



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

David L. S. Brook, Administrator

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

Division of Archives and History  
Jeffrey J. Crow, Director

February 20, 2001

**MEMORANDUM**

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

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

*B-2578*

Re: Replace Bridge Nos. 513 and 514 over Norfolk Southern Railroad,  
Iredell County, ER 00-8634

Thank you for your letter of January 9, 2001, transmitting the survey report by Mattson, Alexander & Associates, Inc., concerning the above project.

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

- South Race Street Historic District, we concur with the boundaries as noted on page 13 of the report.
- Academy Hill Historic District, we concur with the boundaries as noted on page 17 of the report.

In addition, we concur that the following properties are not eligible for listing in the National Register of Historic Places:

- (Former) Statesville Cotton Mill
- Boulevard Neighborhood – North End

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 any questions concerning the above comment, contact Renee Gledhill-Earley, Environmental Review Coordinator, at 919 733-4763.

cc: Nicholas Graf  
Mary Pope Furr

bc: Brown/Montgomery  
County

RF

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

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**HISTORIC ARCHITECTURAL RESOURCES SURVEY REPORT**

**REPLACE BRIDGE NOS. 513 AND 514 OVER  
NORFOLK SOUTHERN RAILROAD  
STATESVILLE, IREDELL COUNTY**

**NORTH CAROLINA DEPARTMENT OF TRANSPORTATION  
T.I.P. NO. B-2576  
STATE PROJECT NO. 8.2822201  
FEDERAL AID NO. BRSTP-1421(3)**

**Prepared for:**

**Arcadis, Geraghty and Miller, Inc.  
Raleigh, North Carolina**

**Prepared by:**

**Mattson, Alexander and Associates, Inc.  
2228 Winter Street  
Charlotte, North Carolina 28205  
(704) 569-8130  
(704) 376-0985**

**14 December 2000**

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**REPLACE BRIDGE NOS. 513 AND 514 OVER  
NORFOLK SOUTHERN RAILROAD  
STATESVILLE, IREDELL COUNTY  
N.C.D.O.T. T.I.P. NUMBER: B-2576**

The North Carolina Department of Transportation (N.C.D.O.T.) proposes to replace Bridge Nos. 513 and 514 over the Norfolk Southern Railroad tracks in Statesville, North Carolina (**Figures 1 and 2**). Six alternatives are proposed for this project.

**Alternative A** proposes that the existing bridges will be replaced along the current horizontal alignment for S.R. 1421 (Wilson Lee Boulevard) and that the vertical alignment will be improved. Traffic would be rerouted using an off-site detour during construction (**Figure 3**).

**Alternative B** specifies that the existing bridges would be removed, S.R. 1421 would be closed at its current crossings of the Norfolk Southern Railroad, and the existing structures would be replaced on new locations, as shown in the functional plans as Alternative B alignment (**Figure 4**).

Under **Alternative C**, the existing bridges would be removed, S.R. 1421 would be closed at its current crossings of the Norfolk Southern Railroad, and the existing structures would be replaced on new locations, as shown in the functional plans as Alternative C alignment (**Figure 5**).

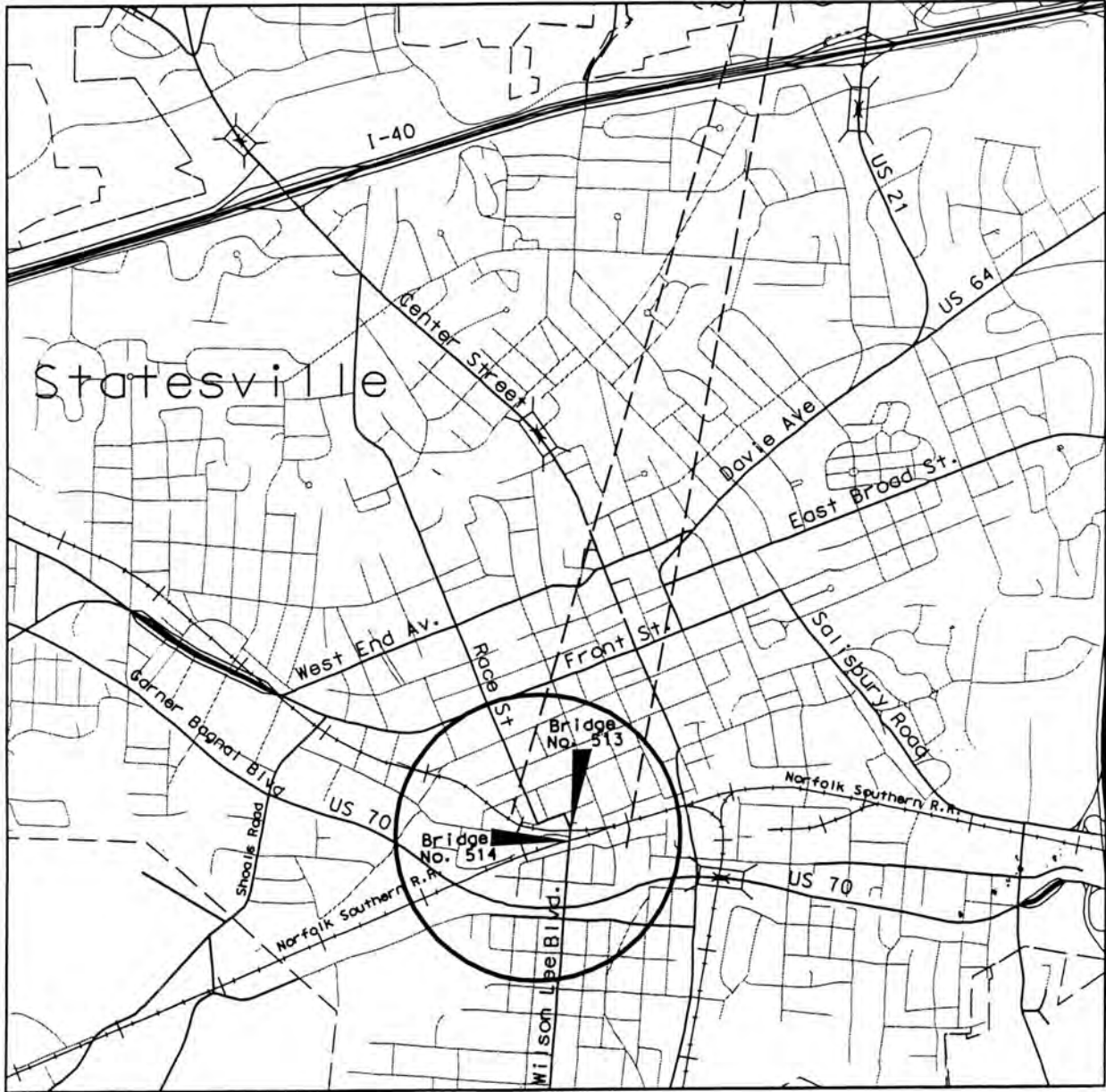
**Alternative D** calls for the removal of the existing bridges, the closing of S.R. 1421 at its current crossings of the Norfolk Southern Railroad, and the replacement of the existing structures on new locations, as shown in the functional plans as Alternative D alignment (**Figure 6**).

**Alternative E** proposes the removal of the existing bridges, the closing of S.R. 1421 at its current crossings of the Norfolk Southern Railroad, and a permanent rerouting of traffic along existing roadways.

Under **Alternative F**, no action would be taken.

### **Purpose of Survey and Report**

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



Vicinity Map

0 1 mile



NORTH CAROLINA DEPARTMENT  
OF TRANSPORTATION  
DIVISION OF HIGHWAYS  
PROJECT DEVELOPMENT AND  
ENVIRONMENTAL ANALYSIS BRANCH

Iredell County  
Replace Bridge Nos. 513 and 514  
over Norfolk Southern R. R.  
T.I.P. Project B-2576

Figure 1

B-2576

PROJECT: 8.2822201

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	8.2822201	1	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
8.2822201	BRSTP-1421(3)	P. E.	

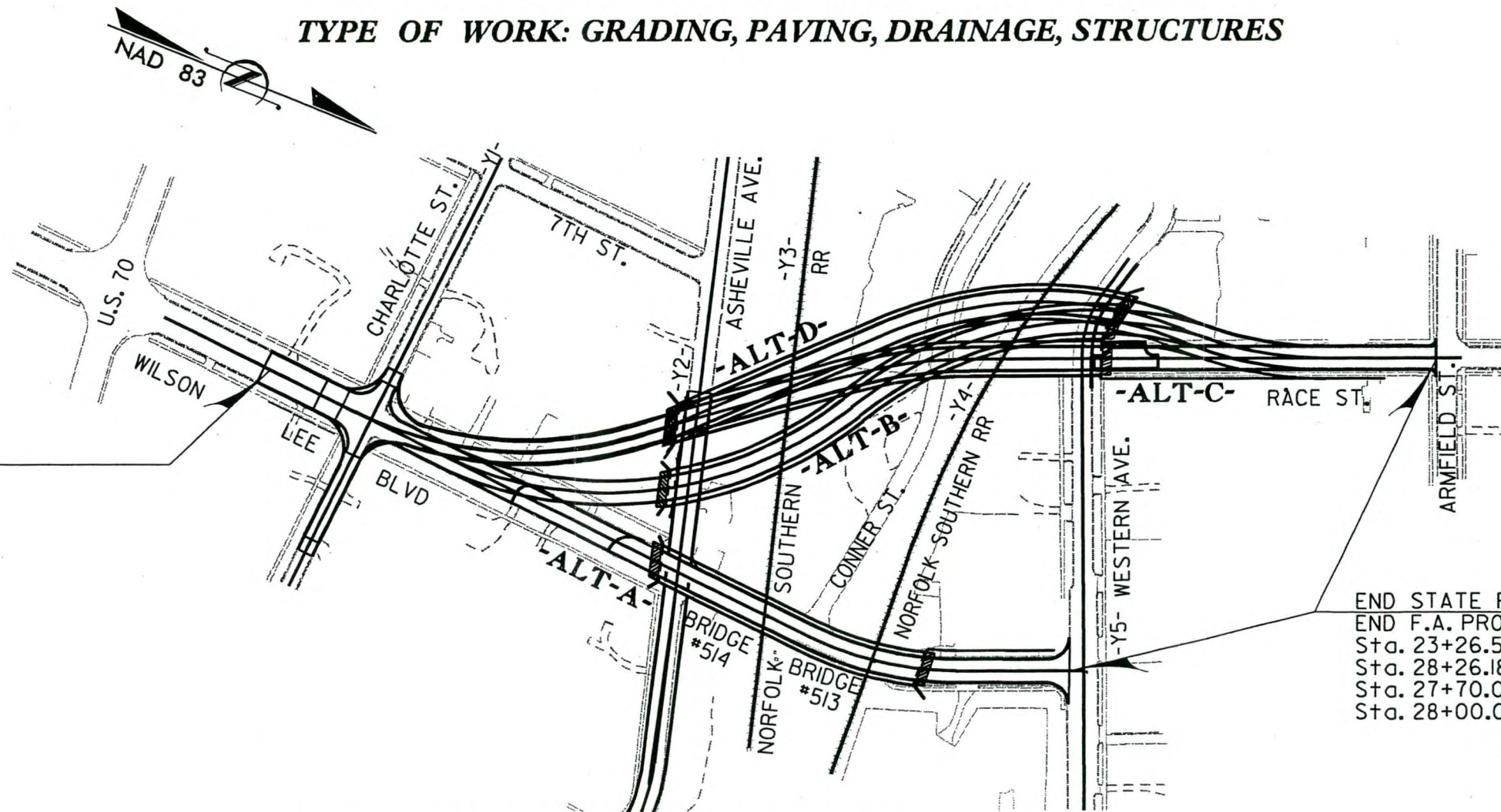
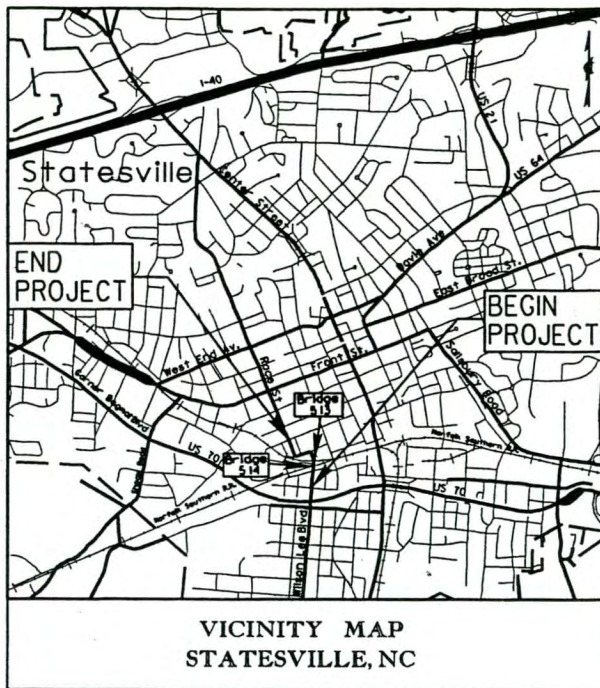
See Sheet I-B For Conventional Symbols

STATE OF NORTH CAROLINA  
DIVISION OF HIGHWAYS

**IREDELL COUNTY**

**LOCATION: REPLACE BRIDGES 513 AND 514 OVER  
NORFOLK SOUTHERN RAILROAD IN STATESVILLE**

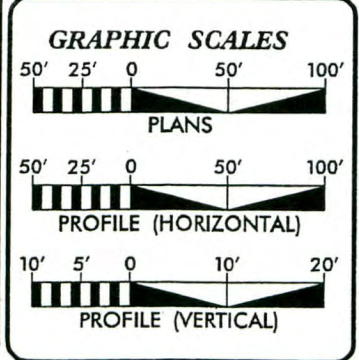
**TYPE OF WORK: GRADING, PAVING, DRAINAGE, STRUCTURES**



BEGIN STATE PROJECT 8.2822201  
 BEGIN F.A. PROJECT BRSTP-1421(3)  
 Sta. 12+68.00 -ALT-A-  
 Sta. 12+35.00 -ALT-B-  
 Sta. 11+50.00 -ALT-C-  
 Sta. 11+63.00 -ALT-D-

END STATE PROJECT 8.2822201  
 END F.A. PROJECT BRSTP-1421(3)  
 Sta. 23+26.58 -ALT-A-  
 Sta. 28+26.18 -ALT-B-  
 Sta. 27+70.00 -ALT-C-  
 Sta. 28+00.00 -ALT-D-

CLEARING ON THIS PROJECT SHALL BE PERFORMED TO THE LIMITS ESTABLISHED BY METHOD III.



**DESIGN DATA**

ADT 2005 =	4830
ADT 2025 =	7600
DHV =	11%
D =	60%
T =	4%
(DUALS 3% + TTST 1%)	
V =	40 mph

**PROJECT LENGTH**

LENGTH ROADWAY F.A. PROJECT =	0.xxx miles
LENGTH STRUCTURE F.A. PROJECT =	0.xxx miles
TOTAL LENGTH STATE PROJECT 8.2700501 =	0.xxx miles

Prepared for NCDOT In the Office of:

**ARCADIS GERAGHTY & MILLER**  
of North Carolina Inc.

2301 Rexwoods Drive, Suite 102  
Raleigh, NC 27607

1995 STANDARD SPECIFICATIONS	NCDOT CONTACT
RIGHT OF WAY DATE:	SCOTT BLEVINS, P.E.
12-21-01	
LETTING DATE:	PROJECT MANAGER
12-17-02	STEVEN L. SCOTT, P.E.

**PROJECT MANAGER**

**PRELIMINARY PLANS**  
DO NOT USE FOR CONSTRUCTION

**INCOMPLETE PLANS**  
DO NOT USE FOR R/W ACQUISITION

SIGNATURE: \_\_\_\_\_ P.E.

**HYDRAULICS ENGINEER**

SIGNATURE: \_\_\_\_\_ P.E.

**FIGURE 2**

**ARCADIS GERAGHTY & MILLER**  
OF NORTH CAROLINA, INC.

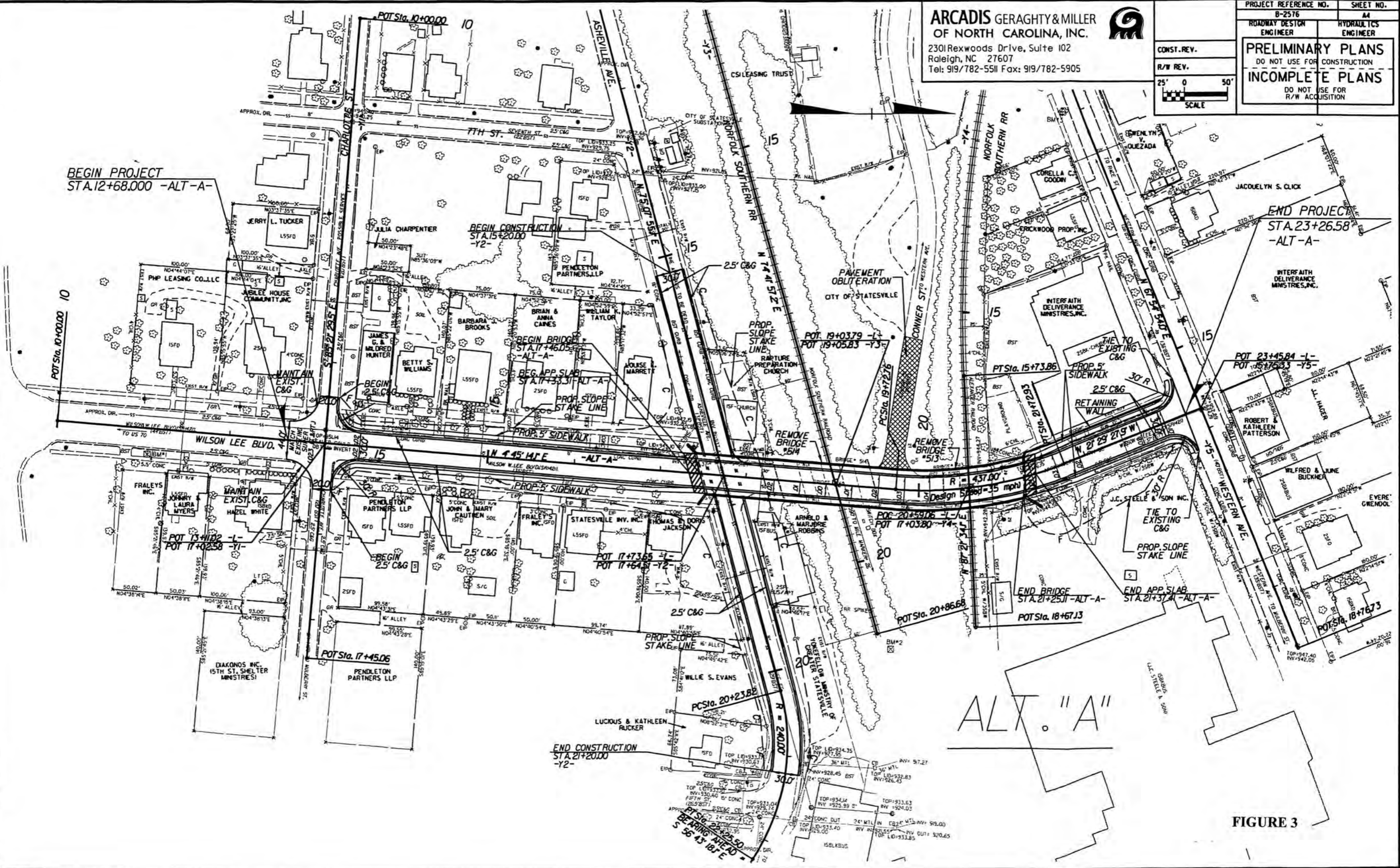


2301 Rexwoods Drive, Suite 102  
Raleigh, NC 27607  
Tel: 919/782-5511 Fax: 919/782-5905

PROJECT REFERENCE NO. B-2576	SHEET NO. A4
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>PRELIMINARY PLANS</b>	
DO NOT USE FOR CONSTRUCTION	
<b>INCOMPLETE PLANS</b>	
DO NOT USE FOR R/W ACQUISITION	

CONST. REV.  
R/W REV.

SCALE



ALT. "A"

FIGURE 3

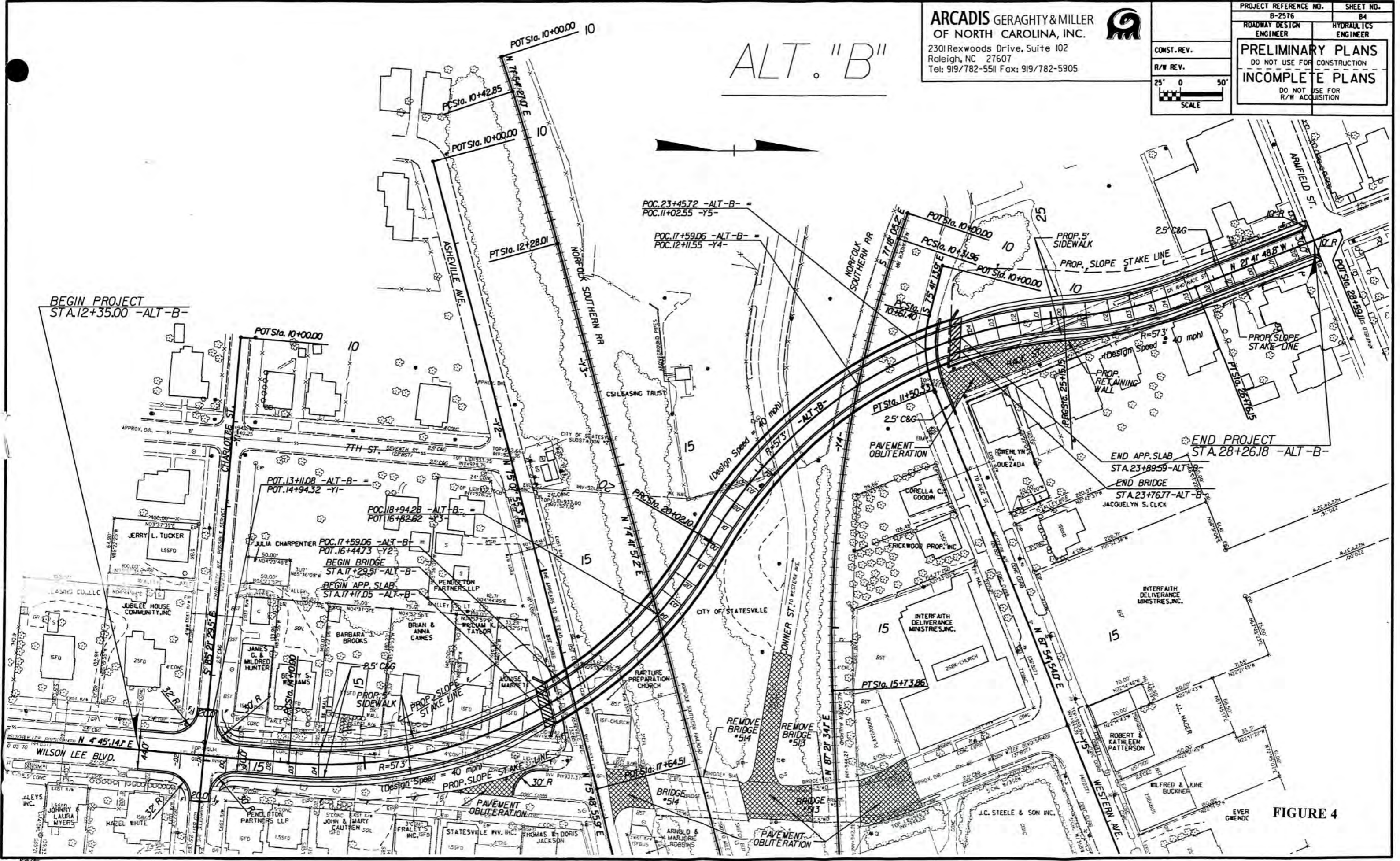
**ARCADIS GERAGHTY & MILLER**  
**OF NORTH CAROLINA, INC.**  
 2301 Rexwoods Drive, Suite 102  
 Raleigh, NC 27607  
 Tel: 919/782-5511 Fax: 919/782-5905



PROJECT REFERENCE NO.	SHEET NO.
B-2576	B4
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>PRELIMINARY PLANS</b>	
DO NOT USE FOR CONSTRUCTION	
<b>INCOMPLETE PLANS</b>	
DO NOT USE FOR R/W ACQUISITION	

CONST. REV.  
 R/W REV.  
 25' 0 50'  
 SCALE

# ALT. "B"



**FIGURE 4**

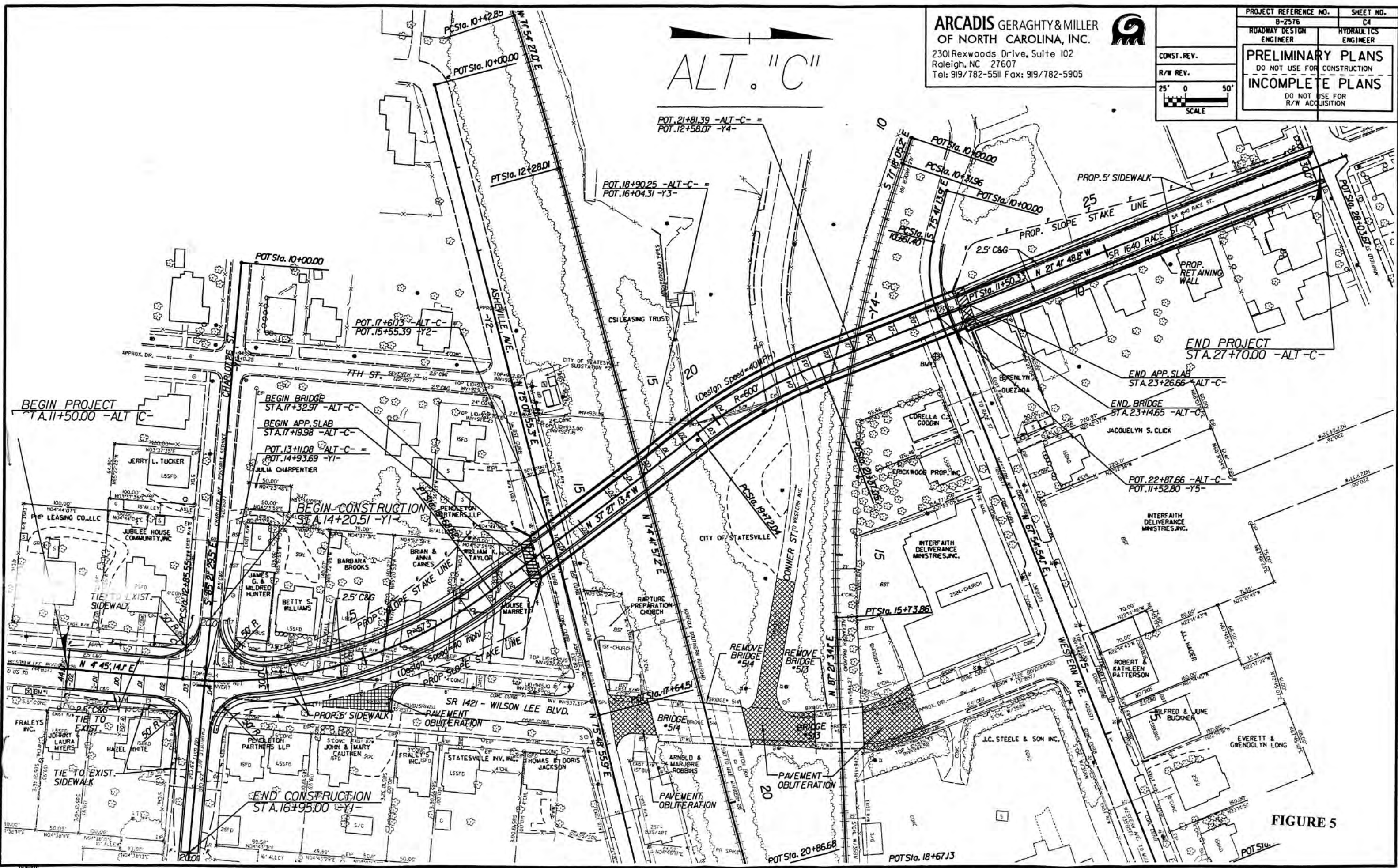
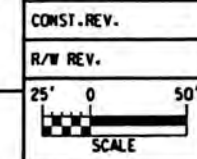


# ALT. "C"

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**OF NORTH CAROLINA, INC.**  
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 Raleigh, NC 27607  
 Tel: 919/782-5511 Fax: 919/782-5905



PROJECT REFERENCE NO.	SHEET NO.
B-2576	C4
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>PRELIMINARY PLANS</b>	
DO NOT USE FOR CONSTRUCTION	
<b>INCOMPLETE PLANS</b>	
DO NOT USE FOR R/W ACQUISITION	



**FIGURE 5**

ALT. "D"

ARCADIS GERAGHTY & MILLER  
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Raleigh, NC 27607  
Tel: 919/782-5511 Fax: 919/782-5905



PROJECT REFERENCE NO.	SHEET NO.
B-2576	D4
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>PRELIMINARY PLANS</b>	
DO NOT USE FOR CONSTRUCTION	
<b>INCOMPLETE PLANS</b>	
DO NOT USE FOR R/W ACQUISITION	

CONST. REV.
R/W REV.
25' 0 50'
SCALE

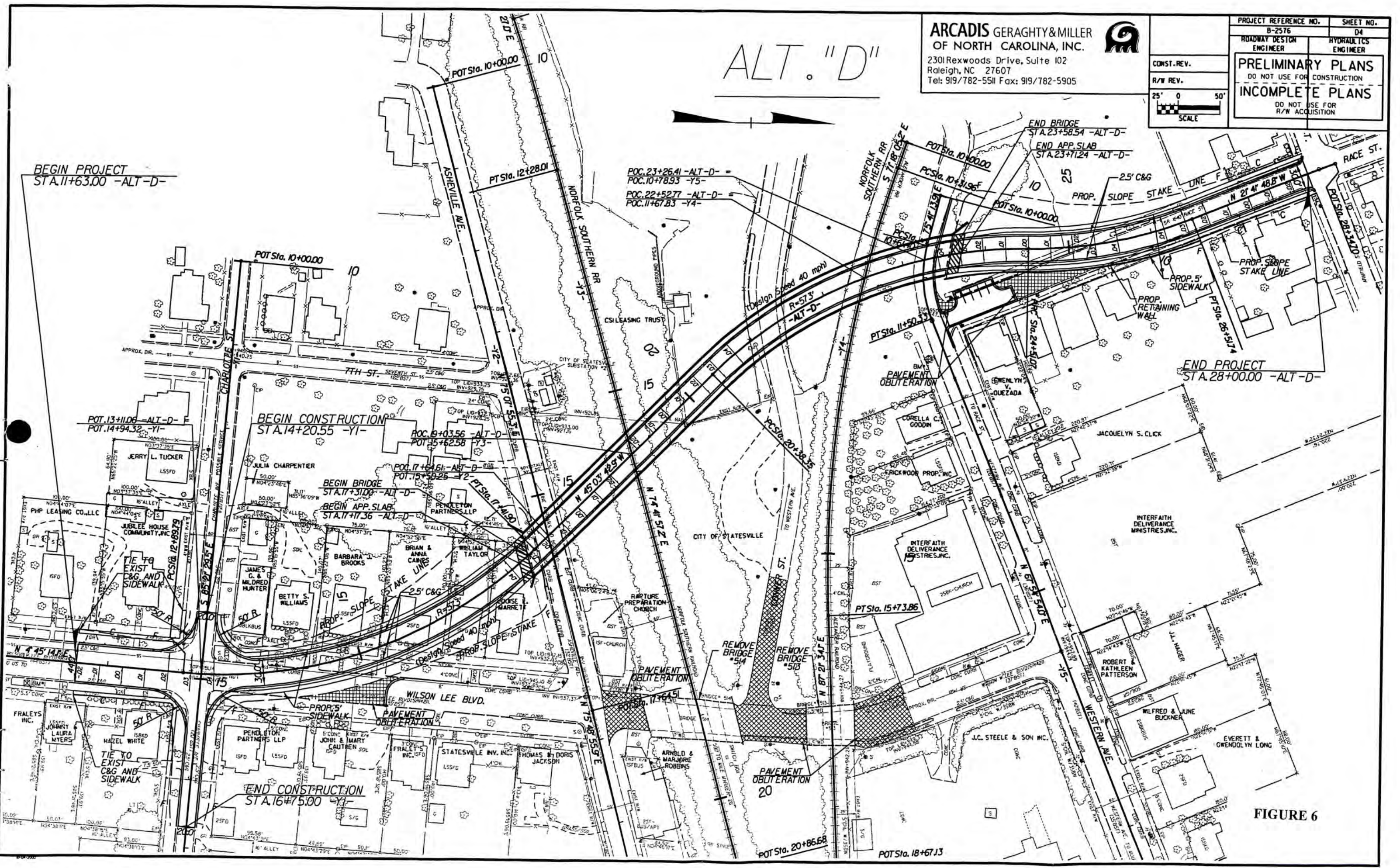


FIGURE 6

Page 8  
Figure 7  
Area of Potential Effects Map

## Methodology

This survey was conducted and the report compiled in accordance with the provisions of Federal Highway Administration Technical Advisory T 6640.8A (Guidance for Preparing and Processing Environmental and Section 4(f) Documents); and the Secretary of the Interior's Standards and Guidelines for Archaeological and Historic Preservation (48 FR 44716, 36 CFR Part 800, 36 CFR Part 60); and Survey Procedures and Report Guidelines for Historic Architectural Resources (1994) prepared by N.C.D.O.T.

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

The methodology consisted of background research into the historical and architectural development of the area and a field survey of the A.P.E. The field survey was conducted in November 2000, by automobile as well as on foot, to delineate the A.P.E. and to identify all properties within this area that were built prior to 1951. The boundaries of the A.P.E. are shown in **Figure 7**. Modern construction, topographical features, and sight lines define the A.P.E., and one hundred percent of this area was surveyed.

During the research phase, architectural survey files at the City of Statesville Community Development Department, and the State Historic Preservation Office (S.H.P.O.) in Raleigh were examined for properties listed in either the National Register of Historic Places or the North Carolina Study List. Robert W. Johnson, Director of Community Development, City of Statesville, and Michele N. Vacca, a Statesville archaeologist, provided valuable historical data and plat maps. The publication, *An Inventory of Historic Architecture, Iredell County, North Carolina* (1978), provided historical and architectural background information that was used in this report. The survey files of this countywide inventory are available at the S.H.P.O. in Raleigh. The A.P.E. encompasses both the Academy Hill Historic District (National Register 1980) and the South Race Street Historic District (National Register 1995). The Mitchell College Historic District (National Register 1980) is located to the north of the A.P.E.

## Summary Findings of the Survey

The A.P.E. is characterized primarily by late nineteenth and twentieth century industrial buildings oriented to the railroad and adjacent residential neighborhoods for the middle and working classes. Portions of both the Academy Hill Historic District (National Register, 1980) and the South Race Street Historic District (National Register, 1995) are located within the A.P.E. In addition, the A.P.E. includes three other resources that have been previously surveyed: the (Former) Statesville Cotton Mill; the Pressly Memorial Associate Reform Presbyterian Church; and the Sixth Street District. The former cotton mill is evaluated individually at the intensive level while the church and the Sixth Street District are evaluated as part of the larger Boulevard Neighborhood-North End.

Properties Listed in the National Register

South Race Street Historic District (N.R. 1995)  
Academy Hill Historic District (N.R. 1980)

Properties Listed in the North Carolina State Study List

None

Other Properties Evaluated Intensively and Considered Eligible for the National Register

None

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

(Former) Statesville Cotton Mill  
Boulevard Neighborhood-North End

## HISTORICAL BACKGROUND ESSAY AND COMMUNITY DEVELOPMENT/PLANNING CONTEXT

Located in the North Carolina Piedmont, Statesville was founded in 1788 as the administrative seat of newly formed Iredell County. With the establishment of Concord Presbyterian Female College (later Mitchell College) in 1856 and especially with the coming of the Western North Carolina Railroad and the Atlantic, Ohio, and Tennessee Railroad by 1860, Statesville developed as a trading and cultural center in the northwest Piedmont. In common with cities and towns throughout the Piedmont, railroad connections and the rise of textile mills brought unprecedented growth between the 1890s and 1920s. In 1894, the Southern Railway consolidated a major portion of the track in the region, including the railroads through Statesville. Statesville was thus linked to a national network of rail lines that connected the city to major urban markets (Keever 1976: 349-361; Little-Stokes 1978: 3, 70-71; Goldfield 1982: 123-125).

Like many Piedmont communities alongside the Southern Railway, Statesville attracted cotton mills and an assortment of other factories that profited from the natural resources of the region. By World War I, the city boasted a thriving manufacturing corridor that contained five textile plants employing nearly 500 workers, the J. C. Steele and Sons Brick Machinery Plant, tobacco and cotton seed oil factories, lumber companies, glass manufacturers, and furniture makers (Glass 1992: 30-55; N. C. Department of Labor and Printing 1903, 1916-1917).

These burgeoning industries stimulated residential growth throughout the city. Around the western outskirts, cotton mill operatives occupied small mill villages and adjoining neighborhoods near the Statesville Cotton Mill, the Paola Cotton Mill, the Bloomfield Cotton Mill (around Buffalo Shoals Road), and the Bradford Knitting Mill. At the southeastern periphery, African Americans were concentrated primarily in an area known as Rabbittown. The majority of the upper and middle classes resided in expanding neighborhoods either east of downtown, along East Broad Street and Davie Avenue or in the Mitchell College Historic District (N.R. 1980) west of the central business district. The Mitchell College area was already well established by the early 1900s and included industrialists as well as bankers, professionals, and other members of Statesville's traditional elite. To the south of this neighborhood, the Academy Hill Historic District (N.R. 1980) also took shape as a wealthier neighborhood, populated by factory owners and successful professionals and merchants. The adjacent South Race Street Historic District (N.R. 1995) emerged just north of the Southern Railway and attracted a mix of plant managers, office workers, and skilled laborers (*Statesville City Directory* 1909, 1916-1917; Little-Stokes 1978: 71, 93; Phillips 1980; Mattson and Alexander 1995).

The southern half of the South Race Street Historic District (south of West Bell Street) occupied the northern end of a 1,300-acre industrial and residential subdivision—the largest planned development in the history of Statesville. In 1891, a group of local investors formed the Statesville Land Development Company and purchased this huge tract spanning both sides of the Southern Railway. The company envisioned a community of middle and working class families residing in proximity to the cotton mills, machine shops, furniture plants, and other industries along the railroad corridor. The keystone of this subdivision was the Statesville Cotton Mills, the city's first and largest mill. Organized in 1893 on land donated by the Statesville Land Development Company, the mill by the early twentieth century employed some 255 men, women, and children who occupied worker housing immediately west of the mill (Keever 1976: 352-353; N.C. Department of Labor and Printing 1903, 1915-1916; Mattson and Alexander 1995).

On property south of the cotton mill and the Southern Railway (below the South Race Street Historic District), the development company platted a giant grid of residential streets. Now known as the Boulevard Neighborhood, this area featured north-south Boulevard Avenue (Sixth Street), a broad, eighty foot wide street where many of the community's larger dwellings for the middle class appeared. U.S. 70, a four-lane highway constructed in the 1980s to extend east-west through the south side of the city, now clearly divides the Boulevard Neighborhood into two sections (Sanborn Insurance Company Map 1911, 1930).

The Statesville Land Development Company did not construct houses in the Boulevard subdivision, but rather sold lots over several decades to individual home buyers and speculators who commissioned local builders. As a result, this large area comprised a variety of architectural designs reflecting the changing tastes of the early twentieth century. Erected primarily between 1900 and the Depression, the houses were characterized by conservative versions of Queen Anne, Colonial Revival, and bungalow styles as well as traditional side-gable and L-plan workers' quarters. (Sanborn Insurance Company Map 1911, 1930; Little-Stokes 1978: 94).

Public schools, churches, and small businesses supported the rapidly growing neighborhoods around the Southern Railway. The Statesville Graded School (1901) served both the South Race Street and the Academy Hill areas while children in the Boulevard community attended Avery Sherill School (1928). About 1910, a small, brick commercial block developed along Western Avenue (South Race Street Historic District) and included grocery and drug stores. Almost from the beginning of development, Methodist and Baptist churches arose near the tracks. Typical of churches in areas dominated by industrial workers, they encouraged moral and social discipline and granted religious approval of the new industrial way of life. In the industrial neighborhood near the Bloomfield and Paola mills on the west side of town, both Baptist and Presbyterian churches were opened by the 1910s to accommodate the influx of mill workers. In the South Race Street Historic District, Western Avenue Baptist Church began in 1894 as a mission church of the downtown Statesville Baptist Church, and in 1906, Methodists erected Race Street Methodist Church immediately north of the Statesville Cotton Mill. South of the railroad tracks, Pressly Memorial Associate Reform Presbyterian Church was founded in 1908 as a mission of the First Associate Reform Presbyterian Church of Statesville, and Boulevard Methodist Church opened its doors on Boulevard Avenue in the early twentieth century (Keever 1976: 502-503; Little-Stokes 1978: 94; Mattson and Alexander 1995; Sanborn Insurance Company Map 1911, 1930).

Today, Statesville retains a great deal of its historic architectural fabric. The downtown business district and the adjoining residential blocks remain remarkably intact, reinvigorated by the general prosperity of this area north of Charlotte and near Lake Norman. Although the A.P.E. includes well-preserved architecture in the South Race Street and the Academy Hill historic districts, the project area also contains some heavily altered or deteriorated housing associated with the Boulevard Neighborhood. This neighborhood is now dominated by rental property owned by absentee landlords and has suffered from disinvestment in recent decades.

## PROPERTY INVENTORY AND EVALUATIONS

### National Register Properties

#### **South Race Street Historic District (N.R. 1995) (No. 1)**

Approximately bounded by S. Race Street, Western Avenue, W. Armfield Street, W. Bell Street, W. Sharpe Street, and S. Oak Street, Statesville, Iredell County

#### Evaluation of Integrity (Plates 1-3)

The South Race Street Historic District is listed in the National Register under Criteria A and C. According to the statement of significance, "The historic district exemplifies the New South industrial neighborhoods that emerged in the cities of the Piedmont during the late nineteenth and early twentieth centuries." The South Race Street neighborhood developed after 1893 when the first cotton mill was established in Statesville, and a variety of other industries took shape along the Southern Railway. Sited near the railroad line, the neighborhood was populated mainly by factory managers and skilled workers. The historic district was developed in part by the Statesville Lane Development Company which platted a 1,300 acre subdivision for industries and residences in proximity to the railroad tracks. The district's contributing architectural resources clearly illustrate the variety of traditional vernacular house types and nationally popular designs common to small industrial cities in the region. Built between the 1890s and World War II, they include traditional rectangular dwellings, asymmetrical Queen Anne houses, Colonial Revival dwellings, and bungalows. A small commercial block and the Western Avenue Baptist Church complete the district (Mattson and Alexander 1995).

The South Race Street Historic District remains eligible for the National Register under Criteria A and C. The contributing resources remain intact, and there have been no significant intrusions to the district since the 1995 listing.

#### Boundary Description and Justification (Figure 8)

The present report concurs with the nominated National Register boundaries for the South Race Street Historic District.







Plate 1. South Race Street Historic District, Looking North Towards Western Avenue From Project Area.



Plate 2. South Race Street Historic District, Commercial Block On Western Avenue, Looking Northeast.



Plate 3. South Race Street Historic District, Looking South Along South Race Street.

**Academy Hill Historic District (N.R. 1980) (No. 2)**

Approximately bounded by W. Bell Street, S. Mulberry Street, and W. Wise Street  
Statesville, Iredell County

Evaluation of Integrity (Plates 4-7)

The Academy Hill Historic District is listed in the National Register under Criteria A, B, and C. According to the statement of significance, the district includes “some of the most significant educational, industrial, and residential buildings in Statesville”. The north end of the district contains both the 1874 Statesville Male Academy (now a private residence) and the 1892 Statesville Graded School (now Mulberry Street School). The south end is the industrial section, consisting of the J.C. Steele and Sons Brick Machinery Plant (late nineteenth century) and the O. W. Shane Glass Company (ca. 1906). The L. Ash Tobacco Factory (late nineteenth century), which stood at the corner of Wise and Fourth streets at the southeast corner of the district, has been demolished since 1980. Completing the historic district is a well-preserved collection of dwellings dating from 1885 to 1930. These houses clearly represent major trends in national and regional domestic architecture during this period. The Academy Hill Historic District is also associated with James Henry Hill, a prominent Iredell educator, and with J.C. Steele, perhaps Statesville’s most significant industrialist. Hill was a long-time and influential educator, state senator, and Clerk of the Iredell Superior Court. Steele was a dominant figure in the state’s brick-making industry and was instrumental in making North Carolina one of the major brick-producing states in the country (Phillips 1980).

The Academy Hill Historic District remains eligible for the National Register under Criteria A, B, and C. The contributing resources remain largely intact, and there have been no significant intrusions to the district since the 1980 listing.

Boundary Description and Justification (see Figure 8)

The present study found that the nominated National Register boundaries for the Academy Hill Historic District should be amended slightly to exclude lot at the southeast corner where the L. Ash Tobacco Company building once stood. Demolished since the 1980 National Register listing, the former tobacco company site is now vacant.



Plate 4. Academy Hill Historic District, Industrial Building At the South End of the Historic District, Looking East Along Wise Street.



Plate 5. Academy Hill Historic District, East Side of Mulberry Street, Looking North.



Plate 6. Academy Hill Historic District, West Side of Mulberry Street, Looking North.



Plate 7. Academy Hill Historic District, J. C. Steele and Sons Brick Machinery Plant, Looking Northwest.

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

**(Former) Statesville Cotton Mill (No. 3)**

North side of the Norfolk Southern Railway and south side of the Taylorsville Branch of the Southern Railway, approximately bounded by U.S. 70 and Wilson Lee Boulevard (S.R. 1421), Statesville, Iredell County

Date of Construction

1894; early twentieth century alterations and additions; postwar reconstruction

Associated Outbuildings

None

Site Description (Figure 9)

This large factory complex of attached and freestanding, brick, concrete, and steel buildings occupies a roughly triangular site between the Southern Railway (now the Norfolk Southern) and the Taylorsville branch of the Southern Railway within the city of Statesville. East-west Connor Street divides the complex into two unequal parcels. The Southern Railway tracks run roughly east to west, forming the southern boundary of the industrial site. Crossing the main line of the railroad is modern U.S. 70 which roughly defines the western boundary of the property. The Taylorsville branch of the Southern runs in a generally southeast to northwest direction, forming the northern border. To the north, east, and south are neighborhoods of worker and middle class houses dating to the late nineteenth and early twentieth centuries. To the east and northwest, other smaller factory complexes line the Southern rail corridor.

Physical Description

The former Statesville Cotton Mills property contains a number of large, attached and detached manufacturing buildings constructed of brick, concrete, and steel. Connor Street divides the complex into two unequal sections, and the majority of buildings are located on the south side of the street. Because of changes in production, technology, and ownership since its original construction in the early 1890s, the main complex, situated on the south side of Connor, now consists primarily of modern factory buildings dating to the 1950s and 1960s. These large-scale manufacturing and warehouse buildings have largely subsumed the 1890s brick mill and a freestanding weaving building that dates to the 1920s. These historic buildings have also had numerous additions throughout the years, and only portions of these buildings remain visible from the south. Along Connor Street, a long, low-scale, brick building (ca. 1960) stretches along the long north elevation of the historic mill, and a blond brick office building (ca. 1964), with tall, narrow windows, was built on the site of a earlier warehouse addition to the mill. In addition, Tenth Street has been closed since the early 1960s, and a parking lot and massive, windowless, concrete block facility have been constructed on the site of former mill houses. Finally, on the south side of the complex, next to the railroad, a large, concrete block warehouse has been constructed, and several historic auxiliary and warehouse buildings have been demolished. A small, freestanding, brick office building (ca. 1930), with restrained Colonial Revival detailing, remains on the east side of the complex, facing Connor Street.

On the north side of Connor are four large buildings, three of which are attached. A two story, brick veneered administration building sits at the corner of Connor and Armfield streets. Postdating 1961, the building has glass block ribbon windows and restrained modernistic detailing.

Also built since the 1961 Sanborn map was prepared are two large, brick veneered, windowless buildings which line Connor Street east of the administration building. Across Armfield is the fourth production building, which is also a tall, brick veneered, windowless facility connected to the administration building by an overhead passage. Access to building interiors was denied.

The complex no longer retains its architectural integrity. In addition to the ongoing expansion campaigns that occurred prior to 1951, the complex was largely rebuilt in the 1950s and 1960s to accommodate the change from cotton to fiberglass production.

#### Historical Background

Manufacturers of cotton cloth and thread, the Statesville Cotton Mills was organized in January 1893 by local Statesville business leaders and Charlotte industrialist, D.A. Tompkins. The Statesville Land Development Company, developers of the nearby Boulevard neighborhood, donated ten acres at the fork of the former Western North Carolina Railroad (shortly thereafter part of the Southern Railway system and now the Norfolk Southern) and the Taylorsville branch of the Southern Railway for a factory site as well as an additional five acres for a mill village. In 1893, the brick factory building, measuring seventy-eight by 445 feet, was completed, and in November 1894, the 100 loom plant was opened. The mill first appears on the 1895 Sanborn Company fire insurance maps, which depicts a single, one story, brick building with a small engine room projecting from the south elevation. By 1900, a freestanding pump house and reservoir had been built next to the engine room, and a one story cotton warehouse and an office building had been constructed across what is now Connor Street from the mill (**Figures 10-11**) (Keever 1976: 352-353; Brown 1993: 3-4, 6; Sanborn Map Company 1895, 1900).

Expansion quickly followed, and in 1905, the Sanborn map shows a new cloth room and shipping wing projecting from the south elevation. During this same period, the main mill was also extended at its western end to accommodate a dye house. By 1911, the cotton warehouse had been extended at both its eastern and western ends. Just east of the main mill, which by 1911 had a capacity of 180 looms and 9,500 spindles, a combination waste house and bailing press was added to the property (**Figure 12**). Between 1911 and 1918, more of a mill village appeared on the west side of the mill, and Ellison Place (now Connor Street) and Stanley Place (later Tenth Street and now closed because of new construction) had both been built. Much of this ongoing expansion occurred to accommodate increased production, but changes in textile technology also demanded new construction. In 1925, the mill began making Jacquard woven fabrics, and a separate weaving building was added in the late 1920s. A larger dye house, a bath house, a new waste house, and the extant office building were also erected during the late 1920s (Sanborn Map Company 1905, 1911, 1918, 1925; Brown 1993: 11).

At the beginning of the Depression, the plant consisted of a number of buildings on both the north and south sides of Connor Street (**Figure 13**). Two dye houses and a dry kiln abutted the main mill on the south side along Tenth Street. A one story machine shop was joined to the main mill roughly midway along the south elevation, and a warehouse abutted the northwest corner of the main mill. The weaving room, filter house, storage shed, box warehouse, and bath house all occupied discrete buildings along the railroad tracks. In 1930, the cotton warehouse and office building remained the only buildings situated on the north side of Connor Street. Worker housing lined the west side of Tenth Street across from the mill, as well as other side streets west of the complex (Sanborn Map Company 1930).



Like all manufacturing companies, Statesville Cotton Mills suffered during the depression of the 1930s, but preparation for World War II renewed the demand for textiles. By the end of World War II, the mill was used primarily to produce decorative fabrics and colored yarns, and the industrial giant, Burlington Industries, purchased the plant in 1947 to enlarge their production of drapery and upholstery fabrics. However, the plant was sold less than two years later to Seminole Mills, a division of Untied Merchants and Manufacturing, Inc., to produce rayon and later fiberglass fabrics. With these changes in production, several large-scale expansions were undertaken at the plant in the 1950s and 1960s (**Figure 14**) (Brown 1993: 14-15; Sanborn Map Company 1930-1950).

In 1956, another division of United Merchants and Manufacturing, Langley Processing, took over the area on the north side of Connor Street. The Langley plant produced chemical finishes for fiberglass fabrics used primarily in upholstery fabrics and the plastics industry, and a large factory to house these functions was built to abut the former cotton warehouse to the east. By the mid-1960s, the ca. 1900 cotton warehouse had been demolished for a new two story office building, and another new building had been erected at the corner of Connor Street and Western Avenue. Furthermore, several houses associated with the mill village were demolished for additional factory space at the corner of Armfield and Connor (Brown 1993: 18-19; Sanborn Map Company 1930-1961).

To the main plant on the south side of Connor, additions continued to be built. By 1961, two buildings had been added, extending along almost the full length of the north elevation of the original mill. The filter house, bath house, and dry kiln were demolished by 1961 to make room for a large warehouse. In 1964, the construction of 90,000 square feet of additional space required the closing of Tenth Street and the demolition of mill houses situated on the block defined by Connor, Tenth, Pine, and Cedar streets. A parking lot and a vast new building to house the weaving department now occupies the block. This mid-1960s campaign also resulted in the demolition of other warehouses and the addition of docks along the south elevation of the mill (Brown 1993: 20; Sanborn Map Company 1930-1961).

Corporate consolidation in 1970 brought Langley and the former Statesville Mills together under the name, Uniglass Industries, but in 1988, Springs Industries acquired Uniglass. Further consolidation in the textile industry and expansion into the technology field brought the plant under Hexcel-Schwebel ownership in 1998. Unlike many older textile plants, which operate within a declining industry, this plant, which makes fiberglass fabric used in electronic circuit boards has remained dynamic (Brown 1993: 22-23, 26-27).

#### Evaluation of Integrity and Eligibility (Plates 8-13)

The (Former) Statesville Cotton Mills property is not recommended as eligible for the National Register under any criterion because the textile plant has lost its architectural integrity. This sprawling industrial complex has had numerous additions and alterations since its original construction in the early 1890s, and with the change from cotton to fiberglass production in the 1950s, the plant has essentially been rebuilt. Therefore, the complex is no longer illustrative of the cotton mills built throughout the North Carolina Piedmont during the late nineteenth and early twentieth centuries. Furthermore, numerous, better preserved examples of such cotton mills survive both in Charlotte and in the mill towns of the region.



**Figure 9**  
**(Former) Statesville Cotton Mills - Site Plan**

Figure 10  
Sanborn Map Company, 1895

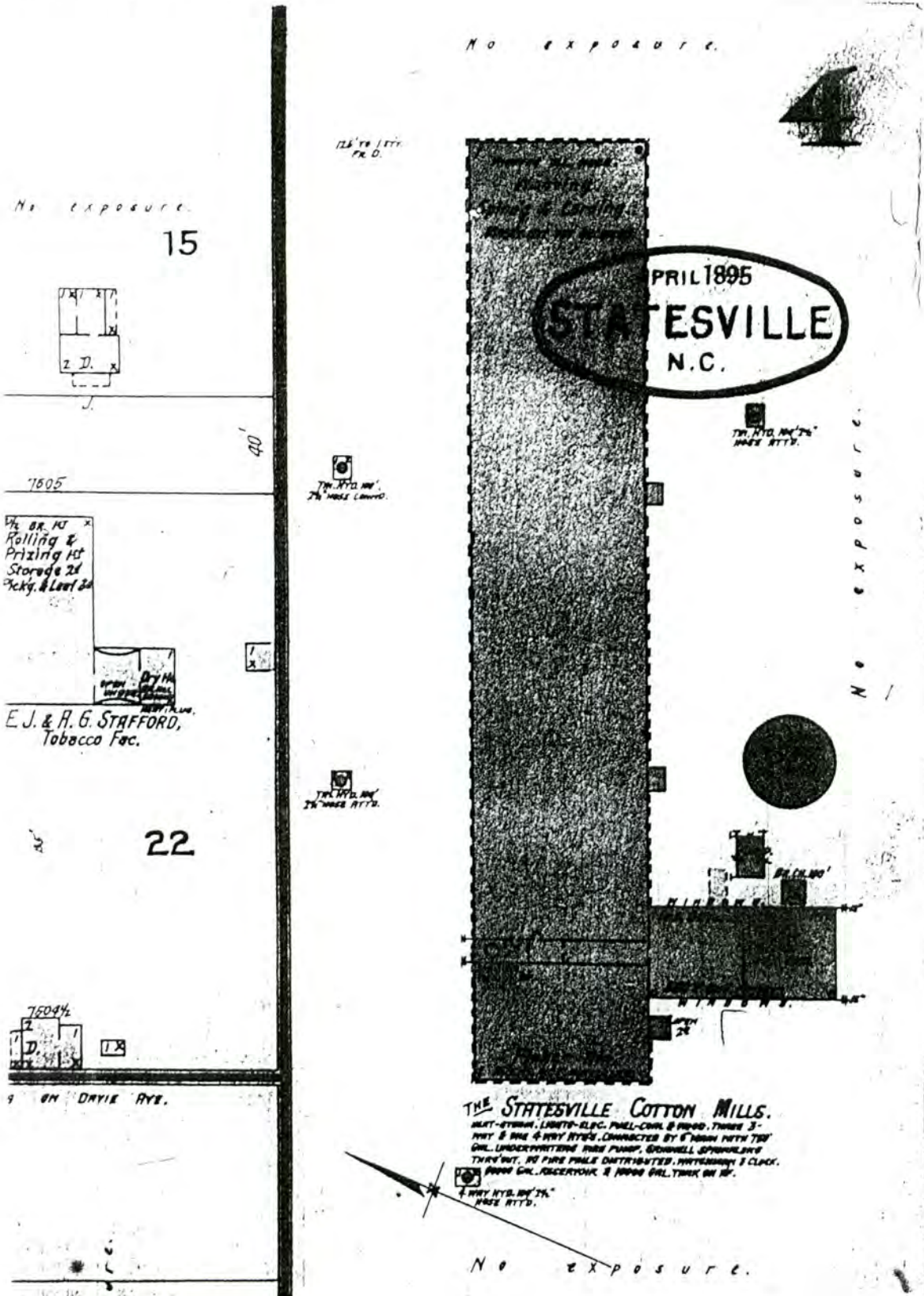


Figure 11  
 Sanborn Map Company, 1900

*The STATESVILLE COTTON MILLS.*

NIGHT AND SUNDAY WATCHMAN. ECO. STATIONARY  
 CLOCK. 6 STATIONS. HOURLY ROUNDS. 300' 2 1/2"  
 C.R. HOSE. RESERVOIR 75000 GALLS SUPPLIED  
 BY 4 DEEP WELL PUMPS AND SMALL PUMP AT  
 BRANCH. GAMMELL AUTOMATIC SPRINKLERS.  
 HEADS SPACED 8' x 10'. 1200 GALL STEEL TANK  
 ON TOWER. BOTTOM OF TANK 19 FT. ABOVE HIGHEST  
 SPRINKLER. IRON FIRE PAILS DISTRIBUTED THROUGHOUT.  
 POWER STEAM. HEAT STEAM. FUEL WOOD. LIGHTS  
 ELECTRIC.

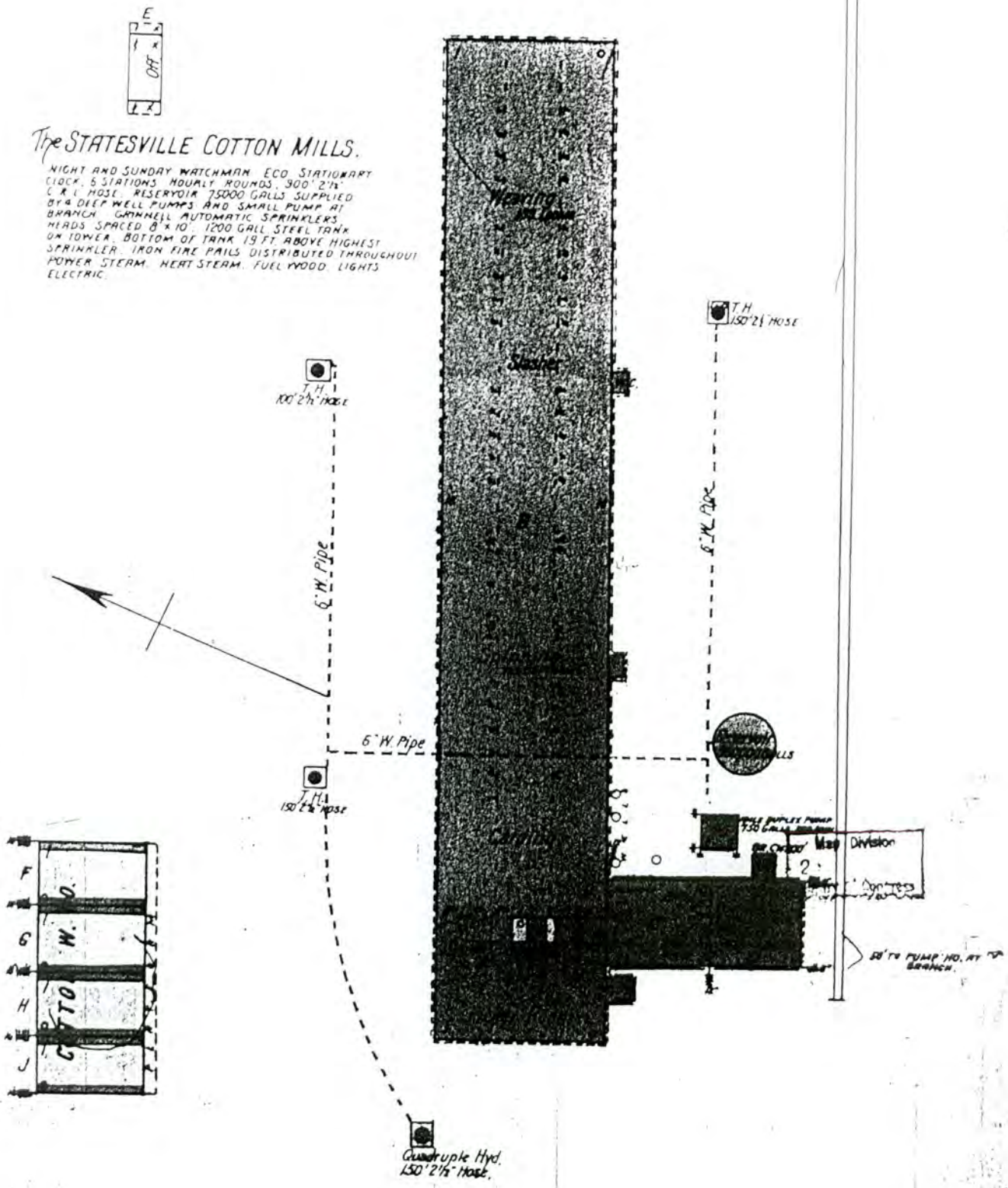


Figure 12  
 Sanborn Map Company, 1911

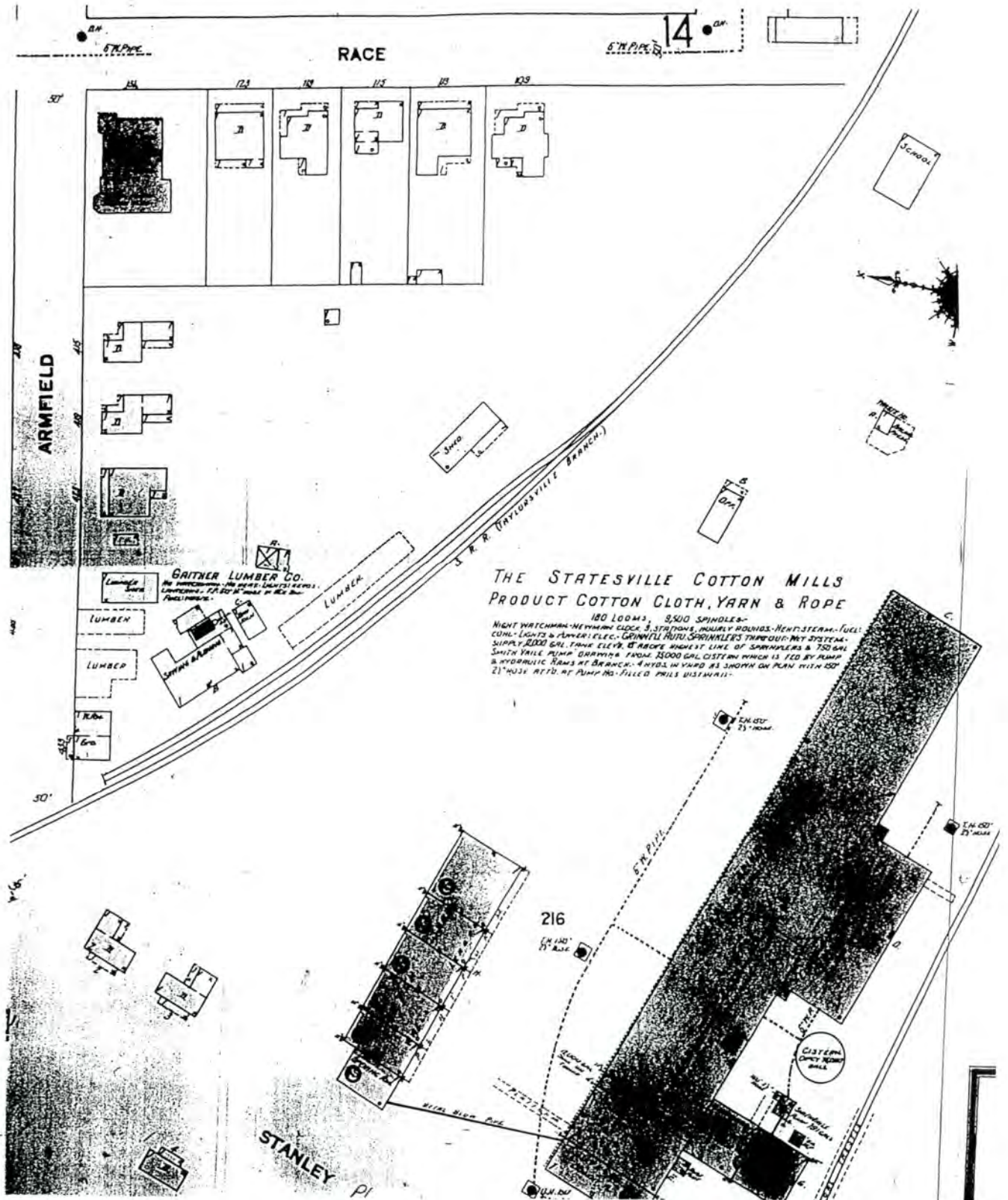


Figure 13  
Sanborn Map Company, 1930

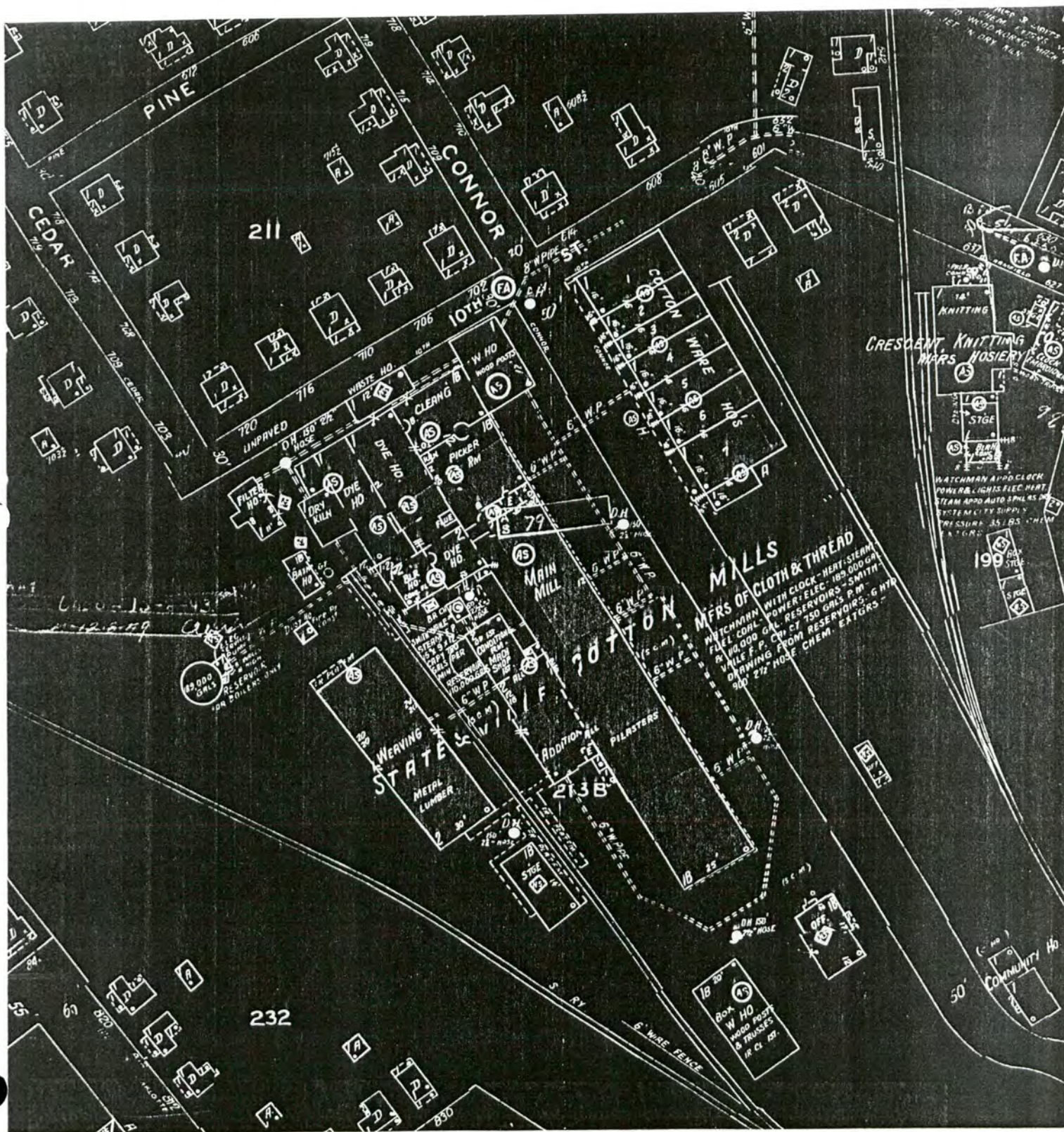


Figure 14  
Sanborn Map Company, 1930-1961

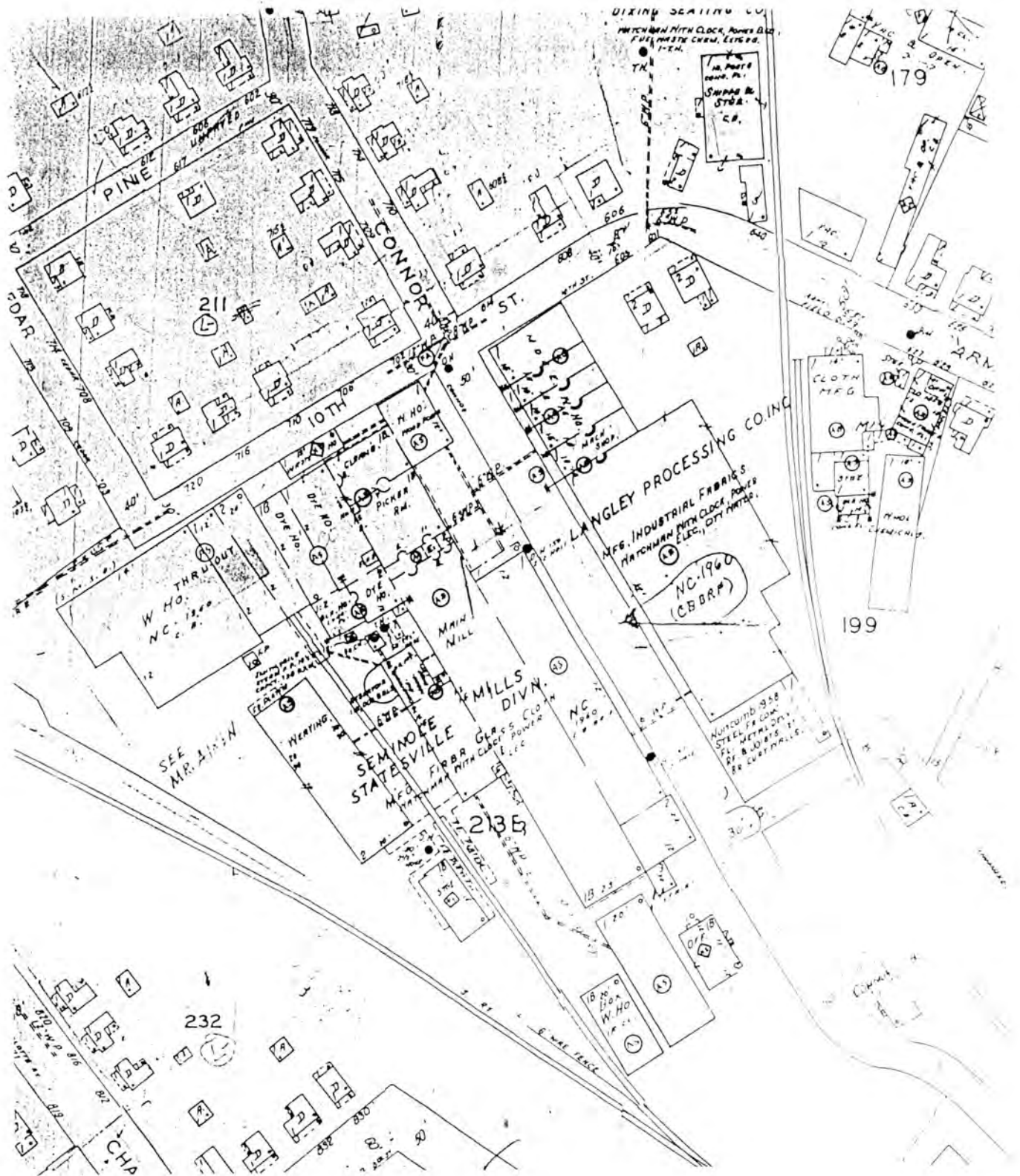




Plate 8. (Former) Statesville Cotton Mills, Weaving Building (late 1920s), Modern Warehouse in Background, Looking Northwest.

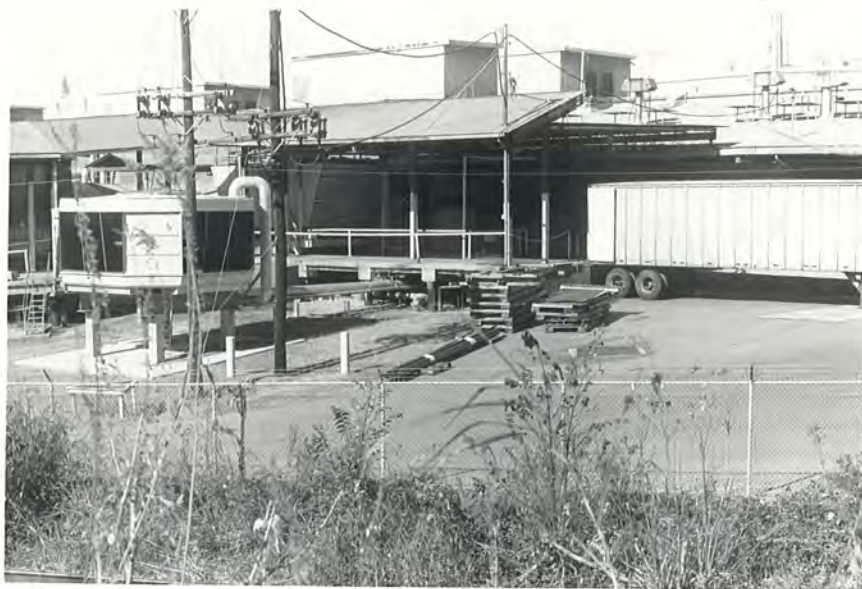


Plate 9. (Former) Statesville Cotton Mills, Loading Docks Along South Elevation of Original Mill, Looking North.





Plate 10. (Former) Statesville Cotton Mills, Shipping Yard and Office Building (late 1920s) in Background, Looking North.



Plate 11. (Former) Statesville Cotton Mills, Office Building and Modern Factory, Looking West along Connor Street.



Plate 12. (Former) Statesville Cotton Mills, Modern Administration Building and Factories on North Side of Connor Street, Looking Northeast.



Plate 13. (Former) Statesville Cotton Mills, Modern Warehouse on Site of Former Mill Houses, West of Tenth Street (Now Closed), Looking South.

**Boulevard Neighborhood - North End (No. 4)**

Approximately bounded by Asheville Avenue, U.S. 70, Caldwell Street, and Ninth Street  
Statesville, Iredell County

Period of Construction

ca. 1892-ca. 1940

Evaluation of Integrity (Figure 15) (Plates 14-25)

Boulevard Neighborhood-North End comprises all or parts of seventeen city blocks at the north end of the historic Boulevard subdivision that developed in the late nineteenth and early twentieth centuries. The principal residential street is north-south Sixth Street (Wilson Lee Boulevard), an eighty foot wide roadway that forms the spine of the entire subdivision. The street was originally known simply as the Boulevard. Blocks of narrower streets flank this roadway to complete the district. Four-lane U.S. 70, an east-west downtown expressway constructed in the late 1980s, clearly separates Boulevard Neighborhood-North End from the remainder of the subdivision to the south. The construction of the modern highway disrupted the grid pattern of streets that joined the subdivision together and demolished numerous dwellings along its broad path. The north side of the neighborhood is bounded by the South Race Street and the Academy Hill historic districts, and by the former Statesville Cotton Mill, an industrial complex that was expanded extensively in the second half of the twentieth century. Open space marks the west side and modern public housing defines the east side (east of Caldwell Street).

The most stylish houses stand along the 800 and 900 blocks of Sixth Street, terminating at the major U.S. 70 intersection. According to the 1980 architectural inventory of Statesville and Iredell County, the 900 block of Sixth Street featured the “most architecturally significant group of houses in the Boulevard neighborhood. This row contains one story, frame, late Victorian houses with ornate millwork detailing, representative of the modest character of the neighborhood yet slightly more ornate than the average house” (Little-Stokes 1978: 94). However, the later construction of U.S. 70 destroyed seven of the twelve houses within the 900 block, and a modern dwelling has now replaced the ca. 1900 hip-roofed, double-pile cottage at 903 Sixth Street. The surviving Sixth Street dwellings in the North End area include a small mix of substantially intact, frame bungalows and hip-roofed and side-gable cottages with Queen Anne elements. They are intermingled with simpler, weatherboard worker cottages and an extensively remodeled grocery store at the corner of Sixth Street and Charlotte Avenue.

Although other streets in the Boulevard Neighborhood-North End hold isolated examples of basically intact bungalows and side-gable or L-plan worker housing, the great majority of domestic architecture has been heavily altered since World War II. Replacement sidings, porch posts, and windows are commonplace. Over half the dwellings on Seventh Street, where houses for mill operatives once predominated, are now modern or have been demolished. Small, modern houses or vacant lots have replaced a collection of ca. 1900 one story dwellings that once occupied Fourth and Wise streets. Pressly Memorial Associate Reform Presbyterian Church (1908) on Charlotte Street is now vacant and in deteriorated condition. The Gothic Revival windows and corner entrance tower survive, but the replacement stucco exterior probably dates to the 1960s.

### Historical Background

In 1891, a group of local investors formed the Statesville Land Development Company and purchased 1,300 acres around the corporate limits in southwest Statesville. The large subdivision was bordered by the east-west Western North Carolina Railroad and the north-south Atlanta, Ohio, and Tennessee Railroad, both later acquired by the Southern Railway. The proximity of the tract to the rail lines attracted both industrial and residential development, and the area grew rapidly amidst the city's overall expansion in the 1890s and early twentieth century.

On November 19, 1891, Statesville's newspaper, *The Landmark*, reported on the development company's initial sale of lots:

It started on the northern end of Fourth Street, west side, and the first lot was knocked off to Mr. C. W. Grobe. Moving rapidly from lot to lot, they were knocked out in a hurry and without any foolishness. The west side of Fourth Street, both sides of Fifth Street, the east side of the Boulevard and a few lots on the west side were bid off when the sale was called and lunch was had. After lunch Seventh Street and the east side of Eighth Street were sold and it being half past 3, the sale stopped. . . . One hundred and one lots were disposed of and the gross amount of the sales was nearly \$10,000 (*The Landmark*, 19 November 1891).

The company sold individual parcels to home builders, as well as groups of lots to speculators and larger-scale developers. Sites along the railways were offered free of charge to manufactories to spur growth and increase residential property values. For example, the company donated fifteen acres along the tracks for the Statesville Cotton Mills and the adjacent mill village (now gone) (*The Landmark*, 26 November 1891; Keever 1976: 352).

During the ensuing decades, the entire Boulevard subdivision gradually took shape as a community of middle and working class families, the majority of whom worked in the factories that were built alongside the railways. The Boulevard (Sixth Street), the neighborhood's broadest street, attracted many of the larger and more stylish houses for plant managers and skilled workers. However, such houses arose on the adjacent streets as well, interspersed with the smaller, traditional worker housing that dominated the periphery of the subdivision. A small, brick commercial block appeared along Western Avenue (now in the South Race Street Historic District) and several downtown congregations established mission churches to serve the neighborhood (Sanborn Insurance Map 1911, 1930; Little-Stokes 1978: 94-95).

In the Boulevard Neighborhood-North End, the 800 and 900 blocks of Sixth Street by the 1920s contained several corner grocery stores and most of the finer dwellings, including versions of the Queen Anne, Colonial Revival, and bungalow styles. A variety of one story, L-plan, side-gable, and gable-front worker cottages predominated in the other blocks. The Walton Hosiery Mill (now gone) was located near the tracks at the corner of Asheville Avenue and Fourth Street. At the southwest corner of Fifth and Charlotte streets, the First Associate Reform Presbyterian Church of Statesville built Pressly Memorial Associate Reform Presbyterian Church (1908) as a mission church (Sanborn Insurance Map 1911, 1930).

The Boulevard community flourished until the mid-twentieth century, when the closing or reorganization of track-side factories reduced the demand for the local work force. In addition, with the rise of automobile ownership, more and more plant employees commuted to work from elsewhere in the city and the county. The number of rental properties, which was always relatively high, steadily increased. The building of U.S. 70 in the late 1980s demolished blocks of houses through the community's north side, including a portion of the 900 block of Sixth Street.

#### Evaluation of Eligibility

The Boulevard Neighborhood-North End is not considered eligible for the National Register under any criterion. Under Criterion A, the neighborhood no longer possesses sufficient integrity to represent significant historical patterns in the development of Statesville. The adjacent South Race Street Historic District illustrates the city's planned residential growth near the railroad corridor in the late nineteenth and early twentieth centuries. Like the Boulevard community, a section of the South Race Street neighborhood was also part of the Statesville Land Development Company subdivision. The Boulevard Neighborhood-North End is also not eligible under Criterion B because it is not associated with individuals whose activities were demonstrably important within a local, state, or national historic context.

The neighborhood is also not eligible under Criterion C. Although it contains a small number of intact dwellings, particularly the middle class houses along Sixth Street, this street also lost a number of fine ca. 1900 residences in the 1980s with the construction of U.S. 70. Statesville contains other well-preserved neighborhoods that vividly illustrate the major developments in domestic architecture during the late nineteenth and early twentieth centuries. The National Register historic districts of Mitchell College, Academy Hill, Broad Street, and South Race Street contain not only the middling Queen Anne cottages and bungalows found on Sixth Street but also fuller expressions of these styles. Furthermore, more intact blocks of worker houses survive around Buffalo Shoals Road near the western outskirts of Statesville. In that neighborhood, traditional one story, frame cottages were built for laborers employed at the Paola and the Bloomfield cotton mills (Little-Stokes 1978: 93). Finally, the Boulevard Neighborhood-North End is not considered eligible under Criterion D because the architectural component is not likely to yield information important in the history of building technology.



South Race St. Historic District

Academy Hill Historic District

Figure 15

Boulevard Neighborhood—North End  
Site Plan

- X Demolished Building (lot now empty)
- M Modern Building (post 1950)
- R Ruinous Building
- V Vacant Lot (historically vacant)





Plate 14. Boulevard Neighborhood-North End, 800 Block of Sixth Street, (Wilson W. Lee Blvd.), East Side, Looking North.



Plate 15. Boulevard Neighborhood-North End, 800 Block of Sixth Street, (Wilson W. Lee Blvd.), East Side, Looking East.



Plate 16. Boulevard Neighborhood-North End, 800 Block of Sixth Street, (Wilson W. Lee Blvd.), West Side, Looking South.



Plate 17. Boulevard Neighborhood-North End, 900 Block of Sixth Street, (Wilson W. Lee Blvd.), East Side, Looking Northeast.





Plate 18. Boulevard Neighborhood-North End, 900 Block of Sixth Street, (Wilson W. Lee Blvd.), East Side, Looking South.



Plate 19. Boulevard Neighborhood-North End, 800-900 Blocks of Sixth Street, (Wilson W. Lee Blvd.), West Side, Looking North.



Plate 20. Boulevard Neighborhood-North End, 700 Block of Sixth Street, (Wilson W. Lee Blvd.) at Asheville Avenue, West Side, Looking North.



Plate 21. Boulevard Neighborhood-North End, 700 Block of Sixth Street, (Wilson W. Lee Blvd.) at Asheville Avenue, East Side, Looking East.



Plate 22. Boulevard Neighborhood-North End, Looking South Towards U.S. 70.



Plate 23. Boulevard Neighborhood-North End, 800 Block of Eighth Street at Charlotte Avenue, East Side, Looking East.



Plate 24. Boulevard Neighborhood-North End, Charlotte Avenue at Ninth Street, North Side, Looking North.



Plate 25. Boulevard Neighborhood-North End, Pressly Memorial Associate Reform Presbyterian Church, Looking West.

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**APPENDIX:**  
**PROFESSIONAL QUALIFICATIONS**

Richard L. Mattson, Ph.D.  
Historical Geographer

Education

- 1988 Ph.D. Geography  
University of Illinois, Urbana, Illinois
- 1980 M.A. Geography  
University of Illinois, Urbana, Illinois
- 1976 B.A. History, Phi Beta Kappa  
University of Illinois, Urbana, Illinois

Relevant Work Experience

- 1991-date Historical Geographer, Mattson, Alexander and Associates, Inc.  
Charlotte, North Carolina
- 1991 Visiting Professor, History Department, Queens College, Charlotte, North Carolina
- Developed and taught course on the architectural history of the North Carolina Piedmont, focusing on African-American architecture, textile-mill housing, and other types of vernacular landscapes.
- 1989-1991 Mattson and Associates, Historic Preservation Consulting  
Charlotte, North Carolina
- 1988 Visiting Professor, Department of Urban and Regional Planning,  
University of Illinois, Urbana, Illinois
- Taught historic preservation planning workshop, developed and taught course on the history of African-American neighborhoods. The latter course was cross-listed in African-American Studies.
- 1984-1989 Private Historic Preservation Consultant,  
Raleigh, North Carolina
- 1981-1984 Academic Advisor, College of Liberal Arts and Sciences, University of  
Illinois, Urbana, Illinois
- 1981 Instructor, Department of Geography, University of Illinois, Urbana,  
Illinois
- 1978-1980 Private Historic Preservation Consultant, Champaign, Illinois

Frances P. Alexander  
Architectural Historian

Education

- 1991 M.A. American Civilization-Architectural History  
George Washington University  
Washington, D.C.
- 1981 B.A. History with High Honors  
Guilford College  
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Relevant Work Experience

- 1991-date Architectural Historian, Mattson, Alexander and Associates, Inc.  
Charlotte, North Carolina
- 1988-1991 Department Head, Architectural History Department  
Engineering-Science, Inc., Washington, D.C.
- 1987-1988 Architectural Historian, Historic American Buildings Survey/Historic  
American Engineering Record, National Park Service, Washington, D.C.
- 1986-1987 Historian, National Register of Historic Places, National Park Service,  
Washington, D.C.
- 1986 Historian, Historic American Engineering Record, National Park Service,  
Chicago, Illinois