



## Loudoun County, Virginia

www.loudoun.gov

Department of Transportation and Capital Infrastructure  
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### MEMORANDUM FOR ALDIE FIRE & RESCUE STATION THRASHER LAND ASSEMBLAGE

TO: HISTORIC DISTRICT REVIEW COMMITTEE ("HDRC")

FROM: LOUDOUN COUNTY DEPARTMENT OF TRANSPORTATION & CAPITAL  
INFRASTRUCTURE ("DTCI")

DATE: JUNE 8, 2015

#### Background

The current Aldie Fire & Rescue Station was built in the early 1970's and is currently owned by the Aldie Volunteer Fire Department. Renovations were completed in early 2000's to accommodate career staff, which included a conversion of the banquet hall to sleeping quarters and office space. Renovations were also completed in 2011-2012 mainly for fire and building code issues, specifically to the electrical system, fire-rating partitioning, etc.

The station is currently not adequate for Loudoun County's Fire, Rescue, and Emergency Management, as well as for the members of the Aldie Volunteer Fire Department. Its size and outdated building systems limit staff's ability to adequately train, accommodate additional staff on an intermittent or permanent basis, and is limiting in regard to adding additional, specialized and appropriate apparatus from being assigned to this strategic location. The current station is prone to flooding. Given its configuration, the potential damage to the building and equipment is significant and often requires staff to evacuate with apparatus to seek alternative areas from which to provide emergency response during potential flooding.

While the current station historically met the needs of a home-response volunteer organization, it was never designed or equipped to accommodate 24-hour staff. A new station will introduce much needed and overdue modern technologies, to include exhaust recovery systems, modern and reliable station alerting systems, adequate bunking facilities to better accommodate both male and female staff, and apparatus bay space to accommodate current and future apparatus needs. Its location in the Village of Aldie, is strategically attractive from an emergency-response perspective; given that significant Fire & Rescue responses (house fires, serious automobile accidents, significant medical emergencies, etc.) typically consist of apparatus responding from

multiple stations. It is well-served and backed by Middleburg, Philomont, and the future Kirkpatrick Farms stations and also allows Aldie to respond into these communities to back them up as well.

Staff has completed extensive research on numerous properties in the Aldie area over a number of years that fit the location requirements of the Department of Fire, Rescue and Emergency Management (“DFREM”). With the search area being very constricted due to limited response times needed to respond to emergencies, coupled with a number of environmental factors, including floodplain and steep slope features, many properties in the Aldie area did not meet the criteria. In April of 2012, a Request for Interest (“RFI”) was sent out by the County’s Procurement Department soliciting any property owners that had land that they would consider selling to the County for a new fire and rescue station. The RFI only yielded three (3) properties, all of which were evaluated by both DTCI and DFREM. None of these properties were found to be acceptable for a variety of reasons.

Loudoun County Board of Supervisors’ (“Board”) Update: On May 6, 2015 in Closed Session, the Board selected the Thrasher Land Assemblage as the site and land area to acquire for the Aldie replacement fire and rescue station. This land assemblage, which is located next to the existing station, and fronts on Route 50, includes the Thrasher, Satterfield, and Withers properties. Based on the minimum station requirements and the site constraints, all three (3) properties are required to develop a fire/rescue station at this location. Staff was directed to enter into contracts with all three (3) of the property owners. A map of the properties with the site summary of the specific information along with a conceptual plan is included as Attachment #1.

The contract was formally ratified on May 20, 2015. The terms of the contract provide for a 150-day due diligence period, which will conclude on October 16, 2015. During this time, Staff will work with a consultant to perform a variety of studies and reviews. Those studies include, but are not limited to, title reports, appraisals, architectural, Phase 1 (and possible Phase 2), environmental studies, zoning regulations, and historical review guidelines.

Land Use Issues: Two of the three parcels, (Thrasher and Withers), are split between Agricultural-3 (“A-3”) and Rural Commercial (“RC”) zoning. Development of a fire and rescue station in both Districts requires a Special Exception Permit (“SPEX”). All of the parcels are within the Village Conservation Overlay District which has particular requirements, including front yard, streetscape, building height, sidewalk, and street tree provisions. Two of the parcels are located within the Major Floodplain of the Floodplain Overlay District which does not permit a Fire and Rescue Station.

Portions of two of the parcels, (Thrasher and Satterfield), are located in the Mountainside Development Overlay District where performance standards apply. Portions of all three of the parcels contain Very Steep Slopes with slopes greater than 25% and Moderately Steep Slope areas with slopes from 15% to 25%, which are subject to Zoning Ordinance provisions including a prohibition of development on Very Steep Slope areas greater than 25% and performance standards for development on Moderately Steep Slope areas from 15% to 25%.

The three parcels would be combined into a single parcel by a boundary line consolidation and remapped to adjust the zoning boundary, in conjunction with the SPEX application, for the new

fire-rescue station to eliminate the split zoning and the need to meet both the A-3 and RC regulations, such as lot coverage and Floor Area Ratio.

Historic Property Summary: Each of the three subject parcels contains historic buildings. The Thrasher and Satterfield properties appear to have 19<sup>th</sup> century architectural resources while the Withers property contains an 18<sup>th</sup> century structure. The Withers property is the only property of the three that is located within the Aldie Historic & Cultural Conservation District (Historic District). Below is a summary of the properties:

Thrasher Property (361-45-5744-000): There are several structures on this property. The structure addressed as 39469 John Mosby Highway appears to be a mid to late 19th century Victorian residence. No construction date is listed in the County Assessment data. The house rests on a stone foundation and has a central gable with a Gothic peak indicative of Victorian architecture of this period. It appears that the original lap siding has been replaced with aluminum siding. Otherwise, the house retains much of its historic form and materials and it is in good condition. The structure located closest to Route 50 is a concrete building (likely early to mid-20th century) that is currently being used as retail space. The other small outbuildings appear to be late 20th or 21st century additions to the property.

Satterfield Property (361-45-8246-000): This property contains one historic structure, although a construction date is not verified in County records. The structure rests on a raised stone foundation and features horizontal wood lapped siding a full front porch with turned, wood porch posts. The style of this building with its central gable and porch would indicate a mid to late 19th century construction date. It appears to be in good condition with the exception of portions of the wood siding.

Withers Property (361-45-9838-000): This property contains a very old structure and at least one historic outbuilding. County records show a 1795 date of construction for the stucco Colonial style residence on the property. A history of Aldie found in the AHCCD file states that the structure, known as Woodbyrne was built in 1775 (35 years prior to the Aldie's Town Charter) and served as an Ordinary (Inn or Tavern) along the well-traversed Little River Turnpike (Route 50). The two story outbuilding to the west of the house appears to be quite old from its architectural form and may be contemporary with the house. This property is located within the County designated AHCCD. This would require that any proposed alteration to, or demolition of, the structures on this property must be approved by the County's HDRC. Likewise, any new construction on this parcel must be approved by the HDRC.

The VDHR files are included as Attachment #2.

In recognizing that demolition of the Withers structure(s) would not meet the criteria for demolition set forth in the Historic District Guidelines, DTIC staff plans to design around the historic structures (especially Withers' property). But given the other zoning and environmental constraints on the property, it is unknown if demolition will be necessary to make the site

viable. Also, it is important to note that if any historic buildings are retained, the County will incur the additional cost of maintaining and repurposing those buildings over the years.

An archaeological survey may be warranted around the structures on the Withers and Thrasher properties. It appears that the Satterfield property has already been impacted by various instances of construction and grading.

At this time, DTCI is seeking input and direction from the HDRC regarding design of the site and impact to the character of the Village. As the County does currently not have a design for what will be a two-story structure due to the environmental, zoning and historic guidelines/constraints. It is understood that until the sites are purchased by the County and a site plan is prepared, along with the design being defined, the HDRC will only be able to provide guidance on this project. DTCI is seeking input from the HDRC on issues related to demolition, the new design, and preserving the character of the village,

## DRAFT – FOR ILLUSTRATIVE PURPOSES ONLY



### VICINITY MAP



### KEY NOTES

1. Fire /Rescue Station with 4 Bay
2. Storm Water Management
3. Parking Lot

### LEGEND

- Proposed Lot Line
- Historic District
- Floodplain
- Moderately Steep Slope
- Very Steep Slope

### DEVELOPMENT ASSUMPTIONS

- Zoning: RC, Rural Commercial; A-3, Agricultural Residential
- Overlay Districts: Floodplain, Mountainside, and Village Conservation
- Historic District: Withers parcel located in Aldie Historic District
- Use Type: Fire and/or Rescue Station – SPEX Required
- Building Setback: 100' per Section 5-900
- Parking Setback: 75' per Section 5-900
- Front Buffer: 15'
- Side/Rear Buffer: 20'
- Parcel Length/Width Ratio – maximum of 5:1
- Sanitary Service – Site is located in the Aldie Sewer District
- Water Service – Water well needed to serve building
- Development subject to Steep Slope Performance Standards outlined in Section 5-1508

**PROPERTY DEVELOPMENT DIAGRAM WITH TOPOGRAPHY, FLOODPLAIN, AND STEEP SLOPES**  
 A 6.4 +/- ACRE PARCEL CONSISTING OF THE THRASHER, SATTERFIELD, AND WITHERS PROPERTIES



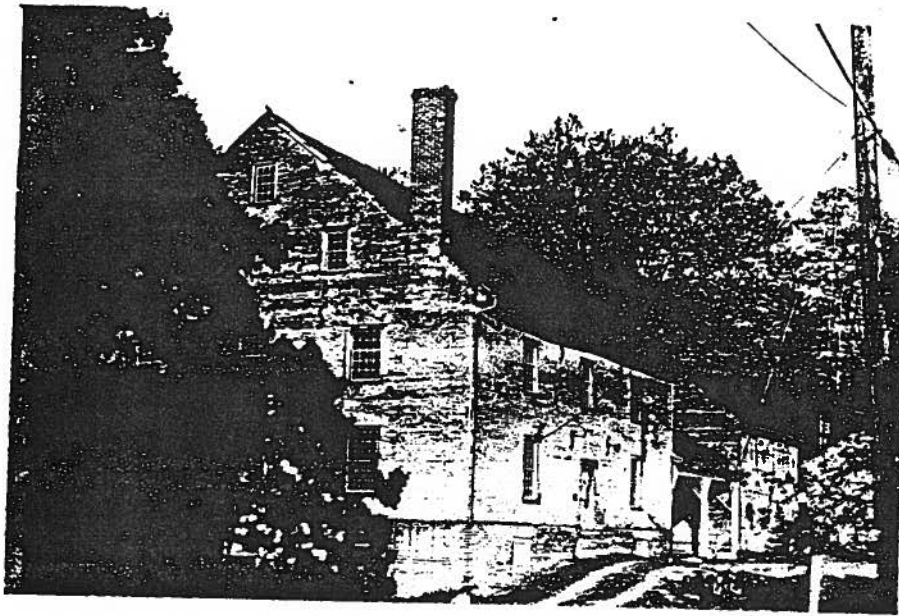
## PROPERTY DEVELOPMENT STUDY: CONCEPTUAL ALDIE FIRE/RESCUE STATION

DEPARTMENT OF TRANSPORTATION AND CAPITAL INFRASTRUCTURE

August 11, 2014

# Aldie Virginia

On the Little River and Ashbys Gap Turnpike  
Road



ARCHITECTURAL SURVEY OF THE OLDER AND  
HISTORIC STRUCTURES IN THE VILLAGE  
OF ALDIE, VIRGINIA

\*BY\*

John G. Lewis  
Regional Representative  
Virginia Historic Landmarks Commission

Sponsored by the Landmarks Commission  
in order to assist the citizens with-  
in the village to enlarge the present  
Historic District.

All Photos by John G. Lewis

1976

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JUN 24 1976

Special thanks and my appreciation go to the following for their kind assistance in putting this Report together.

Mr. James E. (Ned) Douglass, Jr., and Mrs Douglass.  
Mrs. J. Richard Knop, Old Mill House, Aldie, Va.  
The Piedmont Environmental Council

Mr. Joseph T. Martz, Clerk of the Circuit Court  
Mrs. Mary Alice Flipppo, Office of the Commissioner  
of Revenue

Hon. & Mrs. Thomas B. Hutchison

The Loudoun Times-Mirror  
Piedmont Virginian  
Mr. Eugene M. Scheel



- NOTES-

The comments made on the individual structures covered in this volume are based purely upon the Architectural features visible and the quality of the building as it now stands.

The use of "appears to be" - "early to mid"- "turn of the Century" - etc., is due to not yet having had the opportunity to examine each individual structure on the interior.

ALDIE is listed in District 8, Paragraph 8-G, Upper Goose Creek Watershed, by the Division of State Planning and Community Affairs in their December 1972 "Critical Environmental Areas" study.

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## RECOMMENDATIONS

1. If the owners of these properties are interested, a program of Easements should be embarked upon. These be acquired on properties at both the east and west ends of the village to assure its present rural and uncluttered quality. Thus preventing the spreading of commercialization which had wrecked the approaches to so many towns already. Quiet family run commercial operations could be easily accommodated in some of the existing structures, as has been done in the past. Partlows Store and the Aldie Garage should remain and encouraged to do so.

2. Public Facilities, especially Sewer and Water systems, should be limited like the village of Waterford, to serve only the existing structures and available lots which now exist and are legally recorded at this time. Provisions could be made for the larger in town lots to be subdivided into  $\frac{1}{4}$  or  $\frac{1}{2}$  acre lots for single family dwellings, behind the existing structures on Route 50. The "Mercer House" and "Berkeley House" should be excluded from this due to their Historic importance to the village and the open space they provide. All such future subdivision would have to comply with the then existing sub-division law of the County, and review of the exterior drawings of the new buildings proposed to be built.

3. All future exterior alterations or additions to the existing buildings, or construction of new buildings, should take into consideration their period, scale and that of the neighborhood. Such alterations, additions or new structures, should be of a compatible scale and material, with the new structures being either well designed period or contemporary in style and scale and proportion.

## HISTORICAL BACKGROUND

A Study In

Transitional Survival  
of a rural village on  
a main highway.

No history of Aldie would be properly done without first mentioning the Honorable Charles Fenton Mercer.

Born in Fredericksburg, Virginia in 1778; educated at Princeton University; appointed Brigadier General and Aide-de-Camp to the Governor during the War of 1812; a State Legislator, where he worked for manhood suffrage, advocated supresion of the slave trade and the establishment of a colony of free blacks in Liberia; and one year before Thomas Jefferson obtained Legislative approval for the establishment of the University of Virginia in 1818, advocated free education in Virginia, which was passed by the House but defeated by the Senate; and was a firm supporter of internal improvements for better roads and the building of Canals. From 1817 to 1841 he served as a Congressman from Virginia.

His grandfather, John Mercer, was Secretary to the Ohio Company and a land speculator in both Prince William and Loudoun Counties.

Charles Fenton Mercer took up residence on some of this land and in 1810, in addition to his other various activities, received offical sanction of the Legislature to establish the town of Aldie, Virginia, on 30 acres of his property. The name was his choice, and so samed after the family Castle in Perthshire, Scotland. A year later a Post Office was established in the new community.

Prior to this, in 1807, he invested in the building of the existing Mill and entered into a contract with Mr. William Cooke who was to build the Mill, a storehouse, the Millers House and a home for himself; as well as a Cooper Blacksmiths and Wheelrights Shop; Tavern and Waggonhouse excluded. Cooke was to be responsible for all labor, supplies, erecting of the buildings, and carrying on the manufacturing of the Mill and the operations of the other establishments. An 1809 plat shows the Mill "a manufacturing wheat, corn and saw mill", the storehouse, the Millers house and the "Mercer House", with the "Spinning" or Weaving house behind it. Mathew Adam, a Scotch Millright, is attributed to having designed and built the Mill machinery and for this service General Mercer gave him some property to the west of the Mill. A bit of local lore notes that he eloped with Susan, a daughter of Colonel Simon Triplett, and the Colonel subsequently disowned her.

From the 1809 plat it would be safe to assume that William Cooke, under a separate agreement (probably verbal) built the Mercer House as well as the Spinning or Weaving house to the north of it.

The importance of this investment in the Mill, the buildings associated with it and the construction of his own residence were obviously connected with the establishment of the Little River Turnpike Company (now U.S. Route 50) and its completed construction from the Fairfax County line to the Little River in 1807. And with an eye to the future he must have known that it would shortly be completed to Alexandria, Virginia, then Virginia's largest Seaport, and indeed this was done in 1811. During this time the Ashbys Gap Turnpike (also a part of present U.S. Route 50) was completed from Aldie to Berrys Ferry on the Shennandoah River and the Snickers Gap Turnpike Company, from Aldie to Snickers Ferry on the Shennandoah River (Route 734) had been formed and were constructed, thus giving better access to the Mill, and the growing village of Aldie.

General Mercer left Aldie in 1817, but retained ownership of the Mill and his house, and then apparently took up residence in Leesburg, Virginia.

As a firm believer in Internal Improvement, he took on the first Presidency of the Chesapeake and Ohio Canal Company (1828-1833). In this capacity he provided an Inlet Lock on the C&O Canal opposite the mouth of the Goose Creek, as well as a Survey of said Creek to the newly formed Goose Creek and Little River Navigation Company. A Company he had organized with George Carter of "Oatlands" along with the 'sundry landowners along Goose Creek' and the Little River. The plan was to make a navigable Canal out of these by utilizing the existing Mill Dams, along Goose Creek, and placing Locks in these, as well as building additional Locks where needed. This was to include a "spur" up the North Fork of Goose Creek to Coe's Mill, at the southern end of Mount Gilead, and another up the Little River to the Aldie Mill. Due to financial problems, as well as improvements to the Turnpikes and the advent of the Railroad this venture got no further than the "Evergreen Mill", where Route 621 crosses Goose Creek.

General Mercer sold his Mill to Captain John Moore in 1835, whose descendants still own it. In 1842 he sold his "Aldie House" to Mr. Augustus Zerega, a wealthy Italian importer from New York City, whom he had met in Florida. Two versions of this transaction have been passed on over the years since. One that he sold the property to Mr. Zerega, which the Deed indicates "exclusive of the

plants in the Greenhouse"; and the other, that he lost the house in a 'game of chance with Mr. Zerega in New Orleans', which of course is not indicated by the Deed of Bargain and Sale. Knowing the Generals reputation, the former would seem to be the case, but then he being a Southerner, the latter could also be entirely accurate!

On May 23, 1861, the Aldie Precint vote for secession from the Union was 54 in favor and 5 opposed. In April of 1864, one of Mosbys Rangers, John Alexander recalled: "the Turnpike make a sharp bend around a spur of the mountain and at once crosses Little River over one of those narrow bridges. The enemy would have to cross it four abreast. As the Yankees bolted around the mountain and across the bridge, Mosby charged them there". It was here on the still existing stone Turnpike Bridge, that he received a bullet wound in the arm.

This stone bridge, plus the one on the Aldie-Snickersville Turnpike Road (Route 734) over the Beaverdam Fork of Goose Creek, are the only two such single arch structures still in use today, both having been built by the respective Turnpike Companys in the early 1800's.

Shortly after the Civil War George Bodmer, who had worked in Alexandria repairing cannon wheels for the Confederacy, walked west on the Little River Turnpike to seek a new life and fortune. He stopped at Aldie and shortly thereafter built the stone and frame Wheelright and Buggy Manufacuring Shop, north of the Turnpike and just East of the Little River Stone Bridge, a business which was still in operation until the 1930's.

The first Church in Aldie was built as a Free or Union Church, open to all denominations, on Meetinghouse Road, in 1848. This was later replaced by the existing German sided frame Presbyterian Church in 1892.

The Methodist Church, now brick veneered and with a new tower, both done in 1970, is the oldest of the Churches in the area, dating from 1882.

The newest of these is the Church of Our Redeemer, built by the Episcopalians in 1895 on land which Colonel and Mrs Henry Fairfax of "Oak Hill" donated to the congregation.

The Stovepipe Academy, on Meetinghouse Lane nearly opposite the Presbyterian Church, was built in the 1870's. This two room stuccoed structure is a favorite in the community and was built with funds raised from horse meets and steeplechases held on the adjacent field nearby.

The Little River Turnpike was the first paved road in the County. An Italian road crew, which camped on the slopes of the Bull Run Mountain to the east of the village, did this work in the Summers of 1912-1914. The paving was placed from Middleburg to the Mount Zion Church. In order to pay for this work the County set up a Toll Gate at Middleburg and another in Aldie, across from the Methodist Church. When the Commonwealth took over the roads system in 1922 the Toll Houses were closed.

The Toll House of the Aldie-Snickersville Turnpike Company is still standing at the west end of the village on the north side of Route 50 and had since been converted into a dwelling.

I wasn't long after the building of the Mill and the construction of the Turnpikes that Aldie started to become the village that it is today.

One wonders if Mr. William Cooke, with his experience in building the Brick Mill and related structures, was not also responsible for the the craftsmanship related to the construction of the "White House", the "Tyler House", "Narrowgate" and the "Berkeley House", all of simular quality and outstanding two story Brick dwellings of the early to mid 1800's.

The "Berkeley House" (or Pemberton) was built on land which General Mercer had sold to Mr. William Noland. It was subsequently sold to Lewis Berkeley. Local lore states that Mr. Noland built the house as a Wedding present to his daughter.

In addition to these somewhat earlier structures, the village has a good collection of late 1800 and early 1900 "Country Victorian frame houses", all basically in their original scale and design with original sash and frames, shutters, cornices, and pleasant entrance stoops and porches with good turned posts, ornimental bracketts and railings.

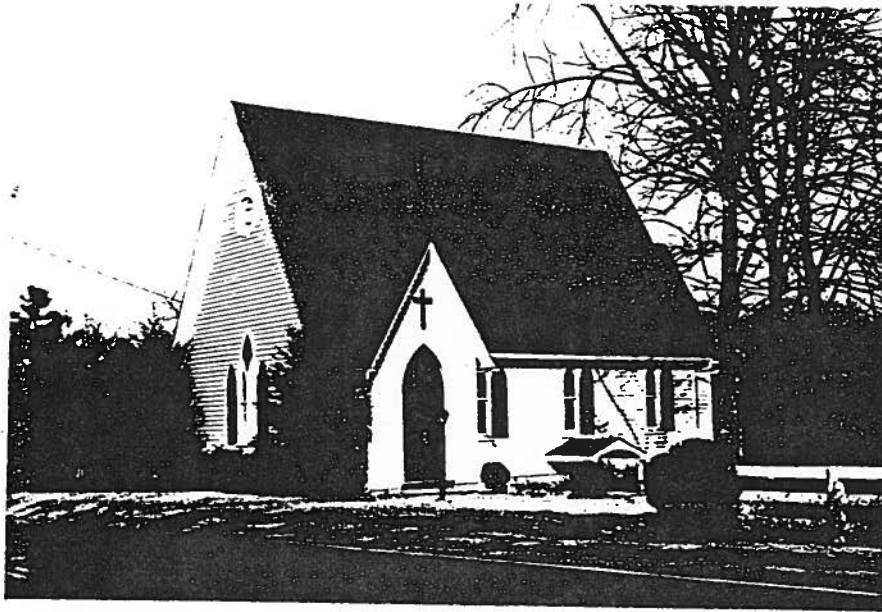
There is in addition a small and comptable number of houses of the 1930's-40's and 50's, as well as a few more contemporary structures. All of these, early to late, add much to the Historical and visual quality of the area and create a rural village community of unusual character and charm.

Hopefully the existing Historic District, which includes the Mill, the Millers House and the Mercer House, as well as the Stone Turnpike Road Bridge, will be expanded as proposed on the Map done by Mr. W.P. Dinsmoor White, so that Aldie will not suffer the TOTAL DESTRUCTION which occurred to Falls Church and Vienna, Virginia, for the "benefit and improvement thereto, of a few outside speculators", to mention but a few such communities in Northern Virginia, which are for all purposes now gone 'With the Wind'.

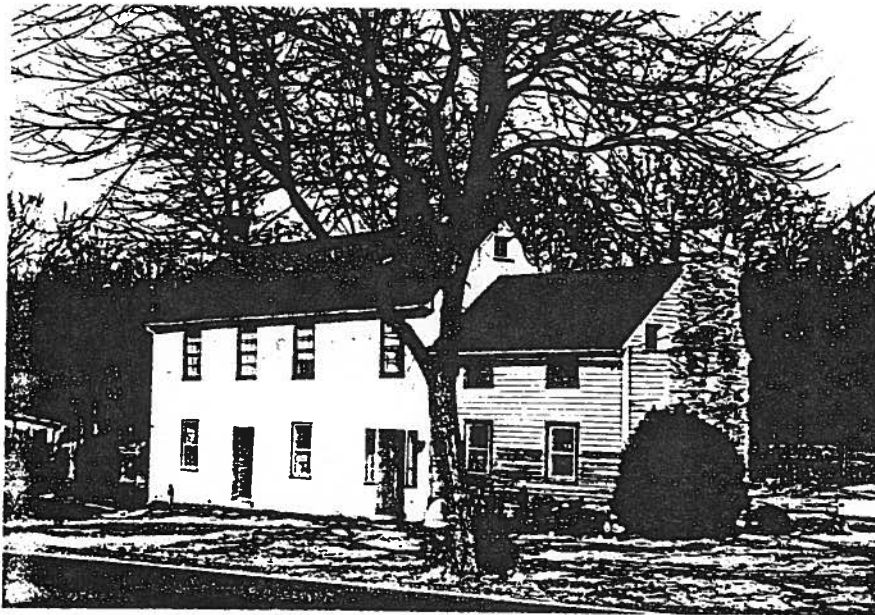
The area of the village is also surrounded by other important properties which include "Oak Hill" built for President James Monroe; "Stoke", another of the Berkeley houses; and the site of John Champes home, as well as the house at Dover Mill.

Perhaps after the establishment of the proposed Aldie District expansion, some of these owners might want to be added to this District and included within the area.

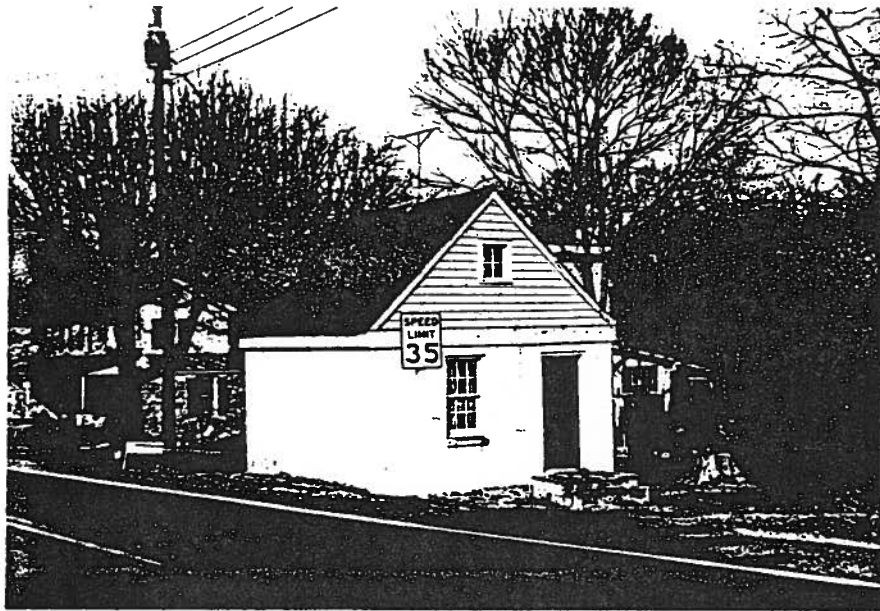




Episcopal Church of Our Redeemer, built 1895 on land donated by Colonel and Mrs Henry Fairfax then the owners of "Oak Hill". Excellent state of preservation. 53-520 (3496)



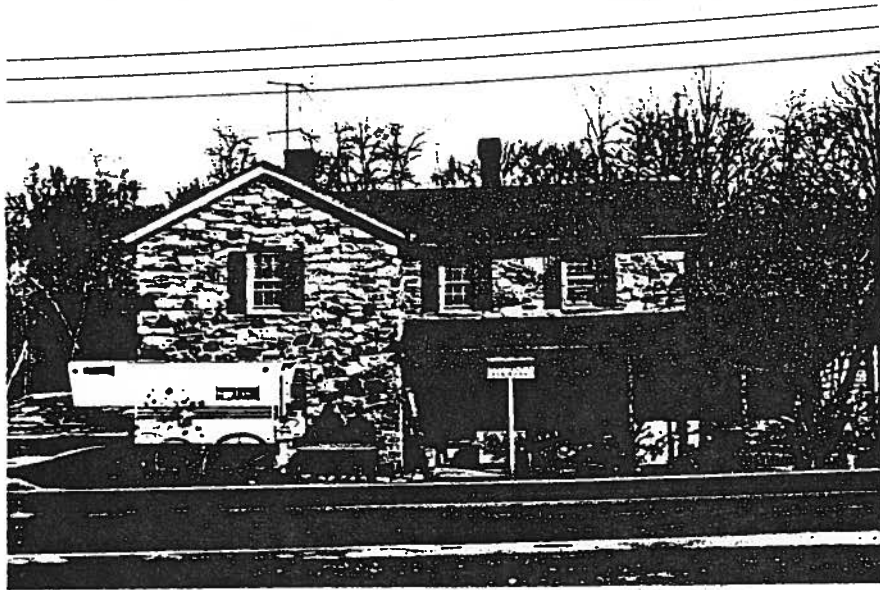
Three part dwelling. Wing could be last quarter of the 1700's. The second portion appears to be the two story west section with the entrance hall built at the same time, or possibly a few years later. Both portions early 1300's. Good basic state of preservation. 53-521 (3496)



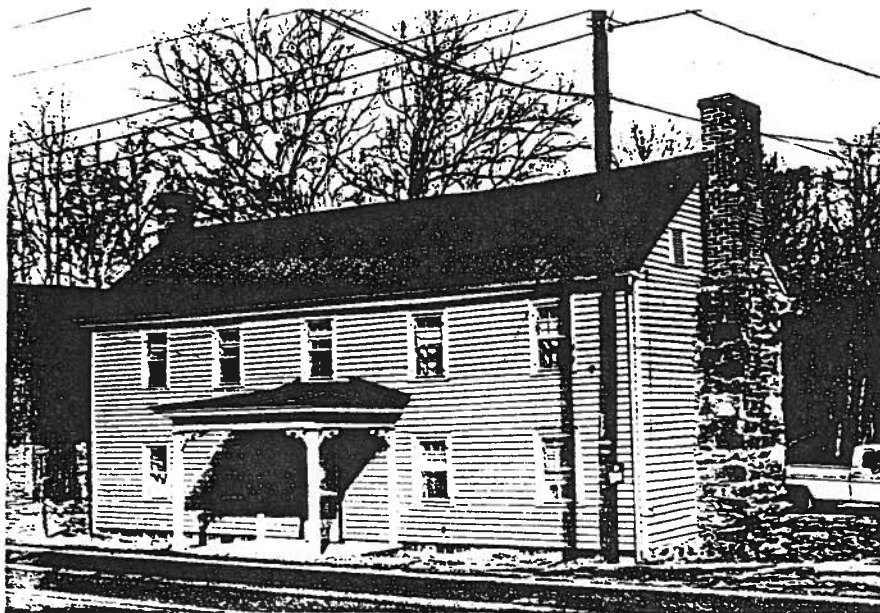
Good one story rural Village Wayside shop or office structure. Well preserved and maintained. Early to mid 1800's. 53-522 (3496)



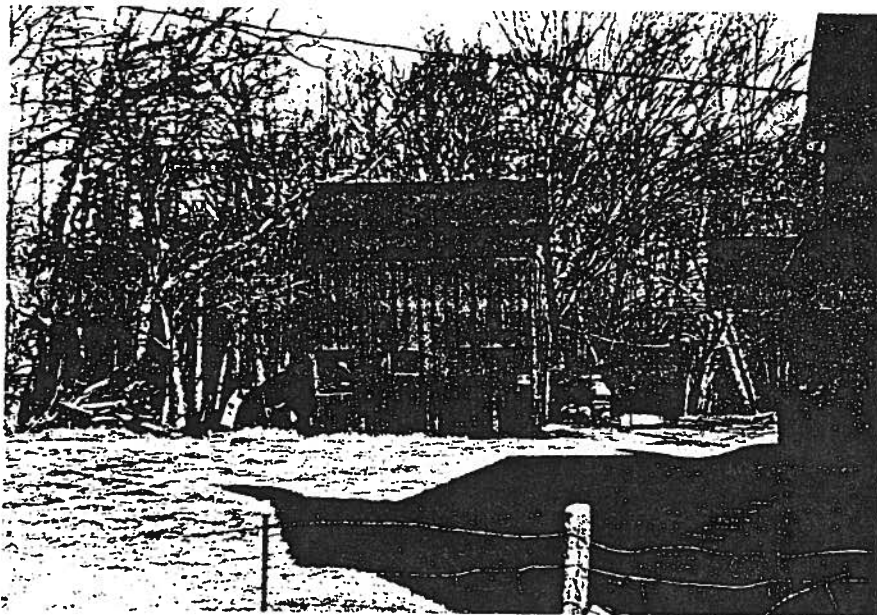
Mid 1800's two story frame Greek Revival style dwelling. May be earlier and modified to this style in the mid 1800's. Good eve Brackets, pleasant entrance porch with turned posts, original sash and shutters. 53-523 (3496)



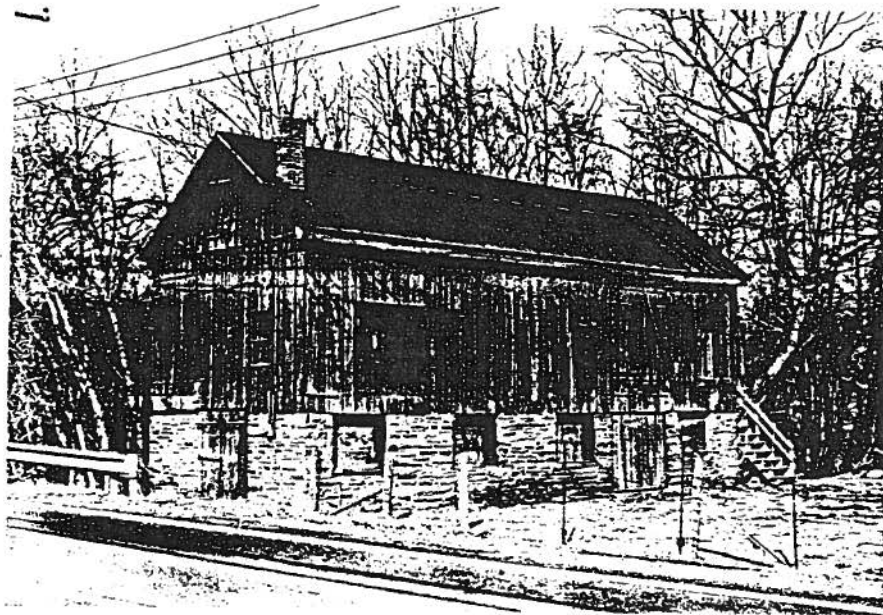
Mid 1800's two story frame dwelling with later exterior veneer, done in the mid 1900's. 53-524 (3496)



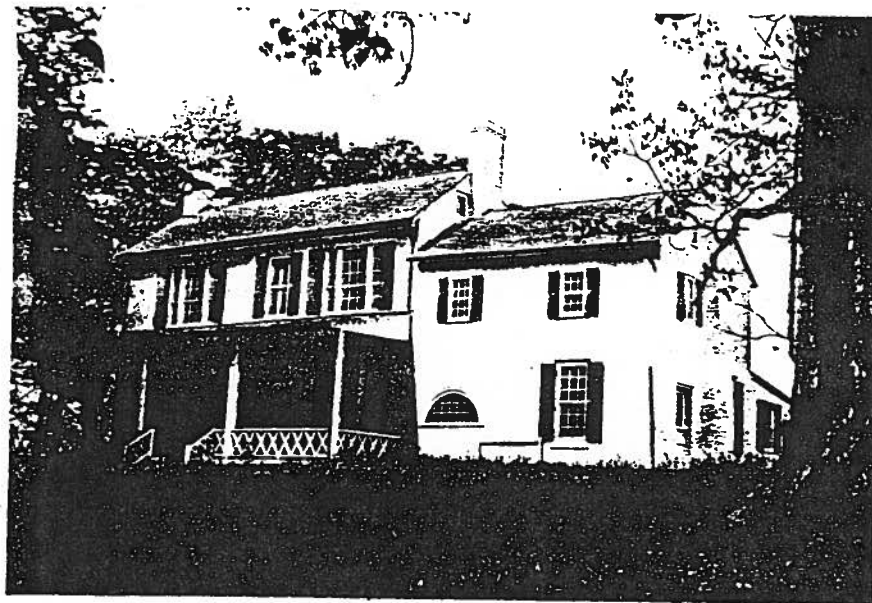
Two story frame dwelling, either of Log or Brick Nogging construction. Some beaded weatherboards remaining. Original solid M&T and Pegged window frames. Good period sash. Exterior rubble stone chimney capped in brick. There was apparently a wing on the west end at one time. Last quarter of the 18th Century, or early 1800's. 53-525 (3496)



Good two story small Board and Batten Out-  
building. 53-526 (3496)



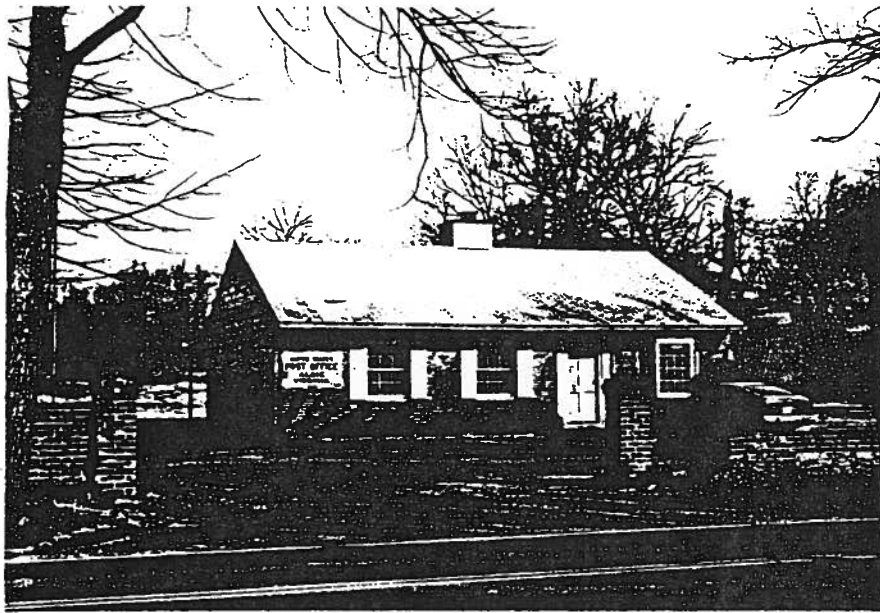
Post Civil War two story Stone and Board and  
Batten Manufactory structure. Used as a wheel-  
right and buggy manufacturing shop.  
53-527 (3496)



"ALDIE" built for Charles Fenton Mercer, circa 1810. Exterior windows changed and some interior woodwork by the diZeregas in the mid to late 1800's. Other more drastic changes were made to the interior by Commander Bullis, during his ownership. 53-115 (2617)



The Weaving House at "ALDIE" Manor. Rear Catslide Roof now modified to a full two story. Now a private dwelling. 53-115 (2617)



U.S. Post Office, Aldie, Virginia.  
53-528 (3496)



NARROW GATE. Early 1800 two story brick dwelling, with Flemish Bond Brickwork on the front facade. Later frame additions distract somewhat from the original, but the overall quality is good.

53-529

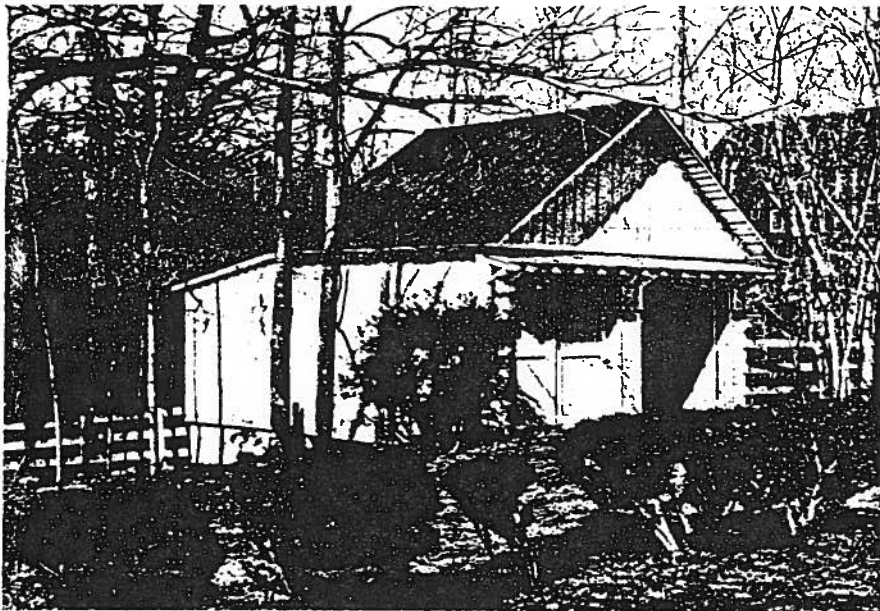
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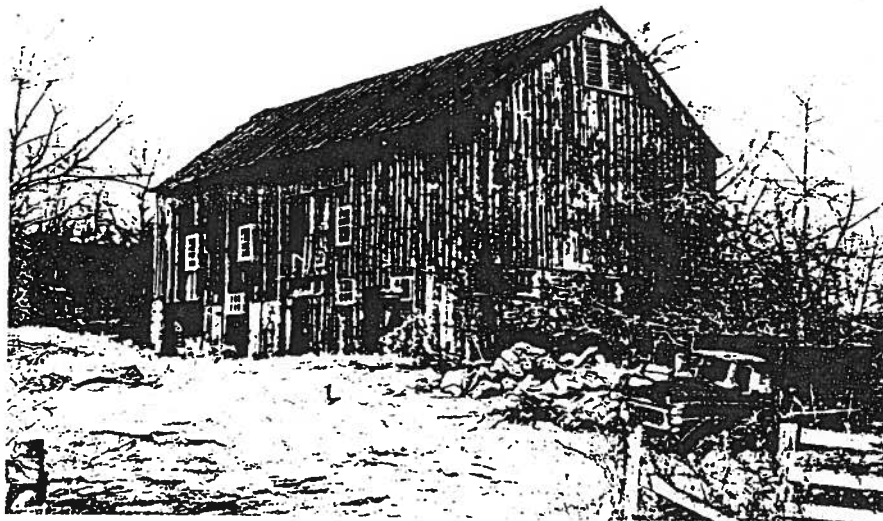
Two story stucco dwelling and One story stone house with full hipped dormer second floor. Both of good and compatable scale to their neighbors. 53-330-331 (3496)



BERKELEY HOUSE. Early 1800's two story Brick dwelling in excellent state of preservation. Pleasantly scaled Pavilion and one story entrance porch with elaborate door unit. 53-532 (3496)



Pleasing small Board and Batten outbuilding  
at Berkeley House. 53-532 (3496)



Two story Rubble stone and Board and Batten  
Barn at Berkeley House. Good example of local  
style, and worthy of preservation.  
53-532 (3496)





20th Century Stone Tennant house at Berkeley House. One story with hipped roof. Good scale and pleasant design for the area.  
53-532 (3496)



Turn of the Century Two story Frame Dwelling. Original sash and shutters. Good one story entrance porch with sawn brackets.  
53-533 (3497)



Background. Two story 20th Century Dwelling.  
Interesting small frame turn of the century  
structure to the right.

53-534

(3497)



One story frame Dwelling, with pleasing  
entrance stoop with turned posts and scroll  
brackets. Original Toll House of the Aldie-  
Snickersville Turnpike Company, modified  
into a residence. 53-535

(3497)



ALDIE GARAGE. Excellent surviving example of a once typical early 1900's Garage and rural store structure. Projecting covered service area should be preserved, if possible. 53-536 (3497)



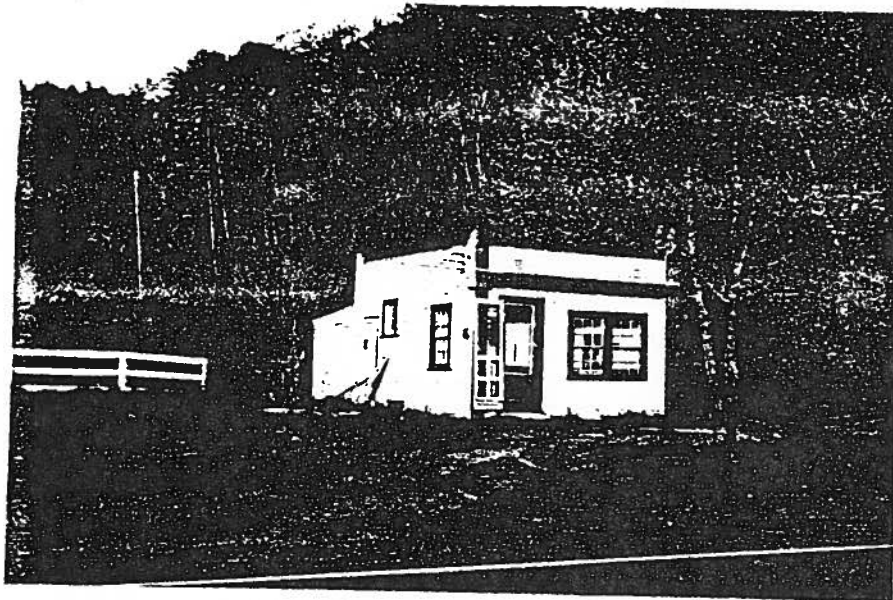
20th Century One and Two story Brick veneer dwelling. Contributes nothing to the overall quality of the community. 53-537 (3497)



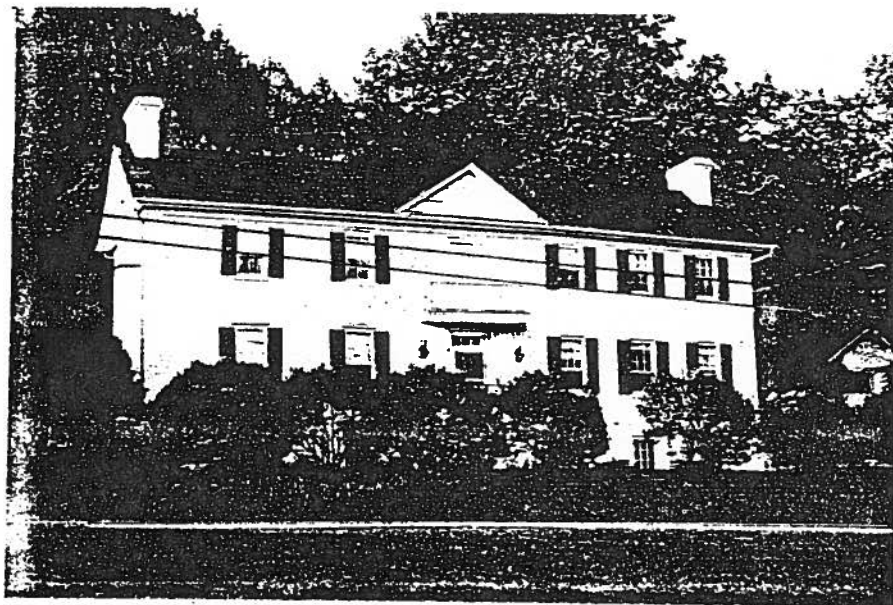
Excellent Two Story turn of the Century  
Frame Dwelling with predominate Cross  
Gable. Original sash, shutters, cornice  
and projecting gable design. Full wrap  
around one story porch. 53-538 (3497)



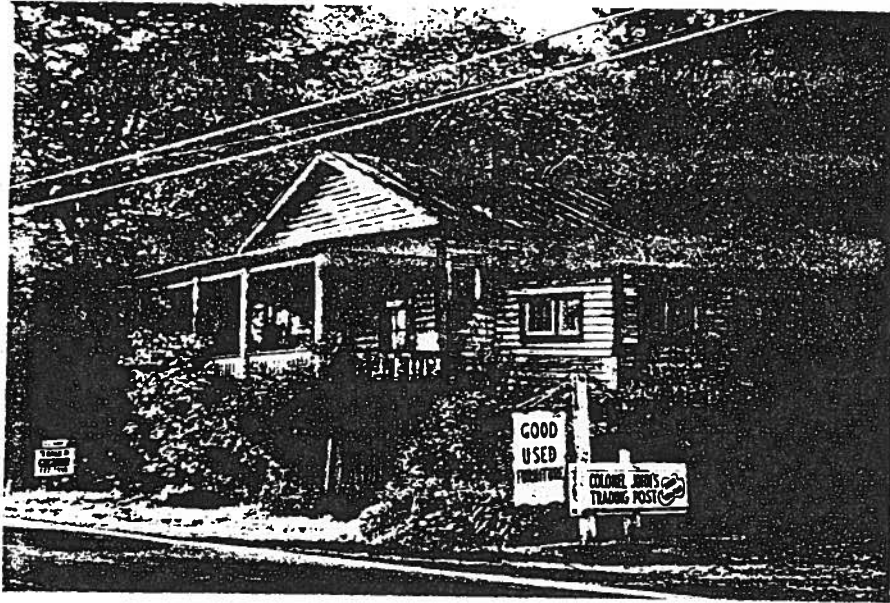
Interesting one story Frame outbuilding.  
Should be preserved for a suitable use  
and to retain visual interest.  
53-538 (3497)



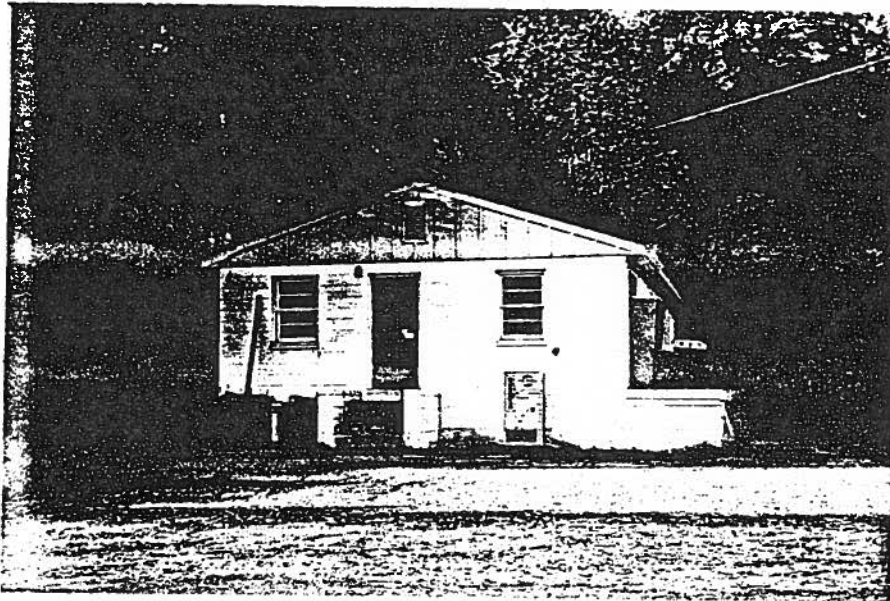
Circa 1940's commercial structure.  
Of no Architectural importance.  
See Recommendations. 53-539 (3504)



Early 1800's two story, probably Brick  
dwelling house now stuccoed. East end  
appears to have been added. Overall quality  
worthy of preservation. Important element  
to the east end approach of the village.  
53-540 (3504)



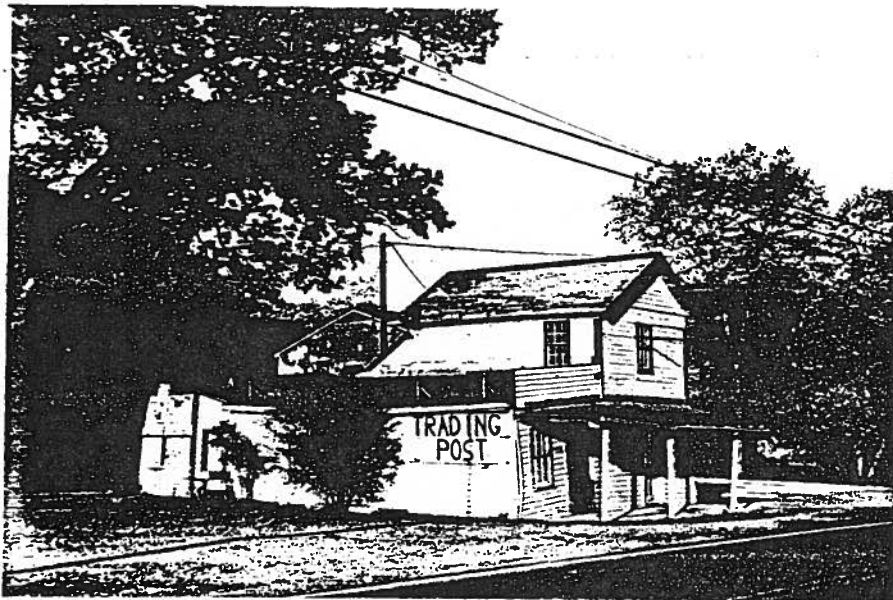
Interesting One Story frame structure on a high basement. Could be a small residence or put to a suitable adaptive use. Helps preserve the overall rural quality of the village. 53-541 (3504)



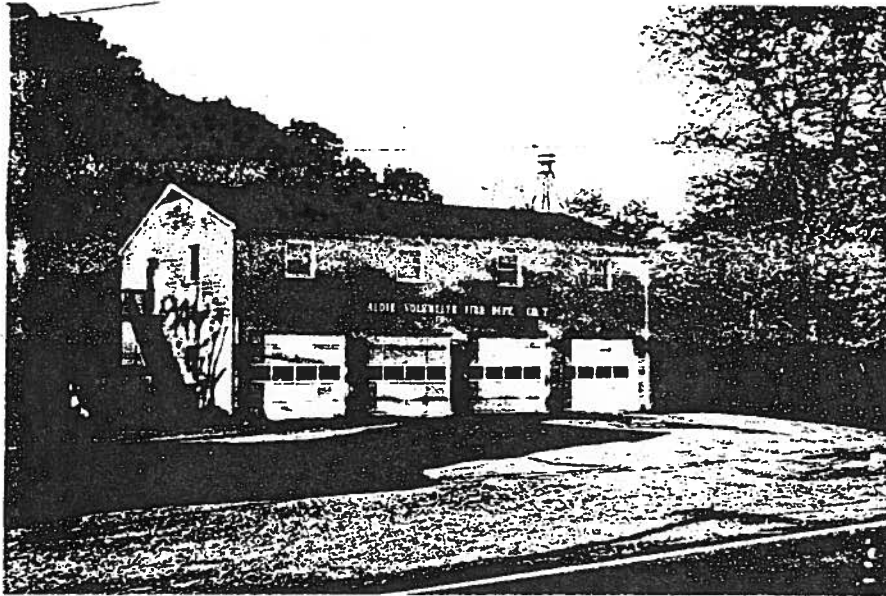
Insignificant 20th Century one story building. If replaced do so in a more compatible style to the overall quality of the immediate area. 53-542A (3504)

Victorian Residence yet to be  
photographed.  
Will have to be done in the fall  
when the leaves are off the trees.

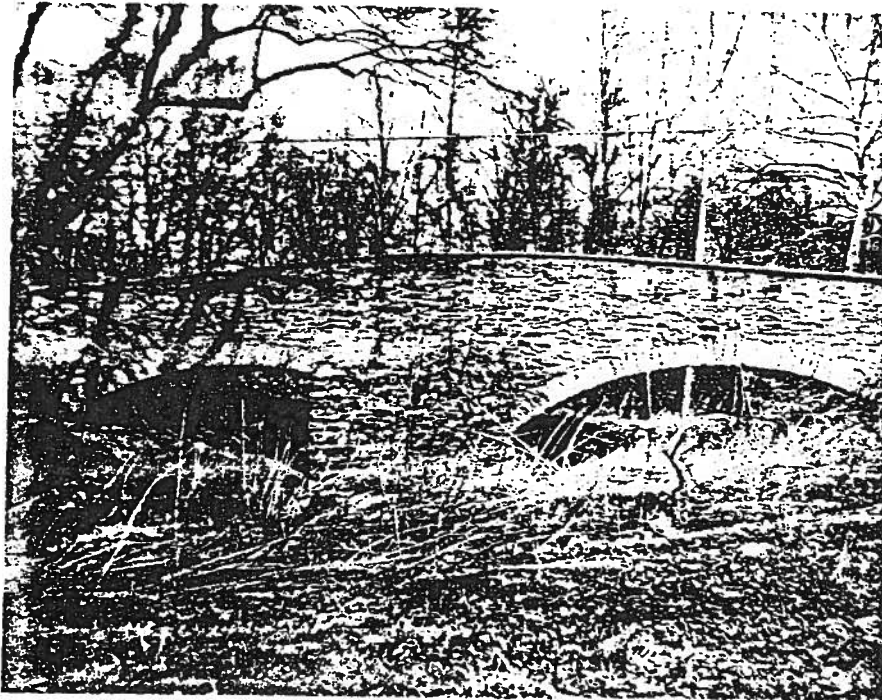
53-542B



Two story and one story frame structure.  
Worthy of stabilization, but if not possible a replacement should be of a compatible scale and material. 53-542B (3504)

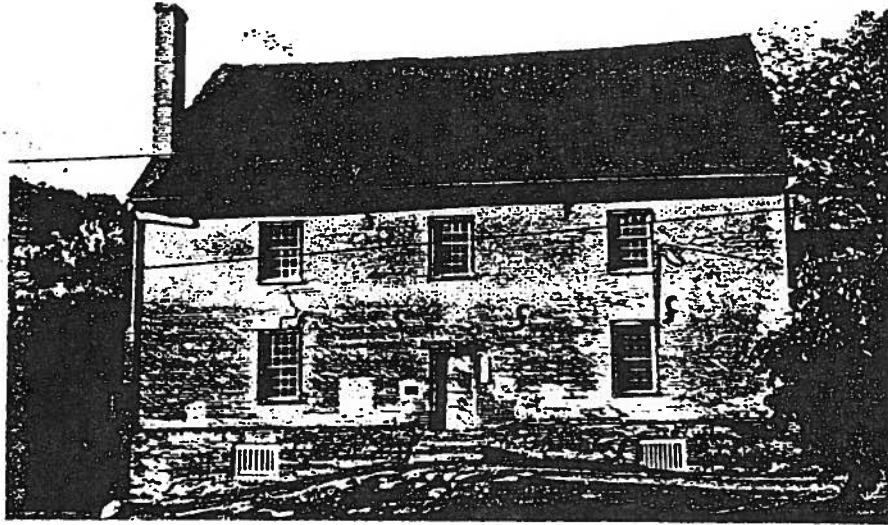


Aldie Volunteer Fire Department Garage  
and Community Center building. Nicely  
executed for the use and pleasantly  
situated. 53-543 (3504)



South side of the Little River Turnpike  
Companys stone bridge over the Little  
River, circa 1810. One of only two such  
structures remaining in use in all of  
Northern Virginia. Should be preserved  
at all costs. 53-244



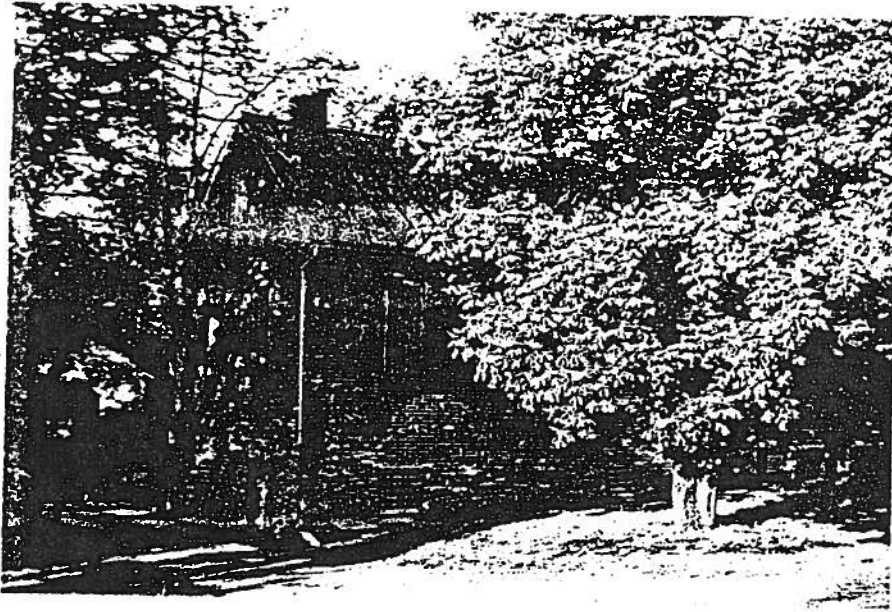


### THE ALDIE MILL

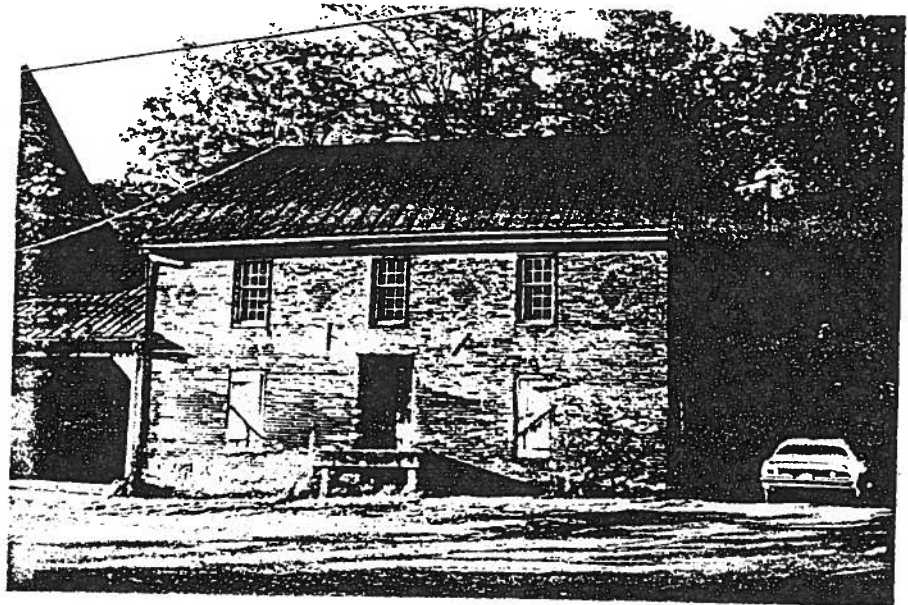
On 22 December 1807 Charles Fenton Mercer entered into an agreement with William Cooke for the construction of a Manufacturing Wheat, Corn and Saw Mill, which would contain four pairs of millstones and a land plaister operation. The main Mill building was to be no less than 50'X50'. Cooke was also to see to the construction of a Store House as well as suitable buildings for a Cooper, Blacksmith and Wheelright; the Tavern and Waggon House excluded.

A Plat, recorded in 1809, shows the Mill, Store House, with the Mercer House across the road and the "Spinning House" or Weaving House behind it.

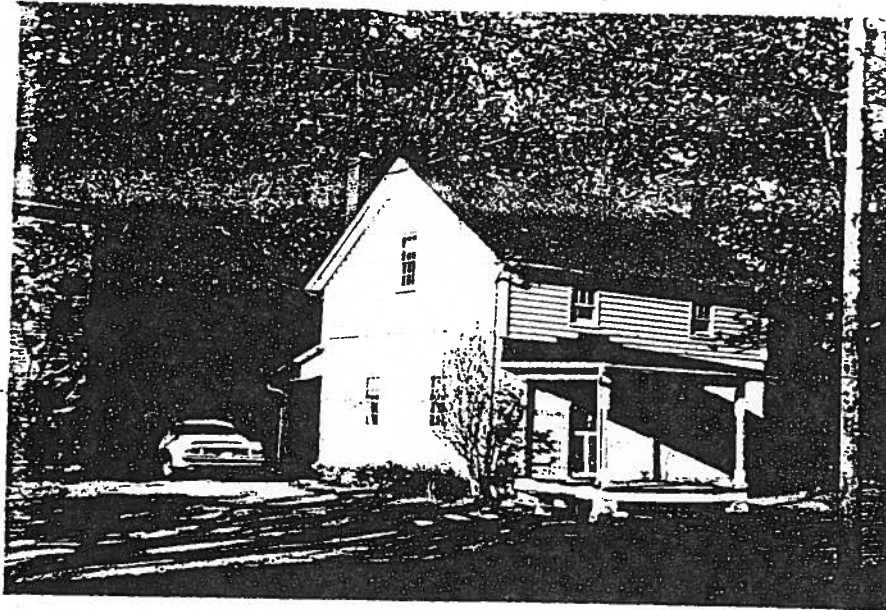
Of the six standing Mill structures still left in the County, of some 57 in 1854, including the Taylorstown (stone) and Waterford (brick), this is by far the largest original Mill complex left in all of Northern Virginia. The only known Mill in the entire area to have had a Pair of Mill Wheels, the wooden originals having been replaced with the existing Metal ones having been manufactured by the Fitz Water Wheel Company, Hanover, Pennsylvania.



East end Wing, which contained  
the "land plaister operation.  
53-113 (3504)



West end Wing, which contained  
the Store House.  
53-113 (3503)



Early 1800's One Story Brick Structure with later frame second floor addition. A Store House is shown on the 1809 Plat of the Mill property and this may have been it although not yet verified.

53-113

(3503)

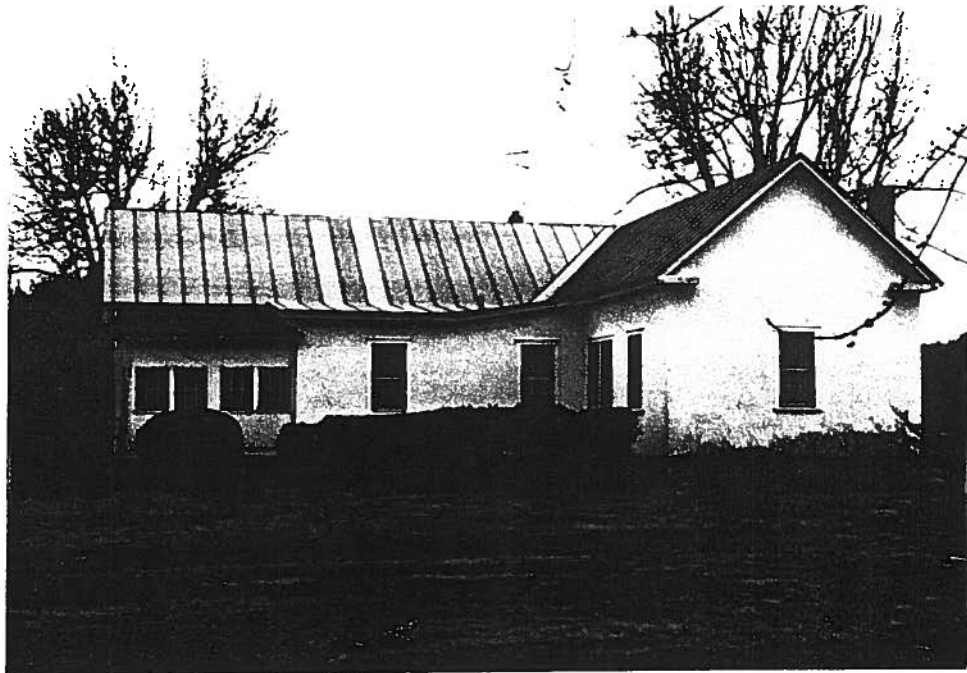


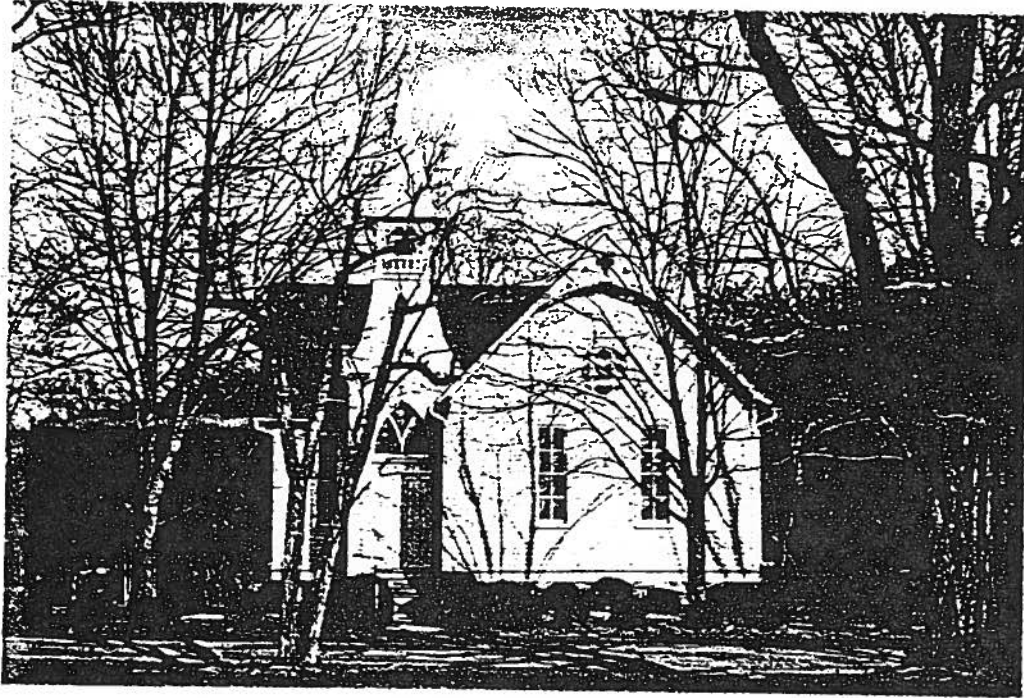
The Millers House, shown on the above Plat "which was built after it was originally done", having been recorded two years later. With the frame second floor added and the Brick (north) addition done probably after the Moore purchase.

53-116

(3498)

Stovepipe Academy - original part  
built 1870's -

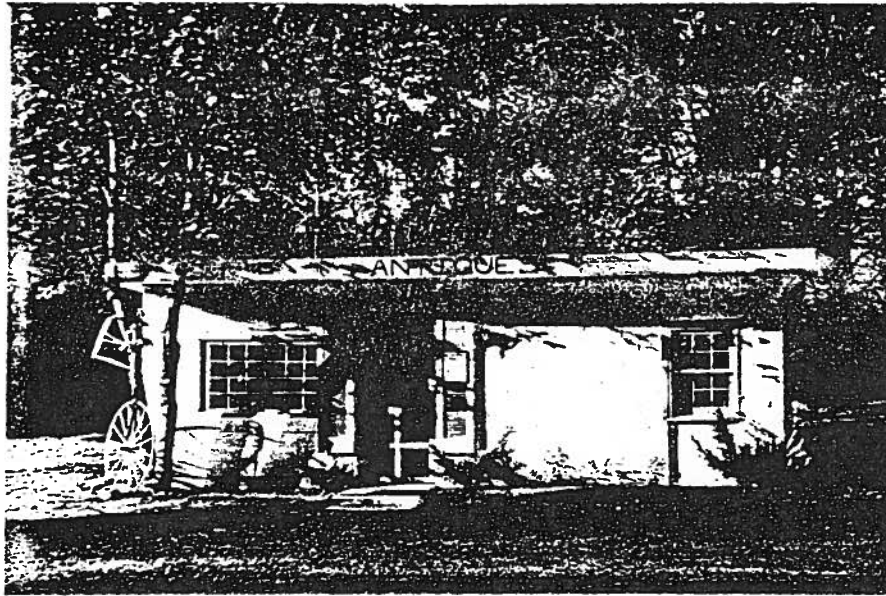




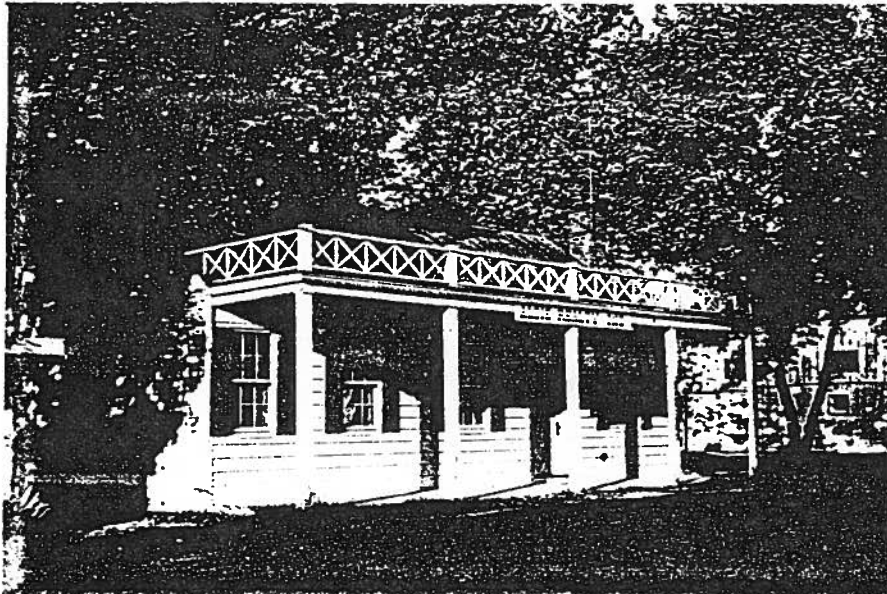
53-561

Photo Courtesy of Mrs.  
James E. Douglass, Sr.

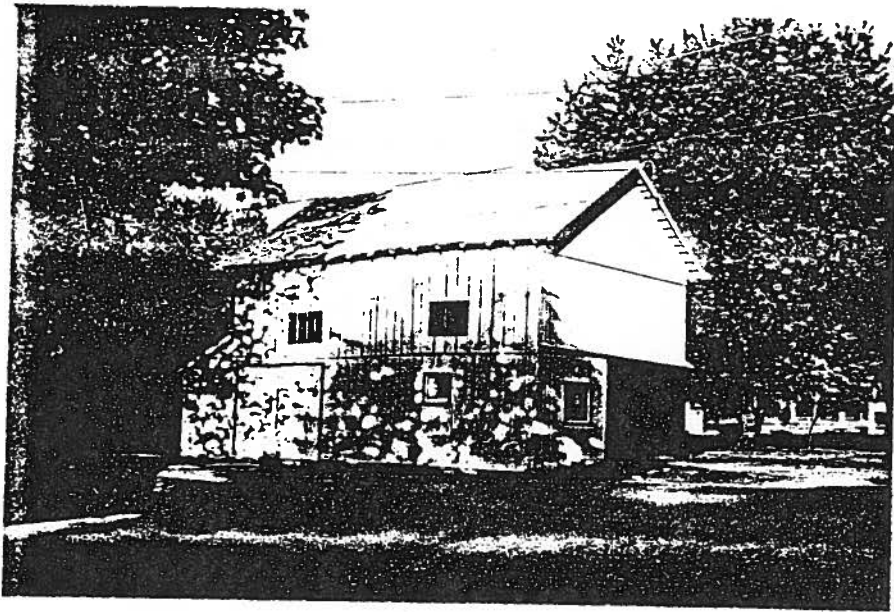
Add Stove Pipe Academey



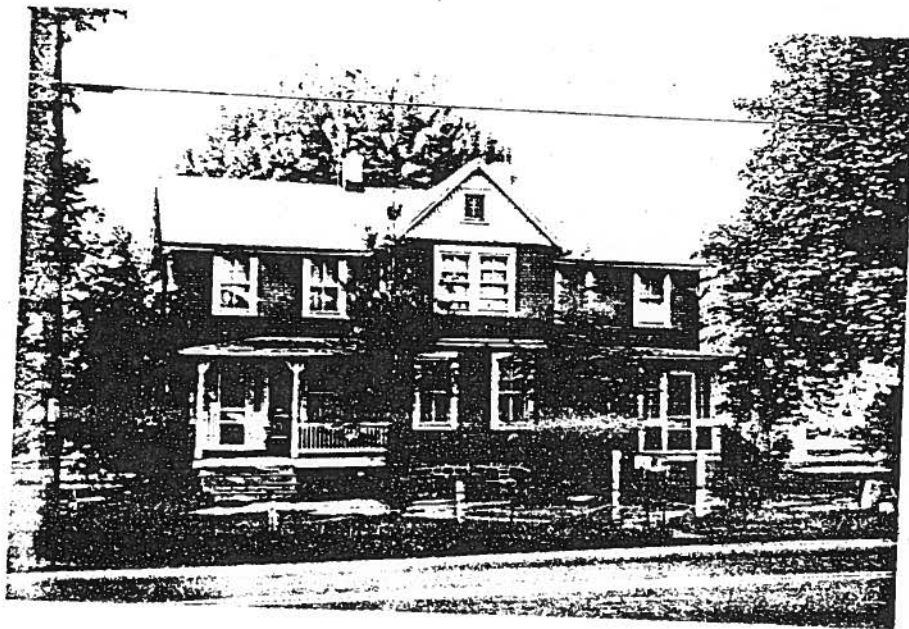
One story Painted Cinder  
Block Shop building. 20th  
Century. 53-544A (3503)



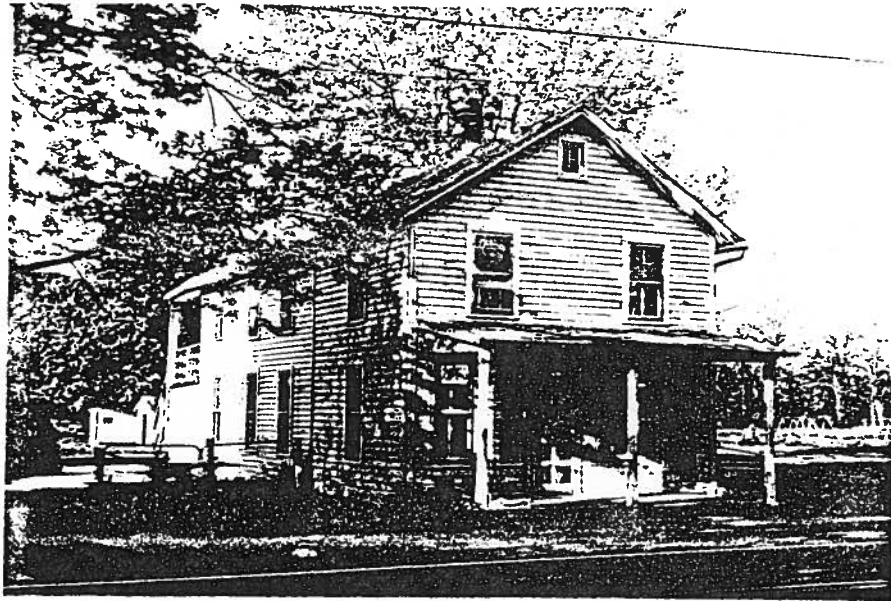
One Story Frame, built circa 1940,  
and operated as a Tavern. Later  
modified to its present appearance.  
Good scale and compatable to the area.  
53-544B (3503)



Good well preserved Two Story  
Board & Batten outbuilding.  
Compatable with its neighbors  
and adds visual interest to the  
area. 53-545A (3503)



Two story Frame Residence on Rubble  
Stone foundation. Shingled Cross  
Gable. Pleasant entrance porches with  
Turned Posts. 53-545B (3503)



Two Story Frame Gable End Dwelling and Store. At one time used as a Drug Store. Built at the turn of the Century. 53-545C (3503)

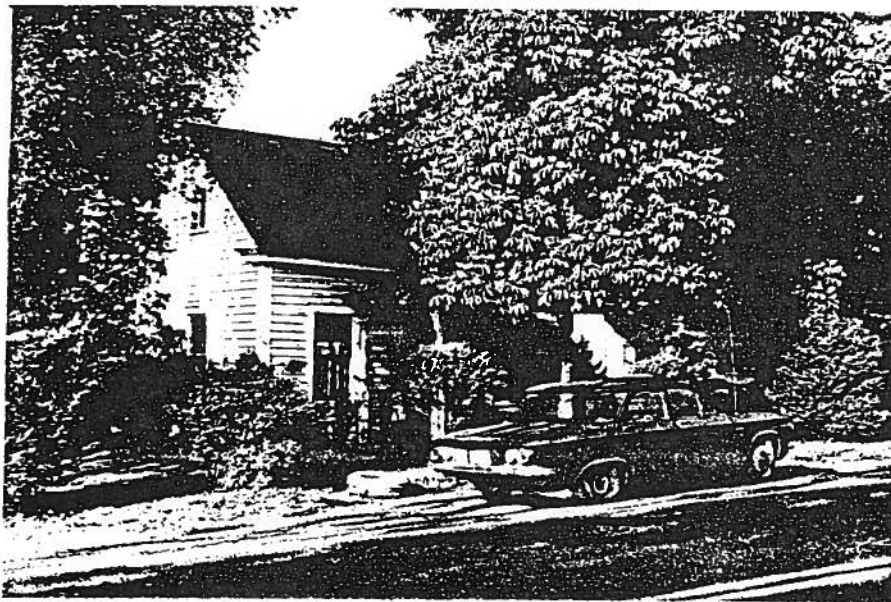


Methodist Church. Built in 1882. Brick veneer was done in 1970 and distracts somewhat from the original quality. Pleasant rural Church structure and worthy of preservation. 53-546 (3503)

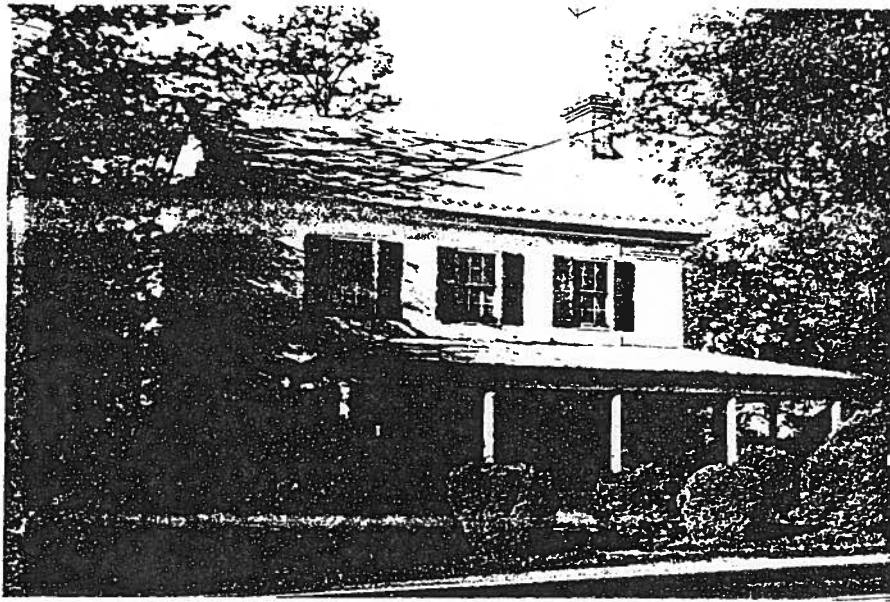




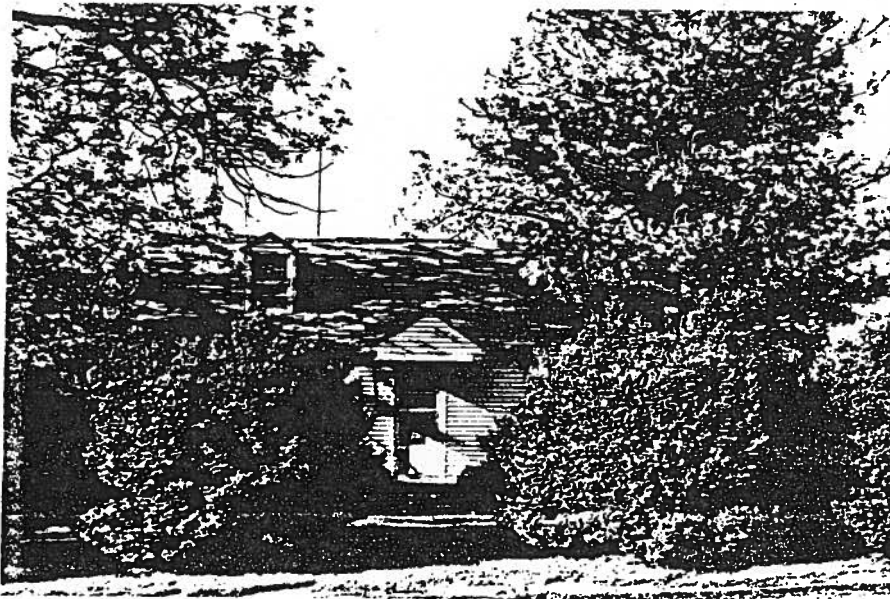
Story and one half frame Dwelling. Mid  
20th Century. Nicely sited in well main-  
tained grounds. 53-547 (3503)



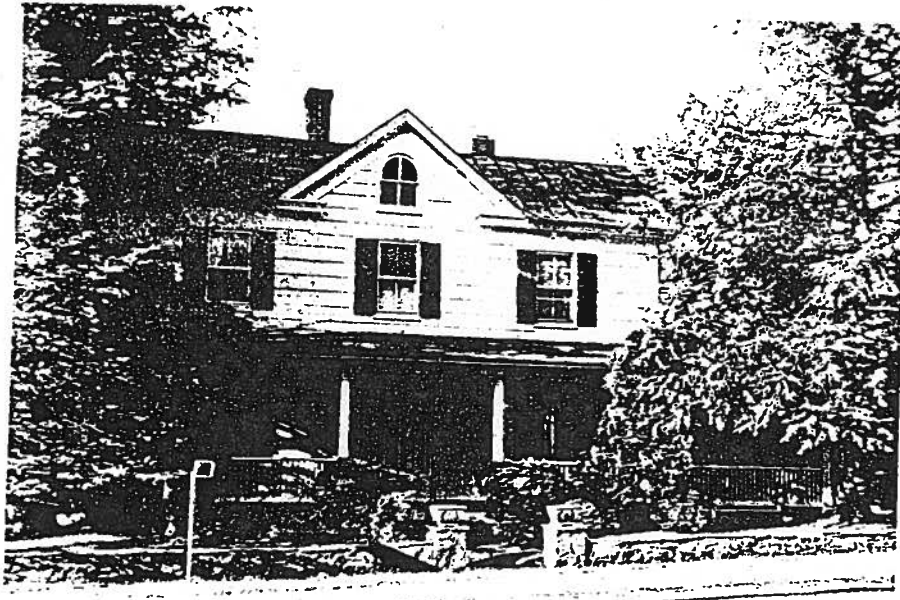
Pleasing One and one half story Frame,  
turn of the Century, Dwelling. Small  
scaled Entrance Stoop with turned posts.  
53-548 (3503)



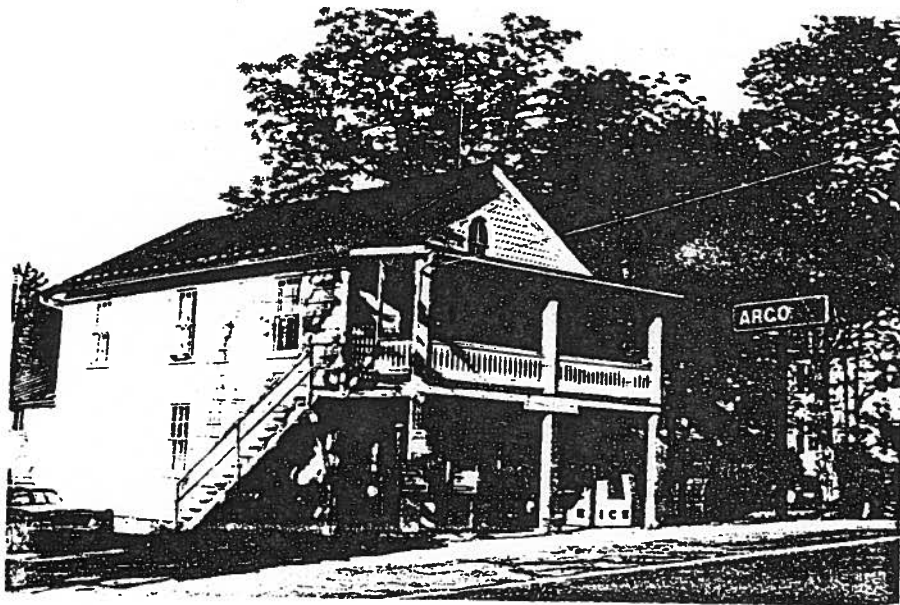
Early to mid 1800 Two Story Brick Dwelling. Good overall design and scale. First floor windows have been modified. 53-549A (3503)



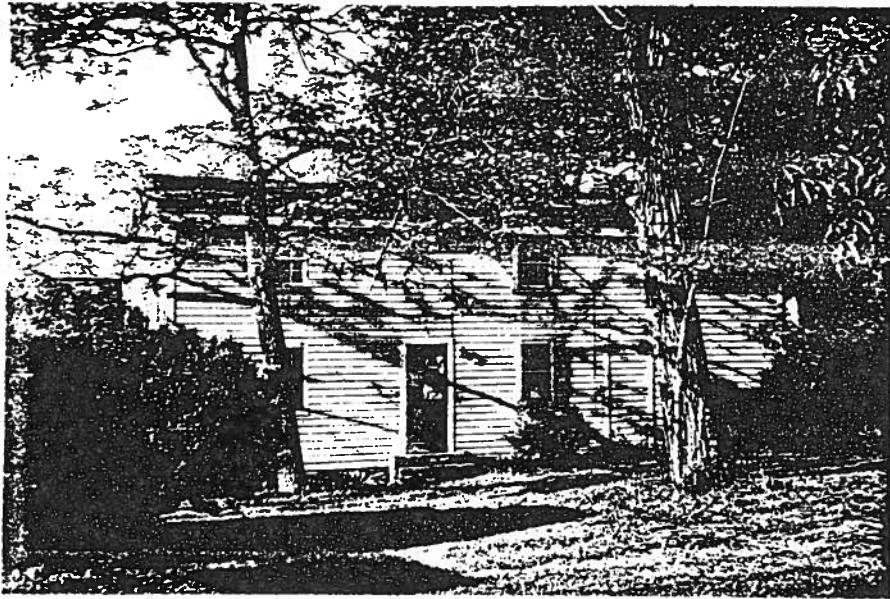
One and One Half Story Frame Dwelling. Appears to be mid to late 1800's. In good state of preservation, and scale to its neighbors. 53-549B (3503)



Turn of the Century Two Story Frame Dwelling with Cross Gable. Original Entrance Door and sidelights, as well as sash and shutters. In good state of preservation. 53-550 (3503)



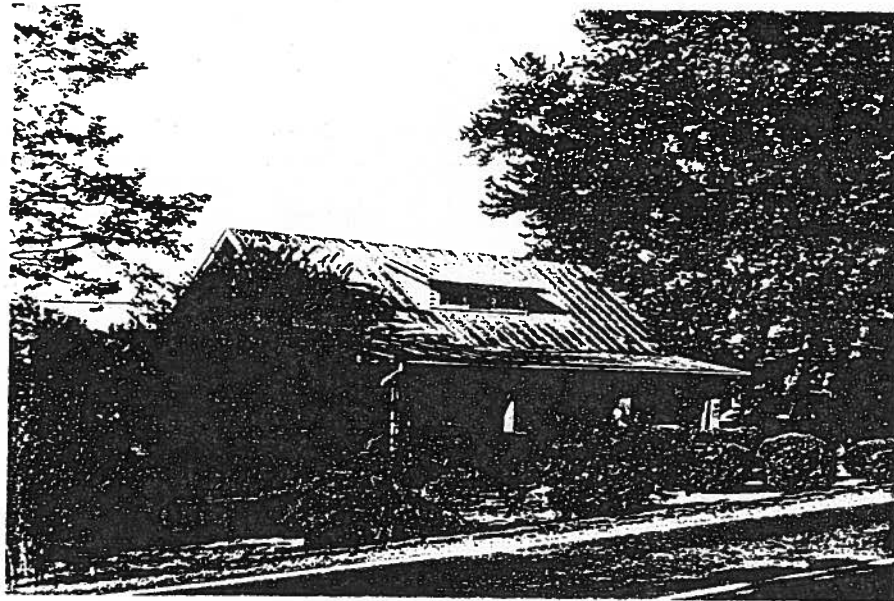
PARTLOW'S GROCERY. Turn of the Century Two Story Frame Gable Front Store and Dwelling with Shingled gable. Two story front gallery adds visual interest. 53-551 (3503)



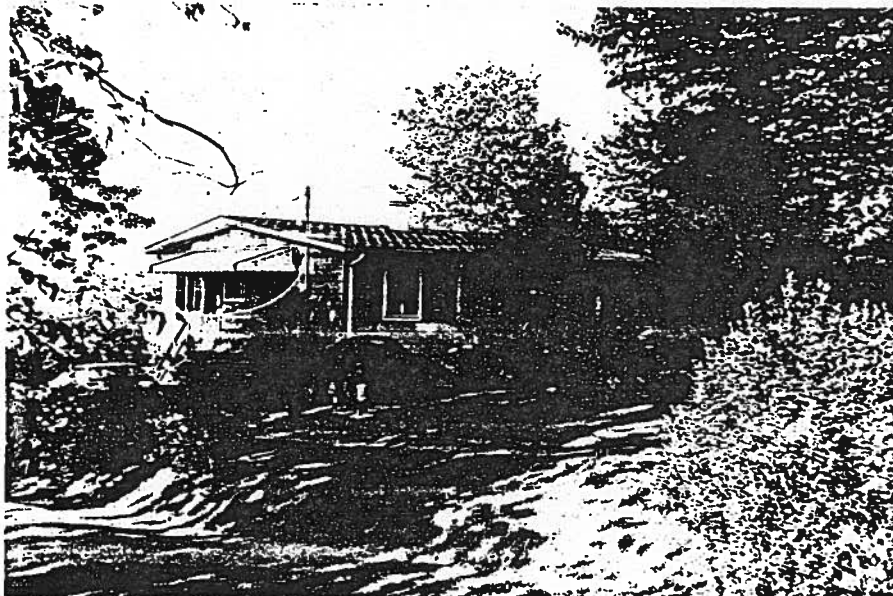
Circa 1910-1920 Two Story Frame Building  
now used as a Dwelling.  
53-552A (3503)



Two Story Frame Dwelling, built in the  
late 1800's. West section may have been  
built on the foundation of an earlier  
structure. Good scale and proportion,  
in good state of preservation.  
53-552B (3503)



Early 20th Century One Story Stuccoed  
Bungalow. Maintains scale with it's  
neighbors and adds variety to the  
visual interest of the village.  
53-553 (3507)

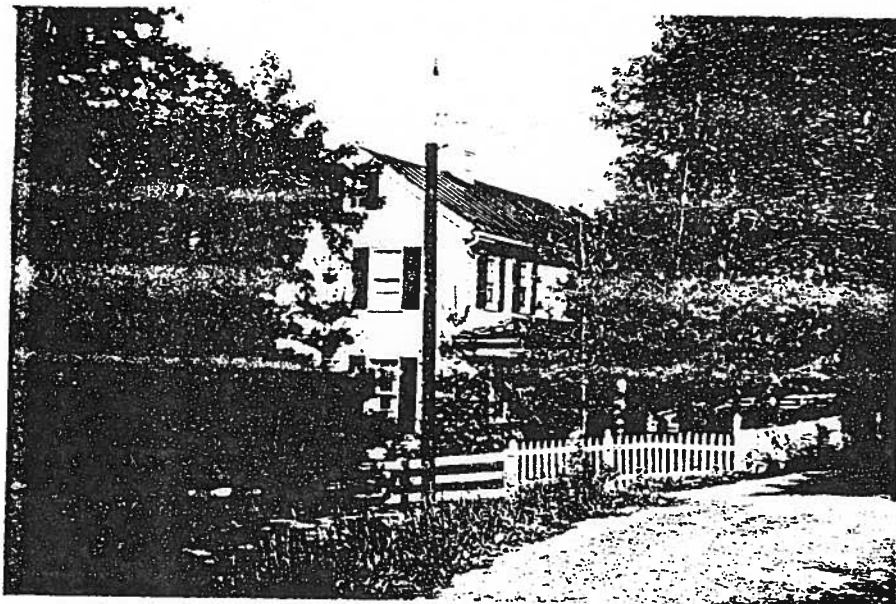


Contemporary 20th Century Dwelling.  
Nicely situated with well maintained  
grounds. 53-554 (3507)



Turn of the Century Two Story Frame Dwelling.  
Original sash and shutters. Pleasant entrance  
Stoop. Good state of preservation although  
shingleing distracts somewhat from the quality.  
53-555 (3507)

53-556 to be photo-  
graphed this fall.



Two Story Brick Dwelling with later  
Two Story Frame addition. Built in  
the early 1800's, and at one time  
used for the Rectory of the Episcopal  
Church. Good state of preservation.  
53-558 (3507)

53-557 to be photographed  
later.