



COMMONWEALTH of VIRGINIA

Department of Historic Resources

2801 Kensington Avenue, Richmond, Virginia 23221

Travis A. Voyles
Secretary of Natural
and Historic Resources

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Director

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October 26, 2023

Donna P. Price, Chair
Albemarle County Board of Supervisor
401 McIntire Road
Charlottesville, Virginia 22902

Re: Scottsville Tire Cord Plant, Historic District, Town of Scottsville, Albemarle County

Dear Chair Price:

The Department of Historic Resources, Virginia's historic preservation office, has received a completed nomination for the above referenced resource. The DHR is planning to present the proposed nomination to the Virginia State Review Board and the Virginia Board of Historic Resources for recommendation to the National Register of Historic Places and for inclusion in the Virginia Landmarks Register.

For your review and comment, **enclosed** is a copy of the draft nomination as it is to be presented to the Boards on **Thursday, December 14, 2023**. Your comments will be forwarded to the SHPO Director and the Boards along with the nomination for consideration. Should you have any questions regarding the nomination or the register process, please call me directly at 804-482-6445.

Received

NOV 07 2023

County of Albemarle
Board of Supervisor's Office

Sincerely,

Amanda S. Terrell
Director, Community Services Division

Enclosure

Western Region Office
962 Kime Lane
Salem, VA 24153
Tel: (540) 387-5443
Fax: (540) 387-5446

Northern Region Office
5357 Main Street
PO Box 519
Stephens City, VA 22655
Tel: (540) 868-7029
Fax: (540) 868-7033

Eastern Region Office
2801 Kensington Avenue
Richmond, VA 23221
Tel: (804) 367-2323
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COMMONWEALTH of VIRGINIA

Department of Historic Resources (DHR), 2801 Kensington Avenue, Richmond, Virginia 23221
(804) 482-6446; www.dhr.virginia.gov

Rights of Private Property Owners to Comment and/or Object to a Nomination for Listing in the Virginia Landmarks Register and/or the National Register of Historic Places

The Department of Historic Resources (DHR) is Virginia's State Historic Preservation Office (SHPO). DHR administers the Virginia Landmarks Register on behalf of the Commonwealth of Virginia and, as the SHPO, administers Virginia's participation in the National Register of Historic Places, which is managed by the National Park Service. DHR is your primary point of contact for all matters related to the Virginia Landmarks Register (VLR) and the National Register of Historic Places (NRHP).

Supporting and/or Commenting on a Nomination

A private property owner who supports a nomination for listing in either or both the VLR and the NRHP is invited to send a letter of support but is not required to do so in order for the nomination to proceed. Private property owners also are welcome to comment on a nomination even if they do not seek to go on record with either a vote of support for or an objection to a nomination. Copies of letters of support and/or comment are provided to the State Review Board (SRB) and the Board of Historic Resources (BHR) for review, along with the nomination to which they refer, and are included with the nomination if the SRB has recommended it to proceed to the NRHP.

Objecting to a Nomination

In accordance with Virginia Administrative Code 17 VAC10-20-200, a private property owner has the right to object to listing in the VLR or the NRHP, or object to listing in both registers. For a private property that is being individually nominated, each owner or partial owner of the property may object to listing regardless of the portion of the property that party owns. For a historic district that is being nominated, each owner of private property in the district is counted as one individual regardless of how many properties that party owns, and regardless of whether the properties contribute to the significance of the district.

As stated at 17VAC10-20-200, the private property owner's objection to listing must be provided to DHR in writing a minimum of 7 business days prior to the Board meeting. When objecting to listing in the VLR, any owner or partial owner of private property shall submit to DHR a written statement of objection that has been attested and notarized by a notary public, that references the subject property by address and/or parcel number, and that certifies that the party is the sole or partial owner of the private property, as appropriate. Only upon such submission shall such objecting owner be counted by DHR in determining whether a majority of private property owners has objected to a nomination of a property to the VLR.

When objecting to listing in the NRHP, the objecting private property owner must provide their objection in writing and include the same content as specified in the paragraph above; however, objection letters concerning NRHP listing, are not required to be notarized. In accordance with Section 1746 of Title 28 of the U.S. Code, a written objection should state "I declare (or certify, verify, or state) under penalty of perjury under the laws of the United States of America that the foregoing is true and correct. Executed on (date). (Signature)".

A property owner may submit a single written objection to listing in both the VLR and NRHP, but in order for the objection to be applied to the VLR listing, the letter must be notarized.

For an individually nominated private property or a historic district nomination, if a **majority** (50% + 1) of the private property's owners object according to the process described above, the nomination will not proceed. In both types of cases, as the SHPO, DHR shall submit the nomination to the National Park Service's Keeper for a Determination of Eligibility of the property for the NRHP. If the property is then determined eligible, although not formally listed, Federal agencies will be required to allow for the Advisory Council on Historic Preservation to have an opportunity to comment before the agency may fund, license, or assist a project which will affect the property.

Letters of objection must be addressed to the State Historic Preservation Officer at the Department of Historic Resources, 2801 Kensington Avenue, Richmond, Virginia 23221.

Letters of objection received a minimum of 7 business days prior to the Board meeting will be copied to the members of the SRB and BHR for review, along with the nomination to which they refer. If, at the Board meeting, the nomination is approved to proceed to the NRHP, all letters of objection will be forwarded to the National Park Service to consider with their review of the nomination, along with any letters of support or comment that DHR has received. Letters of objection to listing in the NRHP may be submitted to DHR even after the Board meeting at which the nomination is approved. DHR will forward any letters of objection to the National Park Service. The National Park Service continues to accept letters of objection up to the date of listing in the NRHP. The National Park Service typically concludes review and approval of a nomination within approximately 55 days of receipt of the nomination from DHR.

Scottsville Tire Cord Plant Historic District, Town of Scottsville, Albemarle County, DHR No. 298-5003

The Scottsville Tire Cord Plant Historic District is a 24-acre industrial campus located just west of the core of the Town of Scottsville and the Scottsville Historic District (298-0024) in Albemarle County, Virginia. The property features an evolved textile plant, originally constructed in 1944, and several secondary industrial resources that served the plant including a power plant, smoke stack, and water tower that are contemporary with the main plant, as well as several warehouses, sheds, a metal garage, gatehouses, and mechanical and electrical structures. The buildings are industrial in character, and primarily composed of brick, concrete block, and metal. Although primarily commercial industrial style, the main plant building also features Moderne style influences common of World War II-era architecture, especially those that were Federally funded. The district consists of 8 contributing resources (5 buildings and 3 structures) and 9 non-contributing resources. The non-contributing resource count is relatively high for this district; however, they are primarily secondary, ancillary buildings or structures that represent the evolution of electrical and mechanical needs that contributed to the continued use of the plant in the later decades of the twentieth century. These non-contributing resources are also secondary in size and scale to the main plant building, which encompasses most of the property. In the 1990s, flood control measures were updated and an earthen berm was constructed around the main plant to protect the building from the overflow of the nearby James River. While the original tree-lined road to the property was terminated at the historic parking lot and the automobile access reoriented to the rear of the plant at this time, these elements of the historic setting have been retained and are now incorporated into pedestrian-only access. The Scottsville Tire Cord Plant remains remarkably intact, and is representative of a half-century of rubber cord production industry that was one of the largest employers for Scottsville, Albemarle County, and the surrounding counties of Fluvanna, Buckingham, and Nelson.

The Scottsville Tire Cord Plant Historic District is locally significant under Criterion A in the area of Industry for its association with the production of synthetic tire cord that lined rubber tires. The plant was constructed by the United States Defense Plant Corporation in 1944 to increase the production of rubber to meet wartime needs. Following the war, the U.S. Rubber Company purchased the plant and continued operations through several mid-twentieth century corporate mergers. It is an excellent local representation of the public-private partnerships that expanded the industrial capacity of the United States during World War II. At the time of its construction, the plant was considered state-of-the-art for textile production. The large, open, windowless building utilized fluorescent lighting and modern machinery to increase efficiency. As reliance on the automobile increased throughout the twentieth century, demand for rubber tires and the tire cord that strengthened them continued to increase. The Scottsville Tire Cord Plant also served as a major employer, having employed nearly 400 men and women at its peak, and thus it spurred economic growth to the rural communities that surrounded Scottsville. The Scottsville Tire Cord Plant has a period of significance beginning with its construction in 1944 through 1974, when the last major addition was constructed to the main plant during the height of its operations.

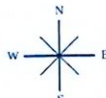
Scottsville Tire Cord Plant Historic District

Albemarle County

DHR ID: 298-5003



Sources: VDHR 2023, VGIN 2023, ESRI 2023
Records of the Virginia Department of Historic Resources (DHR) have been gathered over many years and the representation depicted is based on the field observation date and may not reflect current ground conditions. The map is for general illustration purposes and is not intended for engineering, legal or other site-specific uses.



COMMONWEALTH of VIRGINIA

Department of Historic Resources (DHR), 2801 Kensington Avenue, Richmond, Virginia 23221

Key Points about the National and State Register Process for Property Owners

- Listing in the national and state registers is honorary. It recognizes a historic property's importance to its community, the State, and/or the Nation as well as encouraging good stewardship of the historic property.
- National and state register listings do not place restrictions on private property owners. Owners have no obligation to open their properties to the public, to restore them, or even to maintain them to a specific standard, if they choose not to do so.
- Under Federal and State laws, private property owners can do anything they wish with their Register-listed property, provided that no Federal or State license, permit, or funding is involved.
- If a listed property is destroyed or its integrity is greatly altered, it is removed from the registers.
- To ensure public participation in the nomination process, property owners and local officials are notified of proposed nominations to the National Register and Virginia Landmarks Register and are provided the opportunity to comment. In addition, once a nomination is submitted to the National Park Service, another public comment period is published in the *Federal Register*.
- Federal agencies whose projects affect a listed property must give DHR (Virginia's State Historic Preservation Office) an opportunity to comment on the project and its effects on the property. Further details are provided below.
- Federal and State Historic Rehabilitation Tax Credits for rehabilitation and other provisions are available, should a property owner choose to use them. Further details are provided below.
- Owners may also qualify for Federal and State grants for historic preservation when funding is available. Refer to the National Park Service website for Federal grant information (<https://www.nps.gov/orgs/1623/index.htm>). DHR administers several State grant programs (<https://www.dhr.virginia.gov/grants/>).
- Owners of properties that have been determined eligible for or listed in the Virginia Landmarks Register are eligible to consider perpetual legal protection of the property through the donation of a historic preservation easement. For more information, see <https://www.dhr.virginia.gov/easements/>.

National Register of Historic Places (NRHP)

Established under the National Historic Preservation Act of 1966 (NHPA), as amended, the national historic preservation program is a partnership between the Federal, State, Tribal, and local governments; private organizations; and the public. The Act and its provisions establish the framework within which citizens plan, identify, evaluate, register, and protect significant historic and archeological properties throughout the country. Central to this framework is the NRHP--the Nation's official list of historic properties worthy of preservation, administered by the National Park Service (NPS), U.S. Department of the Interior. Properties listed in the NRHP include districts, sites, buildings, structures, and objects that are significant in American history, architecture, archeology, engineering, and culture.

Historic places are nominated to the NRHP by nominating authorities: the State Historic Preservation Officer (SHPO), appointed by the Governor of the State in which the property is located; the Federal Preservation Officer (FPO) for properties under Federal ownership or control; or by the Tribal Historic Preservation Officer (THPO) if the property is on tribal lands. Anyone can prepare a nomination to the NRHP, at which time the SHPO, FPO or THPO reviews the proposed nomination, and notifies property owners and local officials of the intent to nominate. Nominations submitted through the State must first be approved by a State Review Board (SRB) before being reviewed by the NPS. The members of the SRB, who are appointed by the SHPO, use the same criteria as the National Register to evaluate properties and then recommend them to the NPS for listing in the NRHP.

The NRHP continues to reflect the desire of Americans, as expressed in the NHPA, that "the historical and cultural foundation of the nation should be preserved as a living part of our community life and development in order to give a sense of orientation to the American people."

Virginia Landmarks Register (VLR)

In 1966, the Virginia General Assembly established the Virginia Historic Landmarks Commission, now the Department of Historic Resources (DHR). DHR is the State Historic Preservation Office responsible for managing

the VLR, the state's official list of properties important to Virginia's history. The Historic Resources Board (HRB), appointed by the Governor of Virginia, is responsible for listing properties to the VLR. Just as the same evaluation criteria are used for the National and State registers, the same register form is also used for both the VLR and the NRHP. Nearly 2300 historic properties are listed in the VLR. This number does not include the tens of thousands of properties within each listed historic district.

Federal and State Historic Rehabilitation Tax Credits (voluntary program)

The Federal Historic Rehabilitation Tax Credit (HRTC) provides for a 20% Federal tax credit on eligible rehabilitation expenses for comprehensive work done to bring historic commercial, industrial, and rental residential buildings into new or continued use. All work that is completed must meet the Secretary of the Interior's *Standards for Rehabilitation*. This tax credit is governed by the following Federal Regulations: NPS Regulations 36 CFR § 67; Internal Revenue Code Regulations 26 U.S. Code § 47; IRS Regulations 26 CFR § 1.48-12; and Public Law No.: 115-97 (December 22, 2017).

Owners of properties listed in the VLR may be eligible for a 25% HRTC for the certified rehabilitation of income-producing and non-income-producing certified historic buildings such as commercial, industrial, or rental or non-rental residential buildings. Owners who rehabilitate an income-producing building listed in both the National and State registers may use both Federal and State HRTCs. The HRTCs are a voluntary program available if a property owner chooses to use them. Individuals should consult a knowledgeable tax legal/accounting professional and the appropriate local IRS office for assistance in determining the tax consequences of the above provisions. Refer also to the National Park Service website (<https://www.nps.gov/subjects/taxincentives/index.htm>) or to the Historic Rehabilitation Tax Credit Program on DHR's website (<https://www.dhr.virginia.gov/tax-credits/>).

Results of Federal and State Listing

Property owners, historic district sponsoring organizations, and/or local governments may purchase an attractive official plaque noting designation for properties in historic districts and individually listed properties. Owners of recognized historic properties are also eligible for the Virginia Preservation Easement Program, as well as technical assistance from the staff of DHR. Professional architects, architectural historians, and archaeologists are available to provide technical guidance in the care and maintenance of buildings and sites.

Planning for Federal, federally licensed, and federally assisted projects includes consideration of historic properties. Section 106 of the NHPA requires that Federal agencies allow the SHPO an opportunity to comment on all projects affecting historic properties either listed in or determined eligible for listing in the NRHP. The Advisory Council on Historic Preservation (www.achp.gov) oversees and ensures the consideration of historic properties in the Federal planning process. Buildings listed in the VLR may also be considered as part of a state-funded project, such as highway planning. Register listing also requires consideration in issuing a surface coal mining permit. In accordance with the Surface Mining Control and Reclamation Act of 1977 (30 U.S.C. 1201-1328; 91 Stat. 445), there must be consideration of historic values in the decision to issue a surface coal mining permit where coal is located. Staff at DHR are available to provide more information about these requirements.

Local governments may have laws to encourage the preservation of their historic places. Such programs are established at the local level and therefore are entirely separate from the Register process managed by DHR. Some local governments have enacted their own identification procedures; some use listing in the National and State registers as an indicator of historic significance. Local historic preservation programs can provide some protection against the possible harmful effects of State-funded, -licensed, or -assisted projects. Some provide limited financial assistance to owners in the form of grants, loans, or tax benefits. They may establish other protections or reviews for preservation purposes. Your local government's planning department can provide more information.

Websites with Additional Information

www.nps.gov/history - National Park Service's main website for Historic Preservation and History programs
<https://www.nps.gov/subjects/nationalregister/index.htm> National Register of Historic Places website
<https://ncshpo.org/resources/national-historic-preservation-act-of-1966/> - Provides the full text of the National Historic Preservation Act of 1966

www.dhr.virginia.gov - Department of Historic Resources (DHR) main website

www.dhr.virginia.gov/register/register.htm - Registers Homepage of DHR's website

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 Property

Historic name: Scottsville Tire Cord Plant Historic District

Other names/site number: United States Rubber Company, Scottsville Plant; Uniroyal Scottsville Plant

Name of related multiple property listing: N/A

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

2. Location

Street & number: 800 Bird Street

City or town: Scottsville State: VA County: Albemarle

Not 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 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 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 local

Applicable National Register Criteria:

A B C D

<hr/>	<hr/>
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 <input type="checkbox"/> meets <input type="checkbox"/> does not meet the National Register criteria.	
<hr/>	<hr/>
Signature of commenting official:	Date
<hr/>	
Title :	State or Federal agency/bureau or Tribal Government

Scottsville Tire Cord Plant Historic District
Name of Property

Albemarle County, VA
County and State

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

Scottsville Tire Cord Plant Historic District
Name of Property

Albemarle County, VA
County and State

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>5</u>	<u>8</u>	buildings
<u>0</u>	<u>0</u>	sites
<u>3</u>	<u>1</u>	structures
<u>0</u>	<u>0</u>	objects
<u>8</u>	<u>9</u>	Total

Number of contributing resources previously listed in the National Register 0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

INDUSTRY/PROCESSING/EXTRATION/Manufacturing facility

Current Functions

(Enter categories from instructions.)

VACANT

Scottsville Tire Cord Plant Historic District
Name of Property

Albemarle County, VA
County and State

7. Description

Architectural Classification

(Enter categories from instructions.)

MODERN MOVEMENT/Moderne

Materials: (enter categories from instructions.)

Principal exterior materials of the property: BRICK; CONCRETE: concrete block; METAL

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 Scottsville Tire Cord Plant Historic District is a 24-acre industrial campus located just west of the core of the Town of Scottsville and the Scottsville Historic District (NRHP 1976; DHR #298-0024) in Albemarle County, Virginia. The property features an evolved textile plant, originally constructed in 1944, and several secondary industrial resources that served the plant including a power plant, smokestack, and water tower that are contemporary with the main plant, as well as several warehouses, sheds, a metal garage, gatehouses, and mechanical and electrical structures. The buildings are industrial in character, and primarily composed of brick, concrete block, and metal. Although primarily typical of the Commercial Industrial style, the main plant building also features Moderne stylistic influences common of World War II-era buildings, especially those that were Federally funded. The district consists of 8 contributing resources (5 buildings and 3 structures) and 9 non-contributing resources. The non-contributing resource count is relatively high for this district; however, they are primarily secondary, ancillary buildings or structures that represent the evolution of electrical and mechanical needs that contributed to the continued use of the plant in the later decades of the twentieth century. These non-contributing resources are also secondary in size and scale to the main plant building, which encompasses most of the property. In the 1990s, flood control measures were updated and an earthen berm was constructed around the main plant to protect the building from the overflow of

Scottsville Tire Cord Plant Historic District
Name of Property

Albemarle County, VA
County and State

the nearby James River. While the original tree-lined road to the property was terminated at the historic parking lot and the automobile access reoriented to the rear of the plant at this time, these elements of the historic setting have been retained and are now incorporated into a pedestrian-only access. The Scottsville Tire Cord Plant remains remarkably intact, is representative of a half-century of industrial rubber cord production, and once was one of the largest employers for Scottsville, Albemarle County, and the surrounding counties of Fluvanna, Buckingham, and Nelson. The overall complex retains a high degree of the seven aspects of integrity.

Narrative Description

Setting

The Scottsville Tire Cord Plant Historic District is an industrial complex consisting of a main plant building surrounded by ancillary storage and mechanical facilities. Situated on approximately 24 acres, the complex is located along the western edge of the Town of Scottsville. The property is adjacent to the James River, separated by an earthen berm constructed in the early 1990s as a flood protection measure. The historic entrance road to the property is located along a tree-lined street adjacent to the James River that meets a parking lot. Originally, the road led directly to the main entrance, passing through the parking lot and culminating at a small drive loop in front of the main entrance. After the construction of the earthen berm, a new road was added north of the former access. A paved road circles the primary plant building. While there is limited vegetation immediately adjacent to the plant, the property's perimeter is heavily wooded. The resource is located on an industrial property surrounded by a rural landscape to the north and west, town core to the east, and the James River to the south. The resource remained an industrial property throughout the entirety of its period of significance, and is now vacant.

Narrative Description

The Scottsville Tire Cord Plant, constructed in 1944, is a one-story, rectangular masonry building with a flat roof, corbelled brick cornice, and common bond brick exterior. Though primarily industrial in character, the building features elements of Moderne style architecture, which was popular during the 1930s and 1940s, especially for government-funded buildings. The original core of the plant includes a 125,500 square-foot manufacturing floor, with an office and administrative entrance on the primary, south elevation. The office is 13-bays wide with two double-door entrances and symmetrically spaced windows. A flat canopy shelters each entrance, which retain their aluminum storefront, though the glass has been boarded-over. A set of concrete steps and iron railing lead to each entrance, and the east entrance also has an ADA ramp. Each door is surrounded by Moderne-influenced decorative inset brick. The windows have aluminum frames and concrete sills, and their glass has been boarded over or removed. The rest of the south façade is primarily windowless, with the exception of two casement windows near the eastern end of the building. An addition to the west end of the south façade was added between 1966 and 1974, greatly expanding operations within the Main Plant.

Scottsville Tire Cord Plant Historic District
Name of Property

Albemarle County, VA
County and State

The north (rear) elevation has a common-bond brick exterior, punctuated by single and loading door entries that open onto a concrete loading platform that runs the length of the building and is sheltered by a flat or pent-roof canopy. The rear elevation historically served as a loading area with direct access to the railroad spur. As the shipping industry evolved, and the roads into and out of the plant were re-oriented in the 1990s, the rear loading area was granted nearly direct access to trucks through the new gatehouse house along Bird Street. The central portion of the rear elevation features two stories of wood windows, whereas the rest of the elevation relatively few window openings.

Beginning in the late 1950s and early 1960s, several metal warehouse additions were constructed to the west elevation of the original plant. Each addition was connected via an internally connected hyphen to the main plant. Each addition has a metal gable roof and corrugated or v-crimp metal siding. A central loading door entrance is located at the front of each warehouse addition, and is covered by a flat metal canopy.

The interior of the plant is primarily characterized by its large open floor plan. The office and primary entry on the south elevation is divided into smaller offices that feature a mixture of wood paneling, tile wainscoting, and plaster walls, dropped ACT ceilings and VAT floor covering. The main plant has large open floors with exposed ceiling structure and exposed metal structural supports. The plant has a combination of hardwood flooring and unfinished concrete floors. While most of the looms have been removed, some large machinery remains in the building, as well as the historic metal catwalks that were used to supervise and oversee production. Much of the plant interior is currently used for storage and obscures some features of the interior. The warehouse additions have exposed structure on the interior and lack traditional finishes.

The Scottsville Tire Cord Plant includes approximately 17 resources, including the Main Plant building. The resources range in construction date from 1944, with the original plant construction, to the 1990s, when modern flood control measures and updated mechanical and electrical equipment were constructed on the site.

At the time of the main plant's construction in 1944, a powerhouse and smoke stack, and water tower were also constructed. The powerhouse and smoke stack (298-5003-0002), located just north of the main plant, is an industrial commercial style building that is rectangular in shape with a circular smoke stack on the northwest corner. The east elevation features three double-door openings with wooden doors, as well as one four-light wooden transom window, and a 16-light wooden window. The south elevation consists of a board and batten double door opening into the mechanical space, as well as a single leaf door, while the west elevation features a roll-up metal garage door. The metal water tower (298-5003-0003) is located along the northern boundary of the complex. Other contributing resources include a concrete block warehouse (298-5003-0004), wooden shed (298-5003-0005), and two metal sheds (298-5003-0006, 298-5003-0007).

Integrity Analysis

Scottsville Tire Cord Plant Historic District
Name of Property

Albemarle County, VA
County and State

The Scottsville Tire Cord Plant Historic District retains a high degree of the seven aspects of integrity. Located at 800 Bird Street on the western edge of the town of Scottsville, the plant retains integrity of **location**. The setting of the plant was altered to some degree in the 1990s with the introduction of flood control measures. An earthen berm was constructed around the southern boundary of the plant to protect the facility from flooding from the James River. This resulted in the loss of a portion of the historic drive alley. However, a portion of this drive alley remains intact and leads to the parking area that first appeared by the 1960s. The area within the historic boundary otherwise retains the **setting** of an industrial complex. The plant retains its historic **design** features such as its Moderne style elements and large open workspace. It also retains **workmanship** associated with World War II-era construction methods. The plant retains a high degree of integrity of **materials**. Where doors or window panes are missing, the openings have been boarded over and retained. The interior spaces retain their mid-twentieth century finishes such as tile wainscoting, wood paneling, lighting plan, and VAT flooring. Overall, the historic district retains the **feeling** of an evolved industrial complex representative of mid-twentieth century factory design and building technology, and its **association** with its significance in the area and period of significance.

Inventory Summary

The attached inventory is the result of a reconnaissance-level survey of the Scottsville Tire Cord Plant Historic District conducted in November 2022. The surveyor verified the conditions of all resources within the district boundary, with the exception of the inaccessible water tower. Each entry in the inventory below identifies the primary resource, the resource type (building, site, structure, or object), number of stories, architectural style, approximate construction date, and contributing or noncontributing status. Resources within the Scottsville Tire Cord Plant Historic District are considered contributing if they were constructed during the district's period of significance (1944-1974), are associated with the district's areas of significance, and retain architectural integrity. Alterations to contributing resources were evaluated based on the overall impact to the character-defining features of the building. A detailed architectural description and surveyor assessment for each resource has also been prepared in conjunction with the 2022 survey, and can be accessed via the Virginia Department of Historic Resources architectural survey archives and/or the Virginia Cultural Resource Information System (V-CRIS).

Historic District Inventory

Scottsville Tire Cord Main Plant Building

298-5003-0001

Primary Resource: Plant (building), Stories 1, Style: Moderne, 1944, 1957, 1958, 1964, 1966, 1974

Contributing Total: 1

Scottsville Tire Cord Plant Historic District
Name of Property

Albemarle County, VA
County and State

Power House and Smoke Stack

298-5003-0002

Primary Resource: Power house (structure), Stories 1, Style: Commercial/Industrial, 1944
Contributing Total: 1

Water Tower

298-5003-0003

Primary Resource: Water Tower (Structure), Stories N/A, Style: No discernable style, 1944
Contributing Total: 1

Concrete Block Warehouse

298-5003-0004

Primary Resource: Warehouse (building), Stories 1, Style: No discernable style, 1964
Contributing Total: 1

Reservoir

298-5003-0005

Primary Resource: Reservoir (structure), Stories N/A, Style: No discernable style, 1966
Contributing Total: 1

Wooden Shed

298-5003-0006

Primary Resource: Shed (building), Stories 1, Style: No discernable style, 1974
Contributing Total: 1

Metal Shed A

298-5003-0007

Primary Resource: Shed (building), Stories 1, Style: No discernable style, 1974
Contributing Total: 1

Metal Shed B

298-5003-0008

Primary Resource: Shed (building), Stories 1, Style: No discernable style, 1974
Contributing Total: 1

Metal Garage

298-5003-0009

Scottsville Tire Cord Plant Historic District
Name of Property

Albemarle County, VA
County and State

Primary Resource: **Garage (building), Stories 1, Style: No discernable style, 1980**
Non-contributing Total: 1

Electrical Tower **298-5003-00010**

Primary Resource: **Electrical Tower (structure), Stories N/A, Style: No discernable style, 1980**
Non-contributing Total: 1

Mechanical Building **298-5003-00011**

Primary Resource: **Mechanical Building (building), Stories 1, Style: No discernable style, 1980**
Non-contributing Total: 1

Driveway Gatehouse **298-5003-00012**

Primary Resource: **Gatehouse (building), Stories 1, Style: No discernable style, 1990**
Non-contributing Total: 1

Parking Lot Gatehouse **298-5003-00013**

Primary Resource: **Gatehouse (building), Stories 1, Style: No discernable style, 1990**
Non-contributing Total: 1

Hydrant Shed A **298-5003-00014**

Primary Resource: **Shed (building), Stories 1, Style: Colonial Revival, 1990**
Non-contributing Total: 1

Hydrant Shed B **298-5003-00015**

Primary Resource: **Shed (building), Stories 1, Style: Colonial Revival, 1990**
Non-contributing Total: 1

Scottsville Tire Cord Plant Historic District
Name of Property

Albemarle County, VA
County and State

Hydrant Shed C

298-5003-0016

Primary Resource: Shed (building), Stories 1, Style: Colonial Revival, 1990

Non-contributing Total: 1

Hydrant Shed D

298-5003-0017

Primary Resource: Shed (building), Stories 1, Style: Colonial Revival, 1990

Non-contributing Total: 1

Scottsville Tire Cord Plant Historic District
Name of Property

Albemarle County, VA
County and State

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

Scottsville Tire Cord Plant Historic District
Name of Property

Albemarle County, VA
County and State

Areas of Significance

(Enter categories from instructions.)

INDUSTRY

Period of Significance

1944-1974

Significant Dates

N/A

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Wiley & Wilson Engineering Co.

Scottsville Tire Cord Plant Historic District

Name of Property

Albemarle County, VA

County and State

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 Scottsville Tire Cord Plant Historic District is locally significant under Criterion A in the area of Industry for its association with the production of synthetic tire cord that lined rubber tires. The plant was constructed by the United States Defense Plant Corporation in 1944 to increase the production of rubber to meet wartime needs. Following the war, the U.S. Rubber Company purchased the plant and continued operations through several mid-twentieth century corporate mergers. It is an excellent local representation of the public-private partnerships that expanded the industrial capacity of the United States during World War II. At the time of its construction, the plant was considered state-of-the-art for textile production. The large, open, windowless building utilized fluorescent lighting and modern machinery to increase efficiency. As reliance on the automobile increased throughout the twentieth century, demand for rubber tires and the tire cord that strengthened them continued to increase. The Scottsville Tire Cord Plant also served as a major employer, having employed nearly 400 men and women at its peak, and thus it spurred economic growth to the rural communities that surrounded Scottsville. The Scottsville Tire Cord Plant has a period of significance beginning with its construction in 1944 and ending in 1974, when the last major addition was constructed to the main plant during the height of its operations.

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

Prior to the 1940s, the economy of Scottsville, Virginia, primarily relied upon the railroad, which was introduced in the late nineteenth century after the decline of the canal system. The town's location at a critical point along the James River had, prior to the Civil War, made it an important port for transporting goods through the James River Valley. The Civil War left the town desolate and its economy shaken as many commercial and industrial buildings had been destroyed. Among the industrial buildings that were destroyed at the close of the Civil War were a woolen factory, candle factory, and flour mill, as well as several warehouses. While the town had not been home to a large industrial facility in nearly 70 years, the central location among several rural counties, and ample real estate along the rail road made it a prime candidate for the U.S. Defense Plant Corporation's industrial development needs.¹

In 1940, the Defense Plant Corporation (DPC) was established as a subsidiary of the Reconstruction Finance Corporation (RFC), which had formed during the Great Depression. The RFC used public and private funds to lend to financial institutions, as well as state and local government for projects that supported economic development. The success of the RFC coupled

¹ National Register of Historic Places, Scottsville Historic District, Albemarle County, Virginia, National Register #76002093.

Scottsville Tire Cord Plant Historic District
Name of Property

Albemarle County, VA
County and State

with the development of other New Deal programs during the Great Depression marked a shift in typical wartime spending. During World War I, the U.S. government used public funds to finance construction of facilities that supported the production of military armaments, as these were seen as risky investments to private industry. The reserved risk profile of private industry remained the same during World War II—unwilling to take on the financial burden of increasing production that would not be sustained after the war. Therefore, the DPC was formed, and authorized to “subsidize construction on non-arsenal defense industries—those plants whose products were not exclusively military but whose expansion entailed a risk of capital unattractive to the private sector—through a scheme by which the government built plants and leased them to business corporations for the duration of the emergency.”² The deals brokered between the US government and private industries were intended to ensure that wartime production needs were met, while allowing American industry to remain in private hands.³

In June 1940, Roosevelt also formed the Rubber Reserve Company (RRC), which sought to increase the nation’s rubber reserves at a level sufficient for wartime production.⁴ In the spring of 1944, the DPC purchased approximately 66 acres near the Town of Scottsville for the construction of a tire cord plant at a cost of more than \$2.2 million. In addition to federal funds, the Town of Scottsville and Albemarle County aided in the construction of the plant. The town’s existing water and sewer systems were not sufficient to support the needs of the plant, so local funding was used to supplement the existing infrastructure. In addition to construction of new sewage lines, a water tower dedicated to the plant was included as part of the plant design.

The building’s design and plant operations were overseen by the United States Rubber Company, which, by the 1940s, was among the countries “big four” rubber manufacturers. Wiley & Wilson Engineering Co. provided engineering services. While their overall role in the plant’s design remains unclear, based on their contemporary work, it is possible Wiley & Wilson served as both architect and engineer. Wiley & Wilson was formed in 1901 Edgar C. Wiley. E. John F. Wilson join Wiley in 1913 and together they developed a “multi-disciplined architecture, engineering, and planning firm serving a solid base of industrial, commercial, and governmental clients.”⁵ The Lynchburg-based firm was known for its work modernizing institutional buildings and designing utility infrastructure throughout Virginia and North Carolina, including the first municipal electrical facility funded by the PWA in Culpeper, Virginia.⁶ The firm was also commissioned for several Federal commissions in Virginia.⁷ On the heels of World War II, the firm was selected to serve as consulting engineers for the expansion of Camp Lee, which

² Daniel R. Beaver, Review of “Billions for Defense: Government Financing by the Defense Plant Corporation during World War II,” *The Historian*, February 1982.

³ Gerald T. White, “Financing Industrial Expansion for War: The Origin of the Defense Plant Corporation Leases,” *The Journal of Economic History*, Nov 1949.

⁴ American Chemical Society, “A National Historic Chemical Landmark: United States Synthetic Rubber Program, 1939-1945,” <https://www.acs.org/content/dam/acsorg/education/whatischemistry/landmarks/syntheticrubber/us-synthetic-rubber-program-historical-resourc.pdf> (accessed 17 May 2023). Note: See this source for more information on the U.S. Government’s role in the production of synthetic rubber during World War II.

⁵ Wiley & Wilson, “History,” *About Us*, <https://www.wileywilson.com/history/> (accessed 23 Aug. 2018).

⁶ Kayla Halberg, Culpeper Municipal Electric Plant and Waterworks, National Register of Historic Places, 2018.

⁷ Johnson, *A History of Wiley & Wilson: A Professional Organization since 1901*, 1986.

Scottsville Tire Cord Plant Historic District
Name of Property

Albemarle County, VA
County and State

reopened in October 1940 in preparation for training soldiers and officers for the Atlantic and Pacific fronts. This served as the firm's first direct Federal commission, and established its reputation as a "go-to" firm for government projects.⁸

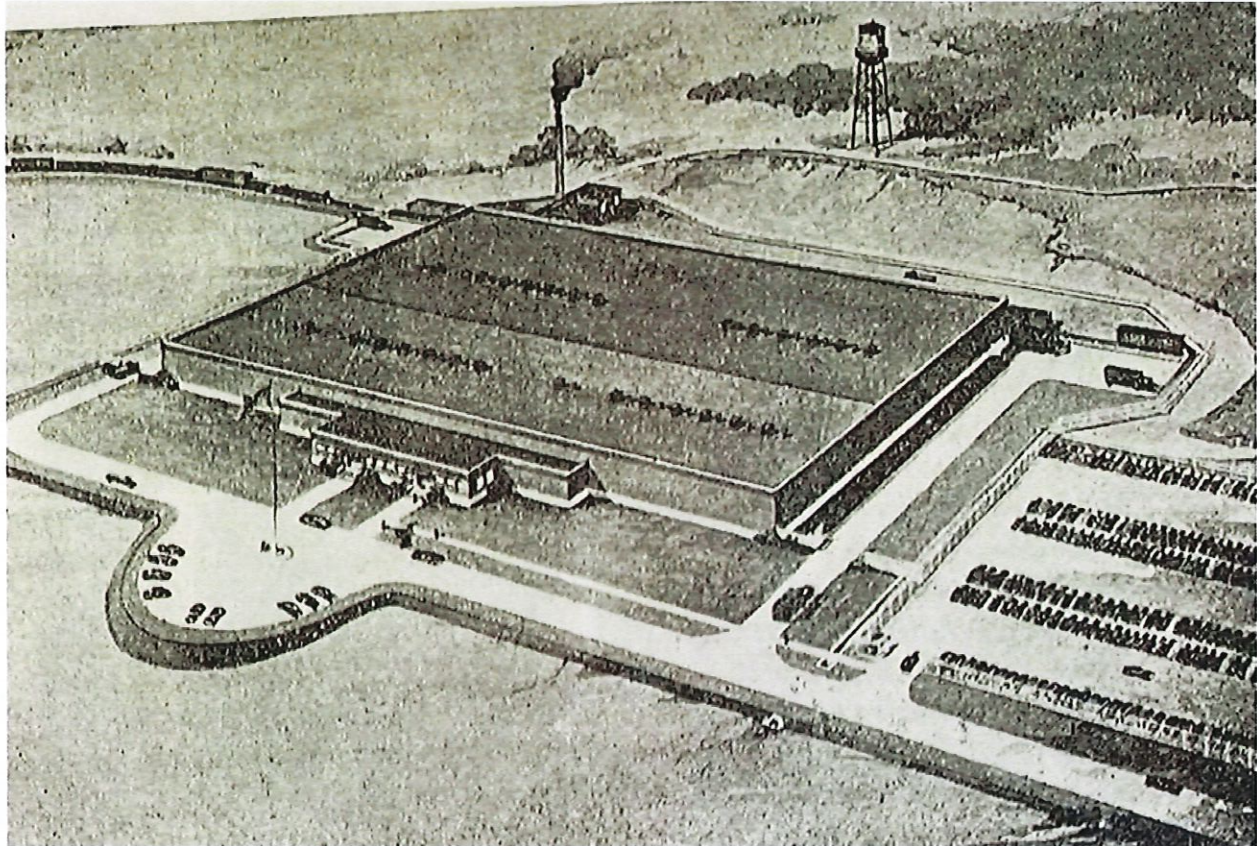


Figure 1: Rendering of Scottsville Plant by United States Rubber Company, January 1945.

The cornerstone ceremony in May 1944 was well-attended and featured remarks by Virginia Governor Colgate W. Darden, H. E. Humphreys, vice-president of the U.S. Rubber Company, and O. L. Ward, the new Plant Manager, among others.⁹ Governor Darden's address noted that the new plant was a "significant step toward achievement... of an economy in which agriculture will be balanced with industry." He also recognized the important contribution that the plant, Scottsville, and the surrounding areas would make toward the war effort.¹⁰ At the ceremony, it was noted that the plant, which at its opening produced rayon tire cord, would be able to

⁸Wiley & Wilson, "Wiley & Wilson Marks 75-Plus Year History of Federal Work," *Wiley & Wilson Projects*, <https://www.wileywilson.com/2016/10/wileywilson-marks-60-plus-year-history-federal-work/> (accessed 23 Aug. 2018); Bradford A. Wineman, "Fort Lee," *Encyclopedia Virginia*, https://www.encyclopediavirginia.org/Fort_Lee (accessed 23 Aug. 2018). Note: The firm continues operations with offices Virginia, Georgia, and North Carolina.

⁹"Governor Speaks at U.S. Rubber Ceremonies," *Scottsville News*, 25 May 1944.

¹⁰"Scottsville Plant Hailed as Forward Step for Virginia," *Charlottesville Progress*, 25 May 1944.

Scottsville Tire Cord Plant Historic District
Name of Property

Albemarle County, VA
County and State

“produce enough rayon to help build 600,000 medium sized truck tires,” for the war program.¹¹ At the height of plant operations, it was estimated that its 300 employees would be able to produce 12 million pounds of tire cord, using 25 looms, 15,000 ply twisting needles, and 11,000 twisting singles.¹² After construction was completed on the Scottsville Tire Cord Plant, U.S. Rubber leased the facility from the Federal government for the remainder of the war.

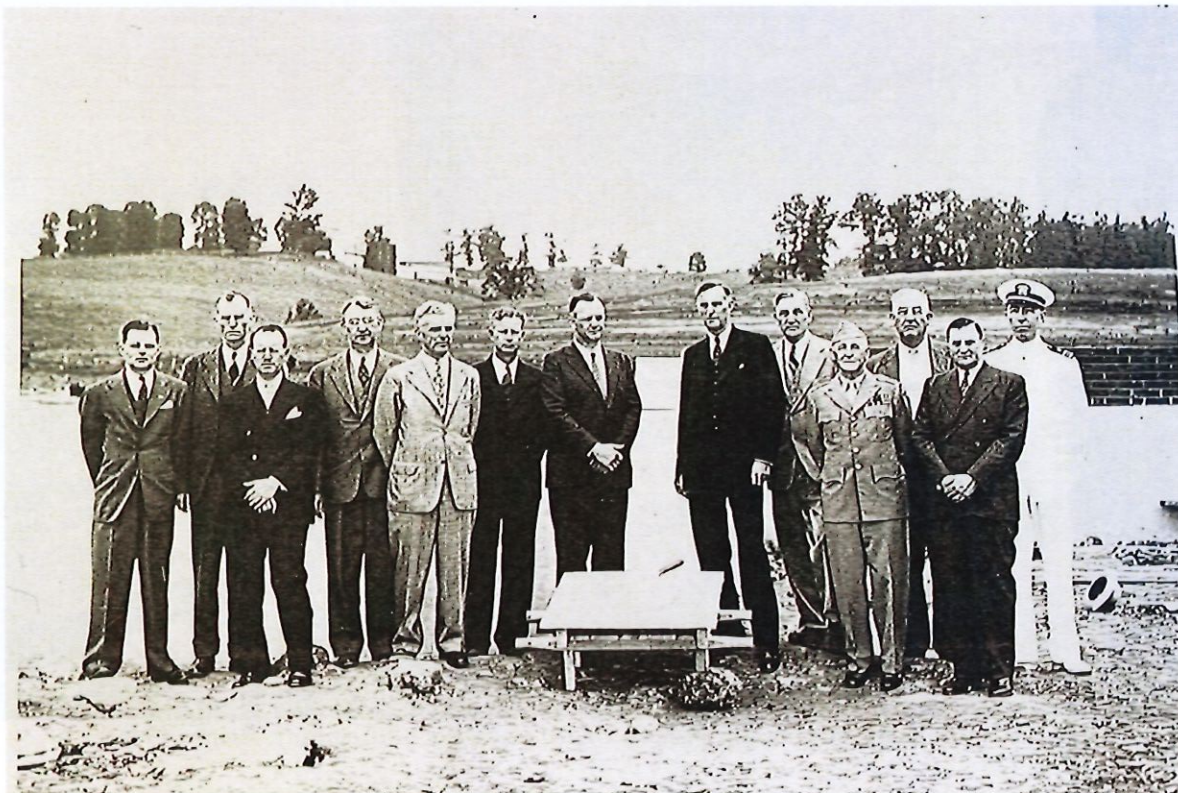


Figure 2: Cornerstone Ceremony, May 1944, Courtesy of Albemarle County Library

Prior to US involvement in World War II, American rubber companies were already experimenting with rubber and tire production in order to meet increasing demand for automobile tires and supply chain needs. In the 1930s, U.S. Rubber Company and Goodyear worked with funders such as the DuPont family to develop a synthetic tire cord that would help overcome cotton supply shortages. In 1938, U.S. Rubber began producing rayon, “a synthetic fiber that had better wear resistance and strength than cotton cord.” This allowed for tires with thinner walls, reducing the usage of rubber during the wartime shortage. Additionally, the

¹¹ “Governor Speaks at U.S. Rubber Ceremonies,” *Scottsville News*, 25 May 1944

¹² “Peak Tire Cord Production will be Reached in March,” 29 Dec 1944; “U.S. Rubber Co. Buys Cord Plant” *Charlottesville Progress*, 27 Nov 1945,

Scottsville Tire Cord Plant Historic District
Name of Property

Albemarle County, VA
County and State

reduction in rubber usage allowed for lighter weight tires, perfect for airplanes, and it “became a standard in military truck tires.”¹³



Figure 3: Clipping from Times Dispatch, 15 Dec 1944, captured a Scottsville Plant employee working with the rayon looms.

At the close of World War II, the US government began this process of disposing of the plants that the US Defense Plant Corporation had funded. In November 1945, the U. S. Rubber Company, which had been operating the plant since its inception, purchased the property from the Surplus Properties Administration for \$1.8 million.¹⁴ The purchase was one that U. S. Rubber had hoped to make even prior to the completion of its construction.

¹³ Quentin R. Skrabec, Jr., *Rubber: An American Industrial History*, 193-194.

¹⁴ “U.S. Rubber Co. Buys Cord Plant” *Charlottesville Progress*, 27 Nov 1945

Scottsville Tire Cord Plant Historic District
Name of Property

Albemarle County, VA
County and State

By 1949, the U.S. Rubber Company reported producing one million pounds of rayon tire cord per month. As the synthetic fibers evolved, the plant was able to produce even more cord, and soon supplied most of the tire cord necessary for the company's tires. Rayon cord and synthetic tires had proved useful during World War II, and by the 1950s were used in "most passenger tires and in all truck tire sizes." Rayon tire cord was the only product made in the Scottsville plant, and provided necessary materials for the company's rubber tire manufacturing carried out at other company-owned facilities. The volume of cord required to keep up with the pace of national demand for tire manufacturing provided the town and the plant's employees a secure economic future for decades.¹⁵



Figure 4: Photograph from U.S. Rubber in-house publication shows the large open space for the production equipment, ca. 1949.

The tire industry, including U.S. Rubber Company, underwent a number of large corporate mergers and reorganizations in the mid-to-late twentieth century. In 1961, U.S. Rubber Company began operating as Uniroyal, and later merged with Goodrich and Michelin, before selling to Hyusong. Under Uniroyal, the plant was enlarged several times. By 1968, the plant had 390

¹⁵ United State Rubber Company, "Scottsville: Our Town," in *Us*, January 1949.

Scottsville Tire Cord Plant Historic District
Name of Property

Albemarle County, VA
County and State

employees and produced 28 million pounds of tire cord annually. During the 1960s and 1970s, the tire cord materials changed from rayon to nylon, and to a triple ply fabric that included a weaved combination of nylon, rayon, and fiberglass.¹⁶ Continuing the company tradition of employee recreation and camaraderie at the plant (as evidence by the photo – see Figure 5), during the 1960s and 1970s, the plant added further amenities around the facility, including tennis courts, fishing ponds, and a four-hole golf course.¹⁷ While Scottsville Tire Cord Plant's production supplied materials specific to the company's tire products, Uniroyal was responsible for producing rubber for home décor and building materials, agricultural products and tools, sports equipment, and clothing.¹⁸



Figure 5: U.S. Rubber Company employees playing croquet on the lawn in front of the Scottsville Plant in 1949.
Courtesy of Scottsville Museum.

Like the rest of the Town of Scottsville, the tire cord plant was impacted by devastating floods in the 1960s and 1970s, including those caused by Hurricanes Agnes and Camille. In the 1990s, the

¹⁶ *Scottsville of the James*; Oral history interview with Barbara Wilkinson, former employee, by author.

¹⁷ *Stories from Scottsville*

¹⁸ George R. Vila, *The Story of Uniroyal: 75 Years of Progress*, The Newcomen Society in North America: New York, 1968.

Scottsville Tire Cord Plant Historic District
Name of Property

Albemarle County, VA
County and State

plant implemented several flood protection measures including the construction of an earthen berm and several pump stations. This resulted in the reorientation of the primary access point which had historically been along the southern, tree-lined road now leading to a large parking lot. The flood protection measures allowed the plant to remain in operation with limited impact to the historic plant building. The Scottsville Tire Cord Plant remained in operation until 2009 when Hyusong finally closed its doors. It has remained vacant since, as the town and development professionals worked to determine the best path for its future use.

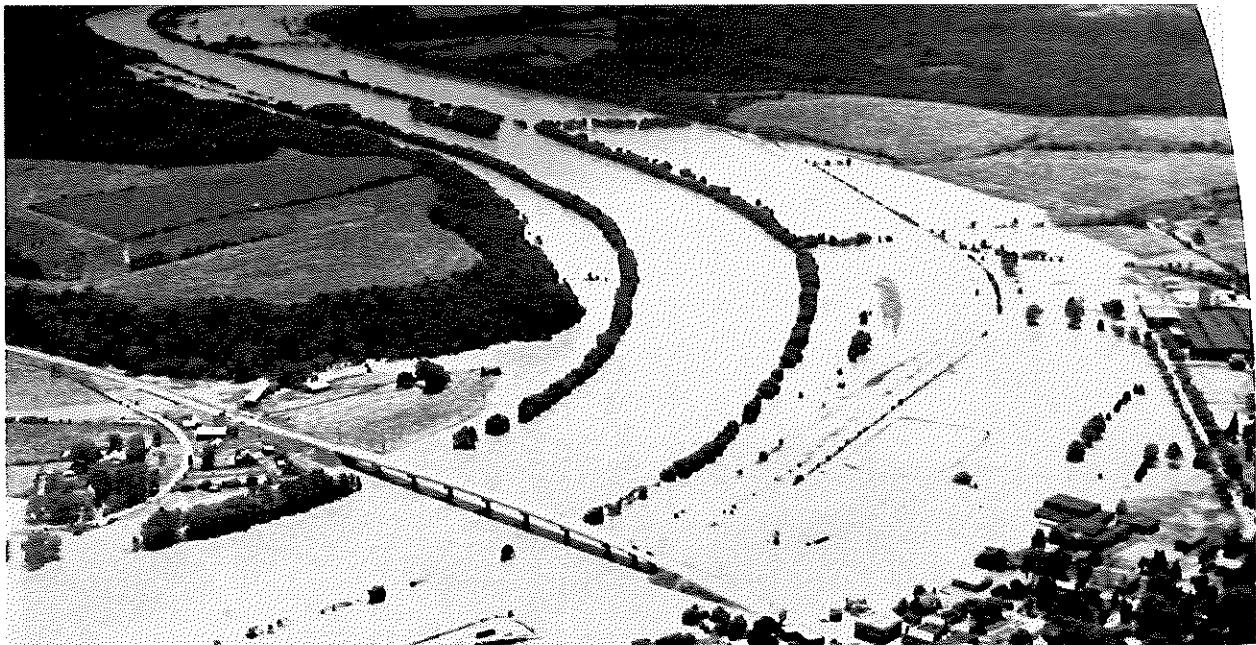


Figure 6: Flooding along the James River in 1969 caused considerable damage to Scottsville. Flood control measures were later constructed to protect the town and plant. Photo by Charlottesville Daily Progress.

Criterion A: Industry

The Scottsville Tire Cord Plant Historic District is locally significant under Criterion A in the area of Industry for its association with the production of synthetic tire cord that lined rubber tires beginning in World War II through the late twentieth century. The plant was constructed by the United States Defense Plant Corporation in 1944 to support national efforts to increase the production of synthetic rubber to meet wartime needs. It is an excellent local representation of the public-private partnerships that expanded industrial capacity of the United States during World War II.

At the time of its construction, the plant was considered state-of-the-art for textile production. The large, open, windowless building utilized fluorescent lighting and modern machinery to

Scottsville Tire Cord Plant Historic District

Name of Property

Albemarle County, VA

County and State

increase efficiency. As reliance on the automobile increased throughout the twentieth century, demand for rubber tires, and the tire cord that strengthened them, continued to increase. U.S. Rubber Company relied heavily upon operations at the Scottsville plant, where the majority of its tire cord was processed. Albemarle county was home to few industrial facilities like the Scottsville Plant. The Scottsville Plant served as a major employer in the area, having employed nearly 400 men and women at its peak, and thus it spurred economic growth in the rural communities that surrounded Scottsville. The Scottsville Tire Cord Plant has a period of significance beginning with its construction in 1944 through 1974, when the last major addition was constructed to the main plant during the height of its operations.

Scottsville Tire Cord Plant Historic District
Name of Property

Albemarle County, VA
County and State

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

Newspapers

Scottsville News

Charlottesville Progress

Other Sources

Beaver, Daniel R. Review of "Billions for Defense: Government Financing by the Defense Plant Corporation during World War II." *The Historian*. February 1982.

Johnson. *A History of Wiley & Wilson: A Professional Organization since 1901*. 1986.

National Register of Historic Places, Scottsville Historic District, Albemarle County, Virginia, National Register #76002093.

Skrabec, Jr., Quentin R. *Rubber: An American Industrial History*. McFarland & Company, Inc: Jefferson, North Carolina, 2014.

Vila, George R. *The Story of Uniroyal: 75 Years of Progress*. The Newcomen Society in North America: New York, 1968.

White, Gerald T. "Financing Industrial Expansion for War: The Origin of the Defense Plant Corporation Leases." *The Journal of Economic History*. Nov 1949.

United State Rubber Company. "Scottsville: Our Town," in *Us*. January 1949.

Wiley & Wilson. "Wiley & Wilson Marks 75-Plus Year History of Federal Work." *Wiley & Wilson Projects*. <https://www.wileywilson.com/2016/10/wileywilson-marks-60-plus-year-history-federal-work/>.

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 # _____

Scottsville Tire Cord Plant Historic District
Name of Property

Albemarle County, VA
County and State

_____ recorded by Historic American Landscape Survey # _____

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, VA;
Albemarle County Public Library; University of Virginia, Charlottesville; Library of
Virginia, Richmond

Historic Resources Survey Number (if assigned): DHR #298-5003

10. Geographical Data

Acreage of Property ~24

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: 37.797407 Longitude: -78.502984
2. Latitude: 37.797398 Longitude: -78.498384
3. Latitude: 37.792792 Longitude: -78.498386
4. Latitude: 37.792802 Longitude: -78.502986

Or

UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

1. Zone: Easting: Northing:

2. Zone: Easting: Northing:

Scottsville Tire Cord Plant Historic District
Name of Property

Albemarle County, VA
County and State

3. Zone: Easting: Northing:

4. Zone: Easting : Northing:

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

The true and correct boundary of the Scottsville Tire Cord Plant Historic District is shown on the attached scaled Location Map and Sketch Map.

Boundary Justification (Explain why the boundaries were selected.)

The historic boundary of the Scottsville Tire Cord Plant Historic district, as shown on the attached scaled Location and Sketch Maps, encompasses the area historically associated with the plant and which contains historic contributing resources. The boundary follows the current parcel line in some areas, but also follows manmade features such as fencing that encloses the historic resources and an earthen berm constructed outside the period of significance that protects the historic property from flooding. Areas outside the historic boundary are peripheral buffer areas not associated with the historic areas or period of significance. The property's historic setting and all known associated historic resources have been included within the historic boundary.

11. Form Prepared By

name/title: Kayla Halberg, Preservation Project Manager/Architectural Historian
organization: Commonwealth Preservation Group
street & number: 536 W 35th Street
city or town: Norfolk state: VA zip code: 23508
e-mail: admin@commonwealthpreservationgroup.com
telephone: 757-923-1900
date: October 1, 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

Scottsville Tire Cord Plant Historic District
 Name of Property

Albemarle County, VA
 County and State

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: Scottsville Tire Cord Plant
 City or Vicinity: Scottsville
 County: Albemarle State: Virginia
 Photographer: Paige Pollard
 Date Photographed: November 15, 2022

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

Photo No.	Description	Direction
1	Historic road leading to former plant entrance and parking lot	W
2	View from current entrance gate toward parking lot	S
3	Current drive entry gate and gatehouse	W
4	Mechanical building	N
5	Pedestrian entrance and historic parking lot	E
6	Parking lot and view of historic road from berm	E
7	Front of Main Plant Building and hydrant shed	W
8	Front of Main Plant Building	NE
9	Main Plant Building Entrance	N
10	Main Plant Building, ca. 1974 Addition	NW
11	Front of Main Plant 1974 Addition	E
12	West elevation of Main Plant (1957 addition)	NE
13	Metal Warehouse Additions	N
14	Metal Warehouse Additions and 1957 Addition	NE
15	Wooden Shed	W
16	Metal Sheds	NW
17	Concrete Block Warehouse	E
18	Metal Warehouse Additions	E
19	Rear of Main Plant, Loading Dock	W
20	Rear of Main Plant, Loading Dock	SE
21	Hydrant Shed, Power House and Smoke Stack	NE
22	Power House and Smoke Stack	NW
23	Rear of Main Plant	W

Scottsville Tire Cord Plant Historic District
 Name of Property

Albemarle County, VA
 County and State

24	Hydrant Shed, Metal Garage	NE
25	East elevation of Main Plant	S
26	Interior of Main Plant Lobby	N
27	Typical hallway of main plant	Unknown
28	Typical office of Main Plant	Unknown
29	Main Plant Interior	Unknown
30	Main Plant Interior	Unknown
31	Main Plant Interior	Unknown
32	Main Plant Interior	Unknown
33	Main Plant Interior & Equipment	Unknown
34	Main Plant Interior & Equipment	Unknown
35	Main Plant Interior	Unknown
36	Warehouse Addition Interior	W
37	Warehouse Addition Interior	Unknown

Embedded Figures Log:

Figure Number	Caption
1	Rendering of Scottsville Plant by United States Rubber Company, January 1945.
2	Cornerstone Ceremony, May 1944, Courtesy of Albemarle County Library
3	Clipping from Times Dispatch, 15 Dec 1944, captured a Scottsville Plant employee working with the rayon looms.
4	Photograph from U.S. Rubber in-house publication shows the large open space for the production equipment, ca. 1949.
5	U.S. Rubber Company employees playing croquet on the lawn in front of the Scottsville Plant in 1949. Courtesy of Scottsville Museum.
6	Flooding along the James River in 1969 caused considerable damage to Scottsville. Flood control measures were later constructed to protect the town and plant. Photo by Charlottesville Daily Progress.

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:

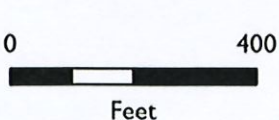
- Tier 1 – 60-100 hours
- Tier 2 – 120 hours
- Tier 3 – 230 hours
- Tier 4 – 280 hours

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.



Location Map

Scottsville Tire Cord Plant
 800 Bird Street
 Scottsville, Albemarle County, Virginia
 298-5003





Bird St

Norfolk Southern Railroad

-0003

-0009

-0012

-0011

-0013

-0014

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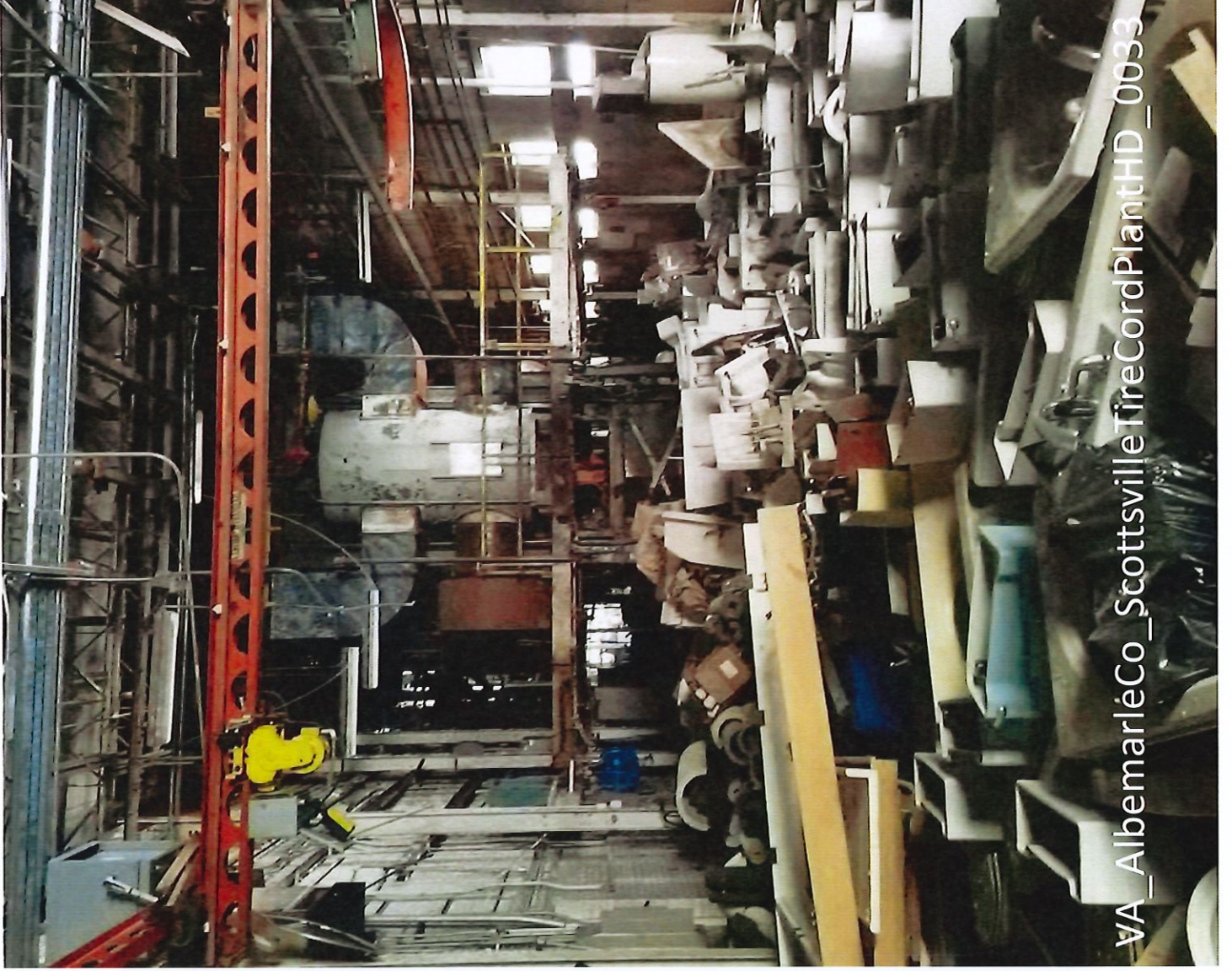
VA_AlbemarleCo_ScottsvilleTireCordPlantHD_0028











VA_AlbermarleCo_ScottsvilleTireCordPlantHD_0033



VA_AlbemarleCo_ScottsvilleTireCardPlantHQ_0034



VA_AlbemarleCo_ScottsvilleTireCordPlantHD_0035



