

HISTORIC PROPERTY SURVEY UPDATE OF THE CITY OF FAIRFAX, VIRGINIA



Old Town Hall, 3999 University Drive, (EHT Tracerics, 2004)

FINAL REPORT

**PREPARED BY
EHT TRACERICS, INC.**

**FOR
THE CITY OF FAIRFAX, VIRGINIA
OFFICE OF HISTORIC RESOURCES**

2004

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OF
THE CITY OF FAIRFAX, VIRGINIA**

Final Report

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Office of Historic Resources**

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2004**

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ABSTRACT

The Historic Property Survey Update of the City of Fairfax, Virginia, was conducted between April 2004 and July 2004 by the architectural and historic preservation firm of EHT Tracerics, Inc. under the direction of the City of Fairfax, Office of Historic Resources and the Virginia Department of Historic Resources (VDHR). The project was to result in the reconnaissance survey of approximately 500 properties encompassing approximately six square miles that represent the areas and periods of significance of the City of Fairfax as defined in the historic context prepared as part of this project. The Survey Update ultimately resulted in the documentation of 551 properties in the City of Fairfax. A detailed historic context, survey findings, and recommendations were prepared as part of the Survey Update report. A draft National Register of Historic Places nomination was prepared that amends the period of significance and expands the boundaries of the City of Fairfax Historic District.

As stated in the historic context, the period of significance for the City of Fairfax began in 1798 with the surveying of four acres of Richard Ratcliffe's land near Caleb Earpe's store as the site of the new Fairfax County Courthouse. Originally, this crossroads village was known as the Town of Providence, although it was more commonly referred to as Fairfax Court House. By the 1830s, Fairfax Court House was well established as the seat of local government and was also becoming a local trading center. Continued improvements to the various modes of transportation for passengers, mail, and products aided in escalating the population of Fairfax Court House and Fairfax County. After the devastating destruction caused by the Civil War, Fairfax Court House and the surrounding county gradually recovered. The rural agrarian nature of the county, which was devoted to the growth of tobacco and then wheat prior to the Civil War, was changed by the establishment of dairy farms, fruit orchards and vegetable gardens. In 1874, the name of the county seat was officially changed from Providence to Fairfax, which was incorporated as the Town of Fairfax in 1892. The growing population of Washington, D.C. and the many expanding modes of transportation at the turn of the twentieth century began to impact the development of Fairfax. The planned suburban neighborhoods began to develop, forcing a change that required the abandonment of the agricultural base which traditionally supported the area. Commercial and financial growth began in earnest, with the majority of the businesses concentrated along Main Street, between what is now Chain Bridge Road and East Street, and Lee Highway. The new patterns of development were also spurred by the establishment of streetcar, bus lines, and the ever-increasing popularity of the automobile. The Town of Fairfax was home to 516 residents in 1920 and 635 persons by 1930. The on-going agricultural base of the area was documented by the six farms enumerated within the town limits by the census. Yet, the suburbanization of the Washington Metropolitan Area was quickly encroaching on the Town of Fairfax. By 1940, population of the Town of Fairfax had more than doubled to about 800 people. Between 1955 and 1960, the Town annexed land to the east, north and west, expanding its boundaries from 2.5 square miles to approximately six square miles. Consequently, the number of housing units increased from about 1,400 to 3,700. In 1961, the Town was incorporated as an independent city, with a population of over 14,000 persons. In 1987, the buildings located at the center of the City that represented periods of historical development and were associated with the major events in the history of the county seat were listed in the National Register of Historic Places as the City of Fairfax Historic District. The rapid construction

of new housing units, commercial establishments, and government facilities has continued in earnest alongside the preservation and restoration of many of the City's most significant properties. Consequently, the historic resources of the City of Fairfax, today home to over 21,000 residents, exemplify the growth patterns from an early-nineteenth-century village to a twentieth-century suburb of the nation's capital.

The Survey Update, which was to consist of approximately 500 properties but ultimately resulted in the documentation of 551 properties, centered on the updating of previously recorded resources in the City of Fairfax Historic District, historic properties fronting the major transportation corridors, and the documentation of various building types and styles in twenty-two of the early- to mid-twentieth-century suburbs. Although surveyed as part of the City of Fairfax Historic District, fifty-seven properties were updated by EHT Tracerics to reflect the present level of documentation required by VDHR and the National Register of Historic Places. Further, current photographic documentation and an assessment of integrity were prepared for properties within the historic district. This work resulted in the comprehensive documentation of all properties in the City of Fairfax Historic District to the standards of VDHR.

The redevelopment, particularly along major transportation corridors, has threatened many of the City's historic commercial resources and residential properties. On-site survey of 494 previously undocumented resources along primary transportation routes, such as Lee Highway, Old Lee Highway, Main Street and Chain Bridge Road, was undertaken. Select buildings throughout the City that were particularly vulnerable to redevelopment, and in many cases demolition, were also surveyed to ensure documentation.

Although many of the most significant historic resources within the original crossroads section of the City and along the major transportation corridors were previously documented, residential buildings in the early- to mid-twentieth-century suburbs were largely overlooked. In 1988, historic preservation consultant Emma Jane Saxe was hired by the City to survey a section of the suburb known as Cedar Avenue. The work resulted in the documentation of twenty-three buildings dating from 1870 to the 1950s and recommendations for the establishment of a historic district. Although a number of preservation alternatives were examined and specific recommendations for a Fairfax Triangle Residential District were made by City staff in 1990, no additional progress was made in the documentation of the City of Fairfax's suburbs. EHT Tracerics surveyed and documented approximately 369 historic resources in twenty-two of the City's suburbs. This work included on-site reconnaissance survey and research into the establishment of the suburbs, including the builders, developers, architects, and marketing used to lure potential buyers.

Each resource documented was architecturally defined, physically assessed, photographed with black-and-white film, and evaluated for its contribution to the historic context of the City of Fairfax. EHT Tracerics used historic maps, subdivision plats, land records, tax assessment and real estate records, oral histories, vertical files maintained by the City of Fairfax, local and federal repositories such as the Virginia Room of the Fairfax County Public Library and the Fairfax Museum and Visitor Center, and our vast knowledge of architectural styles to properly identify historic resources to be included in the Survey Update. Each property was entered into VDHR's Data Sharing System (DSS), the official state repository for information on historic resources.

One outcome of the reconnaissance Survey Update is the recommendation for further survey work and nomination of properties to the Virginia Landmarks Register and the National Register of Historic Places. The recommendations with justification for the proposed work are noted in detail in a separate section of this report. The reconnaissance-level survey of the City of Fairfax should be continued at all costs to ensure a comprehensive recordation of its historic properties and the context in which they developed. A comprehensive reconnaissance survey of the many subdivisions forming the periphery of the City should be conducted to more fully understand the development of these twentieth-century suburbs, their developers and architects, and the modern materials employed in the construction of the residential buildings. Intensive-level survey, which requires interior access, should be conducted on nineteen properties noted in the recommendation section of this report. These properties merit an interior survey because of their date of construction, architectural style, and/or historic significance, and/or are representative resources in the residential subdivisions that employ modern building forms, techniques, and/or materials. Additionally, survey of the subdivisions, despite the non-historic status (less than fifty years) of many of the resources, should be conducted. Collectively, these buildings document a specific period of development in the City of Fairfax and should be comprehensively recorded in an effort to more fully understand their architectural styles, materials, siting, and associated developers.

Updating the survey documentation for the City of Fairfax Historic District led to the preparation of a draft National Register of Historic Places nomination that addresses the expansion of the existing district and amends the period of significance. This amendment, prepared to augment rather than replace the existing nomination, includes additional historic and even non-historic resources that reflect the changing needs of the county seat from the early 1800s to the middle part of the twentieth century. This document should be thoroughly edited and supplemented with photographic documentation prior to submittal to VDHR and the National Register of Historic Places. Intensive-level survey of the most significant buildings, particularly those related to the City's founding as the county seat, should be performed. A Preliminary Information Form (PIF) should be prepared for streetcar-related subdivisions to determine the significance and boundaries of this area. Further, a Multiple Property Documentation Form should be prepared for automobile-related resources, particularly those located along Lee Highway. Building types identified include service stations, restaurants, and motels.

ACKNOWLEDGMENTS

EHT Traceries wishes to thank Dr. Christopher Martin of the Office of Historic Resources and the staff of the Department of Community Development and Planning for their commitment and support to this project. Additionally, EHT Traceries extends their gratitude to Edward C. Trexler, who aided in the documentation of many previously unrecognized properties. David A. Edwards and Paige Weiss of VDHR also deserve praise for assisting EHT Traceries in meeting the needs of the City and the State. Additionally, Harry (Quatro) Hubbard of VDHR merits a great deal of thanks for his unending assistance. EHT Traceries would also like to thank the Library of Virginia, Fairfax County Public Library's Virginia Room, the Fairfax Museum and Visitor Center, and Historic Fairfax City, Inc. The many historians, architectural historians, and archaeologists who have so admirably documented the advent and demise of the streetcar and railways, the devastation of the Civil War, and the history of Fairfax Station, Fairfax County, and the City of Fairfax deserve praise. A special word of gratitude is sent to the many residents of the City of Fairfax, who allowed access to their properties and provided valuable information regarding the history of the city, neighborhoods, and individual resources.

STAFFING

Funded by the City of Fairfax Office of Historic Resources and VDHR through the Certified Local Government program, the Survey Update of the City of Fairfax was contracted to EHT Traceries, an architectural history firm specializing in historic preservation. Laura V. Trieschmann served as Project Director/Senior Architectural Historian, responsible for overseeing the completion of the project, writing the historic context and final survey report, and conducting the final assessment of the resources. The on-site field work and production of survey products was performed by architectural historians Gerald Maready, Kristie Baynard, and Patti Kuhn. The full-time staff was aided by interns Carrie Barton and Erica Rozek, both of whom have undergraduate degrees related to historic preservation and architectural history. Ms. Kuhn also prepared the draft expansion nomination of the City of Fairfax Historic District and assisted with the completion of the survey report. Historian Andrea Schoenfeld conducted the archival research and prepared the biographical and development histories of the platted subdivisions included in the Survey Update.

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INTRODUCTION

Objectives

The goal of the Survey Update project was to gather and evaluate information about the historic properties and their resources within the City of Fairfax in an effort to more fully comprehend and support their contribution to the City's heritage. The project was intended to: 1) synthesize and complete documentation of previously identified historic properties into a computerized database format (VDHR-DSS); 2) collect additional information and survey previously unidentified or unevaluated historic properties and potential historic districts; and 3) heighten public awareness about historic resources in the City of Fairfax to encourage citizen appreciation of their history.

Scope of Work

The project was organized into basic tasks:

- 1) The survey and documentation to the reconnaissance level of approximately 500 historic resources in the City of Fairfax. Particular attention was to be paid to the resources, historic and non-historic, in the City of Fairfax Historic District, surrounding residential suburbs, and major transportation corridors; and
- 2) The identification of potential historic districts and individual properties eligible for listing on the Virginia Landmarks Register and the National Register of Historic Places.

Methodology

Approach

The Historic Property Survey Update was accomplished by working closely with the City of Fairfax and its representatives to identify important architectural resources; by taking full advantage of the Data Sharing Software (DSS) database to document and analyze historic properties; by understanding the history and geography to insure that selected cultural resources accurately illustrate the City's historic context through the best-preserved and least-altered examples as subsumed under VDHR's eighteen historic context themes; by utilizing years of sound survey experience to ensure an efficient effort; by employing a management methodology that is designed to result in an on-time performance; and by maximizing the potential of an experienced staff.

To achieve the desired products, EHT Tracerics organized a team with the credentials, skills, and successful experience to do the work. The team was composed of three members: a Project Director/Senior Architectural Historian and three Architectural Historian/Surveyors. The Project Director/Senior Architectural Historian managed the administration of the Survey Update project, directed the tasks and was responsible for preparing the Final Survey Update Report. She also

functioned as the primary architectural historian, working with the team to evaluate the resources based on the historic context. Additionally, the Senior Architectural Historian was responsible for assessing potential landmarks and historic districts. The Architectural Historian/Surveyors managed the information on previously recorded resources – synthesizing, consolidating, undertaking data entry, locating the properties and resources, and updating records as appropriate. They worked together in the field, surveying and documenting resources that met the survey criteria. The Historian researched and documented the development of the many suburbs surrounding the historic town center.

Basic to the methodology was the determination of criteria for selecting properties to be surveyed using the National Register of Historic Places and VDHR standards, historic themes, and requirements. This was a team effort that allowed on-site decision-making. A system was established to select properties for survey by synthesizing the established standards, the eighteen VDHR historic context themes, the basic historic context outline, and contractual requirements. Next, a plan was developed for managing the information on the previously recorded properties, for updating records as necessary, and for identifying and surveying new resources for survey at the reconnaissance level. Priority was given to those properties under review by the City of Fairfax Office of Historic Resources and the Department of Community Development and Planning and/or slated for demolition.

The recordation of the properties to VDHR standards ensured the successful completion of the contract. Implementing the Survey Design, 551 resources were surveyed to a reconnaissance level by EHT Tracerics. Fifty-two previously recorded properties within the City of Fairfax Historic District were located and information brought up to a standard equal to that employed for the newly identified resources.

Each reconnaissance level survey form recorded a single property, including its primary and secondary resources. Each completed form that contained a contributing primary resource included a detailed physical description of that primary resource as well as a brief description of the secondary resources on the property. It also included a brief evaluation of the property as an entity, placing it in its local historical and architectural context. Labeled, black-and-white photographs that document the resource(s) accompanied all forms. The photographic documentation included a range of two to five views, with an average of two to three views of the primary resource and a minimum of one photograph per contributing secondary resource or group of secondary resources if located close together. The photographs sufficiently illustrate the architectural character of the primary resource: at least one photograph was taken at close range. A simple site plan sketch of the property indicating the relationship between primary and secondary resources was completed for each surveyed property. The site plans were prepared neatly in pencil on graph paper. The site plan sketch included the main road and any significant natural features. Copies of the relevant sections of USGS Quadrangle maps and county base maps were submitted with each group of forms as required. Copies of the City of Fairfax Historic District boundaries were submitted for those properties located within the historic district.

Representative examples of cultural resources over fifty years old were selected for recordation using our understanding of the history of the City of Fairfax and related architecture. With assistance from

the City of Fairfax Office of Historic Resources and Department of Community Development and Planning, survey priorities were established. Efforts were made to identify the best-preserved and least-altered examples of various resource types subsumed under the eighteen VDHR historic themes. Special attention was paid to early outbuildings and structures, significant buildings in poor condition or threatened by imminent destruction, resources related to ethnic minority cultures, pre-1860 resources, including outbuildings and farm structures, previously surveyed properties that warranted updated or additional information, and significant buildings that may be affected by transportation network improvements (i.e. road or railroad construction). A sampling survey of residential buildings within the platted suburbs surrounding the historic town center was conducted in an effort to understand the development of these neighborhoods, the periods in which they were improved, and the architectural styles and materials illustrated.

Work Plan

Implementation of the proposed work was based on an incremental process as outlined in the following six task descriptions.

- TASK 1: Project Organization and Management
- TASK 2: Survey Update Design
- TASK 3: Research
- TASK 4: Survey Update
- TASK 5: Historic Context and Survey Update Report
- TASK 6: Project Completion

Task 1: Project Organization and Management

Project organization consisted of the establishment of a work schedule, coordination of the team members and the City staff, establishment of work assignments, arrangement for the necessary materials to undertake the work tasks, and maintenance of the project schedule.

The project director, largely responsible for organization and management, functioned as liaison between the City of Fairfax and the project team. Contact with VDHR was maintained by the City of Fairfax. Activities included regular monitoring of the project's progress, preparation of the monthly progress reports, problem solving in conjunction with project staff, and attendance at required progress meetings.

The project was managed through a system of task-oriented hierarchy. Incremental monitoring was combined with milestone review indicated as "results" for each task listed in the work plan. The monthly progress reports recorded milestone completion for review.

Task 2: Survey Update Design

In preparation for fieldwork, the reviewed materials, maps and previous survey routes, suburban development, and immediate needs of the Office of Historic Resources were studied to determine the best approach for covering as much area as possible. This information was discussed and the potential course of action prepared for the City staff's review and approval. The Survey Update design was revised and up-dated as necessary during the course of the on-site and archival efforts. Priority was given to the City of Fairfax Historic District, the subdivided neighborhoods, and major transportation corridors, and previously unsurveyed resources over fifty years of age.

Task 3: Research

Prior to beginning fieldwork, all existing materials relevant to the City of Fairfax contained within the VDHR archives and the City's Office of Planning were reviewed. Materials contained within the City's collection at the regional library, the Fairfax Museum and Visitor Center, the Office of Historic Resources, the Library of Congress, and archives at other repositories in the city and county, as well as state and federal archives, were reviewed. The private holding of local historians and published materials were also gathered and reviewed in depth. Previous National Register nominations were collected, including the historic district and all individual nominations. A draft copy of the Comprehensive Plan was collected. Research conducted by the Historian focused on the subdivisions, and documentation regarding the platting, development, promotion, and individuals associated with the neighborhoods was collected.

Task 4: Survey Update

Upon completion of a Survey Update schedule, the surveyors began the on-site survey work, following assigned routes. All work followed established standards and properties selected for inclusion in the Survey Update met the published Survey Criteria. Selected properties were documented to the reconnaissance level as appropriate, including site plans and photographs of the exterior and interior where appropriate (and possible). The photographs taken on-site were developed as the Survey Update progressed. After the 3-1/2" by 5" black-and-white photographs were processed, labeling in pencil was conducted. Negative lists and negatives were also labeled to VDHR standards. All information collected during this task was placed into property file folders.

Information collected and recorded during the on-site field Survey Update was entered into the Virginia Department of Historic Resources-Data Sharing Software database (VDHR-DSS). Data on each property surveyed was recorded as a single DSS record, as required by the VDHR survey program. At appropriate intervals throughout the project, each DSS property record was reviewed for accuracy and consistency. Upon review of the database and following corrections, tabular reports were generated. These reports provided organized data for analysis and incorporation into the Historic Property Survey Update Report.

Various computer reports, which included all properties documented to date in the City of Fairfax, were generated for this project including:

- City of Fairfax: Inventory of All Properties by VDHR ID Number
- City of Fairfax: Inventory of All Properties by Name

VDHR-DSS was an important component of the Survey Update, and will be a useful planning tool for the City of Fairfax. The information in the database can be updated as needed and used to generate a variety of reports beyond those prepared for this study.

Reports generated by DSS were analyzed and properties considered potentially eligible as individual landmarks and as historic districts for listing on the Virginia Landmarks Register and the National Register of Historic Places were evaluated within the context of the survey database, historic themes and historic context.

Task 5: Historic Context and Survey Update Report

On-site and archival findings were assembled and synthesized in preparation for review prior to drafting the final report. One set of VDHR survey file envelopes were labeled for VDHR; one set of manila file folders for the City. The appropriate documentation, labeled photographs and negatives, and site plans were placed in the appropriate envelope or file. USGS Quadrangle Maps and Historic District Boundary Maps were marked to indicate the surveyed properties for both VDHR and the City. All envelopes/files were checked for completion.

The Survey Update Report, which included a detailed historic context, was prepared in conformance with the VDHR Guidelines for survey reports. Historic properties associated with the relevant themes were discussed in the historic context narratives. Illustrations, including photographs, drawings, maps, and other graphics were prepared.

Task 6: Project Completion

All required products were prepared for the City and VDHR. The DSS documentation was submitted to VDHR. Two diskettes holding a copy of the text of the Survey Update Report in Word 7.0 were prepared. Two original unbound and fourteen (14) bound copies of the Survey Update Report were prepared. Two sets of hard-copy survey forms, photographs, maps, and other materials were made ready for submission. One set of negatives was prepared for VDHR. All products were submitted to the appropriate organization.



Figure 1: Location Map of City of Fairfax (City of Fairfax, Comprehensive Plan, p. 1)

HISTORIC CONTEXT

Historic Periods referenced in this text are based on significant time frames established by the Virginia Department of Historic Resources. These periods include:

- Prehistoric Native American Settlement (10,000 B.C.-1607)
- European Settlement to Society Period (1608-1750)
- Colony to Nation Period (1751-1789)
- Early National Period (1790-1830)
- Antebellum Period (1831-1860)
- Civil War Period (1861-1865)
- Reconstruction and Growth Period (1866-1917)
- World War I to World War II Period (1918-1945)
- The New Dominion Period (1946-present)

Historic Overview of the City of Fairfax

The City of Fairfax is located in the Tidewater-Piedmont transition zone of the Potomac River watershed in the northeastern corner of Virginia, west of Washington, D.C. The city is located at the confluence of four major drainage divides and includes portions of Accotink Creek, Pohick Creek, Pope's Head Creek, and Difficult Run watershed. With the exception of a few tributaries to the Accotink Creek in the northeastern portion of the city, nearly all watercourses originate within the city boundaries. Major perennial

streams that flow through Fairfax include Accotink Creek (north and central forks) and Daniel's Run (also know as the south fork of Accotink Creek), all of which drain to Accotink Creek within the city limits. Many of the smaller tributaries branch out roughly into Accotink Creek and Daniel's Run due to modern development and channelization.¹

Prehistoric Native American Settlement (10,000 B.C.-1607)

Archeological investigations support the theory that Native Americans, hunting and gathering groups, occupied this region, primarily an uncleared, primary-growth wooded territory, approximately 12,500-13,000 years before the exploration of America by the first adventurers from Western Europe. The ancestors of the American Indian tribes living in the Mid-Atlantic region later known as Virginia arrived in Alaska from northeast Asia and gradually migrated south, eventually occupying all of North and South America. No one knows when the first American Indians arrived in Fairfax County. However, they were certainly here 11,000 years ago (9,000 B.C.).² No significant Indian sties have been identified in the City of Fairfax, yet numerous prehistoric objects found in the region testify to the long occupation in the area by native peoples.³

As stated in Michael F. Johnson's "American Indian Life in Fairfax County, 10,000 B.C. to A.D. 1650," *Heritage Resources Information Series, Number 3*, Fairfax County's earliest known inhabitants were a stone-age people, who have been named Paleoindians (ancient Indians). Fairfax County's Paleoindians arrived near the end of the last great Ice Age (21,000-11,000 B.C.), when the area was very different from what it is today. Mastodon, bison, moose, elk, deer, bear, wolves, and large cats roamed through the mixed spruce, pine, and deciduous forests of Northern Virginia. The climate was much colder and wetter than it is today, because the southern edge of a mile-thick glacier was still only about 500 miles to the north.⁴

Paleoindians of Fairfax County lived in small groups of families, or bands, and probably did not spend their whole lives in Fairfax or even Northern Virginia. In their pursuit of game and fine-quality stone for tool making, they traveled throughout the Mid-Atlantic area, from New Jersey to North Carolina and inland to West Virginia. Coming in contact with other groups of Paleoindians, the early Indians of Fairfax County sustained their culture for more than a thousand years (10,000-8,700 B.C.).

Near the end of the Paleoindian period, major climatic changes took place as the Ice Age was ending and the great glacier began to melt and retreat north. As the climate changed,

¹ "City of Fairfax, Comprehensive Plan," Draft revisions, February 27, 2003, p. 25. Downloaded June 15, 2004 from <http://www.ci.fairfax.va.us/services/commdevplan/futurecompplan.htm>.

² Michael F. Johnson, "American Indian Life in Fairfax County, 10,000 B.C. to A.D. 1650," *Heritage Resources Information Series, Number 3*. (Fairfax, VA: Heritage Resources Branch, Office of Comprehensive Planning), p. 2.

³ Nan Netherton, Ruth Preston Rose, David L. Meyer, Peggy Talbot Wagner, and Mary Elizabeth Cawley DiVincenzo, *Fairfax, Virginia: A City Traveling through Time*, (Fairfax, Va.: History of the City of Fairfax Round Table, 1997), p. 1.

⁴ Johnson, "American Indian Life in Fairfax County, 10,000 B.C. to A.D. 1650," p. 2.

so did the natural environment.⁵ The ice-age glaciers held a significant amount of the earth's water, with oceans 300 feet lower along the coast than they are today. The Chesapeake Bay was just a narrow river. As the cold, moist climate of the Pleistocene Age (Ice Age) changed to a warmer, drier one, the warming winds melted the glaciers and warmed the ocean water. The sea level rose, spreading water across the Coastal Plain of Virginia. This change created the Chesapeake Bay and covered or eroded most of the places where the early hunters and dispersed foragers lived. Many of the Paleoindian sites became submerged when the sea level rose and the coastline started to change. As the fauna changed, the mastodon, the last of the large Pleistocene animals, became extinct and the number of bison dwindled. People hunted widely abundant caribou, elk, moose, deer, and bear. And, most likely, as the vegetation became profuse, they gathered more plant foods, such as fruits and nuts. Open grassland gave way to woods of pine and oak. These natural changes had profound effects on the culture of the Indians in the area of what is now the City of Fairfax.⁶

Between 8,700 and 6,000 B.C. (Early Archaic), the stone tools and settlement patterns of the Indians of Fairfax changed. Some tools disappeared and others changed from specialized forms to more general purpose ones that could be used for a variety of tasks. More important, the Indians began to live in varied and abundant places. This was a time of increasing population and a more localized settlement pattern; the local Indians hunted smaller but more numerous game and gathered a wider variety of plant resources. After a climatically stable period from about 7,000 to 6,000 B.C., conditions became dramatically hotter and drier. The spruce and pine trees of the previous centuries were replaced by oaks, and, in some areas, by open grassland and thickets. The local natives adapted but continued the general hunting and gathering pattern that was employed by their ancestors. They lived in numerous small encampments and moved frequently. The settlements were made up of small family groups consisting of individuals related through marriage and blood.⁷

Between 2,000 B.C. and A.D. 800, larger and more permanent settlements became common. In contrast to the earlier day-to-day hunting and gathering patterns called foraging, the later inhabitants of Fairfax developed improved ways to store food. Innovations probably included both underground storage pits and raised storage bins. Along with the newly established concentrations of fish, shellfish, birds, and water-born plants of the Chesapeake and its tributaries, improved storage made it less necessary for the local inhabitants to move around in order to find food. The local Indians also gathered together at specific times of the year to harvest concentrations of the bay region's bounty, such as migratory fish and birds, seasonal nuts, berries, and roots for food. They also used both plant and animal resources for shelter and clothing.⁸

⁵ Johnson, "American Indian Life in Fairfax County, 10,000 B.C. to A.D. 1650," p. 3.

⁶ Keith Egloff and Deborah Woodward, *First People: the Early Indians of Virginia*, (Charlottesville, VA: University Press of Virginia, 1992), p. 12.

⁷ Johnson, "American Indian Life in Fairfax County, 10,000 B.C. to A.D. 1650," pp. 3-4.

⁸ Johnson, "American Indian Life in Fairfax County, 10,000 B.C. to A.D. 1650," p. 4.

Aware of the complex society of American Indians living in adjacent regions, the natives in the Chesapeake Bay region chose not to adopt migrating ideas. Rather, the local Indians continued to rely on hunting and gathering for almost all of their needs until about A.D. 800. Eventually, corn, beans, squash, and sunflower seeds accounted for as much as twenty-five percent of their diet, and the need for fertile and cultivated soil to grow these crops brought about a dramatic change in the lives of the natives. Indians used a “slash and burn” method of clearing the land. They cut brush and girdled the trees to kill them. Later, they burned the dead brush and trees and farmed the area. Without fertilizer for the soil or erosion control, and with the additional growing of tobacco, the soil in a particular area soon became exhausted of nutrients. The Indians then had to find and prepare new fields. As a result, their settlements, which included both small hamlets and larger villages, moved every ten years or so.⁹

Along both sides of the Potomac River from what is now Alexandria to Prince William County, and inland as far west as modern Centreville, is thought to have been occupied as early as A.D. 1300 by an independent settlement of Native Americans later known as the Dogue. Believed to have migrated into what is now Fairfax County from the Potomac Valley Piedmont, the Dogue were an agricultural, as well as hunting and gathering people, who lived in villages, towns, and farms along the banks of the Potomac and Occoquan rivers. The banks of the Occoquan River appear to have served as a major agricultural area for the Dogue, with its extensive seasonally flooded terraces serving as a reliable source of rich, renewable agricultural land. In coming to the area, the Dogue displaced an unknown, earlier-settled group of Indians, who made a distinct type of pottery and probably spoke a different language.

The Dogue were never under the rule of Powhatan, chief of the Algonquians, the largest and most centralized of the southern polities in Virginia. The chief or werowance village of the Dogue Indians was the Tauxenent, located near the mouth of the Occoquan River.¹⁰ The Tauxenent was home of the head of the Dogue, who had control over the Indians who lived along today’s Prince William County and southeastern Fairfax County shores.¹¹ From this location, they continued the hunting and gathering traditions learned over thousands of years of living in North America’s forests. The Dogue spent part of the year dispersed into the countryside where they lived in small family groups, probably occupying dome-shaped houses constructed of wood frames made from small trees, covered with reed mats or bark.¹²

⁹ Johnson, “American Indian Life in Fairfax County, 10,000 B.C. to A.D. 1650,” p. 9.

¹⁰ The Tauxenent on the Occoquan River, located downstream of Colchester, is believed to presently be underwater.

¹¹ Mike Johnson, “A Preliminary Archeological Reconnaissance of the Fort Belvoir Shoreline, Fairfax County, Virginia.” April 1988. Archived at the Heritage Resources Branch of the Office of Comprehensive Planning, Fairfax County, Virginia.

¹² Johnson, “American Indian Life in Fairfax County, 10,000 B.C. to A.D. 1650,” pp. 1-2.

European Settlement to Society Period (1608-1750)

The first documented encounter between Europeans and the Native American inhabitants of Fairfax County occurred in 1608. That year, Captain John Smith mapped the tidal Potomac River up to the Fall Line (modern Chain Bridge), recording the presence of numerous Native American villages and hamlets. Smith and his men called the Native Americans they encountered the Doeg – spelling later changed to Dogue – in Fairfax County. The explorers were able to locate the Dogue Tauxenent near the mouth of the Occoquan River, and the core of the tribe on Mason Neck. Smith’s accounts of the Native Americans document that the Doeg were “members of the Conoy group, so called by their Iroquoian name to differentiate between the larger political unit and its leading tribe, the Piscataway. Some Conoy bands lived on both sides of the Potomac, and groups like the Doeg moved back and forth throughout the 17th century.”¹³ Noted as a Conoy subtype, the Doeg population was estimated by Smith in 1608 to include 135 persons.¹⁴

The ravages of European-introduced diseases caused the population of the Dogue to decline about 1675. The accompanying change from native technologies (stone tools, hide clothing, pointed-base pottery, the bow and arrow) to those of the English, and a growing dependency on the technology of the new European arrivals, further destroyed the traditional Indian culture. After 1681, some Dogue may have moved from their primary locale further south along the Fall Line, returning occasionally to Fairfax County to raid local frontier plantations, or to visit the graves of their dead.¹⁵ Such activity may have continued into the early eighteenth century. Once the Indians were gone, the English took over the abandoned village sites and fields and practiced the new agricultural, hunting, and fishing skills learned from their predecessors.

In 1649, the whole region lying between the Potomac and Rappahannock rivers, which was known as the Northern Neck, was conferred by royal charter to Lord Hopton, Lord Jermyn, Lord Culpeper and a few others. This act of capricious favor to a few friends of the King imposed upon the future settlers an extra taxation, and an insecure tenure to their lands, creating bitter conflicts. In March 1652, when Virginia surrendered to Parliamentary Commissioners, the proprietary land conveyances were suspended. The grant “...remained a paper and a promise, no more, through the period of Oliver Cromwell’s rule in England.”¹⁶ However, when the proprietary grants were enrolled in 1661, it was feared that the 576 land grants made previously in the Northern Neck by the colonial government were invalid. A period of conflict ensued, not being resolved for more than eighty years.

In 1669, the Proprietors agreed to a modification of the royal grant “for the relief of early residents of the Northern Neck, the patentees agreed to recognize all land titles issued in

¹³ Bruce G. Trigger, editor, *Handbook of North American Indians, Volume 15: Northeast*, (Washington, D.C.: Smithsonian Institution, 1978), p. 238.

¹⁴ Trigger, p. 258.

¹⁵ Johnson, “American Indian Life in Fairfax County, 10,000 B.C. to A.D. 1650,” p. 11.

¹⁶ James Blaine Gouger, III, “Agricultural Change in the Northern Neck of Virginia, 1700-1860: A Historical Geography,” (Ph.D. diss., University of Florida, 1976), p. 55.

their domain prior to Michaelmas 1661,” provided that the holders were in “actual possession” on the date of the King’s re-grant.¹⁷ Consolidation of the grant had begun by the second half of the seventeenth century when Thomas, Lord Culpeper, second Baron of Thoresway, inherited his father’s interest. By 1681, Culpeper had acquired all shares in the Proprietary, except those held by his cousin, Alexander Culpeper. Then governor of Virginia, Thomas Culpeper had also acquired a patent to all unoccupied land in Virginia south of the Rappahannock River, making him “...in all except title, the King of Virginia...”¹⁸

Having displeased the King of England, Culpeper was removed as governor in 1683 and forced to sell his patent for all of Virginia back to the Crown, while retaining claim to the southern areas within the Northern Neck. Through a minor change in the wording of the retained patent that initially went unnoticed, Lord Culpeper succeeded in establishing claim to a far greater area than had been included in the original grants for the land known as the Northern Neck.

The original 1649 patent and the 1669 renewal granted the boundaries of the Northern Neck as “All that entire Tract, Territory, or porcon of Land situate, lying and beeing in America, and bounded by and within the heads of the Rivers of Tappahanocke als Rappahanock and Quiriough or Patawomecke rivers...,” while the 1688 grant was worded to include “all that entire tract, territory or parcel of land situate, lying and being in Virginia, in America, and bounded by and within the first heads or springs of the Rivers of Tappahanocke alias Rappahannocke and Quiriough alias Patawomacke Rivers.”¹⁹ Thus, the exact boundaries of the Northern Neck proprietorship had to be officially established by the courts in 1745 as being located on the “first springs” of the Potomac and Rappahannock rivers. The proprietary, which ultimately included over five million acres, was inherited by Lord Culpeper’s daughter, Catherine, who was married to Thomas, Fifth Lord Fairfax.

As narrated in *Fairfax, Virginia: A City Traveling Though Time*, the extensive documentation collected by Beth Mitchell records that of the first 605 land grants in Fairfax County, twenty-nine were given in the seventeenth century. One of the first, and the largest, of these grants was made to William Fitzhugh. William Fitzhugh I (1651-1701), known as “William the Immigrant,” arrived in the United States from Bedfordshire, England, circa 1670. Originally settling in Westmoreland County, Virginia, Fitzhugh was wealthy and educated; the son of a prominent English woolen draper. A lawyer by profession, Fitzhugh married Sarah Tucker, daughter of a prominent Virginian, in 1774. Combining their wealth, the Fitzhughs resided on a vast estate known as Eagle’s Nest on the Potomac River in King George County. William Fitzhugh, who established himself in law, politics, and the tobacco trade, amassed a great fortune and was a significant landholder in Colonial Virginia. Fitzhugh was a member of the Stafford militia, a governor for the College of William and Mary, and a member of Virginia’s

¹⁷ Gouger, pp. 55-56.

¹⁸ Gouger, p. 56.

¹⁹ Gouger, p. 57.

House of Burgesses. The largest land tract granted to Fitzhugh, a 21,996-acre tract in what was then part of Stafford County, was named Ravensworth after a Fitzhugh-family estate in England. Surveyed in 1694 by Samuel Wye on behalf of John Matthews, the tract was granted to Fitzhugh by Margaret, Lady Culpeper; Thomas, Lord Fairfax and Catherine, his wife; and Alexander Culpeper, Esquire, proprietors of the Northern Neck of Virginia.²⁰ Located “upon the runs of Accotinke [sic], Mussell Creek run and on the south side of the run of Four Mile Creek,” the property was assigned for a yearly rent of twenty-one pounds, nineteen shillings, and six pence Sterling.²¹ The property is located in present-day Annandale, stretching roughly from Fairfax City to Springfield and Falls Church, and south to Pohick Church. The northwestern corner of the tract is within the City of Fairfax.

In spite of the numerous land patents granted in the Northern Neck, few grants were settled quickly; thus, the area in and around the City of Fairfax was established in theory but not in fact, remaining a wilderness broken only by occasional clearings for many years. Very few of the landowners who patented the land occupied their new holdings initially. Most sent indentured servants, slaves, overseers, and/or tenants to set up and maintain tobacco plantations. In fact, the terms of the Fitzhugh land grant required tenants to occupy the property. Many of these early tenants were Huguenot refugees, who fled France in the 1680s for North America, England, and the West Indies, due to religious persecution under Cardinal Armand-Jean du Plessis de Richelieu. Spurred by the efforts of Nicholas Hayward, a neighbor of Fitzhugh’s at Eagle’s Nest, the Huguenots settled at Ravensworth about 1686 and were granted leases for “three lives.” In 1686, Fitzhugh stated: “The land I offer to sell or lease is scituate in this county, lyes within a mile and a half of Potomac River, and of two bold navigable creeks, is principal good land and is proper for frenchmen, because more naturally inclined to vines, than yours or any about our neighborhood; and will engage to naturalize every soul of then at 3 per head without anymore or other matter of charge or trouble to them, whereby the heirs will be capacitated to inherit the fathers purchase.”²² In 1690, Fitzhugh was still seeking tenants for the Ravensworth property, stating in a letter that “I do intend to settle it with tenants for three lives, allowing to each Tennant 200 acres, paying twenty shillings a year or a hhd Tob [a hogshead of tobacco] without any manner or fine and to renew a life or lives at any time paying one year rent for each life so renewed to perpetuity, which is almost as good as giving them the land in fee simple, and should be ready to supply each Tennant with corn, provisions and nails for the first year, they repaying me again at the crop according to the market rate.”²³ These early French tenants helped establish Ravensworth as a successful and profitable tobacco plantation. Tobacco plantations, such as Gunston Hall, Mount Vernon, Belvoir, and Ravensworth were largely self-sufficient, supporting themselves by cultivating crops, raising livestock, and producing

²⁰ The original land grant is translated in “Ravensworth.” *Historical Society of Fairfax County Yearbook*, Vol.1-5, 1951-1957, p. 15-16. Additionally, it is thought that Fitzhugh may have purchased the land from Matthews as early as 1685.

²¹ “Ravensworth.” *Historical Society of Fairfax County Yearbook*, Vol.1-5, 1951-1957, pp. 15-16

²² Translated in Chuck Green. “The History Corner.” *Ravensworth Farmer*, Vol. XVIII Issue 8, p 5. April 1981. Vertical File, Virginia Room, Fairfax County Library, Fairfax, VA.

²³ Green, p.5

goods for their own consumption and sale. Tobacco and wheat were grown for profit. As lands further inland were seated, existing routes were widened into “rolling” roads needed to transport hogsheads of tobacco to the wharves on the Potomac River and its tributaries.²⁴

Population in the area grew to the extent that Fairfax County was created from the northern part of Prince William County in 1742. Named for the proprietor, Fairfax County extended west to the Blue Ridge Mountains and encompassed what are now Loudoun and Arlington counties and the cities of Alexandria, Falls Church, and Fairfax. The county boundary was redrawn in 1757 with the creation of Loudoun County, and again in 1798 to run along Sugarland Run in a southwesterly direction.

Religion was an important structural and organizational component in eighteenth-century Virginia. Church buildings and vestries were established and located as necessary for the growing and expanding populations. The original Occoquan Church (circa 1732) was one of two buildings constructed after the establishment of the Truro Parish in 1732 and prior to the formation of Fairfax County in 1742. At its formation, Truro Parish was located in Prince William County and included all of what later became Fairfax and Loudoun counties, and the City of Fairfax. Ten years later, when Fairfax County was formed, the new county had essentially the same boundaries as the already existing parish. In 1760, there were three churches in Truro Parish – Pohick Church (circa 1760), Falls Church (circa 1733/rebuilt 1765), and the first church at Alexandria (circa 1753). Vestrymen, who often also served as justices for the new county court, for the area to become the City of Fairfax included William Ellzey, William Fairfax, William Payne, Henry Gunnell, John Colvill, and George William Fairfax.²⁵

The first county Courthouse was located on the estate later known as Springfield that was owned by William Fairfax. Near the present-day Tysons Corner, the Courthouse located at the geographical center of the county, roughly equidistant for travelers coming from Alexandria, Newgate (now Centreville), and the settlements at Goose Creek. As Alexandria began to prosper, merchants complained about the inconvenience of the inland location of the Courthouse and actively campaigned for its relocation to Alexandria with offers to contribute a site and build a new structure. Two of the most influential justices of the Fairfax County and vestrymen of Truro Parish were George Washington and George Mason, both of whom had estates in the eastern part of the county along the Potomac River. Thus, from 1752 until 1800, the Fairfax County Courthouse, together with the jail, clerk’s office, and other necessary buildings, was located on Alexandria’s market square at Cameron and Fairfax streets.²⁶ Consequently, during this period, Fairfax County’s commerce and public affairs were focused in Alexandria, which was made the county seat in 1752.²⁷

²⁴ April Fehr, Leslie McFade, and Richard Geidel, “Phase I Archeological Survey of 262 Acres at Fort Belvoir, Va,” (Prepared for U.S. Army Corps of Engineers, Baltimore District, September 2, 1988), p. 23.

²⁵ Netherton, *Fairfax, Virginia: A City Traveling Through Time*, p. 3.

²⁶ Nan Netherton, Donald Sweig, Janice Artemle, Patricia Hickin, and Patrick Reed, *Fairfax County, Virginia: A History*, (Fairfax, VA: Fairfax County Board of Supervisors, 1978), p. 44.

²⁷ Netherton, *Fairfax, Virginia: A City Traveling Through Time*, p. 3.

In 1789, the General Assembly of Virginia ordered that the Courthouse be moved to the center of the County after it was decided to cede Alexandria to the federal government as part of the District of Columbia. The new Courthouse was to be constructed on “the lands of William Fitzhugh, gentleman, or on the lands of any other person within one mile of the crossroads at Price’s Ordinary.”²⁸ The location of the crossroads, near the present-day intersection of Braddock and Backlick roads in Annandale, was on the Ravensworth estate.

Many objected to the removal of the new Courthouse from Alexandria. The petition presented to the General Assembly in November 1789 stated that the relocation was “so pregnant with impolicy, inconvenience and injustice, and so opposite to the true intent of the County, that we feel ourselves called upon by every social duty to arrest as far as in our power the completion of a Project so replete with mischief...”²⁹ The appeals, one signed by about 350 residents and the other by approximately 100 citizens, including then President George Washington, referred to the new crossroads location as being “into the woods...”³⁰

Early National Period (1790-1830)

In 1791, Dr. David Stuart was instructed by President George Washington to make a report on the state of agriculture in northern Virginia. Stuart, who was married to the widow of John Parke Custis (Martha Washington’s son), investigated the “rents on the land; what produce was grown; prices for articles sold on the farm and at market; prices of livestock; prices of butter, meat, and cheese; the price of wrought iron; and the taxes paid by residents.”³¹ The report indicated that agriculture in Fairfax County was far more profitable than anticipated, considering the majority of the farms were operated by “black labourers and the more worthless wretches we employ to overlook them.”³² The United States census records that in 1790 less than half of Fairfax County residents owned slaves.

In 1795, the Virginia General Assembly, at the urging of Richard Bland Lee, passed legislation authorizing the creation of the “Company of the Fairfax and Loudoun Turnpike Road.” This significant transportation route, which provided access to Lee’s family landholdings near Leesburg, was later to become known as the Little River Turnpike (Route 236). The route was expanded in 1806 from Duke Street in Alexandria to the Little River at Aldie.³³ The proposed turnpike’s intersection with Ox Road (now Chain Bridge Road and Route 123) was the future site of the City of Fairfax. Ox Road, known originally as old Copper Mine Road, was constructed about 1729 by the Frying

²⁸ Netherton, *Fairfax, Virginia: A City Traveling Through Time*, p. 5.

²⁹ Netherton, *Fairfax County, A History*, pp. 42-43.

³⁰ Netherton, *Fairfax County, A History*, p. 43.

³¹ Netherton, *Fairfax, Virginia: A City Traveling Through Time*, p. 6.

³² Netherton, *Fairfax, Virginia: A City Traveling Through Time*, p. 6.

³³ Nan Netherton and Whitney Von Lake Wyckoff, *Fairfax Stations: All Aboard!* (Fairfax Stations, VA: Friends of the Fairfax Station, 1995), p. 20.

Pan Company, which was organized by Robert “King” Carter and his sons. The road led from Mann Page’s copper mine on Frying Pan Road, near what is today Herndon, to the port of Colchester on the Occoquan River.

As explained in *Fairfax, Virginia: A City Traveling Through Time*, the justices of the Fairfax County Court had not yet chosen a site for the new Courthouse by 1798. The General Assembly instructed them to choose a suitable site and proceed with the construction of the public building immediately. Until a new Courthouse was built, the justices were to “appoint any place for holding court as they should think proper.”³⁴ The justices acting as commissioners for the new Courthouse were George Minor, Charles Little, James Wren, William Payne, and Dr. David Stuart.³⁵ The decision was made to build the new Courthouse at the crossing of Ox Road, which ran north to south, and the proposed turnpike extending west from Alexandria (Little River Turnpike). Justice Richard Ratcliffe offered four acres of land as the site of the Courthouse for the price of one dollar. Ratcliffe was one of the most prominent residents of the County, serving as sheriff, coroner, justice, patroller, Truro Parish overseer of the poor, Courthouse lot commissioner, jail inspector, superintendent of elections, poorhouse, road, and tax commissioner, master commissioner of the court, and designer and developer of the town that was to become the Fairfax County seat.³⁶ The four acres Ratcliffe offered was part of the 1,000-acre portion of the Ravensworth tract Ratcliffe had purchased in 1786.³⁷

On May 1, 1798, William Payne laid out four acres of Richard Ratcliffe’s land “near Caleb Earpe’s [sic] store.”³⁸ A corrected deed for the land was filed a year later on June 27, 1799.³⁹ The store, one of the few buildings existing near the crossroads of Ox Road and Little River Turnpike, was originally operated by former deputy sheriff Caleb Earp. Upon the death of Earp, the store and the land were taken over by Ratcliffe, who was administrator of Earp’s will and settled the debts due to the store. The store was replaced with a tavern and stables located directly opposite the new Courthouse. Nan Netherton and others recount in *Fairfax, Virginia: A City Traveling Through Time* that an advertisement in *The Columbian Mirror and Alexandria Gazette* on February 1, 1800, Ratcliffe offered for rent his “Newly built two story” brick tavern with kitchen, “smoak house,” stables, and other dependencies, stating that “it is conceived there are but few situations that offer greater advantages in that line than the above.”⁴⁰

In April 1798, the sheriff collected 35 cents for each tithable person in the County to pay for the construction of the new Courthouse.⁴¹ The court had specified the building would measure 40 feet by 30 feet:

³⁴ William Waller Hening, *Statutes at Large: Being a Collection of all the Laws of Virginia*, (New York, NY: R. & W. & W. Bartow, 1823), January 3, 1798.

³⁵ Netherton, p. 5; Hening, January 3, 1798.

³⁶ Netherton, *Fairfax, Virginia: A City Traveling Through Time*, p. 6.

³⁷ Netherton, *Fairfax, Virginia: A City Traveling Through Time*, p. 7.

³⁸ Netherton, *Fairfax, Virginia: A City Traveling Through Time*, p. 7.

³⁹ Netherton, *Fairfax, Virginia: A City Traveling Through Time*, p. 7.

⁴⁰ Netherton, *Fairfax, Virginia: A City Traveling Through Time*, p. 7.

⁴¹ Constance K. Ring, “Richard Ratcliffe: The Man, His Courthouse, and His Town,” *Yearbook*, The Historical Society of Fairfax County, Vol. 25, 1995-1996, p. 97.

with sixteen feet pitch with a twelve foot Portico, one Gaol forty feet by twenty..., One clerks office twenty four feet by eighteen...and one Gaolers House twenty four feet by eighteen....⁴²

Netherton describes:

The jail would have three rooms on the first floor and two on the second, with an addition on the back. The clerk's office should be "arched or covered with Slate or Tile," presumably for fire protection. There should also be stocks, a pillory and a whipping post. The commissioners were authorized to "let the building of the same to the lowest bidder" after advertising for three weeks in the Alexandria papers.⁴³



Figure 2: Fairfax County Courthouse (EHT Tracerics, 2004)

James Wren (d. 1815) was the architect. Wren, one of Colonial Virginia's few identified architects, also designed Pohick Church (rebuilt 1769-1774), Falls Church (rebuilt 1769), and Christ Church at Alexandria (1767-1773). He was very active in county government and church activities, serving on the vestry for more than twenty years. Wren was a magistrate of the court and former sheriff of the county. The estate inventory of Wren indicated that he was experimenting with a variety of new inventions intended to increase farm productivity, including patent plows. Wren's design for the new two-story

⁴² Netherton, *Fairfax, Virginia: A City Traveling Through Time*, p. 7.

⁴³ Netherton, *Fairfax, Virginia: A City Traveling Through Time*, p. 7.

Courthouse was considered by many as “appropriate for the heralding of a new century which would see even greater change in the County served by the Courthouse than had taken place in the previous one hundred years, when a wilderness peopled by Indians and the occasional European settler had become a thriving agrarian center.”⁴⁴ Contractors John Bogus and Mungo Kykes were hired to construct the new Courthouse, which was completed in 1800.

The first court in the new Courthouse was held on April 21, 1800. The presiding justices were William Stanhope, Charles Little, David Stuart, William Payne, and Richard Bland Lee. The clerk was George Deneale. The court’s first order of business was to record the will of Corbin Washington, a nephew of George Washington and brother of Supreme Court Justice Bushrod Washington. The first election was held in the new Courthouse on April 23, 1800, with Thomson Mason, son of George Mason, winning a place in the U.S. Senate, and Thomas Swann and Nicholas Fitzhugh chosen as representatives. In April 1802, a post office was established at the crossroads where the new Courthouse stood, with John Radcliffe serving as the first postmaster. The postal designation for the village was “Fairfax Court House.”⁴⁵

In 1805, the growing village was officially incorporated as the Town of Providence, with the courthouse as the centerpiece of the fourteen-acre community. The town was laid out in half-acre lots, which were sold to the highest bidder. The purchaser agreed to build a house “at least sixteen feet square with a brick or stone chimney [and be] fit for habitation within seven years” of the transaction.⁴⁶ Fairfax Court House continued to be the postal designation despite the founding of Providence and was more often the name used by residents. Targeted as an important regional center of government and commerce for the area, Fairfax Court House was reached by a few slowly developing roads. In 1808, plans were made for the construction of what was to become Warrenton Turnpike (Route 29), completed between Alexandria and Warrenton in 1827. Like Little River Turnpike, the Warrenton Turnpike intersected at Fairfax Court House. Private companies throughout the Commonwealth began to build turnpikes and bridges, but often there was no financing to support the projects or maintain the roads. The toll gates placed along the roads did not collect funds sufficient to cover the high maintenance costs. Despite the establishment of the Virginia Board of Public Works in 1816, the town was isolated and largely restricted from expanding its market areas because of the poor roads.

⁴⁴ Netherton, *Fairfax, Virginia: A City Traveling Through Time*, p. 9.

⁴⁵ Netherton, *Fairfax, Virginia: A City Traveling Through Time*, p. 11.

⁴⁶ Virginia Historic Landmarks Commission Staff, “National Register of Historic Places Registration Form: Earp’s Ordinary (151-0002),” December 1972, Section 8, p. 1.

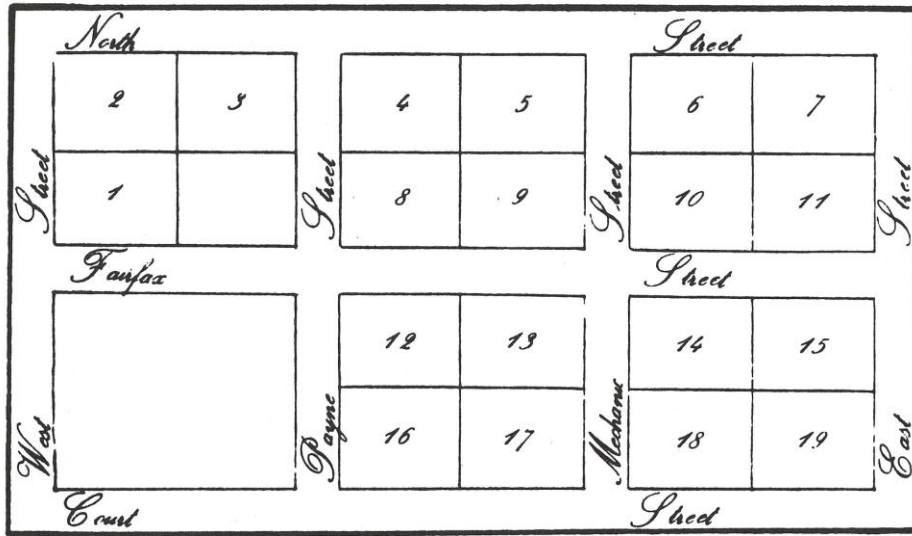


Figure 3: Town of Providence Plat, 1805 (*Fairfax, Virginia: A City Traveling Through Time*, p. 10)

The establishment of the nation's capital severed the official connection between Alexandria and Fairfax County by 1800, as the portion of the newly created District of Columbia ceded by Virginia included the old town. Thus, with Alexandria no longer the county seat, and the changing national economy, Fairfax County began to suffer. The county remained predominantly rural, with agriculture and fishing constituting the primary economic base. Yet, the soil was exhausted and infertile from the overplanting of tobacco, causing many fields to lie fallow. Many planters and farmers relocated south or west with the opening of the Ohio Valley, the Great Lakes region, and the prairie states beyond the Mississippi River. Fairfax County planters began to sell off sizable portions of their estates. Farmers from the north, who planted wheat, not tobacco, repopulated these smaller farms, with soil rejuvenated by new scientific methods.

Antebellum Period (1831-1860)

By the 1830s, Fairfax Court House was well established as the seat of local government and was also becoming a local trading center. Despite the decline in population between 1810 and 1830, presumably the result of westward expansion, the number of citizens in Fairfax County had risen only 170 by 1840. Yet, the Fairfax Court House was thriving. The Town of Providence was described in the 1835 *Gazetteer*:

It contains besides the ordinary county buildings, 50 dwelling houses, for the most part frame buildings, 3 mercantile stores, 4 taverns and one common school. The mechanics [*sic*] are boot and shoe makers, saddlers,

blacksmiths, tailors &c. Population 200 persons; of whom
4 are attorneys and 2 physicians.⁴⁷

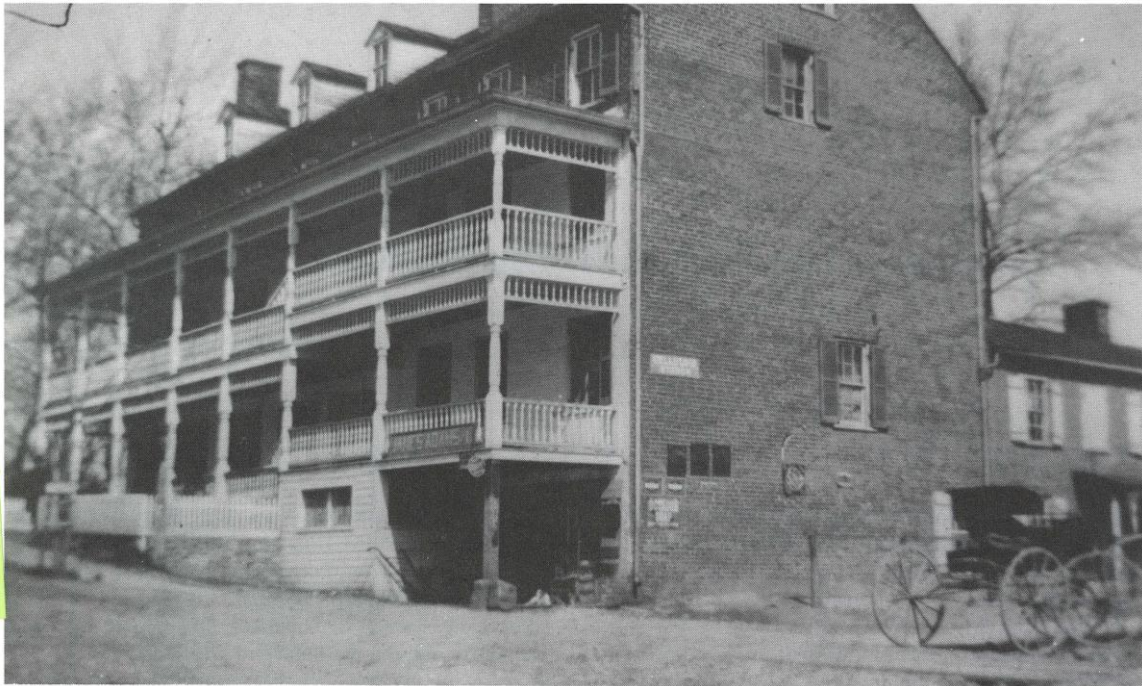


Figure 4: Willcoxon Tavern, built in the early 1800s (*Fairfax, Virginia: A City Traveling Through Time*, p. 12)

To aid in the transportation of mail and passengers, William Smith contracted with the federal government in the early 1830s to establish a post coach that ran from Washington City to Lynchburg. The route intentionally traveled through towns like Fairfax Court House, Warrenton, Culpeper, Orange Court House, and Amherst Court House.⁴⁸ The Winchester and Alexandria Mail Stage also provided mail and passenger service to the Town of Providence.

Regional economic growth was spurred by expansion of the railroad. The Orange & Alexandria Railroad Company, chartered in March 1848, was the first line to serve the region, eventually connecting Alexandria with Richmond via the Virginia Central Railroad at Gordonsville. Although the tracks ran southwest across Fairfax County, the railroad did not travel to Fairfax Court House, presumably because the route chosen to the south of the county seat was believed “to be the most direct, advantageous and cheap.”⁴⁹ A station was located approximately four miles to the south of Fairfax Court House in Fairfax Station. The difficult task of constructing the railroad tracks, which reached Gordonsville in March 1853, was largely completed by Irish immigrants.⁵⁰

⁴⁷ Netherton, *Fairfax, Virginia: A City Traveling Through Time*, p. 13.

⁴⁸ Netherton, *Fairfax, Virginia: A City Traveling Through Time*, p. 12.

⁴⁹ Netherton, *Fairfax, Virginia: A City Traveling Through Time*, pp. 12-13.

⁵⁰ Netherton and Wyckoff, p. 21.

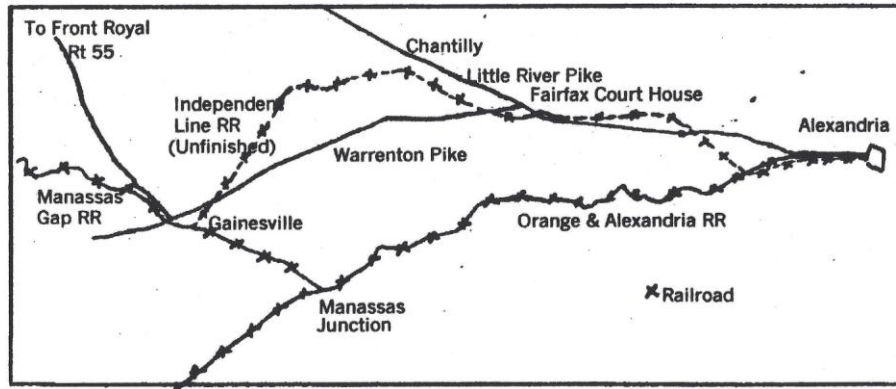


Figure 5: Location of the Independent Line of the Manassas Gap Railroad (*Endowed by the Creator, p. 35*)

On March 9, 1850, the General Assembly of Virginia chartered the Manassas Gap Railroad Company to build a connection with the Orange & Alexandria Railroad through Thoroughfare Gap in the Bull Run Mountains and Manassas Gap in the Blue Ridge Mountains, and thence via Strasburg to Harrisonburg. Maintaining a terminal connection with the Orange & Alexandria Railroad Company, the Manassas Gap Company began to plan the construction of an independent line, running from Gainesville to Alexandria via Bull Run. In anticipation of this, the company purchased an 80-foot corridor at the eastern base of Stony Ridge from several local landowners in the Gainesville region, while condemnation proceedings held in May 1854 provided the necessary strip of land through Fairfax Court House. Completion of the line was hampered, however, as the company was financially exhausted by attempting to complete its first line to Harrisonburg. The Civil War intervened before construction east of the Bull Run Mountains could be completed; although prior to 1858, a considerable amount of grading had been done. The graded railroad bed has become known as the Unfinished Railroad.

An attempt to make travel by road more acceptable was undertaken by the Providence Branch Plank Road Company, which was chartered in 1851. The company constructed “a plank road from Fairfax Court House, running in a Southerly direction to some point on the Alexandria and Gordonsville railroad at or near Paine’s church.”⁵¹ The road connected Fairfax Court House to Fairfax Station. A section of Ox Road (Route 123) follows the approximate path of this plank road.

Continued improvements to the various modes of transportation for passengers, mail, and products aided in escalating the population of Fairfax Court House and Fairfax County. Many of the new residents were from northern states, such as New York, Pennsylvania, Connecticut, Delaware, and New Jersey. The United States census records show that the majority were farmers, who settled in or near Fairfax Court House. The *Alexandria Gazette* observed in April 1844 that the town “had greatly improved in late years. Several handsome and spacious buildings have recently been built, the lots improved, and

⁵¹ Netherton and Wyckoff, p. 20.

other marks of enterprise and industry exhibited.”⁵² In *Fairfax County, Virginia: A History*, Netherton and others recount Samuel Janney’s 1845 remark that members of the community had recently erected “a number of commodious and tasteful dwellings,” and that “the price of improved land had doubled since 1840.”⁵³

Civil War Period, 1861-1865

Having seceded from the Union on May 23, 1861, Virginia became the first state to join the Confederate States of America following President Abraham Lincoln’s call for military volunteers to suppress the rebellion. The Commonwealth was to be the site of numerous significant battles and campaigns that profoundly impacted the outcome of the Civil War, beginning with the First Battle of Manassas on July 21, 1861 and ending with General Robert E. Lee’s surrender at Appomattox Court House on April 9, 1865. Fairfax Court House was considered a vital and strategic location during the Civil War because of its location along several major transportation routes and its established governmental activities. The town’s close proximity to the Union capital in the District of Columbia and its strong Confederate sympathies placed the residents of Fairfax Court House in a very difficult position throughout the war. During this period, there was very little economic growth and the area remained agriculturally-based where possible.

In 1860, Fairfax County was home to 11,834 residents, including 672 free blacks, 3,116 slaves, and 8,046 whites.⁵⁴ As explained by Netherton in *Fairfax, Virginia: A City Traveling Through Time*, subtle but significant changes had occupied in the 1850s that “contributed to Fairfax’s slow response to secession.”⁵⁵

Emigration from Northern states created enclaves of loyalist support, such as the ‘New York Starters’ who had settled in Oakton (then the village of Flint Hill) and Vienna, just to the north of Fairfax. Large plantation farming had been replaced by smaller operations, reducing the economic necessity and viability for slave labor. New railroads opened Northern markets to Fairfax and further encouraged the influx of new residents. These residents brought with them different political affiliations (former Whigs, American party supporters, and Republicans) and religious denominations (for example, Quakers, northern Presbyterians, American Baptists, among others).⁵⁶

“The Ordinance of Secession” was adopted on April 17, 1861 by the Virginia Convention and was overwhelmingly supported by Fairfax Court House residents (1,231 for to 289

⁵² City of Fairfax, “City of Fairfax Historic Sites,” (Fairfax, VA: City of Fairfax Public Information Office, 1988), p. 27; *Alexandria Gazette*, April 4, 1844.

⁵³ Netherton, *Fairfax County, A History*, p. 256.

⁵⁴ Netherton, *Fairfax, Virginia: A City Traveling Through Time*, p. 19.

⁵⁵ Netherton, *Fairfax, Virginia: A City Traveling Through Time*, p. 19.

⁵⁶ Netherton, *Fairfax, Virginia: A City Traveling Through Time*, p. 19.

against). A week later, on April 25th, Company D of the 17th Regiment of the Virginia Infantry was mustered on the grounds of Fairfax Courthouse. The company was known as the Fairfax Rifles. In all, three volunteer companies, consisting of two cavalry and one infantry, were mustered into service for Virginia from Fairfax.⁵⁷

On May 24, 1861, the day after Virginia officially seceded, Union troops were ordered to cross the Potomac River and seize the port of Alexandria. Colonel Elmer Ellsworth, a personal friend of President Lincoln, and the 11th New York Fire Zouaves traveled by steamer from Washington, D.C. to an Alexandria wharf. As a small Virginia militia was hurriedly leaving the port city, the troops met with no resistance. In route to take control of the telegraph office, Ellsworth and his men passed the Marshall House on King Street. The Colonel noticed a large Confederate flag on the inn and ordered it be removed. With a few men stationed on the first floor, Ellsworth and four of his men went upstairs and cut down the flag. As the men descended the stairs, innkeeper James W. Jackson was waiting with a shotgun. Jackson was a Fairfax native, who had previously operated the Willcoxon Tavern (known later as Union House) in Fairfax until February 1861.⁵⁸ As Jackson raised his weapon to fire, Corporal Francis E. Brownell attempted to avert the shot. The misfired shot killed Ellsworth, making him the first officer to die in the Civil War. Brownell then shot and killed Jackson. His remains, first buried at the Jackson home on Swinks Mill Road, were reinterred in a family plot at the Fairfax Cemetery in 1896.⁵⁹

Fairfax County's first wounded soldier was Peyton Anderson, a Confederate sentry stationed at what is now the intersection of Blake Lane and Lee Highway. On May 26, 1861, Anderson was shot and taken prisoner by two Union troops. A monument to Anderson was placed at the intersection in 1927, and later moved to 9700 Lee Highway in Fairfax, where it now stands.⁶⁰

The defense area surrounding Washington, D.C. did not extend to Fairfax Court House, "creating a zone of contention from Lewinsville through Vienna and Flint Hill (now Oakton) to Fairfax Court House."⁶¹ The area was constantly being reconnoitered by Northern and Southern troops and civilians fled at a moments notice. By the end of May 1861, Confederate troops were stationed within Fairfax Court House. "These included the Warrenton Rifles (approximately 90 men) under the command of Captain John Quincy Marr, quartered in the Methodist Church located on the south side of the Courthouse; the Prince William Cavalry under the command of Captain Thornton (about 60 men) housed in the Episcopal church; and the Rappahannock Cavalry under Captain Green (about 60 men) who slept in the Courthouse itself. These troops were under the command of Lieutenant Colonel Richard S. Ewell (who later became a general), freshly

⁵⁷ Netherton, *Fairfax, Virginia: A City Traveling Through Time*, p. 20.

⁵⁸ Netherton, *Fairfax, Virginia: A City Traveling Through Time*, p. 21.

⁵⁹ Netherton, p. 21; John T. Marck, "Colonel Ephraim Elmer Ellsworth," *About Famous People*, (downloaded from the internet June 21, 2004, <http://www.aboutfamouspeople.com/article1011.html?printable=y>).

⁶⁰ Netherton, *Fairfax, Virginia: A City Traveling Through Time*, p. 21.

⁶¹ Netherton, *Fairfax, Virginia: A City Traveling Through Time*, p. 21.

resigned as a captain of a cavalry unit in the Federal army.”⁶² The entire Confederate force totaled no more than three hundred men and was poorly equipped.⁶³

Lieutenant Charles H. Tompkins, commander of Company B of the Second U.S. Cavalry, and Lieutenant David S. Gordon of the Second Dragoons of New York advanced their troops toward Fairfax Court House on the early morning of June 1, 1861. Their advance along Fairfax Court House-Falls Church Road (now known as Route 237 and runs north to south along the east side of Fairfax) had not been detected by Confederate forces and the Union troops were able to capture the picket guards before advancing into Fairfax Court House. One of the picket guards escaped and alerted the Confederates of the coming Union troops. The Confederate troops were able to repel the Union soldiers during the night and retain control of Fairfax Court House.⁶⁴ Five Confederate soldiers were taken prisoner. Three Union soldiers were killed or missing and four were wounded.⁶⁵ During the skirmish, Captain John Quincy Marr was killed and had the unfortunate distinction of being the first Confederate officer to die in the Civil War. A monument to Captain Marr was erected on the grounds of the Courthouse in 1904. The skirmish is sometimes referred to as the “first battle of the war.”⁶⁶

Fairfax Court House first came under Federal control in July 1861, as the largest force ever mustered in North America moved west toward Manassas. Three columns of troops had traveled westward from Washington, D.C. on roughly parallel routes, seizing the Confederate outpost at Fairfax Court House on July 17th. The Confederates had departed the crossroads village in such haste “that meals were found simmering over campfires; the food was greedily devoured by the Yankee vanguard. Soon the northernmost column, commanded by Brigadier General Daniel Tyler, and the reserve column led by Colonel Dixon S. Miles arrived and made camp around the town.”⁶⁷ General Irvin McDowell, disappointed in the maneuvers accomplished that day, was headquartered at Fairfax Court House.

Immediately following the Confederate victory at the First Battle of Manassas on July 21st, Fairfax Court House was again securely under Southern control. General Pierre G.T. Beauregard established his headquarters at Fairfax Court House, planning an offensive into Maryland, Pennsylvania, and even Washington, D.C. The general met with General Joseph E. Johnston, General Gustavus W. Smith and Jefferson Davis, president of the Confederacy, on October 1, 1861 at **Willcoxon** Tavern (located at the intersection of Main Street and Chain Bridge Road) in Fairfax. The leaders decided that

⁶² Netherton, *Fairfax, Virginia: A City Traveling Through Time*, p. 22.

⁶³ Letter from M.L. Bonham, Brig. Gen., C.S.A., Commanding First Brigade, Dept. of Alexandria to Col. R.S. Garnett, Adjunct-General Va. Forces, June 2, 1861. *War of the Rebellion-Official Records of the Union and Confederate Armies, Series I, Vol. 2, 1880.*

⁶⁴ Letter from R.S. Ewell, Lieut.-Col. Virginia Forces, Commanding to Col. Thomas Jordan, Assistant Adjutant-General Virginia Forces, June 1, 1861. *War of the Rebellion-Official Records of the Union and Confederate Armies, Series I, Volume 2, 1880.*

⁶⁵ Netherton, *Fairfax, Virginia: A City Traveling Through Time*, p. 23.

⁶⁶ Mark M. Boatner III, *The Civil War Dictionary*, (New York, NY: Vintage Books, 1988), p. 272.

⁶⁷ William C. Davis, *The Civil War: First Blood, Fort Sumter to Bull Run*, (Alexandria, VA: Time-Life Books, 1983), pp 110-111 and 117.

the army was in no position to mount an offensive against Washington City or begin a campaign into Northern territory. While in the area, Davis reviewed Confederate forces on the grounds of the Courthouse, which was described as ‘a brilliant turnout.’⁶⁸

With the Confederate position south of the Rappahannock River in order to defend Richmond by the spring of 1862, the Courthouse in Fairfax ceased to serve as a court of law and functioned merely as a military outpost for the Army of the Potomac. On March 13, 1862, military leaders led by General George B. McClellan met in the courthouse to plan the move toward Richmond down the Potomac River. “Thus McClellan’s months of intransigence and unwillingness to move against Southern forces ended at the Courthouse conference.”⁶⁹

During 1862-1863, the geographic location of Fairfax Court House and the area around the town served as the center for the Army of the Potomac’s Northern Virginia campaigns. This area in Northern Virginia was a constant battlefield between the Union and Confederate troops attempting to make advancements in position and to defend Washington, D.C. Each of the many commands which occupied the town during the war added to the work of devastation commenced in 1861. Some of its best houses were burned, the churches were converted into hospitals, and then into stables. Netherton recounts one soldier’s description of the area in a letter dated April 27, 1862:

...The trip was worth a great deal, as all the ground we traveled over, was fraught with scenes of interest; it is worth a travel from a great distance to see Manassas and the surrounding country. The Rebels have spent immense labor in fortifying that position, it is surrounded on all sides by forts and Earth works of great size and strength, between the Junction and Bull Run nothing but one Fortification after another is to be seen. All their winter huts are still standing; At Bull Run we found that the bridge had been taken away by the latest freshet, so we had to get out Cross over on the footpath, and get in a train from the other side. This caused quite a delay, so that night was coming on before we got started again. All the Country from Manassas to Fairfax, and further from what I know, is one vast barren waste: not a fence to be seen as far as the eye can reach, the land is horribly cut by thousands of wagon roads turning in different directions; the timber was all cut off last winter and used for fuel so I know that there is not enough timber left to fence the land.⁷⁰

⁶⁸ Netherton, *Fairfax, Virginia: A City Traveling Through Time*, p. 23.

⁶⁹ Netherton, *Fairfax, Virginia: A City Traveling Through Time*, p. 23.

⁷⁰ Netherton, *Fairfax, Virginia: A City Traveling Through Time*, p. 24.

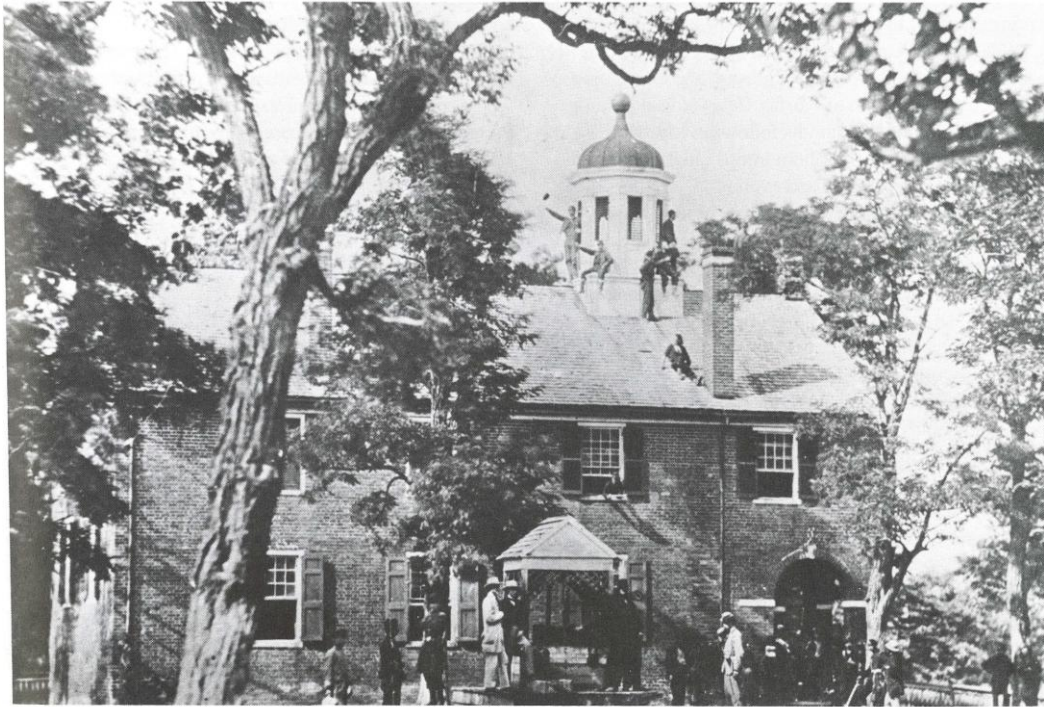


Figure 6: Fairfax County Courthouse, June 1863 (*Fairfax, Virginia: A City Traveling Through Time*, p. 31)

Leading up to the Second Battle of Manassas on August 29th and 30th, troops traveled through the crossroads of Fairfax Court House. Following the Confederate victory, Union General John Pope's army retreated to Centreville. The defeated troops were followed by Lee's forces, which were planning an advance into Maryland. On September 2nd, six battalions under the direction of Union General Franz Siegal occupied both sides of Main Street in Fairfax Court House while the Battle of Chantilly (Ox Hill) raged east of Chantilly near what is now the intersection of U.S. Route 50 and State Route 608 (West Ox Road).

William Elbridge Knight of Vermont wrote in a letter dated December 12, 1862 of the continued destruction of Fairfax Court House and the surrounding area.

The mills although nearly new and of brick are almost shattered to pieces from here to Fairfax Court I saw nothing worthy of note only the roads were lines with dead horses & mules & what we see everywhere here deserted plantations & mutilated buildings for when the union soldiers came to an old secesh [sic] rip goes his shanty. We have encamped for the night about a mile from the village. There is not much in the village worth notice only some of the houses look as through they had been shelled & some rebel earth works.⁷¹

⁷¹ Netherton, *Fairfax, Virginia: A City Traveling Through Time*, p. 27.

The overpopulation of Fairfax Court House, which was home to just 300 persons prior to the war, caused an extreme deprivation of fuel, food, and proper sanitation. Despite efforts to restore government and economic vitality, raids, sniper fire, and kidnappings continued to occur, especially those under the command of Captain John S. Mosby. On March 9, 1863, Captain Mosby conducted a successful raid against the Union soldiers at Fairfax Court House. In reporting to Major General J.E.B. Stuart, Mosby revealed that Colonel Wyndham's assistant adjutant general and aide-de-camp were prisoners along with Brigadier General Edwin H. Stoughton, his staff, escort, and the guards. Stoughton had been headquartered in the home of Dr. William Presley Gunnell, a local physician. "We also brought off 58 horses, most of them being very fine, belonging to officers; also a considerable number of arms."⁷² Mosby's successful raid was quite an embarrassment to the Union army and while he struck fear in the heart of the Union soldiers, his heroic status to the Confederates was well known throughout Fairfax Court House.⁷³ The Union army at Fairfax Court House was once again attacked on June 27, 1863 by General Wade Hampton's regiment, who captured all but eighteen of the cavalry troops in Companies B and C of the 11th New York Cavalry under Major Remington.⁷⁴

Once again a new local government attempted to restore commerce, conduct court proceedings, and handle the massive influx of emancipated slaves as well as Northern civilians arriving to support the war effort. The court had not met in Fairfax since the fall of 1862. By 1863, the Fairfax Courthouse building was only a structure shell, with its records pillaged and its interior seriously damaged.⁷⁵ In *Reveille in Washington*, Margaret Leech describes the scene, "...the courthouse stood neglected, with open doors and ancient papers scattered over the floor, the excursionists carried off documents, some of which dated from the reign of George III."⁷⁶ Although a Unionist court met in January 1863, it was forced to convene near Alexandria because no firm Union control was possible west of the port city. In August 1865, four months after the end of the war, the court assembled in Fairfax Courthouse for the first time in three years.⁷⁷ By October of that year, the village began rebuilding efforts, "stores were being reopened,...houses repaired, fencing replaced.... The day may come when desolated Fairfax [will] again...rise from the ruins and call upon her friends to settle within her borders."⁷⁸

Residents moving into the area included a number of freed blacks. One of the first duties of the agents of the Freedmen's Bureau, which opened in Fairfax County in August 1865, was to take a census of the black population. "Of the 2,941 blacks reported to be living

⁷² Letter from Captain John Mosby to Major General J.E.B. Stuart, March 11, 1863. *War of the Rebellion-Official Records of the Union and Confederate Armies, Series I, Volume 25, 1880.*

⁷³ Netherton, *Fairfax County, A History*, pp. 358-359.

⁷⁴ William M. Gardner, Kimberly A. Snyder, and Gwen H. Hurst, "A Phase I Archeological Investigation of the 12 acres Blenheim Property, City of Fairfax, Virginia," Prepared for City of Fairfax by Thunderbird Archeological Associates, Inc. December 1999, p. 7; Boatner, p. 272.

⁷⁵ Netherton, *Fairfax, Virginia: A City Traveling Through Time*, p. 29.

⁷⁶ Margaret Leech, *Reveille In Washington, 1860-1865*, (New York, NY: Carroll & Graf Publishers, Inc., 1989 reprint), p. 164.

⁷⁷ City of Fairfax Historic Sites, p. 28.

⁷⁸ Netherton, *Fairfax County, A History*, p. 374.

the duties of the former county court justice system, including holding titles to the county's public properties."⁸⁰

After the devastating destruction caused by the Civil War, Fairfax Court House and the surrounding county gradually recovered. The rural agrarian nature of the county, which was devoted to the growth of tobacco and then wheat prior to the Civil War, was changed by the establishment of dairy farms, fruit orchards and vegetable gardens. The repair, rebuilding and replacement of the many destroyed houses, barns, commercial buildings, mills, and agricultural fields became the primary objective of many County residents. "Little by little, our village is being built up, and it is to be hoped ere long will be restored to its ante-bellum prosperity and size and even go far beyond what it then was."⁸¹

Fairfax News boasted in March 1873 the village's renewed progress:

We now have four stores, two merchant tailors, one grocery, one bakery, one wheelwright and carriage shop, two hotels, one hostelry, a traveling butcher, two bar rooms, three schools, two doctors, six lawyers, three churches with a fourth in expectancy, a brick kiln, a full share of fourteenth amendments (emancipated slaves) and lots of free dogs, besides well supplied with wells, and any number of wheelbarrows. We have the prettiest location, the healthiest spot, and the scarcest money of any other outside, upside elevated space on top of the earth. But what especially gives interest and a name to the place is "the public square," full of trees, in the which is situated the clerk's office, the treasury building, the jail and the old Court House, with an unrivalled well outside, and Washington's will inside....⁸²

⁸⁰ Netherton, *Fairfax, Virginia: A City Traveling Through Time*, p. 37.

⁸¹ Netherton, *Fairfax, Virginia: A City Traveling Through Time*, p. 39.

⁸² Netherton, *Fairfax County, A History*, p. 435, n. 121; Netherton, *Fairfax, Virginia: A City Traveling Through Time*, p. 39.



Figure 8: Fairfax Elementary School (*Fairfax, Virginia: A City Traveling Through Time*, p. 36)

One of the most significant improvements for the village was construction of the Fairfax Elementary School, built in 1873. The school was erected four years after the ratification of a new state constitution that provided for an organized statewide system of education. The brick schoolhouse, now the Fairfax Museum and Visitor Center, was considered by many to be an extravagance the community could not afford during the reconstruction period. Three years prior to the construction of the new school, Fairfax County had forty-one schoolhouses, forty of those being one-room structures. The new school, referred to as “a showy pile of bricks and mortar,” was built for the education of white children.⁸³ The construction of such a large and prominent schoolhouse was likely spurred by the village’s status as county seat and its close proximity to the nation’s capital. The village had exhibited tremendous foresight in building such a large schoolhouse to meet the needs of the growing population. In 1912, the structure was enlarged to echo the county’s continued growth and the developments of public education in the Commonwealth.⁸⁴

Yet, as reported by Nan Netherton and others, “Fairfax Court House could hardly be described as a thriving community in the later years of the nineteenth century.” In 1881, Reverend O.C. Beak wrote of a “general business depression in this area” which caused the church and no doubt the entire community to suffer “from removals. ...The standard explanation for the town’s troubles...was the lack of a rail link and the unreliable roads,

⁸³ Susan E. Smead, Preservation Associates of Virginia, “National Register of Historic Places Registration Form: Fairfax Public School (151-0038),” February 1992, Section 8, p. 7.

⁸⁴ Smead, “National Register of Historic Places Registration Form: Fairfax Public School (151-0038),” Section 8, pp. 7-10.

isolating the courthouse from most of the county in bad weather.”⁸⁵ In 1873, the Orange, Alexandria & Midland Railroad, which was first chartered in 1848 as the Orange & Alexandria Railroad, erected a new depot station in Fairfax Station. Robert Sisson of Fairfax Court House provided “regular seven-mile round-trip stage service from Fairfax Court House to Fairfax Station depot.”⁸⁶

Officials in Culpeper County changed the name of their county seat in 1869 from Fairfax to Culpeper. At the request of Fairfax County residents, an act of the General Assembly was passed in 1874 officially changing the name of their county seat from Providence to Fairfax.

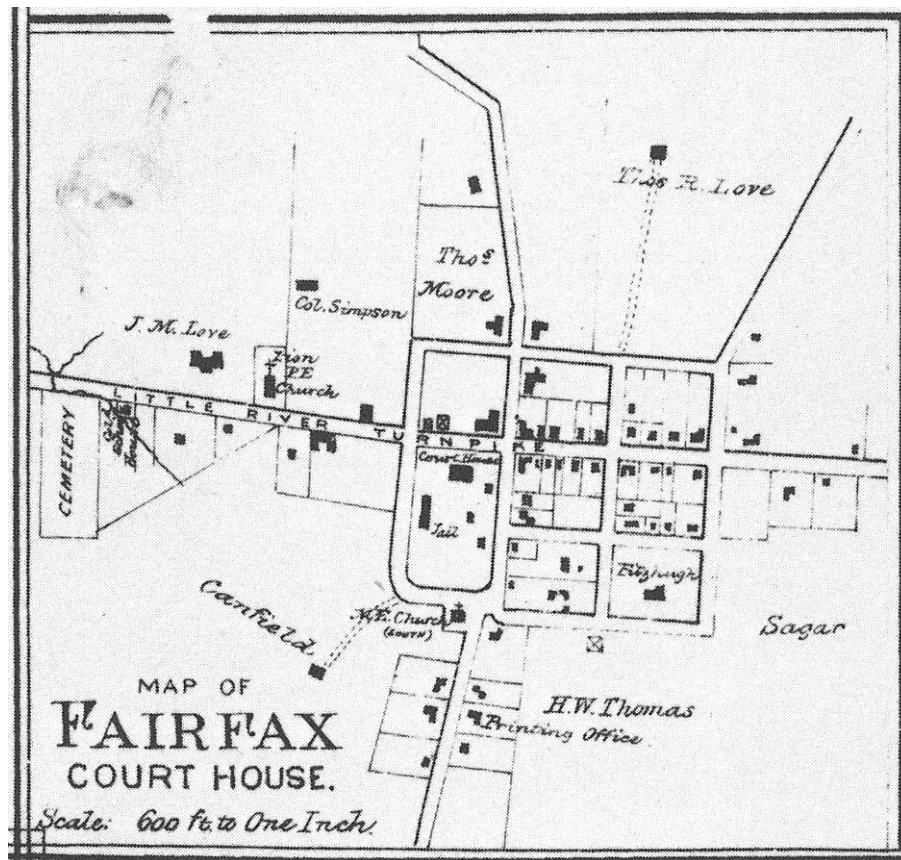


Figure 9: A.J. Shipman's 1886 Map of Fairfax County, Virginia (*The Cartography of Northern Virginia*, p. 98)

⁸⁵ Netherton, *Fairfax County, A History*, pp. 434-435.

⁸⁶ Netherton, *Fairfax, Virginia: A City Traveling Through Time*, p. 39.

The reminiscence of R. Walton Moore about Fairfax Court House in 1878 is given in *Fairfax, Virginia: A City Traveling Through Time*:

The village, never very large, was then much smaller than it is now, and although now I think unusually attractive, was then most unattractive. The roads and streets were bad, with an absence of such trees as now line them; most of the homes, which had been largely deserted during the war, in poor repair. There was no water supply except what was furnished by individual wells; there was no method of lighting except by kerosene lamps; there was no public means of disposing of sewage, and of course there was no telephone service. Particularly in the winter time, the journey by highway to Washington was very difficult and tiresome, and the bridge facilities across the Potomac River were very poor.⁸⁷

A historical sketch of Fairfax County published along with G.M. Hopkin's *Atlas of Fifteen Miles Around Washington* stated that the population of Fairfax County was 12,952 in 1879. Fairfax Court House was noted as having approximately 200 residents. The newly established *Fairfax Herald*, begun in 1881, stated the town had an increased population of 376 inhabitants.⁸⁸ By 1892, when the Town of Fairfax received its charter of incorporation, the "population had fallen, by one estimate, to two hundred, it had three white and two black churches, a school for each race, three or four stores, a newspaper office, an old-fashioned tavern, a coach and wagon maker and seemingly busiest of all, an undertaker's establishment."⁸⁹ Fairfax County, on the other hand, continued to "experience a steady growth due to general prosperity and opportunities from investment as well as an influx of Northerners...."⁹⁰

The most significant transportation link for the Town of Fairfax was the extension of the Washington, Arlington and Falls Church Electric Railway from Vienna. The Virginia route commenced in Georgetown, occupying the second floor of the Capital Traction Terminal (1895) at 36th and M Streets (also known as the Georgetown Car Barn). Lieutenant Governor Joseph E. Willard anticipated the possible delays in extending the electric streetcar line to the Town of Fairfax and offered \$25,000 to the railway company as an incentive for completing the work in four months. The extended streetcar line was completed ahead of schedule in 1904, thereby replacing "the passenger, farm-to-market, and mail services once provided by the steam-driven Southern Railway line through Fairfax Station."⁹¹ With the extension of the line from Railroad Avenue to the Courthouse, a terminal was established in the lobby of the former Willcoxon Tavern in 1910.

⁸⁷ Netherton, *Fairfax, Virginia: A City Traveling Through Time*, p. 41.

⁸⁸ Gardner, p. 8; City of Fairfax Historic Sites, p. 30.

⁸⁹ Netherton, *Fairfax County, A History*, p. 435.

⁹⁰ City of Fairfax Historic Sites, p. 30.

⁹¹ Netherton, *Fairfax, Virginia: A City Traveling Through Time*, p. 52.

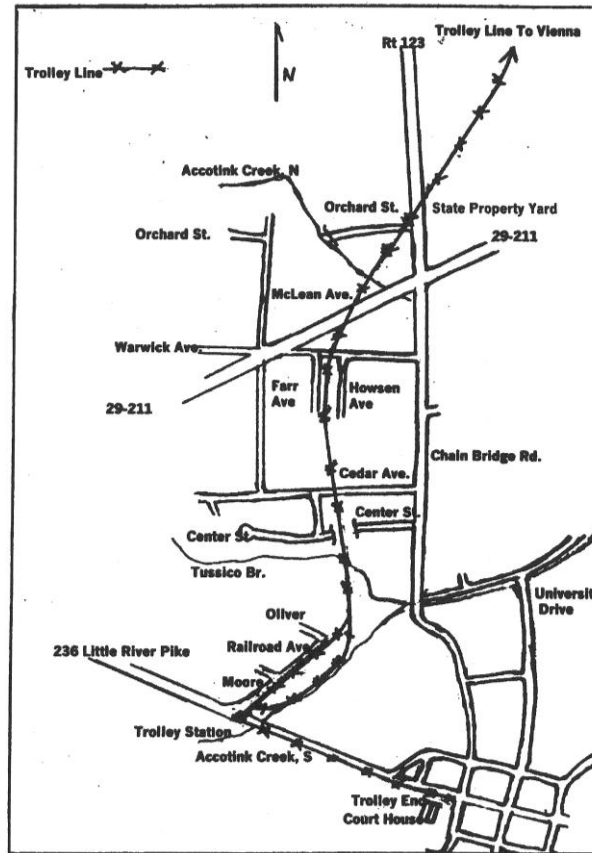


Figure 10: Washington, Arlington and Falls Church Electric Railway Line through the Town of Fairfax (*Endowed by the Creator*, p. 293)

The growing population of Washington, D.C. and the many expanding modes of transportation at the turn of the twentieth century began to impact the development of Virginia and Maryland. Arlington and Fairfax counties in particular began to experience the development of planned suburban neighborhoods, a change that required the abandonment of the agricultural base that traditionally supported the area. The population of Fairfax County in 1900 had reached 18,580, an increase of 1,925 persons in just ten years. Of the nearly 19,000 inhabitants of the county, 400 residents lived in the Town of Fairfax. Many of these residents worked, shopped, and/or attended schools in the nation's capital, which was becoming more easily accessible to Northern Virginia with the expansion of electric streetcar lines.

The growing dairy industry benefited greatly by the development of the electric streetcar lines and the improvements to the rail lines that transversed the county by allowing the products to be shipped quickly to distribution centers. The Great Falls and Old Dominion Railway, which began service in July 1906, carried not only 1,600,000 passengers in 1907, but transported the dairy products and locally grown produce of area farmers to

McLean and then onto Washington, D.C.⁹² Fairfax County was ranked as the largest milk producer in the Commonwealth.⁹³

Commercial and financial growth began in earnest at the turn of the twentieth century in the Town of Fairfax. The majority of the businesses were concentrated along Main Street, between what is now Chain Bridge Road and East Street. The Old Town Hall, erected in 1900 at 3999 University Drive, was never actually used as a government center but served as the Town's social center.⁹⁴ In 1902, the National Bank of Fairfax was organized, with offices initially located in the old clerk's office. Their first bank building was constructed in 1905. On July 5, 1904, the Town of Fairfax Council passed an ordinance authorizing the placement of poles and electrical conductors on the public streets for the operation of telephone and telegraph lines.⁹⁵ The Fire Brigade, organized about 1900, was provided by the Town Council in 1909 with fire extinguishers, a hand-drawn two-wheel chemical wagon with chemical tanks and fifty-foot hose with a nozzle.⁹⁶



Figure 11: Old Town Hall (*Fairfax, Virginia: A City Traveling Through Time*, p. 67)

⁹² Netherton, *Fairfax County, Virginia: A History*, p. 485.

⁹³ "National Register of Historic Places Registration Form: City of Fairfax Historic District (151-0003)," 1987, Section 8, p. 3.

⁹⁴ National Register of Historic Places Registration Form: City of Fairfax Historic District (151-0003)," 1987, Section 8, p. 8.

⁹⁵ Netherton, *Fairfax, Virginia: A City Traveling Through Time*, p. 54.

⁹⁶ Netherton, *Fairfax, Virginia: A City Traveling Through Time*, p. 63.

The *Industrial and Historical Sketch of Fairfax County, Virginia*, a booklet published in 1907 by the county board of supervisors, glowingly described the transformation of the Town of Fairfax from the devastating Civil War years to its early-twentieth-century progress:

While on the hills and in the valleys hereabouts can be found many evidences of the great conflict in the early “sixties,” yet the hand of modern improvement has left no trace of these in the town. Coming out of the Civil War as a mere hamlet, with devastation on every hand, and the fortunes of its people much impaired, Fairfax has grown into a thriving town of several hundred inhabitants, with well-paved streets, a national bank, a hotel, excellent general stores, a well-equipped and up-to-date drug store, a prosperous newspaper (the *Fairfax Herald*, more than a quarter of a century old), a carriage and wagon factory, private and public schools, four churches, and a Masonic and other lodges. Here terminates the Washington, Arlington and Falls Church Railway, the completion of which, in the latter part of 1904, has not only infused new life into the town, but has assured its rapid and substantial growth.⁹⁷

Improvements to the roadways throughout Fairfax County had not been consistently made; thus, many of the routes were inadequately paved and/or did not provide a direct course to popular destinations. Although the county had built its first macadamized road “between Clifton and Centreville in the early 1900s, individuals were often forced to maintain roads to their own homes and farms, and many of the county’s major roadways continued to depend on tolls for their upkeep.”⁹⁸ Travelers along Little River Turnpike, which ran directly into the Town of Fairfax, were required to pay a toll until the road became a public highway in 1896. In 1910, the Washington and Leesburg Turnpike Company took over several abandoned roads in Fairfax and Loudoun counties, converting them into “modern high-class turnpikes” with tolls. The collected fees no longer adequately covered the costs for maintaining the roads and most of the county’s tollhouses were closed by 1919.

World War I to World War II Period, 1918-1945

With continued improvements to transportation routes and the rapid growth of the federal government beginning during the years of World War I, Fairfax was being transformed into a residential suburb of Washington, D.C. This new pattern of development was also spurred by the establishment of bus lines and the ever-increasing popularity of the automobile. Although bus service had been established in 1915 from Aqueduct Bridge to Langley, it was not until the early 1920s that the bus lines of the Virginia Transit Company and the Suburban Motor Vehicle Company reached various communities in Fairfax County, including the Town of Fairfax. Funding for the improvement of roads

⁹⁷ Netherton, *Fairfax, Virginia: A City Traveling Through Time*, p. 55.

⁹⁸ Netherton, *Fairfax County, Virginia: A History*, p. 527.

increased as the automobile quickly became the preferred mode of transportation. In 1923, “the state auditor reported 2,775 motor vehicles of all kinds in the county.”⁹⁹ By 1933, the electric streetcar service had ceased to operate because it was no longer sufficiently adequate to meet the growing needs of area residents.

Construction of roads continued in earnest throughout the County and Town. When Memorial Bridge was planned in the early 1920s, a private association known as the Lee Highway Association promoted and planned a boulevard that would link the bridge to major arterial highways connecting Virginia to the west. The boulevard, originally named for General Robert E. Lee and now known as Arlington Boulevard/Lee Highway, was planned with a 200-foot right-of-way to allow for plantings and separation of local and through traffic. William S. Hoge, Jr., an active promoter of the development of Arlington and Fairfax counties, was chairman of the right-of-way committee and instrumental in securing the right-of-way through the two counties. Hoge even offered some of his own land. The rights-of-way were presented to the Commonwealth of Virginia and the Virginia State Highway Commission assumed responsibility for clearing and paving the roadway. The road, originally envisioned as linking Memorial Bridge with the Shenandoah National Park, was completed in sections throughout the second quarter of the twentieth century.¹⁰⁰ Hoge wrote that “the territory opened up by Lee Boulevard will become the Greater Washington of the future...and the population and assessment value will soar to almost unbelievable heights as Washington grows Virginia-way.”¹⁰¹ In November 1931, the highway (now Route 50) was extended westward from Fairfax Circle to “Kamp Washington, just west of Fairfax at the Little River Turnpike (Route 236).”¹⁰²

County agent Harry B. Derr reported in 1925 that “with the rapidly increasing miles of hard surface roads in this county many business men of the city are purchasing farms, either from a speculative or home point of view.”¹⁰³ Accordingly, the Town Council “ordered that all subdivision plats laid off in the Town of Fairfax must be submitted to the Council for approval. Streets in subdivisions must be at least 40 feet wide and alleys no less than 12 feet wide.”¹⁰⁴ The J.B. McCrary Company, a municipal engineering firm from Atlanta, Georgia, was hired to survey the Town for both water and sewer services in October 1928.¹⁰⁵ A central water and sewage system was approved by voters in 1930.

In 1929, the *Industrial Directory of Virginia* described the growing Town of Fairfax, which despite some suburbanization was still agricultural in nature:

⁹⁹ Netherton, *Fairfax County, Virginia: A History*, p. 528.

¹⁰⁰ “President Hoover to Turn the First Spade in the Construction of the New Lee Memorial Boulevard,” *Washington Post*, April 25, 1931, p. LM 3.

¹⁰¹ W.S. Hoge, Jr., “Bigger Washington is Seen in Virginia,” *The Washington Post*, April 25, 1931, p. LM 13.

¹⁰² Netherton, *Fairfax, Virginia: A City Traveling Through Time*, p. 69.

¹⁰³ Netherton, *Fairfax County, Virginia: A History*, pp. 530-531.

¹⁰⁴ Netherton, *Fairfax, Virginia: A City Traveling Through Time*, p. 65.

¹⁰⁵ Netherton, *Fairfax, Virginia: A City Traveling Through Time*, p. 65.

The dairy industry is conducted on an extensive scale. The Washington market is an impetus to the dairy business, poultry raising and market gardening. The raising of cattle, sheep and hogs engages the attention of many farmers. Fairfax, the county seat, is located at the center of the county, connected with Washington and Alexandria by electric line and improved highways...this is a thriving inland village and charming residence Town. Industrial operations in the county are represented in paper, pulp-cutting, flour and feed mills.¹⁰⁶

The 1930 census records report the population of Fairfax County had reached 25,264, nearly twice what it was in 1870.¹⁰⁷ The Town of Fairfax was home to 516 residents in 1920 and 635 persons by 1930. The increase attributed to the tripling of the federal work force during World War I and the influx of new federal workers under Franklin D. Roosevelt's New Deal programs. The on-going agricultural base of the area was documented by the six farms enumerated within the town limits by the census.¹⁰⁸ Yet, the suburbanization of the Washington Metropolitan Area was quickly encroaching on the Town of Fairfax. Many farmers, unable to compete with city wages, ceased operating. It was reported that by 1923 "at least 100 [farmers]...who while not all leaving their farms have ceased farming operations, sold their live stock, bought themselves Ford Cars, and are working either in Alexandria or Washington."¹⁰⁹

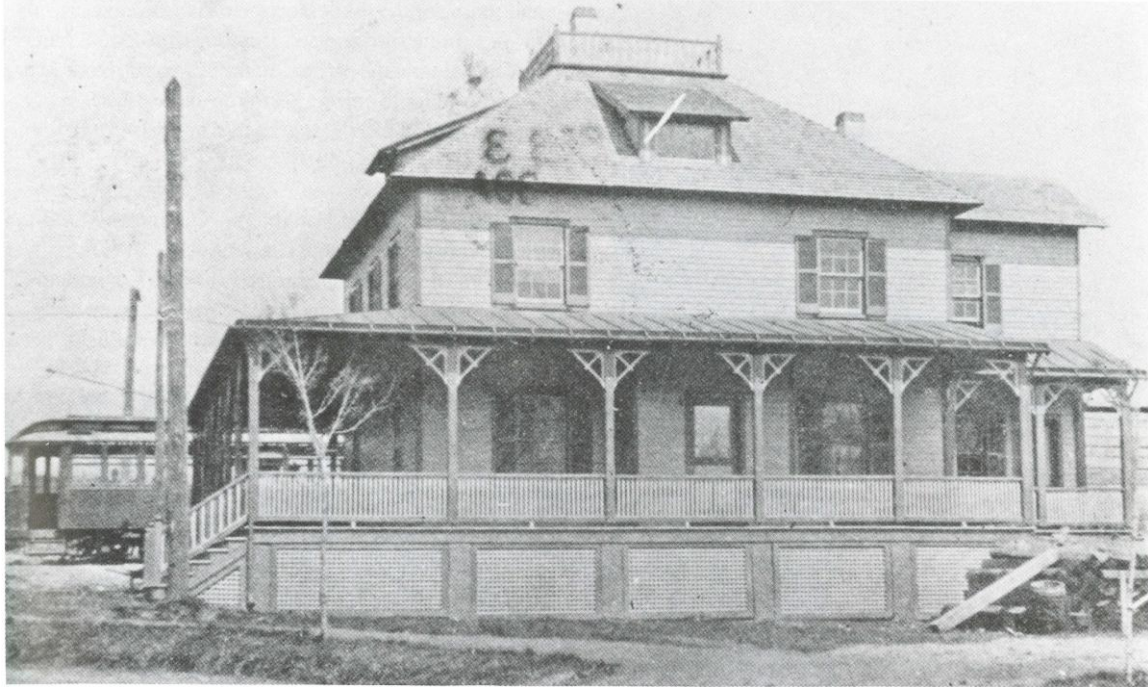


Figure 12: Railroad Avenue Streetcar Station, circa 1904 (*Fairfax, Virginia: A City Traveling Through Time*, p. 51)

¹⁰⁶ Netherton, *Fairfax, Virginia: A City Traveling Through Time*, p. 64.

¹⁰⁷ Netherton, *Fairfax County, Virginia: A History*, p. 546.

¹⁰⁸ Netherton, *Fairfax, Virginia: A City Traveling Through Time*, p. 65.

¹⁰⁹ Netherton, *Fairfax County, Virginia: A History*, p. 530.

The Town of Fairfax, although serviced by railroad and streetcar at the turn of the twentieth century, did not grow rapidly because of its accessibility by these modern modes of mass transportation and public amenities. Previously, in the mid-nineteenth century, the railroad had spurred the development of many “mainline” suburbs nationwide and commuting for work and recreation was well established for the upper classes. The nearest railroad station to Fairfax Court House, however, was located approximately four miles to the south in Fairfax Station. The distance, coupled with inadequate roads between the two villages, quickly became an obstacle in the suburban development of Fairfax Court House. Similarly, the electric streetcar lines began to foster tremendous expansion of suburb growth in and around cities across the United States, attracting a wide range of people from the working to upper-middle classes. By keeping fares low, the streetcar companies encouraged households to move to the suburban periphery, where the cost of land and a new home was less expensive. Often, these transportation companies owned or speculated in the real estate development of the suburbs to which the streetcars traveled. Although the electric streetcar ran through the Town of Fairfax by 1906, it did not greatly encourage the establishment of planned suburbs like those beginning to radiate from the nation’s capital. This was largely due to the availability of undeveloped land in Arlington County and the eastern half of Fairfax County, which were closer to the District of Columbia than the Town of Fairfax. Further, the Town and the western half of the county continued to maintain an agricultural base, utilizing mass transportation like the electric streetcar for the transport of dairy products to local markets rather than commuting.

Between 1905 and 1944, six planned suburban neighborhoods were platted in the Town of Fairfax. With the exception of Halemhurst, all of the subdivided neighborhoods were located within close proximity of the streetcar line and to the west of the Courthouse. The Moore and Oliver Subdivision was the first planned neighborhood to be platted in the Town of Fairfax. R. Walton Moore and Walter Tensill Oliver, successful local lawyers who surveyed the land and laid out building lots and roads, platted forty-one lots in 1905. The forty-acre subdivision, bounded on the east by the Washington & Falls Church Electric Railway right-of-way, was planned in anticipation of the extension of the streetcar line. Although a few lots were sold to prospective homeowners, development of the Moore and Oliver Subdivision did not occur until the 1940s and early 1950s, well after the streetcar ceased to serve the Town of Fairfax.

It was not until 1923 that the next planned neighborhood was platted in the Town of Fairfax. Rust’s Subdivision created ninety-nine housing lots from the B.F.A. Myers farm. Similarly, the platting of Halemhurst in 1925 signified the loss of another agricultural property within the town limits. The former farm of H.N. Clark, which included a two-acre vineyard, eleven acres of apple orchards, and twenty-five acres of forested land, was divided into 164 housing lots. Three of the larger suburbs, Westmore, Fairfax Heights and Fairfax Acres, included several sections platted separately over a number of years. In 1929, the *Washington Post*, in describing William S. Hoge’s business plans for the Westmore subdivision, wrote that, “Mr. Hoge is planning to inaugurate Washington’s westernmost suburban development, Westmore, a tract of

approximately 100 acres, located beyond Fairfax Court House, at the intersection of the Lee Highway and the Jackson Memorial Boulevard.” It quoted Hoge as saying:

Many cities of Washington’s size which do not possess Washington’s advantages in stability and opportunities for future growth have flourishing suburban home communities located eighteen and twenty miles from the Metropolitan center. Westmore will be fifteen miles from the White House, a little more than half-hour ride from Washington. With new, widened, paved highways and new bridges there is no reason why a suburban development west of Fairfax Court House should not be successful. At the present rate of suburban development westward from Washington, Westmore will be located in the heart of things within a few years.¹¹⁰

Many of the subdividers who platted these neighborhoods purchased undeveloped lots in adjacent suburbs in anticipation of further growth and probably financial success.



Figure 13: Aerial View of the Town of Fairfax, 1927 (*Fairfax, Virginia: A City Traveling Through Time*, p.64)

¹¹⁰ “W.S. Hoge, Jr., Will Develop Westmore,” *The Washington Post*, September 1, 1929, p. R 1.

Yet, despite the availability of land adjacent to the streetcar line and the new roads, these early subdivisions did not substantially develop until the World War II years when the population of the Washington Metropolitan Area was burgeoning at an unprecedented pace. By 1940, population of the Town of Fairfax had more than doubled to about 800 people. The County population had also drastically risen to 40,929, nearly twice what it was just ten years earlier in 1930. The greatest impetus for this increase continued to be growth of the federal work force. The dramatic increase in population and the limited availability of affordable rental housing for the middle-class government worker made the county a prime development area, particularly during and after World War II.

The New Dominion Period, 1946-present

Although the rise in private automobile ownership nationwide began in the 1920s, the impact of the automobile did not drastically impact development in the Town of Fairfax until the 1940s. By this time, suburban development was infilling once-open agricultural land in Arlington County and the eastern part of Fairfax County; new and improved roads were being laid out and regularly maintained by the State Highway Administration; and the now-outdated railroad and streetcars were ceasing to operate. The automobile allowed the growing number of residents in the Washington Metropolitan Area to commute longer distances to work and shop. This sparked the creation of distinct residential and commercial building types, with developers, builders, and merchants forced to become more creative in an effort to sell their product.

Between 1946 and 1950, four additional subdivisions were platted in the Town of Fairfax. These included Sherwood's Additional to Westmore, the first section of Fair Oaks, Cobbdale, and Section 3 of Westmore. G. Norman Cobb and his sister Mavis Cobb, who was the first woman to practice law fulltime in Fairfax County, requested sewer and water service for the ninety-acre subdivision of Cobbdale. The request, coupled with more impending suburban development, prompted the Town Council to study the possibility of adopting a subdivision ordinance. Additionally, a survey of the town was conducted, a town planning commission was created, a motor vehicle license ordinance was adopted, and a building code and zoning ordinance was established.



Figure 14: Subdivisions in the City of Fairfax (Fairfax, Virginia: A City Traveling Through Time, p. 114)

By 1950, the Town of Fairfax was home to 1,946 people. Tracts of land surrounding the town center had yet to be developed as planned suburbs; however the development was quickly approaching. Between 1951 and 1961, approximately fifty-one new subdivisions and additions were platted in the Town of Fairfax. Unlike the earlier platted suburbs which were typically sold without improvements, these mid-twentieth-century neighborhoods provided modern housing that reflected the most up-to-date principles of design while respecting the traditional styles, and created a sense of unity between neighbors. Additionally, the suburbs and even the houses themselves were designed to accommodate the automobile. The majority of the suburbs were planned by community builders with a long-time association with the Washington Metropolitan Area. They “often sought expertise from several design professionals, including engineering, landscape architecture, and architecture.”¹¹¹ The houses were marketed toward the middle-income family, returning World War II veterans, and very often provided Veterans Administration (VA) and/or Federal Housing Administration (FHA) financing. The increase in housing costs, the great need for housing, and the “general conservative stance” of VA and FHA guidelines were all “major factors affecting the appearance of house form and subdivision design before and after World War II.”¹¹²

Commercial development, particularly those located along Lee Highway, targeted passing automobile motorists and vacationers, providing service stations, restaurants, and

¹¹¹ David L. Ames and Linda Flint McClelland, *National Register Bulletin: Historic Residential Suburbs, Guidelines for Evaluation and Documentation for the National Register of Historic Places*, (Washington, D.C.: U.S. Department of the Interior, National Park Service, National Register of Historic Places, September 2002), p. 27.

¹¹² Christopher T. Martin, “Tract-House Modern: A Study of Housing Design and Consumption in the Washington Suburbs, 1946-1960,” (Ph.D. diss., The George Washington University, 2000), p. 30.

motels. To attract motorists, the service stations had to do more than just sell gasoline. They often provided washing and lubrication services, as well as public restrooms. Due to the demands of the motorist, more space was needed for repairs, tires, batteries, other automotive accessories, and additional sales and display areas.¹¹³ Unlike the gas stations of today, the filling stations focused on providing automobile-related services only and did not provide other products found in the associated convenience stores of the last three decades of the 20th century. Similarly, roadside restaurants, such as the Come Rite Inn, Black Lantern Inn, and the Tastee 29 Diner, were constructed to meet the needs of the quick-paced traveler. From family restaurant to drive-thru restaurants, this building type was constructed to attract customers driving by with their recognizable designs and large, eye-catching signs as well as provide dining in a homelike setting. Although the first motels in Fairfax were small, unassuming buildings with less than twenty rooms, motels were also expanded and incorporated signs, design aspects, and special amenities such as swimming pools to attract the roadside traveler. Lodging in Fairfax would allow travelers to stay overnight inexpensively and away from the congested downtown of Washington, D.C., yet close enough to visit its attractions. Successful examples of motels and tourist courts included Cloverdale Farm Modern Tourist Home, Manuel's Tourist and Trailer Park, "Kamp Washington," Chilla-Villa Motel, and the Anchorage Motel.

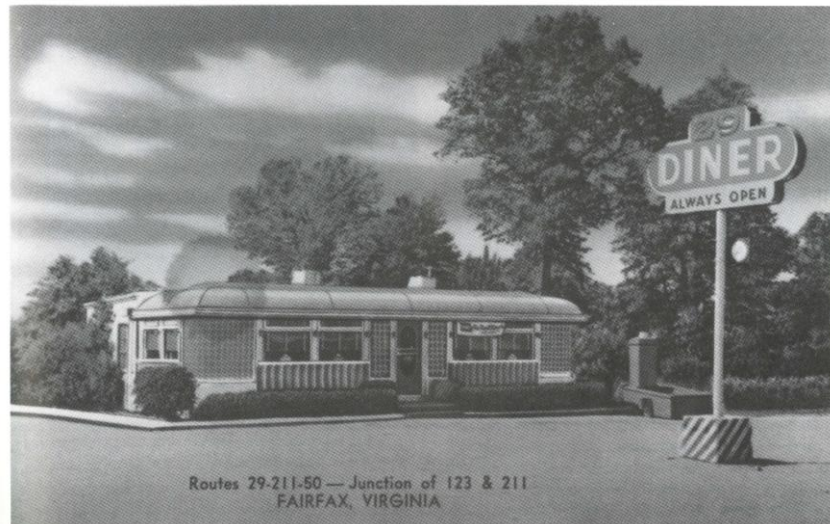


Figure 15: Tastee 29 Diner (Fairfax, Virginia: A City Traveling Through Time, p. 77)

In 1892, at the time of incorporation, the Town of Fairfax had an area of 1,626 acres. Although the population was increasing at a steady rate, no additional land had been added to the Town limits. By 1959, the Town of Fairfax “was almost completely built up, with little land remaining for expansion, and unless additional land was acquired, the Town would cease to grow.”¹¹⁴ The Town filed suit against Fairfax County and was

¹¹³ John Baeder, *Gas, Food, and Lodging*, (New York, NY: Abbeville Press Publishers, 1982), pp. 38-39.

¹¹⁴ Netherton, *Fairfax, Virginia: A City Traveling Through Time*, p. 86.

“awarded forty percent of the land sought in the petition. The approved 2,224 acres included about 3,000 persons. All of the commercial property between Kamp Washington and Fairfax Circle was included.”¹¹⁵ The annexation more than doubled the Town’s area and increased its population from nearly 7,000 to 11,500. The established subdivisions of Country Club Hills, Greenway Hills, Little River Hills, Cobbdale, Fairchester and Country Club Estates were now part of the Town of Fairfax. The Town also gained control over twenty miles of roads and was responsible for providing additional police protection, street lights, traffic control, free trash and garbage collections, and snow removal.¹¹⁶

Fairfax County’s threat to consolidate and deprive the numerous towns of their autonomy prompted the officials of the Town of Fairfax to request status as an independent city. Under a charter granted by the Virginia General Assembly, the Town of Fairfax became an independent City of the Second Class on July 1, 1961 with 3,688 housing units and a population of 14,434 persons.¹¹⁷ The first regular meeting of the City Council of the City of Fairfax was held on July 5, 1961.¹¹⁸ Construction of the new city hall quickly followed at 10455 Armstrong Street. Although the City established a number of new regulation and governing departments, such as a flood plain regulations and the Planning Department, “it elected to enter into a number of contracts with Fairfax County for the provision of public services, including education. In addition, a 1965 agreement established a fifty-acre ‘County enclave’ within the City, which included the County Courthouse/Massey Building area.”¹¹⁹

In the mid-1960s, zoning was changed to allow for the construction of apartment complexes. Between 1963 and 1966, sixteen new apartment projects were approved and constructed with a total of 2,000 units. The construction of four townhouse neighborhoods, such as Courthouse Square and Great Oaks, quickly followed the 1966 adoption of a new townhouse ordinance. By the 1970s, one-tenth of the developed land was being used for retail or office purposes. The automobile-related buildings, particularly the motels, trailer parks, and service stations along Lee Highway, were quickly being replaced by larger chain-operated restaurants and offices. The City’s largest shopping center, Fair City Mall, was constructed in 1974 near the intersection of Main Street and Pickett Road. This intersection is also home to the Turnpike Shopping Center and the Pickett Shopping Center, collectively providing more than half a million square feet of retail development that is responsible for more than one-fourth of all retail sales in the City.¹²⁰ Office buildings, generally located within close proximity to the City and County government facilities in the western part of the City, constituted the largest percentage of new construction during the late 1970s. By the 1980s, the construction of office buildings became one of the major forces shaping the development of the City. Office development in the latter part of the twentieth century was similar to the

¹¹⁵ Netherton, *Fairfax, Virginia: A City Traveling Through Time*, p. 86.

¹¹⁶ “Court Affirms Fairfax Town Annexation,” *The Washington Post*, December 1, 1959, p. B1.

¹¹⁷ “City of Fairfax, Comprehensive Plan,” p. 6.

¹¹⁸ Netherton, *Fairfax, Virginia: A City Traveling Through Time*, p. 87.

¹¹⁹ “City of Fairfax, Comprehensive Plan,” p. 6.

¹²⁰ “City of Fairfax, Comprehensive Plan,” p. 41.

residential suburb development decades earlier, which was made possible by the streetcar and automobile. Now businesses no longer had to be centralized in Washington, D.C., but could be located in the radiating suburbs like the City of Fairfax.¹²¹

Industrial development also moved into the City of Fairfax in the 1960s. The largest extant dairy farm in the area included 116 acres of land to the west of the Little River Hills subdivision along Pickett Road. This site, just to the north of Little River Turnpike, was proposed for rezoning by the American Oil Company for use as an oil storage and distribution facility. The “tank farm,” as it was to become known, was to service American Oil Company, Texaco, Gulf Oil and Cities Service.¹²² Although many of the residents opposed the rezoning, the project was unanimously approved, with a two-acre reduction. Despite years of controversy related to the adverse effects of the property on nearby residential property, the oil “tank farm continues to be the single largest industrial development in the City” of Fairfax.¹²³

From 1970 to 1980, the population of the City of Fairfax decreased by 10 percent to 20,537. The primary reason for the decline was the “decrease in average household size from 3.53 to 2.70 persons. More people left the City than arrived during that time and the number of births decreased by 2.3 percent. The average household size decreased further between 1980 and 1990, from 2.70 to 2.60 persons. This decrease was perhaps the most significant factor in the total population decrease from 1980 to 1990 (from 20,537 to 19,894).”¹²⁴ Yet, boundary adjustments to unify subdivisions had been made in 1980 that resulted in a slight population increase. Additional boundary adjustments were made in 1991, 1994, and 2001.

In 1983, a nonprofit board of trustees entrusted with the care of the Old Town Hall was organized as Historic Fairfax City, Inc. The charitable corporation became an “active support group for the preservation and utilization of several historic structures located in downtown Fairfax, including the Ratcliffe-Allison House.”¹²⁵ One of the most notable achievements of the organization was “the interior renovation and restoration of the Old Fairfax Elementary School to house the Fairfax Museum and Visitor Center. The Museum was opened to the public on July 4, 1992.”¹²⁶

¹²¹ “City of Fairfax, Comprehensive Plan,” p. 6

¹²² Netherton, *Fairfax, Virginia: A City Traveling Through Time*, p. 94; “City of Fairfax, Comprehensive Plan,” p. 6.

¹²³ Netherton, *Fairfax, Virginia: A City Traveling Through Time*, p. 94; “City of Fairfax, Comprehensive Plan,” p. 6.

¹²⁴ “City of Fairfax, Comprehensive Plan,” p. 13.

¹²⁵ Netherton, *Fairfax, Virginia: A City Traveling Through Time*, p. 118.

¹²⁶ Netherton, *Fairfax, Virginia: A City Traveling Through Time*, p. 118.

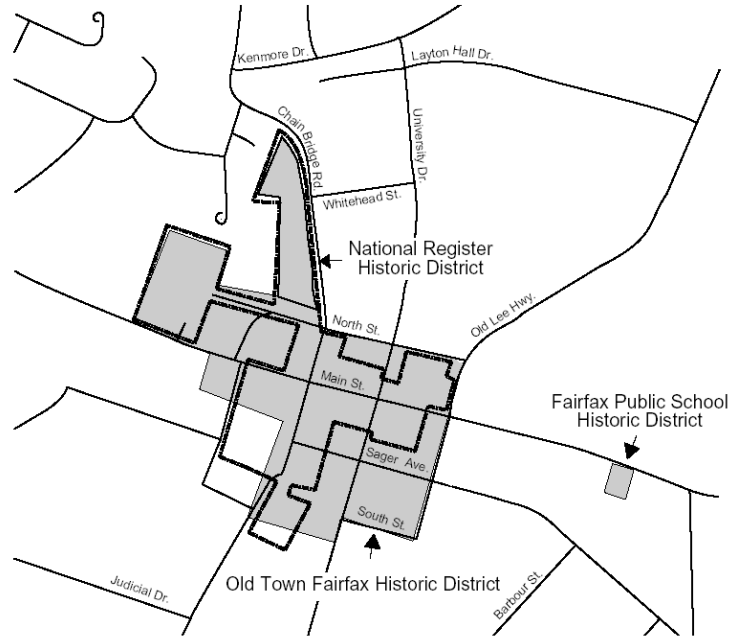


Figure 16: City of Fairfax Local and National Register Historic Districts ("City of Fairfax, Comprehensive Plan," p. 104)

Recognition and protection of the original crossroads community where the Court House was constructed in 1800 was achieved in 1977 through the creation of the Old Town Historic District. This local historic district was protected by an overlay zoning regulation and Historic District Guidelines that informed “developers and architects of the City’s expected standards for architectural details and materials for construction and renovations....”¹²⁷ In 1987, a slightly smaller area of the historic downtown was listed in the Virginia Landmarks Register and National Register of Historic Places. The City of Fairfax Historic District includes forty-eight buildings (32 contributing buildings and 16 non-contributing buildings) that represent the continuing evolution of a town center from its early development in the 1800s to its suburban-influenced growth during the 1940s and early 1950s. Individual nominations to the National Register of Historic Places include the Tastee 29 Diner, Old Fairfax Elementary School, Blenheim, the Fairfax County Courthouse, and Ratcliffe-Allison House.

In 2000, the City of Fairfax was home to 21,498 persons. With a land area of 6.3 square miles, the City has sixteen miles of arterial roads and fifty-three miles of local roads that provide access to the more than 8,000 households on 2,700 acres of land. The overwhelming majority of the housing stock is made up of single-family detached dwellings, with 73% of the residences owner-occupied. Commercial land uses constitute fifteen percent of all developed land in the City of Fairfax today.¹²⁸ Most of the jobs in the City are concentrated around the service industry, including business, health, and legal (40%), retail and wholesale trade (32%), government sector (9%), and financial and

¹²⁷ Netherton, *Fairfax, Virginia: A City Traveling Through Time*, p. 119.

¹²⁸ “City of Fairfax, Comprehensive Plan,” p. 140.

real estate (8%).¹²⁹ The major private employers in the City include Sun Trust Bank, Verizon Wireless, Fairfax Nursing Center and Ted Britt Ford. The largest public employers are Federal Technology Services and the City of Fairfax.¹³⁰

In light of the continued growth impacting the City of Fairfax, as well as the surrounding county, the Comprehensive Plan is being updated. The City is also developing programs such as the Neighborhood Renaissance Services to facilitate home renovation and undertaking the redevelopment of Old Town Fairfax with restaurants, retail shops, and office space. A new regional library and residential condominium units are also planned on the North Street parking lot site. The City Facilities Bond Project will provide for the construction of a new police station and an addition to the 1962 City Hall.

In 2005, the City of Fairfax will celebrate its Bicentennial. This anniversary marks the City's founding in 1805 as the Town of Providence, with the new county courthouse as the centerpiece of the fourteen-acre community. Today, this once small crossroads village encompasses 6.3 square miles with historic and modern properties that represent its development and expansion during the nineteenth and twentieth centuries as a prominent Northern Virginia suburb.

¹²⁹ "City of Fairfax, Comprehensive Plan," p. 42.

¹³⁰ "City of Fairfax, Comprehensive Plan," p. 42.

HISTORIC THEMES

The Virginia Department of Historic Resources (VDHR) has developed eighteen historic themes that capture the context of Virginia's heritage from the earliest times. These themes are defined in the Survey Update Findings section of this report. Whenever possible, the documented resources were placed within the eighteen historic context themes established by VDHR to allow for a better understanding of the development impacts affecting the Survey Update area. Ten of the eighteen themes are discussed here as they pertain to the extant historic resources documented as part of the Historic Property Survey Update in the City of Fairfax. The most prevalent theme is the Architecture/Community Planning theme, followed closely by the Domestic theme. Resources relating to the Commerce/Trade, Education, Religion, Social, Funerary, Government/Law/Political, Transportation/Communication, and Recreation/Arts themes were also identified, although only minimally. The remaining themes – Landscape, Industry/Processing/Extraction, Military/Defense, Health Care/Medicine, Settlement, Ethnicity/Immigration, Technology/Engineering, and Subsistence/Agriculture, – were not identified.

THEME: ARCHITECTURE/COMMUNITY PLANNING

Architecture

The areas covered by the Historic Property Survey Update of the City of Fairfax focused on the architecture which developed in the nineteenth century as the city grew from a crossroads village to a prosperous town center at the turn of the twentieth century; and as a streetcar and automobile suburb of Washington, D.C. in the mid-twentieth century. The Survey Update recorded a variety of different styles and forms of buildings. The majority of the buildings located at the center of the city, within the City of Fairfax Historic District, date from 1799 to the turn of the twentieth century. This distinct section of the City of Fairfax includes commercial, governmental, social, religious, and some residential buildings. The architectural styles presented include Federal, Early Classical Revival, Greek Revival, Italianate, Queen Anne, Classical Revival, Colonial Revival, and Craftsman. The surrounding suburban neighborhoods, platted in the early to mid-twentieth century, contain buildings that date from the second quarter of the twentieth century, predominately from the 1930s to the early 1970s. The architectural styles exhibited in these neighborhoods reflect the influences of the Modern Movement and Colonial Revival, with limited examples of the Bungalow/Craftsman, Tudor Revival, and Modernistic styles presented.

Early Classical Revival

“The revival and perfecting of architectural Classicism...owes its dramatic second life to the genius and artistry of Andrea Palladio, the sixteenth-century Venetian architect.”¹³¹ It was Palladio's interest in the architecture of ancient Rome and his rediscovery of the

¹³¹ Jeffery Howe, general editor, *The Houses We Live In: An Identification Guide to the History and Style of American Domestic Architecture*, (London, England: PRC Publishing Ltd., 2002), p. 180.

first-century architect Vitruvius that became the catalyst for the development of the Classical Revival designs. Two centuries later, the Vitruvius-inspired architecture of Palladio was embraced for its balanced symmetry and proportions, introducing the Early Classical Revival to the United States. Popular between 1770 and 1830, the Early Classical Revival style was strongly embraced by Thomas Jefferson, who employed the design elements of ancient Rome at the University of Virginia, Monticello, and the Virginia State Capitol. “The quintessential Jeffersonian building is of red brick with a white portico of the Tuscan order or of unfluted Roman Doric. Very often there is a semicircular window in the pediment.”¹³² The style is known for its balanced symmetry, practicality in proportions, geometric perfection, Classical columns, terraces, balustrades, loggias, and domes.¹³³

The original Fairfax County Courthouse (151-0003-0001), located at 4000 Chain Bridge Road, is the single best representation of the Early Classical Revival style in the City of Fairfax. It was completed in 1800 by contractors John Bogus and Mungo Kykes. Reflective of Jeffersonian Classicism, the red brick building is ornamented with a stone string course and keystones that frame the semi-circular arched openings of the loggia along the east elevation. The flat-arched window openings on the first story have 12/12 double-hung, wood sash, while those on the second story have 12/8 double-hung, wood sash. The gable end of the east elevation has a circular opening framed with header bricks and holds a louvered fan vent. The two-story building, designed by architect James Wren, has a gabled roof that is pierced by an octagonal-shaped cupola surmounted by an onion-shaped roof with a ball finial and weathervane. The wooden cupola, set on a square base, is detailed with Tuscan pilasters, ogee-molded panels, louvered vents, and a torus-molded cornice. The building has been substantially enlarged in the early 1950s to serve the needs of the booming county population. These additions are located to the south of the original courthouse and do not compromise its integrity of design, workmanship, and materials.

Federal Style

Thoroughly British in origin, Federal architecture became the signature style of America's wealthy mercantile class during the late eighteenth and early nineteenth centuries. Members of the Federalist aristocracy whose international business trade kept them closely linked to England embraced the style, despite American independence. Chaste, conservative, and gracefully elegant, the style first appeared in important coastal cities, but eventually was adapted everywhere in simpler vernacular forms. Brick was the material of choice for simplified Federal-style facades, marked by refined decorations and elongated proportions.¹³⁴ Typically, the brick façades were laid in Flemish bond, while the side and rear elevations were laid in American bond. Features commonly associated with this style are low-pitched roofs, smooth symmetrical facades, semi-

¹³² Marcus Whiffen, *American Architecture Since 1780: A Guide to the Styles*, (Cambridge, MA: The MIT Press, 1996), p. 31.

¹³³ Howe, p. 180.

¹³⁴ Rachel Carley, *The Visual Dictionary of American Domestic Architecture* (New York, NY: Henry Holt and Company, 1994), p. 91.

elliptical fanlights, slender sidelights, and attenuated columns. During the Federal period (1780-1840), ornamental details, particularly interior elements, echo the work of the Adam brothers of Britain. Much of this refined detailing was substantially diluted when applied to the buildings in the City of Fairfax. Thus, Federal-style ornamentation was reflected in the narrow form, window openings, muntin width, cornice detailing, and transoms.

The dwelling known as the Ratcliffe-Allison House (151-0003-0041), located at 10386 Main Street, illustrates the vernacular adaptation of the Federal style at the turn of the nineteenth century. Constructed circa 1805, the building was erected in two sections: the eastern two bays believed to be the original portion with an entry hall and stair, and the western three bays containing a single room. The eastern section is heated by a massive brick chimney that was most likely an exterior end chimney when constructed. The western section has a smaller interior end brick chimney. The brickwork and construction techniques suggest that the two sections were erected “by the same mason, and probably were built within the same year of each other. It is possible, however, that the second section could have been built as late as 1830 when it was owned by the Allison family.”¹³⁵ This two-story building is constructed of red brick laid in Flemish bond on the façade (south elevation) and five-course American bond on the side and rear elevations. The side-gabled roof is edged with a hound’s tooth brick cornice. The first-story windows, larger than those on the upper story, have 6/6 double-hung, wood sashes framed by operable louvered wood shutters. The second-story openings have six-light casement windows. All of the window openings, as well as the single-leaf entry at the eastern section of the building, have finely detailed jack-arched brick lintels, a detail indicative of the Federal style.

The two-story Dr. Draper House (151-0003-0044) at 10364-10370 Main Street was erected circa 1810 in the Federal style of architecture. This brick building, laid in Flemish bond, is unequally marked by five openings on the first story and four openings on the second story of the façade (south elevation). The configuration of the openings suggests the interior plan was hall/parlor on the first floor with a side-entry stair hall that provided access to the second floor. The single-leaf, central entry on the façade holds a six-paneled wood door flanked by four-light sidelights. The semi-circular-arched fanlight over the entry, which is no longer glazed, is edged by an elliptical-arched lintel of soldier-coursed bricks. The window openings, each having a replaced sash, are topped by jack-arched brick lintels. The side gable roof, now clad in standing seam metal, has a narrow molded brick cornice and two interior end brick chimneys with corbeled caps.

¹³⁵ Virginia Historic Landmarks Commission Staff, “National Register of Historic Places Inventory – Nomination Form: Earp’s Ordinary,” (December 1972), Section 7, p. 1.

Greek Revival Style

Whereas the Early Classical Revival and Federal styles were derived from the Palladian ideals of ancient Roman design, the Greek Revival adhered strictly to the Greek orders, which were based on systems of proportion and ornament. Modeled on English precedents, the Greek Revival style was imported to the United States and spread rapidly along the East Coast and into the frontier. Linked by an educated elite espousing the ideals of ancient Greek democracy, the style became associated with the young democratic government and was considered a natural choice for civic monuments. As a stylistic influence, the Greek Revival filtered down to even the most modest of rural farmhouses. Grander houses generally featured a columned portico supporting a triangular pediment – as on a Greek temple. Local builders accomplished the same effect simply by turning the gable end of a house to the street, boxing in the gable with a triangular raking cornice, adding pilasters to the corners, and/or painting the building a pristine white.¹³⁶

The Greek Revival style, prominent from 1825 to 1860, was popular in the City of Fairfax, and throughout Virginia. Four properties with the characteristic detailing of the Greek Revival style were documented in the Survey Update of the City of Fairfax, all within the boundaries of the National Register Historic District. Although this particular style was often embraced for religious and governmental architecture, it was also popular for domestic architecture. The more high-style examples in the city dated from the 1830s, while the more vernacular interpretations occurred at the latter part of the nineteenth century.

The two-story Dr. Gunnell House (151-0003-0022) at 10520 Main Street was built in the Greek Revival style in 1835. As originally constructed, the five-course American-bond brick dwelling was three bays wide with a side-passage entry. The raised entry, accessed by a straight-flight stair of stone with wrought iron balustrade, is sheltered by a wood-frame portico. It has a half-hipped roof supported by Tuscan posts and pilasters, ogee-molded cornice with wide frieze, and narrow balustrade with square balusters. The main entry illustrates the greatest influence of the Greek Revival style through the use of paneled dado, sidelights, wide square-edged surround with Tuscan pilasters supporting the architrave, and multi-light transom. The first story windows are elongated, holding 6/6 double-hung, wood sash topped by jack-arched lintels of brick. The second story has standard-sized window openings with 6/6 double-hung, wood sash and jack-arched brick lintels. In 1911, the dwelling was substantially augmented by the addition of two bays on the eastern elevation, and today reads as a five-bay-wide structure with a central entry.

The Oliver House (151-0003-0008) at 4023 Chain Bridge Road, constructed circa 1830, also illustrates many of the same stylistic elements as the Dr. Gunnell House and the Ford House. This two-and-a-half-story house is constructed of brick laid in five-course American bond. It is three bays wide with a side-passage entry, a form originally presented by the Dr. Gunnell House. The entry portico has Tuscan columns, wide frieze,

¹³⁶ Carley, p. 100.

ogee-molded cornice and balustraded roof. The single-leaf entry is framed by Tuscan pilasters, paneled dado with sidelights, multi-light transom, and wide square-edged surrounds. The side-gabled roof has a plain frieze and modillions along the overhanging cornice, and front-gabled dormers.

Typical of a vernacular illustration of the Greek Revival style is the Fabio House (151-0003-0019) at 3920 Chain Bridge Road. The wood-frame structure, constructed circa 1880, has a block-like form, elongated first-story openings, an overhanging cornice with a wide plain frieze, and shallow-pitched hipped roof with tall corbel-capped brick interior chimneys. The three-bay-wide porch is supported by Tuscan columns that are more slender than those typically ornamenting Greek Revival-style buildings; however, the ogee-molded cornice has overhanging eaves and a wide plain frieze reflective of the style.

Italianate

Well represented in pattern books, the Italianate style emerged in the 1830s along with the Gothic Revival style and eventually proved to be even more popular, lasting well into the 1880s. With square towers, asymmetrical plans, broad roofs, and generous verandahs, the rambling Italianate houses that began to appear in both the suburbs and the countryside were rather free and highly romanticized interpretations of the villas of rural Italy, found throughout Tuscany, Umbria, and Lombardy. During the mid-1800s, the Italianate style was enthusiastically adapted for urban rowhouse architecture and reached its zenith in the brownstone-fronted rowhouses of New York City, characterized by ornate door and window designs, weighty bracketed cornices, and high stoops with robust cast-iron stair rails.¹³⁷

A single example of the Italianate style was noted in the Survey Update of the City of Fairfax. The brick county jail (151-0003-0001) is composed of three building campaigns that resulted in the present two-story, T-shaped structure. The original section of the building, dating from 1885, is a high-style illustration of the Italianate style. The five-bay-wide façade has a pedimented central entry bay. The narrow window openings, holding 6/6 double-hung, wood sash have pedimented stone lintels. The full-width porch has single and paired chamfered Tuscan posts with scroll-sawn and knee brackets, braced balustrade, a denticulated cornice, overhanging ogee-cornice, and pedimented gable over the entry stair. The cornice of the hipped roof covering the building is ornately detailed with corbeled bricks in pear-drop and dentil patterns. Finely detailed, wrought iron cresting crowns the roof of the building. A two-story ell was added to the rear of the building and later extended further to the rear in the latter part of the nineteenth century.

Queen Anne Style

Among the attractions generating considerable interest at the 1876 Centennial Exhibition in Philadelphia were several English buildings designed in the Queen Anne style, which

¹³⁷ Carley, p. 143.

would prove to be widely influential in the United States from the 1870s until the turn of the twentieth century. The style was identified with the Scottish-born architect Richard Norman Shaw and his followers, whose domestic work in England was a tremendously free and eclectic hybrid of forms drawn from a range of sources, including Classical, Tudor, and Flemish architecture. The Queen Anne style dismissed the impractical Gothic Revival style by emphasizing human scale and domestic comforts. The facades showed a great variety, featuring projecting oriels, bay windows, and odd rooflines. It was also rich in texture, with cut and molded brick, terra cotta, and ornamental plaster. The open, asymmetrical plan centered on a "great hall" with an enormous fireplace and cozy built-in inglenooks.

In the United States, the style found an exuberant expression in wood, and frequently incorporated classical columns and decorative motifs borrowed from our own colonial architecture. The Queen Anne style was favored for everything from rowhouses to sprawling seaside retreats, whose designs frequently came from pattern books. All were resplendent in patterned shingles, spindles, brackets, and curlicue cutouts; many boasted ample verandahs, turrets, and sleeping porches.¹³⁸ Although the Queen Anne style did not dominate the landscape of the City of Fairfax, the buildings illustrating this extremely fashionable style are more high style than the contemporaneous Queen Anne-style houses constructed in surrounding rural locations.

Two examples of the Queen Anne style were noted during the Survey Update of the City of Fairfax, both within the boundaries of the National Register Historic District. These include the altered Moore-McCandlish House (151-0003-0017) at 3950 Chain Bridge Road and the Sauls' House at 10381 Main Street. The Moore-McCandlish House was originally constructed about 1840 and substantially altered circa 1895 to reflect the Queen Anne style. The wood-frame building is set on a brick foundation and clad in weatherboard with corner boards. The side gable roof of the main block, pierced by three front-gabled dormers with triple double-hung, wood sash windows, is now a cross gable roof with square-butt slate shingles and an interior corbeled brick chimney. The windows are presented as single, paired, and triple openings. The first-story openings on the façade are elongated 2/2 double-hung, wood sash windows with louvered shutters. The window openings on the remainder of the building vary, including 6/1, 6/6, and 9/1 double-hung, wood sash. The wrap-around porch has tapered Tuscan columns, an ogee-molded cornice, and narrow frieze. The Queen Anne-style dwelling was home to R. Walton Moore (1859-1941), who served as U.S. Congressman from 1919 to 1931 and, in 1933, was appointed Assistant Secretary of State under President Franklin D. Roosevelt.

The Sauls' House (151-0003-0040) at 10381 Main Street, which now has a commercial use, was constructed in 1892. The wood-frame structure is clad in weatherboard with staggered square-butt shingles in the tympanums of the enclosed gables. The irregular-shaped building has a cross gable roof sheathed in standing seam metal and finished with wide overhanging eaves marked by an ogee cornice and modillions. The single window openings have 1/1 double-hung, wood sash with square-edged surrounds and flat-arched

¹³⁸ Carley, pp. 154-155.

lintels. A three-sided canted bay projects from the east elevation of the building. The wrap-around porch has Tuscan columns, sawn balusters, an ogee cornice, and wide frieze.

Classical Revival Style

The Classical Revival was based on the neoclassical architecture of eighteenth-century France and England. Popular in America between the 1890s and 1950s, the fashion favored the French Neoclassical, which provided a striking alternative to the ostentatious sculptural ornament associated with the Beaux-Arts style. By contrast, the style was subdued and dignified, although often equally monumental in scale. Facades were markedly symmetrical and punctuated by rhythmic rows of columns, windows and entry doors. A grand two-story portico often emphasized the centrality of the design. The style was particularly popular for domestic, educational, and governmental architecture.

The Old Town Hall (151-0003-0047) at 3995 University Drive, constructed in 1900, is an excellent example of the Classical Revival style. Located at the center of the City of Fairfax, the two-story Town Hall is a wood-frame structure set on a raised coursed rubble foundation of stone with weatherboard siding. The building's most prominent feature is the full-height portico with tapered Tuscan columns and pilasters, wide boxed eaves with plain frieze, and enclosed gable end with a raked ogee cornice and semi-circular louvered vent in the tympanum. The grandeur of the portico dwarfs the balustrade, which is composed of thin turned balusters. The double-wide entry, which fronts University Drive, is elegantly framed by a classically-inspired surround with fluted Tuscan pilasters, wide entablature with plain frieze and dentil molding, keystone, and finely detailed fanlight. The wide window openings, holding 6/6 double-hung, wood sash, have squared-edged surrounds with ogee-molded back band, wood sills, and projecting lintel caps. The gabled roof is pierced by front-gabled wall dormers with semi-circular arched openings extending up from the second story. The building, originally painted a neutral color such as gray with contrasting white trim, was restored in 1986.

The use of the Classical Revival style for residential property is exceptionally well illustrated by the former home of attorney John S. Barbour. Constructed between 1910 and 1915, the two-story dwelling at 4096 Chain Bridge Road (151-0003-0003) is built of wood frame now clad in stucco. As demonstrated at the Town Hall, the building's greatest interpretation of the Classical Revival style is the full-height portico that spans the façade along Chain Bridge Road. The enclosed tympanum of the portico is supported by Ionic columns with an exceptionally wide frieze that displays the building's one time use as the home of "The Business Benefits Group." The overhanging boxed eaves have an ogee profile, wrapping around the main block of the building and into the gable end. The deeply recessed tympanum is pierced by a squat fanlight with a wide square-edged surround and finely detailed muntins. The main entry, which holds a five-paneled wood door, is ornamented with fluted Tuscan pilasters, wide vertical light sidelights with paneled dados, and a finely detailed fanlight. The triple window opening above has a half-balcony with turned balusters and square posts. A large interior brick chimney with corbelling rises from the hipped roof, which is pierced by front-gabled dormers. The building was enlarged by the addition of wings in 1978.

Paul VI High School (151-5247) at 10675 Lee Highway is a later example of the Classical Revival style as it was applied to educational buildings. Constructed in 1935, the school was originally known as the Fairfax High School. The two-story structure is constructed of red brick laid in a Flemish-bond pattern with classically-inspired concrete detailing and brick quoins. The building is marked by banked openings consisting of two 8/8 windows flanked by 6/6 windows. The openings are joined by continuous concrete sills. The main entry is framed by full-height Tuscan pilasters of concrete that visually support the enclosed pediment and frieze, which reads "Paul VI High School." The double-wide entry doors have Tuscan pilasters, a wide frieze, and projecting lintel cap. The second-story opening over the main entry is a triple window with an engaged balustrade composed of turned concrete balusters and square posts with finials. The flat roof of the building is adorned with a molded concrete frieze, concrete coping, and a stepped parapet over the entry bay. The structure was enlarged by the addition of Classical Revival-style wings in the mid-twentieth century to meet the needs of the growing student population. Although constructed at a later date, the wing additions are stylistically in keeping with the main block of the building. The wings are constructed of Flemish-bond red brick with quoins. Standing two stories in height, the wings have paired window openings surrounded by concrete bays ornamented with molded sills and applied panels with floral garlands. The double-wide entry openings are recessed with concrete Tuscan pilasters, plain friezes, and projecting lintel caps with an ogee profile. The second-story openings over the entries have paired windows with an engaged balustrade. The flat roofs are finished with a molded concrete frieze and concrete coping.



Figure 17: Addition to Paul VI High School, 10675 Lee Highway, 151-5247 (EHT Tracerics, 2004)

Colonial Revival Style

Gaining popularity as early as 1910, the Colonial Revival style was one of the most dominant architectural styles documented in the Survey Update of the City of Fairfax.

The style was not confined within any one neighborhood; rather it was widespread throughout the residential suburbs. Examples predominately were residential, including single-family and multiple dwellings.

Following the Centennial celebrations of 1876 in Philadelphia, the Colonial Revival style emerged as a contemporary architecture, fulfilling the nostalgia of the romanticized Enlightenment values and the achievements of the era of the founding of the republic.¹³⁹ The style, which borrowed heavily from early American architecture, “quickly became the height of fashionable taste as the American public came to embrace rather than deny its national past.



Figure 18: Robey House, 3906 Chain Bridge Road, 151-0003-0020 (EHT Tracerics, 2004)

One of the more ornate residential examples of the Colonial Revival style is the Robey House (151-0003-0020) at 3906 Chain Bridge Road. Located in the National Register historic district, the two-and-a-half-story dwelling was constructed in 1928 for George Robey. The main block is constructed of brick laid in English bond and capped by a side-gabled roof with square-butt slate tiles. It is five bays wide with a central-passage entry. The ornate entry is finished with a semi-circular portico supported by tapered Tuscan columns and pilasters. The wide frieze is capped by an ogee-molded cornice, flat roof, and wrought-iron balustrade. The wide entry opening is flanked by sidelights and paneled dados. The windows on the first story of the façade have paneled skirts, 6/6 double-hung sash, louvered shutters, and flat concrete lug lintels. The second-story windows, as well as those on the side and rear elevations, have 6/6 double-hung sash with concrete sills and lug lintels, and louvered shutters. The building is wrapped by a boxed ogee-molded cornice with wide plain frieze. Three front-gabled dormers, diminutive in scale, pierce the roof. One-story wings project from the side elevations. The southern wing, covered by a steeply pitched side gable roof, is constructed of brick with paneled

¹³⁹ Carley, p. 188; Howe, p. 273.

wood framing the multi-light openings. The northern wing is constructed of brick with screens and the flat roof has a cross-braced balustrade. A large two-story rear ell, not visible from the façade, was constructed in the latter part of the twentieth century.

The National Bank of Fairfax (151-0003-0007) at 10440 Main Street is an excellent example of how the Colonial Revival style was utilized on financial and religious architecture. Built in 1931, the two-story building is constructed of brick laid in Flemish bond with a cross-hipped roof sheathed in slate shingles. The primary elevation along Main Street is ornamented with 4/4 and 8/12 double-hung, wood sash windows. The main doors are located within a projecting, three-bay-wide entry bay that is highly stylized. The entry bay has fluted Ionic pilasters with a semi-circular arched lintel and keystone. The double-leaf doors have panels and six lights each with a five-light transom. The flanking semi-circular arched openings have 20/20 double-hung, wood sash windows with square-edged surrounds, back bands, and keystones. The enclosed pedimented gable is adorned with a narrow frieze, ogee-molded cornice, modillions, and a circular window opening at the center of the tympanum. The Colonial Revival style was also well executed on the Fairfax Baptist Church (151-5475), constructed in 1951, and the Truro Episcopal Church (151-0003-0023), which was completed in 1959.

The Colonial Revival style was also commonly applied to the Cape Cod house, a domestic form most common before 1950 when supplanted in popularity by the ranch house. Examples were noted throughout the City of Fairfax, particularly in the residential suburbs of Moore and Oliver, Rust's Subdivision, Fair Oaks, and Westmore. The one-story Cape Cod dwelling at 10616 Moore Street (151-5266) was built circa 1930 in the Colonial Revival style. Constructed of wood frame with weatherboard siding, the modest house is ornamented with a stylized door surround composed of fluted Tuscan pilasters, a wide plain frieze, and projecting ogee-molded lintel cap. The single-leaf entry is sheltered by a pedimented portico with thin Tuscan posts and a wide overhanging ogee cornice. The one-and-a-half-story dwelling at 10619 Oliver Street (151-5262), constructed circa 1940, is similar in form and ornamentation, with a stylized Colonial Revival door surround. The similarity of the entry surrounds suggests it was a mass-produced item and/or installed by the same builder. The entry portico has thin turned posts and a wide frieze. The side gable roof is perforated by two front gable dormers, a common element of the Cape Cod form that allowed for finished living space on the upper half story.

The brick-clad dwelling at 4012 Stonewall Avenue (151-5126) in the Fair Oaks neighborhood is a larger version of the Cape Cod form. Rising one-and-a-half stories, the building has single and paired window openings framed with louvered shutters. The side-gabled roof is pierced by front-gabled dormers clad with weatherboard. The dwelling's single correlation to the Colonial Revival is the ornate surround that frames the main entry. It is composed of Tuscan pilasters, a plain frieze, and broken ogee-molded pediment with acorn finial. Similarly, the modest one-story dwelling at 11003 Oakwood Drive (151-5276) has limited stylistic ornamentation. The single-leaf entry door, consisting of recessed panels with a semi-circular arched fanlight, is the only adornment associated with the Colonial Revival style.

The Dutch Colonial house type gained popularity in the early twentieth century due to its unpretentious, yet picturesque form. Dutch Colonial designs were increasingly common in pattern books and design catalogues by the 1920s. The dominant features of these houses are gambrel roofs and dormer windows. Innovation occurred when a long, shed dormer window was inserted into the gambrel roof to allow for more space in the attic or second story. This addition to the design made it even more appealing due to its similarity to the popular bungalow type. Two examples of the Dutch Colonial type are located at 10413 and 10415 North Street (151-0003-0045, 151-0003-0046). Both houses were constructed ca. 1920 and have prominent gambrel roofs and long, shed roof dormers. The orientation of the house at 10413 North Street, with its gable end toward the street, illustrates the versatility of this dwelling type to different lot sizes.

Tudor Revival Style

Although the Tudor Revival style is one of the most popular architectural styles in Northern Virginia, only a single example was recorded during the Survey Update of the City of Fairfax. The style is loosely based on architectural characteristics of late Medieval English cottages and manor houses featuring Renaissance detailing. The first Tudor Revival-style dwellings appeared in the United States in the late nineteenth century and were designed by architects who closely copied English models. These dwellings featured stone or brick walls, steeply-pitched parapet cross-gabled roofs, elaborate facades of Gothic or Jacobean inspiration, tall narrow windows arranged in groups with multi-pane glazing, and large chimneys topped with decorative pots. From 1900 to 1920, the style began to appear on more modest dwellings. These dwellings retained the steeply pitched roof, groups of narrow windows, and dominant chimneys and began to exhibit half-timbering as a decorative detail. The style reached its height of popularity during the late 1920s and the 1930s, but continued to be popular in suburban neighborhoods nationwide until the middle part of the twentieth century. The rise in the style's popularity corresponded to developments in masonry veneering techniques, which allowed modest dwellings to mimic the brick and stone exteriors seen on the earlier high-style interpretations of the style. These dwellings demonstrate a wide variation of shape, form, and exterior decorations; however, the markers of the style are still apparent in the steeply pitched, cross-gabled roofs, dominant chimneys, and exterior decorations such as half-timbering, skintled bricks, and decorative stone work.



Figure 19: House, 10540 Warwick Avenue, 151-5242 (EHT Tracerics, 2004)

The house at 10540 Warwick Avenue (151-5242) in Rust's Subdivision is a modest suburban example of the Tudor Revival. Constructed circa 1940, this dwelling stands one-and-a-half stories high, is asymmetrically three bays wide, and is clad in wood shingles. A projecting bay on the façade enhances the rectangular form of the structure, which is covered by a side-gabled roof. This projecting bay, pierced by a segmentally arched single entry, has a distinctive slope on the eastern side of its front-gabled roof. The sloping roof draws the viewers' attention to the massive exterior chimney that dominates the façade of the dwelling.

Bungalow/Craftsman Style

A handful of Craftsman-style bungalows can also be found in the residential subdivisions in the City of Fairfax. As traditional domestic forms were often interpreted for economy and convenience, the resulting bungalow mimicked the plan and massing traditionally associated with the fashionable Queen Anne style; yet, the bungalowoid form was invariably one to one-and-a-half stories in height. The bungalow is generally covered by a low-pitched, intersecting gable roof that encompassed the often-wrapping porch. The modest arrangement of the wood-frame buildings made them one of the most popular low- to middle-income domestic forms in growing suburban communities across the United States. An example of the Queen Anne and Colonial Revival influences on the bungalow form is located at 10376 Main Street (151-0003-0043), which was constructed in 1925. The bungalow was very often adorned with elements of the Craftsman style. Craftsman stylistic elements displayed include rock-faced concrete block foundations, battered wood Tuscan posts, full-width front porches, overhanging eaves, and wood knee brackets. Examples of Craftsman-style dwellings are located at 4283 Chain Bridge Road (151-5438), 3703 Farr Avenue (151-5238), and 3710 Farr Avenue (151-5234).



Figure 20: House, 10376 Main Street, 151-0003-0043 (EHT Tracerics, 2004)

Streamlined Moderne Style

Shortly after 1930, a more diffuse influence affected the modernistic styles – the beginning of streamlined industrial design for ships, airplanes, and automobiles. The smooth surfaces, curved corners, and horizontal emphasis of the Streamline Moderne style resonated not only the economy of line, but also the fascination with aerodynamic speed and streamlined design. Such streamlining was reflected in curving wall planes, flat roofs, soft and rounded corners, and horizontal bands of windows. Ornamentation generally consists of mirrored panels, cement or stuccoed panels, and an occasional metal panel with low relief decoration around door and windows. Aluminum and stainless steel were often used for trim, railings, and balusters.

In the City of Fairfax, the Streamline Moderne style of architecture was typically expressed on automobile-related resources such as the service station. Nationwide, the design of the gas station began to evolve, creating more efficient designs with aluminum accents and all-glass fronts. Popularized in the 1930s and continued after World War II, gas station construction resumed the shape of the oblong box. Flat roofs replaced the hipped roof of the small house type. Another design statement was the overwhelming use of porcelain enamel metal panels. Porcelain enamel was inexpensive, durable, and nearly maintenance-free. The porcelain enamel gas stations, often designed in the Streamline Moderne style, were popular from the 1930s through the 1950s. The stark white service stations were often ornamented with contrasting horizontal frieze that intentionally referred to speed lines.

Excellent examples of the Streamline Moderne were recorded at 9754 Lee Highway (151-5221), 9555 Lee Highway (151-5218), 10550 Lee Highway (151-5230), and 10967 Lee Highway (151-5254). The masonry buildings, all one story in height, are clad in porcelain enamel metal panels. The flat roofs are accents with overhanging eaves and colored friezes that represent speed lines. The corners of the buildings at 9754 Lee Highway, 9555 Lee Highway and 10967 Lee Highway, have large plate glass windows and/or overhanging boxed cornices that accentuate that portion of the building that houses the office space. The triangular-shaped service station at 10550 Lee Highway has large show windows and a single entry flanked by service bays.

The ornamentation of the service station in the Streamline Moderne style makes it highly recognizable as a product of the mid-twentieth century. Unfortunately, the ever-changing needs of the automobile owner and the industry itself have resulted in the loss of a significant number of these porcelain enamel paneled service stations. Of the four Streamline Moderne service stations included in the Survey Update of the City of Fairfax, three continue to operate as automobile-related properties.

The single representative of the Streamline Moderne on a commercial store was noted during the Survey Update of the City of Fairfax is located at 10960 Lee Highway (151-5253). Built circa 1930, the one-story commercial building has two recessed entries flanking a large centrally located picture window. The picture window is framed by glass block that wraps around the corners, guiding the shopper from the show window to the entry doors. The base of the brick building is clad in marble panels. The small commercial shop is now part of the La Mina Furniture Gallery.

Modern Movement

Influenced by the Art Deco, Streamline Moderne, and International styles, the buildings shaped by the Modern Movement were minimal in their applied ornamentation and utilized contemporary building materials. Typically, the stylistic ornamentation was presented by the materials and forms, such as metal window frames of varying sizes, small casement windows flanking larger picture windows, and the use of brick facing or stucco with asbestos siding or vertical wood siding. Although the vast majority of the buildings influenced by the Modern Movement were ranch houses, a number of Cape Cod structures noted throughout the residential subdivisions presented distinct elements of the Modern Movement. The house at 10226 Stratford Avenue (151-5366) in Lord Fairfax Estates is a good representative example of the modest Cape Cod form with a central entry flanked by window openings. The narrow multi-light casement window set just below the cornice line to the east of the entry illuminates the more private spaces such as a bedroom. The larger picture window framed with multi-light casements to the west of the entry provides more natural light for public spaces like the living room. The varying sizes of the window openings for specific interior uses was typically used on the ranch houses and split-level houses.

The structures illustrative of the Modern Movement were often constructed of masonry with stretcher-bond brick facing. Wall planes and surrounds were composed of contrasting masonry materials such as colored bricks or formed stone. The ranch house, standing one story with a side-gabled roof and varying window openings, was typically constructed of concrete block with brick facing. The mass-produced form was often clad on the upper half of the wall in aluminum or vinyl siding. This change in building materials was usually reserved for the facades and gable ends. Alternating the use of colored bricks or painting the houses also provided individuality to the standardized designs. Examples noted include 4012 Burke Station Road (151-5118), 9904 Stoughton Road (151-5120), and the split-level house at 4238 Berritt Street (151-5113).



Figure 21: House 4238 Berritt Street, 151-5113 (EHT Tracerics, 2004)

Modernism

The influence of the International style on the American landscape in the third quarter of the twentieth century resulted in Modernistic architectural designs. Abandoning the traditional architectural styles promoted during the first half of the twentieth century, Modernism reinvented the abstract with specific attention paid to site, climates, and building materials. Advancing technology allowed for experimentation with shapes, scale, dimensions, and complex multi-level plans.¹⁴⁰ One particular “sub-type” of this architect-designed style emphasized the front-facing gable, which was often glazed with large panes of fixed glass.¹⁴¹ This sub-type was noted in the Joyce Heights subdivision in the City of Fairfax, particularly along Jones Street. The buildings are devoid of applied ornamentation, utilizing large window openings, juxtaposed geometric planes and masses, and vertical board cladding as the architectural statement. Similar Modernistic influences with the use of a gable front and large plate glass windows were noted at the commercial building at 10930 Lee Highway (151-5229).



Figure 22: Office Building, 10523 Main Street, 151-5456 (EHT Tracerics, 2004)

The office buildings at 10523 Main Street (151-5456) and 4103 Chain Bridge Road (151-5463) reflect the use of Modernism for non-residential use. Dating from the 1970s, these two buildings are distinct in their ornamentation of the cube form with building materials such as glass, brick, and concrete. The structures emphasize verticality with narrow fixed windows set between wide brick and concrete spandrels. This verticality is lessened at the two-story building at 10523 Main Street, which is further ornamented with a contrasting concrete water table, string course, and wide boxed cornice. Both buildings have recessed entries sheltered by heavily cantilevered roofs.

¹⁴⁰ Carley, p. 253.

¹⁴¹ Howe, p. 375.

Community Planning

The arrival of the electric streetcar and the continuous dependence on the automobile had a tremendous impact on the development of the City of Fairfax. The once open farmland, which was devoted to dairy and agriculture production until the second quarter of the twentieth century, was considered prime real estate for developers, land owners, and real estate entrepreneurs. This land surrounded the historic town center, which provided the residential subdivisions with commercial, social, religious, and governmental activities.

The first subdivision to be platted in the City of Fairfax occurred adjacent to the electric streetcar, which ran to the west of the town center along Railroad Avenue. These subdivisions, which included Moore and Oliver, Rust's Subdivision, Halemhurst, and sections of Westmore, Fairfax Heights, and Fairfax Acres, were platted by prominent residents of the City of Fairfax who recognized the development potential brought by the electric streetcar line and the growing population of the Washington Metropolitan Area. The developers, referred to as "subdividers" by the National Register of Historic Places, acquired and surveyed the land, developed a plan, laid out building lots and roads, and improved the overall site.¹⁴² The lots were then sold to prospective homeowners who would contract with their own builder, to builders buying several parcels at once to construct homes for resale, or to speculators intending to resell the land when real estate values rose.¹⁴³ Although platted between 1905 and 1944, these first subdivisions did not quickly develop despite the sale of a number of the vacant lots.

Between 1946 and 1950, four additional subdivisions were platted in the Town of Fairfax. This included Sherwood's Addition to Westmore, the first section of Fair Oaks, Cobbdale, and Section 3 of Westmore. These subdivisions were also platted by prominent residents of the Washington Metropolitan Area and land owners in the City of Fairfax who could no longer sustain agricultural farmland and who recognized the burgeoning need for housing after World War II. Several of the property owners who platted the land were involved in real estate development, insurance and loans, and the establishment/improvement of the roadways traveling through Arlington and Fairfax counties. Working as "operative builders," the developers surveyed and platted the land, provided amenities such as water and internal roads, and improved the parcels with modest single-family houses.¹⁴⁴

In the next ten years, between 1951 and 1961, approximately fifty-one new subdivisions and additions were platted in the City of Fairfax. These expansive suburbs were undertaken by operative builders, who marketed the improved properties to returning veterans and families. The builders during this period "began to apply the principles of mass production, standardization, and prefabrication to house construction on a large scale."¹⁴⁵ The resulting house provided the home owner with architect-designed

¹⁴² Ames and McClelland, p. 26.

¹⁴³ Ames and McClelland, p. 26.

¹⁴⁴ Ames and McClelland, p. 28.

¹⁴⁵ Ames and McClelland, p. 29.

buildings, all of the modern amenities available, and a sense of neighborhood continuity that was largely created by the similarity of the dwelling's style, form and materials.

The following subdivisions, listed alphabetically, were surveyed and/or researched in an attempt to understand the development of the mid-twentieth-century neighborhoods that surround the historic town center and because many of the primary resources are turning fifty years of age or will in the near future.

ARDMORE

The Ardmore subdivision was developed by Jesse Johnson, Inc., a firm of builders and developers. The company platted the first and second sections of Ardmore in 1954 and the third section in 1955. A *Washington Post* article describing the opening of the Ardmore subdivision said that it would “contain 248 dwellings upon completion, featuring nine different house designs.” The article stated the relatively low cost of \$10,490 per house, which resulted in a monthly payment of \$67 including taxes, principal and insurance. No down payment was required for veterans of World War II. It stated that “by utilizing a common party wall the builders feel that they can offer ‘much more house for the money than similar houses selling for much more.’ The company feels that it is also building in a price bracket that has been virtually untouched in the Metropolitan Washington area.”¹⁴⁶

A June 1955 advertisement for houses located in the second section of Ardmore stated that first section had been sold out.¹⁴⁷ By October 1955, Jesse Johnson Inc. was advertising houses in the third section.¹⁴⁸ A May 1956 article stated that the subdivision was nearing completion and that more than 200 houses had been sold.¹⁴⁹



Figure 23: Twin House, 4215-4217 Allison Circle, 151-5332 (EHT Tracerics, 2004)

¹⁴⁶ “Ardmore Homes Offered for \$10,490,” *The Washington Post*, April 3, 1955, p. G6.

¹⁴⁷ Advertisement, *The Washington Post*, June 26, 1955, p. G18.

¹⁴⁸ Advertisement, *The Washington Post*, October 9, 1955, p. G8.

¹⁴⁹ “Final Home Group in Ardmore for Sale,” *The Washington Post*, May 6, 1956, p. G11.

These advertisements described the Ardmore houses as having three full-sized bedrooms, large living room, kitchen with built-in breakfast bar, dining room, utility room, a full tiled bath upstairs and a half-bath downstairs. The two-story buildings were twin dwellings, providing multi-family housing. Each dwelling had a separate entry, driveway, and fenced rear yard. Examples included in the Survey Update were noted throughout Ardmore, particularly along Allison Circle.

Builder/developer *Jesse Johnson* was a native of Arlington County, Virginia, who built both apartment buildings and single-family housing in the Washington Metropolitan Area. Corporate names for his development company included Johnson Construction Co. and Jesse Johnson, Inc. A 1949 article described Johnson as having “built some of the largest apartment and single-family housing projects in the Northern Virginia area.”¹⁵⁰ These included the 217-unit Parkglen Apartments on S. Arlington Mill Drive, Arlington (1947), Parkwood Apartments on Leesburg Pike at Glen Carlin Drive, in Fairfax County (1948), and 110 semi-detached houses in South Arlington at 8th Road, Harrison Street and Carlyn Springs Road (1949). Johnson was also responsible for the development of the Westchester Subdivision on Little River Turnpike in Fairfax County in 1956. Designed for a higher income bracket than Ardmore, the Westchester development had a private club with swimming pool and houses on one-half acre lots priced at \$17,950 and up.

No mention of an architect’s name was found in promotional articles or advertisements for the Ardmore subdivision. Advertisements indicate that Jesse Johnson, Inc. offered the improved parcels directly to prospective home owners.

COBBDALE

Cobbdale was subdivided in three sections over a ten-year period. In 1948, G. Norman Cobb, his wife Louise H. Cobb and his sister Mavis C. Cobb platted and subdivided Section 1. They were responsible for the subdivision of Section 2 in 1954 and Section 3 in 1958. The property they promoted for development was farmland, purchased in 1918 by Norman and Mavis Cobb’s parents when they relocated to Northern Virginia from Pitt County, North Carolina. The property, which abutted Chain Bridge Road, was a 100-acre farm and apple orchard. Mavis Cobb, in a 1962 interview, described the subdivision: “We began in 1948 to develop Cobbdale. We wanted to build a community of nice homes, large and custom-planned.”¹⁵¹ Mavis Cobb retained the family house within the Cobbdale subdivision as her residence until her death in 2000.

¹⁵⁰ “110 Homes Set for Arlington,” *The Washington Post*, November 13, 1949, p. R2.

¹⁵¹ Ruth Shumate, “Woman Lawyer Likes to See City Progress,” *Fairfax City Times*, July 19, 1962, p. 1.

HOUSE AND GARDEN

**RAMBLER ON LOVELY 1/2 ACRE COR. LOT
3 BEDRMS.—FULL BATH & 2 HALF BATHS**

OPEN TODAY, 1 TO 7 P.M.



"THE SETTING MAKES THE HOME" and that's why we're so enthusiastic about this charming tastefully decorated model of 1 floor living. The 14 by 20 living room has a panelled fireplace wall flanked by bookcases; separate family-sized dining room; all electric kitchen with breakfast area and handy powder-room; master bedroom 13 1/2x16 with huge walk-in closets and private tile 1/2 bath; 2 extra large twin bedrooms with double closets; additional tile bath with tile-top dressing table lavatory; secluded rear porch, attached garage. Level professionally landscaped 1/2 acre corner lot with 200 foot frontage. Modestly priced at \$22,950. WITH EXCEPTIONALLY GENEROUS TERMS.

This is your chance to be the proud owner of the type of rambler featured in recent issues of *House and Garden* and *House Beautiful*. Be sure to come out today.

TO INSPECT: Out Lee Highway or Arlington Boulevard to Fairfax Circle, continue on route 21, 2 miles to the traffic light at route 12 (Chain Bridge Road) Turn right two blocks to Norman Avenue (Entrance to Cobbdale), left one block to Perry Street and our open sign.

J. Wesley Buchanan, Inc.

Radio Bldg., Arlington, Va. JA. 4-1155

Figure 24: Advertisement, *The Washington Post*, July 19, 1953, p. R10

A 1953 advertisement, presumably for a house in Section 1, described a three-bedroom ranch house, which was also commonly referred to as a rambler or ranch rambler, with attached garage on a one-half acre lot and claimed that it was similar to a dwelling “featured in recent issues of *House and Garden* and *House Beautiful*.”¹⁵² A 1958 advertisement, presumably for Section 3, described Cobbdale as, “a beautiful wooded community with 1/2-acre lots and 100 foot frontage.” Houses were described as being “66 foot brick ramblers with carport” with three large bedrooms and two full baths, living room with fireplace, dining ell, kitchen and full basement. They were priced at \$23,300.¹⁵³

¹⁵² Advertisement, *The Washington Post*, July 19, 1953, p. R10.

¹⁵³ Advertisement, *The Washington Post*, October 11, 1958, p. B4.

George Norman Cobb (c. 1904-1987) was a Fairfax County banker. Born in Greenville, North Carolina, he moved with his family to Fairfax in 1918. Cobb studied banking at Columbia University and the University of Virginia, graduating from the American Institute of Banking. In 1927, he became an assistant cashier of the Vienna Trust Company, was elected its president in 1952, and subsequently served as chairman of the board. He retired in 1968. Cobb was also a founder and president of what became the Givens and Williams Insurance Agency in Vienna, Virginia. He was a founder of the Falls Church Lions and the Vienna Lions Club.¹⁵⁴

Mavis Clotilde Cobb (c. 1906-2000) was the first woman to practice law full time in Fairfax County. Born in Pitt County, North Carolina, she started her career as a secretary in the Fairfax law office of State Senator John W. Rust and then earned a law degree at the Washington College of Law night school. Ms. Cobb worked for the U.S. Department of Justice for over fifteen years, opening her own law office in Fairfax in 1958. She specialized in family law, trusts and estates, and real estate. Ms. Cobb retired in 1996.¹⁵⁵

No builders or architects were mentioned in advertisements located for the Cobbdale subdivision, suggesting the Cobbs were subdividers rather than operative builders. Improved lots were advertised for sale by J. Wesley Buchanan, Inc. and the Alexandria Realty Company.

COUNTRY CLUB HILLS

Country Club Hills was subdivided by Stafford Builders, Inc., which was owned and operated by Robert E. Stafford. Section 1 was platted in 1953 and Sections 2, 3 and 5 were platted in 1954. Section 6 was platted in 1955. Parcel A of Section 5 was platted by Robert E. and Jeanette H. Stafford in 1961. No plat was located for Section 4. Richard L. Parli was contracted to serve as architect.

The first section of forty-two houses in Country Club Hills went on the market in April 1954 and sold out immediately.¹⁵⁶ The subdivision was advertised as a “new community of modern homes embodying many fresh new designs situated on a carefully landscaped and contoured tract of rolling land.”¹⁵⁷ The houses ranged in price from \$17,950 to \$18,950 and were available to qualifying veterans for a \$950 down payment with no settlement charges. A *Washington Post* article stated that “features of the homes include a complete General Electric kitchen, all brick construction, large living room with raised hearth, ceramic tile bath with colored fixtures and window wall ranging the entire rear of the house overlooking a patio. Houses also contain a full daylight basement with fireplace and roughed in for bath and a carport and separated, heated storage room.”¹⁵⁸ A

¹⁵⁴ “Retired Banker George N. Cobb Dies at Age 82,” *The Washington Post*, February 15, 1987, p. 63.

¹⁵⁵ Bart Barnes, “Mavis C. Cobb, 94; Trailblazing Fairfax Lawyer,” *The Washington Post*, April 26, 2000.

¹⁵⁶ Advertisement, *The Washington Post*, April 11, 1954, p. R11.

¹⁵⁷ Advertisement, *The Washington Post*, April 4, 1954, reprinted April 20, 1954, p. 11.

¹⁵⁸ “Stafford-built Homes in Country Club Hills,” *The Washington Post*, April 4, 1954, p. R6.

1957 article describing the continuing development of Country Club Hills noted that 250 families were already living in the development.¹⁵⁹

The Country Club Hills houses were included in *The Washington Post* feature “Homes of ‘54” and were described as “modern split-level [homes]...designed by architect Richard Parli...for maximum indoor-outdoor living.”¹⁶⁰ The Modernistic design of the houses created by Parli was distinct for the City of Fairfax and reflects a post-World War II move from traditional housing designs. The “contemporary” dwellings sold at an unprecedented rate as indicated by an April 1954 article in *The Washington Post* that announced “40 homes sold in one day.”¹⁶¹ A number of the split-level, L-shaped houses, all of which are clad in brick, were recorded during the Survey Update, particularly along Brookwood Drive and Pinehurst Avenue.

¹⁵⁹ “A Value in Country Club Hills,” *The Washington Post*, June 29, 1957, p. C6.

¹⁶⁰ “Buyers are Talking About Country Club Hills,” *The Washington Post*, September 12, 1954.

¹⁶¹ “40 Homes Sold in One Day,” *The Washington Post*, April 11, 1954.

SECTION SIX—IMMEDIATE OCCUPANCY

COUNTRY CLUB hills*

In nearby Fairfax County, Virginia
 adjoining the Fairfax Country Club



***VALUE!**
 Every Owner that
 has resold in
 Country Club Hills
 has made a profit!
taken from the
 Land records of
 Fairfax County

VETERANS
ONLY \$1,384 DOWN
 PRICED \$20,384.00
 CORNER LOTS
 \$250 ADDITIONAL

**These
 Homes
 FEATURE**

**AMERICAN
 Standard**

**AMERICAN-Standard
 PRODUCTS**

**PLUMBING
 FIXTURES**

FEATURES

... all-brick construction . . .
 No. 1 fir lumber used throughout . . .
 . . . three bedrooms . . . large living
 room with fireplace having a raised
 hearth . . . colored ceramic tile
 bath with colored fixtures . . .
 separate dining room . . . com-
 pletely equipped GENERAL ELEC-
 TRIC kitchen . . . breakfast nook

in kitchen . . . ample closet space
 . . . window wall ranging the en-
 tire rear of house . . . full daylight
 basement with fireplace, and full
 bath roughed-in . . . carpet . . .
 hot water baseboard heat . . . cus-
 tom decoration throughout . . . all
 city utilities . . . paved streets, gut-
 ters, sidewalks.

OPEN ALL DAY TODAY AND DAILY 1 to 7

NO EXTRA CHARGE
 This Home Is Equipped With This
 Additional

GENERAL ELECTRIC
**KITCHEN EQUIPMENT
 RANGE, REFRIGERATOR**
 General Electric Under Counter
 DISHWASHER
 General Electric Garbage DISPOSAL
 G.E. CLOTHES WASHER & DRYER
 Purchased from
GENERAL ELECTRIC SUPPLY CORP.
 705 Edgewood St. N.E. HU. 3-6800

Whitney
 Hutchison Furniture
 Williston Shopping
 Center, Falls Church

STAFFORD BUILDERS INC. PHONE CR. 3-1848
 FAIRFAX COUNTY, VIRGINIA

Figure 25: Advertisement, *The Washington Post*, July 7, 1956, p. 26

Richard L. Parli (1909-1987) was born in Pawnee County, Nebraska, in 1909 and attended the University of Nebraska from 1929 to 1931. He received a Bachelor of Architecture degree from MIT in 1935. Parli was staff architect and appraiser for Acacia Mutual Life Insurance Company from 1937 to 1942. During World War II, he served as an officer in Army Ordnance (1942-1946). Parli formed his own firm, Richard L. Parli, Architect & Appraiser, in 1946. In the 1956 *American Architects Directory*, Parli listed his major works as the Rex Chaney and Christopher Murphy residences, Fairfax County (1953), the Barcroft Medical Building, Arlington (1954), and additions to the Central United Methodist Church and Arlington Funeral Home, Arlington (1955).¹⁶²

¹⁶² George S. Koyl, *American Architects Directory*, published under sponsorship of American Institute of Architects (New York, NY: R.R. Bowker Co., 1955), p. 421.

In 1956, the Arlington County Board named Parli to the Arlington County Planning Commission, which was charged with coordinating and approving a 25-year master development plan.¹⁶³ He also served on the National Capital Regional Planning Commission and on the board of the American Institute of Architects.¹⁶⁴ Parli is also known to have designed houses in the Raymondale subdivision (1955) of Fairfax County.¹⁶⁵

FAIR OAKS

Section 1 of Fair Oaks was subdivided by C. Samuel and Mabel R. Shillingburg, Joseph B. and Orene J. Dening, and T. Keith and Pearl S. Shreve in 1947. The subdivision included nineteen lots that were offered for sale by the subdividers. Fair Oaks was developed in several stages between 1950 and 1970.¹⁶⁶ No information on the Fair Oaks subdivision was found in a Proquest search of *The Washington Post* or in the vertical files of the Virginia Room of the Fairfax City Regional Library.

The neighborhood was developed by individual home owners and builders who purchased several parcels at once to construct homes for resale. Therefore, the architectural styles and forms of the dwellings vary. Prefabricated models were noted, particularly along Stoughton Road, which is improved with single-family dwellings similar in style, form, and materials to the two-story structures with one-story side wings recorded in the neighborhood of Green Acres.

FAIRCHESTER

John and Matilda Campbell platted Section 1 of Fairchester in 1952, creating seventy-one lots. Sections 2 and 3 were platted by B.B. Wills Construction Corporation in 1954, creating a total of forty-seven lots. Sections 4 and 5 were subdivided in 1955 by Wills Homes, Inc. and Wills Development Corporation, respectively, and totaled fifty-two lots. Section 6 was subdivided by B.B. Wills Construction Corporation in 1956 and consisted of forty-six lots.

Advertisements for Section 1 in 1953 described “a new group of brick EXPANDABLE homes” with “finished stairs to attic for economical development into additional rooms – bath and heat roughed in.” The houses were offered for \$13,990 and up for veterans and with maximum FHA financing for non-veterans.¹⁶⁷ No builder’s name was given in the advertisement for the Section 1 house.

In April 1954, Wills-Burch, Inc. advertised “ranch type homes” for sale in Fairchester. The three-bedroom ramblers were offered in six styles for \$13,126 and up with no money

¹⁶³ “9-Member Plans Group is Appointed in Arlington,” *The Washington Post*, June 24, 1956, p. B1.

¹⁶⁴ “Richard Lynn Parli,” *The Washington Post*, October 24, 1987, p. C5.

¹⁶⁵ Martin, p. 252.

¹⁶⁶ Netherton, *Fairfax, Virginia: A City Traveling through Time*, p. 216.

¹⁶⁷ Advertisement, *The Washington Post*, May 17, 1953, p. R8.

down for veterans.¹⁶⁸ Another section of the B.B. Wills Construction Corporation development in Fairchester went on the market in October 1954 and sold briskly. The builder credited a long roof line, “the semi custom-built aspect of the houses and a new type of brick construction” for the selling success.¹⁶⁹ The houses were described as all-brick, three-bedroom ramblers with full basement with outside entrance, carport and porch. The construction was steel beam and brick.¹⁷⁰ The houses were priced at \$14,990 and were described as being “extra-long” at 54 feet.¹⁷¹ Options included increased house size, a knotty-pine den, a master bath and a fireplace. A 1955 promotional piece noted that split-levels were also available.¹⁷²

Benjamin Bowling (B.B.) Wills (c. 1897-1986) was a real estate investor and builder who began his career as an operator of a resort and excursion boats. Wills was born in Bel Alton, Charles County, Maryland. He attended Washington College and graduated from the College of the Holy Cross. In 1926, Wills purchased a resort at Chapel Point on the Potomac River and then established a shipping line to bring patrons from Washington, D.C. By the 1930s, he was operating excursion boats in New York and Massachusetts as well as on the Potomac River. In 1940, he purchased the Bay Ridge Beach Resort, south of Annapolis. He operated Gray Line Sightseeing from the early 1940s until the mid-1950s.¹⁷³

In the 1950s Wills sold most of his excursion and resort businesses and became involved in development in the Washington, D.C. area. His companies included Wills-Burch Construction Co., Wills & Plank Inc. and Wills and Van Metre Inc., which he founded in 1956 with Albert G. Van Metre. Their firm became one of Northern Virginia’s major homebuilders.¹⁷⁴

The Fairchester subdivision and the Wilburdale subdivision in Annandale were among Wills’s early developments. In the 1960s, Wills & Van Metre developments included Brookland Village (1960), off Franconia Road; Winslow Woods (1961), also off Franconia Road; Woodlawn Terrace (1961), east of Fort Belvoir; Olde Creek Estates (1964), off Little River turnpike west of Annandale; Collingwood Springs (1964), in Fort Hunt; and Hayfield (1965) off Telegraph Road in Alexandria. The firm also built year-round housing at Cape Henry Shores in the Virginia Beach area and Mount Vernon Square, a garden apartment complex which received the Northern Virginia Builders Association merit award in 1967.

¹⁶⁸ Advertisement, *The Washington Post*, April 11, 1954, p. R2.

¹⁶⁹ “Reports from Developers,” *The Washington Post*, October 24, 1954, p. R12.

¹⁷⁰ Advertisement, *The Washington Post*, October 10, 1954, p. R10.

¹⁷¹ Paul Herron, “Quality Items Change the Cost of Similar Homes,” *The Washington Post*, February 13, 1955, p. G1.

¹⁷² “Substantial Is the Fairchester,” *The Washington Post*, September 18, 1955, p. G10.

¹⁷³ “Home Builder B.B. Wills Dies,” *The Washington Post*, October 11, 1986, p. B4

¹⁷⁴ John B. Willmann, “Area Home Builders Appraise Effects of Tight Mortgage Money,” *The Washington Post*, August 27, 1966, p. D1.

No mention of an architect's name was found in *The Washington Post* references to the Fairchester Subdivision, suggesting the architectural design was conducted in-house by the building company.

Fairchester

A new group of brick EXPANDABLE homes in
Nearby Fairfax County, Va. . . . 2, 3, 4 bedrooms



\$13,990 up / \$950 down (GI)

MAXIMUM FHA FINANCING FOR NON-GI

Features:

* Lots average more than 1/4 acre	* Hot-water heat
* Paved streets, curbs and guttering	* Living room
* Off-street parking	* Finished stairs to attic for economical development into additional rooms—bath and heat roughed in
* City sewer, water	* Frigidaire electric kitchen
* Close to schools	* Dining room
* Tiled Baths	* Four-lane express highway to D. C.
* Plastered walls	

OPEN SATURDAY & SUNDAY, 11 TIL DARK

DIRECTIONS: Out Arlington Boulevard (Route 36) past Fairfax Circle, continue past Fairfax High School to Fairchester on immediate right. . .

ARLINGTON REALTY COMPANY

2212 Wilson Blvd. REALTORS JA. 7-9300

Figure 26: Advertisement, *The Washington Post*, May 17, 1953, p. R8

FAIRFAX ACRES

Fairfax Acres was subdivided by David S. and Margaret R. Roger. Section 1 was platted in 1943 with seventy-two lots. Section 4, platted in 1944, had 203 lots. Information on the subdivision of Sections 2 and 3 was not located. Fairfax Acres was developed between 1947 and 1960.¹⁷⁵ No information on the Fairfax Acres subdivision was found in a Proquest search of *The Washington Post* or in the vertical files of the Virginia Room of the Fairfax City Regional Library.

FAIRFAX HEIGHTS

Information on the subdivision of Fairfax Heights Section 1 was not located. Section 2 of Fairfax Heights was subdivided in 1936 by F.W. Huddleson, who platted eighty-four lots.

The subdivision was developed from 1941-1954.¹⁷⁶ In 1945, B. Alton Poole successfully sought an exception to the Fairfax zoning ordinance to operate a wholesale and retail

¹⁷⁵ Netherton, *Fairfax, Virginia: A City Traveling through Time*, p. 216.

¹⁷⁶ Netherton, *Fairfax, Virginia: A City Traveling through Time*, p. 216.

poultry processing plant at Fairfax Heights.¹⁷⁷ No news accounts, promotional information or advertisements on the development of this subdivision were located.¹⁷⁸

F.W. Huddleson (1867-1939) subdivided Fairfax Heights Section 2 in 1936, platting eighty-four lots. Huddleson was born in Woodstock, Virginia, the son of a Confederate Army captain. He graduated from the Philadelphia School of Pharmacy and operated a drugstore in Washington, D.C., at Rhode Island Avenue and 14th Street, N.W., for many years. For health reasons, he relocated to Herndon, Virginia, where he opened a drugstore. Huddleson also owned a dairy farm west of Fairfax on Route 50, near Chantilly. Huddleson served as Fairfax County treasurer from 1916 through 1937, when he retired for health reasons. He was also a vice president and director of the National Bank of Fairfax. Huddleson was active in fraternal and business organizations including the Masonic Lodge of Herndon, the Knights of Pythias, the Order of the Eastern Star and the Fairfax Rotary Club, of which he was a charter member. The Huddleson Library in Fairfax was named for him.¹⁷⁹

FAIRVIEW

Sections 1, 2, and 3 of Fairview were subdivided in 1951 by Grefe Construction Co., Inc. which platted a total of twenty-nine lots. In 1951, Grefe Construction Co. advertised two- and three-bedroom brick ramblers for \$13,800, approved for veterans financing. The houses offered a choice of three bedrooms with dining area or two bedrooms with full dining room, a living room with fireplace, and a full basement on a lot of approximately 10,000 square feet.¹⁸⁰ In 1953, a similar house in Fairview was offered at \$14,950.¹⁸¹ The 1963 Hill's Fairfax City Directory listed Theodore F. Grefe as executive secretary of Grefe Construction Company, which also developed two sections of Lord Fairfax Estates in the City of Fairfax.

The subdivision plat for Section 4 was not located. Sections 5 and 6 were subdivided by Fairview Construction Company in 1952 and were platted with twenty-three and forty-four lots, respectively. No information was found on Fairview Construction Company.

The final section of Fairview, Section 7, was platted in 1954 by Daleview Homes, Inc. and consisted of thirty-eight lots. In 1954, *The Washington Post* announced that "Daleview Homes, Inc. is now presenting homes of various architectural designs in...Fairview. The project was designed by Morton W. Noble, AIA. All dwellings will have full basements with roughed-in half baths and all-electric kitchens. Prices range

¹⁷⁷ "Fairfax Grants 4 Exceptions to Zoning Laws," *The Washington Post*, March 1, 1945, p. 5.

¹⁷⁸ *The Washington Post* was searched through Proquest and the vertical files of the Virginia Room, Fairfax City Regional Library, City of Fairfax, Virginia, were examined.

¹⁷⁹ Netherton, *Fairfax County, Virginia: A History*, p. 615; "Dr. Huddleson Dies," *Fairfax Herald*, January 20, 1939, p. 1.

¹⁸⁰ Advertisement, *The Washington Post*, April 1, 1951, p. R3.

¹⁸¹ Advertisement, *The Washington Post*, May 24, 1953, p. R5

from \$14,950 to 16,250.”¹⁸² The notice advised GIs that they could purchase the houses with no down payment and a 30-year loan.



Figure 27: House, 3949 Fairview Drive, 151-5155 (EHT Tracerics, 2004)

Morton W. Noble (b. 1922) designed houses for at least two developments in the City of Fairfax, Fairview and Lord Fairfax Estates, and for numerous other developments in the Washington, D.C., metropolitan area. Noble was born in Washington, D.C., and received a Bachelor of Architecture degree from Catholic University of America in 1943. He served in the U.S. Army Field Artillery in 1945. He worked for Berla & Abel, McLeod & Ferrara and Edmund W. Dreyfuss before founding his own firm in 1954. In the 1956 *American Architects Directory*, Noble’s list of principal works included an apartment building constructed in 1953 for Artlen Corporation in Washington, D.C., Northwood Park Cooperative Housing (1955), Montgomery County; houses for two builders in North Portal Estates (1954, 1955), Montgomery County; and Lord Fairfax Estates (1955), Fairfax, Virginia.¹⁸³ In the 1970 *Directory*, Noble’s list of principal works included K Street Professional Building (1957), Falls Church Office Building (1965), Orleans Village Apartments (1965), Fairfax County, and Bedford Village Apartments (1969), Fairfax County.¹⁸⁴

¹⁸² Advertisement, *The Washington Post*, May 9, 1954, p. R10.

¹⁸³ George S. Koyl, *American Architects Directory*, published under sponsorship of American Institute of Architects (New York, NY: R.R. Bowker Co., 1955), p.406.

¹⁸⁴ John F. Gane, *American Architects Directory*, published under sponsorship of American Institute of Architects (New York, NY: R.R. Bowker Co., 1970), p. 669.

Fairview

worth
its weight
in
VALUE!



\$14,950 **\$1500** down (GI)

Features

- 3 bedrooms and bath
- 36" fireplace in living room
- breakfast space in electric kitchen with cabinets and formica counter tops
- full daylight basement with outside entrance
- copper plumbing throughout
- city sewer and water
- automatic oil heat
- curb, gutter, hard surface streets

OPEN SATURDAY & SUNDAY 'TIL DARK

DIRECTIONS: Out Arlington Blvd. (Rt. 50) past Seven Corners to Fairfax Circle, take Rt. No. 237 to town of Fairfax, left on No. 236 to "Fairview" and our open sign.



rlington Realty Company

2212 Wilson Blvd. Realtors JA. 7-9300

Figure 28: Advertisement, *The Washington Post*, May 24, 1953, p. R5

Other single-family housing developments designed by Noble include Oakview (1955) and Aspen Woods (1955) in Montgomery County, Somerset (1965) and Ridgelea Woods (1969) in Fairfax, and a subdivision of contemporary houses (1972) in the Sudley area of Manassas. Noble also designed the Westmoreland Square townhouses (1969) in McLean, Va. and Deer Run Crossing (1979) in Fairfax County south of Alexandria. Apartment buildings designed by Noble include the Arlington Terrace Apartments (1959) on Columbia Pike, Arlington, Virginia, the Daleview West Apartments (1962) in East Riverdale, Maryland, and the Park Meridian (1966) on 16th Street, N.W., Washington, D.C.

The single-family dwellings in Fairview were offered for sale by local real estate companies, such as Arlington Realty Company. The advertisements illustrated the front-gabled rambler and the ranch house with a balustraded entry porch. Examples of these dwellings were noted along Fairview Drive and Providence Place in Fairview.

FRYE'S ADDITION TO FAIRVIEW

Frye's Addition to Fairview was subdivided by Sedgefield Homes Corporation in 1959 and consisted of five lots. No information on this addition or on Sedgefield Homes Corporation, which subdivided it in 1959, was located in a Proquest search of *The Washington Post*.

GREEN ACRES

The M & W Building Corporation subdivided Green Acres Sections 1 and 2 in 1953, creating nine and thirty-one lots, respectively. The company subdivided Section 3, with fifty-seven lots in 1954 and Section 4 with seventy-five lots in 1955. Development of Green Acres was slowed in 1956 when Fairfax County held up permits for sewer tie-ins because the County's sewage treatment plant at Accotink Creek was overloaded. Tie-ins were delayed until the plant could be improved and enlarged.¹⁸⁵

By 1958, Green Acres was advertised as “an Established Home Community of 165 Happy Families” with only eight houses left for sale in Section 4, the final section to be developed. The houses for sale in 1958 were described as brick ramblers featuring three bedrooms, two baths, and full basement with fireplace. They were priced at \$20,250.¹⁸⁶ Advertisements did not mention VA or FHA financing. No architect was noted in the advertisements, which documented that J.D. Williams, Inc. was the builder.

The Modern Movement-influenced houses offered in Green Acres were nearly identical in style and form, with variations created through building materials and siting. The majority of the single-family dwellings were clad in brick. The main block was two stories in height with a one-story side wing that housed the primary entry and public space. Examples were noted throughout Green Acres, with a number of the properties along Berritt Street included in the Survey Update.

Living Is Gracious at...

Green Acres

IN THE TOWN OF FAIRFAX, VA.

An Established Home Community of 165 Happy Families

3 BEDROOMS, 2 BATHS
FULL BASEMENTS

\$2,150 DOWN, FHA
\$20,250

Brick Ramblers featuring 3 bedrooms, 2 baths; full basement with fireplace, kitchen equipped with birch cabinets, dishwasher, eye-level oven gas range and refrigerator. Convenient to schools, churches and shopping. View "GREEN ACRES" today and inspect these attractive homes.

BUILT BY **J. D. WILLIAMS, INC.**

SALES BY **SECURITY REALTY CO.**

206 W. Main Street, Fairfax, Va. CR. 3-5400

OPEN DAILY AND SUNDAY

TO REACH:
From Washington, D.C. take the Fairfax Express to the Green Acres Station. From the station, take the Green Acres bus to the homes.

Figure 29: Advertisement, *The Washington Post*, September 20, 1958, p. C12

¹⁸⁵ Muriel Guinn, “Overloaded Sewage Plant Halts Fairfax Tie-ins,” *The Washington Post*, November 10, 1956, p. C2.

¹⁸⁶ Advertisement, *The Washington Post*, September 6, 1958, p. D8.

GREENWAY HILLS

The Greenway Hills subdivision was platted in 1955 by Jerry and Anne Wolman, Max and Hilda Wolman, and Morton and Esther Eisman. The suburb consisted of sixty lots and opened for sales in February 1956. It offered a brick “contemporary rambler” model named “The Villa” with three bedrooms and two baths. Advertised features included living room with fireplace, “futuramic” kitchen, separate dining room, carport and garage. The lots were advertised as “the widest lots in Virginia” with 41 feet between houses.¹⁸⁷ The price was advertised at \$16,500 with 30-year GI loans and FHA financing was also available. The rambler with full basement sold for \$18,990.¹⁸⁸ *The Washington Post* advertisements list the J & M Construction Company as builder and developer. No architect was named in the reviewed promotional material and advertisements.

Grand Opening!

Magnificent All-Brick Country Club Ramblers Within Sight of Beautiful Fairfax Country Club

VALUE BEYOND YOUR DREAMS!

The Villa

IN GREENWAY HILLS

3 OVERSIZE BEDROOMS

ENORMOUS 21' x 13' 4" LIVING ROOM
WITH ALL-BRICK FIREPLACE AT NO EXTRA COST!!

2 BATHS—One in Master Bedroom

FUTURAMIC BUILT-IN KITCHEN
Featuring Built-in Counter, Top Range and Eye Level Dish, 11-Cu.-Ft. Refrigerator w/Cross-Top Freezer and Garbage Disposer, Exhaust Fan plus your choice of Natural Birch Cabinets.

Separate Full-Size DINING AREA

CARPORT and STORAGE AREA INCLUDED AT NO EXTRA COST!

ESTATE SIZE LOTS SPOOLED AND THRIEDED MANY WITH TREES

MOVE IN IMMEDIATELY

- Vanities Slabs
- Sliding Door Closets
- Fir Lumber and Hardwood Floors
- Aluminum Screens Throughout
- All Copper Plumbing
- Sliding Door Medicine Cabinets

All the Old Virginia traditions of gracious, warm, living space for Club homes, right along with all the conveniences that the 20th century can offer. Come to Greenway Hills today... and see Country Club living at budget prices!

ASTONISHING LOW PRICE

EASY FINANCING!

\$16,500

30 YR. GI LOANS
5% Down to Qualified Vets.
Also FHA and MILITARY Loans.
Excellent Conventional Financing

Model Home Open Sunday, 10 A.M. to 5 P.M. (See Map) Mon. to 7 P.M. J. & M. Construction Co., Builders and Developers

J. LERNER
Real Estate Agent

COMPLETE REAL ESTATE SERVICE
TU. 2-7400 • 6406 GEORGIA AVE. N.W. • JA. 5-2800

Figure 30: Advertisement, *The Washington Post*, February 12, 1956, p. G9

¹⁸⁷ “New Home Group Opens in Greenway Hills, Va.,” *The Washington Post*, February 12, 1956, p. G1; Advertisement, *The Washington Post*, June 23, 1956, p. 43.

¹⁸⁸ Advertisement, *The Washington Post*, March 25, 1956, p. G5.

HALEMHURST

Halemhurst, subdivided in 1925, was farm property owned by H.N. Clark. The property included a vineyard, eleven acres of apple orchard, and twenty-five acres of timber. The subdivision included six blocks platted with a total of 164 house lots, bounded by Roberts Road on the west, Forest Avenue on the south, and Orchard Drive on the east. Additional blocks, ranging in size from one to eight acres, lay to the south and east.

The initial sale of lots in 1925 was described in the *Fairfax Herald*: “The auction sale of the H. N. Clark subdivision, on the eastern edge of the town of Fairfax...was a success. The sale realized about \$22,000, 21 persons becoming purchasers of the land sold, which averaged something over \$1,000 an acre. Mr. Clark reserved quite a large tract of land and a number of lots on the rear of the property were not reached when the sale closed late Monday evening.”¹⁸⁹ Most of the purchasers were presumably investors as development did not take place for about fifteen years. Halemhurst was developed between 1942 and 1975, according to a history of Fairfax.¹⁹⁰

The subdivision name was chosen by contest. “The contest for the prize of \$20 offered for the best name for the subdivision was won by Miss Edith Thompson, who suggested ‘Halemhurst,’ a name made up from the given names of Mr. and Mrs. Clark.”¹⁹¹

No display advertisements or other references to the development of Halemhurst were located in a Proquest search of *The Washington Post*.

JOYCE HEIGHTS

The Joyce Heights development went on the market in 1954. The houses were advertised as three-bedroom brick ramblers, with a living room with fireplace, a dining room and a full daylight basement with half-bath. Advertisements emphasized the kitchen and bathroom features. Lots were described as generous and wooded. The price was advertised as \$17,500 with veteran and FHA financing available.¹⁹² No plats were located for this suburb and no builders or architects were mentioned in advertisements located. The single-family dwellings were offered for sale by the John W. Mulroy Company of Falls Church and Thomas J. Fisher and Company, Inc. from Washington, D.C.

LAYTON HALL

In March 1955, the Michnick-DiMaio development company announced plans for developing the 115-acre Willard tract in the City of Fairfax. The company had purchased the property in 1954 from the estate of Mrs. Joseph E. Willard. The subdivision plan was

¹⁸⁹ “Clark Land Sale,” *Fairfax Herald*, October 30, 1925, p. 5.

¹⁹⁰ Netherton, *Fairfax, Virginia: A City Traveling through Time*, p. 216.

¹⁹¹ “Clark Land Sale,” *Fairfax Herald*, October 30, 1925, p. 5.

¹⁹² Advertisement, *The Washington Post*, July 7, 1954, p. R6; Advertisement, *The Washington Post*, January 23, 1955, p. G12.

described as a \$16 million housing and shopping center project. Twenty-two acres were rezoned for a 25-store shopping center with business and professional offices on the upper floors and parking facilities for 4,000 automobiles. Michnick-DiMaio said it planned to build 280 houses “with architecture to conform with the historic surroundings. The exterior elevations will feature early American and Jeffersonian influences.” Edward S. Holland, an engineer based in Alexandria, Virginia, was retained to do the land planning.¹⁹³

The Willard Tract was an historic estate known as Layton Hall. Layton Hall had been the residence of Captain Joseph E. Willard (1865-1924), whose father and uncle were proprietors of the renowned Willard Hotel in Washington, D.C. Willard graduated from the University of Virginia Law School and practiced law in Fairfax. He represented Fairfax County in the State House of Delegates from 1894-1902 and then served as Lieutenant Governor from 1902 to 1906. In the Spanish-American War, Willard organized and equipped Company 1 of the Third Virginia Regiment. A founder of the Fairfax Democratic Club, he served as Minister to Spain from 1913-1921 under President Woodrow Wilson.¹⁹⁴ The *Fairfax Herald* described Willard, in his obituary, as having been “the largest property owner here and the town’s greatest benefactor.”¹⁹⁵ Residents of the town were invited to use the “park-like property” for recreation.¹⁹⁶

The Layton Hall development was built from 1955 into the early 1960s. The initial subdivision of Layton Hall, Section 1, was platted in 1955 with thirty-three lots. Michnick-DiMaio announced in 1956 that it was offering potential house buyers a “panoramic preview” of its planned houses with “an exhibit featuring life-size sections of the home—room by room” in a display built within Layton Hall, an indication that a model house may not yet have been constructed.¹⁹⁷ The subdivision was described in 1957 as a development of 100 houses.¹⁹⁸ More construction took place in the early 1960s. In 1962, *The Washington Post* published a promotional photograph of a split-foyer rambler which it described as one of four models in Layton Hall, a “community of new dwellings.”¹⁹⁹ The final section of Layton Hall apartments, described as “luxury garden-type units,” was completed in 1962.²⁰⁰ In 1964, Layton Hall was razed and a number of other buildings on the former Willard estate were burned to make way for a 20-acre development by the Disc. Corporation, successor firm to Michnick-DiMaio.²⁰¹ A Safeway store stands on the site of Layton Hall.

In the 1950s, *the Michnick-DiMaio firm*, based in Washington, D.C., was one of the area’s largest developers of planned communities.²⁰² Its principals were Howard

¹⁹³ “\$16 Million Va. Project,” *The Washington Post*, March 20, 1955, p. G1.

¹⁹⁴ Netherton, *Fairfax County, Virginia: A History*, pp. 473-475.

¹⁹⁵ “Capt. Willard Dead,” *Fairfax Herald*, April 11, 1924.

¹⁹⁶ Netherton, *Fairfax, Virginia: A City Traveling through Time*, pp. 49 and 52.

¹⁹⁷ “‘Panoramic Preview’ Display Method,” *The Washington Post*, May 6, 1956.

¹⁹⁸ “Another Big One for Michnick-DiMaio,” *The Washington Post*, June 29, 1957, p. C1.

¹⁹⁹ “Split Foyer at Layton Hall,” *The Washington Post*, September 29, 1962, p. D7.

²⁰⁰ “Final Section at Layton Hall,” *The Washington Post*, July 14, 1962, p. D26.

²⁰¹ “End of An Era,” *Fairfax City Times*, January 10, 1964.

²⁰² “Michnick-DiMaio Buys \$1 Million Tract,” *The Washington Post*, June 17, 1956, p. G4.

Michnik and Sol DiMaio. Michnick's brother Simon Michnick (d. 1968) and DiMaio's brother Robert DiMaio also were involved in the management of the firm. At the time the firm was developing Layton Hall, it was simultaneously developing three other Virginia subdivisions: Springfield Park, Fairfax Country Club Estates and Lynbrook in Springfield. Earlier, the firm developed Burgundy Hills (1953) in Rockville, Maryland, and the Brookeville Apartments (1954) on Shirley Highway, in Alexandria, Virginia. Other Michnick-DiMaio developments in Maryland were Wynbrook in Bradbury Park (1954), and Silver Rock in Rockville.

A 1957 *The Washington Post* article described the Michnick-DiMaio firm as having a "unique system of interlocking activities." Sales staff could show prospective buyers what was available at any time in each of the firm's developments and could even lodge buyers in apartments in its Brookeville subdivision until their houses were completed. The firm also handled the resale of houses in its subdivisions and dealt in trade-in houses. The firm described its sales office as "a department store operation featuring Michnick-DiMaio products."²⁰³

Howard and Simon Michnick founded the Cromwell Construction Corporation in 1961 and built the Van Dorn Apartments in Alexandria and the Rutherford development in Fairfax. Cromwell merged with Disc. Incorporated in 1962.²⁰⁴

Old Dominion Builders Incorporated was listed in 1962 promotional information as builder of the Layton Hall houses. The firm was founded by Frederick Thomas Sheffield (ca. 1922-1981). Born in Waverly, Virginia, Sheffield moved to Alexandria in 1939. After serving in an Army Air Corps engineering battalion in World War II, he worked for a sheet-metal fabricating business, William H. Singleton Co. In 1957, he co-founded a sheet-metal company. In 1964, Sheffield formed a house-building business, Projects, Inc. which later became Old Dominion Builders, Inc. Sheffield headed the firm until his death in 1981.²⁰⁵

²⁰³ "Another Big One for Michnick-DiMaio," *The Washington Post*, June 29, 1957, p. C1.

²⁰⁴ "Area Builder and Developer Dies at 49," *The Washington Post*, August 3, 1968, p. B8.

²⁰⁵ "Frederick Sheffield, Founder, President of Virginia Construction Firm," *The Washington Post*, May 21, 1981, p. C12.

LITTLE RIVER HILLS

Little River Hills was subdivided over a four-year period by Century Construction Corporation. Section 1 (36 lots) was platted in 1952, Section 2 (39 lots) in 1954, and Section 3 (44 lots) in 1956. The first section of Little River Hills formerly had been a farm orchard and fruit trees were left on the lots. The later sections were built in heavily wooded areas.²⁰⁶



Figure 31: House, 3917 Estel Road, 151-5144 (EHT Tracerics, 2004)

The first section of Little River Hills opened in 1953. It offered six models representing various sections of the country: the Williamsburg Rambler (antique brick); the Las Vegas Rancher (pink stucco and pine paneling); the New Englander (green cedar); the Texas Rancher (brown cedar); the Santa Monica (gray stucco); and the Floridian (white stucco). The basic house, priced at \$19,950, offered three bedrooms, two baths, living room with fireplace, and attached garage set on a minimum half-acre lot. Advertisements did not offer either VA or FHA financing. In 1956, advertisements offered fifteen models to choose from and pictured a “brick and stone split ‘four’ level.”²⁰⁷

²⁰⁶ Paul M. Herron, “Ramblers That Disregard Compass,” *The Washington Post*, February 22, 1953, p. R1; Advertisement, *The Washington Post*, March 1, 1953, p. R2.

²⁰⁷ Advertisement, *The Washington Post*, September 22, 1956, p. 48.



Everyone's Applauding!
Little River Hills
 Fairfax County, Virginia

For "Happiness" on larger
 than 1/2 Acre Home Sites!
 OPEN NOON TILL DARK



"SANTA MONICA" \$20,950 29,800 sq. ft. Lot!

YOU TOO will "applaud" the motif of "INDIVIDUALITY" in "EXTERIOR" and "INTERIOR" DESIGN plus "NATURAL AIR CONDITIONING" from the "WIDE-OPEN-SPACES" of the surrounding "FOREST AREA"!

- 13½x15 Master Bedroom with "Private" Tiled Bath and Lighted "WALK-IN" CLOSET!
- Two additional "TWIN SIZE" BEDROOMS and second Yellow Tiled Bath
- Thirty-Foot Living Room with Fireplace!!! . . . 24 ft. Att. Garage!
- Equipped "SUNSHINE" Kitchen with separate "Matching" Breakfast Area!
- TRUE CENTER ENTRANCE HALL with REVERSE PLAN!!! . . . WOODED LOT!

FIVE DIFFERENT MODELS from \$18,950 to \$22,950, with BASEMENTS — NON-BASEMENTS — PORCHES — Oil Hot Water Baseboard Heat and INFRA-RED HEAT!

Information on planned color schemes and interior decorations is available through our Consultant-Decorator, HELEN G. GRIMES, weekday phone, N.A. 9-6235.

Possession Before School Opens. Grade School 9/10 mi. and High School 1¼ miles from Subdivision.

DIRECTIONS: DOWNTOWN WASHINGTON, D. C.: Cross 14th Street Bridge, and SHUTLEY HIGHWAY to DUKE STREET extended (Route No. 236); turn right on Duke, proceed thru and beyond ANNANDALE approximately 4 miles to "LITTLE RIVER HILLS" subdivision and our "OPEN SIGN" ALEXANDRIA; straight out DUKE STREET extended beyond Annandale approximately 4 miles to "LITTLE RIVER HILLS" subdivision and our "OPEN SIGN".

Alternate Route for VIRGINIA Residents: Out Arlington Blvd. beyond Seven Corners to Fairfax Circle, turn around circle to left onto Route 237. Proceed past country club into Fairfax to end of 237, which turns and descends on Route 236, turn left approximately 1 mile to subdivision.

WILLIAM KAGAN COMPANY, INC.
 2044 Wilson Blvd. Arlington JA. 5-8850

Figure 32: Advertisement, *The Washington Post*, August 23, 1953, P. R7

The Washington Post promotional articles and advertisements did not list a developer or builder for Little River Hills. However, an article on Randolph D. Rouse's election in 1954 as president of the Northern Virginia Builders' Association stated that *Rouse Enterprises* projects included Little River Hills and also the subdivisions of Hollinswood, Great Forest, Bel Air and Cresthill.²⁰⁸ Rouse founded Randolph D. Rouse Enterprises in 1949 after dissolving his business partnership with Joseph Saunders which had operated under the name of Capital Construction Company. For many years Rouse was an officer of the Fairfax Hunt Club.

LORD FAIRFAX ESTATES

The *Grefe Construction Company* subdivided Section 1 of Lord Fairfax Estates in 1954, platting nineteen lots. Section 4 was created in 1955 with fourteen lots. Early in 1957, *The Washington Post* published advertisements for Lord Fairfax Estates houses built by Grefe Construction Company. The 1963 Hill's Fairfax City directory listed Theodore F. Grefe as executive secretary of the Grefe Construction Company, which also developed three sections of Fairview. Both ramblers and split-levels were offered in a total of four models. All were three-bedroom brick houses with either one-and-a-half or two bathrooms, and either a finished or unfinished basement. The lots were one-third acre. The houses were priced at \$17,566 and up with a down payment of \$1,800 for

²⁰⁸ "Randolph Rouse Heads Northern Va. Builder Group, *The Washington Post*, January 17, 1954, p. R3.

veterans.²⁰⁹ Examples of ramblers with carports were recorded during the Survey Update on Stratford Avenue, Woodhaven Drive, and Ren Road.



Figure 33: House, 10913 Woodhaven Drive, 151-5426 (EHT Tracerics, 2004)

Twenty-eight lots were created in Section 2 by Louis G. and Natalie Metzler, and Lynwood Sartorius and his wife Judith. Louis G. Metzler founded *Metzler Associates, Incorporated*. Metzler's brother-in-law Lynwood Sartorius was a partner in the firm. Metzler Associates, Incorporated advertised in 1957 that it was the builder of "Such Fine Communities" as Lord Fairfax Estates and also listed Daleview (in Fairview), Lyndale, Woodland Homes, Columbia Terrace, Dalecrest, Fairfax Forest, Greenwood Acres and Dellwood Manor.²¹⁰ Metzler Associates was described in 1964 as one of the largest volume builders in the area. It specialized in houses and small apartment buildings in suburban Maryland and Virginia. Metzler was born in New York circa 1914. He became a builder in 1952 after a previous career that included working for a food company in Cleveland, Ohio, and managing a dress shop in Washington, D.C. He served as president of Suburban Maryland Home Builders Association and chaired the Planning Committee of the Home Builders Association of Metropolitan Washington. Metzler died in an airplane crash in 1964.²¹¹

Section 3 was subdivided by *Lord Fairfax Development Company* and included forty-nine lots. No information was located on the development of Section 3. However, it is probable that the Lord Fairfax Development Company was a Metzler company. Architect Morton W. Noble, who designed houses for the Metzler development in Fairview, listed the houses designed for Lord Fairfax Development Corporation in 1955 in his entry in the 1956 *American Architects Directory*.²¹²

²⁰⁹ Advertisements, *The Washington Post*, January 12, 1957, p. D3; March 30, 1957, p. D4.

²¹⁰ Advertisement, *The Washington Post*, May 4, 1957.

²¹¹ "4 Vacationing Area Couples Among Dead in Plane Crash," *The Washington Post* February 26, 1964, p. A3.

²¹² Koyl, p.406.

MAPLE HILL

The first section of Maple Hill, sometimes referred to as Maple Hills, was subdivided in 1951 by A.H. and Frances L. Tinkle. In 1953, *Tinkle Properties* advertised “Maple Hill homes” which were three-bedroom ramblers. There was a choice of five plans. All featured Westinghouse all-electric kitchens and full basements. Some had separate dining ell and built-in garages. Prices ranged from \$11,990 to \$14,750 with FHA financing available. In 1954, Tinkle Properties advertised three-bedroom ramblers for \$12,750 to \$14,250, available to veterans with a ten percent down payment.²¹³ The three-bedroom rambler at 4127 Locust Lane (151-5058) is a representative example of the single-family dwellings offered by Tinkle Properties.

Sections 2 and 3 were subdivided by Maple Hill Corporation and were platted with a total of forty-seven lots. The 1955 plat for Section 2 notes that D. Hurd Hudson was the developer, having purchased the land from A.H. and Frances Tinkle in 1953. The *Hurdee Homes, Incorporated*, owned by D. Hurd Hudson, advertised a new National Homes Corporation model called the Delbrook for sale in Maple Hill in 1954. Advertisements featured the Youngstown “Kitchen of the Year,” a living room with picture window, colored ceramic tile bath, and full daylight basement with outside entrance and recreation room area.²¹⁴ There was a choice of three or four bedrooms and one or one-and-a-half bathrooms. The location was advertised as being one block behind the grade school. Houses were offered at \$14,900 (and up) with a monthly payment for veterans of \$71.77, including taxes and insurance.²¹⁵ In September 1956, Coope Construction Company advertised three-bedroom, one-and-a-half bath ramblers in Maple Hill for \$14,814.²¹⁶ The model house was at 223 Locust Lane. Previously, Coope Construction Company had built Section 5 of the Westmore subdivision in 1952.²¹⁷ Examples of the Delbrook were noted on Locust Lane and Rodgers Road.

Hammond Homes was listed on the plat for Section 3 of Maple Hill as the developer. The builder, *Burman, Hammond & Anderson, Incorporated* offered its first showing of National Homes Corporation houses in Maple Hill in 1955. The construction company, based in Washington, D.C., had operated for some years as Burman & Hammond (first cousins Paul Berman and Paul Hammond). It is probable that Anderson was Robert H. Anderson in whose name Section 3 of Maple Hill was held at the time of the subdivision.

In 1955, Burman, Hammond & Anderson, Inc. offered the new National Homes Corporation Glenbrook model for sale in Maple Hill, advertising that it was designed by Charles M. Goodman. The Glenbrook included three bedrooms, a finished all-purpose room in a daylight lower level and a full bath on each level. It came in a “large variety of exterior and roof designs, including contemporary low pitch.” The advertised features emphasized kitchen cabinets and appliances, all new custom-type walls, “brand name”

²¹³ Advertisements, *The Washington Post*, May 2, 1953, p. 2; February 13, 1954.

²¹⁴ Advertisements, *The Washington Post*, September 19, 1954, p. R18, October 10, 1954.

²¹⁵ Advertisements, *The Washington Post*, September 19, 1954, p. R18, October 10, 1954.

²¹⁶ “National Home Week,” *The Washington Post*, September 15, 1956, p.59.

²¹⁷ Advertisement, *The Washington Post*, June 29, 1952, p. R9.

materials, aluminum windows and screens, ventilation, and “wide overhang on roof, for that smart ‘rambling’ effect.” The lots were a minimum of 70’ by 120’. The Glenbrook was offered for \$15,985 with no down payment for qualifying veterans. FHA financing was also available.²¹⁸ Burman, Hammond & Anderson also offered contemporary ramblers for \$13,722 but did not specify the model name. These were advertised as “now available in brick.”²¹⁹ Examples of the Glenbrook were recorded on Locust Lane and Rodgers Road.



Figure 34: House, 4137 Locust Lane, 151-5054 (EHT Tracerics, 2004)

Burman, Hammond & Anderson, Incorporated, with offices at 902 20th St., N.W., Washington, D.C., advertised that it was an authorized builder-dealer for National Homes Corporation. By the time that the firm was building in Maple Hill, National Homes Corporation had retained Charles M. Goodman to design a line of contemporary houses. However, the Burman, Hammond & Anderson firm had its own earlier, independent history of working with architect Charles Goodman. Goodman is perhaps best known for his work in designing the late-1940s contemporary development of Hollin Hills in Fairfax County. Simultaneously, he worked with builder Paul Burman and his cousin Paul Hammond on the development of Hammond Hill in Wheaton, Maryland in 1949. In 1950, Goodman worked with Burman and Hammond to plan the adjacent Hammond Wood development. House sites and roads were laid out to maximize the preservation of specimen trees. The development was featured in *Progressive Architecture* in May 1952.²²⁰ Goodman designed Paul Berman’s residence in 1951.

²¹⁸ Advertisement, *The Washington Post*, June 12, 1955, p. G9.

²¹⁹ Advertisement, *The Washington Post*, October 9, 1955.

²²⁰ Elizabeth Jo Lampl, “Subdivisions and Architecture Planned and Designed by Charles M. Goodman Associates in Montgomery County, Maryland,” National Register Multiple Property Documentation form, October 2003, Section E.

The *National Homes Corporation* was the nation's largest manufacturer of prefabricated housing at the time that its models were erected in Maple Hill. By 1954, National Homes Corporation's houses had been constructed in 1,500 communities in thirty-seven states.²²¹ National Homes Corporation was founded in Lafayette, Indiana, in 1940 and produced over 7,500 houses for the U.S. Government during World War II. Its founder, James R. Price, was an advocate for production of low-cost housing. When Federal Housing Administrator Raymond Foley said "what America needs is a good \$6,000 house," Price designed the "Thrift House." *Fortune* described the "Thrift House" in a 1950 article as "an efficient basementless box" which Price said "may not be what people want, but it's what they can afford."²²² It was introduced to the market in 1948 and contributed to the rapid expansion of National Homes Corporation's business. By 1950, the company was producing houses at the rate of 12,000 a year. *Fortune* ascribed part of the company's success to Price's ingeniousness in developing a distribution system through coordination of manufacture, sales and financing. The company's dealers were builders and businessmen who bought and developed land and built the houses with their own crews and subcontractors. Once the foundation or basement had been built, a house would be delivered by truck in the morning and could be under roof by evening. Price set up a subsidiary mortgage company with authority to make FHA loans to facilitate mortgages for buyers of National Housing Corporation houses. By 1955, National Homes Corporation accounted for twenty-five percent of the prefabricated housing market, produced 23,000 houses a year and had 500 builder-dealers in forty-one states and the District of Columbia.²²³

By the 1950s, National Homes was producing new models each year, reminiscent of the automobile industry. It offered both Thrift (later called Custom-Line) and De Luxe (later called Luxury Line) models in a variety of exterior styles and with choices of floor plans. A porch or breezeway and a garage could be added. In 1953, National Homes Corporation commissioned four architects to design a model of a particular style annually for the company. Charles M. Goodman of Washington, D.C. was selected to design contemporary-style models. Goodman had established a reputation for designing moderately priced contemporary houses in developments that took advantage of existing topography and trees. Royal Barry Wills, described by *Old House Journal* as "the acknowledged master of the twentieth century Cape Cod house" was selected to design the Cape Cod models.²²⁴ Emil A. Schmidlin of East Orange, New Jersey, designed Colonial-style models and Reginald Roberts of San Antonio, Texas, was selected to design Southwest Modern models. Each style was available in a variety of floor plans, each of which had a different model name. Conversely, a particular floor plan could be purchased in several different exterior styles.

Of the five builders who advertised houses built in Maple Hill, only one mentioned an architect's name. Burman, Hammond & Anderson named *Charles M. Goodman* as the architect of the National Homes Corporation houses it offered in Maple Hill in 1955.

²²¹ "National Homes Corporation Story," *The Washington Post*, November 14, 1954, p. R10.

²²² "F.O.B.: Fifty Houses a Day," *Fortune*, April 1950, p. 94.

²²³ "A House is Just a Couple of Truckloads," *Business Week*, October 6, 1956, p. 114.

²²⁴ James C. Massey and Shirley Maxwell, "The Cape Cod Revival," *Old House Journal*, April 2003.

Goodman was born in New York City in 1906, lived in southern California and Chicago, and graduated from the University of Illinois, Urbana. He studied architecture at the Armour Institute of Technology in Chicago (later incorporated into the Illinois Institute of Technology). Goodman's first job (1934) was working for the Public Buildings Branch of the U.S. Treasury Department, designing federal buildings and post offices. Goodman resigned in 1939, when his design for National Airport was not accepted, and went into private practice in Washington, D.C. He began designing houses and was "one of the first architects to use a completely Contemporary vocabulary for residential housing in the Washington area."²²⁵ During World War II, Goodman served as head architect for the Army Air Force's Air Transport Command. He resumed his private practice after the war.

In 1948, Goodman was commissioned by Robert Davenport to design Hollin Hills, a new community of contemporary houses on a wooded, hilly site. This commission set Goodman on the path that led to his role, five years later, in designing prefabricated housing for National Homes Corporation, including some of the houses constructed in Maple Hill. The Hollin Hills innovations were described by Elizabeth Jo Lampl in a National Register Multiple Property Documentation Form:

Goodman was thrilled to have the opportunity to build on land considered unbuildable by other developers due to its rough topography. Most Hollin Hills houses were sited at an angle to the street to ensure privacy from neighbors and to borrow views from a landscape that was conceived as a communal park, rather than as individual lots.... At Hollin Hills, Goodman first became fascinated with the notion of architect-builder collaboration. It was this residential project that would come to define him in national and international circles.... Goodman knew there had to be a better house than the typical Federal Housing Administration (FHA) Title 1 "minimum house".... Goodman knew that with modular construction, prefabrication, minimalist carpentry, and extensive glazing, he could design a home that would not only be affordable, but Contemporary and open to the outside world.... Working on a standardized unit concept from his army air terminal days, Goodman eventually developed eight types of homes with additional variants for the Hollin Hills subdivision.²²⁶

National Homes Corporation asked Goodman to become a consulting architect in 1953. He designed the company's first contemporary line and received a retainer to design a new contemporary model each year. The first model line was named the Ranger (1953). The square two-bedroom Cadet line was produced in 1954 and represented a cost breakthrough because of an agreement with the Plumbers Union that enabled National Homes to incorporate plumbing lines into the prefabricated panels. The larger, rectangular Pacemaker line was produced in 1954 and 1955. Each model variation within

²²⁵ Lampl, Section E.

²²⁶ Lampl, Section E.

these designs had its own name. Lampl quoted an estimate that 100,000 National Homes houses designed by Goodman had been constructed with the caveat that the figure may be high.²²⁷ Goodman designed National Homes Corporation's contemporary models at least through 1958.²²⁸

Goodman was also hired to do land planning for a number of National Homes dealers. In Northern Virginia these included Woodbridge, Herndon Woods and Annanwood. He also worked with National Homes to design prefabricated schools. Goodman received commissions to design prefabricated housing for other corporations including the Aluminum Corporation of America for whom he designed the Alcoa Care-Free Home in 1957. He also worked on a number of new communities. In Washington, he designed the River Park (1959), a cooperative housing project sponsored by Reynolds Aluminum Corporation in the Southwest Washington, D.C., urban renewal area. He designed the Hickory Cluster (1962), one of the first townhouse projects in Reston, Virginia. In the 1960s, his commissions included office buildings in Northern Virginia.



Figure 35: House, 10204 Addison Court, 151-5084 (EHT Tracerics, 2004)

In 1960, *Luria Brothers Incorporated* offered a group of forty houses for sale in Maple Hill. There were three models, including ramblers and split-levels. One model was described as a colonial split-level. They were priced at \$19,990.²²⁹ A 1961 promotional photograph described the Luria development as offering ramblers, split-levels and English basement designs with three and four bedrooms. The “subdivision emphasizes land planning and the use of various types of bricks and facades...[E]very effort was made to spare as many trees as possible.”²³⁰ Luria Homes was founded in 1946 by Eli and Gerald Luria. Eleven years later, Eli Luria moved to California and Gerald Luria

²²⁷ Lampl, Section E.

²²⁸ Information was not located on when Goodman ceased to design for National Homes Corporation.

²²⁹ “Forty Homes Opened in Maple Hill,” *The Washington Post*, July 16, 1960, p. B10; “Colonial Charm in Maple Hill Split-Level,” *The Washington Post*, September 17, 1960, p. C8.

²³⁰ “Trees were Spared in Maple Hill,” *The Washington Post*, February 4, 1961, p. B13.

continued to develop in Northern Virginia, working with Horace Layton. The firm, based in Arlington, also developed Collingwood Estates near Mount Vernon in 1960. At that time, the firm announced that it planned to concentrate on larger subdivisions, apartment projects and other large-scale developments.²³¹ By 1966, Luria was credited with having built almost 1,000 houses in Northern Virginia in twenty years. Its developments included Shreveewood, Bren Mar Park, Fairfax Towne Estates, Guildford Court, Lake Ridge, and Old Georgetown Estates. The firm also built office and commercial buildings and shopping centers in the 1960s.²³² Single-family dwellings constructed by Luria Brothers Incorporated include the Colonial split-level buildings on Locust Lane and Addison Court.

MOORE & OLIVER

The Moore & Oliver subdivision was platted by Walter Tensill Oliver and R. Walton Moore in 1905. The forty-one lots of the subdivision were platted in anticipation of the extension of the Washington & Falls Church Electric Railway to the town of Fairfax. The extension from Vienna to Fairfax in December 1904 was “largely through the untiring efforts of Hon. R. Walton Moore...and the generous aid of Lt. Gov. Jos. E Willard” who owned Layton Hall, an estate of over 100 acres in the town.²³³ As described in a history of Fairfax County, “even before the completion of the line to Fairfax, R. Walton Moore and Walter T. Oliver, who had recently resigned as the town’s mayor, purchased forty acres of land adjacent to the railroad route, which they and the *Fairfax Herald* hoped would ‘make a very desirable subdivision. Already a number of lots have been sold at reasonable prices.’”²³⁴ The subdivision was bounded on the east by the Washington & Falls Church Electric Railway’s right of way and on the south by Little River Pike (Main Street).

Significant development of the subdivision did not occur for several decades, however. A history of the City of Fairfax gives the development period as 1939-1954, which was after the streetcar line ceased to operate.²³⁵ No news accounts, promotional information or advertisements on the development of this subdivision were located.²³⁶

²³¹ “Luria Firm to Quit Sale of Houses,” *The Washington Post*, September 10, 1960, p. B4.

²³² “Estates Created by Luria and Layton,” *The Washington Post*, June 4, 1966, p. D10.

²³³ Netherton, *Fairfax County, Virginia: A History*, p. 487.

²³⁴ Netherton, *Fairfax County, Virginia: A History*, p. 488, quoting *Fairfax Herald*, September 23, 1904.

²³⁵ Netherton, *Fairfax, Virginia: A City Traveling through Tim*, p. 216.

²³⁶ *The Washington Post* was searched through Proquest and the vertical files of the Virginia Room, Fairfax City Regional Library, City of Fairfax, Virginia, were examined.

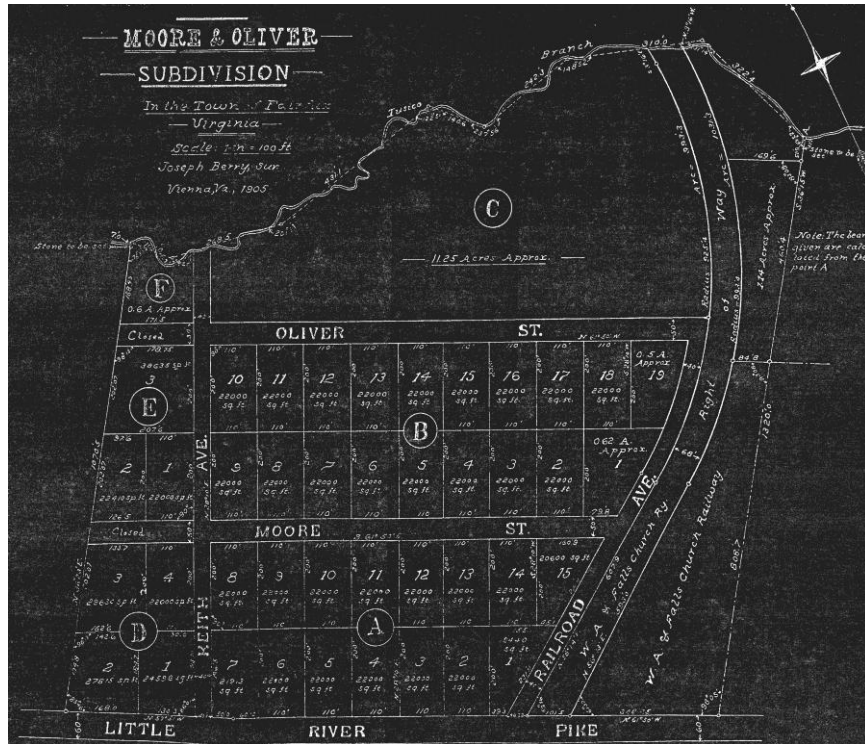


Figure 36: Moore and Oliver Subdivision Plat, Book R6, P. 130A, 1905

R. Walton Moore (1859-1941) was born in the town of Fairfax and was a lifelong resident. He graduated from the University of Virginia, read law in the office of Judge Henry W. Thomas in Fairfax and then joined the practice of his father, Thomas Moore. Moore was elected to the Virginia Senate and served from 1887 to 1891. He represented Fairfax County in the Virginia Constitutional Convention in 1901. In 1907, Moore became a general counsel to the Interstate Commerce Commission, in charge of rate litigation affecting railroads south of the Potomac River and east of the Mississippi River. When the federal government assumed administration of the railroads during World War I, Moore was appointed Assistant General Counsel of the United States Railroad Administration. Moore served in the U.S. House of Representatives from 1919 until 1931 when he retired to go into private practice. In 1933, he was appointed Assistant Secretary of State in the Franklin D. Roosevelt administration. Four years later, he became Counselor of the Department of State, a position he held until his death.

Walter T. Oliver served as mayor of the town of Fairfax at the beginning of the twentieth century. He later became a delegate to Virginia's General Assembly.

RUST'S SUBDIVISION OF THE B.F.A. MYERS FARM

Rust's Subdivision of the B.F.A. Myers Farm was platted in 1923 with ninety-nine lots. The subdivision straddled Railroad Avenue and the right-of-way of the Washington & Virginia Railway Company, which linked the City of Fairfax to Washington, D.C. Development of the subdivision came almost a quarter of a century later.

John W. Rust (1881-1958) described in his obituary as the "dean of Fairfax attorneys," practiced law in Fairfax for over half a century. Rust was born in Warren County, Virginia, the son of a Confederate Army captain. He came to Fairfax as a young man to practice law. He practiced with Moore and Keith from 1902 to 1907. Admitted to the bar in 1907, he established his own office. In 1938, Rust entered into a partnership with his son, John H. Rust. Rust was a mayor of Fairfax and served as a senator in the state legislature from 1932 to 1940, representing Arlington, Alexandria, Fairfax and Prince William counties. While serving in the state senate, he was an advocate of the Byrd Road plan and also supported legislation increasing state aid to schools. At the time of his death, Rust was a senior partner in the law firm of Rust & Rust. He was a founder of the Vienna Trust Company and had been a member of the Fairfax County Planning Commission and a former chairman of the Fairfax Redistricting Committee.²³⁷

No news accounts, promotional information or advertisements on the development of this subdivision were located.²³⁸

TUSICO VILLA

Tusico Villa, a subdivision of twelve lots, was platted in 1955 by Tusico, Inc. Tusico Villa was developed and built by C.A. Peters. In September 1957 C.A. Peters Co., Inc. advertised itself as "Builders of 'Tusico Villa'" in its advertisements for a nearby development of thirty-three houses on the north side of Oliver Street named Briarcliff.²³⁹ Advertisements in April 1957 stated that only one house remained for sale in "this excellent suburban community of only 12 split-level homes." The remaining house was described as brick with three bedrooms, one-and-a-half baths, entrance foyer, living room and family room, separate dining room, garage and patio. The advertisement emphasized the setting which it described as "park-like" and a "panorama of woodland beauty." The price was \$21,000 and both FHA and conventional financing were offered.²⁴⁰

²³⁷ "John W. Rust Dies in Fairfax," *The Washington Post*, November 20, 1958, p. B2; Aubrey Graves, "J.W. Rust is Feted As Lawyer, Leader," *The Washington Post*, January 23, 1957, p. A23.

²³⁸ *The Washington Post* was searched through Proquest and the vertical files of the Virginia Room, Fairfax City Regional Library, City of Fairfax, Virginia, were examined.

²³⁹ Advertisement, *Washington Post*, September 21, 1957, p. C8.

²⁴⁰ Advertisements, *The Washington Post*, April 6, 1957, p. C5 and April 27, 1957, p. C4.

In 1954, later sections of Warren Woods were advertised as being designed by architect Charles E. Allison. A February 1954 promotional caption in *The Washington Post* stated that a section of forty houses in the Warren Woods subdivision, designed by Allison, was nearing completion following “an eight month study by Massey Engineers in Fairfax in planning the pattern of streets and community facilities.”²⁴² Ramblers were advertised at \$16,750 with GI loans available.²⁴³

A February 1954 *The Washington Post* article described a new Honeywell electronic heating control system that anticipated weather changes as one of “the top features of 120 ranch-type homes” in the Warren Woods development. It described the houses, designed by Charles Allison, as “built primarily around the kitchen.”²⁴⁴

In the fall of 1954 the Warren Construction Corporation advertised several models of split-level ramblers designed by Charles E. Allison. These included the Windsor, the Bal Moral and the Frontenac, which offered three bedrooms, two-and-a-half baths and a finished recreation room or fourth bedroom. Features included “Arcadian ceilinged living room, dining room and kitchen plus a built-in garage – located amid beautifully wooded surroundings.”²⁴⁵ They were priced at \$18,950 with GI and FHA financing available.

In 1955, Warren Construction Corporation offered “The Hanover” designed by Allison. It had three bedrooms, one-and-a-half baths, a living room and separate dining room, and recreation room with fireplace on the lower level and a canopied patio. It was described as a “medium-priced home” at \$19,500. Both GI and FHA financing were available.²⁴⁶ In 1956, the Buckingham model split-level was offered with three bedrooms, two-and-a-half baths, built-in garage and finished recreation room or fourth bedroom. It was offered at \$19,500 with a \$1,000 down payment for qualifying GI buyers.

A 1952 article on the opening of Warren Woods noted that the “new development... is the first undertaking of its kind by the *Warren Construction Corporation*. These builders point out that since this is the case they have gone to considerable lengths to create a product that will serve as a future recommendation for the company.”²⁴⁷ The firm’s principals were not identified. The Warren Woods project was financed by the firm of McIntosh and McIntosh, which also served as the exclusive sales agents for the development. The Warren Construction Co. also built contemporary houses in a Hillcrest, Maryland development in 1956 that were designed by Charles E. Allison.²⁴⁸

²⁴² “Pamphlets on Home Aid Helpful,” *The Washington Post*, February 7, 1954, p. R7.

²⁴³ Advertisement, *The Washington Post*, February 7, 1954, p. R10.

²⁴⁴ “New Device ‘Anticipates’ The Weather,” *The Washington Post*, February 14, 1954, p. R2.

²⁴⁵ Advertisement, *The Washington Post*, October 17, 1954, p. R5.

²⁴⁶ Advertisement, *The Washington Post*, October 2, 1955, p. G14; “Homes of ’55 Exhibit Will Open Sept. 11,” *The Washington Post*, August 14, 1955, p. G1.

²⁴⁷ “Fairfax Community Holds Preview Today,” *The Washington Post*, November 9, 1952, p. R1.

²⁴⁸ “Hillcrest Contemporaries Among Homes of ’56,” *The Washington Post*, August 18, 1956, p. 34.

WESTMORE

The first section of Westmore was platted in 1925 by F.W. and Kathryn J. Robinson. The large suburb contained 119 lots. The subdivision plat for Section 2 was not located. In 1938, W.S. Hoge III platted a fifteen-lot subdivision of Section 3. Ten years later, W.S. Hoge, Jr. and his wife Elizabeth H. platted forty-six lots as Subdivision C of Section 3. In 1951, they subdivided Sections 4 and 5, creating ninety-one lots. Williams' Addition to Westmore was platted in 1946 by the Municipal Construction Company, Incorporated and contained seventy-six lots. The property had been purchased from W.S. Hoge, Jr. and his wife Elizabeth in 1945. Sherwood's Addition to Westmore was platted in 1953 by Albert R. and Annie B. Sherwood and contained seven lots. Sherwood had purchased part of the property from W.S. and Elizabeth Hoge in 1931 and part from W.S. Hoge III, in 1937. Construction of Westmore began in 1929 and continued until 1967.²⁴⁹

From promotional publicity, it is evident that Westmore was marketed as a moderately priced but well-built development. In 1940, Joseph P. Day of New York, described as "one of the country's leading real estate authorities," was named as the sales agent for Westmore and another moderately priced Hoge development in Arlington and Highland Park. Day was quoted as saying:

Westmore and Highland Park offer the small family of limited income one of the finest opportunities in the United States for living a happy, healthy life. In these four- and five-room houses we are offering not only a well-planned home, as laid out by a leading architect, but also comforts and conveniences that until recently only people of considerable wealth could enjoy. Everything in these homes—roof, insulation, heating, plumbing is the product of an outstanding manufacturer. As to the way in which these houses are built, nothing more need be said than that they were erected by W.S. Hoge, Jr., of Washington, one of the outstanding builders and developers in Arlington and Fairfax Counties. Fifteen years of experience is behind every one of these homes. Both Fairfax and Arlington were chosen as sites for these homes because they represent the types of communities in which progressive, American families would like to live. Both are conveniently located to shopping centers, schools and all facilities, as well as easy to reach from Washington.²⁵⁰

A 1947 advertisement for Westmore described five-room bungalows in "a gorgeous woodland setting" with city conveniences. The bungalows had two bedrooms with room

²⁴⁹ Netherton, *Fairfax, Virginia: A City Traveling through Time*, p. 78.

²⁵⁰ "Joseph P. Day Sales Agent for Va. Homes," *The Washington Post*, December 1, 1940, p. R2.

on the unfinished second floor for two more. The full basement had a recreation room area. Special financing was available to veterans.²⁵¹

Another section of the Westmore subdivision was described in a 1949 *The Washington Post* article as being a 100-unit housing project (although one reference in the article was to “81 proposed homes”), featuring four different types of houses, opened up by Victor Wickersham Realty Company. The prices ranged from \$8,888 to \$13,500 and all were “of Williamsburg colonial architecture.” The most expensive models had living room, dining room, den, kitchen and half-bath on the ground floor, two bedrooms and bath on the second floor, a full basement, garage and breezeway on 70 by 120 foot lots.²⁵² At least some of these models were pre-fabricated.²⁵³

The first showing of Section 5 was advertised in June 1952. The houses were described as ramblers on wooded lots with living room, dining area, kitchen, three bedrooms and bath and they were priced at \$10,900, and approved for Veterans Administration financing. Coope Construction Company was listed as the builder.²⁵⁴

F.W. Robinson (c. 1888-1972), who subdivided the first section of Westmore, operated the Humme and Robinson farm equipment firm in Herndon, Virginia, for many years. He was born in Hayesville, North Carolina, and came to Herndon in 1922 after serving in the Navy during World War I. Robinson became a member of the Fairfax County School Board when it was created in 1927. He served on the board for twenty-five years, thirteen as chairman. He also served as chairman of the State School Trustees.²⁵⁵

William S. Hoge, Jr., and his family were the principal developers of remaining sections of Westmore for more than twenty years. A total of five sections were subdivided between 1925 and 1951. In the early years of the development, its location was considered remote for suburban housing. In 1929, *The Washington Post*, in describing Hoge’s business plans, wrote that, “Mr. Hoge is planning to inaugurate Washington’s westernmost suburban development, Westmore, a tract of approximately 100 acres, located beyond Fairfax Court House, at the intersection of the Lee Highway and the Jackson Memorial Boulevard.” It quoted Hoge as saying, “Many cities of Washington’s size which do not possess Washington’s advantages in stability and opportunities for future growth have flourishing suburban home communities located eighteen and twenty miles from the Metropolitan center. Westmore will be fifteen miles from the White House, a little more than half-hour ride from Washington. With new, widened, paved highways and new bridges there is no reason why a suburban development west of Fairfax Court House should not be successful. At the present rate of suburban

²⁵¹ Advertisement, *The Washington Post*, June 8, 1947, p. R9.

²⁵² “100-Unit Housing Project Opened at Westmore Area,” *The Washington Post*, October 2, 1949, p. R5.

²⁵³ Netherton, *Fairfax, Virginia: A City Traveling through Time*, p. 78.

²⁵⁴ Advertisement, *The Washington Post*, June 29, 1952, p. R9.

²⁵⁵ “F.W. Robinson of Herndon, 84,” *Northern Virginia Sun*, Arlington, Va., August 16, 1972, p. 8; “Robinson, 84, Active Herndon Businessman,” *Loudon Times-Mirror*, Leesburg, Va., August 17, 1972, p. A10.

development westward from Washington, Westmore will be located in the heart of things within a few years.”²⁵⁶

William Schofield Hoge, Jr. (c. 1879-1954), was born in Washington, D.C., and in his early career he operated a feed and grain business founded by his father. In the 1920s, he turned to real estate and he specialized “in Virginia acreage and suburban developments.”²⁵⁷ He was also a director of the District National Bank of Washington. In city directories, Hoge described his business as real estate, insurance and loans and in addition to his development activities, Hoge sold individual houses and was a broker for developments built by others, including Country Club Hills in Fairfax and Lyon Village in Arlington County. Hoge’s son, William S. Hoge III, joined him in his real estate business. Hoge was an active promoter of the development of Arlington and Fairfax counties. When Memorial Bridge was planned in the early 1920s, a private association, known as the Lee Highway Association, undertook to promote and plan a boulevard that would link the bridge to major arterial highways connecting Virginia to the West. The boulevard, originally named for General Robert E. Lee, and now known as Arlington Boulevard, was planned with a 200-foot right-of-way to allow for plantings and separation of local and through traffic. Hoge was chairman of the right-of-way committee and instrumental in securing the right-of-way through Arlington and Fairfax, and he offered some of his own land. The rights-of-way were presented to the Commonwealth of Virginia and the Virginia State Highway Commission assumed responsibility for clearing and paving the roadway. The Boulevard was originally envisioned as linking Memorial Bridge with the Shenandoah National Park.²⁵⁸ Hoge wrote that “the territory opened up by Lee Boulevard will become the Greater Washington of the future...and the population and assessment value will soar to almost unbelievable heights as Washington grows Virginia-way.”²⁵⁹ Hoge was involved in a number of development projects to provide moderately priced houses for defense workers during World War II and veterans in the decade following the war. In December 1941, he announced plans for Parkway, an FHA-approved development of 112 five-room brick houses at 27th Street in Arlington.²⁶⁰ Other developments in which Hoge was involved as owner or builder or both included Long Branch Park (1940), adjacent to the Army and Navy Country Club, which was billed as a “low-cost home development” and Columbia Heights Apartments (1948) on Columbia Pike in Arlington.²⁶¹

Albert R. Sherwood (1879-1963), who platted Sherwood’s Addition to Westmore, was a life-long resident of Fairfax County. He was elected a Fairfax town councilman in 1916

²⁵⁶ “W.S. Hoge, Jr., Will Develop Westmore,” *The Washington Post*, September 1, 1929, p. R1.

²⁵⁷ “W.S. Hoge, Jr., Will Develop Westmore,” *The Washington Post*, September 1, 1929, p. R1.

²⁵⁸ “President Hoover to Turn the First Spade in the Construction of the New Lee Memorial Boulevard,” *The Washington Post*, April 25, 1931, p. LM3.

²⁵⁹ W.S. Hoge, Jr., “Bigger Washington is Seen in Virginia,” *The Washington Post*, April 25, 1931, p. LM13.

²⁶⁰ “New 112-Home Community Planned in Defense Area,” *The Washington Post*, December 7, 1941, p. R3.

²⁶¹ “Long Branch Park, New Low-Cost Home Development in Neighboring Va.,” *The Washington Post*, August 18, 1940, p. R5; “Eight Apartments will have 740 Units,” *The Washington Post*, May 2, 1948, p. R2.

and was involved in bringing electricity, water, and sewer to the town and also in establishing its high school and police force. He retired from the council in 1956. Sherwood was in the construction business and was quoted in a 1961 article as saying, "I've supervised construction jobs running into millions of dollars. When I was 21, I supervised the building of Catholic University. I handled the construction of Union Station in Washington, the Cairo Hotel, and was inspector for the additions to the county court house."²⁶² In 1913, Sherwood married Annie Belle Myers of Tyson's Cross Roads, with whose family he boarded while he operated a sawmill that made ties for the Old Dominion Railroad. They moved to the town of Fairfax in 1915.

THEME: COMMERCE/TRADE

RESOURCE TYPES: Commercial Buildings, Service Stations and Financial Institutions

Commerce and trade in the City of Fairfax began with the development of the two major crossroads at which the village was established. With the laying of Little River Turnpike (now Main Street/Route 236) in 1795 and its intersection with Ox Road (now Chain Bridge Road/Route 123), constructed in 1729, this area became a desired location for businesses accommodating the needs of travelers.²⁶³ Consequently, one of the first commerce/trade-related buildings constructed in this area was a store owned by Caleb Earp.²⁶⁴ Construction of the Fairfax County Courthouse in 1800 at this intersection also propelled commercial growth in the area surrounding the government center. In 1805, the Virginia Assembly established the Town of Providence - a fourteen-acre village around the Courthouse. Nineteen building lots were subsequently platted along a main street that would shortly become Little River Turnpike. By this time, a tavern/inn known as Willcoxon Tavern, located on Ox Road across from the Courthouse, served as the principal commercial resource in the town. The intersection of Ox Road and Little River Turnpike continued to develop as the center of commercial buildings in the City of Fairfax from the nineteenth century to the present, documenting its evolution from a stagecoach stop to a major suburb of Washington, D.C. Most of the buildings in the town center at this historic intersection are two-part commercial blocks, a two- to four-story structure characterized by an exterior horizontal division distinguishing two distinct interior zones that differ in use. The structures are constructed of frame or brick and are slightly set back from the street.²⁶⁵ The primary functions include office buildings, commercial buildings, specialty stores, financial institutions, and restaurants. The DSS database for the City of Fairfax contains forty-five properties with historical association to the Commerce/Trade theme. This includes twenty-nine commercial buildings, six service stations, two restaurants, and fifteen office buildings.

²⁶² "Fairfax City Pioneer," *Fairfax City Times*, September 20, 1961, p. 1. The Cairo was constructed in 1894, when Sherwood was 15 years old so it is not clear what his involvement in its original construction was or whether this is a reference to a later modification of the building.

²⁶³ Netherton, *Fairfax County, Virginia: A History*, p. 20.

²⁶⁴ Netherton, *Fairfax County, Virginia: A History*, p. 7.

²⁶⁵ Main Street was widened in the latter part of the twentieth century, thus creating less of a landscaped street frontage than originally established.

Commercial development in Fairfax shifted in the twentieth century with the construction of Route 50 (Lee Highway/Route 29), which connected Lee Highway (Route 29) with an existing highway west of Fairfax near Kamp Washington. Construction of the new highway began in 1931 at the beginning of major suburban development in the metropolitan area.²⁶⁶ The highway lead from Centreville to Washington, D.C. and was a catalyst for commercial development on the outskirts of the City of Fairfax. Businesses located on Lee Highway primarily catered to automobile travelers and included service stations and restaurants.

Eventually, commercial development centered within the town expanded outside the boundaries of the historic core. Financial institutions and office buildings were constructed further west on Main Street beginning in the 1940s and several shopping centers, built circa 1960 to the present, were constructed to the east along Main Street beyond the current city limits. These shopping centers were convenient for the residents who lived in the new subdivisions surrounding the town center as well as commuters traveling through the region. Shopping centers and several new commercial buildings also reflect the change in demographics in Fairfax from a primarily agricultural base to a professional and federal workforce. Development also expanded along Chain Bridge Road and Old Lee Highway due to their intersection with Route 50. These areas, with their automobile-influenced architecture and parking lots, are exemplary of twentieth-century commercial strip development and illustrate the change in commerce/trade from the early nineteenth century to the late twentieth century. However, due to the changing nature of commercial strips, many of the original buildings have been altered or demolished as trends changed and buildings were considered outdated. Today this area contains a mix of modern and historic structures.

The Survey Update of the City of Fairfax included sixty properties related to the Commerce/Trade theme. These buildings are primarily located in the City of Fairfax Historic District, along its boundaries, and on the main transportation routes. They include commercial buildings/specialty stores, financial institutions, office buildings, restaurants, and service stations/gas stations.

Commercial Buildings

Many of the oldest buildings related to the commerce/trade theme that are located in the city's commercial core were constructed around the turn of the twentieth century. Typically the structures are two-story, wood-frame buildings. Reflecting the two-part commercial block type, these buildings were historically used as stores or restaurants and most have residences or offices above. Currently, these buildings are used as specialty stores, restaurants, and offices – similar to their original uses.

²⁶⁶ Netherton, *Fairfax County, Virginia: A History*, p. 69.



Figure 38: Fairfax Herald Building, 10400 Main Street, 151-0003-0037 (EHT Tracerics, 2004)

One example is the commercial building located at 10416 Main Street (151-0003-0032). Constructed circa 1895, the structure is two stories high and has a front gable roof sheathed in standing seam metal. The building is clad in German weatherboard siding with aluminum siding on the front façade. This commercial building is one of several turn-of-the-twentieth-century buildings within the commercial core, which also includes the original Fairfax Herald Building at 10400 Main Street (151-0003-0037). Constructed circa 1900, this one-story, wood-frame building with a parapet roof was used by the *Fairfax Herald* from 1904 until it discontinued publication in 1971.²⁶⁷ The building is now used for offices. These modest buildings reflect the vernacular character of the commercial buildings along Main Street.

By the middle part of the twentieth century, modern buildings were constructed within the commercial core, illustrating the growth of the city as new residential subdivisions were developed. The commercial building located at 10418-10426 Main Street (151-0003-0029) is a good example of mid-twentieth-century infill within the boundaries of the historic town center. This building, constructed circa 1955, originally housed the Fairfax Plaza Shops and also a bowling alley. It stands out from the other commercial buildings in the area with its Modern Movement design, including such elements as a recessed entry with large plate glass windows, an exaggerated overhanging roof, and lack of applied adornment. The building now serves as a restaurant and banquet hall.

Further demonstrating the shift in commercial development in the late twentieth century is the evolution of supermarkets in the City of Fairfax. A supermarket was originally located within the commercial core of Fairfax City at 10410 Main Street (151-0003-0036). Built circa 1936-1938, this commercial building is two stories high and three bays wide with large storefront windows. This building maintains the traditional two-part commercial block form with commercial use on the first level and domestic use on the second story. A Safeway supermarket was constructed circa 1950 at 10409 Main Street (151-0003-0034) and is a typical one-part commercial block building type. This one-story, freestanding brick building exemplifies a change in supermarket design as they looked less like traditional commercial buildings and became larger, one-story buildings.

²⁶⁷ Netherton, *Fairfax County, Virginia: A History*, p. 123.

A storefront window dominated the façade, drawing customers in. The narrow, yet deep form allowed for larger volumes of products to be displayed and stored.



Figure 39: Former Supermarket, 10930 Lee Highway, 151-5229 (EHT Tracerics, 2004)

As larger supermarkets came into vogue during the 1950s, new supermarkets were constructed outside of the commercial core on Lee Highway, where large lots were available for bigger stores and ample parking. A supermarket at 10930 Lee Highway (151-5229) is a good example of a large supermarket that dominates the commercial strip. Constructed circa 1955, the façade of this one-story building is almost entirely consumed by large plate glass windows and a large exaggerated front gable roof. Eye-catching to motorists, this architectural form, known as “exaggerated modern,” would attract potential customers traveling down Lee Highway.²⁶⁸ Today, the buildings that once served as supermarkets in the commercial core are used as specialty stores and the larger supermarket on Lee Highway is used as a plant nursery. Favoring new and modern facilities, supermarkets are continuously being remodeled and several new supermarkets are located along Lee Highway and along Main Street outside of the commercial core.

Financial Institutions

The National Bank of Fairfax was the first bank constructed in the city. It was established in 1902 and is significant to the history of the city as it reflects the commercial and residential growth taking place in the City of Fairfax at the turn of the twentieth century. Illustrating its status in the community, the bank constructed its first building at 4029 Chain Bridge Road (151-0003-0007) in 1905. The building is a typical two-part commercial building: two stories high with the bank’s public area on the first floor. The brick building contains traditional commercial elements such as a flat, parapet roof and a cut-away corner entry.

²⁶⁸ Chester H. Liebs, *Main Street to Miracle Mile*, (Boston, MA: Little, Brown and Company, 1985), p. 132.



Figure 40: Fairfax National Bank, 10440 Main Street, 151-0003-0027 (Fairfax, Virginia: A City Traveling Through Time, p. 73)

In 1931, the National Bank of Fairfax moved to a new location on the corner of Main Street and Chain Bridge Road at the original location of Ratcliffe's Tavern (10440 Main Street, 151-0003-0027). The original building was two stories high and four bays wide, with a two-story, two-bay section added in 1937. Designed by prominent Washington, D.C. architect Arthur B. Heaton, this building is located across from the County Courthouse, making it a prominent landmark in the community.

Office Buildings

During the 1940s and 1950s, several office buildings were constructed along Main Street and Chain Bridge Road in the town center. These office buildings were typically two stories in height and constructed of brick, a design intended to conform to the existing historic fabric in the city. The Leigh Building at 3989 Chain Bridge Road (151-0003-0012), constructed circa 1946, is one example with its two-story, four-bay form. Covered by a pyramidal roof, the building has 8/8 double-hung windows that give it a domestic appearance which contrasts with typical office buildings.

Late-twentieth-century office buildings, located in the boundaries of the commercial core along Main Street and Chain Bridge Road, are much larger in scale and height than those within the historic town center. Additionally, these buildings are constructed of modern materials such as concrete and plate glass with little applied detailing. Six stories high and ten bays wide, the Fairfax Building at 10555 Main Street (151-5455) is one example of the new office-building types outside the town center. Constructed circa 2000, the building houses professional offices – an example of the changing demographics of the City of Fairfax. Other examples include the office buildings at 4103 and 4117 Chain Bridge Road (151-5463/151-5464), which are five and four stories high respectively. These buildings, built circa 1975 and 1985, contain basic box-like forms, rows of windows, and unadorned facades.

As the commercial core and suburban development expanded, many of the residential buildings within the town center were adapted for office use. One of these buildings is located at 3977 Chain Bridge Road (151-0003-0014). Known as the Ford House, this

two-and-a-half-story brick house was built circa 1835 and expanded circa 1900. Another example is the Moore-McCandlish House at 3950 Chain Bridge Road (151-0003-0017), which was built in 1840 with additions made in 1895. The home of R. Walton Moore, a U.S. Congressman and Assistant Secretary of State during the 1930s, this dwelling is also now used for professional offices. These buildings reflect the expansion of the commercial core during the mid- to late twentieth century.

Gas Stations and Service Stations

The City of Fairfax experienced the automobile age with the presence of gas stations and service stations along the main transportation routes. Although most of these stations were concentrated along Lee Highway because of its importance as a major transportation corridor and bypass, several gas stations were also constructed near the intersection of Main Street and Chain Bridge Road or on the boundaries of the town center.

The corner of Main Street and Chain Bridge Road in the town center has been the site of a gas station since the 1930s. The current gas station at 10423 Main Street (151-0003-0030), built in 1952, replaced an Esso Station that was located on the site from 1931 to 1951. The 1931 Esso Station was built on the site after the Fairfax Garage burned in 1929. The current Mobil Station consists of a small office/store section with large storefront windows, a two-bay garage, and a small addition containing restrooms. A modern awning covers the gas pumps in front of the building. Although constructed in the 1950s, this building reflects early gas station forms that often resembled domestic buildings.



Figure 41: A.I.M. Auto Service Building, 10550 Lee Highway, 151-5230 (EHT Tracerics, 2004)

A good example of the changing face of gas stations from traditional to streamlined forms is the A.I.M. Auto Service Building at 10550 Lee Highway (151-5230). Originally a Texaco station built circa 1945, this building indicates Texaco's shift in design in the 1940s from a "house to box."²⁶⁹ Texaco's goals with their new design concept included "adequate" restrooms, "efficient" service bays, and visible display areas, all in a building

²⁶⁹ Liebs, p. 104.

that contained a recognizable company trademark.²⁷⁰ The design consisted of a box-like form clad in porcelain-enameled metal steel panels with a large storefront window and plenty of service bays. The buildings were further distinguished with three parallel green stripes that lined the parapet roof. Although the site no longer contains gas pumps, the A.I.M. Auto Service building reflects its former use with its box-like form, four garage bays, and its large storefront windows. Most noticeable are its porcelain-enameled panels and three green stripes. Other stations similar in form and materials were built along Lee Highway in the 1940s-1950s, several of which continue to have automobile-related uses.

Restaurants

Amid the automobile-friendly atmosphere promoted along Lee Highway, many roadside restaurants were constructed to meet the needs of the quick-paced traveler. From family restaurants to drive-thru restaurants, this building type was constructed to attract passing motorists with their recognizable designs and by large, eye-catching signs. Many of the original fast-service restaurants have been razed since their construction to make way for newer establishments. With the quick-paced nature of the commercial strip, buildings are often updated, businesses fold, and new structures are constructed to meet consumer trends.



Figure 42: Tastee 29 Diner, 10536 Lee Highway, 151-0039 (EHT Tracerics, 2004)

One of the best examples of roadside restaurants in the City of Fairfax is the Tastee 29 Diner (151-0039). At one time, five diners were located along the commercial strip of Lee Highway (Route 50/U.S. 29). Today, the only existing diner is the Tastee 29 Diner at 10536 Lee Highway. Popularized before World War II for their inexpensive and fast

²⁷⁰ Liebs, pp. 104-105.

service, diners were considered a lucrative business venture and it was relatively inexpensive to purchase a prefabricated structure. Post-War diner manufacturing companies began to advertise elaborate and eye-catching designs to attract travelers.²⁷¹ One of these companies was Mountain View Diner Company, the manufacturer of the Tastee 29 Diner. Based out of New Jersey, the company sold diners for \$36,000 and advertised that “A Mountain View Diner will last a lifetime.”²⁷² The Tastee 29 Diner is an excellent example of a diner that is still in use. It survives with many of its original features on the exterior and interior including its original sign.²⁷³

Today, many of the commercial buildings located within the town center have been adapted as restaurants.

THEME: DOMESTIC

Resource Types: Single-Family Dwellings, Multiple-Family Dwellings, Secondary Domestic Structures, Motels

Single-Family Dwellings

A total of 493 properties surveyed relate to the Domestic theme and reflect periods of growth in the City of Fairfax. The earliest existing examples of single-family dwellings in the City of Fairfax date back to its development as Fairfax County seat in the early nineteenth century. These dwellings were modest in size and form and reflect building traditions typical of nineteenth-century Virginia dwellings. Dwellings that remain from the early nineteenth century are predominately two-story, single-pile, brick structures with side gable roofs. Many of the oldest dwellings have had substantial additions since their construction, often doubling their size. The building tradition of constructing two-story, single-pile dwellings continued throughout the nineteenth century, resulting in side- and central-passage forms.

The vast majority of the structures related to the Domestic theme that were documented as part of this Survey Update primarily consist of single-family dwellings constructed in the suburban developments during the mid-twentieth century. Most of the single-family dwellings are one-story buildings that reflect the popularity of the ranch house and similar Modern Movement forms such as the split-level. These structures are predominately constructed of brick, or wood frame with brick veneer on the façade, and have side gable roofs. Front porches or porticos are common as are rear porch additions. Due to their modest size, many of these dwellings have been expanded since their construction with one-story additions, typically on the rear or side elevations. Most of the dwellings built in the middle part of the twentieth century have attached garages, carports, or garage additions.

²⁷¹ Liebs, p. 219.

²⁷² “29 Diner.com,” Downloaded June 30, 20004 www.29diner.com.

²⁷³ Richard Guy Wilson and Contributors, *Buildings of Virginia*, (New York, NY: Oxford University Press, 2002), p. 69.

Early National Period (1790-1830)

After the completion of the Fairfax County Courthouse in 1800 and the incorporation of the Town of Providence in 1805, the fourteen-acre town began to grow substantially for the first time. Purchasers of the half-acre lots agreed to build their house “at least sixteen feet square with a brick or stone chimney [and be] fit for habitation within seven years.” Most dwellings from this period reflect early-nineteenth-century vernacular and/or Federal-style forms. These buildings were modest in size and typically consisted of single-pile, hall-and-parlor plans. Characteristically, these houses were constructed of brick, and had side-gabled roofs and a fireplace on one or both gable ends. Hall-and-parlor structures were commonly built from the early Colonial Period until 1900, although by 1830, they were associated with less affluent households.²⁷⁴

One of the dwellings remaining from this time period is the Ratcliffe-Allison House at 10386 Main Street (151-0003-0041). This significant structure was built for Richard Ratcliffe in circa 1805. Ratcliffe was one of the principal property owners in Fairfax County and deeded four acres for the location of the Courthouse. The original section of the house includes the two eastern bays that incorporate a traditional hall-and-parlor plan. The west section, containing one room on the ground level, was built at a later date, most likely after Gordon and Robert Allison bought the house in 1820. The western portion of the house has a small interior-end brick chimney in the gable corner. The remainder of the house was heated by a large chimney located on what was the gable end of the east section, illustrating that this room was the primary gathering space. The form of this house is typical of early-nineteenth-century vernacular Federal architecture in Virginia.



Figure 43: Radcliff-Logan-Allison House, 10386 Main Street, 151-0003-0041 (EHT Tracerics, 2004)

The dwelling at 10364 Main Street (151-0003-0044) is also representative of architecture constructed during the Early National Period. Dr. Samuel Draper had this house constructed about 1810 as his residence. The building was also to serve as an office for his medical practice. Draper retained ownership until 1842. The five-bay, single-pile house is typical of a Federal-style, hall-and-parlor dwelling. Constructed of Flemish-bond brick, the house has a side gable roof and two interior-end chimneys. An exterior

²⁷⁴ Gabrielle M. Lanier and Bernard L. Herman, *Everyday Architecture of the Mid-Atlantic: Looking at Buildings and Landscapes*, (Baltimore, MD: The Johns Hopkins University Press, 1997), p. 16.

door on the east bay of the house, the lack of a side-elevation window, as well as the placement of the interior-end, double-flue chimney, suggests a staircase leading to the second floor. This configuration implies that the first and second levels were used separately for public and private use by Dr. Draper.

Antebellum Period (1831-1861)

By 1835, the Town of Providence was thriving off the activity surrounding the County Courthouse. The town was described as having 40 dwellings, mostly constructed of frame, and approximately 200 residents.²⁷⁵ Several of the dwellings constructed during this time reflect the Greek Revival style. Most of these dwellings consisted of two-story, double-pile forms with central or side passages and side gable roofs. The central-passage house allowed access to a small entry passage containing a stairway to the second floor and entry openings into two flanking parlors. The second level typically mimicked the plan of the first, although it contained a small room above the first-floor entry hall.²⁷⁶ Side-passage houses, typically double-pile, incorporated a stair passage that lined the side of the structure and allowed access to the two rooms facing back-to-back. In townhouses, the front room was commonly used as a parlor, the back room as a dining room, and the upper rooms were used as sleeping chambers. This house form was frequently used in urban settings from the mid-nineteenth century until the early twentieth century. Both of these forms are typical of townhouses built in this region by the 1840s.²⁷⁷ Three houses surveyed in Fairfax display these distinct house forms.

The Ford House at 3977 Chain Bridge Road (151-0003-0014) is exemplary of a central-passage, double-pile house. It was constructed for Edward R. Ford about 1835. Characteristic of the central-passage, double-pile house type is the Ford House's symmetrical, five-bay, two-and-a-half-story form. Constructed of stretcher brick, the house has a hipped roof capped with a balustrade and two interior-end brick chimneys.

The Oliver House at 4023 Chain Bridge Road (151-0003-0008) is a good example of a side-passage townhouse built during the Antebellum Period. This Greek Revival-style house is constructed of five-course American-bond brick and has a side gable, standing-seam metal roof. A two-story sunroom was added in the 1920s and a hipped-roof addition was added to the rear elevation in the 1980s. The Oliver House is similar in form to the Truro Episcopal Church Rectory at 10520 Main Street (151-0003-0022). Built for Dr. William Gunnell about 1835, this side-passage house was originally three bays wide. It is constructed of five-course American-bond brick and has a hipped roof. The house was enlarged in 1911 with a two-bay-wide addition similar in material and details. Thus, today, the Rectory has a central-passage plan.

²⁷⁵ Netherton, *Fairfax, Virginia: A City Traveling Through Time*, p. 13.

²⁷⁶ Lanier and Herman, p. 30.

²⁷⁷ Lanier and Herman, pp. 30-32.

Reconstruction and Growth Period (1866-1917)

After the Civil War (1861-1865), much of the activities in Fairfax Court House were focused on rebuilding. The town did not experience much growth at this time mostly due to inefficient roads and the inconvenient location of Fairfax Station, where the railroad stopped. Consequently, most of the dwellings that date from this period were constructed after 1880. By the turn of the twentieth century, Fairfax County was growing, paralleling the growth of Washington, D.C. The population of Fairfax County in 1900 had reached 18,580, an increase of 1,925 persons in just ten years. The population of the Town of Fairfax rose to 400 residents and many of these residents worked, shopped, and/or attended schools in the nation's capital, which was becoming more easily accessible to Northern Virginia with the expansion of an electric streetcar line to the town in 1904. Many of the dwellings constructed in Fairfax Court House during this period of growth reflect fashionable changes in architectural styles, new building methods with mass-produced ornamentation, and the use of pattern books that offered plans and elevations at an affordable price.

Several of the houses built in the Town of Fairfax during the Reconstruction and Growth Period reflect the fundamentals of Victorian-era architecture, particularly the fashionable Queen Anne style. Construction methods were changing as industrialization led to the mass production of building materials and other house components such as roofing, siding, and decorative elements. The balloon-frame construction method replaced traditional building methods. This allowed for the residential structures to be larger in scale than previously illustrated. The intricate forms consisted of asymmetrical massing and irregular plans and had steeply pitched, complex roofs, and a variety of shapes and surface textures.²⁷⁸

The Queen Anne-style wood-frame house at 10381 Main Street (151-0003-0040) exemplifies the common form of late-nineteenth-century dwellings. Built in 1892, this two-and-a-half-story house is asymmetrically massed and clad in wood weatherboard siding. Typical of Queen Anne houses, it has a complex form and roof that results in the variation of interior spaces. Also characteristic of the period is the wrap-around porch, which provided covered outdoor living space. Another example is the modest dwelling at 10645 Main Street (151-0026), which displays the application of mass-produced architectural elements to a traditional vernacular form. The dwelling was constructed in 1905 as the home of the Station Master, who was responsible for the streetcar that extended from Washington, D.C. to the Town of Fairfax in 1904. This one-story, three-bay frame house is clad in German weatherboard siding and has a cross-gable, L-shaped plan, typically found in Victorian-era pattern books such as those designed by Andrew Jackson Downing. Additions to the house include a one-story rear addition with a shed roof and a one-story rear addition with a flat roof. The building has a central entry flanked by window openings.

²⁷⁸ Virginia McAlester and Lee McAlester, *A Field Guide to American Houses*, (New York, NY: Alfred A. Knopf, Inc., 1984), p. 239.

Like the fashionable Victorian-era dwellings, the Colonial Revival-style houses of the early twentieth century enjoyed ongoing appeal, becoming a mainstay of housing design in America from its origins about 1880 through the post-World War II era....²⁷⁹ By the 1920s and 1930s, Colonial Revival was the “most important of the many revival styles that formed American’s huge new [residential] suburbs.”²⁸⁰ James C. Massey and Shirley Maxwell state in *House Styles in America* that “suburban streetscapes took on an increasingly sedate air. Blocks of unassuming Colonial Revival buildings filled pleasant neighborhoods where the houses seemed to share a comfortable family resemblance. Variety for the sake of variety had been replaced by a subtle and, to the millions of Americans who lived in such homes, deeply satisfying traditionalism.”²⁸¹

Developers and architects of the early twentieth century quickly embraced the Colonial Revival style to meet the housing needs of the suburban Washington Metropolitan Area. The spreading of the style to the suburbs and the mass production of Colonial Revival architectural elements prompted the detailing and form to become more modest and plain to meet the housing and economic demands of prospective homeowners. Commonly found features of the style include accentuated main entry doors, symmetrically balanced facades, single and paired double-hung sash windows, and side gable or hipped roofs. The repetition of the form and detailing signifies the mass production of the buildings by a single developer, builder, and/or architect.

The adaptation of the style to the middle-income housing in Northern Virginia resulted in three-bay-wide, rectangular brick structures with projecting porticos, cornice returns, open pediments, and Tuscan columns. Another notable distinction is the reduced stylistic ornamentation; a trend that reflected the mass production of domestic dwellings to meet the tremendous housing needs of the nation’s capital in the 1930s and 1940s. Representative examples were noted at 10617 Moore Street (151-5271) and 10619 Moore Street (151-5272) in the Moore and Oliver neighborhood. Dating from circa 1940, these two-story buildings, clad in Flemish-bond brick, are three bays wide with central entries. Each dwelling is two bays deep with exterior side chimneys flanked by 6/6 double-hung, wood sash windows. The fenestration suggests a central passage flanked by living and dining rooms with the kitchen located at the rear of the house. The primary entries on the façade have six-paneled wood doors with multi-light sidelights and molded surrounds. Variation to the identical design is provided by the one-bay-wide entry portico that shelters the main entry. The portico at 10617 Moore Street has Tuscan posts and square balusters supporting a shallow gabled roof with a segmentally arched opening. The portico at 10619 Moore Street has thin square posts, square balusters, landing newels with ball finials, and a shed roof sheathed in asphalt shingles.

²⁷⁹ Howe, p. 273.

²⁸⁰ James C. Massey and Shirley Maxwell, *House Styles in America*, (New York, NY: Penguin Studio, 1996), pp. 185-186.

²⁸¹ Massey and Maxwell, p. 186.

World War I to World War II Period (1918-1945)

Most dwellings constructed during the World War I to World War II period were driven by economic and convenience factors. The continuing popularity of pattern book and mail-order catalogue designs, along with prefabricated architectural elements, also influenced early-twentieth-century domestic architecture. Sixty-seven single dwellings were identified in the Survey Update from this time period in the City of Fairfax. Most of the houses consist of traditional Colonial Revival forms, such as the Cape Cod house, but the Bungalow and American foursquare forms were also noted, illustrating a shift to irregular, open plans.



Figure 44: House, 10618 Moore Street, 151-5265 (EHT Tracerics, 2004)

Cape Cod Houses

By the mid-twentieth century, the Cape Cod house had become the most popular low-cost suburban form in most eastern metropolitan areas. The design of Cape Cod houses reflected many of the Federal Housing Administration's (FHA) guidelines, "which had been improved and expanded in FHA's 1940 *Principles for Planning Small Houses*."²⁸² The one-and-a-half-story Cape Cod cottages exhibit the familiar detailing and form commonly associated with the Colonial Revival style, although in a more modest scale with less applied ornamentation. This form provided an adequate and affordable housing mode for the growing population of working- and middle-class residents, while mimicking the fashionable style of the period. The boxlike structures were set on poured concrete slab foundations, which were often clad in brick. The Cape Cod houses, which traditionally measure three bays wide and two bays deep, are typically constructed of wood frame or brick with side-gabled roofs, front-gabled dormers, and exterior-end chimneys. Each house "followed the same internal plan. Two bedrooms were aligned across the back of the house, separated by a back door, while the kitchen and living room were aligned across the front the building. The bathroom was situated immediately

²⁸² Ames and McClelland, p. 66.

behind the kitchen, allowing all the plumbing to be concentrated along both sides of a single internal wall, thus reducing costs and facilitating quick and efficient installation. Living spaces were small and opened onto one another, but could be extended into the unfinished attic space at the occupier's own expense.”²⁸³

Representative examples of Cape Cod houses surveyed in the City of Fairfax include 10618 Moore Street (151-5265) and 10621 Oliver Street (151-5263) located in the Moore and Oliver subdivision. These frame houses both contain traditional Cape Cod elements such as their one-and-a-half-story and three-bay form, two dormer windows, and central interior brick chimneys. Subsequently expanded in the late twentieth century, the house at 10621 Oliver Street has a one-story, two-bay garage addition.



Figure 45: House, 3665 Old Lee Highway, 151-5441 (EHT Tracerics, 2004)

Bungalows

After the turn of the twentieth century, the traditional single-family domestic form continued to be popular due to its economy and convenience. The resulting bungalow mimicked the plan and massing traditionally associated with the fashionable Queen Anne style; yet, the bungalow form was invariably one to one-and-a-half stories in height. The bungalow is covered by a low-pitched, intersecting gable roof with overhanging eaves, which encompassed the often wrap-around porch. The irregular plan allowed for additional window openings and direct access to the porch from various secondary rooms. The modest arrangement of the wood-frame buildings made them one of the most popular low-to middle-income domestic forms in growing suburban communities across the United States. First used as vacation cabins, the bungalow's small-scale informal floor plans, sheltering porches, and inexpensive building materials made them a natural addition to suburban communities.²⁸⁴ The dwelling at 3703 Farr Avenue (151-5238) is a good example of the bungalow form. One-and-a-half stories high, this cross-gable house

²⁸³ Howe, pp. 368-369.

²⁸⁴ James C. Massey and Shirley Maxwell, "A National in Bugalove," *Old-House Journal*, Volume XXIV, Number 2, March/April 1996, 35-36.

has an L-shaped plan, low-slung overhanging eaves with brackets, and a front entry porch with brick and wood battered piers. The bungalow at 3665 Old Lee Highway (151-5441) also is one-and-a-half stories high, has wide overhanging eaves, and a long shed-roof dormer window. The three-bay front porch has battered wood piers.

American Foursquare

Along with the bungalow form developed during this period was the American foursquare. Foursquares provided the American working and middle class with a larger, more stylish form that lacked traditional ornamentation and was inexpensive to construct.²⁸⁵ The foursquare is typically two stories high, set on a raised basement, and with a porch extending the entire length of the front façade. Despite the asymmetrical placement of windows, porches, and side bay windows, the foursquare retains a box-like, symmetrical plan that reflects its name with a basic four-room plan. One example of a foursquare house was surveyed in the City of Fairfax and is located at 10649 Main Street (151-5016). This two-and-a-half-story, three-bay American foursquare dwelling is clad in stucco, and has a hipped roof. Other typical features of the form illustrated on this house include a one-story, three-bay porch with battered wood posts that rest on concrete block piers, and shed dormer windows.



Figure 46: House, 10649 Main Street, 151-5016 (EHT Tracerics, 2004)

The New Dominion Period (1945–Present)

Approximately 359 of the single dwellings surveyed in the City of Fairfax from the New Dominion period reflect the Modern Movement, which introduced the ranch houses, split-levels, and contemporary box to the residential landscape. Traditional Colonial Revival dwellings also continued to be built, but in more modest and stream-lined forms. For efficiency and affordability, most of these houses are simple, one-story, box-like forms, are capped by side gable roofs, and have little or no adornment. Carports and garages were typically incorporated into the designs, reflecting the rise in and importance

²⁸⁵ James C. Massey and Shirley Maxwell, “The All-American Family House: A Look at the Foursquare.” *Old-House Journal*, Volume XXIII, number 6, November/December 1995, 31.

of automobile ownership. Because of their modest size, many of these dwellings contain rear or side additions as families expanded.



Figure 47: House, 10608 Norman Avenue, 151-5392 (EHT Tracerics, 2004)

Ranch House

The ranch house, sometimes referred to as the rambler, was efficient and suited to a casual living style and “perhaps the ultimate symbol of the postwar American dream.”²⁸⁶ Introduced by California architects in the mid-1930s, the ranch house was the most prominent residential building form in the United States by the late 1940s.²⁸⁷ The popularity of the ranch house was prompted by the increased dependency on the automobile, which allowed for the establishment of more sprawling residential neighborhoods in areas where land had traditionally been undeveloped. The low cost of construction allowed developers to mass produce the structures in planned neighborhoods and developments. It also allowed individual property owners to affordably build their own homes, which were typically isolated but not far from commercial, business, and transportation corridors.

Ranch houses are traditionally single-story buildings with staggered façades and low-pitched roofs. The long, narrow form, which incorporated open-plan living areas, floor-to-ceiling windows and double-glass doors, emphasized the large lots with its horizontality. “The length of the house along the prospect of approach emphasizes its sprawling form, suggesting the comparative availability of land and the luxury of outdoor living.”²⁸⁸ Because the ranch house neighborhoods were more commonly outside the metropolitan areas and required the owner to have a car, the asymmetrically designed dwellings usually included one-, two-, or even three-car garages built as integral parts of the structure, with interior access from the kitchen or utility room. The design of the

²⁸⁶ Carley, p. 236.

²⁸⁷ Ames and McClelland, p. 66.

²⁸⁸ Howe, p. 370.

ranch house was minimal with some elements of “traditional detailing based loosely on Spanish or English Colonial precedents.”²⁸⁹ It was clad in a variety and combination of materials, including brick facing, wood shingles or weatherboard, aluminum siding, vinyl siding, and asbestos shingles. Porch supports, minimal in ornamentation, were decorative iron or wooden posts. Large picture windows, with either metal or wood surrounds, illuminated the living rooms.²⁹⁰

Ranch houses surveyed in the City of Fairfax include such examples as those recorded at 3933 Fairview Drive (151-5163), 10301 Cleveland Street (151-5111), 4240 Berritt Street (151-5114), and 4008 Burke Station Road (151-5116), to name only a few of the many documented in the residential suburbs.



Figure 48: House, 3814 Ren Road, 151-5429 (EHT Tracerics, 2004)

Split-Level Houses

The ranch house was adapted during the 1950s by a multi-story modification that resulted in the split-level house. The modern design retained the horizontality, low-pitched roof, and overhanging eaves of the ranch house, augmenting it with a “two-story unit intercepted at mid-height by a one-story wing to make three floor levels of interior space.”²⁹¹ In theory, this provided the family with three separate interior spaces: quiet living areas, noisy living and service areas, and sleeping areas.²⁹² The integral garage and the lively family rooms were located on the lower story. The living and dining rooms, perceived as formal quiet reception areas, were located in the main or “mid” level. The kitchen, entryway, and utility rooms were also conveniently located on this mid level. The bedrooms and baths were located on the upper story.

²⁸⁹ McAlester, p. 479.

²⁹⁰ McAlester, p. 479; Howe, p. 370.

²⁹¹ McAlester, p. 481.

²⁹² McAlester, p. 481.

The form was often clad in a variety and combination of building materials, including wood weatherboard and shingles, asbestos shingles, aluminum or vinyl siding, and brick or stone facing. Detailing referred to the Colonial Revival style, although in a minimal fashion.

Representative examples of split-level houses with traditional-influenced forms are located at 10303 Cleveland Street (151-5110) and 4234 Berritt Street (151-5112). Constructed of brick, these houses are horizontal in form and have side-gabled roofs. Exterior end chimneys are located in the “quiet” living area levels. The house at 4234 Berritt Street also has a two-bay carport. Another split-level type incorporates a front gabled section, containing the lower service areas and the upper sleeping areas, and a side gable on the quiet living area section. Examples of this split-level type are located at 10818 Maple Street (151-5485) and 10820 Maple Street (151-5486). The house at 10818 Maple Street integrates a one-bay garage on the lower level.

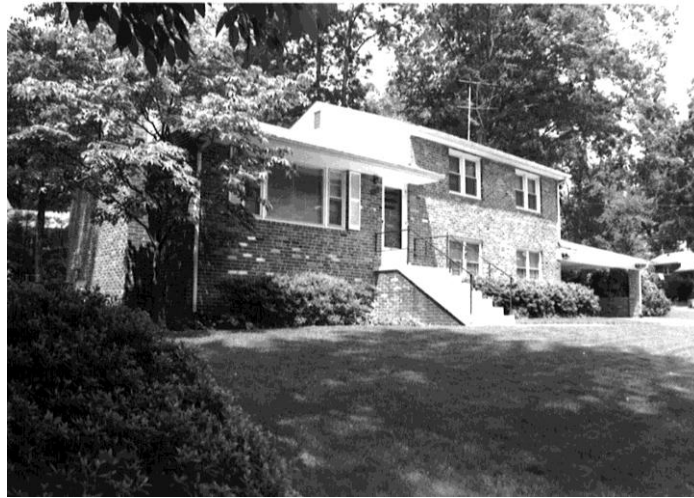


Figure 49: House, 4264 Berritt Street, 151-5112 (EHT Tracerics, 2004)

Contemporary Box Houses

Although the ranch house prevailed as the predominant single-dwelling type constructed in American suburbs, including those in the City of Fairfax, the influence of modernist architects also began to shape suburban house design. Architects such as Frank Lloyd Wright, Richard Nuetra, and Mies van der Rohe looked toward the expression of modern materials to create new house forms using materials such as glass curtain walls, steel, and concrete. Characterized by their open floor plans and incorporation of outdoor and indoor living areas, these contemporary houses emphasized the flow of space. Exaggerated roof lines, patios and terraces, carports, and masonry walls all were distinctive of modernistic houses. Publications, such as *Better Homes and Gardens* featured contemporary houses that could be adapted for the masses. In the Washington, D.C. area, architects such as Charles Goodwin, known for his contemporary domestic architecture in the suburb of Hollin Hills, further promoted these house forms. As

contemporary houses grew in popularity, ranch houses began to adopt some of their characteristics making differences between the two forms became less distinct.²⁹³

Several contemporary houses were built in the Joyce Heights subdivision in the City of Fairfax. One example is the house at 10717 Jones Street (151-5302) which displays a wide, exaggerated, front gable roof that encompasses the entire façade of the house. The roof extends over a one-bay carport which contains the main entry to the house. The neighboring house at 10715 Jones Street (151-5303) also presents the same plan. However, the house has been subsequently altered to make it more traditional as the original carport has been enclosed with vinyl siding and a customary double-hung window, and door.



Figure 50: House, 10717 Jones Street, 151-5302 (EHT Tracerics, 2004)

Twin Dwellings

In the tradition of affordable housing, twin dwellings were an economical solution to the American dream of home ownership. Twin dwellings often resembled single-family dwelling forms, shared the same roof, and were mirror images of one another. Interspersed within the single-family neighborhoods of Fairfax are twenty-five twin dwellings. The twin dwellings identified have separating party walls on the interior only, allowing for yard space on three sides. A group of twin dwelling was noted along Farr Avenue (151-5231, 151-5232, 151-5236). These twin dwellings, constructed circa 1940, resemble brick Colonial Revival houses and share a common side-gable roof. Each two-story, single-pile dwelling is three-bays wide and contains a simple, gabled portico and an interior-end brick chimney.

Twenty-one twin dwellings were also surveyed in the Ardmore subdivision in the City of Fairfax. Constructed circa 1955, these buildings also resemble single dwellings; however, they stray from the traditional design. Nine separate house designs were

²⁹³ Ames and McClelland, p 67.

offered by Jesse Johnson, Inc., a firm of builders and developers responsible for subdividing and improving the neighborhood of Ardmore. Each house shared a party wall, illustrating the builders' belief that they could offer "much more house for the money than similar houses selling for much more."²⁹⁴ One of the commonly used designs, displayed by 4247-4249 Allison Circle (151-5324), 4243-4245 Allison Circle (151-5325), and 4247-4249 Allison Circle (151-5324), consists of a T-shaped plan sharing a common front-gable projection with exaggerated wide eaves. The inset portions of these twin dwellings are the location of the primary side entry, often covered by an awning or a one-bay carport. Another design, such as the dwellings located at 4228-4330 Allison Circle (151-5317) and 4242-4244 Allison Circle (151-5320), contains the same T-shaped plan, but the entrances, originally covered by an awning, are located on the projecting, front-gabled section. In many cases, owners have constructed additions on the inset areas of the dwellings or have enclosed original carports.

Multiple-Family Dwellings

The construction of garden apartments in the Washington, D.C. metropolitan area reached a peak in the mid-1930s and early 1940s. In the City of Fairfax, despite the need for housing, construction of garden apartments was limited compared to Arlington and Fairfax counties. The design of this specific residential building type in the city of Fairfax was copied from those being constructed in the neighboring counties, where local officials and the federal government created standards that intentionally avoided the construction of sub-standard, large-scale developments that would dissolve into slums after the housing emergency eased. Thus, one of the focuses of apartment developments in the second quarter of the twentieth century in the Washington Metropolitan Area was the need to construct affordable, attractive and permanent housing. Cost efficiency was continuously emphasized in the construction process, especially for projects backed by the Federal Housing Administration (FHA). The FHA, established in 1934, became the primary mortgage insurers for thousands of residential projects, both single-family and multiple dwellings, throughout the country. A number of the residential suburbs in the City of Fairfax provided FHA funding. Where the FHA was not directly involved, they influenced the designs and layouts of complexes and individual apartments.

Because the FHA would only finance housing that met its approved standards, first published in 1935, its requirements shaped suburban development. The FHA standards addressed seven specific issues: community, neighborhood, site, buildings, dwelling units, services and cost. Regarding the community, FHA required that the area currently support a "number of diverse sources of income for the families to be served" and specified that there be an existing need for the type of development contemplated. The FHA also required that the developers give "assurance[s] of continued harmonious land uses; [and] integration of the neighborhood and project." The site was to be distanced from industrial influences. Development was required to conform to existing site

²⁹⁴ "Ardmore Homes Offered for \$10,490," *The Washington Post*, April 3, 1955.

characteristics and standards were set for land coverage.²⁹⁵ Roads were to have a minimum right-of-way of fifty feet with a paved width of twenty-four feet. In 1938, the FHA began offering design reviews to developers of new subdivisions. The guidelines were revised again in 1941 to include curbs and a minimum paved width of twenty-six feet.²⁹⁶

The Yorktown Apartments (151-5017, 151-5018, 151-5019) are the single representative example of a garden apartment complex in the City of Fairfax that was included in the Survey Update conducted by EHT Tracerics. Located to the west of the historic district, the apartment complex consists of three two-story structures along Yorktown Drive. The long rectangular buildings are constructed of five-course American-bond brick and covered by hipped roofs. The fenestration is comprised of six-light and eight-light metal casement windows. Dating from the early 1950s, the Yorktown Apartments are Colonial Revival in style, an architectural illustration favored by the FHA and garden apartment developers in the Washington Metropolitan Area. Currently known as Fairfax House, the apartment complex offers twenty-four rental units – eight one-bedroom and sixteen two-bedroom models.



Figure 51: Yorktown Apartments, 4020 Yorktown Drive, 151-5017 (EHT Tracerics, 2004)

Secondary Domestic Outbuildings

Although domestic outbuildings such as the freestanding garage and shed are immensely popular in Northern Virginia, the number of associated outbuildings included in the Survey Update conducted by EHT Tracerics was limited. The lack of a substantial number of domestic outbuildings is presumably the result of the urban setting of the historic town center, where commercial and governmental buildings dominate. Further,

²⁹⁵ “Multiple Housing Under FHA: Government Housing Standards,” *The Architectural Record*, Volume 84, Number 3, September 1938, p. 97.

²⁹⁶ P.A.C. Spero and Co./KCI, “Suburbanization Historic Context and Survey Methodology,” Prepared for the I-495/I-95 Corridor Transportation Study for the Maryland State Highway Administration, 1999, p. C-11.

the vast number of residential properties documented as part of the Survey Update was mid-twentieth-century houses that incorporated garages or carports into the design of the structure.

In the City of Fairfax Historic District, a few of the domestic outbuildings have subsequently been converted into commercial use. A structure located at 3940 Old Lee Highway (151-0003-0050) is one example of a domestic outbuilding within the historic district and is thought to be associated with the Dr. S. Draper House at 10364 Main Street (151-0003-0044). The two-story frame structure sits on a concrete foundation and is clad in metal-paneled siding that is pressed to resemble brick. It is capped by a flat roof with metal coping. The shutters and the doors were added when the building was converted to commercial use. Its unadorned and utilitarian design demonstrates its original use as an outbuilding, although its original function has not been determined.

Another outbuilding within the Fairfax City Historic District is located at 3936 Old Lee Highway (151-0003-0049). This structure is thought to have been originally used as a barn for the Dr. S. Draper House. Constructed circa 1920, the wood-frame building was later altered by the early 1950s for use as a warehouse and later for commercial use. Its noticeable barn features are visible on the rear elevation with its gabled form and corrugated metal siding. The front elevation has been altered and now presents a one-story, flat-roofed frame addition and overhanging eaves with decorative brackets.

The commercial building at 3934 Old Lee Highway (151-0003-0051) was also believed to originally be an outbuilding of unknown use for the Dr. S. Draper House. The building is constructed of wood frame and concrete block with board-and-batten siding on the south elevation. The building has an interior brick chimney and a standing-seam shed roof. The main façade has been altered with a modern brick veneer, door, and windows.

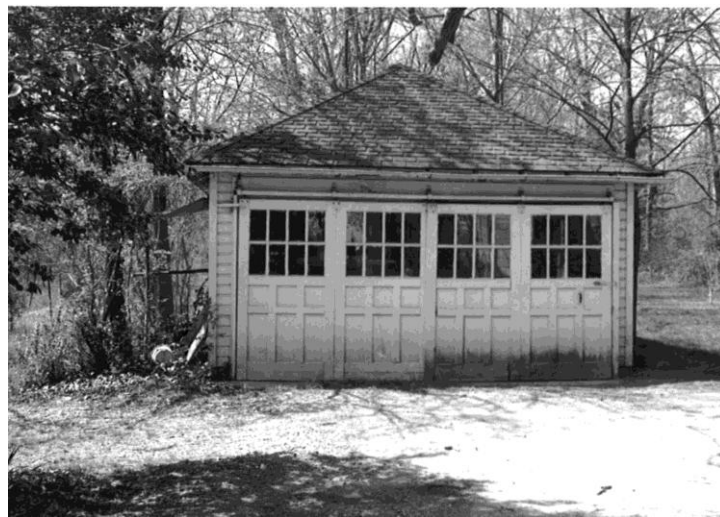


Figure 52: Garage, 3748 Chain Bridge Road, 151-0003-0005 (EHT Tracerics, 2004)

The number of single-family dwellings located outside of the historic town center that have associated freestanding garages is extremely limited. Examples included the one-story, wood-frame garages at 10721 Orchard Street (151-5404) and 10315 Sager Avenue (151-5467), and a concrete-block garage at 10606 Oliver Street (151-5474). The most noteworthy example is the circa 1930 one-story garage at 3748 Chain Bridge Road (151-0013-0005), which is located on the edge of the city's historic district. The garage is two bays wide with a hipped roof sheathed in asphalt shingles. Set on a concrete pad, the wood-frame structure is clad with German wood siding. The side elevations are pierced with 6/6 double-hung and 6-light casement windows with square-edged surrounds and slightly projecting lintel caps. The garage is the only identified structure of this type in the City of Fairfax with sliding garage doors rather than roll-up garage doors. The double-leaf doors, suspended from above with metal hardware, have recessed panels and 8-light windows. The structure is finished with overhanging eaves and exposed roof rafters.

The second most common outbuilding identified was the shed, which is actually a catchall term often applied to any storage or unidentified structure. The form is typically one story in height and is constructed of wood frame or prefabricated metal. Other notable outbuildings include carports, barbecues, playhouses, and a carriage house.

Motels/Motel Courts

One of the most prominent and well-known inns in the City of Fairfax was the Willcoxon Tavern, constructed circa 1805 and demolished in the 1930s. The Bailiwick Inn, also known as the Oliver House (151-0003-0008), is currently a popular bed and breakfast inn. Constructed as a single-family dwelling circa 1810, and substantially enlarged circa 1830, the building was converted for use as an inn. The non-residential use of this house is typical of those located within the original town center as the area surrounding it became predominately commercialized.

Most of the buildings used for lodging are located on Lee Highway corridor, illustrating its importance as a transportation route around Old Town Fairfax into Washington, D.C. Lodging in Fairfax would allow travelers to stay overnight inexpensively and away from the congested downtown of the nation's capital, yet close enough to visit its attractions. The oldest motels in this corridor were small, unassuming buildings with less than twenty rooms. As motel popularity grew, many of these smaller establishments expanded and incorporated modern trends. Motels sought to attract the traveler through signs, design aspects, and special amenities such as swimming pools. Most of the motels along Lee Highway were "Mom and Pop" run businesses and were not franchise-operated.



Figure 53: Anchorage Motel, 9865 Lee Highway, 151-5226 (EHT Tracerics, 2004)

The Anchorage Motel is one of the best examples of roadside motels in the City of Fairfax. Constructed circa 1955, the Anchorage Hotel is located at 9865 Lee Highway (151-5226) near Fairfax Circle. The motel's form reflects its name: the main building is in the shape of the hull of a boat. Other nautical influences include lighthouse-shaped towers and porthole windows. The Anchorage Motel represents a shift in motel design in the 1950s when motels began to provide a greater number of rooms and offer more amenities. The Anchorage Motel originally had a swimming pool in front of the building that was removed when Lee Highway was widened. At the time, it was advertised as "One of America's newest and most modern motels. Beautifully furnished and decorated. Fully 'air conditioned,' TV in each unit, tile baths, tubs and shower, wall-to-wall carpeting, filtered swimming pool, restaurant nearby."²⁹⁷

Other historic motels in the City of Fairfax Survey Update include the Boulevard Motel (c. 1945, 151-5225), built in two phases and containing less than 20 rooms; the Hyway Motel (circa 1950, 151-5219), containing approximately 16 rooms; the Breezeway Motel (1950-1960, 151-5252), built in 3 separate phases and containing approximately 50 rooms; and the Econo Lodge (c. 1950, 151-5220), originally known as the Williamsburg and later the White House, containing approximately 50 rooms. Each of these buildings is located on Lee Highway and continues to function as a motel.

²⁹⁷ Netherton, *Fairfax, Virginia: A City Traveling Through Time*, p. 85.

THEME: EDUCATION

Resources: Schools

The history of public schools in the City of Fairfax and Fairfax County dates from the early nineteenth century with the establishment of the public school system and the Commonwealth of Virginia's Literary Fund. This state-supported fund program, launched in 1820, was used to provide teachers' wages and for the construction of schoolhouses.²⁹⁸ Most early schools were one-room, rural schoolhouses. Although most of these schools no longer exist, the Legato School is an example of a one-room schoolhouse. This one-story, modest frame structure has a front gable roof, German weatherboard siding, and 6/6 double-hung windows. It was built about 1877 on Old Lee Highway and Legato Road, west of the City of Fairfax, and moved to the Courthouse grounds facing Chain Bridge Road in 1971 in celebration of the centennial of the Fairfax County School system.²⁹⁹



Figure 54: Legato School, 4000 Chain Bridge Road, 151-0003-0001 (Fairfax, Virginia: A City Traveling Through Time, p. 132)

The first brick, two-story public school in Fairfax County was constructed at 10209 Main Street (151-0038) in 1873. The construction of this school building reflects the development of Virginia's public education system in the nineteenth century and the City of Fairfax's commitment to community education. The original section of the front-gabled school had a central entrance and most likely had a classroom on each floor. A two-story hipped-roof addition that doubled the size of the school was added in 1912 to support the growing student population of the county and city.³⁰⁰ Fairfax Elementary

²⁹⁸ Netherton, *Fairfax County Virginia, A History*, p. 236.

²⁹⁹ Netherton, *Fairfax County Virginia, A History*, p. 423.

³⁰⁰ Susan Smead, National Register of Historic Places Registration Form: Fairfax Public School (151-0038), February 1992.

School was in use until 1925 when a new building was constructed next door and the old schoolhouse was sold to the Cavaliers of Virginia, Incorporated, a local chapter of the KKK. The county repurchased the school in 1937 and used it as an annex for special education classes until the 1950s. The original Fairfax Elementary School currently serves as the Fairfax Museum and Visitor Center and is listed individually in the National Register of Historic Places.



Figure 55: Fairfax Elementary School, 10209 Main Street, 151-0038 (EHT Tracerics, 2004)

Today, the City of Fairfax public school system oversees four school buildings: two elementary schools, a middle school, and a high school. The City of Fairfax reconnaissance Survey Update documented only the original Fairfax High School (now Paul VI High School).

In the 1930s, improvements were made in the Fairfax County school system. Although the county was still very rural, many federal government workers and their families were moving to Fairfax County. Many of these new residents initially sent their children traveled into Washington, D.C. for school – city schools were seen as having more opportunities than the small, rural schools and were accessible by public transportation, such as railways and streetcars. Beginning in 1929, the new superintendent of schools, Wilbert T. Woodson, advocated the consolidation of small one- and two-room schoolhouses and the modernization of educational facilities. In 1935, the original Fairfax High School at 10675 Lee Highway (151-5247) was one of the first schools to be constructed under Woodson's leadership.³⁰¹ When the school opened, it had an enrollment of 468 students combined from the old Oakton, Lee Jackson, Clifton, and McLean High Schools. The two-story, Classical Revival-style building is constructed of

³⁰¹ Netherton, *Fairfax County Virginia, A History*, pp. 572-574.

Flemish-bond brick and has a stepped parapet roof, concrete sills, and a concrete cornice. Originally, the school had seventeen classrooms and two laboratories and had no gymnasium, cafeteria, or auditorium.³⁰² Wings were added as the population grew and were similar in style and form to the original building and included concrete spandrels, decorative relief panels, and concrete quoins. The building has undergone several additions and modernizations and is now known as the Paul VI High School.



Figure 56: Old Fairfax High School, 10675 Lee Highway, 151-5247 (EHT Tracerics, 2004)

Most of the city's new schools were built after its incorporation in 1961. When the city's boundaries were expanded, school enrollment grew from 634 students in 1955 to 3,780 in 1960. Fairfax High School was overcrowded and used trailers as supplemental classrooms. After debates regarding renovation or replacement, the new Fairfax High School was built at 3500 Old Lee Highway in 1972 for \$8 million. New elementary schools and middle schools were also built during this time of extreme growth in the community. Before integration, the City's African-American elementary students went to Eleven Oaks School (151-5001), which was erected circa 1954 at 10515 School Street. This elementary school was eventually phased out and by the 1966-1967 school year was used as a kindergarten annex for the Green Acres Elementary School.³⁰³ The City of Fairfax database contains four properties related to the Education theme.

³⁰² Netherton, *Fairfax, Virginia: A City Traveling Through Time*, p. 146.

³⁰³ Netherton, *Fairfax, Virginia: A City Traveling Through Time*, p. 134.

THEME: FUNERARY

Resources: Cemeteries and Graves

Two historic resources were surveyed in the City of Fairfax that relates to the Funerary theme: the Fairfax Cemetery at 10565 Main Street (151-0033) and the Funeral Home at 10565 Main Street (151-5014). The Jermantown Cemetery (151-0034), which was surveyed in 1989, is located at 11085 Main Street. This burial ground is the only-known African-American cemetery in the City of Fairfax. The Fairfax Cemetery and the Jermantown Cemetery, established in 1866 and 1868 respectively, were both developed after the Civil War. While the Fairfax Cemetery was established to commemorate the dead Confederate soldiers, the Jermantown Cemetery was used for the burial of former slaves and other African-Americans who were denied burial in Fairfax Cemetery.³⁰⁴

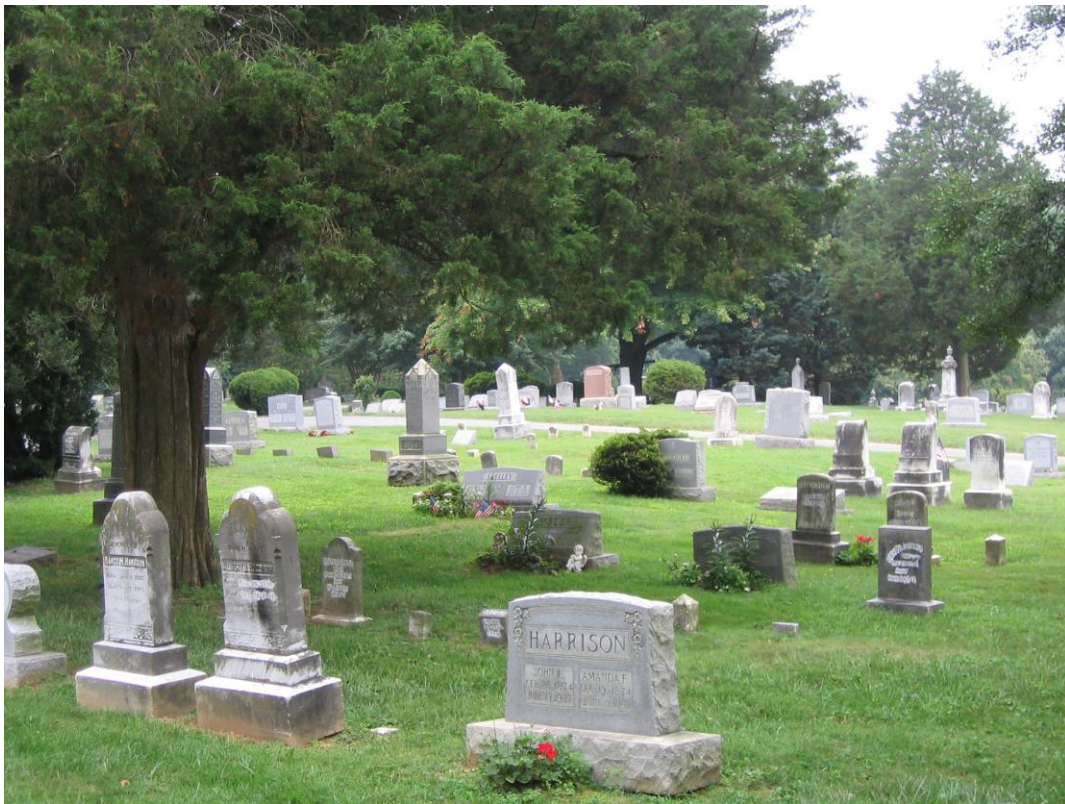


Figure 57: Fairfax Cemetery, Main Street, 151-0033 (EHT Tracerics, 2004)

Fairfax Cemetery

The Fairfax Cemetery is located outside the boundaries of the town center on Main Street. Its sloping lot is bordered by Judiciary Avenue on the west and north of the buildings on Page Avenue on the south. This site was purchased in 1866 by the Ladies Memorial Association of Fairfax initially as a burial ground for Confederate soldiers.³⁰⁵

³⁰⁴ Netherton, *Fairfax, Virginia: A City Traveling Through Time*, p. 118.

³⁰⁵ Netherton, *Fairfax, Virginia: A City Traveling Through Time*, pp. 43-44.

At the time, picturesque “rural” cemeteries were often located on the outskirts of the city on elevated sites. This is true of Fairfax Cemetery, which was plotted on a sloping lot west of the courthouse and original city. The winding roads and central circle add to its picturesque qualities. As a military cemetery, Fairfax Cemetery reflects the national effort after the Civil War to rebury soldiers from scattered burial sites on battlefields. It was common for a great number of these soldiers to have unknown identities. These cemeteries typically were established by local commanders or by State civil authorities along with private associations like the Ladies Memorial Association. In 1867, Congress directed every national cemetery to be enclosed with a stone or iron fence, have every grave marked by a headstone, and contain superintendent quarters. Consequently, Fairfax Cemetery is completely surrounded by an iron fence with a superintendent quarters located along Main Street. The current fence was installed about 1915.



Figure 58: Confederate Monument, Fairfax Cemetery, 151-0040 (EHT Tracerics, 2004)

On October 1, 1890, after an active fund-raising campaign organized by the Confederate Monument Association, a large monument was erected in Fairfax Cemetery. Dedicated to the Confederate soldiers of Fairfax who died or were killed during the Civil War, the granite obelisk stands in the middle of the circle in “memory of the gallant sons of Fairfax.”³⁰⁶ Over 200 unknown soldiers are buried in the cemetery alongside 96 known

³⁰⁶ Netherton, *Fairfax, Virginia: A City Traveling Through Time*, p. 43.

soldiers. The cemetery was enlarged in 1914 by six acres and in 1932 by five acres. Ownership of the cemetery was transferred to the City of Fairfax in 1962.³⁰⁷

The earliest grave markers in the cemetery date from the Civil War period and are modest in size and in material. Made of thinly cut stone, these grave markers exhibit different levels of deterioration. Newer grave markers are much larger in size and are predominately carved in granite of various colors. Most markers are clustered in groups by family, but are not separated by fences or visible boundaries. The Rust family, a prominent family in the City of Fairfax, is set apart by a sunken plot, bounded by an embankment wall and shrubbery.

Funeral Home

Constructed in 1910 just outside of the original town center, the building at 10565 Main Street is located to the immediate east of the main entry gates of the Fairfax Cemetery. The building, which reads as a single-family dwelling, was originally owned and used as a funeral home by E.W. Groff. It was purchased by Josiah S. Everly in 1946 and has continued to function as the Everly Funeral Home since that time. This two-story, three-bay house is clad in stucco with a side gable roof. Originally, the house had a one-story entrance portico with Tuscan columns; however, it has undergone several subsequent alterations and expansions to accommodate the funeral activities.

THEME: GOVERNMENT/LAW/POLITICS

Resource Types: Public Administrative and Service Buildings, Public Works Buildings

Due to the relocation of the Fairfax County Courthouse in 1800, the Government/Law/Politics theme has played an instrumental role in the development of the City of Fairfax. Not only did businesses and residences center on the activity of the courthouse, but public transportation traveled directly to the town because of its governmental activities. The subsequent expansion of the court facilities documents the growth of the Fairfax County Courthouse, which has continued to serve the county for over 200 years. Despite its status as the county seat, the Town of Fairfax remained a small and predominately agricultural community until the mid-twentieth century when suburban development began to encompass the areas surrounding the town center. Along with the new population came the need for more public facilities. The Town of Fairfax became the City of Fairfax in 1961 and the new City Hall was completed in 1962 at 10455 Armstrong Street. Like the rest of the construction taking place at this time in the city, many of these new civic buildings were located outside the town center. The City of Fairfax Survey Update conducted by EHT Tracerics identified three historic resources relating to the Government/Law/Political theme. There are four properties noted in the entire database under this theme.

The Fairfax County Courthouse at 4000 Chain Bridge Road (151-0003-0001) was the first major building erected in what is now the City of Fairfax and has been the primary

³⁰⁷ Edward Coleman Trexler, Jr., *Endowed by the Creator: Families of Fairfax Court House, Virginia*, (Fairfax, VA: Edward Coleman Trexler, Jr., P.E., 2003), p. 234.

catalyst in the city's development since its construction. The intersection of Ox Road and Little River Turnpike was chosen for the site of the new courthouse in 1798 and the two-and-a-half-story brick building was completed in 1800. As the county grew, the courthouse complex was enlarged to fulfill its needs. Subsequent additions were constructed circa 1930 and 1951-1953. Each addition respected the original courthouse structure in design, material, and scale. The building is still used for court purposes. The Old Fairfax Jail is located at 10475 Main Street on the courthouse grounds. This two-story, five-bay brick structure was built in 1885 as a residence with a rear jail ell. Today, the Italianate-style building is used for offices. The Courthouse and Jail are individually listed in the National Register of Historic Places and located within the City of Fairfax Historic District.



Figure 59: Fairfax County Courthouse, 4000 Chain Bridge Road, 151-0003-0001 (EHT Tracerics, 2004)



Figure 60: Old Fire Station, 3998 University Drive, 151-0003-0048 (EHT Tracerics, 2004)

A fire station was built at 3998 University Drive (151-0003-0048) in 1932 after the Fairfax Garage, located on the site, burned in 1929.³⁰⁸ The construction of this building reflects the formal incorporation of the Fairfax Volunteer Fire Department in 1928.³⁰⁹ This two-story, brick fire station has a flat roof and 6/6 double-hung windows. It originally contained two garage bays where the fire trucks were located. The second floor was used for town offices. A one-story, two-bay brick garage was later added to the station. The building housed the Fairfax Volunteer Fire Department until the 1950s. Now used as a restaurant, the original garage doors have been enclosed with storefront windows and replacement doors. Two modern stations located in the City of Fairfax include Station 3 at 4080 University Drive, and Station 33 at 10101 Lee Highway.

THEME: RECREATIONS/ARTS

Resource: Monuments/Markers

Fairfax played an important role in the Civil War due to its location along major transportation routes and as the site of the Fairfax Courthouse. Much of the city's Civil War history is venerated in its historic sites and monuments that relate to specific events and/or people associated with the war. Three monuments were recorded in the City of Fairfax reconnaissance Survey Update, all relating to the Civil War.

The first monument to be erected in the City of Fairfax was the Confederate Monument (151-0040 and 151-0033), located in the Fairfax Cemetery. This obelisk was erected in 1890 and dedicated to "the memory of the gallant sons of Fairfax." The monument marked the burial of unknown Confederate soldiers who were originally interred on battle sites throughout Fairfax County.

³⁰⁸ Netherton, *Fairfax, Virginia: A City Traveling Through Time*, p. 67.

³⁰⁹ Netherton, *Fairfax County Virginia, A History*, p. 618.



Figure 61: Peyton Anderson Monument, 151-5021 (EHT Tracerics, 2004)

Another Civil War monument in the City of Fairfax is the Peyton Anderson Monument (151-5021). Confederate sentry Peyton Anderson was recorded as Fairfax County's first wounded soldier and sometimes claimed as the first casualty of the war. The Fairfax Chapter of the United Daughters of the Confederacy erected the monument on May 27, 1927, exactly sixty-six years after Anderson was wounded and taken prison by the Union troops. The granite monolith sits on a rectangular granite base and has a brass plate attached to the slanted top reading, "Peyton Anderson of the Rappahannock Calvary was severely wounded on picked duty 122 ft. NW of this spot May 27, 1861. The first soldier of the South to shed his blood for the Confederacy." Originally, the monument sat at the intersection of Blake Lane and Lee Highway and was later moved to 9700 Lee Highway.

The Marr Monument (151-0003-0001) sits on the grounds of the Fairfax County Courthouse, facing Chain Bridge Road. The monument memorializes Captain John Quincy Marr, who was the first Confederate officer to die in the Civil War. Two cannons flank the rough-stone monolith reading, "This Stone Marks the Scene of the Opening Conflict of the War of 1861-1865, 46W. (Mag.) of this Spot June 1, 1861. Erected by Marr Camp, C.V. June 1, 1904."



Figure 62: Marr Monument, 151-0003-0001 (EHT Tracerics, 2004)

THEME: RELIGION

Resource Types: Places of Worship, Church Schools, Church Facilities, Church-Related Residences

The City of Fairfax Survey Update documented seven historic buildings that relate to the Religion theme, including four places of worship, a church school, a church facility, and a church-related residence. Religious ties to the area date back to Truro Parish, established in Fairfax County in 1732. The parish originates from the Truro Parish in Cornwall, England. Five of the buildings included in the Survey Update are part of the Truro Episcopal Church property, which has had a commanding presence in the community since its establishment in the early nineteenth century. Although the city has many religious congregations of different denominations, several of the oldest churches have been demolished as congregations grew and abandoned their original edifices, often opting to construct modern facilities near the city's outlying subdivisions. Several new congregations also developed during the mid- and late twentieth century in response to suburban growth. This includes the Fairfax Presbyterian Church, which was organized in 1954 and built its church complex off of Main Street in 1957.



Figure 63: Truro Chapel, 151-0003-0026 (*Fairfax, Virginia: A City Traveling Through Time*, p. 71)

The Truro Episcopal Church at 10520 Main Street (151-0003-0023) has played a significant role in the history of the City of Fairfax since its organization in 1843. The congregation erected its first church on a site adjacent to the County Courthouse in 1845 and rebuilt the structure in 1875 after it was destroyed during the Civil War. Because of the growing congregation, this 1875 church was demolished and a new edifice was built in 1933. The design was inspired by Payne's Church, part of the original 1768 Truro Parish on Ox Road (now Chain Bridge Road). Constructed of Flemish-bond brick and capped with a slate hipped roof, the church contains classical revival details such as semi-circular arched windows, pilaster and pedimented door surround, and a denticulated wood cornice. The 1933 church, currently serving as the chapel (151-0003-0026), was replaced by a larger church building that was constructed in 1959 to accommodate the burgeoning population during this time. Other buildings on the Truro Episcopal Church campus include the Truro Rectory (151-0003-0022). This residence was built in 1833 for Dr. William Presley Gunnell and was used by the Union Army during the Civil War.³¹⁰ The two-story house is constructed of American-bond brick and has a side-gabled roof sheathed in standing-seam metal. Fenestration consists of 6/6 double-hung windows with jack-arched brick lintels. The Greek Revival-style house became the church rectory in 1873 and was enlarged in 1911 by the addition of a two-story, two-bay wing that gives the structure its present central-entry configuration. A church office (151-0003-0025) and an education building (151-0003-0024), constructed in 1953 and 1965 respectively, are designed in the Colonial Revival style. These two buildings illustrate the importance of the congregation and the continuing growth of the community.³¹¹

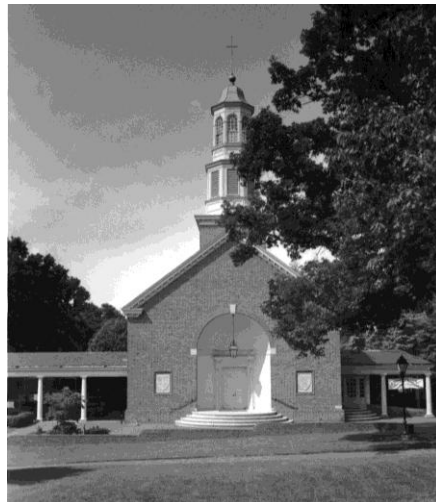


Figure 64: Truro Episcopal Church, 151-0003-0023 (EHT Tracerics, 2004)

The Fairfax Baptist Church, organized in 1915, constructed their first church at 10382 Main Street (151-0003-0052). Constructed in 1928, the church was a modest one-story, concrete-block building. In 1951, the congregation began building a new church on a site located further west on Main Street. The large campus at 10830 Main Street (151-5475)

³¹⁰ Netherton, *Fairfax County Virginia, A History*, p. 355.

³¹¹ Netherton, *Fairfax, Virginia: A City Traveling Through Time*, pp. 36 and 38.

includes the sanctuary as well as education and office wings, which were added to the building in 1952. The Colonial Revival-style church is constructed of six-course American-bond brick with a cross gable roof and is adorned with brick quoins, a wood dentil cornice and cornice returns, and a large wooden spire. Fenestration includes 8/8 double-hung windows, large semi-circular arched windows, and a circular stained-glass window. The three-story education and office wings consist of similar details with 6/6 double-hung windows, wood spandrels, brick quoins, and a wood dentil cornice and returns. The dramatic difference between the original Fairfax Baptist Church and its current facilities exemplify the growth and wealth of congregations during the suburban boom of the 1950s. The original church edifice is now known as the Codding Building.



Figure 65: Original Fairfax Baptist Church, 10382 Main Street, 151-0003-0052 (EHT Tracerics, 2004)

THEME: SOCIAL

Resources: Meeting Halls

The Social theme includes historic structures that have been used as meeting halls, community centers, clubhouses, or civic facilities. These buildings often played an important role as the center of community activity and cultural gatherings. One building surveyed in the City of Fairfax Survey Update falls under this category – the Old Town Hall (151-0003-0047). Although many social clubs were established in the Town of Fairfax by the nineteenth century, few had their own headquarters. In 1900, Joseph E. Willard, owner of Washington, D.C.’s prominent Willard Hotel, purchased a lot on the corner of Little River Turnpike (Main Street) and University Drive. Willard constructed a two-story Classical Revival-style building on the site and presented it to the Town of Fairfax in 1902.³¹² The wood frame building has a commanding presence in the town center, compared to the modest commercial buildings that line Main Street and Chain Bridge Road, with its massive Tuscan columns, pedimented roof, and wide classically inspired cornice. Other details include an elaborate fanlight window over the entry and a stylized door surround.

³¹² Netherton, *Fairfax, Virginia: A City Traveling Through Time*, p. 46.



Figure 66: Old Town Hall, 3995 University Drive, 151-0003-0047 (EHT Tracerics, 2004)

One of the organizations that initially used the Town Hall was the Masonic Henry Lodge No. 57, chartered in 1869. Previously, the Lodge met at various locations including the County Courthouse. Provisions set by the trustees of the Town Hall, originally called Willard Hall, stipulated that Lodge 57 was “...to have exclusive use of the small northeast room on the second floor of said Hall.”³¹³ Lodge 57 met at the Hall until 1971 when they moved into a new lodge at 10503 Oak Place. Many other organizations used the Town Hall including the Veterans of Foreign Wars, Blue and Gray Post 8469, organized in 1946.³¹⁴ Today, the City’s Department of Parks and Recreation manages the Hall, which is still used for City and community business and social functions.

³¹³ Netherton, *Fairfax, Virginia: A City Traveling Through Time*, p. 163.

³¹⁴ Netherton, *Fairfax, Virginia: A City Traveling Through Time*, p. 163

THEME: TRANSPORTATION/COMMUNICATION

Resource Types: Road-related, Rail-related

As transportation methods advanced from stagecoach, railroad, streetcar, and finally to automobile, many outdated transportation-related structures in the city were removed or demolished. Surviving resources include the Ratcliffe-Allison House (151-0003-0041), used as a stagecoach stop and post station, the remnants of the Manassas Gap Railroad bed (151-5444), the streetcar Station Master's house (151-0026), and the remnants of the Washington, Arlington and Falls Church Electric Railway bed (151-5508).

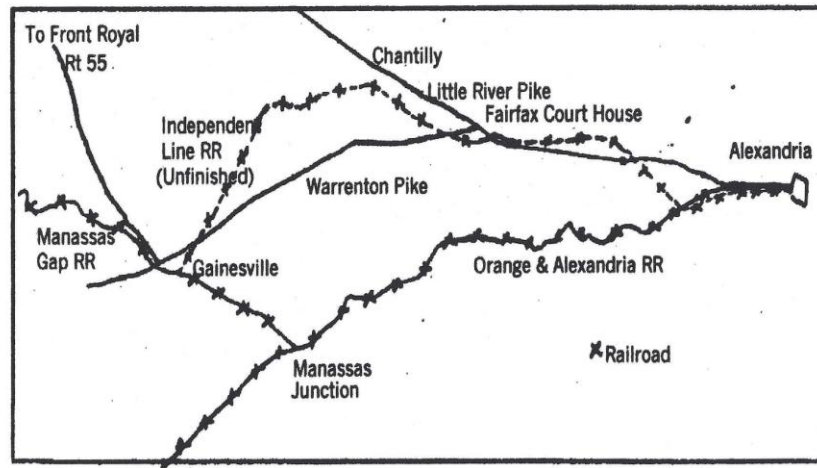


Figure 67: The Manassas Gap Railroad Independent Line (*Endowed by the Creator*, p. 35)

A contract with the U.S. Government was established in 1830 to bring a mail and passenger coach from Washington, D.C. to Lynchburg, Virginia. Fairfax Court House became one of the stops on the route, with the Winchester and Alexandria Mail Stage providing the service from the 1830s to the 1850s. The vernacular brick building at 10386 Main Street, now known as the Ratcliffe-Allison House, was used as the post station and stagecoach stop for Fairfax Court House while under the ownership of Gordon and Robert Allison. Built in 1812, this two-story house, constructed of Flemish-bond brick, is one of the city's oldest structures. Additions to the house date from 1824 and 1921. It is currently used as offices for the City's Office of Historic Resources.

The Manassas Gap Railroad bed was created by the Manassas Gap Railroad Independent Line. Improved transportation seemed inevitable for the residents of Fairfax when the Manassas Gap Railroad planned a railway line through Fairfax Court House in 1850. Construction of the railroad began in 1854 using a "cut and fill" method to form embankments up to twenty feet high to create a level grade. Construction was halted in 1858 due to financial difficulties and the line was never completed and rails were never laid on the existing bed. Yet, the unfinished railroad bed played an important role in the Civil War throughout Northern Virginia as the cuts and fills were used by the soldiers as earthworks and transportation routes. Consequently, Civil War artifacts have been

recovered along the bed. Sections of the railroad bed have been listed in the National Register of Historic Places in Fairfax and Prince William counties.

The best-preserved section of the railroad bed in the City of Fairfax is located along the southern edge of the Fairfax Cemetery. Across Judicial Avenue, the unfinished line continues in a southwest manner to the rear of the Yorktown Apartment Complex, Fairfax Presbyterian Church property and the subdivision of Warren Wood along Byrd Drive and Chestnut Street. This section of the railroad bed is one of the only remaining continuously intact sections of the railroad bed in the City and one of the few sections left in Northern Virginia due to suburban development. The railroad bed displays the highest existing embankment (fill) and the trenches (cuts) made to create the embankment. These remnants of the Manassas Gap Railroad bed are a significant part of the City of Fairfax's transportation and Civil War history.³¹⁵ The line can be traced to the northwestern section of the city, terminating at just southwest of the Tank Farm. Although no visible remnants of the railroad bed were documented along the northern side of Main Street because of the intense suburban development, the line of mature trees that runs parallel to Little River Turnpike marks its location.

The single dwelling located at 10645 Main Street (151-0026) once served as the Station Master's house for the Washington, Alexandria and Falls Church Electric Railway line. The house is in close proximity to the site of the original streetcar station located on Main Street across from Railroad Avenue. The Washington, Alexandria and Falls Church streetcar line was extended to Fairfax in 1904, providing residents convenient access to Washington, D.C. sites and markets.³¹⁶ The line later extended down Main Street with a stop at the Willcoxon Tavern, making it more convenient for those traveling to the Courthouse. After the streetcar service was terminated in the 1930s, the original streetcar station, the tavern, and the tracks were subsequently demolished leaving the Station Master's House as the only remaining building in the city relating to the streetcar era. Local historian Edward Coleman Trexler, Jr. recently identified the remnants of the streetcar line at the approximate location of 10500 Orchard Street. (151-5468)

³¹⁵ William Page Johnson II, "The Unfinished Manassas Gap Railroad," *The Fare Facts Gazette: The Newsletter of Historic Fairfax City, Inc.* (Spring 2004), pp. 1-3.

³¹⁶ Netherton, *Fairfax, Virginia: A City Traveling Through Time*, pp. 51-52.

This one-story, cross-gabled house sits on a concrete foundation, is clad in German weatherboard siding, and has a standing seam metal roof. Its modest vernacular form, with machine-cut elements such as decorative verge boards and turned porch supports, reflect the popularity of pattern books. Two one-story rear additions have enlarged the house since its construction, but do not impact the building's integrity. Currently, the building is used for commercial purposes; however, its original form remains intact.



Figure 68: Station Master's House, 10645 Main Street, 151-0026 (EHT Tracerics, 2004)

SURVEY UPDATE FINDINGS

CITY OF FAIRFAX DATABASE HOLDINGS

The survey and documentation of properties in the City of Fairfax was completed to the approved standards of the Virginia Department of Historic Resources. The results of the Survey Update are as follows:

Five Hundred Fifty-One (551) properties were recorded to the Reconnaissance Level. Each Reconnaissance Level Survey Form recorded a single property, including primary and secondary resources.

- Five Hundred Fifty-One (551) properties were evaluated as historic or significant to the historic context of the City of Fairfax and fully surveyed to the reconnaissance level. Each form provides a detailed physical description of the primary resource as well as a brief description of the secondary resources on the property. It includes a brief evaluation of the property, placing it in its local historical and architectural context. Labeled, black-and-white photographs that adequately document the property's resources accompany each form. Adequate photographic documentation includes several views of the primary resource and a minimum of one photograph per historic secondary resource or group of secondary resources if they are located close together. Photographs illustrate the architectural character of the resource, with at least one photograph taken at close range. A simple site plan sketch of the property indicating the relationship between primary and secondary resources is included for each surveyed property. The site plan sketch indicates the main road and any significant natural features such as creeks and rivers. A copy of the relevant section of the county base map is filed with each form. The Survey Update area was marked in pencil on a USGS map.

ANALYSIS OF SURVEY UPDATE FINDINGS

The VDHR-Data Sharing Software (VDHR-DSS) is an on-line system developed to meet VDHR's computer needs and desires. Some of the survey documentation conducted previously was entered into VDHR-Integrated Preservation Software (VDHR-IPS), a system developed by the National Park Service and customized to best serve VDHR. All records entered into IPS have been converted into DSS by VDHR and are now available on-line. As part of this project, EHT Tracerics updated fifty-seven of those property records. The new documentation collected by EHT Tracerics as part of this Survey Update project was entered into DSS, creating a master database of documented properties for the City of Fairfax that contains to date 571 records.

- City of Fairfax

Inventory of All Properties by VDHR ID Number

- City of Fairfax

Inventory of All Properties by Address

Analysis of Survey Update Findings

Statistical information was derived from the findings of the Survey Update by producing computer-generated reports. These reports are designed to yield specific kinds of information for the appropriate analysis of survey findings. Some of the information entered into the database is factual, being based upon quantitative analysis; other information is valuative, and is based upon Traceries' understanding and evaluation of architectural and historical data collected during the Survey Update. The computer-generated reports represent both factual and valuative assessments, and provide statistics on important trends and aspects of the built environment of the City of Fairfax.

The following analysis was prepared by architectural historians at Traceries and is based upon a professional understanding of the historic properties and resources surveyed, taking into consideration the needs and requirements of City of Fairfax and VDHR.

- Identification of Properties

Each record in the computer represents a property that is a location defined by a perimeter measurement, such as a lot or parcel of land or a determined environmental setting. Five hundred fifty-one properties were identified and surveyed during the course of this project. These properties were identified in two ways: first, by using a list of previously surveyed properties and the City of Fairfax Historic District Nomination, the historic maps and aerial photographs of the City, and subdivision plats; second, through visual identification of primary resources that were not indicated on the historic maps but appeared to hold architectural significance associated with the recent past.

- Categorization of Properties

Each property record is initiated with the determination of a property category for the property as an entity. This categorization reflects the type of resource that is considered to be the primary resource and the source of the property's historicity. The five property categories are as follows: building, district, structure, site, and object. The definitions used are included in *National Register Bulletin: How to Apply the National Register Criteria for Evaluation* as follows:

Building: A building, such as a house, barn, church, hotel, or similar construction, is created to shelter any form of human activity. "Building" may also refer to a historically, functionally related unit, such as a courthouse and jail or a house and barn.

District A district possesses a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development.

Site A site is the location of a significant event, a prehistoric or historic occupation or activity, or a building or structure, whether standing, ruined, or vanished, when the location itself possesses historic, cultural, or archeological value regardless of the value of any existing structure.

Structure The term "structure" is used to distinguish from buildings those functional constructions made usually for purposes other than creating human shelter.

Object The term "object" is used to distinguish between buildings and structures those constructions that are primarily artistic in nature or are relatively small in scale and simply constructed. Although it may be, by nature and design, movable, it is associated with a specific setting or environment, such as statuary in a designed landscape.

In Virginia, it is anticipated that a property will include at least one resource, usually considered its primary resource. The historic character of that resource is usually the basis upon which the determination of the property's overall historic or nonhistoric status is made.

The proper categorization of a property is dependent on the proper identification of the primary resource. For example, a property that includes a large residence built in the 1870s and several outbuildings from the same period would be categorized as a "BUILDING." Another property that includes a large residence built in 1995 near the foundation of an eighteenth-century farmhouse would gain its historic status from the archeological potential of the site that is composed of the foundation and its environs, not from the no longer extant original building nor from the new house, therefore this property would be categorized a "SITE."

CITY OF FAIRFAX PROPERTY CATEGORIZATION	TOTAL NUMBER OF SURVEY UPDATE BY EHT TRACERIES
Buildings	546
Districts	0
Objects	1
Sites	3
Structures	<u>0</u>
TOTAL CATEGORIZED PROPERTIES	551

- Determination of Historic Status

The identification of properties and their categorization was followed by the determination of a historic status for the property. For this Survey Update, historic was defined as possessing the capacity to convey reliable historic information about the physical and cultural development of the City of Fairfax. **It was not interpreted as a measure of the level of significance of that information.**

Properties were considered HISTORIC if:

- The primary resource was fifty years of age or more; or
- The resource possessed the capacity to convey reliable historic information about the physical and cultural development of the City of Fairfax.

Properties were determined to be NONHISTORIC if:

- The primary resource was less than fifty years of age;
- No primary resource was visually evident; or
- The primary resource was altered to a level that any historic integrity it might have possessed was significantly destroyed or obscured.

CITY OF FAIRFAX SURVEY UPDATE: PROPERTY CATEGORIES	TOTAL	HISTORIC
Buildings	551	178
Object	1	1
Site	3	3
TOTAL CATEGORIZED PROPERTIES	551 total	182 historic

The unequal balance of historic and non-historic properties recorded by EHT Tracerics as part of the Survey Update project is the result of the on-site documentation of properties in the platted suburbs of the City of Fairfax. A few of these neighborhoods were platted in the early to middle part of the twentieth century, however, the vast majority of development occurred post World War II. This work was conducted at the request of the Office of Historic Resources and will serve as the basis for additional survey documentation and more indepth research of the many platted twentieth-century residential suburban neighborhoods in the City of Fairfax.

Primary Resources

For the 571 properties included in the entire database for the City of Fairfax, twenty-four different primary resource types were identified throughout the Survey Update area. The table below identifies the number of identified resource types for each property:

CITY OF FAIRFAX SURVEY UPDATE: PRIMARY RESOURCE TYPE	NUMBER OF PRIMARY RESOURCES RECORDED
Bank	3
Barn	1
Carriage House	1
Cemetery	1
Chapel/Church	5
Commercial Building	29
Courthouse	1
Fire Station	1
Funeral Home	1
Garage	3
Library	1
Monument/Marker	3
Motel/Motel Court	5
Multiple Dwelling	28
Office Building	15
Outbuilding	1
Post Office	1
Rail-Related	2
Religious Facility	1
Restaurant	2
School	3
Service Station	6
Single Dwelling	463
Town Hall	1

VDHR Historic Themes and Period Contexts

VDHR has defined eighteen cultural themes for Virginia's culture history from prehistoric times to the present. Although a property may relate to one or more of the defined themes, only the most relevant themes are indicated in the entire database for the City of Fairfax.

CITY OF FAIRFAX: VDHR THEMES	NUMBER OF ASSOCIATED PROPERTIES
Architecture/Community Planning	571
Commerce/Trade	45
Domestic	493
Education	4
Ethnicity/Immigration	0
Funerary	2
Government/Law/Political	4
Health Care/Medicine	0
Industry/Processing/Extraction	0
Landscape	0
Military/Defense	0
Recreation/Arts	3
Religion	6
Settlement Patterns	0
Social	1
Subsistence/Agriculture	0
Technology/Engineering	0
Transportation/Communication	4

RECOMMENDATIONS

A. Recommendations for Further Study

- Phase II Architectural Survey Update

The reconnaissance-level Survey Update of the City of Fairfax should be continued at all costs to ensure a comprehensive recordation of its historic properties and the context in which they developed. Particular attention should be paid to those buildings previously documented but not recorded in DSS. In those instances, the survey documentation should be entered into DSS and archival copies of the computer-generated survey reports submitted to VDHR. Further, although the vast majority of the residential buildings in the suburbs are not yet historic, collectively they document a specific period of development in the City of Fairfax and should be comprehensively recorded in an effort to more fully understand their architectural styles, materials, siting, and associated developers.

- Properties to be Surveyed at the Intensive Level

The following properties were included in this Survey Update at a reconnaissance level; however, the architectural and/or historical significance of the primary resource warrants intensive-level survey, as these properties may be eligible for the National Register of Historic Places.

1. House, 4101 Orchard Drive (151-5022)
2. House, 4320 Chain Bridge Road (151-5435)
3. House, 4235 Chain Bridge Road (151-5439)
4. House, 10609 Oliver Street (151-5417)
5. House, 10805 Lee Highway (151-5248)
6. House, 3900 Keith Avenue (151-5258)
7. House, 10645 Main Street (151-0026)
8. House, 10615 Moore Street (151-0028)
9. House, 3706 Howsen Avenue (151-0030)
10. House, 4131 Chain Bridge Road (151-5465)

Representative examples of particular architectural styles and building forms within specific residential suburbs:

1. House, 10219 Sager Avenue, Maple Hill (151-5024)
2. House 10206 Addison Court, Maple Hill (151-5083)
3. House, 10301 Cleveland Street, Green Acres (151-5111)
4. House, 3615 Embassy Lane, Old Lee Hills (151-5183)
5. House, 3407 Brookwood Lane, Country Club Hills (151-5199)
6. House, 3708 Farr Avenue, Rust's Subdivision (151-5233)
7. House, 4110 Holly Street, Westmore (151-5288)
8. House, 4251-4253 Allison Circle, Ardmore (151-5323)
9. House, 3603 University Drive, Lord Fairfax Estates (151-5351)

B. Evaluation/Recommendations for Designation

- Standards for Evaluation

The properties identified in the Survey Update of the City of Fairfax have been evaluated on a preliminary basis for their historic significance at the local, state, and national levels. As stated in the Secretary of the Interior's Standards for Evaluation, evaluation is the process of determining whether identified properties meet defined criteria of significance and whether they should, therefore, be included in an inventory of historic properties determined to meet the established criteria.

In association with the Secretary of the Interior's *Standards for Evaluation* is the Secretary of the Interior's *Guidelines for Evaluation*. These guidelines describe the principles and process for evaluating the significance of the identified historic properties. In evaluating the historic resources of the City of Fairfax, both the *Standards* and *Guidelines for Evaluation* were consulted. As a first step, the guidelines suggest that criteria used to develop an inventory of historic properties should be coordinated with the National Register of Historic Places. In the case of the City of Fairfax, the evaluation process was conducted using the National Register of Historic Places criteria and the Virginia Landmarks Register criteria. The National Register of Historic Places is the official national list of recognized properties, which is maintained and expanded by the National Park Service on behalf of the Secretary of the Interior. The Virginia Landmarks Register criteria, established in 1966, are coordinated with those established for the National Register.

The National Register of Historic Places Criteria states:

The quality of *significance* in American history, architecture, archeology, and culture is present in districts, sites, buildings, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- A. That are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. That are associated with the lives of persons significant in our past; or
- C. That embodies the distinctive characteristics of a type, period, or method of construction or that represents the work of a master, or that possesses high artistic values, or that represents a significant and distinguishable entity whose components may lack individual distinction; or
- D. That have yielded, or may be likely to yield, information important in prehistory or history.

Similarly, the Virginia Landmarks Register criteria are set forth in the legislation as follows:

No structure or site shall be deemed historic one unless it has been prominently identified with, or best represents, some major aspect of the cultural, political, economic, military, or social history of the State or nation, or has had a relationship with the life of an historic personage or event representing some major aspect of, or ideals related to, the history of the State or nation. In the case of structures which are to be so designated, they shall embody the principal or unique features of an architectural style or demonstrate the style of a period of our history or method of construction, or serve as an illustration of the work of a master builder, designer or architect whose genius influenced the period in which he worked or has significance in current times. In order for a site to qualify as an archaeological site, it shall be an area from which it is reasonable to expect that artifacts, materials, and other specimens may be found which give insight to an understanding of aboriginal man or the Colonial and early history and architecture of the state or nation.

A second consideration cited by the guidelines suggests that the established criteria should be applied within particular historic contexts. In the case of the City of Fairfax, the criteria were examined to determine how they might apply to properties within the given context. The historic contexts are synonymous with the eighteen historic themes developed by the VDHR and listed as follows:

Domestic Theme: This theme relates broadly to the human need for shelter, a home place, and community dwellings.

Subsistence/Agriculture Theme: This theme most broadly seeks explanations of the different strategies that cultures develop to procure, process, and store food.

Government/Law/Political Theme: This theme relates primarily to the enactment and administration of laws by which a nation, state, or other political jurisdiction is governed; and activities related to politics and government.

Health Care/Medicine Theme: This theme refers to the care of sick, elderly and the disabled, and the promotion of health and hygiene.

Education Theme: This theme relates to the process of conveying or acquiring knowledge or skills through systematic instruction, training, or study, whether through public or private efforts.

Military/Defense Theme: This theme relates to the system of defending the territory and sovereignty of a people and encompasses all military activities, battles, strategic locations, and events important in military history.

Religion Theme: This theme concerns the organized system of beliefs, practices, and traditions regarding the worldview of various cultures and the material manifestation of spiritual beliefs.

Social Theme: This theme relates to social activities and institutions, the activities of charitable, fraternal, or other community organizations and places associated with broad social movements.

Recreation and the Arts Theme: This theme relates to the arts and cultural activities and institutions related to leisure time and recreation.

Transportation/Communication Theme: This theme relates to the process and technology of conveying passengers, materials, and information.

Commerce/Trade Theme: This theme relates to the process of trading goods, services, and commodities.

Industry/Processing/Extraction Theme: This theme explores the technology and process of managing materials, labor, and equipment to produce goods and services.

Landscape Theme: This theme explores the historic, cultural, scenic, visual and design qualities of cultural landscapes, emphasizing the reciprocal relationships affecting the natural and the human-built environment.

Funerary Theme: This theme concerns the investigation of gravesites for demographic data to study population, composition, health, and mortality within prehistoric and historic societies.

Ethnicity/Immigration Theme: This theme explores the material manifestations of ethnic diversity and the movement and interaction of people of different ethnic heritages through time and space in Virginia.

Settlement Patterns Theme: Studies related to this theme involve the analysis of different strategies available for the utilization of an area in response to subsistence, demographic, socio-political, and religious aspects of a cultural system.

Architecture/Landscape Architecture/Community Planning Theme: This theme explores the design values and practical arts of planning, designing, arranging, constructing and developing buildings, structures, landscapes, towns and cities for human use and enjoyment.

Technology/Engineering Theme: While the technological aspects of a culture form the primary basis of interpretation of all themes, this theme relates primarily to the utilization of and evolutionary changes in material culture as a society adapts to the physical, biological, and cultural environment.

After determining how the criterion applies, the Secretary of Interior's *Guidelines for Evaluation* suggests that the integrity of a property should be assessed. In evaluating the integrity, factors such as structural problems, deterioration, and abandonment should be considered if they have affected the significance of the property. The integrity of each property documented as part of the Survey Update in the City of Fairfax was evaluated using the seven aspects as defined in *National Register Bulletin: How to Apply the National Register Criteria for Evaluation*. The aspects include location, design, setting, materials, workmanship, feeling, and association. The seventh aspect, association, was not always evaluated while conducting Survey Update, and often requires further archival research.

Based upon the state and national guidelines and criteria, all of the properties in the City of Fairfax were evaluated for potential nomination to the Virginia Landmarks Register and the National Register of Historic Places.

- Recommendations for Multiple Property Documentation

Automobile-Related Resources

The abundance of automobile-related resources within the City of Fairfax should be studied in more detail. The resources identified include many of the commercial buildings along Lee Highway that relate to the new-found pastime of traveling across the United States by automobile. The VDHR database includes eleven automobile-related resources, the vast majority located along Lee Highway, that were designed specifically to attract the passing motorists and vacationers. Identified building types include four service stations, a restaurant, and five motels. Remarkably, the majority of these buildings continue to operate as originally constructed. A Multiple Property Documentation Form and individual National Register nominations should be prepared that document the development and continued use of these automobile-related resources in the City of Fairfax. Associated resources included in the DSS database include:

1. Service Station, 10423 Main Street (151-0003-0030)
2. Service Station, 9555 Lee Highway (151-5218)
3. Service Station, 9754 Lee Highway (151-5221)
4. Service Station, 9770 Lee Highway (151-5222)
5. Service Station, 10550 Lee Highway (151-5230)
6. Service Station, 9919 Main Street (151-5504)
7. Hyway Motel, 9640 Lee Highway (151-5219)
8. Econo Lodge, 9700 Lee Highway (151-5220)
9. Anchorage Motel, 9865 Lee Highway (151-5226)
10. Breezeway Motel, 10829 Lee Highway (151-5252)
11. Boulevard Motel, 9845 Lee Highway (151-5225)
12. Tastee 29 Diner, 10536 Lee Highway (151-0039)

- Recommendations for Designation to the National Register of Historic Places:

Streetcar-era Residential Subdivisions

The first subdivision to be platted in the City of Fairfax occurred adjacent to the electric streetcar, which ran to the west of the town center along Railroad Avenue. These subdivisions, which included Moore and Oliver, Rust's Subdivision, Halemhurst, and sections of Westmore, Fairfax Heights, and Fairfax Acres, were platted by prominent residents of the City of Fairfax who recognized the development potential brought by the electric streetcar line and the growing population of the Washington Metropolitan Area. The developers acquired and surveyed the land, developed a plan, laid out building lots and roads, and improved the overall site. The lots were then sold to prospective homeowners who would contract with their own builder, to builders buying several parcels at once to construct houses for resale, or to speculators intending to resell the land when real estate values rose.

Although development of these subdivisions did not largely occur until the 1940s and early 1950s, well after the streetcar ceased to serve the Town of Fairfax, a few lots were sold to prospective homeowners. These early property owners constructed dwellings that reflected the most popular architectural styles and forms of the early twentieth century. Consequently, these neighborhoods contain many of the earliest twentieth-century dwellings in the City of Fairfax, and some of the most diverse architectural styles in a City that was so greatly dominated by the mass-production of architectural plans and building forms by the mid- to late twentieth century.

The two most significant neighborhoods are the Moore and Oliver Subdivision and Rust's Subdivision. The Moore and Oliver Subdivision was the first planned neighborhood to be platted in the Town of Fairfax. R. Walton Moore and Walter Tensill Oliver, successful local lawyers who surveyed the land and laid out building lots and roads, platted forty-one lots in 1905. The forty-acre subdivision, bounded on the east by the Washington & Falls Church Electric Railway right-of-way, was planned in anticipation of the extension of the streetcar line. Rust's Subdivision of the B.F.A. Myers Farm, to the northeast of the Moore and Oliver neighborhood, was platted in 1923 with ninety-nine lots. The subdivision straddled Railroad Avenue and the right-of-way of the Washington & Virginia Railway Company, which linked the City of Fairfax to Washington, D.C.

In 1988, historic preservation consultant Emma Jane Saxe was hired by the City to survey a section of the suburb known as Cedar Avenue. The work resulted in the documentation of twenty-three buildings dating from 1870 to the 1950s and recommendations for the establishment of a historic district. Although a number of preservation alternatives were examined and specific recommendations for a Fairfax Triangle Residential District were made by City staff in 1990, no additional progress was made in the documentation of the City of Fairfax's suburbs. The study area traveled along Main Street to Lee Highway and south along Chain Bridge Road, excluding the Truro Episcopal Church property. The recommended Fairfax Triangle Residential District was roughly bounded to the north of

Main Street and follows Keith Avenue to Lee Highway, where it turns northeast to intersect with Chain Bridge Road.

It is recommended that a larger area be studied to determine to what extent the arrival of the streetcar impacted the various subdivisions platted to the west of Chain Bridge Road. Although the proposed Fairfax Triangle Residential District does encompass the former location of the streetcar line and the City's first platted subdivision, the creation of the subdivisions to the west of Chain Bridge Road prior to the 1930s (when the streetcar ceased to operate) clearly reflects the intentional establishment of residential neighborhoods within close proximity to the streetcar line. Those subdivisions to the east of Chain Bridge Road, and those dating from after World War II were platted on unsustainable agricultural farmland and to meet the burgeoning need for housing after World War II. The recommended area of study therefore is bounded by Interstate 66 to the north, Chain Bridge Road to the east, the City limits to the south, and Jermantown Road to the west. It is not suggested that is larger area is a historic district, but rather a study area to be reduced in size by significance and justification.

Expansion of the City of Fairfax Historic District

The City of Fairfax Historic District is a significant example of the continuing evolution of a town center from its early development in the 1800s to its suburban-influenced growth during the 1940s and early 1950s. The initial development of the area began in the last quarter of the eighteenth century as the location of an important crossroad and later as the county seat when the Fairfax County Courthouse was moved from Alexandria to what is now Fairfax City in 1798. The city's earliest buildings are from this time period. As the town continued to grow in size and population throughout the nineteenth and twentieth centuries, the town center also expanded to meet the needs of the residents. The buildings within the historic district reflect the changing needs of the community as it evolved from an 1800 brick courthouse and tavern crossroads to a city of 20,500 people.

In 1987, the City of Fairfax Historic District was entered in the National Register of Historic Places under Criteria A and C. The original historic district included forty-eight buildings (32 contributing resources and 16 non-contributing resources). These resources included the area encompassing the Fairfax County Courthouse and the supporting buildings constructed for office and retail functions on the major transportation routes adjacent to the courthouse. Also included in the original district were four residences, two commemorative monuments, and a church complex. The period of significance was circa 1800 to 1933 (the fifty-year mark when the nomination was prepared). The thirty-two contributing buildings represented periods of historical development of the town and many significant elements of the district are associated with the major events in the history of the county seat. Non-contributing buildings within the original historic district boundaries were designated such due to their age (under 50 years at the time) or due to subsequent alterations that were thought to compromise their architectural integrity.

Expansion of the City of Fairfax Historic District boundaries would strengthen the significance of the original historic district and reflects the continuing development of the

city from the 1800s to the 1950s. The expanded historic district would be eligible under Criterion A because of its involvement in the early civic development of Fairfax County. It would also be eligible under Criterion C for its contiguous collection of distinctive architecture that reflects the styles and forms fashionable from the early nineteenth to the mid-twentieth centuries. The period of significance for the expanded City of Fairfax Historic District would begin circa 1800 when the earliest structures, including the courthouse, were constructed and would end in 1955.

The expanded and amended City of Fairfax Historic District would make 15 resources within the original boundaries contributing. Additional resources within the expanded boundaries would include eight resources (three contributing, five non-contributing). These resources illustrate the continuing evolution of the city's development and expansion along the primary infrastructure of Chain Bridge Road and Main Street. The expanded boundaries would incorporate the Fairfax Cemetery because of its significance as a nineteenth-century city cemetery and its association with the commemoration of the Civil War. The expanded boundaries would also include the Manassas Gap Railroad bed, one of the few remaining sections of the 1853-1858 railroad bed in northern Virginia. The Manassas Gap Railroad bed illustrates a shift in transportation resources before the Civil War and the potential of the City of Fairfax and Fairfax County as a vital transportation thoroughfare.

Boundary Justification

The expansion of the City of Fairfax Historic District would extend the boundaries west along the south side of Main Street to Judicial Drive and includes several non-contributing late-twentieth-century commercial buildings in order to incorporate four early twentieth-century buildings fronting Main Street. One of these buildings originally served as the Station Master's House for the Fairfax City streetcar. It remains intact as one of the last buildings related to the streetcar system to survive in Fairfax City. The expanded boundaries also include the Fairfax Cemetery due to its significance as both a city cemetery and its commemoration of the Civil War. The cemetery has served the city since its establishment in 1866. Extending westward, the boundaries importantly incorporate the remnants of the Manassas Railroad bed behind the cemetery and past Judiciary Drive. The remnants of the bed begin as an embankment, or fill, behind the cemetery, break briefly at Judiciary Drive, and continue westward as a fill, up to 20 feet in height, south of the Yorktown Apartments. The bed becomes a trench, or cut behind the Fairfax Presbyterian Church and extends westward to Woodland Drive, the western edge of the boundary. This section is included in the expanded boundaries as the most intact continuous section and the section with the most integrity inside Fairfax City. The other remaining remnants, scattered around the city, have been severely compromised by suburban residential development. The boundaries have also been expanded to include the Van Dyck House at 1 Truro Lane, which is owned by the Truro Episcopal Church. The Van Dyck House, used presently by the Truro Episcopal Church as a rectory, was the home of E. Calvin Van Dyck. Van Dyck was a native of Portsmouth, Virginia, and graduated from the University of Virginia Law School in 1948. A prominent lawyer in the City of Fairfax and a Director of the Fairfax Library Association, Van Dyck served as City Attorney and judge of the 16th Judicial Circuit Court. The church and associated buildings owned by the Truro Episcopal Church are already located in the historic district.

United States Department of the Interior
National Park Service
NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name CITY OF FAIRFAX HISTORIC DISTRICT (Boundary Increase) DRAFT
other names/site number VDHR # 151-0003

2. Location

street & number Roughly including the town center with resources along Chain Bridge Road, Main Street,
University Drive, North Street, and Old Lee Highway not for publication NA
city or town Fairfax vicinity NA
state Virginia code VA county Fairfax (Independent City) code 600
zip code 22020

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this X nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property X meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant ___ nationally ___ statewide X locally. (___ See continuation sheet for additional comments.)

Signature of certifying official Date

State or Federal Agency or Tribal government

In my opinion, the property ___ meets ___ does not meet the National Register criteria. (___ See continuation sheet for additional comments.)

Signature of commenting official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

- entered in the National Register
 See continuation sheet.
- determined eligible for the National Register
 See continuation sheet.
- determined not eligible for the National Register
- removed from the National Register
- other (explain): _____
- _____
- _____

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property (Check as many boxes as apply):

- private
- public-local
- public-State
- public-Federal

Category of Property (Check only one box):

- building(s)
- district
- site
- structure
- object

Number of Resources within Property:

Contributing	Noncontributing
<u>51</u>	<u>10</u> buildings
<u>2</u>	<u>0</u> sites
<u>0</u>	<u>0</u> structures
<u>0</u>	<u>0</u> objects
<u>53</u>	<u>10</u> Total

Number of contributing resources previously listed in the National Register 32

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.)

N/A

6. Function or Use

Historic Functions (Enter categories from instructions):

Cat: Domestic
Domestic
Commerce/Trade
Commerce/Trade
Commerce/Trade
Government
Government
Government

Sub: Single Dwelling
Secondary Structures
Professional
Business
Financial Institution
City Hall
Courthouse
Correctional Facility

Current Functions (Enter categories from instructions):

Cat: Domestic
Domestic
Commerce/Trade
Commerce/Trade
Commerce/Trade
Commerce/Trade
Religion

Sub: Single Dwelling
Secondary Structures
Professional
Financial Institution
Restaurant
Specialty Store
Religious Facility

7. Description

Architectural Classification (Enter categories from instructions):

Early Republic/Federal
Mid-19th Century/Greek Revival
Late Victorian/Italianate

Materials (Enter categories from instructions):

foundation: STONE; BRICK; CONCRETE
 roof: ASPHALT; STONE/Slate; METAL
 walls: BRICK; WOOD/Weatherboard; STUCCO; CONCRETE
 other: _____

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)

8. Statement of Significance

Applicable National Register Criteria (Mark "X" in one or more boxes for the criteria qualifying the property for National Register listing)

- X A Property is associated with events that have made a significant contribution to the broad patterns of our history.
B Property is associated with the lives of persons significant in our past.
X C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations (Mark "X" in all the boxes that apply.)

- A owned by a religious institution or used for religious purposes.
B removed from its original location.
C a birthplace or a grave.
D a cemetery.
E a reconstructed building, object, or structure.
F a commemorative property.
G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)

ARCHITECTURE
COMMUNITY PLANNING AND DEVELOPMENT

Period of Significance

1798 to 1955

Significant Dates

1798
1853
1866

Significant Person (Complete if Criterion B is marked above)

N/A

Cultural Affiliation

Unknown

Architect/Builder

Unknown

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested.
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary Location of Additional Data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: _____

10. Geographical Data

Acree of Property: 48.961

UTM References (Place additional UTM references on a continuation sheet): Fairfax USGS Map

	Zone	Easting	Northing		Zone	Easting	Northing
1)	<u>18</u>	<u>299730</u>	<u>431776</u>	3)	<u>18</u>	<u>299722</u>	<u>431861</u>
2)	<u>18</u>	<u>299694</u>	<u>431791</u>	4)	<u>18</u>	<u>299641</u>	<u>431901</u>
<input checked="" type="checkbox"/> See continuation sheet.							

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Patti Kuhn/Architectural Historian

organization EHT Traceries, Inc. date July 21, 2004

street & number 1121 Fifth Street, NW telephone 202.393.1199

city or town Washington state D.C. zip code 20001

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items (Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name More than 50 owners

street & number _____ telephone _____

city or town _____ state _____ zip code _____

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.). A federal agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a valid OMB control number.

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to Keeper, National Register of Historic Places, 1849 "C" Street NW, Washington, DC 20240.

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Section 6 Page 1

City of Fairfax Historic District (Boundary Increase)
City of Fairfax, Virginia VDHR # 151-0003

Function or Use Cont.

Historic Functions (Enter categories from instructions):

Cat: Religion	Sub: Religious Facility
Religion	Church Related Residence
Religion	Church School
Fire Station	Fire House
Funerary	Cemetery
Transportation	Rail Related
Recreation and Culture	Commemorative

Current Functions (Enter categories from instructions):

Cat: Religion	Sub: Church Related Residence
Religion	Church School
Funerary	Cemetery
Recreation and Culture	Commemorative

Architectural Classification Cont.

Late Victorian/Queen Anne

Late 19th and 20th Century Revivals/Colonial Revival

Late 19th and 20th Century Revivals/Classical Revival

Late 19th and Early 20th Century American Movements/Commercial Style

Late 19th and Early 20th Century American Movements/Bungalow/Craftsman

Modern Movement

Other/American Four Square

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Section 7 Page 2

City of Fairfax Historic District (Boundary Increase) VDHR # 151-0003
City of Fairfax, Virginia

DESCRIPTIVE SUMMARY OF ENTIRE HISTORIC DISTRICT

The City of Fairfax is located in the geographic center of Fairfax County, approximately fifteen miles west of the District of Columbia. It originated as the Town of Providence when the Fairfax County Courthouse was relocated in 1799 to a central site at the intersection of Little River Turnpike and Ox Road. These two historically important transportation routes remain today as heavily-traveled thoroughfares extending through the core of the City of Fairfax Historic District.

The buildings reflect architectural trends throughout the early-19th to the mid-20th centuries, particularly the Federal, Colonial Revival, Commercial, and Modern Movement styles, including many buildings that illustrate vernacular traditions. The expanded City of Fairfax Historic District consists of 63 resources that date from circa 1800 to 2000. Ten of these resources are considered to be non-contributing. The district is comprised of six brick buildings which pre-date 1850; seventeen buildings that date from the turn of the 20th century; fifteen buildings dating from the 1920s and 1930s, fifteen buildings from the mid-20th century, and eight buildings dating from the late 20th century. Resources also include the city cemetery and the remnants of a pre-Civil War railroad bed. The historic district is a mixture of building age and function, although the predominant use of the buildings is currently commercial. The buildings within the core of the original historic district generally conform to a two-story scale, are primarily constructed of wood or brick, and are separated from the street by sidewalks. Nine of the buildings within the expanded boundaries are located along Main Street west of the town center. These buildings tend to be set back further from the street and/or have parking lots located in the front or in the rear of the buildings due to their commercial use.

GENERAL DESCRIPTION OF EXPANDED BOUNDARIES AND NEW PERIOD OF SIGNIFICANCE

Buildings within the current historic district dating from the 1940s to the mid-1950s, including those within the expanded boundaries, reflect a period of distinct growth in Fairfax City as it became a suburb of Washington, D.C. As the residential suburbs developed around Fairfax City, so did the commercial corridor of Fairfax. A major catalyst was the expansion of the Fairfax County Courthouse complex in 1952. Although much of the new commercial development was concentrated outside the city on Lee Highway, the City's core also experienced commercial growth. Several new offices and commercial buildings were constructed along Main Street and Chain Bridge Road during this time. A large percentage of these structures were constructed in the popular Colonial Revival style and do not detract from the scale of the older buildings in the district. A few of these buildings, however, do reflect the modern movement and are clear representatives of the growth of the commercial district. Likewise, most of these buildings are within the same scale and materials as the rest of the district yet they illustrate the changing styles and commercial patterns of the mid-20th century.

As the City's core expanded, commercial building were constructed in a less dense pattern than in the original district: buildings are set back from the road, are further apart, and have parking lots in front or along side of the property. Commercial buildings constructed post 1955 reflect the shift toward an automobile-centered suburban city. Development along Main Street eventually reached several early-20th-century residences and the city cemetery that were once on the outskirts of the city. Expansion around the town center slowed until the late 1990s as the city once

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City of Fairfax Historic District (Boundary Increase) VDHR # 151-0003
City of Fairfax, Virginia

again experienced residential growth. Consequently, the architecture within the original district and the expansion boundaries exemplify the typical growth patterns from a 19th-century town to a 20th-century suburb. They also convey the shifting architectural trends in commercial design.

Early 20th-Century Dwellings

Many dwellings built around the City of Fairfax exemplify American vernacular building traditions. Several of these dwellings are located on the main transportation routes into the city, yet are not in the boundaries of the original town center. The location of the Fairfax Courthouse Streetcar Station (since demolished), originally located on Main Street across from Railroad Avenue, also played a role in the development of the city west of the town center. In several instances, the dwellings facing Main Street currently have commercial uses due to the expansion of the city and its commercial district.

The single dwelling at 10649 Main Street, located near the city cemetery, is a good example of a traditional American four-square house. Four-square houses gained popularity primarily between 1900 and 1925 for their functionality and are characterized by their symmetrical, two-story form and basic four-room plan. Mail-order companies, such as Aladdin, offered several affordable four-square plans and the house form dominated post-Victorian suburbs across the U.S.ⁱ This four-square house at 10649 Main Street contains typical features such as a hipped roof with overhanging eaves, a three-bay, one-story porch with battered posts, and shed dormer windows.

The single dwelling located at 10645 Main Street once served as the Station Master's house. The house is located in close proximity to the original Fairfax trolley station located on Main Street across from Railroad Avenue. The Washington, Alexandria & Falls Church trolley line extended to Fairfax in 1904 and allowed the residents convenient access to Washington sites and markets.ⁱⁱ This one-story, three-bay frame house, constructed circa 1910, sits on a concrete foundation, is clad in German weatherboard siding, and is capped with a cross-gable, standing-seam metal roof. Fenestration includes 1/1 double-hung wood windows and 1-light fixed replacement wood windows on the front facade. A one-story frame porch with wood posts, decorative brackets and a partial-hipped roof covers the front porch. Two turned posts are flush to the building and flank the main entrance. The house has one central interior brick chimney. The Folk Victorian style of the house is further enhanced by the decorative verge boards located on the overhanging eaves of the front and side gables. Additions to the house include a one-story rear addition with a shed roof and a one-story rear addition with a flat roof. Both additions are clad in German weatherboard siding and the roofs are sheathed in rolled-asphalt shingles.

A single dwelling located at 10565 Main Street, also originally located outside the original town center, now serves as the Everly Funeral home. Built circa 1910, this house, originally owned and used as a funeral home by E.W. Groff, was purchased by Josiah S. Everly in 1946. This two-story, three-bay house is constructed of stuccoed masonry and is capped with a side gable roof. Originally the house had a one-story entrance portico with Tuscan columns, however, it has undergone several subsequent alterations and expansions to accommodate the funeral home activities.

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City of Fairfax Historic District (Boundary Increase) VDHR # 151-0003
City of Fairfax, Virginia

Outbuildings

Several structures that originally served as outbuildings are located within the historic district. These buildings have subsequently been converted into commercial use. Although they have been altered, they illustrate the mix of commercial and residential buildings, along with their outbuildings, that once made up the city core.

A structure located at 3940 Old Lee Highway is one example of a domestic outbuilding within the historic district and is thought to be associated with Dr. S. Draper House at 10364 Main Street. The two-story frame structure sits on a concrete foundation and is clad in metal-paneled siding that is pressed to resemble brick. It is capped by a flat roof with metal coping. The shutters and the doors were added when the building was converted to commercial use. Its unadorned and utilitarian design demonstrates its original use as an outbuilding.

Another outbuilding within the City of Fairfax Historic District is located at 3936 Old Lee Highway. This structure is thought to have been originally used as a barn for the Dr. S. Draper House. Constructed circa 1920, this frame building was later altered by the early 1950s for use as a warehouse and later for commercial use. Its noticeable barn features are visible on the rear elevation with its gabled form and corrugated metal siding. The front elevation has been altered and now presents a one-story, flat-roofed frame addition and overhanging eaves with decorative brackets.

The commercial building at 3934 Old Lee Highway is also believed to have been originally an outbuilding of the Dr. S. Draper House. The building is constructed of frame and concrete block with board-and-batten siding on the south elevation. The building has an interior brick chimney and a standing-seam shed roof. The main façade has been altered with a modern brick veneer, door, and windows.

A commercial building located at 10455 North Street is a basic one-story, three-bay concrete block building with a shed roof with exposed rafter ends. Constructed circa 1940, this building sits behind the commercial buildings that face Main Street. The building has 1/1 metal windows with rowlock sills and lintels. This building, although located within the original historic district boundaries, was surveyed originally as an outbuilding to 10416 Main Street and is now separately used as a commercial building.

Colonial Revival Buildings

Considered outdated in the early 19th century, the Colonial style once again began to gain recognition with the preservation of Mount Vernon in 1850 and the celebration of the national centennial in 1876. By the early 20th century, Colonial Revival-style buildings were one of the most popular building types constructed in the United States. Further popularized by the reconstruction of Colonial Williamsburg in 1927, the Colonial Revival style not only evoked early American nostalgia but also the idea of elite culture.ⁱⁱⁱ

The Cape Cod house was one of the most popular Colonial Revival building types used for residential construction. This one-and-a-half-story house form was especially popular due to its modest size, however it suggested sophisticated roots. The one-and-a-half-storied house at 4055 Chain Bridge Road is an example of the Cape Cod form within the original City of Fairfax Historic District. Its most recognizable features are its three-bay, symmetrical form, dormer windows, and four-light transom window. The house has been subsequently altered since its construction circa 1925

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City of Fairfax Historic District (Boundary Increase) VDHR # 151-0003
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and was originally a non-contributing structure in the original historic district. However, the house reflects the popularity of the Colonial Revival style for residential buildings and the mixed-use of the City's town center as presented in the expanded historic district nomination.

Through the mid-20th century, the fashionable styles employed in residential buildings also began to influence the design and construction of commercial buildings. By the 1940s and 1950s, the Colonial Revival styled was simplified and details were not as elaborate or apparent. Many of the commercial buildings constructed during the late 1940s and 1950s on Chain Bridge Road in the City of Fairfax reflect the popularity of the Colonial Revival style. Typical buildings were symmetrical brick structures adorned with Colonial Revival details such as cornices and door surrounds.

One of the earliest Colonial Revival buildings constructed in the corridor of Chain Bridge Road and Main Street is 3989 Chain Bridge Road. Constructed in 1946, this two-story brick building exhibits the Colonial Revival style with its symmetrical form, pyramidal slate roof, and wood door surround with fluted pilasters and a modillion entablature. Another early example in Fairfax City is 3976 Chain Bridge Road, constructed in 1947. This office building's most prominent Colonial Revival features are its molded wood cornice and wood door surrounds with engaged Tuscan columns and a molded cornice.

Two later examples are 4057 Chain Bridge Road (1952) and 4101 Chain Bridge Road (1950), which are both two-story brick buildings with hipped roofs. The most prominent Colonial Revival feature of 4057 Chain Bridge Road is its wood door surround with flush pilasters capped with a pediment. The building at 4101 Chain Bridge Road has a wood cornice, wood spandrels, splayed jack-arched lintels, and concrete keystones.

A one-story example of the Colonial Revival commercial building trend is 10428-10430 Main Street, built in 1946. This six-bay brick building has segmental-arched windows and a brick dentil cornice. These details, along with its symmetrical form and hipped roof, evoke the Colonial Revival style, yet its one-light fixed display windows are characteristic of 20th -century commercial buildings.

Several commercial buildings constructed in the City of Fairfax during the mid-20th century consisted of traditional commercial building forms – flat roofs, storefront windows – yet they also have Colonial Revival details. These buildings reflect the popularity of the Colonial Revival style for non-residential buildings. Due to the historic fabric present in the City of Fairfax, it was seen as an appropriate treatment for newly-constructed buildings. With their Colonial Revival details and basic form, these buildings were simple, inconspicuous, and reflected the existing historic buildings in size and scale.

The commercial building at 3971 Chain Bridge Road, constructed in 1950, is a one-story brick structure with a flat parapet roof and large storefront windows that flank the main recessed entry. Although these features are typical for a commercial building, its brick quoins, wood cornice, and semi-circular fanlight windows and keystones suggest the Colonial Revival style. Also illustrating the use of the traditional commercial building forms is 4015 Chain Bridge Road. Dating from 1948, this building has a flat parapet roof and Colonial Revival details such as a modillion cornice, stone sills, a projecting center tripartite window, and arched entrance doors with fanlights. The building at 10409

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Main Street, built circa 1950, also has a flat parapet roof and large storefront windows. The entablature and dentil cornice, located above the four windows, hint at the Colonial Revival style.

Further illustrating the popularity of the Colonial Revival is its use in the design of a service station at 10423 Main Street. This one-story brick building resembles a dwelling with its cross-gable roof form. Two garage bays are located in the projecting front-gabled section. Colonial Revival details include a square-edged wood cornice and a dentil molding located above the storefront windows and door. Like other commercial buildings, it was not uncommon for gas or service stations to convey the Colonial Revival style since it was a quaint and “aesthetically respectable” style.^{iv}

Religious Structures

The Truro Episcopal Church has played a significant role in the development of Fairfax City since the organization of a local congregation and the building of a chapel in 1845 off of what is now Main Street. Following the style of the Truro Chapel, which was rebuilt in 1933 to replicate the parish’s first church known as old Payne’s Church (1768), the education building within the Truro Episcopal Church complex is exemplary of the use of the Colonial Revival style for religious structures. Constructed in 1953, the building’s most noticeable Colonial Revival-style features are its gambrel slate roof and Flemish-bond brick.

Contrasting with the classical design of the Truro Chapel, the Fairfax Baptist Church at 10382 Main Street does not have any noticeable adornment that relates it to a particular architectural style. Constructed circa 1928, this one-story concrete structure was the first building constructed by the Fairfax Baptist Church, which was established in 1914. Its basic box-like form capped with a side-gable roof, concrete window sills, and a simple frame vestibule illustrate the frugal nature of the congregation at the time of its construction. The congregation moved to their present location at 10830 Main Street circa 1951 and the original church building currently is being used for commercial purposes.

Modern Movement-Style Commercial Development

The modern movement influenced the design of many commercial buildings, along with residential buildings, during the mid-20th century. The International Style, popularized by the work of European architects such as Mies van der Rohe, influenced many American architects and builders beginning in the mid-1930s. Many of the commercial buildings influenced by this movement were devoid of any historical references and were consistently unadorned flat-roofed buildings constructed with modern materials such as glass, concrete, and metal.^v

One example of a Modern Movement commercial building is 10629-10633 Main Street, located further west than most of the buildings in the town center. Built circa 1935, this two-story masonry building is constructed of concrete block with a Flemish-bond brick veneer on the façade. It has a flat roof with metal coping and metal plate-glass windows on the first story and three-paneled casement windows on the second story. Further illustrating its commercial use, a loading dock and warehouse, constructed of concrete block and wood vertical board, are located behind the building.

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As modern movement-style buildings progressed, designers looked for new ways to use architecture to attract potential customers. One solution was to use glazing or glass across the entire façade to allow a view into the store and to create a visual effect at night when lit. Another approach was to exaggerate a building's structural components, such as the roof.^{vi} The commercial building at 10426-10418 Main Street illustrates this design concept. Constructed circa 1955, this one-story brick building stands out from the rest of the buildings on Main Street with its prominent overhanging flat roof and recessed entry composed of large plate-glass windows.

Late 20th-Century Commercial Development

As the City of Fairfax began to grow during the late 20th century, commercial development continued along Main Street and Chain Bridge Road, reflecting the latest design trends in commercial buildings. Most of these buildings were block-like in form with little or no adornment. These buildings provided large parking lots for their customers in the front, rear, or sides of the property.

False mansard roofs were used on many commercial buildings beginning in the 1960s as a way to make them less obtrusive in the landscape. The restaurant at 10515 Main Street (circa 1965) used this concept with its false mansard roof with synthetic shingles and a brick veneer façade. The building's basic block-like form with attached ornamentation is typical of most commercial buildings from this time period.

Seemingly influenced by the Modern Movement style is the office building located at 10523 Main Street, built circa 1975. The two-story structure contains a modular concrete design with narrow plate-glass windows and a flat roof. Unadorned, this office building contrasts with the traditional buildings that surround it, illustrating a shift in office building design from traditional to modern designs.

In the latter half of the 20th century, many of the commercial buildings constructed in the City of Fairfax once again contained architectural details that suggested Classical styles. Most of these buildings were banks and offices that preferred this style to evoke a feeling of permanence and establishment. The building at 10533 Main Street, built circa 1985, is a good example of this building style. Two stories high, this brick office building is adorned with a watertable, projecting brick beltcourse, splay jack-arched window lintels, and a projecting cornice. Larger in size and dating from circa 2000, the six-story brick office building at 10555 Main Street is capped with a flat roof. The 6/6 double-hung windows, dentil cornice, and brick quoins echo the Colonial Revival style. Also built circa 2000 is 10501 Main Street. Only one story in height, this bank is constructed in brick and contains a Classical-style inset porch with Doric columns and a wide cornice. These buildings illustrate use of Classical-inspired details on relatively block-like, flat-roofed commercial buildings.

The Manassas Gap Railroad Bed

On March 9, 1850, the General Assembly of Virginia chartered the Manassas Gap Railroad Company to build a connection with the Orange & Alexandria Railroad through Thoroughfare Gap in the Bull Run Mountains and Manassas Gap in the Blue Ridge Mountains, and thence via Strasburg to Harrisonburg. Maintaining a terminal connection with the Orange & Alexandria Railroad Company, the Manassas Gap Company began to plan the construction of an independent line running from Gainesville to Alexandria via Bull Run. In anticipation of this, the

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company purchased an 80-foot corridor at the eastern base of Stony Ridge from several local landowners in the Gainesville region of Prince William County, while condemnation proceedings held in May 1854 provided the necessary strip of land through Fairfax Court House. Completion of the line was hampered, however, as the company was financially exhausted by attempting to complete its first line to Harrisonburg in Rockingham County. The Civil War intervened before construction east of the Bull Run Mountains could be completed; although prior to 1858, a considerable amount of grading had been done. The graded railroad bed has become known as the Unfinished Railroad.

The bed was constructed by using a “cut and fill” method to form embankments up to 20 feet high to create a level grade. Although the line was never completed, it still played an important role in the Civil War as the cuts and fills were used as earthworks. Consequently, Civil War artifacts have been recovered along the bed. Located south of the City of Fairfax Cemetery between Page Avenue and extending west beyond Judicial Avenue, this remnant of the bed is one of the only continuously intact sections of the railroad bed in the city and one of the few sections left in northern Virginia due to suburban development. This section, the best-preserved in Fairfax City, displays the highest existing embankment (fill) and the trenches (cuts) made to create the embankment. This remnant of the Manassas Gap Railroad bed is a significant part of the City of Fairfax’s transportation and Civil War history.^{vii}

Fairfax Cemetery

Fairfax Cemetery is located outside the boundaries of the town center at 10561 Main Street. Its sloping lot is bordered by Judiciary Avenue on the west and north of the buildings on Page Avenue on the south. This site was purchased in 1866 by the Ladies Memorial Association of Fairfax initially as a burial ground for the Confederate soldiers.^{viii} At the time, picturesque “rural” cemeteries were often located on the outskirts of the city on an elevated site. This is true of Fairfax Cemetery, which was plotted on a sloping lot west of the courthouse and original city. Its winding roads and central circle add to its picturesque qualities.

Fairfax Cemetery reflects the national effort after the Civil War to rebury soldiers from scattered battlefield burial sites. It was typical for a great number of these soldiers to have unknown identities. These cemeteries typically were established by local commanders or by State civil authorities along with private associations like the Ladies Memorial Association. In 1867, Congress directed every national cemetery to be enclosed with a stone or iron fence, have every grave marked by a headstone, and contain superintendent quarters.^{ix} Fairfax Cemetery remains surrounded by an iron fence today.

On October 1, 1890, after an active fund-raising campaign organized by the Confederate Monument Association, a large monument was erected in Fairfax Cemetery. Dedicated to the Confederate soldiers of Fairfax who died or were killed during the Civil War, the granite obelisk stands in the middle of the circle in “memory of the gallant sons of Fairfax.”^x Over 200 unknown soldiers are buried in the cemetery alongside 96 known soldiers. The cemetery was enlarged in 1914 by six acres and in 1932 by five acres. Ownership of the cemetery was transferred to Fairfax City in 1962.^{xi}

The earliest grave markers dating from the Civil War period are modest markers approximately one foot wide and two feet tall. Made of thin stone, these grave markers exhibit different levels of deterioration. Contemporary grave

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markers are much larger in size and are predominately carved in granite of various colors. Most markers are clustered by families but are not separated by fences or visible boundaries. The Rust family graves, representing one of the prominent families in the City of Fairfax, are set apart by a sunken plot that is bounded by an embankment wall and shrubbery.

Individual Property Descriptions

Chain Bridge Road

1 – 3820 Chain Bridge Road 151-0003-0021

Primary Resource Information: **Single Dwelling, Stories 2.50, Style: Colonial Revival, ca. 1916.**

Two-and-a-half stories high and five bays wide, this dwelling is constructed of Flemish bond brick and is capped with a side gable roof. Fenestration is comprised of 9/9 and 6/6 double-hung windows. Two exterior end chimneys rise above the slate roof. A one-story, five-bay wood porch with a shed roof and Tuscan columns lines the front elevation. Additional features of the house include square-edged wood sills, beaded window surrounds, and a molded cornice. The southeast elevation contains a two-story recessed ell with a two-story frame sunroom is attached to its front elevation. A two-story ell is attached to the rear elevation.

Individual Resource Status: **Guest House**

Contributing

Individual Resource Status: **Garage**

Contributing

Individual Resource Status: **Pump House**

Undetermined

Individual Resource Status: **Single Dwelling**

Contributing

2 – 3906 Chain Bridge Road 151-0003-0020

Primary Resource Information: **Single Dwelling, Stories 2.50, Style: Colonial Revival, 1928.**

Two-and-a-half stories high and five bays wide, this dwelling is constructed of English-bond brick and is capped with a side gable roof. Fenestration includes 6/6 double-hung windows and three, gabled, dormer windows. An exterior end brick chimney rises above the slate roof and a semi-circular wood portico with Tuscan columns and a decorative metal balustrade covers the main entrance. Additional features of the house include concrete sills and lintels, wood-paneled spandrels, and a wood cornice. Two, one-story ells are attached to the side elevations. The southern ell is an enclosed sunroom and the northern ell is a screened-in porch. Additions include a rear ell, a two-story rear porch, and a two-story garage.

Individual Resource Status: **Single Dwelling**

Contributing

3 – 3920 Chain Bridge Road 151-0003-0019

Primary Resource Information: **Single dwelling, Stories 2.00, Style: Greek Revival, ca 1880.**

This three-bay, two-story vernacular Greek Revival-style dwelling rests on a solid foundation, is a frame structure clad with wood weatherboarding, and is capped by a hipped roof sheathed in standing-seam metal. The facade fenestration is comprised of 2/2 wood sash windows. Additional features of the house include a one-light transom, two center interior brick chimneys with corbelled caps, and a one-story, three-bay front porch supported by wood Tuscan columns.

Individual Resource Status: **Well House**

Contributing

Individual Resource Status: **Shed**

Non-Contributing

Individual Resource Status: **Garage**

Non-Contributing

Individual Resource Status: **Single Dwelling**

Contributing

4 – 3936 Chain Bridge Road 151-0003-0018

Primary Resource Information: **Single Dwelling, Stories 1.00, And Style: Other, 1948.**

This three-bay, one-story dwelling rests on a solid concrete block foundation, is a frame structure clad with vertical wood board, and is capped by a cross-gabled roof sheathed in asphalt shingles. The facade fenestration is comprised of 2/2 horizontally-divided wood sash windows. Additional features of the house include vinyl siding in the gable ends.

Individual Resource Status: **Single Dwelling**

Contributing

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5 – 3950 Chain Bridge Road 151-0003-0017

Other DHR Id #: 151-0012

Primary Resource Information: **Single Dwelling**, Stories **2.50**, Style: **Queen Anne**, ca **1840**

This five-bay, two-and-a-half-story dwelling rests on a solid stretcher-bond brick foundation, is a frame structure clad with wood weatherboarding, and is capped by a cross-gabled roof sheathed in asphalt shingles. The facade fenestration is comprised of 2/2 wood sash windows. Additional features of the house include wide eaves, beaded wood window surrounds, corner boards, and three front-gabled dormers each with 6/1 wood sash windows.

Individual Resource Status: **Single Dwelling**

Contributing

Individual Resource Status: **Root Cellar**

Contributing

6 – 3971 Chain Bridge Road 151-0003-0015

Primary Resource Information: **Commercial Building**, Stories **1.00**, Style: **Commercial Style**, **1950**.

This three-bay, one-story building rests on a solid stretcher-bond brick foundation, is a stretcher-bond brick masonry structure, and is capped by a parapet flat roof. The facade fenestration is comprised of nine-light wood fixed windows. Additional features of the building include a recessed entry, semi-circular fanlights above recessed brick panels, and brick quoins at the corners.

Individual Resource Status: **Commercial Building**

Contributing

7 – 3976 Chain Bridge Road 151-0003-0013

Primary Resource Information: **Office/Office Bldg.**, Stories **2.00**, Style: **Colonial Revival**, **1947**.

This five-bay, two-story building rests on a solid three-course Flemish-bond brick foundation, is a three-course Flemish-bond brick masonry structure, and is capped by a side-gabled roof sheathed with slate. The facade fenestration is comprised of 8/8 metal sash windows. Additional features of the building include engaged columns, brick jack arches, rowlock sills, and a molded cornice.

Individual Resource Status: **Office/Office Bldg.**

Contributing

8 – 3977 Chain Bridge Road 151-0003-0014

Other DHR Id #: 151-0005

Primary Resource Information: **Single Dwelling**, Stories **2.50**, Style: **Late Federal**, **1835**.

This five-bay, two-and-a-half-story dwelling rests on a solid stretcher-bond brick foundation, is a stretcher-bond brick masonry structure, and is capped by a hipped roof sheathed in slate. The facade fenestration is comprised of both 4/4 and 6/6 wood sash windows. Additional features of the house include four-light and five-light sidelights, Tuscan pilasters, splayed jack-arch lintels, and two dormers, each with a 2/2 wood sash window. A larger central dormer has paired 2/2 wood sash windows. The building has a modern rear addition. Although originally built in 1835 as a Late Federal-style building, it was altered circa 1990 with Colonial Revival features.

Individual Resource Status: **Single Dwelling**

Contributing

9 - 3989 Chain Bridge Road 151-0003-0012

Primary Resource Information: **Office/Office Bldg.**, Stories **2.00**, Style: **Colonial Revival**, **1946**.

This four-bay, two-story dwelling rests on a solid three-course American-bond brick foundation, is a three-course American-bond brick masonry structure, and is capped by a pyramidal roof sheathed in slate. The facade fenestration is comprised of 8/8 wood sash windows. Additional features of the house include rowlock sills, overhanging eaves, and a center interior stretcher-bond brick chimney.

Individual Resource Status: **Office/Office Bldg.**

Contributing

10 – 4000 Chain Bridge Road 151-0003-0001

Primary Resource Information: **Courthouse**, Stories **2.00**, Style: **Early Classical Revival**, ca. **1800 with 1931 and 1953 additions**.

The courthouse is a two-and-a-half-story, three-bay building constructed of Flemish bond Brick with a front-gabled slate roof. Fenestration is comprised of 12/12 double-hung windows. The building has three chimneys and its most noticeable feature is its one-story loggia that lines the front elevation. Attached to the southwest corner is a 1930s addition which is two stories high, seven bays wide and is constructed of Flemish bond brick. This section has a recessed, arched entrance, a slate roof, and eyebrow dormers. The 1951-1953 addition is a large-seven-bay block with a cupola and is flanked by projecting wings that replicate the earlier sections.

Individual Resource Status: **Jail**

Contributing

Individual Resource Status: **Courthouse**

Contributing

Individual Resource Status: **Monument/Marker**

Contributing

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11 – 4009 Chain Bridge Road 151-0003-0011

Primary Resource Information: **Office/Office Bldg.**, Stories **1.00**, Style: **Classical Revival, 1907.**

This three-bay, one-story dwelling rests on a solid parged foundation, is a wood-frame stuccoed structure, and is capped by a front-gabled roof sheathed in asphalt shingles. The facade fenestration is comprised of 9/1 wood sash windows. Additional features of the house include square-edged wood window sills, and a wood cornice.

Individual Resource Status: **Office/Office Bldg.**

Contributing

12. – 4011 Chain Bridge Road 151-0003-0010

Primary Resource Information: **Office/Office Bldg.**, Stories **2.00**, Style: **Colonial Revival, 1914.**

This three-bay, two-story dwelling rests on a solid stretcher-bond brick foundation, is a stretcher-bond brick masonry structure, and is capped by a front-gabled roof sheathed in asphalt shingles. The facade fenestration is comprised of 1/1 wood sash windows, and a twelve-light wood bay window. Additional features of the house include concrete sills, concrete lintels, and a concrete cornice.

Individual Resource Status: **Office/Office Bldg.**

Contributing

13 – 4015 Chain Bridge Road 151-0003-0009

Primary Resource Information: **Office/Office Bldg.**, Stories **2.00**, Style: **Colonial Revival, 1948.**

This three-bay, two-story dwelling rests on a solid foundation, is a Flemish-bond brick masonry structure, and is capped by a flat roof. The facade fenestration is comprised of 8/8 wood sash windows. Additional features of the house include a modillion cornice, stone sills, a projecting center tripartite window, and round-arched fan lighted entrance doors.

Individual Resource Status: **Office/Office Bldg.**

Contributing

14 – 4023 Chain Bridge Road 151-0003-0008

Primary Resource Information: **Single Dwelling**, Stories **2.50**, Style: **Greek Revival, ca 1830.**

This three-bay, two-and-a-half-story dwelling rests on a solid five-course American bond brick foundation, is a five-course American-bond brick masonry structure, and is capped by a side-gabled roof sheathed in asphalt shingles. The facade fenestration is comprised of 6/6 wood sash windows. Additional features of the house include a portico with a roof balcony, a six-light transom, four-light sidelights with a molded dado panel, jack arch lintels, square-edged wood window sills, wide eaves with modillions, a two-bay, two-story side wing constructed of five-course American-bond brick, and two front-gable dormers with 6/1 wood sash windows.

Individual Resource Status: **Single Dwelling**

Contributing

15 – 4029-4031 Chain Bridge Road 151-0003-0007 .

Primary Resource Information: **Office/Office Bldg.**, Stories **2.00**, Style: **Other, ca 1905.**

This three-bay, two-story dwelling rests on a solid stretcher-bond brick foundation, is a masonry structure constructed of both stretcher bond brick and five-course American bond brick, and is capped by a flat roof with a parapet. The facade fenestration is comprised of 1/1 vinyl sash windows. Additional features of the house include a corner entry, one-light sidelights, a concrete stringcourse, a brick dentil cornice, and arched windows.

Individual Resource Status: **Office/Office Bldg.**

Contributing

16 - Office Building, 4037 Chain Bridge Road 151-0003-0006

Primary Resource Information: **Office/Office Bldg.**, Stories **2.00**, Style: **Colonial Revival, 1970.**

This seven-bay, two-story building rests on a solid stretcher-bond brick foundation, is a frame structure clad with stretcher-bond brick, and is capped by a side-gabled roof sheathed in asphalt shingles. The facade fenestration is comprised of 1/1 metal sash windows. Additional features of the building include a dentil cornice, and affixed wood louvered shutters.

Individual Resource Status: **Office/Office Building**

Non-Contributing

17– 4055 Chain Bridge Road 151-0003-0005

Primary Resource Information: **Single Dwelling**, Stories **1.50**, Style: **Colonial Revival, ca 1925.**

This three-bay, one-and-a-half-story dwelling rests on a solid stretcher-bond brick foundation, is a frame structure clad with stretcher-bond brick veneer, and is capped by a side-gabled roof sheathed in asphalt shingles. The facade fenestration is comprised of both 6/6 and 8/8 wood sash windows. Additional features of the house include a four-light transom, two shed dormers, each with a six-light casement window, wide eaves, and rowlock sills.

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Individual Resource Status: **Single Dwelling** **Contributing**

18 – 4057 Chain Bridge Road 151-0003-0004

Primary Resource Information: **Office/Office Bldg.**, Stories **2.00**, Style: **Colonial Revival, 1952.**

This two-story, five-bay office building sits on a six-course American-bond brick foundation, is a wood-frame structure clad with six-course American-bond brick veneer, and is capped by a hipped roof sheathed with asphalt shingles. The facade fenestration is comprised of 6/6 wood sash windows. Additional features of the house include rowlock sills, and a recessed entry with a Colonial-Revival door surround with flush pilasters and a pediment.

Individual Resource Status: **Office/Office Bldg.** **Contributing**

19 – 4069 Chain Bridge Road 151-0003-0003

Primary Resource Information: **Single Dwelling**, Stories **2.50**, Style: **Colonial Revival, 1910.**

This two-story wood-frame single dwelling is stuccoed, and has a hipped roof sheathed in slate. A double-height three-bay portico projects from the front of the building. This portico has Ionic columns, fluted pilasters, and a wood entablature. The house features a heavy cornice, stone sills, and sidelights. An ADA-compliant wood ramp has been added to the front of the building.

Individual Resource Status: **Single Dwelling** **Contributing**

Main Street

20 – 10364-10370 Main Street 151-0003-0044

Primary Resource Information: **Single Dwelling**, Stories **2.00**, Style: **Federal, 1810.**

Two stories high and five bays wide, this dwelling is constructed of Flemish bond brick and is capped with a side gable, standing-seam metal roof. Fenestration is comprised of 1/1 casement windows with splayed, jack-arched lintels. The house has two interior side brick chimneys with corbelled caps. The centered entrance door surround consists of four-paneled sidelights. Additional features of the house include molded wood window surrounds and a brick dentil cornice. Changes to the building include a two-story, flat-roofed, stuccoed addition on the west elevation. The windows on the first floor of the building have been replaced with French doors and the fanlight over the entrance is no longer glazed. Several brick additions are located on the rear of the building.

Individual Resource Status: **Single Dwelling** **Contributing**

21 – 10376 Main Street 151-0003-0043

Primary Resource Information: **Single Dwelling**, Stories **1.50**, Style: **Bungalow/Craftsman, ca 1925**

One-and-a-half stories high and three bays wide, this dwelling sits on a raised basement, is clad in scored stucco and is capped with a hipped roof sheathed in asphalt shingles. Fenestration is comprised of 1/1 double-hung windows and three gabled dormer windows with paired 1/1 double-hung windows. A one-story, one-bay stuccoed porch with arched openings, covers the main entrance. Additional features of the house include concrete sills, concrete lintels, and overhanging eaves.

Individual Resource Status: **Single Dwelling** **Contributing**

22 – 10381 Main Street 151-0003-0040

Primary Resource Information: **Single Dwelling**, Stories **2.50**, Style: **Queen Anne, 1892.**

This three-bay, two-and-a-half-story dwelling is a frame structure clad with wood weatherboarding and is capped by a complex roof sheathed in standing-seam metal. The facade fenestration is comprised of 1/1 wood sash windows. Additional features of the house include wood shingles in the gable ends, a modillion wood cornice, and a wrap-around porch supported by wood Tuscan columns.

Individual Resource Status: **Single Dwelling** **Contributing**

23 – 10382 Main Street 151-0003-0052

Primary Resource Information: **Church**, Stories **1.00**, Style: **Other, ca. 1928.**

One story high and five bays high, this church is constructed of concrete block and is capped with a side gable roof. Fenestration is comprised of 6/6 double-hung windows with concrete sills. The building has one exterior end brick chimney with a corbelled cap. A gabled enclosed entrance vestibule is located on the west end of the front façade.

Individual Resource Status: **Church** **Contributing**

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24 – **10385-10389 Main Street 151-0003-0039**

Primary Resource Information: **Single Dwelling, Stories 2.50, Style: Other, ca 1895**

This three-bay, two-and-a-half-story dwelling rests on a solid foundation clad with metal pressed to resemble rock-faced concrete block, is a frame structure clad with wood weatherboarding, and is capped by a front-gabled roof sheathed with standing-seam metal. The façade fenestration is comprised of 1/1 wood sash windows. Additional features of the house include molded wood cornices above the windows, and a wrap-around porch supported by wood Tuscan columns. The entire building reflects a circa 1985 renovation.

Individual Resource Status: **Single Dwelling Non-Contributing**

25 – **10386R Main Street 151-0003-0042**

Primary Resource Information: **Single Dwelling, Stories 2.00, Style: Colonial Revival, ca 1920**

This three-bay, two-story dwelling is a frame structure clad with wood weatherboarding and is capped by a side-gabled roof sheathed in asphalt shingles. The facade fenestration is comprised of 6/6 wood sash windows. Additional features of the house include wood lintels and sills, and four-light wood-paneled sidelights.

Individual Resource Status: **Single Dwelling Contributing**

26 – **10386 Main Street 151-0003-0041**

Primary Resource Information: **Single Dwelling, Stories 2.00, Style: Federal, ca 1805**

This five-bay, two-story dwelling is a brick masonry structure constructed of Flemish bond on the facade and five-course American bond on the sides and rear. It is capped by a side-gabled roof sheathed in wood shingles. The facade fenestration is comprised of 6/6 wood sash windows. Additional features of the house include a decorative brick saw tooth cornice, flat arches, and knee windows in the second story.

Individual Resource Status: **Single Dwelling Contributing**

27 – **10400 Main Street 151-0003-0037**

Primary Resource Information: **Commercial Building, Stories 1.00, Style: Other, ca 1900**

This five-bay, one-story building rests on a solid stone foundation is a frame structure clad with wood German siding and is capped by a front-gabled roof sheathed with standing-seam metal. The facade fenestration is comprised of 2/2 vertically-divided wood sash windows. Additional features of the building include square-edged wood window surrounds, a one-light transom, and stepped parapets.

Individual Resource Status: **Commercial Building Contributing**

28 – **10403 Main Street 151-0003-0038**

Primary Resource Information: **Commercial Building, Stories 2.00, Style: Commercial Style, ca 1910**

This seven-bay, two-story commercial building rests on a solid concrete block foundation, is a frame structure clad with stretcher-bond brick veneer on the facade and aluminum siding on the sides, and is capped by a complex roof. The facade fenestration is comprised of 6/6 wood sash windows, and one-light wood fixed windows. Additional features of the building include rowlock sills and two interior chimneys with corbelled caps.

Individual Resource Status: **Commercial Building Contributing**

29 – **10409 Main Street 151-0003-0034**

Primary Resource Information: **Commercial Building, Stories 1.00, Style: Commercial Style, ca 1950**

This three-bay, one-story building rests on a solid stretcher-bond brick foundation, is a stretcher-bond brick masonry structure, and is capped by a parapet flat roof. The facade fenestration is comprised of one-light wood fixed windows. The building has a projecting bay with a dentil cornice and a standing-seam-metal concave half-mansard roof.

Individual Resource Status: **Commercial Building Contributing**

30 – **10410 Main Street 151-0003-0036**

Primary Resource Information: **Commercial Building, Stories 2.00, Style: Colonial Revival, 1936.**

This three-bay, two-story building rests on a solid five-course American bond brick foundation, is a stretcher-bond brick masonry structure, and has a flat roof with metal coping. The facade fenestration is comprised of 6/6 wood sash windows, and two sixteen-light wood fixed windows. Additional features of the building include a modillion cornice, a modillion cornice above the first-story windows and entry, a broken pediment above the entry, and another modillion cornice above the second-story windows.

Individual Resource Status: **Commercial Building Contributing**

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31 – 10412 Main Street 151-0003-0035

Primary Resource Information: **Commercial Building, Stories 2.00, Style: Commercial Style, ca 1900**

This three-bay, two-story building rests on a solid parged foundation, is a frame structure clad with wood German siding, and is capped by a front-gabled roof sheathed with standing-seam metal. The facade fenestration is comprised of 6/6 wood sash windows. Additional features of the building include a square-edged wood cornice, molded wood window and door surrounds, and a double-height side porch supported by wood posts.

Individual Resource Status: **Commercial Building**

Contributing

32 – 10414 Main Street 151-0003-0033

Primary Resource Information: **Commercial Building, Stories 2.00, Style: Commercial Style, ca 1895**

This three-bay, two-story building is a frame structure clad with wood German siding, and is capped by a shed roof. The facade fenestration is comprised of 6/6 wood sash windows, and one-light wood fixed windows. Additional features of the building include molded wood window and door surrounds, and a bracketed wood cornice.

Individual Resource Status: **Commercial Building**

Contributing

33 – 10416 Main Street 151-0003-0032

Primary Resource Information: **Commercial Building, Stories 2.00, Style: Commercial Style, ca 1895**

This two-bay, two-story building rests upon a parged foundation, is a frame structure clad with wood German siding, and is capped by a front-gabled roof. The facade fenestration is comprised of 6/6 wood sash windows, and one-light fixed wood windows. Additional features of the building include a wood cornice, and molded wood window and door surrounds.

Individual Resource Status: **Commercial Building**

Contributing

34 – 10417 Main Street 151-0003-0031

Primary Resource Information: **Commercial Building, Stories 2.00, Style: Commercial Style, ca. 1925.**

This three-bay, two-story building rests on a solid stretcher-bond brick foundation, is a stretcher-bond brick masonry structure, and is capped by a parapet front-gabled roof sheathed in asphalt shingles. The facade fenestration is comprised of paired 6/6 wood sash windows, and one-light fixed wood windows. Additional features of the building include a decorative brick cornice, stone sills and lintels, and a molded wood cornice over the first-story windows.

Individual Resource Status: **Commercial Building,**

Contributing.

35 – 10423 Main Street 151-0003-0030

Primary Resource Information: **Service Building, Stories 1.00, Style: Commercial Style, 1952.**

This three-bay, one-story gas station rests on a solid stretcher-bond brick foundation, is a stretcher-bond brick masonry structure, and is capped by a cross-gabled roof sheathed in asphalt shingles. The facade fenestration is comprised of 6-light fixed wood windows. Additional features of the building include vertical wood board in the gable ends, a wide square-edged wood cornice, and a dentil wood cornice above the windows and door.

Individual Resource Status: **Service Station**

Contributing

36 – 10426-10418 Main Street 151-0003-0029

Primary Resource Information: **Commercial Building, Stories 1.00, Style: Commercial Style, ca. 1955.**

One story high and three bays wide, this building is constructed of stretcher bond brick and is capped with a flat roof. Fenestration is comprised of one-light fixed plate glass windows. The front window and entrance area of the building is recessed. A brick interior side chimney is located on the west side of the building. A rear, one-story brick ell is located on the rear of the building and is accessible from Chain Bridge Road (3979 Chain Bridge Road). This section of the building contains a wide wood cornice and is capped with a wood balustrade and cupola.

Individual Resource Status: **Commercial Building**

Contributing

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37 – 10430 Main Street 151-0003-0028

Primary Resource Information: **Commercial Building, Stories 1.00, Style: Other, 1945.**

One story high and three bays wide, this commercial building is constructed of stretcher bond brick and is capped with a hipped roof sheathed in asphalt shingles. Fenestration is comprised of 6/6 double-hung windows and one-light fixed windows. Additional features of the building include rowlock sills, a brick dentil cornice, segmental arched window surrounds, and a bay window.

Individual Resource Status: **Commercial Building** **Contributing**

38 – 10440 Main Street 151-0003-0027

Primary Resource Information: **Bank, Stories 2.00, Style: Colonial Revival, 1931.**

Two stories high and five bays wide, this bank is constructed of Flemish-bond brick and is capped with a hipped roof with a projecting pediment on the front and rear elevations. Façade fenestration is comprised of 6/6 and 4/4 double hung windows and semi-arched multi-paned windows. The pediments and the broken pediment door surround are adorned with decorative detailing and dentils. The main entrance is flanked with fluted pilasters. A two-story, two-bay 1937 English-bond brick addition with 6/6 and 4/4 double-hung windows is attached to the west elevation and has a side-gable roof. The rear of the building contains a two-story brick addition with a flat roof.

Individual Resource Status: **Bank** **Contributing**

39 – 10501 Main Street 151-5458

Primary Resource Information: **Bank, Stories 1.00, Style: Colonial Revival, ca. 2000.**

One story high and seven bays wide, this bank is constructed of stretcher bond brick and is capped with a hipped roof sheathed in asphalt shingles. Fenestration is comprised of 6/6 double-hung windows. Additional features include a one-story, three-bay, inset porch with Doric columns and a wide, vinyl cornice.

Individual Resource Status: **Bank** **Non-Contributing**

40 – 10515 Main Street 151-5457

Primary Resource Information: **Restaurant, Stories 1.00, Style: Other, ca. 1965.**

One story high and seven bays wide, this restaurant is constructed of concrete block and is capped with a false mansard roof with synthetic shingles. The front façade is clad in brick veneer. Fenestration is comprised of multi-light fixed windows. Additional features of the building include overhanging eaves.

Individual Resource Status: **Restaurant** **Non-Contributing**

41– 10520 Main Street 151-0003-0026

Primary Resource Information: **Chapel, Stories 1.00, Style: Colonial Revival, 1933.**

This two-story-height chapel rests on a solid Flemish-bond brick foundation, is a Flemish-bond brick masonry structure, and is capped by a hipped roof sheathed with slate. The building is three bays on the facade, and five bays on the sides. The fenestration is comprised of 16/16 wood sash arched windows. Additional features of the house include a rubbed-brick door surround with pilasters and pediment, a brick watertable, and a dentil wood cornice.

Individual Resource Status: **Chapel** **Contributing**

42 – 10520 Main Street 151-0003-0025

Primary Resource Information: **Religious Facility, Stories 2.00, Style: Colonial Revival, 1953.**

This five-bay, two-story building rests on a solid Flemish bond brick foundation, is a Flemish bond brick masonry structure, and is capped by a gambrel roof sheathed with slate shingles. The facade fenestration is comprised of 12/12 wood sash windows. Additional features of the building include jack arches, a modillion cornice, and a one-light transom.

Individual Resource Status: **Religious Facility** **Contributing**

43 – 10520 Main Street 151-0003-0024

Primary Resource Information: **Church School, Stories 3.50, Style: Colonial Revival, 1965.**

This seven-bay, three-and-a-half-story dwelling rests on a solid Flemish-bond brick foundation, is a Flemish-bond brick masonry structure, and is capped by a side-gabled roof sheathed with slate. The facade fenestration is comprised of 12/12 wood sash windows. Front-gabled dormers line the roof of the facade.

Individual Resource Status: **Church School** **Non-Contributing**

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44 – 10520 Main Street 151-0003-0023

Primary Resource Information: **Church, Stories 2.00, Style: Colonial Revival, 1958.**

Two-stories high and one-bay wide, this church is constructed of Flemish bond brick and is capped with a front gable slate roof. Fenestration is comprised of 8/8 double-hung windows with wood spandrels and 9-light round, hinged-top windows. The recessed, arched entry is adorned with a concrete keystone and impost and a Colonial Revival door surround. Additional features include a wood dentil cornice and cornice returns. An 8-side steeple contains 14/9 wood sash, arched windows, wood vents, and a metal cupola.

Individual Resource Status: **Church**

Non-Contributing

45 – 10520 Main Street 151-0003-0022

Other DHR Id #: **151-0006**

Primary Resource Information: **Single Dwelling, Stories 2.50, Style: Greek Revival, 1835.**

Two-and-a-half stories high and five bays wide, this dwelling is constructed of five-course American bond brick and is capped with a side gable, standing seam roof. Fenestration is comprised of 6/6 double-hung windows with splayed, jack arch lintels. The house has four interior chimneys and a one-story, one-bay wood porch with square columns and railing. Additional features of the house include a Greek Revival door surround with sidelights, a molded wood cornice and cornice returns, and wood sills. The western two bays of the building are part of the original house; the eastern two bays were added in 1911. The rear elevation of the house contains a one-story, frame enclosed porch.

Individual Resource Status: **Church Related Residence**

Contributing

46 – 10520 Main Street (not surveyed)

Primary Resource Information: **Single Dwelling, Stories 2.0, Style: Other, ca. 1950.**

Two stories high, this single dwelling is constructed of wood frame clad with weatherboard siding and is capped by a cross gable roof sheathed in asphalt shingles. A three-bay porch shelters the main entrance. Brick wings have been subsequently added to the house.

Individual Resource Status: **Church Related Residence**

Contributing

47 – 10523 Main Street 151-5456

Primary Resource Information: **Office, Stories 2.00, Style: Modern Movement, ca. 1975.**

Two-stories high and seven bays wide, this office building is constructed of five-course American bond brick and is capped with a flat roof. Fenestration is comprised of one-light fixed windows. A one-story overhang porch covers the entrance. Additional details of the building include a concrete belt course, watertable, and cornice.

Individual Resource Status: **Office**

Non-Contributing

48 – 10533 Main Street 151-5454

Primary Resource Information: **Office/Office Bldg., Stories 2.00, Style: Colonial Revival, ca. 1980.**

Two stories high and five bays wide, this office building is constructed of stretcher bond brick and is capped with a flat roof. Fenestration is comprised of 8/8 double-hung windows. The building contains one exterior-end, corbelled chimney. Additional features of the building include a projecting brick beltcourse, a brick watertable, splay, jack arch lintels, rowlock sills, and a projecting wood cornice.

Individual Resource Status: **Office/Office Bldg.**

Non-Contributing

50 – 10555 Main Street 151-5455

Primary Resource Information: **Office, Stories 6.00, Style: Colonial Revival, ca. 2000.**

Six stories high and ten bays wide, this office building is constructed of stretcher bond brick and is capped with a flat roof. Fenestration is comprised of 6/6 double-hung windows. A one-story, two-bay concrete porch covers the main entrance. Additional features of the building include brick quoins, a dentil cornice, and concrete sills.

Individual Resource Status: **Office**

Non-Contributing

51 – 10561 Main Street 151-5468

Primary Resource Information: **Cemetery, ca 1860**

Located on the south side of Main Street, to the west of the City of Fairfax Historic District, this cemetery is located on a sloping grassy lot and is planted with mature trees and shrubs. An asphalt-paved primary road leads into the cemetery from Main Street. Four asphalt-paved roads run parallel to this main road, and one asphalt-paved road runs perpendicular. A monument to the Confederate dead, dating from 1890, is located in the middle of a landscaped circle on the main road. This circle is located approximately halfway up the hill from Main Street.

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Individual Resource Status: **Cemetery**

Contributing

52 – 10565 Main Street 151-5014

Primary Resource Information: **Funeral Home, Stories 2.00, Style: Other, ca. 1910.**

This two-story, three-bay funeral home sits on a parged solid foundation, is a stuccoed masonry building, and is capped by a side-gabled roof sheathed in asphalt shingles. The facade fenestration is comprised of 6/1 wood sash windows. Other features of the building include a center interior stretcher bond brick chimney, and two circa-1980 one-story side additions.

Individual Resource Status: **Funeral Home**

Contributing

Individual Resource Status: **Garage**

Non-Contributing

53 – 10629-10633 Main Street 151-5015

Primary Resource Information: **Commercial Building, Stories 2.00, Style: Commercial Style ca. 1925.**

This two-story building sits on a solid concrete block foundation, is a masonry structure, with a six-course American with Flemish bond brick facade and concrete block and brick sides, and is capped by a flat roof with metal coping. The facade fenestration is comprised of metal plate-glass windows on the first story, and three-light metal casement windows on the second story. There is a loading dock and warehouse area at the rear of the building is constructed in part of concrete blocks, and in part of vertical wood boards. Stairs to the second story, located on the eastern side of the building, have been enclosed with aluminum siding.

Individual Resource Status: **Commercial Building**

Contributing

53. – 10645 Main Street 151-0043

Primary Resource Information: **Single Dwelling, Stories 1, Style: Other, ca. 1910.**

This one-story, three-bay frame house sits on a concrete foundation, is clad in German weatherboard siding, and is capped with a cross-gable, standing-seam metal roof. Fenestration includes 1/1 double-hung wood windows and 1-light fixed replacement wood windows on the front facade. A one-story frame porch with wood posts, decorative brackets and a partial-hipped roof covers the front porch. Two turned posts are flush to the building and flank the main entrance. The house has one central interior brick chimney. The Folk Victorian style of the house is further enhanced by the decorative verge boards located on the overhanging eaves of the front and side gables. Additions to the house include a one-story rear addition with a shed roof and a one-story rear addition with a flat roof. Both additions are clad in German weatherboard siding and the roofs are sheathed in rolled-asphalt shingles.

Individual Resource Status: **Single Dwelling**

Contributing

54 – 10649 Main Street 151-5016:

Primary Resource Information: **Single Dwelling, Stories 2.50, Style: Bungalow Craftsman, ca. 1920.**

This Craftsman style two-and-a-half story, three-bay American foursquare dwelling is stuccoed, and is capped by a hipped roof covered in rolled asphalt. The facade fenestration is comprised of 2/2 wood sash windows with vertically-divided lights. Other features of the house include a one-story, three-bay porch with battered wood posts that rest on concrete block piers, and shed dormers front and back, each clad with wood weatherboarding and with a four-light fixed wood window. The house has a square-edged wood cornice, and a projecting entry, with one-light diamond-shaped windows on its sides.

Individual Resource Status: **Single Dwelling**

Contributing

North Street

55 – 10455 North Street 151-0003-0053

Primary Resource Information: **Commercial Building, Stories 1.00, Style: Other, ca 1940.**

One story high and three bays wide, this commercial building is constructed of concrete block and is capped with a shed roof. Fenestration consists of 1x1 fixed metal windows. Additional features include exposed rafters, rowlock sills, and rowlock lintels. A wood ADA ramp has been added to the building.

Individual Resource Status: **Commercial Building**

Contributing

56 – 10415 North Street 151-0003-0046

Primary Resource Information: **Single Dwelling, Stories 1.50, Style: Other, 1920.**

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Two stories high and two bays wide, this frame dwelling sits on a stone-faced concrete block foundation, is clad in weatherboard siding, and is capped with a gambrel roof sheathed with fish scale asphalt shingles. Fenestration is comprised of 6/6 sash windows with square-edged window surrounds. Additional features of the house include a central interior brick chimney and wall dormers with shed roofs on the front and rear elevations.

Individual Resource Status: **Single Dwelling**

Contributing

57 – 10413 North Street 151-0003-0045

Primary Resource Information: **Single Dwelling, Stories 1.50, Style: Other, 1920.**

Three stories high and three bays wide, this frame dwelling sits on a concrete block foundation, is clad in asbestos siding and, is capped with a gambrel roof sheathed in asphalt shingles. Fenestration is comprised of 6/6 double-hung windows with square-edged window surrounds. A projecting, gabled bay contains the main entry. Additional features of the house include a central interior, stretcher brick chimney with a corbelled cap and wall dormers with shed roofs on the side elevations.

Individual Resource Status: **Single Dwelling**

Contributing

Old Lee Highway

58 – 3940 Old Lee Highway 151-0003-0050

Primary Resource Information: **Outbuilding, Stories 2.00, Style: Other, ca 1900.**

Two-stories high and two-bays high, this frame outbuilding sits on a concrete foundation, is clad in pressed metal, faux brick siding, and is capped with a shed roof with metal coping. Fenestration is comprised of 6/6 and 1/1 sash and one-light fixed wood windows. The shutters and the doors were added when the building was converted to commercial use.

Individual Resource Status: **Outbuilding**

Contributing

59– 3936 Old Lee Highway 151-0003-0049

Primary Resource Information: **Barn, Stories 2.00, Style: Other, 1920.**

Two-stories high and three bays wide, this frame building is clad in wood vertical board and pressed metal, faux-brick siding and capped with a front gable roof. The rear elevation is clad in corrugated metal siding. Fenestration is comprised of 6/6 sash windows. Additions to the building that mask its original use include a one-story, flat-roofed projection on the front elevation that contains a 4/4 sash bay window and a three-light transom window over the main entrance. A one-story, one-bay shed porch is located on the rear elevation. Additional features added to the building include exposed roof rafters, wood brackets, and a stretcher brick chimney.

Individual Resource Status: **Barn**

Non-Contributing

60 – 3934 Old Lee Highway 151-0003-0051

Primary Resource Information: **Commercial Building, Stories 1.00, Style: Other, 1900.**

This one-story, three bay frame building is clad in concrete, contains a brick veneer façade, and is capped with a standing-seam metal roof. The south elevation is clad in board-and-batten siding. Fenestration is comprised of 6/6 and a fixed 20-light window. The building has one central interior brick chimney. A gazebo-like frame building (3934A Old Lee Highway) is located in front of the building.

Individual Resource Status: **Commercial Building**

Contributing

Individual Resource Status: **Other**

Non-contributing

61 – The Manassas Gap Rail Road Bed 151-5444

Primary Resource Information: **Rail-related, Stories 00, Style: None, 1853.**

The Manassas Gap Railroad Bed, part of the Manassas Gap Railroad Independent Line, is an unfinished railroad bed (rails were never laid) built through Fairfax City. Construction of the railroad began in 1854 with the ultimate goal to link Alexandria with Gainesville, eventually connecting with Strasburg as a transportation route to the Shenandoah Valley. The bed was constructed by using a “cut and fill” method to form embankments up to 20 feet high to create a level grade. Due to construction costs, the Manassas Gap Railroad went deeply into debt and construction halted in 1858. Although the line was never completed, it still played an important role in the Civil War as the cuts and fills were used as earthworks and a transportation route. Consequently, Civil War artifacts have been recovered along the bed.

Located south of the City of Fairfax Cemetery between Page Avenue and extending west beyond Judicial Avenue, this is one of the only remaining continuously intact sections of the railroad bed in the City and one of the few sections left in northern Virginia due to suburban

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development. This section, one of the best-preserved in Fairfax City, displays the highest existing embankment (fill) and the trenches (cuts) made to create the embankment. Segments of the bed are visible behind the Yorktown Apartment Buildings, the Fairfax Presbyterian Church, and in the suburban neighborhood of Warren Woods on Byrd Drive and Chestnut Street.

Individual Resource Status: **Rail-related**

Contributing

University Drive

62 – 3988 University Drive 151-0003-0048

Primary Resource Information: **Fire Station**, Stories **2.00**, Style: **Vernacular, 1932.**

Two-stories high and three-bays wide, this fire station is constructed in six-course American bond brick and is capped with a flat roof with metal coping. Fenestration is comprised of 6/6 double-hung wood windows. Originally the building had two garage bays – subsequently the doors have been enclosed with entrance doors and store front windows. A one-story brick garage, attached to the north elevation, has a front gable roof sheathed in asphalt shingles. The building contains one exterior side brick stretcher chimney with a corbelled cap. This building has been enclosed with an inset entry with casement windows and an entrance door.

Individual Resource Status: **Fire Station**

Contributing

63 – 3995 University Drive 151-0003-0047

Other DHR Id #: **151-0007**

Primary Resource Information: **Town Hall**, Stories **1.00**, Style: **Neoclassical, 1900.**

Two stories high and three bays wide, this frame building sits on a stone foundation, is clad in weatherboard siding, and is capped with a front gable, pediment roof. Fenestration is comprised of 6/6 and 4/4 double hung windows. The side elevations contain semi-circular, arched windows that extend into wall dormers and elliptical-light windows. The full-height, three-bay wood porch contains Tuscan columns that support a full entablature and pediment. It contains a central stairway that leads up to the concrete stoop and sits on a raised coursed-stone foundation. Additional features of the building include molded wood window surrounds, a fluted pilaster and dentil cornice door surround with a fanlight, and a molded wood cornice. This building underwent a total restoration in early 1986.

Individual Resource Status: **Town Hall**

Contributing

ⁱ Alan Gowans, *The Comfortable House: North American Suburban Architecture 1890-193* (Cambridge: The MIT Press, 1986), p. 84.

ⁱⁱ Netherton, Rose, Meyer, Wagner, and DiVincenzo, *Fairfax, Virginia: A City Traveling Through Time* (Fairfax, Virginia: History of the City of Fairfax Roundtable, 1997), pp. 51-52.

ⁱⁱⁱ Chester H. Liebs, *Main Street to Miracle Mile: American Roadside Architecture* (Boston: Little, Brown and Company, 1985), pp. 52-53.

^{iv} Liebs, *Main Street to Miracle Mile: American Roadside Architecture*, p. 52.

^v Liebs, *Main Street to Miracle Mile: American Roadside Architecture*, pp. 58-59.

^{vi} Liebs, *Main Street to Miracle Mile: American Roadside Architecture*, pp. 59-60.

^{vii} William Page Johnson II, "The Unfinished Manassas Gap Railroad," *The Fare Facts Gazette: The Newsletter of Historic Fairfax City, Inc.* (Spring 2004): pp. 1-3.

^{viii} Netherton, pp. 43-44.

^{ix} Elisabeth Walton Potter and Beth M. Boland, *National Register Bulletin*. "Guidelines for Evaluating and Registering Cemeteries and Burial Places," (U.S. Department of the Interior National Park Service, Interagency Resources Division, National Register of Historic Places, 1992)," p. 7.

^x Netherton, p. 43.

^{xi} Edward Coleman Trexler, Jr., *Endowed by the Creator: Families of Fairfax Court House, Virginia* (Fairfax, Virginia: James River Valley Publishing, 2003), pp. 33 and 35.

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SIGNIFICANCE SUMMARY

The City of Fairfax Historic District is significant as a continually evolving town from its early development in 1798 to its suburban-influenced growth during the 1940s and early 1950s. The initial development of the town began in the last quarter of the 18th century as the location of an important crossroads and later as the county seat when the Fairfax County Courthouse was moved from Alexandria to what is now Fairfax City in 1798. The city's earliest buildings are from this time period. As the town continued to grow in size and population throughout the 19th and 20th centuries, the town center also expanded to meet the needs of the residents. The buildings within the historic district reflect the changing needs of the community as it evolved from an 1800 brick courthouse and tavern crossroads to a city of 20,500 people.

In 1987, the City of Fairfax Historic District was listed in the National Register of Historic Places under Criteria A and C. The original historic district included forty-eight resources (32 contributing resources and 16 non-contributing resources). These resources included the area encompassing the Fairfax County Courthouse and the supporting buildings constructed for office and retail functions on the major transportation routes adjacent to the courthouse. Also included in the original district were four residences, two commemorative markers, and a church complex. The period of significance was circa 1800 to 1933 (fifty years prior to the completion of the nomination). The thirty-two contributing resources represented periods of historical development of the town and many significant elements of the district are associated with the major events in the history of the county seat. Non-contributing resources within the original historic district boundaries were designated such due to their age (under fifty years at the time) or due to subsequent alterations that compromised their architectural integrity.

The expansion of the Fairfax Historic District boundaries strengthens the significance of the original district as it reflects the continuing development of the city from the 1800s to the 1950s. The historic district is eligible under Criterion A due to the town's involvement in the early civic development of Fairfax County. It is also eligible under Criterion C for its contiguous collection of distinctive architecture that reflects the styles and forms fashionable from the early 19th to the mid-20th centuries. The period of significance for the expanded Fairfax Historic District begins in 1798 when the town became the Fairfax County seat and ends in 1955.

The expanded and amended City of Fairfax Historic District includes 15 contributing resources within the original boundaries that were not listed as contributing on the original nomination. Additional resources within the expanded boundaries include eight resources (three contributing, five non-contributing). These resources illustrate the continuing evolution of the city's development and expansion along the primary infrastructure of Chain Bridge Road and Main Street. The expanded boundaries incorporate the Fairfax City Cemetery due to its significance as a 19th-century city cemetery and its commemoration of the Civil War. Expanded boundaries also include the Manassas Gap Railroad bed, one of the few remaining intact sections of the 1853-1858 railroad bed in northern Virginia.

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HISTORICAL BACKGROUND OF EXPANDED HISTORIC DISTRICT

The resources included in the amended and expanded City of Fairfax Historic District fundamentally reflect a period of expansion in the City of Fairfax in which suburban development dominated new construction and the city was transformed from a small town to a city and suburb of Washington, D.C.

The Town of Fairfax, although serviced by a nearby railroad and streetcar at the turn of the twentieth century, did not grow rapidly. By the later part of the 19th century, the railroad had spurred the development of many “mainline” suburbs nationwide and commuting for work and recreation was well established for the upper classes. The nearest railroad station to Fairfax Court House was located approximately four miles to the south in Fairfax Station. The distance, coupled with inadequate roads between the two villages, quickly became an obstacle in the suburban development of Fairfax Court House. Similarly, the electric streetcar lines began to foster tremendous expansion of suburban growth in and around cities across the United States, attracting a wide range of people from the working to upper-middle classes. By keeping fares low, the streetcar companies encouraged households to move to the suburban periphery, where the cost of land and a new home was less expensive. Often, these transportation companies owned or speculated in the real estate development of the suburbs to which the streetcars traveled. Although the electric streetcar extended through the Town of Fairfax by 1906, it did not greatly encourage the establishment of planned suburbs like those beginning to radiate from the nation’s capital. This was largely due to the availability of undeveloped land in Arlington County and the eastern half of Fairfax County, areas that were closer to the District of Columbia than the Town of Fairfax. Further, the Town and the western half of the county continued to maintain an agricultural base, utilizing mass transportation, like the electric streetcar, for the transport of dairy products to local markets.

Although the rise in private automobile ownership nationwide began in the 1920s, the impact of the automobile did not drastically impact development of the Town of Fairfax until the 1940s. By this time, suburban development was infilling once-open agricultural land in Arlington County and the eastern part of Fairfax County; new and improved roads were being laid out and regularly maintained by the State Highway Administration; and the now-outdated railroad and streetcars were ceasing to operate. The automobile allowed the growing number of new residents of the Washington Metropolitan Area to commute longer distances to work and shop. This sparked the creation of distinct residential and commercial building types, with developers, builders, and merchants forced to become more creative in an effort to sell their product.

By 1950, the Town of Fairfax was home to 1,946 people compared to 635 in 1930. Tracts of land surrounding the town center had yet to be developed as planned suburbs; however the development was quickly approaching. The houses were marketed toward the middle-income family, returning World War II veterans, and very often provided Veterans Administration (VA) and/or Federal Housing Administration (FHA) financing.

During this time, commercial development was also changing in the Town of Fairfax. The construction of Route 50 connecting Lee Highway (Route 29) with an existing highway west of Fairfax, near Kamp Washington, was one of the most powerful forces in changing the development of the town. Construction of the highway began in 1931 at the beginning of a major suburban development era in the metropolitan area.^{xii} The highway lead from Centerville to Washington, D.C. and was a catalyst for commercial development on the outskirts of the City of Fairfax. Businesses

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located on Lee Highway primarily catered to automobile travelers with service stations, restaurants, and motels. Eventually, commercial development also expanded outside the boundaries of the town center. Financial institutions and office buildings were constructed west along Main Street beginning in the 1940s and several shopping centers, built circa 1960 to the present, continue east along Main Street extending beyond the city limits. These new shopping centers were convenient for the residents who lived in the subdivisions surrounding the town center. Shopping centers and several new commercial buildings also reflect the change in demographics in Fairfax from primarily agricultural workers to professional, federal workers. A number of buildings housing professional offices were constructed during this time. Development also expanded along Chain Bridge Road and Old Lee Highway due to their intersection with Route 50 (Lee Highway/Route 29). These areas, with their automobile-influenced architecture and parking lots, are exemplary of 20th-century commercial strip development and illustrate the change in commercial development from the early 19th century to the late 20th century.

^{xii} Netherton, p. 69.

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GEOGRAPHICAL DATA

UTM References Cont.

	Zone	Easting	Northing		Zone	Easting	Northing
5)	<u>18</u>	<u>299678</u>	<u>43215</u>	13)	<u>18</u>	<u>299588</u>	<u>432283</u>
6)	<u>18</u>	<u>299375</u>	<u>432143</u>	14)	<u>18</u>	<u>299804</u>	<u>432322</u>
7)	<u>18</u>	<u>299320</u>	<u>43213</u>	15)	<u>18</u>	<u>299826</u>	<u>432109</u>
8)	<u>18</u>	<u>298514</u>	<u>43287</u>	16)	<u>18</u>	<u>3056</u>	<u>43242</u>
9)	<u>18</u>	<u>298524</u>	<u>432108</u>	17)	<u>18</u>	<u>3024</u>	<u>431953</u>
10)	<u>18</u>	<u>299135</u>	<u>43258</u>	18)	<u>18</u>	<u>299971</u>	<u>431962</u>
11)	<u>18</u>	<u>297205</u>	<u>432284</u>	19)	<u>18</u>	<u>299947</u>	<u>431916</u>
12)	<u>18</u>	<u>299531</u>	<u>432134</u>	20)	<u>18</u>	<u>299820</u>	<u>431948</u>

Verbal Boundary Description

The boundaries of the expanded City of Fairfax Historic District include the original boundaries shown by the black lines on the accompanying map entitled "City of Fairfax Historic District."

The expanded boundaries encompass 48.961 acres bounded by the following parameters: beginning at the intersection of Main Street (also known as Little River Turnpike) and West drive, at the original western boundary, continuing west along Main street to include those properties fronting the south side of Main Street; thence along the northern boundary of City of Fairfax Cemetery to Judiciary Drive; thence south along Judiciary Drive to include the western boundary of the Fairfax City Cemetery; thence west across Judiciary Drive extending 1,223 ft. along the north and south border of the Manassas Gap Railroad bed; thence crossing east over Judiciary Drive at the southern border of the Manassas Gap Railroad bed; thence continuing east along the south border of the lots fronting Main Street and meeting the original City of Fairfax Historic District boundary at West Drive. The boundary also expands north of Truro Lane, within the Truro Episcopal Church complex, to include the current rectory, built circa 1950.

Boundary Justification:

The original City of Fairfax Historic District boundaries coincide for the most part with property lines of lots in the city: the lot of Truro Episcopal Church in the NW corner and the rear and/or side lot lines of all the buildings facing on Chain Bridge Road, Main Street, North Street, and University Drive. The boundaries are drawn to include the greatest concentration of historic buildings in the City of Fairfax, located generally to the east, north, and south of the County Courthouse. Buildings outside the district boundaries in all directions were initially excluded from the district because they were considered to be contemporary (non-contributing) elements.

The expansion of the City of Fairfax Historic District would extend the boundaries west along the south side of Main Street to Judicial Drive and includes several non-contributing late-twentieth-century commercial buildings in order to incorporate four early twentieth-century buildings fronting Main Street. One of these buildings originally served as the Station Master's House for the Fairfax City streetcar. It remains intact as one of the last buildings related to the streetcar system to survive in Fairfax City. The expanded boundaries also include the Fairfax Cemetery due to its significance as both a city cemetery and its commemoration of the Civil War. The cemetery has served the city since its establishment in

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1866. Extending westward, the boundaries importantly incorporate the remnants of the Manassas Railroad bed behind the cemetery and past Judiciary Drive. The remnants of the bed begin as an embankment, or fill, behind the cemetery, break briefly at Judiciary Drive, and continue westward as a fill, up to 20 feet in height, south of the Yorktown Apartments. The bed becomes a trench, or cut behind the Fairfax Presbyterian Church and extends westward to Woodland Drive, the western edge of the boundary. This section is included in the expanded boundaries as the most intact continuous section and the section with the most integrity inside Fairfax City. The other remaining remnants, scattered around the city, have been severely compromised by suburban residential development. The boundaries have also been expanded to include the Van Dyck House at 1 Truro Lane, which is owned by the Truro Episcopal Church. The Van Dyck House, used presently by the Truro Episcopal Church as a rectory, was the home of E. Calvin Van Dyck. Van Dyck was a native of Portsmouth, Virginia, and graduated from the University of Virginia Law School in 1948. A prominent lawyer in the City of Fairfax and a Director of the Fairfax Library Association, Van Dyck served as City Attorney and judge of the 16th Judicial Circuit Court. The church and associated buildings owned by the Truro Episcopal Church are already located in the historic district.

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Virginia Room, Fairfax County Public Library.

Virginia Department of Historic Resources, Richmond, VA.

Virginia Historical Society, Richmond, VA.

Virginia State Library, Richmond, VA.

The Washington Post, searched through Proquest online database.

DHR ID#	Resource Name	Address	Year	Architectural Style	Wuzit
151-0003	City of Fairfax Historic District	Rts. 236 & 123	1800	n/a	n/a
151-0003-0001	Fairfax County Courthouse & Jail	4000 Chain Bridge Road	1799	Early Classical Revival	Courthouse
151-0003-0003	Barbour House	4069 Chain Bridge Road	1910	Colonial Revival	Single Dwelling
151-0003-0004	Law Buildings, The	4057 Chain Bridge Road	1952	Colonial Revival	Office/Office Bldg.
151-0003-0005	Single Dwelling, 4055 Chain Bridge Road	4055 Chain Bridge Road	1925	Colonial Revival	Single Dwelling
151-0003-0007	National Bank of Fairfax	4029 Chain Bridge Road	1905	Colonial Revival	Bank
151-0003-0006	Legal Aid Building	4037 Chain Bridge Road	1970	Colonial Revival	Office/Office Bldg.
151-0003-0008	Oliver House	4023 Chain Bridge Road	1830	Greek Revival	Single Dwelling
151-0003-0009	Jesse Building	4015 Chain Bridge Road	1948	Colonial Revival	Office/Office Bldg.
151-0003-0010	McHugh & Hoffman	4011 Chain Bridge Road	1914	Colonial Revival	Office/Office Bldg.
151-0003-0011	Rust Building	4009 Chain Bridge Road	1907	Classical Revival	Office/Office Bldg.
151-0003-0012	Leigh Building	3989 Chain Bridge Road	1946	Colonial Revival	Office/Office Bldg.
151-0003-0013	Dickson Building	3976 Chain Bridge Road	1947	Colonial Revival	Office/Office Bldg.
151-0003-0014	Ford House	3977 Chain Bridge Road	1835	Greek Revival	Single Dwelling
151-0003-0015	Commercial Building, 3971 Chain Bridge Road	3971 Chain Bridge Road	1950	Commercial Style	Commercial Building
151-0003-0016	Marsh House	3970 Chain Bridge Road	1930	Colonial Revival	Single Dwelling
151-0003-0017	Moore-McCandlish House	3950 Chain Bridge Road	1840	Queen Anne	Single Dwelling
151-0003-0018	Peterson House	3936 Chain Bridge Road	1948	Other	Single Dwelling
151-0003-0019	Fabio House	3920 Chain Bridge Road	1880	Greek Revival	Single Dwelling
151-0003-0020	McCandlish House	3906 Chain Bridge Road	1928	Colonial Revival	Single Dwelling
151-0003-0021	Prichard House	3820 Chain Bridge Road	1916	Colonial Revival	Single Dwelling
151-0003-0022	Truro Episcopal Church Rectory	10520 Main Street	1835	Greek Revival	Single Dwelling
151-0003-0023	Truro Episcopal Church	10520 Main Street	1958	Colonial Revival	Church
151-0003-0024	Truro Episcopal Church Education Building	10520 Main Street	1965	Colonial Revival	Church School
151-0003-0025	Truro Episcopal Church Office	10520 Main Street	1953	Colonial Revival	Religious Facility
151-0003-0026	Truro Chapel	10520 Main Street	1933	Colonial Revival	Chapel
151-0003-0027	National Bank of Fairfax	10440 Main Street	1931	Colonial Revival	Bank
151-0003-0028	Roseberry & Foster Bonding Co.	10430 Main Street	1945	Other	Single Dwelling
151-0003-0029	Fairfax Plaza Shops*	10418-10426 Main Street	1955	Commercial Style	Commercial Building

DHR ID#	Resource Name	Address	Year	Architectural Style	Wuzit
151-0003-0030	Munday's Service Station	10423 Main Street	1952	Commercial Style	Service Building
151-0003-0031	Graham Building	10417 Main Street	1925	Commercial Style	Commercial Building
151-0003-0032	Have-A-Bite Eatery	10416 Main Street	1895	Commercial Style	Commercial Building
151-0003-0033	T.T. Reynold's	10414 Main Street	1895	Commercial Style	Commercial Building
151-0003-0034	Hazel Building	10409 Main Street	1950	Commercial Style	Commercial Building
151-0003-0035	Feed Store	10412 Main Street	1900	Commercial Style	Commercial Building
151-0003-0036	Commercial Building, 10410 Main Street	10410 Main Street	1936	Colonial Revival	Commercial Building
151-0003-0037	Fairfax Herald Building	10400 Main Street	1900	Other	Commercial Building
151-0003-0038	Ellicott Building	10403-10407 Main Street	1910	Commercial Style	Commercial Building
151-0003-0038	Ellicott Building	4002-4008 University Drive	1910	Commercial Style	Commercial Building
151-0003-0039	Victorian Square	10385-10389 Main Street	1895	Commercial Style	Single Dwelling
151-0003-0040	Saul's House	10381 Main Street	1892	Other	Single Dwelling
151-0003-0041	Earp's Ordinary (Ratcliffe-Allison House)	10386 Main Street	1805	Other	Single Dwelling
151-0003-0042	Earp's Ordinary Addition (Ratcliffe-Allison House)	10386 Main Street	1920	Colonial Revival	Single Dwelling
151-0003-0043	Ship's Hatch	10376 Main Street	1925	Bungalow/Craftsman	Single Dwelling
151-0003-0044	Draper, Dr., House	10364-10370 Main Street	1810	Federal	Single Dwelling
151-0003-0045	Single Dwelling, 10413 North Street	10413 North Street	1920	Other	Single Dwelling
151-0003-0046	Single Dwelling, 10415 North Street	10415 North Street	1920	Other	Single Dwelling
151-0003-0047	Old Town Hall	3995 University Drive	1900	Classical Revival	Town Hall
151-0003-0048	Old Firehouse	3988-3990 University Drive	1932	Other	Fire Station
151-0003-0049	Surf Shop	3936 Old Lee Highway	1920	Other	Barn
151-0003-0050	Commerical Building, 3940 Old Lee Highway	3940 Old Lee Highway	1900	Other	Outbuilding
151-0003-0051	Store, 3834A-3936 Old Lee Highway	3934A Old Lee Highway	1900	Other	Commercial Building
151-0003-0051	Store, 3834A-3936 Old Lee Highway	3936 Old Lee Highway	1975	Other	Commercial Building
151-0003-0052	Codding Building, The	10382 Main Street	1928	Other	Church
151-0003-0053	Commerical Building, 10455 North Street	10455 North Street	1940	Other	Commercial Building
151-0011	Krasnow House*	3445 Pickett Road	1790	Other	Single Dwelling
151-0013-0005	Single Dwelling, 3748 Chain Bridge Road	3748 Chain Bridge Road	1920	Colonial Craftsman	Single Dwelling
151-0026	Station Master's House	10645 Main Street	1910	Other	Single Dwelling

DHR ID#	Resource Name	Address	Year	Architectural Style	Wuzit
151-0028	Single Dwelling, 10615 Moore Street	10615 Moore Street	1910	Colonial Revival	Single Dwelling
151-0030	Single Dwelling, 3706 Howsen Avenue	3706 Howsen Avenue	1900	Late 19th and 20th E. Am.	Single Dwelling
151-0033	Fairfax Cemetery	10561 Main Street	1860	Other	Cemetery
151-0038	Fairfax Pulbic School*	10209 Main Street	1873	Italianate	School
151-0039	Tastee 29 Diner*	10536 Lee Highway	1947	Moderne	Restaurant
151-0040	Confederate Monument	10561 Main Street	1890	No Style Listed	Monument/Marker
151-0041	Single Dwelling, 10172 Main Street*	10172 Main Street	not given	not given	Single Dwelling
151-0042	Grandma's Cottage	3901 Old Lee Highway	1865	Other	Single Dwelling
151-5001	Eleven Oaks School	10515 School Street	1954	Modern Movement	School
151-5002	Newman House	10519 School Street	1930	No Style Listed	Single Dwelling
151-5003	Willcoxon Place/Blenheim	3610 Old Lee Highway	1860	Greek Revival	Single Dwelling
151-5004	Single Dwelling, 3500 Chain Bridge Road	3500 Chain Bridge Road	1880	Queen Anne	Single Dwelling
151-5005	Single Dwelling, 10507 Oak Place	10507 Oak Place	1950	No Style Listed	Single Dwelling
151-5006	Single Dwelling, 3520 Jermantown Road	3520 Jermantown Road	1950	No Style Listed	Single Dwelling
151-5007	Single Dwelling, 3600 Jermantown Road	3600 Jermantown Road	1940	No Style Listed	Single Dwelling
151-5008	Single Dwelling, 3602 Jermantown Road	3602 Jermantown Road	1940	No Style Listed	Single Dwelling
151-5009	Single Dwelling, 10918 Marilta Court	10918 Marilta Court	1940	No Style Listed	Single Dwelling
151-5010	Single Dwelling, 10916 Marilta Court	10916 Marilta Court	1940	No Style Listed	Single Dwelling
151-5011	Single Dwelling, 10914 Marilta Court	10914 Marilta Court	1950	No Style Listed	Single Dwelling
151-5012	Single Dwelling, 10912 Marilta Court	10912 Marilta Court	1950	No Style Listed	Single Dwelling
151-5013	Fairfax Residency Office Building	3565 Chain Bridge Road	1941	Colonial Revival	Office/Office Bldg.
151-5014	Funeral Home, 10565 Main Street	10565 Main Street	1910	Other	Funeral Home
151-5015	Commercial Building, 10629-10633 Main Str	10629-10633 Main Street	1925	Commercial Style	Commercial Building
151-5016	Single Dwelling, 10649 Main Street	10649 Main Street	1920	Bungalow/Craftsman	Single Dwelling
151-5017	Multiple Dwelling, 4020 Yorktown Drive	4020 Yorktown Drive	1950	Modern Movement	Multiple dwelling
151-5018	Multiple Dwelling, 4021 Yorktown Drive	4021 Yorktown Drive	1950	Modern Movement	Multiple dwelling
151-5019	Multiple Dwelling, 4022 Yorktown Drive	4022 Yorktown Drive	1950	Modern Movement	Multiple dwelling
151-5020	Single Dwelling, 10606 Cedar Avenue	10606 Cedar Avenue	1925	Other	Single Dwelling
151-5021	Peyton Anderson Monument	9700 Lee Highway	1927	No Style Listed	Monument/Marker

DHR ID#	Resource Name	Address	Year	Architectural Style	Wuzit
151-5022	Single Dwelling, 4101 Orchard Drive	4101 Orchard Drive	1820	Other	Single Dwelling
151-5023	Single Dwelling, 10221 Sager Avenue	10221 Sager Avenue	1955	Modern Movement	Single Dwelling
151-5024	Single Dwelling, 10219 Sager Avenue	10219 Sager Avenue	1955	Modern Movement	Single Dwelling
151-5025	Single Dwelling, 10217 Sager Avenue	10217 Sager Avenue	1955	Modern Movement	Single Dwelling
151-5026	Single Dwelling, 10215 Sager Avenue	10215 Sager Avenue	1955	Modern Movement	Single Dwelling
151-5027	Single Dwelling, 10213 Sager Avenue	10213 Sager Avenue	1955	Modern Movement	Single Dwelling
151-5028	Single Dwelling, 10211 Sager Avenue	10211 Sager Avenue	1955	Modern Movement	Single Dwelling
151-5029	Single Dwelling, 10209 Sager Avenue	10209 Sager Avenue	1955	Modern Movement	Single Dwelling
151-5030	Single Dwelling, 10207 Sager Avenue	10207 Sager Avenue	1955	Modern Movement	Single Dwelling
151-5031	Single Dwelling, 10205 Sager Avenue	10205 Sager Avenue	1955	Modern Movement	Single Dwelling
151-5032	Single Dwelling, 10203 Sager Avenue	10203 Sager Avenue	1955	Modern Movement	Single Dwelling
151-5033	Single Dwelling, 10201 Sager Avenue	10201 Sager Avenue	1955	Modern Movement	Single Dwelling
151-5034	Single Dwelling, 4104 Roberts Road	4104 Roberts Road	1955	Modern Movement	Single Dwelling
151-5035	Single Dwelling, 4106 Roberts Road	4106 Roberts Road	1955	Modern Movement	Single Dwelling
151-5036	Single Dwelling, 4147 Locust Lane	4147 Locust Lane	1955	Modern Movement	Single Dwelling
151-5037	Single Dwelling, 10202 Rodgers Road	10202 Rodgers Road	1955	Modern Movement	Single Dwelling
151-5038	Single Dwelling, 10204 Rodgers Road	10204 Rodgers Road	1955	Modern Movement	Single Dwelling
151-5039	Single Dwelling, 10206 Rodgers Road	10206 Rodgers Road	1955	Modern Movement	Single Dwelling
151-5040	Single Dwelling, 10208 Rodgers Road	10208 Rodgers Road	1955	Modern Movement	Single Dwelling
151-5041	Single Dwelling, 10210 Rodgers Road	10210 Rodgers Road	1955	Modern Movement	Single Dwelling
151-5042	Single Dwelling, 10212 Rodgers Road	10212 Rodgers Road	1955	Modern Movement	Single Dwelling
151-5043	Single Dwelling, 10214 Rodgers Road	10214 Rodgers Road	1955	Modern Movement	Single Dwelling
151-5044	Single Dwelling, 10218 Rodgers Road	10218 Rodgers Road	1955	Modern Movement	Single Dwelling
151-5045	Single Dwelling, 10218 Rodgers Road	10218 Rodgers Road	1955	Modern Movement	Single Dwelling
151-5046	Single Dwelling, 10219 Rodgers Road	10219 Rodgers Road	1955	Modern Movement	Single Dwelling
151-5047	Single Dwelling, 10217 Rodgers Road	10217 Rodgers Road	1955	Modern Movement	Single Dwelling
151-5048	Single Dwelling, 10215 Rodgers Road	10215 Rodgers Road	1955	Modern Movement	Single Dwelling
151-5049	Single Dwelling, 10213 Rodgers Road	10213 Rodgers Road	1955	Modern Movement	Single Dwelling
151-5050	Single Dwelling, 10211 Rodgers Road	10211 Rodgers Road	1955	Modern Movement	Single Dwelling

DHR ID#	Resource Name	Address	Year	Architectural Style	Wuzit
151-5051	Single Dwelling, 10209 Rodgers Road	10209 Rodgers Road	1955	Modern Movement	Single Dwelling
151-5052	Single Dwelling, 10207 Rodgers Road	10207 Rodgers Road	1955	Modern Movement	Single Dwelling
151-5053	Single Dwelling, 10205 Rodgers Road	10205 Rodgers Road	1955	Modern Movement	Single Dwelling
151-5054	Single Dwelling, 4137 Locust Lane	4137 Locust Lane	1955	Modern Movement	Single Dwelling
151-5055	Single Dwelling, 4135 Locust Lane	4135 Locust Lane	1955	Modern Movement	Single Dwelling
151-5056	Single Dwelling, 4131 Locust Lane	4131 Locust Lane	1955	Modern Movement	Single Dwelling
151-5057	Single Dwelling, 4129 Locust Lane	4129 Locust Lane	1955	Modern Movement	Single Dwelling
151-5058	Single Dwelling, 4127 Locust Lane	4127 Locust Lane	1940	Modern Movement	Single Dwelling
151-5059	Single Dwelling, 4125 Locust Lane	4125 Locust Lane	1955	Modern Movement	Single Dwelling
151-5060	Single Dwelling, 4119 Locust Lane	4119 Locust Lane	1956	Modern Movement	Single Dwelling
151-5061	Single Dwelling, 4117 Locust Lane	4117 Locust Lane	1955	Modern Movement	Single Dwelling
151-5062	Single Dwelling, 4118 Locust Lane	4118 Locust Lane	1955	Modern Movement	Single Dwelling
151-5063	Single Dwelling, 4120 Locust Lane	4120 Locust Lane	1955	Modern Movement	Single Dwelling
151-5064	Single Dwelling, 4122 Locust Lane	4122 Locust Lane	1955	Modern Movement	Single Dwelling
151-5065	Single Dwelling, 4124 Locust Lane	4124 Locust Lane	1955	Modern Movement	Single Dwelling
151-5066	Single Dwelling, 4126 Locust Lane	4126 Locust Lane	1955	Modern Movement	Single Dwelling
151-5067	Single Dwelling, 4128 Locust Lane	4128 Locust Lane	1955	Modern Movement	Single Dwelling
151-5068	Single Dwelling, 4130 Locust Lane	4130 Locust Lane	1955	Modern Movement	Single Dwelling
151-5069	Single Dwelling, 4132 Locust Lane	4132 Locust Lane	1955	Modern Movement	Single Dwelling
151-5070	Single Dwelling, 4134 Locust Lane	4134 Locust Lane	1955	Modern Movement	Single Dwelling
151-5071	Single Dwelling, 4136 Locust Lane	4136 Locust Lane	1955	Modern Movement	Single Dwelling
151-5072	Single Dwelling, 4138 Locust Lane	4138 Locust Lane	1955	Modern Movement	Single Dwelling
151-5073	Single Dwelling, 4140 Locust Lane	4140 Locust Lane	1955	Modern Movement	Single Dwelling
151-5074	Single Dwelling, 4142 Locust Lane	4142 Locust Lane	1955	Modern Movement	Single Dwelling
151-5075	Single Dwelling, 4144 Locust Lane	4144 Locust Lane	1955	Modern Movement	Single Dwelling
151-5076	Single Dwelling, 4146 Locust Lane	4146 Locust Lane	1955	Modern Movement	Single Dwelling
151-5077	Single Dwelling, 4110 Roberts Road	4110 Roberts Road	1955	Modern Movement	Single Dwelling
151-5078	Single Dwelling, 4125 Addison Road	4125 Addison Road	1955	Colonial Revival	Single Dwelling
151-5079	Single Dwelling, 4126 Addison Road	4126 Addison Road	1955	Modern Movement	Single Dwelling

DHR ID#	Resource Name	Address	Year	Architectural Style	Wuzit
151-5080	Single Dwelling, 4128 Addison Road	4128 Addison Road	1955	Colonial Revival	Single Dwelling
151-5081	Single Dwelling, 4149 Addison Road	4149 Addison Road	1960	Modern Movement	Single Dwelling
151-5082	Single Dwelling, 10208 Addison Court	10208 Addison Court	1960	Modern Movement	Single Dwelling
151-5083	Single Dwelling, 10206 Addison Court	10206 Addison Court	1960	Modern Movement	Single Dwelling
151-5084	Single Dwelling, 10204 Addison Court	10204 Addison Court	1960	Modern Movement	Single Dwelling
151-5085	Single Dwelling, 10202 Addison Court	10202 Addison Court	1960	Modern Movement	Single Dwelling
151-5086	Single Dwelling, 10200 Addison Court	10200 Addison Court	1960	Modern Movement	Single Dwelling
151-5087	Single Dwelling, 10201 Addison Court	10201 Addison Court	1960	Modern Movement	Single Dwelling
151-5088	Single Dwelling, 10203 Addison Court	10203 Addison Court	1960	Modern Movement	Single Dwelling
151-5089	Single Dwelling, 10205 Addison Court	10205 Addison Court	1960	Modern Movement	Single Dwelling
151-5090	Single Dwelling, 10207 Addison Court	10207 Addison Court	1960	Modern Movement	Single Dwelling
151-5091	Single Dwelling, 4150 Addison Road	4150 Addison Road	1960	Modern Movement	Single Dwelling
151-5092	Single Dwelling, 4202 Collier Road	4202 Collier Road	1960	Modern Movement	Single Dwelling
151-5093	Single Dwelling, 4204 Collier Road	4204 Collier Road	1960	Modern Movement	Single Dwelling
151-5094	Single Dwelling, 10216 Forest Avenue	10216 Forest Avenue	1960	Modern Movement	Single Dwelling
151-5095	Single Dwelling, 10218 Forest Avenue	10218 Forest Avenue	1960	Modern Movement	Single Dwelling
151-5096	Single Dwelling, 4245 Berritt Street	4245 Berritt Street	1955	Modern Movement	Single Dwelling
151-5097	Single Dwelling, 4243 Berritt Street	4243 Berritt Street	1955	Modern Movement	Single Dwelling
151-5098	Single Dwelling, 4241 Berritt Street	4241 Berritt Street	1955	Modern Movement	Single Dwelling
151-5099	Single Dwelling, 4239 Berritt Street	4239 Berritt Street	1955	Modern Movement	Single Dwelling
151-5100	Single Dwelling, 4237 Berritt Street	4237 Berritt Street	1955	Modern Movement	Single Dwelling
151-5101	Single Dwelling, 4235 Berritt Street	4235 Berritt Street	1955	Modern Movement	Single Dwelling
151-5102	Single Dwelling, 4233 Berritt Street	4233 Berritt Street	1955	Modern Movement	Single Dwelling
151-5103	Single Dwelling, 4231 Berritt Street	4231 Berritt Street	1955	Modern Movement	Single Dwelling
151-5104	Single Dwelling, 4229 Berritt Street	4229 Berritt Street	1955	Modern Movement	Single Dwelling
151-5105	Single Dwelling, 4227 Berritt Street	4227 Berritt Street	1955	Modern Movement	Single Dwelling
151-5106	Single Dwelling, 4225 Berritt Street	4225 Berritt Street	1955	Modern Movement	Single Dwelling
151-5107	Single Dwelling, 4224 Berritt Street	4224 Berritt Street	1955	Modern Movement	Single Dwelling
151-5108	Single Dwelling, 4228 Berritt Street	4228 Berritt Street	1955	Modern Movement	Single Dwelling

DHR ID#	Resource Name	Address	Year	Architectural Style	Wuzit
151-5109	Single Dwelling, 10302 Cleveland Street	10302 Cleveland Street	1955	Modern Movement	Single Dwelling
151-5110	Single Dwelling, 10303 Cleveland Street	10303 Cleveland Street	1955	Modern Movement	Single Dwelling
151-5111	Single Dwelling, 10301 Cleveland Street	10301 Cleveland Street	1955	Modern Movement	Single Dwelling
151-5112	Single Dwelling, 4234 Berritt Street	4234 Berritt Street	1955	Modern Movement	Single Dwelling
151-5113	Single Dwelling, 4238 Berritt Street	4238 Berritt Street	1955	Modern Movement	Single Dwelling
151-5114	Single Dwelling, 4240 Berritt Street	4240 Berritt Street	1955	Modern Movement	Single Dwelling
151-5115	Single Dwelling, 4242 Berritt Street	4242 Berritt Street	1955	Modern Movement	Single Dwelling
151-5116	Single Dwelling, 4008 Burke Station Road	4008 Burke Station Road	1955	Modern Movement	Single Dwelling
151-5117	Single Dwelling, 4010 Burke Station Road	4010 Burke Station Road	1950	Colonial Revival	Single Dwelling
151-5118	Single Dwelling, 4012 Burke Station Road	4012 Burke Station Road	1950	Modern Movement	Single Dwelling
151-5119	Single Dwelling, 9900 Stoughton Road	9900 Stoughton Road	1955	Modern Movement	Single Dwelling
151-5120	Single Dwelling, 9904 Stoughton Road	9904 Stoughton Road	1955	Modern Movement	Single Dwelling
151-5121	Single Dwelling, 4019 Stonewall Avenue	4019 Stonewall Avenue	1955	Modern Movement	Single Dwelling
151-5122	Single Dwelling, 4017 Stonewall Avenue	4017 Stonewall Avenue	1955	Modern Movement	Single Dwelling
151-5123	Single Dwelling, 4015 Stonewall Avenue	4015 Stonewall Avenue	1960	Modern Movement	Single Dwelling
151-5124	Single Dwelling, 4008 Stonewall Avenue	4008 Stonewall Avenue	1940	Colonial Revival	Single Dwelling
151-5125	Single Dwelling, 4010 Stonewall Avenue	4010 Stonewall Avenue	1950	Modern Movement	Single Dwelling
151-5126	Single Dwelling, 4012 Stonewall Avenue	4012 Stonewall Avenue	1940	Colonial Revival	Single Dwelling
151-5127	Single Dwelling, 4014 Stonewall Avenue	4014 Stonewall Avenue	1955	Modern Movement	Single Dwelling
151-5128	Single Dwelling, 4016 Stonewall Avenue	4016 Stonewall Avenue	1955	Modern Movement	Single Dwelling
151-5129	Single Dwelling, 4020 Stonewall Avenue	4020 Stonewall Avenue	1955	Modern Movement	Single Dwelling
151-5130	Single Dwelling, 9911 Stoughton Road	9911 Stoughton Road	1955	Modern Movement	Single Dwelling
151-5131	Single Dwelling, 9909 Stoughton Road	9909 Stoughton Road	1955	Modern Movement	Single Dwelling
151-5132	Single Dwelling, 9907 Stoughton Road	9907 Stoughton Road	1945	Classical Revival	Single Dwelling
151-5133	Single Dwelling, 9905 Stoughton Road	9905 Stoughton Road	1950	Modern Movement	Single Dwelling
151-5134	Single Dwelling, 9901 Stoughton Road	9901 Stoughton Road	1950	Modern Movement	Single Dwelling
151-5135	Single Dwelling, 3814 Estel Road	3814 Estel Road	1955	Modern Movement	Single Dwelling
151-5136	Single Dwelling, 9702 Stanton Drive	9702 Stanton Drive	1955	Modern Movement	Single Dwelling
151-5137	Single Dwelling, 9701 Stanton Drive	9701 Stanton Drive	1955	Modern Movement	Single Dwelling

DHR ID#	Resource Name	Address	Year	Architectural Style	Wuzit
151-5138	Single Dwelling, 3904 Estel Road	3904 Estel Road	1955	Modern Movement	Single Dwelling
151-5139	Single Dwelling, 3908 Estel Road	3908 Estel Road	1955	Modern Movement	Single Dwelling
151-5140	Single Dwelling, 3910 Estel Road	3910 Estel Road	1955	Modern Movement	Single Dwelling
151-5141	Single Dwelling, 3912 Estel Road	3912 Estel Road	1960	Modern Movement	Single Dwelling
151-5142	Single Dwelling, 3914 Estel Road	3914 Estel Road	1955	Modern Movement	Single Dwelling
151-5143	Single Dwelling, 3916 Estel Road	3916 Estel Road	1955	Modern Movement	Single Dwelling
151-5144	Single Dwelling, 3917 Estel Road	3917 Estel Road	1955	Modern Movement	Single Dwelling
151-5145	Single Dwelling, 3915 Estel Road	3915 Estel Road	1955	Modern Movement	Single Dwelling
151-5146	Single Dwelling, 3913 Estel Road	3913 Estel Road	1955	Modern Movement	Single Dwelling
151-5147	Single Dwelling, 3911 Estel Road	3911 Estel Road	1955	Modern Movement	Single Dwelling
151-5148	Single Dwelling, 3909 Estel Road	3909 Estel Road	1955	Modern Movement	Single Dwelling
151-5149	Single Dwelling, 3907 Estel Road	3907 Estel Road	1955	Modern Movement	Single Dwelling
151-5150	Single Dwelling, 3905 Estel Road	3905 Estel Road	1955	Modern Movement	Single Dwelling
151-5151	Single Dwelling, 3903 Estel Road	3903 Estel Road	1955	Modern Movement	Single Dwelling
151-5152	Single Dwelling, 3903 Estel Road	3903 Estel Road	1950	Colonial Revival	Single Dwelling
151-5153	Single Dwelling, 3817 Estel Road	3817 Estel Road	1955	Modern Movement	Single Dwelling
151-5154	Single Dwelling, 3815 Estel Road	3815 Estel Road	1960	Modern Movement	Single Dwelling
151-5155	Single Dwelling, 3949 Fairview Drive	3949 Fairview Drive	1955	Modern Movement	Single Dwelling
151-5156	Single Dwelling, 3947 Fairview Drive	3947 Fairview Drive	1955	Modern Movement	Single Dwelling
151-5157	Single Dwelling, 3945 Fairview Drive	3945 Fairview Drive	1955	Modern Movement	Single Dwelling
151-5158	Single Dwelling, 3943 Fairview Drive	3943 Fairview Drive	1955	Modern Movement	Single Dwelling
151-5159	Single Dwelling, 3941 Fairview Drive	3941 Fairview Drive	1955	Modern Movement	Single Dwelling
151-5160	Single Dwelling, 3939 Fairview Drive	3939 Fairview Drive	1955	Modern Movement	Single Dwelling
151-5161	Single Dwelling, 3937 Fairview Drive	3937 Fairview Drive	1955	Modern Movement	Single Dwelling
151-5162	Single Dwelling, 3935 Fairview Drive	3935 Fairview Drive	1955	Modern Movement	Single Dwelling
151-5163	Single Dwelling, 3933 Fairview Drive	3933 Fairview Drive	1955	Modern Movement	Single Dwelling
151-5164	Single Dwelling, 3929 Fairview Drive	3929 Fairview Drive	1955	Modern Movement	Single Dwelling
151-5165	Single Dwelling, 3927 Fairview Drive	3927 Fairview Drive	1955	Modern Movement	Single Dwelling
151-5166	Single Dwelling, 3923 Fairview Drive	3923 Fairview Drive	1955	Modern Movement	Single Dwelling

DHR ID#	Resource Name	Address	Year	Architectural Style	Wuzit
151-5167	Single Dwelling, 3939 Providence Place	3939 Providence Place	1955	Modern Movement	Single Dwelling
151-5168	Single Dwelling, 3937 Providence Place	3937 Providence Place	1955	Modern Movement	Single Dwelling
151-5169	Single Dwelling, 3935 Providence Place	3935 Providence Place	1955	Modern Movement	Single Dwelling
151-5170	Single Dwelling, 3933 Providence Place	3933 Providence Place	1955	Modern Movement	Single Dwelling
151-5171	Single Dwelling, 3934 Fairview Drive	3934 Fairview Drive	1955	Modern Movement	Single Dwelling
151-5172	Single Dwelling, 3938 Fairview Drive	3938 Fairview Drive	1955	Modern Movement	Single Dwelling
151-5173	Single Dwelling, 3940 Fairview Drive	3940 Fairview Drive	1955	Modern Movement	Single Dwelling
151-5174	Single Dwelling, 3942 Fairview Drive	3942 Fairview Drive	1955	Modern Movement	Single Dwelling
151-5175	Single Dwelling, 3944 Fairview Drive	3944 Fairview Drive	1955	Modern Movement	Single Dwelling
151-5176	Single Dwelling, 3601 Embassy Lane	3601 Embassy Lane	1950	Modern Movement	Single Dwelling
151-5177	Single Dwelling, 3603 Embassy Lane	3603 Embassy Lane	1955	Modern Movement	Single Dwelling
151-5178	Single Dwelling, 3605 Embassy Lane	3605 Embassy Lane	1955	Modern Movement	Single Dwelling
151-5179	Single Dwelling, 3607 Embassy Lane	3607 Embassy Lane	1955	Modern Movement	Single Dwelling
151-5180	Single Dwelling, 3609 Embassy Lane	3609 Embassy Lane	1955	Modern Movement	Single Dwelling
151-5181	Single Dwelling, 36011 Embassy Lane	3611 Embassy Lane	1955	Modern Movement	Single Dwelling
151-5182	Single Dwelling, 36013 Embassy Lane	3613 Embassy Lane	1955	Modern Movement	Single Dwelling
151-5183	Single Dwelling, 36015 Embassy Lane	3615 Embassy Lane	1955	Modern Movement	Single Dwelling
151-5184	Single Dwelling, 9924 Colony Road	9924 Colony Road	1955	Modern Movement	Single Dwelling
151-5185	Single Dwelling, 9925 Colony Road	9925 Colony Road	1955	Modern Movement	Single Dwelling
151-5186	Single Dwelling, 9921 Colony Road	9921 Colony Road	1955	Modern Movement	Single Dwelling
151-5187	Single Dwelling, 9920 Colony Road	9920 Colony Road	1955	Modern Movement	Single Dwelling
151-5188	Single Dwelling, 3614 Embassy Lane	3614 Embassy Lane	1955	Modern Movement	Single Dwelling
151-5189	Single Dwelling, 3612 Embassy Lane	3612 Embassy Lane	1955	Modern Movement	Single Dwelling
151-5190	Single Dwelling, 3610 Embassy Lane	3610 Embassy Lane	1955	Modern Movement	Single Dwelling
151-5191	Single Dwelling, 3608 Embassy Lane	3608 Embassy Lane	1955	Modern Movement	Single Dwelling
151-5192	Single Dwelling, 3606 Embassy Lane	3606 Embassy Lane	1955	Modern Movement	Single Dwelling
151-5193	Single Dwelling, 3604 Embassy Lane	3604 Embassy Lane	1955	Modern Movement	Single Dwelling
151-5194	Single Dwelling, 3602 Embassy Lane	3602 Embassy Lane	1955	Modern Movement	Single Dwelling
151-5195	Single Dwelling, 3600 Embassy Lane	3600 Embassy Lane	1955	Modern Movement	Single Dwelling

DHR ID#	Resource Name	Address	Year	Architectural Style	Wuzit
151-5196	Single Dwelling, 3401 Brookwood Drive	3401 Brookwood Drive	1955	Modern Movement	Single Dwelling
151-5197	Single Dwelling, 3403 Brookwood Drive	3403 Brookwood Drive	1955	Modern Movement	Single Dwelling
151-5198	Single Dwelling, 3405 Brookwood Drive	3405 Brookwood Drive	1955	Modern Movement	Single Dwelling
151-5199	Single Dwelling, 3407 Brookwood Drive	3407 Brookwood Drive	1955	Modern Movement	Single Dwelling
151-5200	Single Dwelling, 3409 Brookwood Drive	3409 Brookwood Drive	1955	Modern Movement	Single Dwelling
151-5201	Single Dwelling, 3411 Brookwood Drive	3411 Brookwood Drive	1955	Modern Movement	Single Dwelling
151-5202	Single Dwelling, 3413 Brookwood Drive	3413 Brookwood Drive	1955	Modern Movement	Single Dwelling
151-5203	Single Dwelling, 9928 Pinehurst Avenue	9928 Pinehurst Avenue	1955	Modern Movement	Single Dwelling
151-5204	Single Dwelling, 9923 Pinehurst Avenue	9923 Pinehurst Avenue	1955	Modern Movement	Single Dwelling
151-5205	Single Dwelling, 9921 Pinehurst Avenue	9921 Pinehurst Avenue	1955	Modern Movement	Single Dwelling
151-5206	Single Dwelling, 9919 Pinehurst Avenue	9919 Pinehurst Avenue	1955	Modern Movement	Single Dwelling
151-5207	Single Dwelling, 9917 Pinehurst Avenue	9917 Pinehurst Avenue	1955	Modern Movement	Single Dwelling
151-5208	Single Dwelling, 9918 Pinehurst Avenue	9918 Pinehurst Avenue	1955	Modern Movement	Single Dwelling
151-5209	Single Dwelling, 9920 Pinehurst Avenue	9920 Pinehurst Avenue	1955	Modern Movement	Single Dwelling
151-5210	Single Dwelling, 9922 Pinehurst Avenue	9922 Pinehurst Avenue	1955	Modern Movement	Single Dwelling
151-5211	Single Dwelling, 9924 Pinehurst Avenue	9924 Pinehurst Avenue	1955	Modern Movement	Single Dwelling
151-5212	Single Dwelling, 3410 Brookwood Drive	3410 Brookwood Drive	1955	Modern Movement	Single Dwelling
151-5213	Single Dwelling, 3408 Brookwood Drive	3408 Brookwood Drive	1955	Modern Movement	Single Dwelling
151-5214	Single Dwelling, 3406 Brookwood Drive	3406 Brookwood Drive	1955	Modern Movement	Single Dwelling
151-5215	Single Dwelling, 3404 Brookwood Drive	3404 Brookwood Drive	1955	Modern Movement	Single Dwelling
151-5216	Single Dwelling, 3402 Brookwood Drive	3402 Brookwood Drive	1955	Modern Movement	Single Dwelling
151-5217	Hair by Design, 9547 Arlington Boulevard	9547 Arlington Boulevard	1960	Modern Movement	Commercial Building
151-5218	Service Station, 9555 Lee Highway	9555 Lee Highway	1950	Modern Movement	Service Station
151-5219	Hyway Motel	9640 Lee Highway	1940	Colonial Revival	Motel/Motel Court
151-5220	Econo Lodge	9700 Lee Highway	1940	Classical Revival	Motel/Motel Court
151-5221	Service Station, 9754 Lee Highway	9754 Lee Highway	1955	Moderne	Service Station
151-5222	Dominion Autobody	9770 Lee Highway	1960	Moderne	Service Station
151-5223	Town and Country Animal Hospital	9780 Lee Highway	1935	Colonial Revival	Commercial Building
151-5223	Town and Country Animal Hospital	9780 Lee Highway	1935	Modern Movement	Commercial Building

DHR ID#	Resource Name	Address	Year	Architectural Style	Wuzit
151-5224	Circle Glass	9788 Lee Highway	1950	Modern Movement	Commercial Building
151-5225	Boulevard Motel	9845 Lee Highway	1945	Modern Movement	Motel/Motel Court
151-5226	Anchorage Motel	9865 Lee Highway	1960	Modern Movement	Motel/Motel Court
151-5227	All American Guns	9917 B Lee Highway	1955	Modern Movement	Commercial Building
151-5228	Commercial Building, 10530 Lee Highway	10530 Lee Highway	1950	Modern Movement	Single Dwelling
151-5229	Frank's Nursery and Crafts	10930 Lee Highway	1940	Modern Movement	Commercial Building
151-5230	A.I.M Auto Service	10550 Lee Highway	1950	Modern Movement	Service Station
151-5231	Twin Dwelling, 3700-3702 Farr Avenue	3700-3702 Farr Avenue	1940	Colonial Revival	Multiple dwelling
151-5232	Twin Dwelling, 3704-3706 Farr Avenue	3704-3706 Farr Avenue	1940	Colonial Revival	Multiple dwelling
151-5233	Single Dwelling, 3708 Farr Avenue	3708 Farr Avenue	1915	Bungalow/Craftsman	Single Dwelling
151-5234	Single Dwelling, 3710 Farr Avenue	3710 Farr Avenue	1925	Bungalow/Craftsman	Single Dwelling
151-5235	Single Dwelling, 3712 Farr Avenue	3712 Farr Avenue	1930	Colonial Revival	Single Dwelling
151-5236	Twin Dwelling, 3716-3718 Farr Avenue	3716-3718 Farr Avenue	1940	Colonial Revival	Multiple dwelling
151-5237	Single Dwelling, 3720 Farr Avenue	3720 Farr Avenue	1955	Modern Movement	Single Dwelling
151-5238	Single Dwelling, 3703 Farr Avenue	3703 Farr Avenue	1930	Bungalow/Craftsman	Single Dwelling
151-5239	Single Dwelling, 10557 Warwick Avenue	10557 Warwick Avenue	1940	Colonial Revival	Single Dwelling
151-5240	Single Dwelling, 10560 Warwick Avenue	10560 Warwick Avenue	1940	Modern Movement	Single Dwelling
151-5241	Single Dwelling, 10550 Warwick Avenue	10550 Warwick Avenue	1940	Colonial Revival	Single Dwelling
151-5242	Single Dwelling, 10540 Warwick Avenue	10540 Warwick Avenue	1940	Tudor Revival	Single Dwelling
151-5243	Single Dwelling, 3705 Howsen Avenue	10540 Warwick Avenue	1955	Colonial Revival	Single Dwelling
151-5244	Single Dwelling, 3707 Howsen Avenue	3707 Howsen Avenue	1950	Modern Movement	Single Dwelling
151-5245	Single Dwelling, 10555 Warwick Avenue	10555 Warwick Avenue	1940	Colonial Revival	Single Dwelling
151-5246	Shear Strands	10655 Lee Highway	1900	Other	Single Dwelling
151-5247	Paul VI High School	10675 Lee Highway	1940	Classical Revival	School
151-5248	Single Dwelling, 10805 Lee Highway	10805 Lee Highway	1910	Colonial Revival	Single Dwelling
151-5249	Dolce Vita Cantina	10822 Lee Highway	1950	Modern Movement	Commercial Building
151-5250	Dolce Vita	10824 Lee Highway	1950	Modern Movement	Commercial Building
151-5251	Commercial Building, 10826 Lee Highway	10826 Lee Highway	1960	Modern Movement	Commercial Building
151-5252	Breezeway Motel	10829 Lee Highway	1960	Modern Movement	Motel/Motel Court

DHR ID#	Resource Name	Address	Year	Architectural Style	Wuzit
151-5253	La Mina Furniture Gallery	10960 Lee Highway	1930	Moderne	Commercial Building
151-5254	Orange Dry Cleaners	10967 Lee Highway	1940	Modern Movement	Commercial Building
151-5255	Single Dwelling, 3912 Keith Avenue	3912 Keith Avenue	1940	Colonial Revival	Single Dwelling
151-5256	Single Dwelling, 3906 Keith Avenue	3906 Keith Avenue	1940	Colonial Revival	Single Dwelling
151-5257	Single Dwelling, 3904 Keith Avenue	3904 Keith Avenue	1940	Colonial Revival	Single Dwelling
151-5258	Single Dwelling, 3900 Keith Avenue	3900 Keith Avenue	1910	Colonial Revival	Single Dwelling
151-5259	Single Dwelling, 10624 Oliver Street	10624 Oliver Street	1960	Modern Movement	Single Dwelling
151-5260	Single Dwelling, 10632 Springmann Drive	10632 Springmann Drive	1960	Modern Movement	Single Dwelling
151-5261	Single Dwelling, 10620 Oliver Street	10620 Oliver Street	1960	Modern Movement	Single Dwelling
151-5262	Single Dwelling, 10619 Oliver Street	10619 Oliver Street	1940	Colonial Revival	Single Dwelling
151-5263	Single Dwelling, 10621 Oliver Street	10621 Oliver Street	1930	Colonial Revival	Single Dwelling
151-5264	Single Dwelling, 3905 Keith Avenue	3905 Keith Avenue	1940	Colonial Revival	Single Dwelling
151-5265	Single Dwelling, 10618 Moore Street	10618 Moore Street	1940	Colonial Revival	Single Dwelling
151-5266	Single Dwelling, 10616 Moore Street	10616 Moore Street	1930	Colonial Revival	Single Dwelling
151-5267	Single Dwelling, 10614 Moore Street	10614 Moore Street	1930	Colonial Revival	Single Dwelling
151-5268	Single Dwelling, 10604 Moore Street	10604 Moore Street	1949	Colonial Revival	Single Dwelling
151-5269	Single Dwelling, 10602 Moore Street	10602 Moore Street	1949	Modern Movement	Single Dwelling
151-5270	Single Dwelling, 10609 Moore Street	10609 Moore Street	1959	Modern Movement	Single Dwelling
151-5271	Single Dwelling, 10617 Moore Street	10617 Moore Street	1940	Colonial Revival	Single Dwelling
151-5272	Single Dwelling, 10619 Moore Street	10619 Moore Street	1940	Colonial Revival	Single Dwelling
151-5273	Single Dwelling, 3915 Keith Avenue	3915 Keith Avenue	1940	Colonial Revival	Single Dwelling
151-5274	Single Dwelling, 11000 Oakwood Drive	11000 Oakwood Drive	1940	Modern Movement	Single Dwelling
151-5275	Single Dwelling, 11002 Oakwood Drive	11002 Oakwood Drive	1950	Modern Movement	Single Dwelling
151-5276	Single Dwelling, 11003 Oakwood Drive	11003 Oakwood Drive	1940	Colonial Revival	Single Dwelling
151-5277	Single Dwelling, 4115 Holly Street	4115 Holly Street	1940	Modern Movement	Single Dwelling
151-5278	Single Dwelling, 4117 Holly Street	4117 Holly Street	1940	Modern Movement	Single Dwelling
151-5279	Single Dwelling, 4119 Holly Street	4119 Holly Street	1940	Modern Movement	Single Dwelling
151-5280	Single Dwelling, 4121 Holly Street	4121 Holly Street	1940	Modern Movement	Single Dwelling
151-5281	Single Dwelling, 11005 Westmore Drive	11005 Westmore Drive	1940	Modern Movement	Single Dwelling

DHR ID#	Resource Name	Address	Year	Architectural Style	Wuzit
151-5282	Single Dwelling, 11007 Westmore Drive	11007 Westmore Drive	1940	Modern Movement	Single Dwelling
151-5283	Single Dwelling, 11008 Westmore Drive	11008 Westmore Drive	1940	Modern Movement	Single Dwelling
151-5284	Single Dwelling, 4118 Holly Street	4118 Holly Street	1940	Modern Movement	Single Dwelling
151-5285	Single Dwelling, 4116 Holly Street	4116 Holly Street	1940	Modern Movement	Single Dwelling
151-5286	Single Dwelling, 4114 Holly Street	4114 Holly Street	1940	Modern Movement	Single Dwelling
151-5287	Single Dwelling, 4112 Holly Street	4112 Holly Street	1940	Modern Movement	Single Dwelling
151-5288	Single Dwelling, 4110 Holly Street	4110 Holly Street	1940	Modern Movement	Single Dwelling
151-5289	Single Dwelling, 4108 Holly Street	4108 Holly Street	1940	Modern Movement	Single Dwelling
151-5290	Single Dwelling, 4101 Fairfax Street	4101 Fairfax Street	1940	Modern Movement	Single Dwelling
151-5291	Single Dwelling, 4105 Holly Street	4105 Holly Street	1940	Modern Movement	Single Dwelling
151-5291	Single Dwelling, 4105 Holly Street	4105 Holly Street	1940	Modern Movement	Single Dwelling
151-5292	Single Dwelling, 4107 Holly Street	4107 Holly Street	1940	Modern Movement	Single Dwelling
151-5293	Single Dwelling, 4109 Holly Street	4109 Holly Street	1940	Modern Movement	Single Dwelling
151-5294	Single Dwelling, 4115 Lamarre Drive	4115 Lamarre Drive	1955	Modern Movement	Single Dwelling
151-5295	Single Dwelling, 4113 Lamarre Drive	4113 Lamarre Drive	1955	Modern Movement	Single Dwelling
151-5296	Single Dwelling, 10727 Joyce Drive	10721 Joyce Drive	1955	Modern Movement	Single Dwelling
151-5297	Single Dwelling, 10719 Joyce Drive	10719 Joyce Drive	1955	Modern Movement	Single Dwelling
151-5298	Single Dwelling, 10725 Jones Street	10725 Jones Street	1955	Modern Movement	Single Dwelling
151-5299	Single Dwelling, 10723 Jones Street	10723 Jones Street	1955	Modern Movement	Single Dwelling
151-5300	Single Dwelling, 10721 Jones Street	10721 Jones Street	1955	Modern Movement	Single Dwelling
151-5301	Single Dwelling, 10719 Jones Street	10719 Jones Street	1955	Modern Movement	Single Dwelling
151-5302	Single Dwelling, 10717 Jones Street	10717 Jones Street	1955	Modern Movement	Single Dwelling
151-5303	Single Dwelling, 10715 Jones Street	10715 Jones Street	1955	Modern Movement	Single Dwelling
151-5304	Single Dwelling, 10716 Jones Street	10716 Jones Street	1955	Modern Movement	Single Dwelling
151-5305	Single Dwelling, 10715 Joyce Drive	10715 Joyce Drive	1955	Modern Movement	Single Dwelling
151-5306	Single Dwelling, 10713 Joyce Drive	10713 Joyce Drive	1955	Modern Movement	Single Dwelling
151-5307	Single Dwelling, 10711 Joyce Drive	10711 Joyce Drive	1955	Modern Movement	Single Dwelling
151-5308	Single Dwelling, 10710 Joyce Drive	10710 Joyce Drive	1955	Modern Movement	Single Dwelling
151-5309	Single Dwelling, 10712 Joyce Drive	10712 Joyce Drive	1955	Modern Movement	Single Dwelling

DHR ID#	Resource Name	Address	Year	Architectural Style	Wuzit
151-5310	Single Dwelling, 10710 Joyce Drive	10710 Joyce Drive	1955	Modern Movement	Single Dwelling
151-5311	Single Dwelling, 10716 Joyce Drive	10716 Joyce Drive	1955	Modern Movement	Single Dwelling
151-5312	Single Dwelling, 10718 Joyce Drive	10718 Joyce Drive	1955	Modern Movement	Single Dwelling
151-5313	Single Dwelling, 10720 Joyce Drive	10720 Joyce Drive	1955	Modern Movement	Single Dwelling
151-5314	Single Dwelling, 10722 Joyce Drive	10722 Joyce Drive	1955	Modern Movement	Single Dwelling
151-5315	Twin Dwelling, 4210 Allison Circle	4210 Allison Circle	1955	Modern Movement	Multiple dwelling
151-5315	Twin Dwelling, 4210 Allison Circle	10701 Ashby Place	1955	Modern Movement	Multiple dwelling
151-5316	Twin Dwelling, 4220-4226 Allison Circle	4220-4226 Allison Circle	1955	Modern Movement	Multiple dwelling
151-5317	Twin Dwelling, 4228-4230 Allison Circle	4228-4230 Allison Circle	1955	Modern Movement	Multiple dwelling
151-5318	Twin Dwelling, 4234-4236 Allison Circle	4234-4236 Allison Circle	1955	Modern Movement	Multiple dwelling
151-5319	Twin Dwelling, 4238-4240 Allison Circle	4238-4240 Allison Circle	1955	Modern Movement	Multiple dwelling
151-5320	Twin Dwelling, 4242-4244 Allison Circle	4242-4244 Allison Circle	1955	Modern Movement	Multiple dwelling
151-5321	Twin Dwelling, 4248-4256 Allison Circle	4248-4256 Allison Circle	1955	Modern Movement	Multiple dwelling
151-5322	Twin Dwelling, 4255-4257 Allison Circle	4255-4257 Allison Circle	1955	Modern Movement	Multiple dwelling
151-5323	Twin Dwelling, 4251-5253 Allison Circle	4251-4253 Allison Circle	1955	Modern Movement	Multiple dwelling
151-5324	Twin Dwelling, 4247-5249 Allison Circle	4247-4249 Allison Circle	1955	Modern Movement	Multiple dwelling
151-5325	Twin Dwelling, 4243-5245 Allison Circle	4243-4245 Allison Circle	1955	Modern Movement	Multiple dwelling
151-5326	Twin Dwelling, 4239-4241 Allison Circle	4239-4241 Allison Circle	1955	Modern Movement	Multiple dwelling
151-5327	Twin Dwelling, 4235-4237 Allison Circle	4235-4237 Allison Circle	1955	Modern Movement	Multiple dwelling
151-5328	Twin Dwelling, 4231-4233 Allison Circle	4231-4233 Allison Circle	1955	Modern Movement	Multiple dwelling
151-5329	Twin Dwelling, 4227-4229 Allison Circle	4227-4229 Allison Circle	1955	Modern Movement	Multiple dwelling
151-5330	Twin Dwelling, 4223-4225 Allison Circle	4223-4225 Allison Circle	1955	Modern Movement	Multiple dwelling
151-5331	Twin Dwelling, 4219-4221 Allison Circle	4219-4221 Allison Circle	1955	Modern Movement	Multiple dwelling
151-5332	Twin Dwelling, 4215-4217 Allison Circle	4215-4217 Allison Circle	1955	Modern Movement	Multiple dwelling
151-5333	Twin Dwelling, 4211-4213 Allison Circle	4211-4213 Allison Circle	1955	Modern Movement	Multiple dwelling
151-5334	Twin Dwelling, 4209 Allison Circle	4209 Allison Circle	1955	Modern Movement	Multiple dwelling
151-5334	Twin Dwelling, 4209 Allison Circle	40645 Ashby Place	1955	Modern Movement	Multiple dwelling
151-5335	Single Dwelling, 3611 Randolph Street	3611 Randolph Street	1960	Modern Movement	Single Dwelling
151-5336	Single Dwelling, 10304 Ford Road	10304 Ford Road	1955	Modern Movement	Single Dwelling

DHR ID#	Resource Name	Address	Year	Architectural Style	Wuzit
151-5337	Single Dwelling, 3709 Randolph Street	3709 Randolph Street	1955	Modern Movement	Single Dwelling
151-5338	Single Dwelling, 3612 Mason Street	3612 Mason Street	1960	Modern Movement	Single Dwelling
151-5339	Single Dwelling, 3610 Mason Street	3610 Mason Street	1960	Modern Movement	Single Dwelling
151-5340	Single Dwelling, 3608 University Drive	3608 University Drive	1960	Modern Movement	Single Dwelling
151-5341	Single Dwelling, 3704 University Drive	3704 University Drive	1960	Colonial Revival	Single Dwelling
151-5342	Single Dwelling, 3708 University Drive	3708 University Drive	1960	Colonial Revival	Single Dwelling
151-5343	Single Dwelling, 3708 University Drive	3708 University Drive	1955	Colonial Revival	Single Dwelling
151-5344	Single Dwelling, 10302 Ford Road	10302 Ford Road	1955	Colonial Revival	Single Dwelling
151-5345	Single Dwelling, 3703 Randolph Street	3703 Randolph Street	1960	Modern Movement	Single Dwelling
151-5346	Single Dwelling, 3707 Randolph Street	3707 Randolph Street	1960	Modern Movement	Single Dwelling
151-5347	Single Dwelling, 3711 Randolph Street	3711 Randolph Street	1960	Modern Movement	Single Dwelling
151-5348	Single Dwelling, 3616 Mason Street	3616 Mason Street	1960	Modern Movement	Single Dwelling
151-5349	Single Dwelling, 3614 Mason Street	3614 Mason Street	1960	Modern Movement	Single Dwelling
151-5350	Single Dwelling, 10322 Wood Road	10322 Wood Road	1960	Modern Movement	Single Dwelling
151-5351	Single Dwelling, 3603 University Drive	3603 University Drive	1960	Modern Movement	Single Dwelling
151-5352	Single Dwelling, 3605 University Drive	3603 University Drive	1960	Modern Movement	Single Dwelling
151-5353	Single Dwelling, 3702 University Drive	3702 University Drive	1955	Colonial Revival	Single Dwelling
151-5354	Single Dwelling, 3706 University Drive	3706 University Drive	1955	Colonial Revival	Single Dwelling
151-5355	Single Dwelling, 10201 Stratford Avenue	10201 Stratford Avenue	1955	Modern Movement	Single Dwelling
151-5356	Single Dwelling, 10203 Stratford Avenue	10203 Stratford Avenue	1955	Modern Movement	Single Dwelling
151-5357	Single Dwelling, 10205 Stratford Avenue	10205 Stratford Avenue	1955	Modern Movement	Single Dwelling
151-5358	Single Dwelling, 10207 Stratford Avenue	10207 Stratford Avenue	1955	Modern Movement	Single Dwelling
151-5359	Single Dwelling, 10209 Stratford Avenue	10209 Stratford Avenue	1955	Modern Movement	Single Dwelling
151-5360	Single Dwelling, 10211 Stratford Avenue	10211 Stratford Avenue	1955	Modern Movement	Single Dwelling
151-5361	Single Dwelling, 10213 Stratford Avenue	10213 Stratford Avenue	1955	Modern Movement	Single Dwelling
151-5362	Single Dwelling, 10217 Stratford Avenue	10217 Stratford Avenue	1955	Modern Movement	Single Dwelling
151-5363	Single Dwelling, 10219 Stratford Avenue	10219 Stratford Avenue	1955	Modern Movement	Single Dwelling
151-5364	Single Dwelling, 10225 Stratford Avenue	10225 Stratford Avenue	1955	Modern Movement	Single Dwelling
151-5365	Single Dwelling, 10227 Stratford Avenue	10227 Stratford Avenue	1955	Modern Movement	Single Dwelling

DHR ID#	Resource Name	Address	Year	Architectural Style	Wuzit
151-5366	Single Dwelling, 10226 Stratford Avenue	10226 Stratford Avenue	1955	Colonial Revival	Single Dwelling
151-5367	Single Dwelling, 10222 Stratford Avenue	10222 Stratford Avenue	1955	Modern Movement	Single Dwelling
151-5368	Single Dwelling, 10220 Stratford Avenue	10220 Stratford Avenue	1955	Modern Movement	Single Dwelling
151-5369	Single Dwelling, 10218 Stratford Avenue	10218 Stratford Avenue	1955	Modern Movement	Single Dwelling
151-5370	Single Dwelling, 10216 Stratford Avenue	10216 Stratford Avenue	1955	Modern Movement	Single Dwelling
151-5371	Single Dwelling, 10214 Stratford Avenue	10214 Stratford Avenue	1955	Modern Movement	Single Dwelling
151-5372	Single Dwelling, 10212 Stratford Avenue	10212 Stratford Avenue	1955	Modern Movement	Single Dwelling
151-5373	Single Dwelling, 10210 Stratford Avenue	10210 Stratford Avenue	1955	Modern Movement	Single Dwelling
151-5374	Single Dwelling, 10208 Stratford Avenue	10208 Stratford Avenue	1955	Modern Movement	Single Dwelling
151-5375	Single Dwelling, 10605 Norman Avenue	10605 Norman Avenue	1950	Modern Movement	Single Dwelling
151-5376	Single Dwelling, 10603 Norman Avenue	10603 Norman Avenue	1950	Modern Movement	Single Dwelling
151-5377	Single Dwelling, 3500 Perry Street	3500 Perry Street	1950	Modern Movement	Single Dwelling
151-5378	Single Dwelling, 3502 Perry Street	3502 Perry Street	1955	Modern Movement	Single Dwelling
151-5379	Single Dwelling, 3504 Perry Street	3504 Perry Street	1950	Modern Movement	Single Dwelling
151-5380	Single Dwelling, 3508 Perry Street	3508 Perry Street	1960	Modern Movement	Single Dwelling
151-5381	Single Dwelling, 3510 Perry Street	3510 Perry Street	1955	Modern Movement	Single Dwelling
151-5382	Single Dwelling, 3512 Perry Street	3512 Perry Street	1955	Modern Movement	Single Dwelling
151-5383	Single Dwelling, 10600 Howerton Avenue	10600 Howerton Avenue	1955	Modern Movement	Single Dwelling
151-5384	Single Dwelling, 10606 Howerton Avenue	10606 Howerton Avenue	1955	Modern Movement	Single Dwelling
151-5385	Single Dwelling, 3515 Burrows Avenue	3515 Burrows Avenue	1955	Modern Movement	Single Dwelling
151-5386	Single Dwelling, 3511 Burrows Avenue	3511 Burrows Avenue	1955	Modern Movement	Single Dwelling
151-5387	Single Dwelling, 3509 Burrows Avenue	3509 Burrows Avenue	1955	Modern Movement	Single Dwelling
151-5388	Single Dwelling, 3507 Burrows Avenue	3507 Burrows Avenue	1955	Modern Movement	Single Dwelling
151-5389	Single Dwelling, 3505 Burrows Avenue	3505 Burrows Avenue	1949	Modern Movement	Single Dwelling
151-5390	Single Dwelling, 3503 Burrows Avenue	3503 Burrows Avenue	1955	Modern Movement	Single Dwelling
151-5391	Single Dwelling, 10607 Norman Avenue	10607 Norman Avenue	1955	Modern Movement	Single Dwelling
151-5392	Single Dwelling, 10608 Norman Avenue	10608 Norman Avenue	1960	Modern Movement	Single Dwelling
151-5393	Single Dwelling, 10606 Norman Avenue	10606 Norman Avenue	1960	Modern Movement	Single Dwelling
151-5394	Single Dwelling, 10604 Norman Avenue	10604 Norman Avenue	1955	Modern Movement	Single Dwelling

DHR ID#	Resource Name	Address	Year	Architectural Style	Wuzit
151-5395	Single Dwelling, 10701 Orchard Street	10701 Orchard Street	1955	Modern Movement	Single Dwelling
151-5396	Single Dwelling, 10703 Orchard Street	10703 Orchard Street	1955	Modern Movement	Single Dwelling
151-5397	Single Dwelling, 10707 Orchard Street	10707 Orchard Street	1955	Modern Movement	Single Dwelling
151-5398	Single Dwelling, 10707 Orchard Street	10707 Orchard Street	1945	Modern Movement	Single Dwelling
151-5399	Single Dwelling, 10711 Orchard Street	10711 Orchard Street	1955	Modern Movement	Single Dwelling
151-5400	Single Dwelling, 10713 Orchard Street	10713 Orchard Street	1955	Modern Movement	Single Dwelling
151-5401	Single Dwelling, 10715 Orchard Street	10715 Orchard Street	1960	Modern Movement	Single Dwelling
151-5402	Single Dwelling, 10717 Orchard Street	10717 Orchard Street	1955	Modern Movement	Single Dwelling
151-5403	Single Dwelling, 10719 Orchard Street	10719 Orchard Street	1950	Modern Movement	Single Dwelling
151-5404	Single Dwelling, 10721 Orchard Street	10721 Orchard Street	1950	Modern Movement	Garage
151-5405	Single Dwelling, 10804 Orchard Street	10804 Orchard Street	1960	Modern Movement	Single Dwelling
151-5406	Single Dwelling, 10800 Orchard Street	10800 Orchard Street	1955	Modern Movement	Single Dwelling
151-5407	Single Dwelling, 10720 Orchard Street	10720 Orchard Street	1955	Modern Movement	Single Dwelling
151-5408	Single Dwelling, 10718 Orchard Street	10718 Orchard Street	1955	Modern Movement	Single Dwelling
151-5409	Single Dwelling, 10716 Orchard Street	10716 Orchard Street	1955	Modern Movement	Single Dwelling
151-5410	Single Dwelling, 10710 Orchard Street	10710 Orchard Street	1950	Modern Movement	Single Dwelling
151-5411	Single Dwelling, 10711 Orchard Street	10711 Orchard Street	1957	Modern Movement	Single Dwelling
151-5412	Single Dwelling, 10704 Orchard Street	10704 Orchard Street	1950	Modern Movement	Single Dwelling
151-5413	Single Dwelling, 10702 Orchard Street	10702 Orchard Street	1955	Modern Movement	Single Dwelling
151-5414	Single Dwelling, 10700 Orchard Street	10700 Orchard Street	1955	Modern Movement	Single Dwelling
151-5415	Single Dwelling, 10930 Fairchester Drive	10390 Fairchester Drive	1955	Modern Movement	Single Dwelling
151-5416	Single Dwelling, 10932 Fairchester Drive	10392 Fairchester Drive	1955	Modern Movement	Single Dwelling
151-5417	Single Dwelling, 3823 Egan Drive	3823 Egan Drive	1955	Modern Movement	Single Dwelling
151-5418	Single Dwelling, 3821 Egan Drive	3821 Egan Drive	1955	Modern Movement	Single Dwelling
151-5419	Single Dwelling, 3819 Egan Drive	3819 Egan Drive	1955	Modern Movement	Single Dwelling
151-5420	Single Dwelling, 3817 Egan Drive	3817 Egan Drive	1955	Modern Movement	Single Dwelling
151-5421	Single Dwelling, 3815 Egan Drive	3815 Egan Drive	1955	Modern Movement	Single Dwelling
151-5422	Single Dwelling, 3813 Egan Drive	3813 Egan Drive	1955	Modern Movement	Single Dwelling
151-5423	Single Dwelling, 3811 Egan Drive	3811 Egan Drive	1955	Modern Movement	Single Dwelling

DHR ID#	Resource Name	Address	Year	Architectural Style	Wuzit
151-5424	Single Dwelling, 10917 Woodhaven Drive	10917 Woodhaven Drive	1955	Modern Movement	Single Dwelling
151-5425	Single Dwelling, 10915 Woodhaven Drive	10915 Woodhaven Drive	1955	Modern Movement	Single Dwelling
151-5426	Single Dwelling, 10913 Woodhaven Drive	10913 Woodhaven Drive	1955	Modern Movement	Single Dwelling
151-5427	Single Dwelling, 3810 Ren Road	3810 Ren Road	1955	Modern Movement	Single Dwelling
151-5428	Single Dwelling, 3812 Ren Road	3812 Ren Road	1955	Modern Movement	Single Dwelling
151-5429	Single Dwelling, 3814 Ren Road	3814 Ren Road	1955	Modern Movement	Single Dwelling
151-5430	Single Dwelling, 3816 Ren Road	3816 Ren Road	1955	Modern Movement	Single Dwelling
151-5431	Single Dwelling, 3818 Ren Road	3818 Ren Road	1955	Modern Movement	Single Dwelling
151-5432	Single Dwelling, 3820 Ren Road	3820 Ren Road	1955	Modern Movement	Single Dwelling
151-5433	Single Dwelling, 10926 Fairchester Drive	10926 Fairchester Drive	1955	Modern Movement	Single Dwelling
151-5434	Single Dwelling, 10925 Fairchester Drive	10925 Fairchester Drive	1955	Modern Movement	Single Dwelling
151-5435	Single Dwelling, 4320 Chain Bridge Road	4320 Chain Bridge Road	1935	Other	Single Dwelling
151-5436	Single Dwelling, 4310 Chain Bridge Road	4310 Chain Bridge Road	1940	Other	Single Dwelling
151-5437	Single Dwelling, 4310 Chain Bridge Road	4310 Chain Bridge Road	1945	Other	Single Dwelling
151-5438	Single Dwelling, 4283 Chain Bridge Road	4283 Chain Bridge Road	1930	Bungalow/Craftsman	Single Dwelling
151-5439	Single Dwelling, 4235 Chain Bridge Road	4235 Chain Bridge Road	1850	Other	Single Dwelling
151-5440	Single Dwelling, 4300 Chain Bridge Road	4300 Chain Bridge Road	1930	Other	Single Dwelling
151-5441	Single Dwelling, 3665 Old Lee Highway	3665 Old Lee Highway	1925	Bungalow/Craftsman	Single Dwelling
151-5442	Single Dwelling, 3675 Old Lee Highway	3675 Old Lee Highway	1950	Colonial Revival	Single Dwelling
151-5443	Single Dwelling, 3681 Old Lee Highway	3681 Old Lee Highway	1930	Colonial Revival	Single Dwelling
151-5444	Manassas Gap Railroad Bed	n/a	1853	n/a	Rail-Related
151-5445	Single Dwelling, 3685 Old Lee Highway	3685 Old Lee Highway	1930	Colonial Revival	Single Dwelling
151-5446	Single Dwelling, 3567 Old Lee Highway	3567 Old Lee Highway	1935	Other	Single Dwelling
151-5447	Single Dwelling, 3563 Old Lee Highway	3563 Old Lee Highway	1930	Other	Single Dwelling
151-5448	Single Dwelling, 3552 Old Lee Highway	3552 Old Lee Highway	1920	Bungalow/Craftsman	Single Dwelling
151-5449	Single Dwelling, 3550 Old Lee Highway	3550 Old Lee Highway	1955	Modern Movement	Single Dwelling
151-5450	Single Dwelling, 10513 Cedar Avenue	10513 Cedar Avenue	1948	Colonial Revival	Single Dwelling
151-5451	Single Dwelling, 10514 Cedar Avenue	10514 Cedar Avenue	1948	Colonial Revival	Single Dwelling
151-5452	Single Dwelling, 3617 Chain Bridge Road	3617 Chain Bridge Road	1945	Colonial Revival	Single Dwelling

DHR ID#	Resource Name	Address	Year	Architectural Style	Wuzit
151-5453	Library, 3915 Chain Bridge Road	3915 Chain Bridge Road	1960	Modern Movement	Library
151-5454	Brault Palmer Grove Zimmerman White & Steinhilber	10533 Main Street	1980	Colonial Revival	Office/Office Bldg.
151-5455	Fairfax Building	10555 Main Street	2000	Colonial Revival	Office/Office Bldg.
151-5456	Office, 10523 Main Street	10523 Main Street	1975	Modern Movement	Office/Office Bldg.
151-5457	Restaurant, 10515 Main Street	10515 Main Street	1965	Other	Restaurant
151-5458	Wachovia	10501 Main Street	1960	Colonial Revival	Bank
151-5459	Single Dwelling, 10530 Page Avenue	10530 Page Avenue	1940	Colonial Revival	Single Dwelling
151-5460	Commercial Building, 3987 University Drive	10421-10425 North Street	1955	Modern Movement	Commercial Building
151-5460	Office, 4085 Chain Bridge Road	4085 Chain Bridge Road	1965	Modern Movement	Office/Office Bldg.
151-5462	Office, 4101 Chain Bridge Road	4101 Chain Bridge Road	1950	Colonial Revival	Office/Office Bldg.
151-5463	Office, 4103 Chain Bridge Road	4103 Chain Bridge Road	1945	Modern Movement	Office/Office Bldg.
151-5464	Office, 4117 Chain Bridge Road	4117 Chain Bridge Road	1955	Modern Movement	Office/Office Bldg.
151-5465	Single Dwelling, 4131 Chain Bridge Road	4131 Chain Bridge Road	1955	Colonial Revival	Single Dwelling
151-5466	Post Office, 3951 Chain Bridge Road	3951 Chain Bridge Road	1960	Modern Movement	Post Office
151-5467	Single Dwelling, 10315 Sager Avenue	10315 Sager Avenue	1955	Other	Garage
151-5468	Washington, Arlington, and Falls Church E. Train Bed	10500 Orchard Street	1904	n/a	Rail-Related
151-5469	Freedom Bail Bonds	10610 Main Street	1940	Commercial Style	Commercial Building
151-5470	Single Dwelling, 10609 Oliver Street	10609 Oliver Street	1940	Colonial Revival	Single Dwelling
151-5471	Carriage Single Dwelling, 10609 Oliver Street	10609 Oliver Street	1912	Other	Carriage House
151-5472	Single Dwelling, 3902 Railroad Avenue	3902 Railroad Avenue	1945	Colonial Revival	Single Dwelling
151-5473	Single Dwelling, 3900 Railroad Avenue	3900 Railroad Avenue	1950	Modern Movement	Single Dwelling
151-5474	Single Dwelling, 3902 Railroad Avenue	3902 Railroad Avenue	1940	Other	Garage
151-5475	Fairfax Baptist Church	10830 Main Street	1951	Colonial Revival	Church
151-5476	McKeever Services Corporation	10856 Main Street	1930	Bungalow/Craftsman	Single Dwelling
151-5477	Commercial Building, 10900 Main Street	10900 Main Street	1940	Commercial Style	Commercial Building
151-5478	Single Dwelling, 10533 Cedar Avenue	10533 Cedar Avenue	1945	Modern Movement	Single Dwelling
151-5479	Single Dwelling, 10535 Cedar Avenue	10535 Cedar Avenue	1945	Other	Single Dwelling
151-5480	Single Dwelling, 10605 Cedar Avenue	10605 Cedar Avenue	1950	Modern Movement	Single Dwelling
151-5481	Single Dwelling, 10810 Maple Street	10810 Maple Street	1955	Modern Movement	Single Dwelling

DHR ID#	Resource Name	Address	Year	Architectural Style	Wuzit
151-5482	Single Dwelling, 10812 Maple Street	10812 Maple Street	1955	Modern Movement	Single Dwelling
151-5483	Single Dwelling, 10814 Maple Street	10814 Maple Street	1955	Modern Movement	Single Dwelling
151-5484	Single Dwelling, 10816 Maple Street	10816 Maple Street	1955	Modern Movement	Single Dwelling
151-5485	Single Dwelling, 10818 Maple Street	10818 Maple Street	1955	Modern Movement	Single Dwelling
151-5486	Single Dwelling, 10820 Maple Street	10820 Maple Street	1955	Modern Movement	Single Dwelling
151-5487	Single Dwelling, 10822 Maple Street	10822 Maple Street	1955	Modern Movement	Single Dwelling
151-5488	Single Dwelling, 10822 Maple Street	10823 Maple Street	1955	Modern Movement	Single Dwelling
151-5488	Single Dwelling, 10911 Byrd Drive	10911 Byrd Drive	1955	Modern Movement	Single Dwelling
151-5489	Single Dwelling, 10911 Byrd Drive	10911 Byrd Drive	1955	Modern Movement	Single Dwelling
151-5490	Single Dwelling, 10909 Byrd Drive	10909 Byrd Drive	1955	Modern Movement	Single Dwelling
151-5491	Single Dwelling, 10907 Byrd Drive	10907 Byrd Drive	1955	Modern Movement	Single Dwelling
151-5492	Single Dwelling, 10905 Byrd Drive	10905 Byrd Drive	1955	Modern Movement	Single Dwelling
151-5493	Single Dwelling, 10902 Byrd Drive	10902 Byrd Drive	1955	Modern Movement	Single Dwelling
151-5494	Single Dwelling, 10904 Byrd Drive	10904 Byrd Drive	1955	Modern Movement	Single Dwelling
151-5495	Single Dwelling, 10906 Byrd Drive	10906 Byrd Drive	1955	Modern Movement	Single Dwelling
151-5496	Single Dwelling, 10908 Byrd Drive	10908 Byrd Drive	1955	Modern Movement	Single Dwelling
151-5497	Single Dwelling, 10910 Byrd Drive	10910 Byrd Drive	1955	Modern Movement	Single Dwelling
151-5498	Single Dwelling, 10912 Byrd Drive	10912 Byrd Drive	1955	Modern Movement	Single Dwelling
151-5499	Single Dwelling, 10914 Byrd Drive	10914 Byrd Drive	1955	Modern Movement	Single Dwelling
151-5500	Single Dwelling, 10903 Byrd Drive	10903 Byrd Drive	1955	Modern Movement	Single Dwelling
151-5501	Single Dwelling, 10085 Main Street	10085 Main Street	1955	Modern Movement	Single Dwelling
151-5502	Single Dwelling, 10109 Main Street	10109 Main Street	1940	Modern Movement	Single Dwelling
151-5503	Single Dwelling, 10119 Main Street	10119 Main Street	1940	Other	Single Dwelling
151-5504	Service Station, 9919 Main Street	9919 Main Street	1955	Moderne	Service Station
151-5505	Single Dwelling, 3807 Keith Avenue	3807 Keith Avenue	1950	Modern Movement	Single Dwelling
151-5506	Single Dwelling, 3809 Keith Avenue	3809 Keith Avenue	1950	Modern Movement	Single Dwelling
151-5507	Single Dwelling, 10600 Moore Street	10600 Moore Street	1955	Modern Movement	Single Dwelling
	Truro Episcopal ChurchRectory	10520 Main Street	1950	Other	Single Dwelling