

ORDINANCE NO. 3507

AN ORDINANCE to list and designate the Hooff's Run Stone Bridge for preservation and protection in accordance with the provisions of Article N, Chapter 6, Title 7 of The Code of the City of Alexandria, Virginia, 1981, as amended, and to provide for the listing of this ordinance in Section 7-6-268 of said Code, which Article N relates to PRESERVATION OF CERTAIN BUILDINGS AND STRUCTURES OVER 100 YEARS OLD OUTSIDE OF THE OLD AND HISTORIC ALEXANDRIA DISTRICT AND THE PARKER-GRAY DISTRICT, which Chapter 6 relates to ZONING and which Title 7 relates to PLANNING AND DEVELOPMENT.

WHEREAS, Article N, Chapter 6, Title 7 of The Code of the City of Alexandria, Virginia, 1981, as amended, provides for the preservation of certain buildings and structures over 100 years old outside of the Old and Historic Alexandria District and the Parker-Gray District; and

WHEREAS, the nomination of the Hooff's Run Stone Bridge has been made by the Alexandria Archaeological Commission and has been submitted to and approved by the planning commission and city council at their respective duly advertised public hearings; and

WHEREAS, the city council has determined that the Hooff's Run Stone Bridge is over 100 years old and is of historical and architectural interest; and

WHEREAS, the city council is of the opinion that it is in the best interest of the city to adopt an ordinance to preserve and protect the Hooff's Run Stone Bridge; therefore,

THE CITY COUNCIL OF ALEXANDRIA HEREBY ORDAINS:

Section 1. That the Hooff's Run Stone Bridge described in Exhibit A, attached hereto and made a part hereof, be and the same hereby is listed as a structure in the city outside of the Old and Historic Alexandria District and the Parker-Gray District which is over 100 years old and is of historical and architectural interest.

Section 2. That the Hooff's Run Stone Bridge be and the same hereby is designated for preservation and protection in accordance with the provisions of Article N, Chapter 6, Title 7 of The Code of the City of Alexandria, 1981, as amended.

Section 3. That this ordinance be listed in Section 7-6-268 of this code.

Section 4. That the city clerk shall transmit a certified copy of this ordinance to the Clerk of the Circuit Court of the City of Alexandria for recordation among the land records.

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12-15-90

Docket Item #1  
Planning Commission Meeting  
December 4, 1990

**ISSUE:** Consideration of listing the Hooff's Run stone bridge for preservation pursuant to the provisions of Article N, Chapter 7 of the Code of the City of Alexandria relative to the "Preservation of Certain Buildings and Structures Over 100 Years Old Outside of the Old and Historic Alexandria District and the Parker Gray District.

**NOMINATOR:** Alexandria Archaeological Commission by Bernard Brennan, Chairman.

**STAFF RECOMMENDATION:** The Planning Staff recommends that the Hooff's Run Stone Bridge be listed as a protected 100 year old structure.

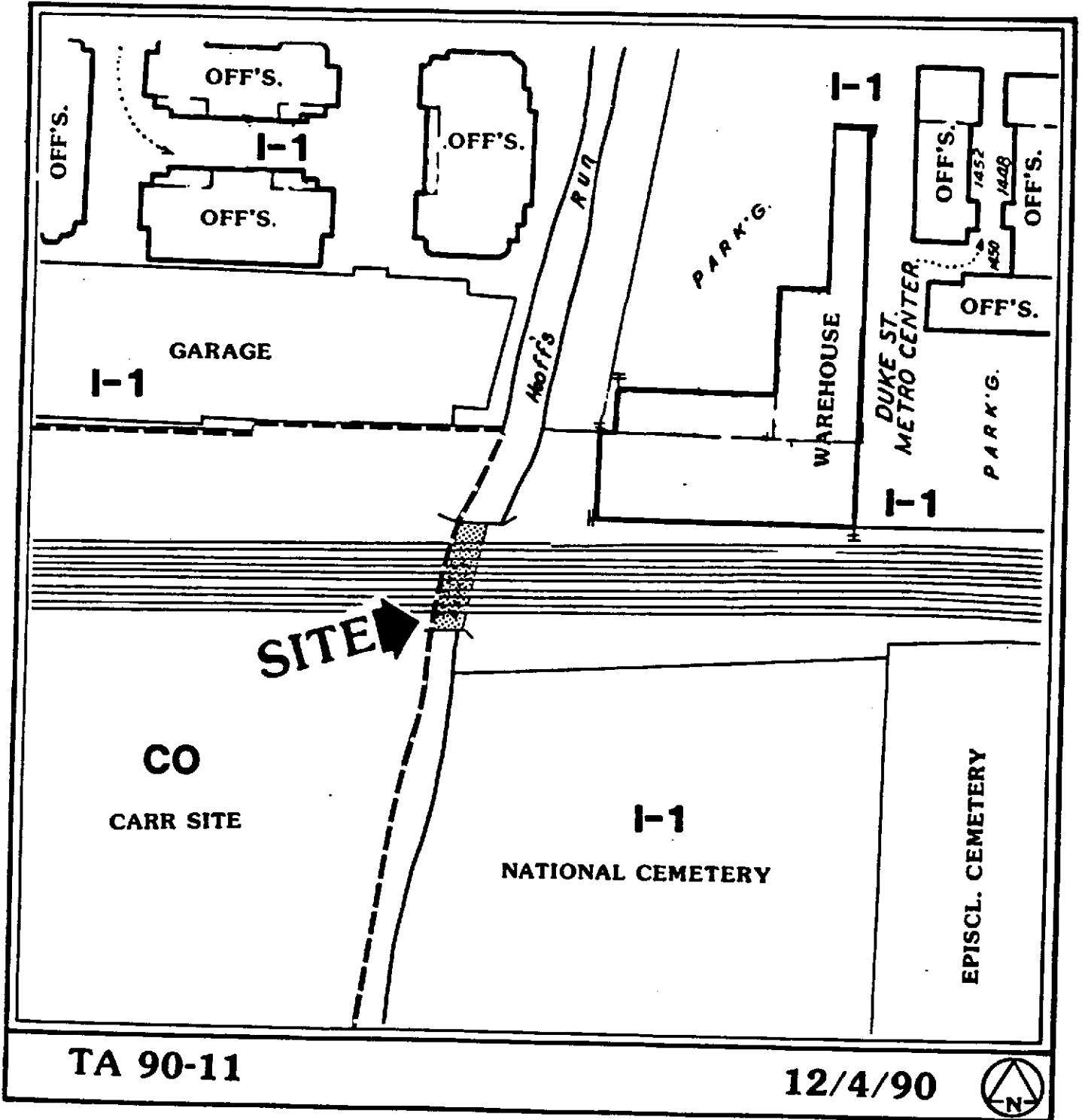
**PLANNING COMMISSION ACTION DECEMBER 4, 1990:** A MOTION BY MR. HURD, SECONDED BY MS. FOSSUM TO RECOMMEND TO CITY COUNCIL THAT THE HOOFF'S RUN BRIDGE BE LISTED CARRIED ON A VOTE OF 5-0, WITH MR. BERNABUCCI AND MR. CARLTON ABSENT.

**REASON:** The Planning Commission was in agreement with the staff recommendation.

There were no speakers on this item.

**CITY COUNCIL ACTION ALTERNATIVES:**  
City Council may approve or deny the proposed listing of the bridge with a simple majority vote.

The subject property and surrounding land uses are shown on the sketch below:



**BACKGROUND:** In August Bernard Brenman, Chairman of the Alexandria Archaeological Commission presented a nomination form documenting the eligibility of the Hooff's Run Stone Bridge for listing on the City's register of 100 year old buildings and structures, located outside the old and historic districts, to the Director of Planning and Community Development, for docketing before the Planning Commission. This nomination was deferred by the City because of concern about the obstruction the bridge opening presented to water flow in the Hooff's Run channel. The bridge opening is so limited that during heavy rains water backs up onto Duke Street. The hydraulics were studied and the Department of Transportation and Environment Services has prepared a preliminary design for a by-pass tunnel to divert water around the bridge and to retain the bridge as presently configured.

A galvanized steel corrugated metal liner plate tunnel, seven feet in diameter has been proposed west of the bridge. This size tunnel will relieve flooding caused by the bridge during large storms (100 year). The preliminary cost estimate of the tunnel is approximately \$375,000. Since the flooding issue has been solved to Staff's satisfaction the nomination of the Stone Bridge is being processed at this time.

#### **CODE REGULATIONS**

Section 7-6-251 of the Code of the City of Alexandria, Virginia entitled "preservation of buildings and structures" states:

In order to promote the general welfare through the preservation and protection of buildings and structures over 100 years old and of historical or architectural interest, the city council may from time to time enact ordinances containing lists of buildings and structures outside of the Old and Historic Alexandria District and the Parker-Gray District which are over 100 years old and of historical or architectural interest and designate such buildings and structures for preservation. Buildings and structures so listed by ordinance shall be subject to the provisions of this article.

#### **DISCUSSION**

The Hooff's Run Stone Bridge was constructed by the Orange and Alexandria Railroad 134 years ago in 1856. A southern addition was added in 1871 as an integral element of the National Cemetery wall.

The bridge is the last of its type in the City, and probably in the state. It is in an excellent state of preservation and serves as a gateway to the Black Baptist Cemetery on Holland Lane, which will soon be the Black Heritage Park. Staff believes the preservation of the bridge will enhance the area and add to



the public appreciation of our Alexandria heritage.

Detailed historical information about the bridge is contained in the nomination form (attachment #3).

**STAFF:** Sheldon Lynn, Director of Planning and Community Development, Robert L. Crabill, Chief of Special Projects Division.

**ENCLOSED DOCUMENTS:**

Attachment #1...Memorandum from Bernard Brenman to Sheldon Lynn dated August 21, 1990.

Attachment #2...Memorandum from Bernard Brenman to the Alexandria Planning Commission dated August 15, 1990.

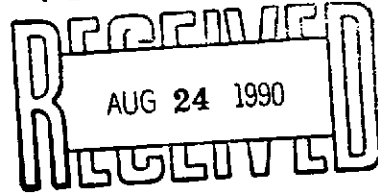
Attachment #3...Official nomination form.

Attachment #4...Letter from Warren Bell to Robert Shorb of the Oliver T. Carr Company dated November 7, 1990.

*City of Alexandria, Virginia*

MEMORANDUM

P & CD-ADMINISTRATION



DATE: AUGUST 21, 1990

TO: SHELDON LYNN, DIRECTOR  
DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT

FROM: BERNARD BRENMAN, CHAIRMAN  
ALEXANDRIA ARCHAEOLOGICAL COMMISSION

SUBJECT: HOOFF'S RUN STONE BRIDGE NOMINATION

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I am sending you a completed nomination form documenting the eligibility of the Hooff's Run Stone Bridge for listing on the City's Register of 100-Year-Old Buildings Located Outside the Historic District.

Please docket the Bridge's nomination for consideration at the October Planning Commission meeting, and forward copies of the enclosed memorandum and nomination form to the members of the Commission.

cc. Edward T. Braswell, Chairman  
Alexandria Planning Commission

*City of Alexandria, Virginia*

MEMORANDUM

DATE: AUGUST 15, 1990  
TO: ALEXANDRIA PLANNING COMMISSION  
FROM: BERNARD BRENMAN, CHAIRMAN   
ALEXANDRIA ARCHAEOLOGICAL COMMISSION  
SUBJECT: HOOFF'S RUN STONE BRIDGE NOMINATION

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The Alexandria Archaeological Commission submits the Hooff's Run Bridge as a nominee to the City of Alexandria 100-Year-Old Building and Structures List. Enclosed you will find a completed nomination form for this structure which stands just south of Duke Street adjacent to the National Cemetery.

The Alexandria Archaeological Commission wholeheartedly recommends that you endorse our nomination and forward it to the Mayor and Council for final approval. The original bridge was constructed by the Orange and Alexandria Railroad 134 years ago in 1856. The southern addition occurred in 1871 as an integral element to the National Cemetery wall.

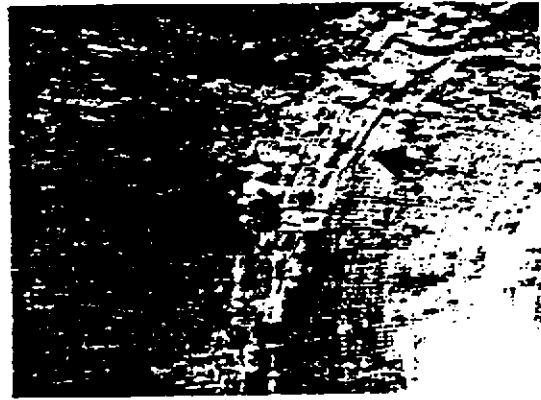
The bridge is in an excellent state of preservation and is the last of its type in the City, and probably the state. Today the Hooff's Run Bridge is a gateway to the Black Baptist Cemetery on Holland Lane which will soon be the Black Heritage Park. The preservation of the bridge is critical to the enhancement of this area for public appreciation of our heritage.

Thank you for considering our recommendation and supporting our goal of preserving our physical past for our community today.



DOCUMENTATION: Original Bridge (Northern Section)

The original spandrel walls and two wing walls consist of dry-laid, random range grey sandstone masonry. Thirty three stones compose the voussoirs on the north face. The arch ring itself is constructed of brick. The joint between the original south face and the brick arch addition is visible from the interior. The masonry is well preserved, except in the lower portions of the wing walls where concrete and red sandstone were used for repair. Railroad ties replaced the stone in the far western wing wall. Vegetation is growing between the original grey stones.



Interior with Joint,  
June, 1990

An O&ARR annual report documents that the company completed the structure prior to a stockholders' meeting on October 1, 1856. (Vandergrift 1856:27-28). The General Superintendent reported:

The arch Culvert at Hooff's Run has been finished, and the trestle work at the 5th, 6th, and 7th miles have been replaced with covered culverts of stone. But a few points of unfinished work of this nature remain, and at convenient times they can be replaced with masonry at a slight expense.

The report itemized the cost of construction for the culvert in 1856 as \$457.18. While the source of the stone used in this bridge is not known, the materials for earlier masonry work done for the O&ARR, within the corporate limits of Alexandria, came from quarries at the Little Falls of the Potomac (Atkinson 1850: 15). The Railroad had a general policy of erecting temporary wooden structures at water crossings which were replaced with stone during the 1850's (Examining Committee 1858:35).



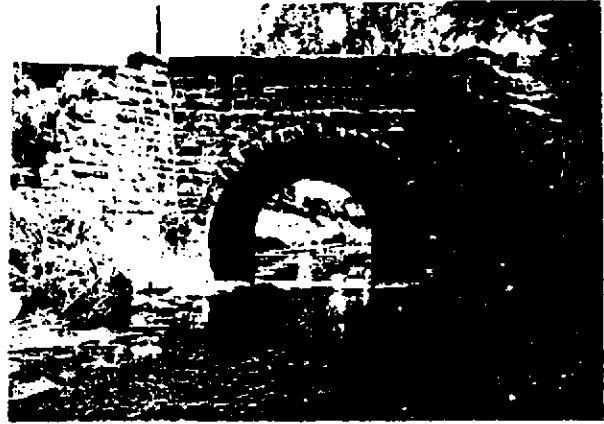
Original Wing Wall,  
1862-1865

An Andrew Russell photograph looking northwest from Alexandria National (Soldiers) Cemetery, circa 1862-1865, shows the eastern wing wall on the bridge's original south face before it was obscured by an addition in 1871.

PREPARED BY: Alexandria Archaeology for the Alexandria Archaeological Commission  
DATE: August 15, 1990

DOCUMENTATION: Bridge Addition (Southern Section)

A masonry addition extends from the original bridge's south face. It is composed of ashlar style red Seneca sandstone and brick. The spandrel wall is supported by a voussoirs of 31 stones laid originally in lime or Portland cement. Bricks form the arch ring. The eastern wing wall joins with the matching sandstone National Cemetery wall.



Bridge, South Face  
June, 1990

Organized in 1870, the Baltimore and Potomac Railroad required a second track across Hooff's Run. The construction of the 16-foot-wide addition for this new track dates between 1870 and May 1, 1872 when the line opened. The Alexandria Gazette reported on January 1, 1871 that: "The work of enclosing the cemetery stone wall is progressing rapidly."

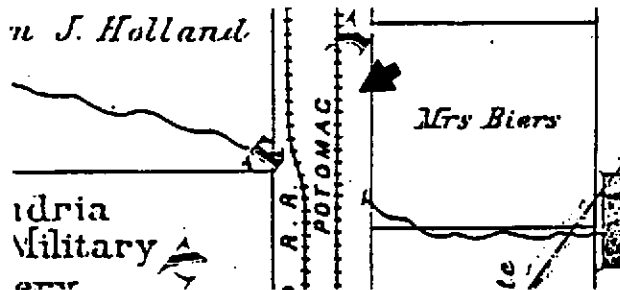
Two maps document the widening of the bridge: The United States Military Railroad Map (ca. 1864-66) depicts a single track leading west to Hooff's Run from the roundhouse near South Henry and Wolfe Streets; The 1877 Hopkins Map shows two tracks, one for the Virginia Midlands Railroad (formerly the Orange and Alexandria), and the other for the B&PRR.



west of Roundhouse  
Looking towards Hooff's Run,  
1862-1865



1864-1866 U.S.M.R.R. Map



1877 Hopkins Map

PREPARED BY: Alexandria Archaeology for the Alexandria Archaeological Commission

DATE: August 15, 1990

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1012

Statement of Significance

DOCUMENTATION:

The Hooff's Run Bridge is significant to the economic, transportation and military history of the City and the State. The Orange and Alexandria was the first railroad to serve Alexandria, and one of the most important in Virginia. At its height in 1860, the O&ARR extended 148 miles and had \$7,180,201 of capital (Turner 1947:57). The railroad greatly improved Alexandria's economic fortunes in the decade prior to the Civil War by diverting trade from other markets and increasing the City's share of the interior trade (Hardin 1985:16). General Herman Haupt in his role as Commander of the U.S. Military Railroad during the War made extensive use of the the O&ARR track and this bridge in supplying and transporting Union forces in Virginia.



Illustration of O&ARR, near Bridge

This structure is the oldest bridge or culvert (a small span structure designed to carry a track over a waterway) surviving in Alexandria (T&ES Bridge List). Another stone bridge once crossed Hooff's Run at Duke Street, but it is no longer extant. This bridge and the Wilkes Street Tunnel are the only two structures associated with the Orange and Alexandria Railroad which exist today in the City. No other stone structures associated with this railroad are known to occur elsewhere in Virginia (Joseph White, Virginia Department of Historic Resources).

"This bridge is a rare survivor in America" (G. Gray Fitzsimmons, Historic American Engineering Record, National Park Service). It maintains its original 1856 appearance on the north, while the southern section is original to the 1871 railroad expansion period. Due to this two-part construction process, the Hooff's Run Bridge exemplifies the development of railroad engineering from the pioneering years of Virginia's railroads into the active post-bellum expansionist era.

The site is contiguous to both the Alexandria National Cemetery, established in 1862, on the eastern bank of Hooff's Run and to the Black Baptist Cemetery, begun in 1885 on the western edge of the stream. The Bridge's southeastern wing wall joins the National Cemetery wall, which replaced an early wood fence in 1871. National Cemetery has been declared eligible for nomination to the National Register of Historic Places. When viewed in relationship to the cemeteries and Hooff's Run, the bridge unifies and enhances this pastoral setting at the edge of the historic town of Alexandria.

PREPARED BY: Alexandria Archaeology for the Alexandria Archaeological Commission  
 DATE: August 15, 1990

N13

DOCUMENTATION:

Sources

1. Historic Documents and Maps:

Atkinson, Thomas C.

1850 "Engineer's Report" dated 15 May 1850, pp. 13-15 in Proceedings of the First Annual Meeting of the Stockholders of the Orange & Alexandria Railroad Company May 1850, printed by the Alexandria Gazette.

Examining Committee

1858 "Examining Committee's Report" pp. 35-37 in Proceedings of the Called Meeting of the Stockholders of the Orange & Alexandria Railroad Company Held 29 April 1858 and of their Ninth Annual Meeting Held 20th October 1858, printed by the Alexandria Gazette.

Hopkins, G.M.

1877 City Atlas of Alexandria. F. Bourquin, Philadelphia.

Smoot, George H.

1850 "Report of the President & Directors" dated 30 May 1850, pp. 8-11 in Proceedings of the First Annual Meeting of the Stockholders of the Orange & Alexandria Railroad Company May 1850, printed by the Alexandria Gazette.

United States Army Corps of Engineers

1864-66 Environs of Washington. National Archives No. F-99 Sheet 11.

United States Military Railroads of Virginia

1865 Map of the U.S. Military Railroad Station at Alexandria, Virginia.

Vandegrift, H.W.

1856 "Report of General Superintendent" dated 1 October 1856, pp. 26-33 in Proceedings of the Seventh Annual Meeting of the Orange & Alexandria Railroad Company Held in Alexandria October 30, 1856, printed by the Alexandria Gazette.

2. Historic Photographs:

Andrew J. Russell photograph of Soldiers' Cemetery, Alexandria. Plate No. 104, Russell's Civil War Photographs, Dover Publications, Inc. 1982. This view of Soldiers' (National) Cemetery shows the south face of the railroad bed and of the original bridge eastern wing wall southern exposure. While no date is given, the date range is expected to fall between 1862 and 1865 during Russell's official Army role during the Civil War.

Andrew J. Russell photograph View from the Roundhouse of the Orange and Alexandria Railroad at Alexandria, Plate No. 107, reference as above. This view west of the roundhouse shows the single track and railway embankment over Hooff's Run. Date: 1862-1865.

PREPARED BY: Alexandria Archaeology for the Alexandria Archaeological Commission  
DATE: August 15, 1990

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12/14

DOCUMENTATION:

3. Publications:

Caton, James R.  
1933 "Railroads" in Legislative Chronicles of the City of Alexandria, Newell-Cole Company.

Hardin, David  
1985 "The Orange & Alexandria Railroad in Antebellum Virginia: a Study in Economic History," manuscript on file at Lloyd House Library in Alexandria, Virginia.

Harwood, H.H., Jr.  
1969 Rails to the Blue Ridge, Pioneer American Society, Inc., Falls Church, Virginia.

Hurd, William, Sr.  
1988 "A History of Transportation in Alexandria," paper presented to the Alexandria Historical Society, February 24, 1988, manuscript on file at Alexandria Archaeology.

Mordecai, John B.  
1940 A Brief History of the Richmond, Fredericksburg, and Potomac Railroad.

Turner, Charles  
1947 "Virginia Railroad Development: 1845-1860," Historian, (Autumn).

Wearmouth, John M.  
1986 Baltimore and Potomac Railroad, Baltimore Chapter of the National Railway Society, Baltimore, Maryland.

Wilkinson, Joyce E.  
1969 "The Early Orange and Alexandria Railroad, 1849-1854," Pioneer America, Vol. 1 (2), pp. 46-53.

Williams, Ames W.  
1977 "Transportation," in Alexandria, A Town in Transition, 1800-1900, pp. 49-75. J.D. Macoll and G.L. Stansfield, editors, Alexandria Bicentennial Commission and Alexandria Historical Society, Alexandria, Virginia.

4. Research and Technical Assistance Provided by:

T. Michael Miller, Lloyd House Library, Alexandria, Virginia, and Alice Crampton, Preservation Office, Department of Veterans Affairs,

G. Gray Fitzsimmons, Historic American Building Survey/Historic American Engineering Record, National Park Service,

Tom Hoffman, railroad researcher,

Nate Pringle, Department of Veterans Affairs,

Sara Revis, Alexandria Archaeology Researcher,

Robert Vogel, Consultant and Bridge Specialist,

Leonard Wainstein, Alexandria Archaeology Researcher,

Joseph White, Virginia Department of Historic Resources,

Joyce Wilkinson, railroad researcher and author.

PREPARED BY: Alexandria Archaeology for the Alexandria Archaeological Commission

DATE: August 15, 1990



*City of Alexandria, Virginia*



November 7, 1990

Mr. Robert Shorb  
Oliver T. Carr Company  
1725 Duke Street, Ste. 600  
Alexandria, Virginia 22314

RE: Old Stone Arch Bridge on Hooff's Run

Dear Mr. Shorb:

In examining alternatives to removal of the old stone arch railroad bridge across Hooff's run, Mr. M.M. Halim, our Chief of Engineering and Design, has determined that a galvanized steel corrugated metal liner plate tunnel, seven feet in diameter, will relieve the Hooff's Run Culvert from flooding during large storms (100-year) due to the constraints created by the old bridge. The preliminary cost estimate for such a tunnel is approximately \$375,000. Preliminary schematic plans and the flows (Q's) involved are shown on the enclosed sheets. Mr. Halim is available at (703) 838-4328 to discuss the concept and his analysis.

If your company agrees with this solution, we will have to modify the CNS SUP #2235 Conditions. We would like to discuss this proposal as soon as you have developed your position.

Sincerely,

/s/

Warren Bell  
City Engineer

cc: Thomas F. O'Kane, Jr., Director, Transportation and  
Environmental Services  
M.M. Halim, Chief, Engineering and Design

11