

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of PropertyHistoric name: Lower Basin Historic District 2023 Boundary IncreaseOther names/site number: VDHR #118-5507Name of related multiple property listing: N/A

(Enter "N/A" if property is not part of a multiple property listing)

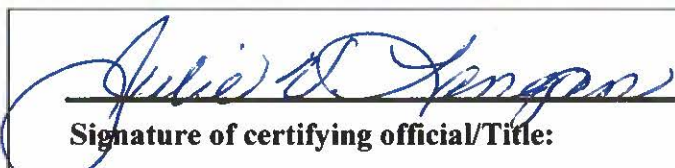
2. LocationStreet & number: Generally bounded by Concord Turnpike, CSX Railroad tracks, E. Lynch Street, Main Street, and Washington StreetCity or town: Lynchburg State: VA County: Independent CityNot For Publication: N/A Vicinity: N/A**3. State/Federal Agency Certification**

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.In my opinion, the property X meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance: national statewide X local

Applicable National Register Criteria:

X A B X C D

	<u>6/5/2023</u>
Signature of certifying official/Title:	Date
<u>Virginia Department of Historic Resources</u>	
State or Federal agency/bureau or Tribal Government	

In my opinion, the property meets does not meet the National Register criteria.

Signature of commenting official:

Date

Title :

State or Federal agency/bureau
or Tribal Government

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4. National Park Service Certification

I hereby certify that this property is:

- ☐ entered in the National Register
☐ determined eligible for the National Register
☐ determined not eligible for the National Register
☐ removed from the National Register
☐ other (explain:) _____

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

Private:

☒

Public – Local

☒

Public – State

☐

Public – Federal

☐

Category of Property

(Check only **one** box.)

Building(s)

☐

District

☒

Site

☐

Structure

☐

Object

☐

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Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing

Noncontributing

30

13

buildings

0

1

sites

1

3

structures

0

0

objects

31

17

Total

Number of contributing resources previously listed in the National Register 0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

INDUSTRY/Manufacturing Facility

INDUSTRY/Industrial Storage

COMMERCE/TRADE/Specialty Store

DOMESTIC/Single Dwelling

Current Functions

(Enter categories from instructions.)

INDUSTRY/Manufacturing Facility

INDUSTRY/Industrial Storage

COMMERCE/TRADE/Specialty Store

DOMESTIC/Single Dwelling

VACANT

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7. Description

Architectural Classification

(Enter categories from instructions.)

NO STYLE

MODERN MOVEMENT: Art Deco

MODERN MOVEMENT: Moderne

Materials: (enter categories from instructions.)

Principal exterior materials of the property: BRICK, WOOD, METAL, CONCRETE

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The Lower Basin Historic District was originally listed in the NRHP in 1987 as an intact and representative collection of warehouses, commercial buildings, and other industrial resources that convey the commercial and industrial prominence of Lynchburg, particularly as it relates to development that occurred in proximity to the James River, James River and Kanawha Canal (Kanawha Canal), and Chesapeake & Ohio (C&O) and Norfolk and Western Railroads. While the river played the primary role of transportation for goods and products in the eighteenth and early-nineteenth century, it was soon supplemented and replaced by the Kanawha Canal and the C&O Railroad as the primary shipment corridors. At the time of its listing, the district contained 74 total properties on portions of 23 blocks bordered generally by Commerce Street, 7th Street, Blackwater Creek, the James River, Washington Street, and Main Street. The district was subsequently expanded in 2002 and 2008 to include two additional properties that reflect architectural trends and Lynchburg's history of commercial and industrial development.

The Lower Basin Historic District 2023 Boundary Increase incorporates twenty (20) additional contributing primary resources built between 1850 and 1959 and one (1) noncontributing resource built in 1963. Contributing primary resources include twenty-one (21) buildings. Contributing

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secondary resources include nine (9) buildings and one (1) structure. Noncontributing primary resources include one (1) building. Noncontributing secondary resources include twelve (12) buildings, three (3) structures, and one (1) site. This area is south of the original district's boundaries, and is located generally along Main Street and Concord Turnpike in the narrow terrace bordering the south bank of the James River. The expansion area and resources within it generally adhere to the same development pattern and architectural character as those in the original historic district. Development consists of mostly late-nineteenth to early-twentieth century commercial and industrial buildings and warehouses that were developed to take advantage of the rapid commercial growth brought to the city by the railroads and Kanawha Canal for the shipment and delivery of goods. The primary resources within the expansion area were used for manufacturing, industry, and tobacco storage as well as retail commercial activities. The expansion area retains a high degree of historical integrity and character from the period of significance as conveyed through the extant building stock, canal and railroad corridors, and road network that are still evident today. The commercial, industrial, and manufacturing complexes flourished from the nineteenth century into the third quarter of the twentieth century due to the regional transportation networks brought about by the canal, railroad, and roads, thus making Lynchburg a hub of prosperity even as other cities and towns in the Blue Ridge Mountains fell behind. As industrial activities declined through the late twentieth century, portions of the historic building stock in the expansion area were lost to deterioration and demolition; however, the extant buildings and complexes convey the area's historical associations and continue to reflect the city's commercial and industrial heritage. Together with the resources within the original district, the Lower Basin Historic District 2023 Boundary Increase represents a significant aspect of Lynchburg's history and architectural character.

Narrative Description

Setting

The Lower Basin 2023 Boundary Increase is located on the low terrace that extends between the south bank of the James River and a parallel ridge, as well as just uphill to Main Street. It is located to the south and east of the existing historic district, delineated generally by the existing southern boundary of the district to the north, Main Street, and the ridgeline to the west, James River to the East, and Concord Turnpike to the south. It is bisected near the northern end by the elevated Route 29 bridge that crosses over the river and beneath Main Street. The lower portion of the expansion area is generally an open and grassy floodplain with woods and treelines along the riverbank and ridge. Much of the area has been cleared for industrial use and is now occupied by a mix of open fields, gravel surface, and paved roadways. Some areas that were formerly occupied by additional buildings or open manufacturing space are now grassy fields. Many of the industrial properties are enclosed with chain link or barbed wire fence. The upper portions of the expansion area along Main Street are characterized by the urban street grid pattern of Lynchburg with a gently rolling topography.

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Extending through the expansion area, paralleling the river and the ridge are several historic transportation corridors including the former Kanawha Canal alignment, the C&O Railroad corridor, the Norfolk and Western Railroad corridor, Concord Turnpike, and Main Street. The Kanawha Canal was finished at the end of 1840 with the first packet boat to leave Lynchburg en route to Richmond on December 3rd, 1840. It brought great wealth and expansion to the city throughout the 1840's until the railroad became the chosen method of travel due to the quicker transportation time and lesser cost due to decreased need for man-power. The portion of the Kanawha Canal that historically extended through the expansion area is no longer present as construction of the railroad led to its grading and filling. The portion of the C&O Railroad within the expansion area is a wide corridor with triple tracks on a raised gravel berm running between Concord Turnpike and the Norfolk and Western Railroad corridor. The Norfolk and Western Railroad corridor consists of a single-track rail line located on a slight grade, running nearly parallel to the C&O corridor. These railways separate the industrial sector of the expansion area from the commercial sector.

The Concord Turnpike is the primary road through the industrial area and extends from Washington Street in the original historic district through the expansion area, paralleling the James River. It is immediately adjacent to the C&O Railroad in the existing historic district but separates from the rail line in the expansion area and in between the two corridors is where the majority of development is located. The Concord Turnpike dates to the late-nineteenth century and first appears as a public transportation route in the 1895 Sanborn Fire Insurance Map. It appears in earlier records as an unimproved access road used by the various industries along the river, but after further development including the Helme Tobacco, Ferebee-Johnson, and Heald Company, the road was improved and named.

Within the expansion area, Concord Turnpike is a two-lane paved road with side streets and driveways that branch off to each of the industrial properties and their associated paved or gravel loading docks and yards. There are very wide paved shoulders on each side of Concord, but no curb between the road and each of the properties. Power lines run along the edge of Concord Turnpike with lights on every other pole. Fire hydrants are placed periodically between the properties on the west side of Concord Turnpike. The warehouse and industrial complex on the southern end of the expansion area, 1631 Concord Turnpike, is fenced off with a chain-link fence topped with barbed wire. Beyond the expansion area, Concord Turnpike extends to Pleasant Valley Road along Route 460 to the east.

Main Street also extends through the expansion area, extending from within the original historic boundary through a commercial and industrial area. Bordering the street within the expansion area are a total of twelve commercial and industrial buildings, mostly built during the first half of the twentieth century. Four of the properties, at 1344, 1405, 1408, and 1612 Main Street, historically served as auto garages and/or sales centers and now serve as a restaurant, a cleaning company, a plumbing repair company, and a farm equipment complex, respectively. The Myers & Rhodes Farm Equipment Company, the original and current owners of 1616 Main Street, now also own and operate two neighboring buildings – 1612, a former auto sales building, and 1606, which was

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originally a wine warehouse. The building at 1400 Main Street was historically a dry cleaner, and next door at 1404 was a veterinarian clinic. Both are vacant commercial properties now. The property at 1450 Main Street was built in 1963 as a motor lodge and currently operates as a condominium complex, although it has undergone extensive alterations with non-historic exterior cladding that obscures its historic character. Located next door at 1520 Main Street is a large warehouse that historically functioned as the Virginia Dark Fired Tobacco Growers warehouse and shipping center. constructed during the early-twentieth century, the property is directly associated with the immensely important tobacco crop that largely supported the surrounding area's agricultural economy due to high levels of demand for cigarette manufacturing, chewing tobacco, snuff, and other products during the period of significance. Rapidly declining sales during the late twentieth and early twentieth centuries have almost eliminated tobacco as a cash crop for many of the area's farmers. The former tobacco warehouse currently functions as a general wholesale warehouse. A single surviving mid-nineteenth-century dwelling still stands along Main Street perhaps because it was later converted to commercial use. The three-story, three-bay building has a ground-floor storefront across its center and right-side bays that features a wood pilaster at each corner, large display windows, a left-of-center entrance, and a fabric awning that spans the façade. The pilasters and configuration of windows and entry suggest an early- to mid-twentieth century date of construction. Main Street continues south beyond the expansion area into a primarily residential area.

East Lynch Street extends from Main Street in the expansion area down the ridge to Concord Turnpike and is bordered by three small frame dwellings, built in the late-nineteenth to early-twentieth century. Sanborn maps reveal the street was historically densely lined with similar homes, many of which likely served as worker's housing for the adjacent railroad or warehouse complexes just downhill. Few of these homes remain extant, and the rest have likely been moved or demolished.

Architectural Analysis

Large warehouses and industrial buildings include the Ferebee-Johnson, Inc. complex (VDHR# 118-0092), the Helme Tobacco Company Complex (VDHR# 118-0108), Woodward Iron Company complex (VDHR# 118-5507-0017), Lynchburg Plow and Foundry Company Building (VDHR# 118-5181), the Mead Corporation/Rock-Tenn Company Complex (VDHR# 118-0119), and the Virginia Dark Fired Tobacco Growers Warehouse (VDHR# 118-5507-0009). Other resources associated with the railroad include a former C&O Railroad support building (VDHR# 118-5507-0014) as well as three small, frame, single dwellings (VDHR# 118-5507-0013 and 118-5507-0015/0016) located adjacent to the corridor that were likely built as worker's housing. General commercial buildings along Main Street include four properties that historically served as auto garages and/or sales centers, a farm equipment wholesaler, a dry cleaner, a veterinarian clinic, a wine warehouse, and a motor lodge (VDHR# 118-5507-0001/0005, 118-5507-0007, and 118-5507-0010/0012). Trucking and automobile-centric designs such as these exploded during the first quarter of the twentieth century as road-based transportation began to supplant railroad shipping. They illustrate a pivotal period in Lynchburg's industrial and commercial history as new economic

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opportunities were created by the proliferation of automobile ownership among the general population, while manufacturing and industrial process took advantage of the flexibility offered by combining the growing truck-based and railroad networks. Lastly, the aforementioned mid-nineteenth century dwelling along Main Street that was later converted to commercial use (VDHR# 118-5507-0008). This resource is the earliest recorded resource in the expansion area, but its commercial storefront likely dates to the early-to-mid twentieth century.

The general architectural character of the expansion area and the buildings within it is made up of large masonry buildings with vernacular Commercial Style and industrial designs. Industrial complexes line Concord Turnpike, adjacent to the James River and somewhat removed from the more densely built areas of the city, while commercial buildings in the increase area are generally clustered along Main Street. The industrial buildings exhibit large bay openings for loading and unloading goods, large windows to allow natural light to flood the work floors, and minimal ornamentation achieved primarily through decorative brickwork. The tobacco warehouses feature large vents near their roofline to allow for air circulation. These industrial buildings are typically of grand proportions and composed of multiple different blocks, each of which housed a specific historic function. In addition to the large, primary buildings, there are outbuildings used for storage of vehicles and materials, traces of railroad spurs, and other structures and features related to their historical operation in concert with rail and canal shipping. Given the complexity of activity, the industrial lots tend to be more expansive than those for commercial resources; for the latter in many cases the commercial lots extend only a short distance beyond the buildings they hold. The commercial buildings are mostly masonry or wood frame resources built using simple forms and modest proportions and ornamentation representing vernacular Commercial Style elements typical of the late nineteenth and early twentieth century, such as stepped parapets and large window openings with multiple-light sash. As most of the commercial buildings were built between the 1920s and 1940s, they display brickwork and vertical or horizontal detailing typical of Art Deco and Moderne stylistic influences, as well as materials that proliferated during the first half of the twentieth century, such as metal-framed sash and entry doors, glass blocks, and storefront single-light display windows over brick or wood bulkheads.

The expansion area remained an active and dense commercial and industrial corridor until a widespread downturn of manufacturing and tobacco during the late 1980s led to the erosion of the industrial base and persistent higher rates of vacancy in Lynchburg. This recent trend is particularly evident along the industrial corridor of Concord Turnpike. Several buildings were demolished or razed due to neglect and deterioration, including the majority of the Lynchburg Plow Foundry and John H. Heald Company complex; however, remnants of both of these complexes remain, and the rest of the extant buildings have been minimally altered in recent decades. Only one industrial complex, the Rock-Tenn Paper Factory, formerly the Mead Corporation/Heald Company, remains in production under new ownership. Additionally, the Virginia Dark Fired Tobacco Growers Warehouse has been converted into a warehouse for L. Oppleman, a pawn shop in downtown Lynchburg. The rest of the complexes, along with two of the neighboring dwellings, are vacant or no longer in use. Meanwhile, the commercial buildings on Main Street have mostly been converted to different uses than their original occupants, but remain in commercial use. Although lack of use

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and physical deterioration represent a decline in the local economy, these trends have not caused considerable erosion of the historic and architectural integrity of the boundary increase area as a whole.

Integrity

Overall, the boundary increase area and extant buildings within it retain a moderate- to high degree of integrity, and still convey their historic functions and associations even if their current usages are different. All but one of the primary resources within the increase area were built during the period of significance of 1850-1959. Demolitions during late twentieth century has reduced the overall density of the increase area, although this is due more to loss of smaller secondary resources. Many of the large, primary buildings continue to compose a regular and defined spacing of properties that convey the significant historic industrial and commercial character of the area.

The industrial resources house manufacturing and storage functions similar to those of the historic period, although the specific goods and materials now differ. The commercial properties continue to serve commercial roles. As such, the boundary increase area retains integrity of association. None of the buildings within the increase have been relocated within or out of the area and thus they retains integrity of location. As discussed above, the overall setting of the increase area has been impacted by demolition of historic secondary resources. Still generally conveying historic spatial relationships, architecture, and functions, the area's integrity of setting remains sufficient to characterize this portion of Lynchburg as industrial and commercial, unlike other parts of the city where formerly industrial resources have been lost to make way for redevelopment. While many of the buildings have been subject to neglect and vacancy, physical deterioration does not automatically equate to lost integrity of design, materials, and workmanship. Most resources have not undergone major alterations or additions and, therefore, they continue to convey integrity of design and materials. Likewise, many of the specialized, character-defining features and elements important of the commercial and industrial buildings remain, therefore maintaining integrity of workmanship. Finally, the area continues to retain its appearance and sense of an industrial past, even if it no longer bustles with activity and production, and therefore retains integrity of feeling.

Historic District Inventory

In the following inventory, which is listed numerically by street address, all resources, both primary and secondary, have been considered either contributing or non-contributing based upon the areas of significance as listed under Criterion A as Commerce, Community Planning and Development, and Industry and under Criterion C for Architecture and upon the period of significance of 1850-1959. Due to the generally intact degree of historical integrity throughout the district, the majority of noncontributing resources are considered as such due to their construction that postdates the period of significance. The resources are keyed to the accompanying Sketch Map by numerical street address and are marked as Contributing (C) or Noncontributing (NC).

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Concord Turnpike

1610 Concord Turnpike

118-5507-0014

Other DHR Id#:

Primary Resource: Warehouse (Building), Stories 2, Style: No discernible style, Ca 1950

Contributing Total: 1

1611 Concord Turnpike

118-0092

Other DHR Id#: 118-5507-0018

Primary Resource: Warehouse (Building), Stories 2, Style: No Discernable Style, Ca 1899

Contributing Total: 1

1612 Concord Turnpike

118-0108

Other DHR Id#: 118-5507-0019

Primary Resource: Warehouse (Building), Stories 2, Style: No Discernable Style, 1899

Contributing Total: 1

Secondary Resource : Warehouse (Building), Stories 2, Style: No Discernable Style, Ca 1899

Non-contributing Total: 2

1631 Concord Turnpike

118-5507-0017

Other DHR Id#:

Primary Resource: Factory (Building), Stories 1, Style: No discernible style, 1955

Contributing Total: 1

Secondary Resource : : Factory (Building)

Contributing Total: 1

Secondary Resource : : Factory (Building)

Non-contributing Total: 1

Secondary Resource : : Garage (Building)

Non-contributing Total: 1

Secondary Resource : : Shed (Building)

Contributing Total: 1

Secondary Resource : : Shed - Vehicle (Building)

Non-contributing Total: 1

1805 Concord Turnpike

118-0119

Other DHR Id#: 118-5507-0020

Primary Resource: Factory (Building), Stories 2, Style: No Discernable Style, 1928

Contributing Total: 1

Secondary Resource : Carport (Structure)

Non-contributing Total: 1

Secondary Resource : Factory (Building)

Contributing Total: 3

Secondary Resource : Garage (Building)

Non-contributing Total: 1

Secondary Resource : Garage (Building)

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Secondary Resource : **Other (Building)**

Contributing Total: 1

Secondary Resource : **Pump House (Structure)**

Contributing Total: 1

Secondary Resource : **Shed (Building)**

Contributing Total: 1

Secondary Resource : **Shed - Vehicle (Building)**

Non-contributing Total: 1

Secondary Resource : **Warehouse (Building)**

Non-contributing Total: 1

Secondary Resource : **Water Tank/Tower (Structure)**

Non-contributing Total: 1

Non-contributing Total: 1

Elm Street

1700 Elm Street

118-5507-0013

Other DHR Id#:

Primary Resource: **Single Dwelling (Building), Stories 2, Style: Vernacular, 1899**

Contributing Total: 1

Garnet Street

1800 Garnet Street

118-5181

Other DHR Id#: 118-5507-0021

Primary Resource: **Factory (Building), Stories 4, Style: Vernacular, 1920**

Contributing Total: 1

East Lynch Street

1808 East Lynch Street

118-5507-0015

Other DHR Id#:

Primary Resource: **Multiple Dwelling (Building), Stories 1, Style: Vernacular, 1959**

Contributing Total: 1

Secondary Resource: **Well House (Building)**

Contributing Total: 1

1814 East Lynch Street

118-5507-0016

Other DHR Id#:

Primary Resource: **Single Dwelling (Building), Stories 2, Style: Minimal Traditional, 1875**

Contributing Total: 1

Main Street

1344 Main Street

118-5507-0001

Other DHR Id#:

Primary Resource: **Restaurant (Building), Stories 1, Style: Vernacular, 1942**

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Contributing Total: 1

1400 Main Street

118-5507-0002

Other DHR Id#:

Primary Resource: Commercial Building (Building), Stories 1, Style: Vernacular, 1927

Contributing Total: 1

1404 Main Street

118-5507-0004

Other DHR Id#:

Primary Resource: Commercial Building (Building), Stories 1, Style: Vernacular, Ca 1940

Contributing Total: 1

Secondary Resource: Shed (Building)

Contributing Total: 1

1405 Main Street

118-5507-0003

Other DHR Id#:

Primary Resource: Meeting/Fellowship Hall (Building), Stories 1.5, Style: Vernacular, Ca 1930

Contributing Total: 1

1408 Main Street

118-5507-0005

Other DHR Id#:

Primary Resource: Commercial Building (Building), Stories 1, Style: Vernacular, Ca 1940

Contributing Total: 1

1415 Main Street

118-5507-0007

Other DHR Id#:

Primary Resource: Commercial Building (Building), Stories 1, Style: Vernacular, 1940

Contributing Total: 1

1421 Main Street

118-5507-0008

Other DHR Id#:

Primary Resource: Store (Building), Stories 3, Style: Federal/Adamesque, 1850

Contributing Total: 1

Secondary Resource: Chimney (Site)

Non-contributing Total: 1

Secondary Resource: Commercial Building (Building)

Non-contributing Total: 1

1450 Main Street

118-5507-0006

Other DHR Id#:

Primary Resource: Motel/Motel Court (Building), Stories 2, Style: No discernible style, 1963

Non-contributing Total: 1

Secondary Resource: Commercial Building (Building)

Non-contributing Total: 1

Secondary Resource: Motel/Motel Court (Building)

Non-contributing Total: 1

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Secondary Resource: **Pool/Swimming Pool (Structure)**

Non-contributing Total: 1

1520 Main Street

118-5507-0009

Other DHR Id#:

Primary Resource: **Warehouse (Building), Stories 1, Style: Vernacular, 1947**

Contributing Total: 1

1606 Main Street

118-5507-0010

Other DHR Id#:

Primary Resource: **Commercial Building (Building), Stories 1, Style: Vernacular, 1945**

Contributing Total: 1

1612 Main Street

118-5507-0011

Other DHR Id#:

Primary Resource: **Commercial Building (Building), Stories 1, Style: Vernacular, 1947**

Contributing Total: 1

1616 Main Street

118-5507-0012

Other DHR Id#:

Primary Resource: **Commercial Building (Building), Stories 1, Style: Vernacular, 1945**

Contributing Total: 1

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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- ☒ A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ B. Property is associated with the lives of persons significant in our past.
- ☒ C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

- ☐ A. Owned by a religious institution or used for religious purposes
- ☐ B. Removed from its original location
- ☐ C. A birthplace or grave
- ☐ D. A cemetery
- ☐ E. A reconstructed building, object, or structure
- ☐ F. A commemorative property
- ☐ G. Less than 50 years old or achieving significance within the past 50 years

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Areas of Significance

(Enter categories from instructions.)

INDUSTRY

COMMERCE

ARCHITECTURE

TRANSPORTATION

Period of Significance

1850-1959

Significant Dates

1870

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Unknown

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Lower Basin Historic District in Lynchburg, Virginia, was listed in the NHRP in 1987, at which time the district was centered in downtown Lynchburg and extending, generally, from the James River on the east, to Washington Street on the south, to Main Street on the west, and to the Williams Viaduct on the north. This district encompassed the largest concentration of commercial and warehouse buildings in the city's downtown area. The majority of buildings in the existing district date to the late nineteenth and early twentieth centuries. The Lower Basin Historic District has been expanded twice, in 2002 and 2008, adding two buildings to the original district. The Lower Basin Historic District 2023 Boundary Increase acknowledges the important role that industry along the canal and rail lines south of the downtown area played in the history of the city.

The Lower Basin Historic District 2023 Boundary Increase shares much of the same history and development pattern as the original district and represents associated industrial and commercial growth along the James River waterfront of Lynchburg. The boundary increase is locally significant under Criterion A in the areas of Commerce, Industry, and Transportation, and under Criterion C in the area of Architecture. The majority of the buildings within the expansion area date to between 1800-1950, however, additional improvements and industrial expansion took place up to 1959 and, therefore, the period of significance is extended to that date. As with many properties in the original district, the expansion area's development is intrinsically related to the railroad and the advantages to commerce it offered. The Lynchburg riverfront had historically been industrially focused, with businesses using first the river and then the James River-Kanawha Canal to ship materials and products east. However, the coming of the railroad in the mid-nineteenth century, coupled with a proliferation of extraction of natural resources from Virginia's western mountains and the rapid growth of the tobacco sector across southern Virginia, allowed for larger business and companies such as Helme Tobacco, a national company, to open businesses in Lynchburg. The Heald and Mead Companies also greatly benefitted from the railroad by allowing much faster shipping of raw materials, faster transportation times, and a cheaper way of moving products to market without the extra manpower needed for packet boats. Railroad lines and, later, asphalt-paved surface roads, were carefully engineered to avoid or minimize the effects of winter ice and floods along the James River, which could halt river-based transportation for weeks at a time. The City of Lynchburg's 1870 annexation of a large area that included the area with the Lower Basin Historic District Boundary Increase represents a significant date in the district's history.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

As noted in the 1987 nomination for the Lower Basin Historic District, the Lower Basin area witnessed European occupation in 1756 with John Lynch who found a portion of his father's land to be suitable for a ferry crossing the James River. Over the next few decades the area began to

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grow not only in popularity but as a major trading post connecting the open farm lands and forests to the west to the markets in Charlottesville and Richmond to the east. The town of Lynchburg was founded in 1786 on a large portion of his land including the area around the ferry service.

Within a few decades, the town grew to be a major marketplace for tobacco that was grown in the Piedmont and brought to Lynchburg to be sold and transported to markets in the east. The bateau was created and used to ship hogsheads of tobacco from Lynchburg to Richmond and thus began the connection between Lynchburg's industrial and commercial industries to the James River. This was spurred on by James River-Kanawha Canal reaching Lynchburg in 1840.¹ South of Water Street (now 9th Street) the canal was widened forming the Lower Basin, the Upper Basin being north of Orange Street.² Prior to the arrival of the canal and railroad during the mid-nineteenth century, the Lower Basin of Lynchburg was largely agricultural in nature.³ As the region's production of tobacco increased, the town's waterfront became a busy commercial space. In addition to the canal, roads connected markets in the region. The Concord Turnpike extended between the canal and river southeast to the town of Concord. The area to the south of Lynchburg's core, however, remained largely undeveloped. There is one residence (VDHR #118-5507-0008, 1421 Main Street) within the expansion area that dates to circa 1850 indicating the rural nature of the outskirts of the town.

Additional catalysts of change reached Lynchburg during the 1840s in the form of rail lines. This newer, faster form of transportation took considerable traffic from the canal leading to its demise. Railroads that would extend through the expansion area include the Virginia Midland of the Richmond & Danville Railroad and the Chesapeake & Ohio Railroad.⁴ At the meeting point of the Virginia Midland, the Norfolk and Western, and the Richmond and Alleghany railways, an 1882 guide explained that "factories, mills, foundries, railway shops, lumber and coal yards, saw and planning mills, are all piled together in a narrow area".⁵

The success of Lynchburg is reflected in its annexation of a large area in 1870, including the Lower Basin Historic District 2023 Boundary Increase. The industries there would have been an important part of the town's economy and a narrow spur of the annexed land extended southeast between the river and the bluffs of White Rock Hill. This spur held the Lynchburg Iron Works and reached the southern end of the Boundary Increase which, in the late nineteenth century, was home to J.H. Heald & Co.

A large number of dwellings and commercial buildings were constructed along these streets within the first few years after the annexation. One such dwelling built on the annexed land is the house at 1814 East Lynch Street (VDHR #118-5507-0016) which was constructed circa 1875. Historic mapping indicates that additional houses were built along the street. Suggested by their proximity to the railroad and canal, the houses on East Lynch Street likely served as worker housing for industries establishing themselves along that narrow strip of land.⁶

For the City of Lynchburg, the late 1890s were defined by a period of rapid industrial growth. The *Richmond Dispatch* reported that in a matter of only three years, Lynchburg had become a major

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manufacturing center. Sixteen new manufacturing plants were constructed in the city during that time.⁷ Many existing plants in the Lower Basin were expanded. The year 1899, in particular, was a “record breaker” for the city. The newspaper estimated that “\$15,000,000 worth of goods” were produced in 1899 alone.⁸ The historic economy of tobacco, however, declined; the city had 33 tobacco-related firms in 1900 and only 4 by 1920; this trend was accompanied by antitrust laws that broke up the massive American Tobacco Company that had controlled the cigarette market. The waning of tobacco allowed the city’s industrial base to diversify on a larger scale.⁹ Prior to World War II, the manufacturing plants in this city made cast iron pipe and pipe fittings; plows and plow parts; barrels of bark extract; candy; shoes; fiber board paper; and work garments. This does not even account for the flouring mills, corn and feedstuff mills, fertilizer factories, silk factory, hosiery mills, textile mills, mattress factory, paper box plants, furniture factories, drug-manufacturing establishments, among many other concerns. Lynchburg would also see the growth of a bark-extract plant into the largest plant of its kind in the world.¹⁰

When the United States entered World War II in December of 1941, demands were much greater on Lynchburg than during the previous war. Roughly 5,000 men and women left the city to serve in the armed forces.¹¹ Many women also took men’s places in factories. The city’s industries turned their attention to military productivity during the war. The Lynchburg Foundry produced castings for Liberty ships and mobile power plants. The company also produced over 10 million pounds of materials under secrecy for the development of the atomic bomb.¹² The city’s textile industry similarly shifted production based on wartime needs. The Craddock-Terry shoe factory produced military shoes, while the Lynchburg Hosiery Company made socks, parachutes, and powder bags. Other factories produced uniforms, blankets, and tents.¹³

Citizens of Lynchburg worked together to ration goods and raw materials. Local farmers grew food that was sent overseas to feed American soldiers. Those who remained in Lynchburg competed with other cities to collect raw materials for the war effort. In September of 1942, Lynchburg led all Virginia cities by collecting 1,357,500 pounds of metal. In a two-day drive, the city collected 100,000 pounds of paper. The city also raised more than \$38 million in war bonds between 1942 and 1945.¹⁴

After World War II, Lynchburg, along with many other American cities, experienced a period of rapid growth and suburbanization. In 1955, Lynchburg had 96 manufacturing plants employing 16,000 individuals.¹⁵ The city’s healthy economy centered on industries in shoes and leather goods, foundries, textiles and garments, drugs, and pulp and paper.¹⁶ It was written in Lynchburg’s 1961 city directory that the “Phenomenal growth of manufacturing payrolls has made Lynchburg’s factories and mills the very life-blood of the city’s business”.¹⁷ This certainly would have included those businesses within the 2023 Boundary Increase.

During the mid-twentieth century, as the automobile became more ubiquitous, highways and expressways opened and new industries were built farther afield. This, in combination with changes in companies’ operations and recurrent flooding of the James River, would lead to the demolition and abandonment of portions of the Boundary Increase in favor of new development

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along the City's suburban outskirts. The extant buildings, however, continue to convey the important industrial landscape that stretched south of downtown Lynchburg.

Criterion A: Industry; Commerce; Transportation

The industrial and commercial buildings existing within the Lower Basin Historic District 2023 Boundary Increase provide good examples of how the city's industrial capabilities transitioned during the first half of the twentieth century. Extant industrial and industrial-related buildings are generally located along Concord Turnpike, along the spur that was annexed to the city in 1870, and have been related to transportation, the city's textile and tobacco industry, industrial supply, metal manufacturing, and tannin and paper industries.

1611-1612 Concord Turnpike, 1520 Main Street – Virginia Textile Company, Hughes Buggy Co., American Snuff Co. (tobacco), George W. Helme Co., Ferebee-Johnson Co., Virginia Dark Fired Tobacco Growers Marketing Association

The textile industry also took off in Lynchburg at the end of the nineteenth century. On July 19, 1899, the *Virginian-Pilot* announced that an underwear factory was moving from New York to Lynchburg. The new business was named the Virginia Textile Company. The Lynchburg Building Company was established to construct its new building at 1611 Concord Turnpike (VDHR #118-0092) "on the canal front, where a number of manufacturing industries are already in operation".¹⁸ The company would also lease buildings in the vicinity owned by the Lynchburg Hardware Company.¹⁹ Based on the 1902 Sanborn map, two large buildings, one of brick construction and one of frame construction, were built between the railroad and Concord Turnpike. The northern building handled production while the southern building was used for storage.

The Virginia Textile Company was forced out of business and in 1905 the company closed its Lynchburg factory due to its failure to pay off debts to the People's National Bank.²⁰ By 1907, Hughes Buggy Co. occupied the building.²¹ The company produced high-quality buggies, which were the most common form of personal transportation at the time and the company shifted its woodworking and painting operations to the former Virginia Textile building while continuing to use its original building to the north for its blacksmith operations.

In the early twentieth century, however, the Hughes Buggy Company, was facing severe financial problems. The company could not compete with the increasing popularity of automobiles. Personal car ownership had spiked during the first decade of the twentieth century. In 1900, only 4,192 cars were sold in the United States. By 1912, however, the number had risen to 356,000.²² Possibly due to a drop in demand, the Hughes Buggy Company had acquired a debt of over \$200,000. In 1913, the company sold its machinery, tools, and appliances to pay off some of its debt.²³ An appointed trustee oversaw operations of the factory for a year as a means of paying off the remaining debt. Fortunes continued to turn against the Hughes Buggy Company as the days of horse-and-buggy transportation had come to an end. The company's owner filed for bankruptcy in 1917.²⁴ However, buggies continued to be constructed in Lynchburg as late as 1919.²⁵

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To the south of this establishment, tobacco would begin to occupy the buildings along Concord Turnpike near the northern end of the Boundary Increase. The tobacco industry dominated the industry of Lynchburg up until the Civil War with as many as 45 tobacco warehouses in Lynchburg proper. At the turn of the century, local producers of tobacco began to lose out to larger corporations. In 1902, one such corporation, the American Snuff Company, moved into Lynchburg and took over production of the region's dark fired tobacco. In 1902, the company purchased the Lynchburg Hardware Company property south of Hughes Buggy Company to house the new operation. The building (VDHR #118-0108, 1612 Concord Turnpike) was used to handle and ship tobacco to the company's various factories and was operated by R.C. Stokes, a local tobacconist.²⁶

American Snuff had acquired the assets of George W. Helme Company in 1900.²⁷ However, in 1912, the American Snuff Company was divided into three smaller companies, the George W. Helme Company, the Weyman & Bruton Company, and the American Snuff Company.²⁸ Ownership of the American Snuff Company plant on Concord Turnpike shifted to the George W. Helme Company at this time. The new company began making plans for expansion of the existing facility. The company took over the Hughes Buggy Company building and in October of 1919 announced plans to build a tobacco storage warehouse in Lynchburg. The company purchased land, formerly occupied by J.H. Kinnier & Company and J.T. Cooperage, immediately south of its existing factory.²⁹ Though no longer standing due to flooding in the 1980s, the warehouse greatly increased the facility's storage capacity. As a result, the factory had become one of the largest in the Lower Basin Boundary Increase area, along with the John H. Heald factory and the Lynchburg Foundry.

By 1951, Ferebee-Johnson Company was using the Helme Company's building at 1611 Concord Turnpike while the remainder of Helme's buildings were used by the Lynchburg Leaf Department of the George W. Helme Company.³⁰ While not originally located in the Lower Basin, the Ferebee-Johnson Company was established in 1934 as an industrial supply company. Based on a 1939 listing, the company opened at the northwest corner of Jefferson and Commerce Streets in Lynchburg. The company later moved to Concord Turnpike within the Lower Basin Boundary Increase.

A herald to Lynchburg's historic tobacco industry is also present with the warehouses at 1520 Main Street (VDHR #118-5507-0009). The Virginia Dark Fired Tobacco Growers Marketing Association organized in 1932 to devise a more satisfactory way of grading and selling tobacco by public auction at a time when a drought had reduced production and the Great Depression threatened tobacco growers with financial ruin.³¹ The Association was headquartered in Farmville.³² In 1947, what was "termed the 'largest and finest' tobacco sales warehouse in the dark fired belt" was built in Lynchburg in 1947 at 1520 Main Street.³³ The location of the warehouse was key, at Main Street and the U.S. Route 29, and could easily be served by trucks. By 1969, the Association was operating four warehouses: the Old and Middle warehouses in Farmville, the Iron warehouse in Blackstone, and the New Farmers Warehouse in Lynchburg.³⁴

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1631 Concord, 1800 Garnet – Lynchburg Foundry

Farther south along Concord Turnpike, a foundry was established. As Lynchburg was transitioning into other industries in the second half of the nineteenth century, Henry McWane relocated to the city in 1887 to work at the Glamorgan Company, a plow manufacturer. He transitioned the company to produce cast-iron pipes. In 1896, brothers Henry and James McWane organized the Lynchburg Plow Company. Within the company charter, it was authorized to “buy, own and work mines of iron,” to “build, own and work furnaces and foundries for the manufacture of iron,” and to manufacture “ploughs, wagons, carriages, and all species of agricultural implements.”³⁵ Three large, brick buildings were constructed on the property of R.W. Crenshaw on the narrow strip of land between the canal and the James River (Figure 1). Close proximity to the river was essential, because Lower Basin plants needed large amounts of water in their processes.³⁶ The buildings consisted of a foundry, a warehouse, and a wood and paint shop. A penstock was also constructed on the property to draw water from the canal to a wheel which powered the plant. Two years after operations began, the company began producing a plow of their own design, the Lynchburg Chilled Plow.³⁷ Based on a 1902 advertisement, the company produced chilled and cast plows, and boasted that it was the “largest manufacturers of plows in Virginia.”³⁸

In that same year, with the Lynchburg Plow Works becoming successful, McWane left Glamorgan. His company became Lynch Plow and Foundry Co. and, later, Lynchburg Foundry Company. The company underwent rapid growth in the twentieth century, spurred on by demands associated first with World War I and then World War II.³⁹ Prior to the war, the majority of the foundry’s products went into municipal water systems and gas pipelines. However, World War I expanded its operations for castings essential to the war effort which resulted in the formation of its major Castings Division. The ability of the Lynchburg Foundry Company to produce a wide variety of castings to rigid specifications was given its supreme test during World War II which led to recognition for its war-time work by the federal government.⁴⁰

The company continued to grow following the war, occupying land north of Garnet Street formerly held by Standard Oil Co.⁴¹ In 1961, Woodward Iron Co. purchased Lynchburg Foundry.⁴² The company retained ownership of their property in the Lower Basin Historic District Boundary Increase into the late twentieth century. The majority of buildings associated with the foundry are no longer standing, save a warehouse west of the canal (VDHR #118-5181) and buildings north of Garnet Street (VDHR #118-5507-0017).

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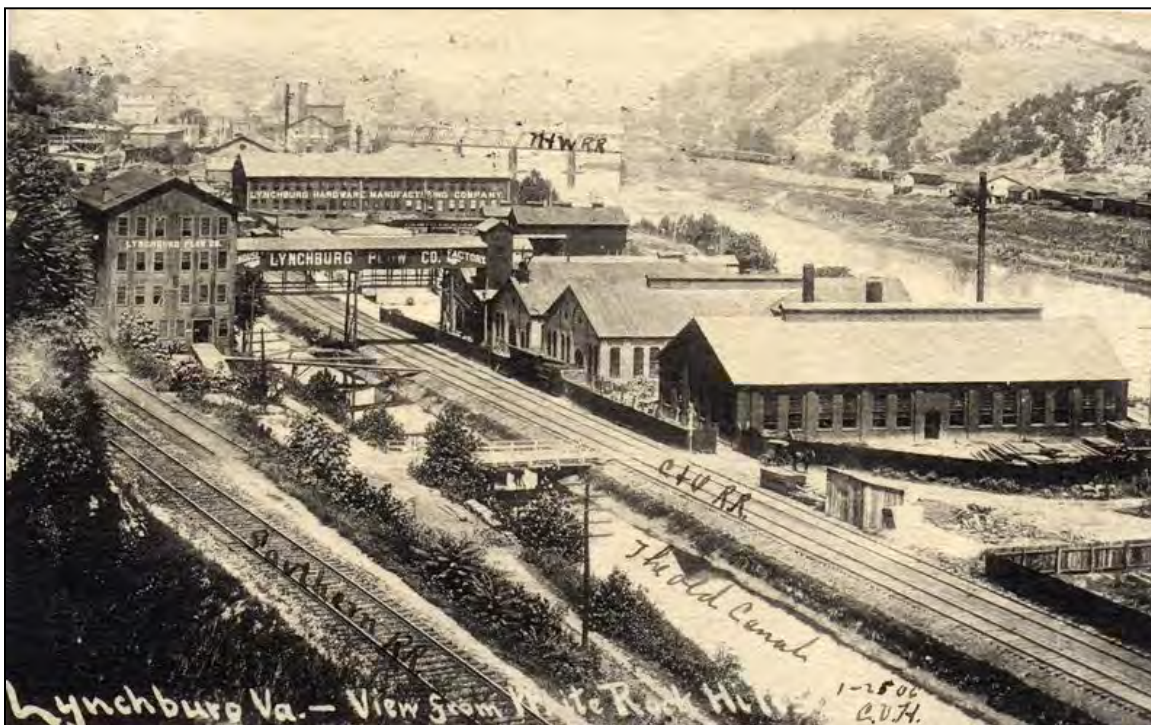


Figure 1: Lynchburg Plow Company, 1906. Source: Lynchburg Photos

1801 Concord Turnpike – J.H. Heald & Co., Mead Corporation

At the far southern end of the expansion area is the Mead Corporation (VDHR #118-0119). This location had historically been occupied by the John H. Heald Company, manufacturer of dyestuffs and tanning extracts. The company formed in Baltimore, Maryland in 1849 in the business of tanning leather. Because of the presence of the James River and Kanawha Canal, a plant opened in Lynchburg in 1869 in order to make oak bark extracts.⁴³ The bark mills were situated alongside the James River in order to harness waterpower for the machinery. Using the canals as easy access to raw materials such as the wood chips used to extract the tannins the company greatly relied on this to help expand. Once the product was made it would then be loaded onto boats headed to Richmond.

At the John H. Heald plant, the company continued to grow and expand even after surviving a fire that destroyed the original buildings and equipment.⁴⁴ In the early twentieth century, the company had contracts with the United States and British governments.⁴⁵ In 1916, a second factory was opened in Radford, Virginia, and there were branch offices in New York, Boston, Chicago, and San Francisco.⁴⁶ The company became the world's largest producer of tannin extract.⁴⁷ Though fires destroyed the plant, all or portions thereof, in the late nineteenth and early twentieth centuries, the company was able to rebuild. Like other manufactories in the city, the First World War led to an increase in productivity and "practically all of the output of the big plant is a war necessity".⁴⁸ The 1920s would see its consolidation with the Mead Company.

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The Ohio-based Mead Company was originally founded in 1846 by D.E. Mead and expanded into new areas during the late nineteenth century. By 1891, it was one of the largest paper producers in the country.⁴⁹ During the late 1920s, the company's owner, George Mead, had developed a process to make paper from byproducts of the manufacture of tanning extracts. Following this development, the company bought five mills, including the John H. Heald plant, with the intention of using waste chips in the manufacture of paper.⁵⁰ After its consolidation with the John H. Heald Company, the Lynchburg facility became known as the Heald Division of the Mead Corporation (Figure 2). Under the Mead Corporation, the facility on Concord Turnpike continued to grow, though according to city tax records, the majority of additions were built by 1960. The Mead Corporation complex is now operated by the Rock-Tenn Company and still manufactures paper products.



Figure 2: John H. Heald & Co. Facility, 1935. Source: Lynchburg Photos.

Even as industrial buildings lined the canal and river in the Lower Basin 2023 Boundary Increase, the northwestern portion of the expansion area reflects the commercial expansion of Lynchburg as well as the city's reliance on its street rail system and growing popularity of the automobile. Between 1902 and 1938 a trolley line extended south along Main Street into the Boundary Increase area to the White Rock Hill neighborhood.⁵¹ The early twentieth century saw the construction of the majority of commercial properties along Main Street in the expansion area. These businesses provided the local population ordinary necessities such as dry cleaners, veterinarians, clothing retail, and auto mechanics.⁵²

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The earliest of these buildings within the increase area were built in the 1920s and include 1400 Main Street which historically was a dry cleaner, but now houses a veterinarian clinic, as well as across the street at 1415 Main Street which was an auto paint shop and now general storage. Just one building was constructed during the 1930s, 1405 Main Street, which was an auto tire sales business and now houses a plumbing repair company. The majority of the commercial buildings in the expansion area along Main Street were built in the 1940s and include 1344 Main Street which was an auto sales business and now a restaurant, 1404 Main Street which was a veterinarian clinic and now general commercial, 1408 Main Street which was an auto shop and now general commercial, and 1606, 1612, and 1616 Main Street which were historically a wine warehouse, auto sales, and a farm equipment complex respectively, and now all part of the farm equipment business. The large warehouse at 1520 Main Street was also built in the 1940s to serve as a tobacco warehouse and shipping center, and now serves as a general wholesale warehouse. The last property built in the expansion area along Main Street was a motel at 1500 Main Street, constructed in 1963. This resource was remodeled into condominiums and its extensive alterations, including non-historic exterior cladding that conceals or replaced historic fabric, render it noncontributing.

Criterion C: Architecture

Like the majority of buildings within the original Lower Basin Historic District and the 2002 and 2008 expansions of the district, the buildings within this Boundary Increase are utilitarian in nature, and represent an array of mostly vernacular residential, commercial, and industrial architecture. The vast majority of primary resources were built during the period of significance from 1850-1959 and therefore represent the construction forms, techniques, and stylistic influences of that period.

Wood and brick are the most common materials for nineteenth-century resources which tend to have smaller relative massing while construction methods using steel and concrete introduced during the early-twentieth century greatly simplified erection of larger buildings with open interior floor plans. Stylistically, the commercial resources fronting Main Street tend to have more architectural detailing, albeit through minimal applied ornamentation or embellishment. For example, Commercial Style buildings with flat roofs set behind stepped parapets and storefronts with large display windows are the most common, while several buildings display stylistic attributes derived from Art Deco and Moderne influences, such as brick buttresses and horizontal courses of brickwork, respectively. Larger industrial buildings along Concord Turnpike from this period are likewise subtly embellished with detailing focused on arched fenestration and decorative brickwork at the rooflines and around openings and other structural features such as pilasters and parapets.

While the architecture of the Lower Basin Historic District 2023 Boundary Increase is a significant representation of Commercial Style and industrial design, the cohesion and repetition of buildings in terms of setback, massing, and form along the streetscapes also are character-defining aspects of the increase area. The buildings and their architecture represent and convey the evolution of

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commerce and industrial design in the region and as such are significant under Criterion C in the area of architecture.

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Lower Basin Historic District
2023 Boundary Increase

Name of Property

City of Lynchburg,
Virginia

County and State

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Lower Basin Historic District

2023 Boundary Increase

Name of Property

City of Lynchburg,

Virginia

County and State

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Lower Basin Historic District
2023 Boundary Increase

Name of Property

City of Lynchburg,
Virginia

County and State

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Previous documentation on file (NPS):

- ____ preliminary determination of individual listing (36 CFR 67) has been requested
- ____ previously listed in the National Register
- ____ previously determined eligible by the National Register
- ____ designated a National Historic Landmark
- ____ recorded by Historic American Buildings Survey # _____
- ____ recorded by Historic American Engineering Record # _____
- ____ recorded by Historic American Landscape Survey # _____

Lower Basin Historic District

2023 Boundary Increase

Name of Property

City of Lynchburg,

Virginia

County and State

Primary location of additional data:

☒ State Historic Preservation Office

☐ Other State agency

☐ Federal agency

☐ Local government

☐ University

☐ Other

Name of repository: Virginia Department of Historic Resources, Richmond

Historic Resources Survey Number (if assigned): VDHR# 118-5507

10. Geographical Data

Acreage of Property ±66 acres

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

- | | |
|--------------------------|------------------------|
| 1. Latitude: 37.410013° | Longitude: -79.138718° |
| 2. Latitude: 37.410534° | Longitude: -79.138326° |
| 3. Latitude: 37.410694° | Longitude: -79.137906° |
| 4. Latitude: 37.410815° | Longitude: -79.136576° |
| 5. Latitude: 37.410431° | Longitude: -79.135482° |
| 6. Latitude: 37.409541° | Longitude: -79.133690° |
| 7. Latitude: 37.399430° | Longitude: -79.122730° |
| 8. Latitude: 37.398697° | Longitude: -79.123250° |
| 9. Latitude: 37.400000° | Longitude: -79.126240° |
| 10. Latitude: 37.400580° | Longitude: -79.126900° |
| 11. Latitude: 37.405740° | Longitude: -79.132210° |
| 12. Latitude: 37.407454° | Longitude: -79.135670° |
| 13. Latitude: 37.409242° | Longitude: -79.138064° |

Or

UTM References

Datum (indicated on USGS map):

☐

NAD 1927

or

☐

NAD 1983

Lower Basin Historic District
2023 Boundary Increase

Name of Property

City of Lynchburg,
Virginia

County and State

- | | | |
|----------|-----------|-----------|
| 1. Zone: | Easting: | Northing: |
| 2. Zone: | Easting: | Northing: |
| 3. Zone: | Easting: | Northing: |
| 4. Zone: | Easting : | Northing: |

Verbal Boundary Description (Describe the boundaries of the property.)

The expansion area incorporated roughly 66 acres of development at the southern end of the existing Lower Basin Historic District. The boundary begins at the southwestern border of the existing district boundaries at Main Street north of Washington Street. It follows the existing district boundaries east to Concord Turnpike at which point it veers southeast to the James River, crossing U.S. Route 29. The expanded boundary parallels Concord Turnpike and the James River to its southeastern end at Winston Ridge Street at which point it turns west to the bottom of the bluffs overlooking the river. The increase area's boundary continues northwest along this line roughly paralleling the rail line on its west side and including industrial buildings located on the west side of the rail line. The boundary then continues northwest along E. Lynch Street before turning west at Elm Street. The western boundary then follows Main Street northwest to the beginning, extending beyond the street line north of Pearl Street to include the commercial buildings at that location.

Boundary Justification (Explain why the boundaries were selected.)

The Lower Basin Historic District 2023 Boundary Increase is located on the low terrace that extends between the south bank of the James River and a parallel ridge, as well as just uphill to Main Street. It is located to the south and east of the original historic district. The increase area's boundary is delineated generally by the original district's southern boundary, Main Street and the ridgeline to the west, the James River to the east, and Concord Turnpike to the south. The history of the Boundary Increase area is tied to the historic development of the original Lower Basin Historic District and to Lynchburg as a whole. The increase area's boundary incorporates historic industrial and commercial buildings with similar historical associations to the original district regarding the growth of Lynchburg during the increase area's 1850-1959 period of significance.

11. Form Prepared By

name/title: Robert J. Taylor, Jr., Dara Friedberg, Anna White, and Madelyn Shiflett

Lower Basin Historic District

2023 Boundary Increase

Name of Property

City of Lynchburg,

Virginia

County and State

organization: Dutton & Associates, LLC

street & number: 1115 Crowder Drive

city or town: Midlothian state: VA zip code: 23113

e-mail: _____

telephone: (804) 897-1960

date: January 2023

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A USGS map or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Lower Basin Historic District, Boundary Increase, 2022

City or Vicinity: City of Lynchburg

County: Campbell

State: Virginia

Photographer: Madelyn Shiflett (unless otherwise noted)

Date Photographed: 3/8/2022 (unless otherwise noted)

Description of Photograph(s) and number, include description of view indicating direction of camera:

Lower Basin Historic District
2023 Boundary Increase

Name of Property

City of Lynchburg,
Virginia

County and State

Photo 1 of 21: VA_LynchburgCity_LowerBasinHistoricDistrictBoundaryIncrease2022_0001
View: Northeastern end of Boundary Increase, view southeast on Concord Turnpike towards Ferebee-Johnson Co., Inc. (#118-0092), C&O Support Building (#118-5507-0014), and General Cigar Company (#118-0108).

Photo 2 of 21: VA_LynchburgCity_LowerBasinHistoricDistrictBoundaryIncrease2022_0002
View: View northwest in Boundary Increase from Garnet Street towards Woodward Iron Company (#118-5507-0017) and General Cigar Company (#118-5507-0019).

Photo 3 of 21: VA_LynchburgCity_LowerBasinHistoricDistrictBoundaryIncrease2022_0003
View: View southeast in Boundary Increase from Concord Turnpike towards Heald Company/Mead Corporation (#118-0119).

Photo 4 of 21: VA_LynchburgCity_LowerBasinHistoricDistrictBoundaryIncrease2022_0004
View: View northwest in Boundary Increase from Concord Turnpike towards Heald Company/Mead Corporation (#118-0119).

Photo 5 of 21: VA_LynchburgCity_LowerBasinHistoricDistrictBoundaryIncrease2022_0005
View: View southeast in Boundary Increase from Lynch Street towards a house (#118-5507-0016) and Lynchburg Plow & Foundry Company (#118-5181).

Photo 6 of 21: VA_LynchburgCity_LowerBasinHistoricDistrictBoundaryIncrease2022_0006
View: Birds eye in Boundary Increase looking southeast.
Photographer: Kiernan Ziletti
Date: 5/18/2018

Photo 7 of 21: VA_LynchburgCity_LowerBasinHistoricDistrictBoundaryIncrease2022_0007
View: View southeast in Boundary Increase from Garnet Street towards Lynchburg Plow & Foundry Company (#118-5181).

Photo 8 of 21: VA_LynchburgCity_LowerBasinHistoricDistrictBoundaryIncrease2022_0008
View: View southeast in Boundary Increase from Main Street towards commercial buildings.

Photo 9 of 21: VA_LynchburgCity_LowerBasinHistoricDistrictBoundaryIncrease2022_0009
View: View northwest in Boundary Increase from Main Street toward commercial buildings.

Photo 10 of 21:
VA_LynchburgCity_LowerBasinHistoricDistrictBoundaryIncrease2022_0010
View: View south in Boundary Increase from Main Street toward commercial buildings.

Photo 11 of 21:
VA_LynchburgCity_LowerBasinHistoricDistrictBoundaryIncrease2022_0011

Lower Basin Historic District
2023 Boundary Increase

Name of Property

City of Lynchburg,
Virginia

County and State

View: View northwest in Boundary Increase from Concord Turnpike towards General Cigar Company (#118-0108).

Photo 12 of 21:

VA_LynchburgCity_LowerBasinHistoricDistrictBoundaryIncrease2022_0012

View: View south in Boundary Increase from Concord Turnpike towards Ferebee-Johnson Co., Inc. (#118-0092).

Photo 13 of 21:

VA_LynchburgCity_LowerBasinHistoricDistrictBoundaryIncrease2022_0013

View: View southwest in Boundary Increase from Garnett Street towards Lynchburg Plow & Foundry Company (#118-5181).

Photo 14 of 21:

VA_LynchburgCity_LowerBasinHistoricDistrictBoundaryIncrease2022_0014

View: View southwest in Boundary Increase from Main Street towards Harvest Worship Center (#118-5507-0003).

Photo 15 of 21:

VA_LynchburgCity_LowerBasinHistoricDistrictBoundaryIncrease2022_0015

View: View north in Boundary Increase from Main Street towards RA Bistro (#1180-5507-0001).

Photo 16 of 21:

VA_LynchburgCity_LowerBasinHistoricDistrictBoundaryIncrease2022_0016

View: View northeast in Boundary Increase from Main Street towards commercial buildings.

Photo 17 of 21:

VA_LynchburgCity_LowerBasinHistoricDistrictBoundaryIncrease2022_0017

View: View southeast in Boundary Increase from Main Street towards commercial buildings (#118-5507-0005).

Photo 18 of 21:

VA_LynchburgCity_LowerBasinHistoricDistrictBoundaryIncrease2022_0018

View: View southwest in Boundary Increase from Main Street towards Federal House Antiques (#118-5507-0008).

Photo 19 of 21:

VA_LynchburgCity_LowerBasinHistoricDistrictBoundaryIncrease2022_0019

View: View southeast in Boundary Increase from Main Street towards The Wayne (#118-5507-0006).

Lower Basin Historic District
2023 Boundary Increase

Name of Property

City of Lynchburg,
Virginia

County and State

Photo 20 of 21:

VA_LynchburgCity_LowerBasinHistoricDistrictBoundaryIncrease2022_0020

View: View northeast in Boundary Increase from Main Street towards L. Oppleman Warehouse (#118-5507-0009).

Photo 21 of 21:

VA_LynchburgCity_LowerBasinHistoricDistrictBoundaryIncrease2022_0022

View: View northwest in Boundary Increase from Concord Turnpike towards Woodward Iron Company (#118-5507-0017) and Lynchburg Plow & Foundry Company (#118-5181).

Historic Images

Lynchburg Plow Company from White Rock Hill. 1906. Lynchburg Photos.

<https://www.lynchburgphotos.org/Businesses/PlowCompany/i-sMd4Nr6>. Accessed 24 May 2022.

Healds Bark Mill. 1935. Lynchburg Photos. <https://www.lynchburgphotos.org/Mills/Healds-Bark-Mill/i-LCSPWkh>.

Paperwork Reduction Act Statement: This information is being collected for nominations to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.). We may not conduct or sponsor and you are not required to respond to a collection of information unless it displays a currently valid OMB control number.

Estimated Burden Statement: Public reporting burden for each response using this form is estimated to be between the Tier 1 and Tier 4 levels with the estimate of the time for each tier as follows:

Tier 1 – 60-100 hours
Tier 2 – 120 hours
Tier 3 – 230 hours
Tier 4 – 280 hours

The above estimates include time for reviewing instructions, gathering and maintaining data, and preparing and transmitting nominations. Send comments regarding these estimates or any other aspect of the requirement(s) to the Service Information Collection Clearance Officer, National Park Service, 1201 Oakridge Drive Fort Collins, CO 80525.

Legend

TOPOGRAPHIC MAP
Lower Basin Historic District
2023 Boundary Increase
City of Lynchburg, VA
DHR No. 118-5507

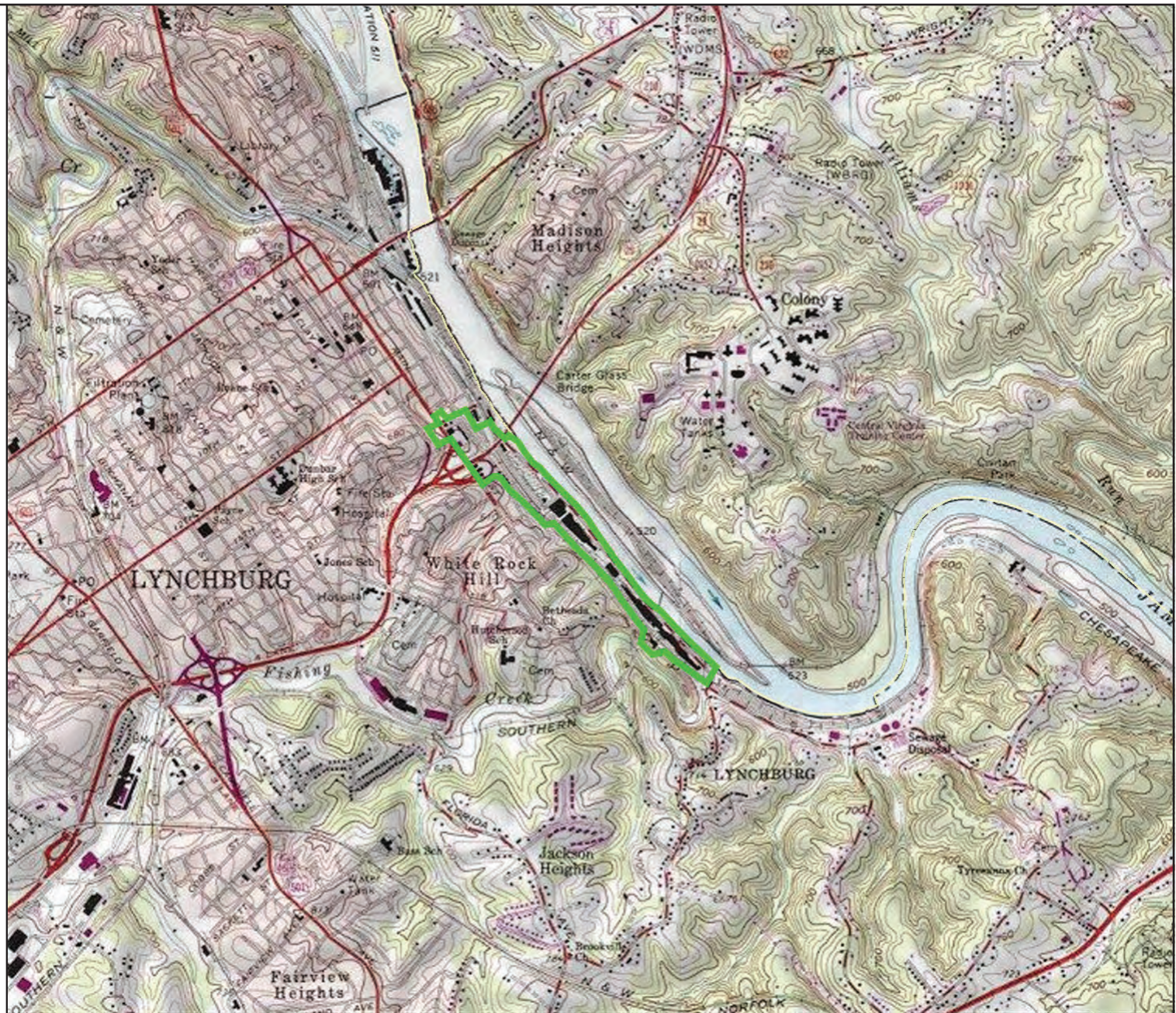


Historic Boundary



Feet

0 600120018002400
1:36,112 / 1"=3,009 Feet



Title:

Date: 5/2/2023

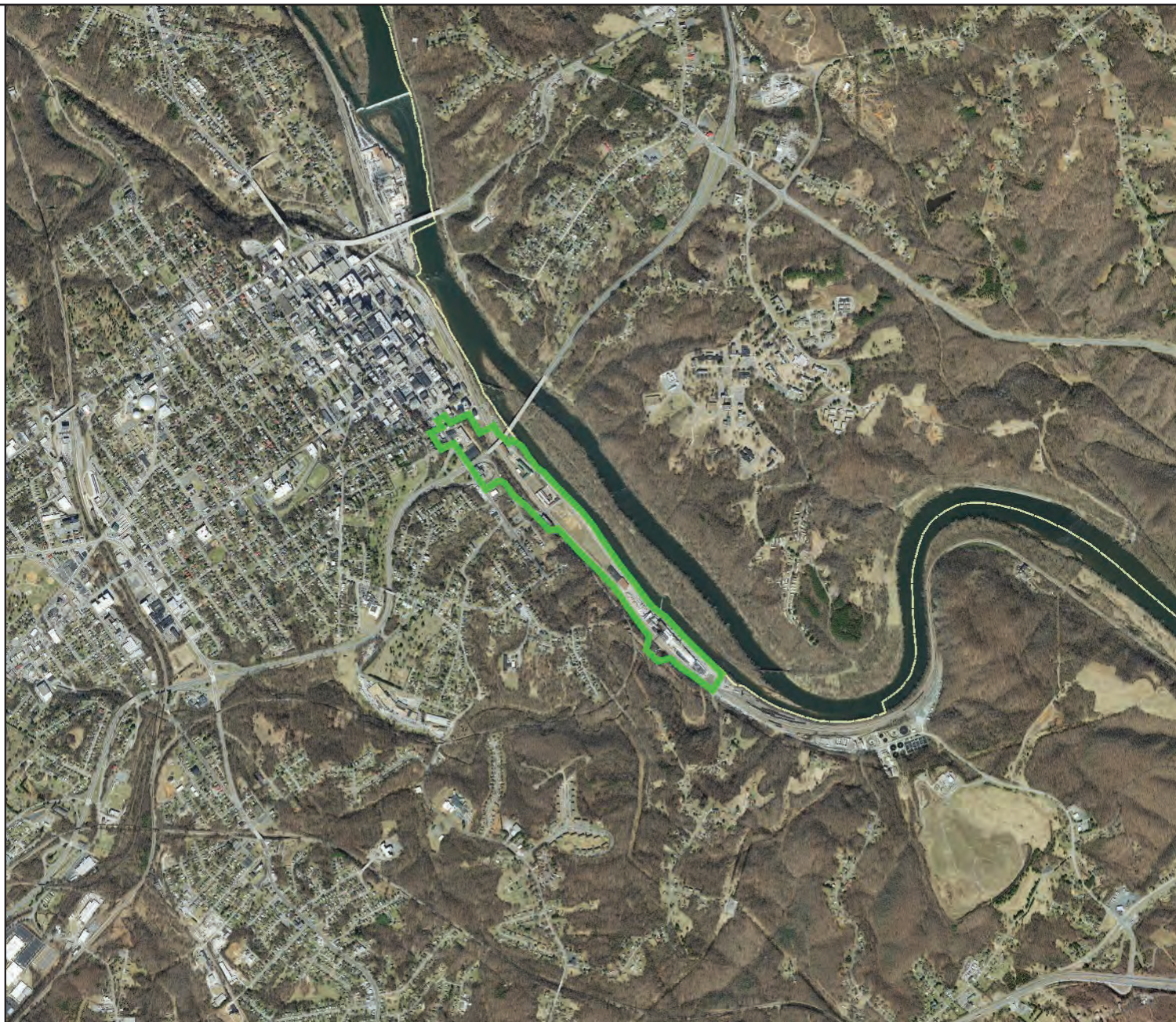
DISCLAIMER:Records of the Virginia Department of Historic Resources (DHR) have been gathered over many years from a variety of sources and the representation depicted is a cumulative view of field observations over time and may not reflect current ground conditions. The map is for general information purposes and is not intended for engineering, legal or other site-specific uses. Map may contain errors and is provided "as-is". More information is available in the DHR Archives located at DHR's Richmond office.

Notice if AE sites: Locations of archaeological sites may be sensitive the National Historic Preservation Act (NHPA), and the Archaeological Resources Protection Act (ARPA) and Code of Virginia §2.2-3705.7 (10). Release of precise locations may threaten archaeological sites and historic resources.

Legend

 County Boundaries

AERIAL VIEW - VICINITY
Lower Basin Historic District
2023 Boundary Increase
City of Lynchburg, VA
DHR No. 118-5507



Historic Boundary



Feet

0 600 1200 1800 2400

1:36,112 / 1"=3,009 Feet

Title:

Date: 5/2/2023

DISCLAIMER: Records of the Virginia Department of Historic Resources (DHR) have been gathered over many years from a variety of sources and the representation depicted is a cumulative view of field observations over time and may not reflect current ground conditions. The map is for general information purposes and is not intended for engineering, legal or other site-specific uses. Map may contain errors and is provided "as-is". More information is available in the DHR Archives located at DHR's Richmond office.

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**Legend**

County Boundaries

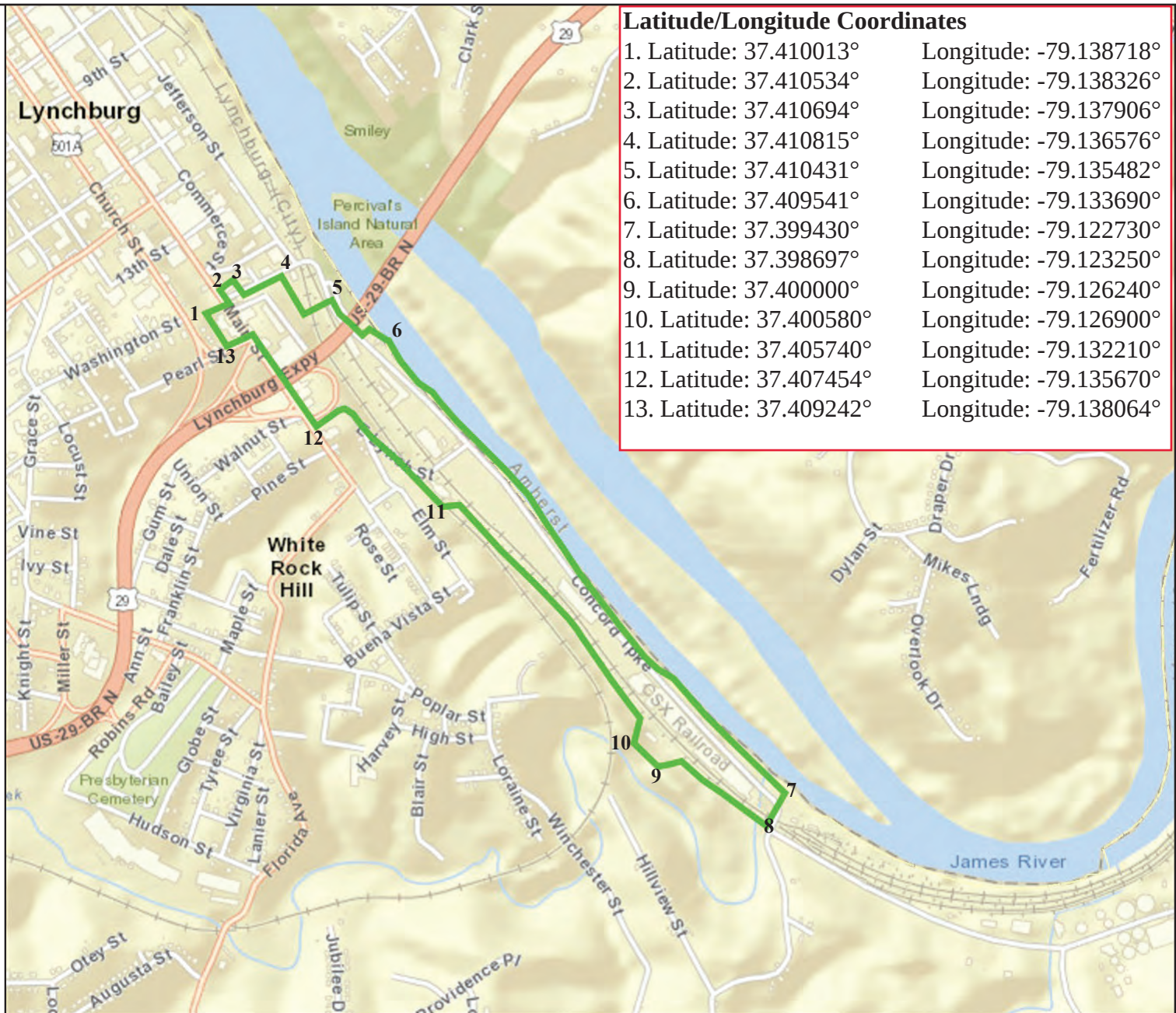
LOCATION MAP

Lower Basin Historic District
2023 Boundary Increase
City of Lynchburg, VA
DHR No. 118-5507

**Historic Boundary**

Feet

0 500 1000 1500 2000
 1:18,056 / 1"=1,505 Feet

**Latitude/Longitude Coordinates**

1. Latitude: 37.410013°	Longitude: -79.138718°
2. Latitude: 37.410534°	Longitude: -79.138326°
3. Latitude: 37.410694°	Longitude: -79.137906°
4. Latitude: 37.410815°	Longitude: -79.136576°
5. Latitude: 37.410431°	Longitude: -79.135482°
6. Latitude: 37.409541°	Longitude: -79.133690°
7. Latitude: 37.399430°	Longitude: -79.122730°
8. Latitude: 37.398697°	Longitude: -79.123250°
9. Latitude: 37.400000°	Longitude: -79.126240°
10. Latitude: 37.400580°	Longitude: -79.126900°
11. Latitude: 37.405740°	Longitude: -79.132210°
12. Latitude: 37.407454°	Longitude: -79.135670°
13. Latitude: 37.409242°	Longitude: -79.138064°

Title:**Date: 5/2/2023**

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Legend

 County Boundaries

AERIAL VIEW SHOWING ORIGINAL HISTORIC DISTRICT AND 2023 BOUNDARY INCREASE

City of Lynchburg, VA
DHR No. 118-5507

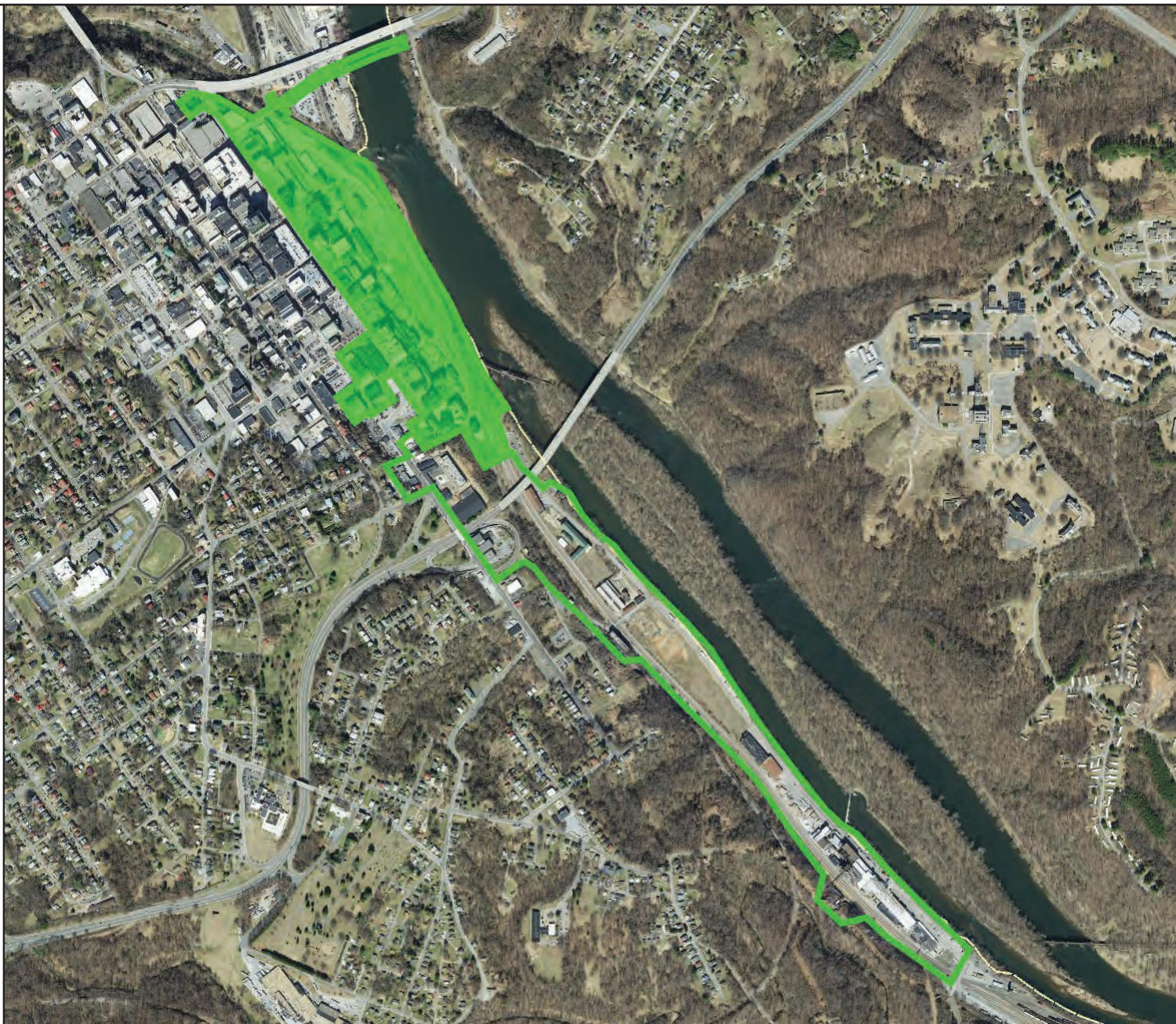
 Original Historic
District Boundary

 2023 Boundary
Increase



Feet

0 500 1000 1500 2000
1:18,056 / 1"=1,505 Feet



Title:

Date: 5/2/2023

DISCLAIMER: Records of the Virginia Department of Historic Resources (DHR) have been gathered over many years from a variety of sources and the representation depicted is a cumulative view of field observations over time and may not reflect current ground conditions. The map is for general information purposes and is not intended for engineering, legal or other site-specific uses. Map may contain errors and is provided "as-is". More information is available in the DHR Archives located at DHR's Richmond office.

Notice if AE sites: Locations of archaeological sites may be sensitive the National Historic Preservation Act (NHPA), and the Archaeological Resources Protection Act (ARPA) and Code of Virginia §2.2-3705.7 (10). Release of precise locations may threaten archaeological sites and historic resources.



Legend

County Boundaries

**STREET MAP SHOWING
ORIGINAL HISTORIC
DISTRICT AND 2023
BOUNDARY INCREASE**
City of Lynchburg, VA
DHR No. 118-5007

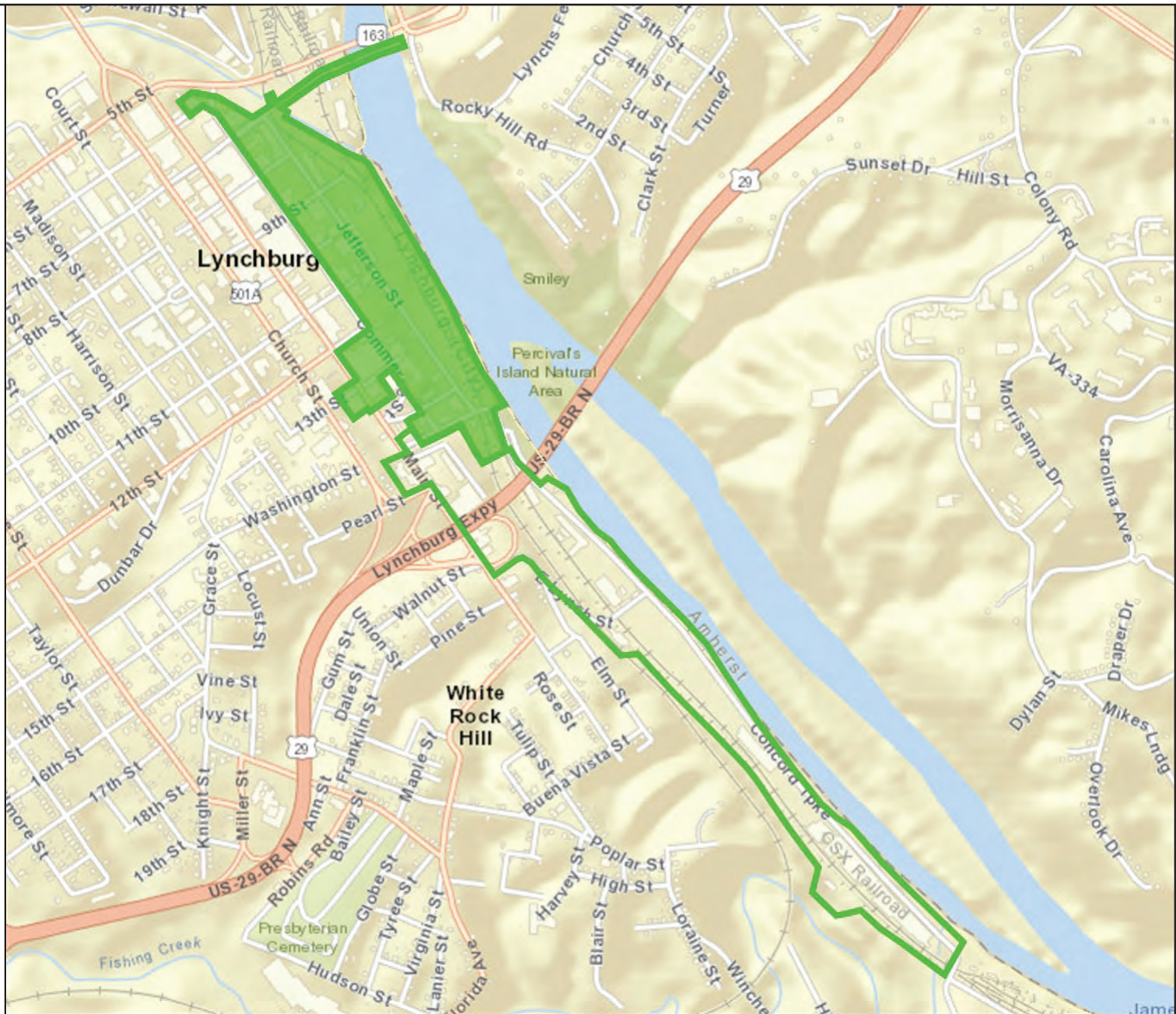
Original Historic
District Boundary

2023 Boundary
Increase



Feet

0 500 1000 1500 2000
1:18,056 / 1"=1,505 Feet

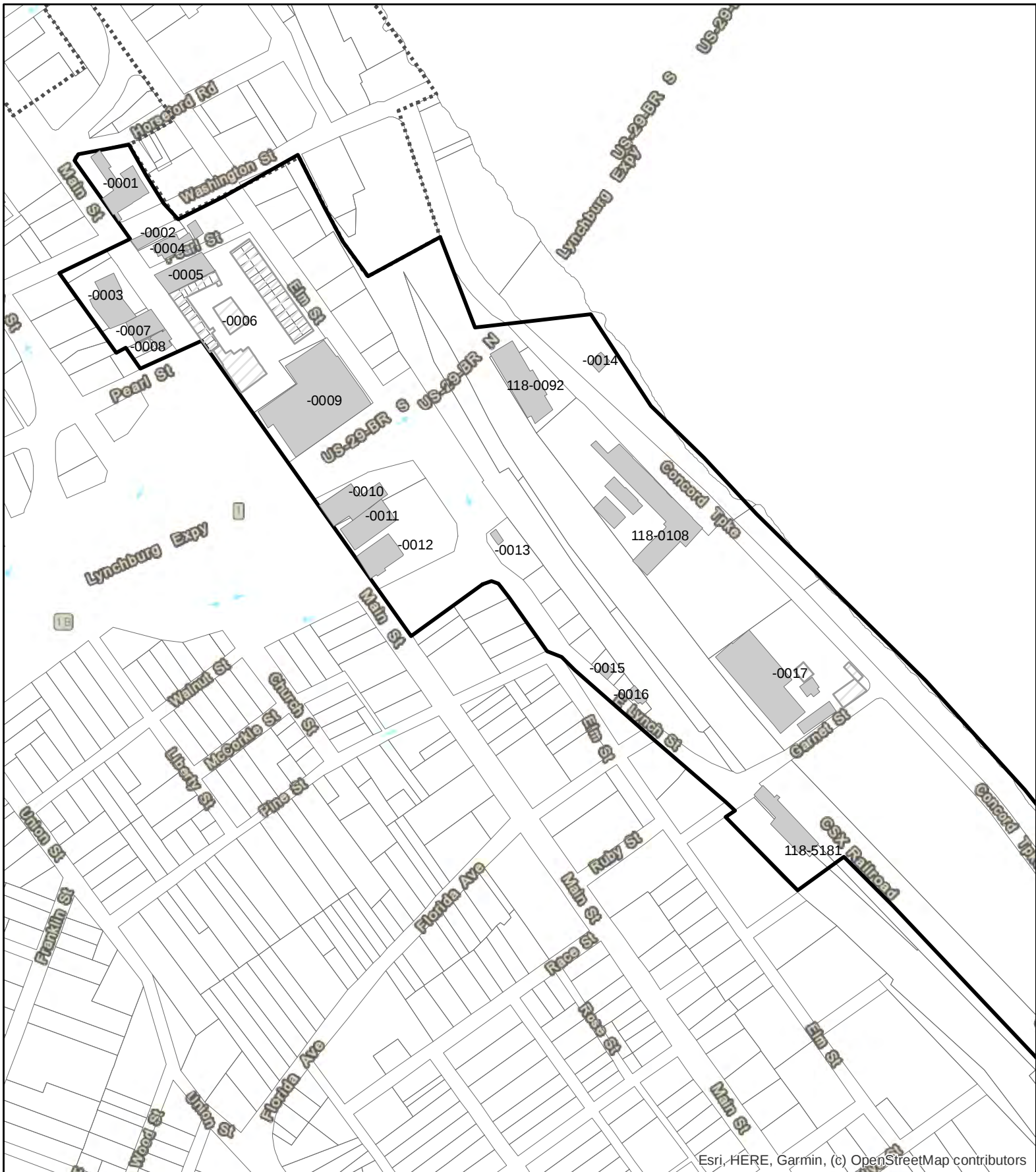


Title:

Date: 5/2/2023

DISCLAIMER: Records of the Virginia Department of Historic Resources (DHR) have been gathered over many years from a variety of sources and the representation depicted is a cumulative view of field observations over time and may not reflect current ground conditions. The map is for general information purposes and is not intended for engineering, legal or other site-specific uses. Map may contain errors and is provided "as-is". More information is available in the DHR Archives located at DHR's Richmond office.

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Esri, HERE, Garmin, (c) OpenStreetMap contributors

- Lower_Basin_Boundary_Increase
- Lower_Basin_Historic_District_Existing_Boundary
- Parcels

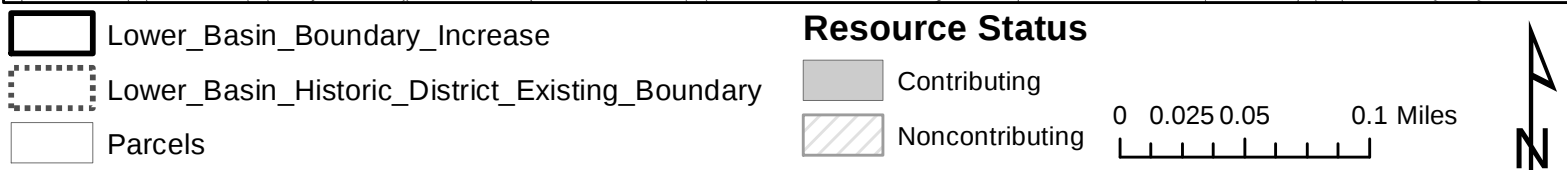
Resource Status

- Contributing
- Noncontributing

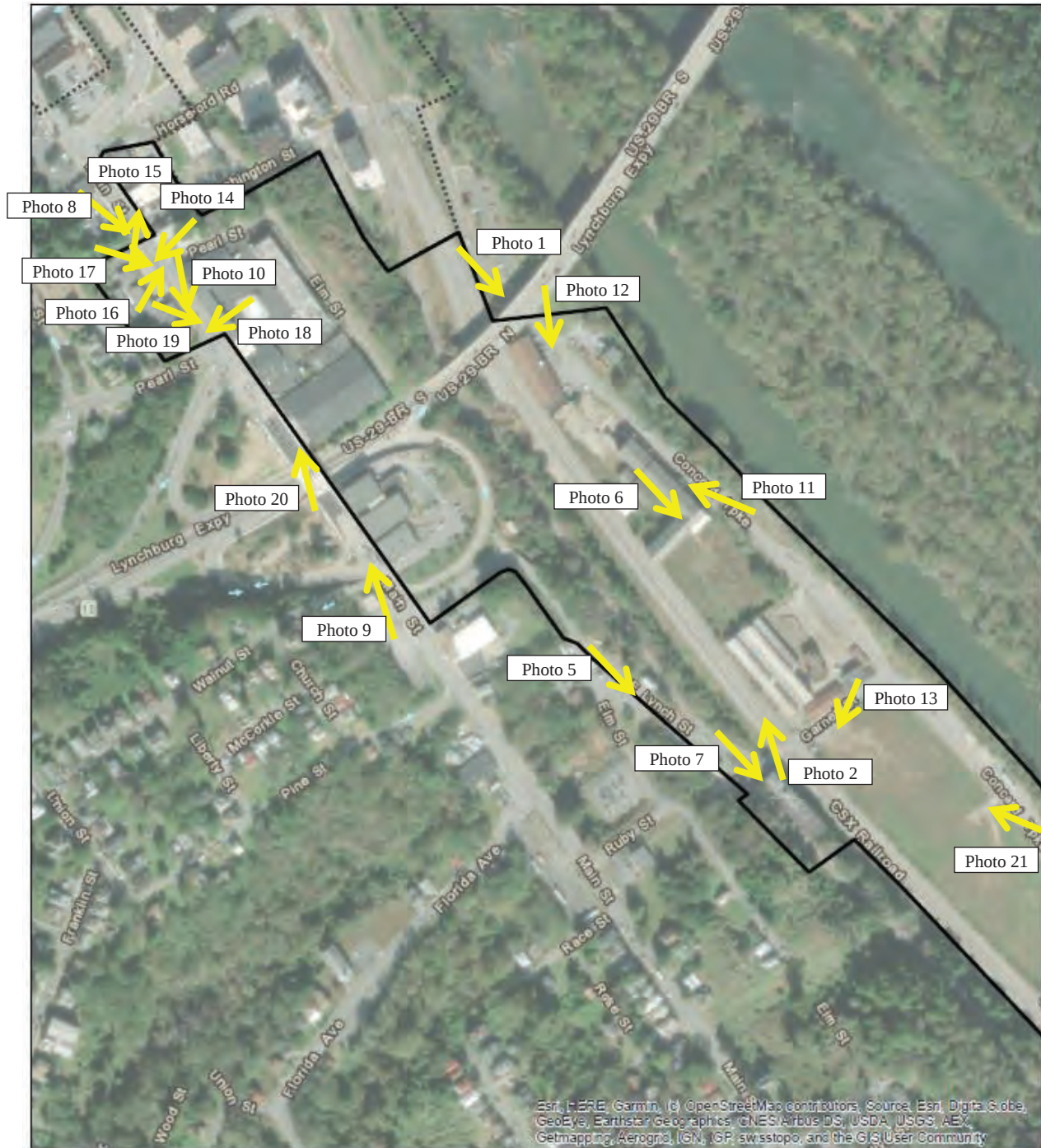
0 0.025 0.05 0.1 Miles



**Lower Basin Historic District 2023 Boundary Increase, City of Lynchburg, VA, DHR No. 118-5507
Sketch Map (North)**



Lower Basin Historic District 2023 Boundary Increase, City of Lynchburg, VA, DHR No. 118-5507
Sketch Map (South)

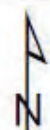


Lower Basin Historic District, Boundary Increase 2023 - Photo Key (North)
City of Lynchburg, VA
DHR No. 118-5507



- Lower_Basin_Boundary_Increase
- Lower_Basin_Historic_District_Existing_Boundary

0 0.025 0.05 0.1 Miles



Lower Basin Historic District, Boundary Increase 2023 • Photo Key (South)
City of Lynchburg, VA
DHR No. 118-5507

TAX PARCEL MAP

Lower Basin Historic District Boundary Increase, 2022
VDHR# 118-5507
Lynchburg, VA
City of Lynchburg Parcel Mapper (9/12/22)



 Historic Boundary