of Historic Resources (DHR) but not listed on the Virginia Landmarks Register or the NRHP, the Paul VI Catholic High School (DHR No. 151-5247) is located in the northwest section of the project area. Originally the Fairfax High School, it opened in 1935 as largest school and the first 4-year high school in the county. After its closure in 1972, it served as the north campus of George Mason University. In 1982, it became Paul VI Catholic High School. The city has included the property as a potential site for listing to the NRHP in the Historic Resources chapter of the Comprehensive Plan.

Located in the southeast corner of the project area, the house at 10604 Cedar Avenue has not been individually recorded, but is included within the boundaries of the proposed Fairfax Triangle Residential Historic District/Cedar Avenue Historic District (151- 0013), which also includes houses adjacent to the project area on McLean Avenue. The Cedar Avenue neighborhood was established in 1904 within Fairfax Triangle, which dates to 1890 and is the oldest strictly residential neighborhood in the City of Fairfax. The NRHP district has been proposed by the City and is recorded at DHR; however, DHR has not evaluated its eligibility.

Located in the southern part of the project area, the John C. Wood House (151-5020) at 10606 Cedar Avenue was constructed by Robert Allen and Laura Virginia (Love) Daniell in the Colonial Revival style in 1911. From the 1950s to the 1990s, John C. Wood occupied

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Figure 1: Vicinity Map, Showing the Project Area, Fairfax, Virginia

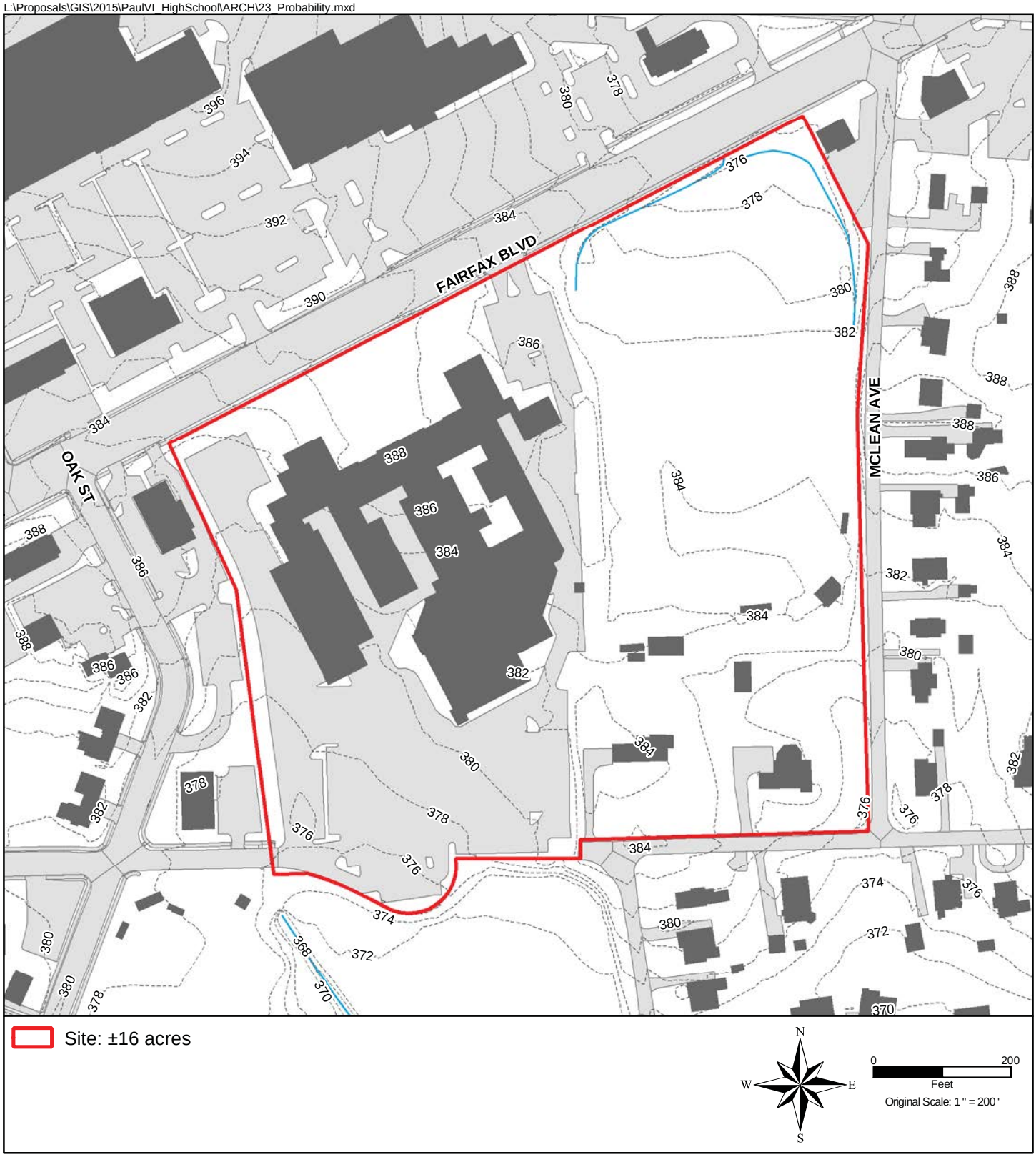

Figure 2: Project Area, Fairfax, Virginia

Figure 3: Approximate Evolution of Land Use Based on Fairfax County, Virginia Deed Books, Plat Maps, and Historic Aerial Imagery (Not to Scale)

the house. He served as the City's first Mayor and was influential in incorporation and expansion of Fairfax and in locating George Mason University. The house is located in one of the oldest residential neighborhoods in the City and was locally landmarked in September 2010 with a restrictive zoning overlay. Site 44FX3301 is located within the yard of the property. DHR has not evaluated its eligibility.

PROPERTY HISTORY

Pre-Development

Native Americans

Over 12,000 years before European explorers made contact, Native Americans exploited the region that became Fairfax County. Before the Ice Age (11,000-5,000 B.C.), they stayed only temporarily in seasonal hunting and fishing camps. As the environment became more habitable, they began to establish permanent agricultural settlements around 2,000 years ago. By the time John Smith mapped land along the Potomac River in 1608, the Dogue Tribe of the Algonquin language group had established several villages including the Tauxenent on or near the Occoquan; Namassingakent, situated on the north bank of Dogue Run; Assaomeck, on the south side of Hunting Creek; and Namoraughquend, near present-day Roosevelt Island. Native Americans in the region grew corn, beans, squash, and tobacco and hunted, fished, and gathered nuts, berries, roots, and shellfish. They lived in longhouses of bent poles covered with bark or reed mats. After English Settlement, the Patawomeck and Rappahannock tribes were pushed to the region, and by 1680, all three tribes were forced farther west (Sweig 1995).

Northern Neck Proprietary 1649-1741

In 1634, eight shires or counties were established. The parent counties of Fairfax were York (1644-1648), Northumberland (1648-1653), Westmoreland (1653-1664), Stafford (1664-1731), and Prince William (1731-1742) created from Stafford and King George. Fairfax County containing Loudoun, Arlington, and Alexandria was created from the northern part of Prince William in 1842 (Ibid.:2). Forced into exile in 1649, King Charles II established the Northern Neck Proprietary overlapping multiple counties including present-day Fairfax and granted the land to seven loyal supporters, including two Culpepers. In 1677, Thomas, second Lord Culpeper became successor to Governor Berkley in Virginia, and by 1681, purchased the other six Northern Neck patents, which were reaffirmed by King Charles II in perpetuity in 1688 . After his death in 1689, his daughter, Katherine Culpeper, who married Thomas, fifth Lord Fairfax, inherited his interest (Kilmer and Sweig 1975:5-9). It was during their tenure that the land in the project area was first granted though it likely remained unsettled.

Early Land Owners 1714-1869

The first historical record associated with the land containing the project area dates to a 1699 Northern Neck patent for 500 acres beginning near the branches of "Accotincke" (Northern Neck Land Grant Book 2:302). In 1673, Cadwallader Jones, a trader and Indian slaver based on the upper Rappahannock, patented 1,443 acres on the Rappahannock near modern Fredericksburg, Virginia. In 1682, Jones noted that "indyan children prisoners," likely taken in the regions of east Tennessee and Georgia, were the most valuable commodity in his trade (Gallay 2002:81). Recognized as Lieutenant Colonel of Stafford under the first George Mason, evidence indicates that Cadwallader lead a party of Virginia rangers in a clash with Senecas, which resulted in an agreement in 1684 by the colony not to enter the Piedmont. In addition to his first patent, Cadwallader inherited part of his mother's plantation on Chotank creek, and in 1677, patented with David Jones 14,114 acres in the Stafford hinterlands (Fairfax) on Accotink and Pohick. This was followed many years later by their patent of 500 acres including the project area in 1699 (Harrison 1924).

The Jones grant conflicted with a number of other grants, including that of George Mason II, who received a patent for 2,244 acres between the Main Run of Accotink and Dogues Run in 1714 containing the project area (Northern Neck Land Grant Book 5:27). Grandfather of Founding Father George Mason IV, Mason II (1660-1716) was born on his father's plantation on Aquia Creek. Largely responsible for the family's dynasty in northern Stafford, he ventured north of the Occoquan to purchase vast quantities of land beginning in 1690. There, he established a number of plantations, moving from one to another on Pohick Creek, Belmont Bay, and Dogue's Neck among others (Moxham 1975). After his death, much of the land remained in the family passing to George Mason III (1690-1735) and onto George Mason IV (1725-1792), who built Gunston Hall.

In 1753, George Mason IV leased 200 acres including the project area to Edward and Mary Washington (1712-1792), who was already operating a plantation with enslaved workers on the land. The plantation contained a blacksmith shop, "two well framed dwelling houses at least sixteen foot square each with outside chimneys and two well framed tobacco houses or barns at least thirty-two feet long and twenty feet wide each" (Fairfax County, Virginia Deed Book C1:684). Thought to be a distant relative of George Washington at the time, researchers later determined that he was unrelated and of Irish descent (Bailey and Jones 1959). He served as a "sub sheriff", collecting taxes, serving warrants, and inspecting potential locations of early roads throughout his lifetime. When the Town of Colchester was established in Fairfax County in 1753, he served as one of the trustees and directors. From 1779 to 1785, he served on the vestry of Truro Parish with Mason among other prominent men (Mitchell 2003; Slaughter and Goodwin 1908) . At some point, Edward acquired the land rather than leased it. In his will written in 1791 and proved in 1792, he requested that his estate not be appraised and left it to his only child Edward, who also served as executor (Fairfax County, Virginia Will Book F:160).

Widowed and ill, Edward Washington, Jr. drafted his will in 1813, leaving his estate including over 40 enslaved workers, to his seven children and other relatives. The will indicates that he did not live on the land containing the project area, but that his aunt Sarah

Washington resided there and there was a suit pending in the Superior Court of the county. He requested that it be sold when recovered (Ibid.).

The case appeared to be resolved by 1819 with the sale of 211 acres, including the project area, on Tussica Creek and Accotink Creek to John Simpson (1792-1863) by Eli Offutt, Administrator of Edward Washington's will (Fairfax County, Virginia Deed Book B3:126). John Simpson was born in Prince George, Maryland and served as a private in the Virginia Militia in the War of 1812 (Ancestry.com 2010). He married Henrietta Beck a native of Fairfax in 1831 and had several children. On November 1, 1833, John and Henrietta Simpson (1795-1878) repurchased the land they lived on from Josiah Simpson, either a brother or father, to clear a dispute. Prior to 1860, the Simpsons moved to Parkersburg, West Virginia according to the U.S. Census Record.

At some point, Thomas R. and Anne Love acquired the land, while remaining at their home Dunleith outside of the project area where a CVS stands on the east side of Chain Bridge Road north of Main Street. Born to John and Mary Vermillion, Thomas (1806–1891) married in 1836 to Anne R. Moss, daughter of Thomas and Jane Moss and a granddaughter of Richard Ratcliffe, who owned the house that stood near Oak Knolls apartments. Love served as a county commissioner and in the Virginia General Assembly, practicing law in Fairfax and neighboring counties. A prominent slave owner, Thomas voted for the Secession in May 1861, volunteered in the war effort, and lent his home to Confederate General Beauregard. The large brick house was destroyed by Union troops sometime in 1863 and replaced with a simple frame one (Johnson 2011).

In 1853, Henry and Ann Pruyn bought 211 acres from the Loves (Fairfax County, Virginia Deed Book S3:81). Little is known about their background or whether they ever moved to the area from their residence in Montgomery County, New York. On December 28, 1860, the Pruyns sold 172 acres a half mile north of the courthouse to George Bailey for $7,500 (Fairfax County, Virginia Deed Book C4:459). One week prior to the sale, the Alexandria Gazette noted, "George Bailey buys Fairfax Farm" (AG 21 Dec 1860:1). This may indicate that the land was already being cultivated by the Pruyns, but it has been speculated based on tax records that it was not developed until a later date. It is also unclear if this Bailey was associated with the circus family for whom Bailey's Crossroads is named.

Civil War Encampment ca. 1861-1865

At the outset of the Civil War in 1861, the Commonwealth of Virginia seceded from the Union. Located at a strategic point near the divide between north and south, Fairfax Court House and the Fairfax Railroad Station on the Orange and Alexandria Railroad line were constantly occupied by either Confederate or Union Armies (Alexander 1989:43). Evidence of an infantry and cavalry encampment was found on the site of the two houses in the project area on Cedar Avenue, however, it is unclear whether they were Confederate or Union (Figure 4) (Holland, Traum, and Balicki 2008).

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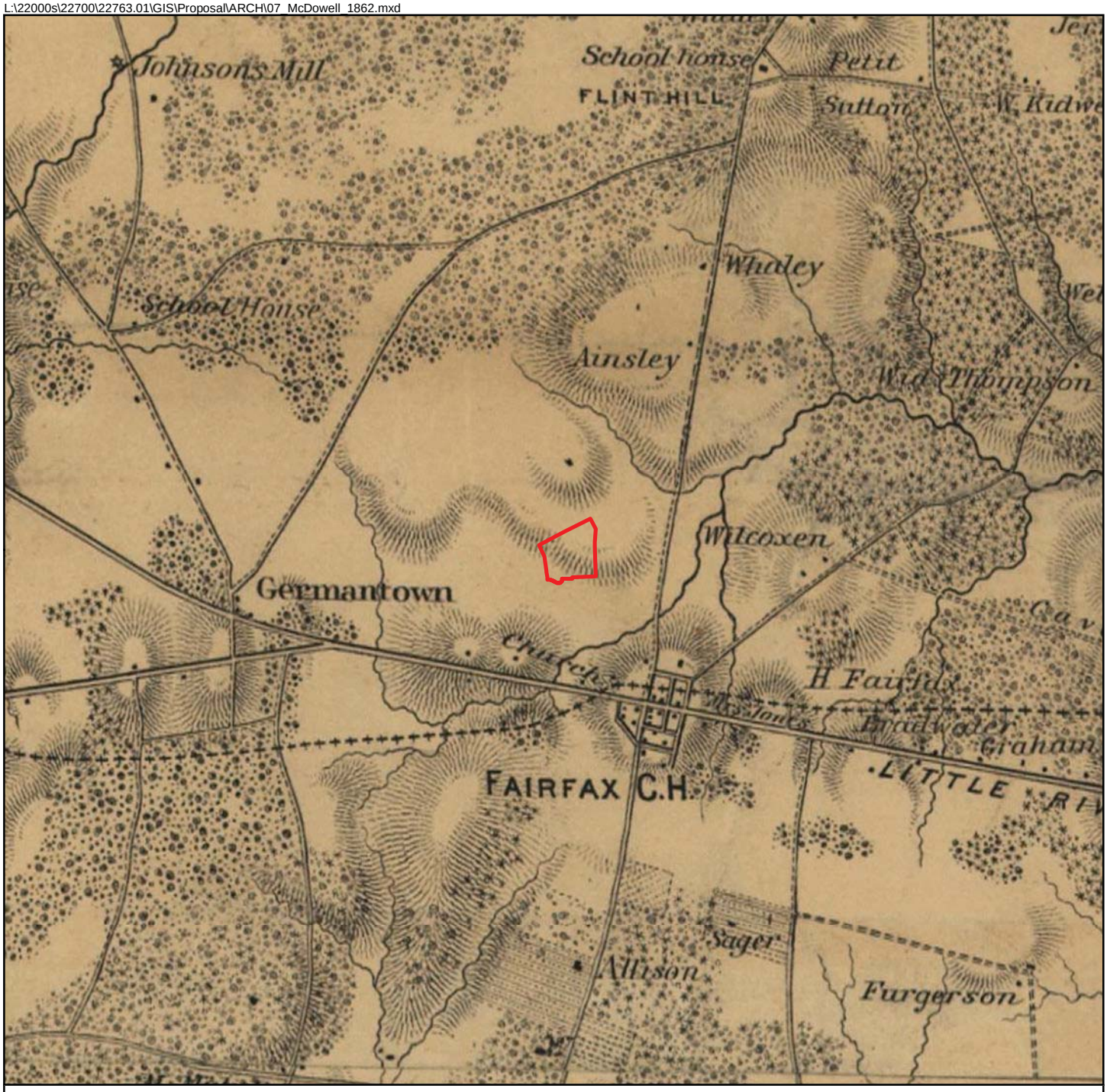

Figure 4: 1862 McDowell Map, Fairfax County, Virginia

General Beauregard, commander of the Confederate Army during the First Battle of Bull Run/Manassas in July 1861, moved his headquarters from Manassas to Fairfax Court House in the fall of 1861 (Alexander 1989:65). Beauregard was headquartered for a brief time either at the Ratcliffe Mansion at present-day Oak Knoll apartments south of theproject area or Dunleith, Thomas Love's home east of Chain Bridge Road. Later Union General McClellan occupied the same house (Trexler 2012; Johnson 2011).

In November 1862, the Orange and Alexandria Railroad Station, south of the court house, was under the provost guard of Union Brigadier-General Carr and the town was largely vacated (Scott 1887:166; The Historical Society of Fairfax County, Virginia, 1989-1990:45, 64-65). During the year of 1863, a minor skirmish occurred, brought about by Mosby's capture of Union General E.H. Stoughton and his men at their temporary headquarters at Fairfax Court House on the 8th of March (Bowman 1985:156). On May 24, 1863, the Confederates captured two trains of cars "... somewhere about the courthouse, that frightened them [the Union army] so terribly that they went to work and tore up about seven miles of the O.A. railroad..." (Frobel 1992:186). The Union Army at Fairfax Court House was again attacked on June 27, 1863, by Confederate General J.E.B. Stuart's cavalry, who captured all but 18 of the Union Cavalry troops posted there (Bowman 1985:156).

Agriculture & Recreation

During Reconstruction, Fairfax County was divided into "townships," or "districts," by an Act of the Virginia Assembly in 1871, to take effect by the 16th of January in 1872 (Commonwealth of Virginia 1873:20-21). By an Act of the Virginia Assembly in 1875, Fairfax Court House and the town of Providence were incorporated as the Town of Fairfax (Harrison 1987:343). "A Historical Sketch of Fairfax County, Va." prefacing G.M. Hopkins' *Atlas Of Fifteen Miles Around Washington,* gives the population of Fairfax County in 1879 as 12,952 and the town as 200.

Fairfax County's depressed economic and agricultural conditions combined with the influx of northern farmers, prompted the organization of farmers clubs and fairs to improve dairy and farming methods in grazing, cropping and plowing, and also to implement fruit orchard improvements. Participants at the Central Farmers Club meetings at the Fairfax Court House discussed agricultural issues and other topics, including effective dog laws and better railroad service to the Washington, D.C. (Netherton et al. 1978:415).

Bond-Simmons Farm 1869-1901

In 1869, George Bailey sold 198 acres to Nathan O. and Alice B. Bond, who married the year prior and came from Massachusetts with a wave of northerners entering the south after the war (Fairfax County, Virginia Deed Book K4:423). Born in Worcester, Massachusetts, Nathan Oscar Bond (1836-1914) enlisted as a musician in the Illinois Infantry of the Union Army under the name Oscar N. Bond. From 1864 to 1866, he operated N.O. Bond Hardware in Hyannis (FH 23 Oct 1914:3). After selling the hardware store, he opened a foundry to manufacture a summer stove, which he patented in 1868. The business failed soon thereafter and the Bonds move south.

According to tax records, the Bond's built the first house known to be associated with the land including the project area facing Chain Bridge Road in 1870. The site is now a road in the Providence subdivision built in the early 1970s (see Figure 3). The year after they completed their house, Alice's parents, Captain Lemuel Baker and Eliza Simmons, joinedthem from Massachusetts and bought 177 acres of their daughter's land, where all four of them lived (Fairfax County, Virginia Deed Book N4:75). The Hopkins' 1879 map of the Providence District of Fairfax County shows the house attributed to L.B. Simmons east of the project area, which was part of the Bond-Simmons Farm (Figure 5).

Lemuel B. Simmons (1802-1892) was born in Massachusetts and went to sea at the age of 11. He became a captain by 19. In 1855, he supervised the construction of the War Hawk, a medium sized clipper ship, which he partially owned. After its commission in Boston, Captain Simmons and his wife took it on its maiden voyage to San Francisco. Between 1855 and 1871, the War Hawk made the trip ten times. With it, Simmons made a fortune in the Coolie and Guano Trades, transporting Chinese contract laborers (Coolies), who were essentially enslaved, to the American West and Cuba or Peru, where they were forced to mine bird Guano for fertilizer in the U.S. Lemuel reportedly became disgusted with the trade and stopped accepting such charters. In 1863, he retired from the sea, and his son became Captain of the War Hawk. In 1868, Lemuel was elected to the Massachusetts House of Representatives from Barnstable (Johnson 2011).

Entering into a second career, Lemuel and Eliza became fully immersed in Fairfax society with their move south and became active in the farming community. He joined the Farmers' Club in 1874 and began to advertise bees and cattle for sale in the local paper (FN 27 Feb 1874). In 1879, he added a portable saw mill on approximately one acre near Chain Bridge Road. Recorded in the 1880 agricultural census, he maintained 40 acres of tilled land, 35 acres of woodland, and 120 acres of unimproved land. The value of the farm including buildings was $8,000. His machinery was worth $250, and livestock was valued at $40. He spent $20 on repairing and building fences, $50 purchasing fertilizer, and $300 on hired labor. He kept one horse, two mules, three dairy cows, two calves, two other cows, three pigs, and 40 chickens. He sold two cattle during the year. Produce included 260 pounds of butter and 130 eggs. He harvested 10 tons of hay, 60 bushels of Indian corn from seven acres, 170 bushels of wheat from nine acres, and 40 bushels of potatoes from one acre. His orchards contained four acres divided evenly between 200 apple trees and 200 peach trees, which produced 20 and 150 bushels respectively, valued at $20. He cut 80 cords of wood valued you at $50. The total value of production for 1879 was estimated at $600.

In 1881, the Simmons retired again. They sold 72 acres on the southern portion of their farm, to Andrew J. Sagar, Trustee for Alice, likely as a protective measure against Nathan's investments, and 103 acres on the northern portion to John C. Ellis of Boston in exchange for cash and a home at 2 Highland Place in the Roxbury section of Boston (see Figure 3) (Fairfax County, Virginia Deed Book A5:299; B5:121). While the Bonds assumed primary care of the farm, Nathan continued to patent numerous household items and venture into a

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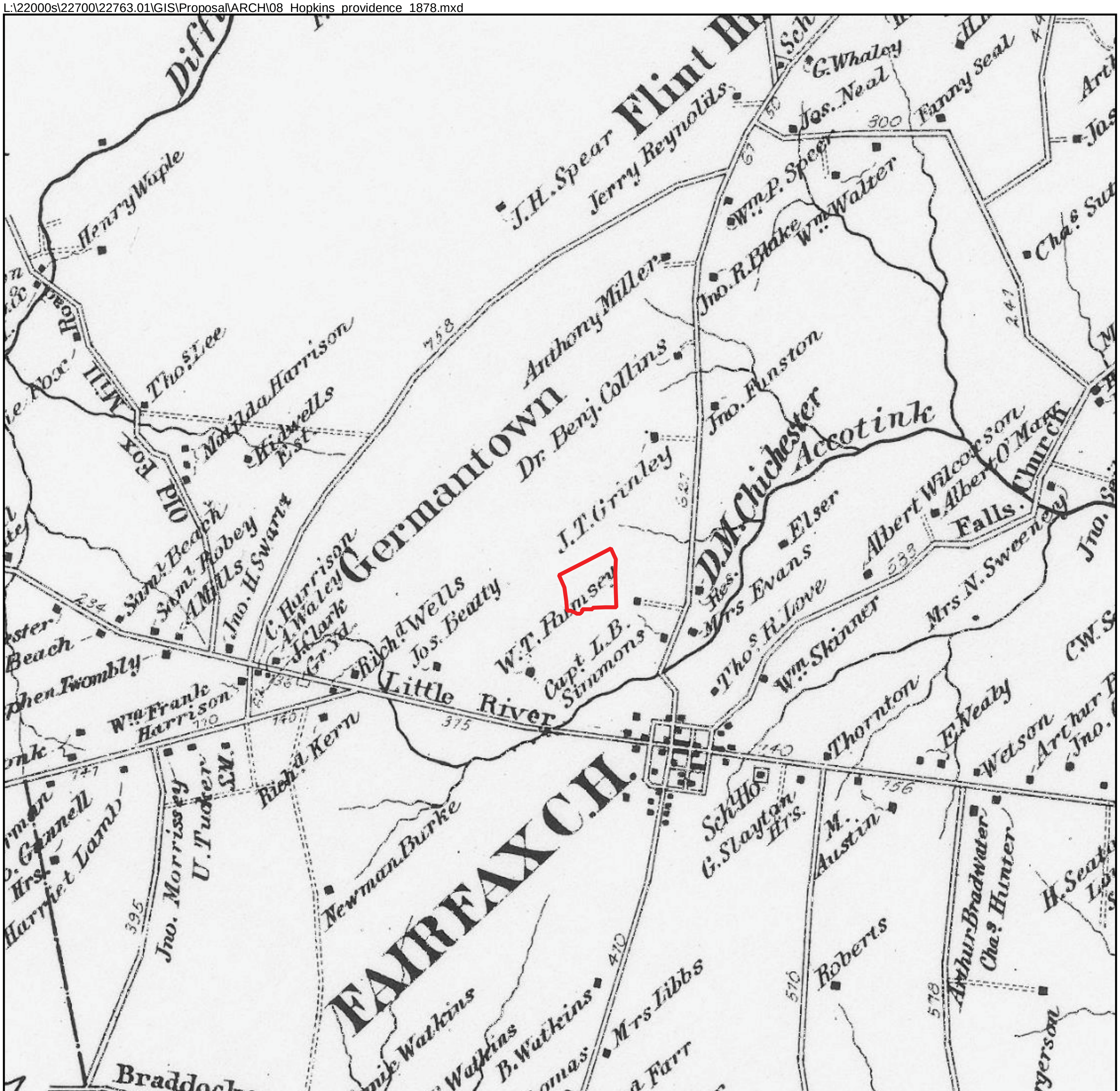

Approximate Location of Project Area

Map Source: "Providence District, Fairfax Co". From G.M.Hopkins' Atlas of Fifteen Miles Around Washington, D.C., 1878". Library of Congress, Geography and Mapping Department.

N W E S

0 0.5 Miles

Original Scale: 1 " = 0.5 miles

Figure 5: 1878 Hopkins Map, Providence District, Fairfax County, Virginia

variety of businesses. In 1886, he began to dabble in real estate in Washington, D.C., where he met General William McKee Dunn, Judge Advocate General of the U.S. Army and former congressman and chairman of the House Committee on Patents.

In 1886, Dunn and George Bailey Loring, a U.S. Representative from Massachusetts, purchased 600 acres in Fairfax County on the Washington, Ohio &Western Railroad and platted one of the earliest subdivisions in the county, naming the new railroad town Dunn-Loring. Nathan served as the sales agent for the Loring Land Improvement Company. In 1889, he formed the Bond Wave and Tide Force Company and patented a Wave Power Machine, which use the force of waves to pump water from the ocean onto dusty streets. When installed under a pier at Ocean Grove, New Jersey, the invention landed on the cover of Scientific American and in the New York Times and Washington Post. By 1893, storms destroyed the machine, putting yet another one of his companies out of business (Johnson 2011).

Ellis-Myers Farm 1881-1922

In 1881, John C. and Lydia Ellis moved from Boston to Fairfax to operate a dairy farm on the 103 acres they bought from the Simmons (see Figure 3). She was born to William and Abby Ellis in Maine and he to Smith and Lavina Ellis in Massachusetts. They married in 1850. Prior to moving south, he worked in a piano factory, while his son worked in an organ factory in 1870. In Fairfax, he operated a dairy farm with orchards as did most in the region. In 1888, he sold a small piece of the property with a building and road (Fairfax County, Virginia Deed Book 105:299). In 1898, he died and left the farm to his wife and ultimately his daughters, Addie Martin and Lizzie Slayton of Montana (Fairfax County, Virginia Will Book 2:326). Lydia Ellis sold a right-of-way to the electric rail when it came through the county in 1905 (Fairfax County, Virginia Deed Book P6:505).

A year after Lydia's death, her daughters and their husbands sold the property on May 31, 1909 to B.F.A. and Ella Myers, who continued to operate the established dairy farm (Fairfax County, Virginia Deed Book E7:87). The Myers were married in 1899 and owned a farm in Centreville, where they lived with B.F.A.'s six children, according to the 1900 census. By the 1910 census, they and four of the children had moved to the farm in Fairfax, including the present-day track in the project area. By 1920, the Myers retired to Maple Avenue in Vienna with a servant, Myrtle Matthias, who later married their son William Myers. They lived at the "Cross roads between chain bridge road and Lee highway" in 1930 according to the census.

Fairgrounds 1913-1934

In the early 20th century, Fairfax County remained primarily agrarian with a strong dairy farm culture despite the introduction of streetcars. The Fairfax Agricultural Society was organized in October 1848 and eventually became known as the Fairfax County Fair Association (FCFA). Prior to 1913, the County Fair moved from site to site, renting open space in town or on farms, as noted in annual newspaper advertisements. In 1912, the event

was held near the courthouse, but on October 15, 1913, having previously purchased James Ballard's interest, Thomas and Edith Keith sold 17.85 acres to FCFA, which built a racetrack, barns, and exhibit halls on Tussica Creek where the project area and a shopping center are now located (Figure 6 and Figure 7) (Fairfax County, Virginia Deed Book R7:99). Like other associations, the FCFA held its annual three-to-four day event during the harvest season with agricultural exhibits, horse races and horse shows, and a variety of amusements, rides, and games (Figure 8).

A few years after the establishment of the fairgrounds, County agricultural extension agents for Virginia Polytechnic Institute (VPI or VA Tech) began writing annual reports on the state of farming in various localities. They also served to promote improved scientific methods and encourage participation in county fairs to exchange ideas and stock and compete for best farm products. Claire Prechtel-Kluskens of the National Archives summarized the 1916 report for Fairfax by C. L. Fowler, which would have pertained to the Myers Farm:

> The dairy farmers had a hard year:"The better balanced ration feed was a success so far as increase in milk but the extreme high price of feed and the price paid for milk did not make it a success with very many." Beef producers likewise "have not been able to make much profit the last year or so."Hogs were "raised for home consumption principally." Farmers realized more profit "by selling their pigs at six weeks old" than by fattening them up and then selling them. Ten percent of farmers owned autos and "good roads [were] being made every day." It was a "church going" county with "all denominations."

H.B. Derr served as the County extension agent beginning in 1919 and helped double corn production on farms and increase other yields by convincing farmers to buy better, more expensive supplies. When other farmers saw the results, they too invested more. Derr's annual reports contained dozens of photographs of local agricultural endeavors and the county fair, including images of winning herds. Exhibits at the fair educated farmers on research being conducted at Tech and its extension offices. Hundreds of people viewed how to farm on a five-year rotation and were given copies of rotation plans.

As early as 1923, the FCFA considered selling the land, including the project area (FH 14 September 1923:3), but in 1926, the association continued to make improvements, including the addition of a new grand stand (FH 25 June 1926:5). The future of the fairgrounds came into question again in 1929 as officials scouted for airport locations early in the commercial flight era (FH 17 May 1929:1). While J.W. Gaines advocated for the fairgrounds, Alexandria offered a location (FI 11 April 1929:1). After studying the site for several months, the grounds were deemed not suitable (FH 26 July 1929:1). In 1931, the grounds were bisected by the Lee Highway bypass (FH 20 March 1931:1), and the town ordered the Fair Association to sell a small plot on the Cedar Avenue side near the secretary's office building to sink a second well to supply the town with water (WP 1931 Feb 9:3). The highway in particular signaled the coming end of the land's use as fairgrounds.

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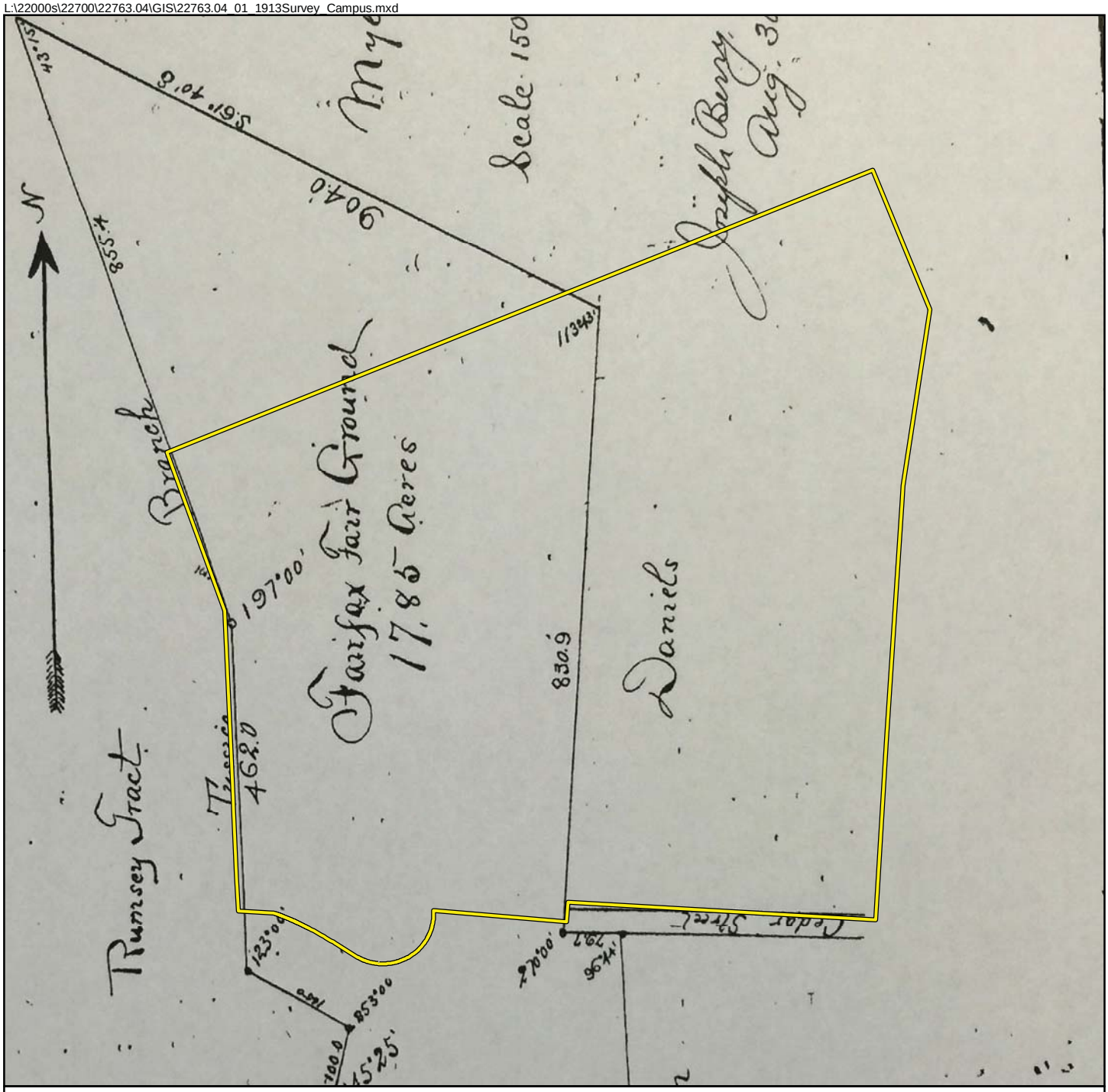

Figure 6: 1913 Joseph Berry, Co. Survey of Fairfax Fairgrounds

Figure 7: 1927 Section of Aerial View of the Town of Fairfax, Virginia Showing Tussica Creek Riparian Buffer, Fairgrounds (Top Middle), and Wood House (Henry C. Robinson, Virginia Room, Fairfax County Public Library)

Figure 8: Fairfax Fair, crowd gathered at the emporium of Madam[e] Stanley The Great, celebrated palmist, Sep 30, 1922 (National Photo Company Collection, Library of Congress Prints and Photographs Division, Washington, D.C.).

Transportation & Community Development and Planning

"The early residential suburbs fostered an emerging American aspiration for life in a semi-rural environment, apart from the noise, pollution, and activity of the crowded city, but close enough to the city for commuting daily to work" (Ames and McClelland 2002). Such aspirations became more affordable to more Americans, who could move farther and farther from the historic center with each development in transportation. A series of suburbs emerged in the U.S., beginning with the railroad or horse car suburb (1830 to 1890) before widespread industrialization. This was followed by three types, which affected Fairfax – the streetcar suburb (1888 to 1928), early automobile suburb (1908 to 1945), and freeway suburb (1945 to present). Each resulted in distinctive yet interconnected landscapes. Dates of occurrence varied beyond major cities such as D.C. as smaller cities picked up on trends a decade or more later.

The first practical electric streetcar system in the country began operating in Richmond, Virginia, in 1887. From 1890 to 1907, streetcar tracks increased from 5,783 to 34,404 miles and contributed to unprecedented growth (Knox 1994). In cities such as D.C., electric streetcars replaced horse-drawn cars, allowing the lines to expand farther outward and thus increasing accessibility to land ripe for residential development. The first wave of growth occurred in outlying rural villages, such as Fairfax, with the second occurring in new communities growing along the routes. While early railroad suburbs grew in nodes around stations, streetcar suburbs formed continuous corridors of growth due to short-interval stops. This gave rise to local developers, who platted rectilinear gridiron subdivisions with small lots within a 10-minute walk of the line. Often the streets were extensions of the gridiron that characterized the plan of the older city (Warner 1962; Foster 1981). As quickly as electric rails rose in popularity, they fell. Most of the railroad lines flourished through World War I; however, the Good Roads Movement, initiated by cyclists and farmers in the 1890s, and widespread adoption of cars in the early 20th century facilitated the closure of passenger rail by the 1930s as well as decentralized curvilinear suburban growth.

Electric Railway 1905-1939

For over 40 years, the D.C. region's interurban trolley operated under a variety of names due to continuous expansion and reorganization. From 1892 to 1895, the Washington & Arlington operated a horsecar line with tracks from Rosslyn to Fort Myer. In 1895, the line was electrified after the success of the Richmond line. Renamed the Washington, Arlington & Falls Church (WA&FC) the following year, it extended from Rosslyn to Clarendon, Ballston, and Falls Church (Figure 9). From Fort Meyer, it stretched to Arlington National Cemetery and beyond to Four Mile Run. In 1901, extensions continued to Dunn Loring and Vienna, and in 1904, it reached Fairfax (District of Columbia Board of Commissioners 1896; Fairfax Board of Supervisors 1907). In 1913, the WA&FC and Washington, Alexandria & Mt. Vernon merged to form the Washington-Virginia (W-V) Railway, which in 1924 declared bankruptcy. From 1927 to 1936, local governments operated the line as the Arlington & Fairfax. Service to D.C. ceased in 1932 and in 1936 it was sold to a Detroit

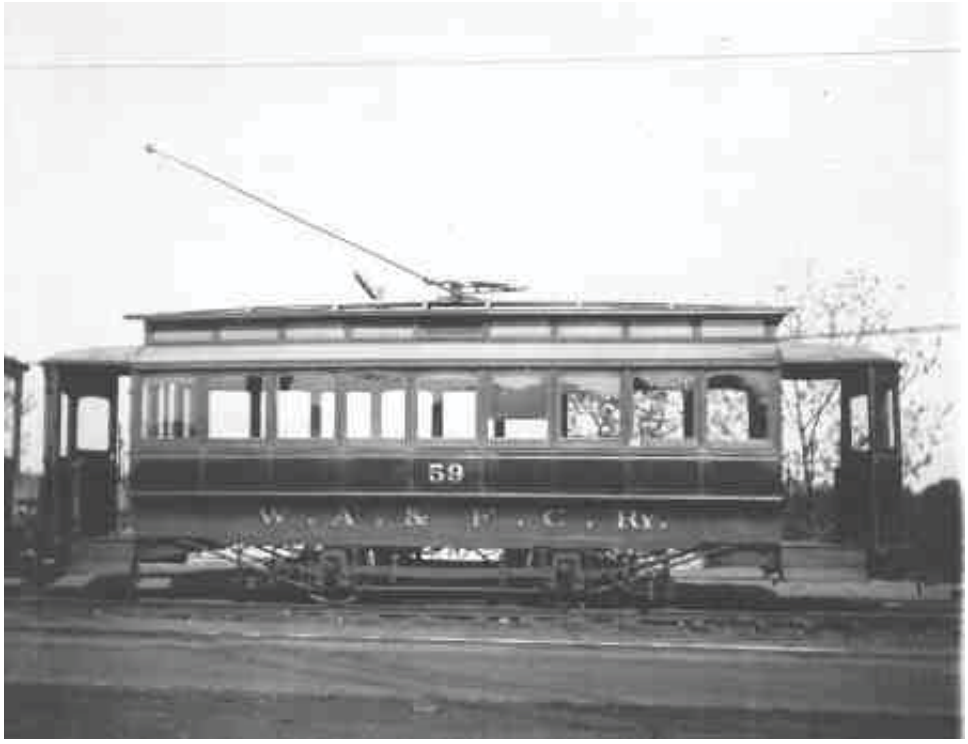

Figure 9: Washington, Arlington & Falls Church (WA&FC) Streetcar (LeRoy O. King, Jr., Special Collections, Barrett Branch, Alexandria Library)

railway and automotive supply company, which replaced the trolleys with auto-railers. The line closed all together in 1939 (Victorian Society at Falls Church 2007).

In 1900, the Town of Fairfax was still a small community of 400 people served by one bank, a hotel, a drug store, a carriage and wagon factory, a newspaper office, several general stores, several churches, a school, and lodges, all located on or near Main Street between present-day Chain Bridge Road and East Street. A rapid increase in urban area settlement, including Washington D.C., in the 1870s and 1880s gave rise to the middle class sentiment that cities were unhealthy, dirty, noisy and rife with immoral activity. In order to escape these many ills in the hot humid summers, the middle class residents of D.C. sought refuge in the surrounding agrarian suburbs. This escape was made possible by the improved transportation networks, including the railroads, trolleys and roads, as well as by paid vacation time. The escapes varied from short stays in rural hotels or resorts to summer residency in rural villages near the railroads. By the 1900s, Fairfax County became such an escape that many of the communities, however small, promoted themselves as such (Smith and Causey 2005:21-22).

The introduction of the WA&FC electric railway to Fairfax brought swift change (Sweig 1995:7). In addition to improving the agricultural economy by opening up new market areas, the WA&FC in its infancy brought the first wave of suburbanization with wage earners commuting from D.C. Land developers began the process of suburbanization, capitalizing on the easy daily commute to the city via the various electric rails (Smith and

Causey 2005:23). The subdivisions around Cedar Avenue reflected the national streetcar suburb trend of rectilinear gridiron plats extending from historic town grids and radiating from the depot.

Bond Subdivision 1904-1914

After her father's death in 1892, Alice and Nathan Bond moved back to Hyannis and maintained their farm in Fairfax from afar before it became prime residential real estate on the new electric trolley line. Evident of continued financial challenges, Alice, Nathan, and trustee A.J. Sagar entered into a deed of trust for the land in Fairfax in 1901 with J.B. McCabe to secure payment to Robert R. Walker for a $3,000 bond and interest.

When the WA&FC Electric Railway approached roughly paralleling Chain Bridge Road, B.F.A. Meyers and the Bonds sold right-of-ways through the center of their properties (Fairfax County, Virginia Deed Book P6:505; P6:462). Recognizing the potential from their experience with Dunn-Loring, the Bonds laid out Cedar Avenue, subdivided their property, and sold eight lots to prominent residents, including the Commonwealth Attorney, the Circuit Court Clerk, the Deputy Circuit Court Clerk, the Town Sergeant, the Drug Store owner, the General Store clerk, and two local attorneys and land investors, Thomas R. Keith and James W. Ballard, who later became mayor (Figure 10) (FH 4 Nov 1904:2; Fairfax County, Virginia Deed Book Q6:399). They also built a depot as the second to last stop before the line's terminus at the courthouse; this structure was demolished in 1972 with the construction of the Providence Subdivision (see Figure 3) (Johnson 2011).

In 1912, Nathan applied for his Civil War pension, witnessed by R. Walton Moore, the U.S. Representative from Fairfax and Thomas R. Love, local justice and former Confederate soldier and owner of Bond-Simmons Farm. After his death in 1914, Alice sold the remainder of the land to Ballard and Keith. She died in 1923 (Johnson 2011).

Keith Subdivision 1905-1911

In addition to lots on Cedar Avenue, Ballard and Keith also purchased 45 acres west of the railway, including the project area, from the Bonds on June 1, 1905 as an investment (see Figure 3) (Fairfax County, Virginia Deed Book R6:541). On July 29, 1911, Thomas Keith and his wife Edith Morris Moore, sister of Keith's law partner, subdivided part of the acreage (Fairfax County, Virginia Deed Book K7:40).

According to his obituary in the *Washington Post*, Thomas Randolph Keith (1872-1937) was born in Warrenton and attended the University of Virginia before being accepted into the bar in 1894. He was first partners with R. Walton Moore, Assistant Secretary of State, before joining Moore, Keith, McCandlish and Hall. He served on the State Board of Law Examiners from 1910 to 1915 and the Virginia Military Institute Board of Visitors. He was a founder of the Chamber of Commerce, the County Fair Association to which he sold the land for the fairgrounds, and the National Bank of Fairfax. He also was associated with the Good Roads Movement of Northern Virginia, working to bring Lee Highway through Fairfax and eventually the project area.

Figure 10: 1922 Cedar Avenue Platted by Nathan and Alice Bond (Gillepsie Collection, Virginia Room, Fairfax County Public Library)

Daniell Property 1911-1923

When the Keiths subdivided in 1911, they sold 12 acres for $1,500 to Robert and Laura Daniell (Fairfax County, Virginia Deed Book K7:40). Robert Allen Daniell (1857-1916) was born in Queens County, Ireland. His parents, Captain Ralph Allen Charles Daniell of the British Army and Anne Piggot, emigrated to the U.S. in 1872 and settled in Fauquier County. He married Laura Virginia Love (1871-1946), a relative of Thomas R. Love, around 1908. In 1911, they bought the 12 acres from the Keiths and built the Colonial Revival Wood House at 10606 Cedar Avenue, which can be seen in the project area on the 1912 USGS map and a 1927 aerial (Figure 11; see Figure 3).

On April 30, 1917, Laura Daniell, widowed since August 14, 1916, divided her lot at the end of Cedar Avenue and sold 10.75 acres to Robert Wiley for $2,500, keeping 1.25 acres at 10606 Cedar Avenue, where she lived until 1923 (Fairfax County, Virginia Deed Book M8:52; Will Book 6:40). Between 1923 and 1959, the Daniell House was sold 15 times (See **C**hain of Title). In 1959, John Clinton Wood, first Mayor of the City of Fairfax, and his wife Louise purchased the house and stayed until 1995

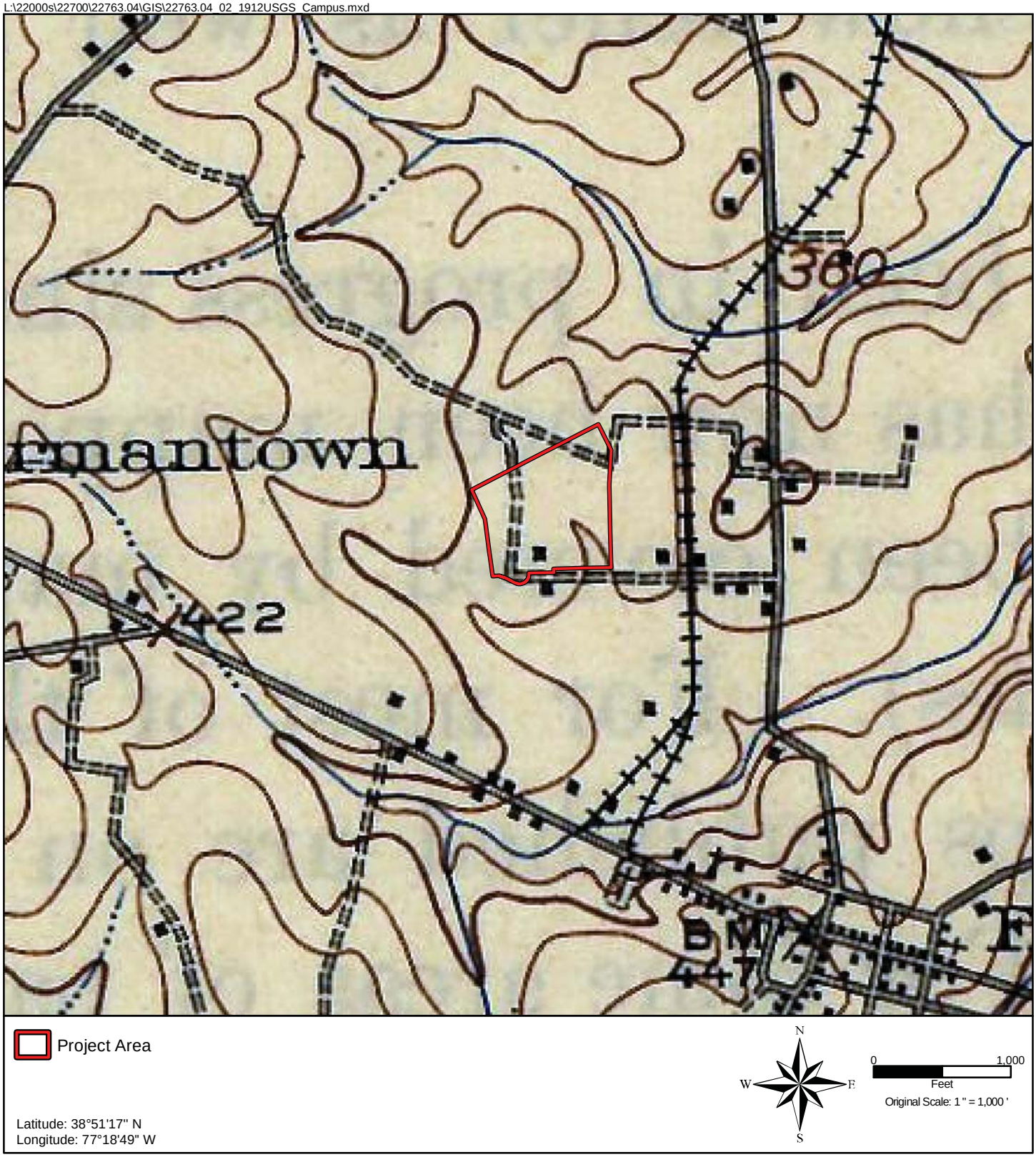

Figure 11: 1912 USGS Quadrangle, Showing Daniell-Wood House

Wiley Subdivision 1917-1923

After purchasing 10.75 acres from Laura Daniell in 1917, Robert Wiley divided the land into two parcels, including one small parcel at 10600 Cedar Avenue, which had contained the remnant of an orchard (Fairfax County, Virginia Deed Book M8:52). Robert Wiley (1840-1932) was born near Lorton and served in the Confederate Army, suffering wounds several times. After the war, he married Mary Elizabeth Lee in 1867. He served as the Vice President of the Lorton Valley Democratic Club in 1888; as a Trustee of the Fairfax Cemetery Association in 1914; and was the Fairfax County Commission of Revenue Treasurer for 24 years (Johnson 1995). Robert made such an impression that an extensive obituary appeared in the Confederate Veteran periodical and a poem was dedicated to him.

Rust Subdivision 1922-1935

On August 23, 1922, John E. and Ruth Ann Sinsabaugh purchased the 103-acre Myers Farm (Fairfax County, Virginia Deed Book Y8:534) and sold it three months later to John W. Rust (Fairfax County, Virginia Deed Book 208:566). At the end of 1923, the local paper reported that Rust subdivided the farm, marking the end of the agricultural period for the property (FH 4 Dec 1923). The Fairfax Herald also noted that William Allen was a builder working on the Rust subdivision west of the electric railway (FH 30 November 1922:3; FH 25 April 1924:3). John Warwick Rust (1881-1958) came to Fairfax around 1900 from Nineveh, Warren County, where he was born to a Confederate Army Captain. After attending law school, he established Rust & Rust law firm, was a founder of the Vienna Trust Co., a member of the Fairfax County Planning Commission, and a chairman of the Fairfax Redistricting Committee. He served as Virginia State Senator from 1932-1940 and dean of Fairfax attorneys. John married Robert Daniell's niece (by his sister Henrietta), Anne Emily Hooe (1880-1971), whose father Howson Hooe was a founder of the Fauquier National Bank.

Farr-Sherwood Subdivision 1923-1936

On January 1, 1920, Robert and Mary E. Wiley sold 0.517 acre to A.B. McClure and their son-in-law, Wilson Farr, and daughter, Edith Wiley Farr (Fairfax County, Virginia Deed Book 197:417). The Farrs then sold a share to Albert R. Sherwood (Fairfax County, Virginia Deed Book 231:419). In April and May, 1923, the Farrs purchased Robert Wiley's remaining acreage (Fairfax County, Virginia Deed Book 210:391) and 0.86 acres from John and Anne Hooe Rust (Fairfax County, Virginia Deed Book 211:171), combining the parcels to subdivide again, including five long lots where the present-day ball fields are located in the project area (Figure 12). Wilson Mahone Farr (1884-1959) was one of the sons of a prominent politician, who was Virginia's second state superintendent of public instruction. The younger Farr taught at the old Fairfax Elementary School, served as mayor in 1918, became the Commonwealth Attorney for Fairfax, and much later would sell a 146-acre tract of land to the town for the founding of a college (George Mason Special Collections Research Center 2016).

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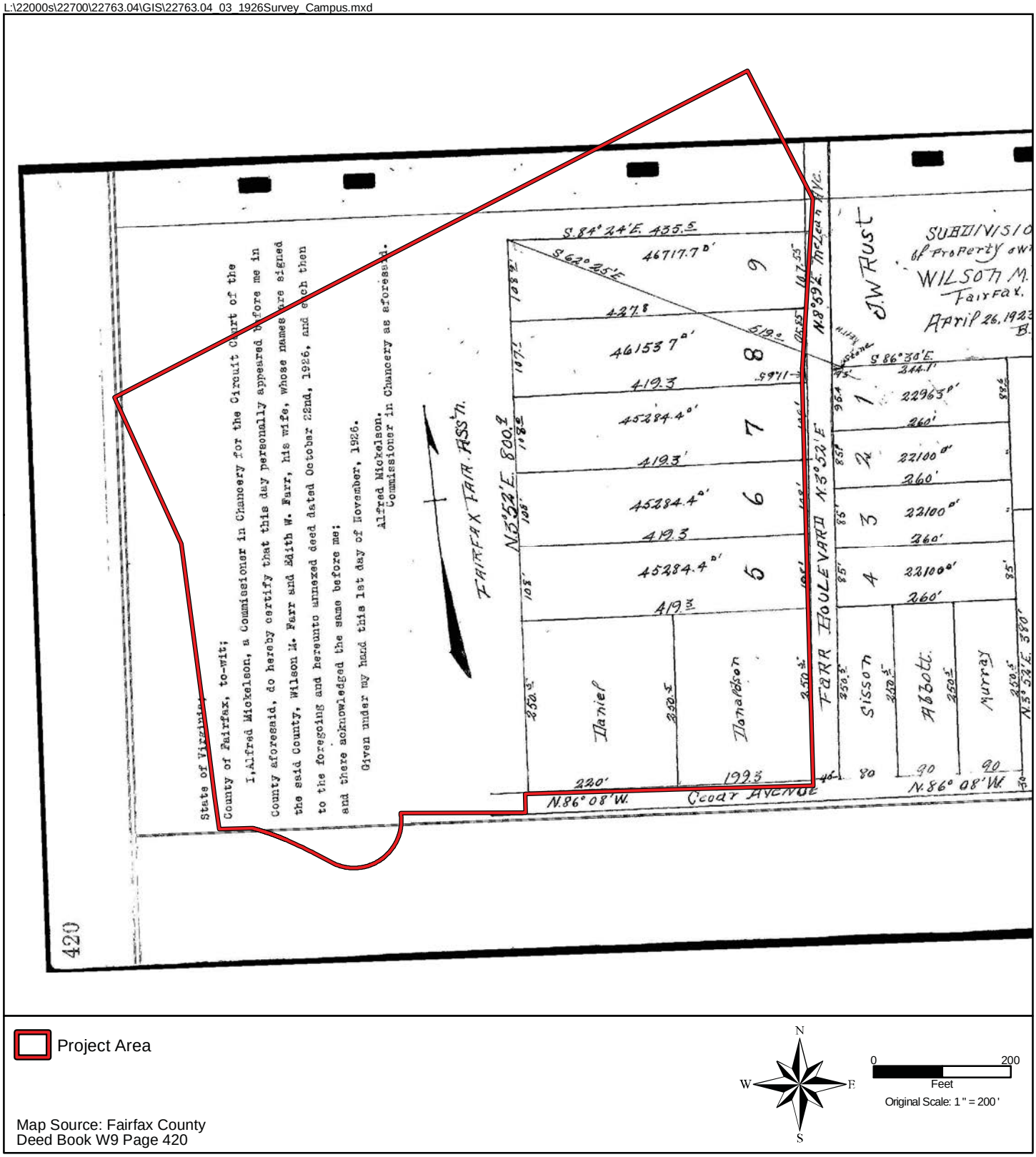

Figure 12: 1926 Survey of Farr-Sherwood Subdivision

Lee Highway Bypass 1931-Present

While the federal and state governments slowly began to legislate widespread transportation improvements, a network of private National Auto Trails emerged in 1913, operated by auto clubs and highway associations with assistance from local governments. Named for historical figures or themes, the first three were Lincoln Highway from New York to San Francisco, Dixie Highway from Chicago to Miami, and Lee Highway proposed to go from Gettysburg to New Orleans. Organized by a group of men in Roanoke in 1919, it ultimately connected D.C. to San Diego with later spurs on each coastline to New York and San Francisco (Figure 13).

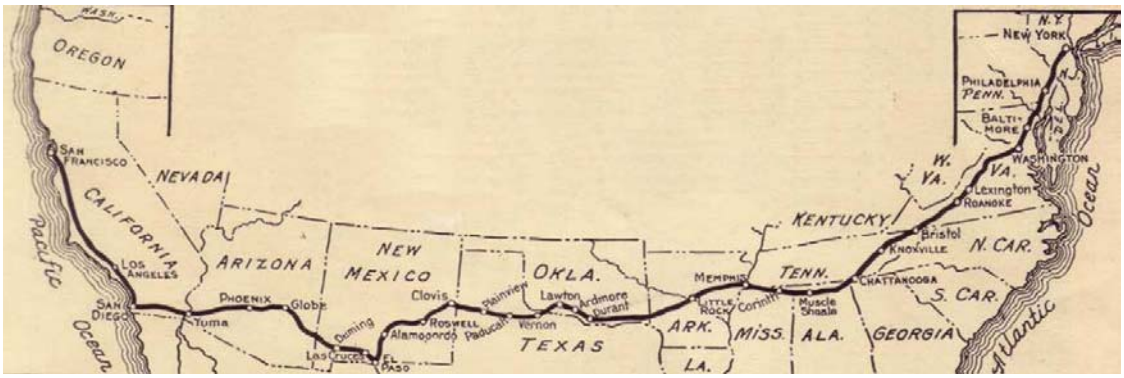

Figure 13: Lee National Highway (http://www.americanroads.us/)

While the Commonwealth adopted the State Convict Road Force Act creating the Virginia Chain Gang and established the Virginia Highway Commission in 1906, the federal and state government did not become involved in the interstate highways until the 1920s due to poor funding. Finally, in 1921, the Virginia State Highway Commission successfully recommended to state legislators that that an 18-foot wide concrete highway be constructed connecting old routes adopted by the Lee Highway Association from Bristol to the Key Memorial Bridge. In 1922, the state approved the Robert E. Lee Memorial Highway and a Zero Milestone marker was erected behind the White House, which was celebrated by locals at the Fairfax Courthouse. The Fairfax County Lee Highway Committee at this time included John W. Rust and a variety of other professionals from farmers to attorneys. After adoption of the road, a local Lee Highway Association was formed to lobby for swift completion (Johnson 2011).

A chain gang of convicts began construction from Falls Church to Fairfax with mules and military surplus materials in August 1923 and completed the hard surface by November 1924. Chain Bridge Road was used as a detour during construction. The Georgetown to Fairfax section officially opened on December 2, 1924 with multiple celebrations. On December 1, 1927, the road was completed from Fairfax to Warrenton with local plans for road widening and bypasses already in place (HO 1 December 1927:1). During this time, the federal government assigned a numbering system and design standards, designating east-west routes with even numbers and north-south roads with odd ones. All artistic

association signs were replaced in 1926 with the standard ones still used today, including Route 29 on Lee Highway (VDOT 2006).

By 1931, a route was planned to the north of town, cutting through the former Ellis-Myers Farm and the Fairgrounds (FH 27 November 1931:1). With the approval of its widening on the original route, citizens protested the loss of trees (HO 6 August 1931:2). In 1931, the Fair Association sold a right-of-way, which bisected the property and required removal of a stable and a large well that supplied water to neighbors during drought. It also cut off the racetrack from the rest of the fairgrounds.

Charles E. Merton had written in the Washington Post in 1924, "As to the material benefits of this splendid road; every foot of real estate bordering thereon between Washington and Fairfax has increased from 500 to 1,000 percent in value. Hundreds of residences and business buildings have been erected along and adjacent to the highway that would never have been built if the road had not been constructed" (Johnson 2011).

Education

The dramatic increase in the county's population due to transportation improvements had an immediate effect on schools, which like roads were undergoing major changes and becoming more standardized statewide and nationally in the early-to-mid 20th century. Advancements in pedagogy, school plants, and the required funding continued to improve each decade. Virginia focused on improving public education by providing increased funding and hiring a state architect, which prompted a wave of school construction. From 1918 to 1942, Raymond V. Long served as School Architect for the State Department of Education. He also sat on the board of numerous committees, serving as the Director of the National Advisory Committee on School Building Problems in the 1930s and the Director of the Virginia State Planning Board in the 1940s (United States 1947). Long was instrumental in consolidating schools based on critical population density and in introducing vocational, commercial, and advanced placement courses in senior highs.

His office handled architectural and engineering specifications for numerous schools throughout Virginia during his tenure, including major building campaigns in Arlington and Fairfax counties in 1930 and 1931 (WP 1930 May 29:24; WP 1931 Jun 9:22). Many of these plans are archived at the state and numerous surviving schools have been listed in the National Register of Historic Places. Original drawings for Fairfax High School are located in the Virginia Room of the Fairfax County Public Library. Each set of plans did not diverge greatly from place to place, though black and rural schools were smaller in scale than their white and urban counterparts. Generally, they included similar layouts, while decorative elements applied to facades varied from Colonial Revival at Edinburg High School in Shenandoah County in 1933, Classical Revival at Fairfax High School in 1934, to Art Deco at Booker T. Washington High School for Coloreds in Staunton and the George Washington High School in Alexandria in 1936.

While Raymond Long worked on improving educational environments from the state level, he found a strong advocate in Wilbert T. Woodson, Fairfax County School Superintendent

from 1929 to 1961, who spearheaded modernization of the local school system and helped to eliminate scattered frame buildings that lacked electricity and plumbing in areas that were still largely rural. "Woodson's improvement programs coincided with the Great Depression (1929-1940), when funding became available for the construction of public buildings through the Public Works Administration, an agency created by President Roosevelt's New Deal in 1933" (Heritage Resource Staff n.d.).

Fairfax High School 1934-1972

On October 24, 1933, the Fairfax Town Council met to discuss potential locations and fundraising for the first consolidated high school in Fairfax County. Woodson reported to the Fairfax Town Council that a consolidated Fairfax High School would be two stories with 16 classrooms, 2 laboratories, a library, auditorium and utility rooms based on plans prepared by Long's office. Albert Sherwood, who was director of the Fair Association and engaged in subdividing the project area, offered that the 12 acres south of Lee Highway could be purchased for $5,000. Mrs. James U. Kincheloe and Mrs. Paul E. Brown volunteered to raise funds through subscriptions (WP 1933 Oct 25:11).

In 1934, the board finalized the purchase of 13.856 acres from the Fair Association (Fairfax County, Virginia Deed Book L11:517B). "Bids for construction according to the original plans [for five schools by Raymond Long] were opened on May 2, but in each case the bids were in excess of available funds" (WP 1934 May 13:14). Each project was temporarily reduced in scope to meet the budget with auditoriums and additional classrooms put on hold. In June 1934, ground was broken for construction of the central portion of FHS. Construction cost of the 14,651-square foot school was $70,000, but ultimate costs totaled much more with a WPA grant of $153,000 and $189,000 loan from the Literary Fund of Virginia. As the first and only centralized high school for several years, FHS attracted students who rode up to two hours to get there. The first class was held on February 22, 1935, and 47 students graduated at the first commencement ceremony in 1936 (Figure 14). When the school was constructed, Tussico Creek still flowed south on the west side of the property and served as the baptismal waters for the African-American Mount Calvary Baptist Church in the 1920s and 1930s. At its confluence with Accotink, the depth was raised by a temporary dam placed downstream (Trexler 2006). Orchards and dairy farms remained to the north and the overall character of the landscape remained rural despite the highway and subdivision to the east (Figure 15 and Figure 16).

On March 21, 1935, John and Anne Rust carved 0.65 acres of their subdivision and sold land to the School Board (Fairfax County, Virginia Deed Book U11:504). A little over a week later, they sold around 1.7 acres to Lucie D. Byrne fronting Fairfax Boulevard near McLean Avenue, which later became the track (Fairfax County, Virginia Deed Book X11:153). At the close of 1935, Long spoke on the need for more consolidated schools and specialized classes in Fairfax. Local representatives noted population growth, overcrowding, and the lack of funding for new schools and additions at the same meeting (WP 1935 Dec 6:11). In 1936, the school board managed to purchase 5.27 ac. for the FHS athletic fields from the subdivision of Mayor Farr and his wife and Mr. and Mrs. Sherwood (Figure 17) (Fairfax County, Virginia Deed Book E12:335).

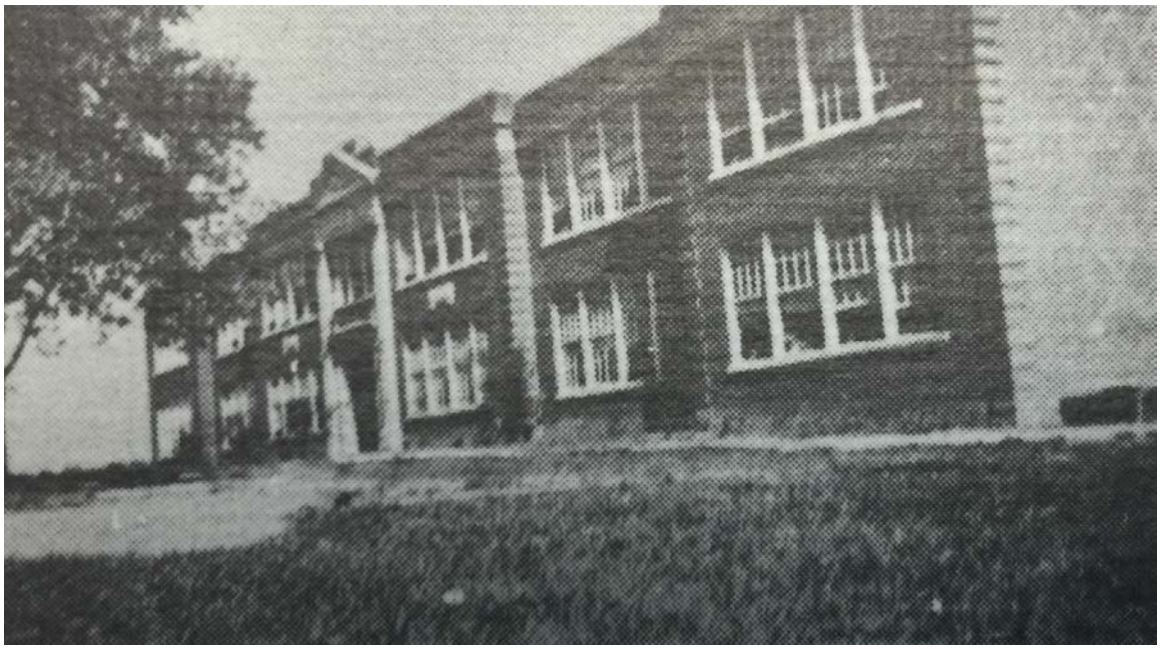

Figure 14: Façade of 1934 Portion of Fairfax High School (FHS Yearbook 1937)

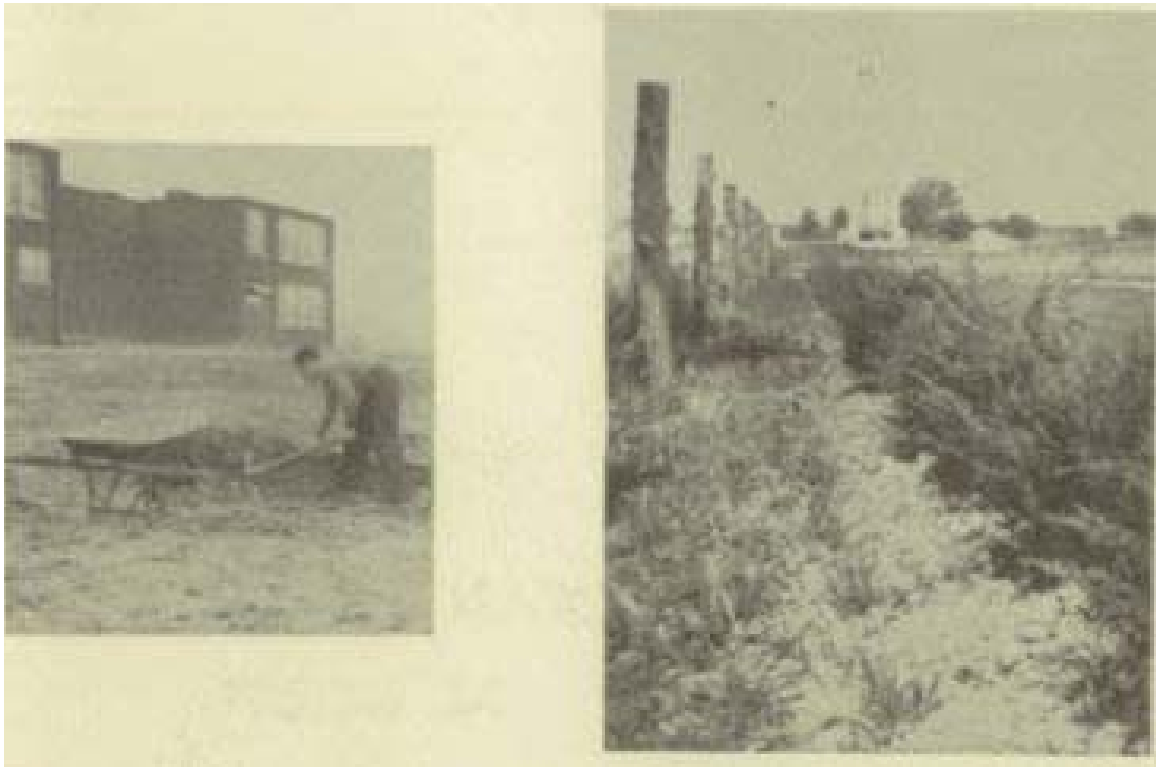

Figure 15: Rear Elevation of Original 1934 Portion of School and Neighboring Undeveloped Fields (FHS Yearbook 1937).

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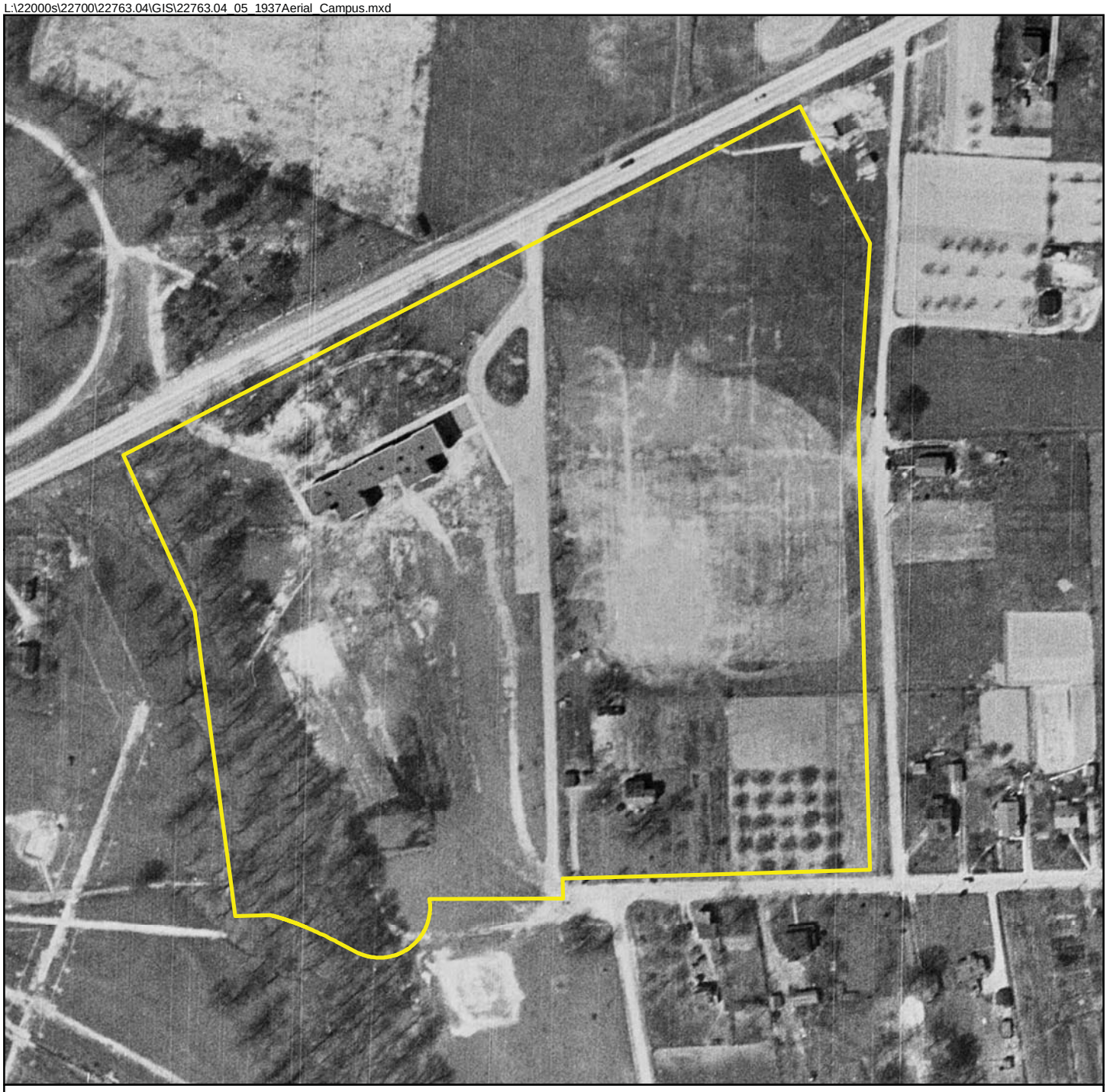

Figure 16: 1937 Black and White Aerial Imagery

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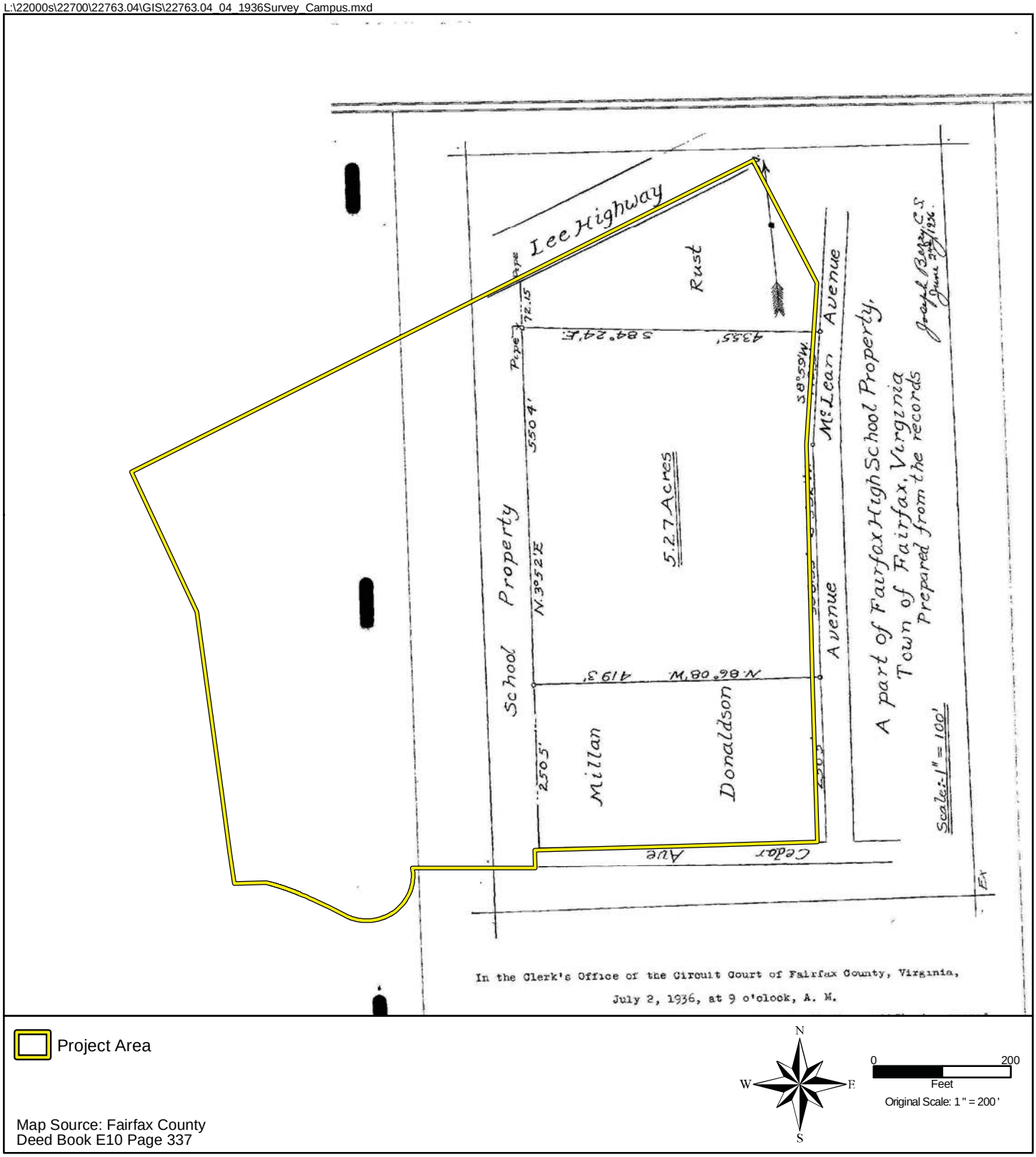

Figure 17: 1936 Joseph Berry, Co. Survey of Farr-Sherwood Subdivision Sold to School for Athletic Field

By 1937, the auditorium and gym remained unbuilt and citizens spoke to the school board to express their hope that such facilities when built would also serve the needs of the community. “It is realized that Fairfax County has grave need for a place in which county organizations may provide community, recreational and social events. It is believed that Fairfax High School plant occupies a favorable position in the center of the county to meet this county need” (FCPS Board Minutes 1937 Jan 15). In April, the board resolved to apply to the state board for another Literary Fund loan for $36,000; the state approved the loan in July (FCPS Board Minutes 1937 Apr 5; 1937 Jul 6). The following month, the board resolved to ask the State Highway to take over the care of Keith and Cedar Avenues, which at the time were through streets that cut through the school property and intersected. The town let the roads fall into such disrepair that school buses were rerouted to the Lee Highway entrance (FCPS Board Minutes 1937 May 6). To address the need for space while the addition was planned, a temporary frame building, which became known as the chicken coup, was constructed for under $600 behind the school for the fall of 1937 (Figure 18) (FHS Yearbook; FCPS Board Minutes 1937 Jun 10).

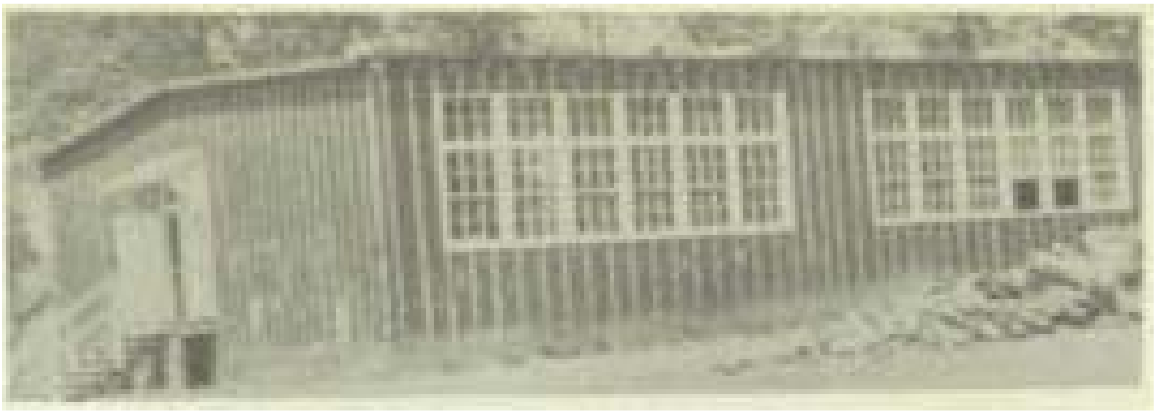

Figure 18: 1936-1937 “Chicken Coup” Temporary Annex for Classes (FHS Yearbook)

Throughout 1938 and 1939 planning continued on the addition, drawn up by Raymond Long at the state and built by the Northern Virginia Construction Company (Figure 19, Figure 20, and Figure 21). Bids were taken for lockers, theater curtains, and seats, and discussions held on whether boys and girls should have gym instruction separately (FCPS Board Minutes 1939). Progress reports indicated that the remaining additions would be ready for occupancy by January 2, 1940. By 1942, another addition included a shop and dressing rooms for the gym (FHS Yearbook 1942). With World War II, population in Fairfax continued to increase due to Federal jobs in the D.C. region related to the war effort; thus the school continued to grow with the purchase of land for more open space from Lucie Byrne in 1946 (Fairfax County, Virginia Deed Book 485:375). In 1947, the School Board authorized the construction of new wings, which flank the original 1934 building facing Lee Highway, at estimated cost of $350,000 (WP 1947 Jun 18:B2). Its bricklayers were featured in the school yearbook (Figure 22 and Figure 23) (FHS Yearbook 1948).

Figure 19: 1938-1939 Auditorium and Gymnasium Construction (FHS Yearbook)

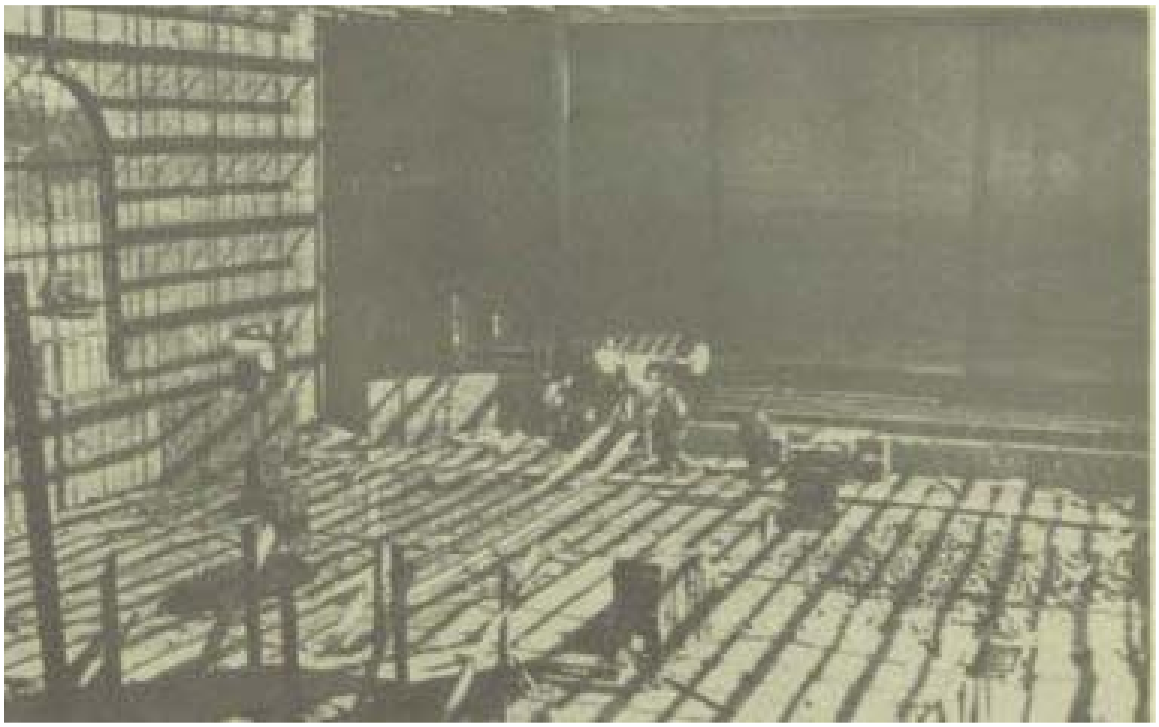

Figure 20: 1938-1939 Interior of Auditorium Construction (FHS Yearbook)

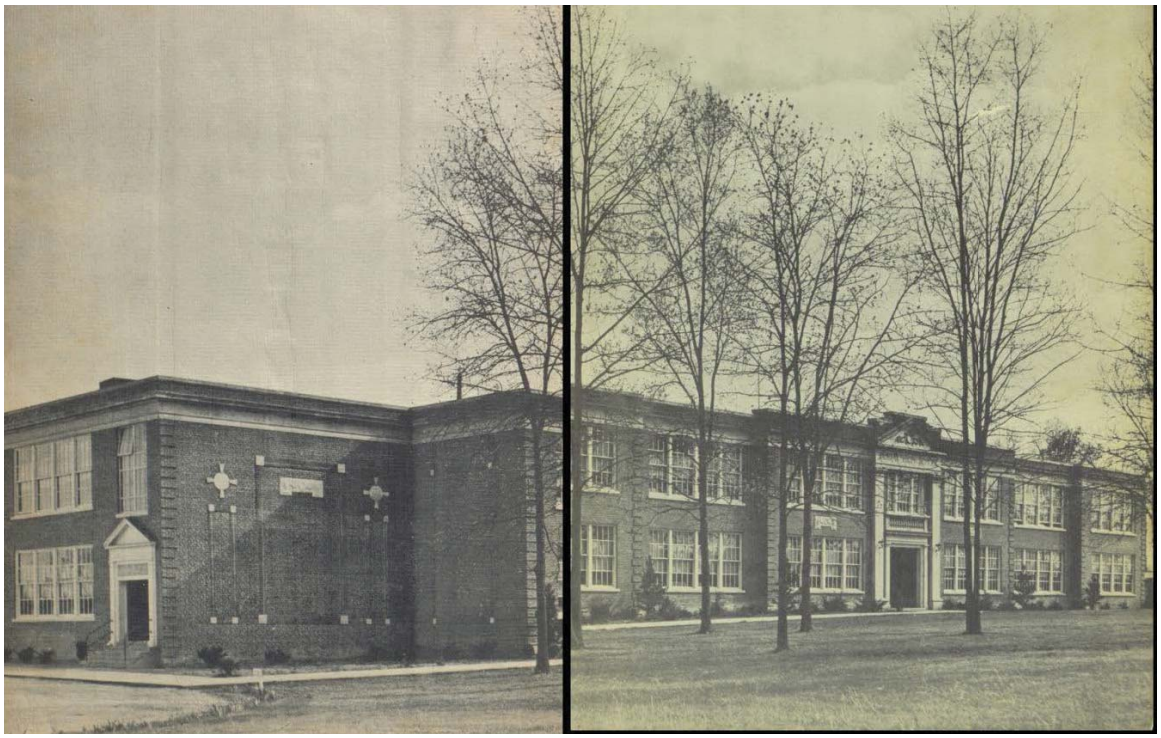

Figure 21: 1938-1939 Office Wing Addition (FHS Yearbook)

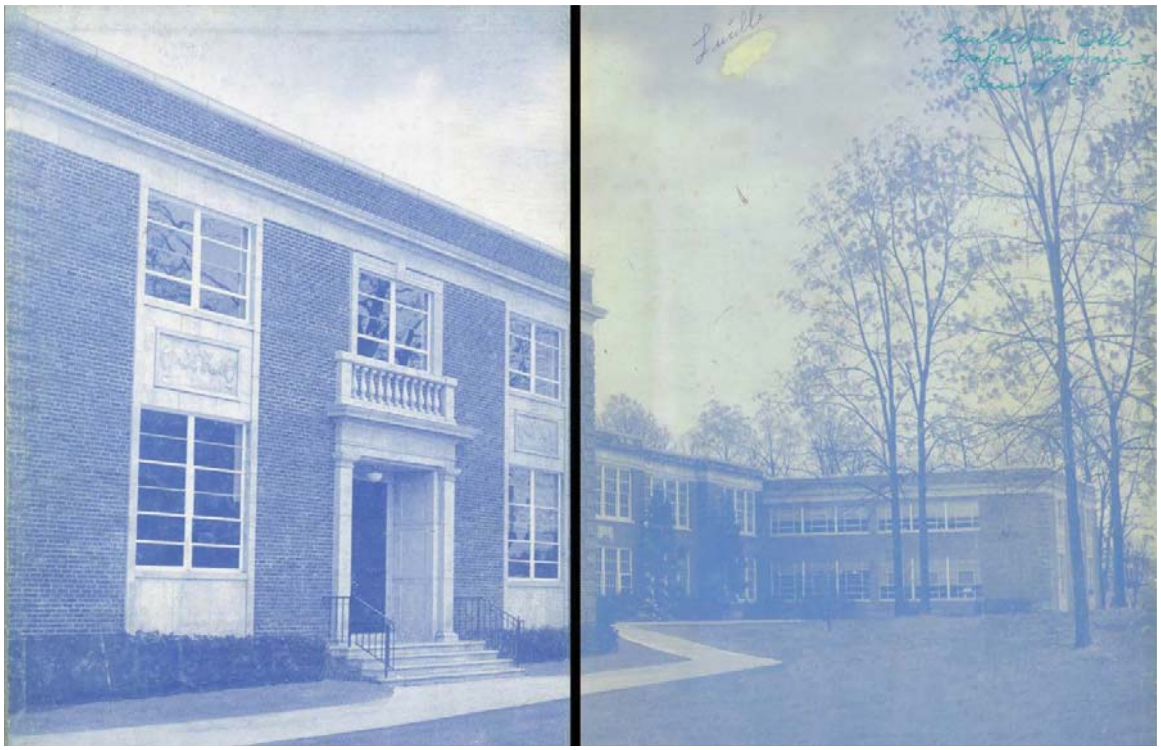

Figure 22: 1947-1948 Wing Additions (FHS Yearbook)

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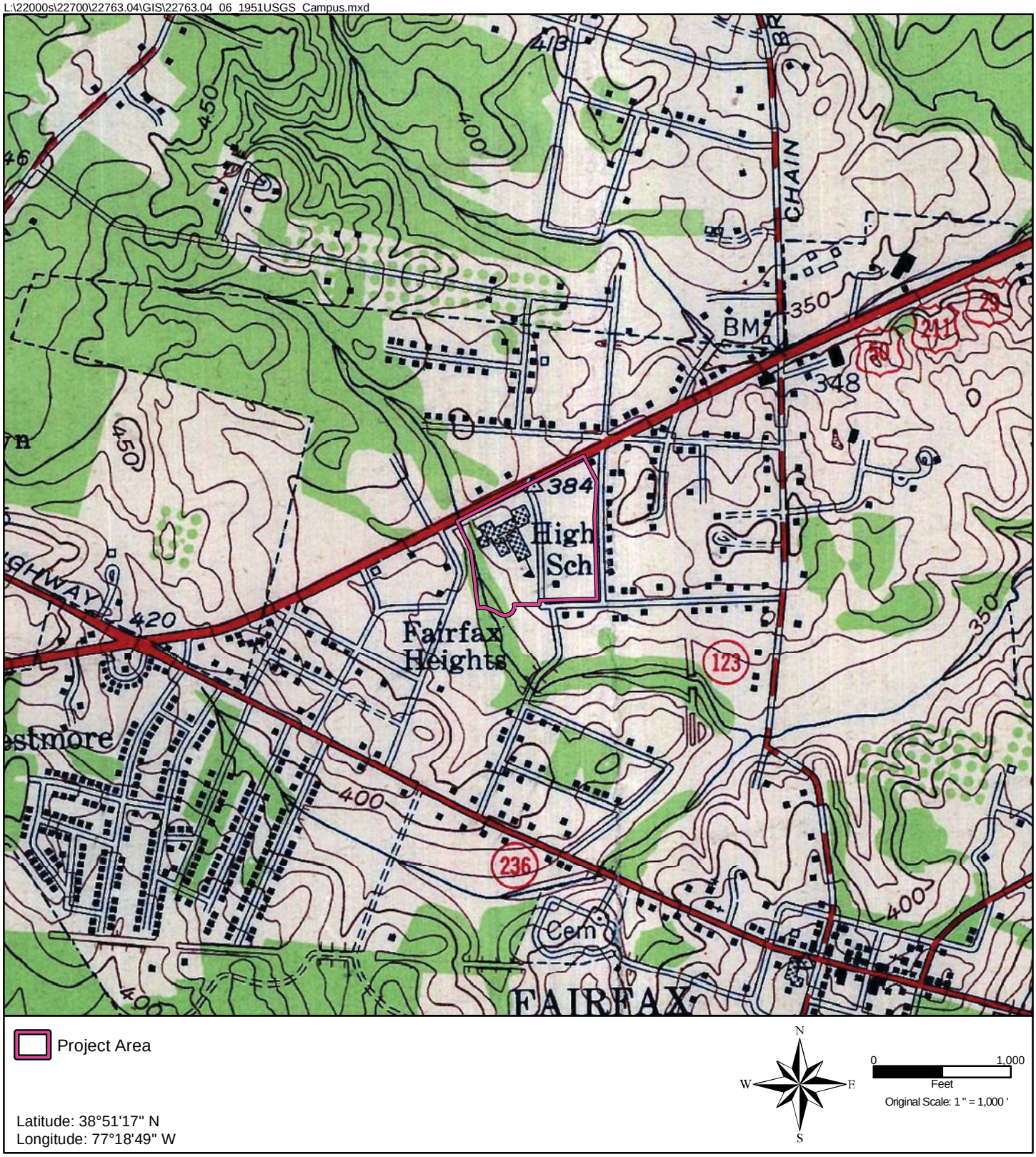

Figure 23: 1951 USGS Quadrangle Map, Showing School Additions

In the early 1950s, the post-World War II boom prompted the addition of a Senior Wing (Figure 24 and Figure 25). Quonset huts, which had been developed by the Navy for quick installation on bases and camps, were in surplus after the war and were sold for reuse all over the U.S., from farms to school campuses. In 1954, some were added to the campus for extra classrooms. A ticket booth was also constructed, and the athletic field was renamed Memorial Field in honor of those who served in World War II (FHS Yearbook 1954). Continued growth due to major highway expansions put pressure on the school to expand again in the late 1950s. On February 4, 1958 (FCPS Minutes), the school board held an emergency meeting to address general maintenance and expansion needs at FHS due to uncertainty as to long-range plans. It was decided needs were urgent and a move was not viable in the near future. Soon after in May, the town purchased an easement to install a 12-inch sewer line along the southwest boundary where Tussico Creek once flowed (Fairfax County Deed Book 1701:546). Despite the urgency of discussions and sewer improvements, the board waited until the end of 1959 to budget $5.5 million in bonds to fund rewiring and adding another wing. It also allotted $350,000 for other renovations (FCPS Minutes 1959 Dec 01).

As additions were planned, the school board actively opposed changes occurring around FHS. In 1959, they erected a fence between the campus and the new "McDonald's food stand" (FCPS Minutes 1959 Dec 16). In response to a request by the American Legion to rezone recently purchased property behind FHS to commercial, the school board resolved the following:

> WHEREAS, increased commercialization of the surroundings of Fairfax High School has brought increased traffic onto the limited streets and an excessive number of turn-off places from Routes 50, 29, and 211, near the Fairfax High School, thereby increasing the hazards to be faced by school pupils either afoot or in school vehicles; and WHEREAS, extension of commercialization onto side streets around the Fairfax High School would also constitute a nuisance to and undue interference with the efficient operation of the school. THEREFORE, be it resolved that the County School Board of Fairfax County, Virginia, does hereby protest and object to any proposed extension of the commercial zones in the environs of and around Fairfax High School, and urges the Planning Commission and Council of the Town of Fairfax to disapprove any such applications of requests (FCPS Minutes 1960 Feb 09).

On June 28, 1960, bids opened for construction of the addition designed by Dixon & Norman, Architects of Richmond, Virginia. Receiving a B.S. in Architecture in 1923 from the University of Virginia (UVa), Dixon worked at UVa before joining State Department of Education School Building Division under Raymond Long in 1926. Macon Gordon Norman joined the State Department in 1931. In 1946, the two partnered to form the firm of Dixon and Norman and specialized "in the design of public building projects including schools and other institutional buildings" (Pollard 2012). Before closing in 1971, they completed at least 15 school projects around the state.

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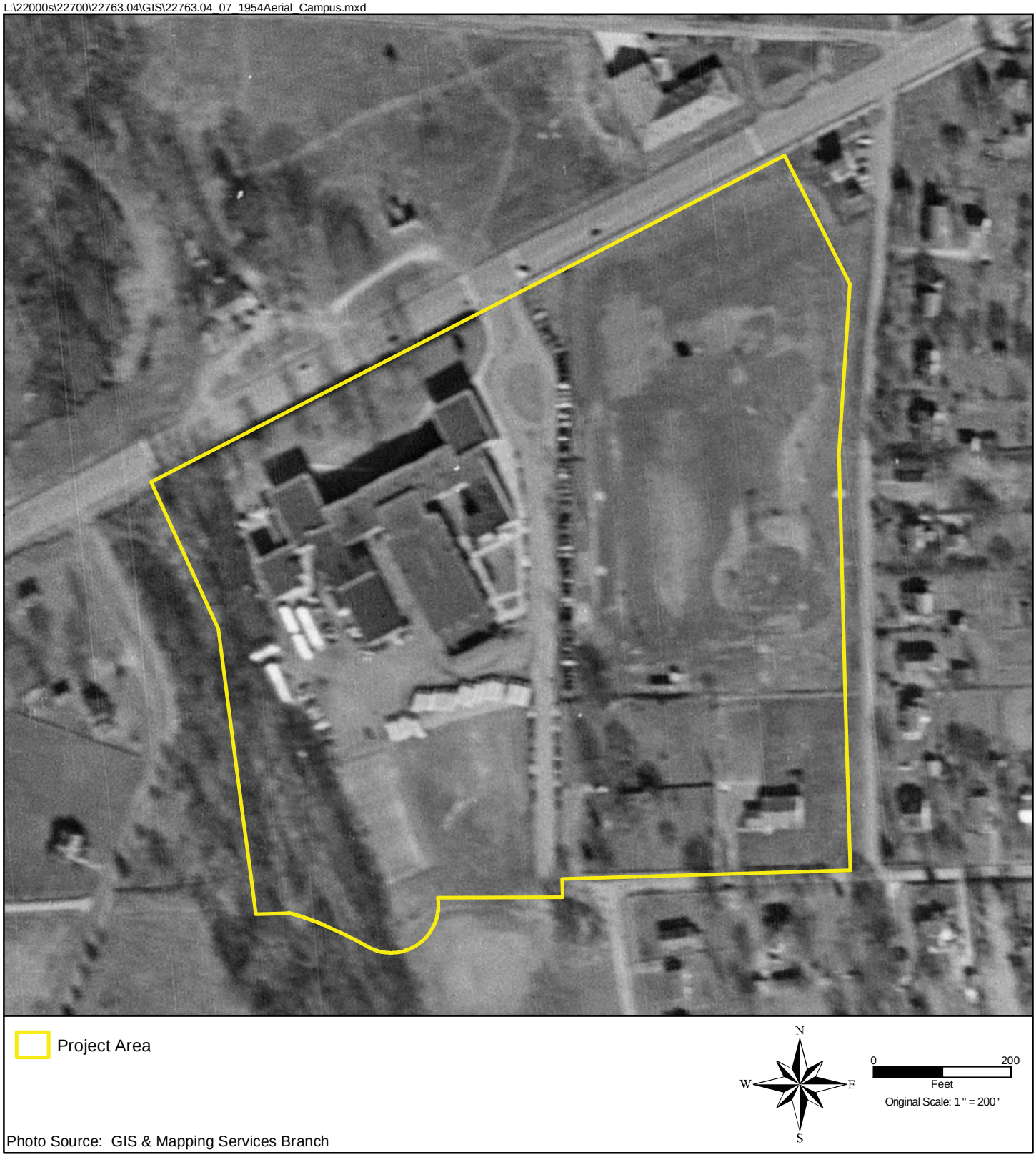

Figure 24: 1954 Black and White Aerial Imagery

Figure 25: 1953-1954 Senior Wing Addition (FHS Yearbook)

During planning of the addition, nine intermediate (middle) schools openned for the first time in the county, moving sixth and seventh graders out of elementary schools and eighth graders out of high schools in the 1960-1961 school year. In 1962, the eighth addition was finally completed. Just six years later in a public notice dated December 17, the City of Fairfax advertised a High School Construction Bond Referendum, stating, "Fairfax High School presently has a designed capacity of 1,400 students and an independent study has indicated it is not feasible to enlarge this facility. Currently there are 1,800 high school pupils resident in the City; most of whom are attending Fairfax High School. Estimates for the City of Fairfax project a high school pupil population of 2,200 in the early 1970's." By 1972, a new FHS opened in a new location.

George Mason University North Campus 1972-1983

George Mason College grew from the Northern Virginia extension division of the University of Virginia in 1956. The two-year college opened in 1957 at Bailey's Crossroads with 17 students. Two years later, the Town of Fairfax donated 147 acres of the present-day campus to UVA and a Master Plan for a two-year junior college serving 2,500 students was prepared in 1960. Four buildings were completed in 1964 and by 1966, the school became a four-year college. The Planning Department of UVA created an expansion plan for 15,000 students on 450 more acres, garnering funding from Arlington and Fairfax counties and the cities of Alexandria and Falls Church (John Carl Warnecke & Associates 1968).

Prior to its split from UVA, George Mason sought "surging space" for temporary classrooms and meeting space during construction on the Main Campus. On January 24, 1972, the FCSB transferred 6.2 acres to the City of Fairfax, which entered negotiations

with the fundraising entity, George Mason Foundation (Fairfax County, Virginia Deed Book 3572:417). After a year of occupancy, the Foundation purchased 16.099 acres from the City (Fairfax County, Virginia Deed Book 4040:496). By this time, the building contained 80,000 square feet of classroom space (Figure 26). The auditorium seated three times the number of people as the largest lecture hall on the Main Campus. In 1972, the College of Professional Studies, including the Department of General Studies, a new medical technology program, and graduate programs in Business Administration, Education, Special Education, and Guidance, opened on the North Campus. In 1973, undergraduate programs in Secondary Education and Health and Physical Education and the School of Fine and Performing Arts began meeting on the North Campus (Figure 27 and Figure 28).

George Mason quickly outgrew the surging space with parking and transport back to the other campus for electives becoming an issue. While art students appreciated the building, business students were discontent with the aging structure. Overall, the North Campus population felt cut off and underfunded compared to programs on the Main Campus (*Broadside* 1971-1977). After a decade, they sold the school to the Catholic Diocese of Arlington in July 1983 for the opening of the diocese's third parochial school.

Paul VI Catholic High School 1983-Projected 2020

In July 1983, the George Mason College Foundation sold the site to the Catholic Diocese of Arlington for $3 million (Fairfax County, Virginia Deed Book) (Figure 29). Pope Paul VI Catholic High School opened that fall. During the 1980s, the school added the track and several small buildings and bleachers around the athletic fields according to permit records available in the City of Fairfax Department of Planning and Zoning. In 1998 after 15 years at the site and nearly 40 years after the last major renovation, Paul VI High School began a $5 million renovation, including new heating and ventilation system and wiring and electronics system, while planning for a new activities center. In 2002, Coakley Williams Construction Company began construction on the two-story Panther Activity Center, which contains a gymnasium, computer lab, weight rooms, offices, and team rooms (Figure 30). Despite the addition, continued school growth and site restrictions led the Diocese of Arlington to acquire a new 68-acre campus Loudoun County slated to open in 2020.

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Figure 26: 1972 Black and White Aerial Imagery

Figure 27: 1973 George Mason North Campus View from Lee Hwy (George Mason University, Special Collections)

Figure 28: 1973 George Mason North Campus Library (George Mason University, Special Collections)

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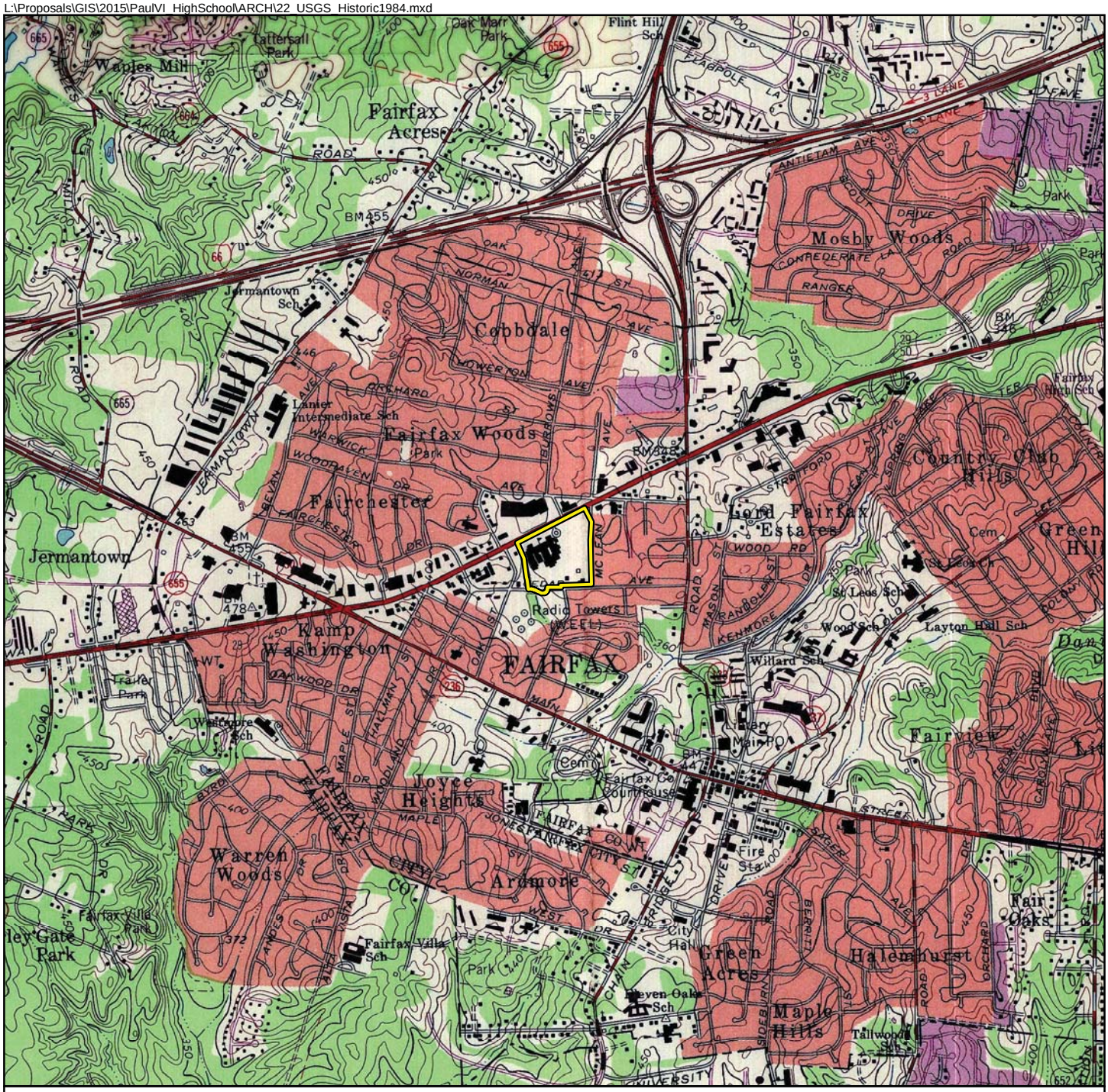

Figure 39: 1984 USGS Quad Map

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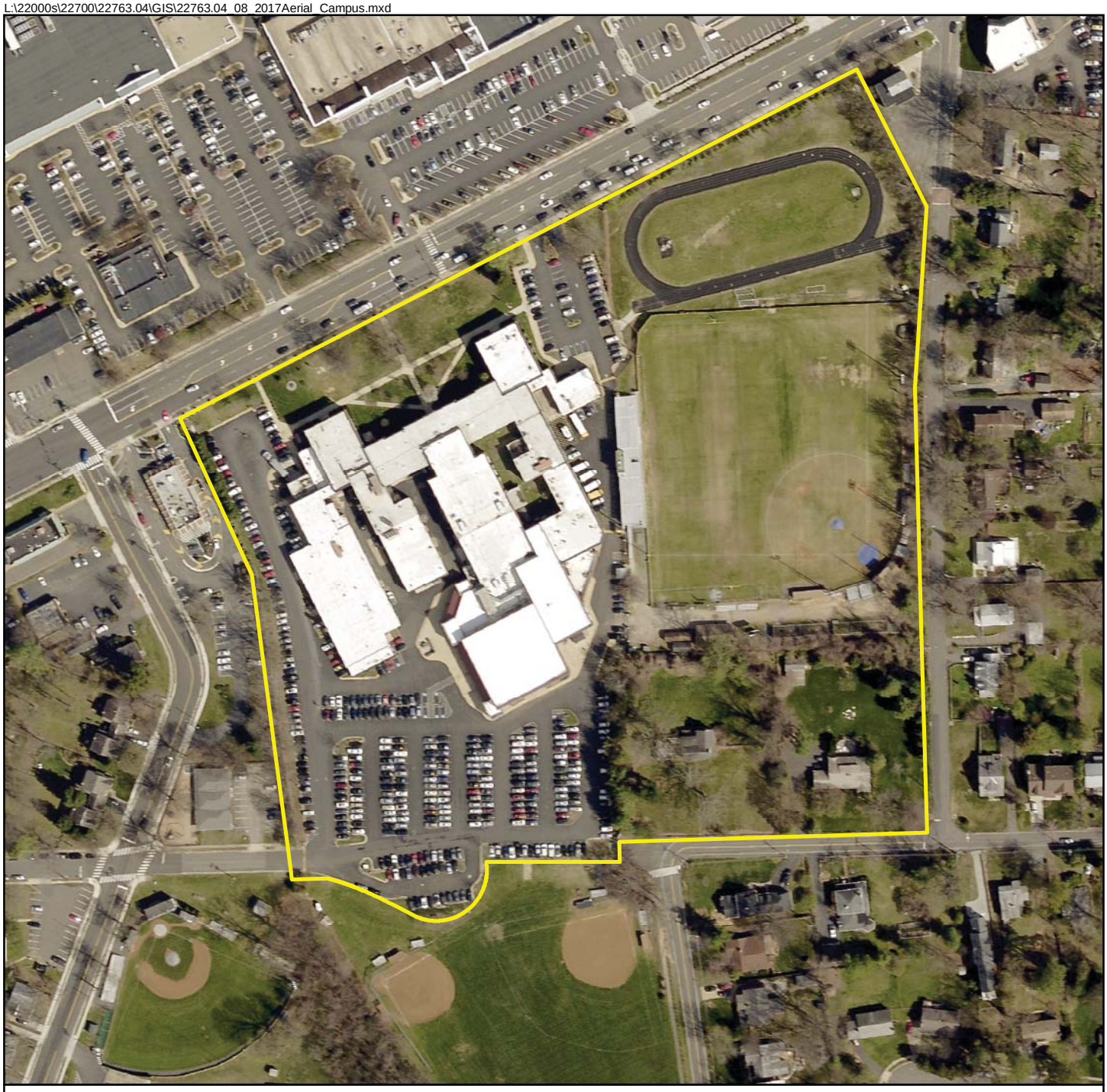

Figure 30: 2017 Natural Color Aerial Imagery

CHAIN OF TITLE

Table 1: 10675 Fairfax Boulevard, Fairfax, Virginia COT (School Building)

Date	Grantee	Grantor	Description	Book:Page
1983 July	Catholic Diocese of Arlington	George Mason University Foundation, Inc.	1.25 ac	13634:139
5/29/1974	George Mason University Foundation, Inc.	City of Fairfax	16.099 ac including 6.2 ac (DB 3572:417)	4040:496
1/24/1972	City of Fairfax	Fairfax County School Board	6.2 ac	3572:417
3/12/1934	Fairfax County School Board	Fairfax County Fair Association	13.856 ac	L11:517
10/15/1913	Fairfax County Fair Association	Thomas & Edith Keith	17.85 ac	R7:99
6/1/1905	James Ballard & Thomas Keith	Nathan O. & Alice Simmons Bond	45 ac	R6:541
7/19/1881	A.J. Sagar, Trustee for Alice Simmons Bond	Lemuel B. & Eliza Simmons	72 ac	B5:121
6/27/1871	Lemuel B. & Eliza Simmons	Nathan O. & Alice Simmons Bond	198 ac	N4:75
11/2/1869	Nathan O. & Alice Simmons Bond	George Bailey	198 ac	K4:423
12/28/1860	George Bailey	Henry and Ann Pruyn	172 ac	C4:459
3/10/1853	Henry and Ann Pruyn	Thomas R. & Anne R. Love	211 ac	S3:81
	Henry and Ann Pruyn	Unknown		
11/1/1833	John & Henrietta Simpson	Josiah Simpson	same land to clear dispute	B3:126
11/12/1819	John Simpson	Eli Offutt, Administrator of Edward Washington's will	211 ac Tussica and Accotink Creeks	see B3:126
1791	Edward Washington, Jr.	Edward Washington, Sr.	200 ac	Will Book F:160
9/18/1753	Edward & Mary Washington	George Mason IV	200 ac / two houses / two tobacco barns	C1:680
1/4/1714	George Mason II	Northern Neck Proprietary	2,244 conflicting with Jones 500 ac	Land Grant 5:27
7/15/1699	Cadwallader Jones	Northern Neck Proprietary	500 ac	Land Grant 2:302

Table 2: Northwest Corner of Fairfax Boulevard and McLean Avenue COT (Track) (School Track)

Date	Grantee	Grantor	Description	Book:Page
See 10675 Fairfax Blvd Chain-of-Title Deed Book 4040:496				
4/20/1946	Fairfax County School Board	Lucie D. Byrne	1.6507 ac	485:375
3/21/1935	Fairfax County School Board	John W. & Anne Rust	0.65 ac	U11:504
3/29/1935	Lucie D. Byrne	John W. & Anne Rust	1.6507 ac	X11:153
11/8/1922	John W. Rust	John E. & Ruth Ann Sinsabaugh	103 ac	Z8:566
8/23/1922	John E. & Ruth Ann Sinsabaugh	B.F.A. Myers	103 ac	Y8:534
3439	B.F.A. Myers	Addie Ellis Martin and Lizzie Ellis Slayton and husbands	103 ac	E7:87
1898	Lydia Ellis, Addie Ellis Martin, and Lizzie Ellis Slayton	John C. Ellis	103 ac	Will Book 2:326
7/12/1881	John C. & Lydia F. Ellis	Lemuel B. & Eliza Simmons	103 ac	A5:299
6/27/1871	Lemuel B. & Eliza Simmons	Nathan O. & Alice Simmons Bond	198 ac	N4:75
See 10675 Fairfax Blvd Chain-of-Title Beginning at Deed Book N4:75				

Table 3: Mid-Section of Land on McLean Avenue COT (Athletic Field)

Date	Grantee	Grantor	Description	Book:Page
See 10675 Fairfax Blvd Chain-of-Title Deed Book 4040:496				
6/25/1936	Fairfax County School Board	Farr and Sherwood	5.27 ac	E12:335
10/22/1926	Albert R. Sherwood	Wilson & Edith Wiley Farr	Share of land; combined parcels and subdivided to 5 lots	W9:419
5/5/1923	Wilson & Edith Wiley Farr	John & Anne Hooe Rust	0.86 ac	C9:171
4//3/1923	Wilson & Edith Wiley Farr	Robert & Mary E. Wiley	10.23 ac	B9:391
1/1/1920	A.B. McClure and Wilson & Edith Wiley Farr	Robert & Mary E. Wiley	0.517 ac	O8:417
4/30/1917	Robert Wiley	Laura Love Daniell	10.75 ac	M8:52
7/29/1911	Robert & Laura Love Daniell	Thomas & Edith Keith	12 ac	K7:40
5/31/1946	Kenneth E. & Nell C. Ropp	Varian & Zella Steele	1.25 ac	496:154
See 10675 Fairfax Blvd Chain-of-Title Beginning at Deed Book R6:541				

Table 4: 10606 Cedar Avenue, Fairfax, Virginia COT (Daniell-Wood House)

Date	Grantee	Grantor	Description	Book:Page
11/21/2002	Catholic Diocese of Arlington	David B. & Robin S. Snell	1.25 ac	13634:139
11/6/1995	David B. & Robin S. Snell	John C. & Louise F. Wood	1.25 ac	9564:1267
7/22/1959	John C. & Louise F. Wood	Orville D. & Beatrice C. Judd	1.25 ac	1793:491
8/9/1951	Orville D. & Beatrice C. Judd	John A. & Marie W. Walters	1.25 ac	894:437
12/7/1950	John A. & Marie W. Walters	Blake T. & Anne W. Newton	1.25 ac	825:342
2/18/1949	Blake T. & Anne W. Newton	Robert W. & Patricia M. Mavity	1.25 ac	676:84
1/12/1948	Robert W. & Patricia M. Mavity	Kenneth E. & Nell C. Ropp	1.25 ac	604:151
5/31/1946	Kenneth E. & Nell C. Ropp	Varian & Zella Steele	1.25 ac	496:154
3/22/1944	Varian & Zella Steele	Marion R. & N.C. Humphrey	1.25 ac	425:450
8/10/1943	Marion R. & N.C. Humphrey	Matilda Jane & John N. Campbell	1.25 ac	412:369
4/8/1942	Matilda Jane & John N. Campbell	Robert D. & Ruth M.Graham	1.25 ac	R15:34
10/24/1936	Robert D. & Ruth M.Graham	John A. & Mary H. Millan	1.25 ac	I12:293
8/11/1929	John A. & Mary H. Millan	F.S. McCandlish	1.25 ac	N10:443
5/11/1929	F.S. McCandlish	Charles Pickett	1.25 ac	M10:90
4/3/1928	Charles Pickett	Arthur & Mamie Smith	1.25 ac	F10:424
10/5/1925	Arthur & Mamie Smith	Emeruse Redgrave	1.25 ac	D10:198
4/3/1923	Emeruse Redgrave	Laura Love Daniell	1.25 ac	B9:1923
7/29/1911	Robert & Laura Love Daniell	Thomas & Edith Keith	12 ac	K7:40
6/1/1905	James Ballard & Thomas Keith	Nathan O. & Alice Simmons Bond	45 ac	R6:541
See 10675 Fairfax Blvd Chain-of-Title Beginning at Deed Book R6:541				

Table 5: 10600 Cedar Avenue, Fairfax, Virginia COT

Date	Grantee	Grantor	Description	Book:Page
5/15/1985	Catholic Diocese of Arlington	Gregory D. Hammond, Divorced	1.146 ac	6146:146
3/4/1983	Gregory D. & Sarah Courtin Hammond	Gregory D. Hammond	1.146 ac	5741:704
9/14/1976	Gregory D. Hammond	Mary Thornton DeBell, Widow	1.146 ac	4475:454
4/21/1966	John D. & Mary Thornton DeBell	James P. & Edith C. Nickell	1.146 ac	2764:145
11/4/1944	James P. & Edith C. Nickell	Cora Lee Dondaldson, Widow	1.146 ac	443:80
1/1/1920	Cora Lee Dondaldson, their daughter	Robert & Mary E. Wiley	1.146 ac	LO8:419
8/14/1916	Robert Wiley	Laura Love Daniell, Widow	10.75 ac	M8:52
7/29/1911	Robert & Laura Love Daniell	Thomas & Edith Keith	12 ac	K7:40
See 10675 Fairfax Blvd Chain-of-Title Beginning at Deed Book R6:541				

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APPENDIX 2:

PHASE I ARCHEOLOGICAL SURVEY

Paul VI Catholic High School Properties

City of Fairfax, Virginia

WSSI #22763.02

Phase I Archeological Survey

August 2016

Prepared for:
The IDI Group Companies
1700 N. Moore Street, Suite 2020
Arlington, Virginia 22209

Prepared by:
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ABSTRACT

A Phase I archeological investigation was conducted on the ±16.1-acre Paul VI Catholic High School property located along Fairfax Boulevard (Route 50), approximately 190 feet northeast of the intersection with Oak Street in Fairfax City, Virginia. Thunderbird Archeology, a division of Wetland Studies and Solutions, Inc., of Gainesville, Virginia, conducted the study described in this report for The IDI Group Companies of Arlington, Virginia. The fieldwork was carried out in August of 2016.

The archeological survey revealed that the majority of the property has been significantly disturbed by the construction and maintenance of the school complex; a plowed stratum was identified in one small area in the north courtyard of the complex. This area was shovel tested and the plowed stratum appears to have been significantly disturbed by the construction and continued use of the property as a school. No cultural materials were located and no further archeological work is recommended for the property.

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INTRODUCTION

This report presents the results of a Phase I archeological investigation and disturbance assessment of a ±13.1-acre portion of the greater ±16.1 acre Paul VI Catholic High School property located along Fairfax Boulevard (Route 50) approximately 190 feet northeast of the intersection with Oak Street in Fairfax City, Virginia (Exhibit 1); a ±3-acre portion of the southeastern project area was previously subjected to Phase I testing by John Milner Associates (JMA) in 2008. Thunderbird Archeology, a division of Wetland Studies and Solutions, Inc., of Gainesville, Virginia, conducted the study described in this report for the IDI Group Companies of Arlington, Virginia. The fieldwork was carried out in August of 2016.

Boyd Sipe, M.A., RPA served as Principal Investigator on this project. The fieldwork was conducted by Associate Archeologist Daniel Baicy, M.A., RPA, with the assistance of Vincent Gallacci. Anna Maas, MUEP served as Principal Architectural.

Fieldwork and report contents conformed to the guidelines set forth by the Virginia Department of Historic Resources (DHR) for a Phase I identification level survey as outlined in their 2011 *Guidelines for Conducting Historic Resources Survey in Virginia* (DHR 2011) as well as the *Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation* (DOI 1983).

The purpose of the survey was to locate any cultural resources within the impact area and to provide a preliminary assessment of their potential significance in terms of eligibility for inclusion on the National Register of Historic Places. If a particular resource was felt to possess the potential to contribute to the knowledge of local, regional or national prehistory or history, then Phase II work would be recommended.

All research data and field data resulting from this project are currently on repository at the Thunderbird offices in Gainesville, Virginia.

ENVIRONMENTAL SETTING

Fairfax City encompasses portions of the Coastal Plain and the Outer Piedmont Plateau and the Piedmont Triassic Lowlands sub-provinces (Fenneman 1938; Bailey 1999). The Piedmont Physiographic Province is underlain by igneous and metamorphic rocks of various origins that were folded during the Paleozoic as the North American and African plates converged. Later, in the Mesozoic, rifting occurred as Pangea broke apart and the Atlantic Ocean formed. The Piedmont ranges from 200 feet above mean sea level (a.m.s.l.) at the Fall Line to circa 1,000 feet a.m.s.l. in the western portion at the Blue Ridge. Because of the intensive weathering of the underlying rocks in the Piedmont's humid climate, bedrock is generally buried under a thick, 6- to 60-foot blanket of saprolite.

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Exhibit 1
Vicinity Map

The Piedmont Province has been sub-divided into three sub-provinces: the Outer Piedmont Plateau, the Triassic Lowlands, and the Inner Piedmont Plateau. The project area lies in the Outer Piedmont which is characterized by gently rolling topography, deeply weathered bedrock, and few outcroppings of rock; these latter tend to occur in stream valleys where the saprolite has been removed by erosion. Elevations range from 379 to 384 feet a.m.s.l.

The project area is a highly developed parcel containing a large school building, several outbuildings, three large parking lots, and three athletic fields (Exhibit 2 and Exhibit 3). The entire parcel is generally flat and most of the available land is paved or contains buildings.

PALEOENVIRONMENTAL BACKGROUND

The basic environmental history of the area has been provided by Carbone (1976; see also Gardner 1985, 1987; Johnson 1986). The following will present highlights from this history, focusing on those aspects pertinent to the project area.

At the time of the arrival of humans into the region, about 11,000 years ago, the area was beginning to recover rapidly from the effects of the last Wisconsin glacial maximum of circa 18,000 years ago. Vegetation was in transition from northern dominated species and included a mixture of conifers and hardwoods. The primary trend was toward a reduction in the openness which was characteristic of the parkland of 14-12,000 years ago. Animals were undergoing a rapid increase in numbers as deer, elk and, possibly, moose expanded into the niches and habitats made available as the result of wholesale extinctions of the various kinds of fauna that had occupied the area during the previous millennia. The current cycle of ponding and stream drowning began 18-16,000 years ago at the beginning of the final retreat of the last Wisconsin glaciation (Gardner 1985); sea level rise has been steady since then.

These trends continued to accelerate over the subsequent millennia of the Holocene. One important highlight was the appearance of marked seasonality circa 7000 BC. This was accompanied by the spread of deciduous forests dominated by oaks and hickories. The modern forest characteristic of the area, the mixed oak-hickory-pine climax forest, prevailed after 3000-2500 BC. Continued forest closure led to the reduction and greater territorial dispersal of the larger mammalian forms such as deer. Sea level continued to rise, resulting in the inundation of interior streams. This was quite rapid until circa 3000-2500 BC, at which time the rise slowed, continuing at a rate estimated to be 10 inches per century (Darmody and Foss 1978). This rate of rise continues to the present. Based on archeology (c.f. Gardner and Rappleye 1979), it would appear that the mid-Atlantic migratory bird flyway was established circa 6500 BC. Oysters had migrated to at least the Northern Neck by 1200 BC (Potter 1982) and to their maximum upriver limits along the Potomac near Popes Creek, Maryland, by circa 750 BC (Gardner and McNett 1971), with anadromous fish arriving in the Inner Coastal Plain in considerable numbers circa 1800 BC (Gardner 1982).

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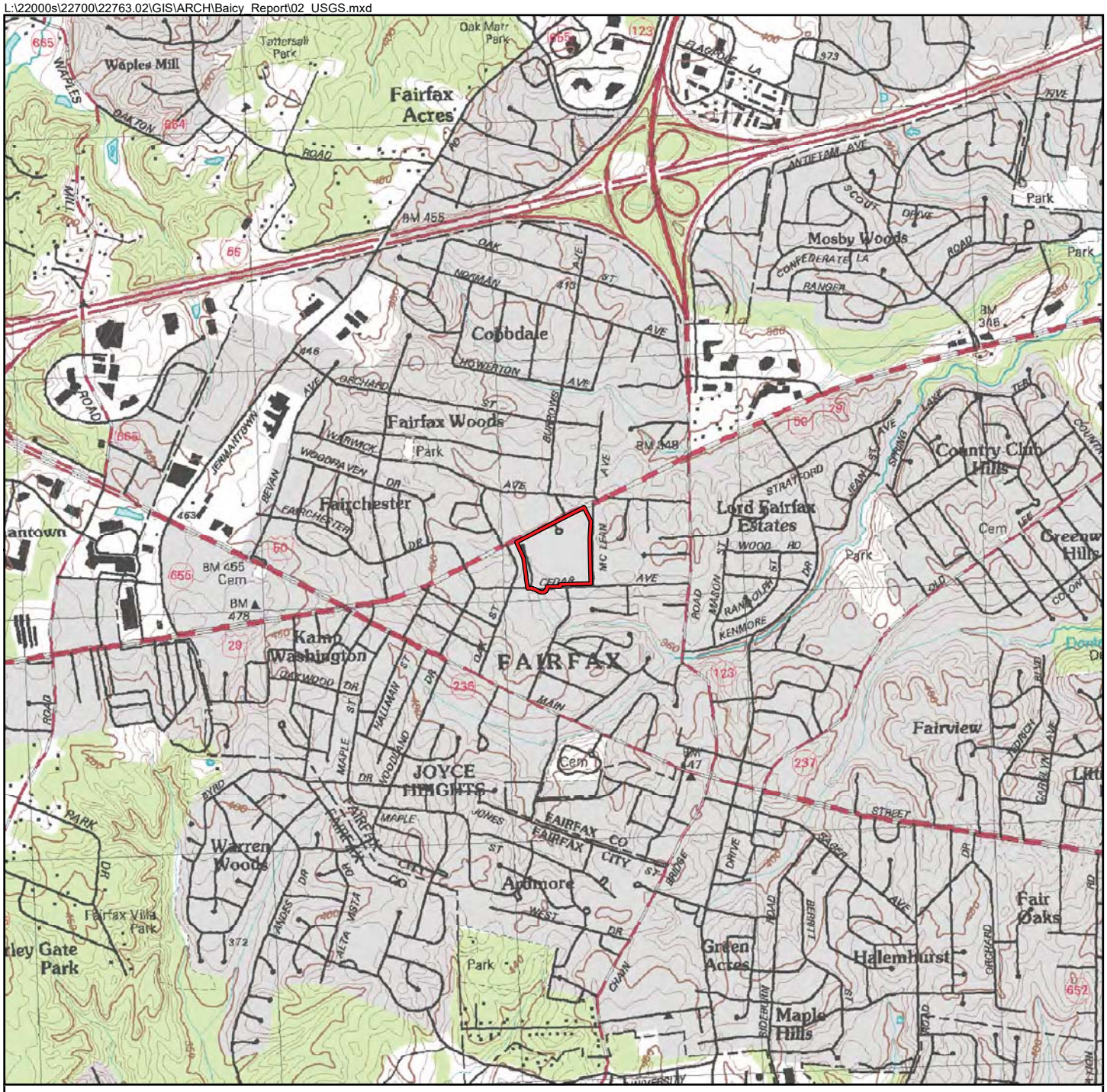

Latitude: 38°51'17" N
Longitude: 77°18'49" W

Exhibit 2
USGS Quad Map
Fairfax, VA 1994

Paul VI Catholic High School Properties - Phase I Archeological Investigation

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Exhibit 3
March 2013 Natural Color Imagery

During the historic period, circa AD 1700, cultural landscape alteration becomes a new environmental factor (Walker and Gardner 1989). Around this time, Euro-American settlement extended into the Piedmont/Coastal Plain interface. With these settlers came land clearing and deforestation for cultivation, as well as the harvesting of wood for use in a number of different products. At this time the stream tributaries to the Potomac were broad expanses of open waters from their mouths well up their valleys to, at, or near their "falls" where they leave the Piedmont and enter the Coastal Plain. These streams were conducive to the establishment of ports and harbors, elements necessary to commerce and contact with the outside world and the seats of colonial power. Most of these early ports were eventually abandoned or reduced in importance, for the erosional cycle set up by the land clearing resulted in tons of silt being washed into the streams, ultimately impeding navigation.

The historic vegetation would have consisted of a mixed oak-hickory-pine forest. Associated with this forest were deer and smaller mammals and turkey. The nearby open water environments would have provided habitats for waterfowl year round as well as seasonally for migratory species.

CULTURAL HISTORICAL BACKGROUND

Prehistoric Overview

A number of summaries of the archeology of the general area have been written (c.f. Gardner 1987; Johnson 1986; Walker 1981); a brief overview will be presented here. Gardner, Walker and Johnson present essentially the same picture; the major differences lie in the terminology utilized for the prehistoric time periods.

Paleoindian Period (9500-8000 BC)

The Late Pleistocene/Early Holocene of the Late Glacial period was characterized by cooler and drier conditions with less marked seasonal variation than is evident today. The cooler conditions resulted in decreased evaporation and, in areas where drainage was topographically or edaphically poor, could have resulted in the development of wetlands (Walker 1981; Johnson 1986:1-8). The overall cast of the vegetation was one of open forests with mixed coniferous and deciduous elements. The character of local floral communities would have depended on drainage, soils, and elevation, among other factors. The structure of the open environment would have been favorable for deer and, to a lesser degree, elk, which would have expanded rapidly into the environmental niches left available by the extinction and extirpation of the herd animals and megafauna characteristic of the Late Pleistocene. As the evidence suggests now, the last of these creatures, e.g. mastodons, would have been gone from the area circa 11,000-11,500 years ago, or just before humans first entered what is now Virginia.

Diagnostic artifacts of the earliest groups include Clovis spear points (Early Paleoindian), Mid-Paleo points, and Dalton points (Late Paleoindian). Although hard evidence is lacking, the subsistence settlement base of these groups appears to have focused on

general foraging with an emphasis on hunting (Gardner 1989 and various). A strong component of the settlement and exploitative system was the preference for a restricted range of microcrystalline lithics, e.g. jasper and chert, a formal tool kit, and the curation of this tool kit. Sporadic Paleoindian finds are reported on the Potomac, such as the two fluted points found at the Accotink Creek sites (44FX35 and 44FX30) and a third at 44FX1301 on Accotink Bay (Polk and Thomas 1992:87), but, overall, these spearpoints are uncommon in the county (c.f. Gardner 1985; Brown 1979).

Early Archaic Period (8500-6500 BC)

The warming trend, which began during the terminal Late Pleistocene, continued during the Early Archaic. Precipitation increased and seasonality became more marked, at least by 7000 BC. The open woodlands of the previous era gave way to increased closure, thereby reducing the edge habitats and decreasing the range and numbers of edge adapted species such as deer. The arboreal vegetation was initially dominated by conifers, but soon gave way to a deciduous domination.

Archeologically, temporally diagnostic artifacts shift from the lanceolate spear points of the Paleoindians to notched forms (Johnson 1986:2-4). Diagnostic projectile points include Palmer Corner Notched, Amos Corner Notched, Kirk Corner Notched, Kirk Side Notched, Warren Side Notched and Kirk Stemmed. Although the populations still exhibited a preference for the cryptocrystalline raw materials, they began to utilize more locally available materials such as quartz (Walker 1981:32; Johnson 1986:2-1). The tool kit remained essentially the same as the Paleoindian, but with the addition of such implements as axes.

At the beginning of the Early Archaic the settlement pattern was similar to that of the Paleoindians. Changes in settlement become evident from 7500 BC on, accelerating after 7200 BC. Among the major shifts were a movement away from a reliance on a restricted range of lithics and a shift toward expedience, as opposed to curation, in tool manufacture. Johnson feels that this shift is particularly marked during the change from Palmer/Kirk Corner Notched to Kirk Side Notched/Stemmed (Johnson 1983; 1986:2-6). The changes are believed to be the result of an increase in deciduous trees and the subsequent closure of the forested areas. These changes are reflected in the fact that sites show up in a number of areas not previously exploited. A population increase also seems to be a factor in the increased number of sites.

Middle Archaic (6500-3000/2500 BC)

The Middle Archaic period, which corresponds to the Atlantic environmental episode, exhibited an acceleration of the warming trend (Walker 1981). Two major sub-episodes were present: an earlier, moister period that lasted until approximately 4500 BC, and a later, warmer and drier period, the mid-Holocene Xerothermic, which ended at approximately 3000 BC. A gradual reduction in rainfall and increased evaporation characterized the period, which was marked by an increase in deciduous vegetation, a more marked seasonality of plant resources, a decrease in the deer population (because of

the disappearance of edge habitats), and an increase in the numbers of other game animals such as turkey. Importantly for the local area, more of a mosaic of forests and grasslands might have been present because of edaphic factors. The dominance of deciduous species offered a high seasonal mast (acorns, nuts) that provided a nutritious and storable food base (Walker 1981).

Diagnostic projectile points include Lecroy, Stanly, Morrow Mountain, Guilford, Halifax and other bifurcate/notched base, contracting stem and side notched variants. The tool kit is definitively more expedient (Walker 1981) and includes grinding and milling stones, chipped and ground stone axes, drills and other wood working tools.

With the increasing diversity in natural resources came a subsistence pattern of seasonal harvests. Base camps were located in high biomass habitats or areas with the greatest variety of food resources nearby (Walker 1981). These base camp locations varied according to the season; however, they were generally located on rivers, fluvial swamps, or interior upland swamps. The size and duration of the base camps appear to have depended on the size, abundance, and diversity of the immediately local and nearby resource zones. In contrast to the earlier preference for cryptocrystalline materials, Middle Archaic populations used a wide variety of lithic raw materials, and propinquity became the most important factor in lithic raw material utilization (Walker 1981 and Johnson 1986). Settlement, however, continued to be controlled, in part, by the distribution of usable lithics.

Early Archaic components show a slight increase in numbers, but it is during the Middle Archaic (Morrow Mountain and later) that prehistoric human presence becomes relatively widespread (Gardner various; Johnson 1986; Weiss-Bromberg 1987). Whereas the earlier groups appear to be more oriented toward hunting and restricted to a limited range of landscapes, Middle Archaic populations move in and out and across the various habitats on a seasonal basis. Diagnostic artifacts from upland surveys along and near the Potomac show a significant jump during the terminal Middle Archaic (e.g. Halifax) and beginning Late Archaic (Savannah River). Johnson notes a major increase in the number of sites during the bifurcate phase (Johnson 1986:2-14) and the later phases such as Halifax.

Late Archaic (2500-1000 BC)

During this time period, the climatic changes associated with the Sub-Boreal episode continued, although the climate began to ameliorate. At this time, a major adaptive element was found in the resources offered by the rivers and estuaries.

Diagnostic artifacts include broadspear variants such as Savannah River and descendant forms such as the notched broadspears, Perkiomen and Susquehanna, Dry Brook and Orient, and more narrow bladed, stemmed forms such as Holmes. Gardner (1987) separates the Late Archaic into two phases: Late Archaic I (2500-1800 BC) and Late Archaic II (1800-1000 BC). The Late Archaic I corresponds to the spread and proliferation of Savannah River populations, while the Late Archaic II is defined by Holmes and Susquehanna points. The distribution of these two, Gardner (1982; 1987)

suggests, shows the development of stylistic or territorial zones. The Susquehanna style was restricted to the Potomac above the Fall Line and through the Shenandoah Valley, while the Holmes and kindred points were restricted to the Tidewater and south of the Potomac through the Piedmont. Another aspect of the differences between the two groups is in their raw material preferences: Susquehanna and descendant forms such as Dry Brook and, less so, Orient Fishtail, tended to be made from rhyolite, while Holmes spear points were generally made of quartzite.

A new item in the inventory was the stone bowl manufactured of steatite, or soapstone. These were carved from material occurring in a narrow belt extending from Pennsylvania south to Alabama and situated, for the most part, along the edge of the Piedmont and Inner Coastal Plain provinces.

An increasingly sedentary lifestyle evolved, with a reduction in seasonal settlement shifts (Walker 1981; Johnson 1986:5-1). Food processing and food storage technologies were becoming more efficient, and trade networks began to be established.

The most intense utilization of the Potomac Coastal Plain begins circa 1800 BC with the advent of the Transitional Period and the Savannah River Broadspear derivatives, which include the Holmes and other related points. This appears to correlate with an increase in the numbers of anadromous fish, with the bulk of the harvesting taking place in the spring and early summer. These sites tend to be concentrated along the shorelines near accessible fishing areas. The adjacent interior and upland zones become rather extensively utilized as adjuncts to these fishing base camps. The pattern of using seasonal camps continues. Although hunting camps and other more specialized sites may occur in the inter-riverine areas, the larger base camps are expected to be found along rivers or in estuarine settings (Walker 1981). Use of the interfluvial Piedmont diminished during the Late Archaic; sites from this period are less numerous and more widely scattered. It was at this point that the stylistic differentiation becomes apparent between the areas above the Fall Zone and those below, as discussed earlier: rhyolite usage and Susquehanna Broadspear forms occur above the Fall Zone while Holmes and its derivatives, including Fishtail variations, occur below the Fall Zone.

Early Woodland (1000-500 BC)

At this time during the Sub-Atlantic episode, more stable, milder and moister conditions prevailed, although short term climatic perturbations were present. This was the point at which the climate evolved to its present conditions (Walker 1981).

The major artifact hallmark of the Early Woodland is the appearance of pottery (Dent 1995; Gardner and McNett 1971). The Early Woodland period may be separated into three phases: Early Woodland I, II, and III. The earliest dates for pottery are 1200 B.C. in the Northern Neck (Waselkov 1982) and 950 B.C. at the Monocacy site in the Potomac Piedmont (Gardner and McNett 1971). This pottery is tempered with steatite, and the vessel shape copied that of the soapstone bowl, suggesting a local source for this innovation. This steatite tempered pottery is characteristic of the Early Woodland I period

and is widely distributed throughout the Middle Atlantic (Dent 1995; Gardner and Walker 1993). Diagnostic points included smaller side notched and stemmed variants such as Vernon and Calvert. Early Woodland II pottery is characterized by steatite or other heavily tempered ceramics with conoidal bases that were made by the annular ring technique. This ware is referred to as Selden Island Cordmarked. The wide-spread adoption of this pottery type by groups throughout the Middle Atlantic was perhaps due to the fact that sand and grit was such a versatile temper, for groups once far removed from the steatite sources quickly adopted this new medium (Goode 2002:3, 26). Again, small stemmed or notched points are diagnostic artifacts. Sand tempered pottery (Accokeek) is the Early Woodland III descendant of these steatite tempered wares. Rossville/Piscataway points are the diagnostic spear points.

It is important to note that pottery underscores the sedentary nature of these local resident populations. This is not to imply that they did not utilize the inner-riverine or inner-estuarine areas, but rather that this seems to have been done on a seasonal basis by people moving out from established bases. The settlement pattern is essentially a continuation of Late Archaic lifeways with an increasing orientation toward seed harvesting in floodplain locations (Walker 1981). Small group base camps would have been located along Fall Line streams during the spring and early summer in order to take advantage of the anadromous fish runs. Satellite sites such as hunting camps or exploitive foray camps would have operated out of these base camps.

Middle Woodland (500 BC - AD 1000)

Diagnostic artifacts from this time period include various grit/crushed rock tempered pottery types including Albemarle and Popes Creek (common in the Coastal Plain) that appeared around 500 BC. A local variant of the net marked pottery is Culpeper ware. Net marking is characteristic of the Middle Woodland I period; however, it is supplanted by fabric impression and cord marking during the Middle Woodland II (Gardner and Walker 1993:4). Cord marked surfaces also occur on Culpeper ware, a sandstone tempered ceramic occasionally found in the Piedmont (Larry Moore, personal communication 1993). The associated projectile points are unclear, but do include small notched and/or stemmed forms.

Late Woodland (AD 1000 to Contact/depopulation)

In the early part of the Late Woodland, the diagnostic ceramics in the Northern Virginia Piedmont region are crushed rock tempered ceramics for which a variety of names, such as Albemarle, Shepherd, etc., are used. The surfaces of the ceramics are primarily cord marked. Later in the Late Woodland, decoration appears around the mouths of the vessels and collars are added to the rims. In the Potomac Piedmont, circa AD 1350-1400, the crushed rock wares are replaced by a limestone tempered and shell tempered ware that spread out of the Shenandoah Valley to at least the mouth of the Monocacy. Below the Fall Line, a crushed rock tempered derivative of the earlier types, known as Potomac Creek ware, is found. This is the pottery type made by the historic Piscataway Indians

and related Indian tribes in the Inner Potomac Coastal Plain. Triangular projectile points indicating the use of the bow and arrow are diagnostic as well.

Horticulture was the primary factor affecting Late Woodland settlement choice and the focus was on easily tilled floodplain zones where the larger hamlets and villages were found. This was characteristic of the Coastal Plain as well as the Piedmont and the Shenandoah Valley further west (Gardner 1982; Kavanaugh 1983). The uplands and other areas were also utilized, for it was here that wild resources would have been gathered. Smaller, non-ceramic sites are found away from the major rivers (Hantman and Klein 1992; Stevens 1989).

Most of the functional categories of sites away from major drainages are small base camps, transient, limited purpose camps, and quarries. Site frequency and size vary according to a number of factors, e.g. proximity to major river or streams, distribution of readily available surface water, and the presence of lithic raw material (Gardner 1987). The pattern of seasonally shifting use of the landscape begins circa 7000 BC, when seasonal variation in resources first becomes marked. By 1800 BC, runs of anadromous fish occur and, in the Coastal Plain, the Indians spent longer periods of time along the estuarine Potomac (Gardner 1982; 1987). It is possible some horticulture or intensive use of local resources appears sometime after 1000 BC, for at this time the seasonal movement pattern is reduced somewhat (Gardner 1982). However, even at this time and during the post-AD 900 agriculture era, extension of the exploitative arm into the upland and inter-riverine area through hunting, fishing and gathering remained a necessity.

Perhaps after AD 1400, with the effects of the Little Ice Age, the resulting increased emphasis on hunting and gathering and either a decreased emphasis on horticulture or the need for additional arable land required a larger territory per group, and population pressures resulted in a greater occupation of the Outer Piedmont and Fall Line regions (Gardner 1991; Fiedel 1999; Miller and Walker n.d.). The 15th and 16th centuries were a time of population movement and disruption from the Ridge and Valley to the Piedmont and Coastal Plain. There appear to have been shifting socio-economic alliances over competition for resources and places in the exchange networks. A severe drought may have occurred in the 16th century. More centralized forms of social organization may have developed at this time, and small chiefdoms appeared along major rivers at the Fall Line and in the Inner Coastal Plain at this time. A Fall Line location was especially advantageous for controlling access to critical seasonal resources as well as being points of topographic constriction that facilitated controlling trade arteries (Potter 1993; Jirikowic 1999; Miller and Walker n.d.).

Historic Overview

Thunderbird Archeology conducted a chain of title and property history for the current project area in 2016 (Maas and Sipe 2016). Relevant excerpts from that discourse are included below in the following discussion.

Settlement to Society (1607-1750)

Early English explorations to the American continent began in 1584 when Sir Walter Raleigh obtained a license from Queen Elizabeth of England to search for "remote heathen lands" in the New World, but all of his efforts to establish a colony failed. In 1606, King James I of England granted to Sir Thomas Gates and others of "The Virginia Company of London" the right to establish two colonies or plantations in the Chesapeake Bay region of North America in order to search "… For all manner of mines of gold, silver, and copper" (Hening 1823, Vol. I:57-75).

It was in the spring of 1607 that three English ships--the *Susan Constant,* the *Godspeed*, and the *Discovery*, under the command of Captains Newport, Gosnole, and John Smith--anchored at Cape Henry in the lower Chesapeake Bay. After receiving a hostile reception from native inhabitants, exploring parties were sent out to sail north of Cape Henry. Following explorations in the lower Chesapeake, an island 60 miles up the James River was selected for settlement (Kelso 1995:6-7) and the colonists began building a palisaded fort which came to be called Jamestown. In 1608, Captain Smith surveyed and mapped the Potomac River, locating the various native villages on both sides of the Potomac River. Captain Smith's "Map of Virginia" supplies the first recorded names of the numerous native villages along both sides of the Potomac River. The extensive village network along the Potomac was described as the "trading place of the natives (Gutheim 1986:22-23, 28). After 1620, Indian trade with the lower Coastal Plain English became increasingly intense. Either in response to the increased trade, or to earlier Indian-Indian hostilities, confederations of former disparate aboriginal groups took place.

Reaffirmed by an "Ancient Charter" dated May 23, 1609, King James outlined the boundaries of the charter of "The Virginia Company":

> "...in that part of America called Virginia, from the point of land, called Cape or Point Comfort, all along the sea coast, to the northward two hundred miles, and from the said point of Cape Comfort, all along the sea coast to the southward two hundred miles, and all that space and circuit of land, lying from the sea coast of the precinct aforesaid, up into the land, throughout from sea to sea, west and northwest; and also all the islands, lying within one hundred miles, along the coast of both seas..." (Hening 1823, Vol. II:88)

In 1611, John Rolfe (who later married Pocahontas in 1614) began experimenting with the planting of "sweet scented" tobacco at his Bermuda Hundred plantation, located at the confluence of the James and Appomattox Rivers. Rolfe's experiments with tobacco altered the economic future of the Virginia colony by establishing tobacco as the primary crop of the colony; this situation lasted until the Revolutionary War (O'Dell 1983:1; Lutz 1954:27). Tobacco was used as a stable medium of exchange; promissory notes, used as money, were issued for the quantity and quality of tobacco received (Bradshaw 1955:80-81). Landed Virginia estates, bound to the tobacco economy, became independent, self-

sufficient plantations, and few towns of any size were established in Virginia prior to the industrialization in the south following the Civil War.

A number of early English entrepreneurs were trading along the Potomac River in the early 1600s for provisions and furs. By 1621, the numbers of fur trappers had increased to the point that their fur trade activities became regulated. Henry Fleet, among the better known of the early Potomac River traders, was trading in 1625 along the Potomac River as far north as the Falls, with English colonies in New England, settlements in the West Indies; and across the Atlantic to London (Gutheim 1986:28-29, 35, 39).

The first Virginia Assembly, convened by Sir (Governor) George Yeardley at James City in June of 1619, increased the number of corporations or boroughs in the colony from seven to eleven. In 1623, the first laws were made by the Virginia Assembly establishing the Church of England in the colony. These regulated the colonial settlements in relationship to Church rule, established land rights, provided some directions on tobacco and corn planting, and included other miscellaneous items such as the provision "…That every dwelling house shall be pallizaded in for defence against the Indians" (Hening 1823, Vol. I:119-129).

In 1617, four parishes--James City, Charles City, Henrico and Kikotan--were established in the Virginia colony. By 1630, the colony had expanded, now comprised of a population of about 5,000 persons; this necessitated the creation of new shires, or counties, to compensate for the courts which had become inadequate (Hiden 1980:3, 6). In 1634, that part of Virginia located south of the Rappahannock River was divided into eight shires called James City, Henrico, Charles City, Elizabeth Citty [sic], Warwick River, Warrosquyoake, Charles River, and Accawmack, all to be "…governed as the shires in England" (Hening 1823, Vol. I:224). Ten years later, in 1645, Northumberland County, located on the north side of the Rappahannock River, was established "…for the reduceing of the inhabitants of Chickcouan [district] and other parts of the neck of land between Rappahanock River and Potomack River," thus enabling European settlement north of the Rappahannock River and Northern Virginia (Hening 1823, Vol. I:352-353).

In 1634, when the Virginia colony was divided by the Virginia House of Burgess into eight shires, there were approximately 4,914 men, women, and children in the colony (Greene 1932:136). Fairfax County was in the shire, or Indian District, of Chicacoan in northern Virginia. With further population growth and expansion of settlement, these shires were later divided and subdivided into counties. The parent counties of Fairfax were Northumberland, created in 1643, Westmoreland (1653-1664), Stafford (1664-1730) and lastly, Prince William, created in 1730 (Hiden 1980:11-15; Sweig 1995:2). Fairfax County, named for the 6th Lord Fairfax, grandson of Lord Culpeper, was created from the northern part of Prince William County by an Act of the Virginia Assembly in 1742 (Hening 1819, Vol. V:207-208).

Prior to 1692, most lands in the Virginia Colony were granted by the Governor of the colony and were issued as Virginia Land Grants. In 1618, a provision of 100 acres of land had been made for "Ancient Planters," or those adventurers and planters who had

established themselves as permanent settlers prior to 1618. Thereafter, Virginia Land Grants were issued by the "headright" system by which "any person who paid his own way to Virginia should be assigned 50 acres of land...and if he transported at his owne cost one or more persons he should...be awarded 50 acres of land" for each (Nugent 1983:XXIV).

King Charles I was beheaded in January 1648/9 during the mid-17th century Civil Wars in England. His son, Prince Charles II, was crowned King of England by seven loyal supporters, including two Culpeper brothers, during his exile near France in September 1649. For their support, King Charles granted his loyal followers "The Northern Neck," or all that land lying between the Rappahannock and Potomac Rivers in the Virginia colony; the grant was to expire in 1690. King Charles II was subsequently restored to the English throne in 1660.

In 1677, Thomas, Second Lord Culpeper became successor to Governor Berkley in Virginia, and by 1681, he had purchased the six Northern Neck interests of the other proprietors. The Northern Neck grant (due to expire in 1690) was reaffirmed by England in perpetuity to Lord Culpeper in 1688. Lord Culpeper died in 1689, and four-fifths of the Northern Neck interest passed in 1690 to his daughter, Katherine Culpeper, who married Thomas, the fifth Lord Fairfax. The Northern Neck became vested and was affirmed to Thomas, Lord Fairfax, in 1692 (Kilmer and Sweig 1975:5-9). In 1702, Lord Fairfax appointed an agent, Robert Carter of Lancaster County, Virginia, to rent the Northern Neck lands for nominal quit rents, usually two shillings sterling per acre (Hening 1820, Vol. IV:514-523; Kilmer and Sweig 1975:1-2, 7, 9). The current project area was part of a 1714 land grant to George Mason II.

The extent and boundaries of the Northern Neck were not established until two separate surveys of the Northern Neck were conducted. These were begun in 1736, and a final agreement was reached between 1745 and 1747 (Kilmer and Sweig 1975:13-14).

Colony to Nation (1751-1789)

In 1742 the Virginia Assembly created Fairfax County and ordered that the first Court House be established at Spring Field, a tract of 1,429 acres of land that included the sources of Accotink, Wolf Trap, Pimmet's and Scott's Runs and which extended between the eastern and middle ridges of Fairfax County. The building was constructed at Freedom Hill, near the current town of Vienna, and was moved to Alexandria in 1754. As early as 1742, the future site of the City of Fairfax was known as Earp’s Corner due to Earp’s Ordinary, a tavern, which later served as a toll house and still stands on Main Street.

Fairfax County collected tithes for 1,586 persons in 1749. The 1749 tithe list (or taxes) was for white males over the age of 16 and all slaves. The 1755 tithe list for Fairfax County taxed 1,312 white males over the age of 16 and 921 slaves. In 1782 Fairfax County's population increase reached a total of 8,763 persons. Of this number, 5,154 were whites and the remainder of the 3,609 persons included slaves and free African

Americans (Greene 1932:150). The first "census" specifically giving a total population of the county is the "Census of 1790," which enumerated 2,136 males over the age of 16 and 1,872 males under the age of 16, a total of 3,601 white females, a count of 4,574 slaves, and 135 "other free persons" for a total population of 12,320 (Greene 1932:150, 152, 154).

By the 1770s, the agricultural base of Fairfax County had begun to shift away from tobacco growing toward the more profitable cultivation of wheat and the development of flour mills. Factors contributing to this were the exhaustion of tobacco fields and the increased English duties on tobacco at a time of drought and crop failures in Virginia. Coincidentally, there was an increasing demand for American wheat in England as Britain entered the industrial age. By the third quarter of the 18th century, "… caravans of flour wagons...were already the life of tidewater trade" (Harrison 1987:401-405).

During the Revolutionary War, the Virginia General Assembly passed Acts to draft men from each county in Virginia for military service. British subjects who held land and property in the Virginia colony were deemed to be enemy aliens and their lands and personal property in Virginia, including slaves, were ordered by the Virginia Legislature to be seized as Commonwealth property in 1777 (Hening 1822, Vol. X:66-71). Heirs to the Fairfax family holding the Northern Neck were considered enemy aliens and subject to losing their land. “American citizens” in possession of leased Northern Neck lands at the time the Fairfax lands escheated obtained fee simple titles to the property by obtaining a certificate from the Governor of the Commonwealth, completing a Northern Neck Survey of the leased lands and paying a small fee.

Early National Period (1789-1830)

In 1788, Fairfax County commissioners had been appointed by the Virginia Assembly to select a courthouse site in the vicinity of Ravensworth, a large land grant of 21,996 acres obtained by William Fitzhugh in 1690. After surveying and viewing properties on the east side of the Ravensworth tract, no suitable acreage was found. Alexandria was ceded from Fairfax County in 1791 to become part of the newly established federal city of Washington, D.C., however, the Fairfax County Court House remained there until 1799. In 1800, Richard Ratcliffe donated two acres of his extensive land at Earp’s Corner at the junction of Ox Road and the new Little River Turnpike, which was chartered to connect Alexandria to the ford of the Little River in Aldie, Virginia. The courthouse was built that year and survives as the north wing of the present-day courthouse complex. Ratcliffe’s home was located on or near the small portion of preserved land within the project area, which was part of a larger 600-acre plantation plot named Mt. Vineyard (Harrison 1987:321-326; Ring 1995; Sweig 1995:4).

An Act of the General Assembly passed on January 14, 1805, established a town on the land of Richard Ratcliffe. This town, covering 14 acres, was laid out in 20 lots to the east and north of the Fairfax Court House and was to be known as the town of Providence. The town excluded one acre of land "with an ordinary, stables and other buildings thereon" in the occupancy of Richard Ratcliffe and four acres donated to the county by

Richard Ratcliffe "… on which the courthouse and other public buildings now stand." The act provided that the lots were to be sold at public auction subject to certain conditions. These conditions specified that a dwelling house at least 16 feet square with a brick or stone chimney was to be finished and fit for inhabitation within seven years from the day of sale (Commonwealth of Virginia 1804:81; Shepherd 1838:177).

During the early 1800s, Fairfax County planters, along with those from their neighboring counties along the Potomac River, were experiencing an economic depression arising from the depletion of the soils combined with outmoded agricultural methods. By the 1840s, "Yankee" farmers from the north began immigrating into northeastern Virginia, buying up abandoned farms and bringing with them new methods of farming, which included resting the soil, rotating crops, and deep plowing (Sweig 1995:54-55).

Antebellum Period (1830-1860)

Martin's *Gazetteer of Virginia* for the year of 1836 describes Fairfax Court House (sic; Providence) as a village of 50 dwelling houses with a population of 200. In addition to the ordinary county buildings, the village included three stores, four taverns, one school, tradesmen dealing in leather goods, blacksmiths, and tailors. Other towns or post offices described in the 1836 *Gazetteer* were Centreville, Dronesville (sic; Dranesville), Pleasant Valley, and Prospect Hill. Two-thirds of the *Gazetteer* description of Fairfax County is devoted to Mount Vernon (Martin 1836:168-171).

The major economic and land impact to the area surrounding Fairfax Court House during the mid-1800s was the establishment of the Orange and Alexandria Railroad, proposed to be routed from the town of Alexandria to Tudor Hall in Prince William County. The railroad was incorporated by an Act of the Virginia Assembly on March 27, 1848 (Commonwealth of Virginia 1848:191-192). The railroad line was completed in October of 1851, running from Alexandria to south of Fairfax Court House and terminating at Tudor Hall (Wilkinson 1969:48). Its completion, coupled with an increase in productivity due to modern farming methods, facilitated the transport of farm products from Fairfax County to Washington, D.C. and other more urban areas (Smith and Causey 2005:21).

The Orange and Alexandria Railroad station at Tudor Hall was later renamed Manassas, and became the junction where the Orange and Alexandria Railroad met the Manassas Gap Railroad. The Manassas Gap Railroad Company, incorporated by an Act of the Virginia Assembly in 1850 (Commonwealth of Virginia 1850:73-75), began construction of a new line running from Alexandria to Manassas Junction that was completed in October of 1851 (Harrison 1987:585). The railroad was to run from Manassas west through Manassas Gap and south through the Shenandoah Valley to Strasburg in Shenandoah County, and from there to Harrisonburg in Rockingham County, Virginia. Construction of the railroad was begun at Manassas and was completed to Strasburg in 1854. A continuation of the railroad from Manassas, paralleling the Orange and Alexandria Railroad through Fairfax Court House to Alexandria, was under construction when the Civil War broke out. These sections of the Manassas Gap Railroad were never completed (Kean 1952:541). Sections of the uncompleted Manassas Gap Railroad

currently remain, located south of Main Street and west of Chain Bridge Road in the town of Fairfax.

Civil War (1861-1865)

On the night of December 26, 1860, Major Robert Anderson moved his troops from Fort Moultrie to Fort Sumter in the harbor of Charleston, South Carolina. Subsequently, on April 15, 1861, President Lincoln sent a reinforcement fleet of war vessels from New York to Fort Sumter to suppress the rebellion in the southern states. Two days later, the Commonwealth of Virginia seceded from the Union, adopting the Virginia Ordinance of Secession on April 17, 1861, and forming a provisional Confederate government (Gallagher 1989:29; Boatner 1991:729; Church and Reese 1965:134). The State formally seceded from the Union on May 23, 1861, by a vote of 97,000 to 32,000 (Bowman 1985:51, 55).

Throughout the Civil War, the Fairfax Court House and the Fairfax Railroad Station on the Orange and Alexandria Railroad line were occupied by either Confederate or Union Armies. In June of 1861 there was:

> "..... a charge through the streets of Fairfax C.H. before day one morning by a squadron of Federal cavalry...A Confed. co of infy. quartered there [Warrenton Rifles] were completely surprised...their commander, a Capt. Marr, being killed as he came out of a hotel where he had slept" (Alexander 1989:43).

Other troops occupying Fairfax Court House and the town of Providence were those of General Beauregard, commander of the Confederate Army during the First Battle of Bull Run/Manassas (July 21, 1861), who moved his headquarters from Manassas to Fairfax Court house and "… remained there until about 1 November when we moved back to Centreville" (Alexander 1989:65). More specifically, Beauregard was headquartered for a brief time at the Ratcliffe Mansion, or Mt. Vinyard. A nearby historic marker also states that it was at this headquarters that the first Confederate Battle flag was approved. The home was also reportedly used by McClellan and McDowell as a headquarters during the Civil War.

The First Battle of Manassas, or Bull Run, was waged southwest of Centreville on the south side of Bull Run in Prince William County on the 18th and 21st of July 1861. This battle was fought between the forces of Confederate Generals Beauregard and Joseph Johnston and General Irvin McDowell, commander of the United States forces.
In mid-July, 1861, General McDowell's Union army was encamped at Centreville, on the north side of Bull Run in Fairfax County. A small detail of Union soldiers was sent on July 18, 1861, to reconnoiter the area around Blackburn's Ford on Bull Run, southeast of the Old Centreville Road. The Union detail met the Confederate army under the command of James Longstreet at Blackburn's Ford and at Mitchell's Ford, a short distance above Blackburn's Ford; during the ensuing skirmish, the Confederates succeeded in turning the Union troops back (Bowman 1985:59).

On the morning of July 21, 1861, McDowell's Union troops were positioned around Sudley Ford on the north side of Bull Run, facing the Confederate army encamped around Manassas Gap Junction. The Union army advanced at the Stone Bridge across Bull Run, intending to strike the left flank of the Confederate army. Confederate Captain Nathan Evans' small brigade of cavalry, posted on the extreme left of the Stone Bridge, engaged the Union army and held the southern position until about noon before falling back to Henry House Hill on the Carter Pittsylvania plantation in Prince William County. Reinforced by Generals Beauregard and Johnston's troops, the Confederates succeeded in driving the Union Army back. The withdrawing Union troops panicked when the main road of retreat towards Washington, D.C., was blocked by an overturned wagon, scattering the troops (Bowman 1985:60).

The defeated Union troops hastily retreated through Centreville, where the wounded were brought for several days after the battle before they were sent to Washington. Captain Robert C. Hill, a Confederate from the Army of the Potomac's 1st Corps, followed the enemy's retreat to Centreville and reported in the evening that "…the Yankees had gone & had left the streets blocked & jammed with abandoned artillery" (Alexander 1989:58).

In November 1862, the Orange and Alexandria Railroad Station, south of the court house, was under the provost guard of Brigadier-General Carr; this guard was comprised of the 1st Massachusetts, the 2nd New Hampshire, and the 26th Pennsylvania (Scott 1887:166). As Provost-Marshall, Lieutenant-Colonel Charles Cummings of the 16th Vermont Volunteers took possession of the Fairfax Court House on December 14, 1862, replacing his predecessor, General Sigel. In Lieutenant Cummings' letters, he writes, "Nearly all the secesh [residents] have left and their houses are used for hospital purposes...," conveying the message that Fairfax was already, by this time, a picture of desolation after occupation of the court house by the enemy, and now, by the Union troops (The Historical Society of Fairfax County, Virginia, 1989-1990:45, 64-65).

McDowell's 1862 Civil War *Map of Northeastern Virginia* shows no structures or cultural features within the project area; however, one structure is shown on a terrace top to the north of the study property and several structures are shown to the south, along Little River Turnpike (Exhibit 4).

During the year of 1863, a minor skirmish occurred, brought about by Mosby's capture of Union General E.H. Stoughton and his men at their temporary headquarters at Fairfax Court House on the 8th of March (Bowman 1985:156). On May 24, 1863, the Confederates captured two trains of cars "... somewhere about the courthouse, that frightened them [the Union army] so terribly that they went to work and tore up about seven miles of the O.A. railroad..." (Frobel 1992:186).

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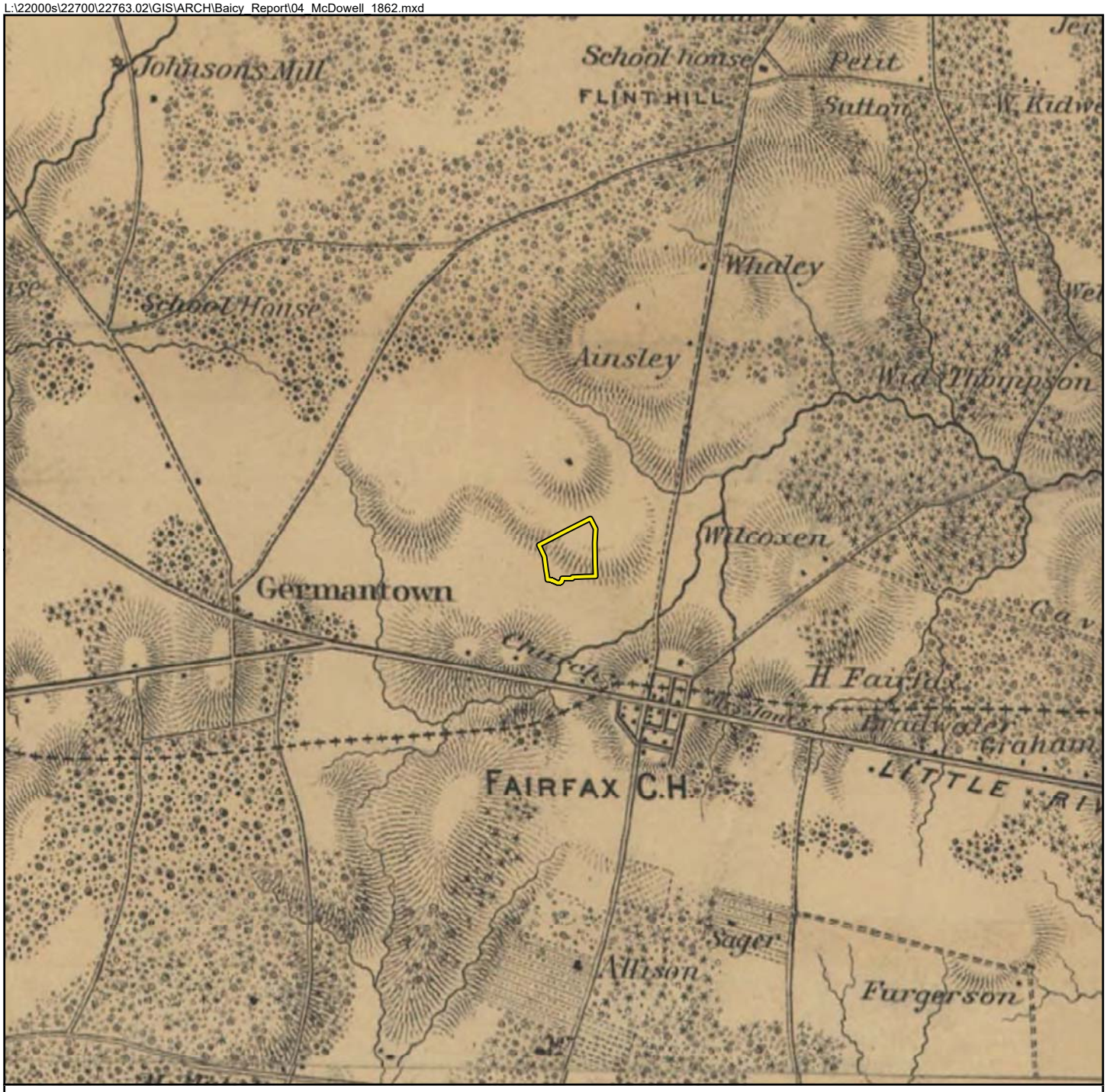

Exhibit 4
1862 McDowell Map

The Union Army at Fairfax Court House was again attacked on June 27, 1863, by Confederate General J.E.B. Stuart's cavalry, who captured all but 18 of the Union Cavalry troops posted there (Bowman 1985:156).

Reconstruction and Growth (1865-1917)

During Reconstruction, Fairfax County was divided into "townships," or "districts," by an Act of the Virginia Assembly in 1871, to take effect by the 16th of January in 1872 (Commonwealth of Virginia 1873:20-21). By an additional Act of the Virginia Assembly in 1875, Fairfax Court House and the town of Providence were incorporated as the Town of Fairfax (Harrison 1987:343). "A Historical Sketch of Fairfax County, Va." prefacing G.M. Hopkins' *Atlas of Fifteen Miles Around Washington,* gives the population of Fairfax County in 1879 as 12,952. Fairfax Court House, located near the center of the county, is claimed to have about 200 inhabitants at that time. Hopkins' 1879 map of the Providence District of Fairfax County shows a structure attributed to W.T. Rumsey to the southwest of the project area and a structure to the east (Exhibit 5); however, no structures are shown within the study area.

Fairfax County's depressed economic and agricultural conditions during this time, combined with another influx of northern farmers, promoted the organization of farmers clubs to improve dairy and farming methods in grazing, cropping and plowing, and also to implement fruit orchard improvements. The participants at the *Central Farmers Club* meetings at the Fairfax Court House discussed agricultural issues and other topics, including effective dog laws and better railroad service to the Washington, D.C. (Netherton et al. 1978:415).

A rapid increase in urban area settlement, including Washington D.C., in the 1870s and 1880s gave rise to a middle class sentiment that cities were unhealthy, dirty, noisy and rife with immoral activity (Smith and Causey 2005:21). In order to escape these many ills in the hot humid summers, the middle class residents of D.C. sought refuge in the surrounding agrarian suburbs. This escape was made possible by the improved transportation networks, including the railroads, trolleys and roads, as well as by paid vacation time (ibid.). The escapes varied from short stays in rural hotels or resorts to summer residency in rural villages near the railroads. By the 1900s, Fairfax County became such an escape that many of the communities, however small, promoted themselves as such (Smith and Causey 2005:22).

Despite the county’s popularity as an escape, in 1900, the Town of Fairfax was still a small community of 400 people served by one bank, a hotel, a drug store, a carriage and wagon factory, a newspaper office, several general stores, several churches, a school, and lodges, all located on or near Main Street between present-day Chain Bridge Road and East Street. In addition, farms and small estates were located within the town limits.

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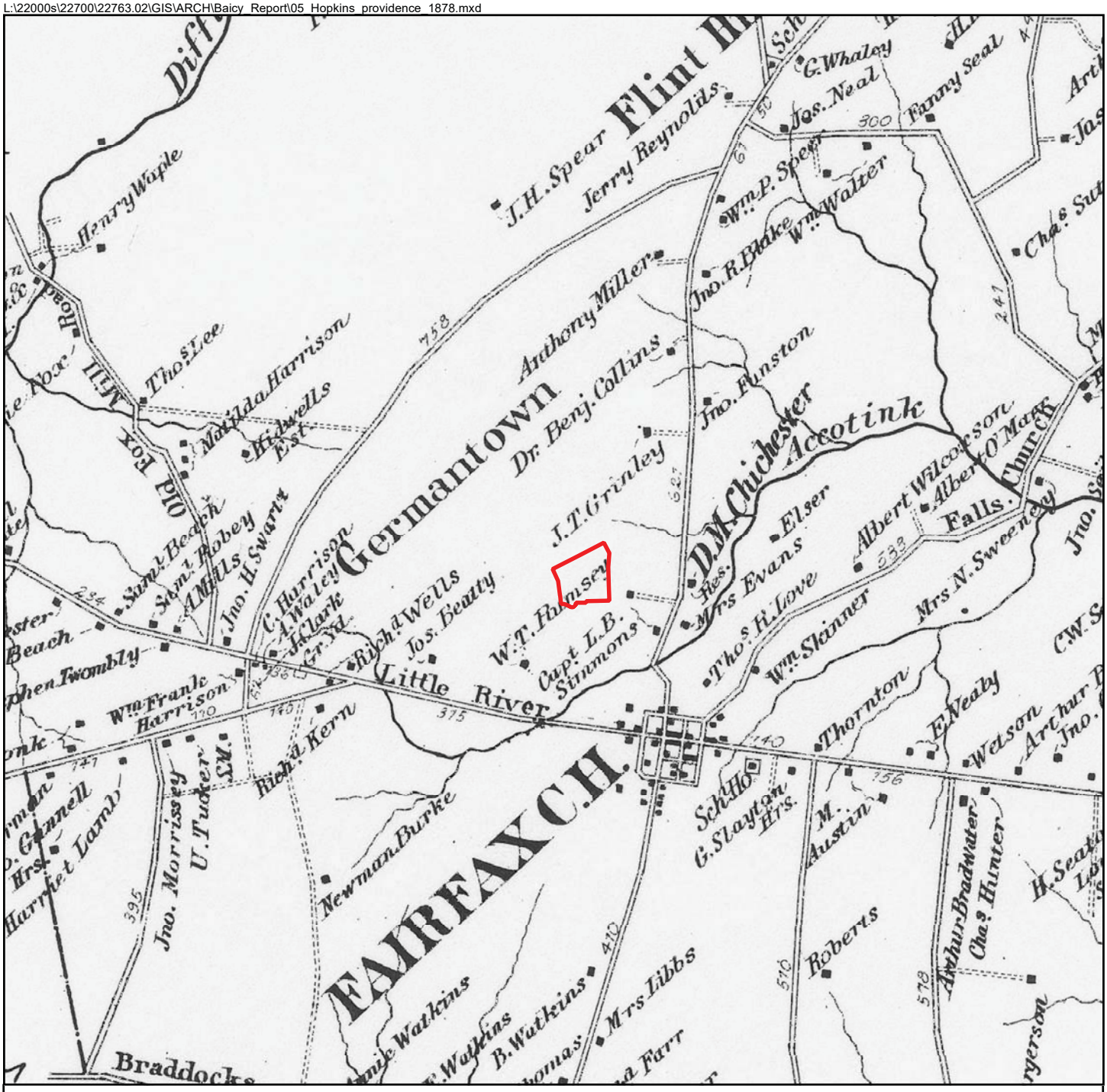

Approximate Location of Project Area

Map Source: "Providence District, Fairfax Co". From G.M.Hopkins' Atlas of Fifteen Miles Around Washington, D.C., 1878". Library of Congress, Geography and Mapping Department.

N
W E
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0 0.5
Miles

Original Scale: 1 " = 0.5 miles

Exhibit 5
1878 Hopkins Map
Providence District, Fairfax County, VA

The introduction of the Washington, Arlington and Falls Church electric railway to Vienna and Fairfax Court House brought swift change (Sweig 1995:7). In addition to improving the agricultural economy by opening up new market areas, it brought the first wave of suburbanization with wage earners commuting from D.C. (Smith and Causey 2005:23). Land developers began the process of suburbanization, capitalizing on the easy daily commute to the city via the various electric rails (ibid.).

The 1912 United States Post Office Rural Delivery Map shows structures to the southeast of the project area (Exhibit 6). The 1912 Fairfax VA USGS map shows one structure within the southern portion of the project area (Exhibit 7); this structure is likely the John C. Wood House, which was constructed in 1911 and recorded with the DHR as Resource 151-5020.

World War I to World War II (1917-1945)

As quickly as electric rails rose in popularity, they fell. Most of the railroad lines flourished through World War I; however, after the war, the widespread adoption of cars and the Good Roads Movement, initiated by cyclists in the 1890s, facilitated the closure of passenger rail. The 1916 Federal Aid Road Act provided limited funds for road construction with state match and required the establishment of state highway departments. Federally assisted roads were toll free and to be maintained by the states. In Virginia, a state highway department had already been created in 1906. With transcontinental touring on the rise, private regional highway associations began to promote improvements and name roads such as Lee Highway to attract tourists.

By the 1920s, a multitude of competing associations created confusion and prompted the federal government to assign a numbering system and standards to turn these early routes into the first official interstate system. East-west routes received even numbers and north-south roads odd with the most important routes ending in 0 or 1. The Virginia State Highway department had already assigned numbers, but renumbered to conform to the interstate program, designating Lee Highway as Route 29. Following road number assignments, Franklin Delano Roosevelt's New Deal program the Works Projects Administration (WPA) allowed states to improve thousands of miles of roads and thousands of bridges, culverts, and viaducts during the Great Depression (Kennedy and Macintire 2004). In Fairfax, bus lines were introduced and eclipsed the electric railway, which closed in 1939. In 1935, Lee Highway was extended from Fairfax Circle to Kamp Washington. By 1950, most railroad lines had discontinued passenger service (Netherton et al. 1978:266, 460, 487, 601).

Despite the Depression, urban planning and housing reform, improvements in transportation, and Federal government employment created by the New Deal and World War II further fueled the suburbanization trend. Fixed streetcar lines constrained the mobility of a city, which led to controlled, orderly, growth. With the advent of the automobile, mobility became more random and difficult to control with the development of decentralized, low-density, zoned suburbs on the fringe of cities. The Federal Housing Authority (FHA) was created in 1934 to stimulate investment in housing, create housing,

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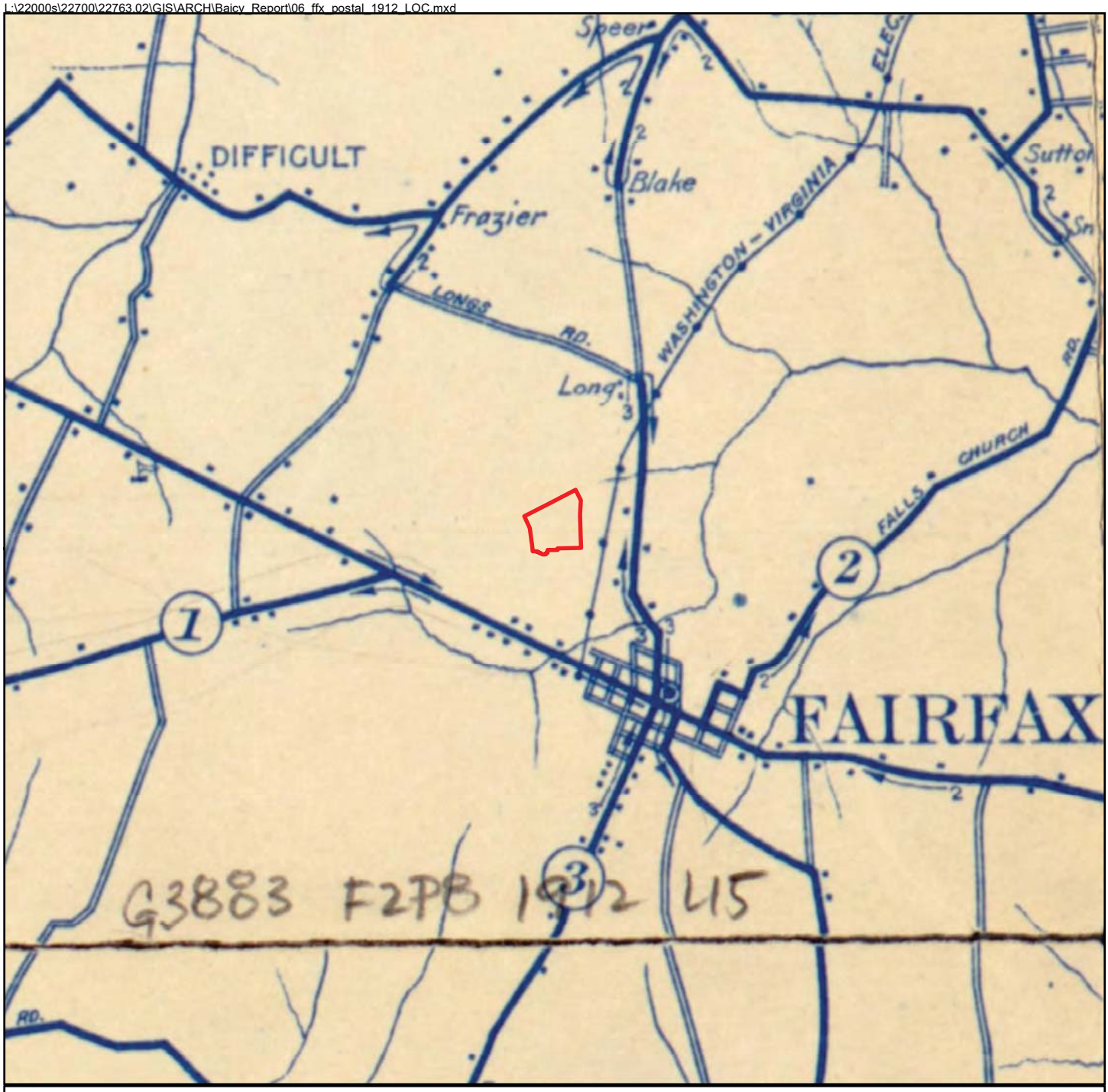

Exhibit 6
1912 United States Post Office of Rural Delivery Routes
Fairfax County, VA

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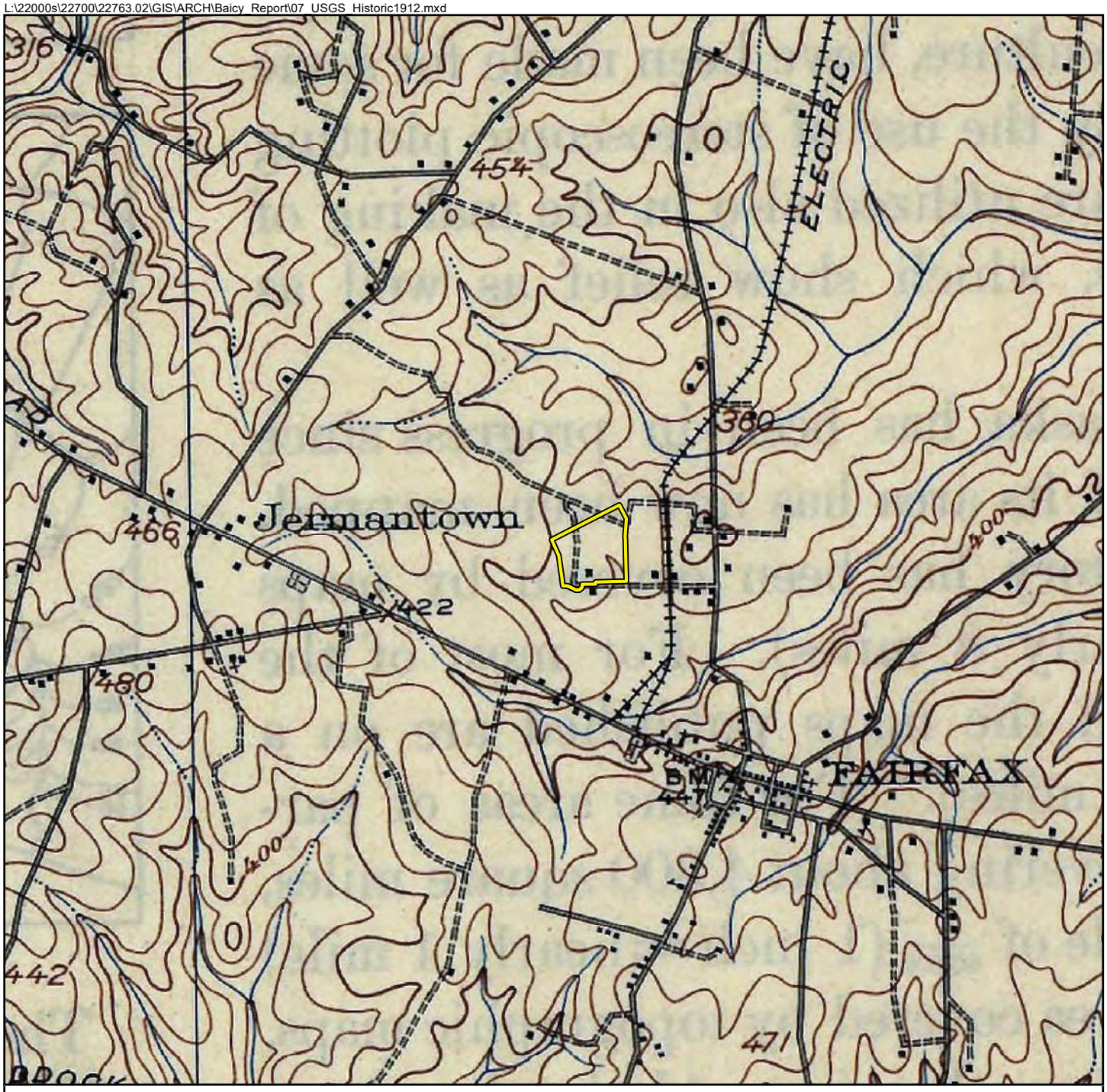

Project Area

N
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Feet
Original Scale: 1 " = 2,000 '

Latitude: 38°51'17" N
Longitude: 77°18'49" W

Exhibit 7
USGS Quad Map
Fairfax, VA 1912

and planning standards as well as real estate appraisal guidelines, and develop a program for approving subdivisions for mortgage insurance. Publications by FHA between 1936 and 1940 included *Subdivision Development, Planning Neighborhoods for Small Houses, Planning Profitable Neighborhoods, and Successful Subdivisions* (Ames and McClelland 2002). They encouraged large-scale plans directed by an operative builder who took care of everything from purchase of land to plan and house design in order to take advantage of mass production and achieve savings in overhead. Developers who had their plans approved by FHA's Land Planning Division easily secured private financing while prospective home buyers in that neighborhood became eligible for low-cost mortgages. FHA lending had an immediate effect in Fairfax County during this period, yet the greatest spurt of growth in the Town of Fairfax did not occur until the 1960s.

The 1937 aerial photograph shows the original Fairfax High School building, which opened in 1945 (Exhibit 8). The building shows substantial additions by the 1954 aerial photograph (Exhibit 9). Both photographs show the John C. Wood house in the southeast corner of the project area. The structures are also depicted on the 1951 Fairfax, VA USGS Map (Exhibit 10).

The New Dominion (1945-1988)

While farmland remained at nearly 50% between 1940 and 1950, Fairfax experienced rapid growth during and after World War II as the population doubled from 40,929 to 98,557 in the county and around 1,000 to 2,000 in the county seat (Smith and Causey 2005:25). Numbers rose even more dramatically in the county to 275,002 in 1960 (Smith and Causey 2005:25). The rapid rate of road extensions, highway improvements, and housing developments are illustrated on the 1952 (Exhibit 9) and 1960 (Exhibit 10) USGS maps, which shows the landscape transform from a central gridiron district surrounded by open space to a densely developed city surrounded by curvilinear subdivisions such as Country Club Hills, Greenway Hills, Fairview, Warren Woods, and Ardmore.

To address the trend, the Fairfax County Board of Supervisors commissioned Francis Dodd McHugh to prepare a Town of Fairfax “Master Plan Report”, which was completed in April 1955 but never adopted. Between 1955 and 1960, the Town grew from 2.5 square miles to approximately six square miles after annexing land to the east, north and west. With this and infill growth, housing units increased from approximately 1,400 to 3,700, and by 1961 its population was approximately 19,500. During this period, Fairfax County pursued becoming an independent city. With a desire to remain autonomous, the Town of Fairfax successfully sought its own city charter in 1961 (Hanson 1969:77; City of Fairfax 1968).

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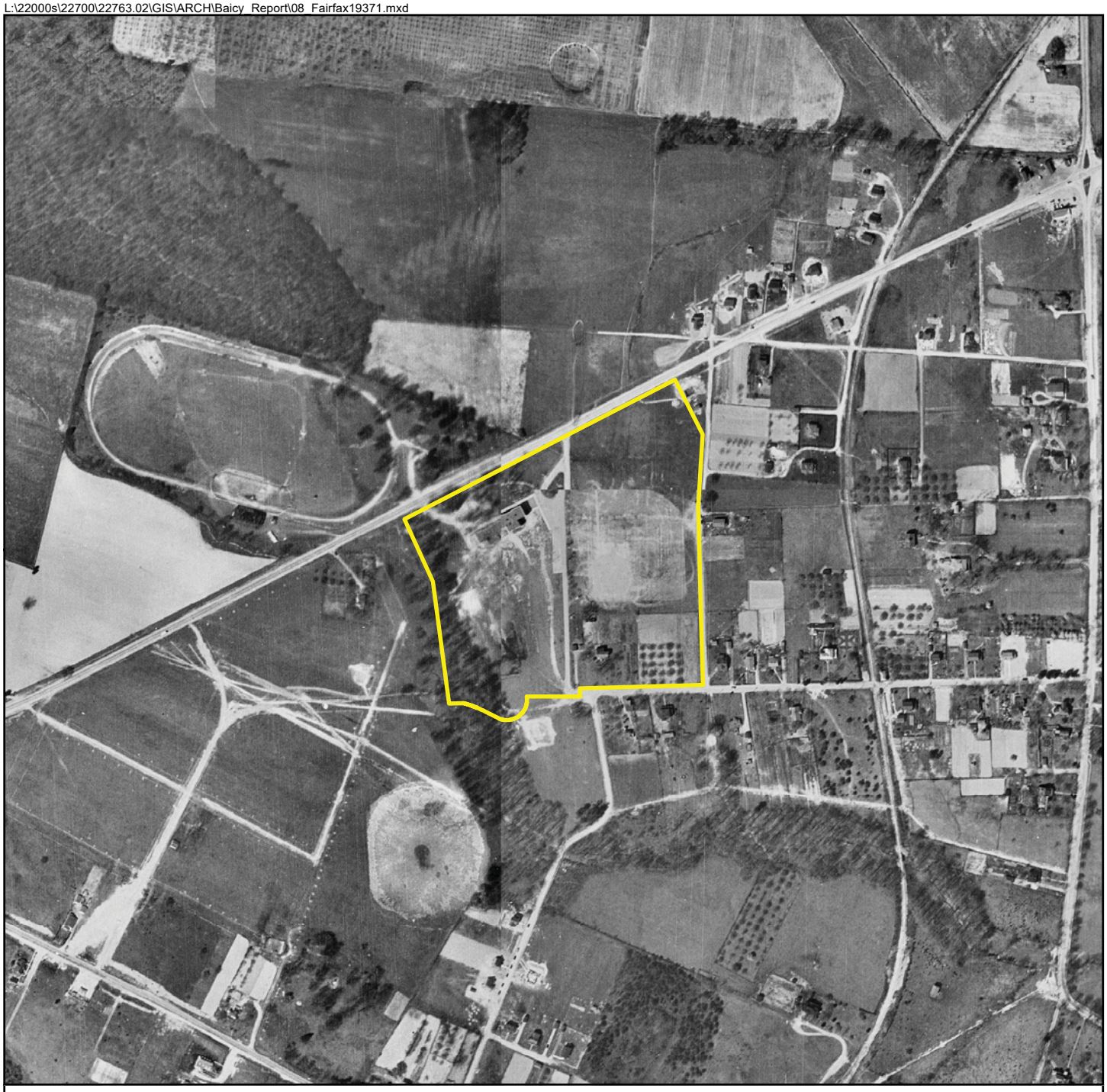

Exhibit 8
1937 Air Photo
Fairfax County, Virginia

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Exhibit 9
1954 Air Photo
Fairfax County, Virginia

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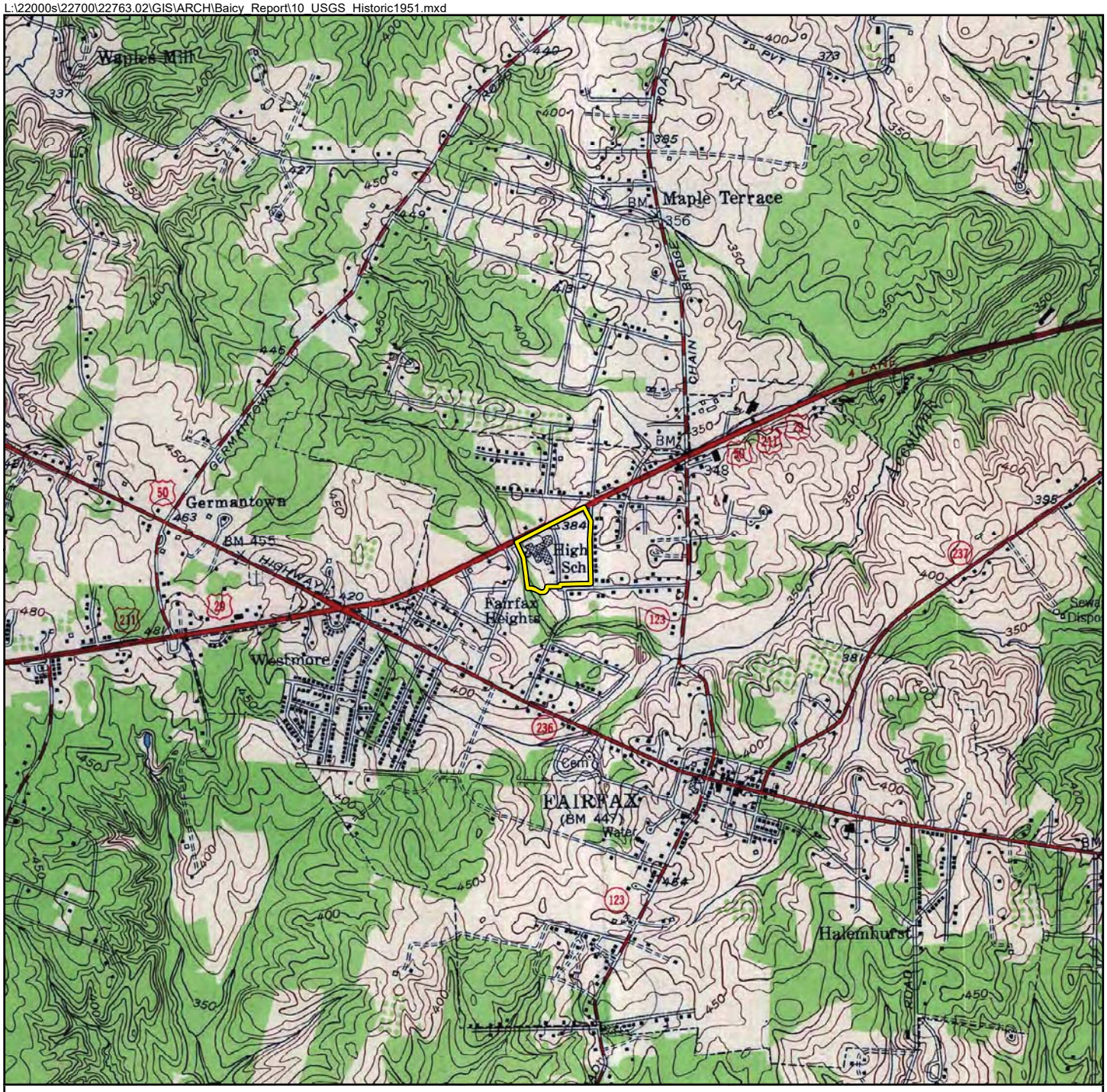

Latitude: 38°51'17" N
Longitude: 77°18'49" W

Exhibit 10
USGS Quad Map
Fairfax, VA 1951

By the 1950s, the Federal Aid Highway Act based on decades of planning came to fruition and the national interstate system started to take shape. In 1964, Fairfax was transformed by the opening of the Capital Beltway (I-495) and the widening of Little River Turnpike, prompting the Fairfax City Council and County Board of Supervisors to authorize their planning departments to cooperate on a plan for the city. In 1966, the City withdrew from the joint planning agreement as the two disagreed on the future of the county seat. The County had hired Marcou & O'Leary, who prepared a "General Development Plan" envisioning a large group of people living and working in Fairfax. At the same time, the City hired Alan M. Voorhees & Associates, who studied the Virginia Department of Highways' (now VDOT) plan for widening Route 236 and prepared a plan for circulation of vehicles through the downtown (City of Fairfax 1968).

The first Comprehensive Plan, finally adopted in 1968, noted that the County's 1955 plan and the Marcou & O'Leary plan were similar. During the 1960s, residential growth for the first time in the City of Fairfax included apartment buildings and townhomes. Apartment complexes developed at a rapid pace in the 20th century stimulated by FHA policy.

As the popularity of shopping downtown waned and car-oriented shopping centers expanded, Main Street west of downtown was widened to four lanes with a median containing turn lanes and Fair City Mall was built near Main Street and Pickett Road in 1974. On the heels of more phenomenal growth in 1975, a new plan was adopted in October of that year and yet another in 1982 and 1988. The plan noted the need for more multifamily developments around the Old Town area, that expansion of commercial development was limited, and that conversion of vacant commercial lands back to residential or planned mixed uses was desired. The plan also targeted large underutilized sites for action, anticipated the Vienna Metro, and supported creating or designating bypass roads around the City (I-66, Blake Lane, and Braddock Road).

The 1982 plan recognized a growing need for commercial and governmental office space with the anticipated completion of I-66 and the Metro and continued to support bypassing the city to divert traffic. Growth at George Mason University was addressed as was maintaining a balance of commercial and residential development and encouraging varied types and costs of housing. The plan emphasized energy use and pollution should be considered in development. In 1988, the comprehensive plan began to describe land use in greater detail while continuing to promote bypasses. It also focused on Old Town and recommended improving the appearance of aging commercial corridors. To diversity residential stock and in response to national trends in housing tastes, it encouraged larger single family or "move up" houses (City of Fairfax 2012).

Post Cold War (1989-Present)

The 1990 Census shows Fairfax County as having the largest population (818,584) of all counties that contain satellite communities serving Washington, D.C. The total population of Fairfax City in 1990 was 19,622. The 1997 city plan recognized this notable position in the region. Housing supply and affordability were addressed, and

traffic calming recommended. Transportation, mixed use activity, transitional areas, and the 1994 Clean Water Act were emphasized. In addition, the plan discussed development affecting Old Town Fairfax and improving recreation, arts, and culture. Population increased slightly to more than 20,000 residents in the 1990s with a few new developments and annexation in 1992 and 1994 (City of Fairfax 2012). During this period the massive suburbs surrounding Washington, D.C. transformed from commuter communities to ones where residents could actually live, shop, and work.

Paul VI Catholic High School 1983-Projected 2020

In July 1983, the George Mason College Foundation sold the site to the Catholic Diocese of Arlington for $3 million (Fairfax County, Virginia Deed Book). Pope Paul VI Catholic High School opened that fall. In 1998 after 15 years at the site and nearly 40 years after the last major renovation, Paul VI High School began a $5 million renovation, including new heating and ventilation system and wiring and electronics system, while planning for a new activities center. In 2002, Coakley Williams Construction Company began construction on the two-story Panther Activity Center, which contains a gymnasium, computer lab, weight rooms, offices, and team rooms. Despite the addition, continued school growth and site restrictions led the Diocese of Arlington to acquire a new 68-acre campus Loudoun County slated to open in 2020.

PREVIOUS ARCHEOLOGICAL RESEARCH

The following inventory of previously recorded cultural resources within and near the project area was established by using the Virginia Department of Historic Resources' (DHRs) online Virginia Cultural Resource Information System (V-CRIS), the City of Fairfax's 2012 Comprehensive Plan for Historic Resources, and cultural resource files and reports at the Thunderbird Archeology office in Gainesville, Virginia.

Thirty-five archeological sites and 393 architectural resources have been recorded with the DHR within a one-mile radius of the project area (Exhibit 11; Tables 1 and 2). One archeological site and three architectural resources have been identified within the current project area, including a Civil War site (44FX3301), Paul VI Catholic High School (151-5247), the John C. Wood House (151-5020), and the proposed Fairfax Triangle Residential Historic District/Cedar Avenue Historic District (151- 0013). These resources have not been evaluated for listing on the National Register of Historic Places (NRHP) by the DHR.

The City of Fairfax has four local historic districts identified as zoning overlay districts, overseen by a Board of Architectural Review, including the John C. Wood House Historic District within the project area. Noted in the Comprehensive Plan for Historic Resources, the City supports property owners who seek NRHP listing for historic properties and identifies Paul VI Catholic High School and the Fairfax Triangle Historic District as potentially eligible. It has also installed a highway marker, commemorating the school.

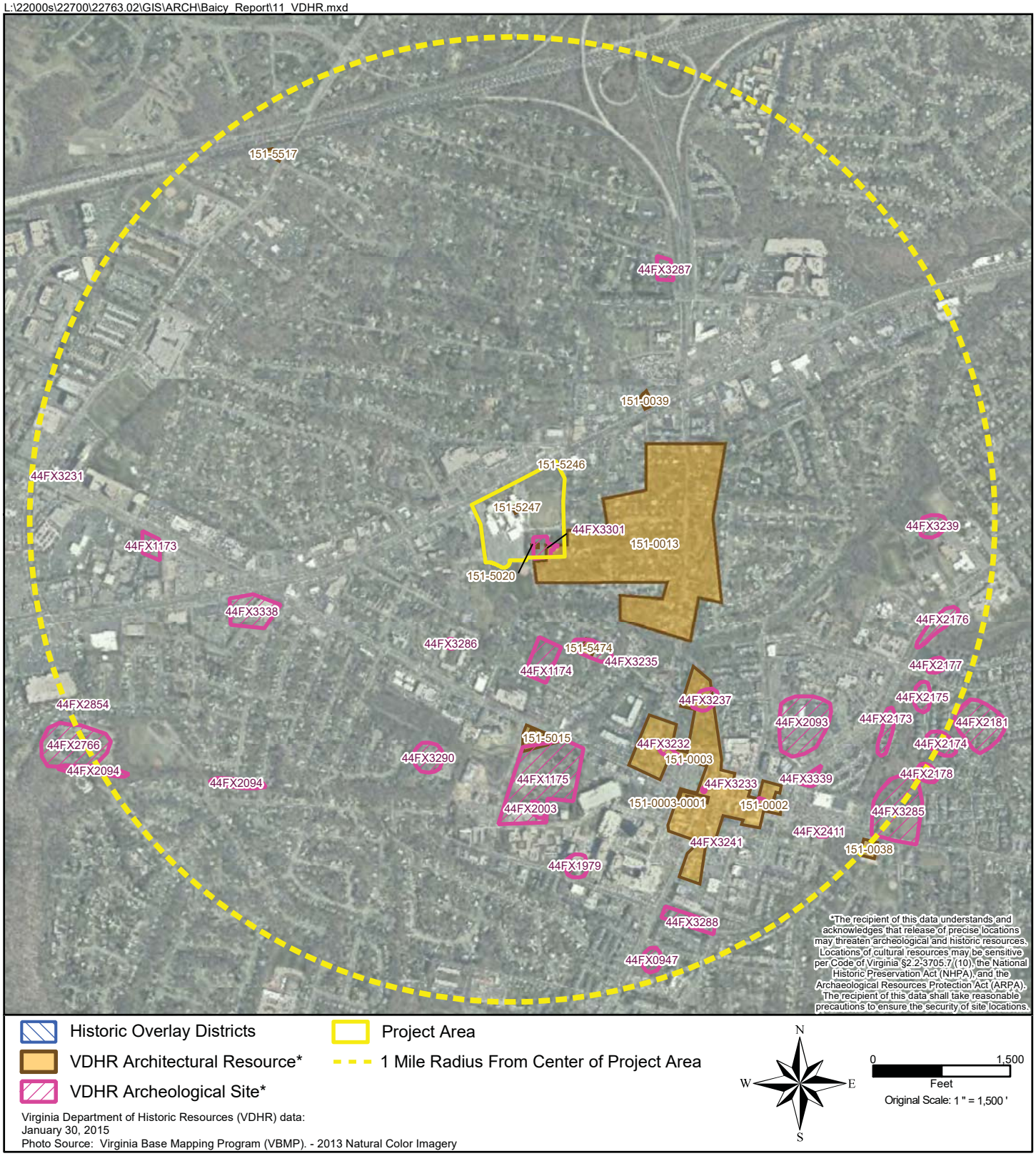

Exhibit 11
Selected DHR Architectural Resources and Archeological Sites Map

TABLE 1: Previously Recorded Archeological Sites within a One Mile Radius of the Project Area

DHR Site Number	Site Type	Temporal Affiliation	National Register Eligibility
44FX0947	Military camp	19th Century: 3rd quarter (1850 - 1874), Middle Archaic (6500 - 3001 B.C.)	Not Evaluated
44FX1065; 151-0002	Dwelling, single, Military quarters	19th Century (1800 - 1899), 20th Century (1900 - 1999)	Not Evaluated
44FX1173	Cemetery	19th Century: 4th quarter (1875 - 1899), 20th Century (1900 - 1999)	Not Evaluated
44FX1174	Cemetery	19th Century (1800 - 1899)	Not Evaluated
44FX1175	Cemetery	19th Century: 2nd half (1850 - 1899), 20th Century (1900 - 1999)	Not Eligible
44FX1979	Trash Scatter, Lithic Scatter	19th Century: 3rd quarter (1850 - 1874), Prehistoric/Unknown (15000 B.C. - 1606 A.D.)	Not Evaluated
44FX2003	Lithic Scatter	Prehistoric/Unknown (15000 B.C. - 1606 A.D.)	Not Eligible
44FX2093	Camp, Dwelling, single	19th Century: 3rd quarter (1850 - 1874)	Not Evaluated
44FX2094	Earthworks, Railroad bed	Civil War (1861 - 1865), Reconstruction and Growth (1866 - 1916)	Not Evaluated
44FX2173	Lithic workshop	Prehistoric/Unknown (15000 B.C. - 1606 A.D.)	Not Eligible
44FX2174	Lithic workshop	Prehistoric/Unknown (15000 B.C. - 1606 A.D.)	Not Eligible
44FX2175	Lithic workshop	Prehistoric/Unknown (15000 B.C. - 1606 A.D.)	Not Eligible
44FX2176	Other	Prehistoric/Unknown (15000 B.C. - 1606 A.D.)	Not Eligible
44FX2177	Lithic workshop	Prehistoric/Unknown (15000 B.C. - 1606 A.D.)	Not Eligible
44FX2178	Lithic workshop	Prehistoric/Unknown (15000 B.C. - 1606 A.D.)	Not Eligible
44FX2181	Lithic workshop	Prehistoric/Unknown (15000 B.C. - 1606 A.D.)	Not Eligible
44FX2411	Office building	19th Century: 2nd half (1850 - 1899)	Not Evaluated
44FX2766	Camp, Military camp	19th Century: 3rd quarter (1850 - 1874), Prehistoric/Unknown (15000 B.C. - 1606 A.D.)	Not Evaluated
44FX2854	Camp, temporary	Middle Archaic (6500 - 3001 B.C.)	Not Evaluated
44FX3225	Other	19th Century: 3rd quarter (1850 - 1874)	Not Evaluated
44FX3231	Camp	18th Century: 4th quarter (1775 - 1799), 19th Century: 1st quarter (1800 - 1825), 19th Century: 2nd/	Not Evaluated
44FX3232	Dwelling, single, Military quarters	18th Century: 4th quarter (1775 - 1799), 19th Century (1800 - 1899), 20th Century (1900 - 1999)	Not Evaluated
44FX3233	Military field hospital, Tavern/Inn	18th Century: 4th quarter (1775 - 1799), 19th Century (1800 - 1899), 20th Century (1900 - 1999)	Not Evaluated

TABLE 1 (continued)

DHR Site Number	Site Type	Temporal Affiliation	National Register Eligibility
44FX3235	Dwelling, single, Military camp	19th Century: 2nd half (1850 - 1899), 19th Century: 2nd quarter (1825 - 1849), 20th Century (1900 - 1999)	Not Evaluated
44FX3237	Dwelling, single, Military camp	19th Century (1800 - 1899)	Not Evaluated
44FX3239	Camp	19th Century: 3rd quarter (1850 - 1874)	Not Evaluated
44FX3241	Dwelling, single, Military camp, Military field ho	18th Century: 2nd/3rd quarter (1725 - 1774)	Not Evaluated
44FX3285	Dwelling, single, Military camp	19th Century (1800 - 1899), 20th Century (1900 - 1999)	Not Evaluated
44FX3286	Dwelling, single, Military quarters	19th Century (1800 - 1899), 20th Century (1900 - 1999)	Not Evaluated
44FX3287	Dwelling, single, Military camp	19th Century (1800 - 1899), 20th Century (1900 - 1999)	Not Evaluated
44FX3288	Military camp	19th Century: 3rd quarter (1850 - 1874)	Not Evaluated
44FX3290	Military camp	19th Century: 3rd quarter (1850 - 1874)	Not Evaluated
44FX3301; 151-5020	Camp, Dwelling, single	19th Century: 3rd quarter (1850 - 1874), 20th Century: 1st half (1900 - 1949)	Not Evaluated
44FX3338	Camp	19th Century: 3rd quarter (1850 - 1874)	Not Evaluated
44FX3339	Camp	19th Century: 3rd quarter (1850 - 1874)	Not Evaluated

TABLE 2: Previously Recorded Architectural Resources within a One Mile Radius of the Project Area

DHR Resource Number	Resource Name	Temporal Affiliation	National Register Eligibility
151-0002; 151-0003-0041	Earp's Ordinary, Ratcliffe-Allison House, Single Dwelling, 10386 Main Street (F	1805	VLR/NRHP
151-0003; 029-0220; 151-0009/10	City of Fairfax Historic District	1800	VLR/NRHP
151-0013	Cedar Avenue Historic District	1890-1950	Potentially Eligible
151-0038	Fairfax Elementary School Annex, Fairfax Public School, Fairfax Public School	1873	VLR/NRHP
151-0039	29 Diner (NRHP Listing), Diner, 10536 Fairfax Boulevard, Tastee 29 Diner	1947	VLR/NRHP

TABLE 2 (continued)

DHR Resource Number	Resource Name	Temporal Affiliation	National Register Eligibility
151-5015; 151-5509-0001	Commercial Building, 10629-10633 Main Street, Fairfax Nails, Ann's Custom Tailor	1951	Not Eligible
151-5016; 151-5509-0003	House, 10649 Main Street	1908	Not Eligible
151-0003-0001	Fairfax County Courthouse & Jail	1799	VLR/NRHP
151-5474	Garage, 10606 Oliver Street, The Virginia Press	1940	Not Eligible
151-5509	Main Street Historic District	1905	Not Eligible
151-5517	House, 3518 Jermantown Road	1965	Not Eligible
151-5020	John C. Wood House	1911	Not Evaluated
151-5246	Shear Strands (Missing), Single Dwelling, 10655 Lee Highway	1900	Not Evaluated
151-5247	Paul VI High School (Missing), School, 10675 Lee Highway	1940	Not Evaluated

Of the 35 archeological sites in the one-mile radius (Table 1), twelve are prehistoric or contain prehistoric components. Ten of the sites lacked temporally diagnostic artifacts and could not be dated to a specific time period. Sites 44FX0947 and 44FX2854 contained Middle Archaic period components. Site 44FX0947 also contained historic components associated with a Civil War military camp.

There are 26 historic period archeological sites or sites that contain historic period components. Four of these date to the 18th and 19th century. Twenty-two date to the 19th century, many of which contain military components associated with the Civil War.

Site 44FX3301 is located within the southern portion of the project area on the John C. Wood property (151-5020). The site is likely associated with a Civil War cavalry camp, where infantry were also present. Of the 129 historic artifacts found, at least 59 objects may be Civil War related, including a Marine button, four eagle and shield buttons, six Minie Balls, five Sharps carbine bullets, three Burnside carbine bullets, a fired revolver bullet, a shotgun slug, two brass scabbard parts, three brass rivets, two brass accoutrement rings, and 32 melted lead. The site has been sufficiently disturbed by modern construction that the archeologists concluded that 44FX3301 did not contain enough integrity to be listed on the NRHP. No further work was recommended. As of the writing of this document, the DHR had not evaluated the site.

Of the 393 architectural resources recorded within a one-mile radius of the project area, many were recorded as part of an existing or proposed historic district and are not included in Table 2, nor are they included in Exhibit 11. The NRHP listed properties, potentially eligible properties, properties that are within or adjacent to the project area,

and some representative examples are included in Exhibit 11. Five resources are individually listed to the NRHP, six have been recommended or found eligible, 33 have been found not to be eligible for the NRHP, five have been destroyed, and the remainder have not been evaluated by DHR. They include commercial, institutional, and residential resources dating from the 18th century to the 1960s. Many of these resources are single-family dwellings built in the mid-20th century.

Located to the south of the project area, the City of Fairfax Historic District (151-0003; 029-0220; 151-0009/10) contains 52 buildings, 10 other structures, and a monument, most of which are listed to the NRHP as contributing to the district. The locally zoned Old Town Fairfax Historic District roughly overlays the national historic district, but includes 10 additional acres. The four other NRHP-listed properties within a one-mile radius include the Ratcliffe Allison House on Main Street (151-0002; 151-0003-0041), the Fairfax County Courthouse & Jail (151-0003-0001), Fairfax Public School (now the Fairfax Museum and Visitors Center) (151-0038), and the Tastee 29 Diner (151-0039) on Fairfax Boulevard west of the project area. The Tastee 29 Diner is also included in the multiple property Diners of Virginia, MPS district. In addition to the National Register Designation, these historic properties are also listed on the Virginia Landmarks Register.

Previously recorded but not listed, the Paul VI Catholic High School (151-5247) is located in the northwest section of the project area. Originally the Fairfax High School, it opened in 1935 as largest school and the first 4-year high school in the county. After its closure in 1972, it served as the north campus of George Mason University. In 1982, it became Paul VI Catholic High School. Recorded in 2004, the surveyor noted, "Two-stories high and seven bays wide, this school sits on a solid foundation, is constructed of three-course Flemish bond, and is capped with a flat, stepped parapet roof and a concrete cornice. Fenestration is comprised of 8/8, 6/6, and 4/4 double-hung windows with concrete sills. Transom windows are located above the main entry and secondary entrances. The main entrance is adorned with a concrete dentiled pediment, Tuscan pilasters, a false balustrade, and door surround. Secondary entrances are also decorated with concrete spandrels and decorative relief panels. The corners of the building are adorned with brick quoins" (V-CRIS Survey Form). Multiple additions were added to the building. A recommendation of eligibility was not made; however, the City notes that it is potentially eligible in its Comprehensive Plan.

Located within the southeast corner of the project area, the house at 10604 Cedar Avenue has not been individually recorded, but is included within the boundaries of the proposed Fairfax Triangle Residential Historic District/Cedar Avenue Historic District (151- 0013), which also includes houses adjacent to the project area on McLean Avenue. The Cedar Avenue neighborhood was established in 1904 within Fairfax Triangle, which dates to 1890 and is the oldest strictly residential neighborhood in the City of Fairfax. Prior to development the area was agricultural. The NRHP district has been proposed by the City and is recorded at DHR; however, DHR has not evaluated its eligibility.

Located within the southern part of the project area, the John C. Wood House (151-5020) at 10606 Cedar Avenue was constructed by Robert Allen and Laura Virginia (Love)

Daniell in the Colonial Revival style in 1911. From the 1950s to the 1990s, John C. Wood occupied the house. He served as the City's first Mayor and was influential in the incorporation and expansion of Fairfax and in locating George Mason University. The house is located in one of the oldest residential neighborhoods in the City and was locally landmarked in September 2010 with a restrictive zoning overlay. Site 44FX3301 is located within the yard of the property. The DHR has not evaluated its eligibility for listing on the NRHP.

The house at the southwest corner of Fairfax Boulevard and McLean Avenue (151-5246), which is adjacent to the current project area, was built circa 1900. According to the survey form, the "two-story, three-bay frame house sits on a solid foundation, is clad in vinyl siding, and is capped with a side-gabled roof" and "is representative of vernacular dwellings built throughout the City of Fairfax, as well as the rest of Fairfax County and Northern Virginia in the early twentieth-century." The building is currently commercial and has not been evaluated for eligibility.

RESEARCH DESIGN

Research Objectives

The purpose of the survey was to locate and record any cultural resources within the impact area and to provide a preliminary assessment of their potential significance in terms of eligibility for inclusion on the NRHP. As codified in *36 CFR 60.4*, the four criteria applied in the evaluation of significant cultural resources to the NRHP are:

A. Association with events that have made a significant contribution to the broad patterns of our history; or
B. Association with the lives of significant persons in or past; or
C. Representative of a type, period, or method of construction, or that represent the work of a master; or
D. Have yielded or may be likely to yield information important in history or prehistory.

Archeological sites are typically evaluated using only Criterion D, and must show enough integrity to be able to yield significant information and answer research hypotheses in history and/or prehistory. While the evaluation of archeological sites under Criteria A, B, and C will be considered if necessitated by specific site conditions, characteristics, and/or contexts, NRHP eligibility recommendations for sites in this report will be considered using Criterion D, unless otherwise indicated in the following text.

Cemeteries and individual graves, if identified, will be recorded as both archeological sites and architectural resources with the DHR. Cemeteries and individual graves are not ordinarily considered eligible for inclusion in the NRHP unless special considerations of the National Register Criteria for Evaluation are met; to qualify for listing under Criteria A, B, or C a cemetery or grave must meet not only the basic criteria, but also the special requirements of Criteria Considerations C or D, relating to graves and cemeteries. Burial

places evaluated under Criterion D for the importance of the information they may impart do not need to meet the requirements for the Criteria Considerations but should have the potential to yield significant information through archeological excavation and analysis of the human remains (Potter and Boland 1992).

Phase I Archeological Investigation Methodology

Archeological Fieldwork

Due to the highly developed nature of the project area, the Phase I field methodology included both the use of surface reconnaissance and soil auger probes to determine the presence of disturbance. The surface reconnaissance consisted of walking over the area and examining all exposed areas for the presence of artifacts. Exposed areas included cut banks, tree falls, machinery cuts, soils exposed by erosion, etc. The surface reconnaissance was also used to examine the topography of specific areas in order to determine the probability that they contain archeological sites. All high and moderate probability areas, i.e., areas that were well drained and possessed low relief, were tested at 50 foot intervals. High probability areas also included historic structure areas identified through surface reconnaissance or through archival review of historic maps. A split-spoon soil bore and a small bucket auger were used to determine the nature of the soil in the unpaved areas of the project area. Shovel testing was employed within potentially intact areas to locate and define boundaries of archeological sites. Additional shovel tests were excavated at 25 foot intervals in a cruciform pattern around positive shovel tests, as necessary, to delineate artifact concentrations and to define archeological site boundaries.

Shovel test pits measured at least 15 inches in diameter and were excavated in natural or cultural soil horizons, depending upon the specific field conditions. Excavations ceased when gleyed soils, gravel, water, or well developed B horizons too old for human occupation were reached. All excavated soils were screened through 1/4-inch mesh hardware cloth screens and were classified and recorded according to standard pedological designations (A, Ap, B, C, etc.); excepting the terms Fill and Fill horizon, which are used to describe culturally modified, disturbed, or transported sediments and soils. The use of these terms is consistent with use in standard geomorphological studies and recordation of geo-boring profiles in environmental studies. Soil colors were described using Munsell Soil Color Chart designations and soil textures were described using the United States Department of Agriculture soil texture triangle. Artifacts recovered during Phase I shovel testing were bagged and labeled by unit number and soil horizon.

The location of each shovel test pit and soil bore was mapped; unless otherwise noted, the graphic representation of the test pits and other features depicted in this report are not to scale and their field location is approximate.

Laboratory Methodology

All recovered artifacts were cleaned, inventoried, and curated. Historic artifacts were separated into four basic categories: glass, metal, ceramics, and miscellaneous. The ceramics were identified as to ware type, method of decoration, and separated into established types, following South (1977), Miller (1992) and Magid (1990). All glass was examined for color, method of manufacture, function, etc., and dated primarily on the basis of method of manufacture when the method could be determined (Hurst 1990). Metal and miscellaneous artifacts were generally described; the determination of a beginning date is sometimes possible, as in the case of nails. Unless otherwise noted, a representative sample of recovered brick and oyster shell was retained for curation; the remainder was discarded after being counted and weighed.

Any recovered prehistoric artifacts were classified by cultural historical and functional types and lithic material. In addition, the debitage was studied for the presence of striking platforms and cortex, wholeness, quantity of flaking scars, signs of thermal alteration, size, and presence or absence of use. Chunks are fragments of lithic debitage which, although they appear to be culturally modified, do not exhibit clear flake or core morphology.

Any recovered artifacts were entered into a Structured Query Language (SQL) Server database in order to record all aspects of an artifact description. For each artifact, up to 48 different attributes are measured and recorded in the database. Once entered in the SQL Server database, users can create queries and reports through a Microsoft Access front end. Several pre-existing report templates are available, or users can create custom queries and reports for complex and unique analyses. The use of a relational database system to store artifact data permits a huge variety of options when storing and analyzing data.

Research Expectations

The following presents an assessment of the probability that archeological sites will occur within the project area based on our preceding review of recorded historic resources within the vicinity, and the topography, drainage, the presence of roads and historic map projection. The project area appears to have been significantly disturbed by the construction of the existing buildings and use of the property as a school throughout the 20th century; however, this disturbance has not been field verified.

The probability for locating prehistoric sites generally depends on the variables of topography, proximity to water, and internal drainage. Sites are more likely on well-drained landforms of low relief in proximity to water. There is a moderate to high probability of locating prehistoric resources within the undisturbed portions of the project area, due to the proximity of Accotink Creek approximately 600 feet to the southeast.

The probability for the occurrence of historic period sites largely depends upon the historic map search, the history of settlement in the area, the topography and the

proximity of a particular property to historic roads. The absence of structures on historic maps does not eliminate the possibility of an archeological site being present within the property, as it was common for tenant, slave, and African-American properties to be excluded from these maps. Although 19th-century maps do not depict any dwellings within the project area, several are shown in the vicinity, which suggests a potential for archeological sites associated with these occupations to be located within the study area. Therefore, the project area is considered to have a moderate probability for containing 19th-century domestic resources within any undisturbed portions of the property. Additionally, the presence of a previously recorded Civil War camp site within the southern project area suggests a potential for Civil War-era resources to be present in other portions of the property.

Twentieth-century maps show structures within the southern portion of the property beginning circa 1912. Therefore, there is a moderate to high probability of locating cultural resources associated with these structures within the project area.

RESULTS OF FIELD INVESTIGATIONS

The project area encompasses the grounds of the Paul VI Catholic High School (151-5247), located on approximately 16.2 acres on the south side of Fairfax Boulevard (Route 29), approximately 190 feet northeast of the intersection with Oak Street in the City of Fairfax, Virginia. The project area includes the large high school building, two sports fields, and two dwellings (Exhibit 12).

Elevations within the project area generally ranged from 379 to 385 feet a.m.s.l. The property is drained to the southwest by a tributary, formerly known as Tussica or Tussico Creek, which has been piped and paved over in the project area. Beyond the project area, it flows into Accotink Creek. Vegetation on the exterior of the property consists of manicured grassy lawn surrounding the buildings, sidewalks, and parking lots.

Shovel testing was limited to the north courtyard of the complex, which consists of a small grassy area between the school building and Fairfax Boulevard (Route 29) (Plate 1), and to the two athletic fields located in the eastern project area (Plate 2). The remainder of the project area was paved. The southeast corner, which contains site 44FX3301 and the John C. Wood House (151-5020) was excluded from the current investigation, as it was previously tested.

A total of four exploratory auger bores and five shovel test pits (STPs) were excavated within the north courtyard (see Exhibit 12). Two of the shovel tests (STP 1 and STP 4) exhibited a profile containing a plowed stratum (Ap) overlying subsoil (B horizon), similar to the profile of STP 1 (Exhibit 13); this profile was also present in augur bores A1 and A2, similar to the profile of A1 (Exhibit 14). The Ap in this area appears to be significantly mixed with modern debris including plastics, asphalt, and coal slag, which was likely deposited during construction of the school; the area also appears to have been graded for landscaping purposes.

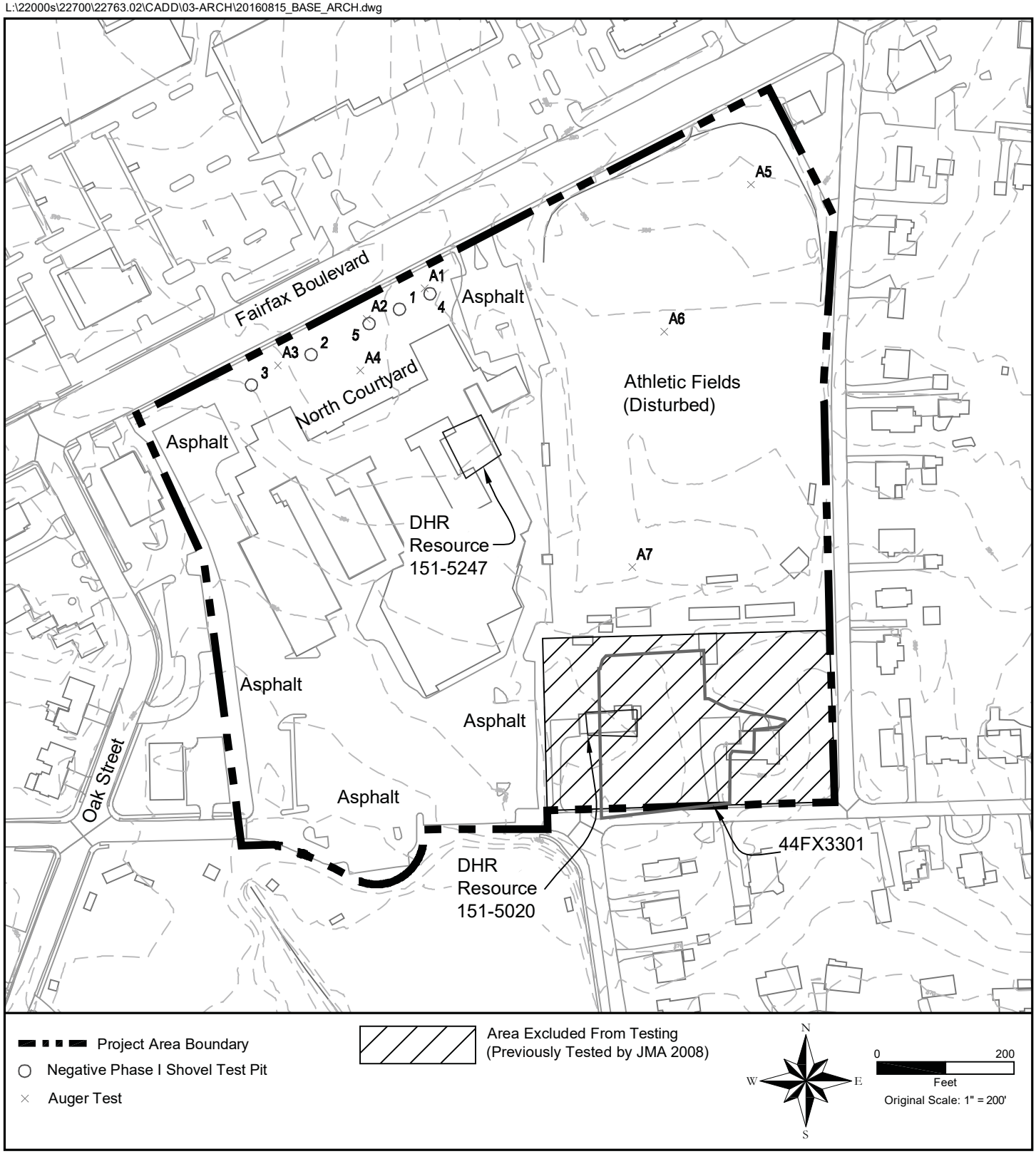

Exhibit 12
Overview of Testing

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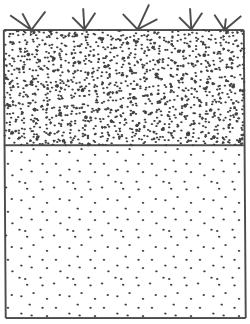
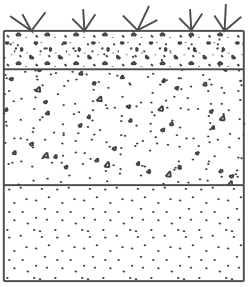
STP 1



Ap: 10YR 4/4 dark yellowish brown loam

B horizon: 10YR 5/6 yellowish brown silty clay loam

STP 5



Ao: 10YR 3/2 very dark grayish brown loam

Fill: 10YR 5/3 yellowish brown silty loam mixed with 10YR 5/8 yellowish brown and 7.5YR 5/6 strong brown silty clay

B horizon: 7.5YR 5/6 strong brown silty clay

0 1
Feet
Original Scale: 1" = 1'

Exhibit 13
Representative Soil Profiles in the North Courtyard

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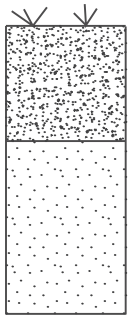
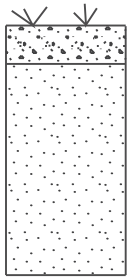
Auger 1



Ap: 10YR 4/4 dark yellowish brown loam

B horizon: 10YR 5/6 yellowish brown silty clay loam

Auger 4



Ao: 10YR 4/3 brown loam

B horizon: 10YR 5/4 yellowish brown silty clay

Width of Auger Profiles Not to Scale

0 1
Feet
Original Scale: 1" = 1'

Exhibit 14
Representative Auger Profiles in the North Courtyard

STP 5 was excavated a few feet west of auger bore A2 and exhibited a soil profile that contained a thin sod cap (Ao horizon), overlying a Fill level, atop a B horizon (see Exhibit 13); this was the dominant profile west of STP 5 for the remaining auger tests and STPs. This profile suggests that the Ap seen elsewhere in this area was stripped away during construction or post-construction landscaping in portions of the courtyard area, and then construction fill was deposited to level the area. An auger bore (A4) was excavated closer to the building pad, and exhibited a profile containing an Ao horizon over a B horizon (see Exhibit 14). The subsoil was extremely compact and was likely rolled prior to the sod cap being placed. No artifacts were recovered from the STPs excavated within the portions of the courtyard that were not significantly disturbed.

STP 1

Ap: 0-0.6 feet below surface - [10YR 4/4] dark yellowish brown loam
B horizon: 0.6-1.5 feet below surface - [10YR 5/6] yellowish brown silty clay loam.

STP 5

Ao: 0-0.2 feet below surface - [10YR 3/2] very dark grayish brown loam
Fill: 0.2-0.8 feet below surface - [10YR 5/3] brown silty clay loam mixed with [10YR 5/8] yellowish brown, and [7.5YR 5/6] strong brown silty clay
B horizon: 0.8-1.3 feet below surface - [7.5YR 5/6] strong brown silty clay

Auger 1 (A1)

Ap: 0-0.6 feet below surface - [10YR 4/4] dark yellowish brown loam
B horizon: 0.6-1.5 feet below surface - [10YR 5/6] yellowish brown silty clay loam.

Auger 4 (A4)

Ao: 0-0.2 feet below surface - [10YR 4/3] brown loam
B horizon: 0.2-1.3 feet below surface - [10YR 5/4] yellowish brown silty clay

At the time of survey, both athletic fields were in use by students of Paul VI Catholic High School. The archeologists were allowed access to the fields, but exploratory excavations were placed to provide minimal impact to school activities. Three auger tests (A5, A6, and A7) were placed along the edges of the two fields. In the northern field, surrounded by a track, auger bore A5 exhibited a profile containing a mixed fill beneath a thin sod cap before a compact aggregate ended the test approximately 1 foot below ground surface (Exhibit 15). A school official on site explained that the field was built on top of a parking lot and only the asphalt was removed. Two soil bores (A6 and A7) were excavated on either side of the southern field, which encompasses a football field and a baseball diamond. Both fields had been recently covered with new sod at the time of survey and appear to be cut down from the original ground surface (Plate 3). Both augers exhibited profiles containing a thick sod cap overlying less than 1 foot of mixed fill, all of which was underlain by a B horizon, similar to the profile of auger bore A7.

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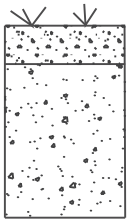
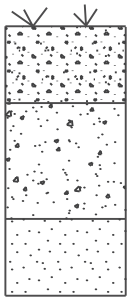
Auger 5



Ao: 10YR 4/4 dark yellowish brown loam

Fill: 10YR 5/6 yellowish brown silty clay loam mixed with 10YR 4/4 dark yellowish brown loam, asphalt, and stone

Auger 7



Ao: 10YR 4/4 dark yellowish brown loam

Fill: 10YR 3/2 very dark grayish brown, 10YR 4/3 brown, 10YR 5/6 yellowish brown, and 10YR 5/3 brown silty clay loam

B horizon: 10YR 5/6 yellowish brown silty clay

Width of Auger Profiles Not to Scale

0 1
Feet
Original Scale: 1" = 1'

Exhibit 15
Representative Auger Profiles in the Athletic Fields

Auger 5

Ao: 0-0.2 feet below surface - [10YR 4/4] dark yellowish brown loam

Fill: 0.2-1.0 feet below surface - [10YR 5/6] yellowish brown silty clay loam mixed with [10YR 4/4] dark yellowish brown loam and asphalt and stone pieces.

Auger 7

Ao: 0-0.4 feet below surface - [10YR 4/4] dark yellowish brown loam

Fill: 0.4-1.0 feet below surface - [10YR 3/2] very dark grayish brown mixed with [10YR 4/3] brown, and [10YR 5/6] yellowish brown silty clay loam

B horizon: 1.0-1.4 feet below surface - [10YR 5/6] yellowish brown silty clay

SUMMARY AND RECOMMENDATIONS

A Phase I archeological investigation and disturbance assessment of a ±13.1-acre portion of the greater ±16.1 acre Paul VI Catholic High School property located along Fairfax Boulevard (Route 50) approximately 190 feet northeast of the intersection with Oak Street in Fairfax City, Virginia (Exhibit 1); a ±3-acre portion of the southeastern project area was previously subjected to Phase I testing by John Milner Associates (JMA) in 2008. Thunderbird Archeology, a division of Wetland Studies and Solutions, Inc., of Gainesville, Virginia, conducted the study described in this report for the IDI Group Companies of Arlington, Virginia. The fieldwork was carried out in August of 2016.

The archeological survey revealed that the most of the property has been significantly disturbed by the construction and maintenance of the school complex. A plowed stratum was identified in one small area in the north courtyard of the complex. This area was shovel tested and the plowed stratum appears to have been significantly disturbed by the construction and continued use of the property as a school. No cultural materials were located as result of the Phase I investigation and no further archeological work is recommended for the property.

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PLATES

Plate 1: North Courtyard
View to Southeast

Plate 2: Lower Athletic Field
View to South

Plate 3: Edge of Lower Athletic Field Showing Cut
View to South

APPENDIX 3:

STRUCTURAL REPORT FROM LINTON ENGINEERING

PAUL VI HIGH SCHOOL
REHABILITATION REPORT

Fairfax, VA

LINTON ENGINEERING, LLC
46090 Lake Center Plaza
Suite 309
Potomac Falls, VA 20165
(T) 571-323-0320
February 2, 2018

Introduction:

A visual structural survey was performed at the existing original 1935 portion of the two-level academic building located at the Paul VI school in Fairfax, VA. The purpose of the survey was to document the existing structure to provide a Structural Assessment of the proposed renovation work on the existing structure. During the field work performed on 07-25-2017 and 1-16-2018 the typical framing conditions were identified based upon the visually assessable areas of the building. The existing construction drawings dated April 1934 were also located and used in the building evaluation.

Evaluation Methodology:

All the items identified in this report were obtained through a visual survey. Visually accessible areas of the building structure were surveyed in detail. Only a small portion of the existing structure was visually accessible. The site observations were confirmed and verified against the existing construction drawings.

Physical Description:

The following observations were made of the original 60-foot x 202-foot circa 1935 portion of the existing school building. All findings are based upon the visually accessible portions of the existing structure and the existing structural drawings. The existing building is two stories above grade.

First Floor Level:

The first-floor level consists primarily of a 4-inch concrete grade support slab with the exception of the locations where a utility tunnel runs beneath the a few of the first-floor corridor locations. There is a below grade Boiler room area at the right rear portion of the building adjacent to the Auditorium. 14-inch open web steel joists spaced at 24-inches on center are used to span across the width of the Boiler room at this location.

Second Floor Level:

The 2nd floor structure is framed with open web steel joists spanning primarily front to back from the 12-inch brick exterior walls to the 12-inch brick interior corridor wall. See Photo #1. The joists are 10-inches deep at the short corridor span and 14-inches deep at the front and rear spans that flank the corridor. All joists are spaced at 24-inches on center and support a 2 ½-inch concrete slab over a floor deck consisting of wire mesh. See Photo #2. At locations where the corridor walls are discontinuous, steel angle lintels are used to span across the door openings. The joist span direction is reversed at the entry corridor where the two side 12-inch brick walls of the entry corridor are used to support the joists. A 30-inch deep x 172 #/ft steel girder beam spans across the width of the wall opening at the existing Auditorium. No structural defects were observed at any of the visually accessible second floor areas.

Roof Framing:

The framing for the roof also consists of open web steel joists spanning front to back between the brick walls at the exterior and to the interior brick walls. The joists are 16-inches deep at the front and rear spans and 10-inches deep across the width of the corridor. Steel angle lintels are used to the support the joists where the door openings occur in the corridor walls. Wall joists are spaced at 4-feet on center. Two 36-inch deep steel beams were used to span across the balcony area at the adjacent Auditorium. See Photos #3 and #4.

The joists support a roof deck system that appears to be tectum board type roofing consisting of a steel "T" spanning between the joists with the tectum panels located between the tees. The existing drawings indicate the roof is topped with a 2 ½-inch gypsum slab. No structural defects were observed at any of the visually accessible roof areas.

In looking at the various parapet conditions at the top of the roof, it was observed that existing parapet walls appear to align directly above the original 1935 building wall location. There are clear delineations between the existing original portion of the building and adjacent roof structures that occur where the existing Library, Cafeteria and Auditorium join to the classroom wing. See Photo #5.

Bearing Walls:

The 12-inch brick exterior walls and the interior 12-inch brick corridor walls are composed of interlocking multi-wythe brick. Header courses are present every few feet to tie the wythes together. See Photo #6. There are several existing 4-inch CMU walls present between the classrooms. It was confirmed that these walls are non-load bearing but may be contributing to the lateral force resisting system of the building.

Condition Assessment:

Based upon the visually accessible portions of the building, the existing structure appears to be in a very sound structural condition. No structural defects were observed in the existing framing for the 1st floor, 2nd floor or the roof. Additionally, there we no signs of any foundation settlement or cracking observed which would indicate excessive structural movement/deflection occurring in the building.

The only portion of the building where any signs of deterioration were observed was at isolated exterior mortar joint locations. The most consistent damage has occurred at the mortar joint locations at the jambs of the window openings where it appears that the steel angle lintel has rusted, causing volumetric expansion of the steel. This condition causes tensile stresses to develop in the adjacent mortar joints which cracks the mortar and causes the mortar joint to become loose and in some case open to the exterior. Subsequent additional brick damage is likely at these locations as additional water penetration can occur which leads to possible freeze-thaw damage.

Other locations of isolated mortar joint damage where observed at the base of wall in the front façade of the building.

The existing 1935 building structure is in a good condition and it can be readily adaptively reused for the proposed modifications. Minor mortar joint repointing work is needed at some locations and some minor lintel repair work is also needed. It appears that the 1935 original portion of the building is structurally independent of the adjacent building structures. The structure is in a solid structural condition and can be readily repurposed with little additional structural work. Some further, more detailed study will be needed in the areas where the classroom wing joins the adjacent building areas to confirm the full impact of the proposed demolition work.

It may be necessary to retain the two transverse 12-inch brick walls located in the main entry corridor in order to maintain a code compliant lateral force resisting system but there should be few additional engineering requirements in reusing the existing structure. Temporary shoring and bracing may be needed at the adjacent building areas as they are sequentially removed from around the perimeter of the original portion of the building to remain.

Work Recommendations:

The original 1935 portion of the existing school is framed structurally independent from the later adjacent additions. Thus, there is very little structural impact to the original structure to remain in regard to the proposed removal to the adjacent additions. It should be noted however that it may be necessary to retain the two-transverse interior 12-inch brick walls located in the main entry corridor in order to maintain a code compliant lateral force resisting system. Alternately, supplement steel frames or steel braced frames could be added into the existing structure at different transverse locations that would permit the removal of the entry walls. There should be few if any additional engineering requirements in reusing the existing structure. Temporary shoring and bracing may be needed at the adjacent building areas as they are sequentially removed from around the perimeter of the original portion of the building to remain.

Photo #1: Typical main corridor configuration

Photo #2: Open web steel floor joist with draped mesh supporting a concrete floor slab.

Photo #3: Roof deck spanning across an open web steel joist

Photo #4: W36 roof girder bearing into adjacent masonry wall

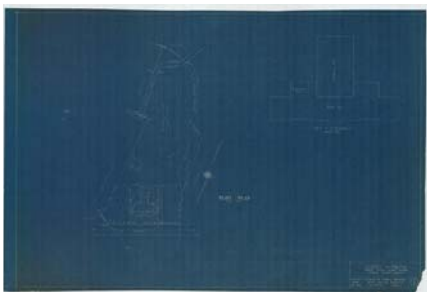
Photo #5: Roof parapet step and where addition joins original building.

APPENDIX 4:

ORIGINAL DRAWINGS 1934 - 1938

(CONTACT SHEET)

THESE DRAWINGS HAVE BEEN DIGITIZED AND ARE AVAILABLE IN THE VIRGINIA ROOM OF THE FAIRFAX COUNTY PUBLIC LIBRARY



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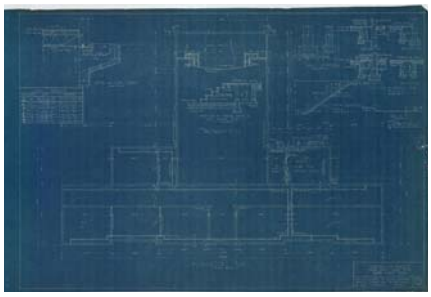

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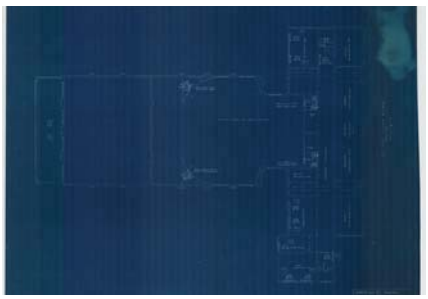

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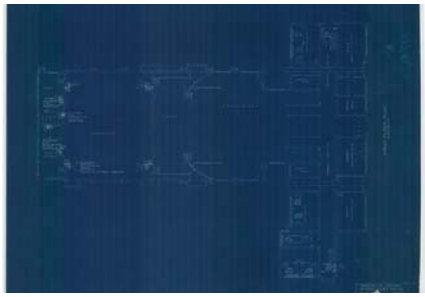

1938-08_Plan 912_Addition to School Fairfax_09.jpg

1938-08_Plan 912_Addition to School Fairfax_08.jpg

1938-08_Plan 912_Addition to School Fairfax_07.jpg

1938-08_Plan 912_Addition to School Fairfax_06.jpg

1938-08_Plan 912_Addition to School Fairfax_05.jpg

1938-08_Plan 912_Addition to School Fairfax_04.jpg

1938-08_Plan 912_Addition to School Fairfax_03.jpg

1938-08_Plan 912_Addition to School Fairfax_02.jpg

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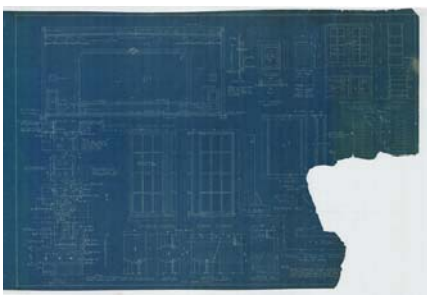

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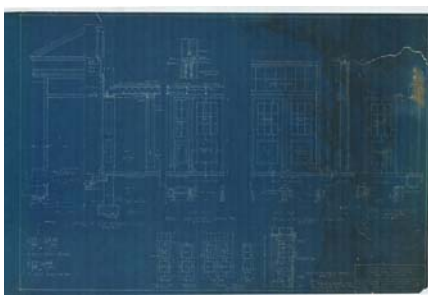

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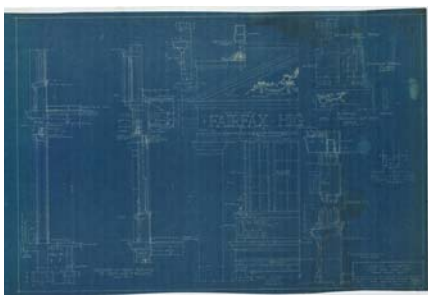

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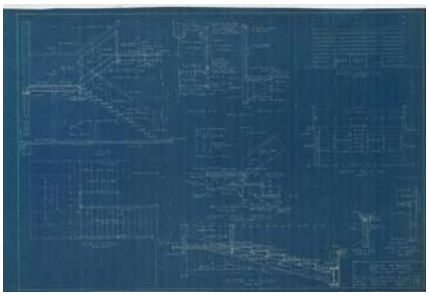

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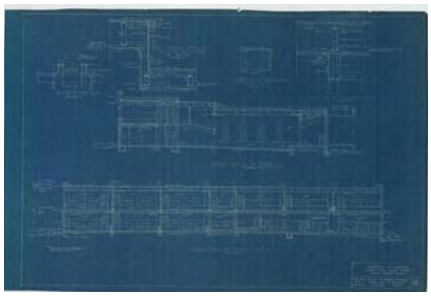

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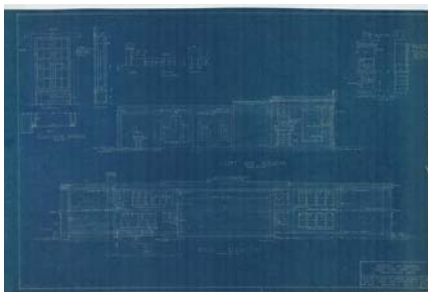

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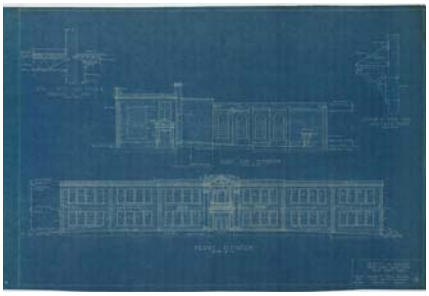

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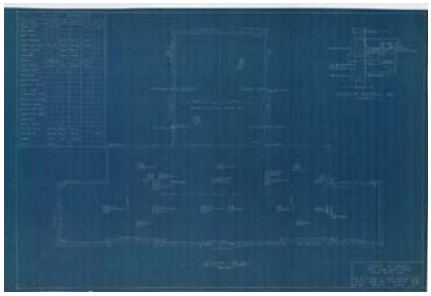

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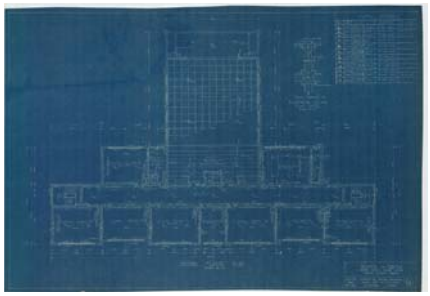

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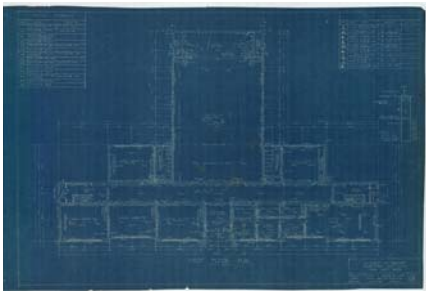

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APPENDIX 5:

DRAWINGS OF ADDITIONS

(CONTACT SHEET)

THESE DRAWINGS HAVE BEEN DIGITIZED AND ARE AVAILABLE IN THE VIRGINIA ROOM OF THE FAIRFAX COUNTY PUBLIC LIBRARY

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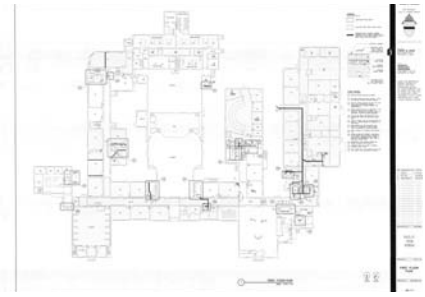

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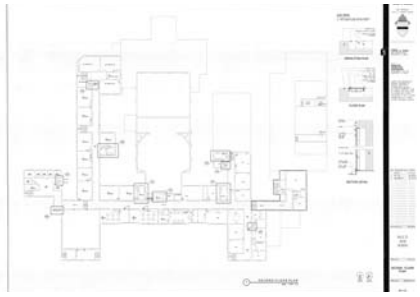

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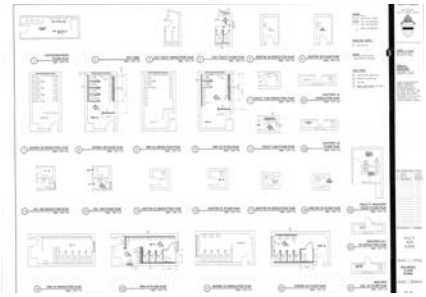

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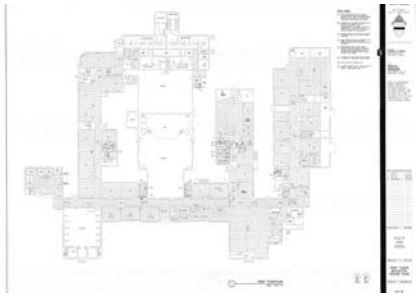

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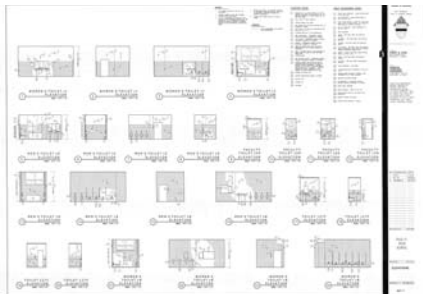

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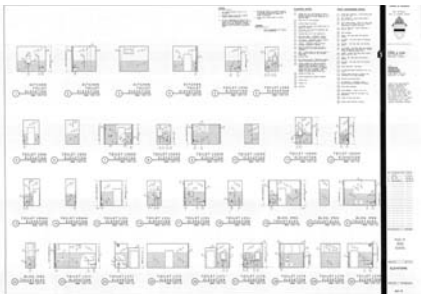

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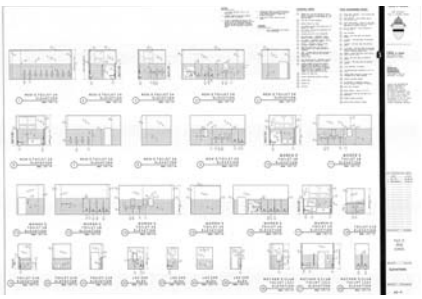

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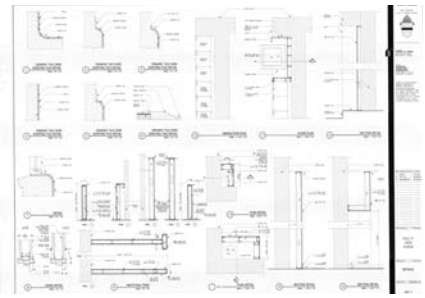

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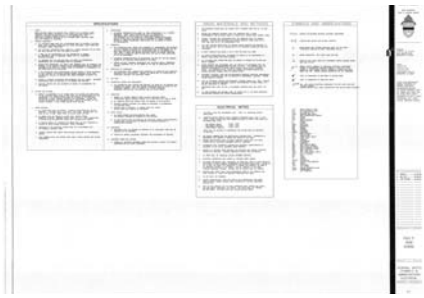

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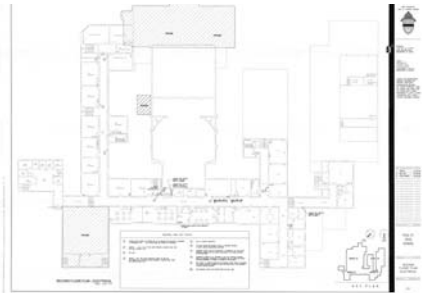

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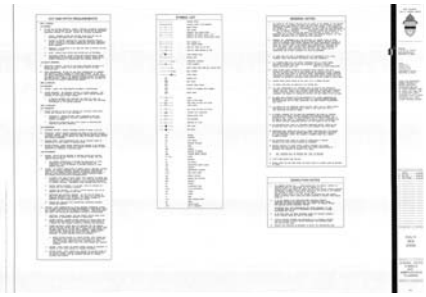

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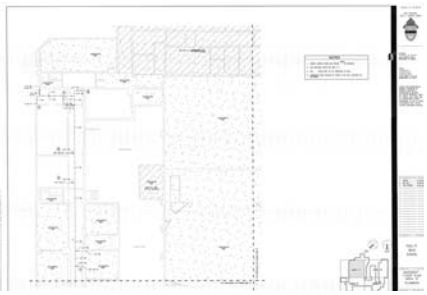

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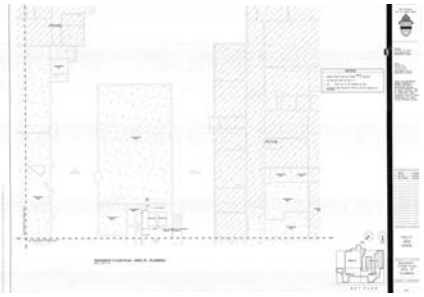

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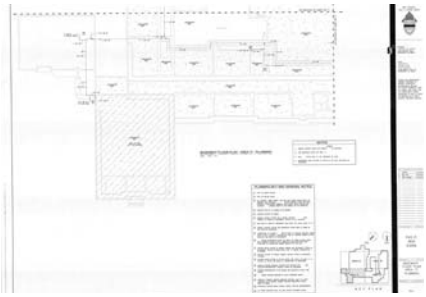
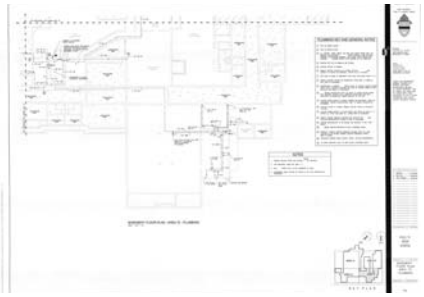
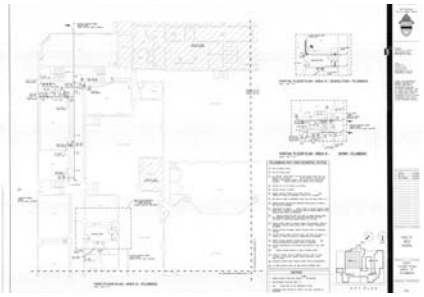


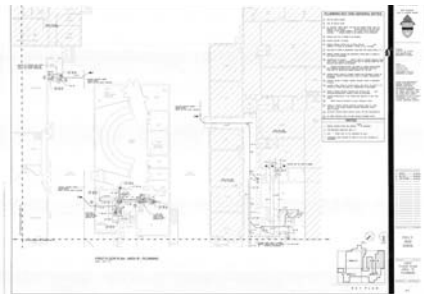
02-04-05 P4 Basement Floor Plan Area 'C' Plumbing PVI High School BID SET.jpg



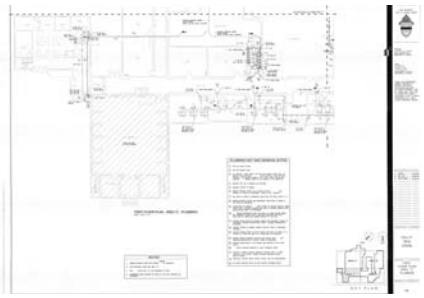
02-04-05 P5 Basement Floor Plan Area 'D' Plumbing PVI High School BID SET.jpg



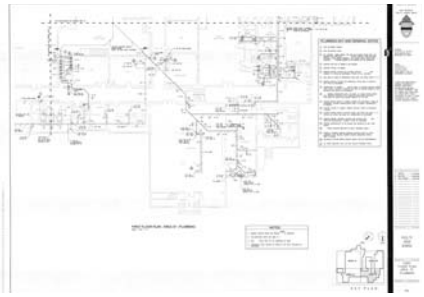
02-04-05 P6 First Floor Plan Area 'A' Plumbing PVI High School BID SET.jpg



02-04-05 P7 First Floor Plan Area 'B' Plumbing PVI High School BID SET.jpg

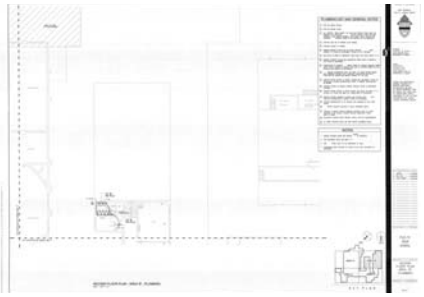


02-04-05 P8 First Floor Plan Area 'C' Plumbing PVI High School BID SET.jpg

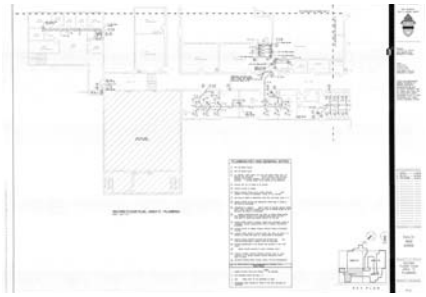


02-04-05 P9 First Floor Plan Area 'D' Plumbing PVI High School BID SET.jpg

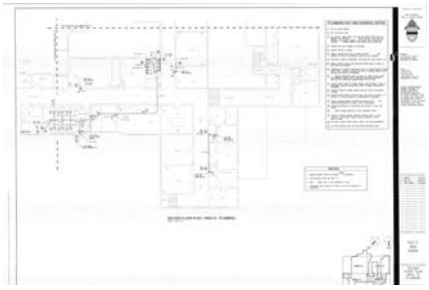
02-04-05 P10 Second Floor Plan Area 'A' Plumbing PVI High School BID SET.jpg



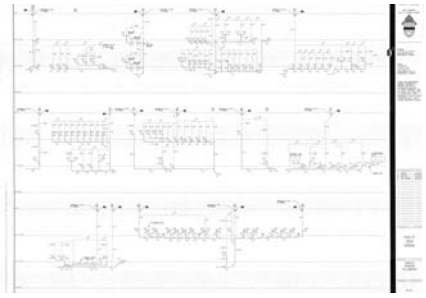
02-04-05 P11 Second Floor Plan Area 'B' Plumbing PVI High School BID SET.jpg



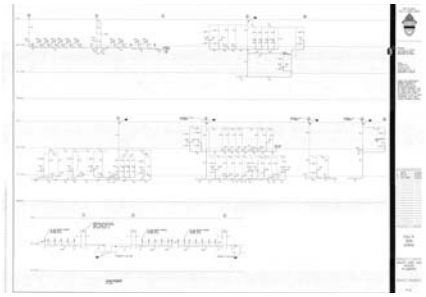
02-04-05 P12 Second Floor Plan Area 'C' Plumbing PVI High School BID SET.jpg



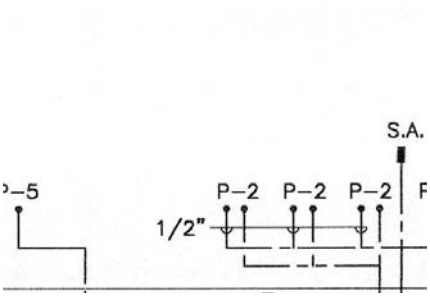
02-04-05 P13 Second Floor Plan Area 'D' Plumbing PVI High School BID SET.jpg



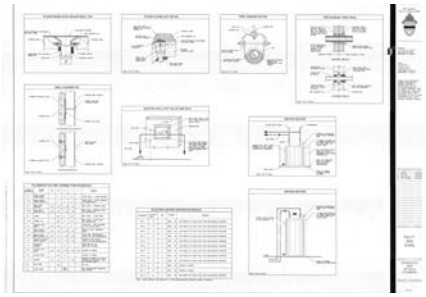
02-04-05 P14 Water Risers Plumbing PVI High School BID SET.jpg



02-04-05 P15 Waste & Gas Risers Plumbing PVI High School BID SET.jpg



02-04-05 P16 Water Riser Diagram Plumbing PVI High School BID SET.jpg

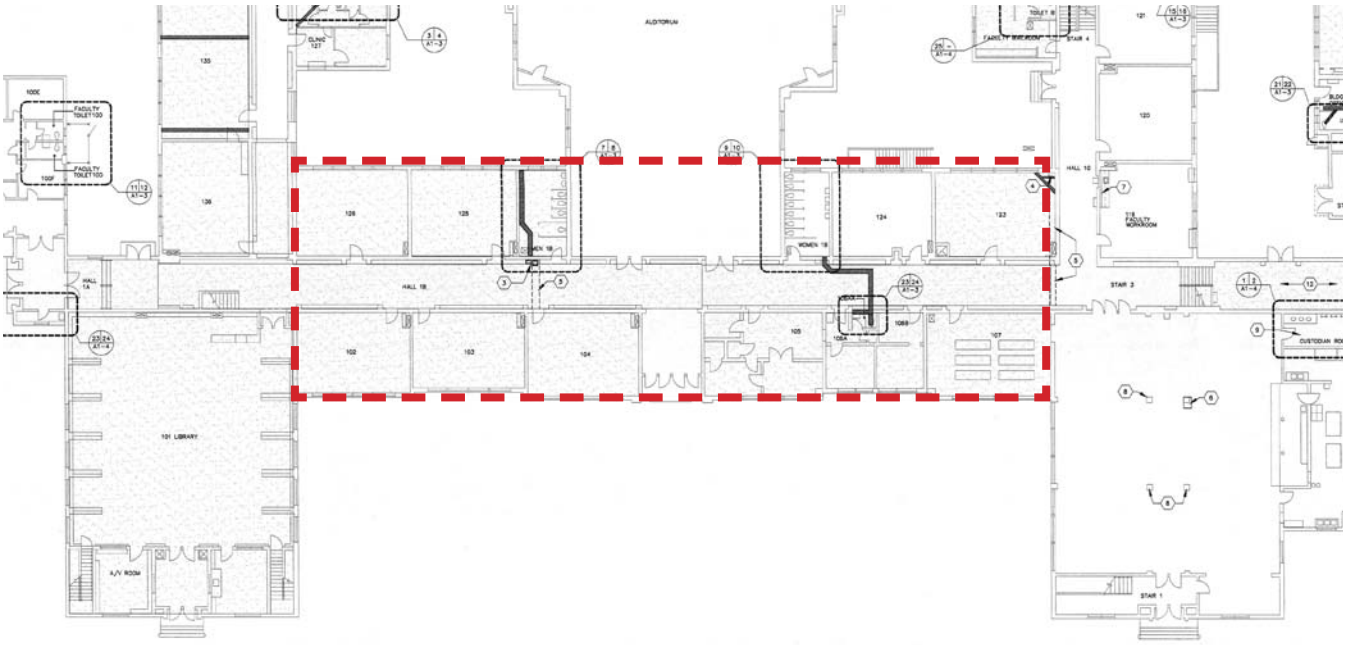


02-04-05 P17 Schedules amd Details Plumbing PVI High School BID SET.jpg

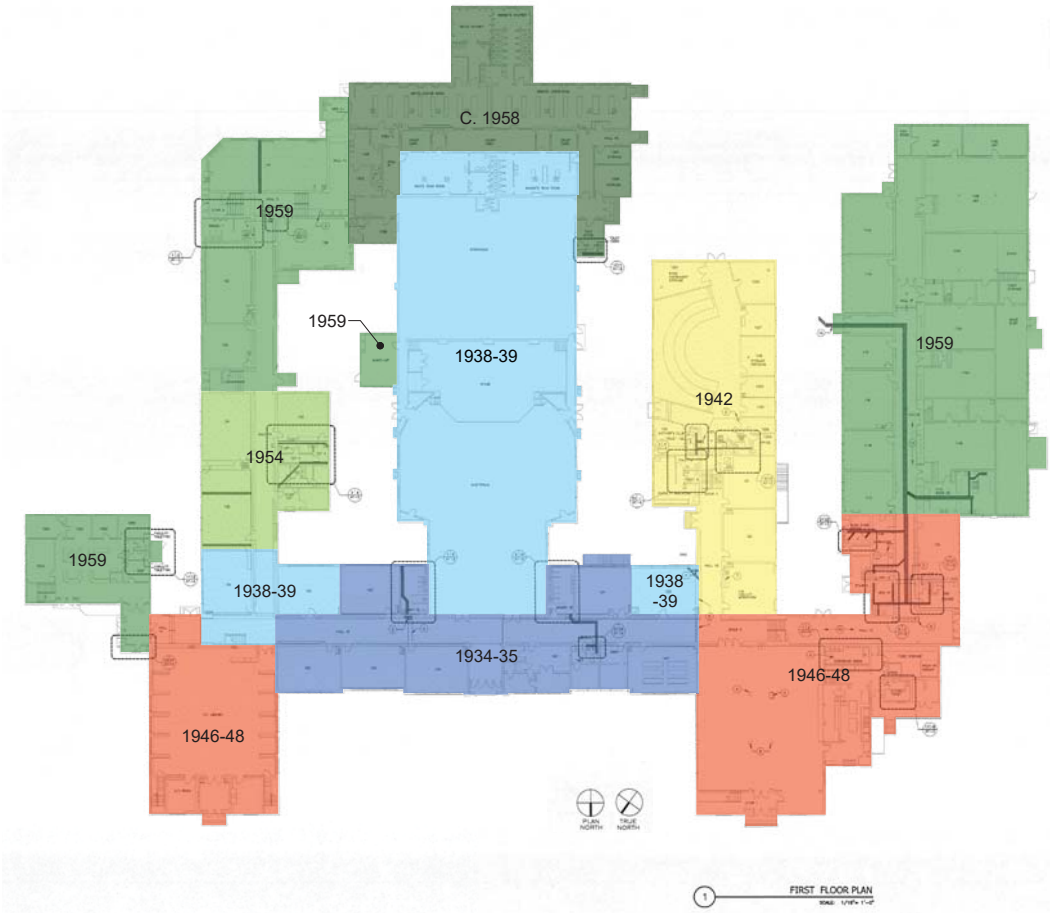
APPENDIX 6:

2018 PHOTOS OF CAMPUS

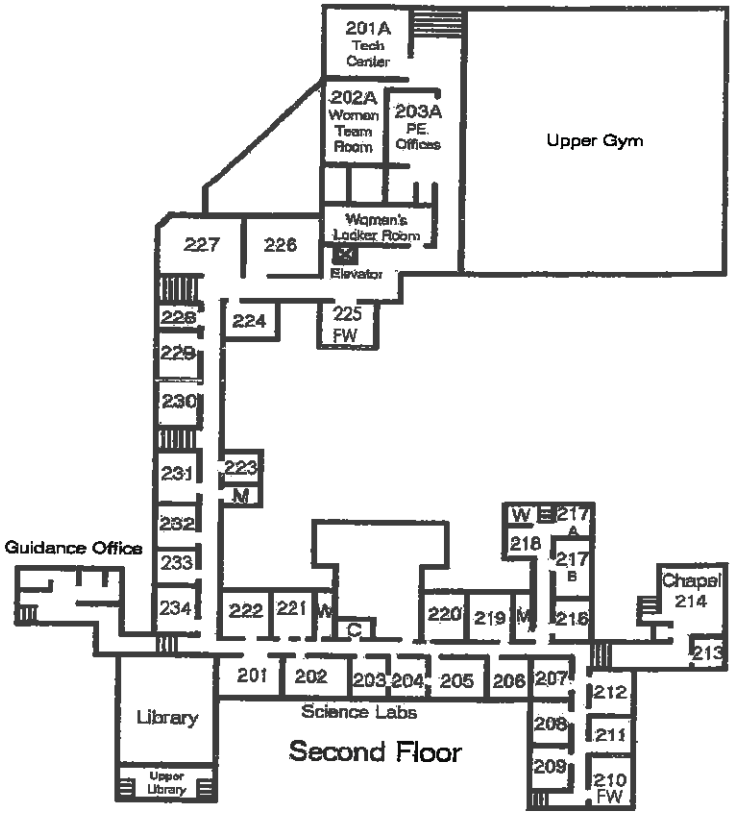
(CONTACT SHEET)

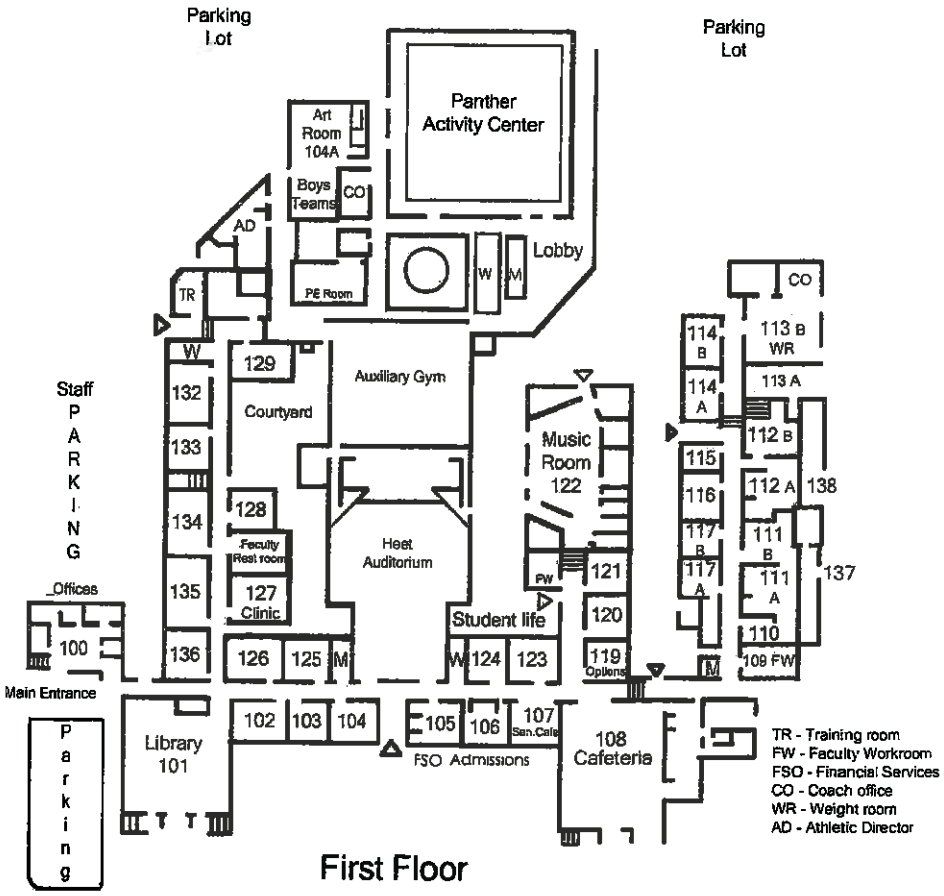


2005 A1-1 First Floor Plan PVI High School (cropped)
(footprint in red of portion of building to remain)



2002 plan with construction dates


201A
Tech
Center
202A
Women
Team
Room
203A
PE.
Offices
Upper Gym
Women's
Locker Room
227
226
Elevator
228
224
225
FW
229
230
231
223
M
232
233
Guidance Office
234
222
221
W
C
220
219
M
W
217
A
216
217
B
216
Chapel
214
213
201
202
203
204
205
206
207
212
Library
Science Labs
208
211
209
210
FW
Upper
Library
Second Floor


Parking
Lot
Parking
Lot
Art
Room
104A
Panther
Activity Center
Boys
Teams
CO
AD
Lobby
W
M
PE Room
TR
CO
114
B
113 B
WR
W
129
Auxiliary Gym
114
A
113 A
Staff
P
A
R
K
I
N
G
132
Courtyard
112 B
Music
Room
122
115
133
116
112 A
138
128
Faculty
Rest room
134
Heet
Auditorium
117
B
111
B
Offices
127
Clinic
PW
121
117
A
111
A
137
135
Student life
120
100
136
126
125
M
W
124
123
119
Options
M
110
109 FW
Main Entrance
Parking
Library
101
102
103
104
105
106
107
San.Cafe
FSO Admissions
108
Cafeteria
TR - Training room
FW - Faculty Workroom
FSO - Financial Services
CO - Coach office
WR - Weight room
AD - Athletic Director
First Floor

1934 Original School Facade_View SE_Maas 2018

1942 Shop Wing_1938 and 1934 School_View SW_L-to-R_Maas 2018

1946 NW Wing Basement Entrance_View SE-S_Maas 2018

1950s Athletic Field Ticket Booth_View SE_Maas 2018

1959 SE Addition_1954 Senior Wing_1959 NE Office Addition_L-to-R_View NW_Maas 2018

1990s Panther Bleachers_View E_Maas 2018

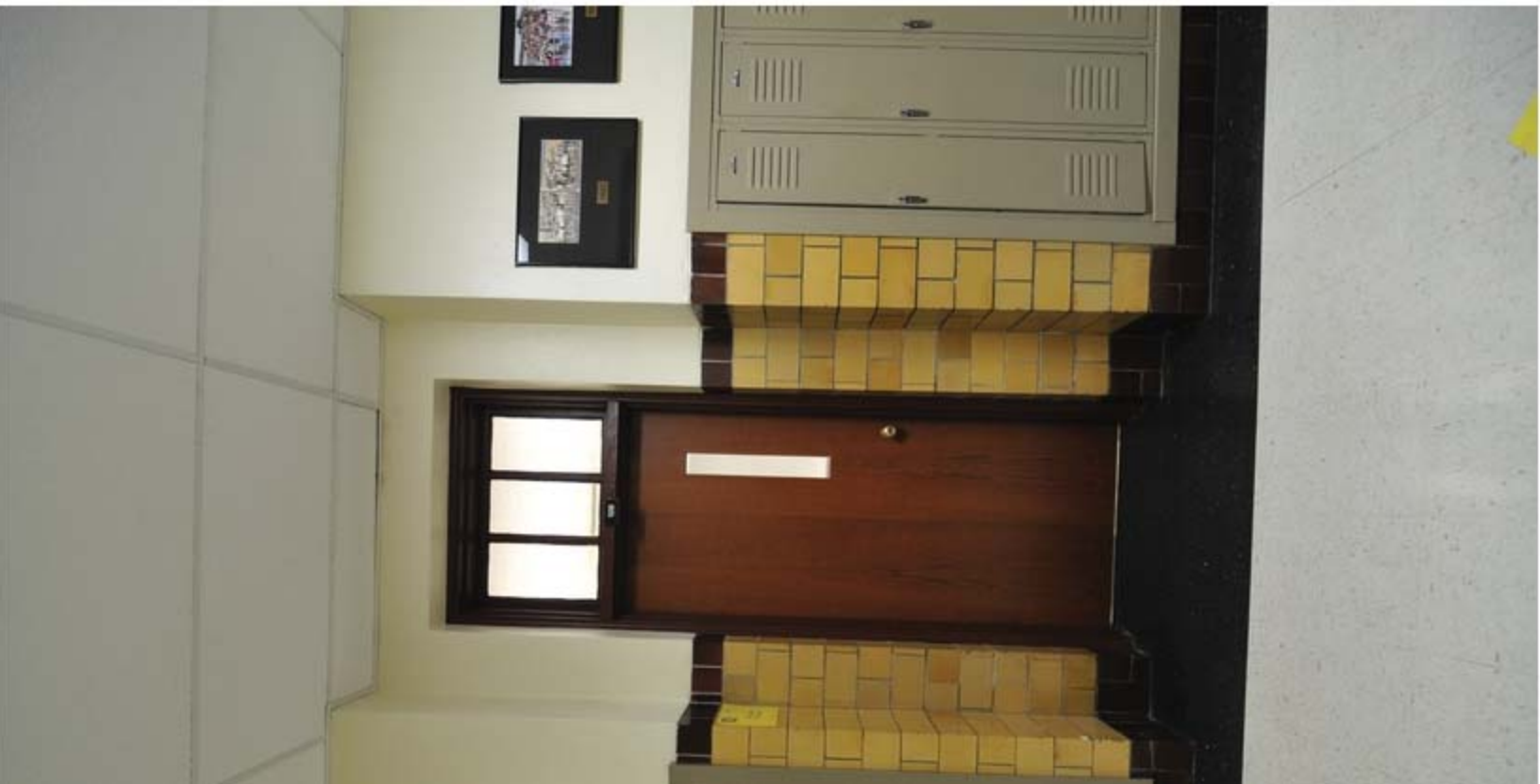
NE Courtyard 1930s-1950s Additions_View NW_Maas 2018

1934 Original School Floor 1 Hall_View SE_Maas 2018

1938 Auditorium Backstage Hall_View NW to 1959 Dressing Room and 1938 Gym_Maas 2018

1938 Auditorium Seating_View SE_Maas 2018

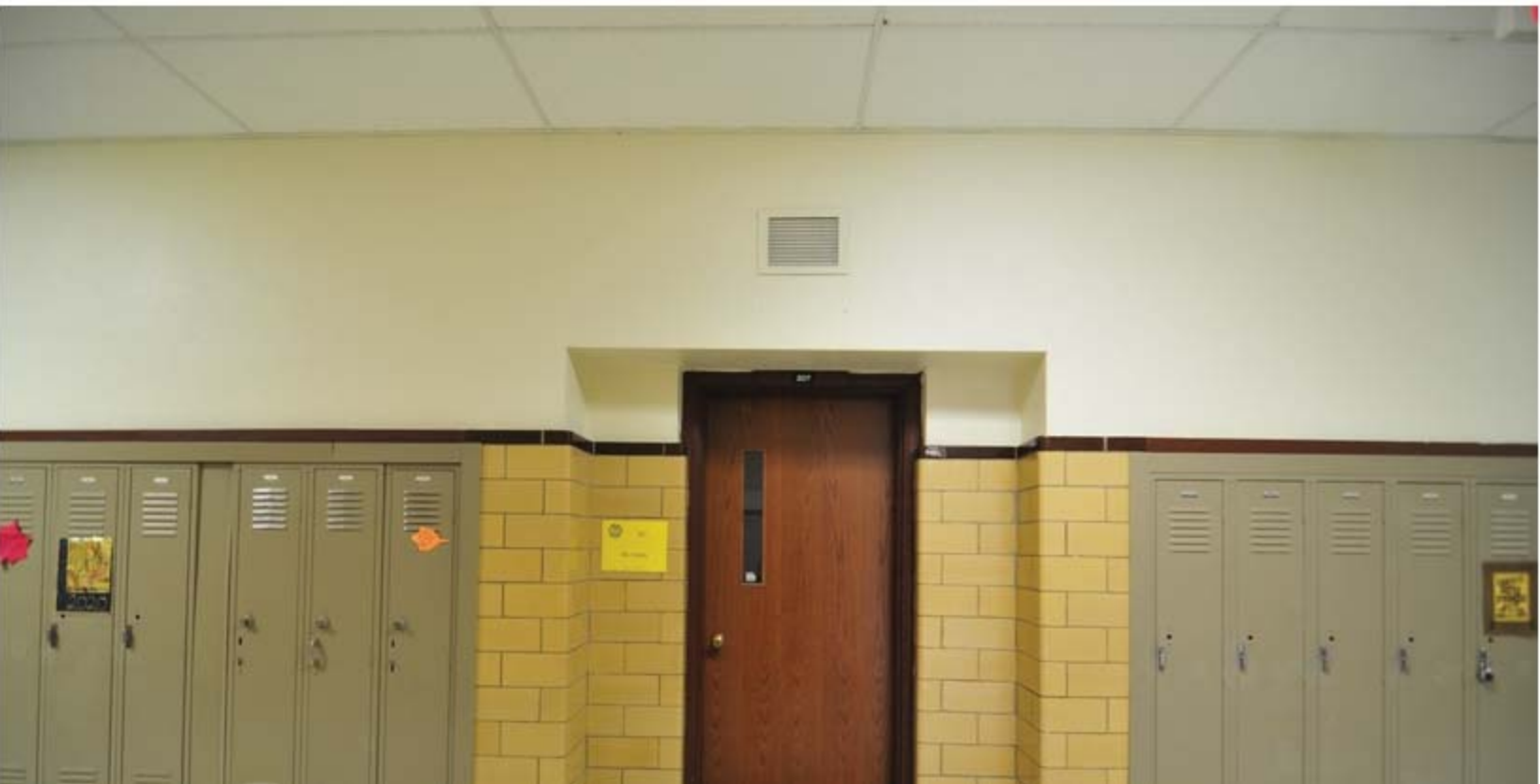
1938 NE Addition Floor 1 Hall_View NE to 1946 Wing_Maas 2018



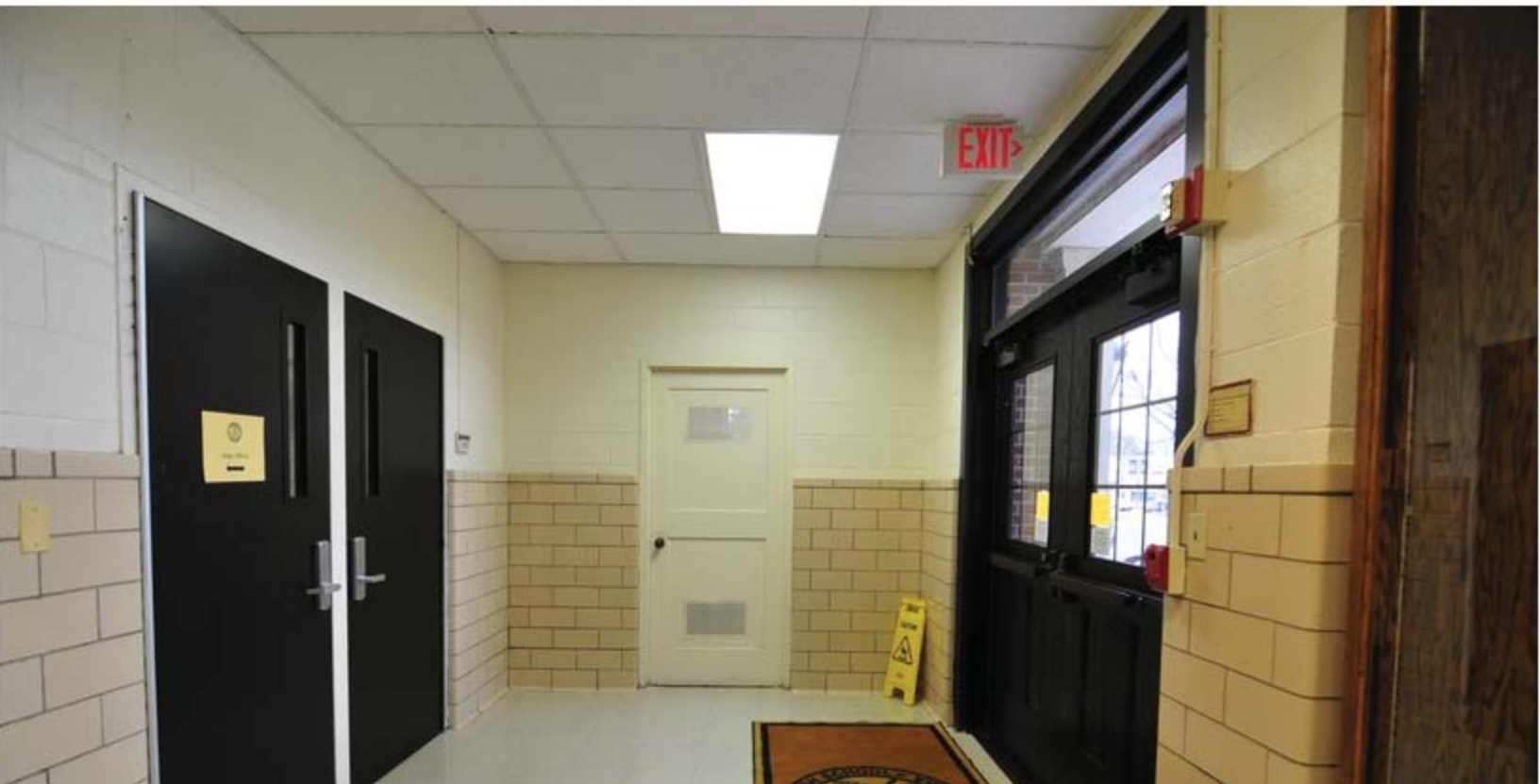
1942 Shop Wing Room 122_View S of Current Practice Space_Maas 2018

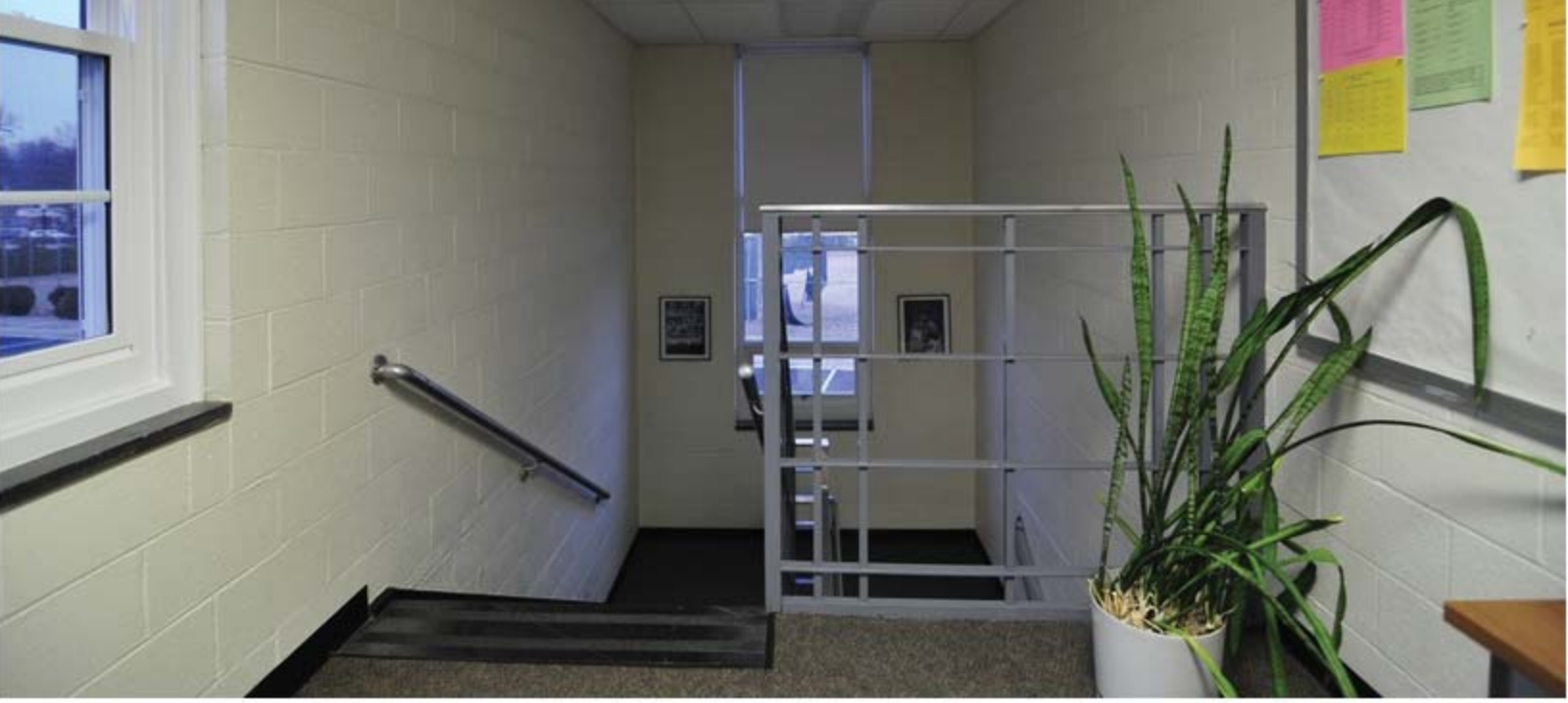
1946 NW Wing Cafeteria Buffet Line_Room 108_View S_Maas 2018.JPG

1946 NW Wing Floor 2 Classroom Hall_View NW_Maas 2018.JPG

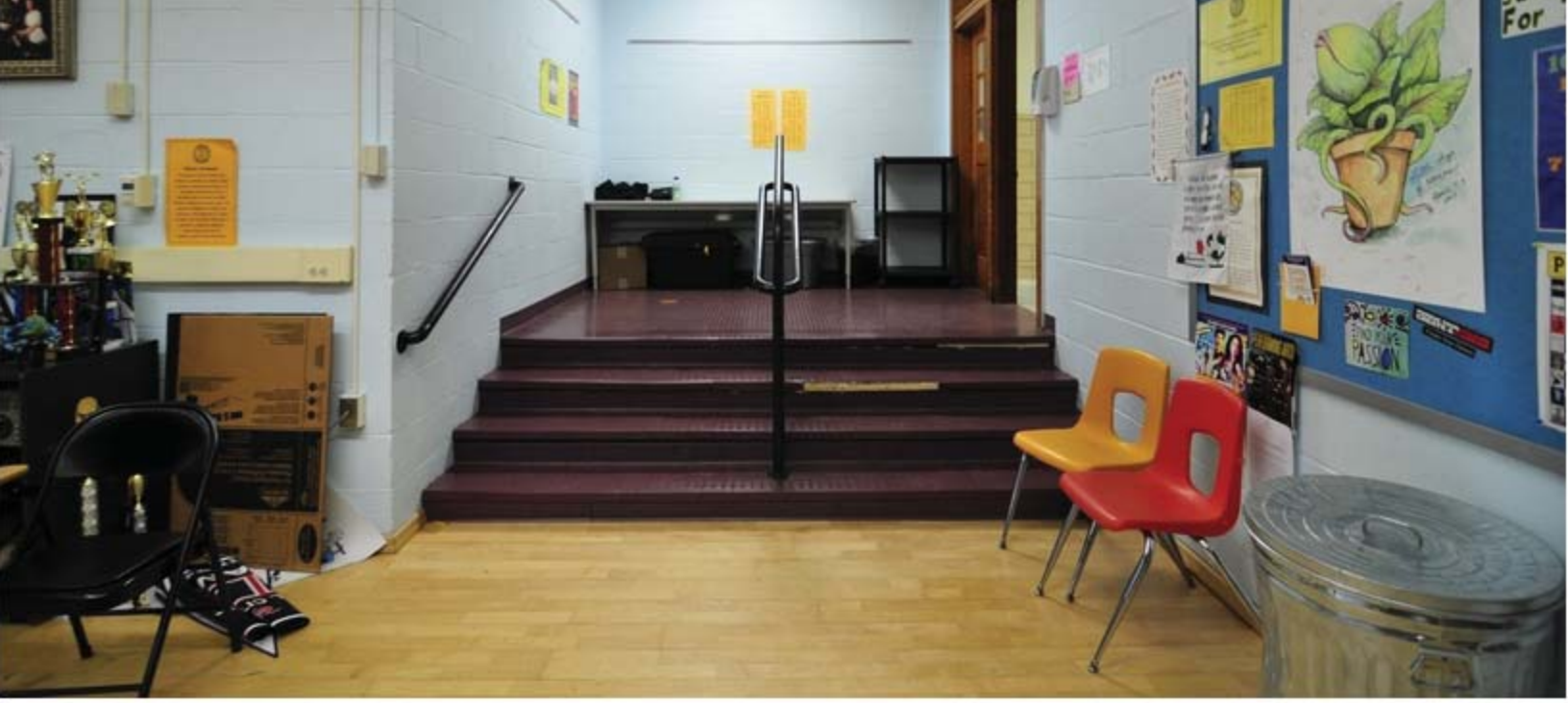


1954 Senior Wing Addition Hall_View SW_Maas 2018





1959 NE Office Addition_Room 200 Stairwell_View NE_Maas 2018



1959 SW Addition Room 113A_View NW_Maas 2018

1959 SW Addition Stairwell_View NE next to 1954 Wing_Maas 2018

2002 Panther Addition Gym_View W from Floor 2_Maas 2018