

North Carolina Department of Natural and Cultural Resources
State Historic Preservation Office

Ramona M. Bartos, Administrator

Governor Pat McCrory
Secretary Susan Kluttz

Office of Archives and History
Deputy Secretary Kevin Cherry

April 8, 2016

MEMORANDUM

TO: Shelby Reap
Office of Human Environment
NCDOT Division of Highways

FROM: Renee Gledhill-Earley *Renee Gledhill-Earley*
Environmental Review Coordinator

SUBJECT: Historic Structures Survey Report Addendum for the Replacement of Bridge 276 on SR 1001 over NC 67, B-5148, Winston-Salem, Forsyth County, ER 15-0994

Thank you for your letter of March 10, 2016, transmitting the above-referenced report. We have reviewed the information contained in the addendum that evaluates the National Register of Historic Places eligibility of the Silas Creek Parkway (FY4273), Peters Creek Parkway (FY4274) and University Parkway (FY4275), and offer the following comments.

Given the lack of historical documentation for the three parkways, other than their planning and construction dates in the mid-1950s to early-1960s, we understand that evaluating them had to rely on the larger context of transportation planning of the period – a context that includes the design and construction of the highway or expressway system and emphasis on high speed vehicular traffic. Thus, these three parkways do reflect an era in transportation design and construction on a local level and possibly meet Criterion A for transportation history. Further, given their planning and construction dates, we do not believe they have to meet the exceptional significance criterion.

That parkways of this period reflected the post-WWII goals of speedy, uninterrupted travel on economical road systems that provided more or wider lanes, eliminated at-grade crossings, and controlled access is somewhat reflected in Winston-Salem's three parkways. However, the changes to these design elements over time have undermined their intent as well as damaged both their character and integrity to the point that we concur that they are not eligible for listing in the National Register of Historic Places.

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 919-807-6579 or environmental.review@ncdcr.gov. In all future communication concerning this project, please cite the above referenced tracking number.



PAT McCRORY
Governor

NICHOLAS J. TENNYSON
Secretary

ER 15-0994

March 10, 2016

Renee Gledhill-Earley
Environmental Review Coordinator
North Carolina Department of Cultural Resources
4617 Mail Service Center
Raleigh, North Carolina 27699-4617

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ER letters
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Dear Ms. Gledhill-Earley:

Dec 4/4/16

RE: Historic Structures Report Addendum for TIP# B-5148, Replace Bridge No. 276 on SR 1001 over NC 67 in Forsyth County.

On April 28, 2015 North Carolina Department of Transportation (NCDOT) is transmitted an Eligibility Evaluation Report for Historic Structure in the Area of Potential Effect for the above-referenced project. In a letter dated May 18, 2015 the Historic Preservation Office recommended that an evaluation of the Silas Creek Parkway be conducted. Please find attached one hard copies and one digital copy of the Historic Architectural Resources Survey Report, which meets the guidelines for survey procedures for NCDOT and the National Park Service.

Please review the attached survey report and provide us with your comments. If you have any questions concerning the accompanying information, please contact me at 919-707-6088.

Sincerely,

Shelby Reap

Shelby Reap
Historic Architecture Group

Attachments



**HISTORIC ARCHITECTURAL RESOURCES SURVEY REPORT ADDENDUM:
SILAS CREEK PARKWAY, PETERS CREEK PARKWAY, AND UNIVERSITY
PARKWAY NATIONAL REGISTER ELIGIBILITY EVALUATION**

**Replace Bridge No. 276 on SR 1001 (Country Club Road) over Silas Creek Parkway
Winston-Salem, Forsyth County
North Carolina Department of Transportation
TIP No. B-5148
WBS No. 42309.1.2**

**Prepared for:
Human Environment Section
North Carolina Department of Transportation
1598 Mail Service Center
Raleigh, NC 27699-1598**

**Prepared by:
Fearnbach History Services, Inc.
3334 Nottingham Road
Winston-Salem, NC 27104**

March 2016

**HISTORIC ARCHITECTURAL RESOURCES SURVEY REPORT ADDENDUM:
SILAS CREEK PARKWAY, PETERS CREEK PARKWAY, AND UNIVERSITY PARKWAY
NATIONAL REGISTER ELIGIBILITY EVALUATION**

**Replace Bridge No. 276 on SR 1001 (Country Club Road) over Silas Creek Parkway
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**Prepared by:
Fearnbach History Services, Inc.
3334 Nottingham Road
Winston-Salem, NC 27104**

March 2016

Heather Fearnbach

March 4, 2016

Heather Fearnbach, Principal Investigator
Fearnbach History Services, Inc.

Date

Mary Pope Furr, Supervisor
Historic Architecture Group
North Carolina Department of Transportation

Date

**Replace Bridge No. 276 on SR 1001 (Country Club Road) over Silas Creek Parkway
Winston-Salem, Forsyth County
North Carolina Department of Transportation
TIP No. B-5148
WBS No. 42309.1.2**

MANAGEMENT SUMMARY

The North Carolina Department of Transportation (NCDOT) proposes to replace Forsyth County Bridge No. 276, which has carried SR 1001 (Country Club Road) over Silas Creek Parkway in western Winston-Salem since 1960. Steel I-beams support the three-lane, four-span, reinforced-concrete deck. Curved reinforced-concrete posts cap low reinforced-concrete rails topped with steel guard rails. Inspectors assessed the bridge condition as “fair” after an August 11, 2014, site visit determined that the steel superstructure requires priority maintenance. The structure is typical in terms of engineering and design and was determined ineligible for National Register listing as part of the 2003 statewide NCDOT bridge survey by Lichtenstein Consulting Engineers, Inc. A new bridge will be erected in the same location.



Bridge No. 276 over Silas Creek Parkway

NCDOT contracted with Fearnbach History Services, Inc. (FHS) and ACME Preservation Services, LLC (APS) to inventory and evaluate the significance of the historic resources within the project’s Area of Potential Effects (APE). Architectural historian Heather Fearnbach undertook the fieldwork and research in April 2015, photographing and mapping the historic resources adjacent to the bridge and subsequently authoring the report. Knowledgeable local residents and property owners provided information and allowed access. Additional primary sources included United States Census reports and Forsyth County deeds and plats. Collections at Wake Forest University’s Z. Smith Reynolds Library and the Forsyth County Public Library in Winston-Salem yielded background information.

Ms. Fearnbach conducted a survey of Forsyth County’s historic architectural resources from 2006 until 2009 and authored *Winston-Salem’s Architectural Heritage*, published in 2015. These projects provided general architectural and historical context for the Bridge No. 276 APE analysis. Three individual properties and two residential subdivisions within the APE were included in the previous historic resource inventories. None of the resources were recommended for addition to the North Carolina Study List at the

survey's conclusion. Shutt Place, Westhaven, the Harrison Estate, and other contiguous subdivisions had not been previously surveyed or researched.



Bridge No. 276 looking east on Country Club Road

Bridge No. 276 and the historic resources within the project APE do not appear to be eligible for inclusion in the National Register of Historic Places. Numerous additions and alterations have diminished the James C. and Mary Shutt House's architectural integrity, while surrounding development has significantly encroached upon its setting. The 1917 William Cicero and Laura Brandon Tise House and Trinity United Methodist Church are substantially intact, but do not possess the requisite architectural or historical significance for National Register listing. The 1970 Crotts and Saunders Engineering, Inc., Office was included in the Forsyth County architectural survey as one of Winston-Salem's few Modernist office buildings. However, the building is not yet fifty years old and does not have the exceptional importance necessary to justify National Register listing under Criteria Consideration G despite its age. The residences in Shutt Place, G. E. Tucker Estate, and Sherwood Forest are typical of those found throughout the city's small-scale subdivisions developed from the 1910s through the 1950s. The dwellings are not architecturally or historically significant enough to merit National Register listing individually or collectively.



**Streetscape in the southwest quadrant of the Bridge No. 276 replacement APE
(looking southwest from 108 Harper Street)**

In a May 18, 2015 memorandum, the State Historic Preservation Office (HPO) concurred with the eligibility recommendations presented in the April 2015 report. However, HPO staff also stated that Silas Creek Parkway may “form a distinctive post-WWII transportation system along with Peters Creek Parkway and University Parkway,” thus warranting National Register eligibility evaluation. NCDOT contracted with FHS and APS to document and evaluate the significance of the three parkways. Architectural historian Heather Fearnbach undertook the fieldwork and research in February 2016, photographed the corridors, and authored the report. Research at the Winston-Salem Department of Transportation, NCDOT’s Division 9 office, the Forsyth County Public Library, and Wake Forest University’s Z. Smith Reynolds Library yielded background information. The addendum includes a brief overview of Winston-Salem’s development from the early twentieth century through the 1960s, historic context for the parkways, descriptions of each corridor, and National Register eligibility evaluations.

This analysis demonstrates that the three parkways are not candidates for inclusion in the National Register of Historic Places. The transportation corridors manifest typical mid-twentieth-century highway engineering and construction features and therefore do not possess the requisite exceptional design qualities necessary for National Register listing. Also, the parkways do not retain integrity from their original mid-twentieth-century creation, as ongoing widening, lengthening, resurfacing, and other improvements have been necessary to maintain optimal road condition and function. This precludes eligibility under Criterion C. The parkways do not possess enough historical significance to merit National Register listing under Criteria A or B, nor are they likely to yield information regarding transportation engineering that is not accessible from other sources, making them ineligible under Criterion D.

SSN	Property Name	Address	PIN	Eligibility Determination	Criteria
FY04273	Silas Creek Parkway (NC 67)	N/A	N/A	Not eligible	A, B, C, D
FY04274	Peters Creek Parkway (NC 150)	N/A	N/A	Not eligible	A, B, C, D
FY04275	University Parkway (SR 4000)	N/A	N/A	Not eligible	A, B, C, D



North Carolina Department of Transportation
 Division of Highways
 Project Development & Environmental Analysis Branch

Forsyth County
 Replace Bridge No. 276 on Country Club Road (SR 1001) over NC 67 (Silas Creek Parkway)
 STIP Project No. B-5148

Legend

- Notable Features
- Churches
- Study Area Boundary
- Parks
- Floodway
- 100 Year Floodplain
- Rivers & Streams

Source: ESRI Streetmap USA Data, Map Printed February 2015.

Project Study Area With Environmental Features

Figure 2

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I. Winston-Salem's Early- to Mid-Twentieth-Century Development

In the early twentieth century, as Winston-Salem grew to become North Carolina's largest city, thousands of residents escaped downtown congestion and pollution by moving to new neighborhoods supplied with amenities such as utility connections and paved streets and sidewalks. In the case of large subdivisions, developers typically worked with city planners to ensure that neighborhoods connected with municipal infrastructure and utilities and offered convenient access to schools, churches, businesses, and recreational facilities. Numerous small-scale subdivisions are also located adjacent to major traffic corridors or larger neighborhoods as building booms encouraged division of substantial tracts into lesser-sized residential parcels.

Winston-Salem began an "arterial highway construction" program in 1930, building a system of roads "radiating from the business section in all directions" to mitigate traffic congestion. Three railroads—the Southern, the Norfolk and Western, and the Winston-Salem Southbound—served the city at that time. Residents and travelers utilized Union Station, the new Beaux Arts passenger depot designed by the New York architectural firm of Fellheimer and Wagner that opened on April 15, 1926. Air traffic had escalated after Miller Municipal Airport's 1927 creation in anticipation of Charles Lindbergh's planned stop on the tour following his solo trans-Atlantic flight.¹

The city's exponential growth culminated in a population of 75,274 in 1930, a 55.6 percent increase over 1920. Inspectors issued \$8,531,028 worth of permits for over two thousand buildings in 1928, approximately half of which were residential, and authorized permits valued at \$5,400,000 in 1929, encompassing 249 houses as well as many other institutional, commercial, and industrial structures. Speculators scrambled to erect modest residences as quickly as possible to meet demand, often using stock plans to construct dozens of almost identical homes. On the other end of the building continuum, property owners commissioned architects to render plans for distinctive structures. In an attempt to manage the rapid development, city administrators engaged the Pittsburgh engineering firm of Morris, Knowles, and Company to conduct preliminary zoning studies in 1921 and to complete a comprehensive zoning plan in 1929. Although construction dropped precipitously with the Great Depression's onset, contractors paved 140 miles of streets in 1930, at which time Winston-Salem held 17,049 houses.²

Federal and state funding allowed for some limited Forsyth County road improvements during the 1930s. The North Carolina Emergency Relief Administration (NCERA) was the state's first New Deal program that attempted to alleviate the effects of the Great Depression by creating jobs for unemployed citizens, many of whom were farm laborers. Projects funded by the NCERA in Winston-Salem from 1932 to 1935 included repairing city streets, highways, water and sewer plants, City Hall, the armory, and the library; constructing sidewalks, water and sewer lines, and additions to City Hospital; building a road from the

¹ Major A. R. Lawrence, compiler, *Winston-Salem, North Carolina: Booklet Nos. IV* (Winston-Salem: Industrial Commission of Winston-Salem, 1930), 22; Michael Breedlove, "Connecting Flights: Tracking the Triumphant History of Smith Reynolds Airport," *Winston-Salem Monthly*, September 2008, 22–24.

² *Winston-Salem Journal* (hereafter abbreviated WSJ), January 1, 1928; Adelaide Fries, *Appendix to the Memorabilia of Fifty Years by Bishop Edward Rondthaler* (Raleigh: Edwards and Broughton, 1931), 13, 24; Lawrence, *Winston-Salem, North Carolina: Booklet No. IV*, 8, 22, 31; Leon Truesdell, supervisor, US Department of Commerce, Bureau of the Census, *Sixteenth Census of the United States: 1940, Population*, Vol. 1 (Washington, DC: Government Printing Office, 1942), 772; Larry Edward Tise, *Winston-Salem in History, Vol. 9: Building and Architecture* (Winston-Salem: Historic Winston, 1976), 34.

airport to the city limits; maintaining and improving schools and parks; making mattresses; canning fruit and vegetables; cutting wood and lumber; and preserving trees.³

The federal Works Progress Administration (WPA) followed in 1935, engaging citizens in endeavors ranging from public health initiatives to cultural activities, manufacturing enterprises, and building and park enhancements. Rural efforts such as paving secondary farm-to-market roads, placing culverts, creating drainage systems, and erecting bridges, sanitary privies, agricultural extension service offices, and school vocational buildings occupied many work crews. By April 1938, the WPA had completed forty-two Forsyth County undertakings at a cost of almost \$2.5 million, including construction projects valued at approximately \$1,830,000. Local government contributed about one-third of that amount, and WPA laborers supplied over four million hours. In July 1939, approximately 5,300 Winston-Salem inhabitants, about 6.6 percent of the city's population, worked for the WPA.⁴

Approximately 13,333 Forsyth County residents served in World War II, and those left behind were occupied with the war effort in a variety of ways, from filling vacant positions in local manufacturing plants to participating in bond drives and planting victory gardens. Although some industries suffered from material scarcity, unemployment was not an issue as local companies including P. H. Hanes Knitting Company and R. J. Reynolds Tobacco Company increased their garment and cigarette production to meet high demand. Hanes Hosiery Mills adapted by substituting synthetic fibers for silk in order to execute government requisitions. By May 1942, approximately ten thousand Winston-Salem employees worked for defense-related concerns. That number escalated as National Carbon Company opened a battery plant in the former Chatham Manufacturing Company factory in 1943, and Allied Aviation manufactured weapons for the military.⁵

Notwithstanding building material and labor shortages during the war years, the Z. Smith Reynolds Foundation funded improvements at Miller Municipal Airport, including a new terminal's construction beginning in 1941. Dick Reynolds, then Winston-Salem's mayor, presided at the expanded facility's 1942 dedication in memory of his younger brother, Z. Smith Reynolds, who died in 1932. During World War II, the airport served as an Air Force training center for over one thousand Air Force pilots.⁶

In addition to remaining the corporate headquarters of established companies that in the 1940s included R. J. Reynolds Tobacco, Hanes Hosiery, P. H. Hanes Knitting, and Wachovia Bank and Trust, Winston-Salem attracted newcomers such as the Pennsylvania-based Duplan Corporation, which began operating a nylon yarn throwing mill on White Street in 1942 and erected a corrugated aluminum-sheathed plant at Indiana Avenue and Akron Drive's northeast corner five years later. McLean Trucking moved to Winston-Salem in 1943. The Bassick Company, a Connecticut-based furniture hardware fabricator,

³ J. S. Kirk, Walter A. Cutter, and Thomas W. Morse, eds., *Emergency Relief in North Carolina: A Record of the Development and Activities of the North Carolina Emergency Relief Administration, 1932-1935* (Raleigh: North Carolina Emergency Relief Administration, 1936), 476-478.

⁴ As of April 1938, Winston-Salem residents had been paid for 4,028,162 hours of work on WPA projects. "Progress of Twin City Has Continued in Spite of National Economic Setbacks," *Winston-Salem Journal and Sentinel* (hereafter abbreviated *WSJS*), April 24, 1938, Section 7; Fred J. Cohn, "Expenditure of \$2,478,945 on WPA Projects Has Aided Employment in County," *WSJS*, April 24, 1938, Section 6; "Lack of Funds Forces Layoff in Local WPA," *WSJ*, June 29, 1939; "Nearly 1,000 Workers Affected by WPA's Increase in Hours," *Winston-Salem Sentinel*, June 5, 1939; Fred Cohn, "Many Rural Improvements Included in WPA Program," *Raleigh News and Observer*, February 12, 1940; "WPA to Hold 'Open House' on Projects," *WSJS*, May 12, 1940.

⁵ *WSJ*, August 2, 1941, May 22, 1942, January 1, 1943; Frank V. Tursi, *Winston-Salem: A History* (Winston-Salem: John F. Blair, 1994), 229.

⁶ Breedlove, "Connecting Flights," 22-24.

acquired the former Inverness Cotton Mills complex on Indiana Avenue in 1944 and opened a Winston-Salem plant the following year, becoming Bassick-Sack by 1950. Western Electric occupied the former Chatham Manufacturing Company - National Carbon Company plant on Chatham Road in 1946, producing military communications equipment and gradually transitioning to the fabrication of switches and circuits for national telephone networks. Tom Davis founded Piedmont Airlines in 1948. Altogether, they employed thousands of people and thus contributed to an influx of residents, many of whom were from outside North Carolina.⁷

Industrial expansion spurred the construction of new roads, as did the residential development that resumed in the late 1940s when these new citizens and returning veterans starting families created a critical need for housing after years of market stagnation during the Great Depression and World War II. Federally funded projects received priority allocation of building materials during the period immediately following the war's end. The Servicemen's Readjustment Act of 1944, commonly known as the "GI Bill of Rights," guaranteed veterans low-interest, long-term home loans and thus promoted home construction in new suburbs and on vacant lots in existing neighborhoods. The regional Veterans Administration (VA) office reported closing on 3,658 GI loans in Forsyth County, totaling \$20,935,672, between 1945 and 1955. The VA also approved 214 Federal-direct loans averaging \$7,500 for county residents from the program's 1950 inception through 1955. During the postwar decade Winston-Salem's four building and loan associations financed 27,000 loans equaling more than \$96,000,000.⁸

Winston-Salem's rapid growth required ongoing planning efforts. The Chamber of Commerce hired Robert A. Larrabee, formerly the Tennessee State Planning Commission's executive director, to delineate a long-range community development strategy in May 1944. Local government soon began implementing Larrabee's recommendations and the North Carolina General Assembly authorized the City-County Planning Board's creation in March 1947. City aldermen and county commissioners appointed the first nine members in February of the following year, and planning consultant Russell Van Nest Black of New Hope, Pennsylvania, presented a comprehensive analysis of Winston-Salem's evolution and a draft of a new zoning ordinance at the board's first meeting in March. This was a particularly timely occurrence: the City annexed large areas to the north, south, and west in 1948 and issued \$13,796,742 worth of building permits in 1950, the most since 1928.⁹

Between 1950 and 1960, Forsyth County's population grew almost 30 percent to comprise 189,428 residents, almost 41 percent of whom worked in manufacturing plants and earned a median family income of \$5,549. The Duplan Corporation, Arista Mills, Bahnsen, Export Leaf Tobacco, Hanes Dye and Finishing, B. F. Huntley Furniture, Mengel Box, Piedmont Leaf Tobacco, Piedmont Publishing, Unique Furniture Makers, and Winston Leaf Tobacco and Storage Companies each employed between 250 and 1,000 laborers in 1962, while Hanes Hosiery Mills, P. H. Hanes Knitting, R. J. Reynolds Tobacco, and Western Electric Companies' operations each utilized more than 1,000 workers.¹⁰ Production continued to diversify through the decade.

⁷ *Hill's Winston-Salem (Forsyth County, North Carolina) City Directory* (Richmond, VA: Hill Directory Co., 1942–1950); *Manufacturers' Record*, North Carolina edition, September 1950, p. 77; "Inverness Mills Properties at Auction," *WSJ*, November 17, 1935; Forsyth County Deed Book 384, p. 240; Deed Book 519, p. 114; and Deed Book 1633-873; Sanborn Map Vol. 1A, Sheet 128, 1950; James Howell Smith, *Winston-Salem in History, Vol. 8: Industry and Commerce, 1896–1975* (Winston-Salem: Historic Winston-Salem, 1977), 45, 47.

⁸ Rom Weatherman, "8,400 Dwellings Constructed in City-County Building Boom," *WSJS*, May 22, 1955.

⁹ Martha Ann Allen, "City Planner to Survey Possibilities of W-S," *WSJS*, May 21, 1944; *WSJ*, March 4, 1948; Jack Trawick, "Planning Started Late, Grew Quickly," *WSJS*, April 10, 1966.

¹⁰ *Industrial Development and Manufacturers' Record*, 1962 Blue Book Edition, 45, 50.

Winston-Salem's industrial growth fueled an ongoing building boom that lasted from the mid-1950s through the 1960s and included all property types. Residential construction was particularly strong: the City-County Planning Board approved a record 2,340 building lots in fifty-nine subdivisions during the 1954–1955 fiscal year. This rapid development, in conjunction with new transportation corridors and urban renewal projects, reshaped the city. The North Carolina Department of Transportation (NCDOT) built US Highway 52, originally called the North-South Expressway, just east of downtown in the mid-1950s, bisecting African American neighborhoods including Happy Hill and Columbia Heights Extension. NCDOT completed the first section of Interstate 40, known first as the East-West Expressway and later as Business 40, which extended from Main Street to Cloverdale Avenue, in 1958. Two years later, contractors finished the corridor's westward extension to Knollwood Street. Subsequent projects included construction of Silas Creek, Peters Creek, and University parkways' initial sections. Urban renewal dramatically impacted the character of East Winston as contractors removed entire neighborhoods of early-twentieth-century dwellings to make way for new housing in the 1960s.¹¹

Private-sector development escalated as businesses followed city residents to the suburbs. Convenient shops, banks, and offices were an important draw for prospective homeowners, and such structures often exhibited a Modernist stylistic influence, signaling a company's progressive attitude. Building permits issued in 1955 reflect a boom in commercial construction; large projects initiated that year included a new Piedmont Airlines hangar and office building at Z. Smith Reynolds Airport. The F. W. Woolworth Company, Davis Department Store, the S. H. Kress Company, and Downtown Garage were among the downtown businesses that expanded or remodeled their facilities. Ventures such as Reynolds Realty Company's large parking deck, the American Bakeries and Stratford Medical Center buildings, the Masonic Temple on Miller Street, the Life Insurance Company of Virginia headquarters on Cloverdale Avenue, the M & J Finance Company building on South Broad Street, and the Wall Funeral Home chapel on West Fourth Street contributed to an expenditure of over \$2,500,000 in new structures by May 1955. The city's 1957 annexation of 11.7 square miles encompassed property valued at \$25 million, including Smith Reynolds Airport, Wake Forest College, the Fairgrounds-Coliseum complex, Reynolds Park, and Western Electric, Reynolds, Hanes, and Duplan industrial plants.¹²

Shopping center development contributed to a steady transfer of businesses from downtown to outlying areas served by new transportation corridors. Thruway, Winston-Salem's first and North Carolina's second large mixed-use suburban shopping center, opened on October 13, 1955, off Stratford Road on the city's western edge. The L-shaped Northside shopping center, which occupied a twenty-five-acre parcel near the Reynolds Tobacco Company factory north of town and the proposed north-south expressway, soon followed on October 30, 1958. W. H. Weaver Construction Company of Greensboro began erecting Parkway Plaza in 1958, and retailers held the grand opening on September 27, 1960. Reynolda Manor shopping center, built at Reynolda Road and Fairlawn Drive's northwest corner, started serving city residents on February 28, 1962. Restaurants, banks, and entertainment venues such as movie theaters and

¹¹ Gregory Errett, Planning Development Coordinator, City of Winston-Salem (retired 2015), email correspondence with Heather Fearnbach, November 7, 2013; Langdon Edmunds Oppermann, "Winston-Salem's African-American Neighborhoods: 1870–1950," Architectural and Planning Report, Forsyth County Joint Historic Properties Commission, 1994, 17–18, 25–26, 47.

¹² Wes Hayden, "Twin City Has Business Boom; 1955 Construction Exceeds \$2,500,000," *WSJS*, May 8, 1955; Aingred Chislayne Dunston, "The Black Struggle for Equality in Winston-Salem, North Carolina: 1947–1977" (PhD diss., Duke University, 1981), 195; *WSJS*, September 16, 1956; *WSJ*, January 1, 1957.

bowling alleys often opened in or near the retail centers. By 1966, developers had constructed fifteen shopping centers in Winston-Salem.¹³

R. J. Reynolds Tobacco Company opened a \$2 million research laboratory in February 1953; introduced its first filtered cigarettes, the Winston and Salem brands, in 1954 and 1956; and began building the state-of-the-art Whitaker Park Plant in the city's northwest quadrant in 1958, spurring nearby residential development. The same year, Reynolds constructed new facilities for its aluminum sheeting and foil, plastic film wrap, florist foil, gift wrap, and other packaging division, which became a subsidiary company, Archer Products, Inc., in 1967. Atlanta-headquartered snack purveyor H. W. Lay and Company, Inc., operated a 1958 Winston-Salem distribution center served by the company's Greensboro manufacturing plant.¹⁴

The Jaffrey, New Hampshire-based D. D. Bean and Sons Company became the first business to occupy the north Winston-Salem industrial park, where it constructed a 20,000-square-foot match factory in 1959. Hanes Hosiery Mills acquired the adjacent sixty-three acres, building an 850,000-square-foot, approximately \$30 million facility that was the city's largest industrial plant upon its 1960 completion. The decade ended on a high note when Winston-Salem, characterized by Salem Academy and College president Dale H. Gramley as a community of "competence, conscience, and contributions," achieved national recognition with an All-America City Award in 1959.¹⁵

Sizable 1960s construction projects included Western Electric's completion of a new plant on Reynolda Road in 1960 and the 1962 conversion of its Lexington Road operation into a telephone manufacturing facility. Champion Dishwashing Machine Company built a 42,300-square-foot factory at 2775 Patterson Avenue in 1962. Forsyth Memorial Hospital opened in 1964, and North Carolina Baptist Hospital expanded its campus with the Hanes and Allied Health buildings in 1969. The Bahnson Company completed a 300,000-square-foot plant south of I-40 between Lowery Street and the railroad in March 1965 and named the facility in memory of president and treasurer Agnew H. Bahnson Jr. following his death in a June 1964 plane crash. Old Salem Inc., chartered in 1950, spent more than \$3 million on property acquisition, demolition, restoration, and reconstruction through 1966.¹⁶ It was in this progressive environment that the State Highway Commission funded the continued development of Silas Creek, Peters Creek, and University parkways.

¹³ Developer Earl Slick and grocer Ray Messick collaborated to build Thruway Shopping Center. WSTV 13, "Then and Now: Shopping Centers," Audio Transcript, 2009; W. H. Weaver Parkway Plaza advertisement, *WSJ*, September 27, 1960; Tise, *Building and Architecture*, 46.

¹⁴ R. J. Reynolds Tobacco Company began manufacturing aluminum foil in 1927. Product demand resulted in the company's creation of a separate division in 1957 and a subsidiary company, Archer Products, Inc., in 1967, known as R. J. R. Archer, Inc. after the creation of R. J. R. Industries, Inc., in 1970. By 1971, R. J. R. Archer, Inc.'s four divisions operated seven plants in three states and England, and the three Winston-Salem plants and the company's headquarters employed approximately one thousand people. *Manufacturers' Record*, January 1954, pp. 69–70; January 1955, p. 12; June 1959, p. 36; July 1959, pp. 58–59; Greater Winston-Salem Chamber of Commerce, *Winston-Salem, N.C.* (Evanston, IL: Windsor, 1971), 70; Tursi, *Winston-Salem*, 244–245, 264; Tise, *Building and Architecture*, 46.

¹⁵ *Manufacturers' Record*, June 1959, p. 36; Harold Ellison, "Book Matches Pouring From New Plant," *WSJS*, December 6, 1959; *WSJS*, February 28, 1960, p. 1; Mark Bean, D. D. Bean and Company president, telephone conversation with HF on December 23, 2013; Richard Craver, "Mooresville company to buy historic Weeks Textile plant in Winston-Salem," *WSJ*, August 24, 2012.

¹⁶ "Winston-Salem Standard Metropolitan Area," *Industrial Development and MR*, May 1962, p. 40; Bill Lindau, "Many Locally Owned Firms Spur City's Industrial Growth," *WSJS*, April 10, 1966; Harold Ellison, "Textile Industry Began in Room of First House," *WSJS*, April 10, 1966; Tise, *Building and Architecture*, 46, 49; Winston-Salem Section of the NC Chapter of the AIA. *Architectural Guide to Winston-Salem Forsyth County*, 1978, 134.

II. Parkway and Highway Design Context

The urban transportation corridor model manifested in Silas Creek, Peters Creek, and University parkways drew from picturesque nineteenth-century boulevard, park, and subdivision design principles as well as progressive mid-twentieth-century highway engineering standards. Influential nineteenth-century landscape architects Frederick Law Olmsted and Calvert Vaux, architect Alexander Jackson Davis, and landscape designers Andrew Jackson Downing, Eugene A. Baumann, Howard Daniels, and George E. Kessler were among those who advocated naturalistic design. Historian Phil Patton attributes conception of the term “parkway” to Calvert Vaux, who proposed the creation of Brooklyn’s Ocean and Eastern parkways in 1868. Olmsted and Vaux, inspired by boulevards such as Berlin’s Unter den Linden and Paris’s Avenue Foch and Bois de Boulogne, had previously incorporated multi-lane tree-lined streets, pedestrian promenades, planting strips between sidewalks and roads, and landscaped medians into their commissions such as Boston’s Commonwealth Avenue, platted in 1858. Olmsted and Vaux also designed New York’s Central Park, Brooklyn’s Prospect Park, and numerous other recreational areas across the nation. The men promoted parkways not only as a means of linking urban centers to the suburbs in an aesthetically pleasing manner, but as a mechanism to encourage the development of contiguous greenswards.¹⁷

Other landscape architects, planners, and civil engineers implemented picturesque design tenets, particularly after the 1893 World’s Columbian Exposition in Chicago, which engendered a national preference for classicism and natural landscapes as the antithesis of the polluted, unhealthy, industrial city. The City Beautiful movement’s impact on transportation planning is evident in the Bronx River Parkway, which is the United States’ first limited-access highway. Restricted exit and entry points from side streets facilitated greater traffic volume. The Bronx River Parkway also exhibits the nation’s earliest use of lane-separating medians and overpasses carrying intersecting streets in a highway context. Construction of the 23.9 mile-long thoroughfare’s initial four-lane section, which extended from the Bronx River Parkway in Bronxville to Kensico Dam Park in Valhalla, Westchester County, commenced in 1907. Native stone bridges and retaining walls, a 35-mile-per-hour speed limit, and closure to commercial traffic contributed to the bucolic atmosphere. Environmental conservation and restoration was an important objective, as water pollution and inappropriate river bank development had become significant problems. Gardeners retained existing vegetation and planted thousands of deciduous and evergreen trees and shrubs to rejuvenate the land along the river and create scenic vistas.¹⁸

The Bronx River Parkway’s design stimulated the construction of similarly engineered and landscaped traffic corridors throughout the country. New York examples include the Taconic State Parkway, which continued the Bronx River Parkway further north into Westchester County, and Long Island’s Meadowbrook Parkway, which was originally a four-lane highway divided by a wide median. Contractors completed the initial sections of both roads in 1932.¹⁹

¹⁷ David L. Ames and Linda Flint McClelland, *Historic Residential Suburbs* (Washington, DC: US Department of the Interior, National Park Service, National Register of Historic Places, 2002), 34, 38–39; Phil Patton, *Open Road: A Celebration of the American Highway* (New York: Simon and Schuster, 1986), 66-68.

¹⁸ Ames and McClelland, *Historic Residential Suburbs*, 34, 38–39; Patton, *Open Road*, 69; “Bronx River Parkway,” <http://www.nycroads.com/roads/bronx-river/> (accessed February 2016).

¹⁹ Patton, *Open Road*, 70; “Taconic State Parkway,” <http://www.nycroads.com/roads/taconic/> (accessed February 2016); “Meadowbrook State Parkway,” <http://www.nycroads.com/roads/meadowbrook/> (accessed February 2016).



Mount Vernon Memorial Highway, Alexandria Avenue Bridge, south elevation, Mount Vernon Memorial Highway, 3.5 miles south of Interstate-95, Alexandria, Independent City, VA, undated Historic American Engineering Record photograph, Library of Congress Prints and Photographs Division, Washington, D. C.

Mount Vernon Memorial Highway, the first parkway constructed by the United States government, also opened in 1932. The four-lane concrete-slab road extends from Arlington Memorial Bridge in Washington, D. C., to Mount Vernon in Fairfax County, Virginia. Variegated-ashlar-veneered bridges, beveled curbing, central medians, treated-wood guardrails, and naturalistic landscaping characterize the corridor.²⁰

During the Great Depression, the federal government continued to employ picturesque design elements in limited-access parkway construction subsidized as part of New Deal make-work programs such as the Emergency Relief Administration and the Works Progress Administration. Capitalizing on the natural scenery in the national parks and the popularity of automobile driving as a form of recreation, parkways became destinations as well as transportation corridors. At locations along the Blue Ridge Parkway, Natchez Trace Parkway, and Skyline Drive, travelers enjoy expansive views at scenic overlooks and amenities such as rest areas, visitor centers, museums, and interpreted landscapes that often preserve historic resources.²¹

By the late 1930s, however, highway engineers shifted focus from aesthetics and recreation to expediting movement on resilient and economical road systems that could be easily extended and widened. Terms such as “freeway” and “expressway” conveyed speed and efficiency. Germany’s National Motor Road, known as the autobahn, exemplified this model. Inspired by the endeavor’s success, U. S. President Franklin D. Roosevelt directed the Bureau of Public Roads to explore the potential of a national interstate system that would encompass three north-south and three east-west routes. At the 1939 World’s Fair in New York, designer Norman Bel Geddes’s Futurama exhibit for General Motors included twelve-lane highways that could accommodate 50-mile-per-hour traffic in urban areas and 100-mile-per-hour speed limits elsewhere. Cloverleaf-shaped ramps at limited entrance and exit points ameliorated congestion.

²⁰ Barry Mackintosh, “Mount Vernon Memorial Highway,” National Register of Historic Places nomination, 1980.

²¹ Patton, *Open Road*, 71.

The United States government subsidized the construction of a prototypical superhighway section, the Pennsylvania Turnpike, a 160-mile-long four-lane divided corridor that shortened travel time between Harrisburg and Pittsburg upon its October 1940 opening. Material and labor shortages dramatically curtailed road construction and automobile production during World War II, but highway planning continued and road building immediately resumed at the war's end.²²



Pennsylvania Turnpike, Pennsylvania, July 1942, Arthur Rothstein, photographer, Farm Security Administration - Office of War Information Photograph Collection, Library of Congress Prints and Photographs Division, Washington, D. C.

Highway design in the late 1940s and early 1950s manifested the era's progressive mindset. Engineers employed parkway elements such as median-divided traffic, overpasses, road separation at bridges and ramps, and controlled access at regular intervals, but with a new emphasis on high-speed travel. President Dwight D. Eisenhower's administration touted interstate construction as a means of fueling the postwar economy and improving quality of life.²³

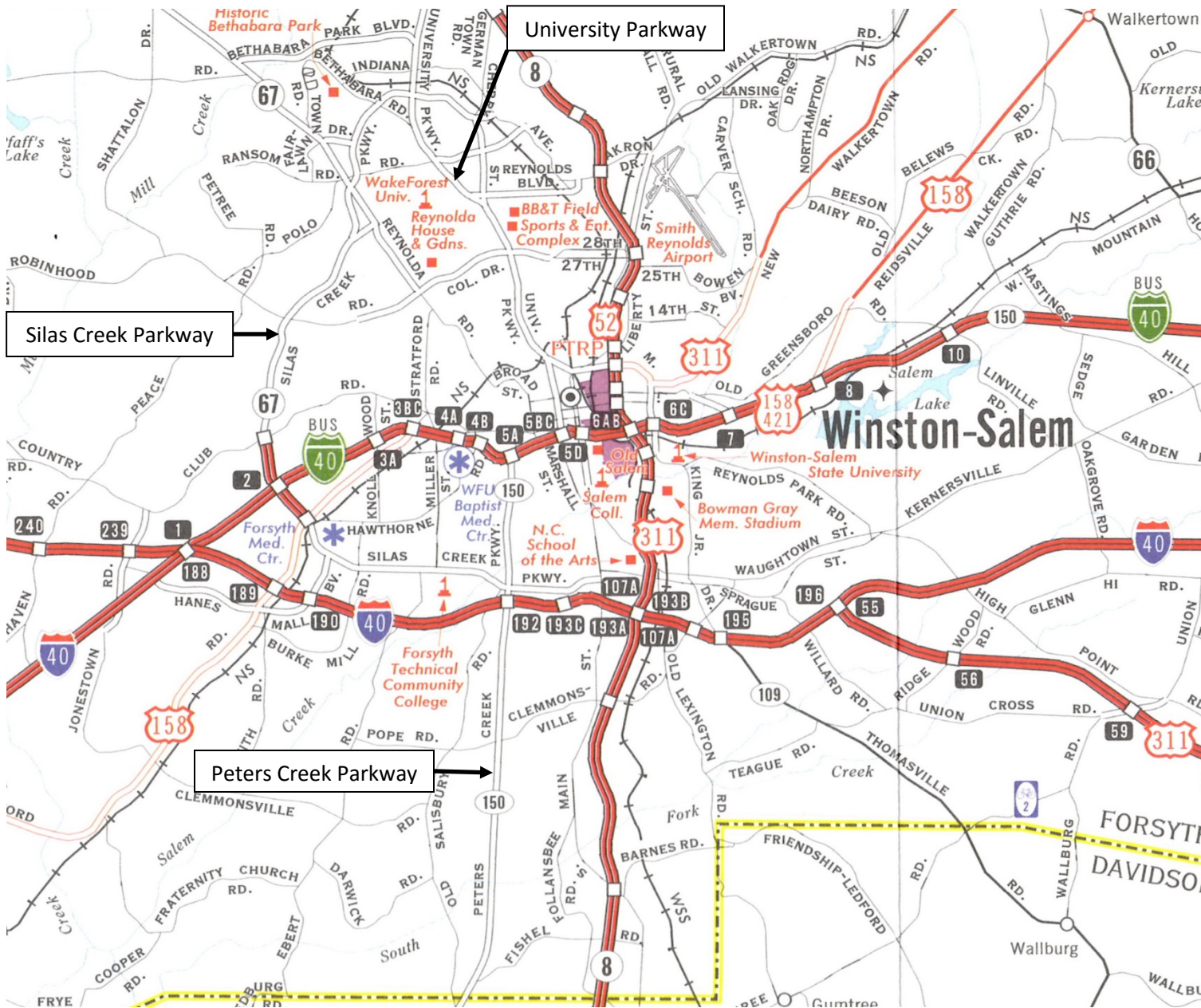
This was certainly the case in North Carolina. Between 1951 and 1954, contractors engaged by the State Highway Commission undertook extensive road improvements in order to address deficiencies resulting from years of deferred maintenance. Crews repaired, widened, reconstructed, and relocated 1,111 miles of primary routes. By 1956, travelers utilized 360 miles of three- and four-lane rural highways while builders worked to double the system's length. Planning and execution of urban four-lane expressways such as Asheville's Patton Avenue, Charlotte's Independence Boulevard, Fayetteville's Rowan Street, Greensboro's Lee Street, Raleigh's Downtown Boulevard, and Wilmington's Dawson Street commenced. These and other projects were possible in large part due to Congress's 1956 authorization of the Federal-Aid Highway Act, which made available significant federal funding for major thoroughfare creation. Interstate routes qualified for subsidies of up to ninety percent of construction costs.²⁴

²² Ibid., 71-72, 77; William Kaszynski, *The American Highway: The History and Culture of Roads in the United States* (Jefferson, NC: McFarland and Company, Inc., 2000), 122-123, 128, 131.

²³ Patton, *Open Road*, 88-89.

²⁴ John Harden, *North Carolina Roads and Their Builders, Vol. 2* (Raleigh: Edwards and Broughton Company, 1966), 19, 23.

During the mid-1950s, North Carolina State Highway Commission engineers worked with the City of Winston-Salem to plan a transportation network that would facilitate access to the proposed Interstate 40 and US Highway 52 corridors and the rapidly developing residential, commercial, and industrial areas on the municipality's outskirts. Transportation planners delineated the Silas Creek, Peters Creek, and University parkway alignments as a means to more efficiently move traffic throughout the city, bypassing or bisecting densely populated areas with limited access corridors that allowed for higher speed limits. The first sections of Interstate 40 and University Parkway opened in 1958. That year, contractors executed portions of eight Forsyth County highway projects budgeted at over \$14 million.²⁵



Winston-Salem, 2015-16 Official State Transportation Map, NCDOT

²⁵ WSJS, June 11, 1959, p. C1.

III. Silas Creek, Peters Creek, and University Parkway Components

Silas Creek, Peters Creek, and University parkways possess similar design features, although the number of lanes and median existence and configuration varies. Road separation at bridges and ramps, controlled access at regular intervals, and traffic signals at major intersections guide traffic flow. In most cases the corridors contain between four and six median-divided asphalt-paved lanes. All medians are designed to prevent crossing except at designated points. Some are narrow, with slightly elevated concrete paving or grass strips bordered by concrete curbs. Wider medians are either raised or depressed below the roadbed and comprise expanses of grass with central steel guard rails and/or landscaping such as deciduous and evergreen trees, shrubs, and planting beds. The right-of-way adjacent to entrance and exit ramps is often similarly ornamented with vegetation. Drainage ditches and concrete gutters, curbs, and culverts divert standing water from the pavement. Steel I-beams support the reinforced-concrete bridges that carry intersecting streets and railroads over the parkways. Most bridges have curved reinforced-concrete posts and low reinforced-concrete rails topped with steel guard rails. Signage predominately comprises road markers and highway designation, regulatory, and warning signs.

Right-of-way treatment and shoulder width reflects the adjacent area's character. In less-developed areas with more right-of-way, such as Peters Creek Parkway's south section and Silas Creek Parkway's north section, wide paved or grass shoulders flank the roadbed. Pedestrian traffic is discouraged in high-speed sections of each corridor, but concrete sidewalks line the parkways in some dense commercial and residential areas. A steel pedestrian overpass spans University Parkway near its south end. At Silas Creek Parkway and Yorkshire Road's intersection, a pedestrian tunnel allows for safe crossing under the road.



Silas Creek Parkway looking north toward Country Club Road bridge

IV. Silas Creek Parkway (NC 67)

SSN	Property Name	Addresses	PIN	Eligibility Determination	Criteria
FY04273	Silas Creek Parkway (NC 67)	N/A	N/A	Not eligible	A, B, C, D



Silas Creek Parkway, looking north circa 1963 with Stratford Road bridge at center, Bill Ray, photographer, image courtesy of the Forsyth County Public Library Photograph Collection

Silas Creek Parkway, initially conceived in 1946, was named for the adjacent water feature. The corridor's east terminus is South Main Street, from which the road runs east-west intersecting Buchanan Street, Peters Creek Parkway, Ebert Road, Bolton Street, Hanes Mall Boulevard, and Hanes Mall Circle. Silas Creek Parkway then gradually shifts to a north-south alignment through its intersections with Hawthorne Road, South Stratford Road, Business 40, Country Club Road, Nottingham Road, Yorkshire Road, and Robinhood Road. The 7.19-mile-long NCDOT-maintained corridor ends at the Wake Forest Road traffic signal.



Silas Creek Parkway looking north toward Wake Forest Road interchange

Many routes were proposed for Silas Creek Parkway's northernmost section, which is city-maintained and was built between 1989 and 1992. The approximately two-mile-long extension from what is now Wake Forest Road to Bethabara Road effectively bypasses Wake Forest University and adjacent development. Office parks and subdivisions flank Silas Creek Parkway between Reynolda Road and Fairlawn Drive. Dense commercial construction characterizes the corridor from Fairlawn Drive to Bethabara Road.

When proposed in 1948, Silas Creek Parkway's route ran from Robinhood Road through what became the Wake Forest University campus to Thirty-Third Street (now Reynolds Boulevard). The plan evolved by 1955, when the State Highway Commission's thoroughfare plan promoted Silas Creek Parkway as Winston-Salem's first loop road. The alignment garnered much debate prior to its 1960 approval, particularly as the route passed through recently developed neighborhoods such as Sherwood Forest and Shoreland Park.²⁶ Some buildings along the corridor were demolished and others relocated. Many structures suffered cracked plaster and other damage due to vibration from the heavy equipment utilized by parkway contractors.



Silas Creek Parkway looking south at Sharon Road

²⁶ "Route of New Parkway," *TCS*, July 22, 1960; C. D. Adkins, "Silas Creek Parkway Completion, Winston-Salem, North Carolina, Final Environmental Impact Statement and 4 (f) Statement," NCDOT, Raleigh, 1987.



Silas Creek Parkway looking north at Stratford Road bridge

L. A. Reynolds Company oversaw the construction of Silas Creek Parkway's initial seven-mile-long section that opened on November 16, 1961. The corridor extended from Corporation Parkway to Reynolda Road just south of Wake Forest College and included bridges at the east-west expressway (Business 40) and Country Club and Nottingham Roads and traffic signals at the primary intersections: Ebert and Bolton streets and South Stratford, Robinhood, and Reynolda roads.²⁷

Congestion was almost immediately a problem. In spring 1963 Surry County contractor Sherman Simpson's company, which had paved Silas Creek Parkway from Reynolda to Stratford roads in fall 1961, repaved the corridor from Reynolda to Hawthorne roads. The project involved adding two lanes to create a four-lane alignment between Robinhood and Reynolda roads, improving interchanges at Stratford and Robinhood roads, and erecting 20,000 feet of guard rails in the central medians. Island Bridge Company of Chester, S. C., began constructing three bridges over Silas Creek Parkway in May 1963: overpasses at Stratford and Robinhood roads and a double-track railroad bridge. Other improvements soon followed. On May 1, 1967, the Board of Aldermen adopted a resolution to encourage the State Highway Commission to widen Silas Creek Parkway from Bolton Street to Peters Creek Parkway. L. A. Reynolds Company executed the work, which included erecting an overpass to carry Bolton Street over Silas Creek Parkway, improving the Bolton Street access ramps, and constructing a second bridge over Salem Creek, in 1968.²⁸



Silas Creek Parkway looking west at bridges over Salem Creek

²⁷ Gene Whitman, "Silas Creek Parkway is Opened," *TCS*, November 16, 1961,

²⁸ Harold Ellison, "Surry County Paving Contractor Moving Fast on Silas Creek Job," *WSJS*, April 14, 1963, p. D11; Winston-Salem Board of Aldermen Meeting Minutes, Book 64, p. 13; "Silas Creek Parkway Section to Close," *TCS*, March 28, 1968, p. 22.



Silas Creek Parkway looking east toward Bolton Street bridge (above) and west at Bolton Street ramp (below)





Silas Creek Parkway looking east at Irving Street and Forsyth Technical Community College

Significant resources flanking Silas Creek Parkway south of Business 40 include Parkway United Church of Christ, Bolton Park, Bolton Elementary School, Forsyth Technical Community College, Forsyth Memorial Hospital, and Hanes Mall. The section to the north between Business 40 and Reynolda Road is characterized by subdivisions such as Sherwood Forest, Robinhood Trails, Shoreland Park, Englewood, Cummings Court, Ashley Forest, Hope Valley, as well as resources such as Shaffner Park, Sherwood Forest Elementary School, Lutheran Church of the Epiphany, Burkhead United Methodist Church, Fairview Moravian Church, and the former Western Electric plant, now an office park. At Silas Creek Parkway and Yorkshire Road's intersection, a pedestrian tunnel allows for safe parkway crossing. In most sections, however, particularly where speed limits are higher, there are few provisions for walkers.



Pedestrian tunnel at Silas Creek Parkway and Yorkshire Road's intersection, looking north

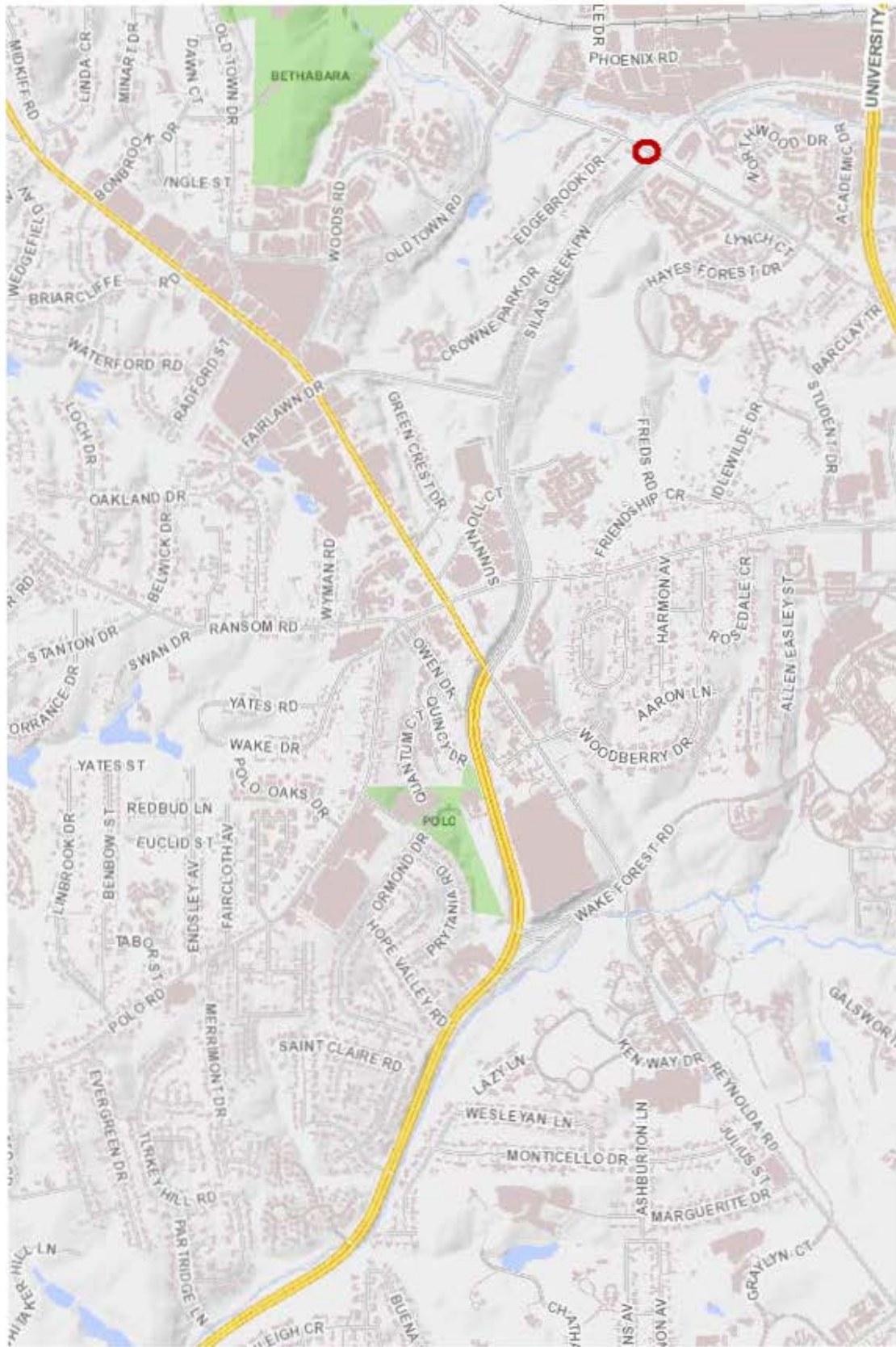
Corporation Parkway – Silas Creek Parkway

Silas Creek Parkway's easternmost section, built in large part to facilitate access to Western Electric's expansive 1954 Old Lexington Road plant, was originally called Corporation Parkway. The 1955 corridor, which connected South Main Street to Old Lexington Road, was later extended east and west with forty-eight-foot-wide roadways, forty-foot-wide medians in some sections, and grade-separated interchanges. Right-of-way acquisition included approximately six acres adjacent to Burke Creek in the undeveloped southwest corner of the city-owned 40.2-acre Bolton Park. The project's initial construction and subsequent expansion required the relocation of area residents and businesses. Noise abatement measures included earth berms and a depressed roadbed.²⁹ The City of Winston-Salem changed Corporation Parkway's name to Silas Creek Parkway in an ordinance adopted by the Board of Aldermen on November 21, 1988.

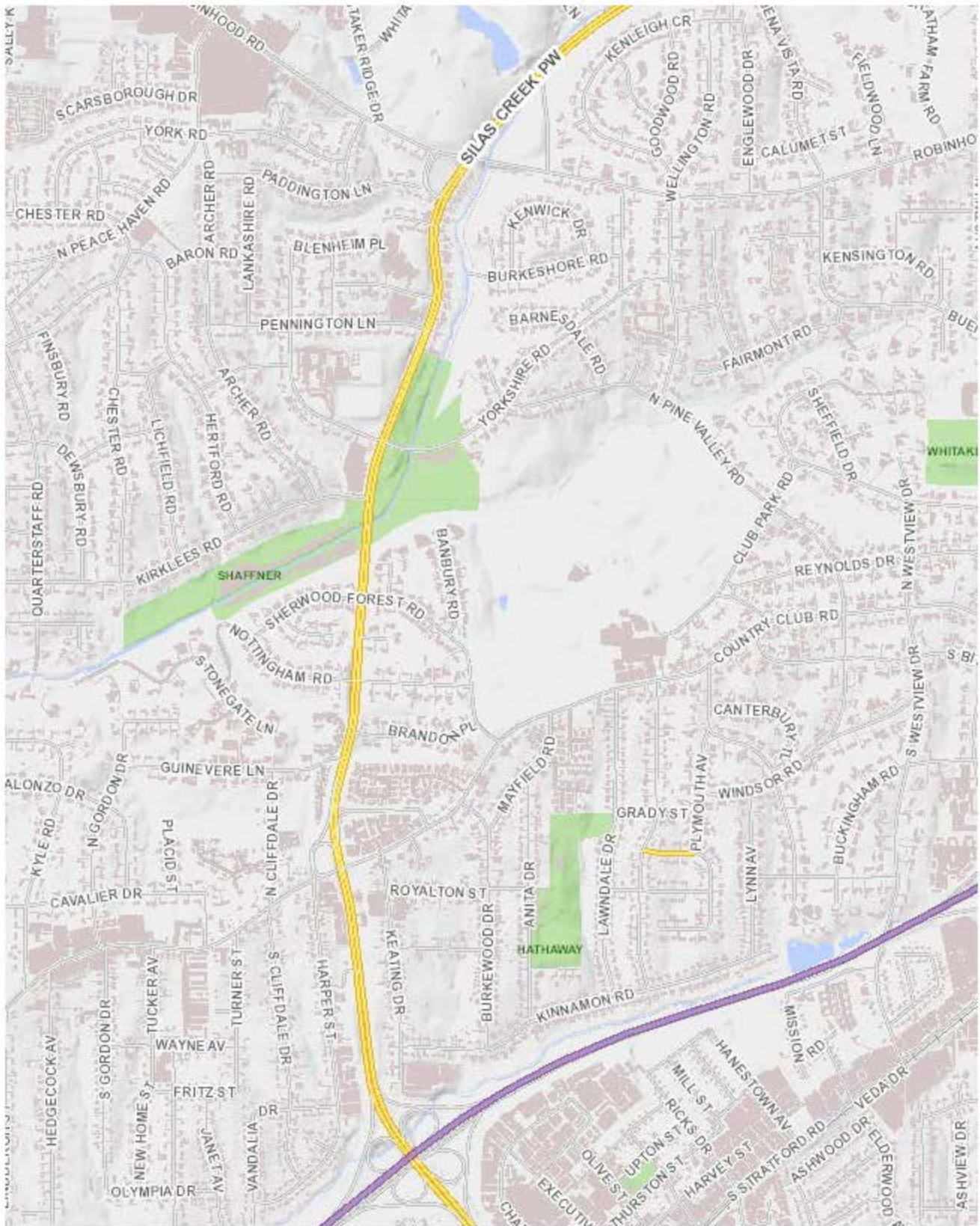


Silas Creek Parkway east of the Peters Creek Parkway intersection, looking west

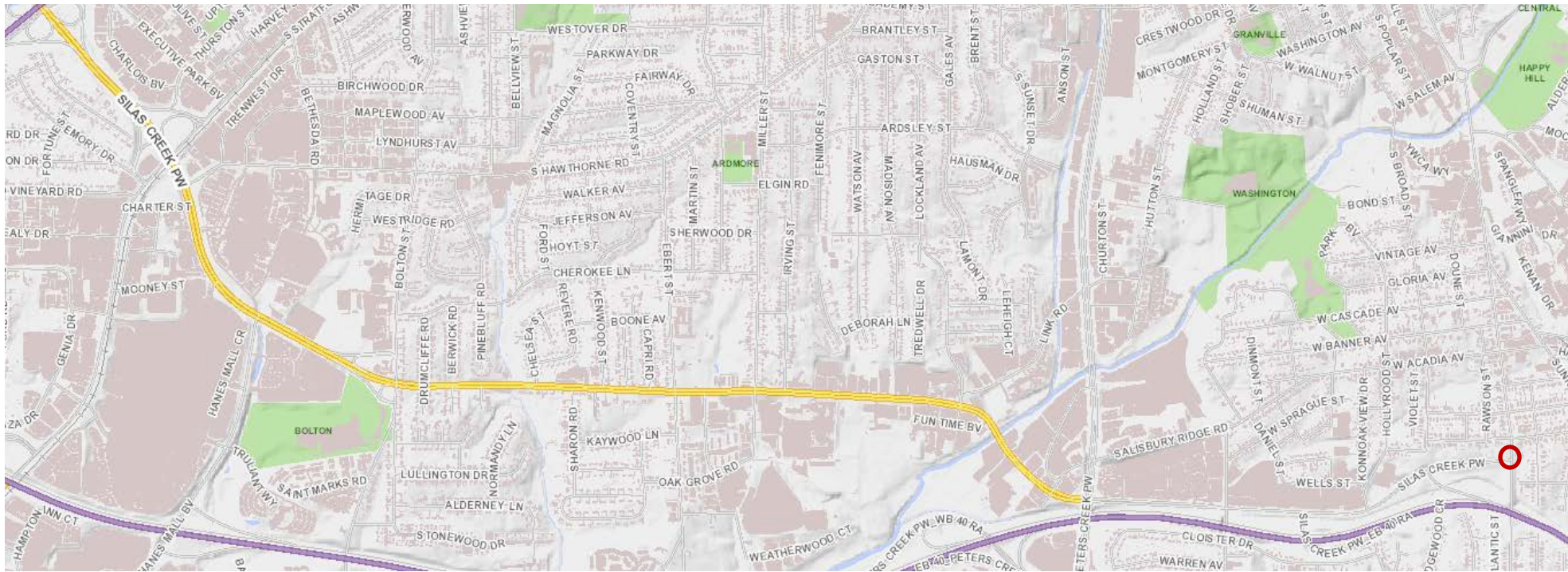
²⁹ "New East-West Thoroughfare Through City is Considered," *TCS*, January 5, 1955, p. 1; Wilbur Smith and Associates, "Winston-Salem Area Transportation Study," 1968.



**Silas Creek Parkway, north section, red circle indicates terminus at Bethabara Road
(<http://maps.co.forsyth.nc.us/forsythjs/>)**



Silas Creek Parkway, central section (<http://maps.co.forsyth.nc.us/forsythjs/>)



Silas Creek Parkway, southeast section, red circle indicates terminus at South Main Street (<http://maps.co.forsyth.nc.us/forsythjs/>)

National Register Eligibility Evaluation Context

Historic transportation systems may achieve National Register designation under Criterion A for association with an important event or trend in American history or under Criterion C based upon engineering and design merit. Many National Register-listed roads were constructed in or before the twentieth century's first decades. Due to the enormous volume of mid-twentieth-century transportation corridor creation and the ongoing widening, lengthening, resurfacing, and other improvements necessary to maintain optimal road condition and function, few resources from that period possess the requisite integrity and significance for National Register listing.

The Advisory Council on Historic Preservation's 2005 recommendations regarding National Register eligibility of the Interstate Highway System provides a useful model for transportation-related resource evaluations. In order to facilitate the assessments required by Section 106 of the National Historic Preservation Act and Section 4(f) of the Department of Transportation Act, researchers compiled a national list of interstate elements deemed to be especially important. All other elements of Interstate Highway System are exempt from consideration as historic resources. The only exceptional North Carolina structure is the Art Moderne-style Great Smoky Mountain Park Bridge completed in 1950 to carry I-240.³⁰

Only one North Carolina highway, Newland Road, is individually listed in the National Register. The archaeological resource comprises three discontinuous sections of a nine-foot-wide brick road erected between 1920 and 1922 north of Elizabeth City in Pasquotank County.³¹ A section of US 64 between Highlands and Franklin through the Cullasaja Gorge has been included on the North Carolina Study List due to its engineering significance.

The Blue Ridge Parkway, a 469.9-mile corridor erected between 1935 and 1987 to connect Shenandoah National Park in Virginia and Great Smoky National Park in North Carolina, has been determined eligible for National Register listing. Landscape architect Stanley L. Abbott, whose previous experience included planning for the Westchester County, New York parkway system, guided the Blue Ridge Parkway's development beginning in 1933. The route, which was substantially complete by 1966, encompasses 91 buildings, 2 sites, and 133 structures that contribute to its National Register eligibility.³²

Silas Creek Parkway National Register Evaluation:

For purposes of compliance with Section 106 of the National Historic Preservation Act of 1966, as amended, Silas Creek Parkway is **not eligible** for the National Register of Historic Places under any criteria. The parkway retains integrity of location as the 1961 alignment has not changed. However, a series of improvements beginning soon after the initial section's completion have diminished the road's overall integrity of design, materials, and workmanship to an extent that precludes National Register listing. Flanking commercial and residential development, lane additions, corridor extensions, and interchange, traffic signal, median, bridge, and ramp modifications have dramatically altered the

³⁰ U. S. Department of Transportation, Federal Highway Administration, "Final List of Nationally and Exceptionally Significant Features of the Federal Interstate Highway System," November 1, 2006, p. 9.

³¹ Jerry Cross and Thomas D. Burke, "The Newland Road Site," National Register of Historic Places nomination, 1980.

³² Historic American Engineering Record, National Park Service, U.S. Department of the Interior, "Blue Ridge Parkway," *Highways in Harmony*, 2002, http://www.nps.gov/parkhistory/online_books/hih/blue_ridge/index.htm (accessed February 2016).

parkway's relationship to the surrounding area, resulting in greatly reduced integrity of setting, feeling, and association.

Silas Creek Parkway is **not eligible** for the National Register under Criterion A. *To be eligible under Criterion A a property must retain integrity and must be associated with a specific event marking an important moment in American pre-history or history or a pattern of events or historic trend that made a significant contribution to the development of a community, a state, or the nation. Furthermore, a property must have existed at the time and be documented to be associated with the events. Finally, a property's specific association must be important as well.* The parkway does not possess significance related to a specific event or historic trend.

Silas Creek Parkway is **not eligible** for the National Register under Criterion B (person). *For a property to be eligible for significance under Criterion B, it must retain integrity and 1) be associated with the lives of persons significant in our past, i.e. individuals whose activities are demonstrably important within a local, state or national historic context; 2) be normally associated with a person's productive life, reflecting the time period when he/she achieved significance, and 3) should be compared to other associated properties to identify those that best represent the person's historic contributions. Furthermore, a property is not eligible if its only justification for significance is that it was owned or used by a person who is or was a member of an identifiable profession, class, or social or ethnic group.* No one associated with the parkway's development attained the level of prominence and significance required for National Register listing under Criterion B.

Silas Creek Parkway is **not eligible** for the National Register under Criterion C (design/construction). *For a property to be eligible under this criterion, it must retain integrity and either 1) embody distinctive characteristics of a type, period, or method of construction; 2) represent the work of a master; 3) possess high artistic value; or 4) represent a significant and distinguishable entity whose components lack individual distinction.* The transportation corridor manifests typical mid-twentieth-century highway engineering and construction features and therefore does not possess the requisite importance for National Register listing. Also, the parkway does not retain integrity from its 1961 opening, as ongoing widening, lengthening, resurfacing, and other improvements have been necessary to maintain optimal road condition and function. Bridges and entrance and exit ramps have been modified as needed to meet current safety standards.

Silas Creek Parkway is **not eligible** for the National Register under Criterion D (potential to yield information). *For a property to be eligible under Criterion D, it must meet two requirements: 1) the property must have, or have had, information to contribute to our understanding of human history or pre-history, and 2) the information must be considered important.* The parkway is unlikely to contribute significant information pertaining to engineering technology not otherwise accessible from similar extant resources and written records.

V. Peters Creek Parkway (NC 150)

SSN	Property Name	Address	PIN	Eligibility Determination	Criteria
FY04274	Peters Creek Parkway (NC 150)	N/A	N/A	Not eligible	A, B, C, D



Peters Creek Parkway, looking north on March 11, 1965 with Parkway Plaza at bottom right and Silas Creek Parkway running east-west on the lower edge, Bill Ray, photographer, image courtesy of the Forsyth County Public Library Photograph Collection

Peters Creek Parkway, located west of US 52, runs north-south from the West First and Second Street intersection in downtown Winston-Salem to the Forsyth/Davidson County line. The alignment width varies, but is predominately either four to six lanes without medians or four to six lanes divided by landscaped or concrete medians. Planning for Peters Creek Parkway commenced in the early 1950s and the first section of the corridor named for the adjacent water feature opened in November 1958. The road south of its intersection with Silas Creek Parkway was widened from four to six lanes in 1965 and the alignment extended north to Second Street by 1967.³³ NCDOT maintains the 8.07-mile-long corridor from Business 40 to the Forsyth/Davidson County line.



Peters Creek Parkway, north end, West First and Second Street intersection

The City of Winston-Salem improved Peters Creek Parkway's northern terminus in conjunction with the construction of the flanking BB&T Ballpark (completed in 2010) to the east and Link Apartments Brookstown (2013) to the west. The city maintains the road for the short distance south to Business 40. South of the interstate, Peters Creek Parkway bisects the Ardmore and West Salem neighborhoods. Commercial structures line the parkway between Business 40 and Silas Creek Parkway. Academy Street, Link Road, Hutton Street, and Salisbury Ridge Road are the primary intersecting streets in this section. Construction escalated in 1960 with initiatives such as Elam Development Company's ninety-unit motel and restaurant, service station, and three office buildings on the parkway's west side just south of Academy Street.³⁴ That year, tenants occupied the Parkway Plaza shopping center at northeast corner of the Silas Creek Parkway intersection. Parkway Theatre opened in that complex on September 1, 1965. Other sizable commercial structures include the 1984 Marketplace Mall, located north of Parkway Plaza.

³³ Jack Trawick, "City Road Boom 10 Years Old," *WSJ*, January 2, 1966; *WSJ*, March 20, 1966.

³⁴ "Peters Creek Parkway Strip Rezoned, Paving Way for Million-Dollar Layout," *WSJ*, March 18, 1960, p. 20.

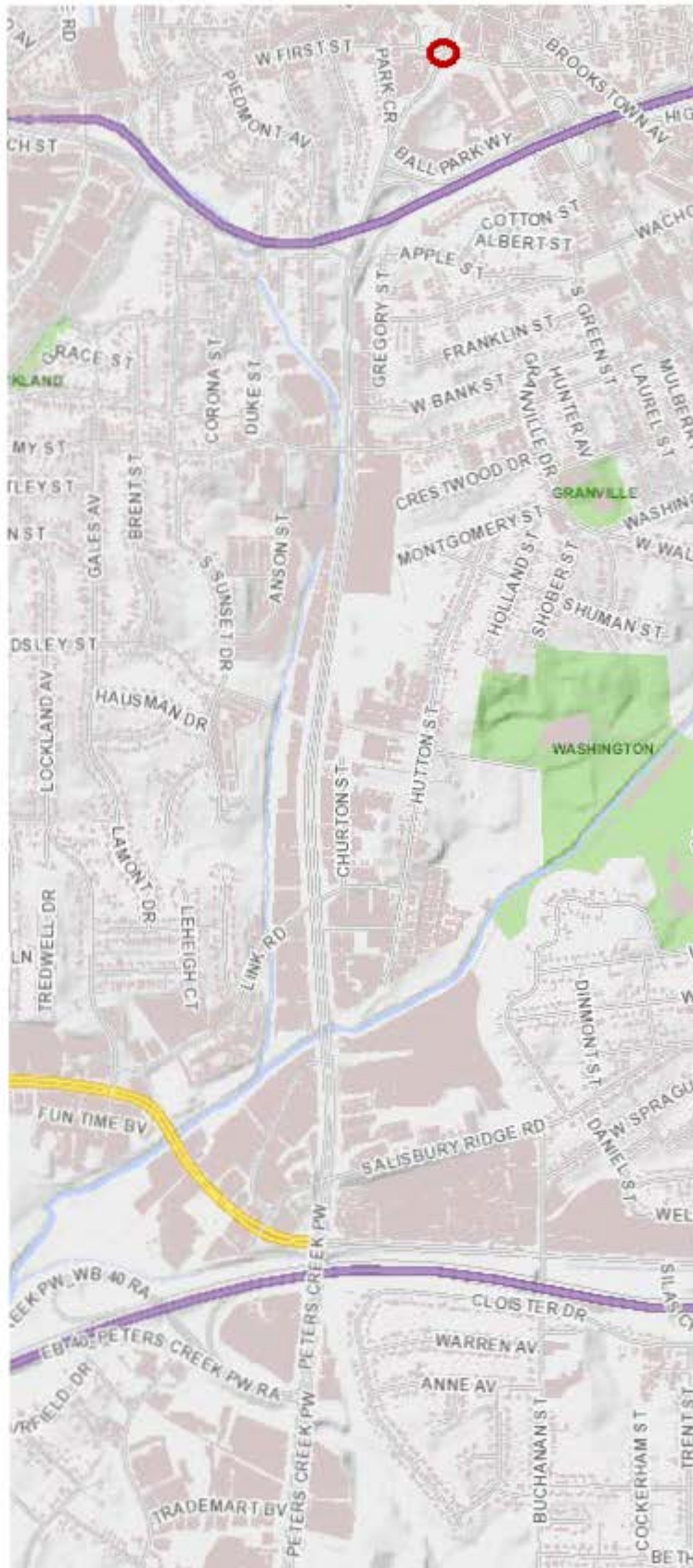


Peters Creek Parkway looking south at Silas Creek Parkway intersection

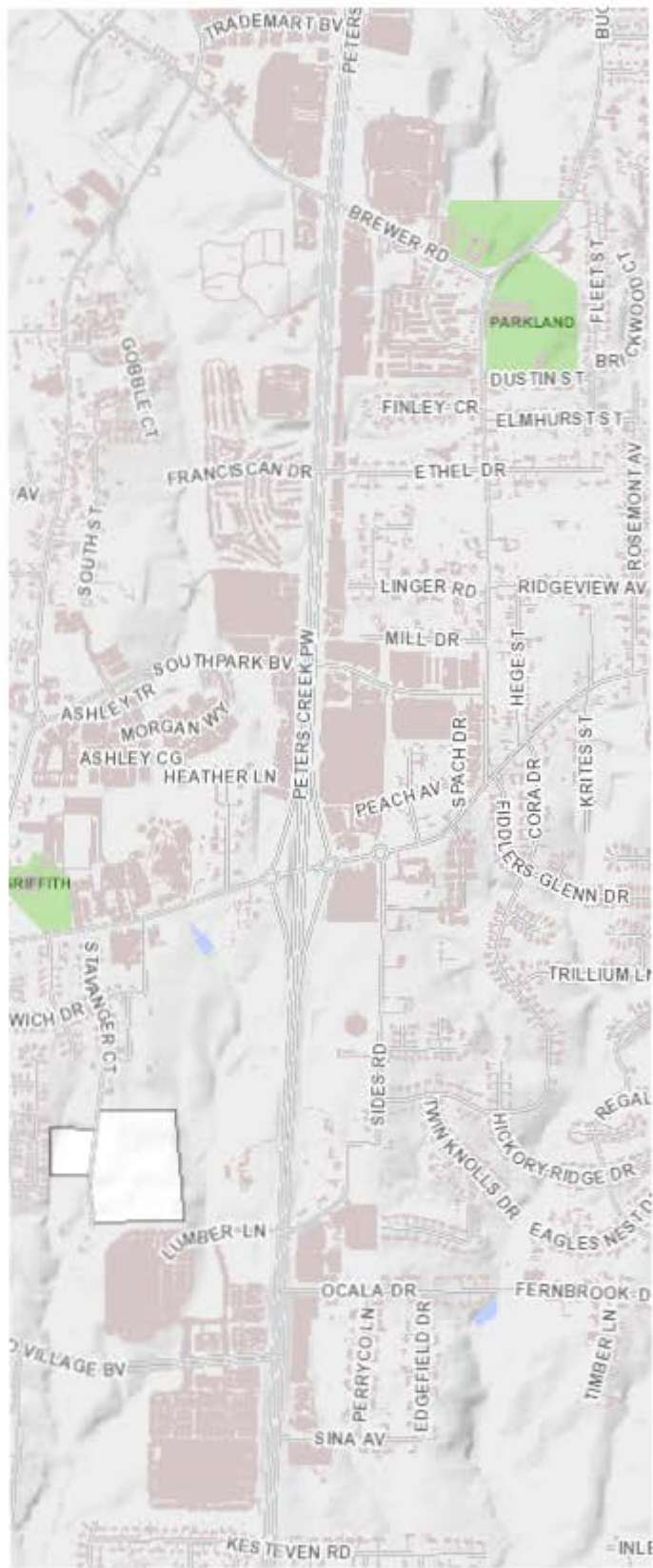
South of Silas Creek Parkway, the Interstate 40 corridor completed in 1992 runs east-west north of subdivisions including the Cloisters, Holton Park, Woodvale Heights, Woodvale Forest, and Southcrest. The highway passes under Peters Creek Parkway, where commercial and residential development proliferates south to the Forsyth/Davidson County line. Big box stores, offices, restaurants, strip malls, automobile dealerships, apartment complexes, and single family homes abound. Major intersections include Trademart Boulevard, Brewer Road, Southpark Boulevard, Clemmonsville Road, Stafford Village Boulevard, Bridgeton Road, and Fishel Road. Parkland High School, finished in 1965, occupies a large tract at Peters Creek Parkway and Brewer Road's northeast corner. Significant recent construction includes the 2006 Walmart Supercenter, 2007 Lowes Home Center, and adjacent commercial development flanking Stafford Village Boulevard.



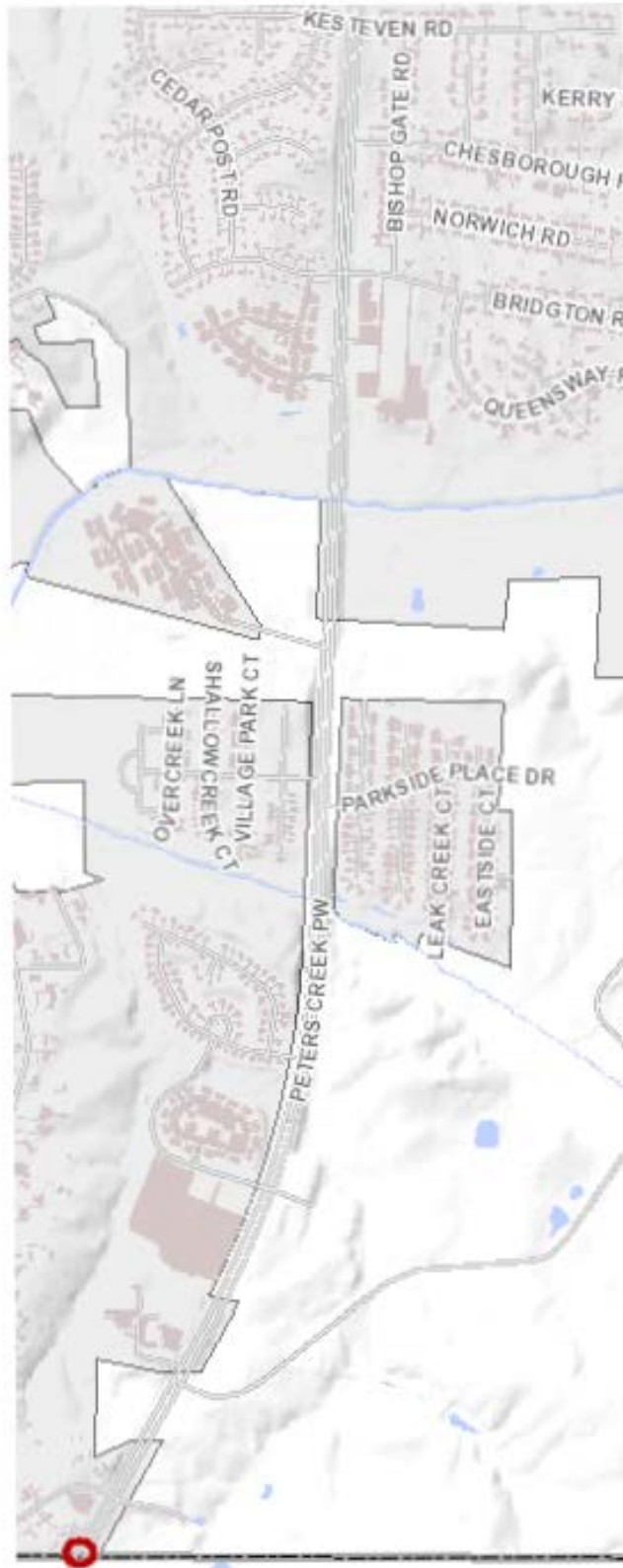
Peters Creek Parkway looking north at the Clemmonsville Road Bridge



Peters Creek Parkway, north section, red circle indicates terminus at the West First and Second Street intersection (<http://maps.co.forsyth.nc.us/forsythjs/>)



Peters Creek Parkway, central section (<http://maps.co.forsyth.nc.us/forsythjs/>)



Peters Creek Parkway, south section, red circle indicates terminus at the Forsyth/Davidson County Line (<http://maps.co.forsyth.nc.us/forsythjs/>)

Peters Creek Parkway National Register Evaluation:

For purposes of compliance with Section 106 of the National Historic Preservation Act of 1966, as amended, Peters Creek Parkway is **not eligible** for the National Register of Historic Places under any criteria. The parkway retains integrity of location as the 1958 alignment has not changed. However, a series of improvements beginning soon after the initial section's completion have diminished the road's overall integrity of design, materials, and workmanship to an extent that precludes National Register listing. Flanking commercial and residential development, lane additions, corridor extensions, and interchange, traffic signal, median, bridge, and ramp modifications have dramatically altered the parkway's relationship to the surrounding area, resulting in greatly reduced integrity of setting, feeling, and association.

Peters Creek Parkway is **not eligible** for the National Register under Criterion A. *To be eligible under Criterion A a property must retain integrity and must be associated with a specific event marking an important moment in American pre-history or history or a pattern of events or historic trend that made a significant contribution to the development of a community, a state, or the nation. Furthermore, a property must have existed at the time and be documented to be associated with the events. Finally, a property's specific association must be important as well.* The parkway does not possess significance related to a specific event or historic trend.

Peters Creek Parkway is **not eligible** for the National Register under Criterion B (person). *For a property to be eligible for significance under Criterion B, it must retain integrity and 1) be associated with the lives of persons significant in our past, i.e. individuals whose activities are demonstrably important within a local, state or national historic context; 2) be normally associated with a person's productive life, reflecting the time period when he/she achieved significance, and 3) should be compared to other associated properties to identify those that best represent the person's historic contributions. Furthermore, a property is not eligible if its only justification for significance is that it was owned or used by a person who is or was a member of an identifiable profession, class, or social or ethnic group.* No one associated with the parkway's development attained the level of prominence and significance required for National Register listing under Criterion B.

Peters Creek Parkway is **not eligible** for the National Register under Criterion C (design/construction). *For a property to be eligible under this criterion, it must retain integrity and either 1) embody distinctive characteristics of a type, period, or method of construction; 2) represent the work of a master; 3) possess high artistic value; or 4) represent a significant and distinguishable entity whose components lack individual distinction.* The transportation corridor manifests typical mid-twentieth-century highway engineering and construction features and therefore does not possess the requisite importance for National Register listing. Also, the parkway does not retain integrity from its 1958 opening, as ongoing widening, lengthening, resurfacing, and other improvements have been necessary to maintain optimal road condition and function. Bridges and entrance and exit ramps have been modified as needed to meet current safety standards.

Peters Creek Parkway is **not eligible** for the National Register under Criterion D (potential to yield information). *For a property to be eligible under Criterion D, it must meet two requirements: 1) the property must have, or have had, information to contribute to our understanding of human history or pre-history, and 2) the information must be considered important.* The parkway is unlikely to contribute significant information pertaining to engineering technology not otherwise accessible from similar extant resources and written records.

VI. University Parkway (SR 4000)

SSN	Property Name	Address	PIN	Eligibility Determination	Criteria
FY04275	University Parkway (SR 4000)	N/A	N/A	Not eligible	A, B, C, D

University Parkway, located west of US 52 and east of Reynolda Road, is one of Winston-Salem’s primary north-south arterials. The corridor begins at Marshall Street and Northwest Boulevard’s intersection and terminates southeast of Rural Hall’s municipal limits, where the road name changes to Broad Street. Lane configuration varies, but is predominately either four to six lanes without medians or four to six lanes divided by landscaped or concrete medians. After University Parkway and NC 66 merge north of Ziglar Road, the alignment narrows to two lanes north to Rural Hall. The City of Winston-Salem oversees the road from Northwest Boulevard to Coliseum Drive. NCDOT maintains the 7.5-mile section from Coliseum Drive to the University Parkway/NC 66 junction. The alignment north of NC 66 is in Forsyth County jurisdiction.



University Parkway, looking north from Marshall Street and Northwest Boulevard’s intersection

The initial section of University Parkway extending north from Marshall Street was completed in 1959. Plans for continuing the alignment to US 52 north of Shattalon Drive were in place by 1963.³⁵ Most of the densely developed area flanking University Parkway contains early-twentieth to early-twenty-first-century resources such as subdivisions, apartment complexes, shopping centers, office parks, and manufacturing complexes. South of Coliseum Drive, University Parkway bisects the Fourteenth Street, Alta Vista, and North Cherry Street neighborhoods and tall black metal ornamental fences line the road. Traffic signals at Fourteenth Street and Twenty-Fifth Street allow neighborhood access.

³⁵ Gene Whitman, “Network of Express Streets Finished Here in ‘60,” *TCS*, December 30, 1960; Gene Whitman, “\$38 Million in New Roads Completed in Area,” *TCS*, December 22, 1962; Gene Whitman, “A Big Year in Highway Construction,” *TCS*, December 27, 1963.

The Coliseum Drive intersection is characterized by commercial development including a drugstore, gas station, Goodwill Industries complex, professional offices, and an automobile dealership. The James G. Hanes Community Center is to the west. The corridor continues north past Wake Forest University's Lawrence Joel Coliseum and BB&T Field (the football stadium) on the road's east side. This section also contains a dense contingent of offices, hotels, restaurants, and shopping centers. University Parkway then runs along the east edge of Wake Forest University's Faculty Drive neighborhood and the Reynolda Road campus. Access to Faculty Drive from the parkway is not possible, but Wake Forest University's east entrance is flanked by a tall brick wall and evergreen vegetation. Subdivisions line the parkway south of the busy North Point Boulevard intersection, which is surrounded by commercial development. North of the traffic signal, a railroad bridge and a bridge carrying Indiana Avenue span the road.



University Parkway, looking north from the North Point Boulevard intersection

Commercial buildings of all types front University Parkway as it continues north and intersects Bethabara Park Boulevard, Shattalon Drive, Hanes Mill Road, and Patterson Avenue. The former Hanes Hosiery Mill Weeks plant, North Forsyth High School, and SciWorks are west of the parkway on Shattalon Drive and Hanes Mill Road. Close proximity to US 52 encouraged dense development ranging from office parks to shopping centers, big box stores, hotels, restaurants, and automobile dealerships. Commercial construction is ongoing in areas such as Oak Summit Square and Madison Park. North of Ziglar Road, short residential streets, commercial concerns, and churches flank the parkway until it becomes Broad Street in Rural Hall.

University Parkway has been improved many times. The corridor from Shattalon Drive to US 52 has been widened to six-lane curb-and-gutter with thirty-foot raised medians, the Leak Creek culvert lengthened, and the road from US 52 to Hanes Mill Road expanded from five-lane with shoulders to six-lane curb-and-gutter with sixteen-foot raised medians. The alignment between US 52 and Bethabara Park Boulevard is four-lane divided with narrow medians and Bethabara Park Boulevard to North Point Boulevard has six-lane divided shoulder sections with a thirty-foot depressed median.

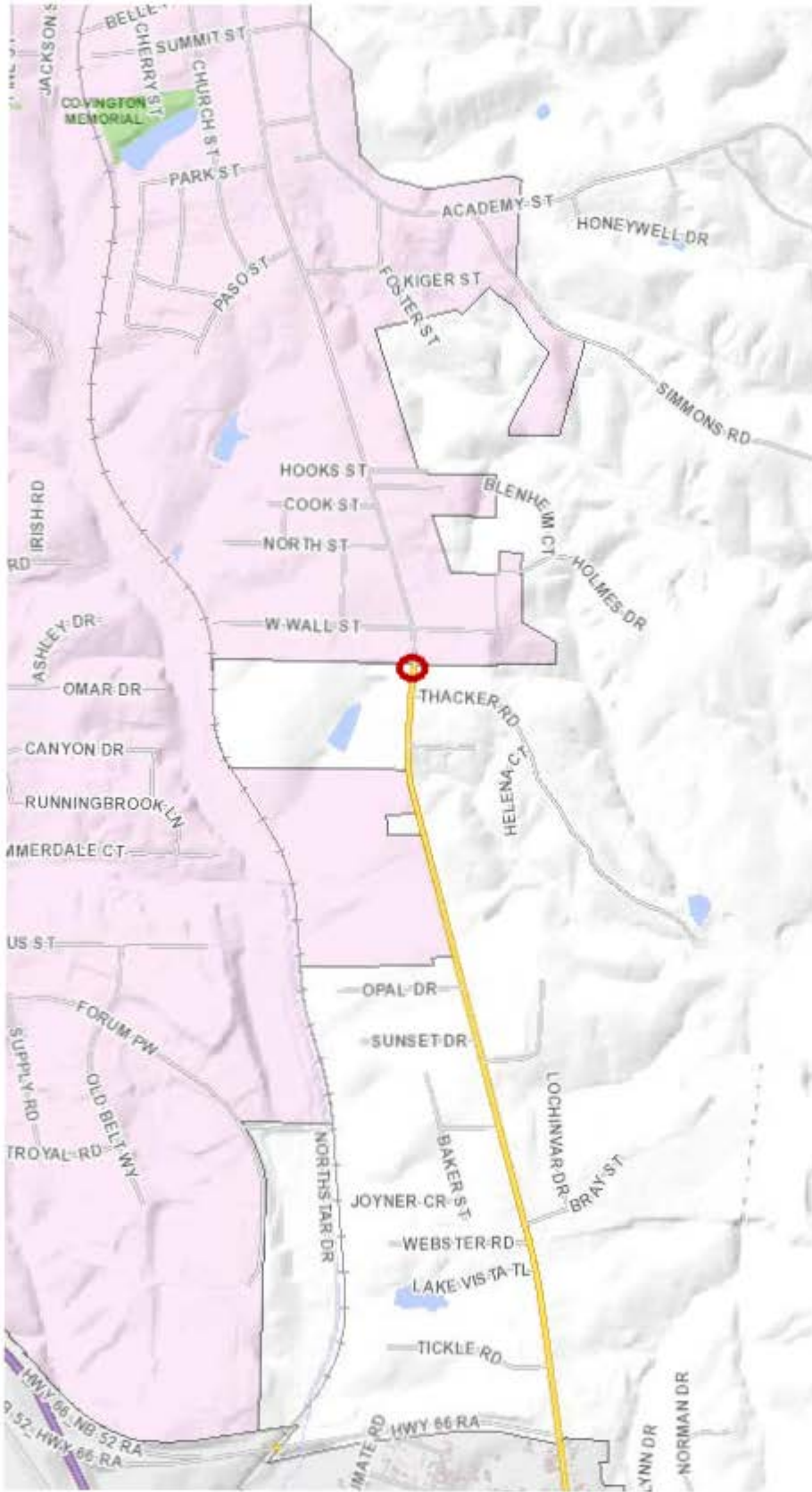


*University Parkway, August 1971, Frank Jones, photographer,
image courtesy of the Forsyth County Public Library Photograph Collection*

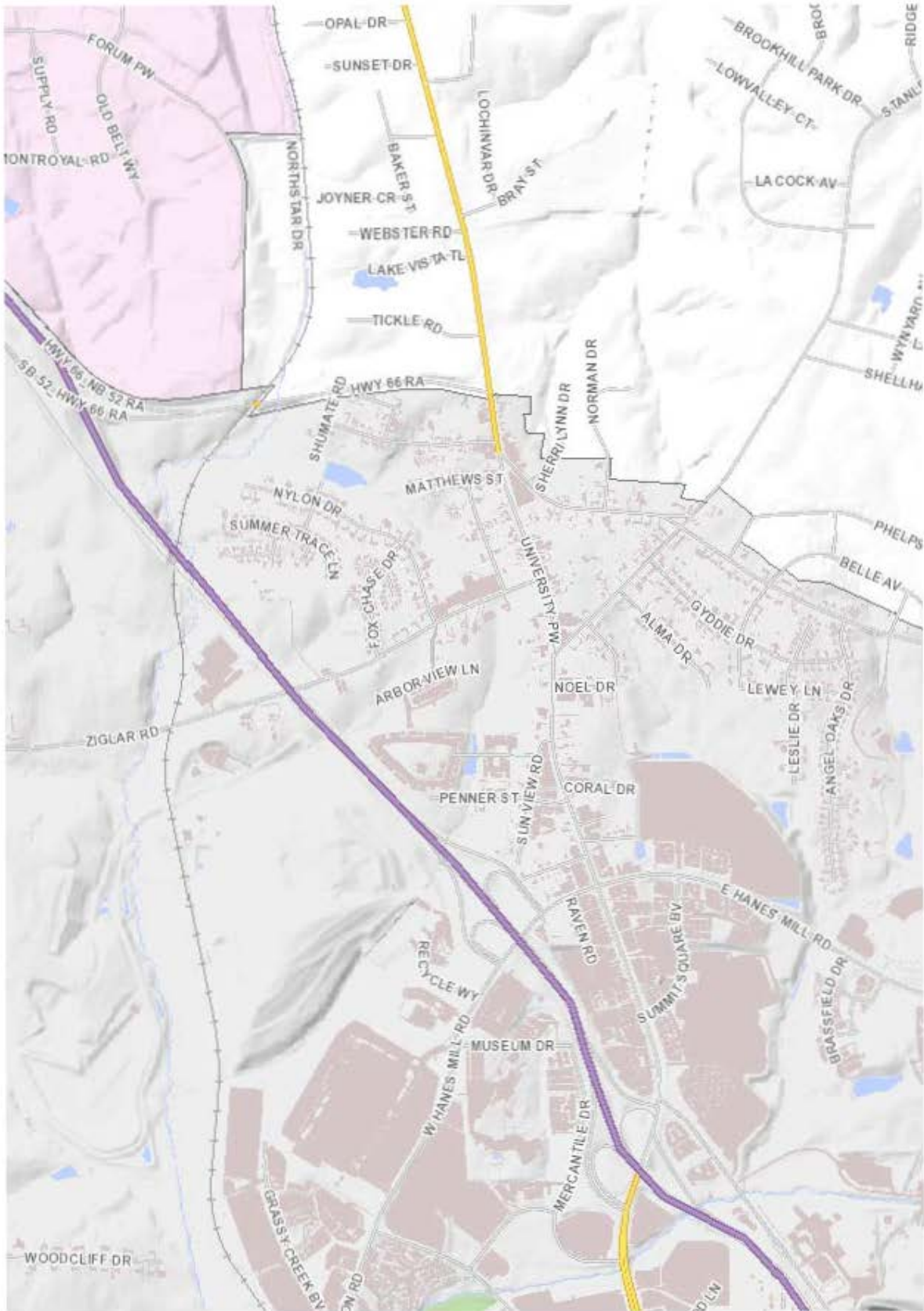


University Parkway, looking south from Long Drive (top); looking southeast at Summit Square Boulevard intersection (center); and looking south at NC 66 merge (bottom)

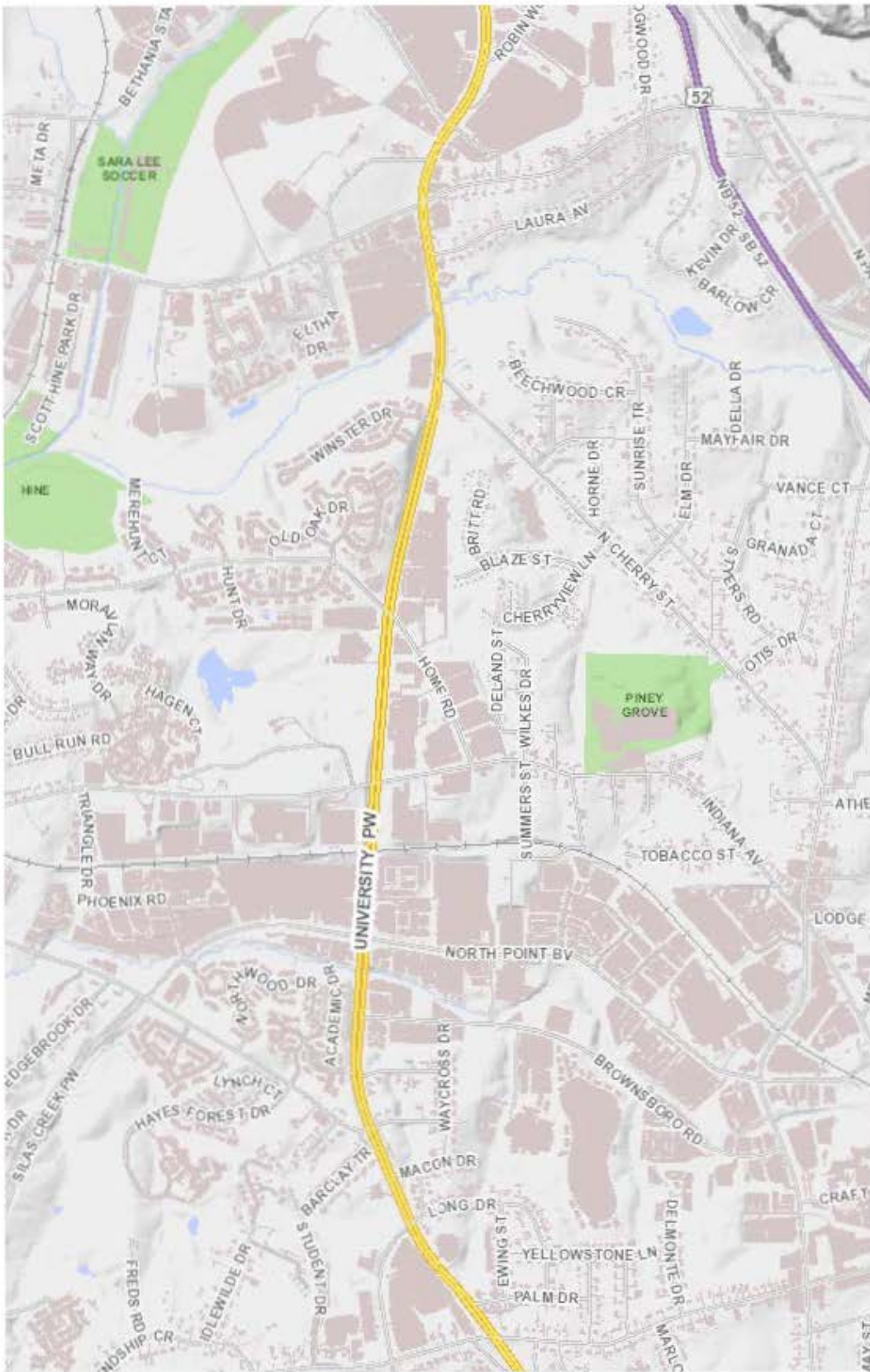




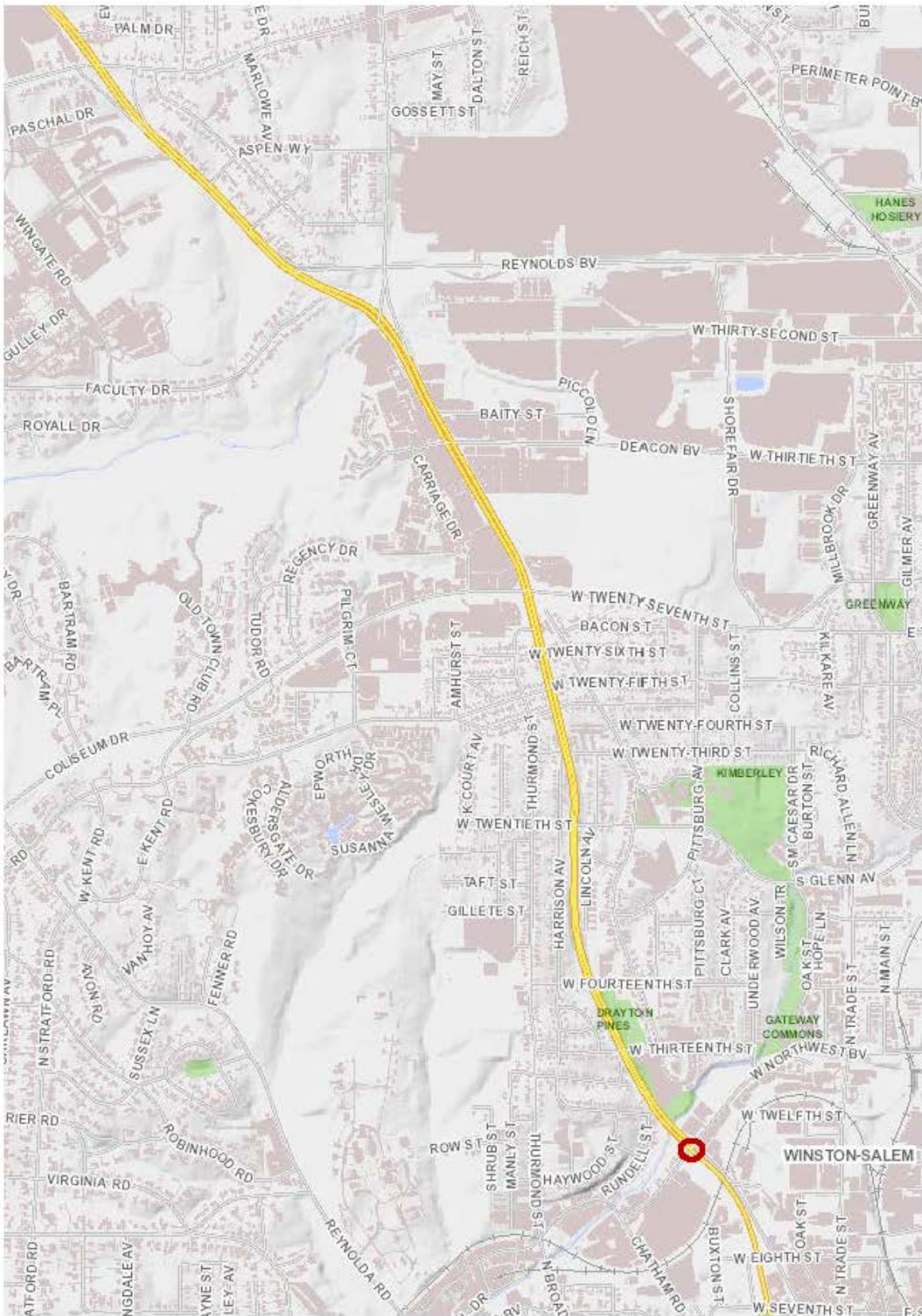
University Parkway, north end, red circle indicates terminus at the Rural Hall municipal limits north of Thacker Road (<http://maps.co.forsyth.nc.us/forsythjs/>)



University Parkway, north section (<http://maps.co.forsyth.nc.us/forsythjs/>)



University Parkway, central section (<http://maps.co.forsyth.nc.us/forsythjs/>)



University Parkway, south section, red circle indicates terminus at Northwest Boulevard (<http://maps.co.forsyth.nc.us/forsythjs/>)

University Parkway National Register Evaluation:

For purposes of compliance with Section 106 of the National Historic Preservation Act of 1966, as amended, University Parkway is not eligible for the National Register of Historic Places under any criteria. The parkway retains integrity of location as the 1959 alignment has not changed. However, a series of improvements beginning soon after the initial section's completion have diminished the road's overall integrity of design, materials, and workmanship to an extent that precludes National Register listing. Flanking commercial and residential development, lane additions, corridor extensions, and interchange, traffic signal, median, bridge, and ramp modifications have dramatically altered the parkway's relationship to the surrounding area, resulting in greatly reduced integrity of setting, feeling, and association.

University Parkway is **not eligible** for the National Register under Criterion A. *To be eligible under Criterion A a property must retain integrity and must be associated with a specific event marking an important moment in American pre-history or history or a pattern of events or historic trend that made a significant contribution to the development of a community, a state, or the nation. Furthermore, a property must have existed at the time and be documented to be associated with the events. Finally, a property's specific association must be important as well.* The parkway does not possess significance related to a specific event or historic trend.

University Parkway is **not eligible** for the National Register under Criterion B (person). *For a property to be eligible for significance under Criterion B, it must retain integrity and 1) be associated with the lives of persons significant in our past, i.e. individuals whose activities are demonstrably important within a local, state or national historic context; 2) be normally associated with a person's productive life, reflecting the time period when he/she achieved significance, and 3) should be compared to other associated properties to identify those that best represent the person's historic contributions. Furthermore, a property is not eligible if its only justification for significance is that it was owned or used by a person who is or was a member of an identifiable profession, class, or social or ethnic group.* No one associated with the parkway's development attained the level of prominence and significance required for National Register listing under Criterion B.

University Parkway is **not eligible** for the National Register under Criterion C (design/construction). *For a property to be eligible under this criterion, it must retain integrity and either 1) embody distinctive characteristics of a type, period, or method of construction; 2) represent the work of a master; 3) possess high artistic value; or 4) represent a significant and distinguishable entity whose components lack individual distinction.* The transportation corridor manifests typical mid-twentieth-century highway engineering and construction features and therefore does not possess the requisite importance for National Register listing. Also, the parkway does not retain integrity from its initial opening, as ongoing widening, lengthening, resurfacing, and other improvements have been necessary to maintain optimal road condition and function. Bridges and entrance and exit ramps have been modified as needed to meet current safety standards.

University Parkway is **not eligible** for the National Register under Criterion D (potential to yield information). *For a property to be eligible under Criterion D, it must meet two requirements: 1) the property must have, or have had, information to contribute to our understanding of human history or pre-history, and 2) the information must be considered important.* The parkway is unlikely to contribute significant information pertaining to engineering technology not otherwise accessible from similar extant resources and written records.

VII. Bibliography

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Patton, Phil. *Open Road: A Celebration of the American Highway*. New York: Simon and Schuster, 1986.

Raleigh News and Observer

Smith, James Howell. *Winston-Salem in History, Vol. 8: Industry and Commerce, 1896–1975*. Winston-Salem: Historic Winston-Salem, 1977.

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Tursi, Frank V. *Winston-Salem: A History*. Winston-Salem: John F. Blair, 1994.

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Winston-Salem Journal and Sentinel. Winston-Salem, N. C. Abbreviated “WSJS” after first mention in notes.

Winston-Salem Section of the NC Chapter of the AIA. *Architectural Guide to Winston-Salem Forsyth County*, 1978.

Winston-Salem Sentinel. Winston-Salem, N. C. Abbreviated “WSS” after first mention in notes.

WSTV 13. “Then and Now: Shopping Centers,” Audio Transcript, 2009.

Appendix A. Professional Qualifications

**HEATHER FEARNBACH
FEARNBACH HISTORY SERVICES, INC.**

EDUCATION

- Ph.D. in History coursework, 2006-2007, University of North Carolina at Greensboro
- Master of Arts in History, emphasis in Public History, 1997, Middle Tennessee State University
- Graduate coursework in Anthropology, 1994-1995, University of Tennessee at Knoxville
- Bachelor of Arts in English Literature, 1993, University of North Carolina at Greensboro

PROFESSIONAL EXPERIENCE

President and Architectural Historian, Fearnbach History Services, Inc., Winston-Salem, N.C.,
established May 2008

- Prepare National Register of Historic Places nominations, local designation reports, Section 106/4f reports, site management plans, historic structures reports, and historic furnishings plans
- Conduct comprehensive architectural surveys and historical research
- Provide historic rehabilitation tax credit consultation and application submittal services

Lecturer, Art and Design Department, Salem College, Winston-Salem, N.C., Spring 2003 to present;
Coordinator of the Certificate Program in Historic Preservation from its summer 2010 launch to present

- Teach “Introduction to Historic Preservation” (ARTD 206/PRSV 230) and “Preservation-Sensitive Sustainable Design” (PRSV 240) to undergraduate and continuing education students
- Recruit and advise certificate program students
- Arrange and supervise historic preservation internships

Lecturer, History and Interior Architecture Departments, University of North Carolina at Greensboro,
Spring 2008 to Fall 2012

- Taught HIS/IAR 628, “Identification and Evaluation of the Historic Built Environment” to graduate students

Architectural Historian, Edwards-Pitman Environmental, Inc., Winston-Salem, N.C., January 2003 to June
2008

- Operated regional office of Georgia-based consulting firm
- Wrote National Register nominations, local designation reports, and site management plans
- Prepared historic resource documentation as required by Section 106/4f and coordinated reviews with local, state, and federal agencies as needed
- Performed field surveys to identify, evaluate, research, and document historic resources located in the areas of potential effect for proposed projects
- Conducted comprehensive architectural surveys for the State Historic Preservation Offices in North Carolina and South Carolina

Architectural Historian, Historic Architecture Section, Project Development and Environmental Analysis
Branch, Department of Transportation, Raleigh, N.C., October 2000 to January 2003

- Performed architectural identification and analysis for project planning process
- Assessed project effects, devised and implemented mitigation as required by Section 106/4f
- Prepared relevant parts of environmental documents as required by NEPA
- Provided technical expertise for staff, Division personnel, and the general public
- Coordinated historic bridge relocation and reuse program
- Reviewed in-house staff documents and consultant documents

Restoration Specialist, Architecture Branch, Historic Sites Section, Division of Archives and History,
Department of Cultural Resources, Raleigh, N.C., January 1999 to October 2000

- Functioned as Head of the Architecture Branch
- Supervised Facility Architect I position and temporary position

- Managed restoration, renovation, and new construction projects at twenty-two state historic sites
- Monitored in-house job request system and prioritized projects
- Provided expertise, advice, and counsel on building code, design, historic architecture, ADA, and restoration issues to site managers, maintenance personnel, and the public
- Coordinated the development of the section's programming for individual projects
- Handled the section's review of plans and specifications and provided written comments
- Acted as liaison with the State Historic Preservation Office

Historic Site Manager II, Somerset Place State Historic Site, Creswell, N.C., April 1998 to January 1999

- Managed daily operations involving administration, interpretation, and personnel
- Supervised and reviewed research projects
- Prepared general research and planning reports
- Revised the interpretive script for the site
- Revamped the education program and began a teacher's packet
- Reissued Somerset Place Foundation, Inc. publications
- Updated web page for the Historic Albemarle Tour web site
- Conducted regular, specialized and hands-on tours of Somerset Place, an antebellum plantation

Field Surveyor and Assistant Coordinator, The Center for Historic Preservation, Murfreesboro, T.N., August 1997 to May 1998

- Conducted grant-supported research and survey work to prepare one multiple property nomination including denominational histories and thirteen individual nominations of rural African American churches in Tennessee to the National Register of Historic Places
- Coordinated research and planning for the Civil War Heritage Area in Tennessee

Graduate Research Assistant, The Center for Historic Preservation, Murfreesboro, T.N., August 1996 to August 1997

- Museums: Developed an exhibit entitled "Murfreesboro: Settlement to Reconstruction" for Bradley Academy, an African American school converted into a local history museum
- Heritage Education: Drafted design proposal for a 1920s heritage classroom at Bradley Academy and assisted with grant writing and preliminary exhibit design for the new Children's Discovery House
- Heritage Tourism: Designed Civil War history wayside exhibits and an interpretive brochure for the Stones River and Lytle Creek Greenway in Murfreesboro, performed bibliographic research for the Civil War Heritage Area in Tennessee project, and created a brochure for the Leadership Rutherford Committee

Researcher, National Park Service - Natchez Trace Parkway, Tupelo, M.S., May 1997 to September 1997

- Visited repositories in Tennessee, Alabama and Mississippi to accumulate information for a comprehensive bibliography on the modern motor road that is the Natchez Trace Parkway's major transportation corridor
- Evaluated project research and prepared a final report published in 1998

SUPPLEMENTARY PROFESSIONAL EXPERIENCE

Board Member, Wachovia Historical Society, term appointment 2014-2016

Board Member, North Carolina Preservation Consortium, term appointment 2013-2016

Advisory Council, North Carolina Modernist Houses, 2014

Board Member, State Capitol Foundation, Raleigh, N.C., 2010-2012

Commission Member, Raleigh Historic Districts Commission, Raleigh, N.C., 2002-2003

- Served on the Certificate of Appropriateness and Research Committees

Board Member, Historic Stagville Foundation, Durham, N.C., 2001-2003

- Served on the Buildings Committee and assisted with special events

Consultant, Terracon, Duluth, G.A., 2001-2003

- Prepared communications tower review forms, conduct fieldwork, and provide additional documentation as requested for Section 106 compliance
- Presented proposed projects to the staff at the North Carolina State Historic Preservation Office and the Office of State Archaeology

Board Member, Joel Lane House, Inc., 1999-2002

- Served as House Chairman (regularly inspected historic resources and scheduled repairs)
- Assisted with special event planning and execution
- Developed and implemented cyclical maintenance plan

PROFESSIONAL RECOGNITION

Robert B. Stipe Award from Preservation North Carolina, 2015

The Robert E. Stipe Professional Award is the highest honor presented to working professionals who demonstrate an outstanding commitment to preservation as part of their job responsibilities. The award was established in 1983 to honor the contributions of Robert E. Stipe of Chapel Hill, an educator in the field of historic preservation and a mentor to a generation of preservation professionals.

Historic Preservation Medal from the Daughters of the American Revolution, 2015

The Historic Preservation Medal recognizes and honors a person who has done extraordinary work in the field over a long period of time.

Willie Parker Peace History Book Award from the North Carolina Society of Historians, Inc., 2015

For *Winston-Salem's Architectural Heritage*. The North Carolina Society of Historians, Inc., established in 1941 to collect and preserve "North Carolina history, traditions, artifacts, genealogies, and folklore," presents the Willie Parker Peace Award annually to "encourage the writing and publication of the history of a North Carolina county, institution, or individual."

Willie Parker Peace History Book Award from the North Carolina Society of Historians, Inc., 2012

For three reports: "Forsyth County's Agricultural Heritage" and "The Bethania Freedmen's Community," prepared for the Winston-Salem/Forsyth County Historic Resources Commission, and a western North Carolina historic store context compiled for the North Carolina Department of Transportation.

Gertrude S. Carraway Award of Merit from Preservation North Carolina, 2011

In recognition of achievements as an architectural historian and a Salem College and UNC-Greensboro professor. Each year, Preservation North Carolina presents Carraway Awards to individuals and organizations that have demonstrated an outstanding commitment to promoting historic preservation. The awards have been given since 1975 and are named for the late Dr. Gertrude Carraway, a leader in the successful effort to reconstruct the state's colonial capitol, Tryon Palace, in New Bern.

ARCHITECTURAL SURVEYS

- Forsyth County, North Carolina Phases I, II, III, and IV Architectural Survey (2006-2011)
- City of Concord Downtown Commercial Districts Survey Update, Cabarrus County (2008)
- City of Concord Residential Historic Districts Survey Update, Cabarrus County, North Carolina (2006)
- City of Lexington Architectural Survey (Historic Residential Neighborhoods and Erlanger Mill Village), Davidson County, North Carolina (2005)
- City of Thomasville Architectural Survey, Davidson County, North Carolina (2004)
- City of Rock Hill, South Carolina Architectural Survey for the City of Rock Hill and the South Carolina State Historic Preservation Office (2004)
- City of Greenville, South Carolina Architectural Survey for the City of Greenville and the South Carolina State Historic Preservation Office (2003)

HISTORIC CONTEXTS, NORTH CAROLINA STUDY LIST APPLICATIONS, AND NATIONAL REGISTER OF HISTORIC PLACES NOMINATIONS

- Robert G. and Cornelia S. Fitzgerald House – Pauli Murray Family Home National Historic Landmark Nomination, with Sarah Azaransky, Durham, Durham County (2016)
- Cherryville Downtown Historic District National Register Nomination, Cherryville, Gaston County (2016)
- Seaboard Air Line Passenger and Freight Depot National Register Nomination, Cherryville, Gaston County (2016)
- Highland Park Manufacturing Company Mill No. 1, Study List Application, Charlotte, Mecklenburg County (2016)
- Bahnson Company Study List Application, Winston-Salem, Forsyth County (2015)
- Western Electric Company – Tarheel Army Missile Plant National Register Nomination, Burlington, Alamance County (2015)
- Rodman-Heath Cotton Mill Study List Application and National Register Nomination, Waxhaw, Union County (2015)
- St. Andrews Presbyterian College Study List Application and National Register Nomination, Laurinburg, Scotland County (2015)
- Cleveland County Training School Study List Application and National Register Nomination, Shelby, Cleveland County (2015)
- Shelby Cotton Mill National Register Nomination, Shelby, Cleveland County (2015)
- Memorial Industrial School National Register Nomination, Rural Hall vicinity, Forsyth County (2015)
- Speas Vinegar Company National Register Nomination, Charlotte, Mecklenburg County (2015)
- Coleman-Franklin-Cannon Mill National Register Nomination, Concord, Cabarrus County (2014-2015)
- Cora Manufacturing Company and Thomas M. Holt Manufacturing Company National Register Nomination, Haw River, Alamance County (2014)
- Barker House National Register Nomination, Henderson vicinity, Vance County (2014)
- Old German Baptist Brethren Church National Register Nomination, Winston-Salem, Forsyth County (2014)
- James H. and Anne Willis House Study List Application and National Register Nomination, Greensboro, Guilford County (2014)
- Downtown Sylva Historic District National Register Nomination, Sylva, Jackson County (2014)
- Albemarle Graded School Study List Application and National Register Nomination, Albemarle, Stanly County (2013-2014)
- Acme-McCrary Hosiery Mills Study List Application and National Register Nomination, Asheboro, Randolph County (2013-2014)
- Waller House Study List Application and National Register Nomination, Dozier vicinity, Forsyth County (2012-2014)
- Thurmond and Lucy Hanes Chatham House National Register Nomination, Winston-Salem, Forsyth County (2013-2014)
- Lenoir Downtown Historic District Boundary Increase National Register Nomination, Caldwell County (2013)
- Hoots Milling Company Roller Mill Study List Application and National Register Nomination, Forsyth County (2013)
- *Forsyth County's Agricultural Heritage*, contextual report prepared for the Forsyth County Historic Resources Commission (2012)
- *The Bethania Freedmen's Community: An Architectural and Historical Context of the Bethania-Rural Hall Road Study Area*, Forsyth County, North Carolina (2012)
- City Hospital - Gaston Memorial Hospital Study List Application and National Register Nomination, Gastonia, Gaston County (2011)
- Asheboro Hosiery Mills – Cranford Furniture Company Study List Application and National Register Nomination, Asheboro, Randolph County (2011)
- Chatham Manufacturing Company –Western Electric Company National Register Nomination, Winston-Salem, Forsyth County (2011)

- Washington Street Historic District National Register Nomination, High Point, Guilford County (2010)
- Farmington Historic District National Register Nomination, Farmington, Davie County (2010)
- Carolina Mill Study List Application, Carolina, Alamance County (2010)
- Booker T. Washington High School Study List Application, Rocky Mount, Edgecombe County (2009)
- Moore-Cordell House Study List Application, Winston-Salem, Forsyth County (2009)
- Stonecutter Mills Study List Application, Spindale, Rutherford County (2009)
- Beverly Hills Historic District National Register Nomination, Burlington, Alamance County (2009)
- Central City Historic District National Register Nomination Boundary Increase, Decrease, and Additional Documentation, Rocky Mount, Nash and Edgecombe Counties (2009)
- St. Stephen United Methodist Church National Register Nomination Draft, Lexington, Davidson County (2008)
- Blair Farm National Register Nomination, Boone, Watauga County (2008)
- Foust-Carpenter and Dean Dick Farms Study List Application and National Register Nomination, Whitsett vicinity, Guilford County (2007, 2008)
- Alexander Manufacturing Company Mill Village Study List Application and National Register Nomination, Forest City, Rutherford County (2005, 2008)
- Erlanger Mill Village Historic District Study List Application and National Register Nomination, Davidson County (2005, 2007)
- Lenoir Downtown Historic District National Register Nomination, Caldwell County (2006)
- Lexington Residential Historic District Study List Application and National Register Nomination, Davidson County (2005, 2006)
- West Main Street Historic District National Register Nomination, Forest City, Rutherford County (2005)
- Loray Mill Historic District Boundary Expansion, Gastonia, Gaston County (2005)
- East Main Street Historic District National Register Nomination, Forest City, Rutherford County (2005)
- York-Chester Historic District National Register Nomination, Gaston County (2004)
- Turner and Amelia Smith House National Register Nomination, Wake County (2004)
- Kenworth Historic District National Register Nomination, Catawba County (2004)
- Main Street Historic District National Register Boundary Expansion, Forest City, Rutherford County (2004)
- Lewis-Thornburg Farm National Register Nomination, Randolph County (2003)
- Henrietta-Caroleen High School National Register Nomination, Rutherford County (2003)
- Everetts Christian Church National Register Nomination, Martin County (2003)
- First Christian Church National Register Nomination, Martin County (2003)
- Oak City Church National Register Nomination, Martin County (2003)
- West Raleigh National Register Nomination, Wake County, North Carolina (2003)
- Study List Applications: Randleman School, Randolph County; Linden School, Cumberland County; Cleveland School, Johnston County (2002)
- Peace House National Register Nomination, Granville County (2002)
- Ashland National Register Nomination, Bertie County (2002)
- Frank and Mary Smith House National Register Nomination, Wake County (2002)
- Winfall Historic District National Register Nomination, Perquimans County (2002)
- King Parker House National Register Nomination, Hertford County (2002)
- Study List Applications: Brentwood School, Guilford County; Powell-Horton House, Hertford County (2002)
- Porter Houses and Armstrong Kitchen National Register Nomination, Edgecombe County (2002)
- Hauser Farm (Horne Creek Farm State Historic Site) National Register Nomination, Surry County (2001)
- Garrett's Island House National Register Nomination, Washington County (2000)
- CSS *Neuse* National Register Nomination, Lenoir County (1999)
- St. Luke's A.M.E. Church National Register Nomination Draft, Halifax County (1999); church destroyed by Hurricane Floyd in September 1999

LOCAL DESIGNATION REPORTS AND DESIGN GUIDELINES

- Cleveland County Training School Local Landmark Application, Shelby, Cleveland County (2015)
- Hotel Albemarle Local Landmark Designation Report Revision and Resubmittal, Stanly County (2015)

- Moore House Local Landmark Application Addendum, Shelby, Cleveland County (2015)
- Thurmond and Lucy Hanes Chatham House Local Landmark Designation Report, Winston-Salem, Forsyth County (2015)
- Park Place Local Historic District Local Designation Report, Lexington, Davidson County (2013)
- YWCA Administration Building Local Landmark Designation Report, Winston-Salem, Forsyth County (2013)
- Downtown Concord Historic District Local Designation Report and Consultation, Cabarrus County (2008, 2010)
- Lexington Residential Historic District and Erlanger Mill Village Historic District Local Designation Reports and Draft Design Guidelines, Davidson County (2007-2008)
- Foust-Carpenter and Dean Dick Farms Local Historic District Designation Report, Whitsett vicinity, Guilford County (2007)
- Ludwick and Elizabeth Summers House Local Landmark Designation Report, Gibsonville vicinity, Guilford County (2007)
- James B. and Diana M. Dyer House, Local Landmark Designation Report, Winston-Salem, Forsyth County (2005)

HISTORIC STRUCTURE REPORTS AND RESTORATION PLANS

- Robert G. and Cornelia S. Fitzgerald House – Pauli Murray Family Home Historic Structure Report, Durham, Durham County (2015-2016)
- Restoration plan preparation for the Robson House and consultation during its installation in the chronological North Carolina history exhibit at the Museum of History in Raleigh, North Carolina (2009-2010)
- Leigh Farm Historic Structure Report and Site Management Plan, Durham County (2006)
- Burnt Chimney CDBG Redevelopment Project Recordation Plan, Florence Mill Property, Forest City, Rutherford County (2006)
- Lewis-Thornburg Farm Site Management Plan, Randolph County (2003)
- Robson House Historic Structure Report, with Peter Sandbeck, prepared for the Museum of History in Raleigh, North Carolina (2002)

SECTION 106 REPORTS AND MITIGATION PROJECTS

- North Carolina Department of Transportation Historic Architectural Resources Survey Report: Repair Bridge No. 184 on SR 2711 over the Haw River, Gibsonville vicinity, Guilford County (2015)
- North Carolina Department of Transportation Historic Architectural Resources Survey Report: Replace Bridge No. 276 on SR 1001 over Silas Creek Parkway, Winston-Salem, Forsyth County (2015)
- North Carolina Department of Transportation Historic Architectural Resources Survey Report: Meredith College Campus Evaluation, Raleigh, Wake County (2015)
- North Carolina Department of Transportation Historic Architectural Resources Survey Report: Historic Consolidated School Context, Cleveland, Henderson, Polk, and Rutherford Counties, Mitigation for the Construction of the Rutherfordton Bypass (R-2233B) in Rutherford County (2014)
- Ruth Elementary School photodocumentation for the North Carolina Department of Transportation, Rutherfordton vicinity, Rutherford County (2014)
- Monteith House photodocumentation for the North Carolina Department of Transportation, Rutherfordton vicinity, Rutherford County (2014)
- Old Wilson Historic District photodocumentation as mitigation for proposed redevelopment project, Wilson, Wilson County (2013)
- North Carolina Department of Transportation Historic Architectural Resources Identification and Evaluation Addendum: I-40 Business/US 421 Improvements, Winston-Salem, Forsyth County (2013)
- North Carolina Department of Transportation Historic Architectural Resources Survey Report: Replace Bridge No. 229 on SR 2264 over the Norfolk and Western Railroad, Winston-Salem, Forsyth County (2012)
- North Carolina Department of Transportation Interpretative Panel Research and Design: Mitigation for the

Removal of Bridge No.338 over the Yadkin River in Elkin, Surry County (2011-2012)

- North Carolina Department of Transportation Historic Architectural Resources Survey Report: Historic Store Context, Burke, Caldwell, Cleveland, McDowell, and Rutherford Counties, Mitigation for the Widening of Enola Road (SR 1922/1924) in Morganton, Burke County (2011-2012)
- North Carolina Department of Transportation Phase II Historic Architectural Resources Survey Report: Intensive Evaluation, Watkins Farm, Cornwall, Granville County (2010)
- North Carolina Department of Transportation Phase II Historic Architectural Resources Survey Report: Intensive Evaluation, Ramsey Farm, I-40/I-77 Interchange Improvements, Statesville, Iredell County (2009-2010)
- North Carolina Department of Transportation Phase II Historic Architectural Resources Survey Report: Greensboro Northern and Eastern Loops, Guilford County (2006)
- North Carolina Department of Transportation Phase II Historic Architectural Resources Survey Report: US 52 Improvement Project, Forsyth County (2005)
- North Carolina Department of Transportation Phase II Historic Architectural Resources Survey Report: NC 109 Improvement Project, Forsyth and Davidson Counties (2005)
- North Carolina Department of Transportation Phase II Historic Architectural Resources Survey: Correction of Differential Settling along US 158 (Elizabeth Street) from NC 34 (North Water Street) to US 17 Business in Elizabeth City, Pasquotank County (2005)
- North Carolina Department of Transportation Phase II Historic Architectural Resources Survey: Correction of Differential Settling along US 17 Business/NC 37 from the Perquimans River Bridge to the NC 37 split, Hertford vicinity, Perquimans County (2005)
- North Carolina Department of Transportation Phase II Historic Architectural Resources Survey: Improvements to NC 33 from US 264 in Greenville to US 64 in Tarboro, Pitt and Edgecombe Counties (2005)
- North Carolina Department of Transportation Phase II Historic Architectural Resources Survey Report: Kerr Avenue Improvements, Wilmington, New Hanover County (2005)
- North Carolina Department of Transportation Phase II Historic Architectural Resources Survey Report: Salem Creek Connector, Winston-Salem, Forsyth County (2004)

OTHER PUBLICATIONS

- *Winston-Salem's Architectural Heritage*, published by the Winston-Salem/Forsyth County Historic Resources Commission in 2015
- "Northrup and O'Brien," biographical entry completed in 2010 for the *Dictionary of North Carolina Architects and Builders*, an online resource administered by North Carolina State University
- "Denominational Histories," with Teresa Douglas, Rebecca Smith, and Carroll Van West, in *Powerful Artifacts: A Guide to Surveying and Documenting Rural African-American Churches in the South*, Center for Historic Preservation, Middle Tennessee State University, July 2000.
- *Paving the Way: A Bibliography of the Modern Natchez Trace Parkway* with Timothy Davis, Sara Amy Leach, and Ashley Vaughn, Natchez Trace Parkway, National Park Service, 1999.
- Index, *Tennessee Historical Quarterly*, Winter 1998.
- "Andrew Jackson Donelson," "Samuel Donelson," and "Stockly Donelson," *Tennessee Encyclopedia of History and Culture*, Tennessee Historical Society, Nashville, 1998.

HISTORIC PRESERVATION CERTIFICATION APPLICATIONS FOR TAX CREDIT PROJECTS

- Roberts Grocery Store Income-Producing Tax Credit Application, Winston-Salem, Forsyth County (2016)
- Loray Mill Project 2 Income-Producing Tax Credit Application, Gastonia, Gaston County (2015)
- Cleveland County Training School Income-Producing Tax Credit Application, Shelby, Cleveland County (2015)
- A. Blanton Grocery Company Warehouse Income-Producing Tax Credit Application, Shelby, Cleveland County (2015)
- Spencer's, Inc., Income-Producing Tax Credit Application, Mt. Airy, Surry County (2015)

- Hudson's Department Store Income-Producing Tax Credit Application, Shelby, Cleveland County (2015)
- Rodman-Heath Cotton Mill Income-Producing Tax Credit Application, Waxhaw, Union County (2015)
- Swift and Company Building Income-Producing Tax Credit Application, Winston-Salem, Forsyth County (2015)
- Pepper Building Income-Producing Tax Credit Application, Winston-Salem, Forsyth County (2015)
- Speas Vinegar Company Income-Producing Tax Credit Application, Charlotte, Mecklenburg County (2015)
- Pickett Cotton Mills Income-Producing Tax Credit Application, High Point, Guilford County (2014-2015)
- Joseph L. and Margaret N. Graham House, Non-income-Producing Tax Credit Application, Winston-Salem, Forsyth County (2014-2015)
- Waller House Non-income-Producing Tax Credit Application, Dozier vicinity, Forsyth County (2014-2015)
- Coleman-Franklin-Cannon Mill Income-Producing Tax Credit Application, Concord, Cabarrus County (2014)
- Oakdale Cotton Mill Income-Producing Tax Credit Application, Jamestown, Guilford County (2014)
- Carolina Casket Company (812 Millis Street) Income-Producing Tax Credit Application, High Point, Guilford County (2014)
- Albemarle Graded School Income-Producing Tax Credit Application, Albemarle, Stanly County (2014)
- Old German Baptist Brethren Church Income-Producing Tax Credit Application, Winston-Salem, Forsyth County (2014)
- Florence Mill Income-Producing Tax Credit Application, Forest City, Rutherford County (2014)
- Blanton Hotel Income-Producing Tax Credit Application, Forest City, Rutherford County (2014)
- Barker House Non-income-Producing Tax Credit Application, Henderson vicinity, Vance County (2014)
- Pearl and James M. Crutchfield House House, Non-income-Producing Tax Credit Application, Greensboro, Guilford County (2014)
- Burtner Building Income-Producing Tax Credit Application, Greensboro, Guilford County (2014)
- Hudson Cotton Mills Income-Producing Tax Credit Application, Hudson, Caldwell County (2014)
- Hotel Hinton Income-Producing Tax Credit Application, Edenton, Chowan County (2013-2015)
- Thurmond and Lucy Hanes Chatham House Non-income-Producing Tax Credit Application, Winston-Salem, Forsyth County (2013-2014)
- Commercial Building, Acme-McCrary Hosiery Mills Income-Producing Tax Credit Application, Asheboro, Randolph County (2013-2015)
- Hoots Milling Company Roller Mill Income-Producing Tax Credit Application, Winston-Salem, Forsyth County (2013-2014)
- George H. Black House and Brickyard Income-Producing Tax Credit Application, Winston-Salem, Forsyth County (2013-2014)
- Cranford Industries Office Income-Producing Tax Credit Application, Asheboro, Randolph County (2012-2013)
- Asheboro Hosiery Mills – Cranford Furniture Company Income-Producing Tax Credit Application, Asheboro, Randolph County (2011-2013)
- Romina Theater, Horne Mercantile, Forest City Diner, Smiths Department Store, and Central Hotel Income-Producing Tax Credit Applications, Forest City, Rutherford County (2010-2013)
- O. P. Lutz Furniture Company – Lutz Hosiery Mill Income-Producing Tax Credit Application, Part 1, Lenoir, Caldwell County (2012)
- Spencer's, Inc., Income-Producing Tax Credit Application, Part 1, Mt. Airy, Surry County (2012)
- W. L. Robison Building Income-Producing Tax Credit Application, Winston-Salem, Forsyth County (2011-2012)
- City Hospital - Gaston Memorial Hospital Income-Producing Tax Credit Application, Part 1, Gastonia, Gaston County (2011)
- Chatham Manufacturing Company Income-Producing Tax Credit Application, Part 1, Winston-Salem, Forsyth County (2011)
- Royster Building Income-Producing Tax Credit Application, Shelby, Cleveland County (2010-2011)
- Church Street School Income-Producing Tax Credit Application, Parts 1 and 2, Thomasville, Davidson County (2009)

SELECTED PRESENTATIONS (CONFERENCES/ANNUAL MEETINGS/STUDY PROGRAMS)

- “Winston-Salem’s Architectural Heritage,” numerous presentations promoting book of the same name
- “Winston-Salem, North Carolina’s Mid-Twentieth-Century Architects,” Southeastern Chapter of the Society of Architectural Historians Annual Conference, Fayetteville, Arkansas, October 2014
- “Forsyth County Architectural Survey Update,” numerous presentations for entities including the Winston-Salem-Forsyth County Planning Board, Historic Resources Commission, City Council, and County Commissioners; the Forsyth County Genealogical Society, the State Historic Preservation Office’s National Register Advisory Committee in Raleigh, the Winston-Salem Colonial Dames Chapter, and various Winston-Salem garden clubs, 2007-2015
- “New Tools for Old Designs: Researching Historic Architecture Today,” at the Traditional Building Conference Series, “Building Well: Traditional Design, Materials, and Methods,” Graylyn International Conference Center, Winston-Salem, April 2012
- “Forsyth County’s Agricultural Heritage,” keynote address at the 2011 Farm City Banquet, held by the Forsyth County Agricultural Extension Service, Winston-Salem, November 2011 and Historic Preservation Month Lecture Series, Old Salem Visitor Center, May 2012
- “From Farm to Factory: Continuity and Change in the Bethania Freedmen’s Community,” Southeastern Chapter of the Society of Architectural Historians Annual Conference, Charleston, South Carolina, October 2011
- “Winston-Salem’s Mid-Twentieth-Century Architecture,” Reynolda House Museum of American Art, October 2011
- “From the Roaring Twenties to the Space Age: Winston-Salem, North Carolina’s Mid-Twentieth-Century Architecture,” Southeastern Chapter of the Society of Architectural Historians Annual Conference, Chattanooga, Tennessee, October 2010
- “Winston-Salem’s Mid-Twentieth-Century Architecture,” Historic Preservation Month Lecture Series, Old Salem Visitor Center, May 2010
- “Forsyth County’s Cultural Landscapes,” Historic Preservation Month Lecture Series, Old Salem Visitor Center, May 2009
- “Forsyth County’s Historic African American Resources,” Preserve Historic Forsyth Annual Meeting, March 2009
- “Set in Stone: The Work of Frank W. Murrell and Sons,” Southeastern Chapter of the Society of Architectural Historians Annual Conference, Greensboro, North Carolina, October 2008
- “From Frontier to Factory Revisited: Forsyth County’s Diverse Architectural Legacy,” opening lecture at the Preservation North Carolina Annual Conference, Winston-Salem, October 2008
- “Leave No Stone Unturned: An Attempt to Uncover the Work of Charleston’s African American Stonemasons,” Museum of Early Southern Decorative Arts Summer Institute, Winston-Salem, 2008
- “Early North Carolina Architecture,” North Carolina Museums Council Annual Meeting, Hickory, March 2007
- “An Anglomaniac Mansion in Tobacco Town: Mayer, Murray and Phillip’s Dyer House of 1931,” Colonial Dames Meeting, Winston-Salem, January 2007; Historic Architecture Round Table, Raleigh, North Carolina, October 2005
- “Gastonia’s Architecture: Portrait of a New South Economy,” with Sarah W. David, Preservation North Carolina Annual Conference, Gastonia, October 2005
- “Aladdin Homes: Built in a Day,” Fall Institute 2004, Perspectives on American Decorative Arts, 1776-1920, Winterthur, Wilmington, Delaware
- “A Movable Beast: NCDOT’s Historic Truss Bridge Reuse and Relocation Program,” Preservation North Carolina Annual Conference, Statesville, 2001
- “The African American Community of Bethania,” Museum of Early Southern Decorative Arts Summer Institute, Winston-Salem, July 1997

SPECIALIZED TRAINING

- Museum of Early Southern Decorative Arts Summer Institute: Charleston, Winston-Salem, July 2008

- “Green Strategies for Historic Buildings,” presented by the National Preservation Institute in Greensboro, N.C., April 2008
- The Historic New England Program in New England Studies, Boston, June 2006
- “Historic Landscapes: Planning, Management, and Cultural Landscape Reports,” presented by the National Preservation Institute in Greensboro, N.C., April 2005
- Winterthur Fall Institute 2004, Perspectives on American Decorative Arts, 1776-1920, Wilmington, Delaware
- “Disadvantaged Business Enterprises Program Improvement Training,” presented by the South Carolina Department of Transportation in Columbia, S.C., March 2003
- “NEPA Environmental Cross-Cutters Course,” presented by National Environmental Protection Agency in Raleigh, N.C., July 2002
- “Advanced Section 4(f) Workshop,” presented by the Federal Highways Administration in Raleigh, N.C., November 2002
- “Assessing Indirect and Cumulative Impacts of Transportation Projects in North Carolina,” presented by the Louis Berger Group, Inc. in Raleigh, N.C., December 2002
- “Introduction to Section 106,” presented by the National Advisory Council on Historic Preservation in Raleigh, N.C., April 2002
- Restoration Field School, taught by Travis McDonald at Thomas Jefferson’s Poplar Forest in Forest, Virginia, Summer 2000
- “History of North Carolina Architecture,” taught by Catherine Bishir at North Carolina State University in Raleigh, N.C., Spring 2000
- Victorian Society Summer School in Newport, Rhode Island, taught by Richard Guy Wilson, Summer 1999
- Museum of Early Southern Decorative Arts Summer Institute: The Backcountry, in Winston-Salem, N.C., Summer 1997

PROFESSIONAL MEMBERSHIPS

American Association for State and Local History
 Friends of MESDA and the Collections
 National Trust for Historic Preservation
 National Council on Public History
 North Carolina Museums Council
 Preservation North Carolina
 Southeastern Chapter of the Society of Architectural Historians
 Southern Garden History Society
 Vernacular Architecture Forum