NPS Form 10-900
(3-82)

OMB No. 1024-0018
Exp. 10-31-84

United States Department of the Interior
National Park Service

National Register of Historic Places Inventory—Nomination Form

For NPS use only
received
date entered

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic N/A (DHL File No. 118-211)

and/or common Lower Basin Historic District

2. Location

street & number 700-1300 Blocks of Jefferson Street, 600-1300 Blocks of Commerce Street, and most of the 1200-1300 Blocks of Main Street N/A not for publication

city, town Lynchburg N/A vicinity of

state Virginia code 51 county (City) code 680

3. Classification

Category	Ownership	Status	Present Use	
X district	___ public	X occupied	___ agriculture	___ museum
___ building(s)	X private	X unoccupied	X commercial	___ park
___ structure	___ both	___ work in progress	___ educational	X private residence
___ site	**Public Acquisition**	**Accessible**	___ entertainment	___ religious
___ object	___ in process	X yes: restricted	___ government	___ scientific
	___ being considered	X yes: unrestricted	X industrial	X transportation
	N/A	___ no	___ military	___ other:

4. Owner of Property

name Multiple Owners

street & number N/A

city, town Lynchburg N/A vicinity of state Virginia zip code 24504

5. Location of Legal Description

courthouse, registry of deeds, etc. Lynchburg City Hall

street & number Church Street

city, town Lynchburg state Virginia 24504

6. Representation in Existing Surveys

title (1) Division of Historic Landmarks Survey (File No. 118-211) has this property been determined eligible? ___ yes X no

date June, 1985 ___ federal X state ___ county ___ local

depository for survey records Division of Historic Landmarks, 221 Governor Street

city, town Richmond state Virginia 23219

(See Section Number 6, Page 6.1)

7. Description

Condition		Check one	Check one
___ excellent	X deteriorated	___ unaltered	X original site
X good	___ ruins	X altered	___ moved date N/A
X fair	___ unexposed		

Describe the present and original (if known) physical appearance

Summary Description

The Lower Basin Historic District defines a commercial and industrial warehouse area in the city of Lynchburg located between the downtown commercial area to the south and the James River waterfront to the north. Encompassing buildings facing the 700-1300 blocks of Jefferson Street, the 600-1300 blocks of Commerce Street, and most of the 1200-1300 blocks of Main Street, the district contains a variety of mostly late 19th- and early 20th-century, multi-story, brick warehouses and factories, two-to-three-story brick commercial buildings, and a number of structures associated with the James River and Kanawha Canal and the Norfolk and Western and Chesapeake and Ohio Railways. Taking its name from a wide basin of the canal that once extended between Ninth Street and Horseford Road, the Lower Basin Historic District contains 60 contributing buildings, 2 contributing structures-a viaduct and a stone bridge, 1 contributing object-a monument commemorating the site of 18th-century Lynch's Ferry, 12 noncontributing buildings, and 12 noncontributing structures-modern grain silos that detract from the historic character of the district.

Architectural Analysis

The majority of buildings in the Lower Basin Historic District are late 19th- and early 20th- century commercial buildings. Although the waterfront area has always remained a center of commercial and mercantile activity even before Lynchburg's founding in 1786, no buildings from the 18th and early 19th centuries remain in the area today. Sketches and paintings of the period show panoramic views of Lynchburg's waterfront in which long tobacco warehouses, mills, a covered bridge spanning the James River, and by the mid-19th century, a railroad depot and roundhouse clearly indicating the importance of the area to the city's commercial economy.

The oldest surviving structure in the area is a stone arched bridge that carries Ninth Street across the now-filled James River and Kanawha Canal. The canal once paralleled Jefferson Street and the river and an expanded portion between Ninth Street and Horseford Road was known as the Lower Basin. Lynchburg's major extant remnant of the canal, the sturdy Ninth Street Bridge, is still used for vehicular traffic. A stone panel above the keystone of the arch is proudly inscribed "Built A.D. 1839 by J. S. King."

Near the Ninth Street Bridge is a fine example of Greek Revival commercial architecture. The J. W. Wood Building at 23-27 Ninth Street, one of Lynchburg's few surviving antebellum buildings, was listed on the National Register in 1983. The ca. 1853 building is a three-story, hip-roofed, brick building of refined classical lines and a little altered cast-iron storefront. Another commercial building that appears to date from the mid-19th century is the two-story, gable-roofed brick building at 1208 Main Street. Although it has undergone late 19th- and 20th- century storefront alterations, the building still retains its original Greek Revival character, especially as noted in its fenestration pattern and details.

At the opposite (eastern) end of Jefferson Street stands a complex of three buildings and twelve modern grain elevators comprising the Piedmont Flour Mills. The largest commercial structure of its time, the ca. 1875, 4½-story brick main structure replaced an earlier mill on the site. Although utilitarian in design, the building nonetheless

(See Section Number 7, Page 7.1)

8. Significance

Period	Areas of Significance—Check and justify below			
___ prehistoric	___ archeology-prehistoric	___ community planning	___ landscape architecture	___ religion
___ 1400–1499	___ archeology-historic	___ conservation	___ law	___ science
___ 1500–1599	___ agriculture	___ economics	___ literature	___ sculpture
___ 1600–1699	x architecture	___ education	___ military	___ social/ humanitarian
___ 1700–1799	___ art	___ engineering	___ music	___ theater
x 1800–1899	x commerce	___ exploration/settlement	___ philosophy	x transportation
x 1900–	___ communications	x industry	___ politics/government	___ other (specify)
		___ invention		

Specific dates 1830s to 1930 **Builder/Architect** various

Statement of Significance (in one paragraph)

Statement of Significance

The Lower Basin Historic District, located primarily along Lynchburg's James River waterfront, defines the city's major 18th, 19th, and early 20th-century commercial and mercantile center. Beginning as Lynch's Ferry in the 1750s and emerging as an important canal and railroad transportation center during the mid-19th century, Lynchburg maintained its role as a leading manufacturing and marketing center for much of the Piedmont region until well into the 20th century. The Lower Basin area takes its name from an expanded portion of the James River and Kanawha Canal which linked the city to eastern markets after 1840. Canal traffic and the arrival of the Virginia and Tennessee Railroad to Lynchburg in 1849 resulted in increased commercial activity in the Lower Basin. This activity reached its zenith during the early 20th century with most of the district's commercial warehouses, factories, and jobbing houses dating from the 1890s and early 1900s. Rows of multi-story, utilitarian brick structures present a compact and cohesive display of period commercial architecture, noteworthy more for building numbers, size, and construction than for stylistic features; nevertheless, traces of Italianate, Romanesque Revival, Neoclassical, and Italian Renaissance styles are seen in the sturdy facades that line Jefferson and Commerce streets.

Historical Background

Lynch's Ferry, the Lower Basin, and the Waterfront are all names that have been given over the years to the area that extends along the banks of the James River from about Sixth Street down to Horseford Road, and inland to Commerce Street. This relatively small area is literally the birthplace of Lynchburg, for although it lay outside the original town boundaries established in 1786, John Lynch had established his ferry there as early as 1757. Before then, there was an Indian crossing nearby, and the lowlands where Blackwater Creek flows into the James River provided natural camping sites. In the mid-18th century, the site became the port for the not-far-distant town of New London, and the Ferry House provided food and lodging to travelers and merchants. Thomas Jefferson noted that lead from the mines in the western part of Virginia was shipped from Lynch's Ferry to the eastern arsenals during the Revolution. As tobacco production increased in the Piedmont, Lynch's Ferry was crowded with bateaux. These ingenious boats, invented by Anthony Rucker of Amherst County, were especially effective in navigating the shallow waters of the James River downstream to Richmond. The primary cargo they hauled was tobacco, packed in hogsheads for the domestic and foreign market. Prior to its shipment, however, tobacco had to be inspected, and for this purpose John Lynch established Lynch's Warehouse in 1785. One of the first official tobacco inspection stations above Tidewater,the warehouse stood on the corner of present-day Commerce and Eighth streets until it was demolished in 1978. Lynch's was joined by other warehouses, and shops and stores soon filled the spaces in between. These commercial establishments stocked goods needed by settlers emigrating to the west from Lynch's Ferry.

(See Section Number 8, Page 8.1)

9. Major Bibliographical References

Chambers, S. Allen, Jr. Lynchburg An Architectural History. Charlottesville: The University Press of Virginia, 1981.

Christian, W. Asbury. Lynchburg and Its People. Lynchburg: 1900

(See Section Number 9, Page 9.1)

10. Geographical Data

Acreage of nominated property approx. 52

Quadrangle name Lynchburg, Va.

Quadrangle scale 1:24000

UTM References

	Zone	Easting	Northing
A	17	665060	4141700
B	17	664600	4141900
C	17	664300	4142600
D	17	664720	4142850
E			
F			
G			
H			

Verbal boundary description and justification

(See Section Number 10, Page 10.1)

List all states and counties for properties overlapping state or county boundaries

state	N/A	code	county	N/A	code
state	N/A	code	county	N/A	code

11. Form Prepared By

name/title Division of Historic Landmarks Staff

organization Division of Historic Landmarks date 1986

street & number 221 Governor Street telephone 804-786-3143

city or town Richmond state Virginia 23219

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

___ national ___x___ state ___ local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature H. Bryan Mitchell

title H. Bryan Mitchell, Director, Division of Historic Landmarks date March 6, 1987

For NPS use only

I hereby certify that this property is included in the National Register

date

Keeper of the National Register

Attest: date

Chief of Registration

6. Representation in Existing Surveys

2) J. W. Wood Building
D.H.L. File No. 118-32
Listed in NRHP 2-17-83
Depository for Survey Records:
Division of Historic Landmarks
221 Governor Street
Richmond, Virginia 23219

3) Historic American Engineering Record Survey of Lower Basin
June-July, 1977
Depository for Survey Records:
Historic American Engineering Record
Department of the Interior
Washington, D.C. 20240

7. DESCRIPTION -- Architectural Analysis

features such decorative details as full-height brick pilasters, a corbeled brick cornice, and segmental-arched openings. A double row of gabled dormers is also an unusual feature. Around 1880, a six-story corn mill, now clad in corrugated metal, was built opposite the main mill across Jefferson Street, and in 1912 an engine room was built east of the main mill. Piedmont Mills, Inc. has undergone several interior alterations and expansions, but it is still in operation today.

Two railroad freight depots in the district date from the 1880s and 1890s. The Norfolk and Western Railway depot stands on the north side of the 900-1000 blocks of Jefferson Street. Built ca. 1885, it is a one-story gable-roofed brick building that extends over 400 feet in length. Besides an arcade of recessed segmental-arched bays extending along both longitudinal facades, the building also features a corbeled brick cornice and an eastern parapeted gable end. A two-story brick addition with stepped gable parapet ends was built at the western end of the depot around 1916. Once graced by a monitor roof and flanked by loading platforms, the depot still retains its original utilitarian character.

The Chesapeake and Ohio Railway built its freight depot on the north side of the 1200 block of Jefferson Street in 1894. It is a two-story, yellow brick building that extends 300 feet in length with offices located in a clipped gable-roofed section at the western end of the building. A gable-roofed brick extension was added to the east at an unknown date. The depot displays typical late 19th-century building details such as recessed brick panels, corbeled brick cornices, and segmental-arched windows. Loading platforms on both sides of the depot are still intact.

Most of the commercial buildings on Jefferson Street date from the first decade of the 20th century; however, a few are known to pre-date the turn of the century. The Piedmont Storage and Leaf Tobacco warehouse of 1895, for example, is located at 1323 Jefferson Street. A 5½ story brick building with two-story stone side walls, the building possesses an Italianate double pedimented parapet front, brick pilasters, and corbeled brickwork. Another pre-1900 building on Jefferson Street is the Anheuser Busch Brewery (now Lynchburg Foundry Co. Warehouse) at 1312-1328 Jefferson Street. Adjacent to the C. and O. Railway Freight Depot, the handsome brick building was constructed ca. 1897 and exhibits a decorative brick cornice and encircling parapet with castellated projections.

An important row of four three-story, brick commercial buildings comprising most of the 700 block of Commerce Street was built in the early 1890s along what was then a major commercial street in Lynchburg. The district's most intact row of buildings dating from the 1890s, the individual buildings have similar characteristics - decorative brickwork, arched fenestration, and paneled and arcaded brick parapets, but each is distinctly different in facade design, creating a streetscape of varied textures and patterns.

A similar row of three buildings dating from the first decade of the 20th century is located in the 900 block of Commerce Street. The five- and six-story brick commercial warehouses at 918, 920-922, and 924-926 Commerce Street are less decorative and have

(See Section Number 7, Page 7.2)

7. DESCRIPTION -- Architectural Analysis

shallower three dimensional facades than their predecessors in the 700 block; however, corbeled brick cornices and parapets and arched upper-story openings remain common characteristics of both rows of buildings.

Three turn-of-the-century buildings on Main and Commerce streets are unique in the district. The highly decorative commercial building at 1300-1302 Main Street was erected in 1902. Intricate brick patterns in panels, cornices, and parapet create an interplay of light, shadow, and texture that are essential features of this distinctive Victorian facade. Two similar warehouses at 1222 Main Street and 1220-1228 Commerce Street are also uncharacteristic of most of the buildings in the district. They are wide gable-ended brick structures with highly articulated stepped parapet fronts, recessed panels alternating with shallow pilasters, and arched or circular attic windows. One, and probably both, were originally used as tobacco warehouses. The building on Main Street proudly displays a datestone of 1899 at the top of its gable.

By the turn of the century, many warehouses or jobbing houses were being constructed on Jefferson Street with its ideal location parallel to the railroad tracks. During this period, Lynchburg was fast becoming a jobbing center due to its excellent rail connections between northern manufacturers and southern markets. Jobbers were essentially middlemen who stocked goods from manufacturers and sold them to wholesalers. Consequently, they needed warehouses close to rail lines and locations on Jefferson Street proved very convenient. One of the earliest such warehouses is the Craddock-Terry Shoe Corporation building at the southeast corner of Jefferson and Ninth streets. The refined brick structure, exhibiting characteristics of the Romanesque Revival style, was built in 1898, the year the corporation was founded. Originally, a four-story building on its Ninth Street facade, two stories were added early in the 20th century. The Ninth Street or main facade of the building is divided into three arched bays, each containing paired or tripartite windows per floor while decorative roundels with terra-cotta lions' heads are positioned between the uppermost arched bays. Built by the Lynchburg contracting firm of Wilson and Seay, the handsome building was a fitting edifice for what soon became the city's single largest employer.

Other jobbing houses were constructed on the north side of Jefferson Street in a consistent and compact building pattern. All are multi-story brick structures usually having corbelled brick cornices, high parapets, and segmental-arched openings, whereas the majority of buildings dating from 1910-1920 have fewer pronounced features. Windows are also usually wider and taller in the later structures. Examples include the two Barker-Jennings Hardware Corporation warehouses at 1009-1011 Jefferson Street, built in 1915, and at 1001-1007, built in 1918; the Bailey Pleasants Company warehouse at 1201-1207, built in 1911; the Smith Briscoe Shoe Company warehouse at 1117, built in 1905; the Kinner Montgomery and Company Warehouse at 1101, built in 1906; and the Jefferson Street Shoe Factory at 1301, built in 1913.

Early 20th-century buildings with Neoclassical or Italian Renaissance influences are represented by the Hill Brothers Shoe Company at 822 Commerce Street and the Bryan

(See Section Number 7, Page 7.3)

7. DESCRIPTION -- Architectural Analysis

Furniture Company at 1216-1218 Main Street. Both brick buildings exhibit rusticated bases, quoins, heavy classical cornices, parapets, and pilasters. Bryan Furniture Company has wide arched upper-story fenestration with keystones while Hill Brothers Shoe Company has an elaborately carved stone entrance surround composed of heavy classical elements.

A particularly noteworthy structural element of the district is the Williams Viaduct which has carried vehicular and pedestrian traffic over the James River and Blackwater Creek since it was constructed in 1916-1918. Financed by three railroad companies and the city of Lynchburg and designed by engineer/architect B. H. Davis, the bridge is an extension of Seventh Street and connects downtown Lynchburg with Madison Heights in Amherst County. The gracefully arched reinforced concrete bridge is 1,600 feet in length and rises sixty feet above the river. Before it was constructed, a number of successive low-lying bridges had spanned the James River at Ninth Street. Subject to frequent flood damage, these older bridges were often replaced until the Williams Viaduct was constructed.

On May 13, 1913 the Lynchburg Chapter of the Daughters of the American Revolution dedicated a monument to commemorate the site of John Lynch's Ferry House, believed to have been the first building in Lynchburg. The monument, a boulder of native stone to which a bronze plaque is attached, is located at the foot of Ninth Street near the James River. It is a suitable monument to commemorate the first commercial activity that would later dominate the Lower Basin area after John Lynch's ferry ceased to exist.

DAE

(See Section Number 7, Page 7.4)

DESCRIPTION -- Inventory

-02 * C. and O. Railroad Station House at James River. Vacant. Modern. 1940s. Brick (stretcher bond); 1 story; 1 front asymmetrical bay; flat roof (not visible); series of five attached casement windows, wide overhanging roof eaves. Noncontributing.

COMMERCE STREET

600 BLOCK

-03 * 608: Jesse B. Abitt Garage. Price and Clements. Service garage (originally). Warehouse (presently). Vernacular. 1948. Concrete block; 1 story; 4 front asymmetrical bays; gable parapet roof (not visible); wide casement windows, stepped parapet ends, large garage door. Noncontributing.

612-616: Lynchburg Shoe Co. Warehouse. Vernacular. 1910. Brick (5-course American bond); 2 stories; 13 front asymmetrical bays; flat parapet roof (not visible); segmental-arched windows and recessed entrance arch.

700 BLOCK

700: C. W. Warthen Co., Inc. Lynchburg Woodenware Corp. Factory (originally) Commercial (currently). Neoclassical. 1895. Brick; 3 stories; 1 symmetrical bay; flat parapet roof (not visible); paired brick pilasters, corbeled brickwork, frieze with carved swags, parapet resembles a balustrade, altered 1st-floor facade.

* 706-708: Esteppe Oldsmobile Co. Commercial. Modern. 1959, rear-1928. Brick; 1 story; 3 asymmetrical bays; flat roof (not visible); original rear building dates from 1928, modern front addition in 1959 with garage bay and plate glass windows. Noncontributing.

718: First Colony Life Insurance Co. Warehouse. Victorian Commerical. 1895. Brick. 3 stories; 3 front asymmetrical bays; flat parapet roof (not visible); paneled brick parapet, decorative brick cornice and pilasters, round-arched 3rd-story windows, modernized storefront.

720: H. A. Robinson Co., Inc. Poplar Forest Corp. Warehouse (originally). Commercial (currently). Victorian Commercial. 1892. Brick; 3 stories; 3 front asymmetrical bays; flat parapet roof (not visible); decorative paneled parapet, corbeled brick cornice, semicircular-arched windows on 3rd story, modern storefront.

(See Section Number 7, Page 7.5)

DESCRIPTION -- Inventory

COMMERCE STREET

700 BLOCK (cont'd)

722: Lewis and Jennings Co. Colonial Florist. Warehouse. Neoclassical. 1894. Brick; 3 stories; 3 front symmetrical bays; flat parapet roof (not visible); paired pilasters, classical cornice with swags, semicircular-arched 3rd-story windows, modern storefront.

-0010 724-726: Bell, Barker, and Jennings. Thompson's Shoes. Commercial/Warehouse. Victorian Commercial. 1892. Brick; 3 stories; 5 symmetrical bays; flat parapet roof (not visible); decorative brickwork, paneled parapet, semicircular-arched 2nd-story windows, modern storefronts.

800 BLOCK

822: J. W. Ould Inc. Hill Brothers Shoes. Warehouse. Neoclassical. ca. 1914. Brick (stretcher bond); 4 stories (raised basement); 15 symmetrical bays; flat parapet roof (not visible); rusticated brick, wide brick pilasters with decorative capitals, heavy classical cornice, classical stone door surround, paired 1/1 double sash windows with jack arches.

900 BLOCK

-12 918: Strother Drug Co. Lynchburg Jobbing House, Inc. Warehouse. Neoclassical. 1908. Brick (stretcher bond); 6 stories; 2 front asymmetrical bays; flat parapet roof (not visible); brick quoins, window aprons, semicircular-arched windows at top floor.

-13 920-922: Beasley-Couch Co. John E. Gannaway & Co. Commercial Warehouse. Vernacular. 1907. Brick (stretcher bond); 5 stories; 3 asymmetrical bays; flat parapet roof (not visible); corbeled brick cornice, segmental-arched 9/9 double sash windows, altered storefronts.

-14 924-926: Oglesby-DeWitt Co. John E. Gannaway & Co. Commercial/Warehouse. Italianate. 1904. Brick; 5 stories; 5 asymmetrical bays; flat parapet roof (not visible); corbeled brickwork, blind arcaded parapet, tall brick pilasters with semicircular arches with decorative lion's heads, original storefront retained.

(See Section Number 7, Page 7.6)

DESCRIPTION -- Inventory

COMMERCE STREET

1000 BLOCK

1008-1026: Virginia Biscuit Co. Bailey-Spencer Hardware Co. Commercial/Warehouse. Italianate. 1899; addition-1941. Brick; 3 stories; 3 front symmetrical bays; flat parapet roof (not visible); corbeled brickwork, segmental-arched windows; 1-story concrete block addition with brick veneer built in 1941 to west.

1100 BLOCK

-01 1100: Eastern Electric Corp. Factory/stable (originally). Commercial/warehouse (currently). Victorian Commercial. 1895, addition - ca. 1900. Brick; 3 stories; 11 front asymmetrical bays; flat parapet roof (not visible); corbeled brickwork, brick arcaded parapet, 9/9, 6/6, and 4/4 double sash windows, altered 1st story; 3-story section added ca. 1900.

1200 BLOCK

1200: Herbert E. DeWitt Building Supply. Lynchburg Plumbing Supply Co., Inc. Warehouse. Vernacular. 1931. Brick (6-course American bond); 2 stories; 4 front asymmetrical bays; flat parapet roof (not visible); stepped parapet, 6/6 double sash windows, garage bays.

1201: Service Printing Co. Commercial. Vernacular. 1920s. Brick (stretcher bond); 2 stories; 6 front asymmetrical bays; flat parapet roof (not visible); corbeled brick cornice, brick bands across facade.

1217: Parnell-Martin of Virginia, Inc. Commercial/warehouse. Vernacular. 1920s. Brick; 3 stories; 7 front asymmetrical bays; flat parapet roof (not visible); tall 6/6 double sash windows, altered storefronts, 3-story section, but primarily a 2-story building.

1220-1228: Hancock, Moorman Tobacco Co. Leighton Heel and Counter Corp. Factory Warehouse. Victorian Commercial. ca. 1900. Brick (5-course American bond); 2½ stories; 5 front asymmetrical bays; gable parapet roof (standing seam metal); complex of four brick structures, each with stepped parapets, main structure has decorative brickwork and arched windows.

1225: Schewel's Warehouse. Warehouse. Vernacular. ca. 1920. Brick; 2 stories; 7 front asymmetrical bays; Roof not visible; stepped gable parapet ends, paired 9/9 double sash windows, recessed brick panels.

(See Section Number 7, Page 7.7)

DESCRIPTION -- Inventory

COMMERCE STREET

1300 BLOCK

* 1300: Dabney's Foundry & Machine Works. Poole's Machine. Foundry and machine shop (originally). Machine shop (currently). Vernacular. 1940s. Concrete block; 2 stories; 10 front asymmetrical bays; flat roof (not visible); 6/6 double sash windows, no decorative elements. Noncontributing.

1310-1320: W. O. Taylor Co. Woodall & Lang, Inc. Factory and mill. Neoclassical. 1909. Brick (6-course American bond); 2 stories; 7 front symmetrical bays; flat parapet roof (not visible); decorative brick cornice, brick quoins, 6/6 double sash windows, segmental-arched central entrance.

1326-1328: Craddock-Terry Shoe Corp. Southland Factory. Factory (originally). Warehouse (currently). Vernacular. 1905-06. Brick (5-course American); 3 stories; 5 front symmetrical bays; flat parapet roof (not visible); original paired segmental-arched windows now enclosed with aluminum siding, several facade alterations, originally an addition to larger factory facing Jefferson Street at rear (now destroyed.)

HORSEFORD ROAD

100 BLOCK

100: Ideal Laundry Co. Warehouse. Italianate. ca. 1900. Brick (6-course American bond); 3 stories; 3 front symmetrical bays; flat parapet roof (not visible); decorative brick parapet with roundels, segmental-arched 12/12 double sash windows.

Detached house. Vernacular. ca. 1900. Wood frame (weatherboard); 2 stories; 4 front asymmetrical bays; gable roof (standing seam metal); 1-story, 1-level, 3-bay 2nd-floor porch with simple posts and balustrade.

(See Section Number 7, Page 7.8)

DESCRIPTION -- Inventory

JEFFERSON STREET

700 BLOCK

* 701-709: Coca-Cola Bottling Plant annex. Central Virginia Fabricators, Inc. Bottling plant (originally). Warehouse (currently). Modern. 1963. Concrete block and steel frame (sheet metal); 1 story; 2 asymmetrical bays; gable roof (not visible); concrete floors. Noncontributing.

* 713-719: Railway Express Agency garage. Virginia Steel Co. Warehouse/garage (originally). Office/warehouse (currently). Vernacular. 1946. Concrete block; 1 story; 2 front asymmetrical bays; gable parapet roof (composition shingle); stepped parapet gable front. Noncontributing.

727: Coca-Cola Bottling Plant. Bottling plant (originally). Warehouse (currently). Vernacular. 1918; addition-1947. Brick (stretcher bond); 3 stories; 3 front asymmetrical bays; flat parapet roof (not visible); recessed arched bays on 1st floor, tall rectangular 6/6 double sash windows, ramped parapets at building corners, segmental-arched windows at sides, 1-story brick addition built in 1947 to west, contains glass block windows.

800 BLOCK

* 800: Central Fidelity Bank Supply Warehouse. Warehouse. Modern. 1970s. Steel frame (sheet metal); 2 stories; 3 front asymmetrical bays; gable roof (not visible); window openings on 2nd floor, doors and garage opening at gable end. Noncontributing.

* SW corner of Jefferson and 9th Streets. Car wash. Modern. 1970s. Concrete block. 1 story; 2 front symmetrical bays; gable roof (standing seam metal). Noncontributing.

900-1000 BLOCK

900-1000: Norfolk and Western Railroad Freight Depot. Freight depot (originally). Warehouse (currently). Vernacular. 1880s; addition-1916. Brick (5-course American); 1 story; 3 front symmetrical bays; gable with parapet ends roof (composition shingle); brick pilasters and recessed segmental-arched panels, parapet gable ends, corbeled brick cornice; 2-story brick addition with stepped gable parapet ends and decorative brickwork.

(See Section Number 7, Page 7.9)

DESCRIPTION -- Inventory

JEFFERSON STREET

900-1000 BLOCK (cont'd)

923-925: N. B. Handy Co. Warehouse/office. Warehouse (originally). Warehouse/office (currently). Vernacular. 1930. Brick (5-course American bond); 5 stories; 4 front asymmetrical bays; flat parapet roof (not visible); no decorative treatment, wide casement windows, stepped parapet at front.

* N. B. Handy Co. Warehouse. Warehouse. Modern. 1974. Steel frame (corrugated metal); 1 story; 3 front asymmetrical bays; gable roof (corrugated metal). Noncontributing.

1000 BLOCK

1000-1014: Norfolk and Allegheny Railroad Freight Depot. Corner Produce Co. Cold Storage Warehouse. Freight depot (originally). Warehouse (currently). Vernacular. 1880s. Brick (5-course American bond); 2 stories; 15 front asymmetrical bays; flat parapet roof (not visible); segmental-arched 12/12 double sash windows, sheltered loading platforms.

1001-1007: Barker-Jennings Hardware Corp. Warehouse. Warehouse. Vernacular. 1918. Brick (3rd-6th floors) and rock-faced ashlar stone (1st and 2nd floors); 6 stories; 6 front asymmetrical bays; flat parapet roof (not visible); high stone foundation, segmental-arched 12/12 double sash windows, shallow brick pilasters.

1009-1011: Barker-Jennings Hardware Corp. Warehouse. Suh Distributing Co. Warehouse. Warehouse. Italianate. 1915; addition-1966. Brick (5-course American bond); 4 stories; 4 front symmetrical bays; flat parapet roof (not visible); corbeled brick cornice and parapet, keystones over 12/12 double sash windows, small loading platforms; 1-story, aluminum-clad addition to east built in 1966.

1016-1024: Armour and Co. Pride of Virginia Meats, Inc. Office/warehouse. Italianate. ca. 1900. Brick (stretcher bond); 2 stories; 1 front symmetrical bay; flat parapet roof (not visible); decorative corbeled brick cornice, segmental arches over paired front windows, front garage bay added in 1940s, loading platform at railroad tracks.

(See Section Number 7, Page 7.10)

DESCRIPTION -- Inventory

JEFFERSON STREET

1100 BLOCK

1101: Kinnier, Montgomery and Co.; Reams Furniture Co. Warehouse; Warehouse; Italianate; 1906; Brick (5-course American bond); 7 stories; 6 front asymmetrical bays; flat parapet roof (standing seam metal); paired 6/6 double sash windows with segmental-arched heads with keystones, corbeled brickwork, paneled brick parapet.

1117: Smith Briscoe Shoe Co. Warehouse. Strother Drug Co. Warehouse. Warehouse. Vernacular. 1905. Brick(5-course American bond); 8 stories;
16 front asymmetrical bays; flat parapet roof (not visible); tall 16/16 double sash windows with tall segmental-arched heads; multi-story brick elevator tower added at rear.

1200 BLOCK

1200-1226: C. and O. Freight Depot. Freight depot. Vernacular. ca. 1894; Brick (stretcher bond); 2 stories; 3 front symmetrical bays; gable roof with parapet and clipped ends-front section with hipped rear ell (composition shingle); front section has central front gable with round attic window, segmental-arched windows and transom over central entrance, brick pilasters at front and along sides of rear ell, loading platforms on both sides of rear ell with overhanging eaves, gable-roofed brick addition to rear.

1201-1207: Bailey Pleasants Co. Schewel Furniture Co. Warehouse. Warehouse. Vernacular. 1911. Brick (5-course American bond); 5 stories; 3 front asymmetrical bays (originally 11); flat roof with parapet ends (not visible); segmental-arched openings, stone foundation, stepped parapet ends, 1st-floor openings mostly blocked up in 1930s; one-story, 20th-century, concrete block rear addition has access to Commerce Street.

1213-1217: Conner Produce Co. Cold Storage. Cold storage warehouse. Vernacular. 1904. Brick (5-course American bond); 2 stories; 5 front asymmetrical bays; gable roof (standing seam metal); segmental-arched openings, 4/4 double sash windows, loading platforms, exposed scalloped eaves.

1221-1225: Jefferson Street Shoe Factory Warehouse. Farmer's Seed and Supply Co. Warehouse. Vernacular. 1909. Wood frame (sheet metal); 1 story; 5 front asymmetrical bays; shed roof (not visible); some of the original openings covered over by recent sheet metal cladding.

(See Section Number 7, Page 7.11)

DESCRIPTION -- Inventory

JEFFERSON STREET

1300 BLOCK

1301: Jefferson Street Shoe Factory. Craddock-Terry Shoe Corp. Warehouse. Shoe Factory (originally). Warehouse (currently). Brick (5-course American); 6 stories; 19 front symmetrical bays; flat roof (not visible); 16/16 double sash windows with segmental arched heads, stone foundation.

1312-1328: Anheuser Busch Brewery. Lynchburg Foundry Co. Warehouse; Brewery (originally). Warehouse (currently); Brick (stretcher bond); 2 stories; 10 front asymmetrical bays; flat parapet roof (not visible); segmental-arched openings, corbeled brick cornice, brick parapet with rising finials; 1-story, 20th-century, concrete block addition to east.

1323: Piedmont Storage and Leaf Tobacco. Lynchburg Storage Co.; Warehouse. Italianate. ca. 1895. Brick (5-course American bond); 5½ stories; 3 front symmetrical bays; gable parapet roof (standing seam); clerestory lighting at sides; front parapet consists of two superimposed gables, segmental-arched openings, front brick pilasters, decorative brickwork.

* 1323-A: J. K. Spencer Transfer; J. K. Spencer Construction Co. Warehouse. Modern. 1940s. Concrete block; 1 story; 5 front asymmetrical bays; flat parapet roof (standing seam metal); sliding track door. Noncontributing.

1329-1335: Piedmont Mills. Mill. Vernacular. ca. 1875. Brick (6-course American bond); 4½ stories; 10 front symmetrical bays; hipped roof (composition shingle); 7 front and 10 side gable dormers; corbeled brick cornice, broad brick pilasters, segmental-arched openings; *12 grain elevators built to rear in the late 1950s; concrete block rear additions date to 1950s. Grain elevators are noncontributing structures

Corner of Horseford Road and Jefferson Street. Piedmont Mills Engine Room. Engine room. Vernacular. 1912. Wood frame (corrugated metal); Number of stories undetermined (low basement); 2 front asymmetrical bays; gable roof (standing seam metal); brick foundation, 1-story, flat-roofed addition built atop original building.

Corner of Horseford Road and Jefferson Street. Piedmont Mills Corn Mill. Corn Mill. Vernacular. ca. 1880. Wood frame (corrugated metal); 5½ stories; 4 front asymmetrical bays; gable roof (corrugated metal); seven-story, gable-roofed tower, mostly 6/6 double sash windows; several one-or two-story concrete block additions date from the 1940s.

(See Section Number 7, Page 7.12)

DESCRIPTION -- Inventory

MAIN STREET

1200 BLOCK

1200-1204: Cross Keys Tavern. Burris Department Store/Mid-Atlantic Sanitary Supply. mid-19th century Brick; 2 stories; 7 front asymmetrical bays; gable roof (standing seam metal); altered storefronts and facade, false front at westernmost section.

1206: Commercial. Victorian Commercial. 1890s. Brick; 3½ stories; 2 front asymmetrical bays; flat parapet roof (not visible); rough-hewn stone lintels and semicircular arches, corbeled brickwork, storefront with wide transom.

1208: Commercial (vacant). Greek Revival. mid-19th century. Brick; 2 stories; 4 front asymmetrical bays; gable roof (composition shingle); tall 6/6 double sash windows, storefronts with wide transoms.

1210-1214: McCraw's Furniture Co. Commercial. Victorian Commercial. ca. 1900. Brick (stretcher bond); 2 stories; 8 front asymmetrical bays; flat parapet roof (not visible); corbeled brick cornice and decoration, tall 9/9 double sash windows with segmental arches.

1216-1218: Bryan Furniture Co. Commercial. Neoclassical. ca. 1910. Brick; 3 stories; 6 front symmetrical bays; flat parapet roof (not visible); rusticated brickwork, recessed brick panels in parapet, paired fenestration with semicircular arches with keystones.

1220: Old Dominion Leather Shop. Commercial. Neoclassical. ca. 1910. Brick (5-course American); 3 stories; 4 front asymmetrical bays; flat parapet roof (not visible); classical cornice with modillion blocks and dentils, brick panels, 12/12 double sash windows.

1222: Beryle F. Phelps Paint Contractor. Commercial. Vernacular. 1899. Brick (5-course American); 1 story; 3 front asymmetrical bays; gable parapet roof (standing seam metal); stepped gable parapet, corbeled brickwork, recessed panels and roundel in gable, altered storefront.

1225: James T. Davis, Inc. Commercial. Vernacular. ca. 1900. Brick and stucco; 3½ stories; 2 front asymmetrical bays; gable roof; stepped parapet front gable with decorative brickwork, upper story windows blocked, altered storefront, rear 1920s brick addition.

(See Section Number 7, Page 7.13)

DESCRIPTION -- Inventory

MAIN STREET
1300 BLOCK (cont'd)

1300-1302: Black Belt Arena. Commercial. Victorian Commercial. 1902. Brick (5-course American bond); 3 stories; 6 front symmetrical bays; flat parapet roof (not visible); 2/2 double sash windows, brick pilasters, decorative brick, spandrels and cornices, molded wood cornice with 2 raised gabled parapets at front, altered storefront.

1301: Bowman and Moore Leaf Tobacco Factory. Commercial. Italianate. 1880. Brick (stretcher bond); 4½ stories. 3 front symmetrical bays; gable roof (not visible); tall brick pilasters, segmental-arched openings, double gable front parapet.

1304: Farmer's Feed and Supply Annex. Commercial. Mediterranean. ca. 1920. Brick (stretcher bond); 2 stories; 3 front symmetrical bays; flat parapet roof (not visible); tripartite double sash window, wide overhanging cornice supported by brackets, curvilinear parapet.

1306: Farmer's Seed and Supply. Commercial. Vernacular. ca. 1910. Brick (stretcher bond); 3 stories; 3 front symmetrical bays; flat parapet roof (not visible); classical cornice with dentils, corbeled brickwork and recessed panels.

NINTH STREET
00 - 60 BLOCK

Ninth Street at James River. DAR Commemorative Marker for Lynch's Ferry. Commemorative marker. 1912. Stone boulder with bronze plaque; bronze plaque inscribed: "Site of First House and Lynch's Ferry 1757, boulder placed July 1912 by Lynchburg Chapter Daughters of the American Revolution."

* 12: Swift and Co. Warehouse. Warehouse (vacant); Modern. 1939. Brick (5-course American bond); 1 story; 3 front asymmetrical bays; flat roof (not visible); concrete foundation, entrance with stone surround, some original windows and garage bays blocked. Noncontributing.

23-27: J. W. Wood Building. Warehouse. Greek Revival. pre-1855. Brick; 3 stories; 6 front symmetrical bays; hipped roof (standing seam metal); iron storefront, 6/6 double sash windows with classical window cornices, broad frieze around building; individually placed on National Register of Historic Places 2/17/83.

Ninth Street Bridge: Bridge. 1839. Stone (coursed rubble); stone arch bridge carried 9th St. traffic over the James River and Kanawha Canal, stone plaque inscribed "Built in 1839 by J. S. King."

(See Section Number 7, Page 7.14)

DESCRIPTION -- Inventory

NINTH STREET

00 - 60 BLOCK (cont'd)

50-54: Craddock-Terry Shoe Corp. Warehouse. Warehouse. Vernacular. 1898. Brick (stretcher bond); 6 stories; 3 front symmetrical bays; flat parapet roof (not visible); wide-arched openings on 1st and 4th floors, paired 8/8 windows elsewhere-most with segmental-arched heads; keystones, roundels, and terra cotta lion's heads, top two stories added.

* 56: Craddock-Terry Shoe Corp. Main Office. Office (vacant). Moderne. 1940. Concrete block with brick veneer; 2 stories; 2 front asymmetrical bays; flat parapet roof (not visible); streamlined features, glass block windows, altered entry with original hood. Noncontributing.

58-60: CRI Mutual Press. Commercial printing establishment. Neoclassical. 1910. Brick (stretcher bond); 2 stories; 3 front symmetrical bays; flat parapet roof (not visible); broad brick pilasters with decorative stonework, 1910 datestone, keystone over tall windows, plate glass storefront windows.

ORANGE STREET

200 BLOCK

222: N. and W. Railroad Signal Tower. Signal Tower (originally). Storage (currently). Vernacular. 1917. Brick (Flemish bond); 2 stories; 3 front asymmetrical bays; hipped roof (standing seam metal); 2nd-story bay window supported by brackets, most original windows blocked up, wide overhanging eaves.

SEVENTH STREET

50-60 BLOCK

56-60: Gilbert Storage and Transfer Co. Warehouse. Vernacular. 1899. Brick (5-course American bond); 3 stories; 2 front asymmetrical bays; flat roof (not visible); irregular-shaped building with 3- and 2- story sections, segmental-arched windows.

(See Section Number 7, Page 7.15)

DESCRIPTION -- Inventory

SEVENTH STREET

50-60 BLOCK

Seventh Street Extension. Williams Viaduct. Vehicular bridge. 1916-1918. Reinforced concrete; reinforced concrete bridge composed of abutments with spanning arches, concrete balustrades parallel road and sidewalk.

WASHINGTON STREET

50 BLOCK

50-A: G. Bruning Tobacco Extract Co. Burrus Building. Warehouse. Italianate. ca. 1900. Brick (6-course American bond); 4 stories; 6 front asymmetrical bays; gable parapet roof (not visible); round-arched entrances and some windows, corbeled brick parapet, arched loading door; segmental-arched windows altered.

50-B: Lewis John Maunfacturing Co. Burrus Building. Factory/warehouse (originally). Warehouse (currently). Vernacular. ca. 1900. Brick (corrugated metal); 1 story; 7 front asymmetrical bays; gable parapet roof (standing seam metal); building consists of two sections built about the same date, original segmental-arched windows later altered.

50-C: C. W. Hicks and Co. Machine shop (originally). Warehouse (currently). Vernacular. ca. 1900. Wood frame with brick and stone front veneer (corrugated metal); 1 story; 2 front asymmetrical bays; gable roof (standing seam metal); exterior end brick chimney, front facade modernized and altered; rear 20th-century addition.

8. SIGNIFICANCE -- Historical Background

As the town and countryside grew, the ferry became inadequate, and in 1812 it was replaced by the first in a succession of bridges that spanned the James at the foot of Ninth Street. In 1826, the town limits were extended to encompass the waterfront, and two years later, foundations were laid for a pump house at the foot of today's Seventh Street. The increased water supply that it afforded was the signal for the establishment of mills and factories in the area. Even so, according to one observer of the time, the waterfront presented a fascinating mix of the pastoral and the commercial:

> The banks of the river are lined with towering trees; the enormous Sycamores, with their outstretched branches: to this we may add, freight boats, the skimming wild ducks, farms and pleasure grounds, falling gardens, rolling carts, rattling stages, thundering wagons, and a busy multitude.[1]

In 1835 a cotton factory was built alongside Blackwater Creek, and in 1836 yet another, sturdier bridge replaced the first one across James River. But the major activity at this time was the construction of the James River and Kanawha Canal. Lynchburg was the terminus of the "First Grand Division," the 146-mile stretch from Richmond, and as such had to have extensive docking facilities. These were primarily provided by the Lower Basin, the broadened expanse of canal just downstream from Ninth Street. On December 3, 1840, the first packet boat arrived in the basin, and was greeted with much fanfare. Unfortunately, the principal speaker, who stood on the deck of the General Harrison to deliver his oration, lost his balance and fell into the canal! That put only a temporary damper on the festivities, and soon the canal brought even more commerce and industry to the Lynchburg waterfront. A number of remnants of the canal still exist. Properly restored and interpreted, they could serve to illustrate the busy scene that characterized the area during the antebellum era.

After the canal came the railroad. The Virginia and Tennessee, established in 1849 largely as a result of Lynchburg's entrepreneurial spirit, was the first. Lynchburg was both the eastern terminus of the line and the center of its operations. Tracks were laid, and a depot was built between the canal and the river at the foot of Ninth Street. Later these were augmented by an engine house, machine shops, roundhouse, and other facilities, all located near the canal and Blackwater Creek, in a part of the waterfront designaTED The "Western Grounds." The V & T was soon joined by two other lines: the Southside and the Orange and Alexandria. By 1855 a Richmond newspaper acknowledged that Lynchburg was "the hub in the Virginia system of railroads." As before, commercial establishments came to be located near these major transportation systems, and one of the largest buildings erected during this period still stands at the corner of Ninth and Jefferson streets. Now designated the J. W. Wood Building, this brick structure is embellished with a fine cast-iron facade on the first floor of its principal facade.

(See Section Number 8, Page 8.2)

8. SIGNIFICANCE -- Historical Background

During the Civil War, the waterfront was the scene of frenzied activity. Because of its excellent transportation facilities, Lynchburg became a major camp for Confederate troops. When the need arose, soldiers bivouacked here were sent to the theater of war via the railroad or the canal. Those who were wounded were sent back to recuperate in one of the many hospitals hastily set up in the tobacco warehouses "uptown." Perhaps the most somber scene the waterfront witnessed was on May 13, 1863, when the body of Stonewall Jackson was transferred here from the railroad to the packet boat Marshall, to be carried upstream to Lexington for burial.

After the war, the waterfront continued as the focus of Lynchburg's industrial activity, but there were changes. In 1870, yet another bridge replaced the existing one, and when this was washed away in 1878, it was quickly replaced by another. In 1879, the Richmond and Alleghany Railroad Company replaced the canal, which had ceased to be a viable enterprise. By 1880, the many railroads along the waterfront caused a visitor to remark:

> A bewildering scene meets the eye of the traveler as he alights...in Lynchburg. Such a medley of railways and watercourses is rarely ever seen outside, and still less inside, of a city.[2]

As the "New South" continued its recovery from the wounds of war, the Lynchburg waterfront continued to expand as the center of the city's industrial activity. The Piedmont Mills, established before the war, had replaced its earlier structure by 1875 with the large, impressive building at the corner of Jefferson Street and Horseford Road. In 1882, a new pump house was completed to serve a greatly expanded city water system. Damaged by a flood in November 1985, the building was demolished soon thereafter. It once stood on the river bank adjacent to Williams Viaduct. During the last years of the 19th century and the first of the 20th century, the southern side of Jefferson Street between Ninth Street and Piedmont Mills was built up with tall, plain brick buildings. These were "jobbing houses," essentially warehouses where the goods of wholesale distributors were stocked while awaiting shipment throughout the South. Lynchburg was ideally situated for this trade, midway between northern manufacturers and southern markets, and Jefferson Street, with railroad tracks running down the center, was the best spot in town for the jobbers. Soon Lynchburg began not only to store products for its huge southern market, but to manufacture them as well. In 1898 Craddock-Terry Shoe Corporation established its manufacturing operations on the corner of Ninth and Jefferson streets, and in a few years became the largest employer in the city. At about the same time, two large cast-iron foundries established their presence in the area. Both sought large level areas for their extensive operations: Glamorgan upstream and Lynchburg Foundry downstream.

By the mid-20th century, however, the waterfront had begun to lose its appeal as a setting for manufacturing and commercial enterprises. Transportation changes had occurred, markets had relocated, and increased space -- more than could be afforded in this traditional center -- was needed for expanded operations. In the 1950s, the

(See Section Number 8, Page 8.3)

8. SIGNIFICANCE -- Historical Background

Lynchburg Expressway was opened, and an industrial park was created adjacent to it, complete with rail and trucking access. By 1970 over thirty industries and businesses had been lured to this new manufacturing and distributing center. The waterfront, which had been the center of such activity for so long, began to take on a neglected, abandoned aspect. Some structures were demolished, but others -- more than may be evident at first glance -- remain. Still other features (among them, the canal) lie hidden behind or below the accretions of later years, waiting to be uncovered and appreciated once more. The Lower Basin area has potential to be reborn -- perhaps not to become the city's main commercial center again, but as a place of both commemoration and renewal. It is hoped that the historic district designation will help to revitalize the Lower Basin area and serve as a suitable accomplishment for the city's bicentennial celebration.

BS/DAE

Endnotes

1. Anne Royall, Mrs. Royall's Southern Tour, vol. 1 (Washington, 1830), p. 100.

2. Richmond and Danville Railroad Company, Summer Resorts and Points of Interest of Virginia, Western North Carolina, and North Georgia (New York, 1884), p. 31.

9. Bibliographical References

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Loyd, Richard B., and Mundy, Bernard K. Lynchburg: A Pictorial History. Virginia Beach: 1975.

Pollock, Edward. Sketch Book of Lynchburg, Virginia. Lynchburg, 1887.

Richmond and Danville Railroad Company. Summer Resorts and Points of Interest of Virginia, Western North Carolina, and North Georgia. New York: 1884.

Royall, Anne. Mrs. Royall's Southern Tour, vol. 1. Washington, D.C.: 1830.

Scruggs, Phillip Lightfoot. Lynchburg, Virginia. Lynchburg: 1973.

10. GEOGRAPHICAL DATA -- Boundary Description

Beginning at a point (A) on the S bank of the James River; thence approx. 160' W to a point (B) located on the W side of Concord Turnpike; thence approx. 260' S to a point (C); thence approx. 240' W to a point (D); thence approx. 320' N to a point (E) on the S side of Washington Street; thence approx. 340' W to a point (F); thence approx. 240' N to a point (G) on the N side of Horseford Road; thence approx. 140' E to a point (H) on the W side of Commerce Street; thence approx. 420' N to a point (I) on the SW corner of the intersection of Thirteenth and Commerce streets; thence approx. 150' W to a point (J); thence approx. 200' S to a point (K); thence approx. 180' W to a point (L) on the W side of Main Street; thence approx. 140' N to a point (M); thence approx. 160' W to a point (N); thence approx. 180' N to a point (O); thence approx. 180' E to a point (P) on the E side of Commerce Street; thence approx. 260' N to a point (Q) at the SE corner of the intersection of Twelfth and Main streets; thence approx. 340' E to a point (R) on the E side of Commerce Street; thence approx. 2140' N to a point (S); thence approx. 120' E to a point (T); thence approx 240' SE to a point (U) on the N side of Williams Viaduct; thence approx. 200 ' E to a point (V); thence approx. 120' N to a point (W) on the W side of the Cabell Street ramp of Williams Viaduct; thence approx. 20' E to a point (X) on the E side of the Cabell Street ramp; thence approx. 100' S to a point (Y); thence approx. 440' E to a point (Z) on the N side of Williams Viaduct; thence approx. 20' S to a point (A_1); thence approx. 440' E to a point (B_1) on the N side of the eastern end of Williams Viaduct; thence approx. 20' S to a point (C_1) on the S side of the eastern end of Williams Viaduct; thence approx. 920' W to a point (D_1) on the S bank of Blackwater Creek; thence approx. 860' SE to a point (E_1) on the S bank of the James River; thence following the said bank approx. 2260' S to the point of origin.

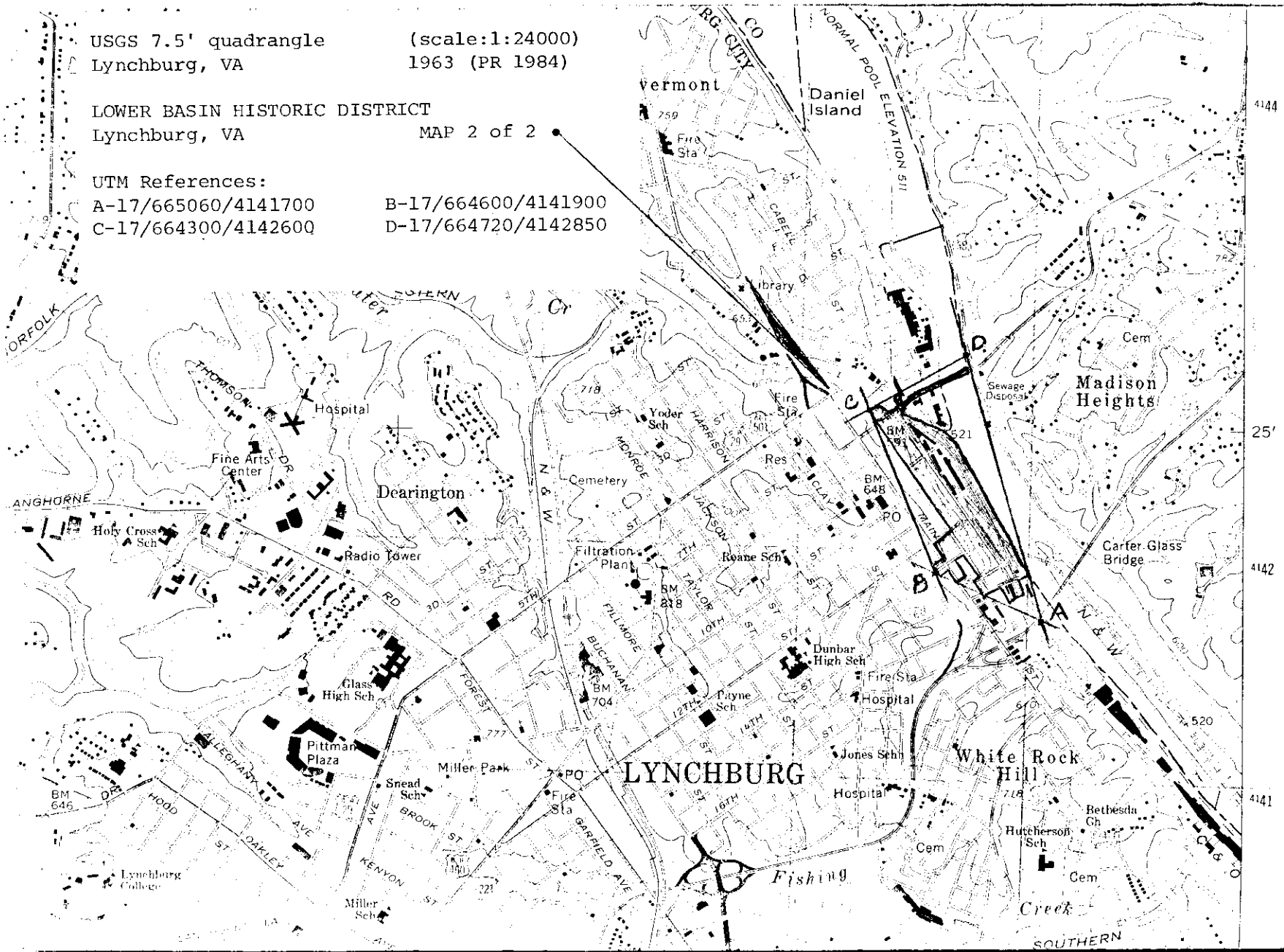
Boundary Justification

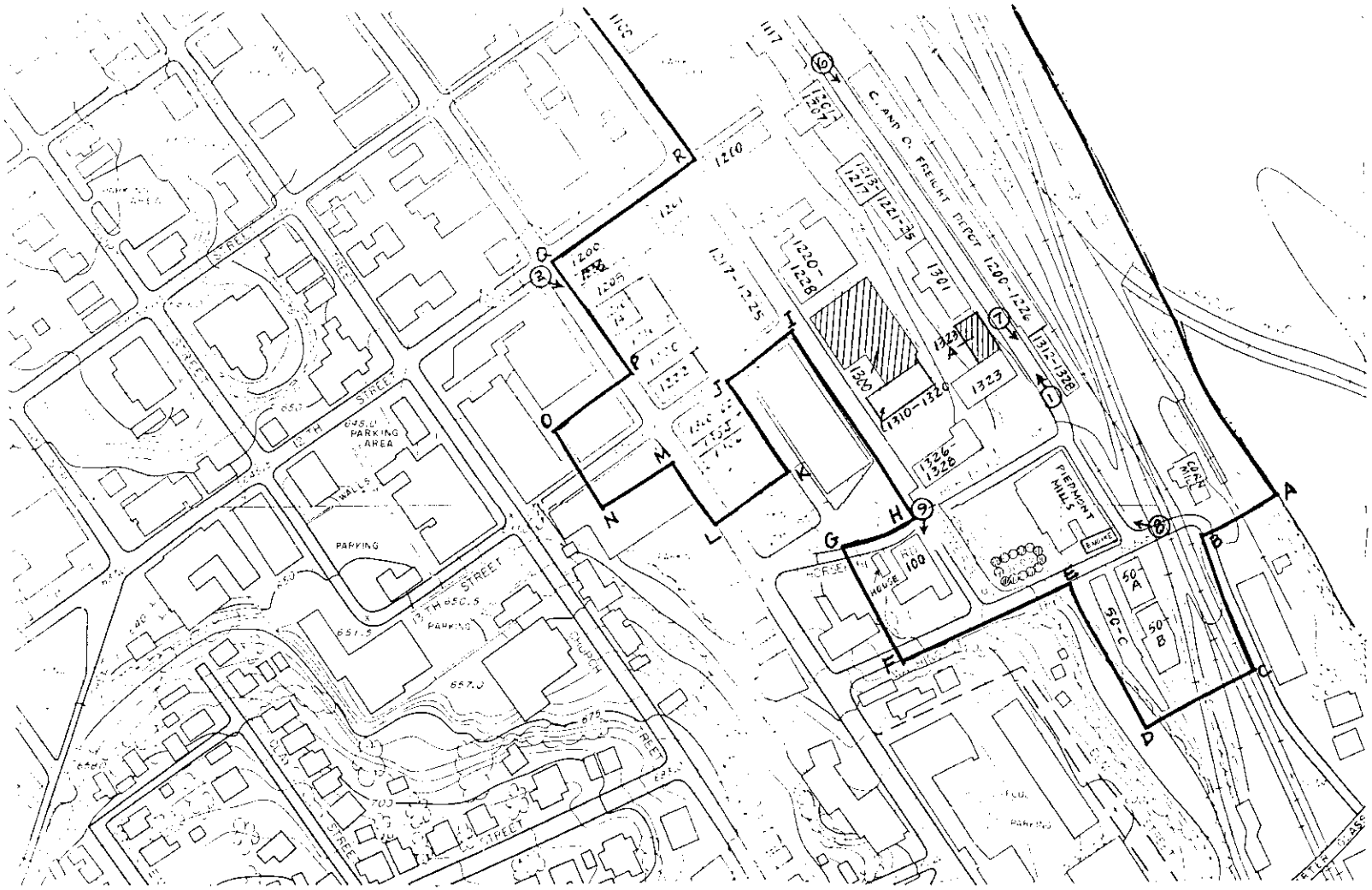
The Lower Basin Historic District encompasses the largest concentration of commercial and warehouse buildings in the city of Lynchburg. The Lower Basin of the James River and Kanawha Canal extended from Ninth Street to about Horseford Road; therefore all of the commercial buildings in that area are included in the district. The district's eastern boundary is the James River. The southern boundary includes only those buildings dating from the district's period of signifiance which explain the offsets in the southwestern area of the district. Buildings further south on Concord Turnpike and south of the 1300 block of Main Street are mostly noncontributing. A large number of noncontributing buildings and parking lots characterize the area north of the 1200 block of Main Street and on the west side of the 600-1100 blocks of Commerce Street; therefore, these areas were excluded from the district. Williams Viaduct, dating from 1916-18, is an important transportation-related element of the district and is included in the district; however, the southern tip of the peninsula formed by the James River and Blackwater Creek was excluded due to the large number of recently demolished buildings that once stood in the area. North of Williams Viaduct primarily a residential neighborhood exists.

USGS 7.5' quadrangle (scale:1:24000)
Lynchburg, VA 1963 (PR 1984)

LOWER BASIN HISTORIC DISTRICT
Lynchburg, VA MAP 2 of 2

UTM References:
A-17/665060/4141700 B-17/664600/4141900
C-17/664300/4142600 D-17/664720/4142850





C. AND O. FREIGHT DEPOT 1200-1226
1312-1328
1323
1310-1320
1326-1328
1220-1228
1217-1225
1200
1201
1205
1300
1301
PIERMONT MILLS
ENGINE
HOUSE
100
50-A
50-B
50-C
COAL MILL
PARKING AREA
WALLS
PARKING
12TH STREET
13TH STREET
CHURCH
STREET
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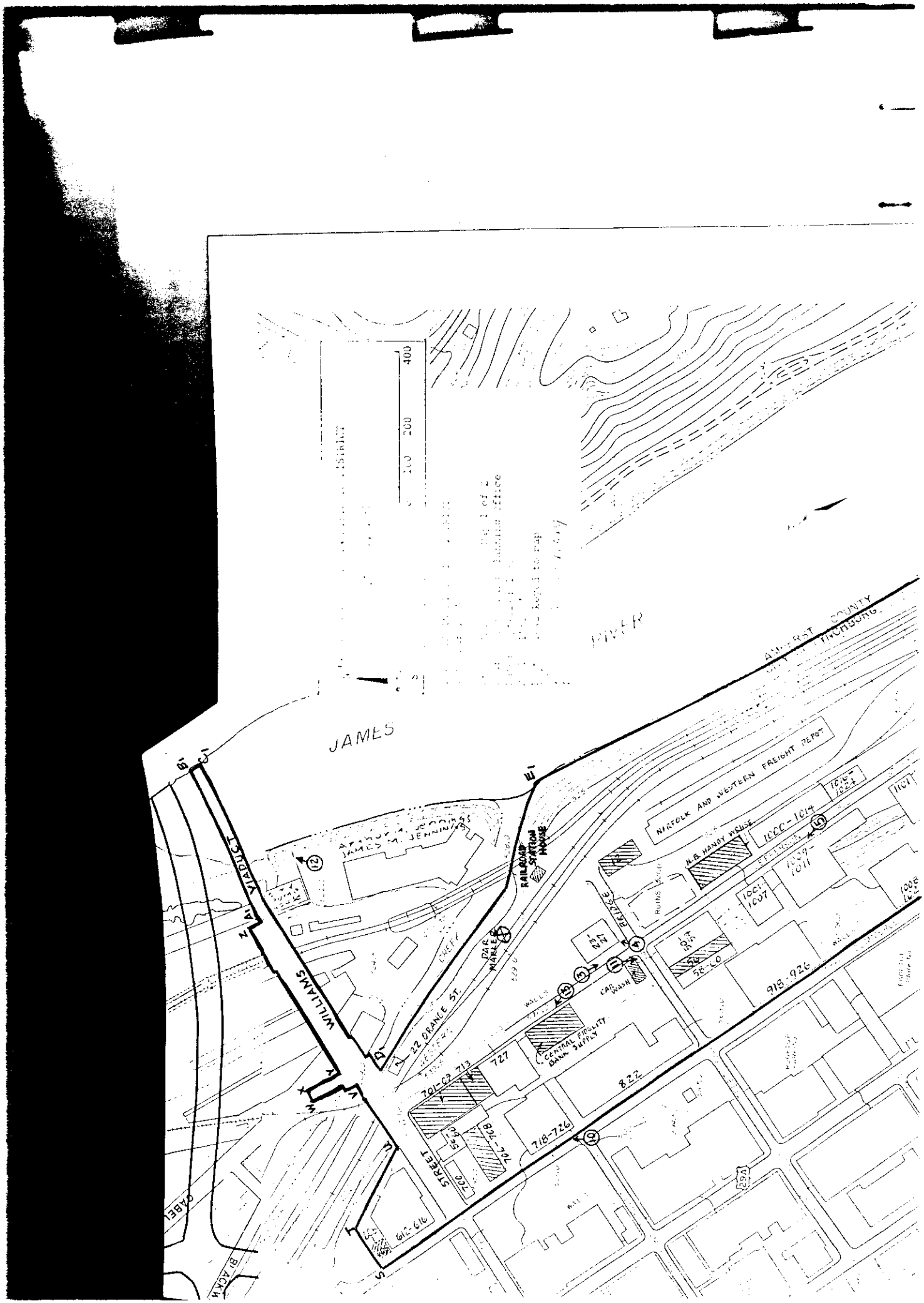

JAMES
RIVER
AMHERST COUNTY
LYNCHBURG
NORFOLK AND WESTERN FREIGHT DEPOT
N.B. HANDY WEBSE
RAILROAD STATION HOUSE
PAR MARLER
CAR WASH
CENTRAL FIDELITY BANK SUPPLY
22 ORANGE ST.
WILLIAMS
VIADUCT
STREET
BRIDGE
1000-1014
1009-1011
1001-1007
1016-1024
1008
918-926
822
718-726
727
701-09 713
706-708
612-616
700
58-60
23-27
29A
400
200
100