

COMPREHENSIVE SURVEY REPORT:
RECONNAISSANCE SURVEY OF 1,497 RESOURCES
WITHIN THE FREDERICKSBURG HISTORIC
DISTRICT AND POTENTIAL EXPANSION AREA,
FREDERICKSBURG, VIRGINIA



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Virginia Department of Historic Resources
2801 Kensington Avenue
Richmond, VA 23221

Comprehensive Survey Report: Reconnaissance Survey of 1,497 Resources within the Fredericksburg Historic District and Potential Expansion Area, Fredericksburg, Virginia

Virginia Department of Historic Resources

WMCAR Project No. 09-20

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ABSTRACT

The City of Fredericksburg, in partnership with the Virginia Department of Historic Resources (DHR), sponsored a survey of all buildings within the current Fredericksburg Historic District and a survey of buildings within a potential boundary expansion of the district. The Fredericksburg Historic District (DHR File No. 111-0132) was listed in the Virginia Landmarks Register (VLR) on March 2, 1971, and in the National Register of Historic Places (NRHP) on September 22, 1971. The area of potential expansion of the existing listed historic district was considered by DHR and recommended potentially eligible for listing on the VLR and NRHP. In February 2006, DHR and the City of Fredericksburg entered into an agreement to share the cost of conducting a first-phase reconnaissance survey of 500 resources. In December 2006, DHR and the City entered a second cost-share agreement for a second-phase reconnaissance survey of an additional 500 resources and the preparation of a comprehensive survey report of the results of both phases of reconnaissance survey. For the third phase of the project, DHR and the City agreed in 2007 to fund reconnaissance survey of 500 additional properties and produce a second comprehensive survey report of all three phases of study; this third phase was delayed until the 2008-09 cycle of cost share applications. The City and DHR initiated and sponsored this project with the hope and expectation of identifying historic properties that may be eligible for rehabilitation using state and federal historic rehabilitation tax credits and supporting the City's preservation planning efforts.

The William and Mary Center for Archaeological Research conducted the reconnaissance-level survey of 1,497 resources within the historic district and potential expansion area from the summer of 2006 through the fall of 2009. As a result, 1,370 contributing resources and 127 non-contributing resources were documented. Resources are related primarily to the commercial and domestic history of Fredericksburg; however, agricultural, religious, social, educational, ethnic, governmental, industrial, recreational, technological, and transportation-related resources also were identified and range from the Settlement to Society Period through the New Dominion Period. The commercial core, roughly bounded by Princess Anne Street to the west, Sophia Street to the east, Amelia Street to the north, and Lafayette Boulevard to the south, is under the greatest threat from physical deterioration, major alterations, and the shifting of commercial activities to the outskirts of Fredericksburg. A number of commercial blocks would benefit from state and federal rehabilitation tax credits and from efforts to reemphasize the historic commercial district as the economic focus of Fredericksburg.

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At the William and Mary Center for Archaeological Research (WMCAR), Director Joe B. Jones and Project Manager David W. Lewes provided general supervision of the study. The first phase of the survey was completed by Architectural Historian Meg Greene Malvasi and Field Assistant Courtney Birkett in 2007, the second by Architectural Historian Elizabeth André in 2008, and the third by Ms. Malvasi and Field Assistant Amy Garrett in 2009. This final Comprehensive Survey Report builds on a previous report prepared by Ms. André with contributions on archaeological resources by Project Archaeologist William H. Moore. In the present report, Ms. Malvasi and Mr. Moore have integrated results from all three phases of the WMCAR's survey, reusing or updating portions of the previous report. Mr. Lewes was responsible for production of the current report, and GIS Specialist Eric Agin prepared the final illustrations.

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1: Introduction

Beginning in 2006, the City of Fredericksburg, in partnership with the Virginia Department of Historic Resources (DHR), sponsored a multi-phase survey of all buildings within the current Fredericksburg Historic District and within a potential boundary expansion of the district (Figures 1 and 2). The Fredericksburg Historic District was listed in the Virginia Landmarks Register (VLR) on March 2, 1971, and in the National Register of Historic Places (NRHP) on September 22, 1971. An area of potential expansion of the existing listed historic district was considered by DHR and recommended potentially eligible for listing on the VLR and NRHP. In February 2006, DHR and the City of Fredericksburg entered an agreement to share the cost of conducting a first-phase reconnaissance survey of 500 resources within the district. In December 2006, DHR and the City entered a second cost-share agreement for a second-phase reconnaissance survey of an additional 500 resources within the district and expansion area and preparation of a comprehensive survey report of the results of both phases of reconnaissance survey. A third cost-share agreement to finish survey of the district and expansion area was reached in 2008. It was agreed that approximately 500 properties would be surveyed. In addition, the survey report from the previous stage would be expanded to reflect survey data from all three stages of survey. The City and DHR initiated and sponsored this project with the hope and expectation of (1) identifying historic properties that may be eligible for rehabilitation using state and federal historic rehabilitation tax credits and (2) supporting the City's preservation planning efforts.



Figure 1. Study area location.

A reconnaissance-level field survey of 1,497 resources was conducted by architectural historians from the College of William and Mary's Center for Archaeological Research (WMCAR) between 2006 and 2009. For the purposes of the reconnaissance-level survey, background research focused on the broader themes of Fredericksburg's history and development and the fieldwork was limited to building exteriors. Fieldwork for the first phase of the survey was conducted in the summer and fall of 2006 and final survey records were submitted to DHR and the City in spring 2007. Fieldwork for the second phase of the survey was conducted in the summer and fall of 2007 and final survey records were submitted in spring 2008. The second phase of the study also entailed the completion of a comprehensive survey report, which summarized results from the first two stages of survey. Fieldwork for the third phase of the survey was conducted in the summer and fall of 2009 and final survey records were submitted in spring 2010. During the course of survey, the original boundaries of the current historic district were evaluated, and adjustments

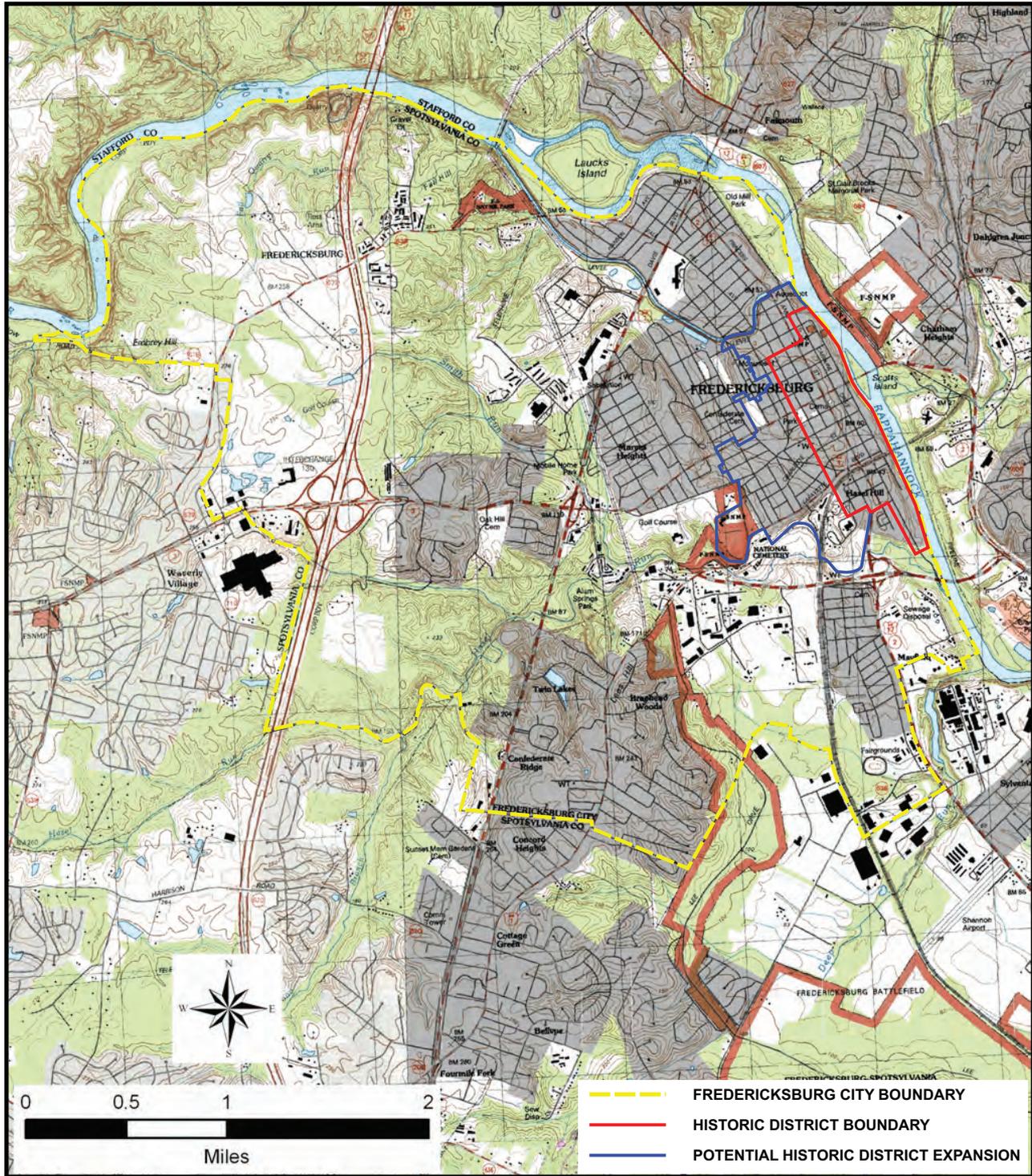


Figure 2. Study area and environs (U.S. Geological Survey [USGS] 1994).

to the historic district and potential expansion area boundaries were recommended. The original district consisted of roughly fifty blocks and was bounded roughly by the Rappahannock River to the east, Hawke Street to the north, Prince Edward Street to the west, and Dixon Street to the south (Figure 3). The potential expansion would add roughly forty blocks (see Figure 3).

As a result of all three phases of survey, 1,370 contributing resources and 127 non-contributing resources were documented. Resources are related primarily to the commercial and domestic history of Fredericksburg; however, religious, social, ethnic, educational, governmental, health care, industrial, recreational, technological, and transportation-related resources also were identified and range from the Settlement to Society Period through the New Dominion Period. All contributing resources were recommended eligible to the NRHP under Criterion C for their overall contribution to the architectural integrity of the district. Four hundred seventy-nine resources, particularly commercial, agricultural, religious, social, ethnic, educational, governmental, industrial, and transportation-related, also were recommended eligible for listing in the NRHP under Criterion A for their overall contribution to the broad patterns of history within Fredericksburg. The commercial core, roughly bounded by Princess Anne Street to the west, Sophia Street to the east, Amelia Street to the north, and Lafayette Boulevard to the south, has been found to have the greatest threat from physical deterioration, major alterations, and the shifting of commercial activities to the outskirts of Fredericksburg. A number of commercial blocks would benefit from using state and federal tax credits for the rehabilitation of historic properties, and from efforts to reemphasize the historic commercial district as the economic focus of Fredericksburg.

RESEARCH AND SURVEY METHODS

Each phase of the survey was kicked off by meetings with staff from DHR's Richmond office, in

order to provide basic training in the Data Sharing System (DSS), and staff from DHR's Northern Region Preservation Office and the City's Planning Office in order to discuss the survey objectives. Subsequent windshield surveys of the survey area familiarized the architectural historians with Fredericksburg and its historic resources.

Prior to fieldwork, background research was conducted in order to identify previously surveyed resources and to provide a historical context for the survey area. Cultural resource management reports were consulted at the DHR Archives in Richmond, and reconnaissance and intensive-level surveys were consulted in DSS. Background research began with the overall history of Fredericksburg and its relationship to the broad patterns of Virginia's history and then focused on the economic, agricultural, industrial, political, religious, and ethnic history. Secondary resources were consulted at the Library of Virginia in Richmond, the John D. Rockefeller, Jr. Library of Colonial Williamsburg, the Earl Gregg Swem Library at the College of William and Mary in Williamsburg, and the Central Rappahannock Regional Library in Fredericksburg.

In tandem with the fieldwork, primary research was conducted in order to gain a more in-depth understanding of the development of Fredericksburg. Historic maps, which include plats of Fredericksburg, bird's-eye maps, and Sanborn Fire Insurance Maps, were consulted to provide dates of boundary expansions, the scope of planned residential neighborhoods, and construction dates of primary and secondary resources and their additions and alterations. City directories were consulted to gain an understanding of the economic and racial composition of neighborhoods. Historic photographs were also located that would illustrate buildings and neighborhoods prior to any alterations or teardowns. In addition to the aforementioned libraries, online sources were consulted at the University of Mary Washington Historic Preservation Department

archive of Fredericksburg research and the Library of Congress American Memory Collection.

The field survey was conducted in three phases of approximately 500 properties each. The first phase focused solely on the historic district. During the second phase, completion of survey within the district was the first priority, followed by survey of resources within the potential expansion area. The third phase achieved complete coverage of both the original district and the potential expansion area, with most of the field effort involving the latter.

Fieldwork for all phases consisted of a walking survey of the city. The architectural historians documented the exterior features of all resources, both contributing and non-contributing, and any secondary resources associated with those properties. Only elevations that were visible from the public sidewalk were surveyed and photographed, and building interiors were not accessed. Documentation consisted of notes on construction methods, materials, material treatment, significant features, and stylistic detail;

photographs of façades, visible elevations, and significant features of details; and plan view sketches of the site, including the size and shape of the lot, the locations of resources on the lot, hardtop features, fences, and notable landscape features. Notes and photographs were also obtained that would provide information on the overall design of the streetscape and the juxtaposition of building types and architectural styles.

In tandem with fieldwork, data was entered into DSS and descriptions and statements of significance were written for resources. Upon completion of the survey, all information, including address, thematic context, date, architectural style, and building type, was entered into an Excel spreadsheet. The architectural historian then had the ability to sort information and draw conclusions about the distribution of buildings types and styles, the patterns of development, and the economic and racial demographics. Appropriate contexts could then be developed for the contributing resources

2: Historic Contexts

SETTLEMENT TO SOCIETY (1607–1750)

During the seventeenth and eighteenth centuries, settlement in Virginia spread west from the Tidewater region along the navigable rivers into the Piedmont. Already entrenched in the tobacco economy, settlers laid out sprawling plantations along the fertile soils of the river beds. Although the establishment of these large plantations engendered a dispersed, decentralized community, a number of small towns began to emerge as tobacco shipment inspection sites. One of the earliest written accounts of European exploration along the Rappahannock River dates to 1608, at which time Captain John Smith journeyed to the falls and encountered indigenous Native American settlements. The region was visited intermittently by explorers during the next several decades, and, in 1671, a patent was granted to Thomas Royston and John Buckner from Sir William Berkeley for a 50-acre tract at the falls of the Rappahannock River. Forty colonists subsequently settled on this tract in what is now the commercial core of Fredericksburg. Fredericksburg's first grid plan was drawn up in 1721, and, in 1727, the settlement received an official charter from the House of Burgesses and was named in honor of Frederick, Prince of Wales.

An inspection station was set up at the foot of present-day Wolfe Street and a cluster of wood-frame warehouses was hastily erected along the river. The organization of the town coincided with a large upswing in the plantation economy. By 1727, land holdings increased 60% and tobacco exports reached an all-time high. The population

of Fredericksburg grew gradually, attracting merchants and artisans, and, in 1732, the town was eventually established as the seat of Spotsylvania County. The town grew rapidly, and, in 1739, additional land was purchased to accommodate this burgeoning population. Although the town of Falmouth, directly across the river from Fredericksburg, achieved more rapid, prosperous growth during the early days of settlement, the opening of a ferry service between Fredericksburg and Stafford in 1748 solidified its dominance as a thriving port and commercial center. The ferry service allowed farmers and plantation owners to transfer their crops directly to awaiting ships. Along with the warehouses, taverns and other small commercial ventures soon established themselves along the grid plan of the present-day commercial core.

In addition to commercial prosperity, the foundations of government and religious institutions were being laid in settlements across Virginia. During the early eighteenth century, the seat of justice in Germanna, a German settlement 18 mi. north of the present-day Fredericksburg focused around an iron foundry, relocated to Fredericksburg. Similarly, St. George's parish, also originating in Germanna, established a church in Fredericksburg, electing Rev. Patrick Henry, uncle of the famous orator, as its first rector.

COLONY TO NATION (1750–1789)

After 1750, Fredericksburg continued to prosper as a major port. From 1733–1773, the quantity and quality of Virginia's tobacco exports increased 150%. In addition to serving as an inspection

point for the tobacco industry, Fredericksburg was integral to the trade along the Rappahannock River, acting as a “break-in-bulk” site for the goods coming over the river and passing onto the crude interior roads. Warehouse facilities were necessary for storing the goods that needed to be broken into smaller parcels of freight. This trade with the hinterlands was the driving force behind Fredericksburg’s early prosperity and growth as an urban center. The city also served as a major port of entry for European exports. Prior to the Revolution, nearly all goods came from Britain and were sold or bartered in local stores. This fueled the evolution of the commercial class in Virginia. Retail merchants established their businesses near tobacco warehouses, courthouses, and other central locations. A number of craftsmen, artisans, and tradesmen, such as blacksmiths, millers, doctors, druggists, and lawyers, also set up shop in these centralized locations, selling goods and providing a number of services to the growing population. The merchants saw great prosperity during this period and began to gain significant political power as well. In Fredericksburg and other merchant-dominated towns along the Rappahannock, the concentration of merchant political power reached a high of 50% (Armstrong 1974; Littlefield 1999). This prosperity in Fredericksburg resulted in the first expansion of the city’s boundaries in 1759. With the intersection of Caroline and William streets as the focal point, attached, low-rise buildings soon crowded the city core.

Fredericksburg served as a meeting ground for patriots during the period of growing unrest that led up to the American Revolution. A draft of resolutions for declaring independence from Britain was drawn up at the Rising Sun Tavern, one of the earliest ordinaries in Fredericksburg. A number of notable political figures, many of whom were Revolutionary War heroes, emerged in Virginia during this period as founding fathers of the new nation, including George Washington and James Monroe, both from the vicinity of Fredericksburg.

After the war, in 1781, Fredericksburg was officially incorporated as a town within the new Commonwealth of Virginia (Goolrick 1922).

EARLY NATIONAL PERIOD (1789–1830)

The Early National Period was a time of significant growth for Fredericksburg’s commercial district, reflecting a major shift in Virginia from an exclusively agrarian society toward a more diverse landscape of well-developed towns and cities. Although Fredericksburg was no longer a major port of entry for European exports, trade with the interior hinterlands was strengthened during this time, particularly after the loosening of British restraints on trade after the War of 1812. After 1789, farmers along the Rappahannock transitioned away from a tobacco-based economy and began diversifying their crops. Along with this shift came the establishment of grist and flour mills in Fredericksburg to process the raw materials coming through along the river. The finished products were shipped to such cities as New York, Philadelphia, and Baltimore or distributed to local merchants in the commercial district. In 1816 alone, 160,000 barrels of flour were handled in Fredericksburg (Fredericksburg Area Tourism Department [FATD] 2002). Fredericksburg also continued to serve as a major inspection point for these products as well as a “break-in-bulk” site for goods traveling over the interior roads. During the first half of the nineteenth century, Fredericksburg was the principal center of trade and commerce for the region lying between the Rappahannock River and Orange, Culpeper, Madison, and Fauquier counties.

The disestablishment of the Anglican church in Virginia, along with the rise of other religious denominations, led to the construction of new churches, which were often sited at the center of already established and newly emerging towns and cities. Likewise, the expanding, newly established government called for the construction of new town halls and courthouses.

ANTEBELLUM PERIOD (1830–1860)

The Antebellum period in Virginia is marked by significant internal improvements funded by the Virginia Board of Public Works. Large-scale construction of railroads and turnpikes trumped the growth of the waterway system, upon which Fredericksburg's prosperity was heavily dependent. Despite the improvements in roads and the transition to the railroad as the dominant form of transportation, Fredericksburg held to its vision of a series of canals, locks, and dams that would improve transportation routes to and from the city. Funds, however, proved difficult to raise, and not until 1849 was the first in the series of canals complete. By this time, the canal was made obsolete by the railroad. The city was bypassed on the railroad line from Washington, D.C., to Richmond, severely curtailing the prosperity of area merchants (Armstrong 1974; Littlefield 1999).

Despite a decline in commercial prosperity, the growth of flour mills and gristmills was still vital within Fredericksburg. A number of large commercial mills, one of which gained international recognition, emerged along the canal and the canal raceways that were constructed around the perimeter of Fredericksburg. While slavery was at its peak in Virginia during this period, a number of free blacks settled in neighborhoods within Fredericksburg and worked on the docks, and in the warehouses and mills (FATD 2002). The prosperity of the mills, the settlement of free blacks, and the speculation on increased trade from the improved canal system stimulated the growth of the city, which reached a population of 5,000 by 1860 (Goolrick 1922).

CIVIL WAR (1861–1865)

Fredericksburg played a major role in the Civil War, serving as the grounds for what was then the largest battle in America and the first urban battle since the Revolutionary War. On December 11, 1862, the Union Army of the Potomac, after

bombarding the town with artillery fire, crossed the Rappahannock River and landed at the foot of Hawke Street. The Union Army charged into town and ransacked homes and businesses searching for Confederate soldiers. Caroline Street became a stronghold for the Confederates and thus received the brunt of the battle, which extended south to William Street. Several churches and dwellings, including Federal Hill at 501 Hanover Street, were used as makeshift military hospitals, and the basement of the town hall served as a refuge for slaves during the battle. By nightfall, the Confederate Army retreated to Marye's Heights to the south of the town. Two days later, on December 13, a second assault was mounted at Marye's Heights. Confederate soldiers were strategically placed behind a stone wall along the Sunken Road. The battle resulted in significant casualties for the Union Army. The entire Battle of Fredericksburg resulted in 12, 653 Union casualties and 4, 201 Confederate casualties.

RECONSTRUCTION AND GROWTH (1865–1917)

The period of reconstruction in Fredericksburg following the Civil War is marked by a struggling economy and slow growth. The collapse of the plantation system severely impacted the city's economy, as it relied heavily on trade with the rural interior. Like other urban areas, Fredericksburg sought to establish a greater industrial base for the city. While the canal system that was expanded in the 1850s paved the way for water-powered mills and factories, it was not until the arrival of the railroad in Fredericksburg in 1872, along with capital from northern investors, that industrial activities began to surge and transform the city. Factory workers and free blacks settled heavily in the working class neighborhoods surrounding the factories, while those with newly acquired wealth constructed stately mansions in the developing neighborhoods to the west of the city.

The growing African-American population established neighborhoods, churches, and social halls within Fredericksburg. Many of these neighborhoods contained their own small commercial districts. Racial segregation was high during the decades following the Civil War, forcing African-American populations into neighborhoods on the fringes of the city.

In 1908, the State Normal and Industrial School for Women was founded which was later renamed Mary Washington College in 1938 after former Fredericksburg resident and mother of the first president of the United States, Mary Ball Washington. This institution was one of many public schools established in Fredericksburg during this period. Although still segregated, educational opportunities became available for both whites and blacks. This period of enlightenment also led to advancements in health care, the establishment of libraries, and social reforms.

WORLD WAR I TO WORLD WAR II (1917–1945)

Like the rest of the United States, Fredericksburg weathered the outbreak of World War I, the subsequent prosperity and consumerism of the 1920s, the Great Depression, and the outbreak of World War II. A further decline in agriculture led to a greater migration of workers into urban areas, while the rise of the automobile allowed the growing middle class to move further to the

outskirts of the city. Fredericksburg's residential neighborhoods continued to expand, and commercial businesses slowly migrated to major transportation arteries where they would be more easily accessible via the automobile.

NEW DOMINION (1945–PRESENT)

Fredericksburg's recent history has closely mirrored that of the entire nation. Residential and commercial development has expanded rapidly and, due to the ubiquity of the automobile, moved to the outskirts of the city. In 1945, Route 1 bypassed downtown Fredericksburg and drew business away from the city center. Fredericksburg subsequently annexed parts of Spotsylvania County, including the Route 1 bypass to take advantage of the commercial activity located in the outlying areas.

The commercial district and the close-in residential neighborhoods suffered a period of decline. Although many of those neighborhoods are still suffering, redevelopment and gentrification have become major trends in recent decades. Likewise, much of the commercial district has undergone a renaissance, as antique shops and other specialty stores and restaurants have taken up space once filled by the grocers and druggists. The city has become a bedroom community for professionals working in the environs of Washington, D.C., and tourism has become a marketable industry.

3: Thematic Contexts

ARCHITECTURE/LANDSCAPE

ARCHITECTURE/COMMUNITY PLANNING

Communities often derive their unique character from their cultural landscape, that is the arrangement of streets, patterns of dense development versus open public spaces, juxtaposition of building types, and planned view corridors, and although architectural styles typically follow larger regional or even national patterns, individual communities and/or neighborhoods gain distinction through their interpretation of styles and the interrelationship between the architectural styles, the landscape design, and the streetscape.

All surveyed resources fall under the Architecture/Landscape Architecture/Community Planning context for their contribution to the planning, design, and construction of Fredericksburg and its buildings, structures, objects, and sites. The following discussion will focus on the broader themes of streetscape design and planned residential developments and the physical relationships between neighborhoods and building types.

Settlement to Society (1607–1750)

Due to the sprawling tobacco plantations across the Tidewater region, there were relatively few planned settlements in colonial Virginia. Typically a county courthouse or a church would mark a community, often serving as little more than a crossroads. Eventually, however, many of those communities would be expanded to accommodate a growing number of shops, warehouses, or dwellings. With the passage of the Tobacco Inspection Act in the early eighteenth century, a number of

new towns were established along waterways, with inspection stations for the tobacco planters in the region. Fredericksburg was planned in 1721 and officially established in 1728 on fifty acres of land along the west bank of the Rappahannock River, a strategic location below the falls at the head of navigation (Figure 4). An inspection station was set up at the foot of present-day Wolfe Street and a cluster of wood-frame warehouses were hastily erected along the river.

Unlike the medieval town planning that took place in the New England colonies, where winding roads followed the curvature of the natural landscape, much of the town planning in Virginia followed the rational, geometric form of the Renaissance-inspired grid plan. In Fredericksburg's plan, three north-south roads were laid parallel to the river, and five east-west roads intersected the north-south roads at right angles. Uniform lots were then laid out on each of the blocks (Figures 5 and 6). The original 1721 grid plan is still present today, centered around the intersection of Caroline and William streets and bounded by the Rappahannock River to the east, Princess Anne Street to the west, Lewis Street to the north, and Hanover Street to the south.

Extant resources from this time period are located in proximity to the waterfront and close to what is now the commercial core of the city (Figure 7).

Colony to Nation (1750–1789)

During the second half of the eighteenth century, Fredericksburg saw a considerable amount of growth. Commercial and residential units were

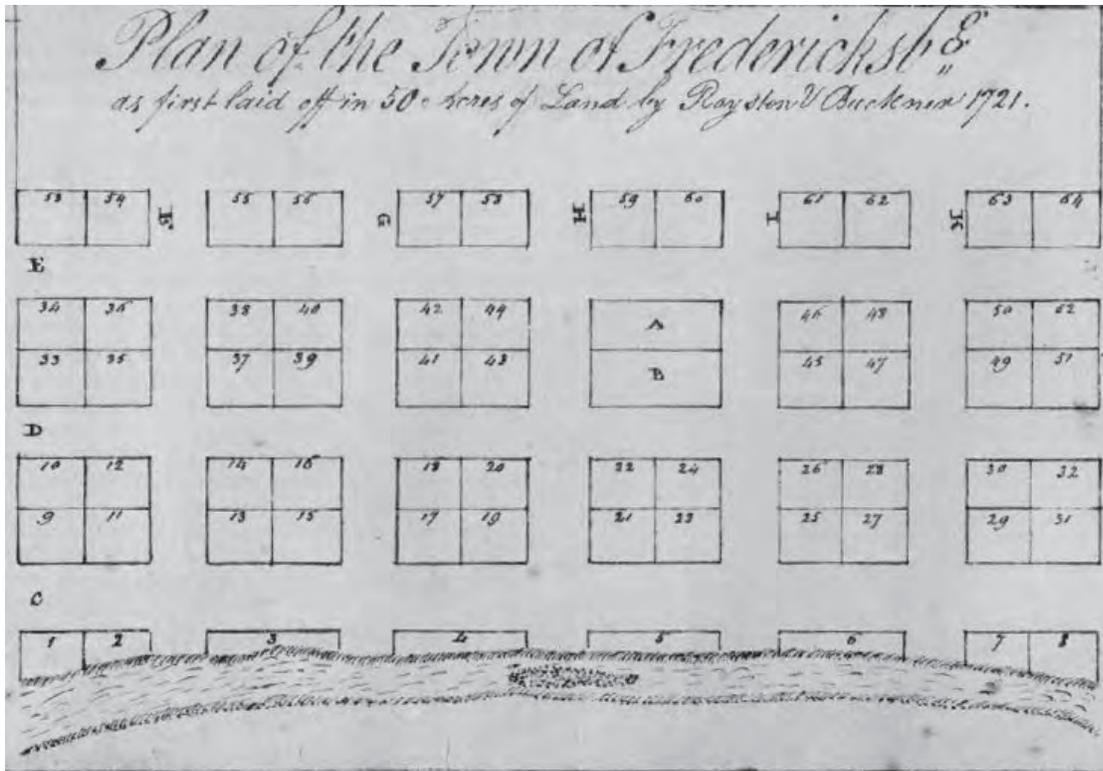


Figure 4. Plan of Fredericksburg (Royston and Buckner 1721) (Courtesy of the University of Mary Washington Historic Preservation Program).



Figure 5. Looking north toward intersection of Caroline and William streets (Turner 1881) (Courtesy of the Historic Fredericksburg Foundation and the University of Mary Washington Historic Preservation Program).



Figure 6. Looking north along Princess Anne Street (Turner 1881) (Courtesy of the Historic Fredericksburg Foundation and the University of Mary Washington Historic Preservation Program).

erected along the original grid plan, and, in 1759, the city boundaries were expanded west to Prince Edward Street. Warehouse activity, logically, was still relegated to the vicinity of the river, primarily along Sophia Street. The commercial activity of this growing merchant city focused along Caroline and Main streets. Modest residential units were dispersed among the commercial buildings and more elaborate dwellings encompassed larger plots of land along the perimeter of the city boundaries. Although few of the warehouses that were constructed during this period remain along the waterfront, Sophia Street retains its original low-density character. Both commercial and residential units have been constructed along the street, but they are irregularly spaced and do not follow a formal community plan. Note in the 1881 view of Fredericksburg looking east toward the river that the buildings in the foreground along Caroline Street are densely and uniformly planned, while

those along the Sophia Street in the background vary in their size, shape, and proximity (Figure 8).

The original town hall and market square were constructed during this period. The ca. 1763 plan created a public square at the foot of the town hall, bounded by Caroline, William, Princess Anne, and George streets, in which markets and other social events were held (Figure 9). The plan, which was relatively rare in Virginia, was based upon English precedent. The cobblestone square, although no longer functional as a seat of government and commercial activity, still remains.

The commercial buildings along Caroline and William streets were densely packed, constructed with a relatively uniform height and façade design, and all sited flush with no setback along the road. Although a large number of these original buildings have been lost, rows of buildings still remain that illustrate this plan (Figure 10).

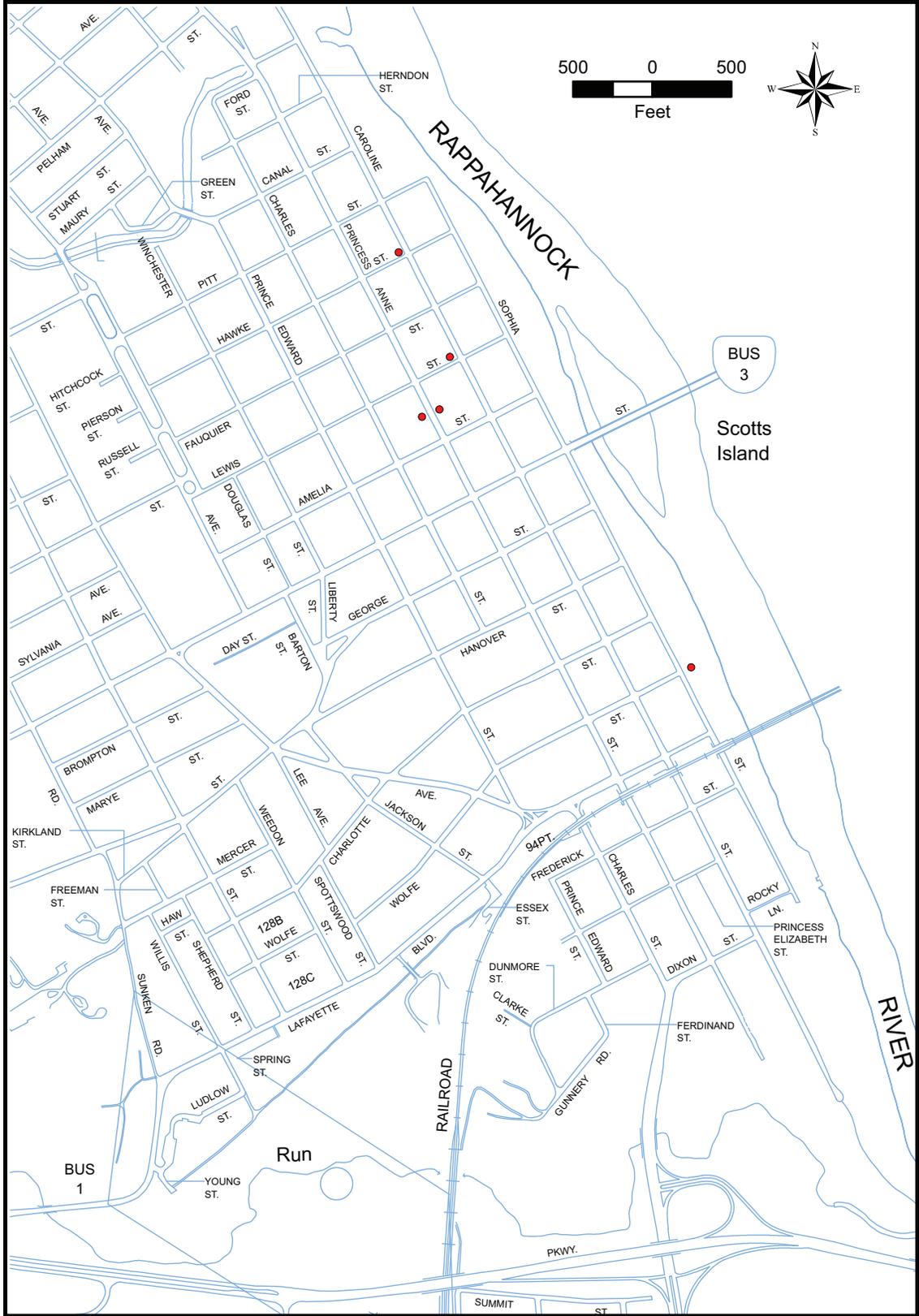


Figure 7. Distribution of extant resources in study area dating to the Settlement to Society Period.



Figure 8. Looking northeast across the Chatham Bridge (Turner 1881) (Courtesy of the Historic Fredericksburg Foundation and the University of Mary Washington Historic Preservation Program).



Figure 9. Market Square (1763) and Town Hall (1816).



Figure 10. Row houses, 500 block of Caroline Street, 1761.

Because residential development was not large-scale or widespread, entire residential communities were not yet developed. Along with the row houses that emerged along Caroline and William streets, more substantial detached dwellings were sited on larger plots of land at the periphery of the commercial core, particularly along the north and south ends of Caroline Street and along the newly cut Charles Street. Although lots were larger, buildings were often sited close to the street with little to no setback (Figure 11).

Extant resources from this time period are either interspersed among the present-day commercial core or clustered near the waterfront at the south end of the city, an area that was newly developed during this time period (Figure 12).

Early National Period (1789–1830)

Fredericksburg saw some of its greatest expansion during this period. An 1806 plat of the city shows boundaries expanded out to Dixon Street on the south and Pitt Street on the north (Figure 13). The commercial center continued to grow significantly more dense, and both modest and stately dwellings began to more closely fill the streets. A handful of warehouses also remain from this time period. These brick structures likely replaced the crude wooden warehouses that had been built in the first stages of development.

The growth of the commercial district during this period began to override the significance of the market square. This onetime commercial, so-

cial, and political locus ceased to hold the central place in the town, which had since shifted to the intersection of Caroline and William streets. A number of new commercial buildings were constructed along the boundaries of market square with their façades fronting the street and the rear elevations along the square (Figure 14). This orientation suggests the waning importance of the square in relation to the new commercial development along the infrastructure of the streets. Physical evidence suggests that the streets upon which the commercial district was constructed were at one time either at a lower level or set back from the basement level of the buildings to allow ventilation into the cellars. A number of ghost lintels along the grade of the current sidewalk suggest the one-time presence of windows that have now been sealed over (Figure 15).

Notable also to this time period is the increased use of masonry over wood-frame construction. Three devastating fires during the late eighteenth and early nineteenth centuries prompted

Fredericksburg to ban the construction of wood-frame buildings in the dense, urban core. While a number of the earlier wood-frame row houses still stand, the streetscape developed a more stylized look, as the use of masonry allowed for decorative embellishments such as splayed lintels, Flemish-bond façades, and corbelled cornices (Figure 16).

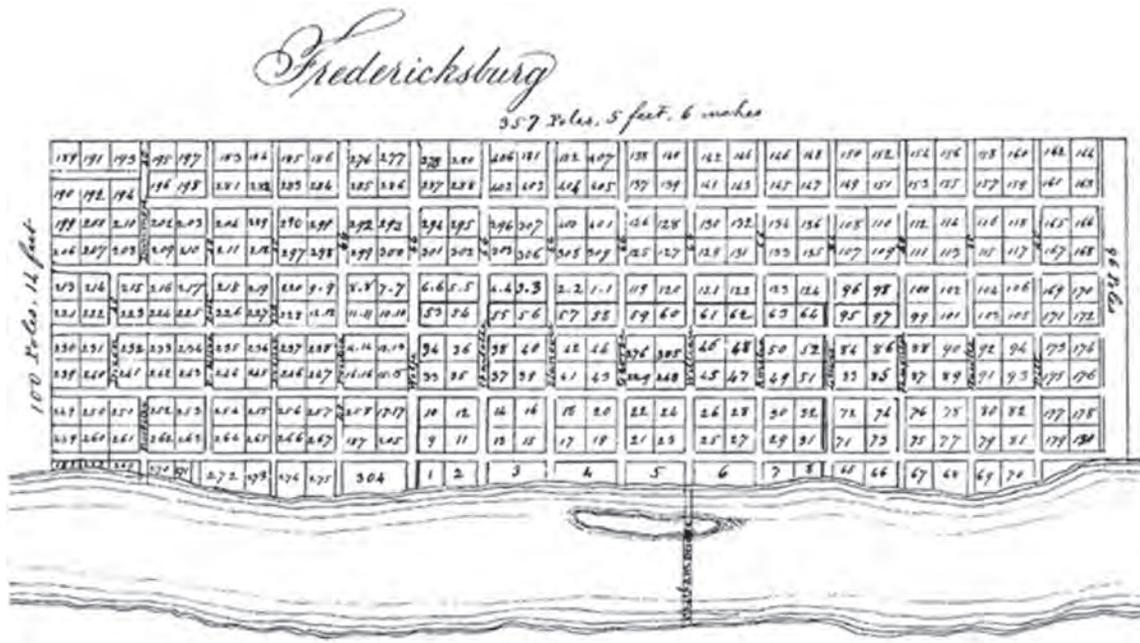
Like the large plantation homes that were erected during the eighteenth and early nineteenth centuries, several of the more stately Georgian and Federal-style dwellings within Fredericksburg were sited on expansive lots with grand landscaping designs that closely mimicked those of their rural counterparts. Note in Figure 17 the long walkway lined with hedges creating a grand entrance to the 1786 Georgian estate. Many landowners held several lots, allowing for the construction of kitchens, servant quarters, stables, smokehouses, and other functional facilities. In contrast, the more modest dwellings were constructed on narrow lots with little to no setback from the road, allow-



Figure 11. Georgian dwelling, 305 Hanover Street, ca. 1780.



Figure 12. Distribution of extant resources in study area dating to the Colony to Nation Period.



Surveyed by Bartholomew Fuller the 17th of July 1806

Figure 13. Plan of Fredericksburg (Fuller 1806) (Courtesy of the University of Mary Washington Historic Preservation Program).



Figure 14. Rear elevations of 212, 214, and 216 William Street along the north edge of Market Square.



Figure 15. Ghost lintel, 319 William Street, ca. 1830.



Figure 16. Row houses, 700 block of Caroline Street, early 19th century.



Figure 17. Georgian dwelling, 133 Caroline Street, 1786.

ing a developer to maximize the profits on each subdivided lot (Figure 18). Unlike the attached commercial core, the detached single dwellings of the time period do not present a unified façade-scape. Although all display the influence of the Georgian and Federal styles, their varied locations, massing, setbacks, and stylistic elaboration are not harmonious. Development remained more erratic, in contrast to the planned developments that were the result of large population growth during the later decades of the nineteenth century.

Despite the erratic growth of residential buildings, a number of planned suburbs were laid out on the fringes of Fredericksburg during the early nineteenth century. Some of the new developments followed the existing grid pattern, whereas some were laid out at a different angle. Allen Town, planned in 1808, consisted of a rectangular grid of streets at the southwest corner of the city (Figure 19). The suburb was roughly

bounded by George Street on the north, Wolfe Street on the south, Charles Street on the east, and Prince Edward Street on the west. Liberty Town was laid out in 1812 on a small parcel of Seth Barton's land (Figure 20). The suburb extended west of Prince Edward Street and was roughly bounded by George Street on the south, William Street on the north, and Barton Street on the west. Unlike the traditional grid pattern of Allen Town, Liberty Town's streets were laid at unusual angles, creating a diverse arrangement of lot shapes and sizes. Thornton Town was originally planned in 1815 and was to extend west from Barton Street at the west edge of Liberty Town (Figure 21). According to more recent maps of Fredericksburg, the suburb never took shape. Day Street, which currently extends west from Barton Street, may have originally been a part of the Thornton Town plan, as the 1815 plat indicates that Mayor Day's land was to abut the south end



Figure 18. Vernacular dwelling, 313 Princess Anne Street, ca. 1810.

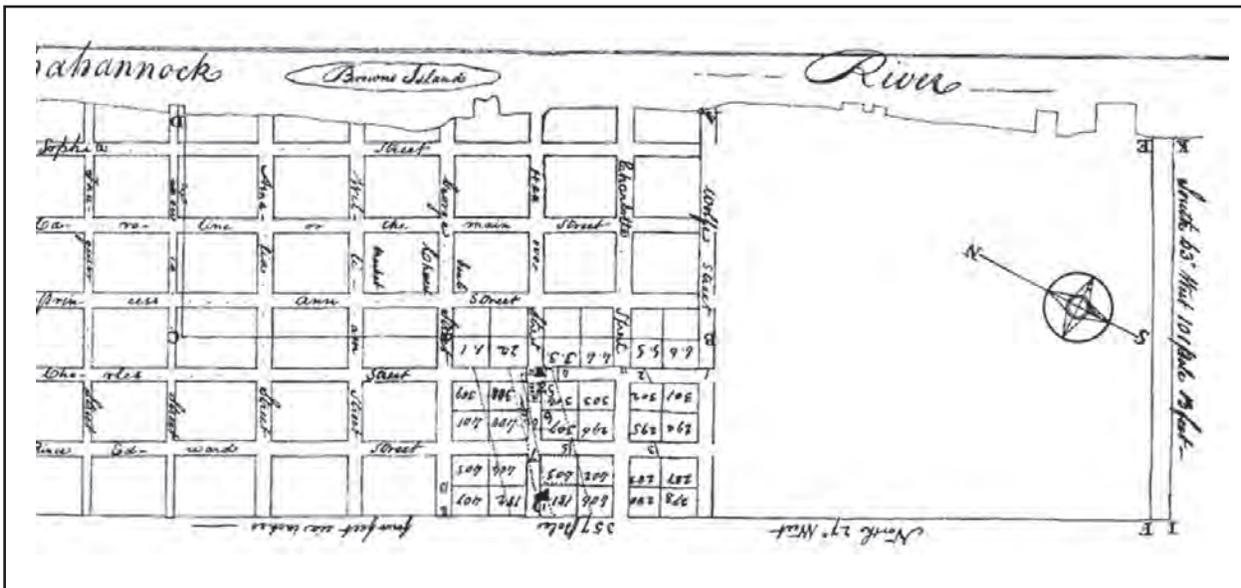


Figure 19. Plat of Allen Town (Fuller 1808) (Courtesy of the University of Mary Washington Historic Preservation Program).

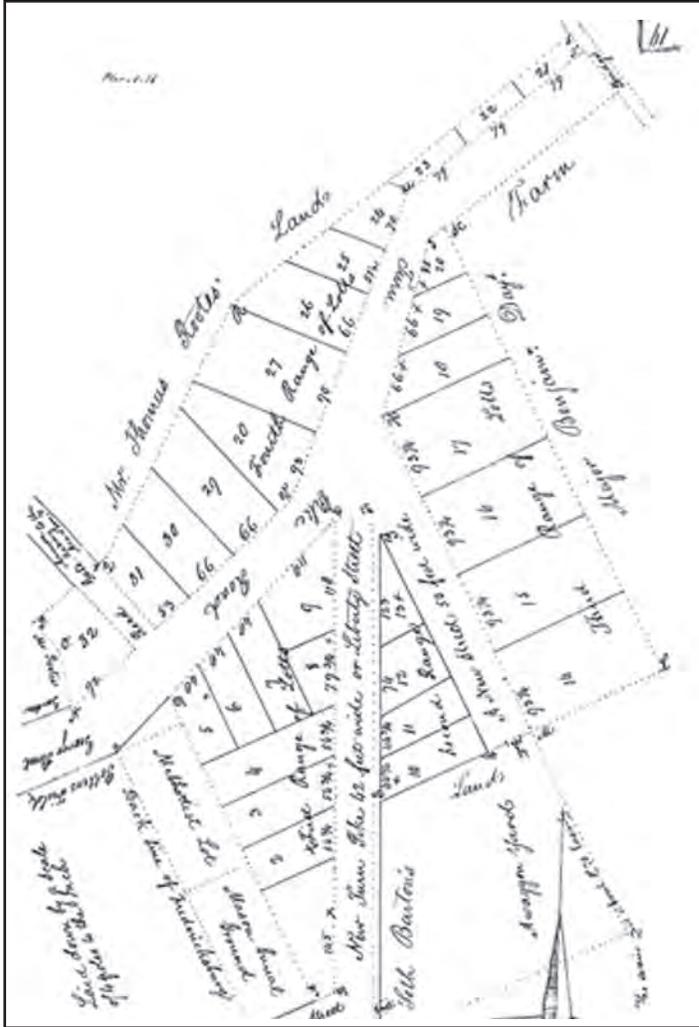


Figure 20. Plat of Liberty Town (Goolrick 1812) (Courtesy of the University of Mary Washington Historic Preservation Program).

of the development. Also planned in 1815 was New Town, which consisted of an expansion of both Liberty Town and Allen Town (Figure 22). The suburb was planned south of George Street, the southern boundary of Liberty Town, and west from Prince Edward Street, at the western edge of Allen Town. The final known suburb planned during the Early National Period was Mortimer Town, an 1817 extension of Sophia and Caroline streets south along the river (Figure 23). The east-west cross-streets were planned with presidential names. It appears that these names never stuck. The large-scale planning underway during the early nineteenth century would appear to suggest rapid residential growth, but these suburbs re-

ceived only sporadic development prior to the Antebellum Period.

Extant resources from this time period are heavily dispersed within the present-day commercial core and adjacent streets (Figure 24). Entire blocks of commercial buildings and residential row houses remain along Caroline Street.

Antebellum Period (1830–1860)

The early years of the Antebellum Period experienced fairly substantial growth, in part because of speculation on the construction of a large canal system. Both commercial and residential growth occurred, primarily before 1850, and Fredericksburg officially annexed the planned suburbs of the previous period, contributing to the growth and development of the city. A number of blocks within the commercial

core became fully developed, and both high-style and vernacular residential buildings filled in the existing neighborhoods and spread out from the urban core. Notice on a section of an 1862 bird's eye map of Fredericksburg how the blocks have become tightly and more uniformly developed, leaving little room for infill construction within the city's core (Figure 25).

Riding on the prosperity of the Early National period and the economic speculation of the Antebellum period, merchants, doctors, attorneys, and other well-to-do professionals displayed their wealth in exuberant residential architecture and landscaped lawns. These dwellings were typically constructed on what were then the edges of the

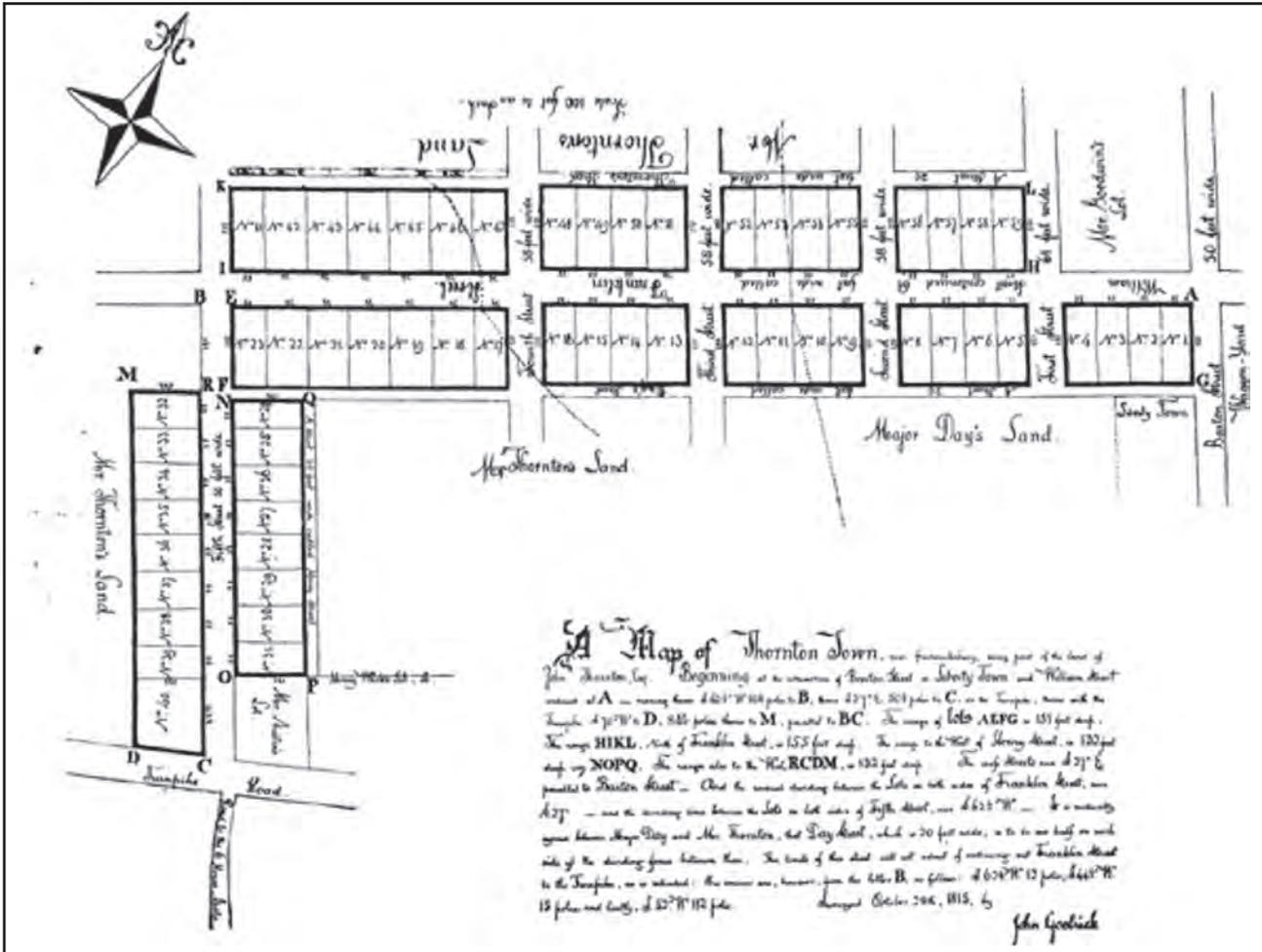


Figure 21. Plat of Thornton Town (Goolbrich 1815) (Courtesy of the University of Mary Washington Historic Preservation Program).

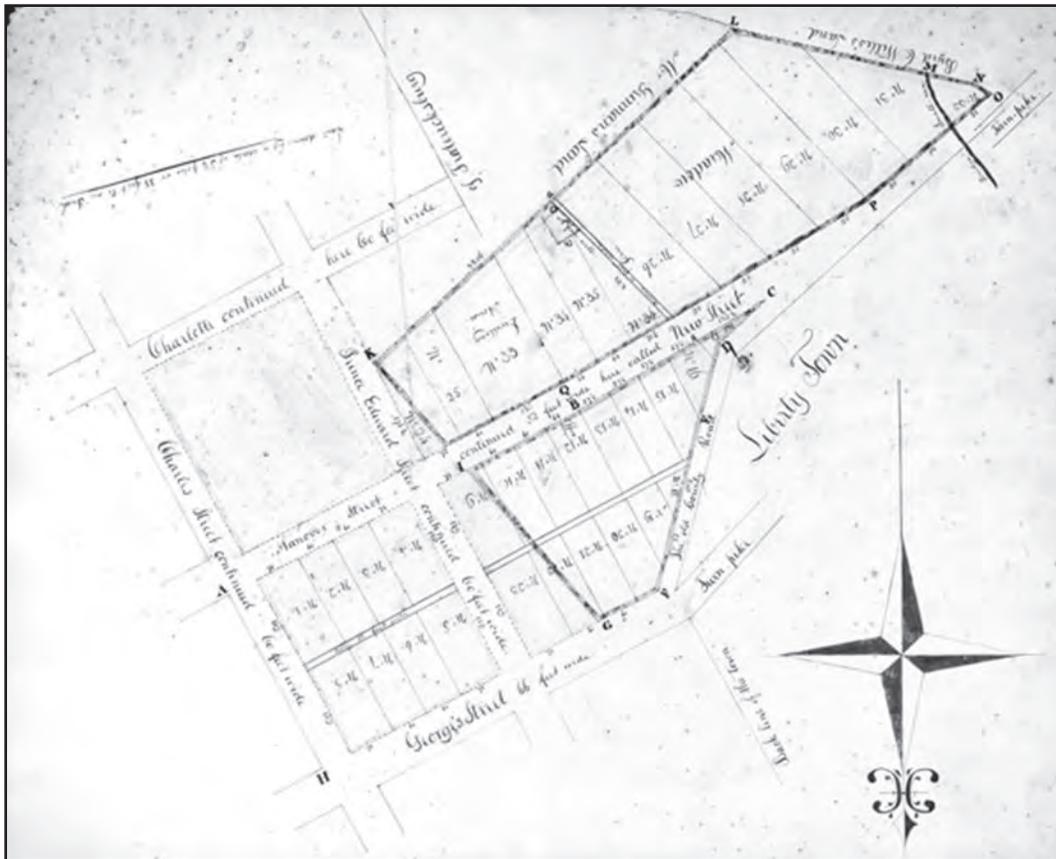


Figure 22. Plat of New Town (Rootes 1815) (Courtesy of the University of Mary Washington Historic Preservation Program)

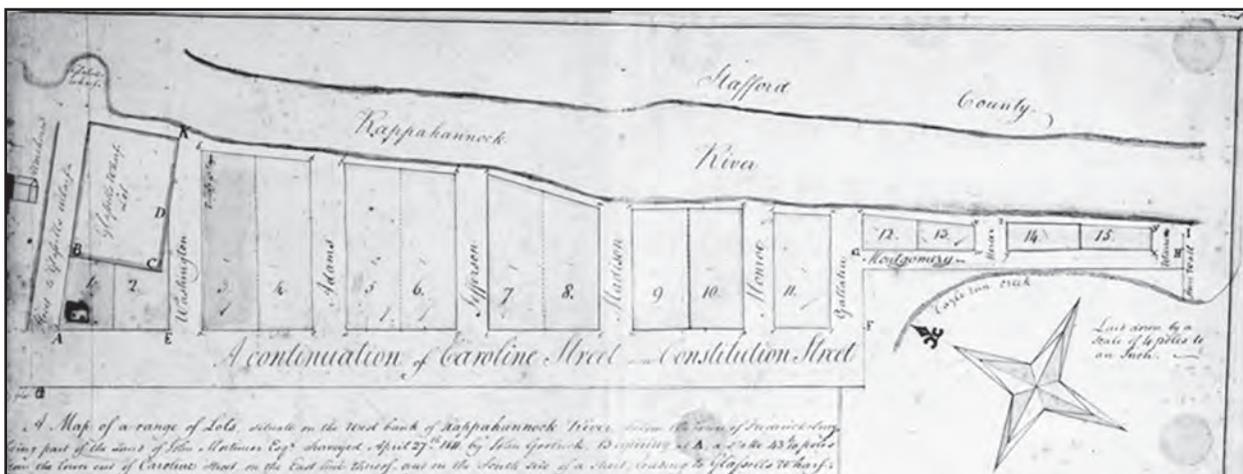


Figure 23. Plat of Mortimer Town (Goolrick 1817) (Courtesy of the University of Mary Washington Historic Preservation Program).

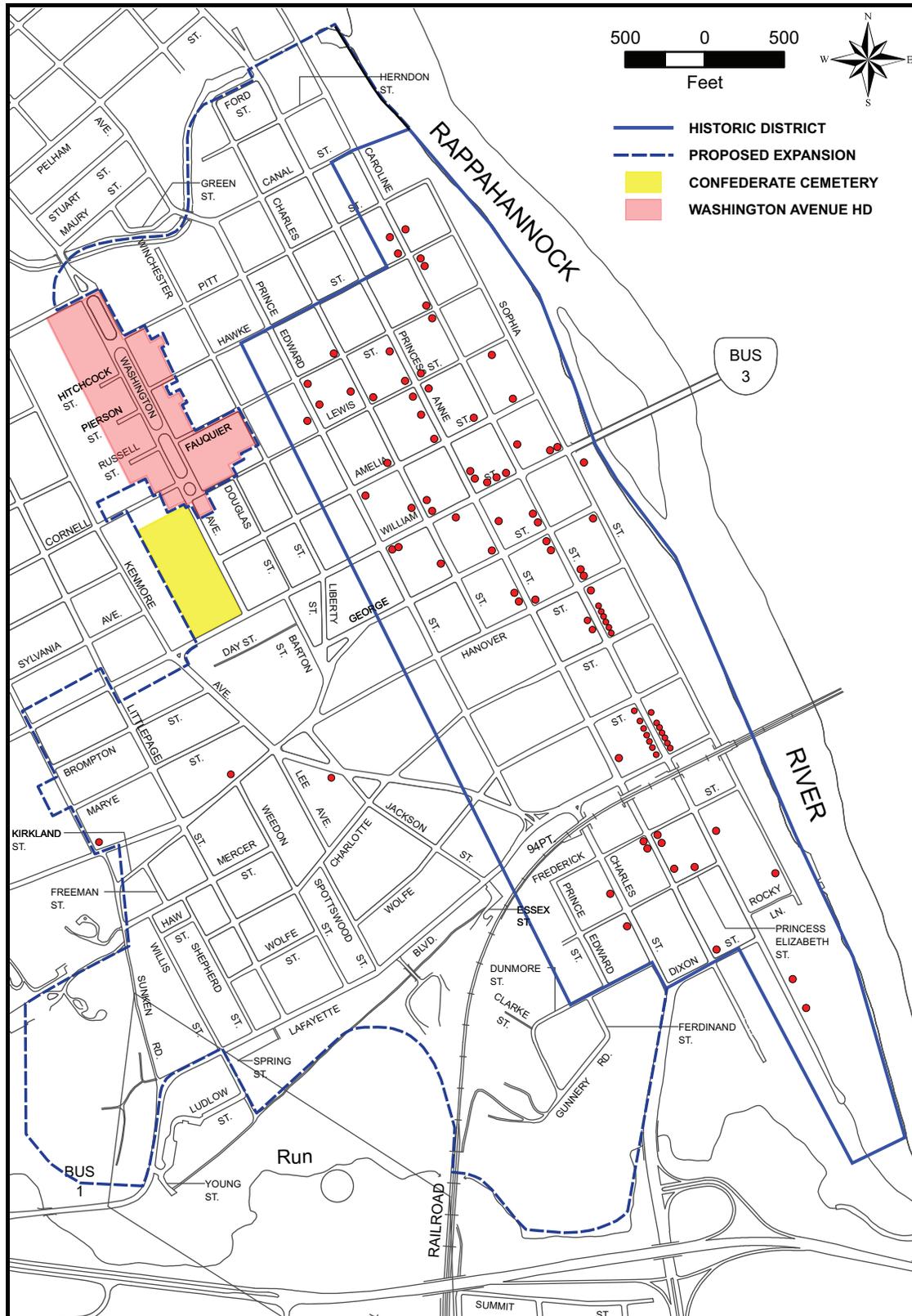


Figure 24. Distribution of extant resources in study area dating to the Early National Period.



Figure 25. Bird's eye map of Fredericksburg (E. Sachse and Company 1862).

city, away from the crowded commercial core, where larger plots of land were available. 404 Hanover Street is one of a row of Greek Revival-style dwellings constructed along the 400 block of Hanover Street in the mid-nineteenth century (Figure 26). The relatively large front lawns enclosed by decorative, wrought-iron fencing characterize this outward move from the confines of the urban core and symbolize the more private sphere of the upper classes.

In contrast to the larger, high-style dwellings, the more modest working-class dwellings were more tightly crowded on smaller plots of land (Figure 27). These dwellings were typically sited with minimal setbacks from the public right-of-way and displayed little, if any, ornamentation.

Rather than a specific design choice, this trend was symptomatic of the need to fill small neighborhoods with large populations. The growing working class needed to be housed near the warehouses or mills in which they worked. Duplexes were commonly built during this time period for the reasons stated above. Construction was cheaper, and the multiple dwelling allowed a more efficient use of the small lot.

The mixed-use commercial building, with delineated street-level storefront and residential or office space on the upper floors, began to emerge during this period, changing the overall aesthetics of the streetscape. Flat and shed-roof buildings broke up the rows of steeply pitched rooflines above, while larger storefront windows broke up



Figure 26. Greek Revival dwelling, 404 Hanover Street, 1851.



Figure 27. Greek Revival dwelling, 404 Princess Elizabeth Street, ca. 1850.

Figure 28. Greek Revival commercial block, 808 Caroline Street, ca. 1840.

the residential character of the first-story facades below (Figure 28). This trend would continue through the nineteenth century and into the twentieth century, altering the scale and character of the district.

A look at the extant resources from this time period illustrate the heavy development within the commercial core, specifically the construction of full blocks, as well as the spread of residential units into the north and south ends of the city (Figure 29).

Civil War (1861–1865)

Due to Fredericksburg's involvement as a major battleground in the Civil War, all development was halted, and the city suffered a significant loss of building fabric. After heavy shelling, Union troops crossed over the Rappahannock River into Fredericksburg, at the foot of Hawke Street, on December 11, 1862. A path of destruction was carved through the commercial core, the residential neighborhoods west of the core, and into Marye's Heights. Major damage was incurred within the commercial core, with almost complete destruction of a number of commercial blocks.

Reconstruction and Growth (1865–1917)

In Fredericksburg, this period is marked by a major population boom that resulted in a significant expansion of its residential neighborhoods. As can be seen on Gray's New Map of Fredericksburg, drawn in 1878, the neighborhoods to the north and south of the commercial core grew in density, and much of the land to the west of the commer-



cial core was subdivided for new housing (Figure 30). Additionally, new construction replaced the building fabric that was lost during the war. In the decades following the creation of this map, existing neighborhoods would increase in density, filling almost to capacity, and new residential development would continue to move west, encompassing Prince Edward, Winchester, and Douglas streets, Washington Avenue, and Liberty Town (Figure 31).

Much of the residential growth experienced in Fredericksburg during this time period is a result of the influx of factory workers and the settlement of newly freed African-Americans. Working-class neighborhoods of the previous period greatly expanded, and rows of modest, wood-frame worker housing filled entire blocks. These houses were constructed from mass-produced, prefabricated materials, which were brought in by rail, and were



Figure 30. Gray's New Map of Fredericksburg, 1878 (O. W. Gray and Son, Publishers 1878) (Courtesy of the University of Mary Washington Historic Preservation Program).

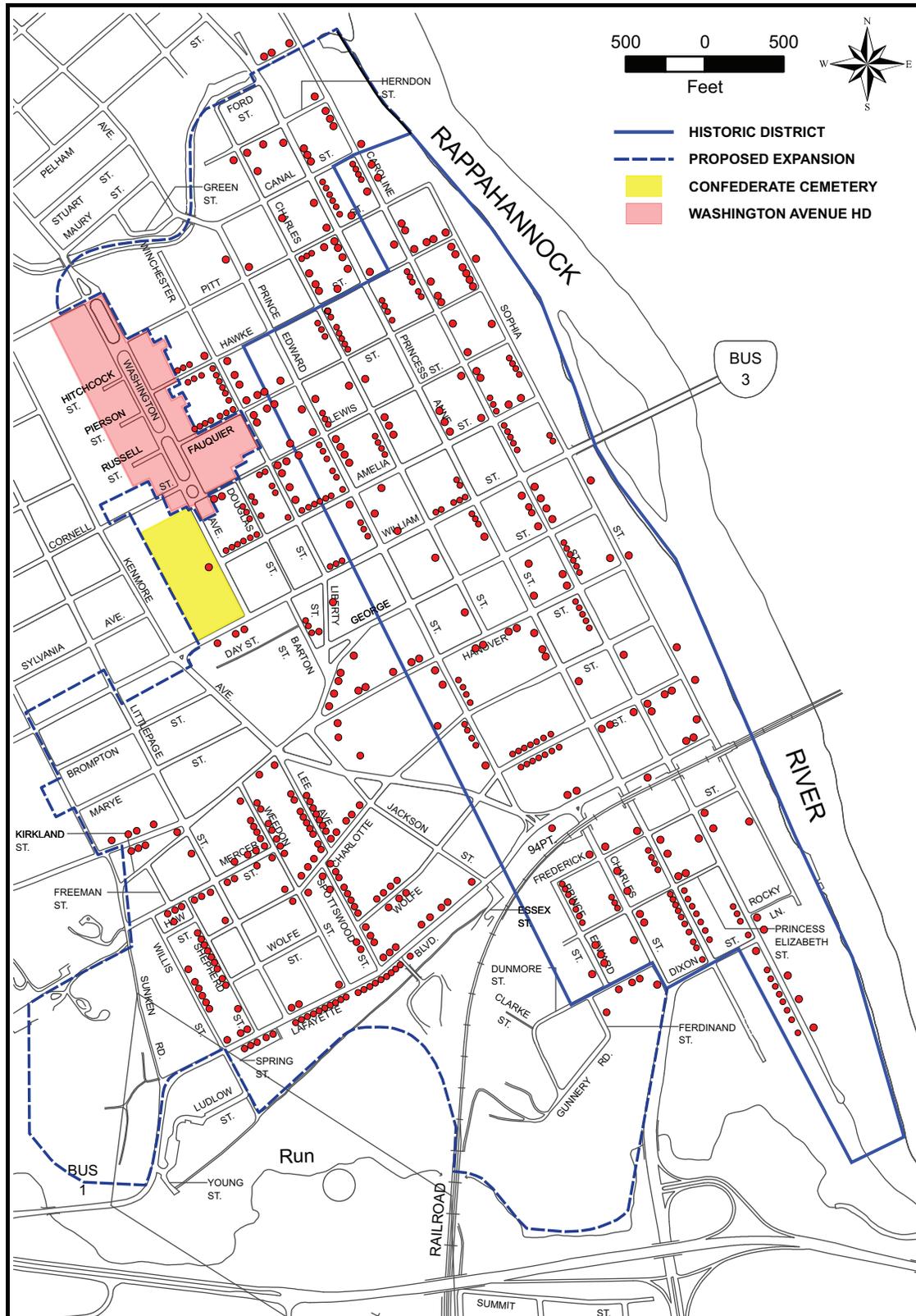


Figure 31. Distribution of extant resources in study area dating to the Reconstruction and Growth Period.

often nearly identical. Hence, a greater uniformity can be seen in many of the neighborhoods that were established for factory workers. Due to the significant growth of the African-American population following the Civil War, existing free black neighborhoods greatly expanded and new predominantly African-American neighborhoods emerged on the fringes of the city, particularly south of the train tracks, north of Pitt Street, along Wolfe Street, and within Liberty Town. Like other working-class neighborhoods, dwellings were modest and sited on small lots (Figure 32).

The mass-production of building materials during this industrial period led to the diffusion of national styles. Both the middle class and the wealthy could afford the elaborate architectural details made popular during the Victorian era. The rapid construction of housing in the Victorian styles created picturesque façade-scapes of broken rooflines, undulating wall-planes, and protruding porches. Furthermore, a Romantic interest in nature and landscaping and a movement toward city beautification stimulated the creation of tree-lined avenues, manicured lawns, and uniform building setbacks. The coupling of these architecture and landscaping ideals is evident in many of Fredericksburg's late-nineteenth- and early-twentieth-century neighborhoods, particularly those that emerged at the west end of the city. Prominent, high-style dwellings dominate corner lots; porches with turned posts and balustrades and lined with plantings push out toward the sidewalks; and deciduous trees provide a canopy over the roadway (Figure 33).

The west end of the city underwent a period of rapid residential growth from 1889 through 1895 as a number of large estates were subdivided into smaller lots for development (Figure 34). In 1889, the estate of James H. Roy, located in the two blocks adjacent to the east side of Spottswood Street, was divided into 42 lots of differing sizes and sold. Houses built in this area attracted a mix of working-class, middle-class, and upper-middle-class residents. A year later in 1890, E. D.

Cole, a local businessman residing on Hanover Avenue, broke up his large parcel and sold lots (Gatza 1987).

Platting of subdivisions began in earnest in 1891 with the creation of three residential developments: the Mint Spring Tract, the Fredericksburg Development Company and the Kelly Field Syndicate. The Mint Spring Tract was created from the estate of A. K. Phillips; the residential lots were located in the area along the south side of Lafayette Boulevard, from Sunken Road to a point between Weedon and Littlepage streets (see Figure 34). Block No. 29, developed by the Fredericksburg Development Company, was platted on land between Willis and Shepherd streets, and between Lafayette Boulevard and Haw Street. The Kelly Field area was developed by a consortium of local business and political leaders and consisted of 80 small lots in the block between Weedon Street and Lee Avenue, along the east side of Lee Avenue, and along the north side of Charlotte Street from Lee Avenue to Jackson Street. Four years later, in 1895, a narrow strip of land along the south side of Lafayette Boulevard between Jackson Street and Spottswood Street known as "Roy's Lot" on Lafayette Boulevard was sold to a local contractor, Oregon D. Foster. Foster also bought additional property on the street a year later and built several spec houses as well as other homes used as rental properties (Gatza 1987).

This area continued to see the growth of new subdivisions well into the mid-twentieth century. In 1901, the estate of Charles Hunter was broken up into residential lots. In 1919, the city expanded Charlotte and Wolfe streets and opened Littlepage Street to Lafayette Boulevard. This allowed the creation of the Fairview subdivision, which consists of 72 large lots with widths of 38 to 40 feet (as compared to 25 feet). One notable distinction of this neighborhood is the large number of American Foursquare houses, one of the most popular forms of the first decades of the twentieth century (Gatza 1987).



Figure 32. Vernacular dwellings, 306 and 308 Pitt Street, ca. 1900.



Figure 33. Transitional-style dwelling and lawn, 609 Hawke Street, ca. 1890.

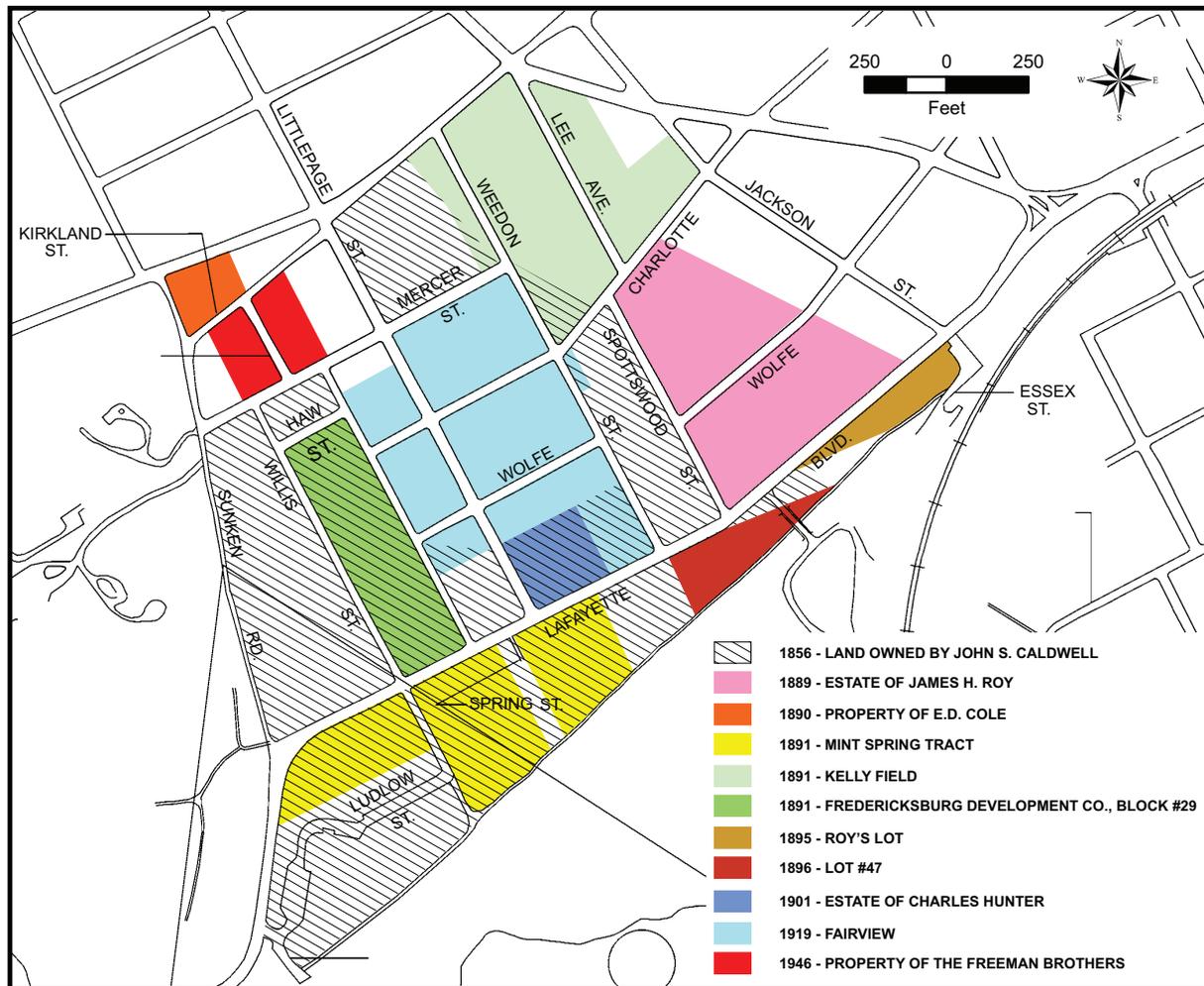


Figure 34. Map of subdivision development in southern portion of historic district expansion area (after Gatzka 1987).

In contrast to the rapid growth of the residential neighborhoods, Fredericksburg’s commercial core saw relatively little development during this time period (see Figure 31). It was necessary for Fredericksburg to rebuild in its commercial district, due to the destruction incurred during the Civil War, but the development was not as dramatic as that seen in the Antebellum period. Much of the construction is scattered across the district, rather than encompassing entire blocks. However, the commercial architecture of the Victorian era had a considerable impact on the character of the district. In a continuation of trends from

the previous time period, buildings grew taller, architectural details became more elaborate, and storefronts opened to the sidewalk with large, plate-glass windows (Figure 35). Nonetheless, the uniform setbacks and high-density character remained unchanged.

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

The growth experienced in Fredericksburg during the Reconstruction and Growth Period continued well into the interwar years. Industrial pursuits continued to draw factory workers, and a general

prosperity enjoyed across the country after the first world war led to a significant building boom. The residential neighborhoods established in the late nineteenth century continued to expand, and new housing developments were constructed on subdivided land. The architectural exuberance of the Victorian era was generally replaced by more restrained styles, but the ideals of beautification and streetscape design were carried over from the previous period. Infill development in existing neighborhoods unified with the planned streetscape, but newer neighborhoods offered larger, more suburban-sized lots, wider setbacks, and more natural landscape features (Figures 36 and 37).

Commercial growth during this period also spread out from the core of the city along major transportation arteries. A small commercial district emerged at the north end of Princess Anne Street and development spread up William Street. Infill development in the commercial core began to break up the unified façade-scape, which was dominated by multi-story, mixed-use buildings. As the emergence of the automobile allowed residents to move farther from the city center, the mixed-use buildings were no longer necessary, nor financially viable. Thus, the one-story, single-use commercial block gained popularity (Figure 38).

Extant resources from this time period are primarily clustered on the perimeter of what were then the expanding boundaries of the city and interspersed within the existing commercial core (Figure 39).

New Dominion (1945–Present)

The suburbanization that began in the previous period rapidly expanded in the years following World War II. While the impact on Fredericksburg’s historic area has been small, residential and commercial development did occur, primarily as infill development (Figure 40). Whereas many of the residential units constructed in existing neighborhoods during this period

reflect the already established design precedents, a few examples embrace the post-war ideals of large lots, sprawling homes, and modern styles. 1303 Prince Edward Street was constructed in the Ranch style and is sited on an expansive lot that breaks up the uniform streetscape (Figure 41).

Modern commercial architecture has also had little impact on Fredericksburg’s historic area. A few examples of infill development can be found in the commercial core and along the newly established commercial corridors from the previous period. However, the period following World War II is typically marked by the construction of businesses on the far outskirts of urban areas. Those outer regions of Fredericksburg are not within the bounds of the survey area.

COMMERCE

Early American town plans were often laid out around a courthouse or church, the two building types encompassing the political, social, and religious values of the surrounding communities. Within port towns, commercial buildings were erected alongside warehouses, facilitating trade between Britain and the colonies and spurring a new merchant class. As the nation moved into the nineteenth century and further away from its agrarian roots, town and city centers grew in size and complexity. An increased focus on commercial activities fueled the emergence of “Main Street” as the centralized core of the expanding urban fabric. The courthouses and churches of the early settlements soon became woven into the dense commercial district, losing their status as the most visible landmarks of the community. This commercial core became the new focus for political, social, and religious activities; a sphere of leisure; and an equalizing force for women, children, and other minorities in the Anglo male-dominated society.

The commercial buildings of Fredericksburg’s downtown core, focused around Caroline and William streets and primarily bounded by Princess



Figure 35. Italianate commercial block, 305 William Street, ca. 1885.



Figure 36. American Foursquare dwelling with Colonial Revival/Prairie-style elements and lawn, 1506 Prince Edward Street, ca. 1930.



Figure 37. Cape Cod Revival-style dwelling and lawn, 1507 Prince Edward Street, ca. 1940.



Figure 38. One-story commercial block, 105 William Street, ca. 1920.

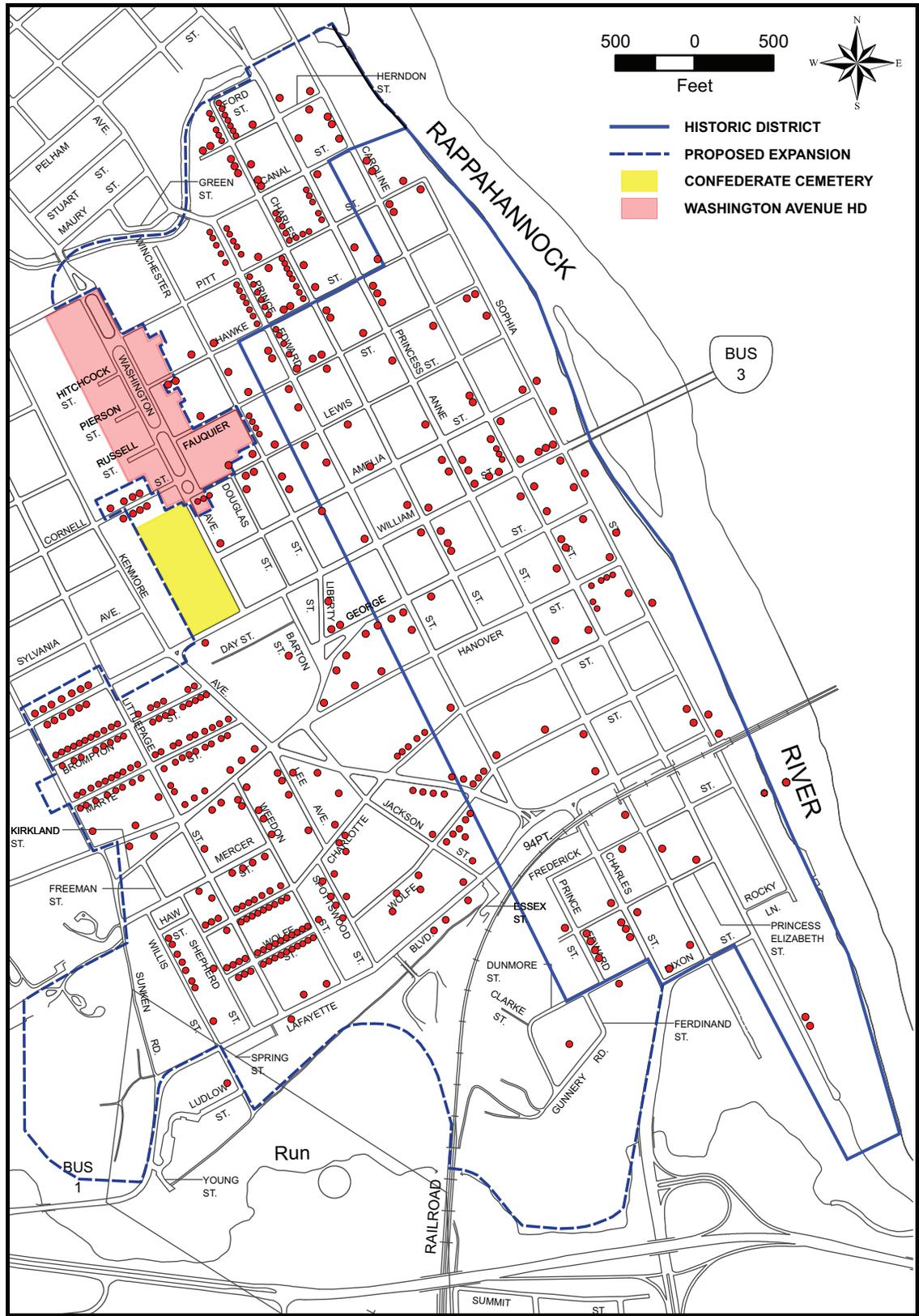


Figure 39. Distribution of extant resources in study area dating to the World War I to World War II Period.



Figure 41. Ranch-style dwelling and lawn, 1303 Prince Edward Street, ca. 1950.

Anne Street to the west, the river to the east, Hanover Street to the south, and Amelia Street to the north, are a physical manifestation of the economic growth and development of the city from its inception in the early eighteenth century to the present day (Figure 42). The distribution of commercial building types and architectural styles directly correlates to the cycles of prosperity and economic slumps that mark the eighteenth, nineteenth, and early twentieth centuries. The whole of the commercial core can be broken down into components of both form and style that are at times mutually exclusive and at times inextricably linked. Although the various components often transcend the contextual time periods of Virginia's history, the discussion that follows will be guided by these key historical turning points.

Settlement to Society (1607–1750)

During the seventeenth and eighteenth centuries, settlement in Virginia spread west from the

Tidewater regions along the navigable rivers into the Piedmont. Already entrenched in the tobacco economy, settlers laid out sprawling plantations along the fertile soils of the river beds. Although the establishment of these large plantations engendered a dispersed, decentralized community, a number of small towns began to emerge, typically as inspection sites for the tobacco products. Fredericksburg was planned in 1721 and officially established in 1728 on fifty acres of land along the west bank of the Rappahannock River, a strategic location below the falls at the head of navigation (see Figure 4). An inspection station was set up at the foot of present-day Wolfe Street and a cluster of wood-frame warehouses were hastily erected along the river. The organization of the town coincided with a large upswing in the plantation economy. By 1727, land holdings increased 60% and tobacco exports reached an all-time high. The population of Fredericksburg grew gradually, attracting merchants and artisans,

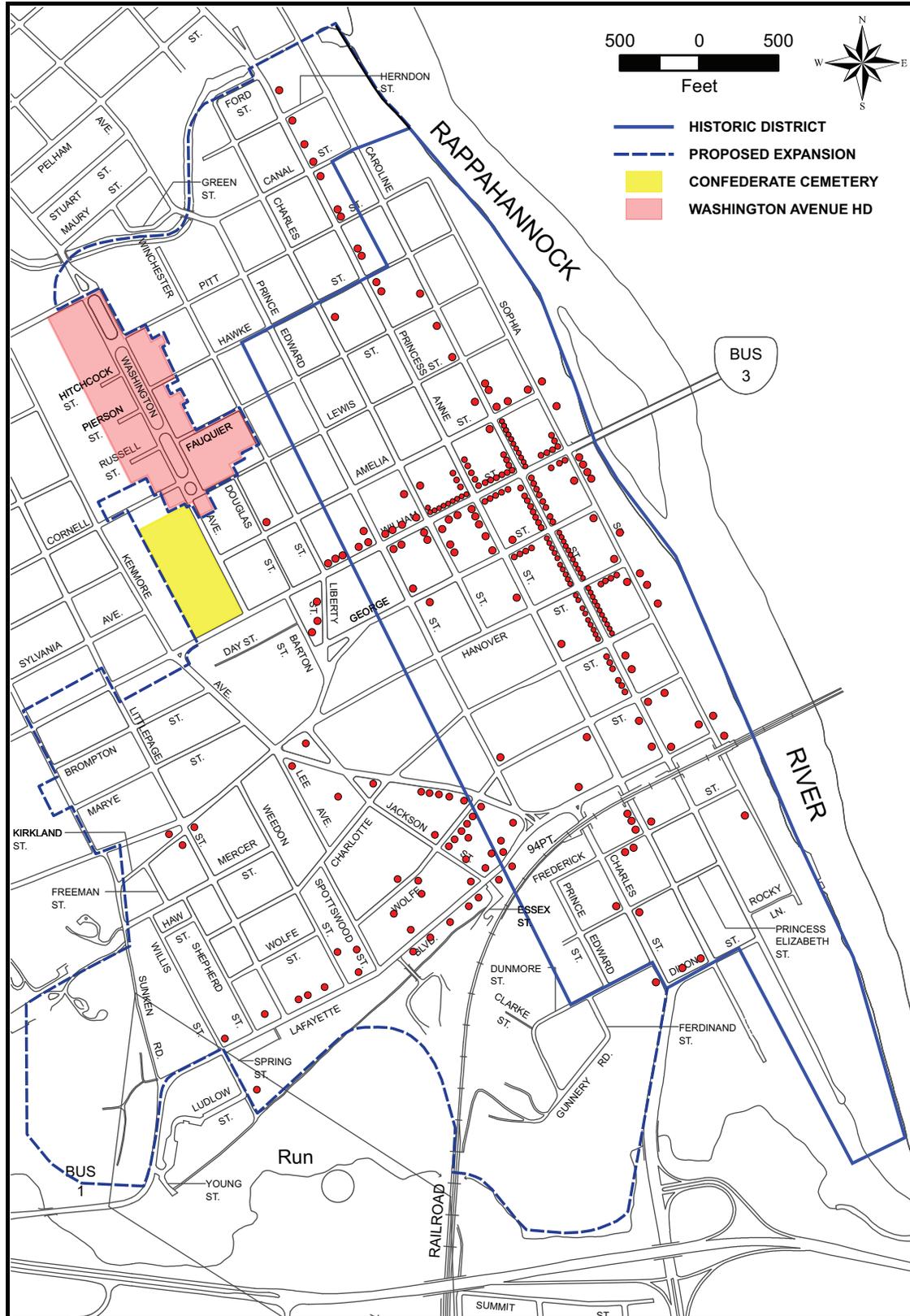


Figure 42. Distribution of Commercial buildings in the study area.

and, in 1732, the town was eventually established as the seat of Spotsylvania County. Although the town of Falmouth, directly across the river from Fredericksburg, achieved more rapid, prosperous growth during the early days of settlement, the opening of a ferry service in Fredericksburg in 1748 solidified its dominance as a thriving port and commercial center (Armstrong 1974; Littlefield 1999). Along with the warehouses, taverns and other small commercial ventures soon established themselves along the grid-plan of the present-day commercial core (Figure 43).

Prior to the nineteenth century, distinct commercial buildings and delineated commercial districts did not exist. Business was often carried out within taverns or a specific public area of a private residence; and when a purpose-built commercial building was erected, it was a simple vernacular or utilitarian building that was usually only readily identifiable as a business by a signpost or a swinging sign. Although commercial buildings were commonly located along major transportation routes and within population centers, they were dispersed among the houses, warehouses, and other building types that characterized the early-eighteenth-century city. A notable example of an early colonial commercial building in Fredericksburg is the Fielding Lewis Store at 1200 Caroline Street (Figure 44). Although altered during the first two decades of the nineteenth century, this 1749 building illustrates the trends in commercial architecture that were prevalent in the first half of the eighteenth century. The only evidence of the Georgian influence is seen in the sandstone corner quoins and the splayed lintels on the façade. The form of the building itself is indicative of the construction of single dwellings and likely housed the store owner himself on the upper floors and rear rooms. A simple signpost along the front is the only suggestion of the type of business being conducted on the interior. After the 1807 fire, the original one-and-one-half-story building was expanded to two stories, but the distinctly Georgian characteristics remained un-

altered. With its location along Caroline Street, the building was originally constructed within the vicinity of the warehouse district along the river and within close proximity to other merchants and residences. The building is currently on the northern edge of the dense commercial core that began to emerge in Fredericksburg in the nineteenth century.

Colony to Nation (1750–1789)

After 1750, Fredericksburg continued to prosper as a major port. From 1733–1773, the quantity and quality of Virginia's tobacco exports increased 150%. In addition to serving as an inspection point for the tobacco industry, Fredericksburg was integral to the trade along the Rappahannock River, acting as a "break-in-bulk" site for the goods coming over the river and passing onto the crude interior roads. Warehouse facilities were necessary for storing the goods that needed to be broken into smaller parcels of freight. This trade with the hinterlands was the driving force behind Fredericksburg's early prosperity and growth as an urban center. The city also served as major port of entry for European imports. Prior to the Revolution, nearly all goods came from Britain and were sold or bartered in local stores. This fueled the evolution of the commercial class in Virginia. Retail merchants emerged near tobacco warehouses, courthouses, and other central locations. A number of craftsmen, artisans, and tradesmen, such as blacksmiths, millers, doctors, druggists, and lawyers, also set up shop in these centralized locations, selling goods and providing a number of services to the growing population. The merchants saw great prosperity during this period and began to gain significant political power as well. In Fredericksburg and other merchant-dominated towns along the Rappahannock, the concentration of merchant political power reached a high of 50%. This prosperity in Fredericksburg resulted in the first expansion of the city's boundaries in 1759 (Armstrong 1974; Littlefield 1999). With the intersection of Caroline and William streets as

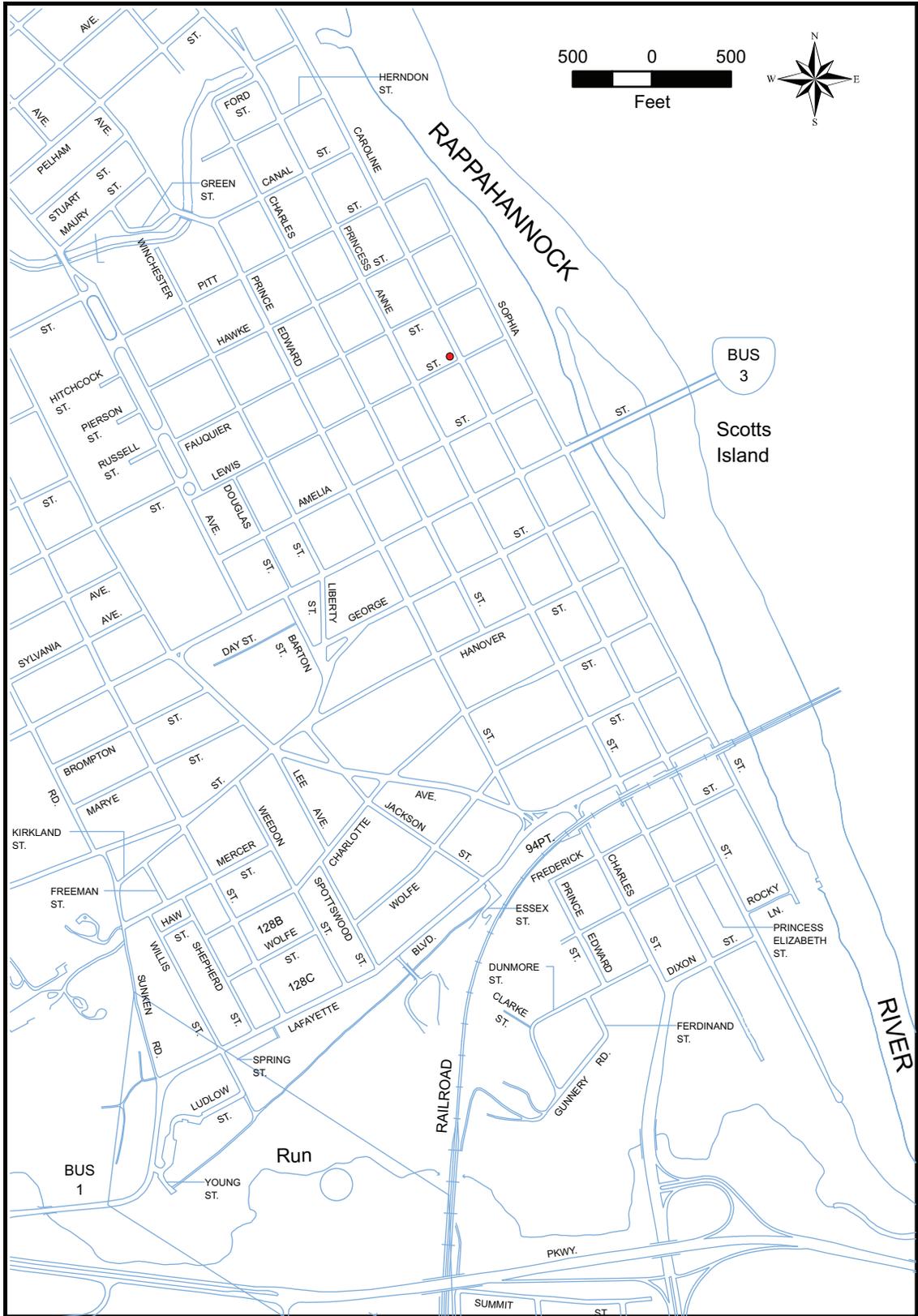


Figure 43. Distribution of Commercial buildings in the study area dating to the Settlement to Society Period.



Figure 44. Fielding Lewis Store, 1200 Caroline Street, 1749.

the focal point, attached, low-rise buildings soon crowded the city core (Figure 45).

The period just prior to the Revolutionary War marks a transition in the evolution of commercial architecture. The growth of the merchant class led to fierce competition within the commercial sphere. The increasingly competitive market led to a more concentrated commercial district and the evolution toward creating a more recognizable building form. Although commercial buildings still remained relatively indistinct during this period, the shop-house (from which the later two-part, mixed-use commercial block evolves) began to emerge as a dominant urban form. The shop-house further incorporates the public business space into the private residential space; but the separate spaces are still not clearly delineated on the exterior façade. First-story windows were occasionally expanded to accommodate displays, but the limitations on building materials and construction methods inhibited the large display windows seen by the second half of the nineteenth century. Whereas the commercial buildings of the early eighteenth century were not specifically located around a central point and did not act as

the economic focus of the urban area, shop-houses that emerged in the latter half of the eighteenth century were commonly constructed as attached row houses and concentrated in central locations. This concentration was not merely a conscious move toward creating a commercial downtown but also a demonstrable conformity to the accepted British design and construction methods and a natural response toward the planning of this rapidly growing community. The attached, low-rise row house form was frequently employed throughout Britain, and its continued use in Virginia illustrates the colonists' adherence to the English traditions. Attached row houses were also less expensive to construct, required less land, and could be strategically located in close proximity to the active port. The businesses in Fredericksburg were simply established where the population already existed.

Between 1750 and 1789 in Fredericksburg, both the early detached commercial buildings and the emerging shop-house were present. The architecture of the second half of the eighteenth century is typically characterized by an adherence to the tenets of the classically inspired

Georgian and Federal styles that evolved out of the Renaissance in Europe, but a clear formulation of these styles for commercial buildings, as well as modest dwellings, had not yet been fully synthesized. As demonstrated by the extant buildings in Fredericksburg's commercial core, this time period denotes a struggle for Americans to conceptualize the idea of style; Americans grappled with the transition from medieval to classical forms and attempted to balance the influence of the British with their own latent quest for a national style. The commercial buildings in Fredericksburg exhibit an attention to the details of the Georgian and Federal styles, typically seen in the double-hung sash windows, the corbelled cornices, and the transom lights. However, the overall composition of the commercial blocks is decidedly medieval, with their vernacular simplicity, asymmetry, pitched roofs, gable dormers, and tall chimney stacks.

Two significant commercial buildings remain in Fredericksburg, dating from this time period, that illustrate the continued establishment of simple, free-standing, vernacular buildings and the focus of the tavern as a center of activity. The present-day Rising Sun Tavern, located at 1306 Caroline Street, just to the north of the commercial core, and the Hugh Mercer Apothecary Shop, located at 1020 Caroline Street, were both constructed ca. 1760 (Figures 46 and 47). The elements of the buildings' styles are unmistakably residential in character: the one-and-one-half-story, gable-roof massing; brick, interior-end chimneys; small, multi-light windows; and the long front porch on the tavern. The only distinguishing commercial features of these buildings are the swinging sign and the signpost.

Although numerous examples of the shop-house form still exist in Fredericksburg, there are only a handful that still remain from this early colonial period of growth. Two of the rare surviving examples are located along Caroline Street within the dense urban core. The earlier example, called the John Paul Jones House or the Dixon-Jones

House, was constructed in 1761 and is located at 501 Caroline Street (see Figure 10). Constructed during the latter half of the eighteenth century, the building demonstrates influence of the Federal style, in the sash windows and transom light, but is so restrained in its design that it more so reflects medieval building traditions. Like the tavern and apothecary shop that were constructed around the same time, this shop-house is very residential in character. However, whereas the previous two commercial buildings were very horizontal in their massing, the shop-house becomes more vertical with this example. The dense urban fabric of attached, vertical buildings with no setbacks and narrow frontages begins to appear at this time. Although the current building displays a long signboard between the first and second stories, it is likely that a small swinging sign once hung above the door, indicating the type of service provided within. Similar in style and form is the Richard Johnston House, constructed in 1779 and located at 711 Caroline Street (Figure 48). The splayed lintels and the tracery in the transom light provide a Federal touch, but the building remains predominantly vernacular medieval and residential in nature.

Early National Period (1789–1830)

The Early National Period was a time of significant growth for Fredericksburg's commercial district, reflecting a major shift in Virginia from an exclusively agrarian society toward a more diverse landscape of well-developed towns and cities. By the end of the eighteenth century, commercial buildings were seemingly the most common non-domestic building type in Virginia. Although Fredericksburg was no longer a major port of entry for European imports, trade with the interior hinterlands was strengthened during this time. Farmers along the Rappahannock transitioned away from a tobacco-based economy and began diversifying their crops. Fredericksburg continued to act as a major inspection point for these products and as a "break-in-bulk" site for goods



Figure 46. Rising Sun Tavern, 1306 Caroline Street, ca. 1760.



Figure 47. Hugh Mercer Apothecary Shop, 1020 Caroline Street, ca. 1760.

traveling over the interior roads. With a strategic location on the road between Washington and Richmond, Fredericksburg also continued to receive influence from the larger, more cosmopolitan cities. Merchants increasingly established shops along Caroline and William streets (then aptly named Main and Commerce) during this period of significant growth. The commercial district began to take on the footprint that it still possesses today (Figure 49).

The shop-house form continued to be the dominant form for the commercial building into the early part of the nineteenth century, promulgating the notion that a true commercial style or building form had not yet been identified. This period in commercial architecture is typically marked by the continued evolution of the shop-house into a more vertical, more urban, more identifiable, and more stylized form. The increase in the dense clustering of buildings within the core of the city generated a community center where commercial activities, the backbone

of Fredericksburg, were the focus around which social, political, domestic, and religious activities occurred.

This time period, after the Revolutionary War and into the early decades of the nineteenth century, is typically characterized by the extensive use of the Federal style and the emergence of the Greek Revival style. The expression of these styles in Fredericksburg's commercial buildings is still quite tenuous, and the medieval form is still visibly present, suggesting a continuance of the dialectic architectural disunity of the previous time period. However, slight changes in the exterior treatment of the commercial buildings is evident. Three major fires that occurred in 1799, 1807, and 1822 resulted in the universal use of masonry construction within the commercial district. Additionally, the booming prosperity of the merchants did indeed allow for a few small decorative elements, roughly tied to the dominant style, that helped to highlight the classical influence of the time period.



Figure 48. Richard Johnston House, 711 Caroline Street, 1779.

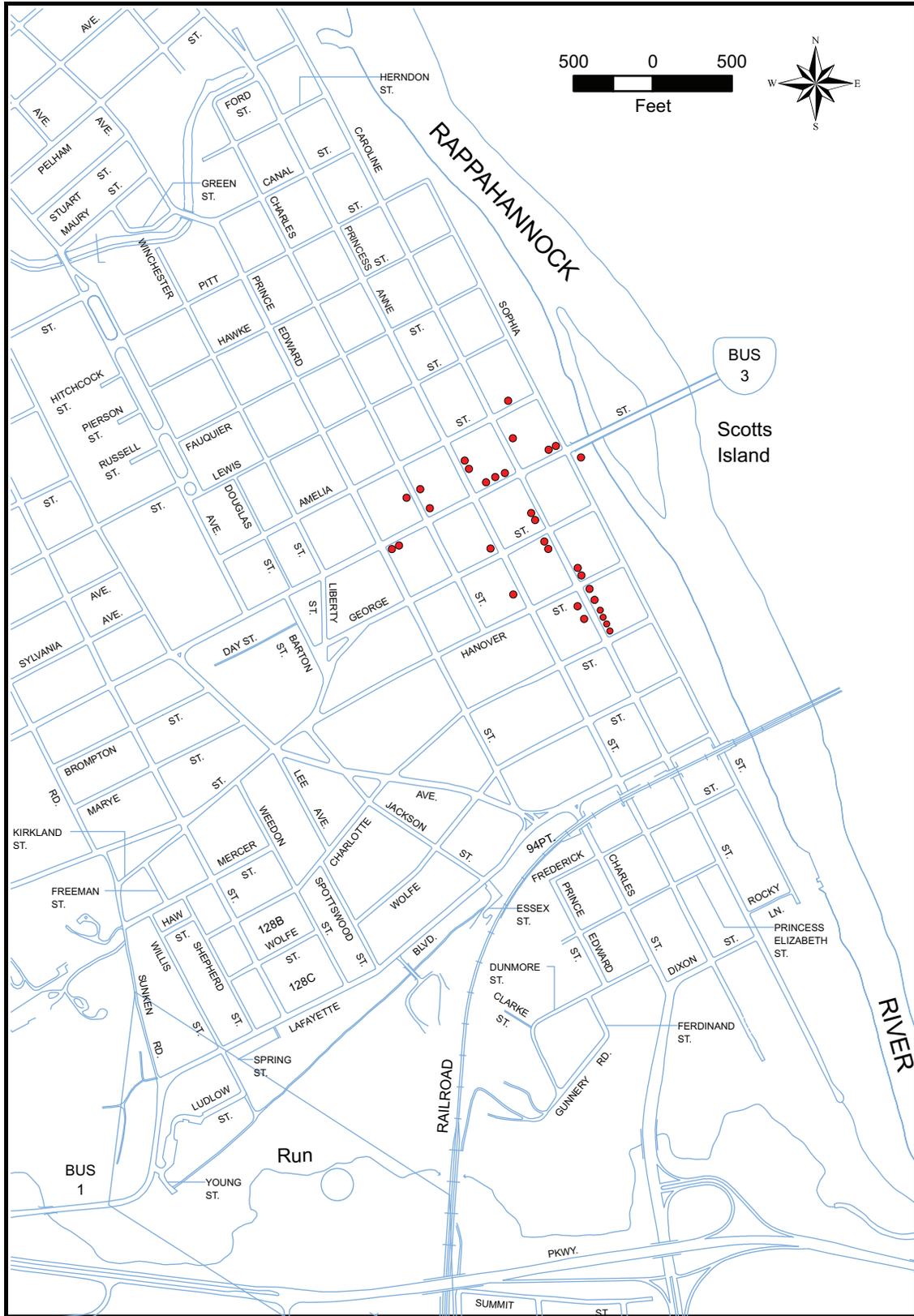


Figure 49. Distribution of Commercial buildings in the study area dating to the Early National Period.

A wealth of commercial buildings survive from this time period. Many have undergone various storefront alterations, but several have been well-preserved, still retaining their original residential, row house character and all their original character-defining features. Along lower Caroline Street, at the south end of the commercial district, long blocks of Federal and early Greek Revival-style commercial buildings remain; often entire rows appear untouched by alterations. The most well-preserved examples can be found at 424 William Street, dating from 1797 (Figure 50); 707, 709, and 826 Caroline Street (Figures 51–53), all dating from around 1810; and 703 Caroline Street (Figure 54), dating from around 1820. The form of these buildings is nearly identical to the form of those shop-houses that remain from the colonial period, but a general increase in height accentuates the urban character and tempers the domestic character. Additionally, the use of splayed lintels with keystones and a gable fanlight on 826 Caroline Street indicate the tendency toward more architectural detail during this time period and the gradual ability to express the Federal style in commercial architecture. Also the elongated first-story windows, as seen on 703 and 709 Caroline Street, illustrate the response of merchants to the increased competition in the commercial sector by implementing storefront displays.

Antebellum Period (1830–1860)

The Antebellum Period was one of economic decline for Fredericksburg. The city itself experienced a population growth, but the widespread prosperity enjoyed during the Colonial and Early National periods was diminishing. The reason for the large and steady population growth in Fredericksburg is two-fold. Firstly, the city began to annex a number of planned “suburbs” that were just outside the city boundaries. Secondly, the city was embarking on a number of transportation projects that drew both workers and merchants who were speculating on a growth in the economy. Virginia’s internal improvement

system first received funding in 1816 and began to grow considerably during this time period. Large-scale construction of railroads and turnpikes trumped the growth of the waterway system, upon which Fredericksburg’s prosperity was heavily dependent.

During the early nineteenth century, the roads into the interior of the state were still rough and difficult to traverse. Fredericksburg’s merchants envisioned a series of canals, locks, and dams that would improve the transportation routes to and from the city. Funds, however, proved difficult to raise, and not until 1849 was the first in a series of canals complete. However, by this time, canal transport was made obsolete by the railroad. As the rest of the state was being connected, Fredericksburg remained obdurate in its refusal to accept the railroad as the dominant mode of transportation. The city was bypassed on the railroad line from Washington, D.C., to Richmond, severely curtailing the prosperity of area merchants. Since the economic prosperity of Fredericksburg was based upon trade with the interior, the city was dependent upon a steady growth in the hinterlands. Fredericksburg’s hinterland encompassed 4,362 sq. mi. of backcountry, extending beyond the natural watershed of the Rappahannock River and over the Blue Ridge Mountains. When the railroad cut through the interior and bypassed Fredericksburg, the city lost 76% of its hinterland and, subsequently, 70% of its commerce and trade from 1841 to 1881. By the time the city commenced work on its own rail line, the Civil War broke out and halted construction. While cities such as Richmond, Norfolk, Alexandria, and Petersburg thrived on the trade and manufacturing that was brought by the railroad, Fredericksburg remained strikingly provincial (Armstrong 1974; Littlefield 1999).

The Antebellum Period saw a significant transformation in the architecture of commercial buildings. The shop-house form remained dominant for the first part of the period, but through the 1840s, the two-part commercial block came



Figure 50. Federal-style commercial block, 424 William Street, 1797.



Figure 51. Federal-style commercial block, 707 Caroline Street, ca. 1810.



Figure 52. Federal-style commercial block, 709 Caroline Street, ca. 1810.

Figure 53. Willis Warehouse, 826 Caroline Street, ca. 1810.

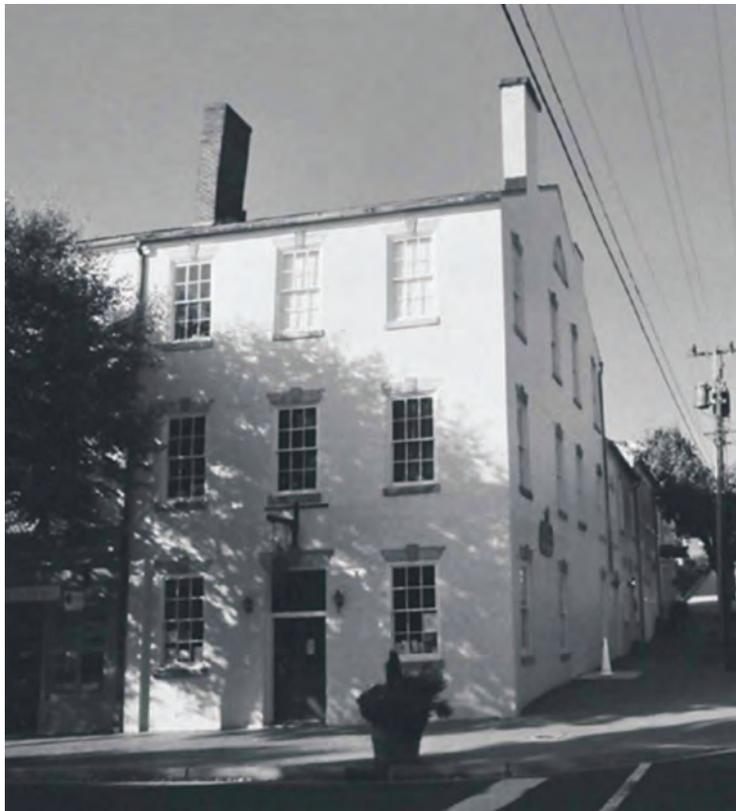




Figure 54. Federal-style commercial block, 703 Caroline Street, ca. 1820.

remain private spaces that reflect the personal stylistic choices of the builder or owner. Although some influence of architectural style can be seen in the details of the storefront architecture, the form of the storefront typically evolved without relation to architectural style. The storefront evolved in a practical way that reflected emerging technologies and changing attitudes about the importance of commercial activity to the greater community, whereas the upper stories evolved to reflect the fashionable styles that were embraced for domestic architecture.

into ascendancy. The two-part commercial block had a clearly delineated storefront at the street-level first story. The storefront took on a distinct character that was often completely separate from the architectural style that was expressed in the upper stories. The windows became enlarged for the display of goods, and the commercial entrance was typically centered on the façade. A cornice or pent roof was commonly used to demarcate the first story from the upper stories. The clearly delineated parts of the building are a physical manifestation of the desire of merchants to resolve the paradoxical relationship between the public and private spheres that are encompassed within the single unit. The street-level space became clearly defined as accessible to the public. The street level exhibits influence only of the commercial building form, relegating this lower portion to the commercial sphere; but the upper stories

The physical record of commercial activity in antebellum Fredericksburg is marked by a large number of extant buildings (Figure 55). The high number of existing structures is, no doubt, due in part to the use of brick instead of wood. Three major fires during the late eighteenth and early nineteenth centuries destroyed a large number of wood-frame commercial buildings. The use of masonry aided in the longevity of the new buildings that were constructed after the fires. However, a large amount of commercial architecture was constructed during this time period, due to the speculation of the new canal. But a closer examination of the extant structures reveals that there was indeed a period of stagnation during the antebellum years. The largest number of commercial buildings date from the 1830s, having been constructed in the Federal style, just at the be-

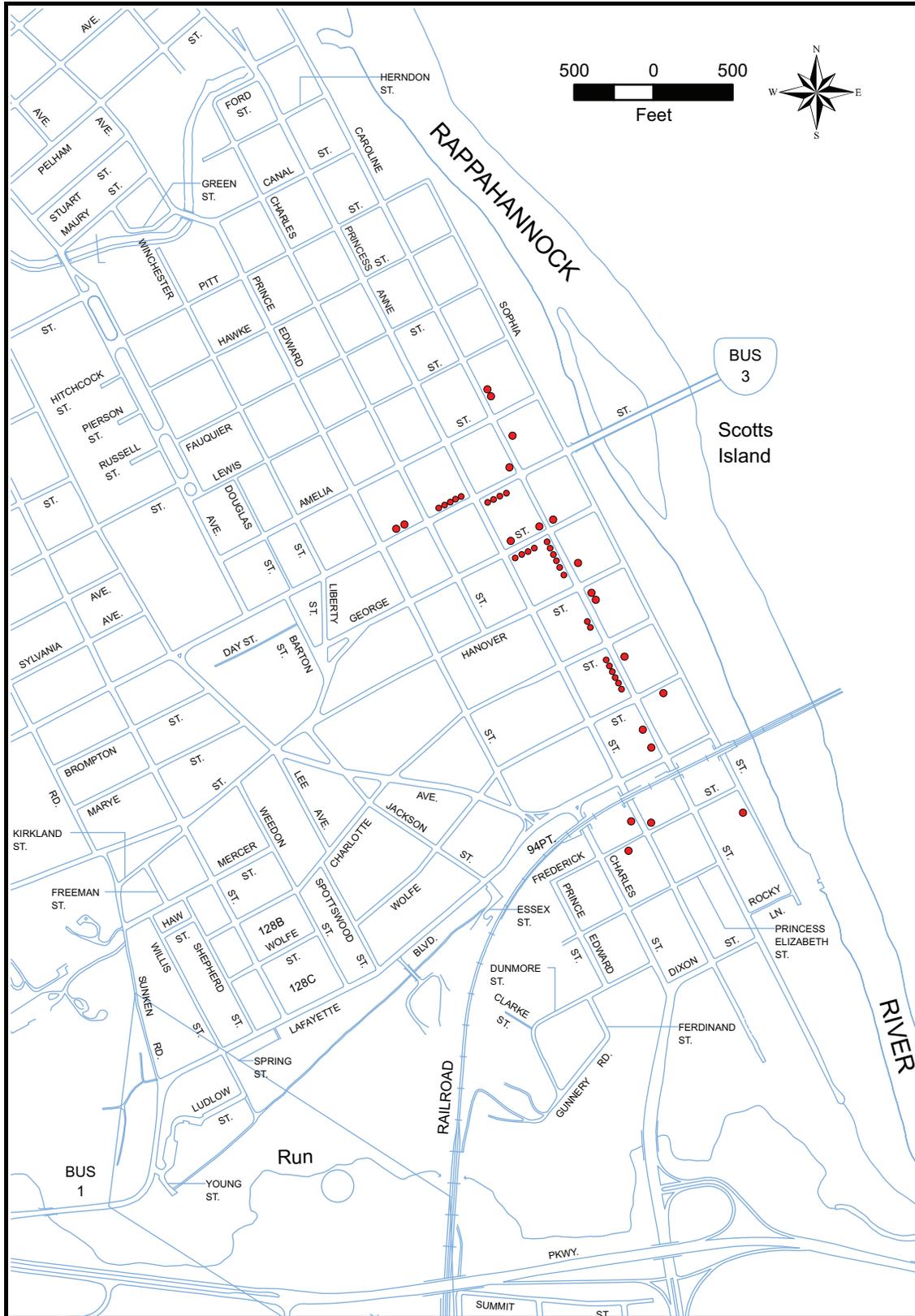
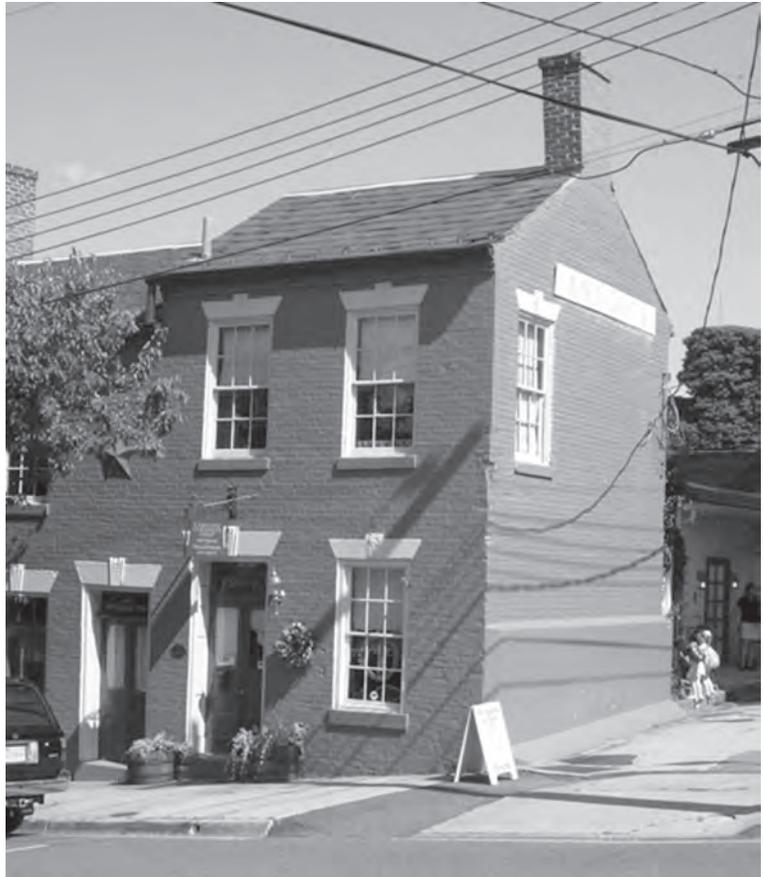


Figure 55. Distribution of Commercial buildings in the study area dating to the Antebellum Period.

Figure 56. Greek Revival-style commercial block, 212 George Street, 1846

ginning of the period, at a time when prosperity was still being enjoyed from trade with the interior. Fewer buildings remain from the 1840s, at which time merchants were still speculating that the canal might be constructed, but the railroad was quickly bypassing the city. And a very small number exist from the 1850s, thus leaving the relatively large gaps in the record for commercial Greek Revival architecture.

Whereas the previous time periods reflect a coalescing of the early medieval and classical forms, the commercial buildings of the Antebellum Period more comprehensively embrace the symmetry, geometry, and ordered details of the classical language. Fredericksburg's extant commercial buildings from this period predominantly reflect the influence of the Federal style. A handful of buildings suggest the nascent nationalism of the Greek Revival and the romanticism of the newly emerging Italianate and Second Empire styles. Whereas the Federal style was particularly restrained in its use in commercial architecture, the Greek Revival style began to employ more stylistic details on the upper floors of buildings. A row of excellent, well-preserved shop-house buildings remain along the 200 block of George Street (Figure 56). These 1846 commercial buildings demonstrate the late Federal style, with splayed lintels and keystones of quarry-face stone. The construction date of these buildings, which demonstrate a style and form that are more representative of the earlier decades of the nineteenth century, suggests both the lagging economy of Fredericksburg and the lack of



immediate influence from the more cosmopolitan cities such as Richmond and Washington, D.C.

Two excellent examples of commercial buildings that demonstrate both the influence of the emerging Greek Revival style and the evolution of the shop-house form are 602 and 604 Caroline Street (Figures 57 and 58). The style is still predominantly restrained, but the hoods atop the windows and doors demonstrate a hint of style. The shop-house form is still visible, as there is no clear delineation of storefront, but the building has become taller, and the first-story windows are elongated to suggest a separate purpose.

By the mid-nineteenth century, the two-part commercial block form had become fully formed. Storefronts do not exhibit any particular stylistic influence but rather display a form that is based solely on the evolution of the commercial building. Because of the relatively low numbers of two-

part blocks constructed during the Antebellum time period and the widespread storefront alterations that took place during the late nineteenth and early twentieth centuries, there are few well-preserved examples in Fredericksburg. Two that are notable and rare can be found at 808 and 814 Caroline Street (Figures 59 and 60). The upper stories of these two ca. 1840 commercial buildings retain the restrained Federal form, with the side-gable roof, corbelled cornice, splayed lintels, and small, multi-light windows, yet the street-level storefronts have been accentuated with storefront windows and projecting cornices. The form displayed on the first stories of these two buildings is quite typical of that used for commercial districts during the mid-nineteenth century. The first story is subdivided into four bays, which are clearly delineated by the vertical, brick piers adorned with wood veneer; a single-leaf commercial door

is centered between two large commercial windows, and a secondary single-leaf door, providing access to the living space on the upper floors, is located in one of the end bays. Due to the expense of glass and the limited structural technology, the openings for the commercial windows are relatively small and are still divided into multiple small panes.

A similar storefront is found on 411–413 William Street, a ca. 1860 Second Empire–style commercial building (Figure 61). The Second Empire style emerged during the 1850s and is represented on several of Fredericksburg’s commercial buildings. As can be seen in the upper stories of this early example, stylistic considerations began to take precedence over pure functionalism. The mansard roof, molded cornice, and modillions demonstrate the influence of the Second Empire style, but the street-level storefront reflects the



Figure 57. Greek Revival-style commercial block, 602 Caroline Street, ca. 1840.



Figure 58. Greek Revival-style commercial block, 604 Caroline Street, ca. 1840.



Figure 59. Greek Revival-style commercial block, 808 Caroline Street, ca. 1840.



Figure 60. Greek Revival-style commercial block, 814 Caroline Street, ca. 1840.

same design as the mid-nineteenth-century, two-part commercial block.

Civil War (1861–1865)

All progress in Fredericksburg was halted during the Civil War, as it became a major battleground for the Union and Confederate troops. A large number of dwellings and commercial buildings were destroyed or damaged during the war, erasing a significant portion of the city's architectural record (Figure 62).

Reconstruction and Growth (1865–1917)

As in many southern cities, the Reconstruction and Growth Period in Fredericksburg is marked by a struggling economy and slow growth. Although Fredericksburg's economy had already been in a slump during the Antebellum Period, the city was still able to rely on trade with the interior and was

supported, in large part, by the plantation system that still flourished within Virginia. Along with the immediate destruction of the city from the war, the collapse of the plantation system forced Fredericksburg to rebuild both physically and economically. While the late nineteenth century was typically a period of rapid growth for northern cities, which were deeply embedded in an industrial economy and were receiving vast numbers of immigrants, southern cities struggled to regain their footing. Between 1870 and 1880, the number of cities with more than 10,000 inhabitants increased nationally from 165 to 228, while only 30 cities in the South claimed such a population (Goldfield 1977; Larsen 1985).

From 1850 through 1880, the commercial economy of Fredericksburg was quite stagnant. Merchants only made up 19% of all households, and during the Civil War, mercantile activity was further reduced by 45% (Littlefield 1999). Progress to rebuild was remarkably slow; one



Figure 61. Second Empire commercial block, 411-413 William Street, ca. 1860.

entire downtown commercial block remained undeveloped until 1898. The completion of the railroad in 1872 brought a period of industrialization. The increase in population that was spurred by the manufacturing opportunities emerging in Fredericksburg brought a slight resurgence of growth to the commercial district; however, relative to the amount of commercial development seen in the Colonial and Early National periods, that growth was quite small. Considering that the likelihood of a building surviving from the late nineteenth and early twentieth centuries far

Figure 62. Damage incurred in Fredericksburg's commercial district during the Civil War (Courtesy of the University of Mary Washington Historic Preservation Program).



outweighs the likelihood of a building surviving from the eighteenth and early nineteenth centuries; and considering that the existing commercial building stock from the 52-year period of 1865–1917 totals about 48 and that the existing commercial building stock from an equal period spanning 1778–1830 totals slightly more, it is evident that the growth of Fredericksburg was strikingly small and sluggish during the phase of reconstruction (Figure 63).

A number of revolutionary technologies significantly transformed the design and construction of commercial districts during the Victorian period. The physical and psychological impact of the Civil War and the post-war climate, coupled with the sweeping effects of these new technologies, altered America's perception of its identity as a nation and as individual communities. At the center of much of this upheaval was the commercial district, which was emerging as a dense, concentrated, delineated core for both urban areas and small towns. New towns that were planned in America's western frontier in the second half of the nineteenth century embraced the idea of a central "Main Street" surrounded by a grid of residential neighborhoods. In this economically unregulated "Gilded Age" of big business, materialism, and unequal accumulations of wealth, the com-

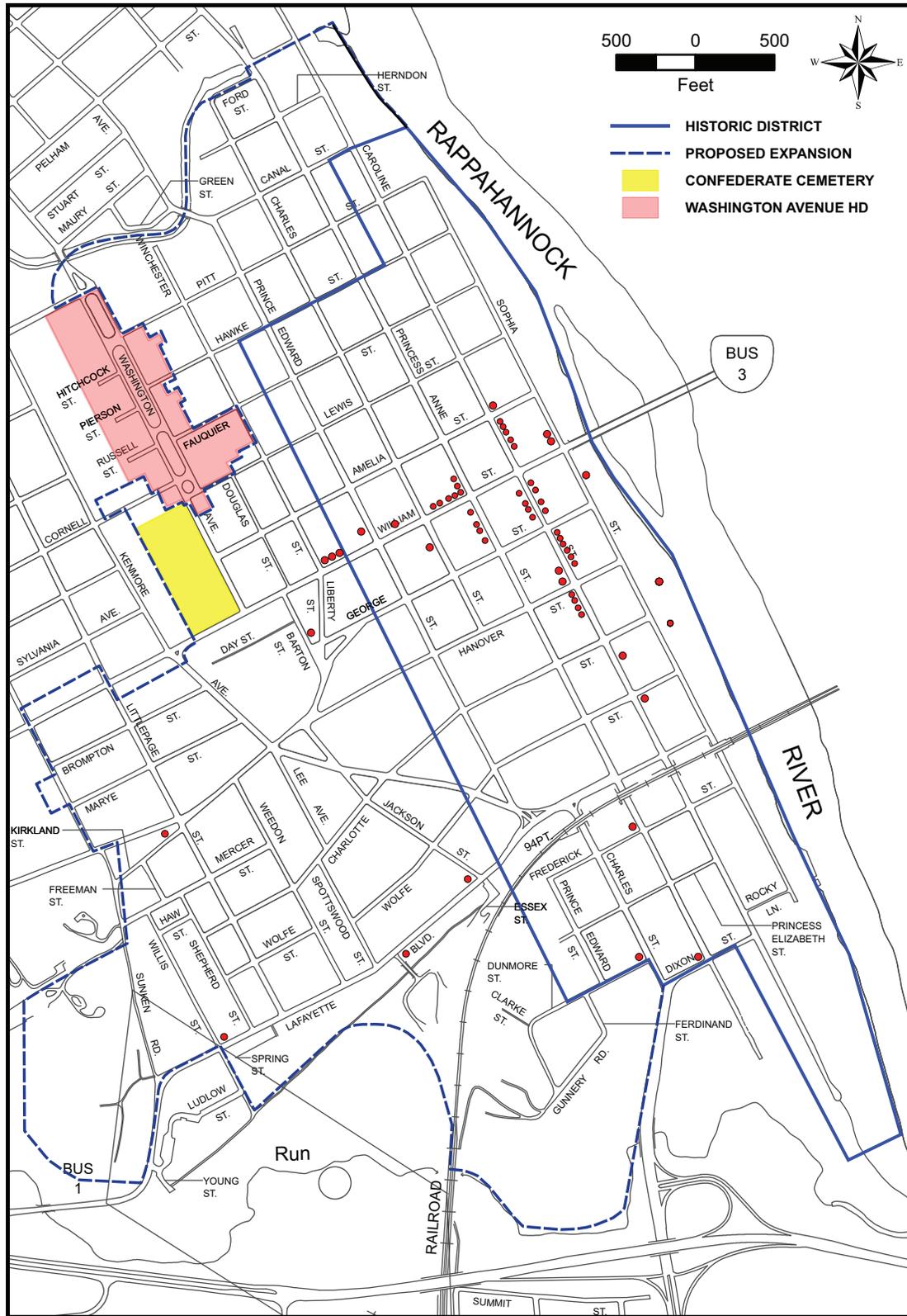


Figure 63. Distribution of Commercial buildings in the study area dating to the Reconstruction and Growth Period.

mercial sphere quickly replaced the courthouse and church as the focus of community pride and identity. Aiding in the physical expansion of the retail sector were a number of technological advances that broke through many of the limitations on building construction. Interior gas lighting allowed increased building depth, as shopkeepers were no longer dependent upon windows for interior illumination, and air-cooling systems diminished the need for cross-ventilation. The development of structural ironwork allowed for increased building height and larger window and door openings, while decorative wrought iron and cast iron transformed building façades. Balloon framing, which was originally developed in the 1830s, became ubiquitous during this time period, allowing larger, more versatile building forms and fast, inexpensive construction. Innovations in glass production allowed for single-pane sashes and large, plate-glass commercial bays. The capstone of these technological advances was the mass-production of building materials and architectural details by machine and the rapid transport of those materials, via railroad, throughout the nation (Gelernter 1999).

Exuberant buildings with lavish ornament made their way into the commercial sphere, capturing the spirit of the age and serving as sources of aesthetic beauty and community pride. Whereas stylistic expressions were typically muted in commercial buildings of the previous periods, those buildings constructed during the Victorian era exuded such styles as the Second Empire, Italianate, Queen Anne, Beaux-Arts, and Richardsonian Romanesque. These details were displayed on the evolved two-part commercial block. During this period, the overall composition of the two-part block underwent little change; the first story remained the delineated public space, while the upper stories, typically ranging from one to three, hold the private space. However, several noticeable changes occur in the details of the block that further emphasize its primary role as commercial. The gable roof, often a symbol of domesticity, was

abandoned in favor of the flat or gently sloping shed roof, and the street-level façade began to receive large, plate-glass windows that more fully demarcated the public space and further engaged the consumer. Evolving out of the two-part commercial block during the late nineteenth century are the two-part vertical block and the three-part vertical block, both recognizable for their emphasis on verticality and the rhythmic repetition of the upper stories. Whereas the two-part vertical block retains the two distinct zones of the two-part commercial block, the three-part vertical block places a third, clearly delineated zone at the top of the building, creating the illusion of a base (first story), shaft (middle stories), and capital (top story) of a classical column.

The post-war reconstruction and growth of Fredericksburg can be traced through the commercial architecture of the city's downtown. The growth of the city was virtually at a standstill until the 1870s. A small spurt of development marks the period of the 1870s through the 1890s, during which a number of Northerners were investing in manufacturing pursuits in southern urban areas; and a second spurt of development marks the early twentieth century, at which time industrial growth brought vast numbers of workers into the city and a healthier circulation of capital. The extant commercial buildings in Fredericksburg from the Reconstruction and Growth Period reflect the age of "conspicuous consumption" that characterized much of the nation during the Victorian period, while also embodying the economic challenges faced by Fredericksburg and other southern towns and cities after the Civil War.

A number of well-preserved commercial buildings remain in Fredericksburg's historic core that represent a range of forms and styles of the period. The expression of stylistic exuberance is fully realized in the upper stories of several two-part blocks. Although the storefront has been slightly altered, the Second Empire style has been captured on 1019 Caroline Street (Figure 64). The Second Empire first entered the American architectural



Figure 64. Second Empire commercial block, 1019 Caroline Street, ca. 1875.

stage in the mid-1850s, but the style takes on a more elaborate form during the Victorian era, as seen in the patterned roof, prominent enriched cornice, and detailed window hoods of this ca. 1875 commercial building. Two well-preserved commercial buildings embody the ideals of the Queen Anne style, the hallmark style of the period and the first truly American architectural innovation. The building at 1025 Caroline Street (Figure 65), ca. 1880, demonstrates a rare and strikingly exuberant use of the Queen Anne tower on the façade of a commercial building and illustrates, perhaps more than any other commercial building in Fredericksburg, the lavish displays of wealth that mark this period. A more restrained influence of the Queen Anne style is found at 718 Caroline Street (Figure 66), which exhibits round-arch windows adorned with small panes

of stained glass. The later, ca. 1890 construction date is likely indicative of the changing attitudes of the nation, and the eventual reaction against the Victorian styles, by the turn of the century. Possessing a prominent corner at the intersection of William and Princess Anne streets is a finely detailed example of a two-part Italianate block (Figure 67). This ca. 1870 commercial building, located at 301 William Street, displays a number of intricate details that capture the essence of this rich time period, including the paired, drop-pendant brackets; elaborate, enriched cornice; window hoods; and the carved, ornamental, wood panels that grace the street-level façade. Although the commercial buildings of Fredericksburg remained decidedly low-rise, the character of the two-part vertical block has been captured on a number of the commercial buildings from this period. Two excellent, well-preserved examples, dating from ca. 1885 and 1880, can be found at 305 and 415 William Street (Figures 68 and 69). As well as exhibiting the distinct characteristics of the Italianate style, as seen in the prominent, enriched cornices and ornate window hoods, the two buildings demonstrate the rhythmic, repetitious arrangement of fenestration in the upper stories that emphasizes the verticality of the building. Also notable is the street-level storefront of 305 William Street, which beautifully expresses the lavish detail of the time period; the clear horizontal differentiation of lower and upper zones; vertical delineation of the window and door bays; and the use of plate-glass windows that more fully engage with the consumer. Two, excellent, well-preserved examples of the three-part vertical block can be found at 303 William Street and 205 Hanover Street (Figures 70 and 71). The ca. 1890 commercial building at 303 William Street displays the three distinct parts: the storefront as the base, the second and third stories as the shaft, and the entablature and pediment details as the capital. The building also clearly illustrates the exuberant tastes of the era, the use of cast iron on commercial building façades, and the openness of



Figure 65. Queen Anne commercial block, 1025 Caroline Street, ca. 1880.



Figure 66. Queen Anne commercial block, 718 Caroline Street, ca. 1890.



Figure 67. Italianate commercial block, 301 William Street, ca. 1870.

Figure 68. Italianate commercial block, 305 William Street, ca. 1885.

the plate-glass storefronts. The three-part form of the ca. 1900 commercial building at 205 Hanover Street, which exhibits influence of the Renaissance Revival, is more fully executed. The base is clearly defined by the rusticated stone veneer on the first story; the verticality of the shaft is accentuated by the rhythmic arrangement of the fenestration, the raised piers, and the recessed spandrels of the second and third stories; and the capital is clearly defined by the prominent cornice and parapet at the roofline. 205 Hanover Street also demonstrates an increase in building size that was made possible by the technological innovations of the time period.



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

The period between the world wars was one of tumult, both socially and economically. Within roughly two decades, the United States experienced unprecedented prosperity, sank into the nation's greatest economic depression, and was catapulted again into a world war. The rise of the automobile, which was finally becoming accessible to the American masses, dramatically impacted the built and natural landscapes and the everyday lives of the growing middle class. Increased mobility allowed development to spread away from the urban core (Figure 72), and, with improvements in transportation networks, communities were able to be linked nationwide. Much of the traditional ethos of the previous era was replaced

by an innate desire for innovation and forward-thinking. New products hit the market, promising a better, simpler life and promoting the idea of modernity. By the 1920s, a new era of mass consumption was sweeping the nation. While a great number of Americans sought to physically and psychologically break free from the conventions of Victorian society, many looked back to the previous centuries as a simpler time that was not corrupted by the rampant commercialism of the interwar period. The dichotomies of the era are manifested in the competing architectural styles and the evolving commercial district.

Although the two-part commercial block still appears during this time period, the one-part commercial block becomes the dominant form. With



Figure 69. Italianate commercial block, 415 William Street, ca. 1880.

the widespread availability of the automobile, the need for greater urban density diminished. Hence, the need for dwelling space in the core of the city was replaced by the increased need for commercial space. The one-part commercial block, which was typically a one-story form with no upper-level space, was significantly less expensive to construct. Due to technological innovations and the burgeoning consumerism of the 1920s, the storefront received a dramatic reconfiguration. The advertising power of both newly constructed and existing storefronts was harnessed. Heavy steel beams spanned large storefront openings, which

allowed for the installation of large plate-glass windows to display store goods and services. The building at 717 Caroline Street, constructed ca. 1925, is an excellent example of a one-part commercial block with large display windows (Figure 73). Note also how the entrance is recessed into the storefront, allowing additional space for the advertisement of goods and services. This was common to storefront construction of the era. 214 William Street is an excellent example of an older storefront renovated (Figure 74). During the 1920s, this ca. 1840 commercial block was outfitted with large plate-glass windows and a recessed entry vestibule (Figure 75).

Coterminous to the rise of the automobile and the expanding commercialism was the experimentation with the Art Deco style. Suitable for the needs of a modern, mobile society, the Art Deco style shirked historically rooted constraints and embraced geometric forms and patterns, modern materials, and automobile-inspired motifs. Fredericksburg has few extant examples of high-style Art Deco construction. The 1929 theatre at 706 Caroline Street, now a church, is one of the few examples (Figure 76). Note the stepped wall planes and geometric motifs. However, a number of one-part commercial blocks were constructed during the 1930s in Fredericksburg that suggest a distilled Art Deco influence. A ca. 1930 example at 108 Hanover Street illustrates the stepped, parapet roofline and otherwise simple, utilitarian construction (Figure 77).

For the traditionalists that hung on during the 1920s, the Colonial Revival style proved suitable to the needs of a sense of historicism for the commercial district. Both new construction and renovated storefronts reflected the classically inspired details that hark to the early colonial era. A ca. 1920 example at 321 William Street has a very restrained form that is more domestic in character than commercial and modest, multi-light windows at the storefront level (Figure 78). In contrast, a ca. 1925 Spanish Revival example at 810 Caroline Street employs a more distinct com-



Figure 70. Late Victorian commercial block, 303 William Street, ca. 1890.

Figure 71. Late Victorian commercial block, 205 Hanover Street, ca. 1900.



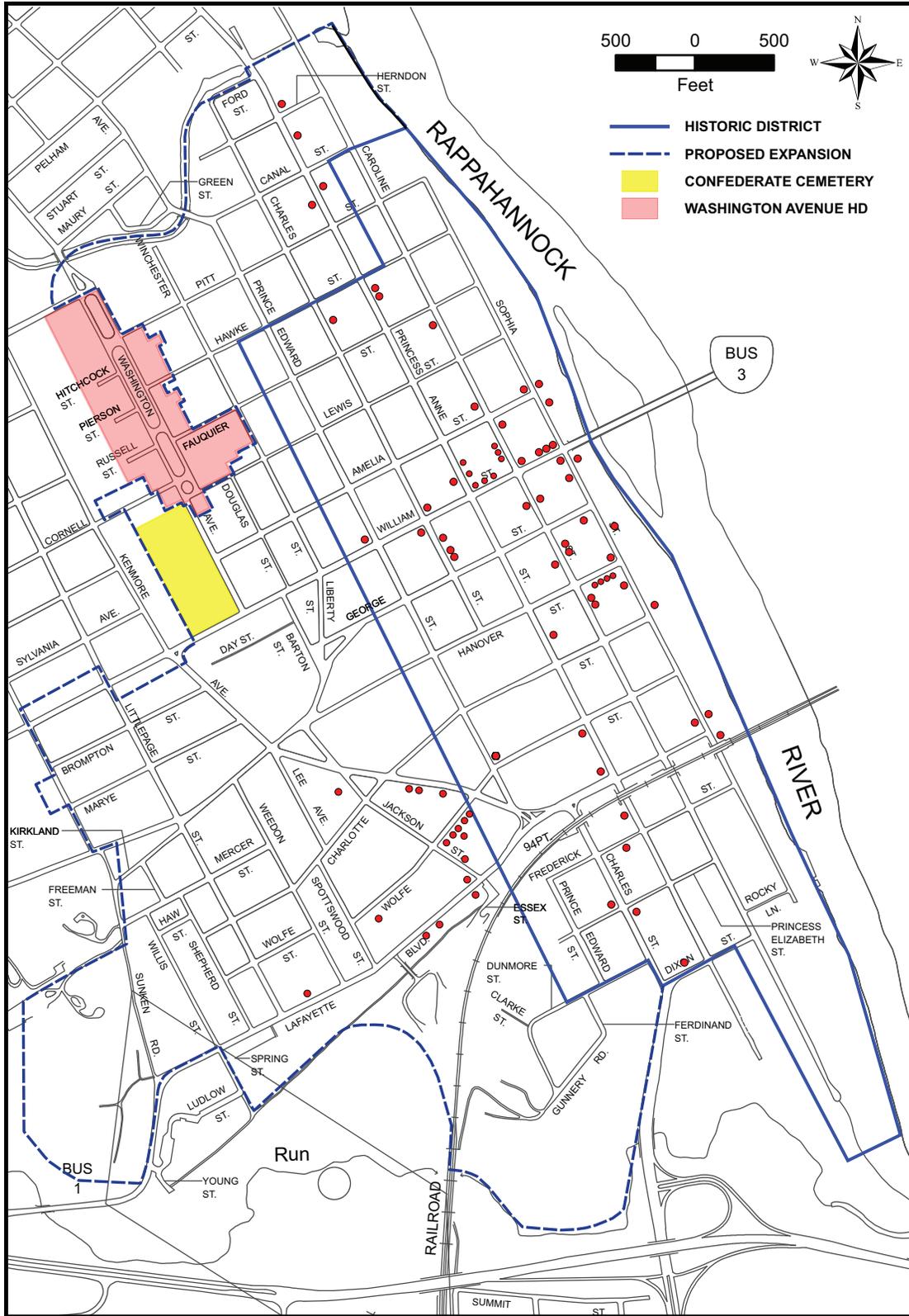


Figure 72. Distribution of Commercial buildings in the study area dating to the World War I to World War II Period.



Figure 73. One-story commercial block, 717 Caroline Street, ca. 1925.



Figure 74. Commercial block, 214 William Street, ca. 1840.



Figure 75. Enlarged storefront, 214 William Street storefront detail.



Figure 76. Art Deco Theatre, 1016 Caroline Street, 1929.



Figure 77. One-story commercial block, Hanover Street, ca. 1930.



Figure 78. Colonial Revival-style commercial block, 321 William Street, ca. 1920.

mercial form and the large plate-glass windows that were popular in the era (Figure 79).

On the heels of the 1920s prosperity was the stock market crash of 1929 and the subsequent Depression. The plummeting economy had dire effects on the commercial district. An amendment to the National Housing Act of 1935 encouraged storefront remodeling with \$50,000 loans to business owners that were partially insured by the federal government. In an attempt to pump-prime the economy during the Great Depression, storefronts were remodeled in the new, shiny, streamlined, machine aesthetic that would encourage Americans to look positively into the future and purchase the latest products. Opaque structural glass, porcelain enamel tiles, glass block, glazed brick, stainless steel, and aluminum screening all characterize the Streamline Moderne style. The ca. 1835 Federal-style building at 822 Caroline Street is an excellent example of an older commercial building with renovated Streamline Moderne storefront (Figure 80). Note the curving plate-glass windows on the first story.

New Dominion (1945–Present)

The post–World War II period is commonly known as one of widespread economic prosperity and dramatic growth. Development spread heavily past the boundaries of existing urban areas and into expansive residential suburbs. The automobile-oriented commercial strip replaced the “Main Street” as the focus of shopping and community activity. The ideals of modernity more heavily diffuse into the American population, fueling the creation of new building forms with no historic precedent. The one-part commercial block is still the dominant form for infill development during the 1940s and 1950s, but the auto-oriented commercial strips become characterized by their sprawling, free-standing structures with vast parking lots and tall signposts.

Although Fredericksburg experienced similar development trends during the post-war period, the impact of those trends on the historic core of

the city is relatively mild (Figure 81). The commercial district received some new construction and a number of altered storefronts. 318 William Street is an excellent example of the modern trends in commercial construction of the post-war period (Figure 82). The form of the ca. 1960 building is quite utilitarian, and the large, metal, plate-glass windows and metal awning demonstrate the use of new materials and forms.

A small commercial strip along the northern end of Princess Anne Street received a handful of free-standing commercial enterprises, primarily constructed as one-part commercial blocks. An example of a free-standing commercial building is found at 1623 Princess Anne Street (Figure 83). The ca. 1950 building, which has a very modern, utilitarian form, sits at the edge of a large parking lot along a commercial strip at the edge of the city.

DOMESTIC

Whether examining the vernacular interpretation of high-style architecture onto residential building forms either regionally or locally, across economic classes or social classes, or as a set of shared values or an individual personal belief system, one can gain a great understanding about the culture of those who inhabit those domestic spheres.

Fredericksburg’s residential neighborhoods cannot be specifically defined within the boundaries of a single unit. Rather, they are varied in their location, design, and character. These neighborhoods form a ring around Fredericksburg’s commercial core, spreading south past the railroad tracks, north toward the canal, and west of Princess Anne Street. They are physically connected but often contained in a sphere of shared economic status, ethnicity, or lifestyle. The styles found within the Fredericksburg Historic District and Potential Historic District Expansion are both representative of the larger trends in residential architectural design and illustrative of the local values. Although the various architectural styles



Figure 79. Spanish Revival commercial block, 810 Caroline Street, ca. 1925.

Figure 80. Federal-style commercial block with modern storefront, 822 Caroline Street, ca. 1835.



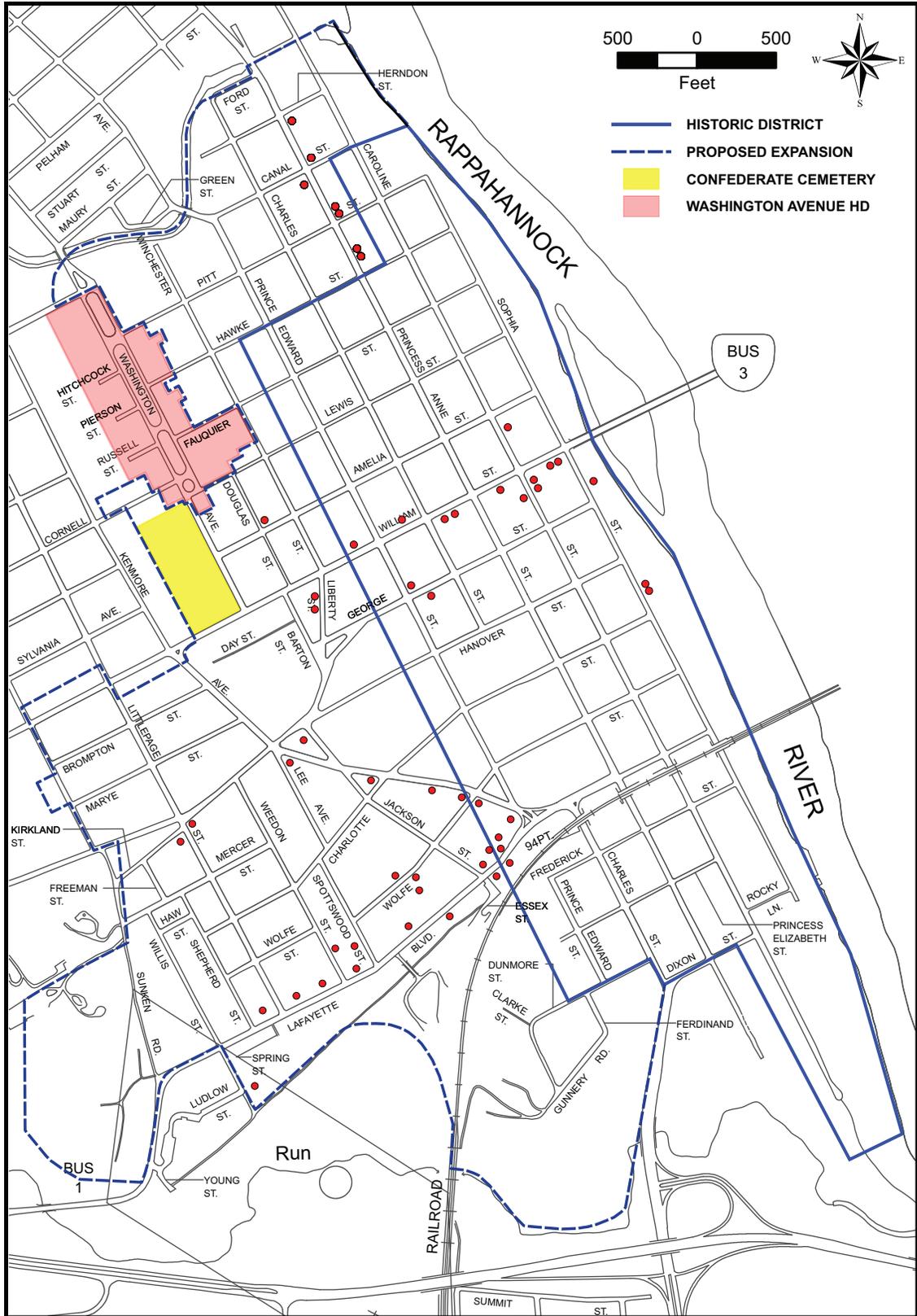


Figure 81. Distribution of Commercial buildings in the study area dating to the New Dominion Period.



Figure 82. Modern commercial building, 318 William Street, ca. 1960.



Figure 83. Modern commercial building, 1623 Princess Anne Street, ca. 1950.

often transcend the contextual time periods of Virginia's history, the discussion that follows will be guided by these key historical turning points.

Settlement to Society (1607–1750)

Prior to 1750, there was relatively little residential development within Fredericksburg. Warehouses crowded along the waterfront, but evidence suggests only a small number of dwellings were constructed during this period (Figure 84). The extant resources, which are located in close proximity to the river, represent both vernacular colonial forms and the high-style Georgian language.

The establishment of the American colonies occurred during a period of cultural transition within Europe, as medievalism was being replaced by the doctrines of the Italian Renaissance. Colonists paid little mind to stylistic considerations during the early years of settlement. Rather, dwellings were simply constructed in the style with which colonists were most familiar, which was based upon English medieval architecture.

Although already developed in Europe, the classical language did not fully enter the American colonies until the end of the seventeenth century, and the colonists struggled to assimilate classical themes into their culture. The code of gentility within the Virginia colony aided in the widespread acceptance of the Georgian style, as the order, proportion, and rationality reflected the hierarchical system perpetuated within the plantation system.

Early attempts resulted in the application of classical details to medieval building forms. What would come to be the American Georgian style was truly a fusion of these two seemingly disparate architectural languages. The formal classical arrangement was visible on the façade, if not truly expressed on the interior, and a number of classical elements were applied, but the colonists still clung to many of the medieval precedents, including elaborate end chimneys and gable-roof dormers. Added to this merging of styles was the newly developed sash window, which was not originally

part of the classical language but which echoed the geometric lines of the style. Additionally, whereas Europeans were transitioning away from the early Baroque expressions of classicism, which boasted brash details and organic wall planes, in favor of a more austere Palladianism, Americans were just beginning their experimentation with the Georgian style. Thus, a textured, Baroque façade still dominated during the first half of the eighteenth century.

There are only four extant dwellings in the Fredericksburg survey area that date from the Settlement to Society Period. These four examples, however, demonstrate the broad range of building forms that were heavily employed in the early settlement of the colonies.

One of the most basic colonial building forms can be seen at 523 Sophia Street (Figure 85). The one-and-one-half-story massing with steeply pitched roof was a common building type constructed in the period of colonial settlement, as it was simple, functional, and reminiscent of medievalism.

The Dutch Colonial style, found at 1402 Caroline Street, is recognizable by its gambrel roof, which allowed additional space in the second story of the dwelling (Figure 86). While the roof shape was clearly constructed by colonists in Virginia, the name is derived from the early experimentation by the Dutch in the northern colonies. Discrete elements of distilled classicism are expressed in the transom light and door and window surrounds.

A mid-eighteenth-century example of the Georgian style is found at 1106 Princess Anne Street (Figure 87). Although slightly altered, as seen in the enlarged windows in the left two bays, this two-story, five-by-two-bay, symmetrical, side-gable dwelling encapsulates the ordered Georgian form. The side and transom lights and pedimented portico represent the ideals of the classical language, while the prominent end chimneys recall medieval building forms. Note

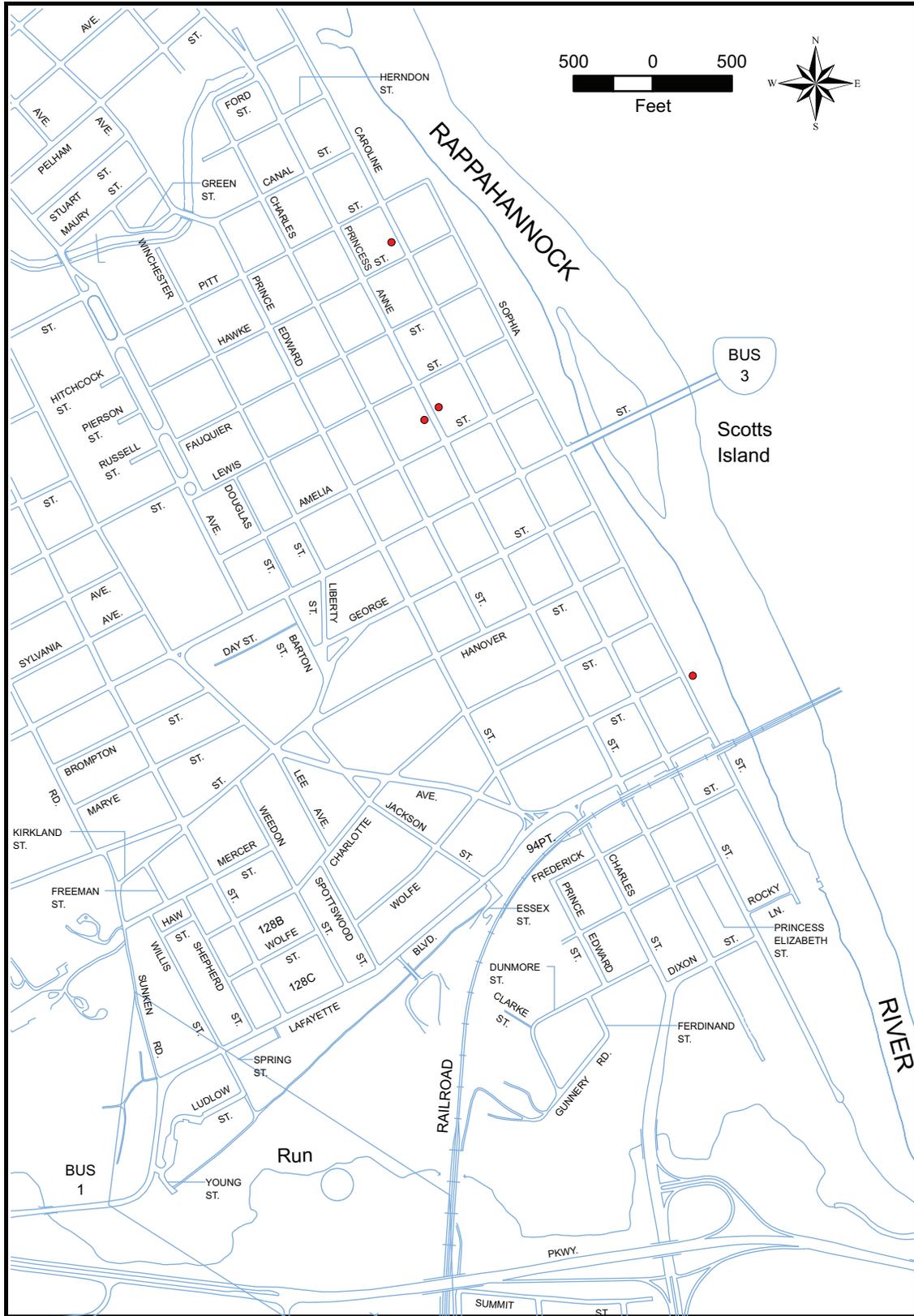


Figure 84. Distribution of Domestic buildings in the study area dating to the Settlement to Society Period.

how the sash windows contribute to the geometric expression.

Colony to Nation (1750–1789)

Continued prosperity in Fredericksburg during this era led to both an increase in residential development and a greater accumulation of wealth. Dwellings were erected heavily in the south end of the city near the waterfront and were interspersed among the commercial buildings in the central core of the city (Figure 88).

As the Georgian style was still being formulated in the American colonies in the first half of the eighteenth century, the style remained quite popular during the second half of the eighteenth century and into the early nineteenth century. The style evolved a more fully developed classical language, with more elaborate window, door, and cornice embellishments and more prominent porches and porticos. However, the Baroque quality of the previous period continued. The overall composition is favored over the honesty and

rationality of the disparate building components, and the classical details are applied as a textured surface ornament rather than an expression of the underlying construction.

Extant examples of the Georgian style from the Colony to Nation Period predominantly exhibit the rectangular, two-story, five-by-two-bay, symmetrical, eaves-front massing, with prominent end chimneys and evenly spaced, multi-glazed, double-hung sash windows. Additional features include classical door surrounds, enriched cornices, window moldings, and porches or porticos. An excellent example from early in the period is located at 214 Caroline Street (Figure 89). Dating from 1752, this dwelling has very modest classical detail. With the exception of the restrained door surround, central gable dormer, and enriched cornice, the exterior is relatively austere and unbalanced.

Two examples, constructed in the 1780s, feature a one-story entry portico. 133 Caroline Street is relatively restrained (Figure 90). Despite the



Figure 85. Colonial-era dwelling, 523 Sophia Street, 1737.



Figure 86. Dutch-colonial dwelling, 1402 Caroline Street, 1750.



Figure 87. Georgian dwelling, 1107 Princess Anne Street, 1740.



Figure 88. Distribution of Domestic buildings in the study area dating to the Colony to Nation Period.



Figure 89. Georgian dwelling, 214 Caroline Street, 1752.



Figure 90. Georgian dwelling, 133 Caroline Street, 1786.

Tuscan-style portico, there are few architectural details. A simple transom light tops the door, and modillions line the cornice. 305 Hanover Street, on the other hand, has livelier surface decoration (Figure 91). More elaborate Ionic columns support the porch, and the door is embellished with sidelights and a transom light. Demonstrating the further experimentation with the classical language is a ca. 1780 example located at 213 Caroline Street (Figure 92). This example is more lavishly ornamented with molded window hoods and leaded-glass quarrels in the side and transom lights.

A more vernacular interpretation of the Georgian style is found on 307 Caroline Street, a 1787 example that is demonstrating a transition from the late Georgian into the early Federal style (Figure 93). Only three bays wide, this more modest dwelling has a simple door surround and fanlight. The curvilinear, leaded-glass tracery in the fanlight, as well as the relative austerity of the

dwelling, suggests a consideration of emerging Federal-style trends. The dominant exterior end chimneys, however, are still present and seemingly overpower the restrained façade.

Early National Period (1789–1830)

Despite the dramatic transformation from British colony to independent nation, the building styles of the Early National Period are merely a continuation of trends that began in the previous period. Although ever evolving and eventually transitioning into new styles by the end of the period, the Federal style remains by far the dominant form. During this period, the style shifts farther away from its late Georgian antecedent, more fully embracing the conservatism of the new era, and, during the early nineteenth century, begins to merge with the newly formulated tenets of Greek classicism.

While Thomas Jefferson sought to promote a romanticized classicism in the years following



Figure 91. Georgian dwelling, 305 Hanover, 1780.



Figure 92. Georgian dwelling, 213 Caroline Street, 1780.



Figure 93. Georgian dwelling, 307 Caroline Street, 1787.

the Revolutionary War, his enlightened views of a pastoral agrarian culture were trumped by an embrace of capitalism and an industrial revolution as urged by Alexander Hamilton's Federalist party. The Federal style snuffed the impurity of the Georgian style, which relied heavily on Baroque texture and ornament, and sought to strip the style to its basic function. This astringent display of classicism and clear shunning of picturesque, romantic ideals was deemed the most appropriate expression of the new capitalist society.

Unlike the more textured surfaces of the Georgian style, the Federal style is characterized by taut wall planes, the junctions of which are not treated with rusticated quoins of cornerboards. The narrow window openings seemingly puncture the otherwise uninterrupted surfaces. Exterior detailing is also more restrained. The liveliness of the Georgian ornament is replaced by simple, yet elegant features. An early example of the Federal style in Fredericksburg illustrates this transformation. 1210 Princess Anne Street, constructed ca. 1790, is a transitional building (Figures 94 and 95). Note how the windows and door, except for the transom light, have received no embellishment and the chimneys have been pulled in to the interior end. However, Federal-style tracery is not present.

Federal-style examples in Fredericksburg from the Early National Period can be divided between two subtypes: high-style symmetrical and asymmetrical. High-style examples demonstrate the truest expression of the ideologies of the style. Although the massing on all high-style examples is similar, featuring two stories, five by two bays, and a symmetrical façade, the combination of the architectural elements is fairly varied. The first variation is the gable versus the hipped roof. Although much of the façade treatment is not affected by the shape of the roof, some minor differences can be discerned. A ca. 1815 example (with Colonial Revival updates), located at 307 Lewis Street, exhibits features common to the hipped-roof type (Figure 96). Whereas the hipped

roof diminished window space on the top floor, a small pedimented dormer was commonly placed on the façade slope to provide extra light and space on the interior. In addition, the heavier nature of the roof shape and detail, as opposed to a simpler side-gable roof, was balanced by a deeper portico. The Rowe House, located at 801 Hanover Street, has many of the stylistic benchmarks of the Federal style as seen in its two-story symmetrical brick façade, side-gable roof, leaded-glass tracery, and large 9/9 wood sash windows. The dwelling's more unique elements are illustrated by two large double-leaf wood paneled doors and a large English basement (Figure 97).

The second and most significant variation is the porch style, or lack thereof. The most sterile examples of the style lack any porch or portico to break up the uniformity of the façade, as seen at 1202 Prince Edward Street (Figure 98). More elaborate examples feature either an entry portico or a larger façade porch, both of which are supported by classical columns. Ionic columns appear to be the dominant feature on examples in Fredericksburg. Sidelights and either a transom or fanlight typically frame the entry bay, which is otherwise unadorned with classical embellishments. Almost ubiquitous to the Federal style is the leaded-glass tracery with curvilinear motifs that adorns the side and transom lights. Fenestration is evenly spaced and typically very plain. Splayed lintels support the window openings on brick examples. Occasionally modillions embellish the bed molding of the cornice. 1201 Princess Anne Street, an 1812 Federal-style dwelling, exhibits a number of these features, including the Ionic porch, splayed lintels, modillions, and leaded-glass tracery in the side and fanlights (Figure 99). Although the porch posts have been replaced with wrought iron, 1108 Princess Anne Street, ca. 1810, is an excellent example of the subtype with portico (Figure 100). This example too has a hipped roof, but the roof is shallower and lacks the addition of dormers, thus the portico is more restrained.

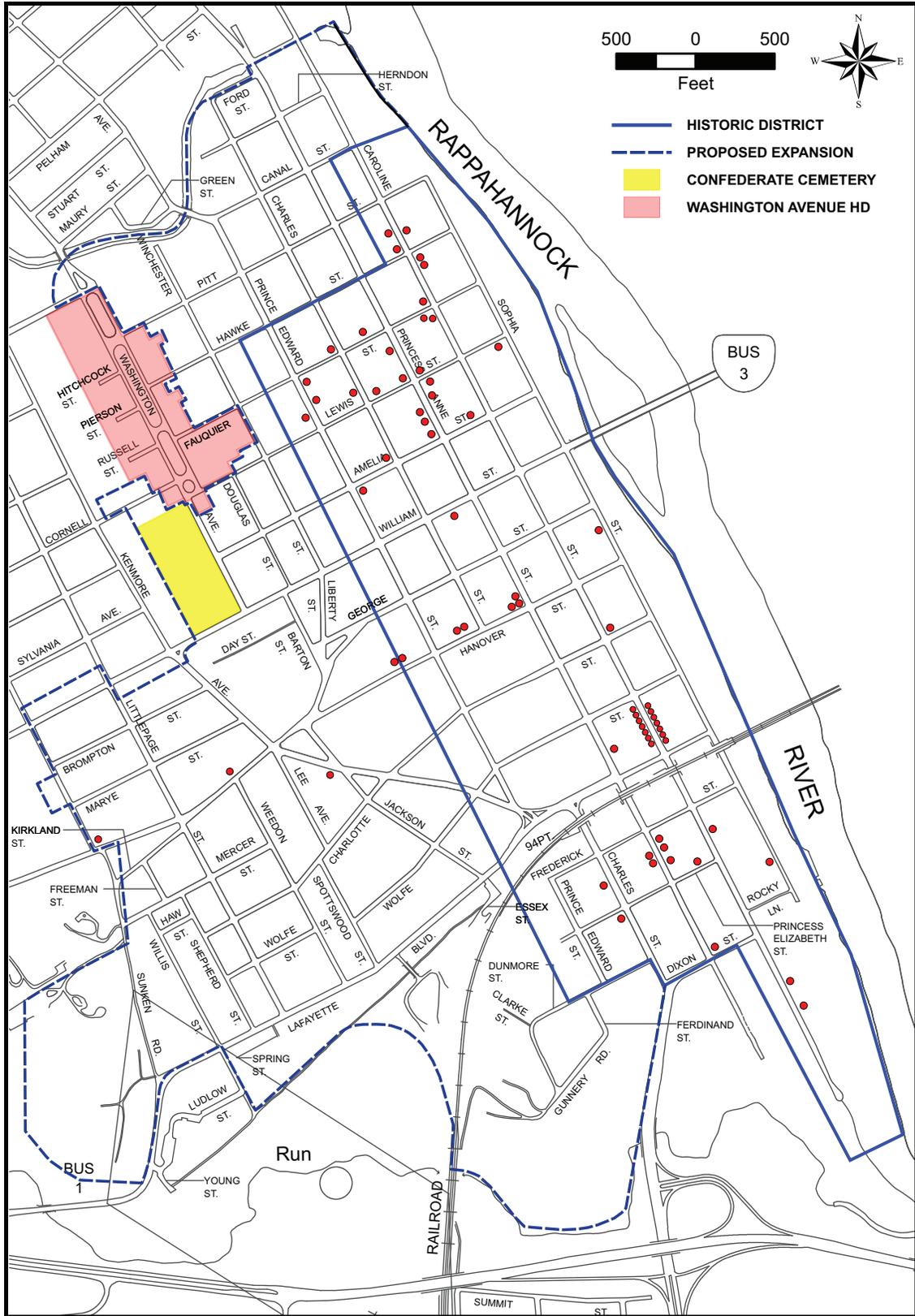


Figure 94. Distribution of Domestic buildings in the study area dating to the Early National Period.



Figure 95. Federal dwelling, 1210 Princess Anne Street, 1790.



Figure 96. Federal dwelling with Colonial Revival updates, 307 Lewis Street, 1815.



Figure 97. Federal dwelling, 801 Hanover Street, ca. 1820.



Figure 98. Federal dwelling, 1202 Prince Edward Street, 1796.



Figure 99. Federal dwelling, 1201 Princess Anne Street, 1812.



Figure 100. Federal dwelling, 1108 Princess Anne Street, ca. 1810.

The asymmetrical examples are more modest and less true to the Federal-style ideals but boast a number of the important architectural features. Examples in Fredericksburg are predominantly brick, are two or two-and-one-half stories, and have side-gable roofs. The Federal style is simply expressed by the splayed window lintels and the elegant tracery in the transom light above the door. Porches are never present on the Fredericksburg examples. Like the commercial buildings of the era, these asymmetrical examples often received rows of small, one-bay, gable-roof dormers along the front roof-slope. Generally considered a throwback to medievalism, the gable-roof dormers are not true to the style; rather they represent a vernacular interpretation. Two excellent examples of the asymmetrical form is found at 1111 Princess Anne Street (Figure 101) and 301 Amelia Street (Figure 102). Constructed ca. 1810 and 1817, respectively, the two dwellings exhibit a very restrained form of the late Federal style, with taut wall planes, splayed lintels, and small tracery embellishment atop the doors. The gable dormers and end chimney provide a more medieval touch. 708-708½ Kenmore Avenue is another extant example of a vernacular Federal-inspired dwelling (Figure 103).

Asymmetrical Federal-style dwellings were commonly constructed in the commercial core as attached row houses. The dwellings at 312 William Street, 1818, and 701 Caroline, ca. 1825, possess nearly all of the same qualities as the detached examples, yet their massing is more restrained (Figures 104 and 105). On the other hand, a much simpler, more distilled Federal-style row house, also dating around 1825, is located at 516 Caroline Street (Figure 106). The only expression of classicism is found in the small transom above the right-bay entrance and the corbelled cornice. The splayed lintels and multi-glazed windows, however, were typical of the Federal style, if not wholly classical in meaning; while the steeply pitched gable roof, end chimney, and small dormers cling to medieval precedents.

The Thomas Know/Proctor House, located at 712 Kenmore Avenue, illustrates one of the more interesting late Federal stylings found in Fredericksburg. According to the building plaque, the house was constructed in 1849; however, the massing and details suggest an earlier building date, perhaps 1825 to 1830. The one-and-a-half-story house, constructed of 5/1 brick bond, has an English basement. The slate shingled roofline is distinctive for its wide frieze, complex molding, and the band of three-light hinged windows underneath the roofline, elements seen more often in New England houses and which rarely appear in Southern dwellings of this period (Figure 107).

Despite the popularity of the Federal architectural style and its vernacular interpretations, older styles were still used during this period. An example can be seen at 919 Hanover Street. (Figure 108). According to the historical plaque, this one-and-half-story, frame and weatherboard house was built ca. 1840 for James Wilkins, a free black. However, based on the building's earlier stylistic traits, it may have been constructed about three decades earlier.

Antebellum Period (1830–1860)

A rising nationalism in years following the Revolutionary War fully formulated during the Antebellum Period. Anti-British sentiment ran even higher after the War of 1812, urging Americans to more fully divorce themselves from the influence of European culture. The competing architectural styles of the early nineteenth century, particularly the Georgian and Federal, were all derived from European precedent. Architects began the quest for a truly national style that reflected the democratic ideals of the country. This search came to an end after the Greek War of Independence in 1822. Americans drew parallels with their own fight for independence, and they also regarded Greece as the first true democracy and the homeland of Western Civilization. The Greek Orders would thus exemplify the ideals of



Figure 101. Federal dwelling, 1111 Princess Anne Street, ca. 1810.



Figure 102. Federal dwelling, 301 Amelia Street, 1817.



Figure 103. Federal dwelling, 708-708½ Kenmore Avenue, ca. 1820.

*Figure 104. Federal dwelling,
312 William Street, 1818.*





Figure 105. Federal dwelling, 701 Caroline Street, ca. 1825.



Figure 106. Federal row house, 516 Caroline Street, ca. 1825.



Figure 107. Federal dwelling, Thomas Know House (712 Kenmore Avenue), ca. 1825.



Figure 108. Vernacular dwelling, 919 Hanover Street, ca. 1810.

this young country and promote the equality of democracy.

The Greek Revival style placed a greater emphasis on rationality, order, and proportion. In its truest execution, the Greek Revival style displayed no unnecessary embellishments and all the disparate geometric elements were harmoniously balanced. The building would, in a sense, be broken down into its purest, simplest forms: triangular pediments, cylindrical columns, round domes, rectilinear blocks, and clean, ordered lines.

Due to the fact that the Antebellum Period was one of rapid residential development in Fredericksburg and that the Greek Revival style remained dominant during that period, there are a large number of extant resources that were clearly influenced by this national style (Figure 109). While both high-style and vernacular examples are present, the largest number of Greek Revival-style dwellings falls somewhere in the middle of that range.

High-style examples of the Greek Revival style are typically large, two-story, five-by-two-bay, symmetrically ordered, side-gable buildings. Full pediments, embellished with a full, flat entablature, frame the gable peaks. The Greek Revival porch is the hallmark of the style and is expressed in a number of forms: two-story full-width, one-story full-width, two-story portico, or one-story portico. Doric, Ionic, or Corinthian columns support either flat roofs or triangular pediments. A full, flat entablature runs beneath the eaves of the main roof and the porch roof. Side and transom lights flank the center-bay entrance, which may also be further embellished by flat pilasters and a flat pediment. Window openings on masonry examples are commonly supported by rectangular lintels, while wood-frame examples may boast simple, horizontal window hoods. Triangular lights are likely found in the gable peaks, and dentils may embellish the bed molding of the cornice. Due to the pedimented gable ends, chimneys are commonly located at the interior end rather than the exterior end. True high-style

Greek Revival dwellings were not found within the survey area.

Within the middle range of stylistic expression, i.e., those buildings that are more detailed than to be considered vernacular but more modest than comparative high-style examples, the two-story, side-gable dwelling with entry portico is by far the most common in the survey area. Being more modest than the high-style examples, these dwellings are typically only three bays wide and often have a side-bay entrance. Cornice returns or a full pediment embellish the gable ends, while a full entablature lines the eaves. The bed molding of the cornice may or may not be enriched with dentils. The portico is commonly either topped with a full pediment or a flat roof and is supported by Ionic, Doric, or Corinthian columns, with varying level of detail. Entry bays are flanked by sidelights and topped with a transom light. Window openings on masonry examples are commonly supported by rectangular lintels, while wood-frame examples may boast simple, horizontal window hoods. Gable peaks will frequently boast triangular lights. Two extant examples in the Fredericksburg survey area display different interpretations on this subtype. 404 Hanover Street, constructed in 1842, is a symmetrically ordered, three-bay-wide, hipped-roof example that features a center-bay portico (Figure 110). A flat entablature embellishes the eaves, and molded hoods crown the window openings. Notice also the geometric tracery in the transom light over the door that is a sharp contrast to the curvilinear tracery of the Federal style. 406 Hanover Street, constructed in 1848, is an asymmetrical, three-bay-wide, hipped-roof example with a full-width Ionic porch and a flat entablature at the eaves (Figure 111). Dentils embellish the full entablature of the porch roof and a transom light with geometric tracery tops the main entrance.

In the Fredericksburg survey area, these dwellings may be found free-standing, as duplexes, or as row houses. The symmetry of the style translated well to the mirror-imaging of the side-by-side at-

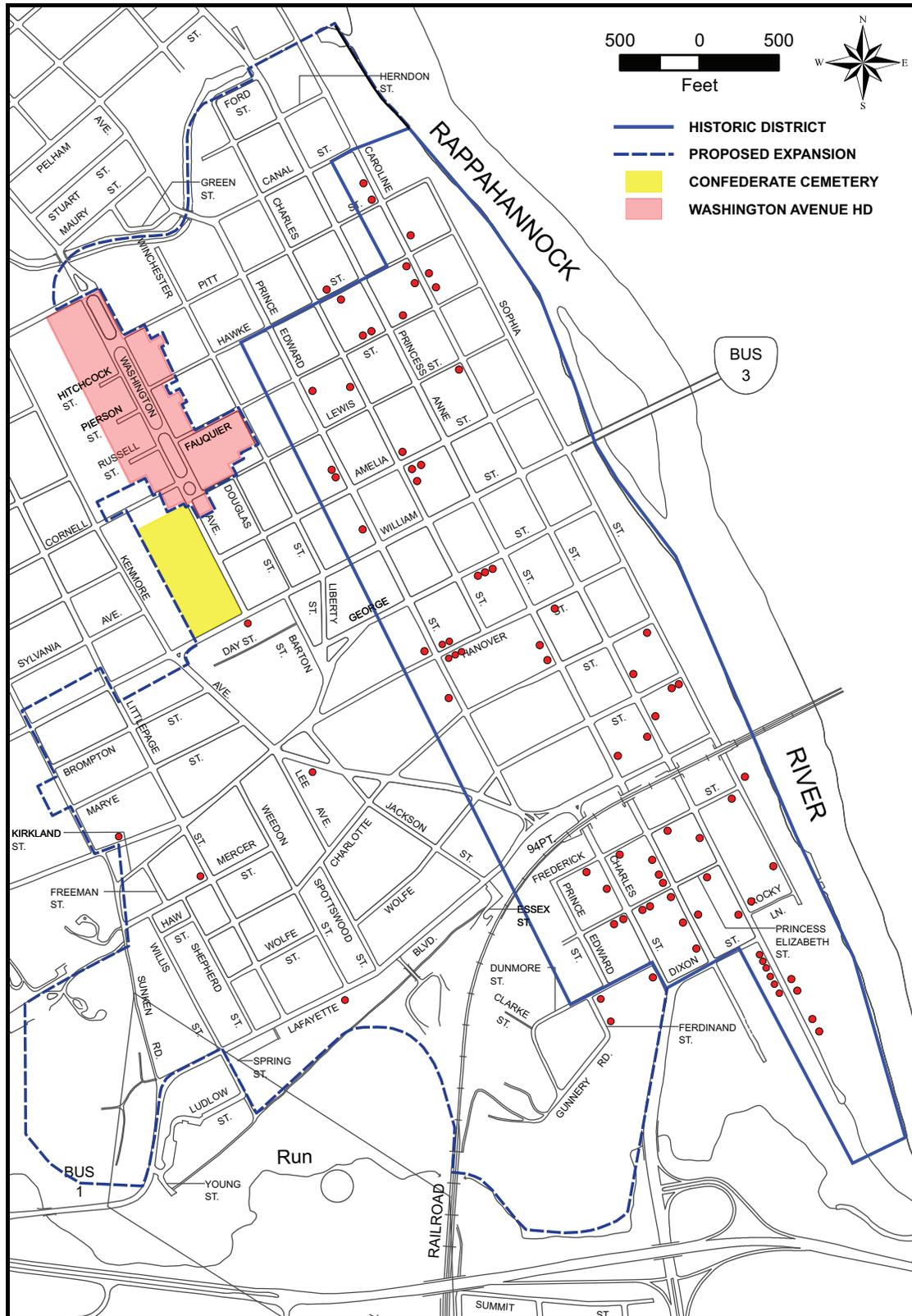


Figure 109. Distribution of Domestic buildings in the study area dating to the Antebellum Period.



Figure 110. Greek Revival dwelling, 404 Hanover Street, 1842.



Figure 111 Greek Revival dwelling, 406 Hanover Street, 1848.

tached units, and the order and proportion served well in the construction of row houses. The duplex at 136–138 Caroline Street, constructed in 1855, is an excellent example of the symmetry found in these Greek Revival duplexes (Figure 112). Three row houses along the 300 block of George Street demonstrate the variations on the Greek Revival style as well as the suitability of the style for attached dwellings (Figure 113).

The most common of the vernacular Greek Revival subtypes within the Fredericksburg survey area are those with a two-story, side-gable massing; cornice returns; a wide frieze board or full entablature at the eaves; side and transom lights; and a full-width porch of portico of either Doric or squared columns. Varying levels of detail may also accompany this basic form, such as a dentiled cornice and rectangular lintels or window hoods. Two extant ca. 1850 examples in the Fredericksburg survey area display different interpretations on this subtype. 704 Prince Edward features a full-width Doric porch that has a cornice enriched with dentils; side and transom lights; and rectangular window lintels (Figure 114). 218 Princess Anne Street features an entry portico supported by square columns; a bracketed, dentiled cornice; side and transom lights; and window hoods (Figure 115). The brackets in the cornice and the square posts indicate influence of the Italian Renaissance movement, which was gaining momentum in the middle of the nineteenth century but would not fully manifest in southern cities until the Victorian period. The ca. 1858 Stratton House (700 Littlepage Street) is a more restrained building but, with its handsome porch and roof detail, illustrates yet another interpretation of the Greek Revival style (Figure 116).

The Greek Revival style in its most distilled form is suggested on the modest, two-story, gable-front dwellings that rapidly filled working-class neighborhoods during the mid-nineteenth century. Few if any recognizable Greek Revival details exist on these vernacular dwellings. A small

transom light, cornice returns, a pedimented door hood, or a triangular louvered light in the gable peaks may be all that link these buildings to their antecedents. Due to the dense residential growth, particularly in locations around mills, many of these vernacular Greek Revival dwellings were constructed as duplexes (Figure 117).

In contrast to the embrace of the Greek Revival style as the national style of the era, many architects were experimenting again with the ideals of Roman Classicism. The Early Classical Revival style emerged during the same period as the Greek Revival style but was seemingly never a major contender for being the dominant style. Although often very similar in their appearance, the use of the Roman Orders is the key to distinguishing the Early Classical Revival dwellings. Typically constructed only in high-style forms, the Early Classical Revival dwelling commonly boasts a two-story portico supported by Tuscan or Roman Ionic columns. The symmetrical, side-gable massing is very similar to the Greek Revival counterpart. Two examples have been identified in the study area: at 307 Amelia Street and 408 Hanover Street (Figures 118 and 119). Constructed in 1834 and 1854, respectively, 307 Amelia Street and 408 Hanover Street both exhibit the monumental, two-story, full-width, columned portico and symmetrical façade that characterize the Early Classical Revival style. Both feature Roman Tuscan columns and leaded-glass tracery, which is more closely tied to the Federal-style precedents than the dominant Greek Revival style of the era. The columns on the earlier 1834 building display the Tuscan order in its truest sense, with slab plinths and no fluting (Figure 120). However the 1854 building merges the fluting that is more common to the Greek Doric order with the plinth that is more common to the Tuscan order, suggesting an influence of the Greek Revival style, which, at this point in the century, had been dominant for several decades.



Figure 112. Greek Revival duplex, 136-138 Caroline Street, mid-19th century.



Figure 113. Greek Revival row houses, 300 block of Hanover Street, mid-19th century.



Figure 114. Greek Revival dwelling, 704 Prince Edward Street, ca. 1850.



Figure 115. Greek Revival dwelling, 218 Princess Anne Street, ca. 1850.



Figure 116. Greek Revival dwelling, Stratton House (700 Littlepage Street), 1858.



Figure 117. Vernacular Greek Revival duplex, 401 Sophia Street, 1843.



Figure 118. Early Classical Revival dwelling, 307 Amelia Street, 1834.



Figure 119. Early Classical Revival dwelling, 408 Hanover Street, 1854.



Figure 120. Tuscan column, 307 Amelia Street, 1834.

Civil War (1861–1865)

All progress in Fredericksburg was halted during the Civil War, as it became a major battleground for the Union and Confederate troops. A large number of dwellings and commercial buildings were destroyed or damaged during the war, erasing a significant portion of the city's architectural record.

Reconstruction and Growth (1865–1917)

Despite a sluggish period of economic growth in Fredericksburg following the Civil War, residential growth was phenomenal during the Reconstruction and Growth Period. Of the nearly

1,142 surveyed domestic resources, 446 date from the Reconstruction and Growth Period. Only 82 remain from the previous Antebellum Period, and only 242 remain from the following period between World War I and World War II. The establishment of an industrial economy in the wake of the collapsed plantation system lured factory workers into the city. The population growth was also due to the settlement of free blacks after the war. Existing neighborhoods burgeoned, and new neighborhoods grew further out from the center of the city (Figure 121).

A number of revolutionary technologies significantly transformed the design and construction of buildings during the Victorian period. Industrialization brought mass-produced, machine-made building materials and architectural features that could be easily shipped via railroad across the nation. Previous restrictions on size and appearance were lifted as the affordability of materials allowed for more elaborate construction. In this sense, class boundaries were being transcended, as the lower classes were able to afford a new level of luxury not available in previous decades. The industrial era also ushered in a new “Gilded Age” of wealth accumulation. While the middle class was able to move up in ranks, the gap was growing even wider between the industrial barons and the factory workers who barely made a living wage. In a reaction against the excesses of the years following the Civil War, many people were calling for social reforms and a general progressivism that would counter the doctrines of capitalism.

In tandem with these economic and social upheavals was the continued struggle to balance order and classicism with the romantic and the picturesque and to find a truly national architectural style that would break free from European precedent. The quest for those styles was caught in the middle of these debates and tensions. Rather than a single, dominant style, a number of competing styles that rode the waves of the shifting cultural values were executed during this period.

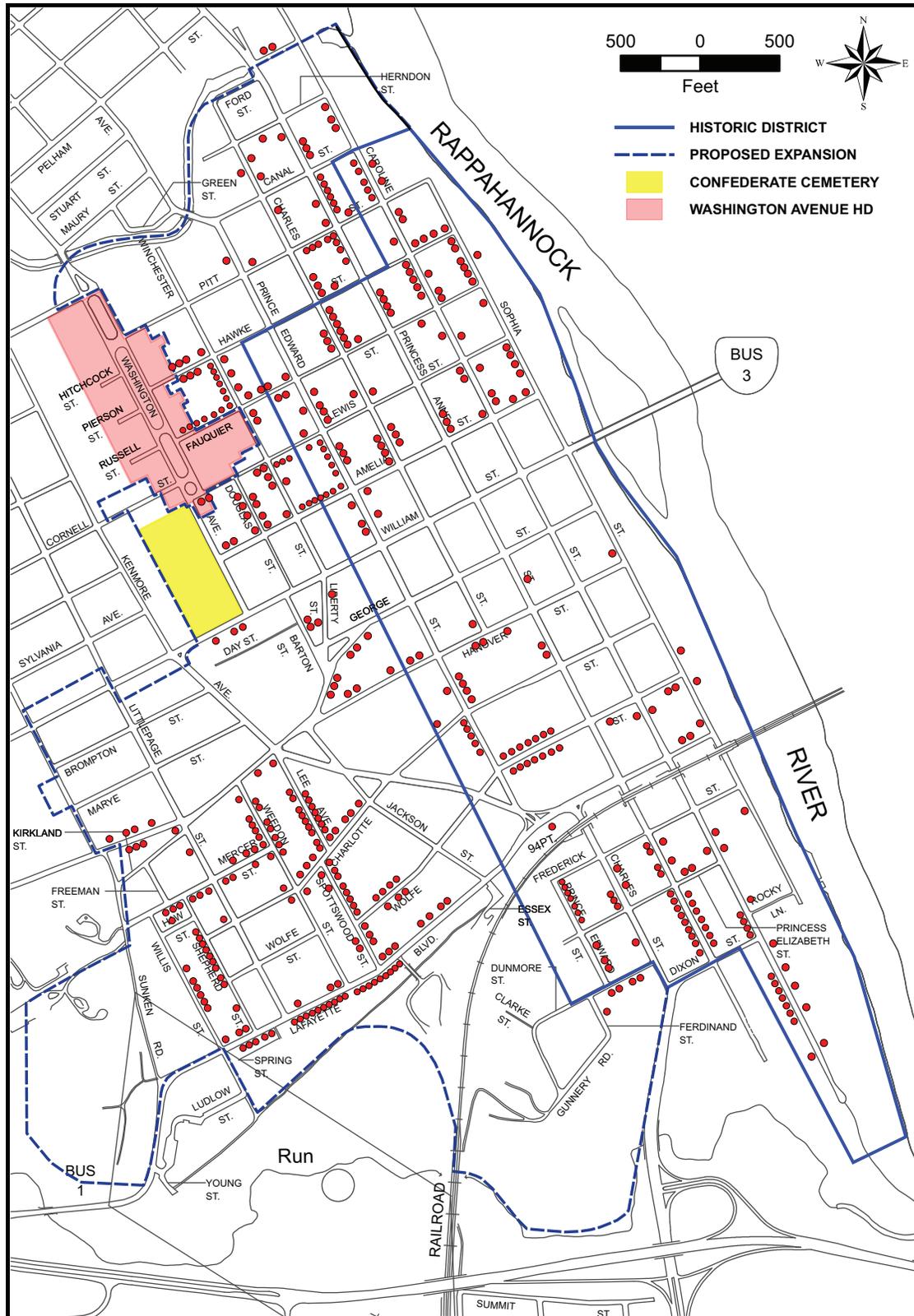


Figure 121. Distribution of Domestic buildings in the study area dating to the Reconstruction and Growth Period.

Romantics continued to look for ideals in the Italian Renaissance or the Gothic Revival. Styles such as the Queen Anne and High-Victorian Gothic were suitable for the lavish ornamentation of the wealthy class. Traditionalists and those who grew weary from the excesses of the Victorian period looked to the past for period styles that would recall simpler times. And a number of individual architects developed their own personal styles that truly became the first American styles. Because of the large number of vastly different styles emerging or resurging during this period, eclecticism became quite common. Architects and builders began selecting details from different styles to be fused into one building. This trend produced some ostentatious high-style architecture and, more importantly, produced much of the diverse vernacular Folk Victorian architecture found across the country.

As fully synthesized examples of the high Victorian styles are generally absent from the architectural record in Fredericksburg, as is the case in many southern cities that experienced their economic peak in the Antebellum years, only a handful of examples of the Italianate have been identified in the historic area. An unusually elegant representative is located at 205 Caroline Street and boasts the prominent, square tower that balances the disparate blocks of the building; the enriched cornice; the ornate, wrapping porch; and the molded window hoods that characterize the style (Figure 122). In a vernacular interpretation of the style, 309 Princess Anne Street exhibits a flat-roof, rectangular massing, a bracketed cornice, hood moldings, and side and transom lights (Figure 123). This distilled version of the style is significantly more prevalent in Fredericksburg than the higher-style examples, and the various components that are characteristic of the Italianate style are commonly applied to the eclectic, Folk Victorian dwellings of this period.

A similar style, both in its details and in its rarity within the historic district, is the French Second Empire. With the exception of the character-

defining mansard roof, the Second Empire style frequently takes on the same form and expresses the same classical detail as the Italianate style. An even smaller number have been identified in the survey area. An excellent example, which boasts a pressed-tin, mansard roof, bay window, bracketed cornice, and columned porch, is located at 402 Hanover Street (Figure 124).

The influence of the Queen Anne style is extremely prevalent within Fredericksburg. However, true high-style examples of the style do not exist. By the time the Queen Anne fully emerges within the city, the style, on a national level, is already being replaced by period revivals and a resurgence of classicism. Due to the late arrival of the style and the hesitancy of Fredericksburg to abandon the classical elements of colonial architecture, the residential buildings from this time period typically demonstrate a transitional phase between the exuberance of the Queen Anne and the rationalism of the Colonial Revival styles. Two examples that illustrate this concept are located at 1206 Prince Edward Street and 1100 Prince Edward Street (Figure 125 and 126). While 1206 Prince Edward Street boasts the tower, the wrapping porch with turned posts, the patterned shingles, and the prominent bay windows that are all characteristic of the style, the massing of the building is very ordered and the elaborate embellishments true to the Queen Anne style are not present. The details and massing of 1100 Prince Edward Street are more in line with the Victorian ideals, as seen in the irregular, broken roofline; prominent tower; stained-glass and bay window; and gable stickwork; but the dwelling still displays a number of classical details, most notably the Ionic porch and paired, multi-glazed windows. Only a very small number of extant resources within the survey area have the Queen Anne-style tower.

Whereas the previously mentioned Queen Anne examples displayed several Colonial Revival details, their overall stylistic language was that of the Queen Anne. At the same point in time, around the turn of the century, a transitional



Figure 122. Italianate dwelling, 205 Caroline Street, ca. 1885.



Figure 123. Italianate dwelling, 309 Princess Anne Street, 1883.



Figure 124 Second Empire dwelling, 402 Hanover Street, 1888.



Figure 125. Queen Anne dwelling, 1206 Prince Edward Street, 1899.



Figure 126. Queen Anne dwelling, 1100 Prince Edward Street, 1901.

building form was being developed that would come to be considered a style all its own. Over a period of a few years, a large number of these Queen Anne-Colonial Revival transitional-style buildings were constructed, fusing the two competing styles into one synthesized form. Despite several variations on these transitional buildings, a number of general unifying themes can be identified. The extant examples in Fredericksburg generally feature two distinct blocks: a large, hipped-roof block to the rear and a pedimented, gable-front block that protrudes from the façade and is often canted to form a two-story bay-window pavilion. However, several simpler examples feature only the pedimented, gable-front block. The tympanum of the pediment on the gable façade is adorned with patterned, wood shingles and possibly a pair of casement windows. A porch, commonly of the Tuscan order that was popularized by the Colonial Revival style, either wraps the

entire façade or is located at the junction of the two blocks. A number of other embellishments may be present from bay windows, to brackets, to stickwork and bargeboards. As the period of significance for the transitional-style dwellings coincided with a rapid growth in population, these buildings are numerous in the historic area. A modest example that features just the gable-front block is located at 614 Prince Edward Street (Figure 127). The fish scale shingles in the gable peak, the raking roof eaves, and the spindlework of the screen door all suggest a lingering influence of the Queen Anne, while the Tuscan porch, pedimented roof, and dentils embrace the Colonial Revival style. 607 Hawke Street demonstrates the two-block form with bay-window pavilion (Figure 128). Note the gable shingles, the quarreled window, and the Tuscan-columned porch. While the previous two examples featured Tuscan-columned porches, an exquisitely detailed example at 511



Figure 127. Transitional-style dwelling, 614 Prince Edward Street, 1910.

Fauquier Street has an ornate porch with turned and bracketed posts (Figure 129). Bargeboards and decorative stickwork embellish the gable peak. Despite these Victorian-inspired details, the building form, featuring the two-part block with bay-window pavilion, the cornice modillions, and the wide frieze board anchor the dwelling into the order of the Colonial Revival style.

It was during this time period that the Colonial Revival style hit full stride, and although there were a number of competing architectural styles, it remained dominant in Fredericksburg. Whereas much of the classical language of the Colonial Revival period in Fredericksburg either has been superimposed over seemingly incompatible buildings forms or has received architectural embellishments from a competing style. Nonetheless, several good examples do exist in the Fredericksburg historic area.

Two main high-style examples are prevalent: the gable-roof subtype and the hipped-roof subtype. Both subtypes are based upon the Georgian style of the eighteenth century and exhibit such

details as classical door surrounds that feature flat pilasters, pediments and/or entablatures, sidelights, and transoms or fanlights; multi-glazed, double-hung sash windows; and enriched cornices. Porches or porticos are common on the larger, more elaborately detailed examples, are generally supported by Tuscan or Ionic columns, and boast pediments and enriched cornices. A Palladian

window is often centered over the primary entrance. Gable-roof examples feature cornice returns on the gable ends, prominent end chimneys, often flanked by quarter-round fanlights, and one-bay dormers evenly spaced across the roof slope. An excellent, high-style example is located at 1105 Princess Anne Street (Figure 130). This ca. 1900, five-by-two-bay, side-gable dwelling features a full-width, pedimented porch; a pedimented dormer; a wide frieze board; and side and transom lights. Hipped-roof examples commonly feature one dormer on the front slope and interior chimneys that rise from the side slopes. A more modest yet finely detailed example of the hipped-roof style is located at 1107 Prince Edward Street (Figure 131). This ca. 1900 dwelling is notable for its elegant Palladian windows, on the center bay of the second story and on the pedimented dormer, its flat-roof portico with second-story balcony, and its side and transom lights with leaded-glass tracery.

In tandem with the rejuvenation of colonial styles in the early twentieth century was a revival



Figure 128. Transitional-style dwelling, 607 Hawke Street, 1890.



Figure 129. Transitional-style dwelling, 511 Fauquier Street, 1896.



Figure 130. Colonial Revival-style dwelling, 1105 Princess Anne Street, ca. 1900.



Figure 131. Colonial Revival-style dwelling, 1107 Prince Edward Street, ca. 1900.

of the rational classicism that was promoted by Jefferson and his contemporaries in the late eighteenth century. A rare example of a residential subtype that features a full-width one-story porch beneath a two-story entry portico is located at 1601 Caroline Street (Figure 132).

The most dominant building form that was constructed in Fredericksburg during this period was the vernacular Folk Victorian, which was less of a style and more of an eclectic collection of elements from a diverse array of popular architectural styles. In Fredericksburg, the Italianate, Queen Anne, Colonial Revival, and Craftsman were the common styles from which varying details were selected. Although seemingly the building subtypes could be endless, a few major themes unify those in the historic area of Fredericksburg.

The most widespread form is the two-story, three-bay, side-gable or hipped-roof dwelling with portico or full-width porch. This form suggests an adherence to classicism rather than an interest

in the Victorian era; Fredericksburg's prosperity peaked during the early years of its settlement, and, although industry emerged during this period, it was only moderate in its economic stability. Therefore, the Colonial Revival style could reflect a desire to return to a better, simpler time of prosperity in the colonial era.

The greatest variations found within these vernacular dwellings are the type of porch columns, the cornice embellishments, and the entry bay details. Following is a sampling of these architectural variations. 1205 Prince Edward Street, constructed in 1880, is of the hipped-roof variety and displays influence of the Italianate style in the bracketed cornice (Figure 133). A more elaborate example with a more advanced expression of Victorian exuberance is found at 1203 Prince Edward Street (Figure 134). This example truly embraces the ideas of the Queen Anne style, as seen in the elaborate millwork around the porch and the extra embellishments along the brack-



Figure 132. Neo-Classical dwelling, 1601 Caroline Street, 1905.



Figure 133. Folk Victorian dwelling, 1205 Prince Edward Street, ca. 1880.



Figure 134. Folk Victorian dwelling, 1203 Prince Edward Street, 1879.

eted frieze. A good example of a vernacular Folk Victorian with strong Queen Anne influences is 808 Weedon, with its exuberant gable finish that includes a molded wood cornice with a small pendant in the peak, a molded bargeboard, sawtooth shingles, and a small, central Queen Anne light (Figure 135). A similar roof treatment is found down the street at 817 Weedon Street. This house has a distinctive one-story, one-bay porch with a single-leaf Queen Anne door with molded wood ornament (Figure 136). Although 921 Hanover Street (ca. 1899) lacks the intricate detail of these examples on Weedon Street, it features a turret and pedimented pent bay block (Figure 137). The next two examples, found at 1409 Caroline Street and 519 Amelia Street are more restrained versions of the vernacular Queen Anne (Figures 138 and 139). The turned, bracketed posts are simple, as are the brackets and dentils along the cornice. Turned porches and cornice embellishments are also commonly found on two-story shed-roof dwellings during this period, as seen at 210 Princess Anne Street (Figure 140). It is possible that the boxy, shed-roof massing has had very distilled Italianate influence. Colonial Revival porches, executed in the Tuscan order, often appear on these building forms, as seen at 311 Wolfe Street (Figure 141). Although the Craftsman style did not become widespread until the 1920s and 1930s, many Folk Victorian dwellings were constructed with or updated with the ubiquitous battered columns towards the end of this period, as seen on an example at 317 Wolfe Street (Figure 142).

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

The period between the world wars is one of tumult, both socially and economically. Within roughly two decades, the United States experienced unprecedented prosperity, sunk into the nation's greatest economic depression, and was catapulted again into a world war. The rise of the automobile, which was finally becoming accessible to the American masses, dramatically

impacted the built and natural landscapes and the everyday lives of the growing middle class. Increased mobility allowed development to spread out from the urban core, and, with improvements in transportation networks, communities were able to be linked nationwide. Much of the traditional ethos of the previous era was replaced by an innate desire for innovation. While a great number of Americans sought to physically and psychologically break free from the conventions of Victorian society, many looked back to the previous centuries as a simpler time that was not corrupted by the rampant commercialism of the interwar period. The tensions of the era are manifested in the competing architectural orthodoxies, which were epitomized in the high-style examples and rapidly diffused throughout the burgeoning middle class neighborhoods.

The eclecticism that characterized the previous period was still evident in the years following the First World War. Vernacular interpretations of the major domestic architectural styles fused the varying components into what can be recognized as specific building types. Adding to the spread of the domestic styles were the mail-order catalog companies that popularized kit houses. Whereas the mail-order home styles were influenced by the popular residential styles of the era, these catalog homes also served to influence the evolving democratic ideals of modest, cozy, affordable dwellings in picturesque, truly American styles. The majority of the extant domestic buildings in Fredericksburg from this time period can be categorized as eclectic expressions of the popular styles.

Traditionalists continued to hark back to the classicism of the colonial period, a time that Americans increasingly viewed as simpler and more pure. Although the Colonial Revival style first appeared in 1876, the style did not become dominant until the early part of the twentieth century for the average working and middle-class neighborhoods.



Figure 135. Folk Victorian dwelling, 808 Weedon Street, ca. 1912.



Figure 136. Folk Victorian dwelling, 817 Weedon Street, ca. 1905.



Figure 137. Folk Victorian dwelling, 921 Hanover Street, ca. 1899.



Figure 138. Folk Victorian dwelling, 1409 Caroline Street, ca. 1880.



Figure 139. Folk Victorian dwelling, 519 Amelia Street, 1880.



Figure 140. Folk Victorian dwelling, 210 Princess Anne Street, ca. 1875.



Figure 141. Folk Victorian dwelling, 311 Wolfe Street, ca. 1890.



Figure 142. Folk Victorian dwelling, 317 Wolfe Street, ca. 1885.

Progressives, in a rejection of the materialism of the Victorian era, conceived of purified building forms that would part from historical precedent and embrace a more romanticized, democratic vision of home life. The Arts and Crafts style abandoned the artificiality of late-nineteenth-century architecture and returned to the ideologies of medieval architecture, celebrating the picturesque qualities of the irregular form; the honesty of the craftsmanship, as expressed in the exposed joinery and heavy wood trim; the integration with nature and vernacular building materials; and cozy domesticity. Whereas high-style Arts and Crafts homes served as paradigms for these ideals, the diffusion of the style into the more modest middle-class neighborhoods resulted in significantly more distilled detail and a lack of the honesty for which the Arts and Crafts philosophy strove. Like the Arts and Crafts movement, the school of thought behind the Prairie style idealized honesty in construction and the virtues of nature. Influenced by Japanese design, the Prairie style, as synthesized by notable Chicago architect Frank Lloyd Wright, emphasized simplicity of form, open room plans, horizontal lines, a fusion of indoor and outdoor spaces, and a central hearth that would symbolize the warmth of the domestic sphere. Whereas the Arts and Crafts style, more commonly known as Craftsman, idealized handcrafted workmanship, Wright revered the machine and its ability to produce clean, efficient lines. The use of the machine, as well, would aid in the availability of these building styles to a broader market.

A wide variety of Colonial Revival-style subtypes, both high-style and vernacular, have been identified within the survey area (Figure 143). While the symmetry of form and classical details are prominently expressed on high-style examples, the vernacular subtypes loosely cling to the tenets of this traditional architectural language. Two main high-style examples are prevalent: the gable-roof subtype and the hipped-roof subtype. Both are based upon the Georgian style of the eighteenth century and exhibit such details as classical door

surrounds that feature flat pilasters, pediments and/or entablatures, sidelights, and transoms or fanlights; multi-glazed, double-hung sash windows; and enriched cornices. Porches or porticos are common on the larger, more elaborately detailed examples. Typically, porches are supported by Tuscan or Ionic columns and boast pediments and enriched cornices. A Palladian window is often centered over the primary entrance. Gable-roof examples feature cornice returns on the gable ends, prominent end chimneys, often flanked by quarter-round fanlights, and one-bay dormers evenly spaced across the roof slope. Hipped-roof examples commonly feature one dormer on the front slope and interior chimneys that rise from the side slopes. By the 1920s in Fredericksburg, however, the high-style Colonial Revival examples were more modest than earlier examples of the style, reflecting the trend of the interwar period toward dwellings of a smaller scale. As the period continued toward World War II, the style became more diluted, and the overall form of the building smaller and more restrained. 1111 Prince Edward Street is an excellent, finely detailed example of the side-gable type, as seen in the survey area, with a prominent, full-width, Tuscan porch (Figure 144). Also notable on this 1917 dwelling are the modillions, pedimented dormers, quarter-round fanlights, side and transom lights, classical door surround, and cornice returns. Slightly more modest examples, such as 504 George Street, are quite common (Figure 145). The massing on this ca. 1925 example is more restrained, as it is only three bays wide and has no knee wall above the second floor. The portico, modillions, side and transom lights, and pedimented dormers are also common from this time period. By the 1940s, when building materials were more scarce, the side-gable, Georgian-revival building form was distilled to its most basic elements. 1308 Prince Edward Street is an excellent, ca. 1940 example (Figure 146). The two-story, symmetrical, side-gable massing is still present, but the only stylistic consideration is the classical door surround.

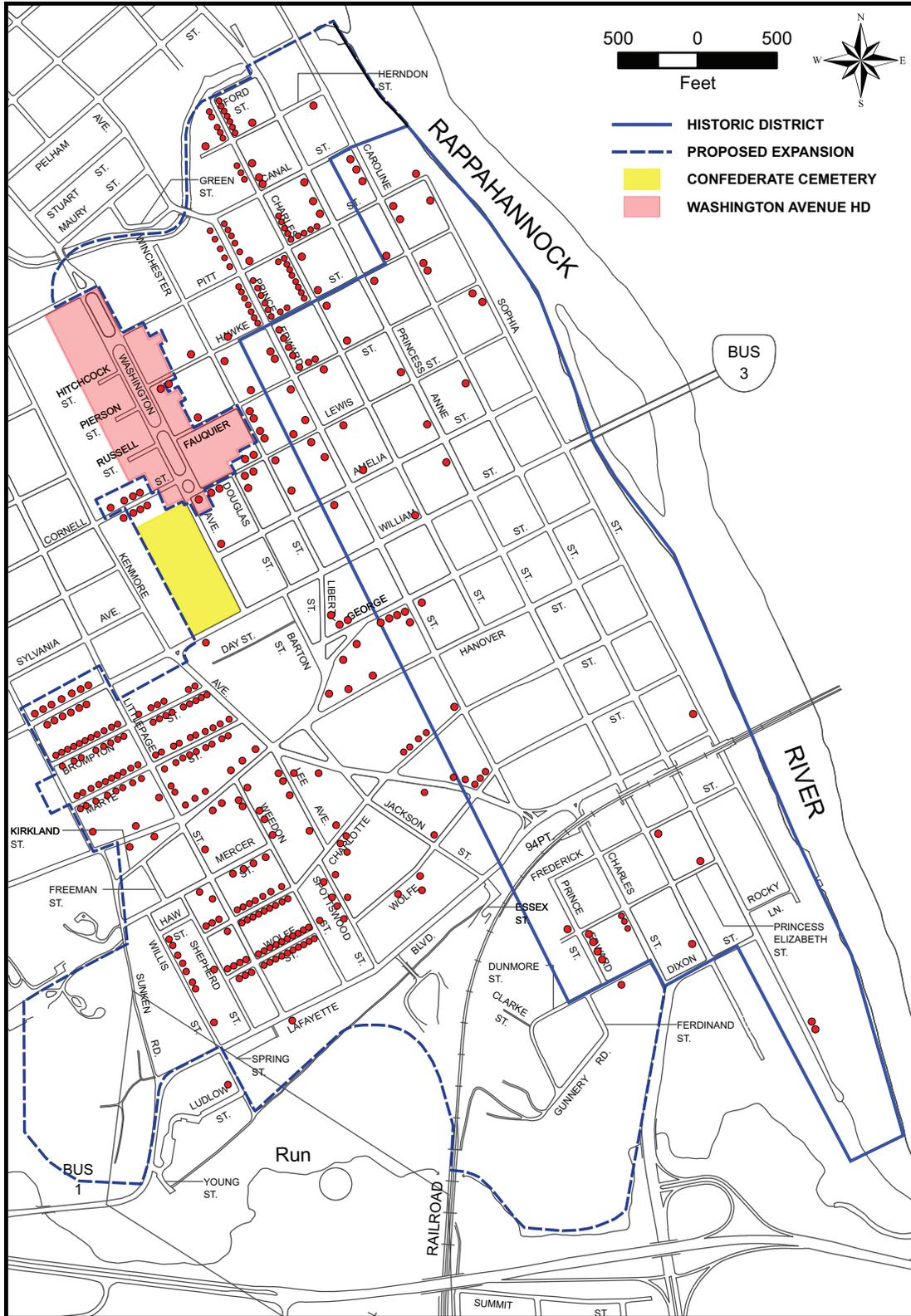


Figure 143. Distribution of Domestic buildings in the study area dating to the World War I to World War II Period.



Figure 144. Colonial Revival-style dwelling, 1111 Prince Edward Street, 1917.



Figure 145. Colonial Revival-style dwelling, 504 George Street, ca. 1925.



Figure 146. Colonial Revival-style dwelling, 1308 Prince Edward Street, ca. 1940.

Vernacular Colonial Revival dwellings are significantly more varied in their massing and detail. The most common form identified in the survey area is the two-story, side-gable or pyramidal-roof dwelling, with left or right-bay entrance, multi-glazed windows, full-width Tuscan porch, and wide frieze board. Side and transom lights or cornice brackets are also typical. Although this subtype evolved and reached its peak in the late nineteenth century and first two decades of the twentieth century, a few later examples are found during the interwar period. The side-gable examples were more prevalent during the Victorian era, while the pyramidal-roof subtype gained popularity in the early twentieth century. 1606 Charles Street, ca. 1920, is an excellent example, featuring a pyramidal roof, Tuscan porch, frieze board, and cornice brackets (Figure 147).

The Dutch Colonial Revival style gained popularity during this time period. The most common subtype features an eaves-front gambrel

roof and a wide, shed-roof dormer across the front slope; gable-front examples are less common. An excellent example of the Dutch Colonial Revival, constructed in 1942, is located at 1513 Prince Edward Street (Figure 148). In the neighborhoods bounded by William Street, Kenmore Avenue, Lafayette Boulevard, and Sunken Road, the Dutch Colonial Revival style emerged as one of the predominant house styles during 1930s and 1940s. 919 Marye Street, built ca. 1935, is a striking example of the Dutch Colonial Revival dwellings found in this area (Figure 149). The Cape Cod Revival style emerged at the tail end of the period, featuring the one-and-one-half-story massing and side-gable roof that was common to the early colonial version of the style. Both the Dutch and Cape Cod revivals also boast simplified classical details, such as applied door surrounds, wide frieze boards, and multi-glazed windows. An excellent example of a Cape Cod Revival, constructed ca. 1940, is located at 1512 Prince



Figure 147. Colonial Revival-style dwelling, 1606 Charles Street, ca. 1920.



Figure 148. Dutch Colonial Revival dwelling, 1513 Prince Edward Street, 1942.



Figure 149. Dutch Colonial Revival dwelling, 919 Marye Street, ca. 1935.



Figure 150. Cape Cod-style dwelling, 1512 Prince Edward Street, ca. 1940.

Edward Street (Figure 150). The simplified details on these three examples are, in part, symptomatic of the rationing of materials during the war and, in part, a larger cultural shift toward the values of a growing middle class.

The first few decades of the twentieth century saw a rich diversity in American architectural styles that drew on influences as different as English Tudor and Spanish Mission architecture. In Fredericksburg, while many houses continued to follow the tried-and-true Colonial Revival style, there began to appear amid the side-gable roofs and neo-Georgian porches and columns, small Tudor Revival dwellings. The style, based on English vernacular houses of the sixteenth and early seventeenth centuries, was noted for its asymmetrical massing, steep rooflines, interesting gables, and casement windows. Examples on Brompton, William, and Marye streets exhibit varying expressions of the style through the use of a variety of materials and plans. Certainly one of the most visually striking Tudor Revival houses is found at 911 Marye Street. Among the details of this ca. 1940 house are three front-gable, engaged dormers with molded cornices and 6/6 wood sash windows that break the front south slope of the roof; a tall front brick chimney with corbelling; and a circle top entrance door (Figure 151).

Craftsman-style dwellings in Fredericksburg are typically modest and do not truly express the honesty of construction. Rather, these residential units have been adapted to the needs of the middle class by employing machine-cut lumber and architectural details and falsely suggesting the handcrafted joinery for which the style is known. Common features to the extant Craftsman dwellings in the survey area are the exposed rafter tails; broad, raking eaves; and battered porch columns. Additional wood trim, suggesting the underlying structural members, or Medieval-inspired quarreled windows are occasionally featured. One of the most comprehensive examples of the Craftsman style within the survey area is found at 409 Pitt Street (Figure 152). This ca. 1920 example, which

exhibits details that suggest it may be a mail-order home, epitomizes the machine aesthetic of the vernacular Craftsman style. The oversized roof brackets, exposed rafter tails, false half-timbering, battered columns, and broad eaves do not truly express the structure of the building, and they are evidently mass-produced. Another example of the Craftsman style, located at 1411 Prince Edward Street, combines the seemingly disparate ideals of the Arts and Crafts and Colonial Revival movements, thus truly capturing the eclecticism of the period and the vernacular interpretations of the popular styles (Figure 153). One of the most common building types of this period is the Colonial Revival dwelling with battered columns. Unlike the previous example, which applied a classical element to an otherwise Craftsman-style design, the dwellings at 1209 Winchester Street and 1305 Prince Edward Street have applied the battered columns to otherwise classically inspired designs (Figures 154 and 155). As the survey results reveal, the Colonial Revival style remained dominant over other late-nineteenth- and early-twentieth-century architectural styles. Therefore, this application of the character-defining details of contemporary styles atop traditional classically inspired building forms is quite commonplace in Fredericksburg.

The Prairie-style dwellings in Fredericksburg reflect the design elements of the American Foursquare, featuring a square, two-story massing; a low-hipped roof with broad, overhanging eaves; a four-room plan; and a full-width front porch. A hipped-roof dormer with either a casement or double-hung sash window is typically centered on the front slope of the roof. The front porch is supported by Tuscan or battered columns or heavy, square posts. The following three 1920s examples embody the ideals of the Prairie style, as it is expressed on the American Foursquare building type. 1306 Prince Edward Street features the Colonial Revival columns (Figure 156); 1212 Prince Edward Street features battered columns and exposed rafter tails (Figure 157); and 1413



Figure 151. Tudor Revival dwelling, 911 Marye Street, ca. 1940.



Figure 152. Craftsman dwelling, 409 Pitt Street, ca. 1920.



Figure 153. Craftsman dwelling, 1411 Prince Edward Street, ca. 1925.



Figure 154. Colonial Revival-Craftsman dwelling, 1209 Winchester Street, ca. 1920.



Figure 155. American Foursquare, 1305 Prince Edward Street, ca. 1925.



Figure 156. American Foursquare, 1306 Prince Edward Street, ca. 1920.



Figure 157. American Foursquare, 1212 Prince Edward Street, ca. 1920.

Prince Edward Street features heavy, square, brick posts (Figure 158). Note that all these examples possess nearly the same building form, and only the style of the porch posts varies greatly between the three dwellings.

A variety of bungalow types have been identified within the survey area. While all possess the modest, one-and-one-half-story massing and prominent front porch, the roof shape, porch style, fenestration pattern, and material treatments vary. None of the subtypes is noticeably dominant. A relatively common form has a hipped roof, a side- or center-bay entrance, and a simple, full-width front porch that is supported by battered columns, turned posts, or simple square posts (Figure 159). Also common is the side-gable type, which features a broad, overhanging side-gable roof that extends down over the front porch and a prominent gable-roof dormer on the front slope of the roof (Figure 160). Relatively uncommon is the brick, hipped-roof bungalow with inset porch and banks of sash windows (Figure 161). This

type was more commonly employed in larger, more dense urban areas. Another distinct form of the bungalow style is the frame cottage with a jerkinhead roof such as that found on 918 Marye Street (Figure 162).

New Dominion (1945–Present)

The post–World War II era experienced a massive population growth and building boom that pushed far past the existing boundaries of urban areas into newly planned, automobile-oriented, suburban developments. The post-war decades also ushered in a new era of modernism. As the traditionalists clung to the historicism of the Colonial Revival style, modernists looked to develop wholly modern forms that would reflect the economic prosperity of the new era.

The Colonial Revival dwellings of the period, although reflecting the classically inspired details of their colonial predecessors, were greatly simplified in their form and detail (Figure 163). Minimal Traditional and Ranch-style houses answered the



Figure 158. American Foursquare, 1413 Prince Edward Street, ca. 1925.



Figure 159. Bungalow, 1702 Charles Street, ca. 1925.



Figure 160. Bungalow, 407 Herndon Street, ca. 1930.



Figure 161. Bungalow, 1307 Prince Edward Street, ca. 1920.



Figure 162. Bungalow, 918 Marye Street, ca. 1930.



Figure 163. Cape Cod Revival-style dwelling, 1413 Winchester Street, ca. 1950.

burgeoning middle class needs for modest, affordable housing and modern living. Designed for sprawling suburban lots, the ranch house offered a long, low, one-story massing, while the Minimal Traditional house still clung, in a sense, to traditional buildings details, such as gable roofs, sash windows, and weatherboards (Figure 164). The Contemporary style, however, abandoned all sense of historicism and architectural ornament in favor of machine aesthetics, stark geometric forms, banks of casement windows, and synthetic materials. Only two examples of the Contemporary style were recorded in the survey area, and both are non-contributing due to age (Figures 165 and Figure 166).

Whereas the outer regions of Fredericksburg grew rapidly during the post-war building boom, the survey area, which was already fully developed by the mid-twentieth century, saw relatively little development. Residential units were interspersed as infill development within existing neighborhoods (Figure 167).

EDUCATION

Although education had long been valued by the elite, few Americans benefited from a formal education until the late nineteenth century. The economic and social ramifications of the Industrial Revolution, which promoted greater class divides and urban ghettos, spurred an era of progressivism and social reform. Both publicly funded government programs and privately funded philanthropic organizations brought educational opportunities and library facilities to communities across the country. The impact of these reforms on the growth of Fredericksburg after the Civil War, particularly in the African-American community, is demonstrated by the extant educational resources within the survey area (Figure 168).

Schools

Upon the ratification of the Underwood Constitution in Virginia in 1869, publicly funded education was instituted for men, women, and minorities throughout the state. The movement in Virginia was part of a much greater picture of national progressivism. The declining agricultural



Figure 164. Ranch-style dwelling, 207 Fauquier Street, ca. 1955.



Figure 165. Contemporary-style dwelling, 600 Sophia Street, ca. 2000.

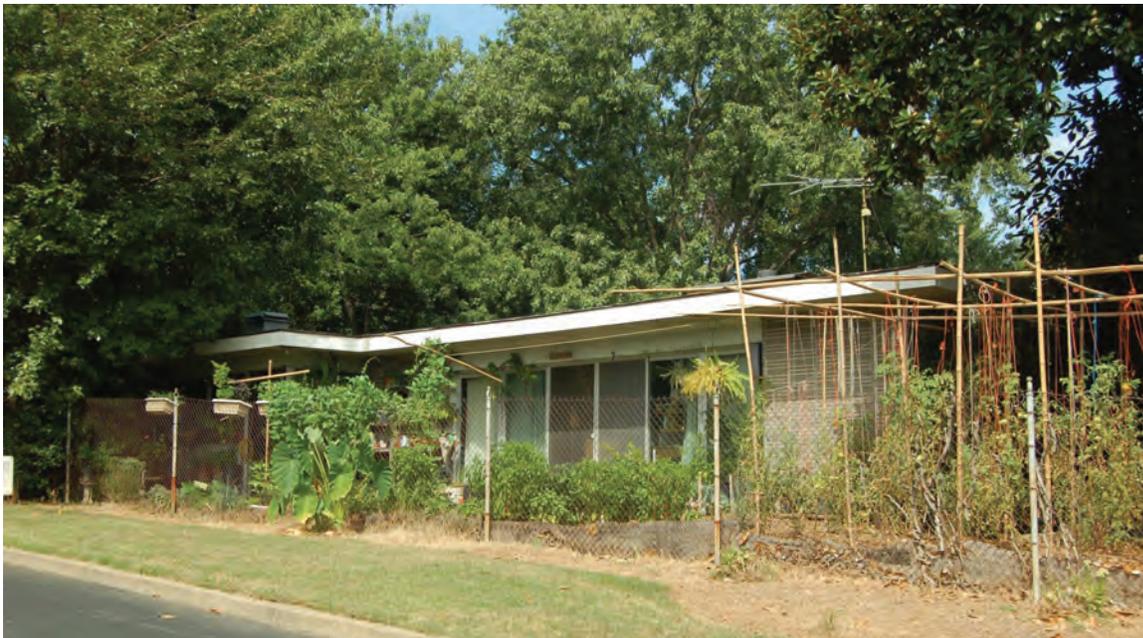


Figure 166. Contemporary House, 900 Sunken Road, ca. 1960.

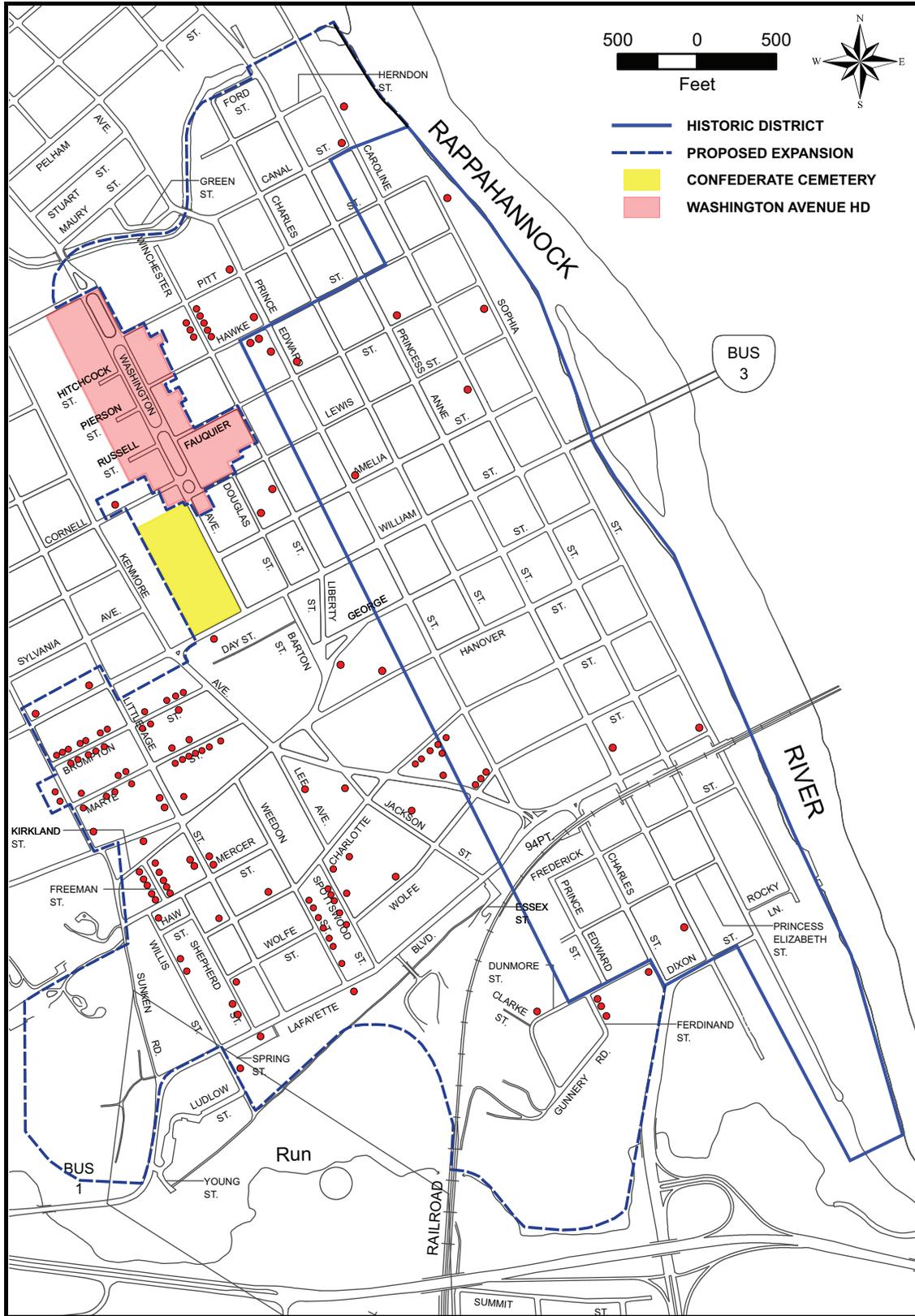


Figure 167. Distribution of Domestic buildings in the study area dating to the New Dominion Period.

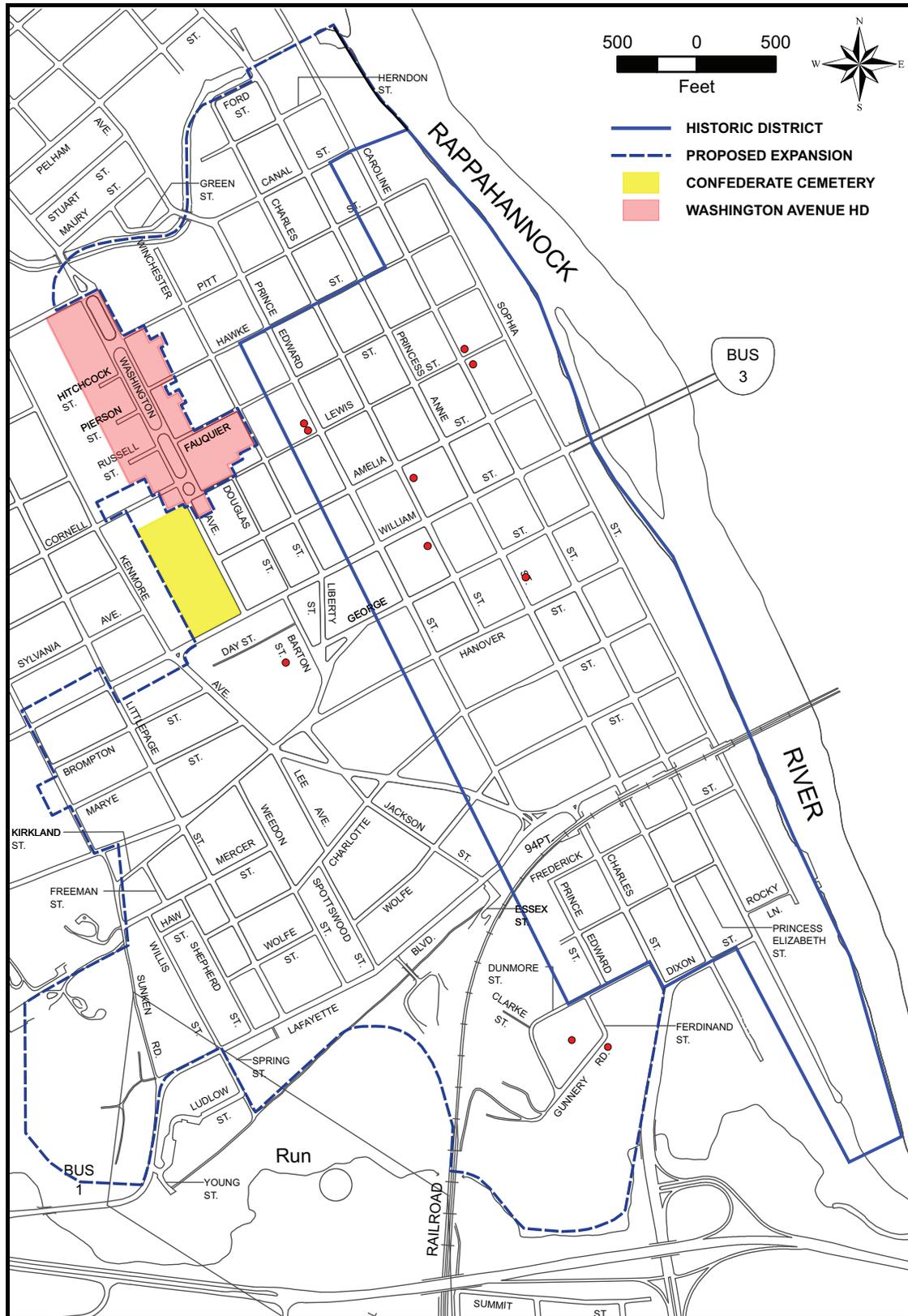


Figure 168. Distribution of extant Educational resources in the study area.

economy and emerging industrialization fueled a large urban migration. The former social constructs, like the gentry class of early Tidewater Virginia, were subsequently broken down, and a new age of rugged individualism emerged. Coupled with this idea that everyone had the ability to succeed was a social reform movement that sought greater equality through reforms like public education. Prior to this public education initiative, private schools were ubiquitous and generally catered to wealthy young men. Privately funded or religiously affiliated institutions were also occasionally established for the education of the poor (Virginia Historic Landmarks Commission [VHLC]; Weaver 1992).

Fredericksburg boasted a large number of private schools prior to the Civil War. Between 1735 and 1795, there were roughly fifty private schools in Fredericksburg and about twice as many private tutors. At this time, classes were typically held in the private home of the teacher (Darter 1957). As there are no identifying architectural features to these early “schools,” primary research is generally required to determine in which dwellings classes were held. However, previous research reveals the dwelling located at 1015 Charles Street (Figure 169), dating from 1849, was purchased by the Chinn family in 1851 and run as a private school by Miss Frances Chinn for several years.

Although the sons of affluent planters, merchants, doctors, and lawyers were the primary beneficiaries of private education in early Fredericksburg, the residents did maintain a handful of charitable schools for the underprivileged classes. Archibald McPherson, a vestryman at St. George’s Episcopal Church, left a sizable sum of money to the city upon his death in 1754 to fund welfare institutions for the poor. At least two schools were established in his name during the early nineteenth century. A male school that opened ca. 1800 at 211 Hanover Street no longer stands. A female school opened ca. 1835 at 1119 Caroline Street and still stands today as an office building (Darter 1957) (Figure 170).

The difference in size and stylistic treatment of the two buildings, which are separated by roughly three decades, demonstrates the growing success of the charitable school fund over the course of the nineteenth century.

In 1870, William Henry Ruffner, Virginia’s first Superintendent of Public Schools, drafted legislation that established public education and the Department of Instruction in Virginia. This legislation also included segregated education for African-American children. Although a public education system was established in 1870 in Fredericksburg, private education was still dominant. One such private, religiously affiliated school that remains within the survey area is the Assembly Home and School, a women’s boarding school run by the Presbyterian Church. In 1893, the Chew family sold their house, located at 1202 Prince Edward Street, and the neighboring lot, now 1200 Prince Edward Street, to the Presbyterian Church. The 1796 Federal-style house was converted to a school (Figure 171), and a large Second Empire-style dormitory was constructed on the neighboring lot in 1894 (Figure 172). The school remained open for several years and was later converted to Fredericksburg College, which operated until 1915.

During the 1870s, Fredericksburg supported a number of public elementary schools; however, the funds were not sufficient for the construction of new schools. These early classes continued to be held within private residences and met for five to six months out of the year. One such private residence, called Union House, was located at the northeast corner of Caroline and Lewis streets. By the late nineteenth century, overcrowding had become a serious issue, and education reformers were also pressing for the establishment of graded schools. The Union house was subsequently torn down and replaced, in 1908, by the Fredericksburg High School, which held both elementary and high school classes (Figure 173). The new high school construction fell on the heels of the Mann High School Act, which was passed



Figure 169. Chinn School, 1015 Charles Street, 1849.



Figure 170. Female Charitable School, 1119 Caroline Street, ca. 1835.



Figure 171. Fredericksburg College, also known as the Chew House, 1202 Prince Edward Street, 1796.



Figure 172. Assembly Home and School, 1200 Prince Edward Street, 1893.



Figure 173. Fredericksburg High School, 1201 Caroline Street, 1908.

in Virginia in 1906 and sought to fund, develop, and regulate high schools. The act was exceedingly successful. In 1905, there were 74 high schools in Virginia. Upon passage of the act in 1906, the number swelled to 118; and by 1917, there were 575 high schools in the state. In conjunction with the Mann Act, there were several other acts, including the Williams Building Act of 1906 and the Strode Act of 1908, that funneled money into the enlargement and repair of existing schools and the construction of new schools. The neo-classicism expressed in the design of the Fredericksburg High School, as seen in the monumental massing, symmetry, pedimented roof, enriched cornice, fanlights, corner quoins, and arched entry bays, became popular for the large number of schools constructed during this time period. Coupled with the academic rejection of the romanticism of the Gilded Age architecture and the subsequent embracing of the traditionally inspired, classical forms that fueled the City Beautiful Movement, the symmetry, rationality, and clarity of the Neo-

Classical style was thought to convey the pursuit of knowledge.

When enrollment increased in the Fredericksburg High School, the high school students were relocated temporarily to the Maury Hotel at 200 Hanover Street and the high school was renamed Lafayette Elementary School. In 1919, the first section of a new high school was completed on the block bounded by Hanover, Barton, and Kenmore streets in Liberty Town (Figure 174). Called the Maury School, this Neo-Classical building served as a school until 1980. The building was expanded in 1937 to accommodate elementary school classes and renamed the James Monroe School. After 1952, the building served as the middle school until its closing in 1980. Like the original Fredericksburg High School, the Maury School exhibits Neo-Classical details, such as the prominent massing, symmetry, rhythmic fenestration, enriched cornice, corner quoins, and arcade—all exemplary of the rational, traditionally inspired design of the era.

Southern schools were not desegregated until the 1960s, after the landmark Supreme Court trial *Brown vs. The Board of Education*. Although public funds were allotted for African-American schools in Virginia, these schools were often substandard in comparison to those appropriated for white schools. During the late nineteenth century, private funds set up through philanthropic organizations, such as the Peabody Fund, the John F. Slater Fund, the Jeanes Fund, and the Julius Rosenwald Fund, poured millions of dollars into the construction of African-American schools. Prior to the Civil War, William De Baptiste, a prominent free black citizen, held an illegal school for black children in his house (no longer standing) at Charles and Amelia streets. The first official African-American school in Fredericksburg was established in the late 1860s with just two grades in the basement of the Shiloh Baptist Church at 801 Sophia Street. In 1883, a new school with six grades was constructed at the northeast corner of Princess Anne and Wolfe streets, in a

predominantly African-American, working-class neighborhood. The two-story brick building, called the Fredericksburg Colored School, is no longer standing. The first African-American high school was organized in 1905 and held in the basement of the new Shiloh Baptist Church at 525 Princess Anne Street. While educational facilities continuously improved for white schools in Fredericksburg, the city council did not recognize until 1934 that the elementary school at Princess Anne and Wolfe streets was overcrowded and unsanitary, was located in a high traffic area, and lacked an adequate heating system. Later that spring, a parcel of land was purchased in the south end of the city along Gunner Road. Originally called the Fredericksburg Colored School, the building was expanded in 1938 to accommodate high school students and renamed the Walker-Grant School in honor of Joseph Walker and Jason C. Grant, leaders in African-American education reform in Fredericksburg (Hanney 1998). The building is an example of the Art Deco style found



Figure 174. Maury School, 900 Barton Street, 1919.



Figure 175. Original Walker-Grant School, 200 Gunnery Road, 1935.

in early-twentieth-century school architecture (Figure 175).

Libraries/Museums

In conjunction with education reform during the late nineteenth and early twentieth centuries was a progressive movement toward establishing free public libraries. Philanthropists, such as Andrew Carnegie, appropriated funds for the construction of libraries in communities across the country. Fredericksburg's own philanthropist, Captain C. Wistar Wallace, willed \$15,000 to the city upon his death in 1907 for the organization of a public library. A lot was purchased at 817 Princess Anne Street and, in 1910, the Wallace Library was completed (Figure 176). Like the design of the early-twentieth-century schools, the library, which is graced by a prominent, pedimented entry pavilion, boasts the symmetry, order, and rationalism of the Neo-Classical style, highly appropriate for prominent public buildings during the nascent City Beautiful Movement. The Wallace Library eventually moved to Caroline and Lewis streets, the current location of the Central Rappahannock

Regional Library. The former Wallace Library now serves the Board of Education (Willis 2002).

During the early twentieth century, in tandem with the Colonial Revival movement in architecture, Americans developed a renewed interest in their history. The rich history of early Virginia inspired a number of preservation and history advocates to restore significant sites and structures. A number of notable political figures called Fredericksburg home, and interest in dedicating monuments and buildings in their honor surged in the early twentieth century. In 1927, Rose Gouverneur Hoes, James Monroe's great-granddaughter, purchased 908 Charles Street, the site of Monroe's former law office, and opened the early-nineteenth-century buildings as a museum dedicated to the former president (Figure 177). At the time the brick buildings on this property were believed to have been used by Monroe for his law practice in the late 1780s. Subsequent research indicates that the present buildings were built no earlier than 1816. Monroe's law office was located on the property in an earlier frame structure that no longer stands. The James Monroe Memorial Foundation was created in 1962, and



Figure 176. Wallace Library, 817 Princess Anne Street, 1910.



Figure 177. James Monroe Museum and Library, 908 Charles Street, 1816.

a library wing was added to the original building. The museum and library were gifted to the state in 1964. Ownership eventually passed to the University of Virginia and then to the University of Mary Washington (James Monroe Museum and Memorial Library 2007). The significance of the site rests not only on its early date of construction or its association with a former president but also with its design of an early-twentieth-century commemorative museum. The interior and exterior of the building have been restored to the early-nineteenth-century appearance, and the courtyard has been landscaped in the orderly, yet picturesque, fashion inspired by the early-twentieth-century City Beautiful Movement, and outfitted with a bust of Monroe (see Figure 177).

ETHNICITY/IMMIGRATION

African American Heritage

African-American heritage in Virginia dates back to the early seventeenth century when early slave ships arrived in the colonies. Slavery became integral to the subsistence of the vast tobacco plantations that supported the Tidewater economy. Fredericksburg's initial settlement was closely intertwined with the plantation culture of the Rappahannock region, emerging as a tobacco inspection site in the early eighteenth century. Slaves were not just present on the tobacco plantations. Domestic slaves were owned by wealthy Fredericksburg residents, and slaves worked on the docks, in the iron industry, in construction, and in local businesses as blacksmiths, coopers, or cobblers. By around 1800, there were 1,200 slaves and 350 free blacks, comprising around one-third of the population, within the city limits of Fredericksburg (Fitzgerald 2001) (Figure 178).

A number of locations in Fredericksburg have been identified as places where slave auctions were held. Early slave auctions were typically held near the waterfront, where slave ships docked and slaves were locked in pens waiting to be sold. Taverns located along Caroline Street near Pitt Street were

common places for auctions. In 1785, the Planter's Hotel, now heavily altered, was constructed at 401 William Street (Figure 179). The hotel catered to plantation owners who traveled to Fredericksburg to auction off their crops or their slaves. The intersection of William and Charles streets, at which the hotel is located, was a common site for these auctions. A slave block still remains at the corner outside the hotel (Figure 180). Slaves were held in nearby warehouses until the time of sale. Anthony Buck, a licensed auctioneer, sold slaves and other merchandise at his business at 801 Caroline Street (Figure 181). Slaves were also auctioned at the front of the courthouse on Princess Anne Street; and, during the Civil War, contraband slaves were housed by Union troops in the basement of the courthouse (Fitzgerald 2001).

At least two known slave quarter buildings still exist within Fredericksburg. One is located at the Mary Washington House, built in 1772, at 1200 Charles Street. The slaves were quartered on the second floor of the kitchen that was located to the rear of the main house (Figure 182). As domestic slaves performed all the cooking, this proximity to the kitchen was quite typical. A later example remains at the Doggett House, built in 1817, at 301 Amelia Street (Davis 1992) (Figure 183). As was common for nineteenth-century domestic slave quarters, particularly those in the public view, the exterior of this quarters has been treated in a decorative manner that reflects the architectural style of the main house.

Another site with links to African-American heritage is the National Bank of Fredericksburg, formerly the Farmer's Bank of Virginia, located at 900 Princess Anne Street. President Lincoln spoke to Union troops from the steps of the bank building on April 22, 1862 (Figure 184). In 1865, after the Civil War ended, the Freedmen's Bureau established their offices in the bank (Fitzgerald 2001).

Prior to the Civil War, a number of free blacks resided in Fredericksburg and established their own neighborhoods, churches, and businesses. By



Figure 178. Distribution of extant Ethnicity/Immigration resources in the study area.



Figure 179. Planter's Hotel, 401 William Street, located at an intersection where slave auctions were held. Portions of the original hotel, built in 1785, may remain within the present stuccoed building, which exhibits Colonial Revival and Craftsman details.



Figure 180. Auction block, William and Charles streets, 19th century.



Figure 181. Buck's Auction House, 801 Caroline Street, ca. 1805.



Figure 182. Slave Quarters, Mary Washington House, 1200 Charles Street, 1772.



Figure 183. Slave Quarters, Doggett House, 301 Amelia Street, 1817.



Figure 184. Farmer's Bank of Virginia, 900 Princess Anne Street, ca. 1820.

the end of the Civil War, with the emancipation of the slaves and the breakdown of the plantation culture, thousands of newly freed blacks settled in Fredericksburg in search of jobs, particularly in the emerging factories. Large, African-American, working-class neighborhoods rapidly developed on the fringes of the urban core, typically focused around churches, schools, and black-owned businesses. Although the architecture of the neighborhoods are more a reflection on the popular styles and the economic conditions, rather than the shared cultural values of its residents, their study can reveal important information about the spatial relationships between racial/ethnic groups and the growth and development of these groups over a period of time.

One of the earliest African-American neighborhoods developed just north of the commercial core. During the 1830s, the intersection of Charles and Pitt streets became a locus for African Americans working on the canal and later working in the area factories after the Civil War. Early maps indicate that crude dwellings, labeled shanties, were initially erected. Extant buildings from this neighborhood, which extended north along Charles Street and east along Pitt Street, primarily date from the late nineteenth and early twentieth centuries, having replaced the earlier dwellings (Fitzgerald 1979, 2001).

Another early African-American neighborhood, which was later dubbed "Little Harlem," was located along the 500 and 600 blocks of Princess Anne Street. Although little historic fabric remains, the area was once replete with dwellings, stores, and rooming houses. During the late nineteenth century, the community spread west along Wolfe Street to Prince Edward Street. The focal point for the community has continued to be the intersection of Princess Anne and Wolfe streets. The Fredericksburg Colored School, the first publicly funded African-American school in Fredericksburg, was originally located at the northeast corner of the intersection. The Shiloh New-Site Baptist Church was erected on the

southeast corner in 1896 and also housed the first African-American high school in its basement (Figure 185). After a split with the Shiloh New-Site Church in 1904, the Mount Zion Baptist Church was erected at 309 Wolfe Street, just west of the intersection. The original 1904 church was replaced by a new building in 1928 (Fitzgerald 1979, 2001) (Figure 186).

During the early migration of blacks into urban areas, racial tensions were high and segregation in schools, churches, businesses, and neighborhoods was widespread. African Americans were relegated to the fringes of cities, and both physical as well as psychological barriers were often established between white and black neighborhoods. A heavy African-American population settled to the south of the railroad tracks after the Civil War, the tracks themselves delineating the area. Small development had occurred on lower Sophia and Caroline streets in the early nineteenth century. However, with the construction of the tracks, the existing neighborhood was severed from the core of the city. Former residents moved out, and a sizeable population of working-class blacks moved in and established their own distinctly separate community. The industries that subsequently emerged along the railroad tracks also provided a number of manufacturing jobs for the area residents. The neighborhood continued to expand south during the twentieth century. The Colored Community Center was moved into 230 Princess Anne Street in 1920. The first purpose-built African-American high school, the Walker-Grant School, was constructed along Gunnery Spring Road in 1935 (see Figure 175). Eventually all the African-American schools moved into the campus (Fitzgerald 1979, 2001).

Although not as distinctly segregated, Liberty Town was another African-American neighborhood that was located on the fringe of the urban core. No physical barrier defines this area, but the location just beyond Prince Edward Street, the former 1759 city boundary, and the plan of streets laid at angles to the original grid provide a psycho-



Figure 185. Shiloh Baptist Church, New Site, 525 Princess Anne Street, 1896.



Figure 186. Mount Zion Baptist Church, 309 Wolfe Street, 1928.

logical barrier that delineates this black neighborhood. Liberty Town was originally platted in 1812 but saw little growth over the next few decades. A handful of substantial homes graced the streets, but, due to the economic slump in the Antebellum Period, the value of both the improved and unimproved lots declined after 1840. Nonetheless, the suburb was officially incorporated into the city in 1851 (Gatza 1994). The area suffered significant damage during the Civil War and lost many of the original dwellings. During the 1880s and 1890s, a prominent black businessman began purchasing lots, constructing modest homes, and selling or renting them to black families. A potter's field was once located near Barton Street but was relocated after the construction of Maury High School in the early twentieth century. The opening of this white school prompted the construction of larger Colonial Revival homes in Liberty Town in the early twentieth century. However, many of the modest working-class dwellings remain, and the neighborhood is still predominantly African American. Interestingly, during the Antebellum Period, a pathway known as "Free Alley" crossed the intersection of George, Barton, and Liberty streets in Liberty Town. Slaves were allowed to walk freely down this alley into town without an official pass. This pathway still exists (Fitzgerald 1979, 2001) (Figure 187).

Prior to the Civil War, Sophia Street, south of William Street, had been a fashionable neighborhood for whites. The Fredericksburg Baptist Church was originally located at 801 Sophia Street and maintained a congregation of both whites and free blacks until 1854. When the whites moved to a new location, the church was sold to the black members and renamed the African Baptist Church. The church was used as a hospital during the Civil War, at which time it received its current name, Shiloh Baptist Church. The move of the white congregation members to a new site is suggestive of the larger migration of whites from urban centers during the mid- to late nineteenth century. As the city boundaries expanded and new

suburbs were annexed, whites sought larger homes on larger tracts of land. The former fashionable urban neighborhoods were resettled as working-class neighborhoods by free blacks. The neighborhood remains predominantly African American. The original church building was badly damaged by flooding in the 1880s and was reconstructed in the 1890s as the Shiloh Old-Site Baptist Church (Fitzgerald 1979, 2001) (Figure 188).

Another small African-American enclave sprouted up along Winchester Street in the late nineteenth century. Freed blacks gained employment at factories located around the intersection of William and Winchester streets and constructed modest dwellings along the southerly two blocks of Winchester Street. The focal point of the small community was a small Baptist church, The Church of God and Saints of Christ (Figure 189). The church was erected ca. 1870 in the vernacular Greek Revival style and was later used, during the early twentieth century as an African-American chapter of the Elks Lodge.

German/Prussian Heritage

Around the 1840s, a number of German and Prussian immigrants arrived in Fredericksburg, establishing local shops or running factories. The Germania Mills, which were originally located along the canal, just north of present-day Ford Street, is one example of a German-owned factory in Fredericksburg. F. Brulle, a Prussian who immigrated in 1850, ran the mill, and J. H. Myer, a German who immigrated in 1846, ran the mill office and sales room on William Street. The original mill building burned in 1876 and was hastily rebuilt. Only the ruins of the second mill still remain (FATD 2002). Although it has been difficult to obtain information dating the early arrival of these German immigrants, city directories from the 1880s and 1890s suggest that many of these immigrants settled on or around present-day Lafayette Boulevard, which was originally called Prussia Street. Only a handful of historic buildings remain along Lafayette Boulevard (Figure 190).



Figure 187. "Slave Alley" in Liberty Town.



Figure 188. Shiloh Baptist Church, Old Site, 801 Sophia Street, ca. 1890.

Figure 189. The Church of God and Saints of Christ; Elks Hall, 1103 Winchester Street, ca. 1870.



Figure 190. Lafayette Station, 307 Lafayette Boulevard, 1877.



FUNERARY

The burial grounds of any society speak less of the dead than they do about the living. The manner in which the grave markers are carved, the bodies are arranged, the grounds landscaped, and the lot situated within the community provides invaluable information about the society's religious beliefs, economic status, and views on death and the afterlife (Figure 191). During the early colonial settlement, individual family cemeteries were common in more rural areas, while small churchyards were common in the emerging town centers. Early graveyards consisted of little more than a small parcel of land alongside a church. The tiny churchyard plots were problematic for the growing urban areas in which they were situated. The graves were foul-smelling, unattractive, and unsanitary, and as the urban areas expanded, the graves often needed to be moved to a new location. Aesthetic concerns for burial plots were not embraced by the living. Graves were not sacred; they were merely functional. The space of the churchyard itself, a valuable open area in the urban core, often doubled as a place for markets, fairs, meetings, and even pastureland (Sloane 1991).

The year 1830 marks the beginning of the rural cemetery movement: the establishment of cemeteries outside the urban core. Although practical considerations played a major role in the displacement of urban graveyards to the rural fringes of the city, much of the driving force behind the movement stemmed from a reevaluation of the role of religion and the nature of death. The transformation also was steeped in a quest for greater social equality. The rigid doctrines of Calvinism, which promotes predestination, were replaced by the Arminian belief in salvation. This new Romantic conception diminished fear of death and elevated it to a moment of celebration. Analogous to this new view of death was a Romantic affection for nature, an emerging interest in horticulture, and developments in landscape architecture and park planning. The rural cemetery sought to provide a natural, serene, picturesque grounds for both the

living and the dead to enjoy. Natural features were augmented with architectural embellishments, such as elaborate iron fences and gates. The rural cemetery served as a model for the renovation of older city cemeteries and churchyards that were chaotic and unkempt (Sloane 1991).

An excellent example of an eighteenth-century churchyard can be found alongside St. George's Episcopal Church at 905 Princess Anne Street (Figure 192). Although the earliest known grave dates to 1752, the lot for the graveyard was originally set aside when Fredericksburg was established in 1728. Although a number of the graves were moved upon the construction of a new church building in 1849, much of the yard remains intact. In 1892, the Ladies' Cemetery Guild of St. George's Church raised funds for the cleaning, landscaping, and planting of the churchyard. They also installed the wrought-iron fence that still encloses the yard today. The evolution of the churchyard from a crude, unenclosed burial grounds to a well-tended, landscaped, sacrosanct cemetery reflects the greater movement in cemetery design and the evolution of the conception of death and the afterlife.

One of the oldest cemeteries in Fredericksburg that is not a churchyard is located on the northwest corner of George and Charles streets (Figure 193). The parcel of land was donated to Masonic Lodge #4 by James Somerville, a local merchant and early mayor of Fredericksburg, in 1784 (Edmunds 2002). A number of prominent Fredericksburg citizens were laid to rest in this urban burial ground. This cemetery, too, has benefited from the landscaping that was promoted in the rural cemetery movement.

An excellent example of rural cemetery design in Fredericksburg is found in the Confederate Cemetery at 1000 Washington Avenue (Figure 194). Laid out around 1870, this burial ground features uniform rows of graves, landscaped shade trees and pruned shrubs, pathways, and a decorative iron gate at the entrance.

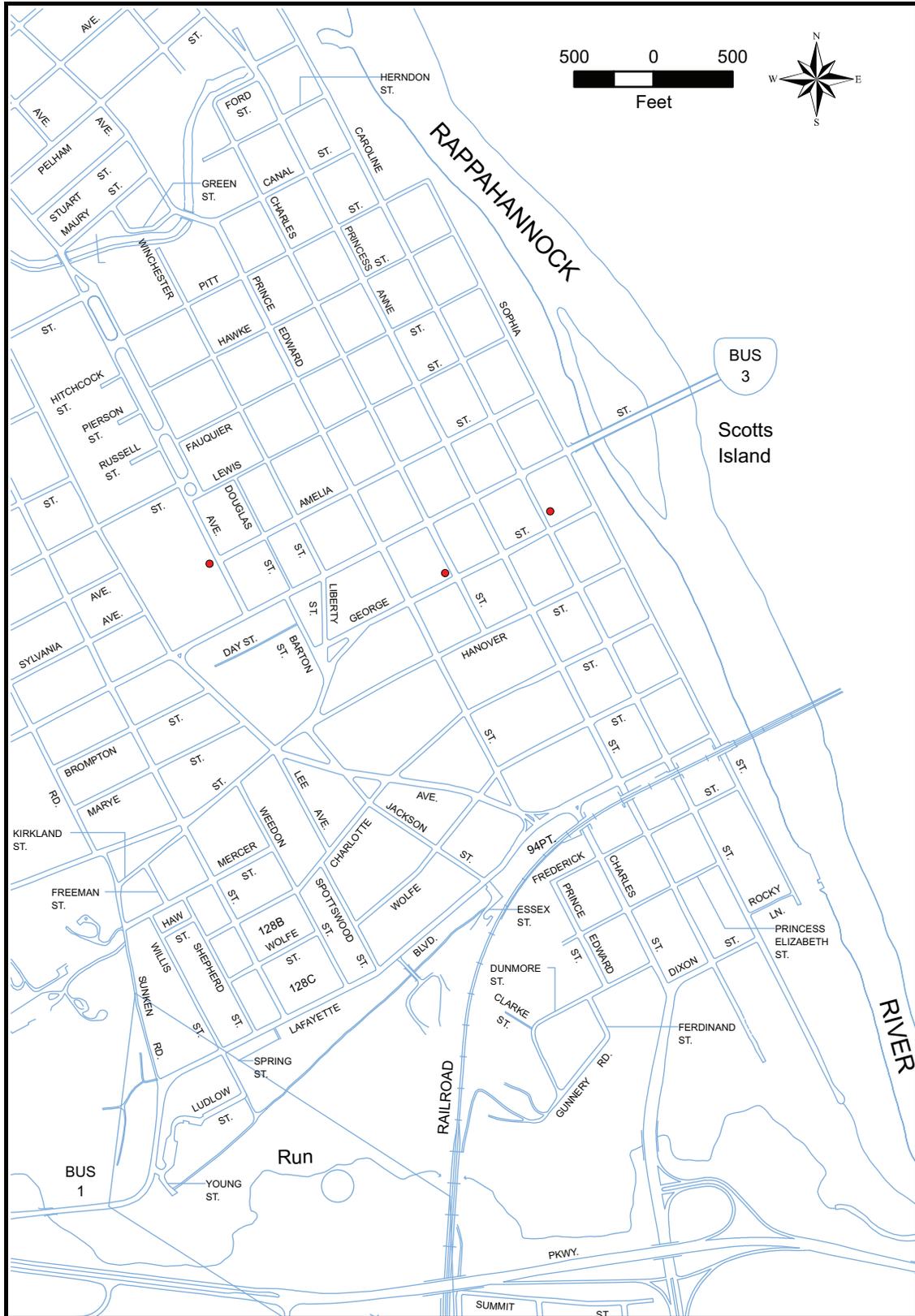


Figure 191. Distribution of extant Funerary resources in the study area.



Figure 192. St. George's Episcopal Churchyard, 905 Princess Anne Street, 1728.



Figure 193. Masonic Cemetery, 900 Charles Street, 1784.

GOVERNMENT/LAW/POLITICAL

The government buildings, particularly in the early years of town planning, were often the focal point of the community. Their location and architecture were reflective of the shared values of that community, and the evolution of those characteristics often paralleled the evolution of those shared values (Figure 195).

Courthouses

Fredericksburg was established as the county seat of Spotsylvania County in 1732. The original county courthouse was located roughly 2.5 mi. southwest of the current site at 815 Princess Anne Street. The original courthouse remained until 1840. The old jail still survives from the original complex and was moved in 1839 to the site of the present-day courthouse. During the eighteenth and early nineteenth centuries, courthouses were typically constructed in a restrained Georgian or Federal style, which, to the colonists and early

Americans, was an appropriate style for the expression of the democratic form of government. By the mid-nineteenth century, the nation was turning away from the constraints of the classically inspired styles and embracing romanticism. The Gothic and Romanesque Revival styles were first experimented with in the United States by notable New York architect James Renwick in 1830 and 1844, respectively. In 1852, Renwick designed the Fredericksburg Courthouse (Figure 196), combining the Gothic and the Romanesque styles, to create a monumental building that takes on more of a religious cast. Despite the elaborate form of the building, the plan remains relatively rational, as seen in the symmetry of the façade, the balancing of the disparate masses with the tower, and the restrained ornamentation.

Town Halls/City Halls

The original town hall and market square were laid out in 1763. The plan created a public square



Figure 194. Confederate Cemetery, 1000 Washington Avenue, ca. 1870.

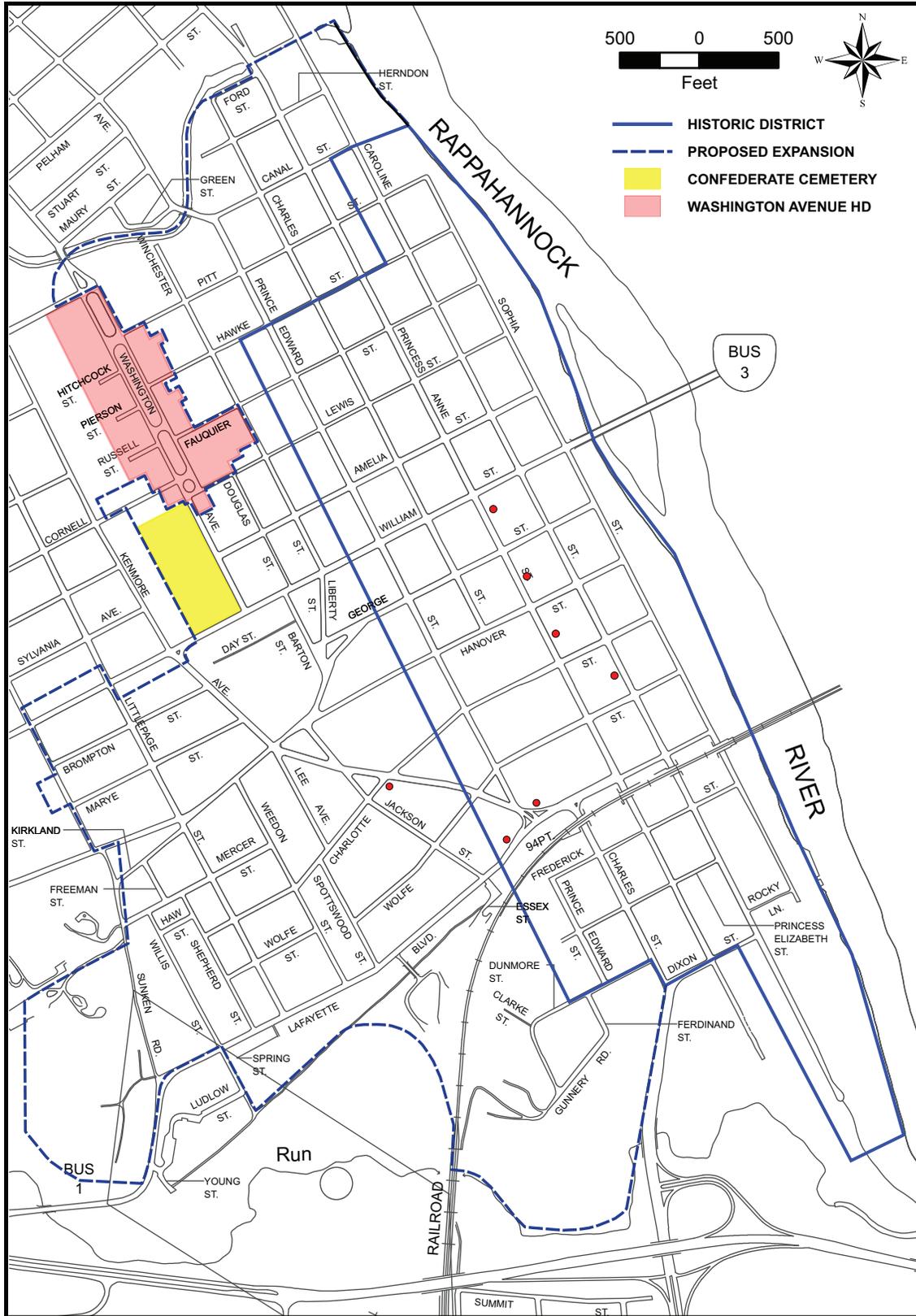


Figure 195. Distribution of extant Government/Law/Political resources in the study area.



Figure 196. Courthouse, 815 Princess Anne Street, 1852.

at the foot of the town hall, bounded by Caroline, William, Princess Anne, and George streets, in which markets and other social events were held. This plan, which was relatively rare in Virginia, was based upon English precedent. The cobblestone square, although no longer functional as a seat of government and commercial activity still remains. The original town hall was replaced in 1816 with the existing building, which now serves as a museum (Figure 197). The arcaded lower story provided public space for a market, while the upper stories held civic offices. This building form, too, was based on English precedent and re-

flects the early role of government buildings as the focus of community activity. The 1816 town hall shifted solely to government offices after 1879 (Hise 1994).

In line with the City Beautiful Movement of the early twentieth century, city and town halls were often reconstructed in Neo-Classical styles deemed appropriate for displaying the prominence of government buildings, which were viewed as the centerpiece of the city or town. Fredericksburg's 1909 city hall, located at 715 Princess Anne Street, epitomizes this ideal (Figure 198). The columned, two-story portico dominates the façade and provides a grand front along the public street.

HEALTH CARE/MEDICINE

As one of the original colonies and the site of the first settlement, Virginia has been at the forefront of advances in the field of health care. The first hospital in the colonies, Mt. Malady, was established in present-day Chesterfield County in 1611 (Kraus 2004). Several extant historic resources in Fredericksburg trace the history of health care in the United States from the early days of homegrown remedies to the modern medicine of the twentieth century (Figure 199).

Apothecary Shops/Pharmacies

As a major mercantile center during the eighteenth and early nineteenth centuries, Fredericksburg attracted a large number of professionals, including physicians, who set up their businesses within the commercial core. Like any merchant, a doctor set up a shop that provided both goods and



Figure 197. Town Hall and Market Square, 907 Princess Anne Street, 1816.



Figure 198. City Hall, 715 Princess Anne Street, 1909.

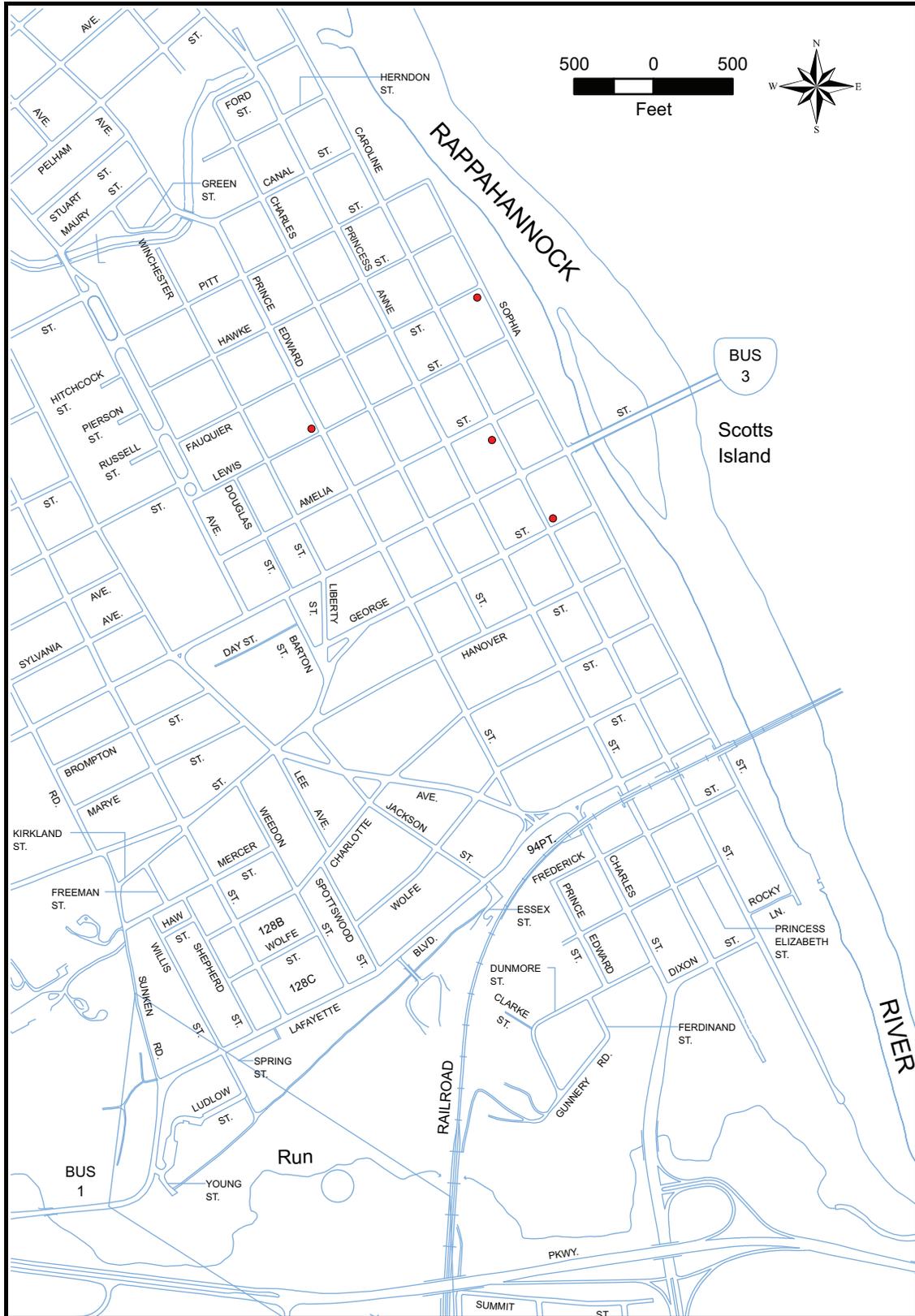


Figure 199. Distribution of extant Health Care resources in the study area.

services. As well as treating the sick, the doctors sold drugs, serums, and other medicinal supplies. Fredericksburg boasted an apothecary shop as early as 1740, only a decade after its incorporation, thus demonstrating both the importance of the physician to the growth and continued welfare of the colonial settlements and the caliber of Fredericksburg as a burgeoning cosmopolitan locale. One of the most revered of the city's early enterprises is the Dr. Hugh Mercer Apothecary Shop, located at 1020 Caroline Street (see Figure 46). Dr. Mercer practiced medicine in this building for 15 years and treated such notable citizens as Mary Washington. The modest, vernacular design, which maintains strong domestic characteristics, suggests the apothecary shop's close architectural ties with other commercial and residential buildings of the colonial period.

A number of other pharmacies emerged within the commercial core of Fredericksburg over the nineteenth century. As the commercial block evolved, so did the architecture of the pharmacy; and as the importance of the commercial district evolved, so did the status of the pharmacy. By the late nineteenth century, the nation had entered into an age of consumption, during which the urban and small town commercial district developed into the geographic, social, and economic center of the community. The role of the pharmacy evolved to encompass a wider variety of goods and services, providing many home and beauty necessities, toys and games, and soda fountains and lunch counters. The notion of a corner drugstore developed during this time period; this prominent position elevated the status of the pharmacy from a single-service facility to a center of social activity and one-stop shopping. Although most of these establishments came and went, such as the long-standing Bond's Drugstore at the corner of Caroline and William streets (the building now holds Caroline Street Café and Catering), one remains today as an excellent example of a late-nineteenth-century pharmacy and soda fountain. Goolrick's Pharmacy opened in Fredericksburg

in 1869. During the late 1890s, the business was moved to its current location, occupying a ca. 1830 Federal-style commercial building, now updated with a Colonial Revival façade, at the corner of Caroline and George streets (Figure 200). The store boasted a soda fountain in 1912, which, according to the Goolrick's Pharmacy website, claims to be the oldest continuously running soda fountain in the nation and was the first in the nation to offer Coca-Cola products (Goolrick's Pharmacy 2007). Although the building itself predates the pharmacy, the expanded storefront with plate-glass windows canted toward the intersection epitomizes the prominent role of the corner drugstore in the evolving "Main Street."

Clinics/Hospitals

Although rudimentary hospitals existed in the seventeenth, eighteenth, and early nineteenth centuries, they were precisely that: rudimentary. Makeshift field hospitals were established in at least two locations in Fredericksburg during the Civil War. Federal Hill, a ca. 1792 plantation home located on Hanover Street, served as a hospital for the Army of the Potomac. Several churches in the area, including the Fredericksburg Baptist Church, the Fredericksburg Presbyterian Church, and the Shiloh Baptist Church, served as hospitals for Union troops during the Battle of Fredericksburg in 1862.

By the late nineteenth century, science-based medicine began to revolutionize the health-care system. Large, modern, health-care facilities began to emerge in cities and towns throughout the nation, and academic institutions provided cutting-edge research. One early-twentieth-century hospital facility remains in the Fredericksburg Historic District. Mary Washington Hospital, located at 100 Fauquier Street, was constructed in 1927 in the Colonial Revival style (Figure 201). The two-story building begins to express the form of a modern-day hospital, with the sprawling mass and the rows of large windows. Another revolutionary facility, the Fredericksburg Medical

Figure 200. Goolrick's Pharmacy, 901 Caroline Street, ca. 1830 building updated with Colonial Revival façade.



Figure 201. Mary Washington Hospital, 100 Fauquier Street, 1927.



Center, later named the Pratt Clinic, opened in 1937 at 1200 Prince Edward Street, the former site of the Assembly Home and School (see Figure 173). The Pratt Clinic was the first group practice in Fredericksburg, bringing five area physicians together under one roof. The clinic continued to expand and in 1967 relocated to a larger facility across town.

INDUSTRY/PROCESSING/EXTRACTION

The industrial history of Virginia does not reveal the same widespread wealth and prosperity that was enjoyed in the northern states during the second half of the nineteenth century. The heavy, almost singular, dependency on agriculture prior to the Civil War, particularly the large tobacco and cotton plantations, left the southern states vulnerable to the fluctuations in the agricultural market prices and without the infrastructure necessary to commit to a manufacturing economy.

Without the large influx of immigrant labor or the investment capital to back the construction of factories, Virginia and other southern states struggled to redevelop their economies during the Reconstruction and Growth Period. By 1880, cities with more than 10,000 inhabitants reached 228 nationally; only thirty of those cities were in the South. Of the twenty states that ranked in the top in manufacturing in 1880, only three were in the South. Early railroads in Virginia were only supplemental to the natural waterways that dominated trade and transportation within the state. After 1847, internal improvements, particularly railroad construction, were the highest priority in Virginia. A number of railroad lines were constructed during this period, but the outbreak of the Civil War not only halted the progress of the railroad, it also caused destruction to existing lines. Not until 1880 did all the major towns and cities within the South have access to through rail service.

The economy of Fredericksburg, from its incorporation in 1728 until the Civil War, was largely based upon trade with the hinterlands. The

prosperity of the city depended heavily upon access to the agricultural production within the interior. After 1789, farmers along the Rappahannock River shifted from tobacco to more diversified crops. Along with this shift came the establishment of grist and flour mills in Fredericksburg to process the raw materials coming through along the river. In 1816 alone, 160,000 barrels of flour were handled in Fredericksburg (FATD 2002). These mills are discussed in greater detail under the Subsistence/Agriculture context.

With the stagnation of commercial growth throughout the Antebellum Period, Fredericksburg made many attempts at establishing a greater industrial base for the city. The construction of a crib dam and an expanded canal system in 1855 paved the way for construction of water-powered mills. However, prior to the Civil War, these industrial pursuits were still heavily based upon the processing of wheat or corn from the hinterlands and did little to stimulate the overall economy of the city. Despite the hardships involved in the industrialization of the southern states, Fredericksburg, with the help of northern investments, succeeded in establishing a number of manufactories along the existing canal system after the Civil War. With the completion of the railroad in Fredericksburg in 1872, industrial activities surged in the vicinity of the tracks at the south end of the city, along present-day Lafayette Boulevard (FATD 2002) (Figure 202).

The neighborhoods north of the historic urban core, bounded by Sophia Street on the east, Prince Edward Street on the west, Fauquier Street on the south, and the canal on the north, and those neighborhoods south of Lafayette Boulevard (south of the railroad tracks) remained predominantly industrial during the nineteenth and early twentieth centuries. Factories, such as the Charles E. Hunter Plow Factory; Knox Brothers Extract Manufacturing; Washington Woolen Mills; Sylvania Industrial Corporation; Fredericksburg Woodworking Company; Fredericksburg Paper Mill; Bridgewater Roller Mills; C. W. Wilber and

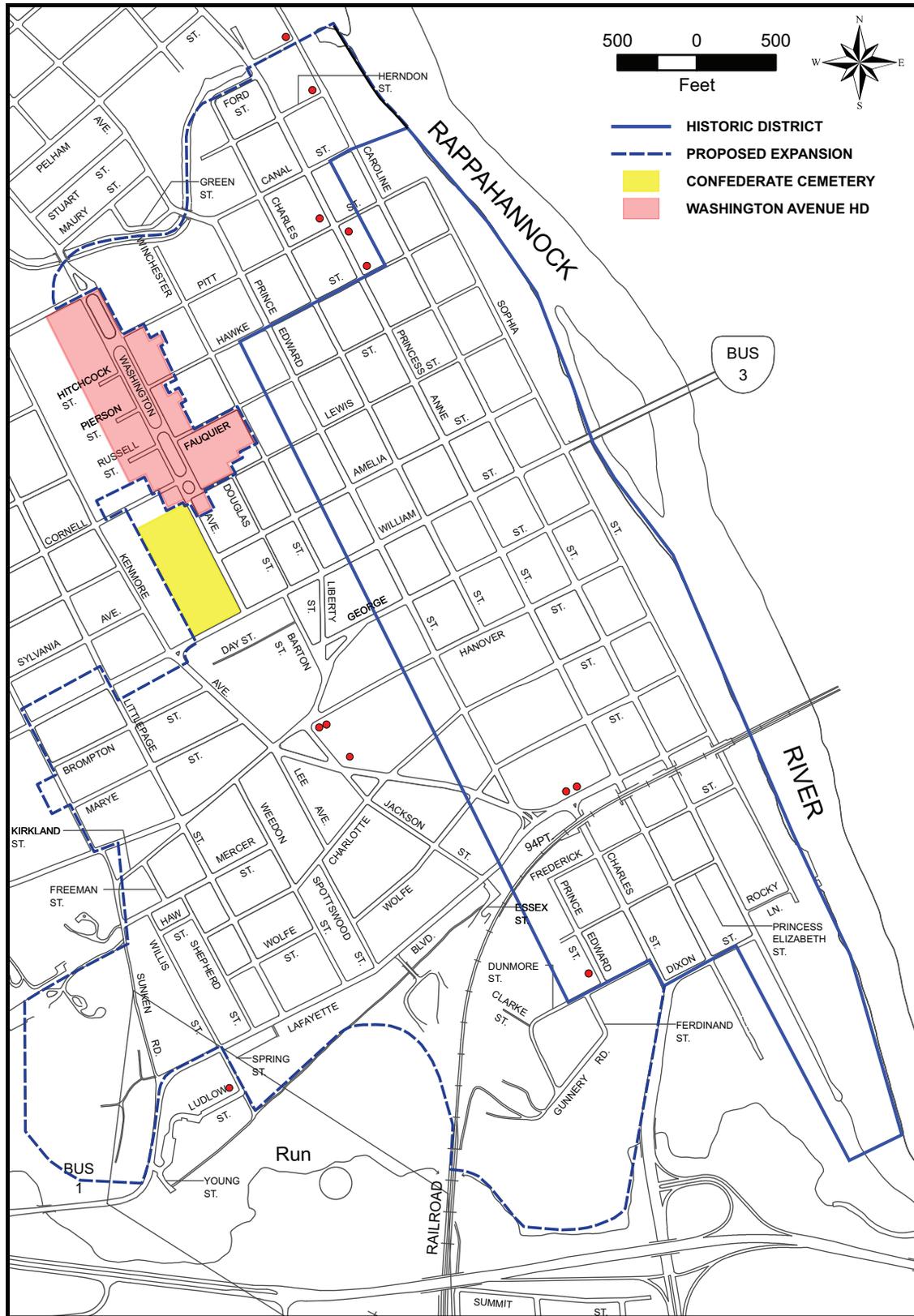


Figure 202. Distribution of extant Industrial resources in the study area.

Company Silk Mills; Excelsior Mills; Virginia Electric Power Company; Charles Richardson Pickle Factory; W. H. Peden Excelsior and Lumber Company; C. A. King's Lumberyard; Kenmore Shoe Company; Robert Brothers' Tomato Cannery; Fredericksburg Wheel Stock Company; Fredericksburg Cereal Mills; Fredericksburg Milling Company; and R. E. Smith Ice Factory were clustered on or near the canal at the head of Charles, Caroline, Princess Anne, and Sophia streets and along the railroad tracks on Lafayette Boulevard. By the late nineteenth century, modest worker homes began to sprout up in the vicinity of the factories, attracting, in part, a large number of African-American workers. Growth was relatively slow until the twentieth century. A surge of development from the 1920s through the 1940s brought rows of modest bungalows and eclectic Colonial Revival, Prairie, and Craftsman-style dwellings, many of which were constructed as worker housing for one of the area factories. Throughout the twentieth century, and into today, the neighborhoods maintained a significant African-American, working class population (Sanborn Map and Publishing Company [SMPC] 1886–1947; Piedmont Directory Company [PDC] 1892–1938).

Little historic fabric remains from Fredericksburg's manufacturing period. A number of the mills either burned or were torn down during the twentieth century. A handful of extant factory buildings still stand today to the north and south of the commercial core. Two manufacturing buildings remain at the north end of the city. The Washington Woolen Mills buildings still stands at 203 Ford Street (Figure 203), and the C. W. Wilbur and Company Silk Mills (also known as the W. C. Stearns and Company Silk Mills and the Klots Throwing Company Silk Mills) still stands at 201 Herndon Street (Figure 204). Although no longer in use as factories, the turn-of-the-century buildings still display distinct industrial characteristics, including masonry construction, rows of large windows, multiple stories, and long

massing. Their location near the canal echoes the industrial activity that spurred the growth of the north end of the city in the late nineteenth and early twentieth centuries. In the south end of the city, along the railroad line, are three extant manufactories. The City Gas Works, located at 400 Charles Street, is currently undergoing renovations (Figure 205); the Kenmore Shoe Company (also known as the Fredericksburg Shoe Company), located at 315 Lafayette Boulevard, now holds offices (Figure 206); and the W. H. Peden Excelsior and Lumber Company, located at 200 Prince Edward Street, has been adapted for reuse as the New City Fellowship Church (Figure 207). Although all serving different uses, the turn-of-the-century buildings still maintain much of their original industrial character and still hold key locations along the railroad corridor and within the African-American communities that housed their workers.

Although the factory buildings themselves have dwindled, the working-class neighborhoods still recall the industrial history of Fredericksburg. The rapid development of housing for factory workers often caused entire rows of modest, nearly identical dwellings. Kit houses, transported unassembled along the railroad lines, were common to factory housing. Although the limitations of the survey did not allow investigation into the possibility of kit houses within Fredericksburg, at least one row of modest bungalows along the 1700 block of Charles Street suggest possible kit house construction (Figure 208). These five bungalows first appear on the 1919 Sanborn Map, labeled A, B, C, D, and E. Their footprints on the Sanborn were identical, and their present-day exteriors, although having undergone minor alterations over the years, still reflect major similarities in design. In the first available city directory after their construction, employees of the Washington Woolen Mill Pants Factory are listed as residing in each of these dwellings. Together with the remaining factory building from the Washington Woolen Mills,



Figure 203. Washington Woolen Mill Building, 203 Ford Street, ca. 1905.



Figure 204. C. W. Wilbur and Company Silk Mills, 201 Herndon Street, ca. 1890.



Figure 205. City Gas Works, 400 Charles Street, ca. 1905.



Figure 206. Kenmore Shoe Company, 315 Lafayette Boulevard, ca. 1895.



Figure 207. W. H. Peden Excelsior and Lumber Company; New City Fellowship Church, 200 Prince Edward Street.



Figure 208. Factory housing, 1700 block of Charles Street, 1919.

these buildings maintain a strong connection to the manufacturing history of Fredericksburg.

RECREATION/ARTS

Although evidence exists of at least one theatre within Fredericksburg that dates from the nineteenth century, once located at 424 William Street, the dominant period of significance for this context is the early twentieth century, a period of economic prosperity, emerging modernity, and technological advancements in motion picture technology. Two extant theatres that date from the World War I to World War II period are found within Fredericksburg's commercial district (Figure 209). Unlike the nineteenth-century theatre on William Street, which displayed only characteristics of the typical commercial building of the time period, the theatres that were constructed in the early twentieth century represented a distinct building type.

The ca. 1920 Colonial Revival-style theatre located at 905 Caroline Street displays the distinct characteristics of theatre construction during the early twentieth century (Figure 210). Although the second story reflects the traditional design values of the Colonial Revival style, which became ubiquitous within the commercial district at this time, the first story possesses an entirely different, more modern, streamlined character. The main doors are set into a recessed vestibule, which is sheltered by the large, cantilevered marquee. The secondary entrances and the ticket windows that flank the main entrance are accentuated with a stainless steel veneer. The merging of the machine aesthetics with the historically rooted details, along with the incorporation of a completely new building type into the traditional commercial streetscape, reflects the dichotomies of the transitional interwar time period.

The ca. 1935 Art Deco theatre located at 1016 Caroline Street is not only the best example of the style within Fredericksburg, but it also demonstrates the widespread use of the style for this

type of recreational building (Figure 211). The Art Deco style, with its exaggerated geometric forms, became synonymous with the quest for modernity and was frequently employed for newly emerging building types during this time period, including the movie theatre. Whereas architects of the historically rooted styles often masked the building's function behind an anachronistic façade, advocates of the Art Deco sought to truly express the building's function in the exterior detailing.

RELIGION

Churches

From the early days of colonial settlement, the church has served as a focal point for community identity and aesthetic beauty. As towns and cities evolved and expanded, the church has maintained a prominent location in close proximity to the downtown, at the head of a view corridor, or at a significant intersection (Figure 212). Whereas the church building continues to serve as a hallmark of the community plan, changing values have affected the role that religion plays in people's lives. The architecture of the church, while reflecting broader attitudes of the time period, is a physical manifestation of many of those evolving beliefs.

Early colonial churches embraced the same classical language that was popular for residential architecture. This ordered style was appropriate for both the hierarchical values underlying the Calvinist philosophy of predestination and the rigidity of adherence to the Anglican Church during the colonial period. The Ecclesiological Movement that began in 1830 was fueled by emerging ideas of spirituality, as well as broader ideas of romanticism and naturalism. Medieval building forms were revived in Europe in an attempt to create a more honest, natural, vernacular style. In France and Britain, the Gothic Revival style, known for its truly rational, yet romantic form, was embraced; while Germans recalled their own Medieval precedents with the development of the Romanesque Revival. While

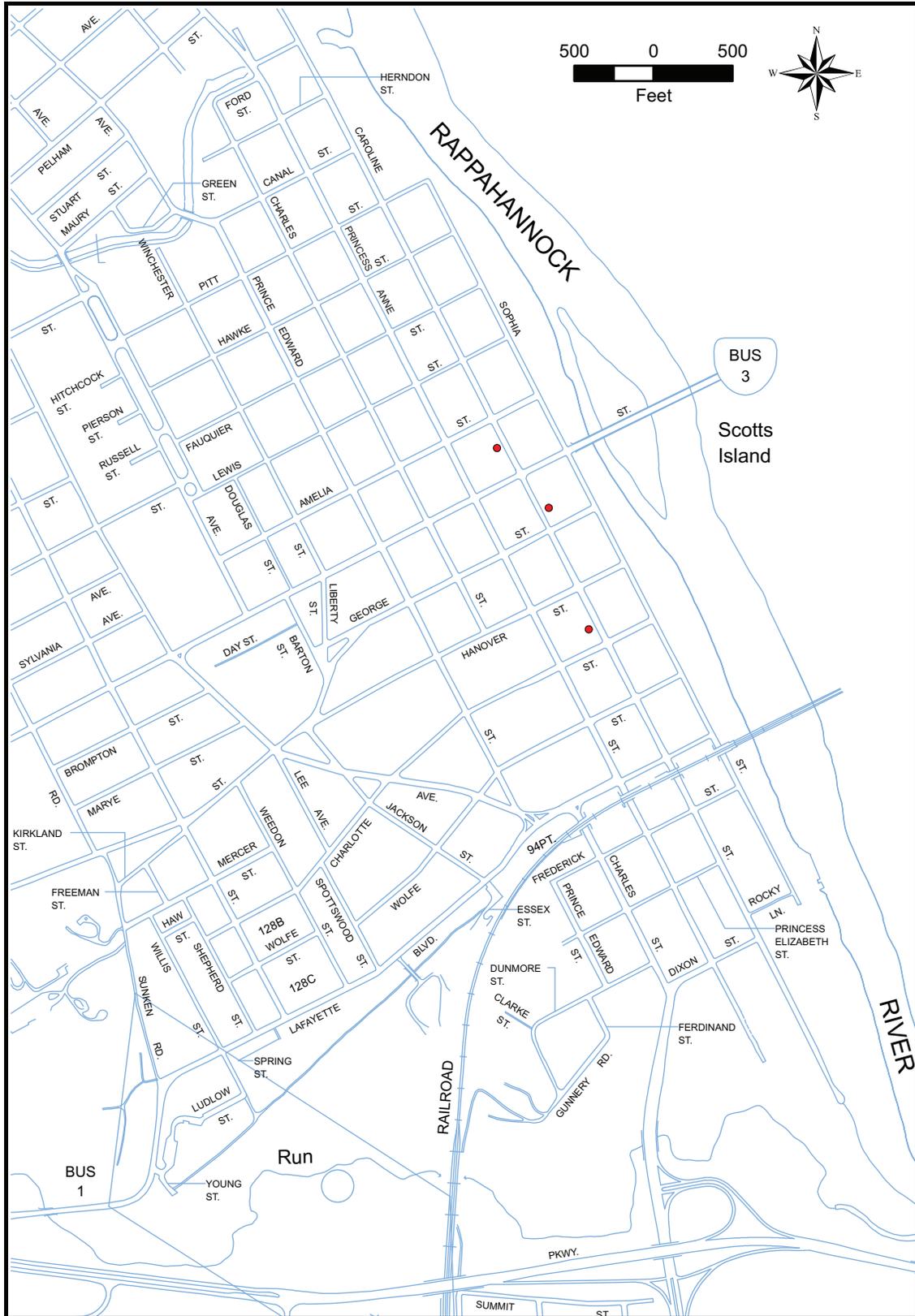


Figure 209. Distribution of extant Recreation/Arts resources in the study area.



Figure 210. Colonial Revival theatre, 905 Caroline Street, ca. 1920.



Figure 211. Art Deco theatre, 1016 Caroline Street, ca. 1935.



Figure 213. St. George's Episcopal Church, 905 Princess Anne Street, 1849.

cated in or near town and city centers, were no longer the focus of community activity; that religious sphere had been replaced by the commercial sphere. The more simplified twentieth-century styles suggest the diminishing importance of the church in the modern era.

Following the Revolutionary War and the subsequent dissolution of the Anglican Church, a number of new religions were introduced in the new nation. The first church in Spotsylvania County was erected in Germanna, a small German settlement to the north of Fredericksburg, in 1720. Shortly thereafter, St. George's Parish was established. In 1726, St. George's Episcopal Church was established as the first

both proliferated heavily throughout the United States between 1830 and 1860, the pomp of the Gothic Revival style was more appropriate for the expression of Catholic ideologies, while the relative austerity of the Romanesque Revival style was deemed more suitable to the Protestant sects. Whereas the Romanesque Revival style was more commonly executed on Protestant churches, the Gothic Revival style was indeed utilized as well. By the end of the Victorian period, these exuberant styles were looked upon in disdain, and people harked back to the order and simplicity of colonial architecture. In addition, the romanticism of the previous era had diminished, and the industrialized, materialistic society placed less emphasis on the spirituality that was sought in the Antebellum Period. Churches, although still prominently lo-

church in Fredericksburg (Darter 1957). The existing Episcopalian church in Fredericksburg is located at 905 Princess Anne Street (Figure 213). Constructed in 1849 in the Romanesque Revival style, this elegant church building boasts round-arch windows and doors, for which the style is known; a brick corbel table; quatrefoil windows; and a prominent spire recessed partway into the gable front of the auditorium block. A rift in the Episcopalian congregation over a controversial minister in the late nineteenth century led to the establishment of a second church. Trinity Episcopal Church, located at 708 Prince Edward Street, was erected in 1881 in the Tudor Revival style and features a cruciform plan, pointed-arch windows, false half-timbering, and steeply pitched gables (Figure 214).



Figure 214. Trinity Episcopal Church, 708 Prince Edward Street, 1881.

Despite petitions to the House of Burgesses for religious freedom, it was not until the United States gained independence from Britain that such Protestant sects as the Baptists, Methodists, and Presbyterians were allowed to officially organize and erect distinct churches. The first Baptist church in Fredericksburg was organized as early as 1767. The site of its first meeting house, nothing more than a simple, wood-frame dwelling, was on the west side of Caroline Street between Frederick Street and present-day Lafayette Boulevard (Darter 1959). Due to the lack of religious freedom in the colonial era, a number of religious sects gathered in such meeting houses. The first Baptist church was erected in Fredericksburg in 1804 on the site of the present-day railroad station. Since this first church, a number of additional Baptist churches have been erected in Fredericksburg. Five of those buildings still remain; four are still used by the Baptist church, and one is now the Unitarian Universalist Church.

The oldest extant Baptist church is located at 1115 Caroline Street (Figure 215). The church is currently used by the Unitarian Universalists and was also formerly called the First Christian Church. At the time of its 1833 construction, it was called the Reformed Baptist Church. The building was constructed in a Romanesque Revival style, featuring round-arch window and door openings, a brick corbel table, and buttresses. Rather than a dominant spire, ornamental finials extend up from the gable peaks of this modest building.

The Fredericksburg Baptist Church was originally located at 801 Sophia Street and maintained a congregation of both whites and free blacks until 1854, at which time the white members broke off and established a new sect. They constructed a church at 1019 Princess Anne Street (Figure 216). This elegant example of the Gothic Revival style boasts pointed-arch windows and doors; drip hoods; a rose window; and a prominent spire. The



Figure 215. Unitarian Universalist Church, formerly called the Reformed Baptist Church and the First Christian Church, 1115 Caroline Street, 1833.



Figure 216. Fredericksburg Baptist Church, 1019 Princess Anne Street, 1854.

original Fredericksburg Baptist Church was sold to the black congregation members and renamed the African Baptist Church. The church was used as a hospital during the Civil War and was thus renamed Shiloh Baptist Church. The original church building was badly damaged by flooding in the 1880s, and controversy ensued among the congregation members on the location of the new church. Half the congregation members wanted to rebuild on the same site, while the other half argued for a new location. In the end, the disagreement caused a rift that severed the congregation in two. In 1890, the Shiloh Old-Site Baptist Church was reconstructed on its original site (see Figure 188), and the Shiloh New-Site Baptist Church organized in 1896 at 525 Princess Anne Street (Fitzgerald 1979) (see Figure 185). Although constructed only six years apart, the two churches exhibit dramatically different stylistic elements. The Old-Site church expresses the Gothic Revival style, as seen in the pointed-arch windows and doors and the buttresses; while the New-Site church exhibits elements of the Colonial Revival style, as seen in the cornice returns and flat entablature at the roofline and the pedimented window and door hoods. The disparity of the two styles, one of which was going out of fashion at the end of the nineteenth century and one of which was just emerging, may reflect the disparity within the congregation. One sect looked toward the past, remaining on the old site and building in an outmoded style; while the other sect looked toward the future, relocating to a new site and building in a contemporary style. Yet another rift in the African-American Baptist church led in the early twentieth century to the formation of yet another Baptist congregation, who then built Mount Zion Baptist Church at 309 Wolfe Street in a predominantly African-American neighborhood (see Figure 187). This church, originally constructed in 1904 and rebuilt in 1928, fuses the symmetry and restraint of the Colonial Revival style with some distilled Gothic Revival details,

including the corner buttresses and pointed-arch entry bay.

The first Presbyterian church in Fredericksburg was erected in 1810 on the corner of Charles and Amelia streets. The existing church, located at 300 George Street was dedicated in 1833 (Shibley 1984) (Figure 217). The church was heavily damaged during the Civil War but was restored to its original grandeur in 1866. The church was based upon Thomas Jefferson's designs for Christ Church in Charlottesville and is a rare surviving example of Jeffersonian Classicism. The rational balance of building components; temple-front façade; and square, pedimented belfry all exemplify this unique Roman-inspired style.

The Methodists initially organized in Fredericksburg 1802, and constructed the existing church at 304 Hanover Street in 1882 (Johnson 1975) (Figure 218). The pointed-arch windows, steeply pitched roof, and buttresses suggest the Gothic Revival style; but the organization of the building components, i.e., the modest, square tower shifted from a prominent central location off to the left side and the unbalanced massing of the oversized auditorium, speaks more to the ideals of the Tudor Revival style. This late-nineteenth- and early-twentieth-century period revival style boasts a number of similar exterior treatments similar but more inherently speaks a language of cozy domesticity.

The only Catholic church in Fredericksburg, St. Mary's, stands at 710 Princess Anne Street (Figure 219). This very modest, ca. 1870, religious building was constructed in a simplified Gothic Revival style, as seen in the pointed-arch windows and doors, buttresses, steeply pitched roof, and trefoil molding in the gable peak.

Parsonages

Several buildings in the survey area were also identified as church parsonages. While the basic form and style of these buildings were dictated by the domestic building trends of their individual



Figure 217. Fredericksburg Presbyterian Church, 300 George Street, 1833.



Figure 218. Fredericksburg United Methodist Church, 304 Hanover Street, 1882.



Figure 219. St. Mary's Catholic Church, 710 Princess Anne Street, ca. 1870.

time periods, the proximity of the parsonages to the church to which they belonged is a unifying feature. Three, attached, Greek Revival-style parsonages are located just to the west of the Fredericksburg Presbyterian Church on George Street (Figure 220). A Queen Anne-style parsonage is attached to the west side of the Fredericksburg United Methodist Church on Hanover Street (Figure 221). An earlier Greek Revival-style parsonage for the Methodist church is located one to the west in the 400 block of Hanover Street (Figure 222). A Queen Anne-Colonial Revival transitional-style parsonage is located just to the south of Trinity Episcopal Church on Prince Edward Street (Figure 223).

Cemeteries

While three cemeteries have been identified within the Fredericksburg survey area, they are discussed in detail under the Funerary context.

SOCIAL

Social spaces within a community take on a number of forms, and their physical relationship to the community can vary greatly. Public social spaces are generally centrally located and possess values shared within an entire community. Private social spaces draw from a small circle of like-minded community members and can be found in both central locations and on the outer edges of a town or city (Figure 224).

Public Spaces

Few early Virginia towns boasted a central square or common. However, in the eighteenth century, a handful of towns, including Williamsburg, Richmond, Staunton, Winchester, Alexandria, and Fredericksburg, followed English precedent and constructed formal Town Hall and Market Square plans. The government offices filled the



Figure 220. Church House, 304 George Street, 1837; Middle House, 306 George Street, 1837; and Presbyterian House, 308 George Street, 1844.



Figure 221. Fredericksburg United Methodist Church Parsonage, 308 Hanover Street, ca. 1890.



Figure 222. Fredericksburg United Methodist Church Parsonage, 403 Hanover Street, 1826.



Figure 223. Trinity Episcopal Church Parsonage, 706 Prince Edward Street, 1899.

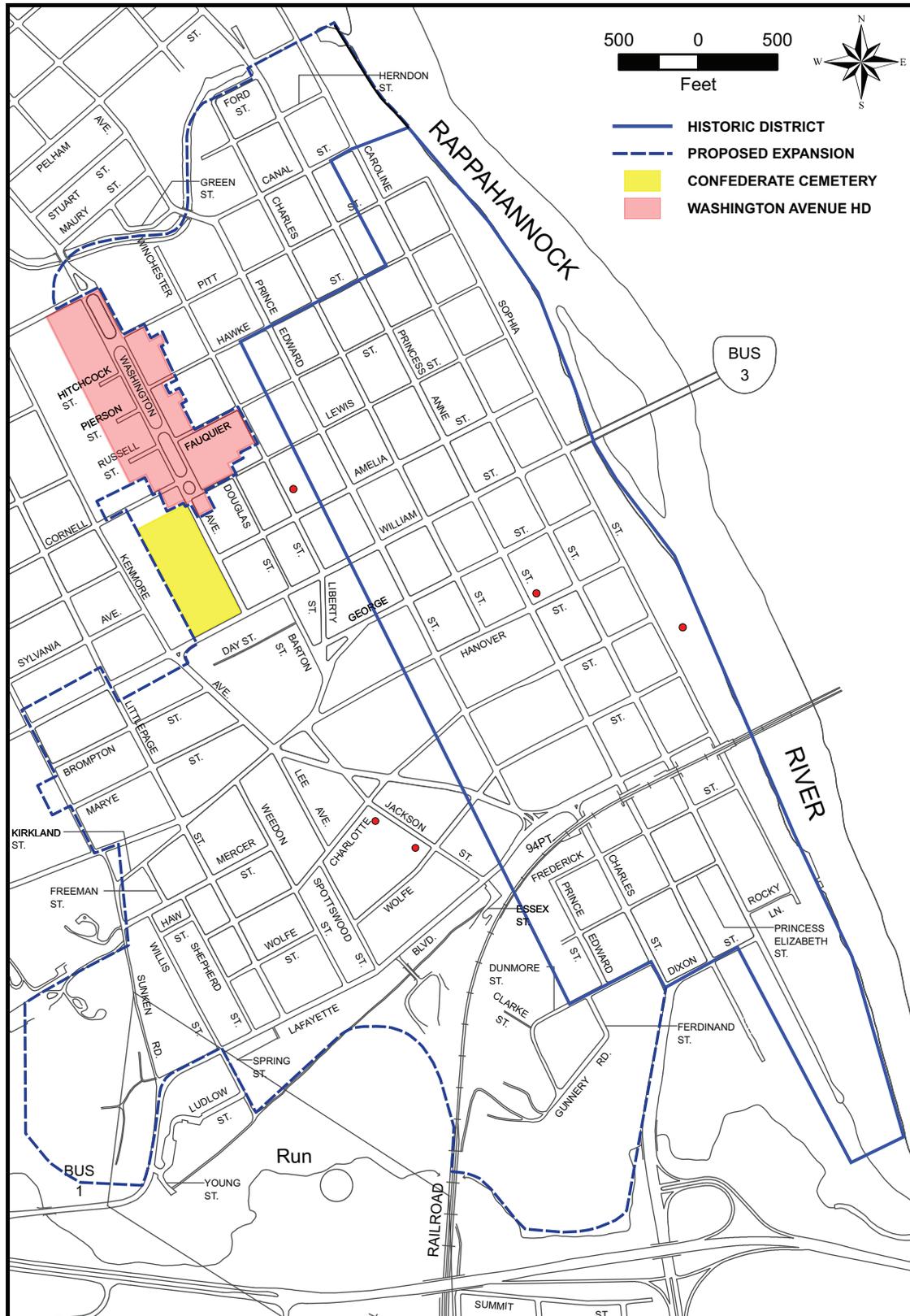


Figure 224. Distribution of extant Social resources in the study area.

upper stories, while the arcaded first story held a market house (see Figure 197). The building opened onto a public square in which commercial and social functions were held. Prior to the Civil War, much of Fredericksburg's social culture centered around its market square, which was originally established in 1763. The 1816 town hall itself often catered to social organizations, which held meetings or balls on the third floor (Hise 1994).

Private Organizations

Modern Freemasonry emerged in England in 1717 and, shortly thereafter, arrived in the colonies. By 1736, Masonic lodges were scattered up and down the coast, from Boston to Savannah. The oldest lodge in Virginia, located in Norfolk, dates from at least 1741; and documentary evidence suggests that Freemasonry was present in Fredericksburg by 1752. An official charter was obtained for the Fredericksburg Lodge No. 4 from the Grand Lodge of Scotland in 1758. Around 1777, the Fredericksburg Lodge joined with several lodges to form the Grand Lodge of Virginia, the first independent Grand Lodge in America, and the official charter was drawn up in 1787. During the eighteenth century, the Freemasons held their meetings at various locations around Fredericksburg, including taverns and private residences. In 1816, the first official lodge was constructed at 803 Princess Anne Street (Figure 225). This Federal-style building is still used by the organization today and has undergone little change (Edmunds 2002). The symmetry of the façade, eaves-front orientation, splayed lintels, and fanlights characterize the Federal style, popular during the early nineteenth century. The relative austerity of the façade appropriately conveys the values of this distinguished, charitable, fraternal organization. The only architectural suggestion of the building's function is the characteristic Masonic emblem centered on the brick retaining wall along the sidewalk.

A number of political leaders were active in the Fredericksburg Lodge, most notably George Washington, who was inducted in 1752. The organization also laid cornerstones for many of the city's prominent buildings and monuments, including the Fredericksburg Baptist Church, the Shiloh Old-Site Baptist Church, the Mary Washington Hospital, the original Fredericksburg High School (now the Central Rappahannock Regional Library), several buildings at Mary Washington College, the Confederate Cemetery Monument, the 5th Corps Monument in the Fredericksburg National Cemetery, and the Mary Washington Monument (Edmunds 2002).

A number of other fraternal organizations were formed in the United States upon the heels of the Freemasons. Providing venues for socializing and conducting charitable work, these organizations quickly became fixtures for any urban community or small town. A lodge for one such organization stands at 609 Sophia Street (Figure 226). This ca. 1950 building, called the Prince Hall Lodge, echoes the architecture of the 1816 Masonic Lodge in its symmetry, austerity, massing, and orientation. The lodges also served to create a sense of community for newly forming African-American neighborhoods after the Civil War. The Elks Hall was established in the African-American working-class neighborhood during the early twentieth century (see Figure 190). Located at 1103 Winchester Street, the former lodge building is now abandoned.

SUBSISTENCE/AGRICULTURE

Virginia's colonial, early national, and antebellum history is largely characterized by its dependency on agriculture. The tobacco plantations that were established in the seventeenth and eighteenth centuries brought widespread prosperity to both the plantation owners and to the towns that grew in support of this culture. The emergence of Fredericksburg along the Rappahannock was due to the establishment of a tobacco inspection point.



Figure 225. Masonic Lodge #4, 803 Princess Anne Street, 1816.



Figure 226. Prince Hall Lodge, 609 Sophia Street, ca. 1950.

Fredericksburg was initially laid out in 1721 and incorporated as a town in 1728. Warehouses quickly emerged along the waterfront, on Sophia Street, at the lower end of the east-west cross-streets. Many of the early warehouses were crude, wood-frame buildings. Due to their crude construction, none of these warehouses remain. The design and construction of these warehouses changed little throughout the nineteenth century, the period from which the earliest extant warehouse in Fredericksburg appears to date. Remaining examples are almost exclusively masonry construction, due in large part to the three major fires that swept through Fredericksburg's downtown during the late eighteenth and early nineteenth centuries. What characterizes the typical warehouse is its utilitarian construction and its second-story loft door, many of which are still outfitted with a pulley for lifting goods to the second floor. While the later masonry warehouses were still constructed along the waterfront, many began to appear near industrial sites and commercial centers (Figure 227).

Six extant warehouses from the first half of the nineteenth century reflect the utilitarian design that was common to this type of building. 1011 Charles Street was constructed around 1810 (Figure 228). 923 Sophia Street was constructed in 1813 (Figure 229). 1010 Charles Street was constructed in 1815 (Figure 230). 109 Amelia Street was constructed around 1820 (Figure 231). 312 Sophia Street was constructed around 1830 (Figure 232). 310 Frederick Street was constructed around 1855 (Figure 233). As there are no wood-frame examples that have survived, these six warehouses are of masonry construction. Note the industrial-sized doors, rows of windows, and second-story lofts.

After 1789, farmers along the Rappahannock River shifted from tobacco to more diversified crops. Along with this shift came the establishment of grist and flour mills in Fredericksburg to process the raw materials coming through along the river. The finished products were shipped to such cit-

ies as New York, Philadelphia, and Baltimore or distributed to local merchants in the commercial district. In 1816 alone, 160,000 barrels of flour were handled in Fredericksburg. The series of canal raceways constructed throughout the city aided in the prosperity of large-scale grist and flour mills well into the twentieth century. Several notable mills were located in Fredericksburg during this time period including: the Bridgewater Mills, which received international recognition at the 1878 Paris Exposition and was responsible for producing the first branded flour in the United States; the Knox Mill; the Hollingsworth Mill; and Germania Mills, established by nineteenth-century Prussian immigrants (FATD 2002). Although none of these significant mills has survived, one ca. 1935 grain elevator still remains at 401 Charles Street (Figure 234), paying tribute to the milling history of Fredericksburg.

TECHNOLOGY/ENGINEERING

Fredericksburg's location at the falls of the Rappahannock River provided opportunity for a number of technological advances, from the construction of a canal for enhanced transportation and hinterland trade to the harnessing of water power for manufacturing and the generation of electricity. Plans for the canal were formulated as early as 1790, with the organization of the Rappahannock Navigation Company. Construction began in 1829, and the first leg of the canal, providing a route between Fredericksburg and the communities of the upper river basin, opened in 1849 (FATD 2002).

By the middle of the nineteenth century, the arrival of the railroad rendered the canal obsolete and severely impacted the economic infrastructure of the city. In the wake of this devastation, Fredericksburg sought manufacturing opportunities that would provide new income to the city. In 1855, the Fredericksburg Water Power Company purchased the canal system and constructed a wooden crib dam, sold lots along the

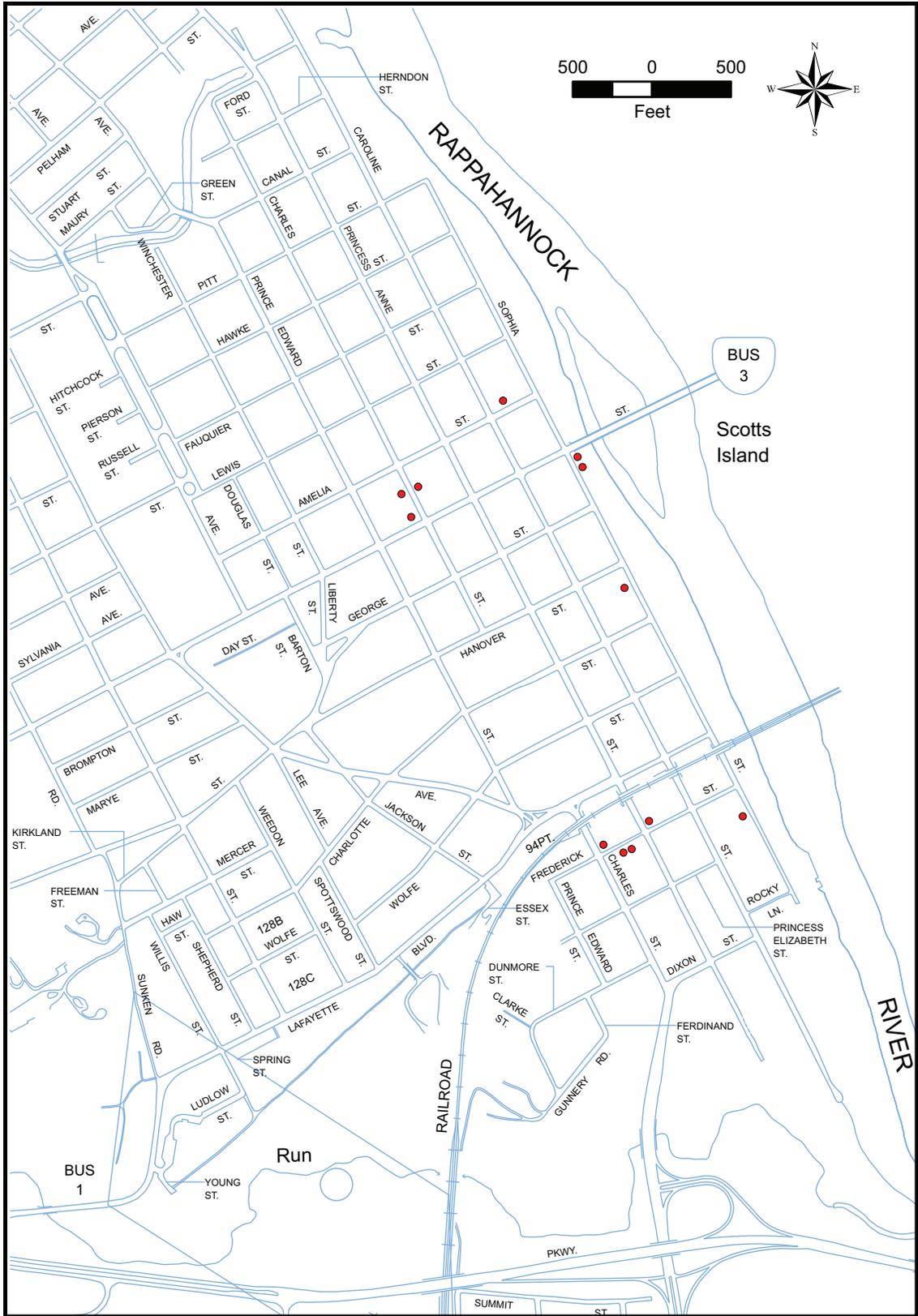


Figure 227. Distribution of extant Agricultural resources in the study area.



Figure 228. Warehouse, 1011 Charles Street, ca. 1810.

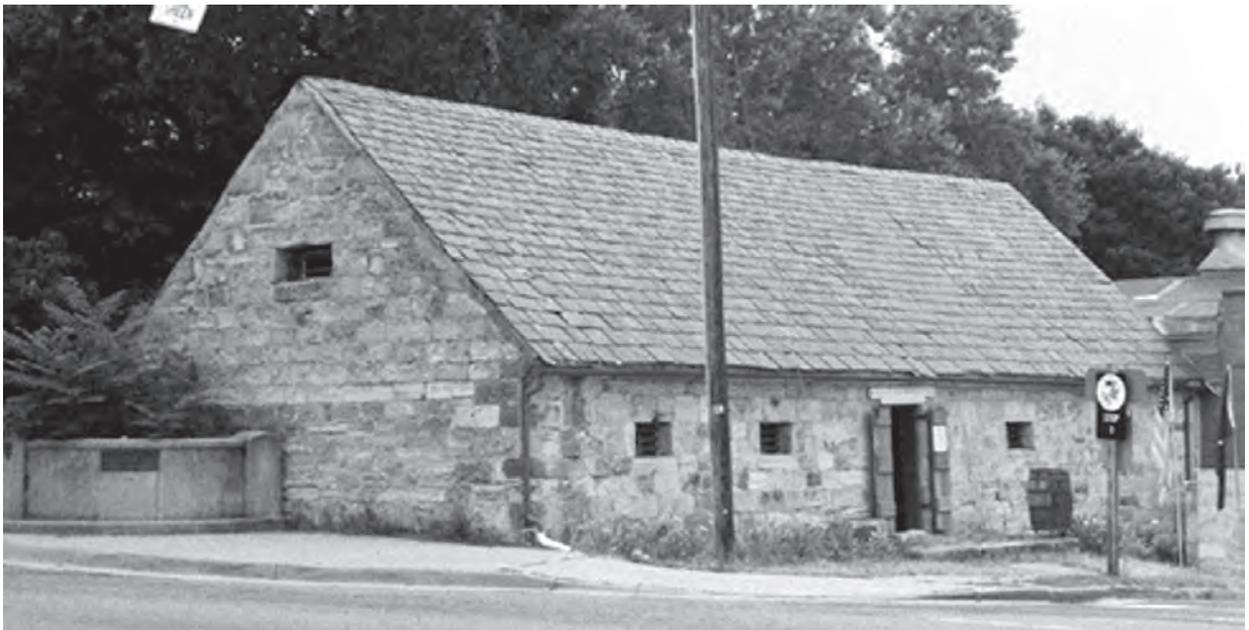


Figure 229. Warehouse, 923 Sophia Street, 1813.



Figure 230. Warehouse, 1010 Charles Street, ca. 1815.



Figure 231. Warehouse, 109 Amelia Street, ca. 1820.



Figure 232. Warehouse, 312 Sophia Street, ca. 1830.



Figure 233. Warehouse, 310 Frederick Street, ca. 1855.



Figure 234. Grain elevator, 401 Charles Street, ca. 1935.

canal system, and rented water power privileges to the emerging industrial enterprises. A major canal raceway was subsequently constructed that branched off the main canal, ran along the west edge of the city following Kenmore Avenue, and emptied back into the river at the south end of the city. The crib dam was eventually replaced by the Embrey Dam in 1909. This much larger, more technologically advanced dam was constructed of reinforced concrete and furnished almost double the horse power. The energy of the two dams powered water wheels and turbines of mills and factories until the twentieth century, ushering in a new era of industrialization and supplanting the merchant economy with a new economic base (FATD 2002).

In 1887, the Rappahannock Electric Light and Power Company was founded by a group of local investors and, for the first time, provided electric light to Fredericksburg. The city opened its own electric generating plant, City Light Electric Works, in 1901, providing a more efficient and economical service. Around 1910, a third power company was established. The Spotsylvania Power

Company purchased the Fredericksburg Power Company and opened a large power house, which was constructed of reinforced concrete and steel and powered by an underground headrace and operated six electric flood gates at the Embrey Dam. Virginia Electric Power Company (VEPCO) purchased Spotsylvania Power Company in 1926 and operated the power house until the early 1960s (FATD 2002).

Much of the built environment that is the physical manifestation of Fredericksburg's adaptation of the Rappahannock River to its industrial and technological needs no longer exists and several extant sites lie outside the survey area. Two factory buildings remain along Ford and Caroline streets and were discussed in detail under the Industry/Processing/Extraction theme. The north end of the potential district expansion is bounded by a portion of the canal system, and a basin owned by the VEPCO was filled in during the first half of the twentieth century to allow for residential development along the north end of Prince Edward Street (FATD 2002).

One historic resource that recalls Fredericksburg's technological and industrial history is the 1947 Pump House at 301 Sophia Street (Figures 235 and 236). No longer in use, this pumping station may have pumped water to the canal or between a system of reservoirs, or removed sewage to a treatment plant. The utilitarian design, specifically the geometric shape and ribbon windows, and the use of concrete and steel, are indicative of the machine aesthetic of the Modern period and reflect the technological advances that characterize Fredericksburg's relationship with the Rappahannock River from the early days of settlement through the modern period.

TRANSPORTATION/COMMUNICATION

The evolving transportation networks from the colonial settlement through the present day have continuously transformed the landscape and given rise to new building types and, in some cases, architectural styles. These resources emerged along the linear corridors and gave shape to the communities that developed and grew around these transportation lines (Figure 237).

Railroad

Like nearly all early colonial settlements, Fredericksburg's early development was dependent upon the waterways. Its strategic location along the Rappahannock River, afforded the city access to trade with the tobacco plantations of the hinterlands. Despite a growing road network in the early nineteenth century, the city invested in a series of canals, locks, and dams that would improve the transportation routes to and from the city. By the time the canal was complete, the railroad had surpassed waterways as the dominant form of transportation.

Early railroad networks bypassed Fredericksburg, severing its ties with the expanding urban areas of Washington, D.C. and Richmond. In 1872, the Richmond, Fredericksburg, and Potomac Railroad finally arrived in Fredericksburg. The

line crossed the Rappahannock River and extended up present-day Lafayette Boulevard, and a station was constructed along the 200 block of Lafayette. Access to railway transportation opened up important industrial markets to the economically stagnant city. Factories sprouted along the rail line, on the north side of Lafayette Boulevard and in the neighborhoods to the south of the rail line, and along the canal system at the north end of the city. A large influx of factory workers settled in newly established residential neighborhoods in the vicinity of the factory buildings. The original, wood-frame railroad depot was replaced by a brick, hipped-roof station around 1910 (Figure 238). Its long, one-story massing, low-hipped roof, broad eaves, and tall window openings are typical of early-twentieth-century depot construction.

Gas Stations

By the 1920s, railroad lines across the country were suffering financial hardships, and many were declaring bankruptcy. After the turn of the century, the automobile began to emerge as competitor to the railroad. During the 1920s, the automobile was widespread enough to pose a major threat to railroad companies. Whereas development had frequently occurred along waterways or rail lines during the eighteenth and nineteenth centuries, twentieth-century development was able to spread from dense, urban cores along newly constructed roadways. The dominant building in this new development was the gas station.

Early gas stations were no more than curbside pumps located outside grocery or general stores. In the 1920s, these curbside pumps were deemed hazardous to the increased traffic in commercial districts, thus stimulating the establishment of independent fueling stations. As these early stations were often located within existing residential neighborhoods, oil companies sought to consider the aesthetic character of the neighborhoods and designed their stations to reflect popular house

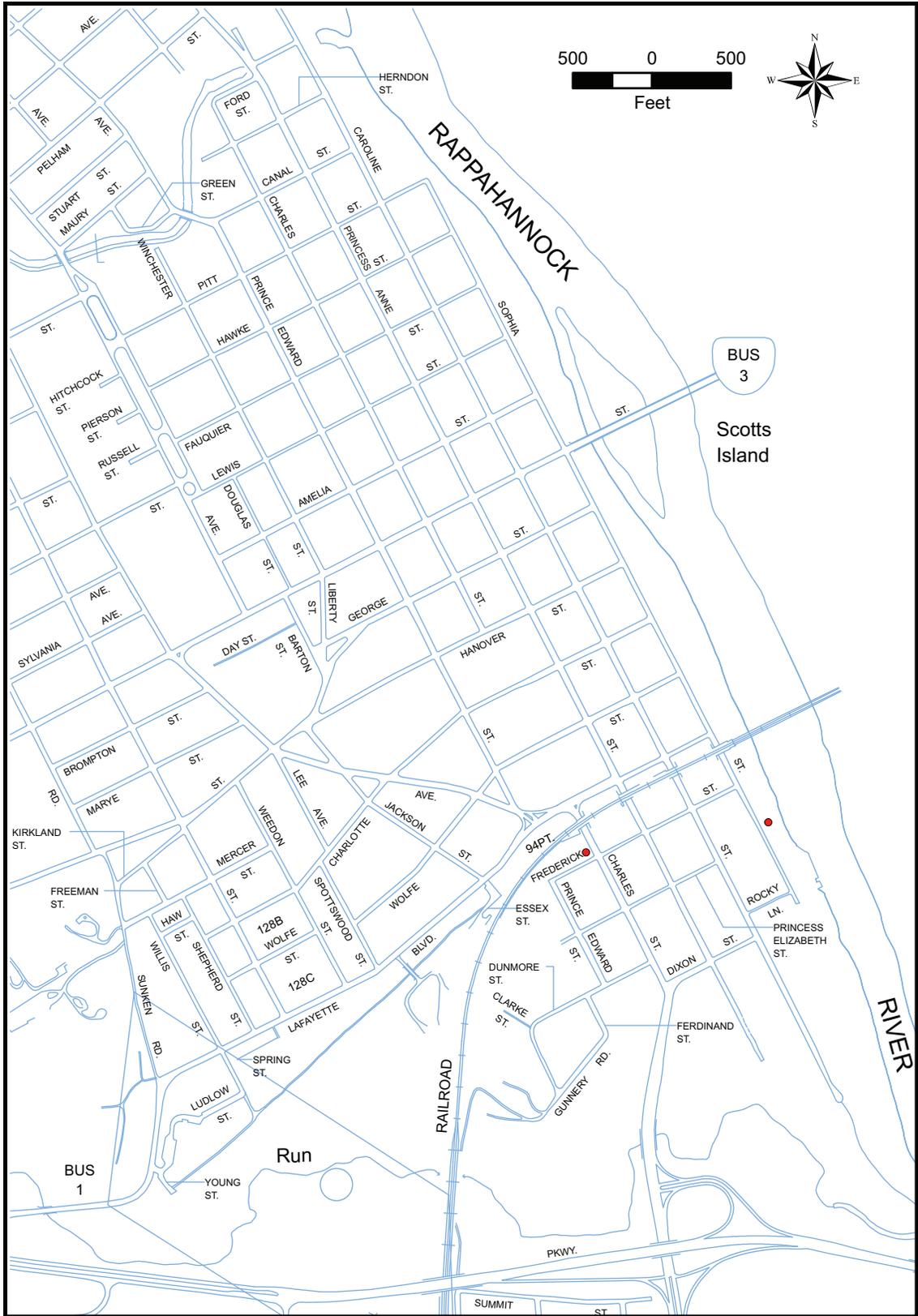


Figure 235. Distribution of extant Technology/Engineering resources in the study area.



Figure 236. Pump House, 301 Sophia Street, 1947.

styles of the era, such as the Bungalow, Tudor Revival, and Colonial Revival styles. Eventually, oil companies began to standardize their station design for easier recognition. The Pure Oil Company was one such company. Their English Cottage design, featuring a steeply pitched blue-shingle roof and white, stuccoed walls, became ubiquitous across the nation. What appears to be a former Pure Oil station, now an office building, is located at 530 Princess Anne Street (Figure 239). Another house design, reflecting the Colonial

Revival style, can be found at 100 William Street (Figure 240). During the 1920s and 1930s, as the gas station evolved, the Art Deco style, often associated with modernity and the automobile, was commonly employed. An excellent, well-preserved example of this style can be found at 1319 Princess Anne Street (Figure 241). Note the roof parapets and the canopy. A more distilled version, featuring a simple stepped roof parapet, is located at 300 Charles Street (Figure 242).

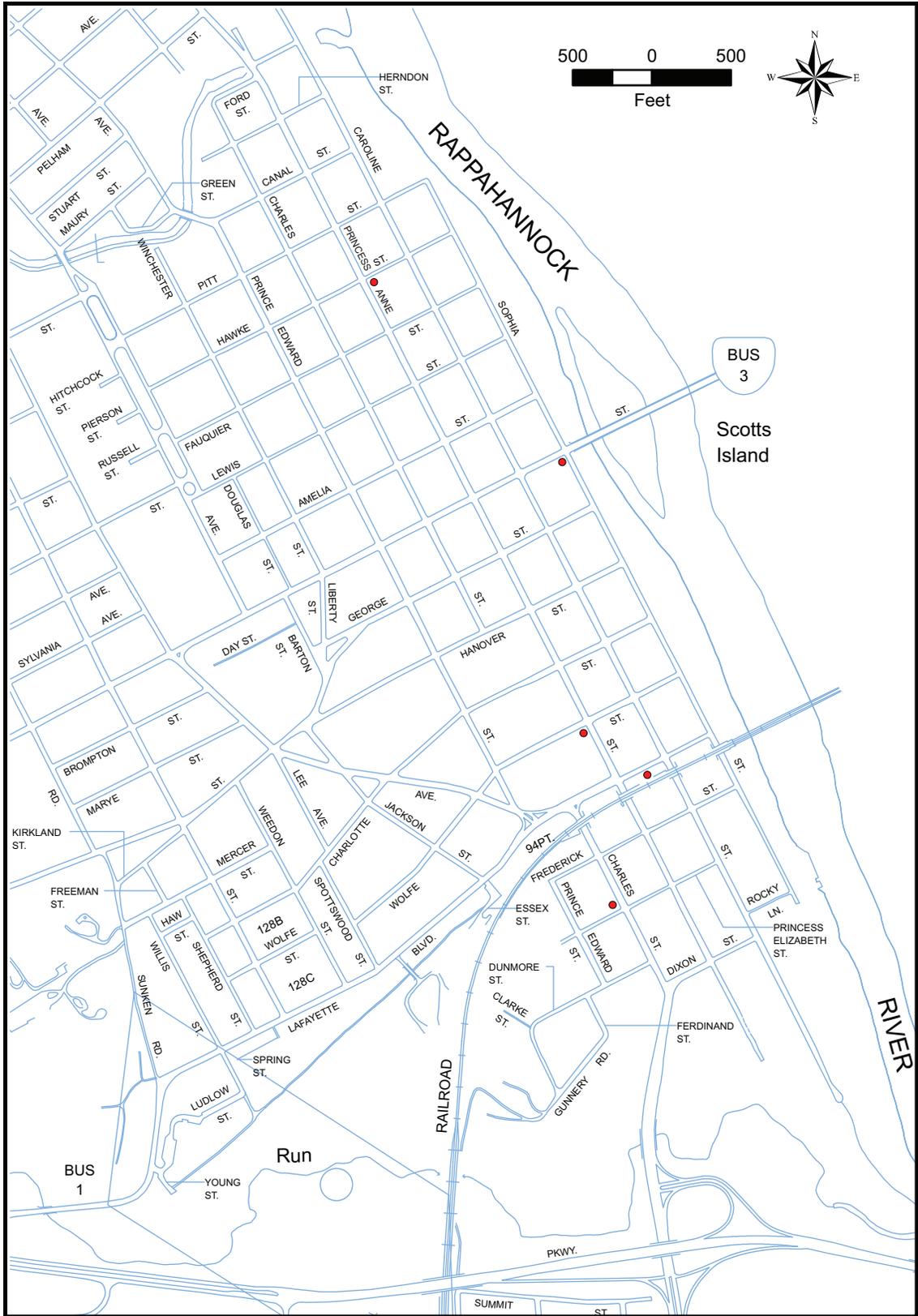


Figure 237. Distribution of extant Transportation resources in the study area.



Figure 238. Fredericksburg Train Station, 200 Lafayette Boulevard, 1910.



Figure 239. Former Pure Oil Station, 530 Princess Anne Street, ca. 1930.



Figure 240. Gas station, 100 William Street, ca. 1930.



Figure 241. Gas station, 1319 Princess Anne Street, ca. 1930.



Figure 242. Gas station, 300 Charles Street, ca. 1925.

4: Survey Findings

Of the 1,497 primary resources surveyed within the Fredericksburg Historic District and Potential Fredericksburg Historic District Expansion, 1,370 were found contributing, while only 127 were found non-contributing. Of these, 119 were deemed non-contributing due to age and eight were deemed non-contributing due to a significant loss of integrity through major renovation. The non-contributing buildings primarily fall under the domestic and commercial contexts and are not specifically relegated to one particular neighborhood or area.

HISTORIC CONTEXTS

Following is a breakdown of the historic contexts under which the 1,369 contributing resources fall:

Five resources fall within the Settlement to Society Period. These resources are located in close proximity to the waterfront and are predominantly residential and constructed in the Georgian style. Overall, the resources are in good condition.

Twenty-seven resources fall within the Colony to Nation Period. These resources are primarily located within close proximity to the waterfront, with a few having moved up the hill. The majority are residential, and a few are commercial. Buildings are predominantly constructed in the Federal style, but a few display Georgian features. Overall, the resources are in good condition.

One hundred two resources fall within the Early National Period. These resources are spread across the commercial core and in the close-in residential neighborhoods. The others are scat-

tered in the area known as Marye Heights, along Kenmore Avenue, and on Hanover Street. A large number of commercial and residential buildings remain from this period, representing primarily the Federal style, with some early Greek Revivals. Overall the resources are in good condition, but a number of commercial buildings from this time period are only in fair condition. One dwelling has been recorded as deteriorated.

One hundred thirty-five resources fall within the Antebellum Period. These resources are spread across the commercial core and into the north and south ends of the city. A large number of commercial and residential buildings remain from this period, as well as several prominent religious buildings. Buildings were overwhelmingly constructed in the Greek Revival style, but a large number of late Federal and early Italianate buildings are also present. Conditions range from poor to excellent, with the largest number falling in the range from fair to good.

Five hundred twenty-one resources fall within the Reconstruction and Growth Period. These resources are spread heavily across the commercial and residential neighborhoods and have spread further into the western part of the city. Buildings are overwhelmingly domestic, and a large number relate to African-American history. All the major Victorian and early-twentieth-century styles are represented, with the majority having been constructed in vernacular Folk Victorian and Colonial Revival styles. The building conditions vary greatly; however, a large number were recorded as deteriorated or poor. Many of the deteriorated and poor structures are located within the histori-

cally African-American and/or lower-income neighborhoods. In contrast, the commercial buildings from this time period are generally in good or excellent condition.

Four hundred seventy-nine resources fall within the World War I to World War II Period. The resources are predominantly clustered in the residential neighborhoods, primarily along newer extensions of existing streets, and within more automobile intensive commercial districts at the fringes of the city. Resources are largely domestic, with a fair number of commercial buildings as well, primarily representing the Colonial Revival and Craftsman/Bungalow/Prairie styles, as well as other twentieth-century period revivals such as the Tudor Revival. Building conditions are generally good or excellent, but a few are deteriorated or poor. Many of the deteriorated and poor structures are located within the historically African-American and/or lower-income neighborhoods.

One hundred sixty-eight resources fall within the time period between World War II and the present. These resources are scattered within the historic commercial core and along the fringes of the residential neighborhoods. Resources are generally domestic or commercial and represent Colonial Revival and Modern styles. Buildings are overall in good condition.

THEMATIC CONTEXTS

Following is a breakdown of the thematic contexts under which the 1,370 contributing resources fall:

All were determined to fall within the context of Architecture/Landscape Architecture/Community Planning, due to their contribution to the development of Fredericksburg's neighborhoods.

One thousand one hundred ten were determined to fall within the Domestic context and are primarily encompassing the neighborhoods to the north, south, and west of the commercial core. Residential buildings represent all the major architectural styles, both vernacular and high

style, and the conditions range from deteriorated to excellent.

Two hundred seventy-seven were determined to fall within the Commerce/Trade context and are primarily concentrated within the core of the city. The majority of the commercial buildings are multi-story, mixed-use blocks and typically represent such styles as Federal, Greek Revival, Italianate, and Colonial Revival. A large number of commercial buildings received late-nineteenth-, early-twentieth-, or mid-twentieth-century storefront alterations, predominantly in Victorian, Colonial Revival, Streamline Moderne, and Modern styles. Conditions are generally fair or good.

One hundred fifty were determined to fall within the Ethnicity/Immigration context, for their contribution to the African-American history of the city, and are primarily located in the working-class neighborhoods to the north and south of the commercial core. Buildings are overwhelmingly domestic and typically represent vernacular Folk Victorian and Colonial Revival styles. A large number of these resources are in deteriorated or poor condition or have been altered with new materials.

Eighteen were determined to fall within the Religion context and are primarily located within the vicinity of the commercial core. These buildings were primarily constructed in the nineteenth century in such styles as Greek Revival, Early Classical Revival, Gothic Revival, Romanesque, and Tudor Revival. Overall, these buildings are in good condition and are well preserved.

Thirteen were determined to fall within the Subsistence/Agriculture context and are primarily clustered near the waterfront. These resources are predominantly warehouses that were constructed in the nineteenth century in such styles as Federal and Greek Revival. Overall, the condition of these resources is fair or good.

Twelve were determined to fall within the Industry/Processing/Extraction context and are primarily located along the railroad and canal

system. These resources were constructed in the late nineteenth and early twentieth centuries and lack any affiliation with a particular style. Overall, the condition of these resources is fair or good.

Eleven were determined to fall within the Educational context and are spread throughout the commercial and residential neighborhoods. Two are single dwellings that once held classes; four were constructed as schools; one is a museum; and one is a library. The resources span the eighteenth, nineteenth, and twentieth centuries and a range of styles. Conditions are generally good or good to excellent, but one resource is in poor condition.

Six were determined to fall within the Transportation/Communication context and are primarily located along the railroad and on the fringes of the commercial core. Two are train depots and five are gas stations. All resources date from the early twentieth century and range from poor to good condition.

Nine were determined to fall within the Government/Law/Political Context and are primarily located in the vicinity of the commercial core. These resources consist of two city halls, one courthouse, and one police station and range from the early nineteenth to the mid-twentieth centuries. Overall, these resources are in excellent condition.

Four were determined to fall within the Health Care context. These resources consist of two pharmacies/apothecary shops, one hospital, and one medical school and range from the mid-eighteenth century to the early twentieth century. Conditions range from poor to excellent.

Three were determined to fall within the Social context. All three resources are meeting halls. Resources range from the late eighteenth to mid-twentieth centuries. Two of the resources are in good condition, and one is in poor condition.

Three were determined to fall within the Recreation/Arts context. One resource is a sculpture and two are theatres. Resources date from the

early twentieth century. Overall, the resources are in good condition.

Three were determined to fall within the Funerary context. Two of the resources are cemeteries, and one is a church with associated churchyard. Resources date from the eighteenth and nineteenth centuries. Overall, the resources are in good condition.

Two were determined to fall within the Technology/Engineering context. One resource is a pump house and one is a power plant. Both resources date from the first half of the twentieth century. One resource is in good condition and the other is fair.

CONDITIONS

Following is a breakdown of the conditions of the 1,370 contributing resources:

Fifty resources are in excellent condition, meaning they have no visible cosmetic or structural deterioration.

One hundred five resources are in good to excellent condition, meaning they have only very small cosmetic deterioration.

One thousand sixty-one resources are in good condition, meaning they have some cosmetic deterioration or very minor, non-threatening structural deterioration.

One hundred ten resources are in fair to good condition, meaning they have some cosmetic deterioration and minor, non-threatening structural deterioration.

Eighty resources are in fair condition, meaning they have a lot of cosmetic deterioration and some structural deterioration.

Twenty-two resources are in poor condition, meaning they have a significant amount of cosmetic deterioration and some serious structural deterioration.

Nine resources are in deteriorated condition, meaning they are very structurally deficient and should not be inhabited.

ALTERATIONS

Nearly all surveyed resources have received some level of alterations. Widespread alterations include rear additions, new roofs, new siding, new windows, and new doors. The majority of buildings have rear additions that were added at some point after the original buildings were constructed. Slate and standing-seam metal roofs replaced a large number of early wood-shingle roofs. Asphalt shingles replaced a significant number of historic roofs after about 1920. New siding has also replaced original wood weatherboard on a large number of buildings. Aluminum and composition siding were added during the mid-twentieth century, and vinyl siding has been added from the late twentieth century to the present day. Vinyl windows have replaced a large number of wood sashes on historic buildings. Also, the number of window panes in historic sashes has changed on many buildings, keeping up with new technologies in glass production. Metal doors have replaced many wood doors. Aluminum or vinyl storm sashes and doors have been added to both modern and historic window sashes and doors on a large number of buildings.

Storefront alterations are common on commercial buildings, generally consisting of the addition of large, plate-glass display windows. Some alterations also extended to the upper floors with modern metal or wood veneers and metal or vinyl windows.

Less common alterations include new porches, updated styles, façade additions, reconstructed chimneys, new foundations, and vinyl architectural details. New porches were primarily added during the early twentieth century, when the Craftsman and Colonial Revival styles were popular. Often, only the porch posts were replaced. Domestic building styles were most commonly updated during the late nineteenth century to reflect the exuberance of the Victorian-era styles. Occasionally, a Georgian or Federal-style building was updated to the Greek Revival style.

Commercial building styles were commonly updated to reflect Victorian-era styles, early-twentieth-century styles, and Modern styles. Additions were typically relegated to the rear, but occasionally a building received an addition obscuring the façade. In a couple of instances, this addition served a commercial purpose. A few brick chimneys were noticed to have been reconstructed on early buildings, specifically from the eighteenth and early nineteenth centuries. New foundations are very uncommon and difficult to execute. Very rarely was a new poured-concrete foundation observed on an older building. On a few buildings that received major alterations, vinyl features, such as porches, roof brackets, and window surrounds, replaced wood features; these buildings were still considered contributing if the architectural style was not altered.

ARCHITECTURAL STYLES

Following is a breakdown of the architectural styles of the 1,369 contributing buildings:

Twelve were constructed in the Virginia Colonial form between 1737 and 1813. These buildings typically have a one-story, side-gable, symmetrical massing.

Four were constructed in the Dutch Colonial style between 1750 and 1803. These buildings are characterized by their eaves-front, gambrel roofs.

Twelve were constructed in the Georgian style between 1740 and 1810. The high-style examples are characterized by their two-story, side-gable, symmetrical massing, brick end chimneys, porticos or door surrounds, and modillions. Vernacular examples, which are primarily located in the commercial district, feature steeply pitched, side-gable roofs, multi-light windows, fanlights, and, on those of brick, corbelled cornices.

One hundred thirty-four were constructed in the Federal style between 1761 and 1846. High-style examples are typically characterized by their two-story, side-gable, symmetrical massing, brick chimneys, side and transom lights, and splayed

lintels. Vernacular examples, which are primarily located in the commercial district, feature steeply pitched, side-gable roofs, multi-light windows, side and transom lights, and corbelled cornices.

Eighty-seven were constructed in the Greek Revival style between 1810 and 1873. These buildings boast such features as pedimented, columned porticos, pedimented roofs, embellished cornices, side and transom lights, and rectangular lintels.

Five were constructed in the Early Classical Revival style between 1830 and 1854. These buildings typically boast elaborate, two-story porticos in the Roman Doric style.

Fifty-four were constructed in the Italianate style between 1830 and 1900. Residential buildings commonly feature molded window hoods, bracketed cornices, and porches supported by squared columns. Commercial examples typically have flat roofs, elaborate bracketed cornices, molded window hoods, and elaborate display windows offset by molded, bracketed cornices.

Two were constructed in the Romanesque Revival style between 1833 and 1849. This style is known for its round-arch forms and corbel tables.

Eight were constructed in the Gothic Revival style between 1847 and 1890. These buildings, both residential and religious, typically boast steeply pitched gable roofs and pointed-arch windows.

Eleven were constructed in the Second Empire style between 1850 and 1893. These buildings are most distinctly known for their mansard roofs, and also feature bracketed cornices and molded window hoods.

One hundred eighty-four were constructed in the vernacular Folk Victorian/Transitional style between 1870 and 1920. By nature, these buildings are widely diverse. One common form features a side-gable roof with cornice returns, a porch with turned posts, and an enriched cornice. Another common form features a front-gable, pedimented roof, wrapping porch with turned

posts, and patterned gable shingles. Very simple forms have front-gable roofs with raking eaves and porches with turned posts.

Fifty-nine were constructed in the Queen Anne style between 1880 and 1910. These buildings commonly boast wrapping, porches with turned posts, complex roofs, prominent towers, bay windows, patterned shingles, stickwork, and stained-glass windows.

Four hundred eighty-three were constructed in the Colonial Revival style between 1876 and 1959. These buildings are diverse but are unified by their adhesion to early colonial building forms (from Cape Cod to Dutch Colonial to Georgian and Spanish/Mission) and classically inspired details. Front porches with Tuscan columns, cornice returns, side and transom lights, and embellished cornices are common details.

One hundred eight were constructed in the Craftsman/Prairie/Bungalow style between 1880 and 1959. Craftsman buildings commonly feature battered porch posts and exposed rafter tails. Prairie style buildings, which are often fused with the Craftsman style, are known for their broad eaves and low-hipped roofs. Bungalows are known for their modest, one-and-one-half-story massing, and wide front porches.

One was constructed in the Classical Revival style: City Hall, originally built as a post office in 1909. The large scale, symmetry, and grand, two-story portico with large columns are typical of this style, which was popular for public buildings constructed from ca. 1900 to 1920.

Nine were constructed in the Tudor Revival style between 1890 and 1959. These buildings are known for their steeply pitched roofs and false half-timbering.

Five were constructed in the Neo-Classical style between 1905 and 1910. Several Neo-Classical forms are represented, including the two-story porch form and the two-story portico with one-story porch form.

Sixteen were constructed in the Art Deco style between 1920 and 1935. High-style examples

include a variety of stepped forms and zigzag motifs. Vernacular examples feature simple stepped roofs.

Four were constructed in the Moderne style between 1930 and 1935. Extant resources are vernacular examples of the style, featuring rounded window and wall planes.

Forty-three were constructed in the Modern style between 1930 and 1960. These examples typically have utilitarian, flat-roof forms, metal windows and doors, and no distinct architectural detail.

Other style categories with minor representations include two Post Modern and 39 Minimal Traditional.

5: Evaluation

CONTRIBUTING VS. NON-CONTRIBUTING RESOURCES

Very little modern infill development has occurred within the boundaries of the Fredericksburg Historic District and the surveyed portion of the potential expansion. In addition, very few historic buildings have lost enough integrity to compromise their eligibility as contributing resources in the historic district.

BUILDING STOCK

Due to economic stagnation during the nineteenth century, Fredericksburg has retained a large number of its historic resources, and a significant number of those resources remain well preserved. Much of Fredericksburg's most spectacular growth occurred in the years prior to the Civil War. Despite damages incurred during the war, an overwhelming number of those buildings remain. Unlike many other urban areas, specifically those in the northern part of the country, the city did not experience a radical renovation during the late nineteenth century, a time in which the exuberance of the Victorian era contributed to the rebuilding of town and city centers with more elaborate structures. Fredericksburg also appears to have avoided the damaging effects of urban renewal experienced in most American cities during the 1950s, 1960s, and 1970s. It appears that relatively few buildings were constructed in this era of redevelopment.

CONDITION OF RESOURCES

The conditions of the resources do not necessarily directly correlate with the age of the resource. Some of the oldest buildings have been restored and kept in good repair. It is clear that the earliest buildings have been recognized for their contribution to the establishment of Fredericksburg and their relationship with notable historical figures and events that shaped the early colony and nation. Likewise, some of the most deteriorated buildings are less than 100 years old but have suffered neglect, due to their lack of notable architectural features and/or their location in low-income neighborhoods.

Although the overall condition of surveyed resources was found to be good, the number of fair, poor, and deteriorated buildings prove to be a threat to the integrity of the historic district. The areas with the greatest threat are the historically African-American and working-class, residential neighborhoods to the north and south of the commercial core and the commercial core itself. A large number of poor, deteriorated, and vacant buildings are located in the working-class neighborhoods. These buildings in general suffer from structural instability, holes in sheathing and roofing materials, broken or missing windows panes and sashes, sagging roofs, collapsing porches, and cracked foundations. The primary reason for the deterioration is likely neglect from landlords, as a number of these properties appear to be rentals, or the inability of homeowners to afford building

maintenance. This is typical of the deterioration/neglect experienced in many urban, working-class neighborhoods.

Likewise, a number of the oldest buildings in the commercial core are suffering from deterioration by neglect. These buildings, typically of brick masonry construction, suffer from spalling, failing mortar joints, decaying window sashes, sagging roofs, and rusted or decayed storefronts. In fact, the commercial district has been listed on the Most Endangered Historic Sites in Virginia for 2007 by the Association for the Preservation of Virginia Antiquities (APVA) and Preservation Virginia. As APVA states: "It is Fredericksburg's recent history and the very success of its historic district that now paradoxically threatens the downtown area. The vibrant historic district has had a tremendously positive impact on property values downtown, a double-edged sword. Increased property values have not prompted the major landholders to invest more in their properties. Rather, vacant lots have become more valuable as investments than lots with buildings in advanced stages of disrepair. Demolition has become an economically lucrative option that the protection afforded by the historic district seems incapable of stopping."

ALTERATIONS

Based upon an assessment of distribution of the most common alterations, it has been determined that the African-American and working-class, residential neighborhoods and the commercial core have suffered the most widespread alterations and continue to be threatened by ongoing alterations. The vacant and deteriorated properties located in the low-income, residential neighborhoods are being purchased and subject to major renovations. Many of these renovations include the replacement of all historic fabric with new materials: i.e., vinyl siding, vinyl windows, asphalt roofing, and metal doors. Other more severe renovations include the addition of non-historic architectural features that diminish the integrity

of the building. Some neighborhoods, such as the 1400 block of Charles Street, contain a number of these types of renovations, all undertaken by the same restoration companies. Major renovations in lower-income neighborhoods not only compromise the architectural integrity of the buildings and the overall neighborhoods, but the gentrification that results in increased property values alters the historic character of the neighborhood.

The commercial buildings at the core of the city have also undergone a number of alterations to either the storefront or the entire façade. Many of these alterations were undertaken as early as the late nineteenth century, during the period of reconstruction following the Civil War. These alterations add to the character of the district and are part of an important pattern of events in Fredericksburg's development. A number of alterations have taken place since the mid-twentieth century that have altered the entire façade of the building. At the time of the survey, a number of these buildings were in the process of being restored or had been recently restored to their nineteenth-century style. Overall, however, these restorations are few and the incompatible alterations are numerous.

It is clear that some of the most widespread alterations that have occurred have since achieved historic status and are now contributing elements to the neighborhoods within Fredericksburg. New porches, roofing materials, window panes, and other character-defining architectural features that are attributed to popular historic styles were frequently added to older buildings to update them to the latest trend.

ARCHAEOLOGICAL RESOURCES

Archaeological background research included inspection of archaeological site records and reports of professional archaeological work relevant to the project area stored at the Virginia Department of Historic Resources (VDHR) and the WMCAR. The Data Sharing System (DSS) provided by the

VDHR was consulted for previously recorded sites within the project area. The results of the background research show a high potential for locating historic archaeological resources within the Fredericksburg Historic District.

The review of archaeological site files using the VDHR's DSS indicated that 23 previously recorded sites are located within the existing boundaries of the Fredericksburg Historic District, and an additional 25 previously recorded sites are located within the district's expanded boundaries (Figure 243; Tables 1 and 2). Forty-seven previously recorded sites have evidence of historic occupation and two have evidence of prehistoric occupation.

Both of the previously identified prehistoric sites contained components of undetermined age and function. All of the 47 previously identified historic sites, however, do fall within the district's period of significance (1727–1958). Sites with general nineteenth-century components are most common (n=19), followed closely by sites with eighteenth-century components (n=18). Early-twentieth-century components were identified at 16 sites. Eleven sites, including at least three Civil War sites, contained mid- to late-nineteenth-century components. Early to mid-nineteenth-century components were identified at three sites. Five other historic sites are of an undetermined age.

Overall, the age and function of the previously identified historic sites mirror the domestic, commercial, and military themes that characterize the significant architectural resources comprised by the historic district and its potential expansion. Twenty-one domestic sites are in the inventory of previously recorded archaeological sites, including 13 single dwellings, three multiple dwellings, one

kitchen, one laundry, one ice house, one trash scatter, and one unspecified outbuilding. Twenty commercial sites have been previously identified within the district, including four warehouses, three stores, two unspecified commercial buildings, two hotels, one market square, one tavern, one mill, one brewery/iron furnace, one silver-smith shop, one blacksmith shop, one tannery, one gun factory, and one quarry. Four transportation sites, including three bridges and one canal, have also been recorded within the boundaries of the historic district.

Two cemeteries (44SP0414 and 44SP0467) have been recorded within the district boundaries. Site 44SP0414 contains the Willis/Wellford family cemetery, which dates from the mid-eighteenth through late twentieth centuries. Site 44SP0467 contains Fredericksburg National Cemetery (Architectural Resource 111-0147-0001), which was established in 1865 by act of Congress to inter the remains of over 1,500 Union dead from the battles of Fredericksburg, Chancellorsville, Wilderness and Spotsylvania Court House. Included within the grounds of the cemetery are the remains of a brick residence owned by William Mitchell when it was destroyed during the Civil War. Three artillery batteries manned by the Washington Artillery of New Orleans and active during the battle of First Fredericksburg lay on the east side and south end of the ridge upon which the cemetery is established. A line of rifle trenches extended the length of the ridgeline above the Sunken Road below. These were constructed between the First and Second Battles of Fredericksburg. Other Civil War sites identified within the historic district include Sites 44SP0149 and 44SP0575.

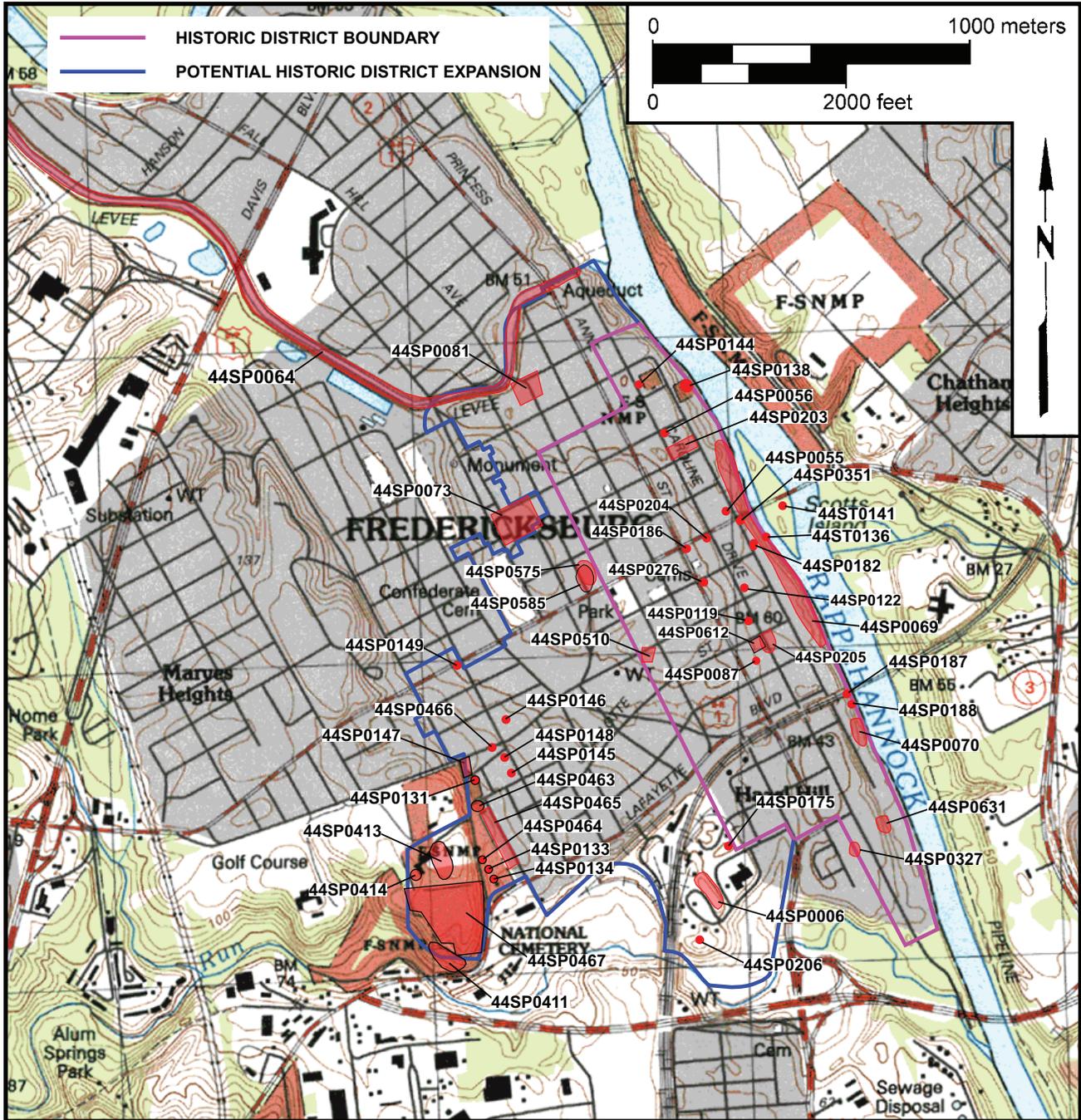


Figure 243. Previously recorded archaeological sites within the limits of the Fredericksburg Historic District and potential expansion area (USGS 1994).

SITE	PERIOD	TYPE	RECORDED BY/DATE
44SP0006	3rd qtr. 18th c.	Factory	Hazzard/1975
44SP0055	Historic	Brick Drainage System	VDHR/1980
44SP0056	2nd half 18th c./Prehistoric	Indeterminate	VDHR/1980
44SP0064	Historic	Canal	VDHR/1981
44SP0069	18th/19th c.	Indeterminate	Troup/1981
44SP0070	18th/19th c.	Brewery/Iron Furnace/Bridge	Troup/1981
44SP0073	18th c.	Single Dwelling	Troup/1982
44SP0081	Historic	Warehouse	B. Larson/1983
44SP0087	18th c.	Silversmith Shop/Hotel	ASV/1981
44SP0119	Historic	Warehouse	ASV/1987
44SP0122	Historic	Commercial Building	ASV/1988
44SP0131	3rd qtr. 19th c.	Single Dwelling	NPS/1986
44SP0133	3rd qtr. 19th c.	Single Dwelling	NPS/1986
44SP0134	3rd qtr. 19th c.	Single Dwelling	NPS/1986
44SP0138	3rd qtr. 19th c./3rd qtr.	Bridge	ASV/1988
44SP0144	4th qtr. 18th c./1st qtr. 19th c.	Single Dwelling	ASV/1989
44SP0145	3rd qtr. 19th c.	Store	NPS/1986
44SP0146	19th c.	Single Dwelling	NPS/1986
44SP0147	2nd half 19th c./1st qtr. 20th c.	Store	NPS/1986
44SP0148	2nd half 19th c.	Blacksmith Shop	NPS/1986
44SP0149	19th c./20th c.	Tannery/Battlefield	ASV/1985
44SP0175	18th c.	Indeterminate	ASV/1990
44SP0182	18th/19th c.	Warehouse	ASV/1985
44SP0186	19th c.	Commercial Building	ASV/1986
44SP0187	19th c.	Bridge	ASV/1990
44SP0188	19th c.	Mill	ASV/1990
44SP0203	18th–20th c.	Outbuilding	Harrison/1990
44SP0204	18th–20th c.	Market Square	Harrison/1990
44SP0205	19th/20th c.	Single Dwelling	TAA/1979
44SP0206	Prehistoric	Temporary Camp	MWC-CHP/1991
44SP0276	1st half 18th c./19th c./1st half 20th c.	Trash scatter	MWC-CHP/1994
44SP0327	19th c.	Multiple Dwellings	SA/1999
44SP0351	1st half 19th c.	Warehouse	Harrison/1996
44SP0411	18th c./19th c./20th c.	Quarry	Geier/2002
44SP0413	4th qtr. 18th c./19th c./20th c.	Single Dwelling/Laundry	Geier/2001
44SP0414	2nd half 18th c./19th c./20th c.	Cemetery	Geier/2002
44SP0463	2nd half 19th c.	Single Dwelling	CRI/2004
44SP0464	1st half 20th c.	Single Dwelling	Geier/2004
44SP0465	4th qtr. 18th c./20th c.	Multiple Dwellings/Single Dwelling	Geier/2004
44SP0466	1st qtr. 20th c.	Single Dwelling	Geier/2004
44SP0467	3rd qtr. 19th c.	Cemetery/Single dwelling/Battery/Rifle Trenches	Geier/2004
44SP0510	4th qtr. 18th c./19th c.	Kitchen	JRIA/2005
44SP0575	2nd/3rd qtr. 19th c.	Military Camp	Elam/2006
44SP0585	4th qtr. 19th c./ 1st qtr. 20th c.	Store/Hotel/Stable	Dovetail/2007
44SP0612	18th-20th c.	Multiple dwellings/Store/Tavern/Hotel/Pharmacy	Dovetail/2006
44SP0613	19th/20th c.	Ice house	Dovetail/2008
44ST0136	1st qtr. 20th c.	Carnival/Midway	ASV/1989
44ST0141	1st half 19th c.	Bridge	ASV/1989

ASV = Archaeological Society of Virginia; CRI = Cultural Resources, Inc.; JMU-ARC = James Madison University - Archaeological Research Center; JRIA = James River Institute for Archaeology; MWC - CHP = Mary Washington College - Center for Historic Preservation; SA = Salvage Archaeology; TAA = Thunderbird Archaeological Associates; VDHR = Virginia Department of Historic Resources

Table 1. Previously recorded archaeological sites within the boundaries of the Fredericksburg Historic District and potential expansion area.

ARCHAEOLOGICAL SITE	ARCHAEOLOGICAL SITE NRHP STATUS	RELATED ARCHIT. RESOURCE	ARCHITECTURAL RESOURCE NAME	ARCHIT. RES. NRHP STATUS
44SP0006	Unknown	111-0145	Fredericksburg Gun Manufactory Site	Listed 1978
44SP0064	May contribute to :	111-0134	Rappahannock Navigation System	Eligible
44SP0073	Unknown	111-0047	Kenmore	Listed 1966
		088-5181	Salem Church Battlefield/Bank's Ford	Eligible
44SP0119	Unknown	088-5181	Salem Church Battlefield/Bank's Ford	Eligible
44SP0122	Unknown	088-5181	Salem Church Battlefield/Bank's Ford	Eligible
44SP0131	Demolished	088-5181	Salem Church Battlefield/Bank's Ford	Eligible
44SP0133	May contribute to:	088-5181	Salem Church Battlefield/Bank's Ford	Eligible
		111-0147	Fredericksburg & Spotsylvania NMP & Cemetery	Listed 1966
44SP0134	Unknown	088-5181	Salem Church Battlefield/Bank's Ford	Eligible
		111-0147	Fredericksburg & Spotsylvania NMP & Cemetery	Listed 1966
44SP0138	May contrib. to elig. of:	111-0147	Fredericksburg & Spotsylvania NMP & Cemetery	Listed 1966
44SP0145	Unknown	088-5181	Salem Church Battlefield/Bank's Ford	Eligible
44SP0146	May contrib. to elig. of:	088-5181	Salem Church Battlefield/Bank's Ford	Eligible
44SP0147	May contrib. to elig. of:	088-5181	Salem Church Battlefield/Bank's Ford	Eligible
44SP0148	May contrib. to elig. of:	088-5181	Salem Church Battlefield/Bank's Ford	Eligible
44SP0149	May contrib. to elig. of:	088-5181	Salem Church Battlefield/Bank's Ford	Eligible
44SP0182	Unknown	088-5181	Salem Church Battlefield/Bank's Ford	Eligible
44SP0186	Unknown	088-5181	Salem Church Battlefield/Bank's Ford	Eligible
44SP0203	Demolished	088-5181	Salem Church Battlefield/Bank's Ford	Eligible
44SP0204	Unknown	088-5181	Salem Church Battlefield/Bank's Ford	Eligible
44SP0205	May contrib. to elig. of:	111-0015	The Chimneys	Listed 1975
44SP0276	Unknown	111-5017	506 Main Street	Demolished
44SP0327	May contrib. to elig. of:	111-0024	Dixon-Maury House	Eligible
44SP0411	Unknown	088-5181	Salem Church Battlefield/Bank's Ford	Eligible
		111-0147	Fredericksburg & Spotsylvania NMP & Cemetery	Listed 1966
44SP0413	May contrib. to elig. of:	088-5181	Salem Church Battlefield/Bank's Ford	Eligible
		111-0147	Fredericksburg & Spotsylvania NMP & Cemetery	Listed 1966
44SP0414	May contrib. to elig. of:	088-5181	Salem Church Battlefield/Bank's Ford	Eligible
		111-0147	Fredericksburg & Spotsylvania NMP & Cemetery	Listed 1966
44SP0463	Unknown	111-009	Innis House	Contrib. to Fbg HD
		088-5181	Salem Church Battlefield/Bank's Ford	Eligible
		111-0147	Fredericksburg & Spotsylvania NMP & Cemetery	Listed 1966
44SP0464	Unknown	088-5181	Salem Church Battlefield/Bank's Ford	Eligible
		111-0147	Fredericksburg & Spotsylvania NMP & Cemetery	Listed 1966
44SP0585	Unknown	111-5269	Fredericksburg Hardware Store	Not evaluated
44SP0613	Unknown	111-0095	Sentry Box	Eligible

Table 2. Previously recorded archaeological sites and associated architectural resources within the Fredericksburg Historic District and potential expansion area.

6: Recommendations

PERIOD OF SIGNIFICANCE FOR HISTORIC DISTRICT NRHP NOMINATION UPDATE

In 2009, the City began to perform an update of the 1971 NRHP nomination for the Fredericksburg Historic District that will include additional information, including data from the present survey. It is expected that the updated information will be added to the listing in 2009. Currently, the period of significance is understood to end in 1921, or 50 years prior to the 1971 National Register listing. The updated period of significance should be revised to 1727–1959, beginning with the date of the town's charter and ending 50 years prior to the performance of the update.

NATIONAL REGISTER NOMINATION: INDIVIDUAL PROPERTIES

It is recommended that intensive-level surveys be conducted for the following properties for consideration of individual inclusion in the National Register of Historic Places and the Virginia Landmarks Register.

111-0009-0491 (111-0107)
801 Hanover Street

A two-story with English basement brick dwelling, constructed ca. 1820. The house is notable for its two-story porch and two double-leaf entrance doors.

111-0009-0718 (111-0365)
708-7081/2 Kenmore Street

This dwelling, built ca. 1820, is an interesting example of the Federal style.

111-0009-0715 (111-0086)
712 Kenmore Street

The one-and-a-half-story Thomas Know/Proctor House is constructed of 5/1 brick bond and has an English basement. The slate shingled roofline is distinctive for its wide frieze, complex molding, and the band of 3-light hinged windows underneath the roofline, elements seen more often in New England houses and which rarely appear in Southern dwellings of this period.

111-0009-0798
716 William Street

Built ca. 1857, this modest two-story frame dwelling is one of the few vernacular Greek Revival buildings still standing.

111-0009-0146
1601 Caroline Street

This ca. 1905 dwelling is an excellent, well-preserved example of the relatively uncommon Neo-Classical subtype that boasts a two-story entry portico and one-story, full-width porch.

111-0132-0066 (111-0096)
Shiloh Old-Site Baptist Church

This ca. 1890 Baptist church was erected on the site of the First Baptist Church, which was later named the African Baptist Church when the building was being sold to the African-American congregation. The original building was used as a hospital for Union troops during the Civil War, earning the new name of Shiloh Baptist Church. When the building collapsed in the 1890s, disagreement over the location of the new church caused another break in the congregation. Those in favor of rebuilding on the old site remained and established the Shiloh Old-Site Baptist Church.

111-0132-0147
Shiloh New-Site Baptist Church

This 1896 Baptist church was erected at the corner of Wolfe and Princess Anne streets, within an historically African-American neighborhood, upon the division of the Shiloh Baptist congregation. Those not in favor of rebuilding on the old site moved their congregation to this new site in 1896.

111-0132-0156 (111-0058)
Masonic Lodge #4

As well as being a fine example of the Federal style, this 1816 building is home to one of the oldest Masonic lodges in Virginia and the United States. A number of notable historic figures were members of Lodge #4, including George Washington.

111-0132-0172 (111-0033)
Fredericksburg Baptist Church

This 1854 Baptist church is a fine example of the Gothic Revival style. The history of the Baptists in Fredericksburg is long and quite interesting. The congregation that established this church in 1854 originally attended the First Baptist Church, an integrated church located on Sophia Street. The white congregation broke off in 1854 and sold

the church to the African-American congregation members.

111-0132-0229 (111-0194)
Masonic Cemetery

Associated with Masonic Lodge #4, this site is the oldest cemetery in Fredericksburg, dating to 1784, and may be the oldest Masonic cemetery in the United States. A number of prominent local citizens are buried at this location.

111-0132-0289 (111-0089)
St. George's Episcopal Church

This 1849 Episcopal church is one of the older churches within Fredericksburg and a fine example of the Romanesque Revival style. The parish itself was established in the eighteenth century as part of the nearby Germanna settlement along the Rappahannock. The cemetery next to the church is the only remaining churchyard in Fredericksburg.

111-0132-0290 (111-0020)
Fredericksburg Courthouse

This Gothic and Romanesque Revival courthouse was designed by famed architect James Renwick in 1852. The style is rare in Fredericksburg, and this building is one of only a few government buildings constructed in the Gothic or Romanesque Revival styles in the United States.

111-0132-0346 (111-0031)
Unitarian Universalist Church

This 1833 Unitarian church, formerly the Reformed Baptist Church and the First Christian Church, is the oldest extant church in Fredericksburg and an early example of the Romanesque Revival style in the United States.

111-0132-0585 (111-0099)
Steamboat House

Built ca. 1790 for George Lewis, this Federal-style dwelling is likely the oldest extant building on

Prince Edward Street. The land was owned as early as 1752 by Fielding Lewis, George's father and an officer in the Continental Army in 1775.

111-0132-0586

Chew House

Built for the Chew family in 1796, this dwelling is one of the oldest extant buildings on Prince Edward Street and an excellent, well-preserved example of the Federal style. The building served as the Assembly Home and School of the Presbyterian Church in the late nineteenth and early twentieth centuries.

111-0132-0600

Booth House or "Bricklea"

This ca. 1847 dwelling was constructed in the Gothic Revival style by famed nineteenth-century architect James Renwick.

111-0132-0659

305–307 Hanover Street

This ca. 1780 dwelling is an excellent, elaborately detailed, well-preserved example of the Georgian style and a rare extant example of the style in Fredericksburg.

111-0132-0660

401 Hanover Street

This 1851 dwelling is an excellent, elaborately detailed, well-preserved example of the Greek Revival style. The dwelling was constructed for Eustace Conway, and prominent local attorney, and visited in 1900 by President McKinley.

111-0132-0670

Trinity Episcopal Church

This 1882 Episcopal church is an excellent and rare example of a Tudor Revival-style church. The congregation that established this church originally attended St. George's Episcopal Church. A rift in the congregation, due to the coerced

resignation of a controversial minister, split the church in two. Followers of the minister moved to the new site in 1882.

111-0132-0704

Fredericksburg Train Station

The Fredericksburg Train Station, constructed in 1910 in the Neo-Classical style, is exemplary of early-twentieth-century railroad depot architecture and has played a significant role in the growth development of Fredericksburg in the early twentieth century.

WALKING TOURS

Fredericksburg already offers a number of interesting walking tours organized under themes or focused around specific historic neighborhoods. Themes include African-American history, industrial history, the Civil War, and notable historic figures. Neighborhood walking tours include Caroline and Hanover streets. A handbook is also available for purchase that will guide visitors through the historic district. In addition to these tours, there are several other themes and neighborhoods that would benefit from formal walking tour publications, such as:

Mansions: Although a number of stately homes have been included on the Hanover Street tour, many other distinguished Georgian, Federal, and Greek Revival dwellings are clustered along Princess Anne, Charles, Caroline, and Amelia streets.

Gilded Age: Fredericksburg is most notably known for its eighteenth- and early-nineteenth-century history, particularly surrounding notable historic figures, and its Civil War history. However, Fredericksburg has an excellent collection of Victorian-era mansions that are mainly clustered to the west of the commercial district, along Prince Edward Street, Winchester Street, and Washington Avenue.

Churches: Although a few churches are included in the African-American history tour and

the Hanover Street tour, there are still a number of beautiful and historic churches in Fredericksburg that could be included in a comprehensive walking tour. Churches, with cemeteries included, are generally clustered within walking distance of the commercial district.

Commercial District: The commercial district of Fredericksburg is one of the City's most valuable and historic assets. A comprehensive walking tour of the commercial district, including parts of Caroline, William, Princess Anne, Hanover, and Amelia streets, could highlight the oldest buildings in the downtown, those that survived the Civil War battles or the major fires of the late eighteenth and early nineteenth centuries, those that were visited by or owned by notable figures, and those of architectural interest.

Walking tour brochures should be made available at a number of public locations, such as the library and city hall, as well as at local stores and restaurants. The existing walking tours are available online at the Central Rappahannock Regional Library for viewing or printing. A website for walking tours should be expanded and made more comprehensive. In addition to providing printable brochures, online virtual tours should be included, allowing for a more widespread appreciation of Fredericksburg's resources and greater opportunity for research from afar. The site should be linked to the City of Fredericksburg, the Fredericksburg Regional Trust, and other Virginia tourism sites.

KIT HOUSE SURVEY

Architectural survey within the Fredericksburg Historic District and Historic District Expansion revealed a number of possible Sears catalogue homes, as well as the possibility of other mail-order kit houses. With growing interest and scholarship in the area of early-twentieth-century domestic design, in particular mail-order homes, it would be beneficial to fund a formal study to identify such kit houses within the city. The results of a comprehensive survey may encourage

owners to restore or preserve their homes and may increase tourism via walking tours.

WORKSHOPS

Home and business owners are often deterred by the maintenance of an historic building. When a sash no longer opens or closes properly, they are often inclined to install a new set of windows. Additionally, preservation and restoration projects seem daunting and expensive, especially for non-profit organizations, like churches, schools, and libraries, that do not typically have large budgets for repairs. One way to help encourage preservation and restoration is to empower owners with the skills to do the work themselves. Offering free workshops through a local library or preservation organization can encourage owners to consider preservation as a viable option for their historic property. Additionally, students, under the leadership of professional conservators, can gain hands-on experience working on community projects. For example, if a local school, church, or other public building is in need of some window repairs, new paint, mortar repointing, or other such low-impact maintenance, students can, at no cost to the institution, learn conservation and preservation skills by working on these projects.

TAX INCENTIVES

Successful completion of the Rehabilitation Investment Tax Credit application, working within the Secretary of the Interior's Standards for the Rehabilitation of Historic Buildings, allows a federal income tax credit for 20% of eligible rehabilitation expenses and a state income tax credit for 25% of eligible rehabilitation expenses. Virginia offers tax credits for the rehabilitation of both residential and commercial properties, while the federal government emphasizes income-producing use. The commercial district would derive the greatest benefit from the tax incentives offered by the state and federal governments. A

large number of buildings in the downtown have suffered neglect, deterioration, and alterations. These income-producing establishments would be able to take advantage of the maximum tax credits offered by both the state and federal governments.

PRESERVATION EASEMENTS

Preservation easements are an excellent way for home and business owners to ensure long-range preservation of their historic resource. With pressures for larger homes and newer materials, a number of historic buildings are losing their historic fabric. Results of the architectural survey indicate a large number of Fredericksburg's historic buildings have already succumbed to altered façades and new materials. Proximity to Washington, D.C., and the rapid growth occurring within the capital region also may induce pressure to subdivide lots for further development. The donation of development rights, in the form of an easement, places a permanent encumbrance upon the deed of the property that disallows development or alteration to whatever portion of the property on which the easement has been taken. Easements on the land can prohibit future development. The value of the easement can be deducted from federal income tax liability over a five-year period, and up to 50% of the easement value may be claimed as a credit on state income tax. Donation of development rights can also lower property and inheritance taxes.

FORM-BASED CODES

Whereas conventional zoning measures dictate such regulations as building function, maximum building height, and allowable setbacks, they often fail to adequately regulate the overall physical form of the building, which is significant to the character of an historic neighborhood. Form-based codes seek to regulate the building form and the relationship of those forms to the public realm. Such architectural features as roof shape

and wall-plane variation can be regulated, as well as such streetscape features as sidewalks and trees. In the context of Fredericksburg, which maintains historic neighborhoods with a number of unifying architectural and physical features, this type of zoning could significantly deter the threat of incompatible construction.

PRESERVATION OF VIEW CORRIDORS

The threat to Fredericksburg's historic resources is not limited to the loss of buildings themselves, but also loss of the historic view corridors that characterize many of the neighborhoods. Historically, particularly during the early-twentieth-century City Beautiful Movement, many neighborhoods were planned with aesthetic considerations, such as uniform setback of building façades, tree-lined streetscapes, centrally located monuments, and sight-lines toward prominent buildings. In the commercial core, churches and government buildings are often visible at the heads of streets and at major intersections. Particular consideration should be given to the preservation of these view corridors.

HISTORIC PRESERVATION METHODS

Preservation seeks to maintain the building in its present state through general upkeep and routine maintenance. This non-invasive method is ideal for buildings that have already been well preserved, that can be sufficiently habitable in their present state, or are awaiting a decision on future use.

Conservation is the protection of the historic building's materials for continued use and longevity. The practice of conservation saves all possible historic material and uses relatively non-invasive or damaging methods to ensure the continued success of those materials. Conservation is highly recommended for all buildings, whether routine maintenance is involved or significant failure of materials has occurred.

Restoration takes a building back to a point in time in its history by removing any alterations that have taken place after that time period and bringing back materials and features that were present at that time. Restoration is recommended for those buildings that were highly significant at a single point in time or specific time period, due to the relationship of an important event, pattern of events, or historical figure, or those buildings that have received modern alterations that have detracted from their architectural significance.

Rehabilitation takes a building that has suffered deterioration and makes structural repairs and any maintenance that will allow the building to be habitable and sound. This method is recommended for deteriorated buildings that are not habitable in their present state.

Renovation is the most invasive, harmful action to historic buildings, as it updates a building to modern-day standards, often by the replacement of historic materials and removal of historic features. Unfortunately, renovation is a major problem within many of Fredericksburg's historic neighborhoods, particularly the lower income neighborhoods where many of the homes have fallen into serious disrepair. Renovation is typically viewed as the simplest, least expensive method for rehabilitating a building and often plays on the general demand for updated homes. However, much renovation that is undertaken is not necessary and not always the least expensive, most efficient method in the long run.

Adaptive Reuse involves the reuse of an historic building with a new function. A number of great adaptive reuse projects have already been undertaken within Fredericksburg, including the reuse of the Maury School at 900 Barton Street for apartments, the reuse of a factory building at 524–526 Hanover Street for apartments, the reuse of the Fredericksburg Train Station as a restaurant, and the reuse of a factory at 200 Prince Edward Street for a church. This is a highly recommended method for ensuring the longevity and continued use of historic buildings. The

cost of reusing an historic building for a new use is typically more cost effective than constructing a new building, and in undertaking projects that meet the Secretary of the Interior's Standards for the Rehabilitation of Historic Buildings, owners can receive federal and state tax credits.

Roofing. Unfortunately, some of the best roofing material is also the most costly, which is why many home and business owners opt for asphalt shingles and composition materials. However, the long-term savings of installing a tighter, longer-lasting, more energy efficient roof should not be overlooked. And preservation issues need not be in direct conflict with best rehabilitation practices. One of the better roofing materials is standing-seam metal, which was widely employed during the second half of the nineteenth century and into the twentieth century, prior to the introduction of asphalt shingles. The overlapping seams offer ideal protection against roof leaks, and the metal surface helps reflect heat in the summer months. The preponderance of standing-seam metal roofs on extant historic buildings in Fredericksburg attests to its durability. Although Fredericksburg retains a number of buildings that predate the use of standing-seam metal, the material was widely employed as a replacement for wood shingles in the nineteenth century and has, therefore, gained significance as an historic replacement material. The same can be said for slate, which also replaced a number of wood-shingle roofs. Slate, too, is costly, but it is not as weather-tight and is extremely difficult to replace. It is not recommended, however, to remove a slate roof, as they are significant and attractive features on historic buildings. If replacing slate is too costly, synthetic roofing tiles made from recycled rubber are now manufactured that simulate the appearance of slate. These materials are widely accepted by preservationists as a good replacement for a failed slate roof, when replacing the slate is not feasible. Despite the necessary, periodic replacement of wood-shingle roofs, on those significant buildings that were known to have been constructed with a

wood-shingle or shake roof, it is strongly recommended that wood shingles or shakes continue to be used. On buildings of utmost architectural significance, those of high style that retain high integrity, should the wood-shingle roof require replacement, it is recommended to replace with wood shingles. Cedar shingles can offer a high level of protection when properly installed and are now protected with a fire-resistant and water-resistant coating and installed with cedar breather, a mesh pad that discourages water collection beneath the shingles. More information about historic roofing can be found in the National Park Service Technical Preservation Brief 4, *Roofing for Historic Buildings* (NPS 1976), which can be found online at <http://www.nps.gov/history/hps/tps/briefs/brief04.htm>

Windows. The significant loss of historic wood sashes on buildings in Fredericksburg place this category on a high-threat list. However, the windows are one of the primary character-defining features of an historic building. Vinyl window sashes, even with vinyl muntins to match the pattern of historic, multi-light windows, fail to capture the essence of the character of the building. When left to deteriorate, wood windows can warp and decay, making them difficult to open and close, and lose their energy efficiency. This is why they are so often replaced. However, simple routine maintenance, as well as good, energy-efficient storm windows, can significantly extend the life of an historic window.

More information about historic windows can be found in the National Park Service Technical Preservation Brief 9, *The Repair of Historic Wooden Windows* (NPS 1976), which can be found online at <http://www.nps.gov/history/hps/tps/briefs/brief09.htm>

Mortar. Improper repointing of historic masonry buildings can be a significant problem both aesthetically and structurally. Sloppy mortar joints with incompatible color, texture, and tooling can detract from an historic façade. The wrong mortar composition can seriously affect the soundness of

the bricks and the overall stability of load-bearing masonry. Proper testing to determine the type of binder (generally lime or cement), the ratio of the binder and aggregate, and the pigmentation, if any, is necessary prior to undertaking any repointing. With Fredericksburg's large number of extant masonry buildings, particularly in the commercial core, the threat of improper masonry repair is high. More information about historic masonry repair can be found in the National Park Service Technical Preservation Brief 2, *Repointing Mortar Joints in Historic Masonry Buildings* (NPS 1976), which can be found at <http://www.nps.gov/history/hps/tps/briefs/brief02.htm>

Siding. One of the largest threats to Fredericksburg's historic buildings is the replacement of historic siding with synthetic materials. With the vast number of renovations being undertaken, vinyl siding is quickly replacing wood weatherboard as the dominant sheathing material in many neighborhoods, most notably those lower-income neighborhoods that are slowly being gentrified. Not only does the vinyl siding detract from the aesthetic character of the building exterior, it can also trap moisture and cause significant decay to the underlying historic structure. Whereas vinyl siding is commonly thought to be a more economical, energy-efficient, lower-maintenance option, properly maintained weatherboards can have a longer lifespan and offer more protection. In the mid-twentieth century, aluminum and composition siding were popular sheathing materials for new construction and as replacement siding for historic buildings. Like vinyl siding, these materials aesthetically alter the exterior character and can be harmful to the underlying structure. It is generally recommended that these materials be removed from historic buildings when possible. More information about replacement of historic siding can be found in the National Park Service Technical Preservation Brief 8, *Aluminum and Vinyl Siding on Historic Buildings: the Appropriateness of Substitute Materials*

for *Resurfacing Historic Wood Frame Buildings*, which can be found online at <http://www.nps.gov/history/hps/tps/briefs/brief08.htm>

Commercial Façade and Storefronts. The keystone of the Fredericksburg Historic District is the commercial core. This dense, downtown district contains some of the city's oldest structures and some of the most threatened. A number of the commercial buildings have suffered serious neglect and an even larger number have undergone significant character-altering storefront and façade renovations. For those buildings that are deteriorating, it is recommended that federal and state tax credits be pursued for the rehabilitation of these threatened buildings. As they house income-producing functions, the maximum allowable credits can be taken. For those buildings that have undergone storefront alterations, restoration of the original façade is recommended in some cases, while maintaining the updated storefront is recommended in other cases. Many of the storefronts were altered during the late nineteenth and early twentieth centuries, thereby achieving their own historic significance. It is necessary to consider both the time period of the alteration, as well as its architectural integrity. For example, during the late nineteenth century, a large number of storefronts were altered to reflect the growing importance of the commercial district as a locus of activity, the exuberance of the Victorian-era styles, and the Gilded Age commercialism of the postbellum decades. These storefronts have gained a level of significance that should be considered prior to any possible restoration. In contrast, a large number of storefronts were altered in the mid-twentieth century, during a time when the commercial core was losing its importance as the center of community activity and cheaper, less durable materials were employed in construction. Hence, these storefronts have not gained the level of significance as those of the late nineteenth century, and, due to the non-durable nature of the materials, have often lost integrity. However, when applying for tax credits, the Secretary of

the Interior's Standards on the Rehabilitation of Historic Buildings allows for both restoration of buildings and rehabilitation of buildings as they are. It is highly recommended that these standards be consulted prior to undertaking any commercial rehabilitation, regardless of the use of tax credits. More information on the rehabilitation of historic storefronts can be found in the National Park Service Technical Preservation Brief 11, *Rehabilitating Historic Storefronts*, which can be found online at <http://www.nps.gov/history/hps/tps/briefs/brief11.htm>

ARCHAEOLOGICAL SITES

Forty-eight previously identified archaeological sites are located within the Fredericksburg Historic District and its potential expansion. All but one of the sites contain historic components that date to the district's period of significance. Overall, the age and function of the previously recorded archaeological sites reflect the domestic, commercial, and military themes that characterize the significant architectural resources of the historic district.

Many of the previously recorded archaeological sites are associated with architectural resources that are listed on the National Register of Historic Places individually or architectural resources that are eligible for individual listing. The potential for locating additional archaeological resources that may contribute to the significance of the Fredericksburg Historic District is also considered high.

For these reasons, it is recommended that plans for conducting any ground-disturbing activities within the Fredericksburg Historic District should consider the impacts on potentially significant archaeological resources. Consideration should also be given to updating the National Register of Historic Places nomination to include archaeological components that likely contribute to the district's eligibility under Criterion D.

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