

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 National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. 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.

1. Name of Property

Historic name: City of Fairfax Historic District (2022 Update)
Other names/site number: DHR ID 151-0003
Name of related multiple property listing:
N/A
(Enter "N/A" if property is not part of a multiple property listing)

2. Location

Street & number: Intersection of VA Routes 236 & 123
City or town: Fairfax State: VA County: Independent City
Not For Publication: NA Vicinity: NA

3. State/Federal Agency Certification

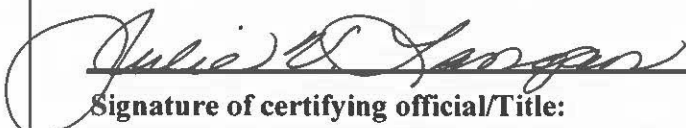
As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this additional documentation move removal name change (additional documentation) other meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

national statewide local

Applicable National Register Criteria:

A B C D

 Signature of certifying official/Title:	<u>1/30/2024</u> Date
State or Federal agency/bureau or Tribal Government	
In my opinion, the property <input type="checkbox"/> meets <input type="checkbox"/> does not meet the National Register criteria.	
Signature of commenting official:	Date
Title :	State or Federal agency/bureau or Tribal Government

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4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:) _____

Signature of the Keeper

Date of Action

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Introduction

The City of Fairfax Historic District was originally listed in the Virginia Landmarks Register in 1986 and the National Register of Historic Places in 1987 at the statewide level of significance. The historic district was listed with significance in the areas of **Commerce** and **Politics/Government** as a local government center, market, and community in Fairfax County from the late nineteenth century through the 1930s. The district’s diverse collection of property types and architectural styles demonstrate its significance in the area of **Architecture**. The original nomination included 48 buildings (32 contributing buildings and 16 non-contributing buildings). These buildings included the original Fairfax County Courthouse complex constructed in 1799 and the core areas of the village area that evolved around the courthouse during the nineteenth and early twentieth centuries, as well as dwellings, commercial buildings, churches, banks, and professional offices that illustrated the community’s growth. The district’s period of significance was marked as 1800-1899 and 1900-, with significant dates of 1800, 1861-1865, and 1890-1933. The year 1933, therefore, is understood to be the end date of the district’s period of significance at the time of the original nomination. The district’s statewide level of significance has been retained.

The additional documentation herein includes only the sections of the current nomination form that have updated information. For example, in Section 5, ownership categories are update and the newly identified contributing and noncontributing resources are tabulated, while the number of resources originally counted as contributing are shown in the “previously listed” line. Section 6 includes updated lists of historic and current functions of resources within the district. In Section 7, an updated narrative description and inventory of contributing and non-contributing resources are provided, while Section 8 includes additional areas of local significance that justify extending the period of significance for the district to end in 1965. Section 9 includes the bibliographic resources used as references for the additional documentation. The historic district’s boundary *has not changed* as a result of this nomination update. In Section 10, however, latitude and longitude coordinates are provided in keeping with current National Park Service guidance. Current, more precisely mapped boundaries for the district are attached hereto as well.

5. Classification

Ownership of Property

(Check as many boxes as apply.)

Private:

Public – Local

Public – State

Public – Federal

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Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>46</u>	<u>9</u>	buildings
<u>0</u>	<u>1</u>	sites
<u>1</u>	<u>1</u>	structures
<u>0</u>	<u>0</u>	objects
<u>47</u>	<u>11</u>	Total

Number of contributing resources previously listed in the National Register 3
 Ratcliffe-Logan-Allison House (individually listed in 1973); Fairfax County Courthouse
 (individually listed in 1974; boundary increase in 1980 added the boundary was expanded to
 include the jail, a contributing building).

6. Function or Use

Historic Functions

(Enter categories from instructions.)

- Domestic: Single Dwelling
- Domestic: Secondary Structure
- Commerce/Trade: Professional
- Commerce/Trade: Business
- Commerce/Trade: Financial Institution
- Government: Courthouse
- Government: Corrections Facility
- Social: Meeting Hall

Current Functions

(Enter categories from instructions.)

- Domestic: Single Dwelling
- Domestic: Secondary Structures
- Commerce/Trade: Professional
- Commerce/Trade: Financial Institution
- Commerce/Trade: Restaurant
- Commerce/Trade: Specialty Store

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- Commerce/Trade: Business
- Religion: Religious Facility
- Government: Courthouse
- Recreation and Culture: Museum

7. Description

Architectural Classification

(Enter categories from instructions.)

COLONIAL: Georgian

EARLY REPUBLIC: Federal

MID-19TH CENTURY: Greek Revival

LATE VICTORIAN: Queen Anne

LATE 19TH AND 20TH CENTURY REVIVALS: Colonial Revival; Georgian Revival;

Classical Revival

LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS:

Bungalow/Craftsman

MODERN MOVEMENT: International Style

OTHER: Commercial Style

Materials: (enter categories from instructions.)

Principal exterior materials of the property: wood, brick, slate, concrete vinyl, asphalt, metal, glass

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The City of Fairfax Historic District is located approximately fifteen miles west of the District of Columbia in the geographic center of Fairfax County and is centered around the intersection of Chain Bridge Road (Route 123), also known as Ox Road, with the Little River Turnpike (Route 236), known locally as Main Street. Resources within the district consist of a collection of properties that reflect the growth and development of the county seat of Fairfax County from 1799 to the mid twentieth century. The historic district today includes sixty-one (61) total

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resources, of which forty-nine (49) are contributing buildings and one (1) is a contributing site, as well as ten (10) non-contributing resources, which consist of nine (9) buildings, one (1) site, and one (1) structure. Contributing property types include single-family dwellings, commercial buildings, government buildings, churches, office buildings, and a school. Architecturally, these resources reflect a variety of popular design trends that span these years, including examples of Federal, Greek Revival, Victorian, Colonial/Georgian Revival, and International Style architecture as well as more vernacular commercial style architecture from both the late nineteenth and early twentieth century. Also contributing are three buildings that were individually listed prior to the historic district's nomination. They are the Ratcliffe-Logan-Allison House, listed in 1973, and the Fairfax County Courthouse, listed in 1974 with a boundary increase approved in 1980 that added the jail as a contributing building. With regard to non-contributing resources, Victorian Square, located at 10385-10389 Main Street, contains four Victorian-era single-family dwellings that have all been adaptively reused to accommodate commercial enterprises. Victorian Square also contains a parking garage that was constructed in the 1980s, which is a non-contributing structure. Two non-contributing buildings at 10460 North Street and 4031 Chain Bridge Road both postdate the district's period of significance. The Donahoe House (151-0003-0019) has two (2) non-contributing secondary buildings and the Pritchard House (151-0003-0018) has one (1) non-contributing secondary building. A 2018 landscaped garden erected by the City to commemorate the life of Kitty Barrett Pozer (1888-1981) is part of the Ratcliffe-Logan-Allison House (more recently known as the Ratcliffe-Allison Pozer House) property and is a non-contributing site due to its recent date of creation. The following five (5) resources have been demolished or removed since the historic district was originally designated in 1987: dwelling at 10413 North Street; dwelling at 10415 North Street; a barn at 3936 Old Lee Highway; a commercial building at 3940 Old Lee Highway; and a commercial building at 3934 Old Lee Highway. The John Quincy Marr statue (an object) that historically stood in the Fairfax County Courthouse and Jail grounds has been removed. Therefore, these six (6) resources are not included in the counts of contributing and noncontributing resources in Section 5.

Narrative Description

The City of Fairfax Historic District is associated with and illustrative of the growth and development of the city's downtown central business district from its initial founding to the early twenty-first century. The community was originally founded as the Town of Providence at the intersection of Chain Bridge Road (Route 123), also known as Ox Road, and the Little River Turnpike (Route 236). The county's original courthouse was constructed at this intersection in 1799. A settlement grew up around the courthouse in the early nineteenth century. The settlement evolved from a government center to a local trade center throughout the nineteenth century, and further evolved into a suburban enclave in the twentieth century as Fairfax County's population increased as a result of suburbanization trends.

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The district's diverse collection of property types includes single-family dwellings, commercial buildings, professional buildings, churches, government buildings, and a school that reflect discernible patterns of development from the nineteenth century continuing into the twentieth century. Most of the buildings within the historic district are located along Chain Bridge Road and Main Street, which corresponds with present day Route 236. Portions of North Street, which intersects with Chain Bridge Road north of Main Street, and University Drive also extend through the district.

The Fairfax County Courthouse complex is located on the west side of Chain Bridge Road, south of its intersection with Main Street. The courthouse building is set back approximately 50-70 feet from the roadway and a three-foot stone retaining wall fronts the property along Chain Bridge Road. The east side of Chain Bridge Road opposite the courthouse is lined with one and two-story buildings that include residences, commercial buildings, and professional buildings of minimal setback from the streetscape. Lining the street in front of these building is a brick paved sidewalk. Metal lanterns set atop metal posts are within the sidewalk at regular intervals. Chain Bridge Road between Main and North streets is primarily lined with professional buildings mixed with two single-family residences and one commercial building. These buildings are also minimally setback from the roadway which is lined by a brick sidewalk with regularly spaced metal lanterns.

Only the properties on the west side of Chain Bridge Road north of North Street are located within the district. These properties are all single-family houses, most of which are set back from the roadway on more spacious lots containing significantly more tree cover than other portions of the district. Chain Bridge Road curves to the northwest as it exits the district. Brick retaining walls front some of the properties along the roadway.

The portion of Main Street that extends through the historic district between Chain Bridge Road and University Drive is primarily lined with commercial buildings that exhibit a similar simple massing and scale, consisting of rectangular two-story buildings set on narrow lots. Most of these building reflect the growth of the business district during the late nineteenth and early twentieth century. Notable exceptions include the service station at 10423 Main Street, a Colonial Revival service station constructed in 1954, a Colonial Revival commercial building at 10409 Main Street constructed c. 1950, and the International Style commercial building at 10426 Main Street, constructed c. 1955. All the buildings within this block of Main Street are built on narrow lots and are modestly set back uniformly from the roadway. Brick lined sidewalks extends alongside Main Street with metal lamp posts set within the sidewalk at regular intervals.

Construction east of University Drive transitions to more residential property types. Victorian Square consists of a collection of six Victorian dwellings on the south side of Main Street that have been converted into commercial properties. The historic district's two oldest single-

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dwelling houses, the Ratcliffe-Logan-Allison House (more recently known as the Ratcliffe-Allison-Pozer House, 10386 Main Street) and the Draper House (10364-10370 Main Street), are located on north side of Main Street. These buildings are all modestly set back from the roadway which is lined by a brick sidewalk with a metal lamp post set with the sidewalks at regular intervals. Portions of the sidewalks on the north side of the street are shaded by mature trees planted adjacent to the sidewalks on properties fronting the north side of the street.

The south side of Main Street, west of Chain Bridge Road, is part of the county government complex. The stone retaining wall lining Chain Bridge Road curves around and extends approximately 50-70 feet ending at a set of stairs that accesses a walkway leading to the historic courthouse. At the end of the stone fence, a metal pipe fence extends along the county property fronting the roadway. The north side of the street opposite the county complex formerly contained a Bank of America and the National Bank of Fairfax (10440 Main Street), an early twentieth century Colonial Revival bank building. West of this building is a parking lot located east of the intersection of West Street and Main Street. The Truro Church complex located west of the intersection forms the westernmost end of the district.

The remaining buildings in the district not fronting Chain Bridge Road and Main Street are located along North Street and University Drive. These buildings include a Colonial Revival professional office building located at 10460 North Street that was constructed in 2008 (non-contributing), two notable local government buildings on University Drive, Old Town Hall located at 3999 University Drive, and a restaurant that previously served as a fire station at 3988 University Drive.

Several resources have been demolished or removed since the historic district was originally designated in 1987. These resources are not included in the counts of contributing and noncontributing resources in Section 5. The John Quincy Marr Monument, a Civil War monument commemorating a local Confederate Soldier, was removed by Fairfax County from the county courthouse property in November 2020. Five buildings located along North Street and Old Lee Highway at the northeast corner of the district have been demolished, including the houses at 10413 and 10415 North Street, the barn at 3936 Old Lee Highway, and the commercial buildings at 3934 and 3940 Old Lee Highway.

Table 1 (below) includes a listing of all previously recorded and current resources in the district along with their current contributing or noncontributing status. All of the resources are buildings except where otherwise noted. At the bottom of the table are the one object (the John Quincy Marr Monument) that has been removed and the five buildings that have been demolished since the district was listed in 1984.

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Table 1: City of Fairfax Historic District Inventory of Resources

Name	Number	Location	Date of Construction	Status
Fairfax County Courthouse and Jail¹	151-0003-0001	4000 Chain Bridge Road	1799	Contributing (2)
Barbour House	151-0003-0003	4069 Chain Bridge Road	c. 1910	Contributing
The Law Building	151-0003-0004	4057 Chain Bridge Road	c. 1960	Contributing
House at 4055 Chain Bridge Road	151-0003-0005	4055 Chain Bridge Road	c. 1925	Contributing
Legal Aid Building	151-0003-0006	4031 Chain Bridge Road	c. 1970	Non-Contributing
National Bank of Fairfax	151-0003-0007	4029 Chain Bridge Road	c. 1905	Contributing
Joshua Gunnell/Oliver House	151-0003-0008	4023 Chain Bridge Road	c. 1830	Contributing
Jesse Building	151-0003-0009	4015 Chain Bridge Road	1948	Contributing
McHugh & Hoffman Building	151-0003-0010	4011 Chain Bridge Road	1914	Contributing
Rust Building	151-0003-0011	4009 Chain Bridge Road	1907	Contributing
Leigh Building	151-0003-0012	3989 Chain Bridge Road	1946	Contributing
Dickerson Building	151-0003-0013	3976 Chain Bridge Road	1947	Contributing
Ford House	151-0003-0014	3977 Chain Bridge Road	c. 1835	Contributing
Commercial Building	151-0003-0015	3971 Chain Bridge Road	c. 1950	Contributing
Marsh House	151-0003-0016	3970 Chain Bridge Road	c. 1930	Contributing
Moore-McCandlish House	151-0003-0017	3950 Chain Bridge Road	c. 1840	Contributing (2)
Pritchard House	151-0003-0018	3936 Chain Bridge Road	1949	Contributing (1); Non-contributing (1)
Donohoe House	151-0003-0019	3920 Chain Bridge Road	1884	Contributing (2); Non-contributing (2)
Robey House	151-0003-0020	3906 Chain Bridge Road	1928	Contributing
McCandlish House	151-0003-0021	3820 Chain Bridge Road	1916	Contributing (3); Contributing structure (1)
Dr. William Gunnell House	151-0003-0022	10520 Main Street	c. 1835	Contributing
Truro Episcopal Church	151-0003-0023	10520 Main Street	1958	Contributing

¹ County owned/jurisdictional buildings

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Name	Number	Location	Date of Construction	Status
Truro Church School	151-0003-0024	10520 Main Street	1965	Contributing
Truro Church Office	151-0003-0025	10520 Main Street	1953	Contributing
Truro Chapel	151-0003-0026	10520 Main Street	c. 1935	Contributing
National Bank of Fairfax	151-0003-0027	10440 Main Street	1931	Contributing
Roseberry & Foster Bonding Co.	151-0003-0028	10430 - 10428 Main Street	c. 1945	Contributing
Fairfax Plaza	151-0003-0029	10426 Main Street	c. 1955	Contributing
Munday's Gas Station	151-0003-0030	10423 Main Street	c. 1955	Contributing
Graham Building	151-0003-0031	10417 Main Street	c. 1925	Contributing
Fairfax Hay & Grain Store	151-0003-0032	10416 Main Street	c. 1895	Contributing
Nickell's Hardware Store	151-0003-0033	10414 Main Street	c. 1895	Contributing
Hazel Building	151-0003-0034	10409 Main Street	c. 1945	Contributing
Ralston's Store	151-0003-0035	10412 Main Street	c. 1900	Contributing
National Security Inc. Building	151-0003-0036	10410 Main Street	1936	Contributing
Fairfax Herald Building	151-0003-0037	10400 Main Street	c. 1900	Contributing
Commercial Building	151-0003-0038	10403-10407 Main Street; 4002-4008 University Drive	c. 1910	Contributing
Victorian Square	151-0003-0039	10385-10389 Main Street	c. 1895	Non-Contributing (4 buildings and 1 structure)
Sauls House	151-0003-0040	10381 Main Street	1892	Contributing
Ratcliffe-Logan-Allison-House	151-0003-0041	10386 Main Street	c. 1807; 1824-25; 1927	Contributing (1); Non-contributing site
House at 10386 Main Street	151-0003-0042	10386 Main Street	c. 1920	Contributing
Single Dwelling at 10376 Main Street	151-0003-0043	10376 Main Street	c. 1925	Contributing
Dr. Samuel Draper House	151-0003-0044	10364-10370 Main Street	c. 1810	Contributing
Old Town Hall Fire Station	151-0003-0047	3999 University Drive	1900	Contributing
	151-0003-0048	3988 University Drive	1932	Contributing
The Fairfax Baptist Church (Coddling Building)	151-0003-0052	10382 Main Street	1928	Contributing
National Pest Management Building	151-0003-0056	10460 North Street	2008	Non-Contributing

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Name	Number	Location	Date of Construction	Status
John Quincy Marr Monument	151-0003-0002	4000 Chain Bridge Road	N/A	Removed (object)
House at 10413 North Street	151-0003-0045	10413 North Street	N/A	Demolished
House at 10415 North Street	151-0003-0046	10415 North Street	N/A	Demolished
Barn	151-0003-0049	3936 Old Lee Highway	N/A	Demolished
Commercial Building at 3940 Old Lee Highway	151-0003-0050	3940 Old Lee Highway	N/A	Demolished
Commercial Building at 3934 Old Lee Highway	151-0003-0051	3934 Old Lee Highway	N/A	Demolished

Contributing Resources

Forty-nine (49) contributing buildings and one (1) contributing structure within the City of Fairfax Historic District date from 1799 to 1965, the date of construction of the current Truro Episcopal Church school. These resources are composed of various property types that illustrate the development of the community from a cross-roads village and local government center in the early nineteenth century to the center of a twentieth century suburban community. The property types include examples of domestic single-family houses, government buildings, commercial properties, professional/office buildings, financial institutions, and religious/ecclesiastical buildings. Architecturally, the contributing resources represent several examples of “high style” architecture popularly constructed in the region from the early nineteenth century to the mid twentieth century. The district also contains several examples vernacular construction. All these buildings were constructed of common building materials, notably wood, brick, and concrete.

Domestic, Single-Family Houses

The single-family houses that contribute to the district include examples of Federal, Greek Revival, Victorian, Colonial/Classical Revival, and vernacular architecture. These houses are mostly two-story and two-and-one-half story brick and wood-frame houses with side-gabled and hipped roofs. Main entrances are often accented with door surrounds that include pilasters, side lights, and transoms. Many of these houses also have porches containing classical column supports.

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The oldest houses in the district date to the early nineteenth century. The Ratcliffe-Allison-Pozer House (10386 Main Street) was built for Henry Logan circa 1807 on land owned by Richard Ratcliffe.² The vernacular two-story brick house is built on a traditional hall and parlor plan. The house was enlarged with a side addition believed to have been constructed around 1820.³ The Draper House, located at 10364 Main Street, was constructed c. 1810 as a Federal Style residence of Dr. Samuel Draper.

A few houses remain in the district that were constructed during the Antebellum period (1831-1861). The Ford House (c. 1835) at 3977 Chain Bridge Road, the Joshua Gunnell/Oliver House (c. 1830) at 4023 Chain Bridge Road, and the Dr. Gunnell House (c. 1835), located on the Truro Church property, are excellent examples of Greek Revival houses. All three houses are two story brick dwellings with accented main entrances. The Moore-McCandlish House (3950 Chain Bridge Road) was constructed c. 1840 but was heavily altered around 1895 and currently resembles more an eclectic dwelling with Colonial Revival and Victorian details. This house has been adaptively reused as a restaurant.

Two dwellings constructed in the late nineteenth century contribute to the district. The Stephen Donahoe House (3920 Chain Bridge Road) is a two-story wood-frame vernacular dwelling was constructed in 1884 for Captain Stephen Donahoe, founder of the *Fairfax Herald*. The property also contains several outbuildings, including a guest house, garage, and pump/well house. The Saul House at 10381 Main Street is a wood-frame, Queen-Anne style house was constructed in 1892. It is noted for its complex roof of gabled and hipped roof forms and wrap around porch.

The contributing dwellings constructed during the early twentieth century are examples of houses designed in accordance with the Colonial Revival style. The Barbour House was constructed around 1910 for local attorney John Barbour as a high style example of Colonial/Classical Revival. The house was moved to its present location at 4069 Chain Bridge Road during the 1960s and is currently used as a restaurant. Other Colonial Revival houses in the district built during the early twentieth century include the Robey House (1928) at 3906 Chain Bridge Road and the McCandlish House (1916) at 3820 Chain Bridge Road. Grouped with these buildings at the north end of the district is the one-story vernacular rambler known as the Prichard House, located at 3936 Chain Bridge Road, and constructed in 1949. The houses at the north end of the district were all constructed on larger lots landscaped with mature trees and shrubs. Many also have contributing outbuildings. The McCandlish House also contains a well house, shed, and garage.

² Susan Gray, Personal communication provided to Eric Griffiths on 23 June 2021.

³ Traceries 2004: 112

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One house at 4055 Chain Bridge Road is an example of the Cape Cod form. Reportedly built in the 1920s by Dr. Peyton Moncure on the site currently occupied by the Law Building, the house was later reclad in brick veneer and moved on the property further east of Chain Bridge Road during the 1950s. The one-and-a-half story house is 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. At the time of the original designation, it was considered a non-contributing resource to the historic district because it was not 50 years old. Its integrity was reportedly severely compromised through renovations that led to its current Cape Cod form. The original nomination describes brick veneer was added to the building at this time. The house at 4055 Chain Bridge Road was moved to its current location by 1960 to make room for the construction of the Law Building. Because the house at 4055 Chain Bridge Road was moved to its current location and altered to resemble its current form during the extended period of significance, which ends in 1965, these changes reflect historic evolution during the district's period of significance. As such the properties now contributes to the historic district expanded period of significance.

The single dwelling at 10376 Main Street is the only example of Craftsman/Bungalow construction within the historic district. This building was constructed in c. 1925.

Commerce/Trade

Commerce/trade resources located in the district include both commercial and professional buildings. Most commercial buildings are concentrated along the central business district along Main Street between Chain Bridge Road and University Drive. Most of these buildings are one- and two-story brick and wood-frame vernacular buildings built during the late nineteenth and early twentieth centuries. As is shown on the Graham Building (10417 Main Street), some of the commercial buildings feature false front parapets, as were commonly designed for main street commercial buildings during the late nineteenth and early twentieth centuries. Most have storefronts consisting of large plate glass display windows. The two-story buildings were constructed to contain living quarters on the upper floors.

Many of the commercial represent examples of Colonial Revival architecture. The National Bank of Fairfax at 10440 Main Street is a one-story brick Colonial Revival bank constructed in 1931. The building's rich Colonial Revival details are exhibited in its dentled cornice, arched, multi-pane windows, and its main entrance details that included coffered panels, transom, and arched hood with dentils and pilasters. A less stylish but more utilitarian examples of Colonial Revival commercial construction is Munday's Gas Station at 10423 Main Street. Munday's Gas Station, currently the Royal Food Mart and located on the corner of Main Street and Chain Bridge Road, was constructed c. 1955 in the Colonial Revival style. This service station was constructed on the same site previously occupied by an Esso Station constructed in 1931. J. H.

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Randolph served as the manager of the Esso Station when it opened in 1931. His assistant manager was Charles Munday.⁴ By 1937, Charles Munday became proprietor of the Esso station.⁵ He also owned a second Esso station in Herndon, Virginia.⁶ Charles Munday was a prominent businessmen and leading citizen of the City of Fairfax. He was a thirty-five-year member of the Fairfax Volunteer Fire Department and served as its president for a time. During the mid-twentieth century he served in the local Rotary Club. He was the first president of the Fairfax Optimist Club and was a member of the Fairfax Trade Association. In the mid-1950s, Munday decided to replace the Esso filling station with a new “commodious filling station [designed] in the colonial style in keeping with the architecture of the town.”⁷ By the late 1960s, The Fairfax City times identified Munday’s Esso station, as it was still known as at this time, as the oldest retail business in the City of Fairfax.⁸ Charles Munday continued to own the station until his death in the early 1980s.

Commerce/Trade properties along Chain Bridge Road include a second branch of the National Bank of Fairfax. The bank building at 4029 Chain Bridge Road is a two-story brick Colonial Revival Building constructed c. 1905 that features a false front parapet and classical entry surrounds. The McHugh & Hoffman building is a two-story gabled-front brick commercial building with recessed storefront at 4011 Chain Bridge Road. The commercial building at 3971 Chain Bridge road is a one-story commercial block resource constructed circa 1950 that houses the Auld Shebeen restaurant. The one-story brick building is capped with a flat roof and features a storefront with Colonial Revival cornice.

Other commercial buildings in the district constructed after 1940 include the Hazel Building at 10409 Main Street, the commercial building at 10428-10430 Main Street, and the Fairfax Plaza at 10426 Main Street. The Hazel Building is a one-story brick commercial building constructed c. 1945 that features a storefront and false front parapet similar to that found on the adjacent Graham Building. The commercial building at 10428-10430 Main Street, constructed in circa 1945 exhibits a stripped Colonial Revival design.

Fairfax Plaza, located at 10426-10418 Main Street, was constructed in circa 1955 as part of the modernization of downtown Fairfax Court House. The building was designed in the International Style and serves as the only example of Modernist architecture within the district. The building was designed to integrate within the Main Street streetscape. While significantly larger in square

⁴ “Ready for Service,” *Fairfax Herald*, 25 September 1931.

⁵ “The Fairfax Esso Station advertisement,” *Fairfax Herald*, 31 December 1937.

⁶ “Herndon Esso Station Advertisement,” *Fairfax Herald*, 21 December 1939.

⁷ “A Public Benefactor,” *Fairfax Herald*, 25 June 1954.

⁸ “Happy Birthday, Charles Munday, Happy Birthday to You,” *Fairfax City Times*, 21 September 1967.

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footage than neighboring commercial buildings along Main Street, Fairfax Plaza's setback, height, and massing remains consistent with other buildings along the streetscape. Its use of traditional materials like brick is a deviation from the typical modern materials used in International Style architecture and was likely done to further integrate the building into the traditional streetscape. Developer James C. Webb was responsible for the building's construction. Webb was real estate lawyer who established his own practice downtown located in the Ford House. In addition to law, Webb involved himself in real estate development even before World War II. Prior to the war, he helped develop the Alpine subdivision in Annandale.⁹ After serving in the U.S. Army during World War II, Webb returned to both law and real estate. He also started a career in politics. Between 1952 and 1962, Webb served as a member of the Virginia House of Delegates. He was narrowly defeated in a run for Congress in 1954. After his service in the legislature, he concentrated on both his legal practice and construction business. By the 1960s, Webb was a noted local developer responsible for the construction of the Heritage Mall Shopping Center, Parliament Village Apartments, Little River Shopping Center, and the Markham Street Shopping Center, all located in Fairfax County.¹⁰

Fairfax Plaza represented one of the earlier John Webb developments. When constructed the plaza was a state-of-the-art modern multi-use shopping and recreation facility with modern air conditioning. In an interview with the Fairfax Herald, Webb stated that the chief purpose of his constructing of the Fairfax Plaza was to bring, "badly needed recreation and shopping facilities to the people of Fairfax." When opened Fairfax Plaza contained three clothing stores: the Virginia Square, a men's clothing store operated by Edgar Rhinehart; the Cobblers Bench, a shoe store operated by Carroll Dunnivant; and a children's clothing store. The largest area of the building housed the fourteen bowling lanes and restaurant of the Duck Pin Club, operated by Charles and Ester Carpenter.¹¹

The Fairfax Plaza was not the only shopping center developed in the City of Fairfax during the decade following World War II. Both the Hilltop Shopping Center at 11102 Lee Highway (1947) and the Fairfax Shopping Center at 10342 Fairfax Boulevard (1951) were both built prior to the Fairfax Plaza as were several other shopping centers in the late 1950s and 1960s.¹² The Fairfax Plaza was notably the only shopping center constructed in the heart of downtown, while the others were all located along the major suburban commercial corridors.

⁹ "John Webb," *Fairfax Suburbanite*, Vol 1, No 10003, page 1.

¹⁰ "Developer John C. Webb Dies," *The Washington Post*, 27 March 2000.

¹¹ "New Stores to Open," *Fairfax Herald*, 2 March 1956.

¹² "Shopping centers" City of Fairfax, Virginia. Obtained online at

<https://www.fairfaxva.gov/businesses/commercial-space/shopping-centers>

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Professional office buildings within the district are largely concentrated along Chain Bridge Road in proximity to the courthouse. Most of these buildings were constructed after World War II for use as offices for law firms and other legal services. The Jesse Building is one of the best examples of postwar Colonial Revival construction in the district. This two-story brick Colonial Revival office building was constructed in 1948 and features a wood cornice with dentils and two arched entry ways with single-leaf doors surmounted by fanlights. All the remaining buildings were also constructed after World War II, likely as a result of the postwar growth of Fairfax County. These buildings also represent mid-century Colonial Revival architecture, but most have minimal stylistic details. Colonial Revival architecture and detailing from mid-century was more minimal than architecture from the early twentieth century typically focused on the cornice details and window surrounds. Examples of these buildings include the Law Building at 4057 Chain Bridge Road, the Leigh Building at 3989 Chain Bridge Road, the Dickerson Building at 3976 Chain Bridge Road.

Government Buildings

Buildings associated with local government have been a significant part of the historic district since the founding of the community as the seat of government for Fairfax County. The county property located at the intersection of Main Street and Chain Bridge Road contains two contributing resources. The Fairfax County Courthouse at 4000 Chain Bridge Road is the oldest building within the historic district. The original portion of the building was constructed in 1799 in the Late Georgian style by local builder James Wren. The building features a two-story brick main block capped with a side-gabled roof surmounted by a wood bell tower. Wings extend from both sides of the main block. Major additions to the building in 1929 and 1953 were constructed to carefully integrate into the original Late Georgian design. Located west of the courthouse is the old jail, a two-story brick Italianate building constructed c. 1885. The most notable characteristic of this building is its wood porch with Victorian era details displayed in the slender columns with brackets.

Two other examples of local civic architecture are located on University Drive. Old Town Hall (1900) at 3999 University Drive is an excellent example of Classical Revival architecture. Although the building never served the local government, it became used over the years as a local community building. The Fire Station at 3988 University Drive (1932) two-story vernacular brick building with flat roof that has been adaptively reused as a restaurant.

Religious Facilities

The district contains several individual resources associated with the Truro Episcopal Church, located at 10520 Main Street. The Truro Episcopal Church built its first house of worship, known as Zion Church, near Fairfax Courthouse in 1845. The original church was destroyed

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during the Civil War and a new house of worship was erected in 1875. This church was later demolished when a new chapel was constructed in 1933. The church congregation expanded following World War II, largely as a result of the significant suburban development occurring throughout Northern Virginia. The growing congregation necessitated the construction of a larger house of worship, which is the present church building on the property built in 1958.

The 1958 church is a good example of Georgian Revival architecture. The exterior of the church is constructed of Flemish bond brick, and the building is capped with a front-gabled roof. A wood-frame bell tower is located atop the roof. The church's main entrance, located within an arched recessed bay, is enclosed by a classical entablature. A breezeway connects the church to the church office, which was constructed in 1952. Other buildings on the property include the 1933 chapel, which is another one-story brick Georgian Revival building, a church school, constructed in 1965, and the Dr. Gunnell House (previously discussed in the domestic resources earlier in this section). A monument to Confederate Colonel John S. Mosby erected by the Daughters of the Confederacy is also located on the property.

The Fairfax Baptist Church, currently known as the Coddling Building located at 10382 Main Street was originally constructed in 1928. The congregation moved to a new larger church building further east on Main Street outside the district in 1951. This one-story vernacular building has a side-gabled roof with front-gabled entry vestibule. The building sites back approximately fifty feet from Main Street.

Non-Contributing Resources and Demolished/Removed Resources

Eleven (11) resources are designated as non-contributing resources. These consist of nine (9) buildings, one (1) site, and one (1) structure. Non-contributing resources are those that post-date the district's expanded period of significance, which ends in 1965, and those that no longer retain integrity. Non-contributing buildings include the Legal Aid Building, located at 4031 Chain Bridge Road and constructed c. 1970, and the National Pest Management Building, located at 10460 North Street and constructed in 2008.

Victorian Square, located at 10385-10389 Main Street, contains four Victorian-era, single-family dwellings that have all been attached and adaptively reused to accommodate commercial enterprises. Renovations conducted in the 1980s and after 2004 have resulted in diminution of integrity of design, materials, workmanship, feeling, and association as separate Victorian-era buildings. Character-defining porches were removed and much of the original exterior materials were either covered or replaced with vinyl siding and window sash. Due to the level of alteration that has resulted in the diminished integrity of these buildings, Victorian Square no longer contributes to the historic district. Victorian Square also contains a parking garage that was constructed in the 1980s and is a non-contributing structure. Three non-contributing outbuildings

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at the Pritchard and Donahoe Houses have been altered to a degree that their integrity is insufficient to convey their historical associations.

A small, landscaped garden erected by the City to commemorate the life of Kitty Barrett Pozer (1888-1981) is part of the Ratcliffe-Allison-Pozer House property. A non-contributing site due to its recent creation, the garden park is a rectangular lot that extends across the entire block ending at North Street. Pozer was a renowned local horticulturist and gardening columnist who lived in the Ratcliffe-Allison-Pozer House. She kept a garden in the lot behind the house that extended to North Street, where she often gave tours showing off her plantings. Pozer deeded the Ratcliffe-Allison-Pozer House to the City in the 1970s. The City acquired the garden lot in 1981 following Pozer's death. The present garden was designed and dedicated in 2018. The plantings in this park are based on Pozer's own notes.

A total of five (5) building within the district have been demolished and one (1) object has been removed. The five buildings were grouped near one another in the northeast corner of the district along Old Lee Highway, including the commercial buildings at 3934 and 3940 Old Lee Highway, the barn at 3936 Old Lee Highway, and the houses at 10413 and 10415 North Street. The John Quincy Marr Monument, which was located on the courthouse yard near the intersection of Main Street and Chain Bridge Road, was removed by Fairfax County in November 2020.

Integrity

The district as a whole retains integrity of design, feeling, and association sufficient to convey the evolution of the Fairfax Court House which evolved from the Town of Providence (est. 1805) which formed around the first county courthouse during the nineteenth century into the modern central business district of what became the City of Fairfax in the mid-twentieth century. The character of the nineteenth and early twentieth century has not been significantly depleted by more out-of-scale non-historic construction. Changes have occurred throughout the district since the founding of the Town of Providence. Several buildings have been demolished or have been rebuilt. Infill construction has maintained the design character and consistency of the district. Building setbacks have been uniformly maintained and remain even with new construction. Size, scale, and massing of infill construction also has matched much of the older buildings. Even the design itself of later period buildings have complemented earlier designs. The mid-twentieth century Colonial Revival buildings along Chain Bridge Road have similar design compatibility that harmonizes with the Courthouse and the earlier Colonial and Greek Revival buildings in this area. The Fairfax Plaza is the only notable exception with its Modernist International Style design. Despite its modernist expression, the building's design integrates well within the scale and massing of the Main Street streetscape. Other details including Fairfax Plaza's materials (brick), setback, and height, remain consistent with other buildings along Main Street. The large

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block of the building that housed the bowling alley at the rear is concealed behind the one-story recessed storefront and overhang that integrates well with the scale of the neighboring structures. The district's integrity of setting has been impacted by surrounding development that includes mid-rise mixed use late twentieth century/early twenty-first century construction; however, the setting is not intrinsic to the historic character and significance of the district.

Most of the individual resources within the district still retain good-to-excellent overall integrity. Modern materials in the form of vinyl siding and window sash replacement have been applied to some of the resources within the district; however, most buildings retain original materials and stylistic features, including wood, multiple-pane, double-hung sash, classically-inspired door surrounds, porches with columns, and returned eaves. Some wood sash are in-kind replacement units. Several of the wood-frame commercial buildings along Main Street retain their original weatherboard siding. The Colonial-, Greek-, and Georgian-Revival buildings from the courthouse to mid-twentieth century professional buildings all retain character-defining features such as red brick with white trim, symmetrical fenestration, and classical cornice detailing and door surrounds.

INVENTORY

- Fairfax County Courthouse**
151-0003-0001
4000 Chain Bridge Road (Fairfax County Property)
Government: Courthouse and Correction Facility
Courthouse Style /Date of Construction: Georgian/1799 with 1931 and 1953 additions.
Jail Style/Date of Construction: Italianate/ 1885
Individual Resource Status: Courthouse – Contributing building
Individual Resource Status: Jail – Contributing building

Description: The original courthouse is a two-and-a-half-story Georgian building constructed of Flemish bond Brick with a front-gabled slate roof. The original building featured a central main block flanked by wings. A bell tower is centrally located atop the roof of the building's main block. Fenestration is comprised of 12/12 double-hung windows. Attached to the southwest corner of the south wing of the original building is a 1931 addition constructed of Flemish bond brick that is two stories high and seven bays wide. 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.

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The jail is a two-and-a-half story brick Italianate building. The building's main block features a slate-clad hipped roof with center gable a front porch with decorative bracketed wood supports. The windows are six-over-six, double-hung wood units with stone sills and hoods. A rear T-shaped ell extends from the south end of the main block.

Integrity: The courthouse and jail retain integrity of design, materials, workmanship, feeling, association, setting, and location.

2. **Barbour House**

151-0003-0003

4069 Chain Bridge Road

Domestic: Single Dwelling

Classical/Colonial Revival

1910

Individual Resource Status: Contributing building

Description: The Barbour House was the residence of John Strode Barbour (1866-1952), a local lawyer who served as the mayor. The house was moved to its current location in the 1960s. 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. Two-story wing additions were constructed onto the north and south elevations in 1978.

Integrity: The building retains integrity of design, materials, workmanship, feeling, association, and setting. Although sizable additions have been constructed onto the building, these have been design to compliment the original Colonial Revival design, while contrasting enough to differentiate from the original construction.

3. **The Law Building**

151-0003-0004

4057 Chain Bridge Road

Commerce/Trade: Professional Office Building

Colonial Revival

c. 1960

Individual Resource Status: Contributing building

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Description: Local Attorney Roy Swayze erected the Law Building to serve as legal offices.¹³ According to aerial photographs, the Law Building was constructed sometime between 1953 and 1960 to serve as professional legal offices.¹⁴ The two-story, five-bay office building sits on a six-course American-bond brick foundation. The building 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.

Integrity: The building retains integrity of design, materials, workmanship, feeling, association, location, and setting.

4. **4055 Chain Bridge Road**
151-0003-0005
Domestic: Single-Dwelling
Colonial Revival
c. 1920

Individual Resource Status: Contributing building

Description: The building at 4055 Chain Bridge Road is located on the same property and east of the Law Building (151-0003-0004). The building was originally a frame dwelling clad in wood shingles reportedly constructed in the 1920s by Dr. Peyton Moncure that sat on the current site occupied by the Law Building. After attorney Roy Swayze acquired the property in the 1950s, the house was moved further to the east to its current location. Swayze also re clad the dwelling in brick veneer at this time.¹⁵ Fairfax City directories from the 1960s notes the building as the Law Building “annex” which housed dentist offices and office space for the United States Geological Survey (USGS).¹⁶

The three-bay, one-and-a-half-story dwelling rests on a solid stretcher-bond brick foundation. The building 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.

¹³ Lee Hubbard, Personal communication to Susan Gray, 13 July 2021.

¹⁴ Fairfax County Aerial Photography, Accessed online at <https://www.fairfaxcounty.gov/maps/aerial-photograph>

¹⁵ Lee Hubbard, Personal communication to Susan Gray, 13 July 2021

¹⁶ Hills Fairfax City Directories, 1963-1975. On file at the Fairfax Public Library, Fairfax, Virginia.

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Integrity: The original nomination assessed the building as having poor integrity due to renovations that led to its current form. The house was also originally closer to Chain Bridge Road where the Law Building at 4057 Chain Bridge Road is located today. The house at 4055 Chain Bridge Road was moved to its current location by 1960 to make room for the construction of the Law Building. The original nomination describes brick veneer was added to the building at this time along with a few other undescribed changes. However, the relocation of the house and the physical changes to resemble its current form occurred during the extended period of significance, which ends in 1965. These changes reflect the continual use of the house as office space part of the Law Building complex during the period of significance. Because the building alterations reflect the historic evolution of the property during the period of significance of the district, the alterations do not diminish the integrity of design, workmanship, materials, location, feeling, and association. Therefore, the building contributes to the district.

5. **Legal Aid Building**
4031 Chain Bridge Road
151-0003-0006
Commerce/Trade: Professional Office Building
Colonial Revival
1970
Individual Resource Status: Non-Contributing building

Description: 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. The building postdates the district's period of significance and is therefore non-contributing.

Integrity: The building has few alterations to date.

6. **National Bank of Fairfax**
4029-4031 Chain Bridge Road
151-0003-0007
Commerce/Trade: Financial Institution
Colonial Revival
c. 1905
Individual Resource Status: Contributing building

Description: This three-bay, two-story building 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

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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.

Integrity: The building retains integrity of design, materials, workmanship, feeling, association, location, and setting.

7. **Joshua Gunnell/Oliver House**
4023 Chain Bridge Road
151-0003-0008
Domestic: Single Dwelling
Greek Revival
c.1830
Individual Resource Status: Contributing building

Description: 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.

Integrity: The building retains integrity of design, materials, workmanship, feeling, association, location, and setting.

8. **Jesse Building**
4015 Chain Bridge Road
151-0003-0009
Commerce/Trade: Professional Office Building
Colonial Revival
1948
Individual Resource Status: Contributing building

Description: 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.

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Integrity: The building retains integrity of design, materials, workmanship, feeling, association, location, and setting.

- 9. **McHugh & Hoffman**
4011 Chain Bridge Road
151-0003-0010
Commerce/Trade: Professional Office Building
Colonial Revival
1914
Individual Resource Status: Contributing building

Description: 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.

Integrity: The building retains integrity of design, materials, workmanship, feeling, association, location, and setting.

- 10. **Rust Building**
4009 Chain Bridge Road
151-0003-0011
Commerce Trade: Professional Office Building
Classical Revival
1907
Individual Resource Status: Contributing building

Description: This three-bay, one-story building 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.

Integrity: The building retains integrity of design, materials, workmanship, feeling, association, location, and setting.

- 11. **Leigh Building**
3989 Chain Bridge Road
151-0003-0012
Commerce/Trade: Professional Office Building

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Colonial Revival

1946

Individual Resource Status: Contributing building

Description: 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.

Integrity: The building retains integrity of design, materials, workmanship, feeling, association, location, and setting.

12. Dickerson Building

3976 Chain Bridge Road

151-0003-0013

Commerce/Trade: Professional Office Building

Colonial Revival

1947

Individual Resource Status: Contributing building

Description: 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.

Integrity: The building retains integrity of design, materials, workmanship, feeling, association, location, and setting.

13. Ford House

3977 Chain Bridge Road

151-0003-0014

Domestic: Single Dwelling

Greek Revival

1835

Individual Resource Status: Contributing building

Description: 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

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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.

Integrity: The building retains integrity of design, materials, workmanship, feeling, association, location, and setting.

14. **3971 Chain Bridge Road**
151-0003-0015
Commerce/Trade: Business
Commercial Style
1950
Individual Resource Status: Contributing building

Description: 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.

Integrity: The building retains integrity of design, materials, workmanship, feeling, association, location, and setting.

15. **Marsh House**
3970 Chain Bridge Road
151-0003-0016
Domestic: Single Dwelling
Colonial Revival
1930
Individual Resource Status: Single Dwelling: Contributing building

Description: This three-bay, two-story dwelling rests on a solid foundation, is a frame structure clad with wood weatherboard siding, and is capped by a side-gabled roof sheathed in asphalt shingles. The facade fenestration is comprised of both 8/1 and 6/1 wood sash windows. Additional features of the house include three-panel sidelights at the entry, and lintel boards.

Integrity: The building retains integrity of design, materials, workmanship, feeling, association, location, and setting.

16. **Moore-McCandlish House**

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3950 Chain Bridge Road

151-0003-017

Other DHR Id #: 151-0012

Domestic: Single Dwelling

Queen Anne

c.1840

Individual Resource Status: Single Dwelling: Contributing building

Individual Resource Status: Root Cellar: Contributing building

Description: 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.

The one-story, one-bay cellar has a brick foundation, is constructed of three-course American-bond brick masonry, and is capped by a front-gabled roof sheathed with wood shingles. It has a four-light wood casement window.

Integrity: Both buildings retain integrity of design, materials, workmanship, feeling, association, location, and setting.

17. **Pritchard House**

3936 Chain Bridge Road

151-0003-0018

Domestic: Single Dwelling

Other

1949

Individual Resource Status: Single Dwelling: Contributing building

Individual Resource Status: Garage: Non-Contributing building

Description: 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. The property contains a garage, which is non-contributing because it postdates the district's period of significance.

Integrity: The single dwelling retains integrity of design, materials, workmanship, feeling, association, location, and setting.

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18. **Donahoe House**

3920 Chain Bridge Road

151-0003-0019

Domestic: Single Dwelling

Greek Revival

1884

Individual Resource Status: Single Dwelling: Contributing building

Individual Resource Status: Well House: Contributing building

Individual Resource Status: Shed: Non-Contributing building

Individual Resource Status: Garage: Non-Contributing building

Description: 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.

The property's secondary resources are a well house, shed, and garage. The c. 1900, one-story, one-story well house has a steeply pitched pyramidal roof, weatherboard siding, and poured concrete foundation. A small hipped-roof section projects from the east elevation and contains an entry with a beadboard door. The building is lit by two six-pane, wood-framed windows. The c. 1920, one-story, three-bay garage may have originally served as a carriage house. The west half of the building has a clay-tile foundation, while the east half is not visible. The building is clad in weatherboard siding and the side-gabled, standing-seam metal roof has cornice returns. Alterations includes a replacement overhead garage door, an extension to accommodate a motor vehicle, and a partially enclosed entry with replacement door. The c. 1900, frame shed has a brick foundation, weatherboard siding, and front gable roof. The window openings have been boarded over and a small concrete and flagstone deck sheltered by a roof extension with two wood posts

Integrity: The dwelling and well house retain integrity of design, materials, workmanship, feeling, association, location, and setting. The garage and shed have alterations that reduced their integrity of design, materials, workmanship, and feeling, making them non-contributing.

19. **Robey House**

3906 Chain Bridge Road

151-0003-0020

Domestic: Single Dwelling

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Colonial Revival

1928

Individual Resource Status: Contributing building

Description: 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.

Integrity: The building retains integrity of design, materials, workmanship, feeling, association, location, and setting.

20. McCandlish House

3820 Chain Bridge Road

151-0003-0021

Domestic: Single Dwelling

Colonial Revival

1916

Individual Resource Status: Single Dwelling: Contributing building

Individual Resource Status: Livery: Contributing building

Individual Resource Status: Garage: Contributing building

Individual Resource Status: Pump House: Contributing structure

Description: 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.

The property's secondary resources are a c. 1916 pump house, a c. 1920 garage, and a c. 1949 livery. The one-story, brick pump house with side-gabled roof clad in slate is accessed via a single-leaf, paneled wood door with four lights and is lit by a six-light, wood-framed window with arched brick lintel. The 1.5-story, two-bay, frame garage is clad in horizontal wood siding, and has a side-gabled roof covered in slate and embellished with a small cupola. A large, sliding

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garage-bay door constructed of vertical wood boards is on the north façade, with an adjacent entry that has a single-leaf, multiple-light wood door. The windows have six-over-six, double-hung, wood-framed sash. The livery is a one-story, two-bay wood building clad in German weatherboard siding and capped with a gable roof sheathed with standing-seam metal. The façade has a shed-roofed porch.

Integrity: The three buildings and pump house structure retain integrity of design, materials, workmanship, feeling, association, location, and setting.

21. **Dr. William Gunnell House**

10520 Main Street

151-0003-0022

Other DHR Id: 151-0006

Domestic: Single Dwelling

Religion: Rectory

Greek Revival

1835

Individual Resource Status: Single Dwelling: Contributing building

Description: The Dr. William Gunnell House was used as a headquarters by Union command during the Civil War. It was this house where Confederate officer John S. Mosby captured Union General Staunton. The house is a two-and-a-half stories Greek Revival dwelling. The 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.

Integrity: The building retains integrity of design, materials, workmanship, feeling, association, location, and setting.

22. **Truro Episcopal Church**

10520 Main Street

151-0003-0023

Religion: Church

Georgian Revival

1958

Individual Resource Status: Contributing building

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Description: The two-story 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 Classical door surround. Additional features include a wood dentil cornice and cornice returns. An 8-side bell tower steeple contains 14/9 wood sash, arched windows, wood vents, and a metal cupola.

Integrity: The building retains integrity of design, materials, workmanship, feeling, association, location, and setting.

23. **Truro Church School**
10520 Main Street
151-0003-0024
Religion: Church School
Colonial Revival
1965
Individual Resource Status: Contributing building

Description: This seven-bay, three-and-a-half-story Colonial Revival school building 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. The building was constructed after the district's period of significance.

Integrity: The building retains integrity of design, materials, workmanship, feeling, association, location, and setting.

24. **Truro Church Office**
10520 Main Street
151-0003-0025
Religion: Office
Colonial Revival
1953
Individual Resource Status: Contributing building

Description: 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.

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Integrity: The building retains integrity of design, materials, workmanship, feeling, association, location, and setting.

- 25. **Truro Chapel**
10520 Main Street
151-0003-0026
Religion: Chapel
Colonial Revival
1933
Individual Resource Status: Contributing building

Description: 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.

Integrity: The building retains integrity of design, materials, workmanship, feeling, association, location, and setting.

- 26. **National Bank of Fairfax**
10440 Main Street
151-0003-0027
Commerce/Trade: Financial Institution
Colonial Revival
1931
Individual Resource Status: Contributing building

Description: 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.

Integrity: The building retains integrity of design, materials, workmanship, feeling, association, location, and setting.

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27. **Roseberry & Foster Bonding Company**
10428-10430 Main Street
151-0003-0028
Commerce/Trade: Commercial Building
Other
1945
Individual Resource Status: Contributing building

Description: 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.

Integrity: The building retains integrity of design, materials, workmanship, feeling, association, location, and setting.

28. **Fairfax Plaza**
10426-10418 Main Street
151-0003-0029
Commerce/Trade: Commercial Building
International Style
c.1955
Individual Resource Status: Contributing building

Description: Local politician, real estate lawyer, and developer James C. Webb constructed the building as a mixed-use recreation and shopping plaza. The building originally housed the Duck Pin Club, a fourteen-lane bowling alley with a restaurant, and three clothing stores. Webb constructed the building to meet local needs for both shopping and recreation in the downtown area.

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.

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Integrity: The building retains integrity of design, materials, workmanship, feeling, association, location, and setting.

29. **Munday's Gas Station**
10423 Main Street
151-0003-0030
Commerce/Trade: Specialty Store
Colonial Revival
1952
Individual Resource Status: Contributing building

Description: Charles Munday constructed the current service station on the site in the mid-1950s, replacing an earlier Esso station he owned that was constructed on the site in 1931. 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.

Integrity: The building retains integrity of design, materials, workmanship, feeling, association, location, and setting.

30. **Graham Building**
10417 Main Street
151-0003-0031
Commerce/Trade: Commercial Building
Commercial Style
c.1925
Individual Resource Status: Contributing building

Description: 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.

Integrity: The building retains integrity of design, materials, workmanship, feeling, association, location, and setting.

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31. **Fairfax Hay & Grain Store**
10416 Main Street
151-0003-0032
Commercial Building
Commercial Style
c.1895
Individual Resource Status: Contributing building

Description: 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.

Integrity: The building retains integrity of design, materials, workmanship, feeling, association, location, and setting.

32. **Nickell's Hardware Store**
10414 Main Street
151-0003-0033
Commerce/Trade: Commercial Building
Commercial Style
c.1895
Individual Resource Status: Contributing building

Description: 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.

Integrity: The building retains integrity of design, materials, workmanship, feeling, association, location, and setting.

33. **Hazel Building**
10409 Main Street
151-0003-0034
Commerce/Trade: Commercial Building
Commercial Style
c.1945
Individual Resource Status: Contributing building

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Description: 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.

Integrity: The building retains integrity of design, materials, workmanship, feeling, association, location, and setting.

34. **Ralston's Store**
10412 Main Street
151-0003-0035
Commerce/Trade: Commercial Building
Commercial Style
c.1900
Individual Resource Status: Contributing building

Description: 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.

Integrity: The building retains integrity of design, materials, workmanship, feeling, association, location, and setting.

35. **National Security Inc. Building**
10410 Main Street
151-0003-0036
Commerce/Trade: Commercial Building
Colonial Revival
1936
Individual Resource Status: Contributing building

Description: 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.

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Integrity: The building retains integrity of design, materials, workmanship, feeling, association, location, and setting.

36. **Fairfax Herald Building**
10400 Main Street
151-0003-0037
Commerce/Trade: Specialty Store
Other
c.1900
Individual Resource Status: Contributing building

Description: 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.

Integrity: The building retains integrity of design, materials, workmanship, feeling, association, location, and setting.

37. **10403-10407 Main Street**
151-0003-0038
Commerce/Trade: Commercial Building
Commercial Style
c.1910
Individual Resource Status: Contributing building

Description: 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.

Integrity: The building retains integrity of design, materials, workmanship, feeling, association, location, and setting.

38. **Victorian Square**
10385-10389 Main Street
151-0003-0039

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Domestic: Single Dwelling

Queen Anne

c.1895

Individual Resource Status: Dwellings: Non-Contributing Buildings (4)

Individual Resource Status: Parking Garage: Non-Contributing Structure

Description: Victorian Square consists of four attached Victorian-era buildings that have been interconnected to create a unified shopping plaza. The buildings are set on a solid foundation and clad with vinyl siding and have vinyl replacement windows. The building is capped by a standing seam multiple-gabled roof. The entire building reflects a c. 1985 renovation, which included a porch removal. The property also contains a parking garage that was constructed in the 1980s, after the district's period of significance.

Integrity: The buildings no longer retains integrity of design, materials, and workmanship.

39. **Sauls House**

10386 Main Street

151-0003-0040

Domestic: Single Dwelling

Federal

c.1805

Individual Resource Status: Contributing building

Description: 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.

Integrity: The building retains integrity of design, materials, workmanship, feeling, association, location, and setting.

40. **Ratcliffe-Logan-Allison House (now known as the Ratcliffe-Allison-Pozer House)**

10386 Main Street

151-0003-0041

Domestic: Single Dwelling

Other

c. 1807

Individual Resource Status: Single Dwelling: Contributing building

Individual Resource Status: Garden: Non-Contributing site

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Description: 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.

The property also contains the Kitty Pozer Garden. The garden was created in memory to Kitty Barrett Pozer (1888-1981), renowned local horticulturist and gardening columnist who lived in the who lived in the Ratcliffe-Allison-Pozer House. Erected and dedicated in 1998 to commemorate Pozer, the garden is a non-contributing resource because it postdates the district's period of significance.

Integrity: The dwelling retains integrity of design, materials, workmanship, feeling, association, location, and setting. ‘

41. **10386 Main Street**

151-0003-0042

Domestic: Single Dwelling

Colonial Revival

c. 1920

Individual Resource Status: Contributing building

Description: This three-bay, two-story, frame dwelling is clad with weatherboard siding 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. This building is attached to the north (rear) wall of the Ratcliffe-Logan-Allison House (151-0003-0041) but is a separate property.

Integrity: The building retains integrity of design, materials, workmanship, feeling, association, location, and setting.

42. **Single Dwelling at 10376 Main Street**

151-0003-0043

10376 Main Street

Single Dwelling

Bungalow/Craftsman

c.1925

Individual Resource Status: Contributing building

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Description: 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.

Integrity: The building retains integrity of design, materials, workmanship, feeling, association, location, and setting.

43. **Dr. Samuel Draper House**
10364-10370 Main Street
151-0003-0044
Single Dwelling
Federal
c. 1810
Individual Resource Status: Contributing building

Description: 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.

Integrity: The building retains integrity of design, materials, workmanship, feeling, association, location, and setting.

44. **Old Town Hall**
3999 University Drive
151-0003-0047
Government: Meeting Hall and Recreation
Neoclassical
1900
Individual Resource Status: Contributing building

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Description: 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.

Integrity: The building retains integrity of design, materials, workmanship, feeling, association, location, and setting.

45. **Fire Station**
3988 University Drive
151-0003-0048
Government: Fire Station
Vernacular
1932
Individual Resource Status: Contributing building

Description: 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.

Integrity: The building retains integrity of design, materials, workmanship, feeling, association, location, and setting.

46. **The Fairfax Baptist Church (Coddling Building)**
10382 Main Street
151-0003-0052
Religion: Church
Other
1928
Individual Resource Status: Contributing building

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Description: 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.

Integrity: The building retains integrity of design, materials, workmanship, feeling, association, location, and setting.

47. **National Pest Management Building**

151-0003-0056

10460 North Street

Commercial Building

Other

2008

Individual Resource Status: Non- Contributing building

Description: The building is a two-story brick Colonial Revival structure constructed in 2008. The building is a non-contributing resource constructed after the period of significance for the district.

Integrity: The building retains integrity of design, materials, workmanship, feeling, association, location, and setting.

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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.)

- 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.
- 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 grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

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Areas of Significance

(Enter categories from instructions.)

Politics/Government

Community Planning and Development

Military

Architecture

Transportation

Period of Significance

1799-1965

Significant Dates

1799 – Construction of Courthouse

1805-1810 – Construction of Ratcliffe-Allison-Pozer House and Draper House

1861-1865 – Civil War

1958 – Construction of Truro Church

Architect/Builder

James Wren – Fairfax Courthouse

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The City of Fairfax Historic District is a significant example of the growth of a small, eighteenth-century center of government into a sprawling twentieth-century suburban enclave. The growth of the community during the 1940s and early 1950s resulted in the establishment of the City of Fairfax in 1961. Recent research has determined that this district also has significance related to the Civil War. Its association with John Mosby’s raid in March 1863 spurred the partisan career and ultimate legend of the Confederacy’s most renowned partisan soldier. Substantial suburbanization experienced throughout Fairfax County in the years after World War II was also significant to the development of the community post war. While this population growth mostly affected the development of residential subdivisions outside of the downtown core, development also occurred within district boundaries affecting a new wave of professional, commercial, and ecclesiastical development that contributes to the continued evolution of the downtown core of the City of Fairfax after World War II. Much of this development was integrated architecturally with the existing district being profoundly influenced by the Colonial Revival movement. A notable exception was the development of Fairfax Plaza, a mixed-use shopping and recreation building constructed in the International Style. Although modern in design, Fairfax Plaza was carefully integrated within the streetscape through its use of traditional materials, notably brick, and consistent setback and massing with other earlier buildings along Main Street. The building’s developer James C. Webb hailed Fairfax Plaza as a solution to bring much needed shopping and recreation to downtown Fairfax Court House in the 1950s. Although other shopping plazas were constructed in the City during the late 1940s and 1950s, Fairfax Plaza was the only significant example built within the downtown commercial district. These developments expanded period of significance under Criterion A and C. As a result, many of the buildings originally designated as non-contributing resources in the 1987 nomination have been reclassified as contributing resources in this updated nomination.

The appropriate end date for the period of significance for the updated district was determined to be 1965. This date corresponds to and includes the construction of the Truro Episcopal Church school, the last building constructed as part of the mid-twentieth century expansion and development of the Truro Episcopal Church complex. Development within the historic district boundary between 1945-1965 represents relatively small-scale buildings like the Truro Episcopal Church complex and Munday’s Gas Station. These buildings were specifically designed in the Colonial Revival style to integrate into the downtown core. From 1968 and continuing into the 1970s, larger multi-story office buildings began to be developed around the district to accommodate increasing office space demands and an expanding workforce responding to an expanding court system. This development separated itself from the earlier period of commercial and professional development in both size and scale and building style, a significant departure from the construction that predates 1968.

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Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Events associated with **Politics and Government** played an important role in the founding and early development of the City of Fairfax Historic District during the nineteenth century. The crossroads location of Chain Bridge Road (Ox Road) and the Little River Turnpike (Main Street) was selected as the new county seat following the establishment of the District of Columbia in the late eighteenth century. A courthouse was built at this intersection in 1799. The location of the courthouse influenced the initial development of the Town of Providence, also known as Fairfax Court House, around the crossroads. While the town experienced growth as a local commercial center during the antebellum era, it continued to be defined by its role as the local government center into the twentieth century.

Transportation developments helped spur both the founding and growth of the town. The site for the courthouse was chosen due to its location at the crossroads of two notable early regional roads, Ox Road (Chain Bridge Road) and Little River Turnpike (Main Street). The construction of the Washington, Arlington, and Falls Church Electric Railway played a significant role in the growth of the community as a regional center. The trolley line linked Fairfax Court House with Vienna, Falls Church, Arlington, and other regional trade centers and fueled the significant construction that occurred within the town’s central business district during the first few decades of the twentieth century.

Fairfax Court House became part of the struggle associated with military events of the **Civil War**. One of the earliest skirmishes of the war in Virginia occurred on Main Street on June 1, 1863 when a Union Cavalry raid resulted in a skirmish with the Warrenton Rifles and two small cavalry units, who were stationed in the town. The skirmish resulted in the death of Captain John Quincy Marr, who became the first southern officer with the Virginia militia killed in the war. Fairfax Courthouse became contested ground, being the site of significant troop movements and skirmishes throughout the war. It served as headquarters for both Confederate (1861) and Union (1862-1865) units. It was during its time under Union control that one of the boldest, clandestine operations of the war conducted by the Confederate partisan John Mosby resulted in the capture of a Union general. Although this event became one of notoriety rather than having a significant impact on the direction of the war itself, the event did have significance in the career of John Mosby and his legendary status as the “Gray Ghost of the Confederacy.”

Events associated with **Community Planning and Development** impacted the physical growth and evolution of the district from its founding to the establishment of the independent City of Fairfax in 1961. The Town of Providence initially grew from its association as being the county seat’s town center. This led to a period of commercial growth during the antebellum era. In the

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years prior to the Civil War, the community was a self-sustaining community that contained stores, taverns, dwellings, and churches. The community experienced a decline as a result of the Civil War and its immediate aftermath during Reconstruction; however, by the turn of the twentieth century, improved transportation routes helped spur another period of commercial growth and development and the reestablishment of Fairfax Court House as the county's central community. One of the most significant results of this growth included the construction of Old Town Hall in 1900 as a local lodge and social hall. Suburban growth after World War II also impacted portions of the district. The Truro Episcopal Church, which had been an institution in the community since the 1840s, experienced such a significant increase in its congregation, they built a new a new larger church in 1958, which is now an integral part of the historic district.

The City of Fairfax Historic District contains a distinctive collection of **Architecture** that reflect the local evolution of popular styles of construction from the early nineteenth century to the mid twentieth century. The historic district includes examples of Late Georgian, Federal, Greek Revival, Queen Anne, Italianate, Commercial Style, Colonial Revival, Craftsman/Bungalow, and Modern International Style buildings.

Historic Context

In 1649, the entire region situated between the Potomac and Rappahannock rivers, then known as the Northern Neck, was conferred by royal charter to the proprietors. Despite 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, enslaved people, overseers, and/or tenants to set up and maintain tobacco plantations. 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 Thomas the 6th Lord Fairfax, 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 to run along Sugarland Run in a southwesterly direction.

The first county courthouse was located on the estate later known as Springfield that was owned by William Fairfax located near present-day Colchester. The second courthouse was relocated near present-day Tysons Corner, before moving again to Alexandria in the mid eighteenth century. 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,

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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.¹⁷ Consequently, during this period, Fairfax County's commerce and public affairs were focused in Alexandria, which was made the county seat in 1752.¹⁸

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."¹⁹ 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...."²⁰ 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...."²¹

Early National Era

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."²² 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

¹⁷ Nan Netherton, Donald Sweig, Janice Artemle, Patricia Hickin, and Patrick Reed, *Fairfax County, Virginia: A History*, (Fairfax, VA: Fairfax County Board of Supervisors, 1992), 44.

¹⁸ 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) 3.

¹⁹ Netherton, et al, *Fairfax, Virginia: A City Traveling Through Time*, 5.

²⁰ Netherton, et al, *Fairfax County, A History* 42-43.

²¹ Netherton, et al, *Fairfax County, A History*, 43.

²² Netherton, et al, *Fairfax, Virginia: A City Traveling Through Time*, 6.

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employ to overlook them.”²³ The United States census records that in 1790 less than half of Fairfax County residents owned enslaved African Americans.

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.²⁴ 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 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.”²⁵ The justices acting as commissioners for the new Courthouse were George Minor, Charles Little, James Wren, William Payne, and Dr. David Stuart.²⁶ 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.²⁷ The four acres Ratcliffe offered was part of the 1,000-acre portion of the Ravensworth tract Ratcliffe had purchased in 1786.²⁸

²³ Netherton, et al, *Fairfax, Virginia: A City Traveling Through Time*, 6

²⁴ Nan Netherton and Whitney Von Lake Wyckoff, *Fairfax Stations: All Aboard!* (Fairfax Station, VA: Friends of Fairfax Station, 1995), 20.

²⁵ William Waller Hening, *Statues at Large: Being a Collection of all the Laws of Virginia*, (New York, NY: R. & W. & W. Bartow, 1823), 3 January 1798.

²⁶ Netherton, et al, *Fairfax, Virginia, A City Traveling Through Time*, 5; Hening, 3 January 1798.

²⁷ Netherton, et al, *Fairfax, Virginia: A City Traveling Through Time*, 6.

²⁸ Netherton, et al, *Fairfax, Virginia: A City Traveling Through Time*, 7.

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On May 1, 1798, William Payne laid out four acres of Richard Ratcliffe's land "near Caleb Earpe's [sic] store."²⁹ A corrected deed for the land was filed a year later on June 27, 1799.³⁰ 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."³¹

In April 1798, the sheriff collected 35 cents for each tithable person in the County to pay for the construction of the new Courthouse.³² The court had specified the building would measure 40 feet by 30 feet:

"with sixteen feet pitch with a twelve foot Portico, one Goal forty feet by twenty..., One clerk's office twenty four feet by eighteen...and one Goalers House twenty four feet by eighteen...."³³

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."³⁴

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

²⁹ Netherton, et al, *Fairfax, Virginia: A City Traveling Through Time*, 7.

³⁰ Netherton, et al, *Fairfax, Virginia: A City Traveling Through Time*, 7.

³¹ Netherton, et al, *Fairfax, Virginia: A City Traveling Through Time*, 7.

³² Constance K Ring, "Richard Ratcliffe: The Man, His Courthouse, and His Town," *Yearbook*, The Historical Society of Fairfax County, Vol. 25, 1995-1996, 97.

³³ Netherton, et al, *Fairfax, Virginia: A City Traveling Through Time*, 7.

³⁴ Netherton, et al, *Fairfax, Virginia: A City Traveling Through Time*, 7.

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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 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."³⁵ 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."³⁶

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.³⁷ Although its official name was Providence, the community's postal designation continued to be Fairfax Court House which was also the name generally 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

³⁵ Netherton, et al, *Fairfax, Virginia: A City Traveling Through Time*, 9.

³⁶ Netherton, et al, *Fairfax, Virginia: A City Traveling Through Time*, 11.

³⁷ Virginia Historic Landmarks Commission Staff, National Register of Historic Places Registration Form, "Earp's Ordinary," National Register No. 151-0002, December 1972, p. 1.

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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.

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 Era, 1831-1860

During the early nineteenth century, the role of county government in Virginia was firmly in place. Judicial powers were invested in the county court as the system evolved during the Colonial era from the seventeenth through the eighteenth centuries. By the late eighteenth century, local courts heard all cases except those that entailed capital punishment. Additionally, the courts held nonjudicial responsibilities regarding both private and public affairs. The county court performed a wide array of administrative functions throughout the nineteenth century that were important to local affairs, including the licensing of inns, mills, survey and maintenance of roads, bridges, and fords, and the regulation of welfare activities.³⁸ 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.”³⁹

³⁸ National Register of Historic Places Nomination Form, “City of Fairfax Historic District,” National Register No. 87001432, 27 October 1987, Cont. Sheet 17.

³⁹ Netherton, et al, *Fairfax, Virginia: A City Traveling Through Time*, 13.

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In 1845, the Truro Episcopal Church constructed its first church near the courthouse, becoming one of the longest serving religious organization in the town. Known initially as Zion Church, the original church building served the local congregation until it was destroyed in the Civil War. A c. 1875 church constructed to replace the original structure, which served the congregation into the twentieth century.⁴⁰

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.⁴¹ 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.”⁴² 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.⁴³

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.

⁴⁰ Netherton, Fairfax, Virginia: *A City Traveling Through Time*, 36-38.

⁴¹ Netherton, et al, *Fairfax, Virginia: A City Traveling Through Time*, 12.

⁴² Netherton, et al, *Fairfax, Virginia: A City Traveling Through Time*, 12-13.

⁴³ Netherton and Wyckoff, *Fairfax Station: All Aboard!*, 21.

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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.”⁴⁴ 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 other marks of enterprise and industry exhibited.”⁴⁵ 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.”⁴⁶

Civil War, 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 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.

⁴⁴ Netherton and Wyckoff, *Fairfax Station: All Aboard!*, 20.

⁴⁵ City of Fairfax, “City of Fairfax Historic Sites,” (Fairfax, VA: City of Fairfax Public Information Office, 1988), 27; *Alexandria Gazette*, 4 April 1844.

⁴⁶ Netherton, et al, *Fairfax County, Virginia: A History*, 256.

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In 1860, Fairfax County was home to 11,834 residents, including 672 free Black people, 3,116 enslaved individuals, and 8,046 whites.⁴⁷ 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.”⁴⁸

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).⁴⁹

“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 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.⁵⁰

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 1861.⁵¹ 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

⁴⁷ Netherton, et al, *Fairfax, Virginia: A City Traveling Through Time*, 19.

⁴⁸ Netherton, et al, *Fairfax, Virginia: A City Traveling Through Time*, 19.

⁴⁹ Netherton, et al, *Fairfax, Virginia: A City Traveling Through Time*, 19.

⁵⁰ Netherton, et al, *Fairfax, Virginia: A City Traveling Through Time*, 20.

⁵¹ Netherton, et al, *Fairfax, Virginia: A City Traveling Through Time*, 21.

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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 1896.⁵²

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.⁵³

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."⁵⁴ The area was constantly being reconnoitered by Northern and Southern troops and civilians fled at a moment's 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 resigned as a captain of a cavalry unit in the Federal army."⁵⁵ The entire Confederate force totaled no more than three hundred men and was poorly equipped.⁵⁶

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

⁵² Netherton, et al, *Fairfax, Virginia: A City Traveling Through Time*, 21; John T. Marck, "Colonel Ephraim Elmer Ellsworth," *About Famous People*, blogpost, accessed 25 April 2021, <https://www.aboutfamouspeople.com/article1011.html?printable=y>.

⁵³ Netherton, et al, *Fairfax, Virginia: A City Traveling Through Time*, 21.

⁵⁴ Netherton, et al, *Fairfax, Virginia: A City Traveling Through Time*, 21.

⁵⁵ Netherton, et al, *Fairfax, Virginia: A City Traveling Through Time*, 22.

⁵⁶ Letter from M.L. Bonham, Brig. Gen., C.S.A., Commanding First Brigade, Dept. of Alexandria to Col. R.S. Garnet, Adjunct-General Va. Forces, 2 June 1861, *War of the Rebellion-Official Records of the Union and Confederate Armies, Series I, Vol. 2, 1880*.

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able to repel the Union soldiers during the night and retain control of Fairfax Court House.⁵⁷ Five Confederate soldiers were taken prisoner. Three Union soldiers were killed or missing and four were wounded.⁵⁸ 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.”⁵⁹

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.”⁶⁰ 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 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.⁶¹

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

⁵⁷ Letter from R.S. Ewell, Lieut.-Col. Virginia Forces, Commanding to Col. Thomas Jordan, Assistant Adjutant-General Virginia Forces, 1 June 1861, *War of the Rebellion-Official Records of the Union and Confederate Armies, Series I, Vol. 2, 1880*.

⁵⁸ Netherton, et al, *Fairfax, Virginia: A City Traveling Through Time*, 23.

⁵⁹ Mark M. Boatner III, *The Civil War Dictionary*, (New York, NY: Vintage Books, 1988), 272.

⁶⁰ William C. Davis, *The Civil War: First Blood, Fort Sumter to Bull Run*, (Alexandria, VA: Time-Life Books, 1983), 110-111 and 117.

⁶¹ Netherton, et al, *Fairfax, Virginia: A City Traveling Through Time*, 23.

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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."⁶²

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.⁶³

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).

⁶² Netherton, et al, *Fairfax, Virginia: A City Traveling Through Time*, 23.

⁶³ Netherton, et al, *Fairfax, Virginia: A City Traveling Through Time*, 24.

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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 though they had been shelled & some rebel earth works.⁶⁴

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 continued to occur. One of the most daring raids of the war was conducted by the famed partisan ranger John S. Mosby. In early 1863, Mosby was granted permission from his commanding officer J.E.B. Stuart to form a small detachment of partisans to harass Union outposts. Wanting to impress his commanders, Mosby embarked on a bold raid on March 9, 1863, entering the Union held Fairfax Courtyard with his small force at night. Acting on intelligence information, he knew Union garrison commander Brigadier General Edwin H. Stoughton and his staff were headquartered in the home of Dr. William Presley Gunnell, a local physician. Mosby and his men paid an unexpected visit to the general, waking him from his sleep. After capturing a few other officers and soldiers, the rangers fled into the night without any alarm. Mosby reported to Stuart: "We also brought off 58 horses, most of them being very fine, belonging to officers; also a considerable number of arms."⁶⁵ Mosby's successful raid was quite an embarrassment to the Union army. President Lincoln's own reaction can be best described as sarcastic disgust. When asked how he felt about losing a General in this manor, he stated he could create another general with a simple stoke of his pen but he couldn't replace those horses.⁶⁶ The raid itself would have the immediate impact to make Mosby's independent command of partisan ranger permanent. Soon thereafter, the 43rd Battalion was born as was the legend of the Gray Ghost.⁶⁷

Confederate cavalry raids continued later in the year. The Union army at Fairfax Court House was again attacked on June 27, 1863 by General Wade Hampton's regiment, who captured all

⁶⁴ Netherton, et al, *Fairfax, Virginia: A City Traveling Through Time*, 27.

⁶⁵ Letter from Captain John Mosby to General J.E.B. Stuart, 11 March 1863, *War of the Rebellion-Official Records of the Union and Confederate Armies, Series I, Vol. 2, 1880*.

⁶⁶ Netherton, *Fairfax County, Virginia: A History*, 358-359.

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but eighteen of the cavalry troops in Companies B and C of the 11th New York Cavalry under Major Remington.⁶⁸

Once again, a new local government attempted to restore commerce, conduct court proceedings, and handle the massive influx of emancipated African Americans 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.⁶⁹ 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."⁷⁰ 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.⁷¹ 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."⁷²

Residents moving into the area included a number of freed Black individuals. 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 in Fairfax County in the fall of 1865, none were living in freedmen's villages. There were, however, at least three communities in which a number of Black persons had gathered. There was a group of about thirty at Lewinsville, a similar number at Fairfax Station, and an additional 140 at Fairfax Court House. The others were scattered about, many of them living where they had always lived, on the lands of former masters."⁷³

Reconstruction and Growth, 1866-1917

Following emancipation and the end of the Civil War, some freed people tended to remain close to where they had been enslaved while others migrated elsewhere to start anew. Many of these

⁶⁸ 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.

⁶⁹ Netherton, et al, *Fairfax, Virginia: A City Traveling Through Time*, 29.

⁷⁰ Margaret Leech, *Reveille in Washington, 1860-1865*, (New York, NY: Carroll & Graf Publishers, Inc., 1989 reprint), 164.

⁷¹ City of Fairfax Historic Sites, 28.

⁷² Netherton, et al, *Fairfax County, Virginia: A History*, 374.

⁷³ Netherton, et al, *Fairfax County, Virginia: A History*, 381.

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Black individuals and families congregated together to create communities with their own churches and businesses throughout the county. Known as freedmen's communities, one of these communities was established approximately one mile south of Fairfax Courthouse in the area around Braddock Road.⁷⁴ Many of the former enslaved persons in the community were able to become landowners in part due to Dr. Clarke Brooke, a white farmer and tax collector who employed Black fieldhands to whom he sold acreage on which they could establish small homesteads. Others found employment in area mills which produced lumber and railroad ties for the burgeoning railroad industry. Blacksmithing also became a common trade among freedmen in the Braddock Road community, often producing equipment for the saw millers.⁷⁵

Within the historic boundaries of Fairfax Courthouse, there was also a growing population of Black residents after the Civil War. According to the 1880 census, of the community's population of 380 people, 125 of those—approximately 33%—were Black. One of the most prominent Black businessmen in Fairfax Courthouse during Reconstruction was James Ferguson, commonly known as Jim Fogg. Ferguson purchased the "Alison [sic] Stable Lot" at public auction in 1866 and established a livery stable.⁷⁶ The Allison Stable stood on Lot 10 in Fairfax Courthouse and was part of a property that was previously owned by the Allison family—Irish immigrants who had owned the property as early as the 1820s.⁷⁷ After placing the winning bid of \$105, Ferguson paid for the property in installments, and obtained the deed to the property in 1869.⁷⁸ Five years later, Ferguson purchased the western half of Lot 6 at public auction on June 29, 1874 for \$160.⁷⁹ This "vacant lot" abutted his stable property on the south side. Collectively, the property comprised the western half of the block today bound by North Street, University Drive, and Main Street, where Old Town Square and Old Town Hall are located.

Ferguson seems to have met with some success as the owner of a livery stable and opened an eating house c. 1869. The 1880 federal census indicates that Fogg was the owner and operator of both the livery stable and an eating house where his wife served as the cook. While eating houses were not exclusively operated by Black businessmen following the Civil War, they were one of the few business opportunities available to freed people. While Ferguson was able to own and operate an eating house, he nor any other Black individuals or families were able to dine in his

⁷⁴ Andrew M. D. Wolf, *Black Settlement in Fairfax County During Reconstruction*, (Fairfax County, 1975), 63.

⁷⁵ Wolf, *Black Settlement in Fairfax County During Reconstruction*, 63.

⁷⁶ Wolf, *Black Settlement in Fairfax County During Reconstruction*, 63-64. END NOTE 89

⁷⁷ William Page Johnson, II, "Jim Ferguson's Eating House and Livery Stable," *The Fair Facs Gazette*, Spring 2017, Volume 14, Issue 2, 6.

⁷⁸ Johnson, II, "Jim Ferguson's Eating House and Livery Stable," *The Fair Facs Gazette*, 9.

⁷⁹ Wolf, *Black Settlement in Fairfax County During Reconstruction*, 64; Johnson, II, "Jim Ferguson's Eating House and Livery Stable," *The Fair Facs Gazette*, 9.

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establishment as it was segregated and catered exclusively to white customers.⁸⁰ Ferguson's eating house became well known, and by the 1870s it was a prime establishment in Fairfax Courthouse. Ferguson owned the property until 1890 when it was sold at auction to secure a debt owed by Ferguson. While he was no longer the owner, Ferguson likely continued to operate the eating house and livery stable as tenant of the new owner. Joseph E. Willard purchased the property in 1898 and demolished the eating house and stables.⁸¹

Withing Fairfax Courthouse during Reconstruction, the growing Black population also organized a school and two Black churches by the time the Town of Fairfax was incorporated in 1892.⁸² One of these churches, Mount Calvary Baptist Church, was established on May 15, 1870, by emancipated members, and is believed to be the first Black church in the City of Fairfax. The original members raised funds to purchase land for a church, obtaining a site from Beecher Campbell and his wife, located approximately three blocks south of the Court House on the west side of Chain Bridge Road. The trustees supervised construction of the church, used for 86 years until April 1957 at which point it was razed and replaced with a new church building.⁸³ The first pastor of the Church, Reverend Marshall Downing Williams, helped organize and found the church as well as several others throughout Northern Virginia. Williams also helped found the Northern Virginia Baptist Association, a Black church organization established in 1878.⁸⁴ The church held baptismal services in the Accotink Branch in a pool formed at its confluence with the Tussico from its establishment in 1870 through the early twentieth century.⁸⁵

In 1870, five years after the end of the war, Virginia ratified a new constitution. The constitution established a General Assembly that met on an annual basis, unless the governor called for a special session. Fairfax Court House was located in the Providence District of Fairfax County. Each has an elected supervisor. "The resulting board of supervisors became the chief administrative body for the county and towns within its borders, assuming many of the duties of the former county court justice system, including holding titles to the county's public properties."⁸⁶

After the devastating destruction caused by the Civil War, Fairfax Court House and the

⁸⁰ Johnson, II, "Jim Ferguson's Eating House and Livery Stable," *The Fair Facs Gazette*, 12.

⁸¹ Johnson, II, "Jim Ferguson's Eating House and Livery Stable," *The Fair Facs Gazette*, 14.

⁸² Netherton, et al, *Fairfax County, Virginia: A History*, 454.

⁸³ Mt. Calvary Baptist Church, "About Us," Copyright 2015-2017, <https://mtcalvaryfairfax.net/about-us/>.

⁸⁴ "Fund Raising Gala for Historic Church," *Fairfax News*, 2 August 1973.

⁸⁵ Old Baptismal Area Historical Marker, City of Fairfax – Historic Fairfax City, Inc., 2007.

⁸⁶ Netherton, et al, *Fairfax, Virginia: A City Traveling Through Time*, 37.

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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."⁸⁷

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...."⁸⁸

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.⁸⁹ 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

⁸⁷ Netherton, et al, *Fairfax, Virginia: A City Traveling Through Time*, 39.

⁸⁸ Netherton, et al, *Fairfax County, Virginia: A History*, 435, n. 121; Netherton, et al, *Fairfax, Virginia: A City Traveling Through Time*, 39.

⁸⁹ Susan E. Smead, Preservation Associates of Virginia, National Register of Historic Places Nomination Form, "Fairfax Public School," National Register No. 151-0038, February 1992, Section 8, Page 7.

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echo the county's continued growth and the developments of public education in the Commonwealth.⁹⁰

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, isolating the courthouse from most of the county in bad weather."⁹¹ 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."⁹²

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.

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.⁹³

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*

⁹⁰ Smead, National Register of Historic Places Nomination Form, "Fairfax Public School," National Register No. 151-0038, February 1992, s. 8, p. 7-10.

⁹¹ Netherton, et al, *Fairfax County, Virginia: A History*, 434-435.

⁹² Netherton, et al, *Fairfax, Virginia: A City Traveling Through Time*, 39.

⁹³ Netherton, et al, *Fairfax, Virginia: A City Traveling Through Time*, 41.

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Herald, begun in 1881, stated the town had an increased population of 376 inhabitants.⁹⁴ 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.”⁹⁵ 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....”⁹⁶

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.”⁹⁷ 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.

The growing dairy industry benefited greatly by the development of the electric streetcar lines and the improvements to the rail lines that ran through 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, DC.⁹⁸ Fairfax County was ranked as the largest milk producer in the Commonwealth.⁹⁹

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

⁹⁴ Gardner, 8; City of Fairfax Historic Sites, 30.

⁹⁵ Netherton, et al, *Fairfax County, Virginia: A History*, 435.

⁹⁶ City of Fairfax Historic Sites, 30.

⁹⁷ Netherton, et al, *Fairfax, Virginia: A City Traveling Through Time*, 52.

⁹⁸ Netherton, et al, *Fairfax County, Virginia: A History*, 485.

⁹⁹ National Register of Historic Places Registration Form, “City of Fairfax Historic District,” National Register No. 87001432, 1987, Section 8, Page 3.

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social center.¹⁰⁰ 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.¹⁰¹ 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.¹⁰²

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.¹⁰³

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."¹⁰⁴ 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

¹⁰⁰ National Register of Historic Places Registration Form, "City of Fairfax Historic District," National Register No. 87001432, 1987, Section 8, Page 8.

¹⁰¹ Netherton, et al, *Fairfax, Virginia: A City Traveling Through Time*, 54.

¹⁰² Netherton, et al, *Fairfax, Virginia: A City Traveling Through Time*, 63.

¹⁰³ Netherton, et al, *Fairfax, Virginia: A City Traveling Through Time*, 55.

¹⁰⁴ Netherton, et al, *Fairfax County, Virginia: A History*, 527.

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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, 1918-1945

With continued improvements to transportation routes and the rapid growth of the federal government during World War I, Fairfax 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 increased as the automobile became the preferred mode of transportation. In 1923, “the state auditor reported 2,775 motor vehicles of all kinds in the county.”¹⁰⁵ By 1933, the electric streetcar service had ceased to operate because it was no longer 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.¹⁰⁶ 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.”¹⁰⁷ In November 1931, the highway

¹⁰⁵ Netherton, et al, *Fairfax County, Virginia: A History*, 528.

¹⁰⁶ “President Hoover to Turn the First Spade in the Construction of the New Lee Memorial Boulevard,” *Washington Post*, 25 April 1931, p. LM 3.

¹⁰⁷ W.S. Hoge, Jr., “Bigger Washington is Seen in Virginia,” *Washington Post*, 25 April 1931, p. LM 13.

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(now Route 50) was extended westward from Fairfax Circle to “Kamp Washington, just west of Fairfax at the Little River Turnpike (Route 236).”¹⁰⁸

County agent Harry B. Derr reported in 1925 that “with the rapidly increasing miles of hard surface roads in this county many businessmen of the city are purchasing farms, either from a speculative or home point of view.”¹⁰⁹ 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.”¹¹⁰ 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 1928.¹¹¹ 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:

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.¹¹²

The 1930 census records report the population of Fairfax County had reached 25,264, nearly twice what it was in 1870.¹¹³ 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.¹¹⁴ 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

¹⁰⁸ Netherton, et al, *Fairfax, Virginia: A City Traveling Through Time*, 69.

¹⁰⁹ Netherton, et al, *Fairfax County, Virginia: A History*, 530-531.

¹¹⁰ Netherton, et al, *Fairfax, Virginia: A City Traveling Through Time*, 65.

¹¹¹ Netherton, et al, *Fairfax, Virginia: A City Traveling Through Time*, 65.

¹¹² Netherton, et al, *Fairfax, Virginia: A City Traveling Through Time*, 64.

¹¹³ Netherton, et al, *Fairfax County, Virginia: A History*, 546.

¹¹⁴ Netherton, et al, *Fairfax, Virginia: A City Traveling Through Time*, 65.

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leaving their farms have ceased farming operations, sold their livestock, bought themselves Ford Cars, and are working either in Alexandria or Washington.”¹¹⁵

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. By the mid-1860s, 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. All but one of these subdivided neighborhoods were located within proximity of the streetcar line and to the west of the Courthouse. Many of the subdividers who platted these neighborhoods purchased undeveloped lots in adjacent suburbs in anticipation of the impending growth and ensured financial success. 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 remained the growth of the federal work force. The dramatic increase in population and the limited availability of affordable rental housing for the middle-class government workers made the County a prime development area, particularly during and after World War II.

¹¹⁵ Netherton, et al, *Fairfax County, Virginia: A History*, 530.

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The Post-World War II Era, 1946-1961

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, in an effort to relieve housing shortages within and immediately around the District, suburban development was infilling once-open agricultural land in Arlington County and the eastern part of Fairfax County. As part of this development, new and improved roads were being laid out and regularly maintained by the State Highway Administration while the 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 to sell their product.

Between 1946 and 1950, four additional subdivisions were platted in the Town of Fairfax. 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 created, motor vehicle license ordinance adopted, and building code and zoning ordinance established.

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.”¹¹⁶ The Town filed suit against Fairfax County and was “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.”¹¹⁷ 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, streetlights, traffic control, free trash and garbage collections, and snow removal.¹¹⁸

The significant population growth necessitated the expansion of several local churches. The Truro Episcopal Church had been holding services in a small chapel constructed in 1933, which

¹¹⁶ Netherton, et al, *Fairfax, Virginia: A City Traveling Through Time*, 86.

¹¹⁷ Netherton, et al, *Fairfax, Virginia: A City Traveling Through Time*, 86.

¹¹⁸ “Court Affirms Fairfax Town Annexation,” *The Washington Post*, December 1, 1959, B1.

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replaced the c. 1875 church previously located on its property. The growth of its congregation led the church to construct a larger house of worship in 1958. The First Baptist church, which originally constructed a church within the district at 10382 Main Street in 1928 built a larger church in 1951, approximately one-half mile east of the Truro Church. The original church building constructed in 1928 is a modest one-story concrete block building capped by a gabled roof. It remains within the district and is now known as the Coddling Building.¹¹⁹

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.¹²⁰ The first regular meeting of the City Council of the City of Fairfax held on July 5, 1961.¹²¹ Construction of the new city hall quickly followed at 10455 Armstrong Street. Although the City established a number of new regulations and governing departments, such as a flood plain regulation 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."¹²²

Colonial Revival Buildings

Colonial Revival is the most predominant architectural style displayed within the City of Fairfax Historic District. Examples of domestic, commercial, professional, and government buildings incorporate Colonial Revival details and features. Colonial design in the district harkens back to the first building erected in the community, the original courthouse with its Late Georgian influences. Georgian architecture was already out of vogue when the courthouse was constructed. Considered outdated in the early nineteenth 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 twentieth century, Colonial Revival-style buildings were one of the most popular building types constructed in the United States.

By the 1940s and 1950s, Colonial Revival had fallen out of favor to Ranch construction and Modern styles; however, Colonial Revival never entirely faded from popularity in Virginia Part

¹¹⁹ EHT Tracerics, *Historic Property Survey Update of the City of Fairfax, Virginia*, 2004: 138-139.

¹²⁰ "City of Fairfax, Comprehensive Plan," 6.

¹²¹ Netherton, et al, *Fairfax, Virginia: A City Traveling Through Time*, 87.

¹²² "City of Fairfax, Comprehensive Plan," 6.

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of this was the popularity of the reconstruction of Colonial Williamsburg in 1927, the Colonial Revival style not only evoked early American nostalgia but also the idea of Virginian culture.¹²³

Through the mid-twentieth 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. Part of this evolution was likely due to budget conscious construction designs, but austerity also became architecturally popular as part of the growing Modern movement. 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 minimal Colonial Revival details such as cornices and door surrounds.¹²⁴

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¹²³ Chester H. Liebs, *Main Street to Miracle Mile: American Roadside Architecture* (Boston: Little, Brown and Company, 1985), 52-53.

¹²⁴ Chester H. Liebs, *Main Street to Miracle Mile: American Roadside Architecture*, 58-59.

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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 # _____
- recorded by Historic American Landscape Survey # _____

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Primary location of additional data:

- State Historic Preservation Office
 - Other State agency
 - Federal agency
 - Local government
 - University
 - Other
- Name of repository: _____

Historic Resources Survey Number (if assigned): DHR #151-0003

10. Geographical Data

Acreeage of Property 20

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: _____
(enter coordinates to 6 decimal places)

- | | |
|------------------------|-----------------------|
| 1. Latitude: 38.848710 | Longitude: -77.308950 |
| 2. Latitude: 38.850150 | Longitude: -77.307260 |
| 3. Latitude: 38.849730 | Longitude: -77.306570 |
| 4. Latitude: 38.846560 | Longitude: -77.303910 |
| 5. Latitude: 38.845640 | Longitude: -77.303980 |
| 6. Latitude: 38.845310 | Longitude: -77.304770 |
| 7. Latitude: 38.843620 | Longitude: -77.307170 |

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8. Latitude: 38.843850 Longitude: -77.307880

9. Latitude: 38.845240 Longitude: -77.308310

10. Latitude: 38.847260 Longitude: -77.309790

11. Form Prepared By

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date: March 2024

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

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Photo Log

Name of Property: City of Fairfax Historic District

City or Vicinity: City of Fairfax

County: State: Virginia

Photographer: Eric Griffitts

Date Photographed: November 17, 2020 and April 28, 2021

Description of Photograph(s) and number, include description of view indicating direction of camera:

Photo 1 of 22: VA_City of Fairfax Historic District (update)_001.tif
Ratcliffe-Allison House (10386 Main Street), facing north

Photo 2 of 22: VA_City of Fairfax Historic District (update)_002.tif
Drapper House (10346-10370 Main Street), facing north

Photo 3 of 22: VA_City of Fairfax Historic District (update)_003.tif
Dr. Gunnell House (10520 Main Street), looking north

Photo 4 of 22: VA_City of Fairfax Historic District (update)_004.tif
Donahoe House (3920 Chain Bridge Road), facing west

Photo 5 of 22: VA_City of Fairfax Historic District (update)_005.tif
Donahoe House (3920 Chain Bridge Road), Well House, facing southwest

Photo 6 of 22: VA_City of Fairfax Historic District (update)_006.tif
Saul House, facing southwest

Photo 7 of 22: VA_City of Fairfax Historic District (update)_007.tif
Barbour House (4069 Chain Bridge Road), looking northeast

Photo 8 of 22: VA_City of Fairfax Historic District (update)_008.tif
Robey House (3906 Chain Bridge Road), facing west

Photo 9 of 22: VA_City of Fairfax Historic District (update)_009.tif
Single Dwelling at 10376 Main Street, facing northeast

Photo 10 of 22: VA_City of Fairfax Historic District (update)_010.tif
South side of Main Street, 10400 block, facing southeast

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Photo 11 of 22: VA_City of Fairfax Historic District (update)_011.tif
North side of Main Street, 10400 block, facing northwest

Photo 12 of 22: VA_City of Fairfax Historic District (update)_012.tif
East side of Chain Bridge Road, 3900 Block, facing northeast

Photo 13 of 22: VA_City of Fairfax Historic District (update)_013.tif
National Bank of Fairfax (4029 Chain Bridge Road), facing northeast

Photo 14 of 22: VA_City of Fairfax Historic District (update)_014.tif
Jerse Building (4015 Chain Bridge Road), facing west

Photo 15 of 22: VA_City of Fairfax Historic District (update)_015.tif
Dickerson Building (3976 Chain Bridge Road), facing southeast

Photo 16 of 22: VA_City of Fairfax Historic District (update)_016.tif
Courthouse (4000 Chain Bridge Road), facing southwest

Photo 17 of 22: VA_City of Fairfax Historic District (update)_017.tif
Courthouse property (4000 Chain Bridge Road) on Main Street looking towards the Old Jail,
facing southwest

Photo 18 of 22: VA_City of Fairfax Historic District (update)_018.tif
Old Town Hall (3999 University Drive), facing east

Photo 19 of 22: VA_City of Fairfax Historic District (update)_019.tif
Fire Station (3988 University Drive) North side of Main Street, facing northwest

Photo 20 of 22: VA_City of Fairfax Historic District (update)_020.tif
Truro Episcopal Church (10520 Main Street), 1958 Church, facing northeast

Photo 21 of 22: VA_City of Fairfax Historic District (update)_021.tif
Truro Episcopal Church (10520 Main Street), 1933 Chapel, facing west
North side of Main Street, facing northwest

Photo 22 of 22: VA_City of Fairfax Historic District (update)_022.tif
Fairfax Baptist Church/Codding Building (10382 Main Street), facing north

Photo 23 of 24: VA_City of Fairfax Historic District (update)_023.tif

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East side of Chain Bridge Road, 4000 Block, looking southeast

Photo 24 of 24: VA_City of Fairfax Historic District (update)_024.tif

North side of Main Street, 10400 Block, facing northeast

Paperwork Reduction Act Statement: This information is being collected for nominations 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.460 et seq.). We may not conduct or sponsor and you are not required to respond to a collection of information unless it displays a currently valid OMB control number.

Estimated Burden Statement: Public reporting burden for each response using this form is estimated to be between the Tier 1 and Tier 4 levels with the estimate of the time for each tier as follows:

- Tier 1 – 60-100 hours
- Tier 2 – 120 hours
- Tier 3 – 230 hours
- Tier 4 – 280 hours

The above estimates include time for reviewing instructions, gathering and maintaining data, and preparing and transmitting nominations. Send comments regarding these estimates or any other aspect of the requirement(s) to the Service Information Collection Clearance Officer, National Park Service, 1201 Oakridge Drive Fort Collins, CO 80525.

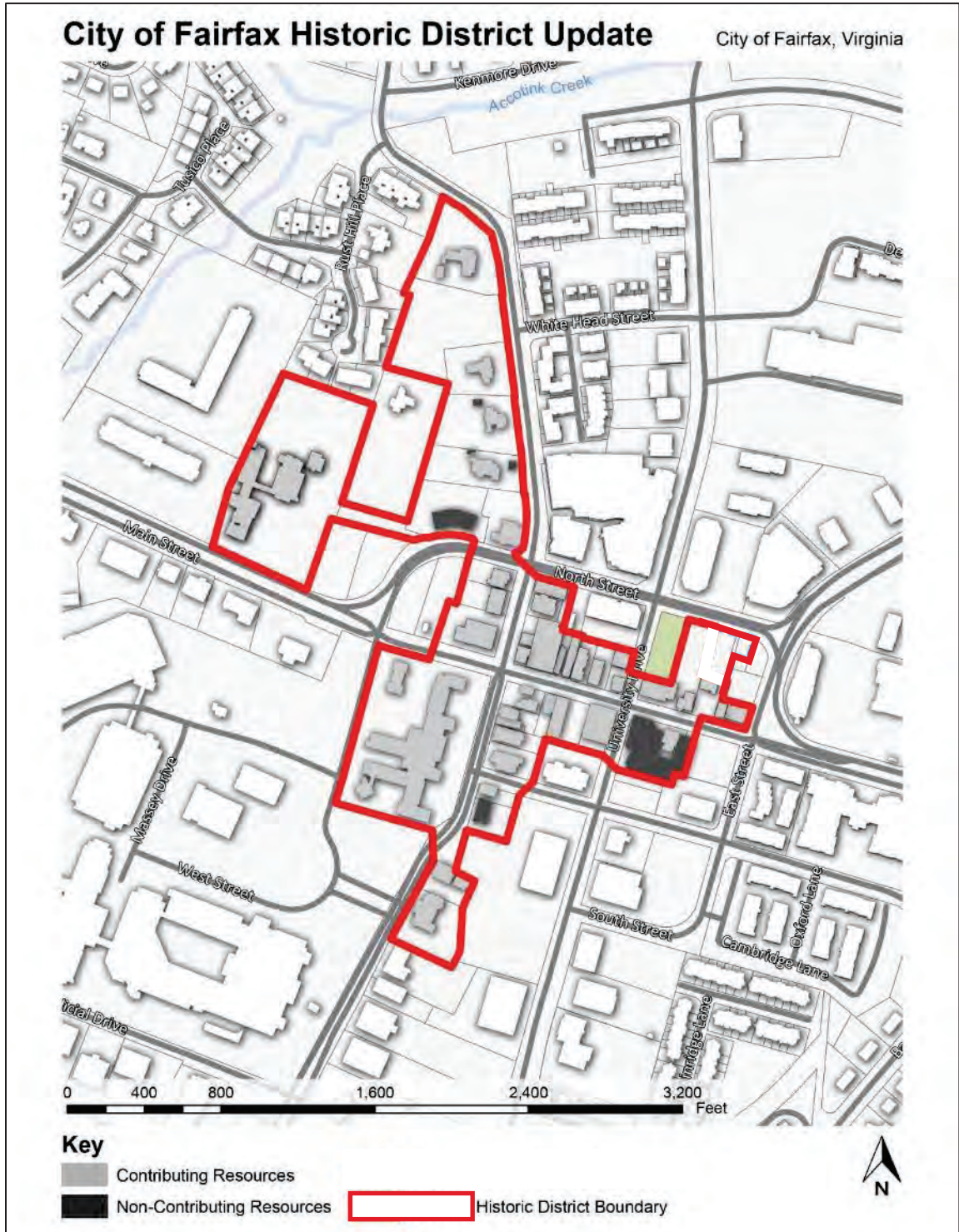
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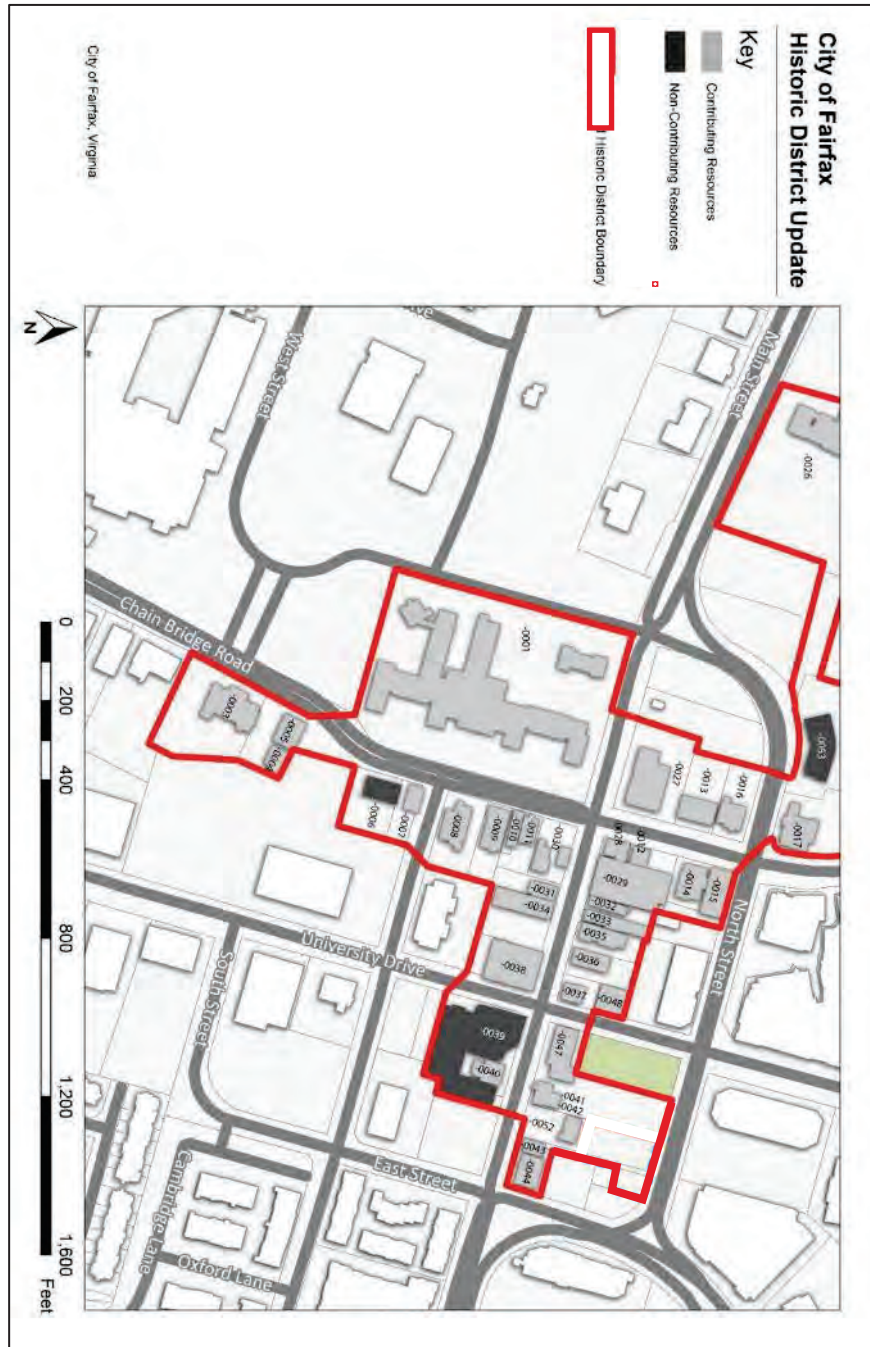
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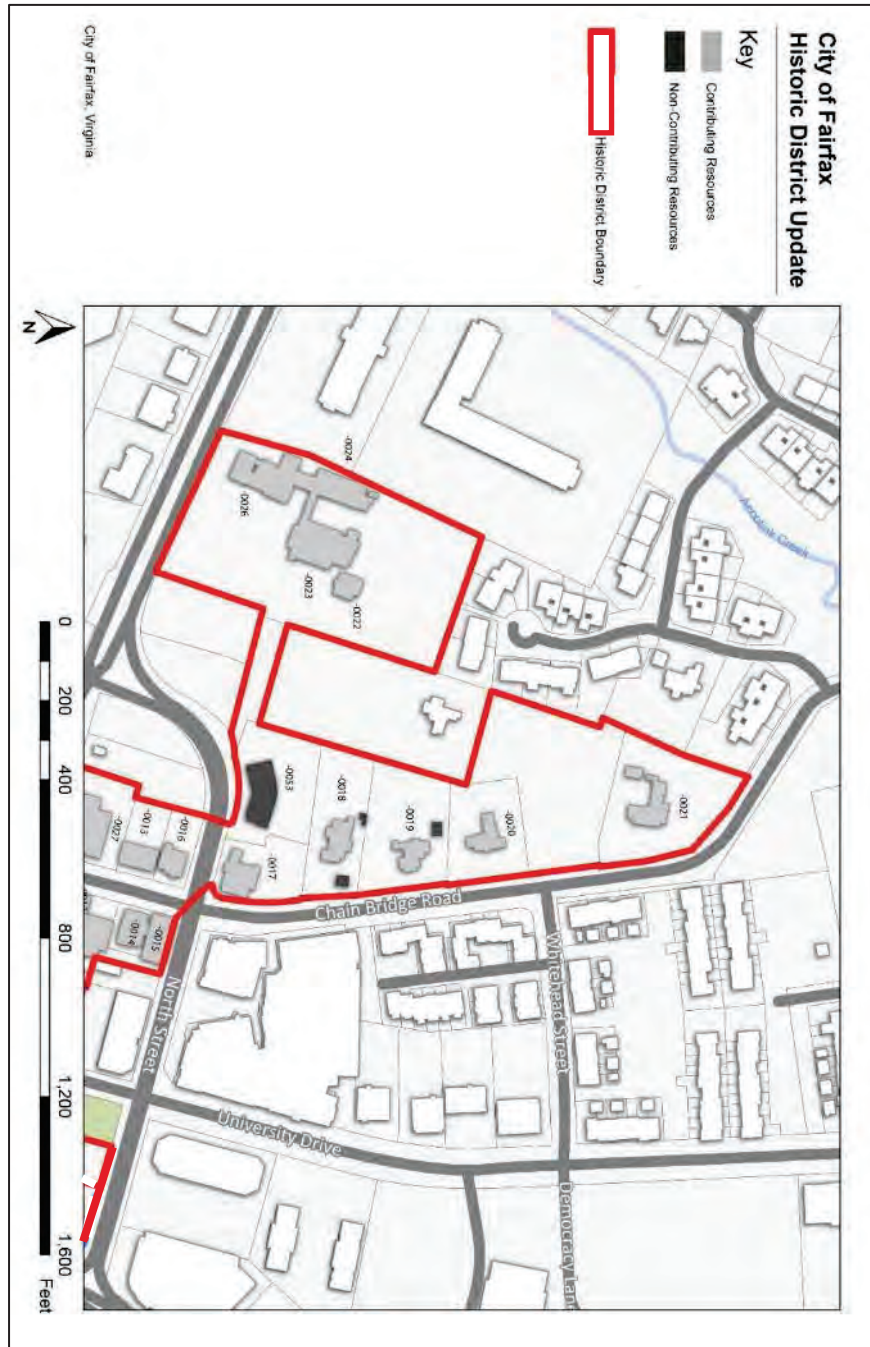
County and State

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Name of Property

City of Fairfax, Virginia

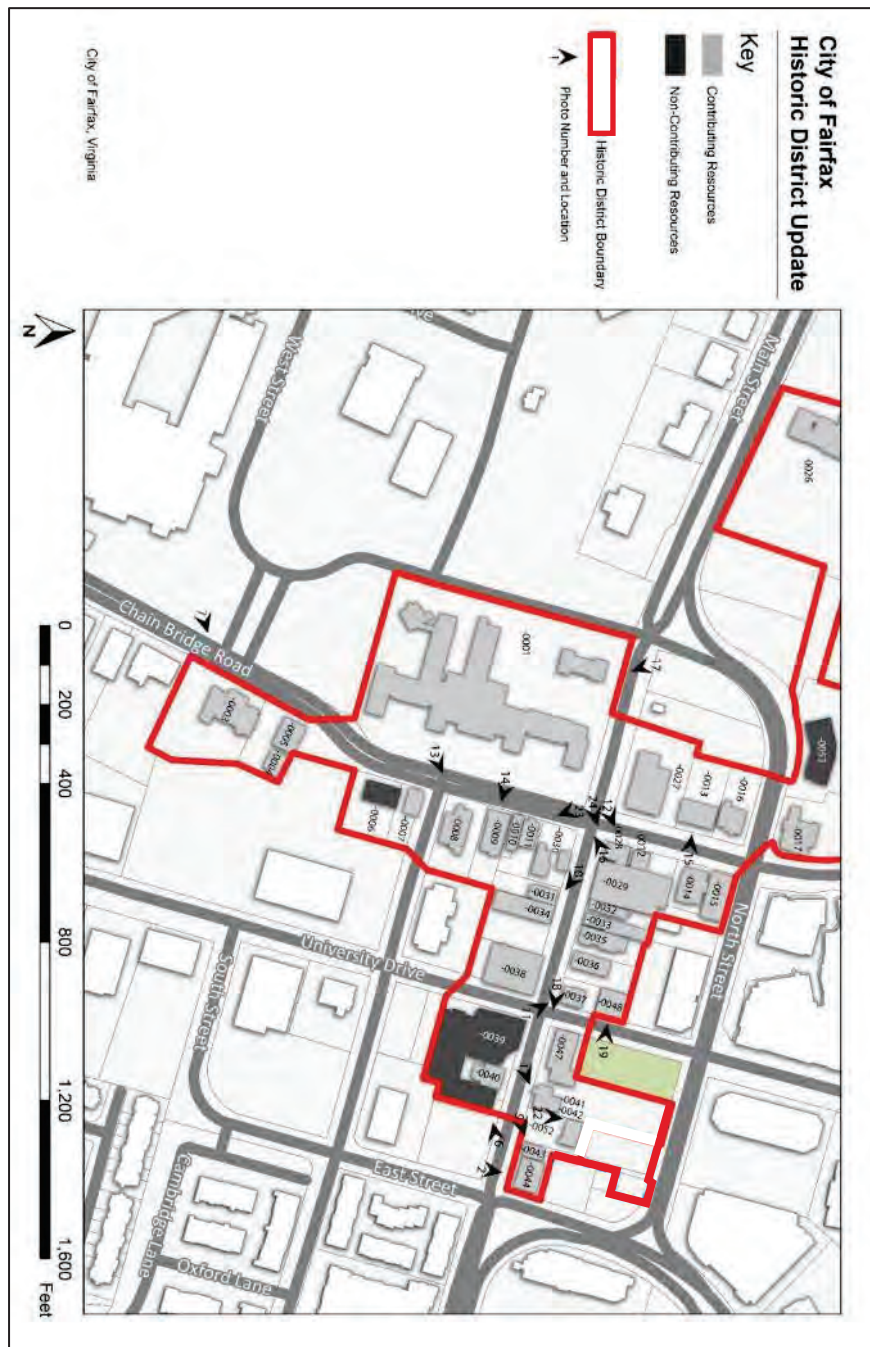
County and State

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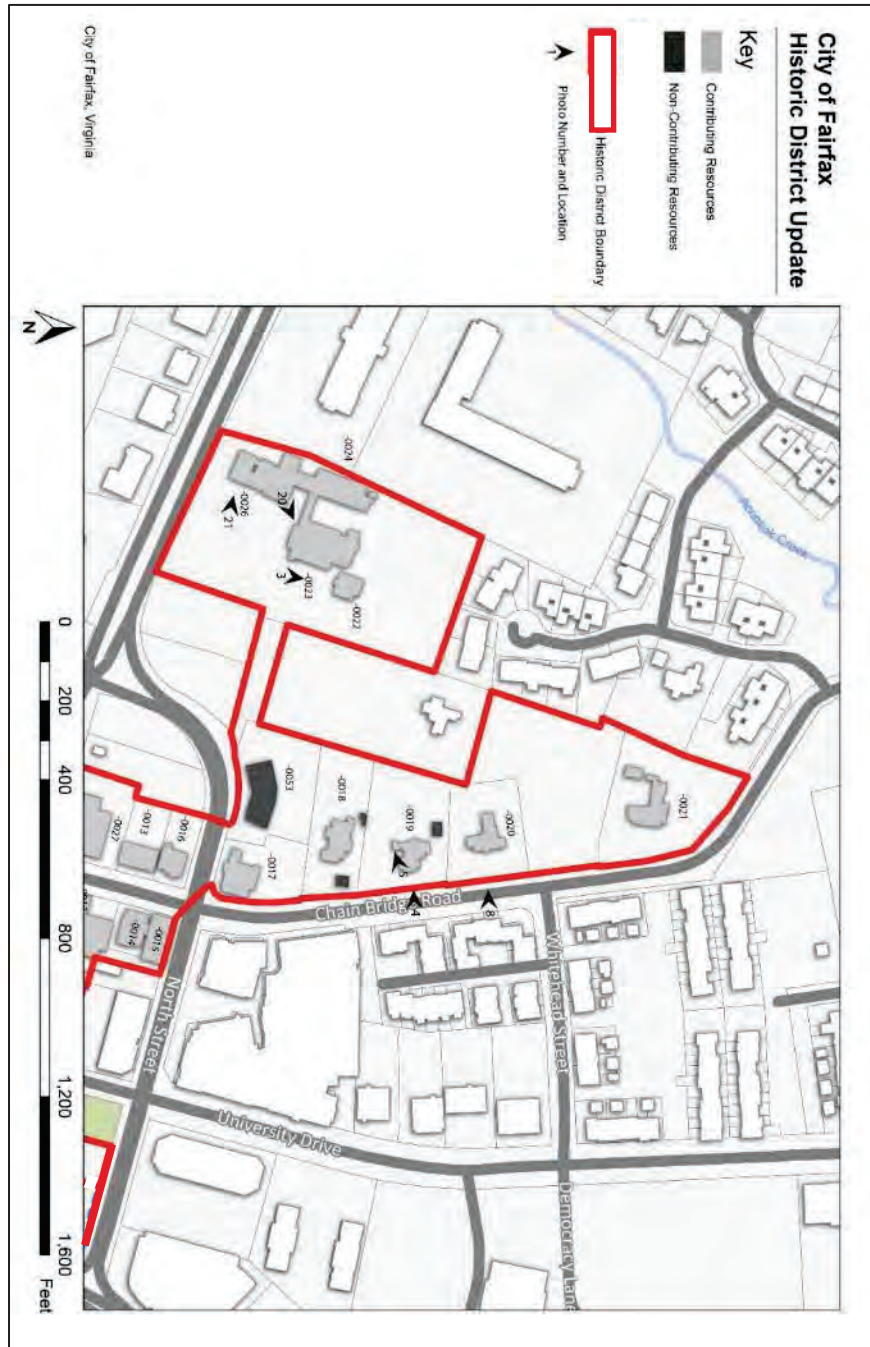
United States Department of the Interior
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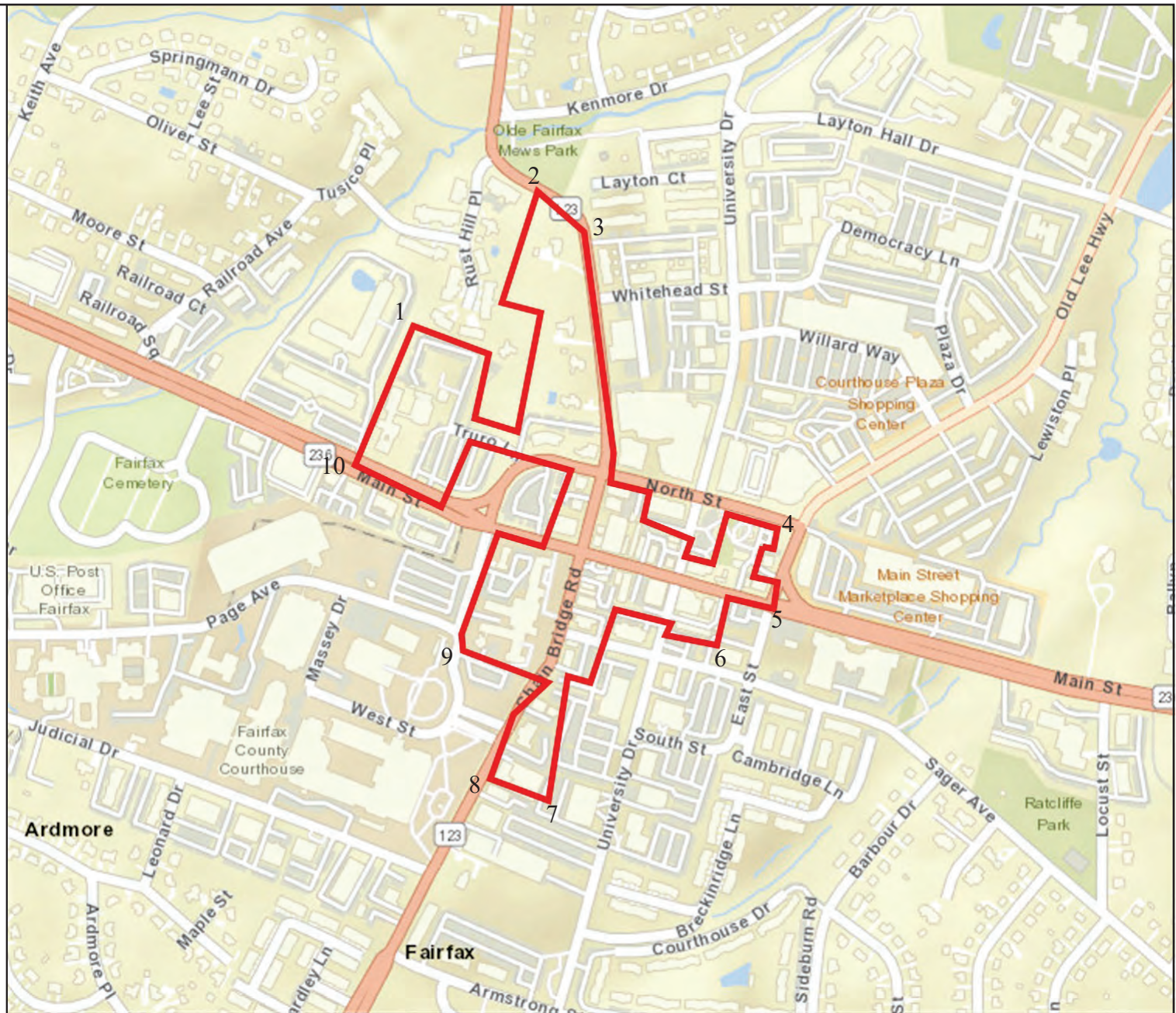




LOCATION MAP
City of Fairfax Historic District
City of Fairfax, VA
DHR No. 141-0003

Latitude/Longitude Coordinates

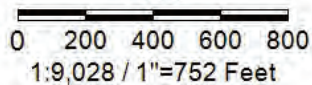
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Longitude: -77.308950
- 2. Latitude: 38.850150
Longitude: -77.307260
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Longitude: -77.306570
- 4. Latitude: 38.846560
Longitude: -77.303910
- 5. Latitude: 38.845640
Longitude: -77.303980
- 6. Latitude: 38.845310
Longitude: -77.304770
- 7. Latitude: 38.843620
Longitude: -77.307170
- 8. Latitude: 38.843850
Longitude: -77.307880
- 9. Latitude: 38.845240
Longitude: -77.308310
- 10. Latitude: 38.847260
Longitude: -77.309790



 **Historic Boundary**



Feet



Title:

Date: 3/14/2024

DISCLAIMER: Records of the Virginia Department of Historic Resources (DHR) have been gathered over many years from a variety of sources and the representation depicted is a cumulative view of field observations over time and may not reflect current ground conditions. The map is for general information purposes and is not intended for engineering, legal or other site-specific uses. Map may contain errors and is provided "as-is". More information is available in the DHR Archives located at DHR's Richmond office.

Notice if AE sites: Locations of archaeological sites may be sensitive to the National Historic Preservation Act (NHPA), and the Archaeological Resources Protection Act (ARPA) and Code of Virginia §2.2-3705.7 (10). Release of precise locations may threaten archaeological sites and historic resources.



Legend

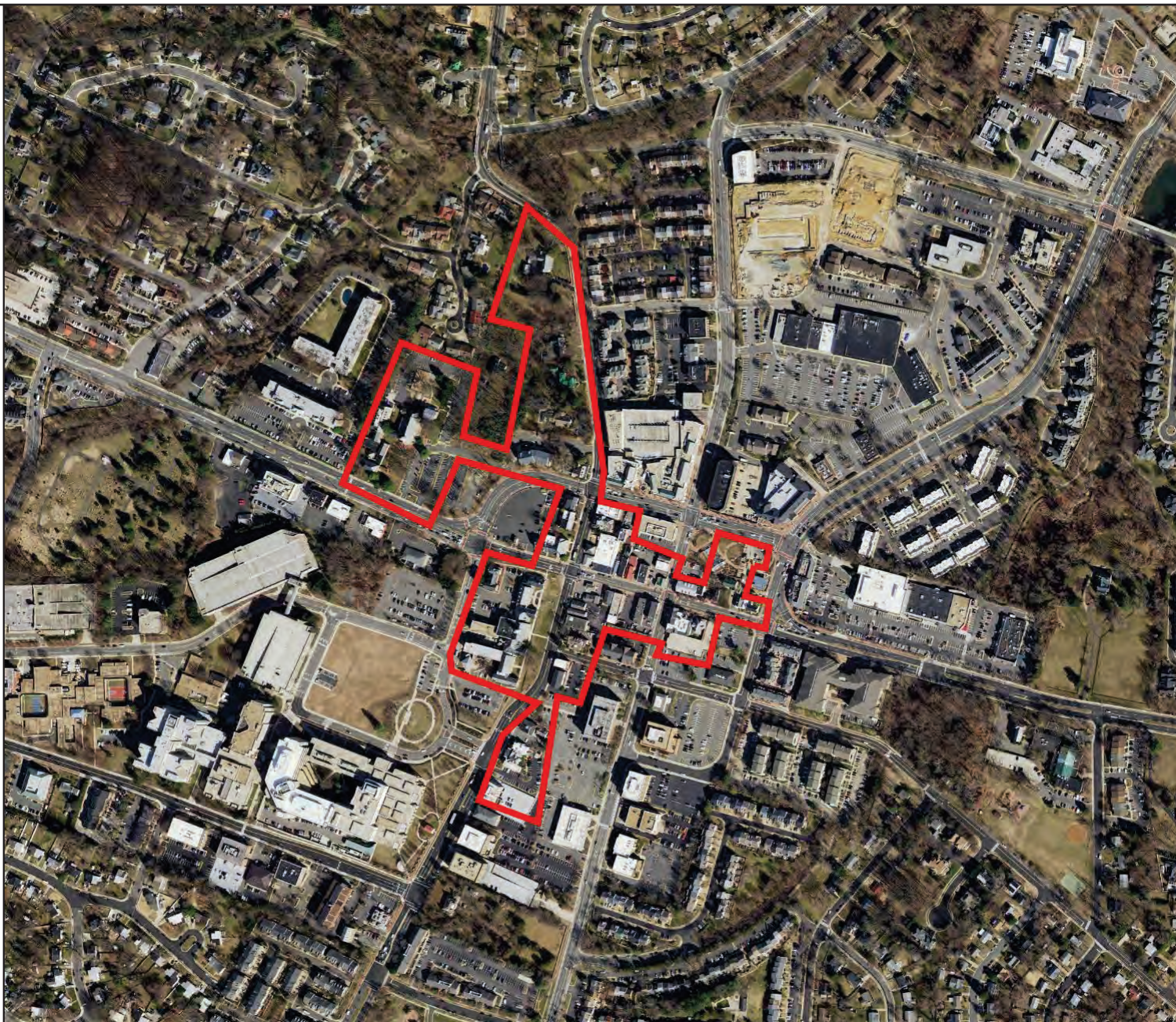
 County Boundaries

AERIAL VIEW

City of Fairfax Historic District

City of Fairfax, VA

DHR No. 151-0003



 **Historic Boundary**



Feet

0 200 400 600 800

1:9,028 / 1"=752 Feet

Title:

Date: 3/14/2024

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Legend

County Boundaries

AERIAL VIEW - VICINITY
City of Fairfax Historic District
City of Fairfax, VA
DHR No. 151-0003

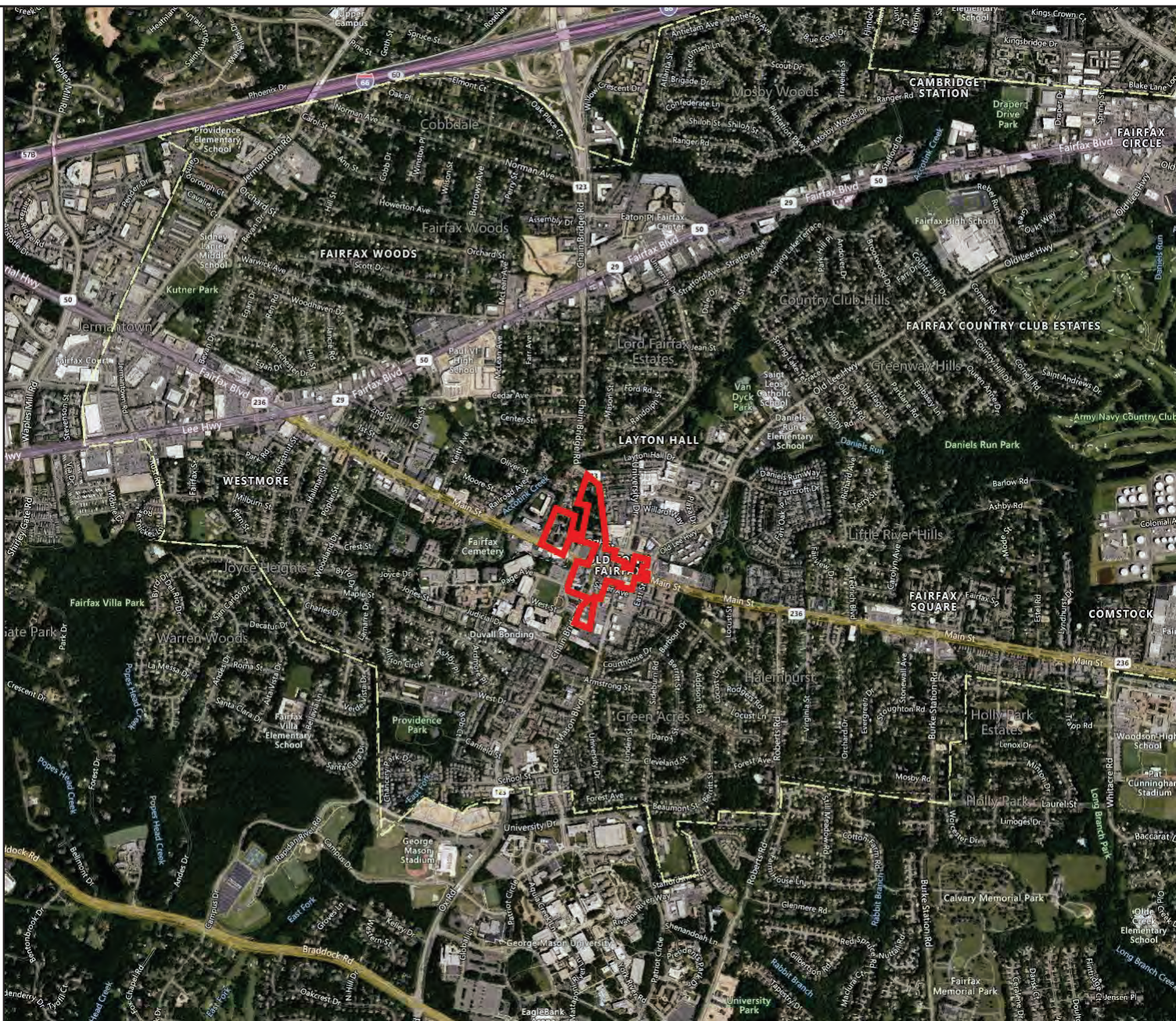
Historic Boundary



Feet

0 600 1200 1800 2400

1:36,112 / 1"=3,009 Feet



Title:

Date: 3/14/2024

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