



**North Carolina Department of Cultural Resources
State Historic Preservation Office**

David L. S. Brook, Administrator

Michael F. Easley, Governor
Lisbeth C. Evans, Secretary

Division of Archives and History
Jeffrey J. Crow, Director

February 21, 2001

MEMORANDUM

To: William D. Gilmore, PE, Manager
Project Development and Environmental Analysis Branch

From: David Brook *for David Brook*
Deputy State Historic Preservation Officer

Re: Replace Bridge No. 386 on Lindsay Street over Norfolk Southern Railway, TIP No. B 3931, High Point, Guilford County, ER 01-8354

Thank you for your letter of December 20, 2000, transmitting the survey report by Mattson, Alexander & Associates concerning the above project.

For purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the following properties are eligible for listing in the National Register of Historic Places.

- Tomlinson Chair Manufacturing Company remains eligible for listing in the National Register of Historic Places under Criterion A, B and C. We concur with boundaries as noted in Figure 5 of the report. However, for the boundary to be formally reduced, as suggested in the report, an official boundary reduction must be submitted to our office to be reviewed and approved by the National Register Advisory Committee.
- West High Street Residential Area is eligible for listing in the National Register of Historic Places under Criterion A for community planning/development and under Criterion C for architecture. The district is eligible under Criterion A for community planning /development as it represents the trend of resident development being built in close proximity to industrial and commercial development, a growing trend at the turn of the century. The district is eligible under Criterion C for architecture as it reflects major national trends in domestic architecture during the later nineteenth and early twentieth century. We concur with the boundaries as noted in figure 7 of the report.
- Bridge No. 386 (Lindsay Street Bridge) is eligible for listing in the National Register of Historic Places under Criterion A for transportation and Criterion C for architectural design and engineering. The structure is eligible under Criterion A for transportation as it illustrates the impact of automotive travel on historically rail-oriented towns such as High Point. The structure is eligible under Criterion C for architectural design and

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Administration	507 N. Blount St, Raleigh, NC	4617 Mail Service Center, Raleigh 27699-4617	(919) 733-4763 • 733-8653
Restoration	515 N. Blount St, Raleigh, NC	4613 Mail Service Center, Raleigh 27699-4613	(919) 733-6547 • 715-4801
Survey & Planning	515 N. Blount St, Raleigh, NC	4618 Mail Service Center, Raleigh 27699-4618	(919) 733-4763 • 715-4801

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William D. Gilmore
February 21, 2001

engineering due to its Moderne elements and continuous steel-deck girder construction, a design which exemplifies vehicular bridge design during the inter-war years. We concur with the boundaries as noted in Figures 8 of the report.

In addition, we concur that the following property is not eligible for listing in the National Register of Historic Places.

➤ High Point Ice and Coal Company Building

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, contact Renee Gledhill-Earley, Environmental Review Coordinator, at 919/733-4763.

DB:kgc

cc: Mary Pope Furr, NCDOT
Nicholas Graf, FHWA
Mattson, Alexander & Associates

bc: ✓ Brown/Montgomery
County
Reading
106

**HISTORIC ARCHITECTURAL RESOURCES SURVEY REPORT
REPLACE BRIDGE NO. 386 ON LINDSAY STREET
OVER NORFOLK SOUTHERN RAILWAY
GUILFORD COUNTY
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
TIP NUMBER B-3931
FEDERAL PROJECT NUMBER BRZ-0708(7)
STATE PROJECT NUMBER 8.2494201**

**Prepared for
TGS Engineers, Inc.
Cary, North Carolina**

**Prepared by
Mattson, Alexander & Associates, Inc.
Charlotte, North Carolina**

10 December 2000

**HISTORIC ARCHITECTURAL RESOURCES SURVEY REPORT
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10 December 2000

Richard L. Mattson 12/10/00
Principal Investigator Date
Mattson, Alexander and Associates, Inc.

Mary Pope Hu 12/20/00
Historic Architectural Resources Date
North Carolina Department of Transportation

**HISTORIC ARCHITECTURAL RESOURCES SURVEY REPORT
REPLACE BRIDGE NO. 386 ON LINDSAY STREET
OVER NORFOLK SOUTHERN RAILWAY
GUILFORD COUNTY
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
TIP NUMBER B-3931**

The City of High Point has signed a Municipal Bridge Agreement with the North Carolina Department of Transportation (NCDOT) and proposes to replace Bridge No. 386 over the Norfolk Southern Railway (Figures 1 and 2). Funding is provided by the Federal Highway Bridge Replacement and Rehabilitation Program. The sufficiency rating of the bridge is 31.1, making the bridge eligible for federal rehabilitation or replacement funding. Three alternatives were studied:

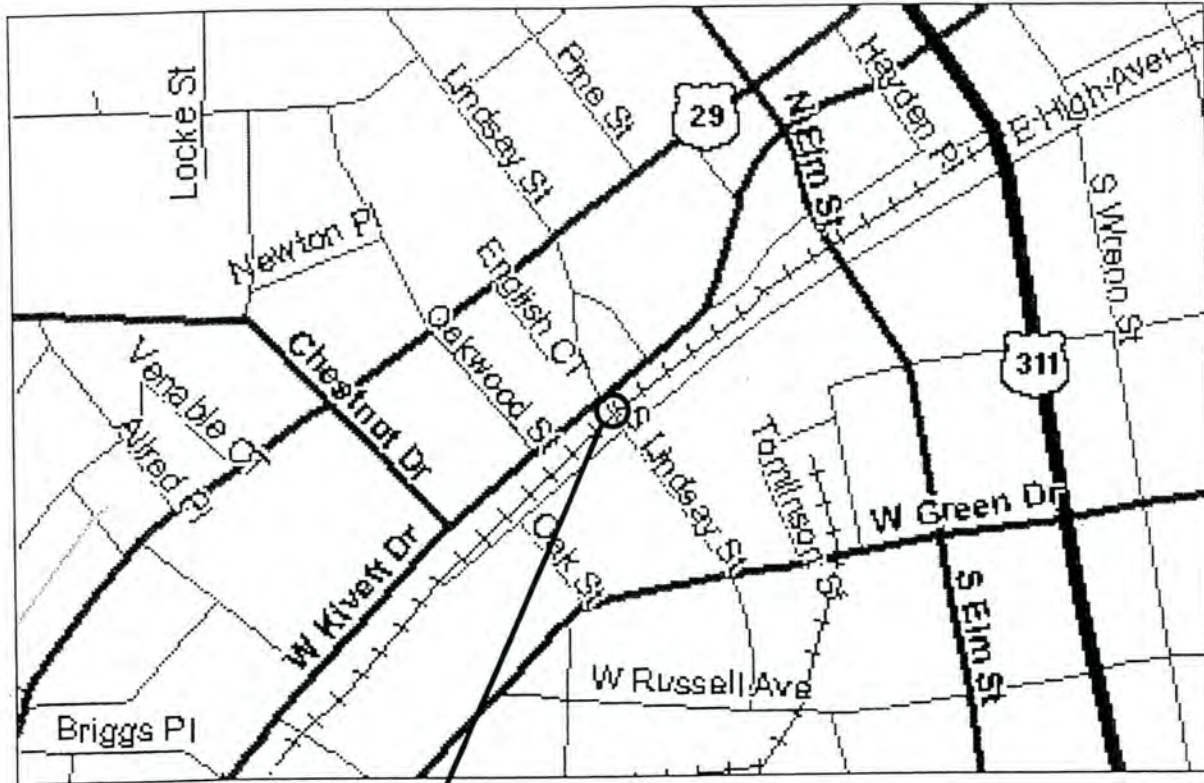
Alternative 1 involves replacement of the bridge along the existing roadway alignments. This alternative provides a new, four-lane bridge 102 feet long with a rail-to-rail width of sixty-four feet. A small amount of additional right of way would be required along Lindsay Street and West High Street south of the crossing. Construction will require the partial taking of two separate rock walls location on the southern corners of Lindsay and West High streets.

Alternative 2 involves rehabilitation of the existing bridge. This alternative may extend the life of the structure but would do nothing to improve the roadway width and substandard railroad clearance. Adequate repairs would involve the replacement of all the concrete in the deck, but without the replacement of the steel beams. The rehabilitation would not improve the inadequate vertical alignment. Because of the age and deteriorated condition of the concrete in the substructure, rehabilitation of the bridge is not considered feasible.

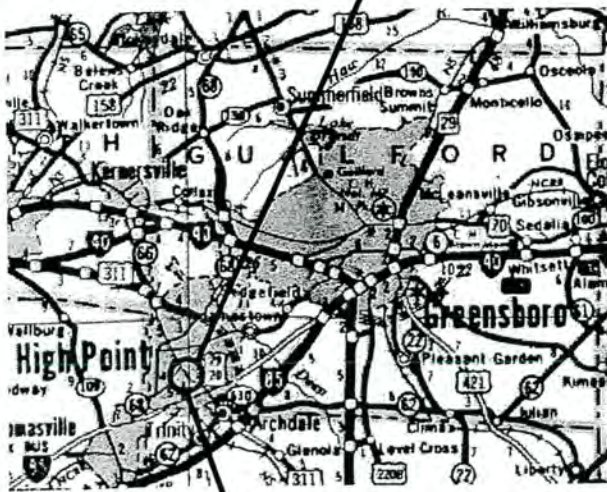
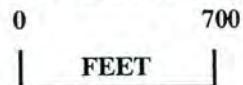
Alternative 3 is the "No Build" alternative.

Purpose of Survey and Report

This survey was conducted and the report prepared in order to identify historical architectural resources located within the area of potential effects (APE) as part of the environmental studies conducted by NCDOT and documented by a Categorical Exclusion (CE). This report is prepared as a technical appendix to the CE and as part of the documentation of compliance with the National Environmental Policy Act (NEPA) and the National Historic Preservation Act (NHPA) of 1966, as amended. Section 106 of the NHPA requires that if a federally funded, licensed, or permitted project has an effect on a property listed in or potentially eligible for the National Register of Historic Places, the Advisory Council on Historic Preservation be given a reasonable opportunity to comment on such undertakings.



APPROXIMATE SCALE



CITY OF HIGH POINT
 Guilford County Bridge No. 386
 on Lindsay Street
 over Norfolk Southern Railway
 TIP No. B-3931

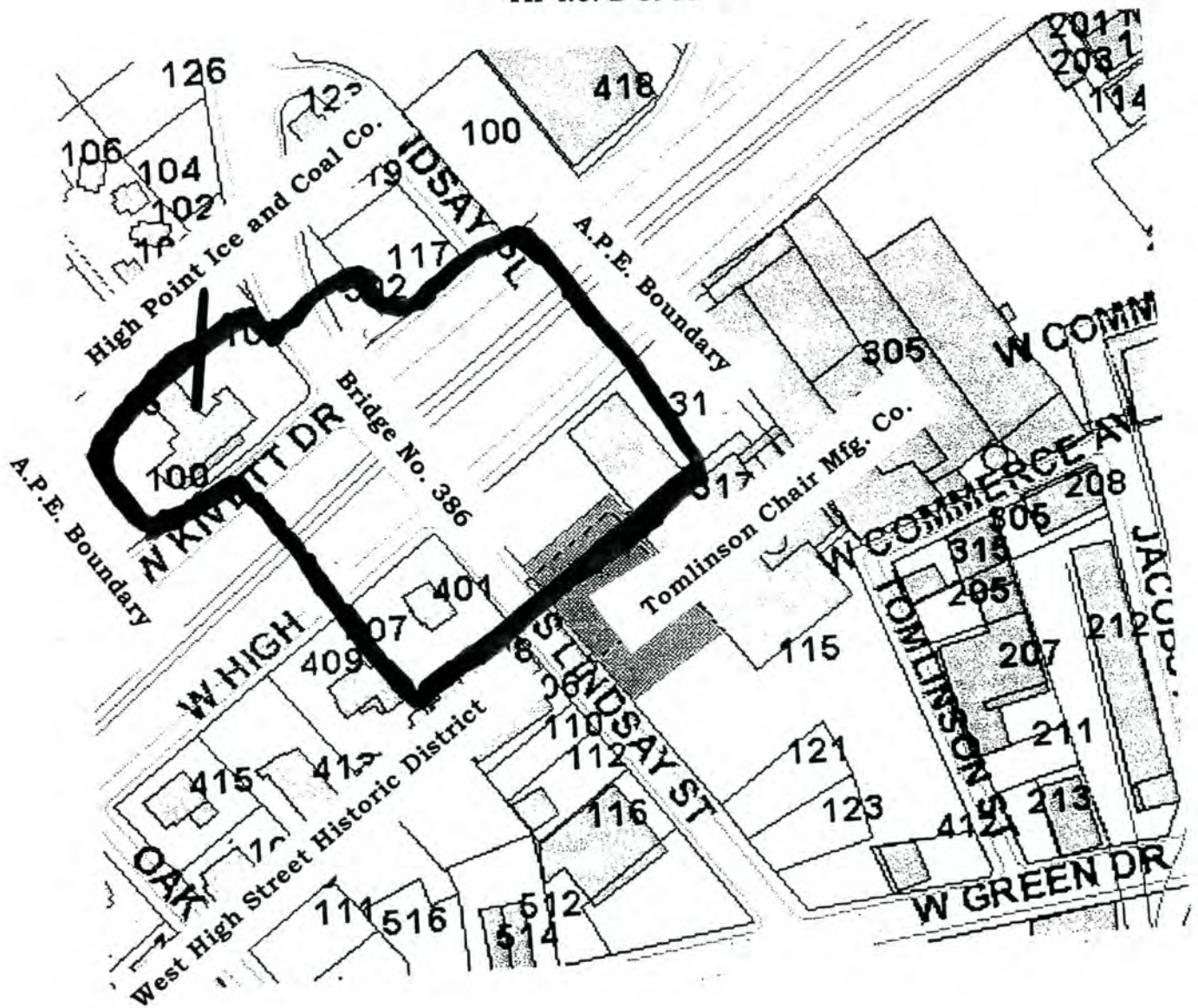
February, 2000

Figure 1

Figure 3

Area of Potential Effects Map

Replace Bridge No. 386
High Point
TIP No. B-3931



Methodology

This survey was conducted and the report compiled in accordance with the provisions of FHWA Technical Advisory T 6640.8A (Guidance for Preparing and Processing Environmental and Section 4(f) Documents); and the Secretary of the Interior's Standards and Guidelines for Archaeological and Historic Preservation (48 FR 44716); 36 CFR Part 800; 36 CFR Part 60; and Survey Procedures and Report Guidelines for Historic Architectural Resources by NCDOT.

The "Final Identification and Evaluation" was conducted with the following goals: 1) to determine the APE, defined as the geographic area or areas within which a project may cause changes in the character or use of historic properties, if any such properties exist; 2) to identify all significant resources within the APE; and 3) to evaluate these resources according to the National Register of Historic Places criteria.

The methodology consisted of background research into the historical and architectural development of the area and a field survey of the APE. The field survey was conducted in September 2000, by automobile as well as on foot, to delineate the APE and to identify all properties within this area which were built prior to 1951. The boundaries of the APE are shown in Figure 2. Modern construction, topographical features, and sight lines define the APE, and one hundred percent of this area was surveyed.

During the research phase, architectural survey files at the City of High Point Office of Planning and Development, and the State Historic Preservation Office (SHPO) in Raleigh were searched for properties listed on either the National Register of Historic Places or the North Carolina Study List. Other previously surveyed resources located in or near the study area were also examined. The publication, *Architectural Resources: An Inventory of Historic Architecture of High Point, Jamestown, Gibsonville, and Guilford County, North Carolina (1979)*, provided historical and architectural background information for this report. The survey files of this countywide inventory are available at the SHPO in Raleigh. The APE includes both the Tomlinson Chair Manufacturing Company Complex (National Register 1983) and the High Street Residential Area Historic District (Study List 1994). The latter Study List historic district holds the O. Arthur Kirkman House and Outbuildings (NR 1987). The Oakwood Historic District (National Register 1990) is located just northwest of the APE.

Summary Findings of the Survey

The project area follows Lindsay Street across Bridge No. 386 over the Norfolk Southern Railway in downtown High Point, Guilford County. This area is marked by former industrial buildings--now either vacant or converted to office or retail space—and remnants of middle-class and upper-middle-class

residential neighborhoods developed in the late nineteenth and early twentieth centuries. The former Greyhound Bus Station (1960s) and a Craftsman-style house (1920s)--both now abandoned--stand on the north side of the railroad tracks just outside the APE.

The Tomlinson Chair Manufacturing Company Complex (National Register 1983) and the High Street Residential Area Historic District (Study List 1994) are located within the APE. Two other resources in the APE were identified as greater than fifty years of age and are evaluated at the intensive level. These are Bridge No. 386 (Lindsay Street Bridge), built in 1937, and the 1930 High Point Ice and Coal Company Building.

Properties Listed on the National Register

No. 1 Tomlinson Chair Manufacturing Complex (NR 1983)

Properties Listed on the North Carolina State Study List

No. 2 High Street Residential Area Historic District (SL 1994)

Other Properties Evaluated Intensively and Considered Eligible for the National Register

No. 3 Bridge No. 386 (Lindsay Street Bridge)

Other Properties Evaluated Intensively and Considered Not Eligible for the National Register

No. 4 High Point Ice and Coal Company Building

HISTORICAL BACKGROUND ESSAY AND COMMUNITY DEVELOPMENT/PLANNING CONTEXT

Located in the North Carolina Piedmont, High Point was founded in 1854 at the junction of the newly completed North Carolina Railroad and the plank road between the trading centers of Fayetteville and Salem. From the 1890s until the 1920s, rapid expansion of the region's textile and furniture industries brought prosperity and tremendous growth to High Point. Entrepreneurs took advantage of the city's railroad orientation and proximity to vast hardwood forests, cotton lands, and cheap rural labor to establish textile mills and furniture factories along the rail corridor. The population of the city grew from 1,500 in 1880 to over 4,000 in 1900, and then soared to 36,700 in 1930. In his 1908 promotional booklet for High Point, newspaper editor J. J. Farris reported sixty-three factories and a population of ten thousand. By the 1920s, High Point boasted a thriving wholesale furniture market highlighted by the opening of the Southern Furniture Exposition Building in 1921. At the eve of the Depression, the city contained more than 100 manufacturing plants and ranked among the country's leading producers of solid wood household furniture (*High Point, N.C. City Directory* 1929-1930; Thomas 1982: 395, 402; Smith 1979: 24-28; Darr 1990: 8.1)

Today, the city remains a leader in the furniture industry. Modern high-rise buildings for furniture company offices and showrooms dominate the central business district. Sixty percent of all solid wood furniture made in the United States is manufactured within a 200-mile radius of High Point. Twice yearly, in the fall and spring, High Point hosts the largest wholesale furniture market in the world with more than seven million square feet of display space (Darr 1994: 1).

The development of the general study area reflects High Point's development in the late nineteenth and early twentieth centuries. Located along the railroad tracks (now the Norfolk Southern Railway) at the west end of the center city, this area became a focal point for industrial and residential construction (Figure 3). The Tomlinson Chair Manufacturing Company Complex (NR 1983) took shape along West High Street during a series of expansion campaigns between 1901 and World War II. By 1945, the Tomlinson Company comprised six individual buildings containing over 650,000 square feet of space, and was recognized as one of the nation's largest and most profitable furniture factories (Smith 1979: 66; Manieri 1982: 8.3).

Numerous other factories and warehouses arose during the early twentieth century in the vicinity of the Tomlinson complex and the railroad tracks. On the south side of the tracks, the Kirkman Manufacturing Company, maker of mattresses, opened on West High Street south of the Tomlinson tract. The Parker Paper and Twine Company arose on nearby Commerce Street, the Slane

Hosiery Mill was established on Centennial Street, and the Stehli Silk Mills opened for business on West Green Street. Notable among the industrial concerns on the north side of the railroad corridor was the Piedmont Hosiery Mills, founded in 1910 on English Road. The plant was later absorbed by the powerful Adams-Millis Hosiery Company, which came to dominate the region's hosiery industry (Sanborn Fire Insurance Map of High Point, N.C. 1924; Smith 1979: 24) (Figure 4).

Concurrently, nearby residential construction boomed. Between the 1890s and the 1920s, streets in and around the center city became the fashionable addresses for prominent furniture manufacturers, businessmen, and professionals. The most affluent families erected houses along North Main Street, West Broad Street, West High Street, and the adjacent avenues. Just west of the Tomlinson complex, local elites built stylish homes along the 400 and 500 blocks of West High Street. For example, about 1898, physician, Dr. John Riley Brown, commissioned a handsome Queen Anne house at the southwest corner of West High Street and Lindsay Street. Now converted to retail use, this house is one of the city's finest surviving Queen Anne dwellings. About 1913, O. Arthur Kirkman built a spacious, brick Craftsman-style house at 501 West High Street beside his mattress factory. The West High Street neighborhood remains remarkably intact and is recommended eligible for the National Register (Darr 1994) (see Figure 4).

To the north of this neighborhood, just west of the APE, the Oakwood subdivision took shape between 1902 and the mid-1920s. Listed in the National Register (1992), Oakwood features the city's finest surviving assemblage of Queen Anne dwellings, as well as Colonial Revival houses and bungalows built for High Point's middle and upper-middle classes (Smith 1979: 35-36, 59; Darr 1992).

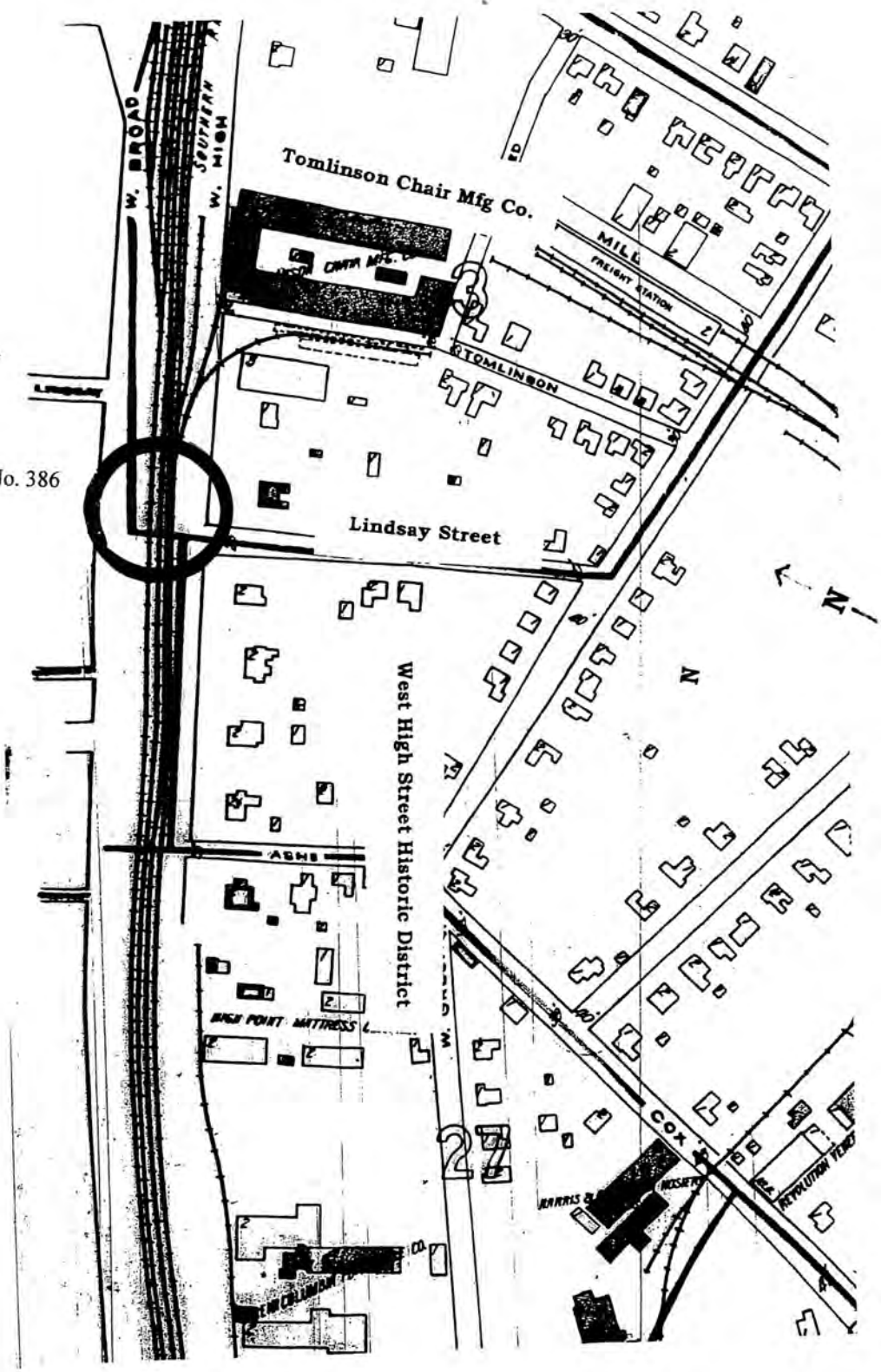
Starting in the 1920s, the rise of automobile ownership and suburban expansion began to spark changes to the city's patterns of growth. The outlying Roland Park and Emerywood subdivisions became favorite areas for High Point's wealthiest families, while the middle class selected such suburban neighborhoods as Quaker Woods. In High Point and urban areas across the state, the 1920s and 1930s were also marked by ambitious grade separation campaigns, launched primarily to facilitate the movement of automobiles through center cities. Often funded with federal aid, these campaigns included the construction of downtown railroad and highway overpasses as well as the lowering of rail corridors below street grade level. In 1937, the Southern Railroad (now Norfolk Southern) tracks were reconstructed below grade level in downtown High Point. Bridge No. 386 on Lindsay Street was one of six center-city bridges erected over the tracks, and remains the only original span from the 1937 grade separation campaign. The bridge's stylish Moderne design reflected its prominent center-city location, linking important industrial and residential areas (Smith 1979: 36).

Figure 4

General Study Area

(Sanborn Insurance Map 1924)

Bridge No. 386
(1937)



Since World War II, most residential, commercial, and industrial development has occurred around the outskirts of the city oriented to Interstate 85 and other modern highways. In the downtown area, street widening projects, the emergence of automobile-oriented commercial strips, and the construction of enormous buildings for the prosperous wholesale furniture market have devastated the center-city residential neighborhoods. Within the general study area, portions of the formerly residential Lindsay Street, West Broad Street, West Green Street, and West Kivett Drive have been transformed into four-lane thoroughfares to accommodate commuter automobile traffic (Smith 1979: 38).

Nevertheless, significant remnants of High Point's historic center city survive in and near the APE. The Oakwood and West High Street neighborhoods remain substantially intact, though many of the impressive High Street houses have been converted to professional offices. The Tomlinson industrial complex has also been renovated and converted to retail and office space. The modern, high-rise Market Square Tower, built for wholesale furniture expositions, now commands the west side of the Tomlinson tract within the APE.

PROPERTY INVENTORY AND EVALUATIONS

National Register Properties

No. 1 Tomlinson Chair Manufacturing Complex (NR 1983)

South side West High Street between Elm and Dalton Streets
High Point

Evaluation of Integrity (Plates 1-6)

The Tomlinson Chair Manufacturing Complex is listed in the National Register under the category "building(s)." The nominated Criteria are A, B, and C. Sited along the Norfolk Southern Railway, this well-preserved industrial complex epitomizes the rapid rise of the furniture industry in High Point during the early twentieth century. Constructed over a period of some forty years, between 1902 and World War II, the complex provides an excellent example of the physical evolution of furniture manufacturing plants during the first part of the twentieth century. By 1945, the Tomlinson Manufacturing complex consisted of six individual buildings containing over 650,000 square feet of space, and was recognized as one of the nation's largest and most successful furniture companies. The Tomlinson family made important contributions to the industrial and civic development of High Point. The brothers S. H. and C. F. Tomlinson were instrumental in the formation of the Southern Furniture Exposition in High Point, and helped establish the city's YMCA, the chamber of commerce, and the public library (Manieri 1982).

The Tomlinson Chair Manufacturing Complex remains eligible for the National Register under Criteria A, B, and C. Now known as Market Square and under new ownership, the Tomlinson Manufacturing Complex was renovated and converted to furniture showrooms in the 1980s. The renovation was accomplished using historic preservation tax credits under the supervision of the North Carolina State Historic Preservation Office, Restoration Branch. In 1991, the free-standing, high-rise Market Square Tower was constructed on a former parking lot at the southeast corner of West High and Lindsay streets, at the west end of the National Register boundary.

Boundary Description and Justification (Figure 5)

The present report proposes that the existing National Register boundaries be amended to exclude the modern Market Square Tower at the west end of the Tomlinson tract. Erected for furniture showrooms, this high-rise building has no historical association with the Tomlinson Chair Manufacturing Company (Figure 5).

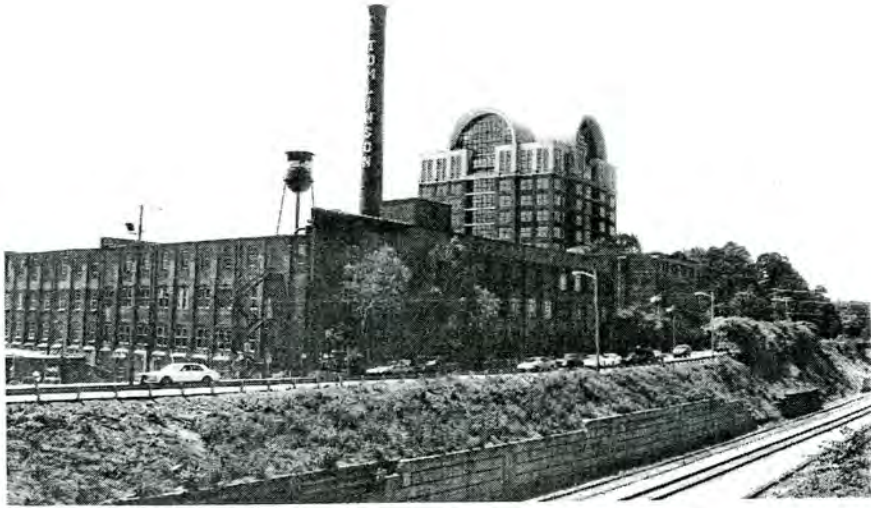


Plate 1. Tomlinson Chair Manufacturing Complex/Market Square Tower, Looking West.



Plate 2. Tomlinson Chair Manufacturing Complex, Looking East.

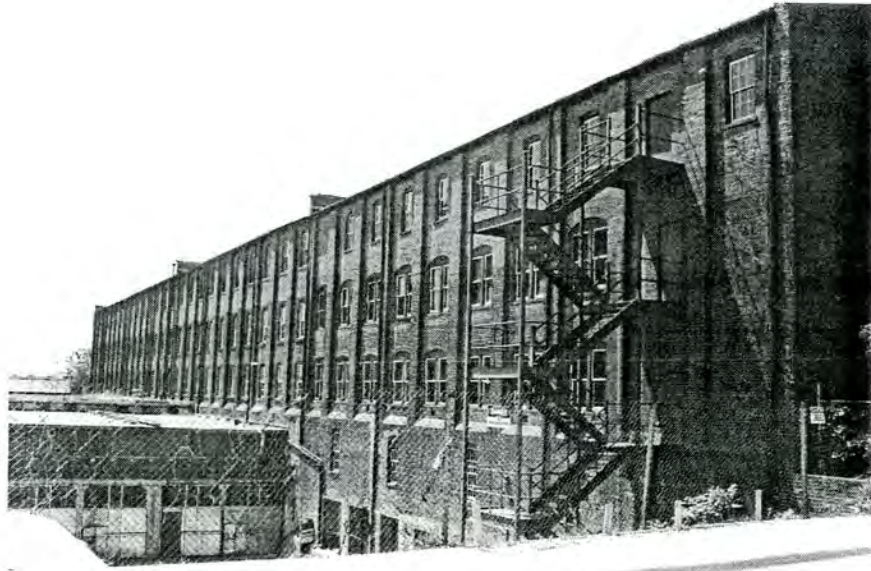


Plate 3. Tomlinson Chair Manufacturing Complex, Looking South.



Plate 4. Tomlinson Chair Manufacturing Complex/Market Square Tower, South Elevations, Looking North.

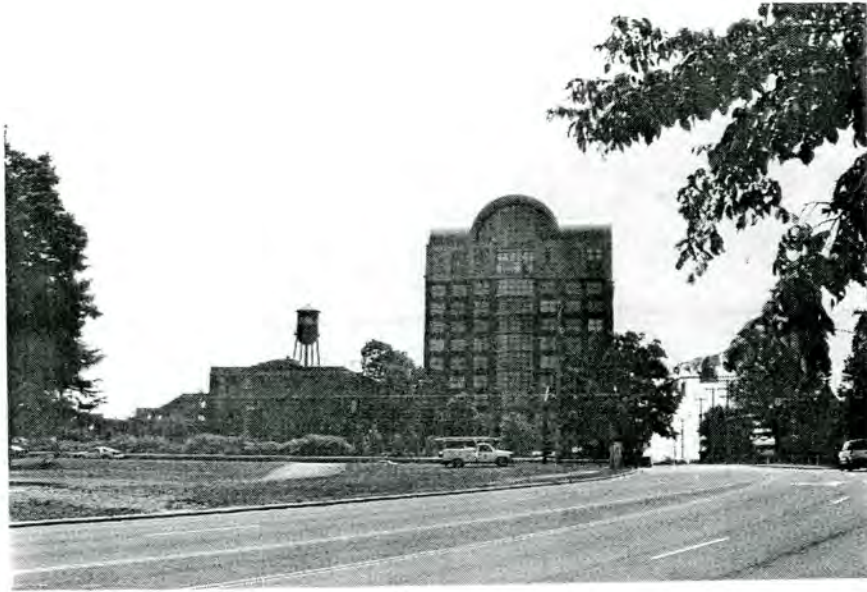


Plate 5. Tomlinson Chair Manufacturing Complex/Market Square Tower, Looking South.




Plate 6. Market Square Tower, Southeast Corner, Lindsay and West High Streets, Looking South.

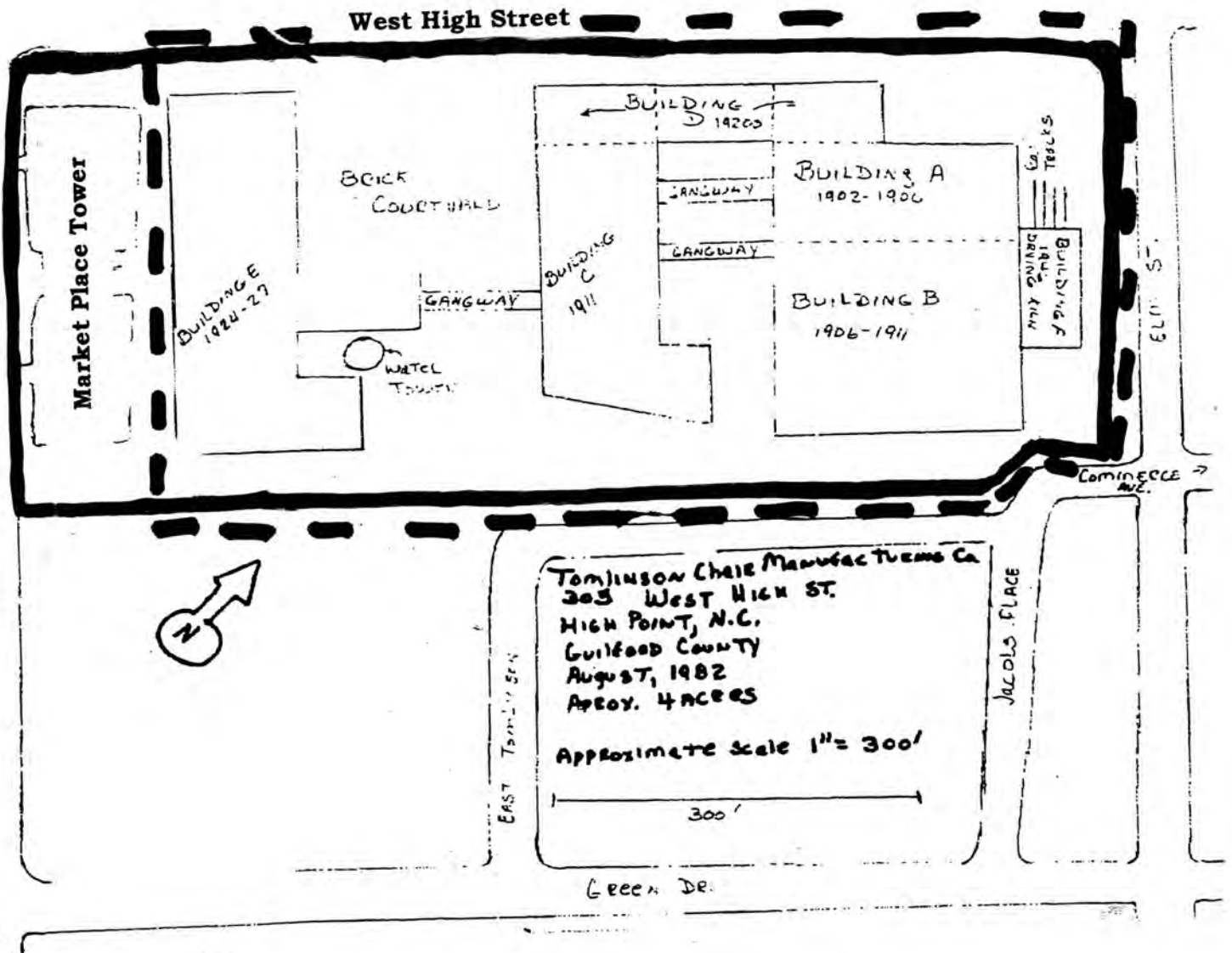
Figure 5

Tomlinson Chair Mfg. Company
National Register Boundaries

Current NR Boundary 

Proposed Amended NR Boundary 

(National Register Nomination Map 1982)



**Properties Evaluated Intensively and Recommended Eligible
for the National Register**

No. 2 West High Street Residential Area Historic District (SL 1994)

400-500 Blocks West High Street
High Point

Period of Construction: Ca. 1898 to Ca. 1922

Evaluation of Integrity (Plates 7-13) (Figure 6)

Approved for the State Study List in 1994, this compact residential neighborhood features a handsome and well-preserved collection of Queen Anne, Colonial Revival, and Craftsman-style houses built for local elites between the 1890s and 1920s. These residences are sited facing the railroad corridor in High Point's center-city industrial area, and neatly represent the city's pattern of residential development before suburban expansion. The district holds ten contributing resources, including six dwellings, associated outbuildings, and a factory (now vacant). Mature trees shade the district and a ca. 1920s stone retaining wall marks the east end, at the northwest corner of West High and Lindsay streets. The resources remain in good condition, and some of the houses have been restored in recent years and converted to offices and retail space. The only modern intrusion is the 1960s American Legion hall at 409 West High Street. As stated in the Study List Application,

The W. High Street residential area remains the finest collection of domestic architecture in the original downtown 'walking' area before the advent of the suburbs. . . and the popularity of automobiles (the 1920s). In addition, the W. High Street residential area demonstrates the tendency of manufacturers before 1920 to live near their factories, as well as the turn-of-the-century pattern for fine homes to face the railroad tracks through the center of small southern towns (Darr 1994).

Sited at the east end of the district, just south of Bridge No. 386, the ca. 1898 Brown House is one of the finest surviving Queen Anne residences in the city. Erected for a prominent physician, the two-story frame house epitomizes the Queen Anne style in its asymmetrical form, decorative sawnwork, and prominent turret. The ca. 1905 Frasier-Wilson House at 407 W. High Street was built for Henry W. Frasier, a furniture manufacturer. The imposing, frame Colonial Revival dwelling has a wraparound porch with Ionic columns, and a heavy modillion cornice. At 415 W. High Street, the ca. 1900 W. T. Kirkman House is also a fine example of the Colonial Revival style, with a two-story, cubic form, wraparound porch, high hip roof, and prominent center roof gable. Kirkman was a successful merchant and helped establish High Point University. Next door to the west, the 1913 O. Arthur Kirkman House (NR 1987) was built for a local manufacturer and civic leader. Blending Colonial

Revival and Craftsman-style elements, this two-story, gable-front dwelling has Flemish-bond brickwork and bracketed eaves. Located next door, at the west end of the district, is the ca. 1899 O. Arthur Kirkman Manufacturing Company Building, which made mattresses, pillows, and bedsprings. Though now vacant and covered with modern metal siding, the simple, frame gable-front building remains substantially intact. The last dwelling erected in the district was the ca. 1922 W. A. Ring House, a frame bungalow at 109 Oak Street. Ring operated a downtown pharmacy.

Historical Background and Evaluation of Eligibility

The West High Street Residential Area remains little changed since its 1994 listing on the State Study List. It is a rare surviving example of High Point's exclusive center-city neighborhoods that developed in the late nineteenth and early twentieth centuries. The West High Street Residential Area is recommended eligible for the National Register under Criterion A for community planning/development and Criterion C for architecture.

Between the 1890s and the 1920s, West High Street and other streets near High Point's booming industrial and commercial districts became the fashionable addresses for local elites. Areas such as North Main and North Elm streets and the Oakwood neighborhood (north of the APE) all attracted wealthy residents who sought homes in proximity to their places of work. Just west of downtown and the massive the Tomlinson Chair Manufacturing Company, some of the city's most prominent families built homes along the 400 and 500 blocks of West High Street. The earliest house in this area was erected ca. 1898 for Dr. John Riley Brown, a physician. Several year later, businessman and civic leader, W. T. Kirkman, and Henry W. Frazier, a furniture manufacturer, also constructed handsome residences on the 400 block. About 1913, O. Arthur Kirkman commissioned the family residence beside his mattress factory on the 500 block of West High Street (Darr 1994).

The houses on West High Street clearly reflect the major national trends in domestic architecture during the late nineteenth and early twentieth centuries. In High Point and cities throughout North Carolina, the architecture of this period expressed the movement away from traditional, regional building patterns and towards nationally popular designs. By the 1920s, the wealthier center-city residential blocks in High Point boasted fine Queen Anne dwellings and a full range of revival styles. However, with the exception of West High Street and Oakwood (NR 1990) most of these fashionable downtown enclaves have been replaced in recent decades by commercial-strip businesses or high-rise office buildings and adjacent parking lots (Smith 1979: 23-24, 26, 35-36, 54, 56, 60; Bishir 1990: 287-295; Darr 1990).

Boundary Description and Justification (Figure 7)

The present study concurs with the proposed Study List National Register boundaries, which encompass the greatest concentration of contributing architectural resources associated with the historical development of this area

(approximately five acres). The district is bordered by West High Street (north), modern commercial and industrial real estate (south), Lindsay Street and Market Place Tower (east), and open space and modern industrial uses (east). It does not include Bridge No. 386, which post-dates the development of the district.



Plate 7. West High Street Residential Area, Looking South from Bridge No. 386.



Plate 8. West High Street Residential Area, Brown House at 401 West High Street, Looking South.



Plate 9. West High Street Residential Area, Brown House, Looking Southeast.



Plate 10. West High Street Residential Area, Frasier-Wilson House at 407 West High Street, Looking South.



Plate 11. West High Street Residential Area, W. T. Kirkman House at 415 West High Street, Looking South.



Plate 12. West High Street Residential Area, O. Arthur Kirkman House at 501 West High Street, Looking South.

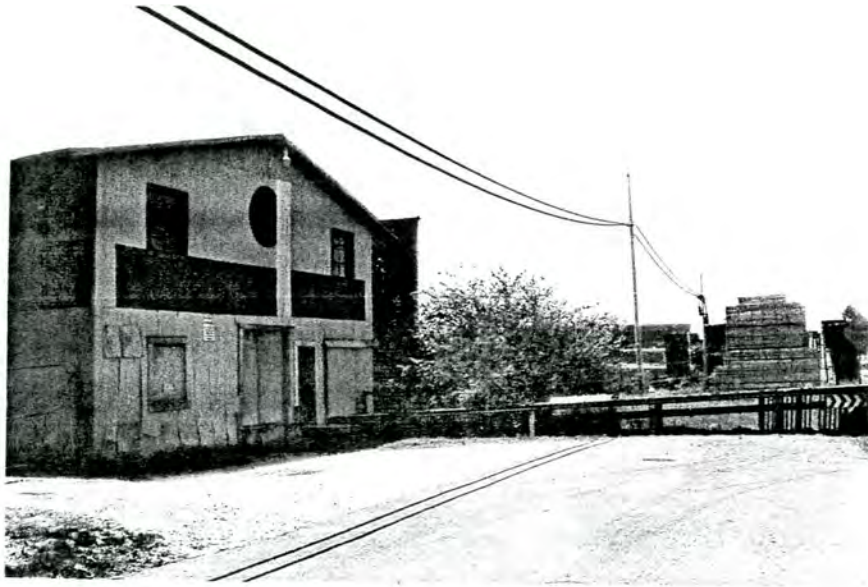


Plate 13. West High Street Residential Area, Kirkman Manufacturing Company Building at 507 West High Street, Looking West.

Figure 6

West High Street Residential Area
Historic District

Site Plan

TOMLINSON CHAIR FACTORY (NR)
Market Square Tower

LINDSAY STREET

(Study List Application Map 1994)

WEST HIGH STREET RESIDENTIAL AREA
PROPOSED NR DISTRICT

PARKING

W. GREEN DRIVE

West Green Tavern

OAK STREET

OAK ST.

POINTER ELECTRIC COMPANY

WEST HIGH STREET

W. KIVETT DRIVE

NORTH CAROLINA RAILROAD TRACKS

N

BUSINESS

OAKWOOD NATIONAL REGISTER HISTORIC DISTRICT

BUSINESS

Bridge No. 386

CHESTNUT DRIVE

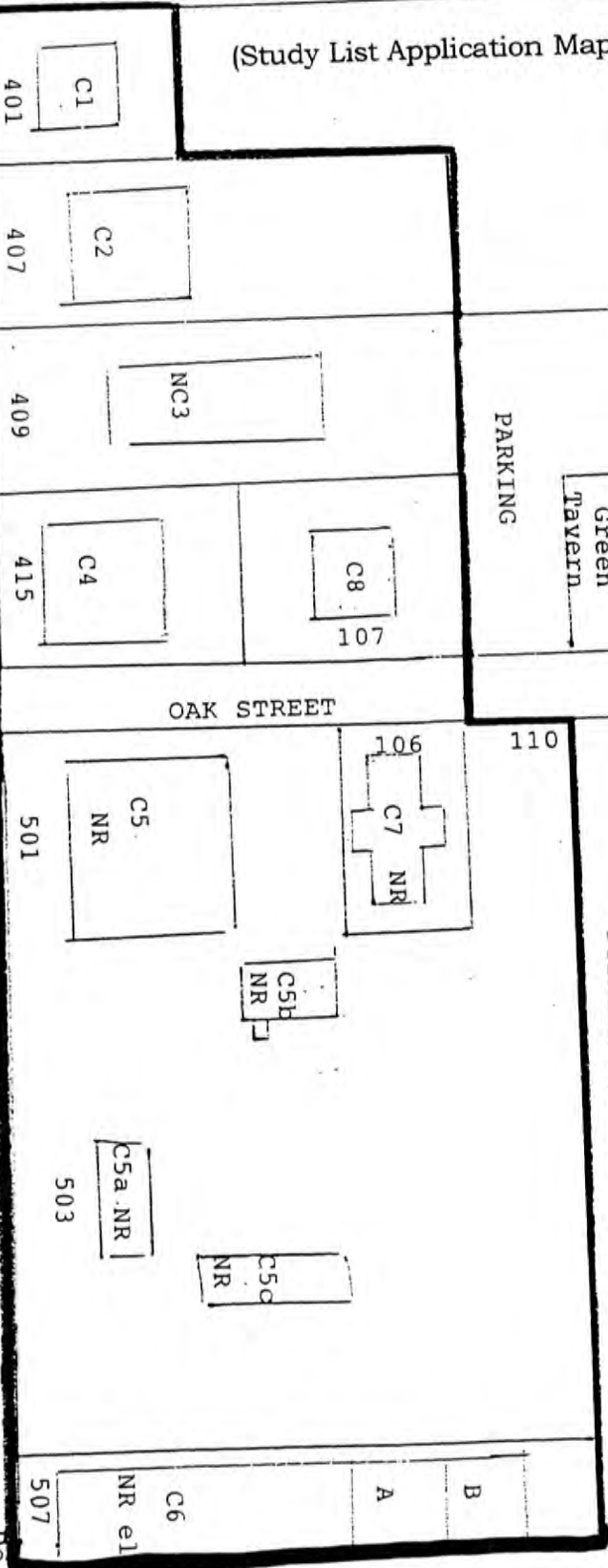
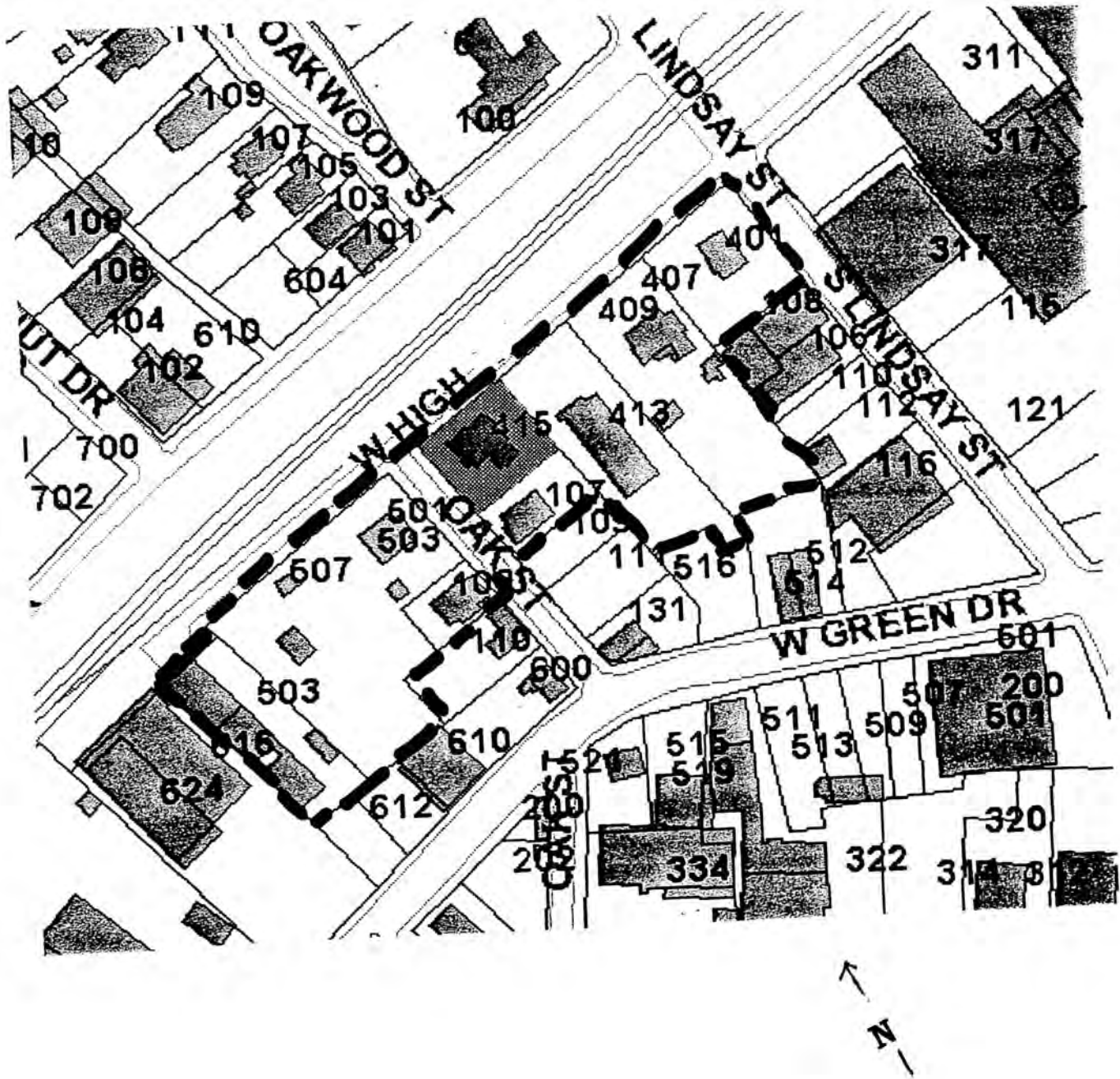


Figure 7

West High Street Historic District
Recommended National Register Boundaries

Scale 1" = 100'
(City of High Point Property Map)



**Properties Evaluated Intensively and Recommended
Not Eligible for the National Register**

High Point Ice and Coal Company Building

Northwest corner West Kivett Drive and Lindsay Street
High Point

Date of Construction

1930

Evaluation of Integrity (Plates 19-22) (Figures 9-10)

Constructed in 1930, the High Point ice and Coal Company Building is a brick, flat-roofed structure of utilitarian design. Reflecting its historical functions, heavy metal doors on the front façade open into ice and coal storage areas. The building has been heavily altered since depicted in the 1950 Sanborn Map. The original, front-facing brick office wing and loading dock have been razed, a new, truck loading dock installed across the front (south) elevation, and brick wings added to the east and rear (north) elevations. The original windows have also been bricked or boarded over. The building stands vacant, surrounded by a parking lot. There was no access to the interior.

Historical Background

Little is currently known about the history of the High Point Ice and Coal Company. Typical of such operations, it opened alongside the railroad tracks to provide ice for refrigeration and coal for heating to residences and businesses in the center city. By 1960, the building was occupied by the Central Carolina Ice and Coal Company, which probably commissioned the remodeling and expansion. The building has been vacant since the late 1980s (*High Point (N.C.) City Directories* 1930, 1960, 1980).

Evaluation of Eligibility

The High Point Ice and Coal Company building is not recommended eligible for the National Register under any Criterion. The building is not eligible under Criterion A because it is not associated with events that have made a significant contribution to the broad patterns of our history. The building is not eligible under Criterion B because it is not associated with individuals whose activities were demonstrably important within a local, state, or national historic context. Altered significantly since 1950, the building does not possess sufficient architectural significance for eligibility under Criterion C. The High Point Ice and Coal Company Building is not considered eligible under Criterion D because the architectural components are not likely to yield information important in the history of building technology. Finally, it is not considered eligible for inclusion in the adjacent Oakwood National Register Historic District, whose eastern boundary abuts the High Point Ice and Coal property (Darr 1994). The building has undergone major modifications and does not

specifically relate to the historical development of the neighborhood, it would not be a significant contribution to the historic district.



Plate 19. High Point Ice and Coal Company Building, Looking Northwest from Bridge No. 386.

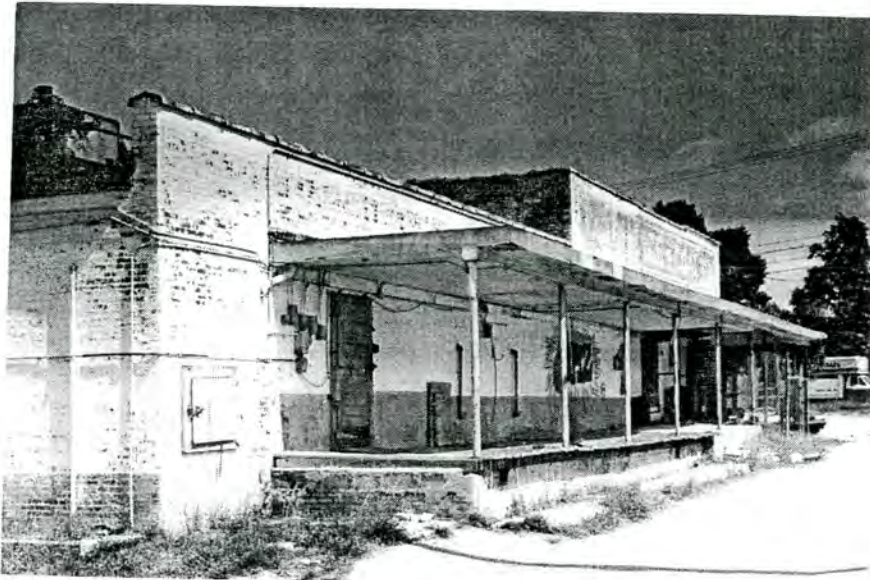


Plate 20. High Point Ice and Coal Company Building, Looking East.



Plate 21. High Point Ice and Coal Company Building, Looking West.



Plate 22. High Point Ice and Coal Company Building, Rear Wing, Looking West.

Figure 9

High Point Ice and Coal Co.
(Sanborn Insurance Map 1950)

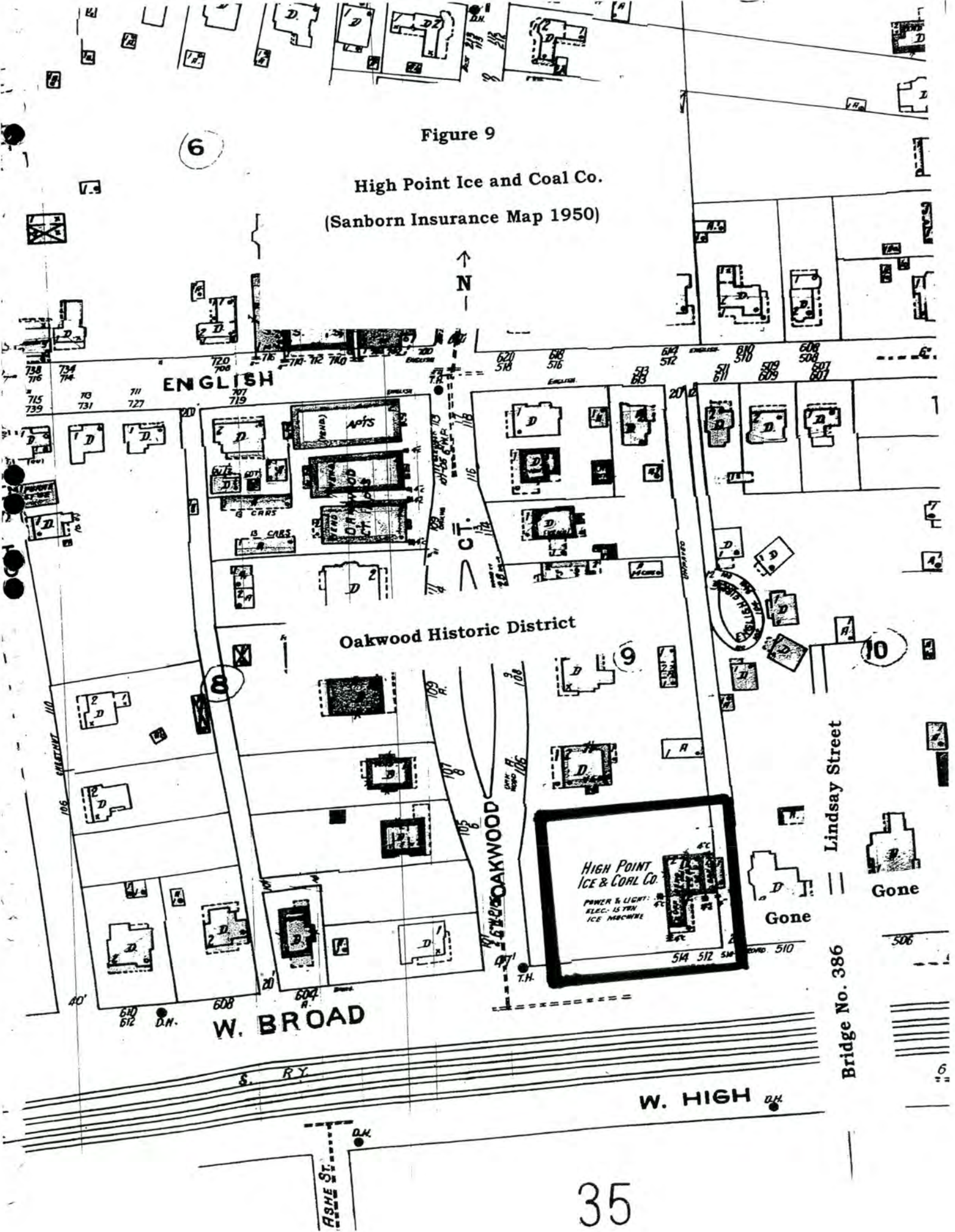
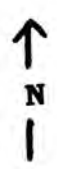
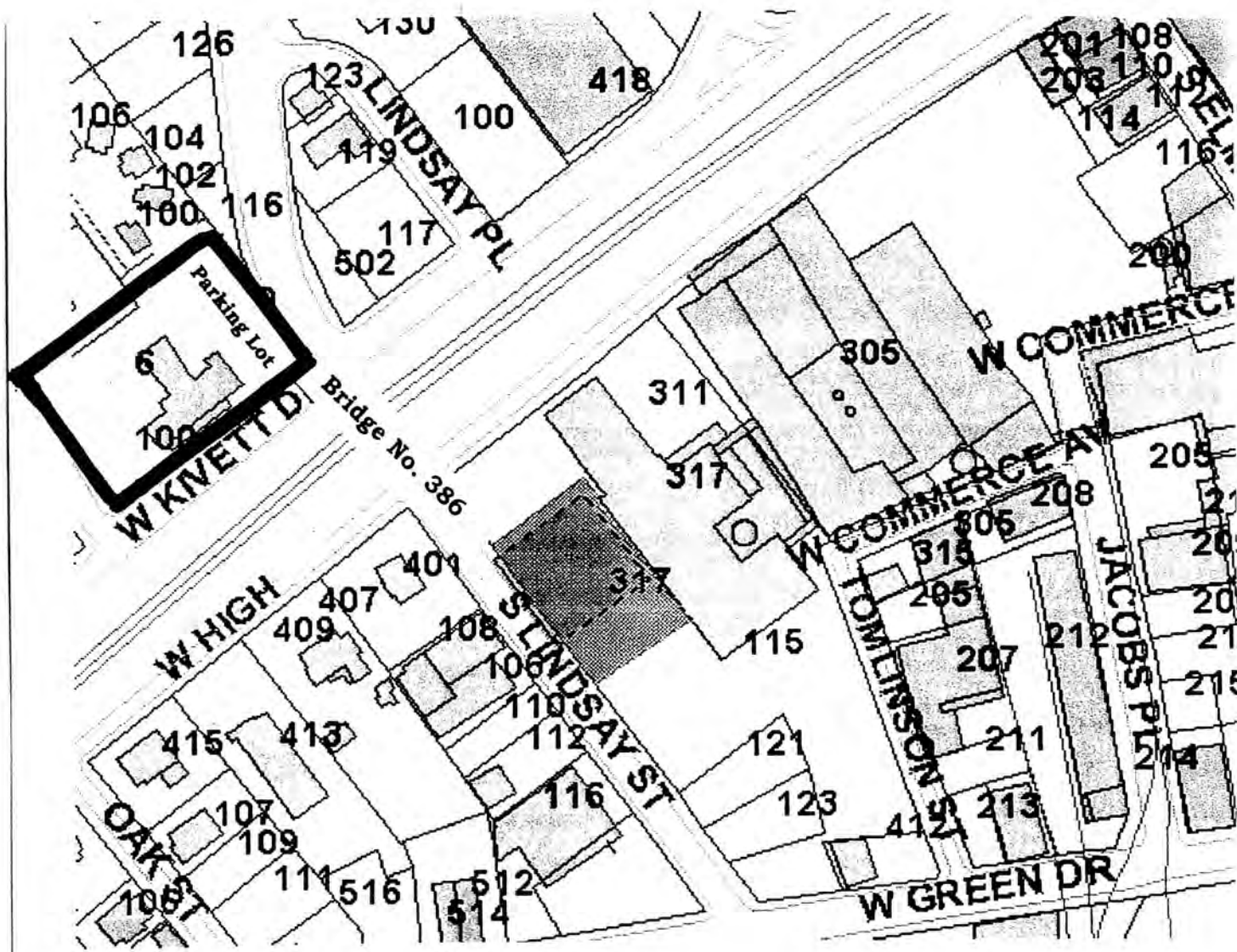


Figure 10

High Point Ice and Coal Company Building

Site Plan



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