

UPPER PRINCESS ANNE STREET: A CULTURAL RESOURCE SURVEY



A PHOTOGRAPH SHOWING THE BEGINNING OF PRINCESS ANNE STREET AS ROUTE 1

ELIZA VEGAS, SARAH SKLAR, AND RACHEL JANK
(GROUP 4)

TABLE OF CONTENTS

CHAPTER 1: EXECUTIVE SUMMARY.....	4
CHAPTER 2: METHODOLOGY	6
INTRODUCTION	
COLLECTIONS OF FIELD DATA	
ARCHIVAL AND HISTORICAL RESEARCH	
DATA ANALYSIS	
CHAPTER 3: HISTORY	9
CHAPTER 4: ANALYSIS	14
PHASE 1	
PHASE 2	
PHASE 3	
ELIGIBILITY	
CHAPTER 5: RECOMMENDATIONS	24
BIBLIOGRAPHY	
SOURCE CITATIONS	27
IMAGE CITATIONS	28

LIST OF ILLUSTRATIONS

FIGURE 1: MAP OF DEVELOPMENT OF THE UPPER PRINCESS ANNE STREET DISTRICT OVER TIME	16
FIGURE 2: HISTORIC AND CURRENT USE OF BUILDINGS	18
FIGURE 3: BUILDING FORMS IN THE UPPER PRINCESS ANNE DISTRICT	19
FIGURE 4: MAP OF CONDITION OF STRUCTURES	20
FIGURE 5: CHART OF BUILDING STYLES OVER TIME	21
FIGURE 6: CHART OF CONSTRUCTION DATES	21
FIGURE 7: MAP OF ELIGIBILITY FOR NATIONAL REGISTER NOMINATION	22

CHAPTER 1: EXECUTIVE SUMMARY



PHOTOGRAPH SHOWING LITTLE TIRE CO. ON PRINCESS ANNE STREET

EXECUTIVE SUMMARY

The Upper Princess Anne area is an industrial area of Fredericksburg that was largely developed in the early 20th century, with its peak between the 1920s and 1930s. The area slowed in development around the 1950s. This area was surveyed as a capstone project for the students enrolled in Advanced Methods in Historic Preservation. Fieldwork was conducted on the area and the results from those surveys were used to determine whether or not the area was eligible to be nominated to the National Register of Historic Places.

The Historic Preservation students surveyed 238 buildings within the boundary of Upper Princess Anne based on the criteria of number of structure(s), use, form, style, number of stories, number of bays, structural system, wall cladding, roof shape, roof material(s), architectural features, additions/changes, condition, compatibility setback and use, and threats. After completing the fieldwork and sketches of each property, students determined the construction date of each property through archival research. The data from the survey work and archival information were compiled together for students to analyze significant patterns regarding the area's development using the Statistical Package for the Social Sciences (SPSS) program. The analysis of the data was used to create charts in Excel and maps in Adobe Photoshop.

Construction began in the Upper Princess Anne district in the late-nineteenth century during the Industrial Revolution. Mills were constructed in the area and eventually rebuilt in the late-nineteenth century and early-twentieth century. By the 1930s, Upper Princess Anne was beginning to transform from an industrial area to an area that supported the expanding tourism industry. The shift in industry is connected with the peak in residential and commercial construction. The architecture is representative of buildings from the

early- to mid-twentieth century with a majority of structures built in a Minimal Traditional style that was most popular from 1935 to 1950. This style was used for worker housing during this time period for affordability and ease in construction, relating to the industrial and commercial nature of this area.

After analyzing the data on this area, it is recommended that Upper Princess Anne should be nominated to the National Register of Historic Places. This nomination should be based on Criteria A and C. The neighborhood fits criterion A because it is associated with events that have made a significant contribution to the history of the area, which Upper Princess Anne shows in how integral it was to the industrial and tourism phases of the City. The area also fits criterion C because the area shows distinct characteristics of a style, period, or construction, which is shown in Upper Princess Anne through its repurposed industrial structures, such as the mills, and within the residential buildings showing affordable worker housing.

CHAPTER 2: METHODOLOGY



MURAL IN THE OLD MILL DISTRICT OF UPPER PRINCESS ANNE

METHODOLOGY, CONT.

INTRODUCTION

During the Fall 2022 semester, University of Mary Washington students enrolled in Advanced Methods in Historic Preservation surveyed and analyzed the development and history of Upper Princess Anne Street in Fredericksburg, Virginia. The boundary of this area is defined by Caroline Street, Charles St, Route 1, and Hawke Street. The students were divided into seven groups of three people. Each group was assigned a section of Upper Princess Anne Street to individually survey approximately thirty to forty properties out of the 238 buildings in the area. The methods used include the collection of field data, archival research, and analysis.

COLLECTION OF FIELD DATA

Throughout September 2022, the group of three students allotted time during the week to survey as a full group or with at least two members present. While surveying, the group had to fill out Cultural Resource Survey (CRS) forms for each site. To identify the sites on the form with ease, each site was given a specific lot number. The group formulated a system of writing down all the information that needed to be entered into the official airtable CRS form to be entered later since phone service was not reliable and the form required service for access. The properties of Upper Princess Anne Street were assessed using seventeen criteria of number of structure(s), current use, historic use, form, style, number of stories, number of bays, structural system, wall cladding, roof shape, roof material(s), architectural features, additions/changes, condition, compatibility setback and use, and threats. Students also included a $\frac{3}{4}$ view image of the property and a clean sketch of the property, with the option to add two additional photos.

ARCHIVAL AND HISTORICAL RESEARCH

After collecting the field data, students had to determine when each building in their section was constructed. Additionally, they had to

research the history and development of the entire neighborhood that was surveyed. Determining construction dates began with looking at the Fredericksburg Research Resources webpage, specifically at the tax records and building permits. The tax records provided a foundational range of when buildings would have been constructed. After determining said range, building permits, deeds, and Sanborn maps were referred to find



MAP SHOWING THE DIVISION OF THE SURVEY AREA BY GROUP

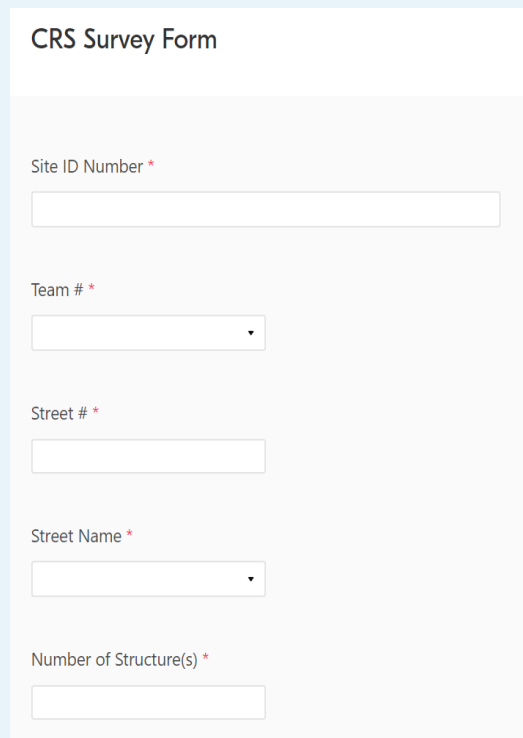
a conclusive construction date. The deeds were found through *Virginia's Judicial System* website on their Circuit Court Secure Remote Access to Land Records page. Once determining the construction date, students filled out the official airtable archival

METHODOLOGY, CONT.

form. In the archival form, students had to enter whether or not the building was eligible for a National Register nomination, the construction date, and what evidence the students found about the construction date. Following the archival forms, in-depth research was conducted to formulate a narrative history of the area. Sources used to accumulate information about the development and use of Upper Princess Anne Street include the *Negro Motorist Green Book*, U.S. census records, the Free Lance-Star articles, advertisements, and postcards. Additionally, students went to the Historic Fredericksburg Foundation Inc. (HFFI) to view their archival collection including research conducted by HFFI for the Vintage Route 1 event and photographs. Photographs were also found in UMW's special collections and various business websites such as the Silver Companies website. Other sources used for the historical research were HFFI and Rappahannock Central Library blog posts.

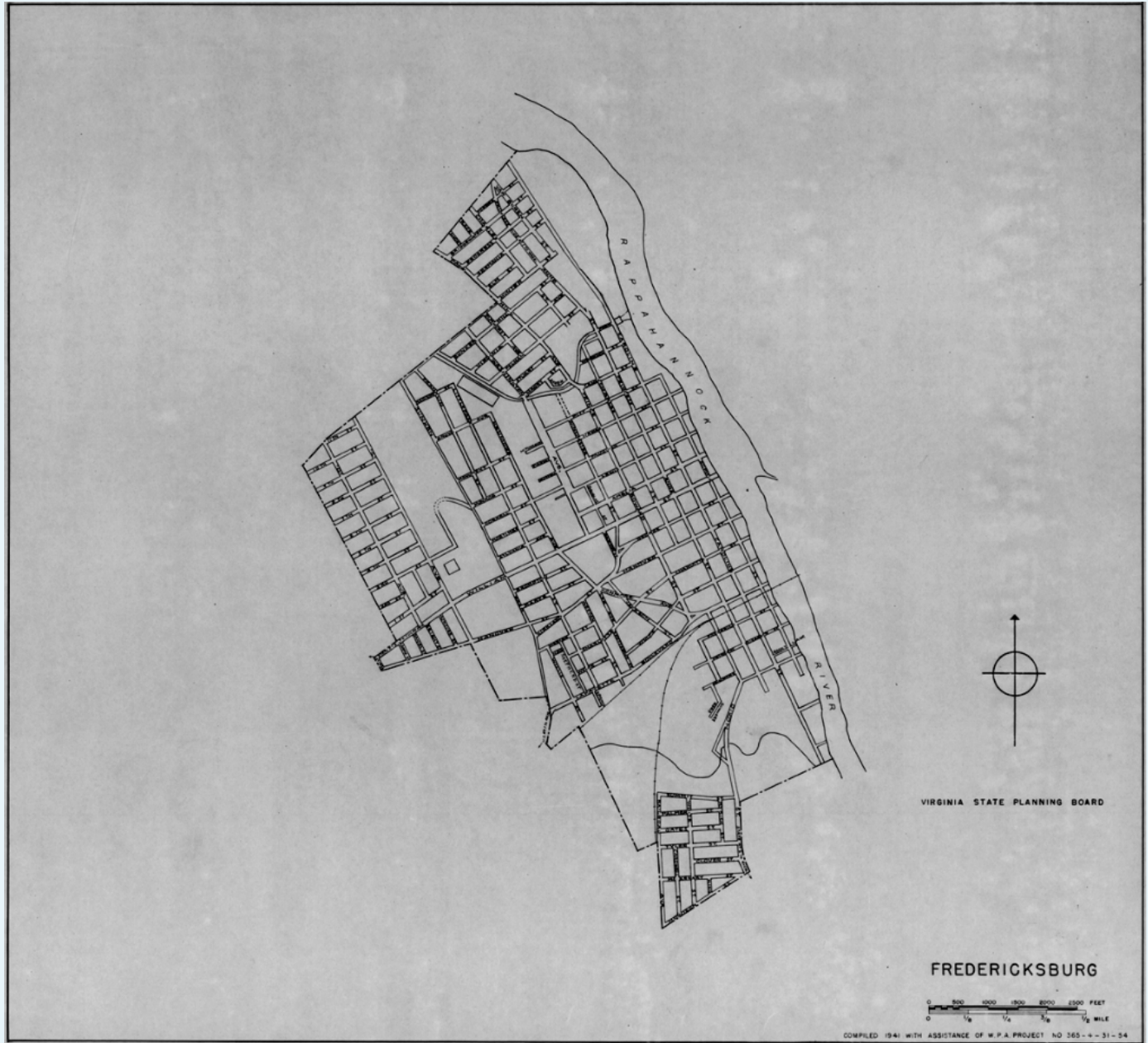
DATA ANALYSIS

The collected data during the survey portion was put into an airtable dataset, created by Dr. Smith, which was accessible to all students through a URL. From this airtable dataset, students could download all the compiled information as a CSV file. Once converted to a CSV file, the file was put into IBM's Statistical Package for the Social Sciences (SPSS). The data combined the criteria from the CRS forms and archival forms, organizing the data by Site ID number, street number, street name, date of construction, condition, National Register eligibility, form, style, current use, historic use, number of structure(s), compatibility setback, compatibility use, roof shape, roof materials, structural system, and number of bays. The first step with the data was to clean it, which meant that each group needed to go through all the data and make sure other groups' information was accurate and complete. After the data was cleaned, frequencies were made in SPSS and converted into charts in Microsoft Excel and maps in Adobe Photoshop.

A screenshot of a web-based survey form titled "CRS Survey Form". The form contains five input fields, each with a red asterisk indicating it is required. The fields are: "Site ID Number" (a text box), "Team #" (a dropdown menu), "Street #" (a text box), "Street Name" (a dropdown menu), and "Number of Structure(s)" (a text box). The form is displayed on a light blue background.

SCREENSHOT OF PART OF THE SURVEY FORM USED

CHAPTER 3: HISTORY



PLAN OF FREDERICKSBURG FROM 1941

HISTORY, CONT.

Fredericksburg, Virginia is located approximately halfway between Washington, D.C. and Richmond, Virginia. Fredericksburg was established in 1671 on the Rappahannock River as a port city that traded in tobacco and iron products. The city was actively connected to the events of the American Revolution, having been the boyhood home of George Washington and the long-term home of his mother, Mary Ball Washington. Fredericksburg and the surrounding area was also the site of multiple battles during the Civil War in 1862, 1863, and 1862. In 1908, a State Teachers College for women was established and throughout the twentieth century, the city continued to develop industrially and commercially. Presently, Fredericksburg relies heavily on heritage tourism, mostly of eighteenth and nineteenth century sites.

The area of Fredericksburg known as the Upper Princess Anne district is located on the northern end of the city of Fredericksburg, bordering Falmouth in Stafford County. It is roughly bounded on the north by Route 1 and on the south by Hawke Street, where the historic district of Downtown Fredericksburg begins. Upper Princess Anne Street has many identifiable architectural features, namely multiple nineteenth century mills, mid-twentieth century roadside architecture, and examples of recent adaptive reuse. Architecturally, it includes both commercial and residential buildings.

Running through the middle of this area of Fredericksburg is Princess Anne Street and many side streets. Compared to areas of earlier settlement nearby, Upper Princess Anne Street was not developed until after the start of the Industrial Revolution in the early nineteenth-century. The area was physically dominated by the Rappahannock River and was considered too marshy and rocky for development until mills powered by the river were built in the early nineteenth century, none of which are still standing ("Mill Sites and Water Power," 2018). Eventually these mills were replaced or rebuilt in the mid- and late-nineteenth

century, as well as the early-twentieth century, due to advancing technology and multiple fires throughout this period ("Mill Sites and Water Power," 2018). The mills that remain today such as the Silk Mill are primarily brick, since brick was the fire-resistant material that mill owners often chose to rebuild with as it was less flammable than other materials like wood. Employees of the mills needed a place to live close to their workplace, so many vernacular single-family homes were constructed near the mills like those on the 1700 block of Charles Street. As industrialization slowed in Fredericksburg in the 1910s and 1920s, many mills in this area of the city closed or were converted to be used by the power companies operating in the area ("Mill Sites and Water Power," 2018).

Housing construction in the Upper Princess Anne district began with the establishment of the mills during the industrial period in the late-



A PHOTOGRAPH OF HARDEE'S FROM 1971

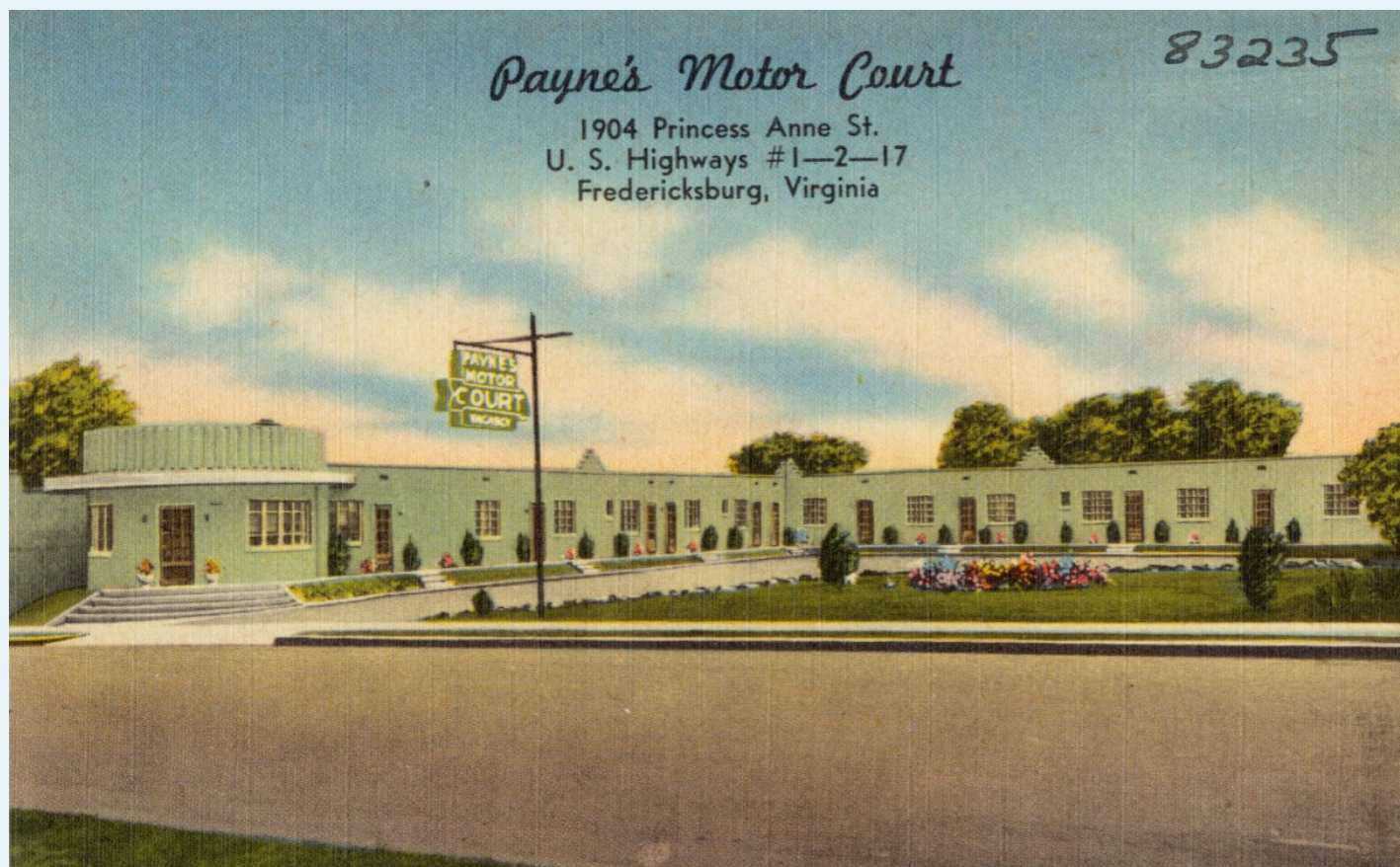
HISTORY, CONT.

nineteenth century and continued into the twentieth century, through the 1960s. The majority of houses were constructed in the early-twentieth century, many of which were built as American foursquares. Most houses in the Upper Princess Anne district were constructed as single-family homes, and the materials primarily used include wood clapboards, asphalt roof shingles, and weatherboard siding.

Another one of the most identifiable features of Upper Princess Anne is the canal. Although construction on the canal was officially finished in 1849, the canal had been used in small sections as it was being constructed (Hodge, 2018). Trade and transportation activity on the canal stopped after only three years in 1852 (Hodge, 2018). The canal was repurposed for the Embrey Power Plant until the early 1960s,

when it was finally abandoned (Schricker, 2015). Industrialization defined the early period of Upper Princess Anne and many industrial structures remain, but the area evolved away from industry in the beginning in the early-twentieth century.

By the 1930s, the area of Upper Princess Anne was beginning to transform from an industrial area to an area that supported the burgeoning tourism industry in Fredericksburg. In 1926, the U.S. Numbered Highway System was approved by the Joint Board on Interstate Highways and Princess Anne and Lafayette Streets were incorporated into U.S. Route 1 (Schricker, 2015). In 1927, the newly-named Jefferson Davis Highway (also known as the Washington-Richmond Highway) was paved with concrete between Washington D.C. and Richmond, Virginia (Schricker, 2015). To celebrate



A POSTCARD OF PAYNE'S MOTOR COURT FROM THE MID-TWENTIETH CENTURY

HISTORY, CONT.



A POSTCARD OF THE COLONIAL MOTEL FROM 1966

the paving of Route 1, the city of Fredericksburg held a four-hour pageant that welcomed 30,000 spectators (Schricker, 2015). Many hotels were built to lodge these tourists, such as the Stratford Hotel. Additionally, Fredericksburg annexed 482 acres of land from Spotsylvania County called Elwood City since this area of Spotsylvania County was already using some of Fredericksburg City's sewage and water lines and these utility lines needed improvements (Schricker, 2015). Elwood City had also started to become populated with hotels and other services to serve travelers using the recently established and paved US Route 1.

Segregation and Jim Crow laws defined the experience of the Black community in Fredericksburg in the first half of the twentieth century. Although Black residents of Fredericksburg

worked in Upper Princess Anne, as residents they were a very small minority and were not welcome there as tourists (U.S. Census Bureau, 1920). According to the Negro Motorist Green Book of 1950, Black visitors were welcome at hotels like the McGuire and Rappahannock in Darbytown, a historically Black neighborhood at the southern end of Fredericksburg.

Talks began among Fredericksburg city officials of construction of a bypass of Princess Anne Street in 1937, which was completed in 1946 after construction had been halted during World War II (Schricker, 2015). Although the bypass rerouted some traffic away from Route 1, the 1950s and 1960s saw a post-war boom of automobile traffic and tourism, and in 1960 motor vehicle registration almost tripled from 1940 (Schricker, 2015). As

HISTORY, CONT.



A PHOTOGRAPH OF CARL D. SILVER'S DEALERSHIP

automobiles rose in popularity and ubiquity, motels were constructed in the Upper Princess Anne district instead of hotels, such as Peck's Tavern (also known as the Hotel Wakefield and now known as the Inn at the Silk Mill), Payne's Motor Court (now the Relax Inn), and the Colonial Motel (Schricker, 2015). Roadside attractions and other amenities were also constructed to serve these travelers, with Carl's Frozen Custard (established 1947) and Hardee's (now the Mason-Dixon Cafe) as two primary examples of roadside architecture in this neighborhood.

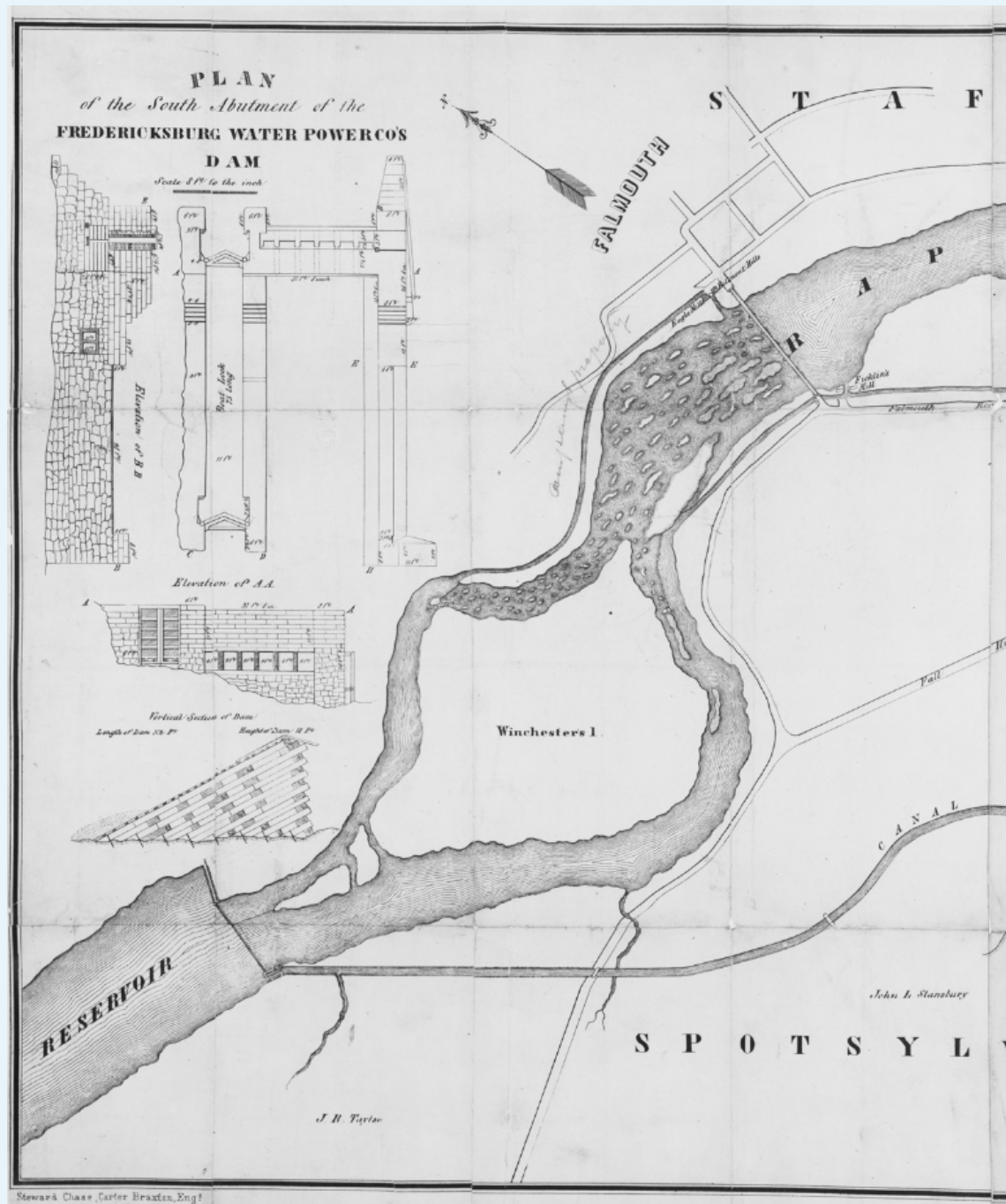
Although Upper Princess Anne Street was already home to many businesses that served those who already owned vehicles and were traveling, there were also many businesses built to serve the mechanical and auto sales needs of Fredericksburg residents and travelers alike. The most well-known of these automobile businesses was Carl D. Silver's used car dealership, which was established in 1947 and located at 2216 Princess Anne Street ("Carl D. Silver," 2011). In the 1950s, Silver's business eventually grew into the largest used car dealership in Virginia (Schricker, 2015). Many of the businesses in the Upper Princess Anne district were constructed specifically to serve travelers and Fredericksburg residents. Some of these characteristics include large parking areas and drive-throughs, such as the

drive-through that used to be a feature of Carl's.

In 1964, Interstate 95 opened after the passing of the National Interstate and Defense Highways Act of 1956 and rerouted almost all travelers around and away from Downtown Fredericksburg, including Princess Anne Street (Schricker, 2015). Hotels, motels, restaurants, and other institutions lost business as traffic decreased, and by the 1970s, the Upper Princess Anne district was relatively depressed. The General Washington Inn was in a state of disrepair by 1983, having been known by that point as a "boarding house" (Giegerich, 1983). Commercial strips remained in the area of Upper Princess Anne Street, but it was no longer the bustling community it once was in the mid-twentieth century. The adaptive reuse of Upper Princess Anne began in 1986 with the creation of the Canal Path, a paved 1.8 mile pathway that follows the former canal (Schricker, 2015). Some of the mill buildings have been adaptively reused for office space, and the City of Fredericksburg is beginning to turn the area into a "Creative Maker District" (Freehling, 2019). Finally, the area retains the character of its mid-twentieth century peak through some of its iconic roadside architecture, such as Carl's and the Mason-Dixon Cafe.

The history of the Upper Princess Anne district, with its beginnings in the industrial revolution of the nineteenth century, peak in the early- to mid-twentieth century, and decline by the 1970s is obvious in the built environment that remains. Mills have been adaptively reused to better suit the needs of Fredericksburg residents today, but many roadside amenities like hotels and restaurants still serve the travelers that choose to travel down Princess Anne Street, even though it is no longer the primary route through Fredericksburg. Many of these roadside amenities are notable for their architecture and integrity, and the potential for further development and adaptive reuse of the Upper Princess Anne Street district is great.

CHAPTER 4: ANALYSIS



A PLAN OF THE FREDERICKSBURG WATER POWER COMPANY DAM, NINETEENTH CENTURY

ANALYSIS, CONT.

Upper Princess Anne district has three development phases that occurred between pre-1890 to the present day. The first stage, the Industrial Period, occurred from pre-1890 to 1915. The second stage, the Tourism/Commercial Period, was between 1920 to 1950. The last stage, the Reuse Period, was from 1950 to the present day. Before the Industrial Period, there were not many structures located in the area. When the Industrial Period began in the early 19th-century, some structures were turned into mill sites that ran along Princess Anne Street as well as some resident structures to house the workers. Placing the mills along Princess Anne with the Rappahannock River on the other side, took advantage of the river's power to power the mills. Building the mills along the river prevented the area from flooding, but they disappeared completely by the mid to late nineteenth century. Around this time is when the first phase of the development of Upper Princess Anne began.

PHASE 1: INDUSTRIAL PERIOD



THE WOOLEN MILL TODAY



THE SILK MILL TODAY

As seen in Figure 1, most building construction was done along Princess Anne Street and connecting streets such as Charles, Caroline, and Hawke Streets. As seen in Figure 2 a large number of structures built in the area were Single Family housing. These structures being along Princess Anne Street were situated within the industrial core of the city along with the mill sites. The mill sites were either reused or had new construction on top of the sites. These structures were also known to have elements of the Colonial Revival style which was popular in the late 19th early 20th-century as seen in Figure 1. The advancement of technology as well as fires breaking out, as referenced in the previous chapter, led to these structures being built on the outskirts of the city borders and near water. Two of the mills were the Woolen Mill Factory that was next to the Rappahannock Canal, and the silk factory next to it along Princess Anne and Canal Street. To accommodate workers, the city had residential buildings constructed along the blocks around the mills. These Residential buildings were built to house the workers and

ANALYSIS, CONT.

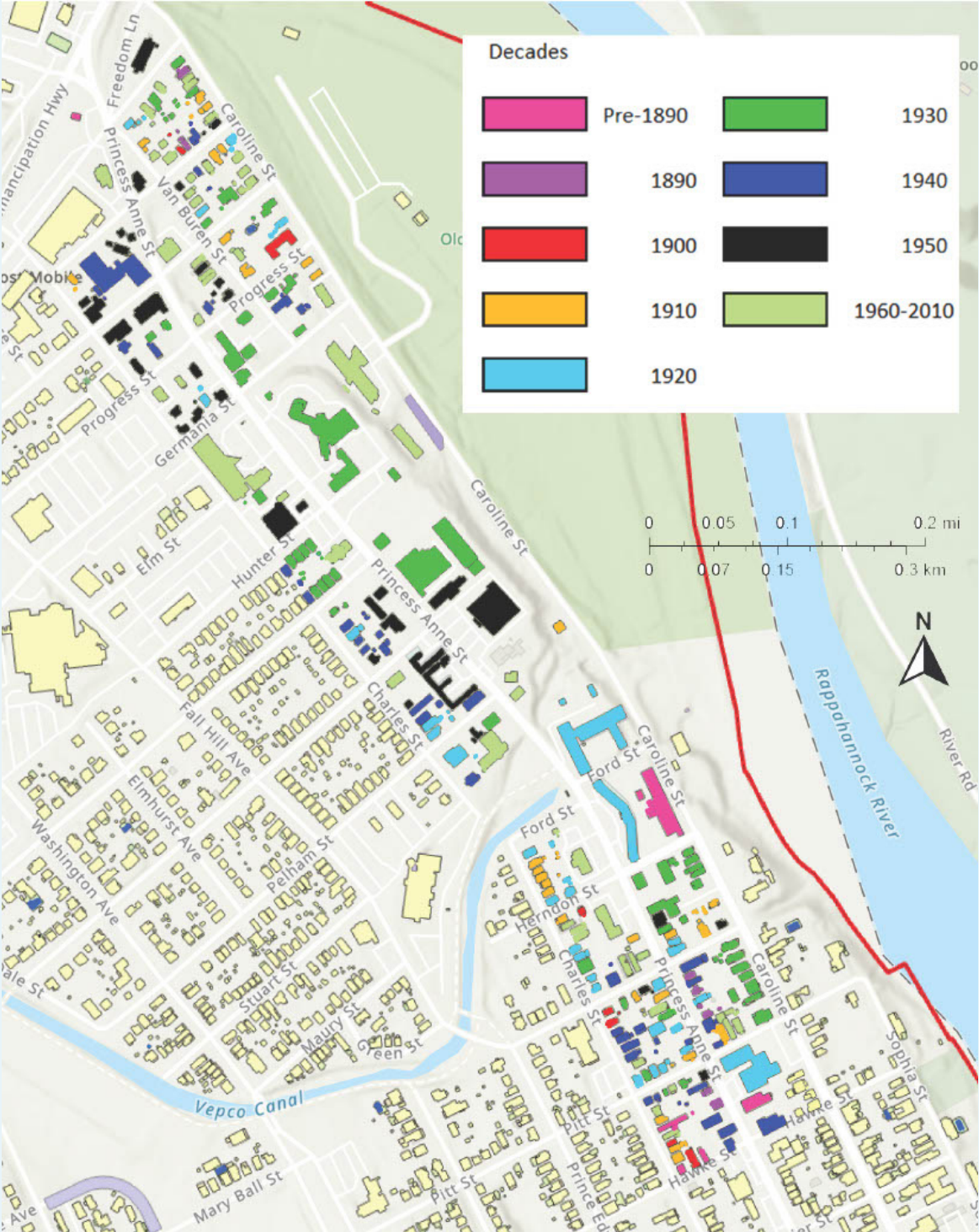


FIGURE 1: MAP OF DEVELOPMENT OF THE UPPER PRINCESS ANNE STREET DISTRICT OVER TIME

ANALYSIS, CONT.



A RECENT PHOTO OF CARL'S DURING THE DAYTIME

new migrants coming into Fredericksburg. It also gave locals and migrants shorter commutes to their workplace and other areas of the city. Most of those residences were single family because they did not want to share space. Even today, there are more instances where residents want to have their own residence and do not want to share it. The residential housing in the district has a similar style as the mills with some displaying Minimal Traditional styles, as seen in Figure 5.

PHASE 2: COMMERCIAL PERIOD

As Fredericksburg grew out of the Industrial Phase, the need for large-scale mill sites decreased and commercial structures increased. Therefore, there was a shift in industry of the city, commercialism and tourism were taking root. There was an influx of tourists who were visiting Fredericksburg and wanted to see the historic sites the city offered. They were coming off of route one which was previously known as Princess Anne Street and were driving through Upper Princess Anne (Schricker, 2015). This increase in visitation to the city and the drive to increase profit led to the city expanding its boundaries towards Stafford County, making this the peak of development for the area.

With more land available for development plots were given to businesses that would attract people to visit. For example, hotels and automobile shops were constructed to cater to tourists and locals. When automobiles were gaining popularity, hotels became an easy and affordable place to stay for periods of time. When automobiles became widely used among the public, there was a decrease in the number of hotels in the city, but motels began to increase. This was because one could park their car directly in front of their room and could stay for extended periods of time. Restaurants and food stands were also opening such as Hardees, now the Mason Dixon Café, the 2400 Diner, and Carl's Frozen Custard which would have been prime locations to eat for visitors, passersby, and locals. The hotels, motels, and restaurants all had a similar Minimal Traditional style that focused on clean-cut surfaces instead of lots of detail. As seen in Figure 1, these were situated right outside the old industrial core of the city along Princess Anne Street. Some locations took over factory sites, such as the block between Princess Anne and Canal Street. This allowed for tourism to flourish in the city since there were additional places to stay and eat in an easily accessible right off the highway. These sites then became central hubs in Upper Princess Anne where it was common



THE 2400 DINER

ANALYSIS, CONT.

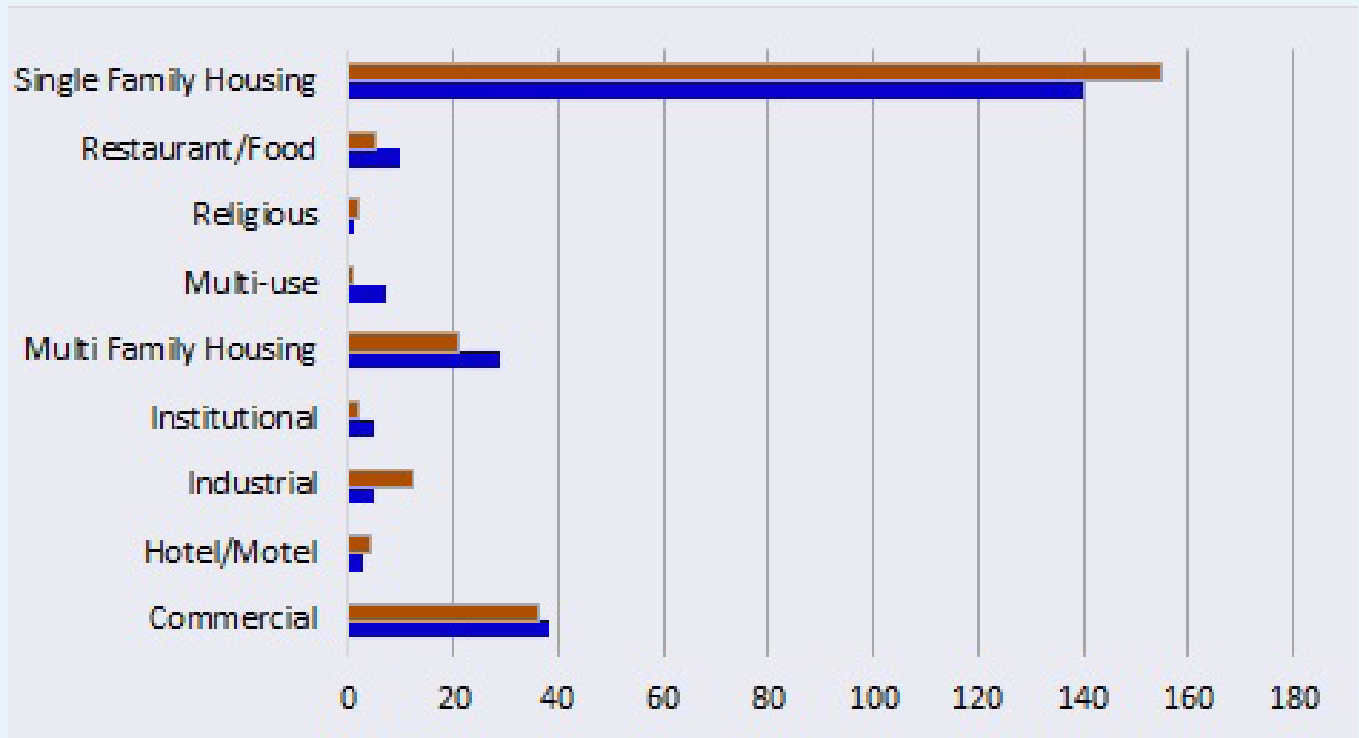


FIGURE 2: HISTORIC AND CURRENT USE OF BUILDINGS

to find visitors and locals spending time there.

PHASE 3: REUSE

When tourism and commercialism began to decline by the 1950s, a majority of the buildings that were used for commercial and industrial uses were reused and developed. As seen in Figure 2, there are currently more commercial structures and fewer industrial structures compared to the past. Today there are a total of 38 commercial and 5 industrial out of 239 structures on Upper Princess Anne. This indicates the reuse of the buildings that coincided with the increase in tourism and the decrease in industrialization. In the past, residential housing consisted of more single-family housing and less multifamily housing. Single-family housing accounted for 155 out of 239 structures, while multifamily housing consisted of 21 out of 239 structures. Today, the statistics

show an increase in multifamily housing, while there has been a slight decrease in single-family homes. There was also an increase in other uses such as institutional, restaurant/food, and multi-use structures. While there was a new development in the area because of reuse, most of the structures now lack upkeep, which has influenced how the buildings are used and maintained.

The structures of Upper Princess Anne have moved through many hands causing some to go into disrepair. In Figure 4, of the buildings that account for the poor category, a majority of them are industrial or a restaurant. For instance, 1609 Princess Anne Street, 1900 Caroline Street, and 2410 Princess Anne Street are three out of five poor condition buildings that fall into the industrial or restaurant category. This decline in Upper Princess Anne is due to tourism moving closer to the center

ANALYSIS, CONT.

of the city; therefore, the businesses were not able to keep operating as before. This decline in business would have prevented owners from preserving the original building and its façade. Instead, they would focus on the building's function rather than appearance or aesthetics. This is when an increase in Modernist style structures began to appear during this Reuse Period from 1940 to 1960 (Figure 5). This architectural style was easier to maintain than older styles; however, there was a reemergence of old architectural looks. These were mainly seen in residential areas of Upper Princess Anne with the resurgence of colonial elements being used to form the Colonial Revival style as seen during a peak in the 1980s (Figure 5).

Despite some buildings falling into disrepair, there are a good number of buildings in fair condition, with a majority of the buildings in good condition, and a few in excellent and

poor condition. Five out of 239 buildings that were poor were a combination of compound and massed plans, that had vegetation overgrowth and the structures themselves were falling apart. Both forms of buildings could be found in commercial and industrial buildings, but some were found in residential housing structures. As seen in Figure 3 massed and compound plans were typical forms used in Upper Princess Anne with 121 out of 239 being massed plans. With all forms of buildings, in relation to their condition, it depended on how well they were maintained. As seen with the poor condition structures, they appear to be left in neglect. For structures in fair and good condition, they are maintained well but may have a few minor issues that need tended to. Most of the time, buildings that are close to major roadways and large trees would have a higher risk of potential damage with tree limbs falling

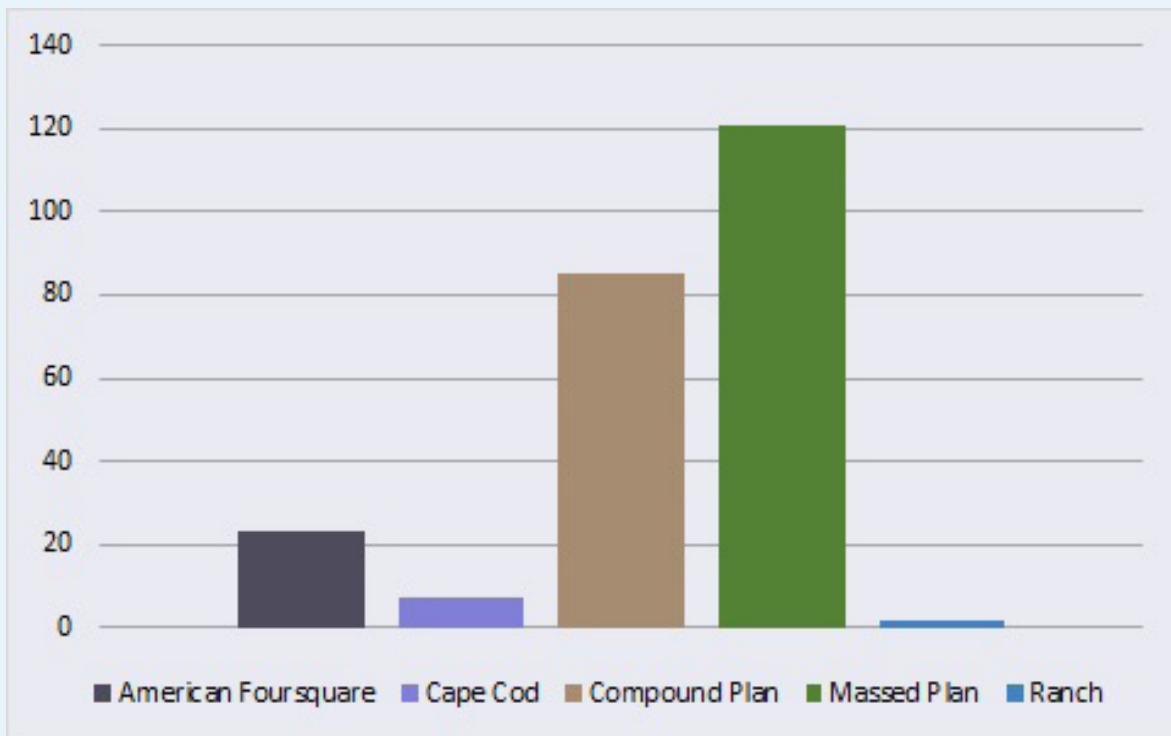


FIGURE 3: BUILDING FORMS IN THE UPPER PRINCESS ANNE DISTRICT

ANALYSIS, CONT.

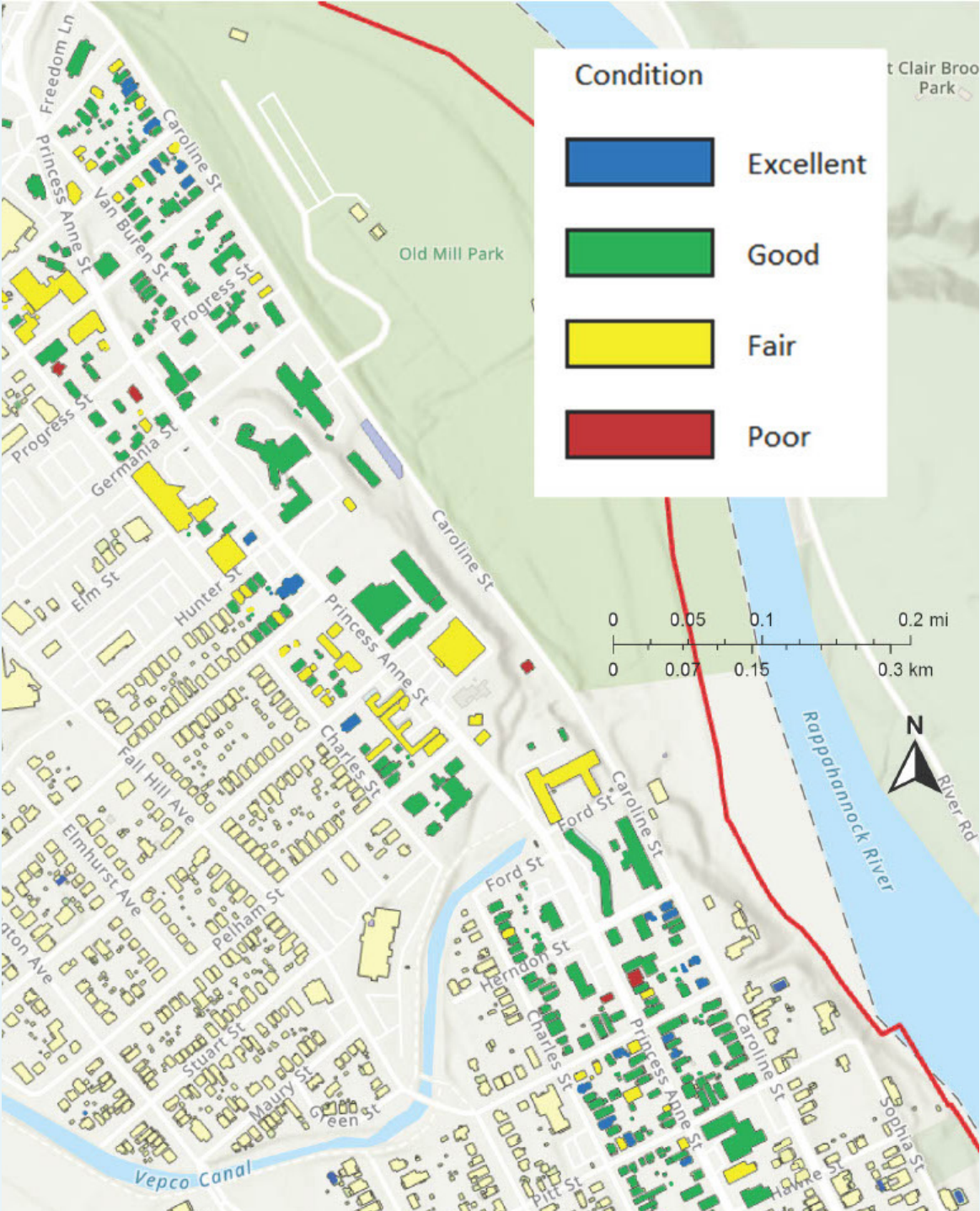


FIGURE 4: MAP OF CONDITION OF STRUCTURES

ANALYSIS, CONT.

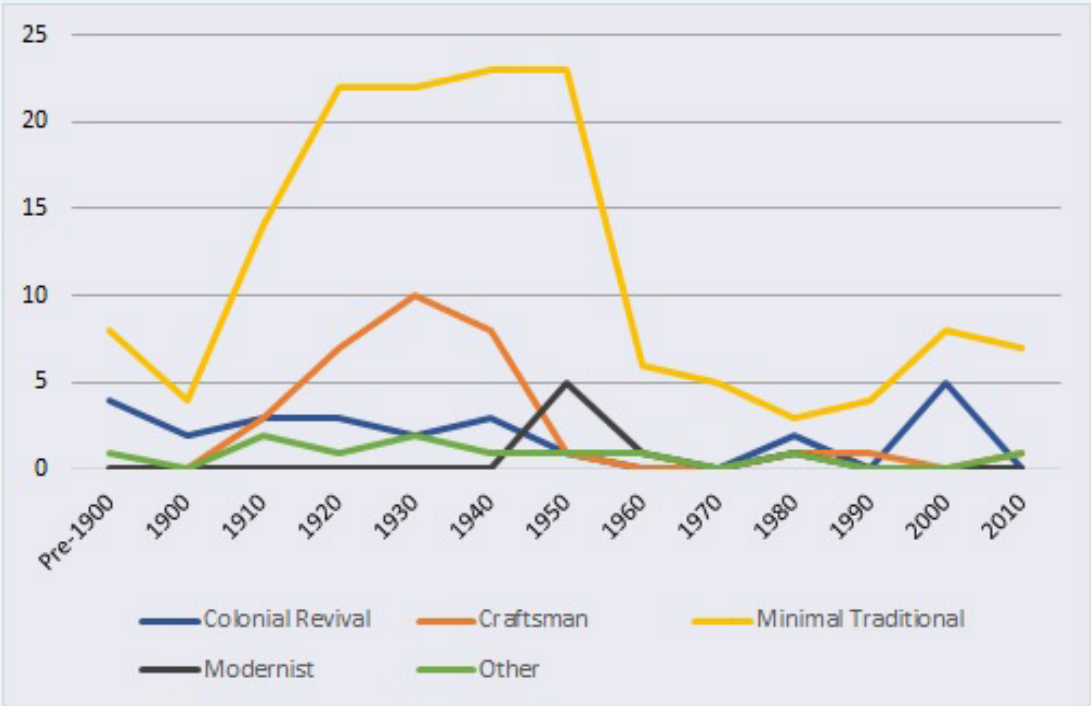


FIGURE 5: CHART OF BUILDING STYLES OVER TIME

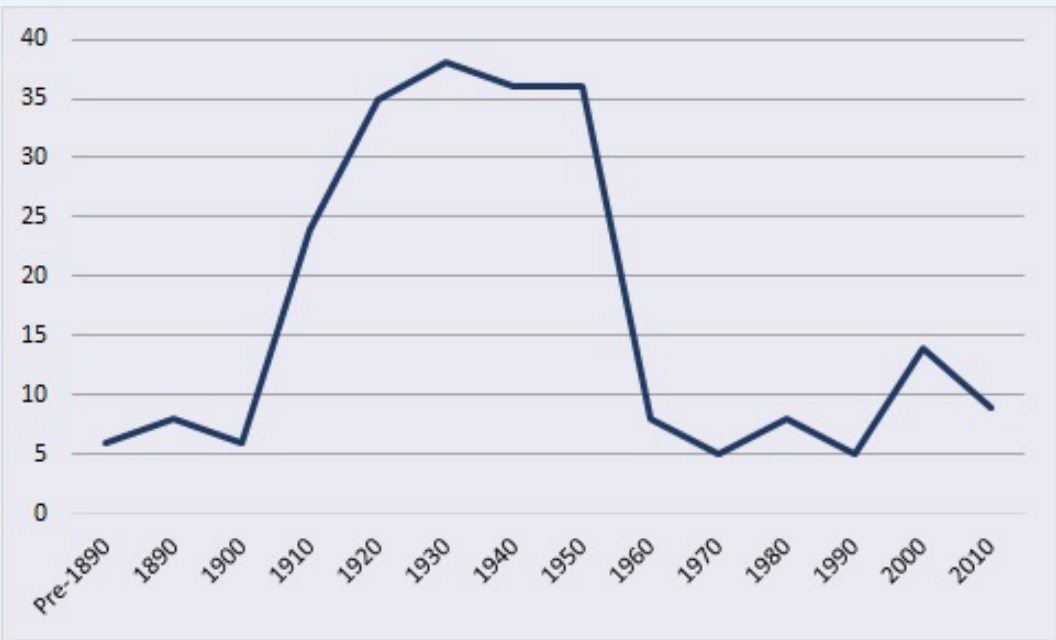


FIGURE 6: CHART OF CONSTRUCTION DATES

ANALYSIS, CONT.

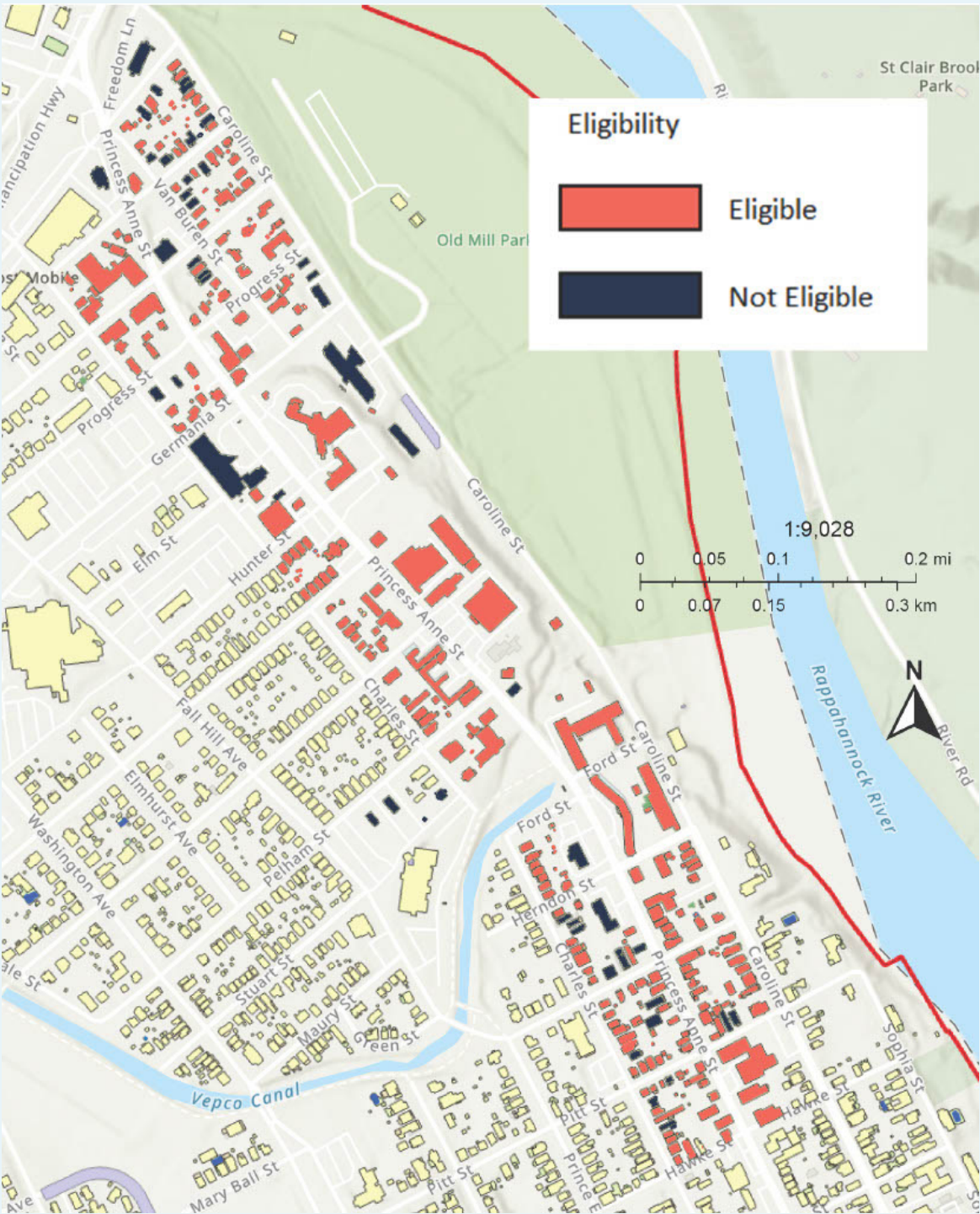


FIGURE 7: MAP OF ELIGIBILITY FOR NATIONAL REGISTER NOMINATION

ANALYSIS, CONT.

ELIGIBILITY

When comparing the buildings that are eligible and ineligible, the number of eligible buildings has a higher total than those ineligible as can be seen in Figure 7. The total number of buildings that are eligible is 188 out of 239, whereas the total number of buildings that are ineligible is 50 out of 239. The eligible structures were mainly constructed during or before the shift in the reuse of Upper Princess Anne. This is because those buildings still have elements that clearly show their historic value or integrity, are over 50 years old, and were part of the significant development that occurred in Upper Princess Anne. The buildings that did not meet the 50 year mark or were not built during the peak of development were considered ineligible because they did not have significant historical integrity. This was because the building elements that were used at the time of

construction were replaced with newer materials. In some cases, the entire façade of a building was changed to reflect the popular architectural style at the time. The Tourism/Commercial Phase reflected the Minimal Traditional style which was popular at that time as seen in Figure 5.

The structures built from 1960 to the present, during the Reuse Phase, had either a Minimal Traditional style or the Colonial Revival style that brought back earlier building elements. When commercialism and tourism were high, Minimal Traditional and Craftsman styles were popular because they did not require much detail on the façade, making them easier and more affordable to construct. Due to these styles being used for residential buildings, it made the businesses feel inviting and homely to those visiting. These characteristics influenced how the buildings are used and renovated today.



SURVEYED RESIDENTIAL HOUSE ON CHARLES STREET

CHAPTER 5: RECOMMENDATIONS



A POSTCARD SHOWING THE WAKEFIELD HOTEL (INN AT THE SILK MILL)

RECOMMENDATIONS, CONT.

Upper Princess Anne Street should be added as a separate historic district from the current one in Downtown Fredericksburg because it has different history and characteristics associated with the Rappahannock Canals and the Old Mills sites. Those characteristics include the canal and canal trail that split Upper Princess Anne along Ford Street and the historic mills sites. The mills located in this area made it well known as the "Old Mill District." By making this area its own separate district, it would be able to incorporate its unique industrial and commercial history as part of its character.

To create a new district for the area, there are set guidelines that have to be followed. Most of the

buildings have to check a certain amount of criteria of evaluation. There are four criteria in total, but a district or site needs to display at least one of them. The Upper Princess Anne district complies with both Criterion A and Criterion C. Criterion A is that the site needs to have a significant contribution to the district/its history. Criterion C is the building's need to embody specific characteristics or construction methods from a certain period. A site also needs to be over 50 years old and have historic integrity. Integrity is the way a site or area can show its significance, and this is done by determining the seven aspects of integrity which include location, design, setting, materials, workmanship,



SURVEYED COMMERCIAL STRUCTURE ON HERNDON STREET

RECOMMENDATIONS, CONT.



A PHOTO OF THE REAR OF THE INN AT THE SILK MILL

feeling, and association. For a site to have historic integrity, it will have several if not most of the seven aspects. The Upper Princess Anne district complies with location, design, setting, feeling design because it represents a time in history that can clearly be seen today through its location, setting, and design. It also invokes a memory of the mid 20th-century because of the roadside architecture including motels and restaurants.

If a separate district was created, then a historic overlay can be added to prevent major changes that would damage the historic integrity. However, the public may not be in favor of a new district or an overlay with all the already existing character and identity the district has. This would be because the district is already known as the Old Mill district with the Rappahannock Canal running through it. They would not be keen to give it a new identity that is different from what they already know. If the public opposes and neither can be done, then the city could host events that would

give information about the area and how it changed over time to the public. It would create a museum space outdoors with many different stalls that would cater to a wide audience. One example of this is the Vintage Route 1 event, which was hosted by the Historic Fredericksburg Foundation Inc. (HFFI).

The purpose of this event was to showcase the history of Upper Princess Anne by having different pop up exhibit spaces. Two of the exhibit spaces included a vintage car show and car tours that got locals and visitors involved in the history. Bringing this back and creating others like it, will get the community involved and let them learn about the history of the district. The city could even do an event that focuses on different eras from the district to show the Industrial Period, when the canal was constructed, and even when the section was being reused.

BIBLIOGRAPHY

- CANAL PATH. *Fredericksburg Parks, Recreation & Events*.
[HTTPS://WWW.FREDERICKSBURGVA.GOV/1560/CANAL-PATH](https://www.fredericksburgva.gov/1560/canal-path).
- CARL'S NATIONAL REGISTER OF HISTORIC PLACES NOMINATION FORM. (2005, JUNE 30). *Virginia Department of Historic Resources*. [HTTPS://WWW.DHR.VIRGINIA.GOV/HISTORIC-REGISTERS/111-5007/](https://www.dhr.virginia.gov/historic-registers/111-5007/).
- CENTRAL RAPPAHANNOCK REGIONAL LIBRARY CONTRIBUTOR. (2018, OCTOBER 3). WALK THROUGH HISTORY...MILL SITES AND WATER POWER. *Central Rappahannock Regional Library*. [HTTPS://WWW.LIBRARYPOINT.ORG/BLOGS/POST/MILL-SITES-AND-WATER-POWER/](https://www.librarypoint.org/blogs/post/mill-sites-and-water-power/).
- CROOKSHANKS, BARBARA. (2018, OCTOBER 3). DOWNTOWN HOTELS ABOUNDED IN THE 19TH CENTURY. *Central Rappahannock Regional Library*. [HTTPS://WWW.LIBRARYPOINT.ORG/BLOGS/POST/DOWNTOWN-HOTELS/](https://www.librarypoint.org/blogs/post/downtown-hotels/).
- FREEHLING, BILL. (2019, DECEMBER 15). PRINCESS ANNE ST. MAKER SPACE RECEIVES GRANT. *Fredericksburg, VA Economic Development & Tourism*. [HTTPS://BLOG.FREDERICKSBURGVA.COM/PRINCESS-ANNE-ST-MAKER-SPACE-RECEIVES-GRANT/](https://blog.fredericksburgva.com/princess-anne-st-maker-space-receives-grant/).
- GIEGERICH, STEVE. (1981, JULY 8). ONCE GRAND HOTEL SHOWS ITS AGE. *The Free Lance-Star*.
- GREEN, VICTOR HUGO. (1950). NEGRO MOTORIST GREEN BOOK. *Victor Hugo Green*.
- HODGE, ROBERT. (2018, OCTOBER 30). THE STORY OF THE RAPPAHANNOCK CANAL. *Central Rappahannock Regional Library*. [HTTPS://WWW.LIBRARYPOINT.ORG/BLOGS/POST/THE-STORY-OF-THE-RAPPAHANNOCK-CANAL/](https://www.librarypoint.org/blogs/post/the-story-of-the-rappahannock-canal/).
- HODGE, ROBERT. (2019, MAY 14). THE FREDERICKSBURG SILK MILL. *Central Rappahannock Regional Library*. [HTTPS://WWW.LIBRARYPOINT.ORG/BLOGS/POST/SILK-MILL/](https://www.librarypoint.org/blogs/post/silk-mill/).
- JETT, CATHAY. (2017, SEPTEMBER 25). FREDERICKSBURG EYES MAKING PRINCESS ANNE STREET CORRIDOR A MAKER DISTRICT. *The Free Lance-Star*. [HTTPS://FREDERICKSBURG.COM/BUSINESS/FREDERICKSBURG-EYES-MAKING-PRINCESS-ANNE-STREET-CORRIDOR-A-MAKER-DISTRICT/ARTICLE_B829898B-7EC4-5918-B556-8A2D44C75C71.HTML](https://fredericksburg.com/business/fredericksburg-eyes-making-princess-anne-street-corridor-a-maker-district/article_b829898b-7ec4-5918-b556-8a2d44c75c71.html).
- NATIONAL PARK SERVICE. (1990). HOW TO APPLY THE NATIONAL REGISTER CRITERIA FOR EVALUATION. *U.S. Department of the Interior*.
[HTTPS://WWW.NPS.GOV/SUBJECTS/NATIONALREGISTER/UPLOAD/NRB-15_WEB508.PDF](https://www.nps.gov/subjects/nationalregister/upload/NRB-15_WEB508.PDF).
- OBITUARY: CARL D. SILVER. (2011, NOVEMBER 17). *The Free Lance-Star*.
[HTTPS://FREDERICKSBURG.COM/OBITUARIES/CARL-D-SILVER/ARTICLE_1DCB7A45-4517-51DE-AE59-7243AF1192FB.HTML](https://fredericksburg.com/obituaries/carl-d-silver/article_1dcb7a45-4517-51de-ae59-7243af1192fb.html).
- SCHEMMER, CLINT. (2015, SEPTEMBER 10). EXPLORE THE HISTORY OF FREDERICKSBURG'S FIRST HIGHWAY. *The Free Lance-Star*. [HTTPS://FREDERICKSBURG.COM/ENTERTAINMENT/EXPLORE-THE-HISTORY-OF-FREDERICKSBURGS-FIRST-HIGHWAY/ARTICLE_BA3C538D-826C-5D8E-868F-206CFE3EA473.HTML](https://fredericksburg.com/entertainment/explore-the-history-of-fredericksburgs-first-highway/article_ba3c538d-826c-5d8e-868f-206cfe3ea473.html).
- SCHRICKE, EMILY. (2015, SEPTEMBER). VINTAGE ROUTE 1 TOUR & COMMUNITY DAY [BROCHURE]. HFFI.
- U.S. CENSUS BUREAU. (1920). FRANK J V BOATYARD IN THE 1920 UNITED STATES FEDERAL CENSUS. *Ancestry Library*. [HTTPS://WWW.ANCESTRYLIBRARY.COM/DISCOVERYUI-CONTENT/VIEW/80617524:6061?TID=&PID=&QUERYID=AC7EE23ACC55EBE032DB3926795247EA&_PHSRC=CSR357&_PHSTART=SUCCESSOURCE](https://www.ancestrylibrary.com/discoveryui-content/view/80617524:6061?tid=&pid=&queryId=ac7ee23acc55ebe032db3926795247ea&_phsrc=csR357&_phstart=succesSource).
- U.S. 1 WAS BOON FOR THE 'BURG. (2012, AUGUST 28). *Free Lance-Star*.
[HTTPS://FREDERICKSBURG.COM/LIFE/U-S-1-WAS-BOON-FOR-THE-BURG/ARTICLE_6FC6AA78-E5E8-5C4D-BC6D-9EE45C83C747.HTML](https://fredericksburg.com/life/u-s-1-was-boon-for-the-burg/article_6fc6aa78-e5e8-5c4d-bc6d-9ee45c83c747.html).
- WIGGINS, HAL. (2022, SEPTEMBER 1). COMMENTARY: THE RAPPAHANNOCK RIVER BECOMES FREE-FLOWING. *The Free Lance-Star*. [HTTPS://FREDERICKSBURG.COM/OPINION/COLUMNISTS/COMMENTARY-THE-RAPPAHANNOCK-RIVER-BECOMES-FREE-FLOWING/ARTICLE_2CAE5EA9-C892-5F48-9DB4-0D8AC40BB172.HTML](https://fredericksburg.com/opinion/columnists/commentary-the-rappahannock-river-becomes-free-flowing/article_2cae5ea9-c892-5f48-9db4-0d8ac40bb172.html).

IMAGE CITATIONS

BLANCHARD, SHARON. (2010). *Circa 1940s Carl's Ice Cream* [PHOTOGRAPH]. FINEARTAMERICA. [HTTPS://FINEARTAMERICA.COM/FEATURED/CIRCA-1940S-CARLS-ICE-CREAM-SHARON-BLANCHARD.HTML](https://fineartamerica.com/featured/circa-1940s-carls-ice-cream-sharon-blanchard.html).

CARL D. SILVER DEALERSHIP. [HTTPS://SILVERCOMPANIES.COM/OUR-HISTORY/](https://silvercompanies.com/our-history/)

DAWSON, R.W. (2018, FEBRUARY 17). *Mason Dixon Cafe* [PHOTOGRAPH]. FLICKR. [HTTPS://WWW.FLICKR.COM/PHOTOS/36412860@N02/40284565442](https://www.flickr.com/photos/36412860@N02/40284565442).

FREDERICKSBURG VA COLONIAL MOTEL POSTCARD~VIRGINIA. (1966). EBAY. [HTTPS://WWW.EBAY.COM/ITM/134087399463?HASH=ITEM1F383B5827:G:EISAAOSWWPEIJ~KX&AMDATA=ENC%3AAQAHAAsPyETLTXymHSEy2qRGck2kDTJExFNfECZLNJD2p%2FoiQXN6nNKYLUOuvCbDWW%2BaqAXekJE4yTGZLRrRnyHnNmRofRYcb6GLHS7TXCics8R1FlChs60qpb50zX2LuTC0SeSlqrYHgt56i3fJbFGM%2BkXgPv8UtBgEbWofYusG5noBpk038N3lOSLOBGHOLpLhBEJfWiAXcNow1uHARMssDLJvZFWkhFuFYy9SOt10YDDswV%7CTkp%3ABk9SR8qXkO-JYQ](https://www.ebay.com/itm/134087399463?hash=item1f383b5827:g:eisAAOSwwEPIJ~Kx&amdata=enc%3AAQAHAAsPyETLTXymHSEy2qRGck2kDTJExFNfECZLNJD2p%2FoiQXN6nNKYLUOuvCbDWW%2BaqAXekJE4yTGZLRrRnyHnNmRofRYcb6GLHS7TXCics8R1FlChs60qpb50zX2LuTC0SeSlqrYHgt56i3fJbFGM%2BkXgPv8UtBgEbWofYusG5noBpk038N3lOSLOBGHOLpLhBEJfWiAXcNow1uHARMssDLJvZFWkhFuFYy9SOt10YDDswV%7CTkp%3ABk9SR8qXkO-JYQ).

"FROM THE ARCHIVES: LOOKING BACK AT LONGTIME FAVORITE BUSINESSES." (2017, JUNE 24). FREE LANCE-STAR. [HTTPS://FREDERICKSBURG.COM/FROM-THE-ARCHIVES-LOOKING-BACK-AT-LONGTIME-FAVORITE-BUSINESSES/ARTICLE_658655E3-C5A8-580E-BB2E-3376A6DE02BC.AMP.HTML](https://fredericksburg.com/from-the-archives-looking-back-at-longtime-favorite-businesses/article_658655e3-c5a8-580e-bb2e-3376a6de02bc.amp.html)

GLASS, JENNIFER. (2007, MAY 12). *Carl's Ice Cream* [PHOTOGRAPH]. FLICKR. [HTTPS://WWW.FLICKR.COM/PHOTOS/3TUXEDOCATS/495468560](https://www.flickr.com/photos/3tuxedocats/495468560).

MARY WASHINGTON COLLEGE. (1971). [PHOTOGRAPH]. THE BATTLEFIELD. [HTTPS://ARCHIVE.ORG/DETAILS/BATTLEFIELD197156UNIV/MODE/1UP](https://archive.org/details/battlefield197156univ/mode/1up).

OLD MILL DISTRICT MURAL. [HTTPS://FXBG.COM/FIND-THINGS-TO-DO/PUBLIC-ART/](https://fxbg.com/find-things-to-do/public-art/)

PAYNE'S MOTOR COURT, 1904 PRINCESS ANNE ST., U.S. HIGHWAYS #1--2--17, FREDERICKSBURG, VIRGINIA. (1904). *Digital Commonwealth*. [HTTPS://WWW.DIGITALCOMMONWEALTH.ORG/SEARCH/COMMONWEALTH:TH83M4796](https://www.digitalcommonwealth.org/search/commonwealth:th83m4796).

PLAN OF FREDERICKSBURG VIRGINIA 1941. [HTTP://RESOURCES.UMWHISP.ORG/FREDERICKSBURG/PLATS.HTM](http://resources.umwhisp.org/fredericksburg/plats.htm)

PLAN OF THE SOUTH ABUTMENT OF THE FREDERICKSBURG WATER POWER COMPANY DAM. PLATS OF FREDERICKSBURG 1721-1958. LITHOGRAPH OF RITCHIE AND DUNAVANT, RICHMOND. [HTTP://RESOURCES.UMWHISP.ORG/FREDERICKSBURG/PLATS.HTM](http://resources.umwhisp.org/fredericksburg/plats.htm)

ROUTE 1 SIGN. IMAGE COURTESY OF HISTORIC FREDERICKSBURG FOUNDATION, INC.

STEWART, TIM. (2013, JULY 11). *Let's Eat aka 2400 Diner* [PHOTOGRAPH]. FLICKR. [HTTPS://WWW.FLICKR.COM/PHOTOS/145229933@N08/49797050193](https://www.flickr.com/photos/145229933@N08/49797050193).

WAKEFIELD HOTEL POSTCARD. IMAGE COURTESY OF HISTORIC FREDERICKSBURG FOUNDATION, INC.