



## MEMORANDUM

**TO:** ARCHITECTURAL REVIEW BOARD  
**FROM:** Chuck Johnston, Planning & Building Director  
**DATE:** August 19, 2021 (for August 23, 2021 meeting)  
**RE:** Pre-Application discussion for new construction at 406 Lafayette Boulevard

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Paul Janney requests preliminary discussion with the ARB on a proposed application to construct a new three-story building on vacant property on Lafayette Boulevard. The parcel (GPIN 7789- 13-5040) is shared with the Colonial Tavern building, which would remain, and include building a new structure on a portion of the site currently occupied by parking. A general site plan showing the maximum building footprint and two front elevation options have been provided for preliminary feedback from the ARB at this time.

Kerri Barile, Dovetail Associates, the City's on-call archeologist, was asked for about the potential for archeological resources. She provided the following information identifying the site as potentially containing a railroad turntable. Attached to this memo are historic photos of the turntable provided by the Manager of the Virginiana Room at the Central Rappahannock Regional Library. This information is not directly applicable to the Board's discussion of the mass and scale of the project, but may impact building location. The City will work with the property owner as to how to best identify these resources and incorporate this information into the development of the site.

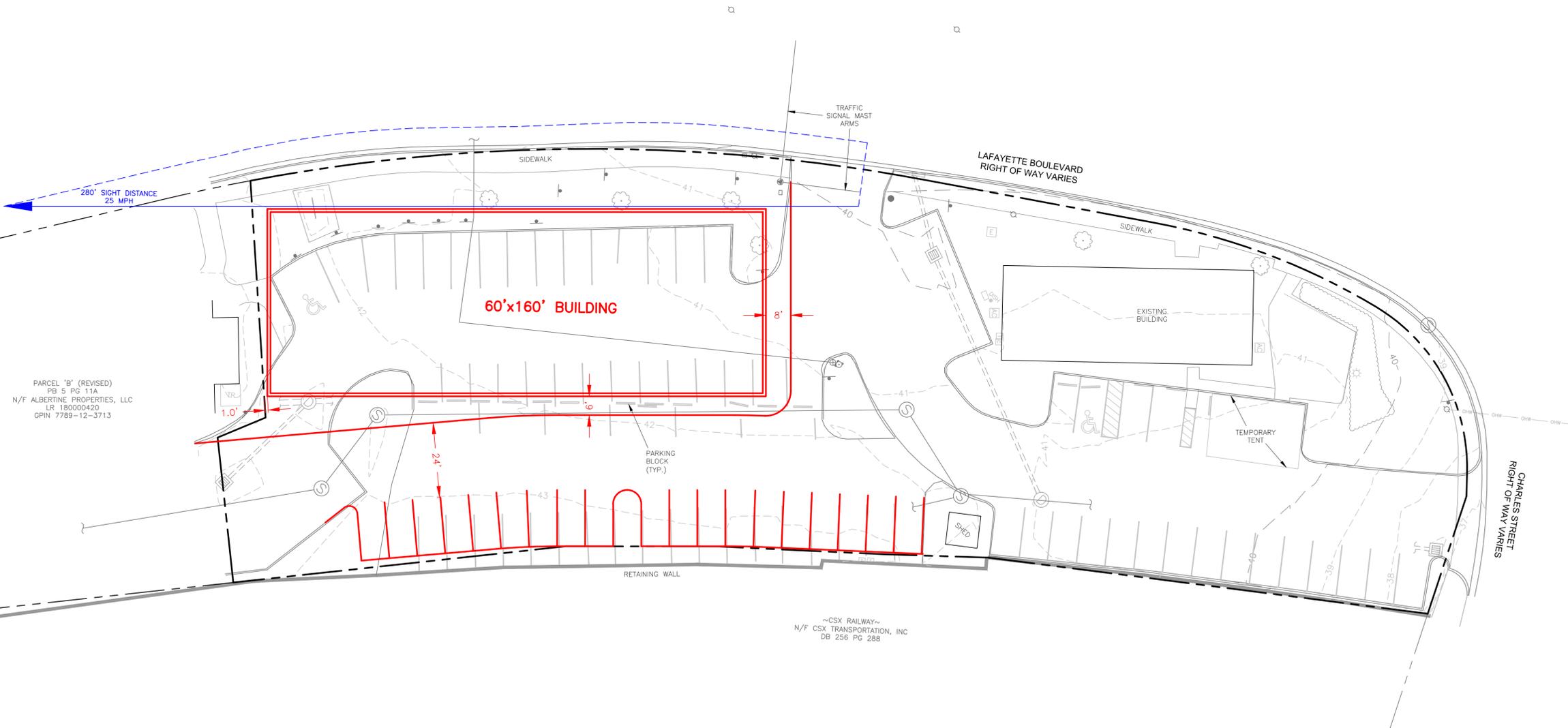
The lot appears to have had some sort of milling-related operation located on site in the mid-nineteenth century. The facility was associated with the termination of the mill race that is now Kenmore Avenue. It appears that this operation went away in the early 1880s when the railroad proliferated in this area, including both the Potomac, Fredericksburg, & Piedmont (PF&P) and the Richmond, Potomac, & Fredericksburg (RF&P), which met in this vicinity. The area in question was part of the rail yard for the PF&P. It contained numerous rail tracks (at least five) at various times. A very interesting feature was built in the first years of the twentieth century here--a train turntable. As the building that now houses the Colonial Tavern was the end of the line, trains that ended their journey here needed a way to turn around to head back to Orange. The turntable allowed for this function (Sanborn image below to show its location; the yellow building on the right is the Colonial Tavern). There was also at least one machine shed early on (the left hand yellow building below), and several other rail-related buildings were constructed after. The PF&P ceased operation in the 1930s but the buildings remained in situ through the 1960s. By 1971, all building had been removed, the turntable filled in, and the area became a parking lot.



In sum, the potential for this area to contain intact, notable archaeological remains is high. While portions of the historic milling facility were likely destroyed by subsequent rail development, some sections may remain intact. It is also probable that the rail turntable is likely also still intact below ground. These were once common features but are now exceedingly rare. To have the potential to uncover one archaeologically is unique. As you know, the creation of parking lots often seals archaeological deposits beneath. This has been seen at the Riverfront Park and Marriott, to name just a few. [But it should be clarified that this is not always the case. Work at the parking lot where the parking deck is now revealed nothing.] Based on the limited research and presence of the parking lot built by 1971, it is suggested that the potential for this area to contain archaeological resources is high.

Because the project is a large-scale undertaking that requires a major site plan, a Phase IA-level archaeological study is required. This level of effort comprises a background literature review, a historic map review, a field viewing of the site, and recommendations on additional work. Work is required to be done by an archaeologist meeting the Secretary of the Interior's standards. The ensuing report will be reviewed by the City and the two on-call consultant. If the recommendation is for additional work, in these cases, the study usually includes the excavation of backhoe trenches through the pavement in key areas to determine if there is any subsurface integrity and to identify archaeological sites. Any additional work (Phase II or III) will be based on these findings. As written in the City's ordinance, archaeology is rarely a showstopper. The goal is to identify, evaluate, and study sites prior to destruction to assure that all data is gathered before site work begins. As part of the data recovery (Phase III) and negotiations with the City, it may be that there is some sort of brickwork designating archaeological features, an interpretive sign is placed nearby, or small museum exhibit in the lobby to present the history that was "lost" by the construction to the public- basically giving history back where it was taken away.

I think this is more of a unique case in that someone is trying to build a very large new building on a parking lot in an area with high potential. There aren't many of these left in the City so this shouldn't be a negative sign of the ordinance being too restrictive. This is just a unique situation. Of all the construction in the city, notable archaeology has only really happened in situations like this: big building on parking lot (Marriott, Riverfront Park, Hardware Store, Train Station, 100 Hanover, etc.)

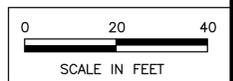


PARCEL 'B' (REVISED)  
PB 5 PG 11A  
N/F ALBERTINE PROPERTIES, LLC  
LR 180000420  
GPIN 7789-12-3713

~CSX RAILWAY~  
N/F CSX TRANSPORTATION, INC  
DB 256 PG 288

406 LAFAYETTE BLVD  
FREDERICKSBURG, VA  
01-20-21

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APARTMENT BUILDING LAFAYETTE STREET B



APARTMENT BUILDING LAFAYETTE STREET VIEW