

Pulaski Historic Residential District

Pulaski's historic residential district was platted along with the town's commercial areas in 1884 and 1888 by the Pulaski Land and Improvement Company. The spacious neighborhood developed gradually and was not fully built out for several decades. By 1913 it had some 100 houses and by today it has over 350 houses. Accommodating both factory workers and factory managers, the fabric of the district is a graphic illustration of America's craving for individual identity. Eschewing the uniformity that has characterized workers' housing in many other countries, this neighborhood has remarkable diversity. Drawing from a perhaps a dozen different stylistic influences, the houses vary in size, shape, use of materials, and ornament, all built over hardly more than a half century. Architectural highlights are provided by the district's eight churches.



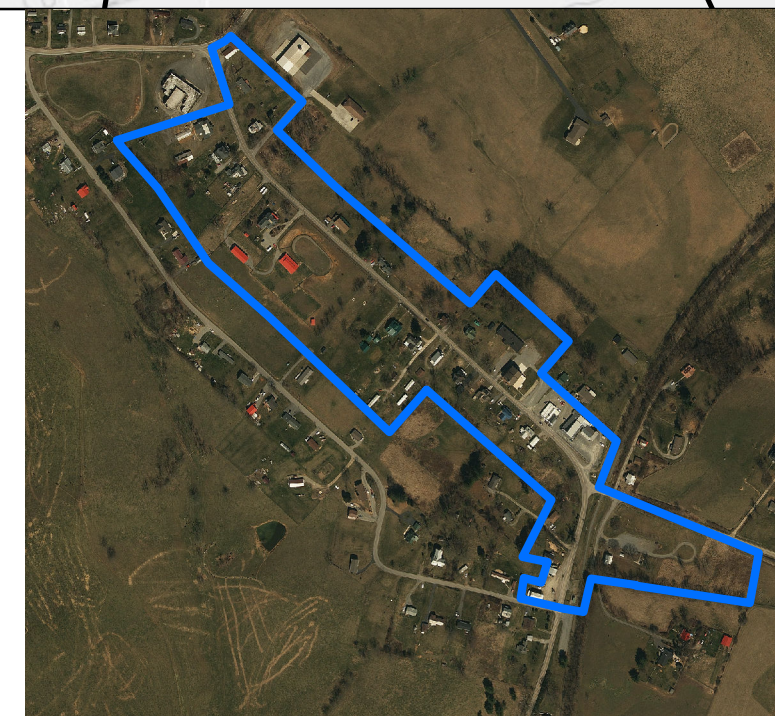
Pulaski Historic Commercial District

Spurred by the construction of the Norfolk and Western Railway line, Pulaski's downtown served as the late 19th-century industrial and commercial center of the county. The relocation of the county seat to Pulaski in 1895 cemented the town's preeminence in the region. As with most of the manufacturing centers that sprang up along the Norfolk and Western line, prosperity declined significantly following the Economic Panic of 1893. Growth through the first decades of the 20th century thus was gradual, and the town's generously scaled plat of 1888 filled in slowly. The district today retains the context and fabric of a turn-of-the-century boom town. It comprises most of Pulaski's commercial center and consists of some one hundred buildings including commercial structures, industrial buildings, multi-family dwellings, two railroad depots, a church, the courthouse, the former high school, and the town park.



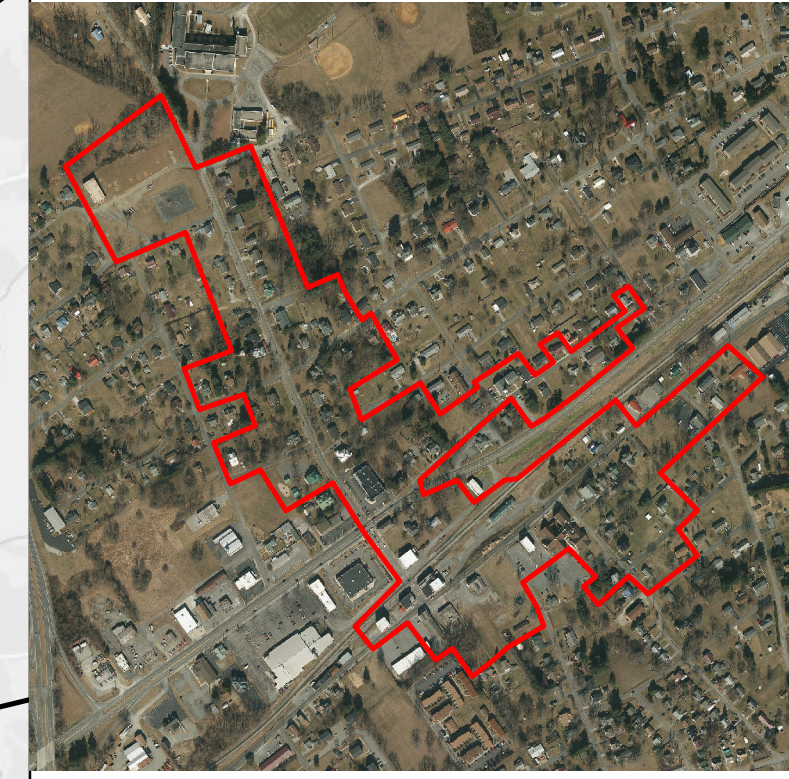
Pulaski South Historic Residential & Industrial District

This irregularly shaped district takes in most of the south side of the town of Pulaski. The area was the location of the majority of the town's businesses and residences in 1886 when Pulaski, formerly known as Martin's Tank, was incorporated. A leading contributor to the community's growth was the Bertha Zink and Mineral Co. The company's workers' houses, commissary, and office occupy the district's west end. A contrast to the usual detached frame workers' houses is the Bertha Company's two-story, six-unit residential structure on State Street. By 1900 the district had acquired an unusually fine collection of Queen Anne residences, most of them embellished with fancy wooden porches with sawn-work or turned ornaments. The closing of several industries before or during the Depression slowed growth and facilitated the preservation of the neighborhood's early 20th-century character.



Draper Historic District

The Town of Draper, perhaps better described as a village, is located on the south side of Interstate 81 in southwestern Pulaski County, at the junction of two roughly perpendicular roads, Greenbriar Road (Route 658) and Old Baltimore Road (Route 654) that effectively serve as the town's main street. A small number of historic commercial buildings are clustered near the road junction and adjacent to the former Norfolk and Western Railroad line, which has been repurposed into the New River Trail State Park, a 57-mile hiking and biking trail that follows the New River south to the late 19th- early 20th-century industrial towns of Fries and Galax, Virginia. The New River is a short distance from Draper.



Dublin Historic District

The town of Dublin came into being in 1854 when the Virginia and Tennessee Railroad established a depot where the rail line crossed the Giles and Pulaski Turnpike. The settlement became a center of commerce and transportation. As such, it served as a Confederate army supply link during the Civil War, over which the 1864 battle of Cloyd's Mountain was fought. The district's earliest buildings date to the mid-19th century but the majority were built following the Civil War into the 1920s with its heyday occurring in the early 1900s. Today a community of some 2000, Dublin preserves an unhurried, small-town quality with a mix of unassertive commercial and residential architecture. The houses are generally free-standing, single-family structures in shady yards. A principal landmark is the 1913 Norfolk and Western Railway depot, a low wooden building marking the heart of the district.



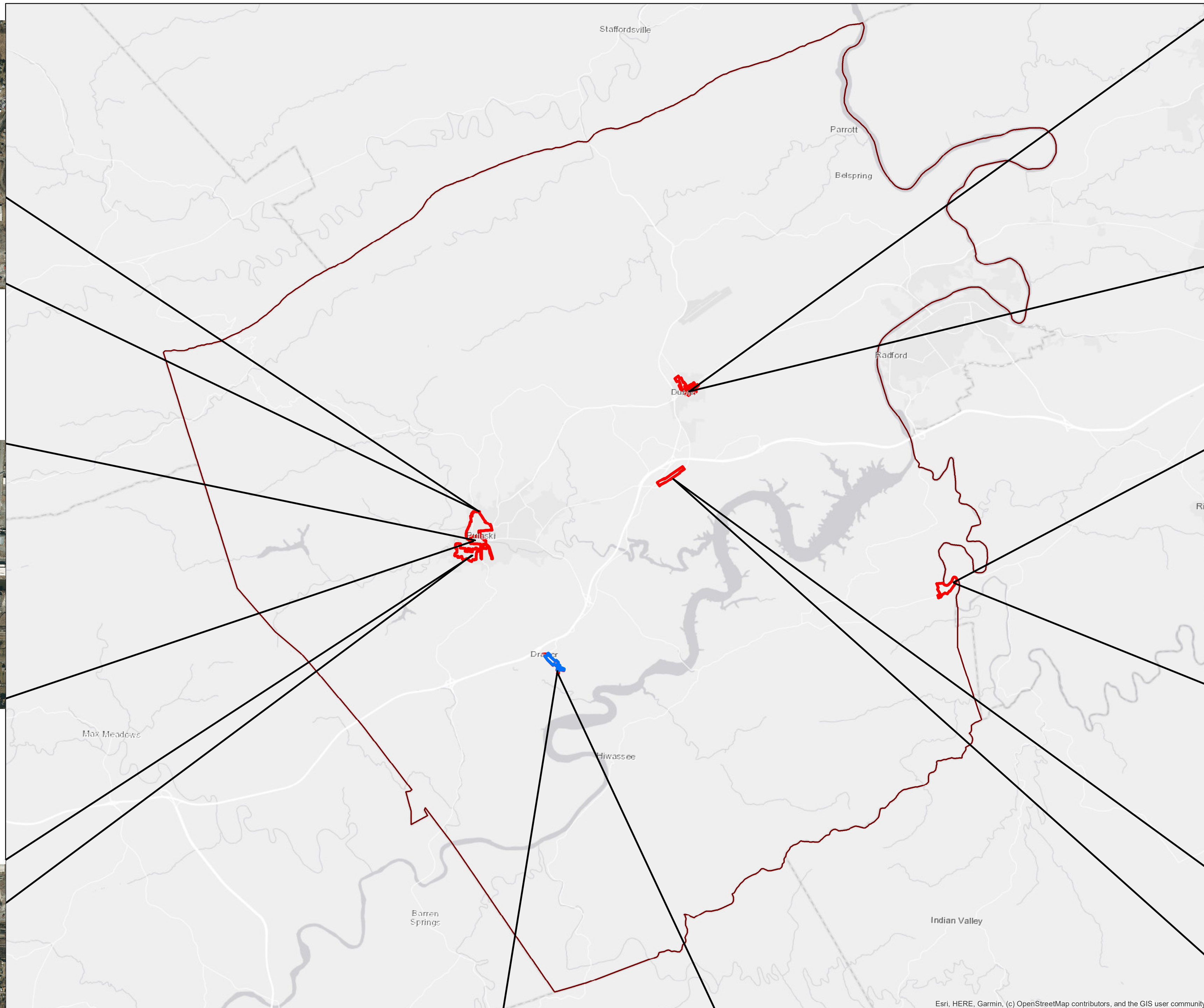
Snowville Historic District

This tiny community on the banks of the Little River, in the scenic eastern section of Pulaski County, was founded in the 1820s by Asiel Snow, an immigrant from New England. By the 1850s the village had become a small manufacturing center with industries that utilized locally produced raw materials such as iron ore, lumber, and wool. An early progressive school and the county's first newspaper, public library and Masonic temple were initiated in Snowville. The industrial and commercial activity have all but disappeared leaving Snowville a sleepy, tree-embowered rural settlement of mostly late 19th and early 20th-century structures. The principal landmarks of the linear district are the Snowville Christian Church and the distinctive masonic temple. With few contemporary intrusions, Snowville retains the sense of 19th century isolation that characterized many pre railroad villages.

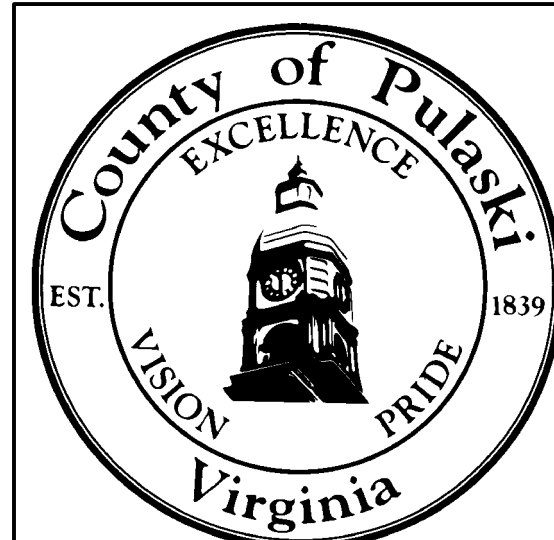


Newbern Historic District

This mile-long linear village is one of the region's most picturesque and well preserved 19th century turnpike towns. Newbern was laid out in 1809 by Adam Hance with twenty nine lots along the Wilderness Road. Purchasers were required to build a house within two years "at least 16 feet square, 1 1/2 stories high of hewn logs with a stone or brick chimney." The dominating house types—the two story rectangular log house and the two-story frame house, both sheathed in weatherboards—conform to these standards. These well-finished log buildings make the district representative not of a frontier settlement but of a second generation village. Newbern became the county seat in 1837. The courthouse burned in 1893 and county seat was removed to Pulaski, a more promising site on the railroad.



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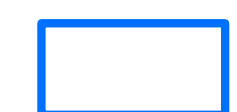




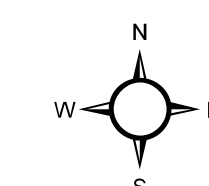
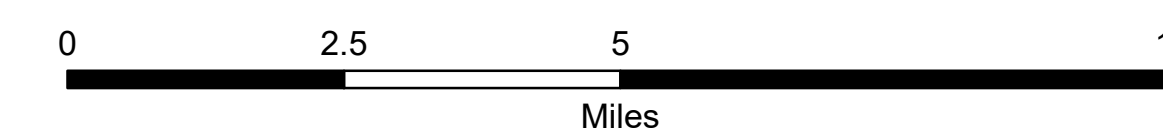
143 Third Street, NW, Suite 1
Pulaski, VA 24301
(540) 980-7710

PULASKI COUNTY HISTORIC DISTRICTS

Pulaski, VA
July 18, 2019

Legend

-  Proposed Historic Districts
-  Historic Districts
-  County Boundary



Images and blurbs were taken from
DHR website.
www.dhr.virginia.gov

Map Created by Pulaski County

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