North Carolina Department of Cultural Resources

State Historic Preservation Office

Ramona M. Bartos, Administrator

Beverly Eaves Perdue, Governor
Linda A. Carlisle, Secretary
Jeffrey J. Crow, Deputy Secretary

Office of Archives and History
Division of Historical Resources
David Brook, Director

November 8, 2011

MEMORANDUM

TO: Ryan White
NCDOT Rail Division
Environmental and Planning Branch

FROM: Ramona M. Bartos RMB for Ramona M. Bartos

SUBJECT: Charlotte Railroad Improvement and Safety Program, Norfolk Southern Mainline Track Improvements, P-3800, Mecklenburg County, ER 01-9056

We are in receipt of your memorandum of September 6, 2011, transmitting the historic architectural resources survey prepared by Mattson, Alexander and Associates for the above project. We apologize for our delayed response, but we were experiencing workflow problems do to required travel and illness of key staff members.

For the purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the following properties are currently listed in, and remain eligible for listing in, the National Register of Historic Places under the criteria cited:

- **Textile Mill Supply Company Building** (MK 1835, Site #28, National Register (NR) 1999, Local Landmark 2000): Criterion A for commerce and industry and Criterion C for architecture; and,
- **North Charlotte Historic District** (MK 1666, Site #47, NR 1990): Criterion A for industry and Criterion C for architecture.

For the purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the following properties are *eligible* for listing in the National Register under the criteria cited, and that the proposed National Register boundaries appear appropriate:

- **Ford Motor Company Automotive Parts Distribution Center** (MK 3071, Site #2, Determination of Eligibility (DOE) 2006): Criterion A for commerce and Criterion C for architecture;
- **Wilmore Historic District** (MK 2932, Site #19, Local Historic District 2010): Criterion C for architecture – *see note below*;
- **Elmwood/Pinewood Cemetery** (MK 0072, Site #40, DOE 2003, Local Landmark 2004): Criterion A for African American heritage and Criterion C for design;
- **Seaboard Street Historic District** (MK 2658, Site #41, DOE 2003, State Study List 2001): Criterion A for industry and Criterion C for architecture;

- **Southern Railway Bridge over North Tryon Street** (MK 3077, Site #43): Criterion C for design;
- **Standard Trucking Company Terminals** (MK 3078, Site #44): Criterion A for transportation and Criterion C for architecture – *see note below*;
- **Chadbourn Hosiery Mills** (MK 2879, Site #46, DOE 2009): Criterion A for industry and Criterion C for architecture;
- **Herrin Brothers Coal and Ice Company Complex** (MK 2905, Site #48, DOE 2009): Criterion A for commerce and Criterion C for architecture;
- **Standard Chemical Products Plant** (MK 2910, Site #49, DOE 2008): Criterion A for industry and Criterion C for architecture; and,
- **Republic Steel Corporation Plant** (MK 2911, Site #50, DOE 2008): Criterion A for industry and Criterion C for architecture.

At this time we cannot concur with the recommendation that the **Carolina Golf and Country Club** (MK 3072, Site #6) is eligible for listing in the National Register without further information on the Donald Ross course design and the "extensive" restoration, including documentary aerial photographs, plans of the original design, and plans of the current design.

We have reconsidered our previous concurrence that the **Southern Railway Bridge over West Sixth Street** (MK 3076, Site #39, DOE 2003) is eligible for listing in the National Register. With this bridge's lack of rail connectivity and the construction of the elevated, three-track structure, the Southern Railway Bridge has suffered major losses to its integrity and context.

While we concur that the Wilmore Historic District is eligible for listing in the National Register, we do not feel that ending its proposed period of significance at 1961 has been fully justified. The National Register Bulletin for historic residential subdivisions states that for neighborhoods eligible for listing under Criterion C the period of significance "generally corresponds to the actual years when the design was executed and construction took place." The local designation report ends the period of significance at 1949.

At the Standard Trucking Company Terminals site, a small, utilitarian building (that appears to be a repair shed or similar) located approximately 100 feet northeast of the 1953 terminal is not mentioned in the description or boundary justification, nor is it identified on the site plans. If this is proposed as a contributing resource to the site, a photograph, description, and any available history of the building should be included in the report. If this is proposed as a non-contributing resource, the final sentence of the boundary description should be revised accordingly.

For the purposes of compliance with Section 106 of the National Historic Preservation Act, we also concur that the following properties are *not eligible* for listing in the National Register:

- **General Dye Stuffs Corporation Building** (MK 3074, Site #14);
- **Westover Hills Neighborhood** (Site #17);
- **Charlotte Pipe and Foundry Company Complex** (MK 3075, Site #20);
- **Electric Supply and Equipment Company** (MK 1877, Site #30, Local Landmark 2001);
- **Wica Chemical Company Plant** (MK 3079, Site #51); and,
- The 31 properties included in **Appendix A** barring additional information to the contrary.

We are disappointed to learn of the recent demolition of the **Southern Engineering Company** (MK 3073, Site #7); we concur this site is not eligible for listing in the National Register.

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, please contact Renee Gledhill-Earley, environmental review coordinator, at 919-807-6579. In all future communication concerning this project, please cite the above-referenced tracking number.

cc: John Rogers, Charlotte Historic District Commission, Jrogers@ci.charlotte.nc.us
Dan Morrill, Charlotte-Mecklenburg HLC, morrild@co.mecklenburg.nc.us

HISTORIC ARCHITECTURAL RESOURCES SURVEY REPORT

CHARLOTTE RAILROAD IMPROVEMENT AND SAFETY PROGRAM (CRISP) NORFOLK SOUTHERN (NS) MAINLINE TRACK IMPROVEMENTS MECKLENBURG COUNTY NCDOT TIP No. P-3800

Prepared for:

Gannett Fleming, Inc.
Charlotte, North Carolina

and

North Carolina Department of Transportation
Rail Division
Raleigh, North Carolina

Prepared by:

Mattson, Alexander and Associates, Inc.
2228 Winter Street
Charlotte, North Carolina 28205

24 August 2011

MATTSON, ALEXANDER AND ASSOCIATES, INC.

Frances P. Alexander, M.A.	**Date**
Richard L. Mattson, Ph.D.	**Date**
North Carolina Department of Transportation	**Date**

MANAGEMENT SUMMARY

This North Carolina Department of Transportation (NCDOT) project is entitled, *Charlotte Railroad Improvement and Safety Program (CRISP) Norfolk Southern (NS) Mainline Track Improvements Project*. The T.I.P. Number is P-3800. Located in Mecklenburg County, the purpose of the proposed project is to make track improvements along the NS railroad to allow the return of intercity passenger rail service to center city Charlotte as part of the federally designated Southeast High Speed Rail corridor. The proposed action would also enhance safety, improve operations, and increase capacity for freight, commuter, light rail and intercity passenger rail, and improve the quality of life for nearby businesses and residents. In addition, the rail improvements would minimize the existing daily conflict between NS freight trains and passenger trains as well as minimize conflicts between future regional rail transit and NS freight operations. The project would result in the permanent closure or grade separation of up to five existing at-grade roadway/railroad crossings which would reduce automobile emissions (resulting from idling vehicles at blocked crossings) while also eliminating some of the train horn noise that affects nearby residences and businesses.

The project consists of two Build Alternatives (A and B), which have generally the same study area. **Build Alternative A** consists of rail capacity, safety, and speed improvements along approximately ten miles of the NS mainline railroad. These improvements would allow for the construction of a new Amtrak and multimodal transit hub in center city Charlotte and allow for faster passenger train service through Charlotte while also improving the operations of freight rail through the project study area. Build Alternative A has been divided into two distinct segments along the NS mainline. These segments are:

1. NS South - Improvements along the NS mainline between approximately Mile Post (MP) 382 and MP 377

2. NS North - Improvements between MP 377 and MP 372

The NS South improvements would extend from approximately MP 382 to MP 377 and consist of several components. A third mainline track along the east side of existing NS mainline 1 track and a new wye at Charlotte Junction with the NS 'R' Line to Columbia would be constructed. The layover/drill track at the NS Facility near MP 380 would be reconstructed, and a service facility lead track/station track would be built east of the proposed third mainline track. The existing Charlotte Observer track siding south of Bank of America stadium would be removed, and allowance would be created for a NS/CSXT industrial connector track near the Graham interlocking.

Under Build Alternative A, a new passenger locomotive and rail car maintenance facility would also be constructed south of Interstate 277 near Summit Avenue for the service of intercity passenger trains, and a new 1,200-foot platform would be built east of the third mainline track to serve the new Gateway station. The inherent safety concerns at existing at-grade railroad/roadway crossings would be addressed, existing railroad overpass bridges would be constructed or expanded at six locations in downtown Charlotte, and the existing signal system would be upgraded to accommodate the new trackage and railway infrastructure. In 2010, NCDOT received federal funding for the locomotive and railcar maintenance facility, and therefore, this facility will be constructed earlier than the track improvements.

The NS North improvements would extend from approximately MP 377 to MP 372 and consist of several components including shifting the existing NS mainlines 1 and 2 to the west, the

realignment of the Atando Line to connect with the revised NS mainline, and the relocation of the cement plant siding near Craighead Road. The track improvements to occur between the NS Charlotte Yard and Eastway Drive would not only improve operations and average speeds for intercity passenger rail but would also allow for the construction of the Charlotte Area Transit System (CATS) Blue Line Extension light rail line which will occupy a portion of the North Carolina Railroad (NCRR) right-of-way in the project study area.

Beginning north of Sugar Creek Road (MP 374), the second phase of the NS North improvements would consist of constructing two passenger-only tracks that would "bypass" the freight traffic between Sugar Creek Road (near MP 374) and the NS Charlotte Yard. Similar to the NS South improvements, the NS North improvements would also address the inherent safety risk associated with railroad/roadway at-grade crossings through the addition of grade-separations or crossing safety improvements. Between MP 377 and MP 372, the Build Alternative would require alterations to three existing grade separations (bridges and overpasses): North Graham Street; North Tryon Street; and Eastway Drive. Two proposed grade separations (East 36th Street and East Sugar Creek Road) would be constructed by others as separate projects at roughly the same time period. These two grade separations are thus not included in the NS North portion of the Build Alternative. Lastly, the existing signal system would be modified to accommodate the new trackage.

Build Alternative B would consist of approximately 7.7 miles of track improvements. This alternative is also divided into two distinct segments along the NS mainline.

For the NS South segment, Build Alternative B differs from Build Alternative A. The passenger/station tracks would be completely separated from the NS mainline tracks south of Ninth Street. No third NS mainline (freight shared with passenger trains) would be constructed. New bridges with only passenger/station tracks would be required over Sixth, Fifth, Trade, and Fourth streets. South of the Piedmont and Northern Railway bridge, Build Alternative B would require a single passenger track within the NS right-of-way to allow the new track to pass by Bank of America stadium to reach the rail service facility south of I-277. Passenger-only track bridges would be constructed over Morehead Street and I-77. The passenger-only track serving both the station and the rail service facility would continue to just south of Berryhill Road and would then join a loop track to allow passenger tracks to turn around, enter the service facility from the south, and then head into the station for northbound departures. Under Build Alternative B, the configuration for the locomotive and railcar maintenance facility would be the same as the configuration under Build Alternative A. The NS South improvements would extend from approximately NS MP 377 to MP 379.7. The NS North improvements between MP 377 and MP 372 under Build Alternative B would be identical to those described for Build Alternative A. The general project location is illustrated in **Figure 1,** and the study area is depicted in **Figures 2a** and **2b**.

The Phase II (intensive level) architectural resources survey was conducted in order to identify all historic resources located within the area of potential effects (APE) for the proposed project. This technical report is part of the environmental studies conducted by NCDOT, Rail Division and is on file at the North Carolina Department of Transportation, Raleigh, North Carolina. The documentation complies with the National Environmental Policy Act (NEPA) and the National Historic Preservation Act of 1966, as amended. Federal regulations require federal agencies to take into account the effect of federally funded, licensed, or permitted undertakings on properties included in, or eligible for inclusion in, the National Register of Historic Places. Furthermore, the agencies must afford the Advisory Council on Historic Preservation and the North Carolina Historic Preservation Office a reasonable opportunity to comment on such undertakings.

The report meets the guidelines for architectural surveys established by the North Carolina Department of Transportation (October 2003). These guidelines set forth the following goals for architectural surveys: (1) to determine the area of potential effects (APE) for the project, which is defined as the geographic area or areas within which a project may cause changes to the character or use of historic properties, if any such properties exist; (2) to locate and identify all resources fifty years of age or older within the APE; and (3) to determine the potential eligibility of these resources for listing in the National Register of Historic Places.

The Phase II architectural resources survey consisted of background research into the historical and architectural development of the study area and a field survey of the APE (see **Appendix A** for field survey maps). The field survey was undertaken to identify all properties within the APE that appeared to be at least fifty years of age. For most of its length, the APE extended 150 feet on either side of the railroad corridor center line. However, in the vicinity of the Wye, near the western terminus of the project, and the proposed maintenance facility, near the junction of Interstates 77 and 277, the APE was expanded to accommodate project activities that would occur outside the existing railroad right-of-way. The boundaries of the APE are shown on maps provided by the project engineers, Gannett Fleming, Inc. (**Figures 3a-3e**). The APE encompasses a variety of commercial and industrial properties as well as a residential historic district, bridges, a golf course, and a cemetery. The geographical context for evaluating the architectural resources was Charlotte, North Carolina. The field survey was conducted between June 2009 and January 2011, and one hundred percent of the APE was surveyed.

The northern section of the project study area—extending from approximately Brookshire Freeway (Interstate 277) in center city Charlotte northward to the vicinity of Sugar Creek Road—overlaps with the APE for the LYNX Blue Line Extension project (2008-2009) undertaken by the Charlotte Area Transit System (CATS). Because of this overlap, only those resources from the CATS investigation that were listed in or determined eligible for the National Register are included in this Phase II survey report. These resources are: Chadbourn Hosiery Mills; North Charlotte Historic District; Herrin Brothers Coal and Ice Company Complex; Standard Chemical Products Plant; and Republic Steel Corporation Plant. The properties determined not eligible for the National Register as part of the CATS LYNX Blue Line Extension project are not included here but are on file at the North Carolina State Historic Preservation Office (see Mattson, Alexander and Associates, Inc. 2008).

The present Phase II architectural resources survey identified fifty-one properties (including the five from the CATS investigation) that are at least fifty years of age. Of these resources, the following twenty merited intensive level evaluation: a 1929 golf course; twelve early to mid-twentieth century industrial properties; two bridges; a nineteenth century cemetery, a residential historic district, a postwar neighborhood, and two industrial historic districts. The remaining properties in the APE lacked either sufficient architectural integrity or sufficient architectural or historic significance to warrant intensive-level examination. All properties evaluated at the intensive level are listed below. The surveyed resources that did not warrant intensive level evaluation are found in Appendix A.

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II. INTRODUCTION

This Phase II (intensive-level) architectural resources survey was undertaken for the North Carolina Department of Transportation (NCDOT), Rail Division project entitled, *Charlotte Railroad Improvement and Safety Program (CRISP) Norfolk Southern (NS) Mainline Track Improvements Project*. The TIP Number is P-3800. The proposed project would take place in Mecklenburg County. The purpose of the proposed project is to make track improvements along the NS railroad to allow the return of intercity passenger rail service to center city Charlotte as part of the federally designated Southeast High Speed Rail corridor. The proposed action would also enhance safety, improve operations, and increase capacity for freight, commuter, light rail and intercity passenger rail, and improve the quality of life for nearby businesses and residents. In addition, the rail improvements would minimize the existing daily conflict between NS freight trains and passenger trains as well as minimize conflicts between future regional rail transit and NS freight operations. The project would result in the permanent closure or grade separation of up to five existing at-grade roadway/railroad crossings which would reduce automobile emissions (resulting from idling vehicles at blocked crossings) while also eliminating some of the train horn noise that affects nearby residences and businesses.

The project consists of two Build Alternatives (A and B), which have generally the same study area. **Build Alternative A** consists of rail capacity, safety, and speed improvements along approximately ten miles of the NS mainline railroad. These improvements would allow for the construction of a new Amtrak and multimodal transit hub in center city Charlotte and allow for faster passenger train service through Charlotte while also improving the operations of freight rail through the project study area. Build Alternative A has been divided into two distinct segments along the NS mainline. These segments are:

1. NS South - Improvements along the NS mainline between approximately Mile Post (MP) 382 and MP 377

2. NS North - Improvements between MP 377 and MP 372

The NS South improvements would extend from approximately MP 382 to MP 377 and consist of several components. A third mainline track along the east side of existing NS mainline 1 track and a new wye at Charlotte Junction with the NS 'R' Line to Columbia would be constructed. The layover/drill track at the NS Facility near MP 380 would be reconstructed, and a service facility lead track/station track would be built east of the proposed third mainline track. The existing Charlotte Observer track siding south of Bank of America stadium would be removed, and allowance would be created for a NS/CSXT industrial connector track near the Graham interlocking.

Under Build Alternative A, a new passenger locomotive and rail car maintenance facility would also be constructed south of Interstate 277 near Summit Avenue for the service of intercity passenger trains, and a new 1,200-foot platform would be built east of the third mainline track to serve the new Gateway station. The inherent safety concerns at existing at-grade railroad/roadway crossings would be addressed, existing railroad overpass bridges would be constructed or expanded at six locations in downtown Charlotte, and the existing signal system would be upgraded to accommodate the new trackage and railway infrastructure. In 2010, NCDOT received federal funding for the locomotive and railcar maintenance facility, and therefore, this facility will be constructed earlier than the track improvements.

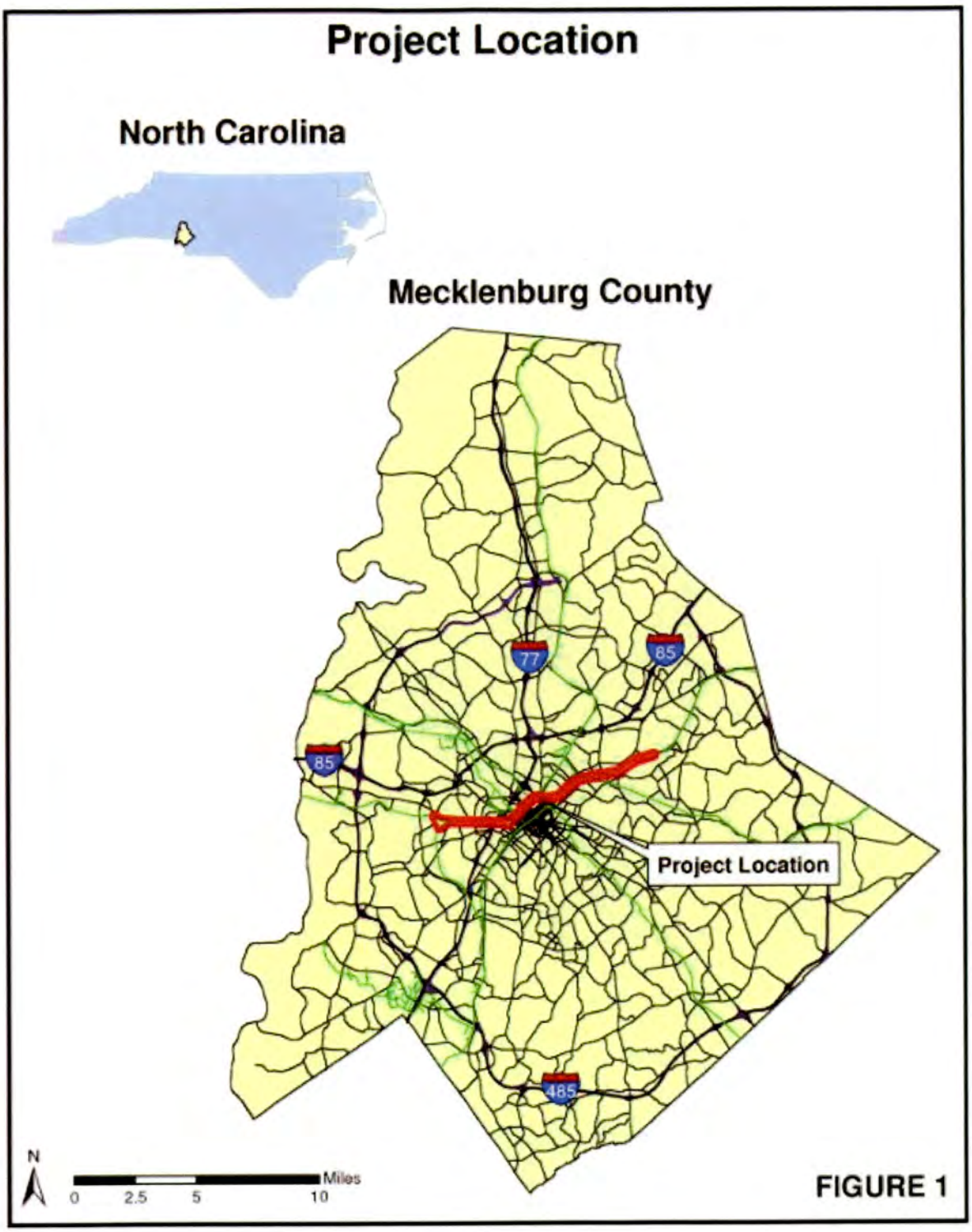
The NS North improvements extend from approximately MP 377 to MP 372 and consist of several components including shifting the existing NS mainlines 1 and 2 to the west, the realignment of the Atando Line to connect with the revised NS mainline, and the relocation of the cement plant siding near Craighead Road. The track improvements to occur between the NS Charlotte Yard and Eastway Drive would not only improve operations and average speeds for intercity passenger rail but would also allow for the construction of the Charlotte Area Transit System (CATS) Blue Line Extension light rail line which will occupy a portion of the North Carolina Railroad (NCRR) right-of-way in the project study area.

Beginning north of Sugar Creek Road (MP 374), the second phase of the NS North improvements would consist of constructing two passenger-only tracks that would "bypass" the freight traffic between Sugar Creek Road (near MP 374) and the NS Charlotte Yard. Similar to the NS South improvements, the NS North improvements would also address the inherent safety risk associated with railroad/roadway at-grade crossings through the addition of grade-separations or crossing safety improvements. Between MP 377 and MP 372, the Build Alternative would require alterations to three existing grade separations (bridges and overpasses): North Graham Street; North Tryon Street; and Eastway Drive. Two proposed grade separations (East 36th Street and East Sugar Creek Road) would be constructed by others as separate projects at roughly the same time period. These two grade separations are thus not included in the NS North portion of the Build Alternative. Lastly, the existing signal system would be modified to accommodate the new trackage. The general project location is illustrated in **Figure 1,** and the study area is shown in **Figures 2a** and **2b**. Mattson, Alexander and Associates, Inc. of Charlotte, North Carolina, conducted this study for the engineering firm of Gannett Fleming, Inc. and the North Carolina Department of Transportation, Rail Division. Richard L. Mattson and Frances Alexander served as the principal investigators, and the work was undertaken between June 2009 and January 2011.

Build Alternative B would consist of approximately 7.7 miles of track improvements. This alternative is also divided into two distinct segments along the NS mainline.

For the NS South segment, Build Alternative B differs from Build Alternative A. The passenger/station tracks would be completely separated from the NS mainline tracks south of Ninth Street. No third NS mainline (freight shared with passenger trains) would be constructed. New bridges with only passenger/station tracks would be required over Sixth, Fifth, Trade, and Fourth streets. South of the Piedmont and Northern Railway bridge, Build Alternative B would require a single passenger track within the NS right-of-way to allow the new track to pass by Bank of America stadium to reach the rail service facility south of I-277. Passenger-only track bridges would be constructed over Morehead Street and I-77. The passenger-only track serving both the station and the rail service facility would continue to just south of Berryhill Road and would then join a loop track to allow passenger tracks to turn around, enter the service facility from the south, and then head into the station for northbound departures. Under Build Alternative B, the configuration for the locomotive and railcar maintenance facility would be the same as the configuration under Build Alternative A. The NS South improvements would extend from approximately NS MP 377 to MP 379.7. The NS North improvements between MP 377 and MP 372 under Build Alternative B would be identical to those described for Build Alternative A.

The Phase II architectural resources survey was undertaken in accordance with the Department of Transportation Act of 1966, Section 106 of the National Historic Preservation Act of 1966, as amended (36 CFR 800), and the FHWA Technical Advisory T 6640.8A (Guidance for Preparing and Processing Environmental and Section 4(f) Documents). Section 106 requires the identification of all properties eligible for, or potentially eligible for, listing in the National Register of Historic Places according to criteria defined in 36 CFR 60. In order to comply with



Source: Gannett Fleming, Inc.

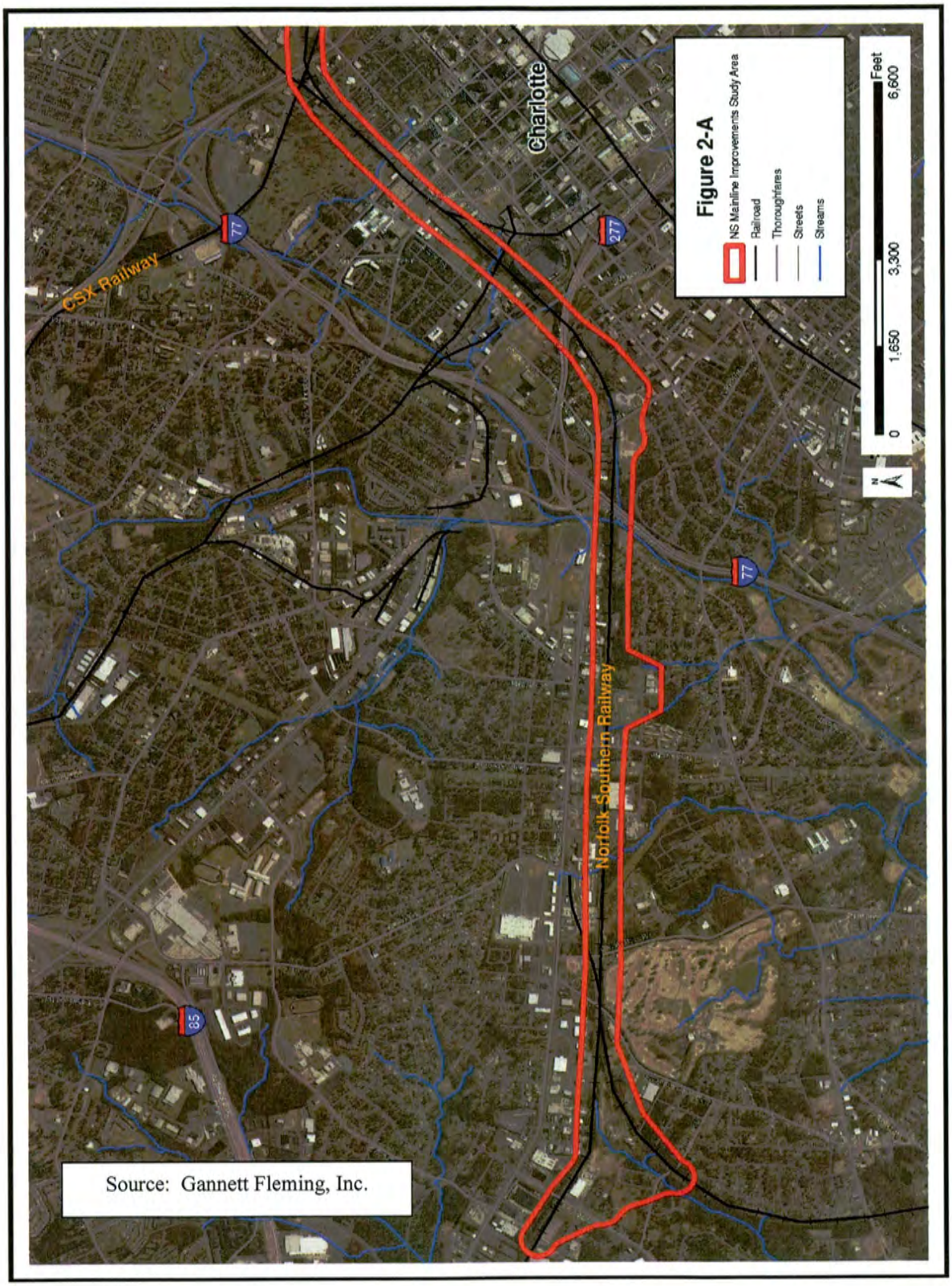


Figure 2-A
NS Mainline Improvements Study Area
Railroad
Thoroughfares
Streets
Streams
Feet
0
1,650
3,300
6,600
N
Charlotte
CSX Railway
Norfolk Southern Railway
77
277
85
Source: Gannett Fleming, Inc.

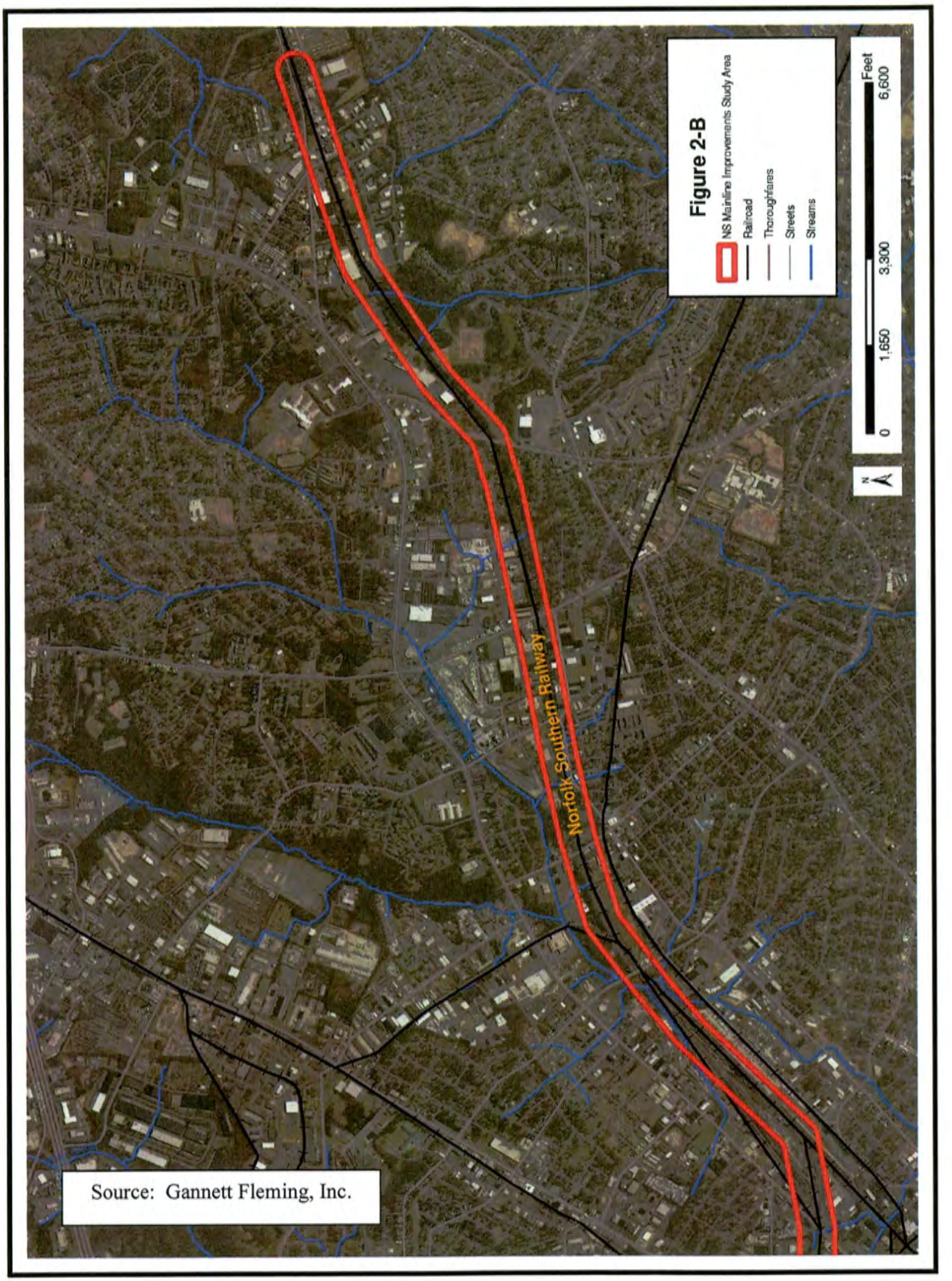


Figure 2-B
NS Mainline Improvements Study Area
Railroad
Thoroughfares
Streets
Streams
Feet
0
1,650
3,300
6,600
N
Norfolk Southern Railway
Source: Gannett Fleming, Inc.

these federal regulations, this survey followed guidelines set forth in *Section 106 Procedures and Guidelines* (NCDOT, October 2003).

Federal regulations also require that the area of potential effects (APE) for the undertaking be determined. The APE is defined as the geographical area, or areas, within which a federal undertaking may cause changes to the character or use of historic properties, if such properties exist. For most of its length, the APE extended 150 feet on either side of the railroad corridor center line. However, in the vicinity of the Wye, near the western terminus of the project, and the proposed maintenance facility, near the junction of Interstates 77 and 277, the APE was expanded to accommodate project activities that would occur outside the existing railroad right-of-way. The APE for this project is depicted on maps provided by Gannett Fleming, Inc. (**Figures 3a-3e**). One hundred percent of the APE was surveyed.

The northern section of the project study area—extending from approximately Brookshire Freeway (Interstate 277) in center city Charlotte northward to the vicinity of Sugar Creek Road—overlaps with the APE for the LYNX Blue Line Extension project (2008-2009) undertaken by the Charlotte Area Transit System (CATS). Because of this overlap, only those resources from the CATS investigation that were listed in or determined eligible for the National Register are included in this Phase II survey report. These resources are: Chadbourn Hosiery Mills; North Charlotte Historic District; Herrin Brothers Coal and Ice Company Complex; Standard Chemical Products Plant; and Republic Steel Corporation Plant. The properties determined not eligible for the National Register as part of the CATS LYNX Blue Line Extension project are not included here but may be found in the CATS Phase II report that is on file at the North Carolina State Historic Preservation Office (see Mattson, Alexander and Associates, Inc. 2008).

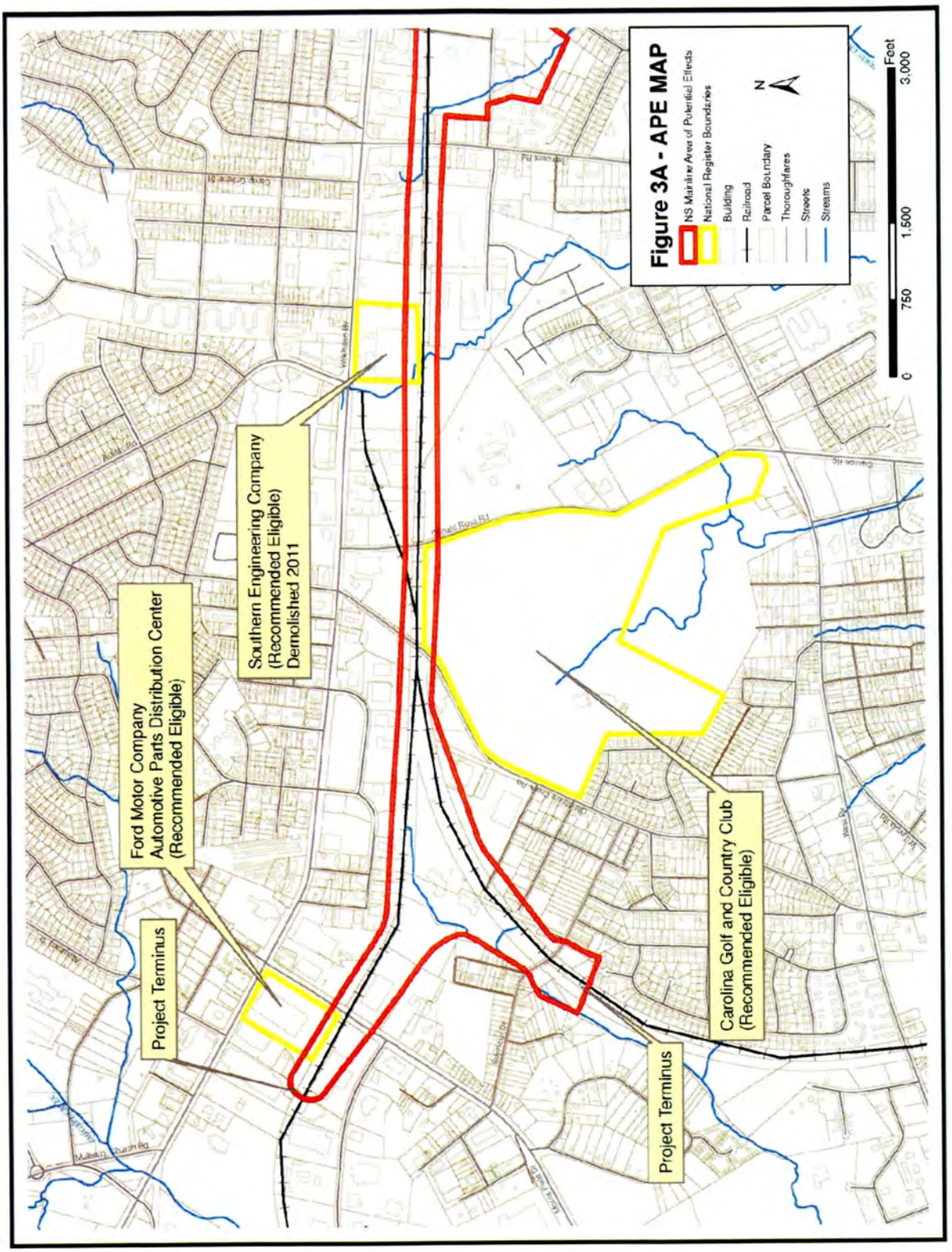


Figure 3A - APE MAP
NS Mainline Area of Potential Effects
National Register Boundaries
Building
Railroad
Parcel Boundary
Thoroughfares
Streets
Streams
N
Feet
0
750
1,500
3,000
Ford Motor Company
Automotive Parts Distribution Center
(Recommended Eligible)
Southern Engineering Company
(Recommended Eligible)
Demolished 2011
Carolina Golf and Country Club
(Recommended Eligible)
Project Terminus
Project Terminus

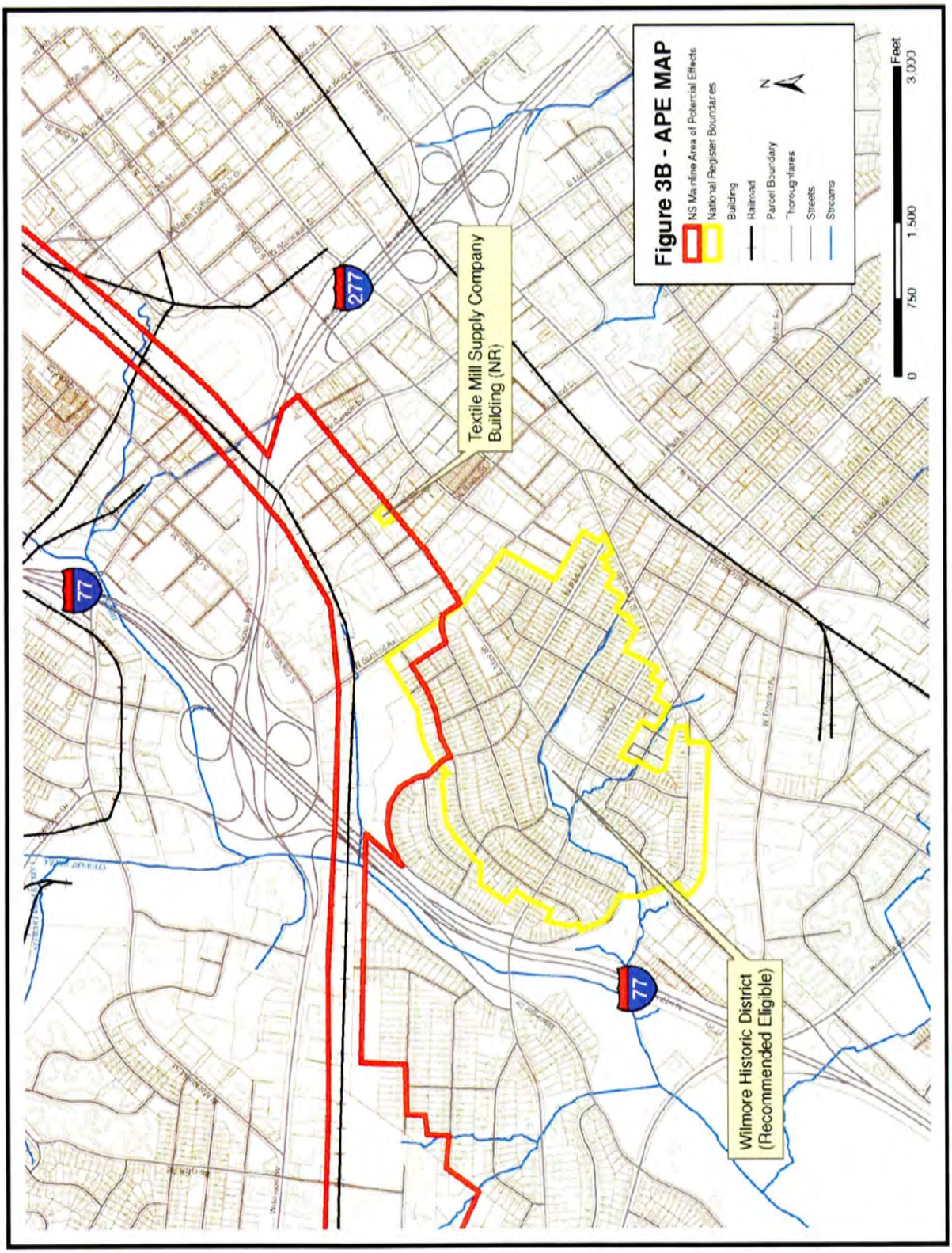


Figure 3B - APE MAP
NS Mainline Area of Potential Effects
National Register Boundaries
Building
Railroad
Parcel Boundary
Thoroughfares
Streets
Streams
N
Feet
0
750
1,500
3,000
Textile Mill Supply Company Building (NR)
Wilmore Historic District (Recommended Eligible)
277
77
77

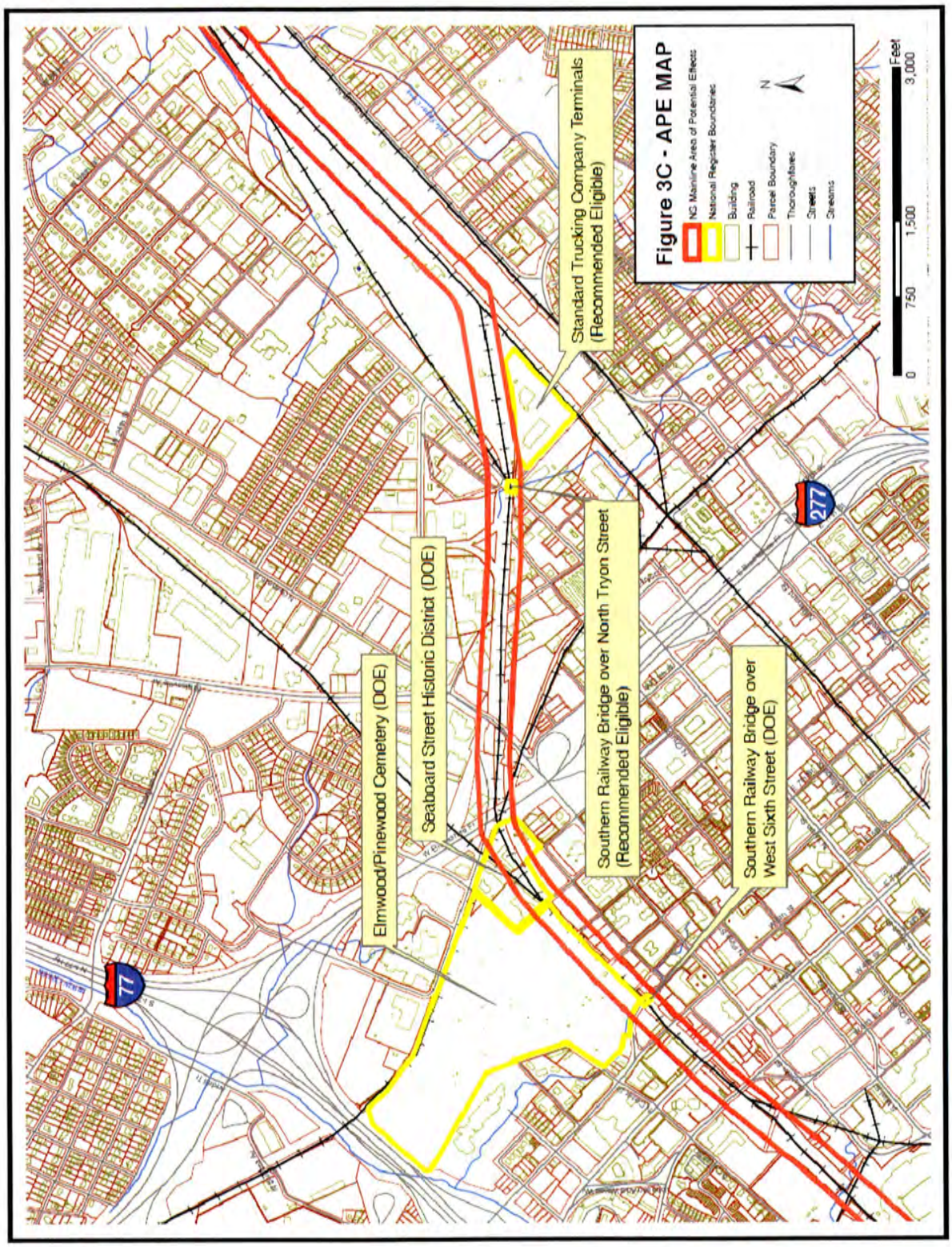


Figure 3C - APE MAP
NC Mainline Area of Potential Effects
National Register Boundaries
Building
Railroad
Parcel Boundary
Thoroughfares
Streets
Streams
N
Feet
0
750
1,500
3,000
Standard Trucking Company Terminals (Recommended Eligible)
Seaboard Street Historic District (DOE)
Elmwood/Pinewood Cemetery (DOE)
Southern Railway Bridge over North Tryon Street (Recommended Eligible)
Southern Railway Bridge over West Sixth Street (DOE)
77
277

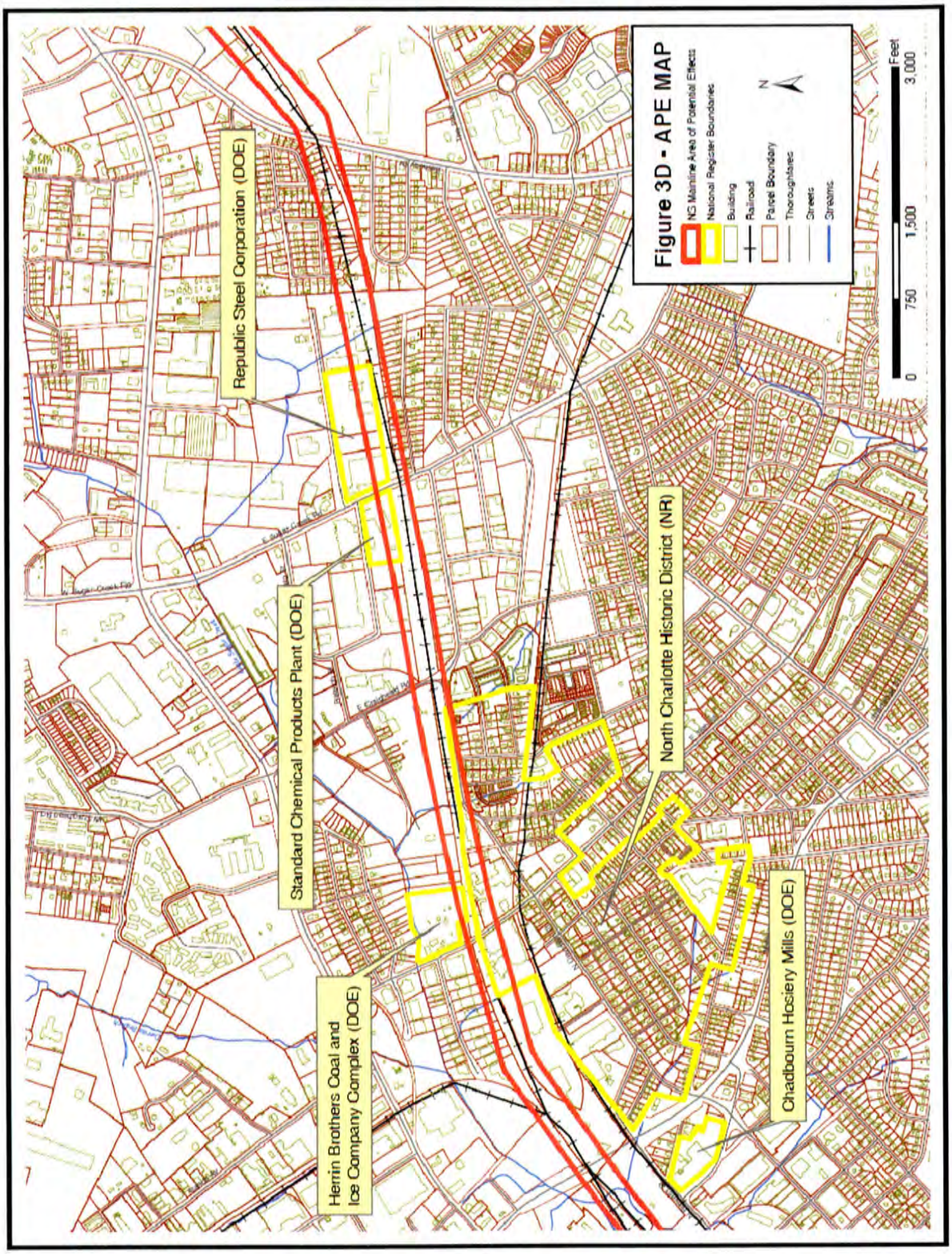


Figure 3D - APE MAP
NS Mainline Area of Potential Effects
National Register Boundaries
Building
Railroad
Parcel Boundary
Thoroughfares
Streets
Streams
N
Feet
0
750
1,500
3,000
Republic Steel Corporation (DOE)
Standard Chemical Products Plant (DOE)
Herrin Brothers Coal and Ice Company Complex (DOE)
North Charlotte Historic District (NR)
Chadbourn Hosiery Mills (DOE)

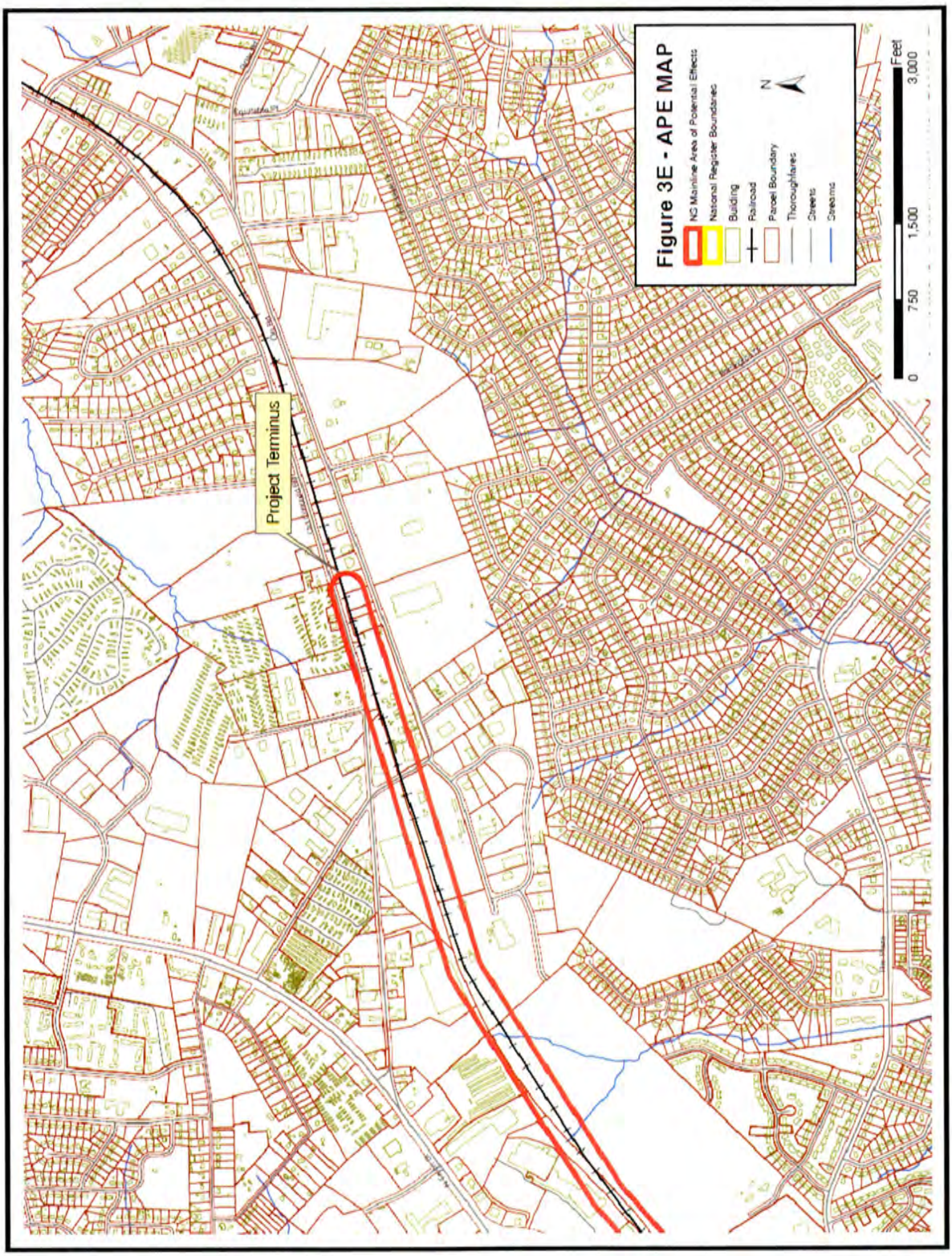


Figure 3E - APE MAP
NC Mainline Area of Potential Effects
National Register Boundaries
Building
Railroad
Parcel Boundary
Thoroughfares
Streets
Streams
N
Feet
0
750
1,500
3,000
Project Terminus

III. METHODOLOGY

This Phase II (intensive level) architectural resources survey was conducted as part of the planning for the proposed *Charlotte Railroad Improvement and Safety Program (CRISP) Norfolk Southern (NS) Mainline Track Improvements Project*, located in Charlotte, Mecklenburg County. The architectural survey for this federally funded project was undertaken in accordance with the Department of Transportation Act of 1966, Section 106 of the National Historic Preservation Act of 1966, as amended (36 CFR 800), and the FHWA Technical Advisory T 6640.8A (Guidance for Preparing and Processing Environmental and Section 4(f) Documents). The survey followed guidelines set forth in *Section 106 Procedures and Guidelines* (NCDOT, October 2003).

The survey was conducted with the following goals: 1) to determine the area of potential effects (APE), which is defined as the geographic area or areas within which a project may cause changes to the character or use of historic properties, if any such properties exist; 2) to identify all resources at least fifty years of age within the APE; and 3) to evaluate these resources according to National Register of Historic Places criteria. The geographical context for evaluating the architectural resources identified during this project was Mecklenburg County. The field survey was conducted between June 2009 and January 2011 to delineate the APE and to identify all resources within the APE that appeared to have been built before 1960. One hundred percent of the APE was surveyed.

Background research was conducted to trace the architectural and historical development of the study area. Both primary and secondary sources were examined. The architectural survey files at the Charlotte-Mecklenburg Historic Landmarks Commission (Charlotte) and the North Carolina Historic Preservation Office (Raleigh) were searched to identify previously recorded properties. The historic landmarks commission and the HPO have sponsored a series of countywide and thematic architectural studies of Charlotte and its environs. Of particular relevance for this investigation are Sarah A. Woodard and Sherry Joines Wyatt's 2000 survey of Charlotte's post-World War II architecture; Woodard and Wyatt's 2001 survey of Charlotte's industrial, institutional, and educational architecture; and Stewart Gray and Dan Morrill's 2005 inventory of downtown Charlotte. Thomas W. Hanchett's 1998 study, *Sorting Out the New South City: Race, Class, and Urban Development in Charlotte, 1875-1975*, provided invaluable background information on the historical and architectural development of Charlotte. Local historians and property owners were also contacted for information about specific resources.

Following the historical research phase, field work was conducted of every property within the APE that appeared to be at least fifty years of age. For each of these resources the following information and supporting materials were provided: physical description and evaluation of integrity; photographs of the exterior and interior (where permitted); site plan; and historical background information. All surveyed properties were keyed to the field survey maps that appear in **Appendix A** of this report. Evaluations for those properties considered not eligible for the National Register are also found in **Appendix A.** Evaluations of eligibility for properties considered worthy of intensive level examination are found in Chapter VI. If the property were recommended for National Register eligibility, a map showing the recommended boundaries was also prepared.

IV. PHYSICAL ENVIRONMENT

The project contains a diversity of land uses including the dense urban core around Charlotte's center city, large-lot industrial corridors, and warehousing activities along the rail lines and adjacent roadways. On the west side of the study area, the corridor generally follows the Norfolk-Southern Railway (historically the Southern Railway) right-of-way and Wilkinson Boulevard from west of Morris Field Drive to Interstate 277 where the railroad runs parallel to Graham Street into downtown Charlotte. This area has been historically characterized by a mix of industrial complexes and warehouses including the Ford Motor Company Automotive Parts Distribution Center (4301 Wilkinson Boulevard); the now demolished Southern Engineering Company Plant (3015 Wilkinson Boulevard); and Charlotte Pipe and Foundry Company (1335 South Clarkson Street). The west side also features the Carolina Golf and Country Club, the northern border of which is defined by the railroad tracks. The rail corridor skirts the northwest side of the center city within the Interstate 277 beltline and is bordered by modern commercial and residential development as well as a collection of historic resources: the 1952 Southern Railway Bridge (DOE 2003) over West Sixth Street; Elmwood/Pinewood Cemetery (DOE 2003) (roughly bounded by West Sixth and West Ninth streets); and the Seaboard Street Historic District (DOE 2003).

Moving northeast of the center city and the elevated Interstate 277 beltway, the area contains a variety of historically industrial areas as well as residential neighborhoods that took shape adjacent to the rail-oriented cotton mills and warehouses. Within this section of the APE are the circa 1952 Southern Railway Bridge over North Tryon Street and the Standard Trucking Company Terminals, situated near the vast, but now largely demolished, Southern Railway yard. The historically working class neighborhoods of Belmont and North Charlotte took shape northeast of downtown along the rail corridor. This section holds a number of historic textile mills including the Chadbourn Hosiery Mills (DOE 2008) and three mills within the expansive North Charlotte Historic District (NR 1990). The historic district reflects the growth of textile mills and mill villages at the northern outskirts of Charlotte in the early twentieth century and is now experiencing gentrification as the "NoDa" (from North Davidson Street) district. The Herrin Brothers Coal and Ice Company Complex (DOE 2008), which opened in 1929 and expanded in the 1930s and 1940s, stands just outside the historic district on the west side of the railroad tracks.

Northeast of the North Charlotte Historic District, the city's post-World War II prosperity attracted warehouses, residential neighborhoods, and large industrial complexes to the railroad corridor. At Sugar Creek Road, the Standard Chemical Products Plant (DOE 2008) (600 Sugar Creek Road) and the Republic Steel Corporation Plant (601 Sugar Creek Road) were constructed in the 1950s. Each features a stylish, modernistic office facing Sugar Creek Road with large warehouses to the rear. Near the project's northeast terminus are pockets of undeveloped open space that await development as well as large-scale industrial land uses, such as the Wica Chemical Company Plant, and nearby residential subdivisions that were platted in the decades after World War II.

V. HISTORIC BACKGROUND ESSAY/ INDUSTRIAL AND COMMERCIAL CONTEXTS

Early Settlement and Growth, 1750s to the Civil War

Typical of the southern Piedmont as a whole, Scots Presbyterians and a smaller group of Germans migrated into Mecklenburg County before and after the American Revolution. Situated on a high ridge between the Catawba and Yadkin rivers, Charlotte became the county's principal trading town and political seat. Though hindered by its inland location and absence of navigable waterways, the town and county gradually developed as a cotton-producing area, with plantations and middling farms occupying fertile bottomlands near the Catawba River and its tributaries. The discovery of gold in the decades around 1800 brought miners, engineers, and metallurgists to the town, and in 1835, the United States Treasury opened a mint in Charlotte. By 1850, Charlotte's population had reached 1,065 residents (Hanchett 1998: 8-15; Bishir and Southern 2003: 502-503, 530).

The arrival of railroads in the 1850s and early 1860s stimulated development and anticipated Charlotte's emergence as an industrial and transportation center after the Civil War. In 1852, the Charlotte and South Carolina Railroad connected Charlotte to Columbia, South Carolina. Two years later, the North Carolina Railroad reached Charlotte from Goldsboro, North Carolina, linking the city to other rail junctions and markets to the east. In 1860, the Atlantic, Tennessee, and Ohio Railroad ran track north between Charlotte and Statesville, North Carolina, and the following year, a section of the Wilmington, Charlotte, and Rutherford Railroad joined Charlotte west to Lincolnton, North Carolina. Situated far from military engagements during the Civil War, Charlotte became a center for wartime industry. The Mecklenburg Iron Works was formed to cast Confederate cannon, and the newly opened Naval Ordinance Works employed 1,500 workers who labored in its foundries and machine shops (Hanchett 1998: 200-201; Bishir and Southern 2003: 502-503).

Rise of the New South City, Charlotte in the Late Nineteenth and Early Twentieth Centuries

In the postwar years, the town expanded its rail network. In 1873, the Richmond and Danville Railroad was completed through the center city of Charlotte (and the APE), and one year later, the Carolina Central Railroad was finished between Charlotte and the port of Wilmington, North Carolina. By 1875, six railroads were routed through the city, giving Charlotte more rail connections than any other place between Washington, D.C. and Atlanta. The city benefited from continued rail expansion and consolidation throughout the late nineteenth and early twentieth centuries which created the vast Southern Railway System (1894) (which later became the Norfolk Southern Railway, the current project corridor), with its connections to New Orleans and Baltimore, and the Seaboard Air Line (1900) which absorbed the Carolina Central and other lines in the eastern part of the state. In 1911, the smaller, but strategic, Piedmont and Northern (P&N) Railway, an electric interurban line, was opened to link Charlotte to scores of emerging cotton mill towns west of the Catawba River. At its height of operation in the 1920s, the P&N line generated so much traffic that its motto, "A Mill to the Mile," was accurate for much of its length (Fetters and Swanson 1974: 14; Morrill et al. 1983: 4; Hanchett 1998: 74, 90-93; Glass 1992: 57-58).

The expansion of the Piedmont textile industry during this period defined Charlotte's ambitions as a New South city. After the Civil War, leaders throughout the region envisioned a new order based on industrialization—specifically textile production—and urban growth to replace the agrarian society of the past. These proponents of the New South campaigned tirelessly for the construction of cotton mills which by World War I numbered over 300 within a 100-mile radius

of Charlotte. By the 1920s, the Carolina Piedmont had surpassed New England as the leading textile producer in the world (Glass 1992: 57-58; *Charlotte Observer,* 28 October 1928).

Between the 1880s and 1920s, Mecklenburg County ranked among the state's top three textile manufacturing counties. Approximately two dozen mills and related villages were established in and around Charlotte. In 1880, Charlotte Cotton Mill, the city's first mill, was established in downtown by engineer, Daniel Augustus Tompkins, who had come to the city to sell Westinghouse steam engines and textile machinery. Tompkins soon began his own foundry to produce machinery for the growing textile industry and also set up cotton factories and cotton seed oil plants throughout the region. Just north of the center city within the APE, the Alpha Cotton Mill was constructed between 1888 and 1889 and expanded under the ownership of the Orient Manufacturing Company (NR 2005) in the early 1900s. Nearby, the Ada Mill began in 1889, Louise Mill in 1897, Magnolia Mill in 1899, Chadwick and Elizabeth Mills in 1901, and Savona Mill in 1908. Only the Louise and Savona mills, both located outside the APE, remain (Glass 1992: 57-58; *Charlotte Observer,* 28 October 1928; Wyatt and Woodward 2001: 5-16).

The most significant collection of mills and associated worker housing developed in the community of North Charlotte (NR 1990), located within the APE several miles to the north. Construction was concentrated around the Southern Railway and North Davidson Street along which a streetcar line ran south to downtown. By the 1910s, North Charlotte included three mills, adjoining blocks of mill houses, and a small commercial district. Highland Park Manufacturing Company Mill No. 3 was the state's largest cotton mill (employing 800 workers) and among the first designed for electric power when it opened in 1904. To the north, Johnston Mill was established in 1916 to meet the soaring demand for cotton products during World War I. Beginning in 1926, the plant underwent several expansions. North of the Johnston Mill, Mecklenburg Mill was created in 1903 and 1904 by Charlotte investors and the Duke family (Mattson, Alexander and Associates 2005; Wyatt and Woodward 2001: 5-16).

Although cotton and textile production formed the economic foundation of Charlotte, other industries, particularly those that served the textile industry, were also drawn to the city's good rail system, expanding work force, and plentiful and inexpensive electric power. Tobacco magnate, James Buchanan Duke, and his Southern Power Company (later Duke Power Company) constructed a series of hydroelectric power plants along the Catawba River, supplying both industrial and residential clients with inexpensive electricity. The increasingly electrified cotton mills attracted sizable dye stuffs manufacturers, mattress factories, pump and elevator makers, cotton oil processors, and iron and steel fabricators. Large foundries with machine and wood-working shops and big warehouses arose to make and repair textile machinery.

The city directories around the turn of the twentieth century record a host of such enterprises including the Liddell Iron Works (now gone) and Charlotte Pipe and Foundry which established large rail-oriented complexes within the APE. The Liddell Iron Works opened a large facility alongside the Seaboard Air Line Railway near North Church Street and employed seventy workers to build and repair cotton gins, boilers, and other machinery in its sprawling machine shops. Though the Liddell works is no longer extant, Soule Steel and Iron Works acquired a two-acre tract in this area in the mid-1940s, and the foundry and steel fabrication plant (now owned by Southern Cast, Inc.) remains intact. The large Charlotte Pipe and Foundry operation opened in 1900 along the Southern Railway to manufacture cast iron soil pipes and survives today as a major manufacturer and distributor of both iron and plastic pipes (Vertical Files, Carolina Room, Mecklenburg Public Library; Sanborn Map Company 1905, 1911, 1929, 1953; Hanchett 1998: 48-49, 55).

With a strong industrial economy and urban prosperity came a solid commercial and financial base that served large areas of the industrialized Piedmont as well as local consumers. By the early twentieth century, tall, masonry office buildings and department stores dominated the downtown skyline, surrounded by expanding streetcar neighborhoods. Between 1900 and 1930, the city's population skyrocketed from 18,000 to exceed 82,000, making Charlotte the largest city in the Carolinas. While the city grew so did the surrounding region which included some 770 cotton mills, bustling small towns, and tens of thousands of mill workers—all connected to Charlotte by rail lines and improved highways. The Charlotte Chamber of Commerce boasted in 1928 that the city had become a commercial center with a 150-mile trading radius and more than 4,500,000 consumers (*Charlotte City Directory* 1928; Wyatt and Woodward 2001: 10-16).

The city's transportation links and steady industrial expansion also promised profits for commercial warehouses. In 1925, the *Charlotte Observer* observed,

> Many new demands have come upon Charlotte Realtors during the past year for locations for building of warehouses, because Charlotte has come to be known in the sales organizations of national manufacturers throughout America as the best point in the Southeast for distribution of products and for location of branch plants. Some realtors here have become specialists in finding such locations to suit varying requirements, and almost every square foot of railroad footage has been analyzed and compared in price. . . . [The] proximity to street cars, freight stations, express offices and retail districts command the higher prices (*Charlotte Observer,* 29 June 1925).

Distribution companies were sited along the railroad corridors and the adjacent roadways. Automotive and industrial supply buildings appeared along the Southern, the Norfolk and Southern, the Seaboard Air Line, and P&N railways. The roadways running parallel to these tracks—served by trucks and linked to rails by spur lines—attracted similar development. North Tryon, North Graham, North Davidson streets to the north of the center city, West Morehead Street and Wilkinson Boulevard to the west, Rozzelle's Ferry Road to the northwest, and South Boulevard and South Tryon Street to the south all became warehousing corridors boasting sizable storage buildings and truck terminals (*Charlotte City Directory* 1929, 1930, 1931, 1950; Sanborn Insurance Maps 1929, 1951; Hanchett 1998: 90-91, 226).

Warehouses also filled the rail corridor near the heart of the central business district. Both the Southern and the Seaboard Air Line invested in large freight depots along their parallel spur lines that divided First and Second Wards in downtown. Nearby stood an assemblage of commercial storage facilities for cotton, farm machinery, hardware, groceries, and general merchandise. Within the APE, warehousing businesses appeared southwest of downtown along the Southern Railway and to the north along both the Southern and Seaboard Air Line tracks in the vicinity of Fourth Ward (Sanborn Insurance Map 1929; Morrill et al. 1983; Gatza 1989).

Significant among the city's distribution businesses were those that specialized in the automotive trade. As early as the 1910s, Charlotte was becoming an important automotive distribution center with companies selling and shipping cars, trucks, and parts throughout the Southeast. Ford Motor Company established a parts distribution business in Charlotte around 1915. In 1924, Ford constructed a large assembly plant that employed over 600 workers north of downtown along Statesville Road. In 1919, the regional manager of the Willys-Overland Car Company declared, "Charlotte is the second largest automobile and accessories center in the South". (Atlanta was the first.) A 1928 article in the *Charlotte News* ranked the city "as one of the South's great

automotive trade centers," employing one out of eight workers and producing $100,000,000 of retail and wholesale trade annually (Hanchett 1998: 316, n. 8; *Charlotte Observer,* 25 January 1919; *Charlotte News*, 1 April 1928).

The growing numbers of commercial distribution firms were served by trucking companies that took advantage of Charlotte's transportation connections. The Good Roads movement of the 1920s and subsequent highway projects that culminated in Federal expressways availed the city of swift routes throughout the region and beyond. Wilkinson Boulevard, which connected Charlotte with the textile city of Gastonia, North Carolina, to the west, was completed in 1926 as the state's first four-lane highway. U.S. Highway 29 was completed in 1939 to join Charlotte with Concord and Greensboro, North Carolina, and to extend northward to Lynchburg, Virginia. U.S. 29 followed four-lane North Tryon Street into Charlotte, attracting warehouses, factories, and scores of roadside businesses (Bishir and Southern 2003: 516; Wyatt and Woodard 2000: 15; Morrill 2005: 2).

Charlotte from World War II to the Present

After the World War II, the ownership of cars and trucks in the city and the county skyrocketed, rising from 34,000 in 1945 to 64,411 in 1950. By the 1950s, new highways were surpassing railroads as the key to the city's prosperity (Jakle and Sculle 1994: 451, 57, 68; Wyatt and Woodard 2000: 15; Hanchett 1998: 200-201).

In 1953, the Charlotte Chamber of Commerce asserted:

> These hard surfaced arteries, in a large measure, are Charlotte's lifeline. The city's pulse is counted on those traffic meters the highway officials occasionally throw across the roads. Up and down these concrete and macadam spokes flow tremendous quantities of goods which make Charlotte the commercial center of the Carolinas. Through these arteries come the millions of motorized people who find here that which they seek in exchange for their money (Charlotte Chamber of Commerce 1953; quoted in Wyatt and Woodward 2000: 18).

New and improved roads transformed the social and economic geography of the city. By mid-century, large-scale factories and warehouses vied for spacious, lower cost tracts far beyond the city center that were oriented to highways as well as railways. Within the APE, dye makers Wica Chemical and Standard Chemical Products, Inc. (DOE 2008), and steel fabricator Republic Steel Corporation (DOE 2008) were constructed in the mid-1950s north of Charlotte along the Southern Railway. The three sites were also located within easy access of U.S. 29 and by 1958, to a newly completed section of Interstate Highway 85 (Wyatt and Woodward 2000: 14-19).

Running parallel to the Southern Railway west of the city, Wilkinson Boulevard became a thriving industrial corridor by the mid-twentieth century. Within the APE, the General Dye Stuffs Corporation, Southern Engineering Company (now gone), and a major tire distribution center for the Ford Motor Company filled blocks along the south side of Wilkinson between the boulevard and the railway. A fabricator of steel and iron, Southern Engineering predated the construction of the highway, opening along the Southern Railway in 1911. The company received iron and steel from mills in Pittsburgh, Pennsylvania, for windows, doors, and bridge trestles and trusses, and its Charlotte site was aptly referred to as "Little Pittsburgh". By mid-century, the company was booming, producing steel for the construction of many of the city's new landmarks including Charlotte Coliseum, Ovens Auditorium, and the Wachovia Building. General Dye Stuffs Corporation was one of fourteen dye manufacturers and distributors that served the thriving textile trade around Charlotte. The two-story, Art Moderne building is now

undergoing significant alterations for conversion to offices. About 1953, Ford Motor Company constructed a large tire distribution plant on the 4300 block of Wilkinson Boulevard. Now owned by the TICO Tire Company, the modernist building remains an impressive example of the truck terminals that appeared along Charlotte's major transportation corridors during the 1950s. The front office section is primarily one story, but rises to two stories at the central entrance bay which is framed by concrete reveals. Original steel sash, ribbon windows punctuate the front elevation on either side of the entry. The long, rear warehouse wing consists of enormous truck loading bays capped by expanses of steel-frame windows (*Charlotte City Directories* 1950-1960).

The expansion of highway corridors coincided with postwar suburbanization. Reflecting a national trend after World War II, Charlotte's growth spread outward into the countryside. This period witnessed ever larger shopping centers and subdivisions, spurred on by a vigorous annexation policy that extended Charlotte's borders to the edges of the county. In 1961, ten miles north of downtown, the University of North Carolina, Charlotte was established on a 1,000-acre campus. The university expanded rapidly in the 1960s and 1970s, attracting tremendous retail and residential construction to its environs. This growth contributed to Charlotte's overall suburbanization to the north, generating intense development along Harris Boulevard and Mallard Creek Road near Interstate 85 and Interstate 485, the new beltway around the city. To the west, Charlotte-Douglas International Airport, which began as Douglas Airport with New Deal financing in 1938 and expanded by the U.S. Air Force during World War II, grew rapidly in the late twentieth century. The airport stimulated both commercial and residential growth around Wilkinson Boulevard and formerly agricultural communities in western and southwestern Mecklenburg (Hanchett 1998: 1, 226; Wyatt and Woodward 2000: 2-35).

VI. PROPERTY INVENTORY AND EVALUATIONS

Summary of Findings

During the Phase II investigations, fifty-one resources were identified as being at least fifty years of age, and twenty of these properties (including five from the CATS investigation) were evaluated at the intensive level. Two of the twenty, the North Charlotte Historic District and the Textile Mill Supply Company Building, are listed in the National Register. Two other resources, the Seaboard Street Historic District and Elmwood/Pinewood Cemetery, are on the North Carolina Study List. The following seven properties were previously determined eligible for the National Register (DOE): the Southern Railway Bridge Over West Sixth Street; Elmwood/Pinewood Cemetery; Seaboard Street Historic District; Chadbourn Hosiery Mills; Herrin Brothers Coal and Ice Company Complex; Standard Chemical Products Plant; and Republic Steel Corporation Plant. In addition, Elmwood/Pinewood Cemetery, the Wilmore Historic District, the Textile Mill Supply Company Building, and the Electric Supply and Equipment Company are all designated local landmarks or local historic districts. Nine other resources were identified during the field survey for this project and evaluated at the intensive level. Six of the nine are industrial or warehouse properties that date to the early to mid-twentieth century. Of the remaining three, one is a golf course and country club, one is a railway bridge erected during a grade separation campaign, and the third is a postwar residential subdivision.

All the National Register, Study List, and DOE properties remain eligible for the National Register. Among the remaining intensively evaluated resources, five are recommended for National Register eligibility: the Ford Motor Company Automotive Parts Distribution Center; the Carolina Golf and Country Club; Wilmore Historic District; the Southern Railway Bridge Over North Tryon Street; and the Standard Trucking Company Terminals. A sixth property, the Southern Engineering Company, had been recommended for eligibility, but the complex was demolished in the summer of 2011. The General Dye Stuffs Corporation Building; the Westover Hills neighborhood; the Charlotte Pipe and Foundry Company; the Electric Supply and Equipment Company Building; and the Wica Chemical Company Plant are not recommended for National Register eligibility. All other surveyed properties were found to lack either sufficient integrity or significance for eligibility.

No. 2 Ford Motor Company Automotive Parts Distribution Center (MK3071)
4301 Wilkinson Boulevard (PIN 115-09-101)
Charlotte, Mecklenburg County

Physical Description (**Plates 1-5**)
This large, flat-roofed warehouse and distribution center consists of a modernist, front office section facing Wilkinson Boulevard and an expansive warehouse section with truck bays and paved parking areas to the rear. The exterior of the entire building is faced in buff-colored brick. The office section clearly reflects postwar modernism in its horizontal emphasis and spare, geometric forms. The symmetrical façade of the office section has a projecting, two-story, center entrance bay framed by flared, cast stone reveals. The entrance consists of double leaf, metal sash, glazed doors flanked by fixed light, metal sash windows. The one story sections flanking the entrance bay are punctuated by steel sash, ribbon windows framed by projecting, cast stone surrounds. Both the east and west elevations of the long, rear warehouse wing feature continuous bands of steel sash, clerestory windows above large, truck loading bays. Mature fruit trees line the narrow grass strip along Wilkinson to buffer the building from the highway, and original concrete street lamps line the driveway in front of the building.

Although interior photographs of the building were not permitted, the principal investigators were allowed to inspect the inside of the office and warehouse sections. The well-preserved office interior features original terrazzo tile flooring, wood paneling, and panel doors with glazed upper sections. The warehouse has the characteristic open interior, concrete flooring, and steel roof trusses common to warehouses of this period.

Historical Background
In 1952, Ford Motor Company opened this expansive automotive parts warehouse and distribution office along Wilkinson Boulevard. During the early to mid-twentieth century, Charlotte arose as a major automotive distribution center with companies shipping car and truck parts as well as vehicles throughout the region. Ford Motor Company established a parts distribution business near downtown Charlotte around 1915, and in 1924, constructed a large assembly plant north of downtown along Statesville Road. A 1928 article in the *Charlotte News* ranked the city "as one of the South's great automotive trade centers", employing one out of eight workers and producing $100,000,000 of retail and wholesale trade annually (Hanchett 1998: 316, n. 8; *Charlotte Observer,* 25 January 1919; *Charlotte News*, 1 April 1928). Ford Motor Company owned and occupied this facility until the early 1990s. The property is currently owned by the Heafner Tire Group which uses it as a warehouse for automobile and truck tires (*Charlotte City Directories* 1952-2008). The Ford warehouse was previously surveyed with a group of properties along Wilkinson Boulevard (MK2100) during Sarah A. Woodard and Sherry Joines Wyatt's 2000 survey of Charlotte's ~~post-World War II~~ industrial architecture.

Evaluation of Eligibility
The Ford Motor Company Automotive Parts Distribution Center is recommended as eligible for the National Register under Criterion A for commerce and Criterion C for architecture. The building retains the seven aspects of integrity needed for National Register eligibility. The Ford plant occupies its original location and setting on Wilkinson Boulevard, the first four-lane highway in the state and a major industrial corridor in the city. The facility also retains its integrity of feeling and association, illustrating the postwar movement of industry from the center city to highways on the outskirts of the city. Finally, the well-preserved building retains the integrity of its mid-century design, materials, and workmanship.

A + C

Erected in 1952, the Ford Motor Company warehouse epitomizes the automotive parts facilities that played a major role in Charlotte's emergence as a regional distribution center in the early to middle twentieth century. In addition, the distribution center, with its orientation to Wilkinson Boulevard, is an especially fine example of the truck terminals that appeared along the city's major thoroughfares after World War II. In recent years, Wilkinson Boulevard, as well as many of the other principal routes into the city, has undergone some redevelopment, and these truck terminals are now increasingly rare.

The Ford distribution center also has architectural significance, clearly expressing the popularity of modernist designs for industrial and commercial buildings during the postwar period. The stylish office set within a landscaped lawn contrasts with the frank functionality of the rear warehouse with its banks of clerestory windows and numerous truck bays. In particular, the clean-lined office façade, marked by ribbon windows and the dramatic, flared entrance, not only illustrates postwar modernism but also asserted Ford Motor Company's progressive image.

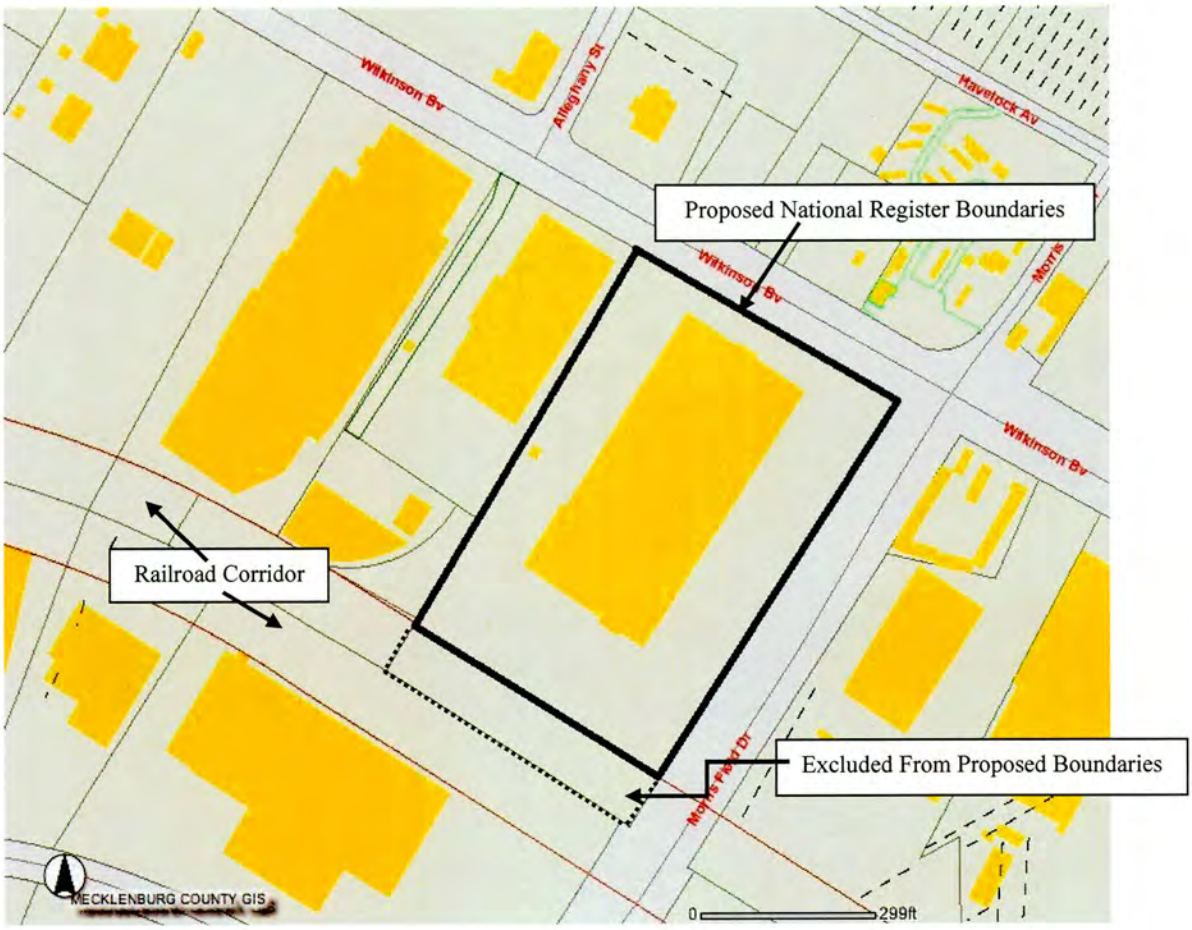
The property is not eligible under Criterion B because the former Ford plant is not associated with individuals whose activities were demonstrably important within a local, state, or national historic context.

The Ford distribution center is not eligible for the National Register under Criterion D (potential to yield information) because the resource is not likely to yield any new information pertaining to the history of building design or technology.

The proposed National Register boundaries encompasses roughly nine of the current ten-acre tax parcel (PIN 115-09-101), specifically the area extending from the Wilkinson Boulevard right-of-way southwest to the Norfolk Southern Railway right-of-way. The small section of the tax parcel that lies within the railroad right-of-way has been excluded from the National Register boundaries. No buildings or significant landscape features are found within this excluded portion of roughly one acre. Shown on **Figure 4**, the proposed boundaries encompass the building, the paved driveways, parking lots and loading areas, and the landscaped setting.

Figure 4

Ford Motor Company Automotive Parts Distribution Center
Proposed National Register Boundaries



Source: Mecklenburg County Tax Map

Plate 1. Ford Motor Company Automotive Parts Distribution Center, Office Façade, Looking East.

Plate 2. Ford Motor Company Automotive Parts Distribution Center, Office, Looking West.

Plate 3. Ford Motor Company Automotive Parts Distribution Center, Office Entrance, Looking South.

Plate 4. Ford Motor Company Automotive Parts Distribution Center, Warehouse Section, East Elevation, Looking Southwest.

Plate 5. Ford Motor Company Automotive Parts Distribution Center, Warehouse Section, West Elevation, Looking Southeast.

No. 6 Carolina Golf and Country Club (MK3072)
2415 Old Steele Creek Road (PIN 117-09-101)
Charlotte, Mecklenburg County

Physical Description (**Figure 5; Plates 6-11**)
Carolina Golf and Country Club is bounded by the Norfolk-Southern Railway (north), Donald Ross Road (east), Old Steele Creek Road (west); and a modest, post-World War II residential subdivision (south). The principal driveway winds from Old Steele Creek Road to the one-story clubhouse (1965) and a modern, frame maintenance shed. A parking lot and swimming pool/bathhouse (1961) are located near the clubhouse on the north side of the lane. Mature hardwood trees line the eighteen holes which in the fashion of Donald Ross designs follow the natural contours of the land. Emblematic of Ross golf courses, the fairways are relatively narrow and lead to well-bunkered, turtleback greens. The course also includes two small lakes (Wolfe 2009).

In 2008 an extensive, four-phase, eighteen-hole restoration was completed under the supervision of golf course designer, Kris Spence. Although the course configuration had not been significantly altered since 1929, the size and contours of greens and bunkers had naturally changed, new trees and other vegetation had appeared, and fairways required reseeding. Mr. Spence is a principal in the firm, Spence Golf, Inc., of Greensboro, North Carolina, and he has a national reputation as a specialist in the renovation of Donald Ross courses. In North Carolina, Spence's recent restorations include Carolina Golf and Country Club, Myers Park Country Club (also in Charlotte), Sedgefield Country Club (Greensboro), and Forsyth Country Club (Winston-Salem). The work at Carolina Golf and Country Club included not just the restoration but also a new irrigation system, modified tee boxes, and the addition of thirty acres around the periphery of the grounds (CyberGolf 2008; Wolfe 2009).

For the renovation, Spence employed documentary aerial photographs, original drawings, and field research. The course, Spence stated in 2008, "was like many Ross designs—all about strategy and angles of play and the distinct look of his bunkers and raised greens. The golf is going to be spectacular when we're done. It's going to shock people. . . The third hole, without a doubt, is one of the most architecturally significant golf holes in the Southeast. In fact, it's one of the most impressive holes I've ever seen in a Donald Ross design" (CyberGolf 2008).

Historical Background
Recently restored to its original, Donald J. Ross design, Carolina Golf and Country Club was created from rolling pasturelands on the west side of Charlotte in 1929. Designed by the legendary Scottish golf course architect, Donald Ross, it began as a public golf course and became a private country club in 1958. The course was established by the H.J. Dunavant family of Charlotte, who had acquired the Blackman family dairy farm along the Southern Railway west of the city. The Dunavants commissioned Ross for the sum of $3,200.00 to design the layout which was originally known as Carolina Golf Club. The course consisted of the eighteen holes that exist today and a log clubhouse (now gone). The course became private in 1958 because Carolina Golf Association rules denied golfers at public courses access to its amateur tournaments. Carolina Golf and Country Club has enjoyed a reputation as a "golfers club", attracting some of the area's most talented players. Noted professional golfers at the club have included Clayton Haefner and Dick Tiddy. Charles Sifford, a renowned professional player and an African American, was a caddie at the club. After 1958, the property underwent a series of improvements although the essential design of the course was little changed. The existing swimming pool and concrete block bath house were built in 1961. The modern clubhouse was opened in 1965 (Speizman 1977; Wolfe 2009).

Carolina Golf and Country Club was established in the 1920s, a boom period for American golf and other forms of leisure time activities. On the national scene, charismatic American golfers such as Bobby Jones, Gene Sarazen, and Walter Hagan held sway over the sport and introduced an elite pastime to the masses. The number of weekend golfers soared as did the number of golf courses, both public and private. Locally, by the end of the decade, Charlotte boasted eight public courses that varied greatly in quality, size, and financial backing. (The list even included one indoor course that soon disappeared.) Golf course ventures thus opened and closed yearly, and in 1936, the city business directory listed four facilities. The west side of the city included the Carolina Golf Course and the municipal course known as Bonnie Brae (later Revolution Park). They are the only two of the public courses in 1930 that remain in operation today. In 1957, Bonnie Brae became the first racially integrated golf facility in Charlotte (Kratt and Boyer 2000: 45-46; Hanchett 1998: 185, 191, 252, 283).

The city's two exclusive private country clubs also opened in the 1920s. Charlotte Country Club was built on the east side of the city in Chatham Estates (now Plaza-Midwood), and Myers Park Country Club was established in Myers Park, south of downtown. Neither club was established as part of a larger development project although both quickly brought upscale residential growth to their surroundings. As with the Carolina Golf and Country Club, their eighteen-hole golf courses were also designed by Donald Ross (Kratt and Boyer 2000: 45-46; Hanchett 1998: 165-166).

The popularity of golf among Charlotteans reflected not only the enormous appeal of sporting events in the 1920s but also the city's prosperity and the rise of leisure time. This increase in spare time for fun and relaxation coincided with the nation's economic growth, urbanization, and the emergence of a broad, wage earning middle class. This national trend was expressed locally in the opening of affordable public golf courses, new movie houses, amusement parks, auditoriums, and fairgrounds. In the early twentieth century, Charlotte witnessed the construction of a civic auditorium, a large fairgrounds, a polo grounds, several baseball parks, a motor speedway, and a host of theaters. On the west side of town, the amusement grounds, Lakewood Park, advertised itself as the "mecca for excursions", and featured a roller coaster, merry-go-round, zoo, lake, and garden. The Charlotte Speedway opened south of the city in 1924. Downtown, the Imperial Theater aired its first motion picture in 1920 and was soon one of five movie houses within two blocks of the Square, as the main intersection in downtown (at Trade and Tryon streets) was known. Around the streetcar suburbs, planned parks, such as Vance Park and Latta Park, provided destinations for weekend strollers and concert goers (Kratt and Boyer 2000: 45-62; Charlotte City Directories 1920-1930).

Donald J. Ross—Golf Course Architect

Carolina Golf and Country Club is a well-preserved example of the work of Donald J. Ross, a leading figure in the history of golf course architecture. Born in Dornoch, Scotland in 1872, Ross received his early training in course maintenance at St. Andrews, Scotland, recognized as the birth place of the sport. In 1899, Ross moved to America where he helped construct the Oakley Golf Club in Boston. Between 1900 and his death in 1948, he served as head golf professional and designer for the Tufts family in the resort town of Pinehurst, North Carolina. Ross' masterpiece at Pinehurst is the renowned Course No. 2 (1907). The prestigious and demanding United States Open Championship was played at Pinehurst No. 2 in both 1999 and 2005, and over 100 national championships have been played at Ross venues. From the sandhills of North Carolina his practice soon expanded into New England and throughout the Middle West and Southeast. He designed three courses in Charlotte: Carolina Golf and Country Club (1929); Charlotte Country Club (1926); and Myers Park Country Club (1921). Working primarily from

his Pinehurst office, Ross used topographic maps and devised meticulous sketch cards for his construction crews. His field notes for the Carolina Golf and Country Club have not yet been discovered. In 1947 Ross founded the American Society of Golf Course Architects and served as its first president (Bowers 2004; Klein 2001: 1-44; Wolfe 2009).

Ross is credited with the design or redesign of over 600 courses worldwide including fifty in North Carolina. In addition to Pinehurst No. 2, some of his best-known courses in the state are Hope Valley Country Club in Durham; Linville Golf Club, Benvenue Country Club in Rocky Mount, Waynesville Country Club, Mimosa Hills in Morganton, and Sedgefield Country Club in Greensboro. Ross was inducted into the World Golf Hall of Fame in 1977 (Hughes 2008; Klein 2001: 68-109; Bowers 2004).

Evaluation of Eligibility

Carolina Golf and Country Club is recommended for National Register eligibility under Criterion A for entertainment/recreation and under Criterion C for landscape architecture. The property retains the seven aspects of integrity needed for National Register eligibility. The course occupies its original location and retains its integrity of setting, feeling, and association. The recently restored golf course is well preserved and has kept its integrity of design, materials, and workmanship.

Opened as a public golf course in 1929, Carolina Golf and Country Club reflects the rise of leisure time activities during this period in Charlotte. The 1920s and 1930s witnessed a wave of new golf courses around the city. While many soon disappeared, Carolina Golf survived and has been recently restored to express its original design by Donald Ross, the country's preeminent golf course architect during this period. The golf and country club is not eligible under Criterion B because it is not associated with individuals whose activities were demonstrably important within a local, state, or national historic context.

The club is also not eligible for the National Register under Criterion D (potential to yield information) because the facility is not likely to yield any new information pertaining to the history of building design or technology.

The proposed National Register boundaries encompass approximately 125 of the current 129-acre tax parcel (PIN 117-09-101. The only portion of this tax parcel that is excluded from the proposed National Register boundary is a small strip along the northern edge that lies within the Norfolk Southern Railway right-of-way. No buildings or significant landscape features associated with the golf course are found within this excluded area of less than four acres. Shown on **Figure 6**, the proposed boundaries encompass the eighteen-hole golf course, clubhouse, pool and bathhouse, and maintenance shed. The proposed boundaries also exclude a forty acre tract to the south that was recently acquired by the country club and includes modern practice facilities.

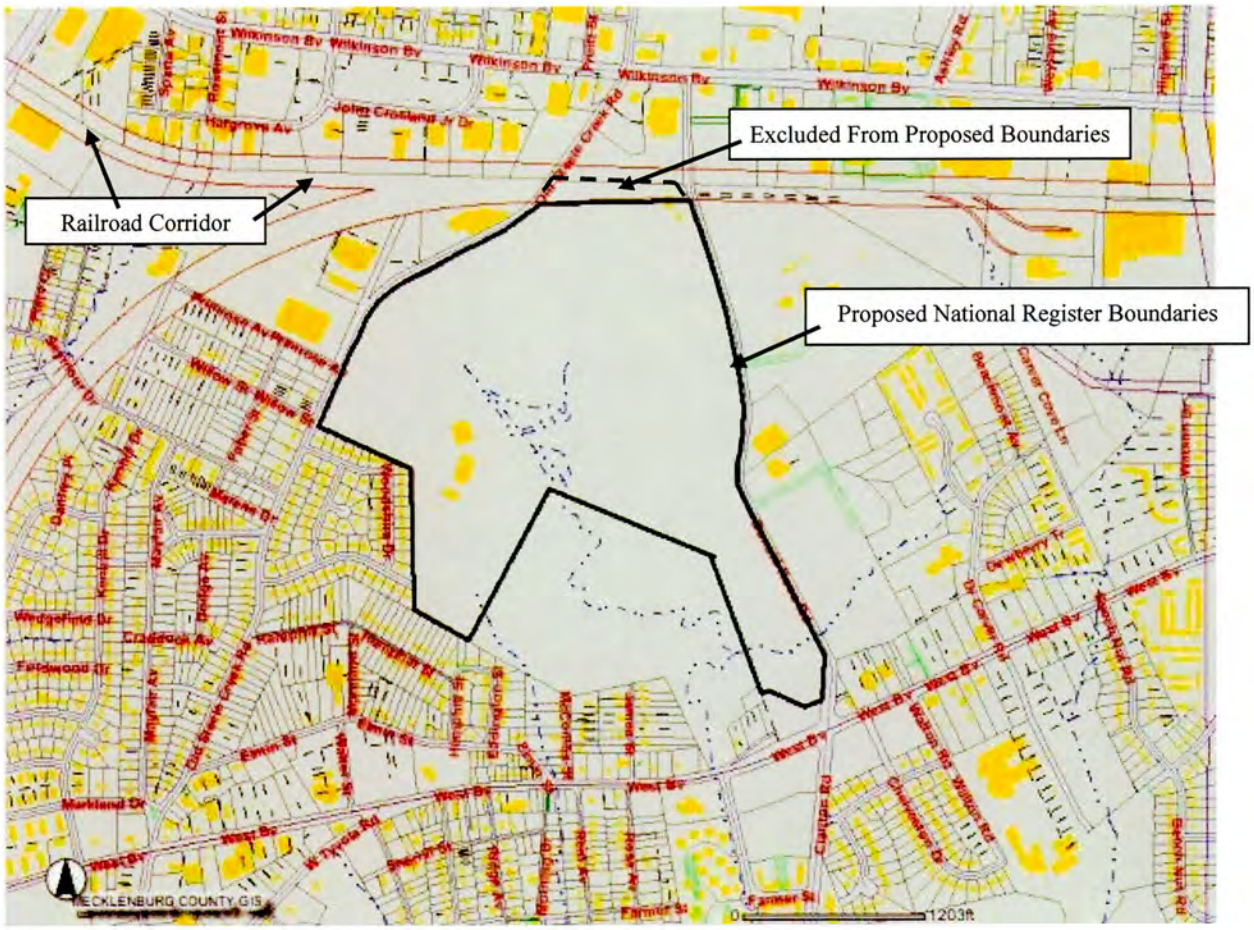
Figure 5

Carolina Golf and Country Club
Site Plan

Source: Mecklenburg County Tax Map

Figure 6

Carolina Golf and Country Club
Proposed National Register Boundaries



Source: Mecklenburg County Tax Map

Plate 6. Carolina Golf and Country Club, Looking East Down Eighteenth Fairway To Charlotte Skyline.

Plate 7. Carolina Golf and Country Club, Hole No. 3, Looking North From Tee Box.

Plate 8. Carolina Golf and Country Club, Looking East From Clubhouse.

Plate 9. Carolina Golf and Country Club, Looking North From Clubhouse.

Plate 10. Carolina Golf and Country Club, Driveway to Pool/Bathhouse And Clubhouse, Looking South.

Plate 11. Carolina Golf and Country Club, Clubhouse, Looking South.

No. 7 Southern Engineering Company ("Little Pittsburgh") (MK3073)
3015 Wilkinson Boulevard (PIN 117-01-118)
Charlotte, Mecklenburg County

Since the evaluation of eligibility for Southern Engineering Company was prepared, the buildings have been demolished, and the site is now vacant (August 2011).

Physical Description (**Figure 7; Plates 12-22**)
Located on the south side of Wilkinson Boulevard between the highway and the former Southern Railway tracks, the Southern Engineering industrial complex contains offices and interconnected steel fabrication buildings and warehouses erected primarily between circa 1938 and circa 1960. These connected, one and two-story buildings and wings spread across the tract from the steel yard on the east side to the western boundary of the parcel to make efficient the flow of raw materials and finished products through the plant. The company's office buildings are simple, flat-roofed, boxy forms with red brick veneers and flat parapets. The massive manufacturing and storage buildings that include a 70,000 square foot warehouse (circa 1940, expanded in the 1950s), are big, functional boxes with shallow gable roofs, heavy, corrugated metal exteriors, concrete floors, and steel roof trusses. The buildings have large service doorways with roll-up, metal doors and long, rectangular banks of steel sash windows that are now covered with sheets of corrugated fiberglass. The tax records show twelve buildings on the site, nine of which are fabrication/warehouse buildings. Ten of the twelve buildings predate 1960. The records show a manufacturing facility erected in 1960 and a second one built in 1972. These buildings are similar to the earlier ones in their basic scale, form, and materials. Site visits by the principal investigators confirm these approximate construction dates. The property is vacant, and the principal investigators were unable to gain access to the grounds but were able to view the buildings from the perimeter of the parcel.

The parcel contains two brick, flat-roofed office buildings (circa 1938) that face Wilkinson Boulevard at the northwest corner of the tract. The two-story office to the east has replacement windows on the second story although the steel sash, casement windows remain on the first floor, and the exterior is largely intact. The modernist entry has a flat-roofed canopy clad in molded steel. Steel framed, glazed doors lead into the main lobby. A one-story wing with steel sash casement windows extends from the east elevation. The one-story office building to the west has original, steel sash casement windows. The two paneled doors with glazed upper sections and transoms are also original. The building has a garage bay on the west side with large, boarded windows on the west elevation and a circa 1950, brick, rear shed with steel sash windows.

An enclosed, elevated walkway at the rear of the two-story office leads to the circa 1940 warehouse and fabrication building on the west side of the complex. A circa 1950, two-story, brick office with a one-story wing is attached to the west side of the fabrication building. This altered office building has a brick exterior (now painted white) and replacement windows. The main, 70,000-square foot, manufacturing plant (circa 1940 with additions in the 1950s) stands to the east and dominates the heart of the Southern Engineering complex. A smaller, circa 1960 fabrication building topped with metal ventilators extends from the north side of the main plant. A steel traveling crane (circa 1950) spans the steel yard to the east.

Historical Background
In 1911, entrepreneur, Leslie Berry, established Southern Engineering Company along the Southern Railway line west of downtown Charlotte. Berry's development predated the construction of four-lane Wilkinson Boulevard, which was completed in 1926 and tied Charlotte to a region of booming mill towns west of the Catawba River. A fabricator of steel and iron,

Southern Engineering provided materials for the construction of the region's new mills and a variety of other industrial and commercial buildings, bridges, and power plants during the early and middle twentieth centuries. Southern Engineering imported its metals from mills in Pittsburgh, Pennsylvania, and aptly called its sprawling, eleven-acre, industrial facility "Little Pittsburgh" (Charlotte City Directories 1927-2008; Fortney-Rinehardt 2000: 1; *Charlotte Observer* 25 April 2009).

Charlotte the surrounding region expanded rapidly throughout the twentieth century, and the city attracted a number of steel fabricators to supply materials for the new cotton mills and warehouses, residential subdivisions, modern high-rises, and civic buildings. In 1950, eight such plants were located in Charlotte. They were primarily small-scale operations, such as the 1940s Soule Steel and Iron Works located just north of downtown within the APE. However, by the late 1950s, larger fabricators and distribution firms were appearing on substantial tracts near railroads and expressways on the outskirts of the city. In 1956, Republic Steel Corporation (DOE 2008) opened a big fabrication facility north of the city on Sugar Creek Road. Republic Steel ordered steel directly from its mills in Youngstown, Ohio, to make an assortment of sheet metal products and drain water pipes (*Charlotte City Directories* 1900-2008; Vertical Files, Carolina Room, Mecklenburg Public Library).

The 1911 Southern Engineering plant was the first recorded steel fabrication business in Charlotte and the most prominent. By World War II, Southern Engineering was recognized as one of the premier steel fabricators in the Southeast. Its steel was employed to erect many of Charlotte's mid-century landmarks including the high-rise Wachovia Building in the center city and both the Charlotte Coliseum and Ovens Auditorium on Independence Boulevard. By the early 1950s, the Southern Engineering complex included three brick office buildings and five metal-clad or brick-faced fabrication buildings and warehouses to the rear. A traveling crane stood in the steel yard to the east. The complex continued to expand, and three new metal warehouses were built in 1959 and 1960. Another metal storage facility was added to the site in the early 1970s (Fortney-Rinehardt 2000: 1; *Charlotte Observer* 25 April 2009; *Charlotte Business Journal* 5 March 1999; Sanborn Map Company 1950).

While the company prospered and expanded into the postwar decades, by the late twentieth century the business was in steep decline. In the early 1990s, Southern Engineering employed only thirteen workers. In 1994, Beta International, a holding company of the Nuqui Group, a worldwide conglomerate, purchased Southern Engineering. The new owner invested millions of dollars in new equipment, and the workforce soared to 130 employees. A second plant site was opened on Steele Creek Road in Charlotte. However, the recent national slump in construction forced the closing of Southern Engineering in 2009, and the property remains vacant (Fortney-Rinehardt 2000: 1-2; *Charlotte Observer* 25 April 2009).

Evaluation of Eligibility

The Southern Engineering Company ("Little Pittsburgh") is recommended as eligible for the National Register under Criterion A for industry. This large-scale steel fabrication facility retains the seven aspects of integrity needed for National Register eligibility. The complex occupies its original location on Wilkinson Boulevard, one of the city major industrial corridors during the early twentieth century, and retains its integrity of setting, feeling, and association. The brick office buildings and grouping of metal warehouses and fabricating plants all remain substantially intact and maintain their integrity of design, materials, and workmanship.

Established in 1911, Southern Engineering was Charlotte's first and foremost steel fabrication plant during the early to mid-twentieth century. Located along the Southern Railway, the plant

pre-dated the construction of Wilkinson Boulevard, the first four-lane highway in the state, and anticipated the development of the boulevard into an industrial and commercial corridor between Charlotte and Gastonia. The company's steel products helped construct many of the city's mid-century landmarks and supplied building materials for the residential, industrial, and commercial development of the city and the region. The site retains key elements of such steel fabrication plants including the offices, main fabrication buildings, traveling crane, and steel yard. The numerous 1950s resources reflect the firm's prosperity and significance in the postwar decades. The moniker "Little Pittsburgh" remains painted in large letters on the roof of the main manufacturing building on the complex.

Southern Engineering is not eligible under Criterion B because it is not associated with individuals whose activities were demonstrably important within a local, state, or national historic context.

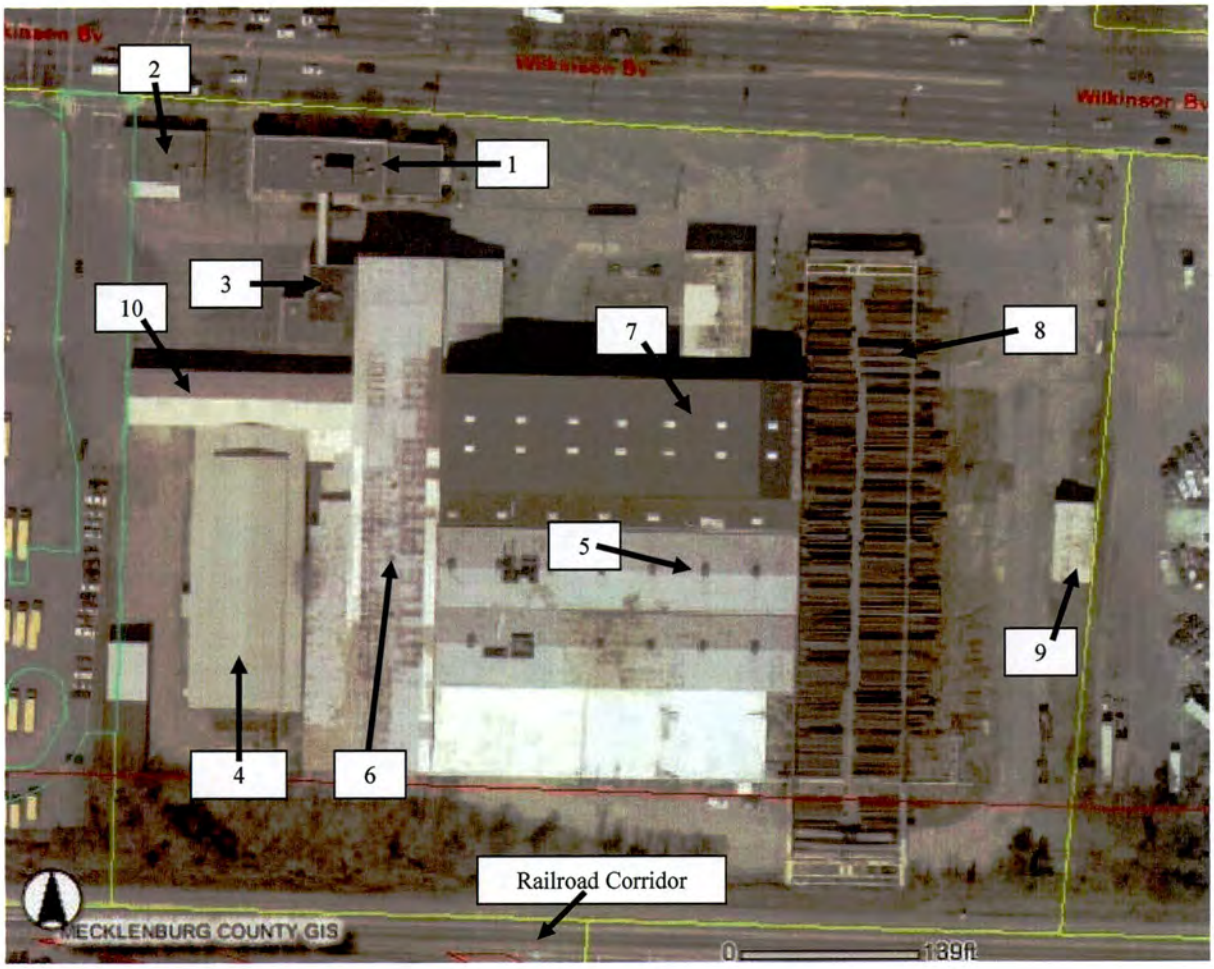
Southern Engineering is not considered eligible under Criterion C because the fabrication plant does not: 1) embody distinctive characteristics of a type, period, or method of construction; 2) represent the work of a master; 3) possess high artistic value; or 4) represent a significant and distinguishable entity whose components may lack individual distinction.

Finally, the resource is not eligible for the National Register under Criterion D (potential to yield information) because the site is not likely to yield any new information pertaining to the history of building design or technology.

The proposed National Register boundaries encompass the current eleven-acre tax parcel (PIN 117-01-118) that was historically associated with the steel fabrication plant. The northern boundary line follows the street right-of-way along Wilkinson Boulevard. However, the tax parcel line on the south side of the plant extends into the rail right-of-way with the warehouse/fabrication buildings abutting the right-of-way line. The proposed boundaries are illustrated in **Figure 8.**

Figure 7

Southern Engineering Company
Site Plan

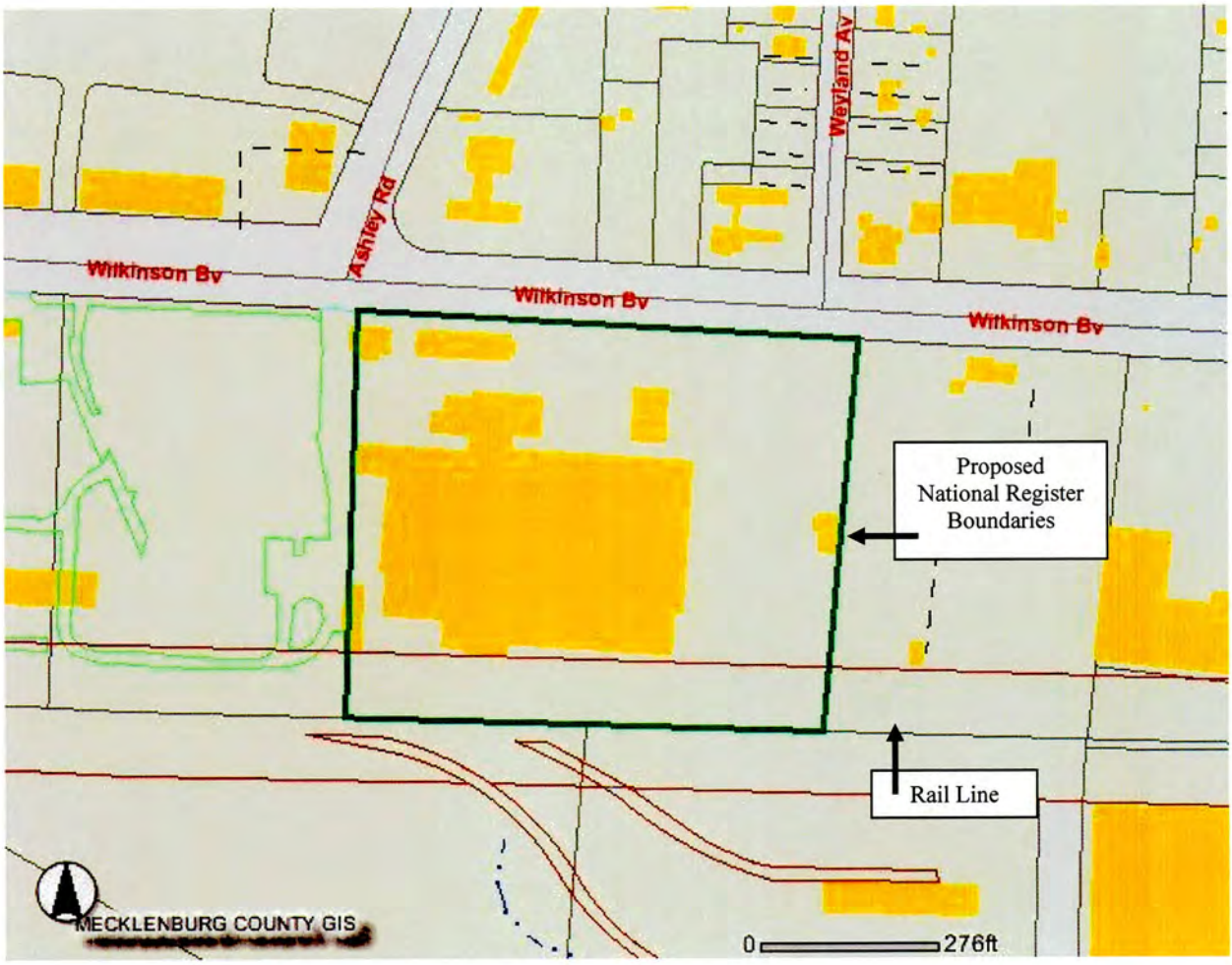


Source: Mecklenburg County Tax Map

Key
1. Office (1938)
2. Office (1938)
3. Office (circa 1950)
4. Warehouse (circa 1950)
5. Warehouse/Fabrication Buildings (circa 1940; additions in the 1950s)
6. Fabrication Building ("Little Pittsburgh" on Roof) (circa 1940)
7. Warehouse/Fabrication Building (circa 1960)
8. Traveling Crane (circa 1950)
9. Shed (circa 1950)
10. Warehouse (circa 1970)

Figure 8

Southern Engineering Company
Proposed National Register Boundaries



Source: Mecklenburg County Tax Map

Plate 12. Southern Engineering Company, Looking Southwest.

Plate 13. Southern Engineering Company, Looking Southeast.

Plate 14. Southern Engineering Company, Office and Fabrication Buildings, Looking Southwest.

Plate 15. Southern Engineering Company, Office Buildings, Rear Elevations, Looking Northeast.

Plate 16. Southern Engineering Company, Office Buildings, Rear Elevations, Looking Northeast.

Plate 17. Southern Engineering Company, Office Building, Front Elevation, Looking Southeast.

Plate 18. Southern Engineering Company, Office Building, Front (North) and West Elevations, Looking South.

Plate 19. Southern Engineering Company, Two-Story Office Building, Front Entrance, Looking Southwest.

Plate 20. Southern Engineering Company, Office Buildings (on Left) and Fabrication Buildings and Warehouses, Looking East.

Plate 21. Southern Engineering Company, Travelling Crane, Looking South.

Plate 22. Southern Engineering Company, circa 1970 Fabrication Building, Looking East.

No. 14 General Dye Stuffs Corporation Building (MK3074)
2445 Wilkinson Boulevard (PIN 119-01-C99)
Charlotte, Mecklenburg County

Physical Description (**Figure 9; Plates 23-26**)
Remodeled in 2008 for professional offices, the 1940 General Dye Stuffs Corporation Building is sited on the south side of Wilkinson Boulevard. The tract slopes down from Wilkinson to the Norfolk Southern Railway tracks that run behind the building to the south. The building consists of a boxy, two-story form facing Wilkinson Boulevard that originally contained the offices and laboratory rooms and a rear section used for warehousing and shipping. The building has reinforced concrete slab construction and a red brick veneer. The symmetrical, clean-lined design expresses the classicizing modernism of the period with a wide center bay containing a doorway flanked by windows, taller end bays, and a flat parapet. The end sections are distinguished by wide, flat, brick pilasters that define the window bays. Above the pilasters are decorative, geometric panels. The flat parapet, window sills and lintels, and decorative panels are all executed in cast concrete. "General Dye Stuffs Corporation" is carved in the concrete name panel located above the upper story windows. The central entrance is recessed and framed by a simple, rounded, concrete surround. The concrete foundation extends around the side elevations to form the lower walls of the rear section. The pilasters and panels also extend along the side elevations, and simpler pilasters are found along the elevations of the rear warehouse. The reinforced concrete construction is clearly visible on the interior with exposed reinforced concrete piers and girders on the lower levels and steel I-beam supports on the second floor.

Although the building retains original design elements, significant alterations occurred during the 2008 remodeling. The original windows, primarily steel sash, awning windows as well as several glass block windows, were replaced with aluminum sash windows. The original reinforced concrete loading docks on the west and rear elevations were razed, and modern, canopied entrances were constructed. In addition, a new doorway was constructed on the west elevation of the main, two-story block. Inside, the first floor laboratory and all the offices on the second floor, with original wood doors and large, glass block windows, were removed to create new, larger offices.

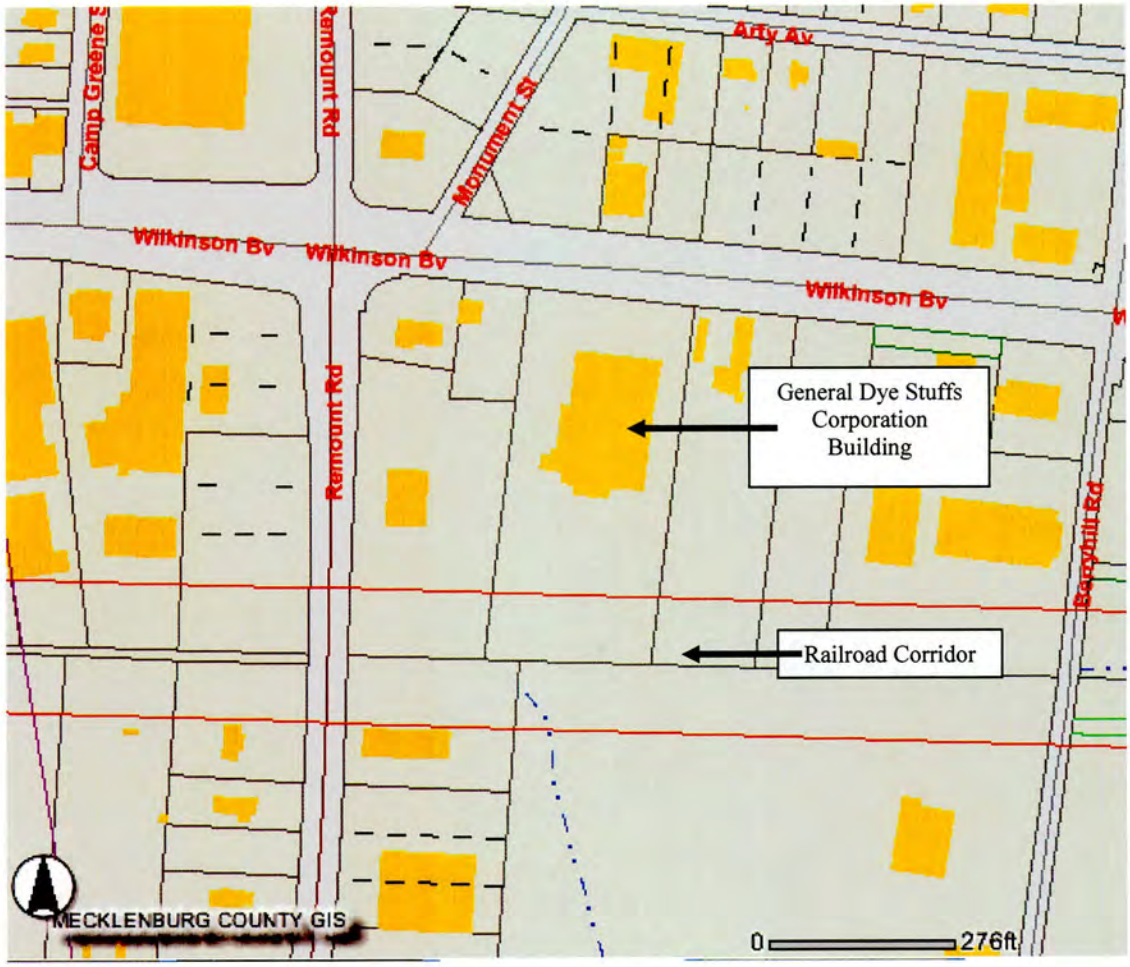
Historical Background
The General Dye Stuffs Corporation was formed in Linden, New Jersey, in 1925, but the company traces its roots to the Grasselli Dyestuffs Company of New Jersey which was acquired by I.G. Farben, the vast, German chemical manufacturing company, after World War I. In 1925, Grasselli was renamed General Dye Stuffs and established distribution centers and testing laboratories for dye products around the country. Opening on Wilkinson Boulevard in Charlotte in 1940, General Dye Stuffs operated a laboratory and warehouse in the large, two-story building that was constructed on the tract. In 1942, the firm was reorganized by the Foreign Funds Control Unit of the United States Treasury when the federal government seized control of I.G. Farben assets. Although under new management, General Dye Stuffs Corporation continued to develop dyes in Charlotte after the war, and the property remained a laboratory and distribution center for textile dyes into the 1980s. By the mid-twentieth century, the city contained fourteen dye stuffs makers and distributors, but in recent decades, the General Dye Stuffs property has been used as a textiles warehouse. In 2008, the building was significantly altered and renovated for professional offices (*Charlotte City Directories* 1940-2000; Mock 2002: 80-87).

Evaluation of Eligibility

Because of key changes to the original design during the 2008 remodeling, the General Dye Stuffs Corporation Building no longer retains sufficient integrity of design, materials, workmanship, feeling, and association to merit National Register eligibility under any criterion. Only its integrity of location and setting remain. The building has lost its original steel sash and glass block windows, loading docks, and interior laboratory and offices. Furthermore, modern entrances have been installed on the west elevation. Dye stuffs laboratories and distribution centers played an important role in the development of the region's textile industry, and few survive intact. However, Charlotte retains several notable and well-preserved examples including the circa 1956 Standard Chemical Products Plant (DOE 2008) on Sugar Creek Road and the Ciba Company Building (1936, expanded 1951) on North Graham Street. Consequently, this heavily altered example is not recommended for National Register eligibility under any criterion.

Figure 9

General Dye Stuffs Corporation Building
Site Plan



Source: Mecklenburg County Tax Map

Plate 23. General Dye Stuffs Corporation Building, Façade (North Elevation), Looking Southeast.

Plate 24. General Dye Stuffs Corporation Building, West Elevation Showing New Entrance, Looking South.

Plate 25. General Dye Stuffs Corporation Building, Rear Elevation Showing New Entrances, Looking North.

Plate 26. General Dye Stuffs Corporation Building, Rear and West Elevations, Looking Northeast.

No. 17 Westover Hills Neighborhood
Skyview, Osmand, and Bethel roads, Cartier Way, and Barringer Drive
Charlotte, Mecklenburg County

Physical Description (**Figure 10; Plates 27-45**)
Reflecting its original 1939 plat, Westover Hills consists of two straight, east-west roads—Bethel and Skyview—and several cross streets. Sited on the edge of a hill, Barringer Drive defines the east side of the subdivision, with housing lining the west side of the street. The street originally offered views of a municipal golf course to the east, but now overlooks Interstate Highway 77. Dense overgrowth fills undeveloped land just north and west of the subdivision alongside the railroad tracks (north) and modern warehouses (west). The subdivision's south side abuts another postwar neighborhood of similar one-story, brick and now vinyl-sided houses.

Westover Hills contains approximately 100 lots that are roughly sixty-five to seventy feet wide and 100 feet deep. There are some vacant lots, but most of the parcels retain original dwellings with uniform setbacks. Some large oak trees shade the lots and the streets. Most of the houses express a small repertoire of Minimal Traditional postwar designs, characterized by side-gable or hip roofs, double-pile plans with interior chimneys, three-bay facades, center entries, and side porches. Replacement windows, porches, and vinyl siding are commonplace, and many houses have later additions.

The dwellings within the APE typify those found throughout Westover Hills. The houses within the APE are described below:

1339 Skyview Road (PIN 119-02-217)
Built circa 1948, this one-story, double-pile, side-gable dwelling has a brick veneer and a gabled entry porch in the center of the three-bay façade. Now vacant, the windows have been boarded. The garage and deck were built circa 1980.

1333 Skyview Road (PIN 119-02-216)
This circa 1949, one-story, double-pile, side-gable dwelling has vinyl siding, replacement windows, and enclosed porch on the east elevation.

1328 Skyview Road (PIN 119-01-133)
Built circa 1947, this one-story, double-pile, side-gable dwelling has vinyl siding and replacement windows with a decorative lunette motif atop the window in the north bay of the façade. A recessed appendage with a screened porch is located on the north elevation.

1327 Skyview Road (PIN 119-02-215)
This circa 1949, one-story, double-pile, side-gable dwelling has vinyl siding, replacement windows, and later front-gable appendages on the east elevation that replace the original side porch.

1321 Skyview Road (PIN 119-02-214)
This circa 1949, one-story, double-pile, side-gable dwelling has vinyl siding, replacement windows, and a later hip-roofed wing on the east elevation that replaces the original side porch.

1320 Skyview Road (PIN 119-01-111)
A later permastone veneer covers the original three-bay façade of this circa 1947 dwelling. The one-story, double-pile, side-gable house has replacement one-over-one sash windows and vinyl-siding on the east wing and side and rear elevations.

1314 Skyview Road (PIN 119-01-112)
Built circa 1947, this one-story, double-pile dwelling was extensively remodeled around 2004 with a variegated brick exterior and simple Colonial Revival motifs.

1306 Skyview Road (PIN 119-01-113)
A hip roof caps this brick-veneered, one-story, double-pile, three-bay dwelling constructed circa 1945.

1300 Skyview Road (PIN 119-01-114)
This one-story, double-pile, side-gable house has replacement vinyl siding. The original side porch is now enclosed.

1240 Skyview Road (PIN 119-01-115)
Similar to 1306 Skyview, this one-story, double-pile, hip-roofed house has replacement one-over-one windows. The original porch remains on the east elevation.

1234 Skyview Road (PIN 119-01-116)
In deteriorated condition, this circa 1946 dwelling displays a simple side-gable, double-pile form with asbestos-shingle siding. The original porch remains on the east elevation.

1228 Skyview Road (PIN 119-01-117)
Extensively altered, this circa 1946, one-story dwelling has a sizable modern wing on the west side and an enclosed porch on the east side. There are replacement one-over-one sash windows, and the brick veneer also appears to be a later modification.

1400 Bethel Road (PIN 119-02-129)
Now vacant, this circa 1961, one-story, brick-veneered duplex has a low hip roof, gabled entry bay, and six-over-six sash windows.

1354 Bethel Road (PIN 119-02-201)
This circa 1948 dwelling has a one-story, hip-roofed, brick-veneered, double-pile form. There are replacement one-over-one sash windows, and vinyl siding now encloses the original porch on the east side.

1348 Bethel Road (PIN 119-02-202)
Now remodeled, this circa 1948 one-story, side-gable, double-pile dwelling has a later brick veneer with brick quoins. The original eight-over-eight sash windows and side porch remain intact.

1342 Bethel Road (PIN 119-02-203)
Composition siding and replacement one-over-one sash windows mark this simple, circa 1948, side-gable, double-pile dwelling.

Historical Background
Platted in 1939, Westover Hills was not developed until the late 1940s amidst Charlotte's postwar suburban expansion. Between 1940 and 1950, the city's population rose thirty-two percent,

increasing from 100,899 in 1940 to 134,042 in 1950. By 1960, the population of Charlotte exceeded 200,000. This rise took place mainly in the outlying, automobile-oriented subdivisions that shaped the city's growth. While Westover Hills was laid out west of downtown, and postwar development occurred around the entire outskirts of Charlotte, it was especially vigorous on former farmland to the south and east. A 1957 *Charlotte Observer* article noted the availability of much-needed "suburban elbow room" in these former cotton fields and pasture lands. The residential development in these areas was almost exclusively white. Most of the postwar African American subdivisions, such as University Heights and Lincoln Heights, arose northwest of the city near Beatties Ford Road (*Charlotte Observer* 21 April 1957; Hanchett 1998: 234-235; Wyatt and Woodward 2000: 6-10).

Charlotte's aggressive annexation policies spurred suburbanization and encouraged large-scale developments. In 1960, annexed lands and subdivisions around the periphery doubled the area within the city limits to sixty-four miles and increased the population by some 40,000. The city provided its annexed tracts with the infrastructure necessary for residential growth, including water lines, sanitation, and roads. The building of schools serviced these new suburbs and encouraged even greater growth. Charlotte developer, Lex Marsh, asserted that the proximity to schools was a must in his plans. Business and academic leaders anticipated widespread growth around Charlotte College (later the University of North Carolina, Charlotte), which opened in 1961 along newly improved US 49 north of the city (Wyatt and Woodward 2000: 6-10).

Large, homogenous suburban development was also encouraged by the federal policies and programs. Both the Federal Housing Administration (FHA) and the Veterans Administration (VA) gave priority to loans for racially and socially segregated, suburban construction. The FHA's *Underwriting Manual* used upscale neighborhoods as its prototype for suburban neighborhoods. The manual promoted homogeneity and privacy and gave high marks to plans that offered segregated land use with shopping centers, curved residential streets, and cul-de-sacs for privacy. The FHA also preferred large "operative builders" who oversaw all phases of planning and construction (Hanchett 1998: 232-236; Wyatt and Woodward 2000: 9-10).

The major builder/developers in the postwar boom included Lex Marsh, Charles Ervin, C. D. Spangler, and John Crosland. John Crosland platted and developed Westover Hills, as well as numerous other residential and commercial subdivisions. Born in 1898 in Richmond County, North Carolina, Crosland established the second largest home-building company in the city (Charles Ervin's firm was the largest). When he turned the family business over to his son in 1973, Crosland had built approximately 6,500 houses in more than a dozen subdivisions in Charlotte. Among the Crosland Company's projects were Beverly Woods, Club Colony, Plaza Hills, Morningside, Forest Park, Ashley Park, Spring Valley, Woodbridge, Laurel Woods, Foxcroft East, Coventry Woods, and Sardis Woods (Hanchett 1998: 329; Mecklenburg County Register of Deeds, Map Index; *Charlotte News* 23 May, 24 May, 14 June 1977).

The Crosland Company laid out Westover Hills in 1939, significantly enlarging an earlier Westover plat that had been filed with the Register of Deeds office in 1935 **(Figure 11)**. The neighborhood's elevated site (with views of a municipal golf course to the east) was its primary amenity. The simple plan with narrow lots and straight streets was geared to workers at nearby businesses and factories. The neighborhood consisted primarily of two straight east-west roads and several intersecting streets sited between the Southern Railway and Wilkinson Boulevard (north) and West Boulevard (south). As with other postwar neighborhoods near west side factories and warehouses, Westover Hills was platted for smaller dwellings on modest-sized lots. Development began in the early 1940s but hit full stride in 1946 when returning GIs sparked an unprecedented demand for postwar housing throughout the city. Today, Westover Hills remains

residential and mostly single family though rental property now predominates (Mecklenburg County Map Book 4:379; Deed Books 1474:15; 1704:442; Hanchett 1998: 234).

Evaluation of Eligibility

Westover Hills does not retain the seven aspects of integrity required for National Register eligibility. While the subdivision does retain its integrity of feeling and setting--with the original plan intact and the architectural rhythm and scale of the one-story houses little changed—the houses lack sufficient integrity of design, materials, and workmanship for the National Register. Reflecting simple variations of Minimal Traditional designs, the dwellings are now altered with replacement sidings and windows and later additions.

The city contains numerous, finer expressions of its postwar suburban expansion. The 2000 survey of postwar architecture in Mecklenburg County identified the Cloisters and Carmel Park as two such examples that are eligible for the National Register. Both neighborhoods are notable for their Modernist designs as well as for their intact examples of Colonial Revival, split-level, and ranch houses. The survey also noted the postwar suburbs of Chantilly and Sedgefield as containing an array of representative postwar architecture, including Cape Cod, Minimal Traditional, Colonial Revival, and Modernist designs. Sedgefield, moreover, was laid out with an up-to-date naturalist design, giving high priority to existing topography and natural features in the siting of houses and platting of streets. The 2000 report was not a comprehensive inventory of the dozens of postwar suburbs in Charlotte but emphasized that "integrity of materials, workmanship, and design is crucial in determining the individual eligibility of subdivisions." In its modest scale, conservative plan and landscaping, and simple, altered house types, Westover Hills lacks both sufficient integrity and significance for the National Register (Wyatt and Woodward 2000: 42-43).

Figure 10
Westover Hills Neighborhood
Site Plan

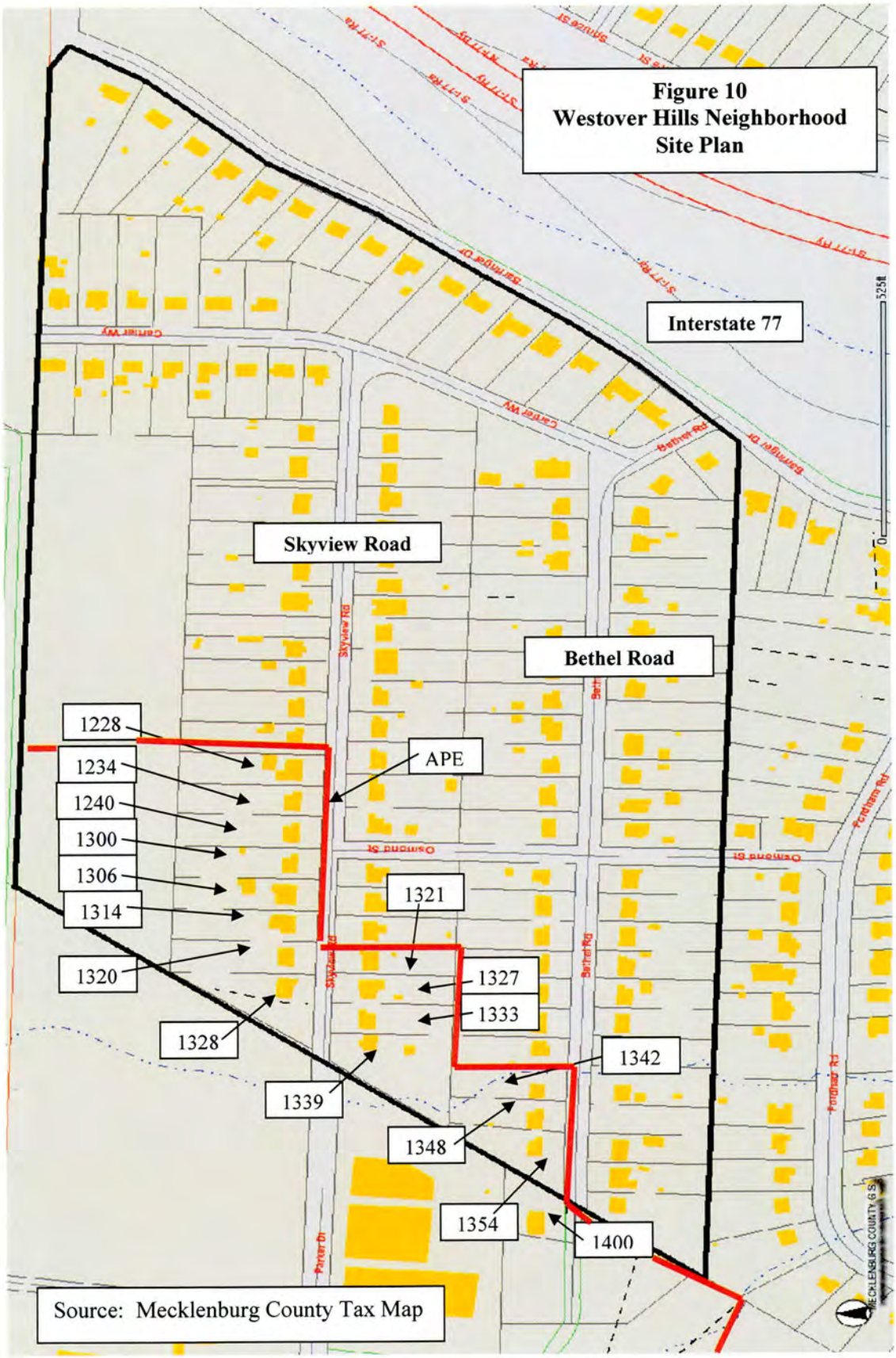
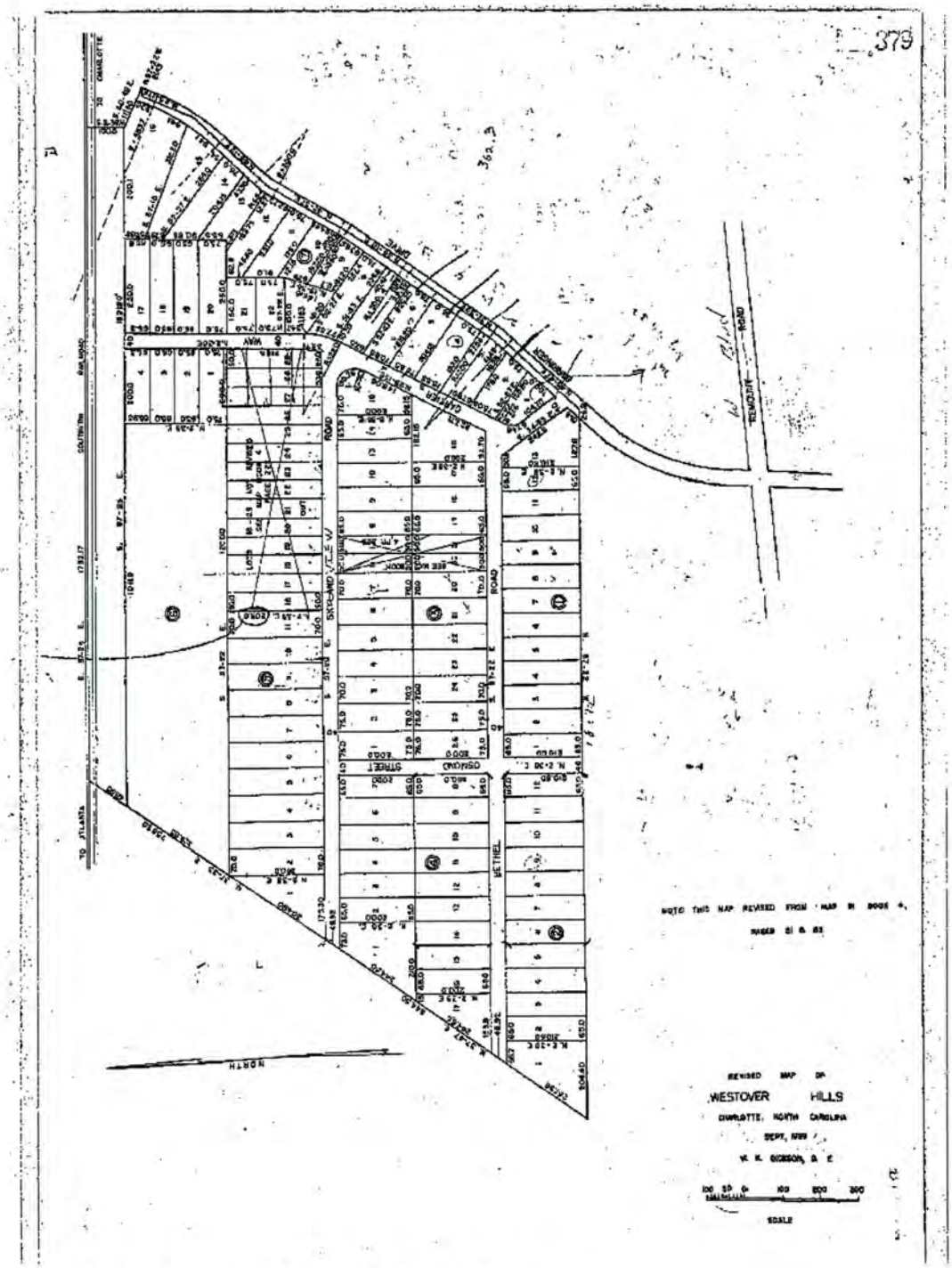


Figure 11

Westover Hills Neighborhood
1939 Plat



Source: Mecklenburg County Register of Deeds

Plate 27. Westover Hills, Bethel Road, Looking East.

Plate 28. Westover Hills, Barringer Drive, Looking South.

Plate 29. Westover Hills, 1300 Block of Skyview Road (Within APE), Looking East.

Plate 30. Westover Hills, Looking West into Project Area from Skyview Road.

Plate 31. Westover Hills, 1333-1339 Skyview Road (Within APE), Looking Southwest.

Plate 32. Westover Hills, 1328-1320 Skyview Road (Within APE), Looking Northeast.

Plate 33. Westover Hills, 1320 Skyview Road (Within APE), Looking North.

Plate 34. Westover Hills, 1333-1327 Skyview Road (Within APE), Looking Southeast.

Plate 35. Westover Hills, 1314-1306 Skyview Road (Within APE), Looking Northeast.

Plate 36. Westover Hills, 1327-1321 Skyview Road (Within APE), Looking Southeast.

Plate 37. Westover Hills, 1306-1234 Skyview Road (Within APE), Looking Northeast.

Plate 38. Westover Hills, 1300-1240 Skyview Road (Within APE), Looking Northeast.

Plate 39. Westover Hills, 1240-1234 Skyview Road (Within APE), Looking Northeast.

Plate 40. Westover Hills, 1228 Skyview Road (Within APE), Looking Northeast.

Plate 41. Westover Hills, 1400 Bethel Road (Within APE), Looking North.

Plate 42. Westover Hills, 1354-1348 Bethel Road (Within APE), Looking Northeast.

Plate 43. Westover Hills, 1342 Bethel Road (Within APE), Looking Northeast.

Plate 44. Westover Hills, North Side of Bethel Road, Looking East from 1342 Bethel Road.

No. 19 Wilmore Historic District (MK2932) (Locally Designated Historic District 2010)
Roughly bounded by South Tryon Street, Wilmore Drive, Merriman Avenue, and West Summit Avenue
Charlotte, Mecklenburg County

Physical Description (**Figure 12; Plates 45-61**)
Located southwest of center city Charlotte on the east side of Interstate 77, the Wilmore neighborhood is one of a number of streetcar suburbs that developed in Charlotte in the late nineteenth and twentieth centuries. With West Boulevard as its main artery, the neighborhood was platted with both grid and curvilinear street systems. The tree-shaded streets are lined with closely-spaced, single-family houses, duplexes, and small apartment houses as well as the small stores, churches, and schools that characterized neighborhoods of this period. Developed after 1914, the architecture of Wilmore reflects nationally popular styles of the early twentieth century with frame and brick bungalows, revival style cottages, and American Foursquare "quadraplex" apartment houses. The neighborhood also retains its substantial, brick, Neoclassical Revival school (MK2257) built in the 1920s along West Boulevard as well as brick Colonial Revival and Gothic Revival churches and masonry commercial buildings. Although most of the houses date to the 1910s and 1920s, the neighborhood contains some Minimal Traditional and modernist-inspired houses, brick L-plan cottages, and modernist apartment complexes that were all constructed after World War II.

The APE for this project overlaps the proposed National Register boundaries (and the local historic district boundaries) in the area of Merriman Avenue. The APE contains the following eleven houses, all located along Merriman Avenue. With the exception of 1616 Merriman Avenue, all of the houses are contributing resources.

1528 Merriman Avenue (PIN 119-10-314)
The frame, front-gable bungalow (circa 1920) is well preserved with an engaged porch supported by battered piers that sit on brick pedestals. The house retains its four-over-one windows, weatherboard siding, shingled gable, and Craftsman-style knee brackets. The house contributes to the proposed Wilmore Historic District.

1536 Merriman Avenue (PIN 119-10-313)
Built circa 1920, the frame bungalow has a hip roof with exposed rafter tails and is covered in slate shingles. The hip-roofed porch has battered piers resting on brick pedestals. The house retains its paired, four-over-one windows, but the asbestos-shingle siding was added circa 1945. The well-preserved bungalow contributes to the proposed Wilmore Historic District.

1540 Merriman Avenue (PIN 119-10-312)
This postwar, Minimal Traditional cottage has a simple rectangular plan, side-gable roof, and an off-center entrance sheltered by a front-gable entry porch. The house has replacement shingle siding on the facade and vinyl siding on the side elevations. The six-over-six windows are also replacements. The house contributes to the proposed Wilmore Historic District.

1544 Merriman Avenue (PIN 119-10-311)
The frame, hip-roofed bungalow has an engaged porch supported by simple box piers and a hip-roofed dormer. The house has been vinyl-sided but retains its four-over-one windows. The circa 1920 house contributes to the proposed Wilmore Historic District.

1548-1550 Merriman Avenue (PIN 119-10-310)
This frame, bungalow duplex has a side-gable roof and two front-gable porches with battered piers and brick pedestals. The house now has vinyl German siding and replacement six-over-six windows. The house contributes to the proposed Wilmore Historic District.

1552 Merriman Avenue (PIN 119-10309)
This modest, brick postwar cottage has a hip roof and replacement vinyl-sash windows. The circa 1955 house contributes to the proposed Wilmore Historic District.

1560-1562 Merriman Avenue (PIN 119-10-307)
This frame, bungalow duplex has a side-gable roof and two front-gable porches supported by box piers. The house now has vinyl German siding and replacement one-over-one windows. The house contributes to the proposed Wilmore Historic District.

1604 Merriman Avenue (PIN 119-10-305)
This low-slung, hip-roofed, brick house was built circa 1955 with an engaged, screened side porch and a hip-roofed front porch. The house has replacement windows, and the battered porch piers are also part of a modern renovation.

1612 Merriman Avenue (PIN 119-10-327)
This substantial, two-story, brick apartment building has a domestic, American Foursquare form with a hip roof, broad, box eaves, and a rectangular plan. Built circa 1925, the building has hip-roofed dormer and hip-roofed entrance porch that is supported by replacement box piers. The one-over-one windows are also replacements. Typical of the quadraplexes built in Charlotte's early twentieth century suburbs, the apartment building contributes to the proposed Wilmore Historic District.

1616 Merriman Avenue (PIN 119-10-302)
This Craftsman-style bungalow has undergone an extensive, recent remodeling that includes a second story added at the rear of the house. The house has a steeply pitched front-gable roof, a wraparound porch supported by replacement battered piers that sit on brick pedestals. The house retains its German siding, and the upper-story addition is covered in cedar shakes. The single, paired, and grouped windows are all six-over-one replacements. Because of the major remodeling, the house does not retain sufficient integrity to contribute to the proposed historic district.

1622 Merriman Avenue (PIN 119-10-301)
This postwar, Minimal Traditional, brick cottage has a simple rectangular plan, side-gable roof, and an off-center entrance sheltered by a front-gable canopy. The house has an exterior end chimney, and its steel-sash casement windows are original. The circa 1950 dwelling contributes to the proposed Wilmore Historic District.

Historical Background

Wilmore emerged on the eve of World War I as one of the myriad streetcar suburbs that formed a ring of white-collar and blue-collar neighborhoods around downtown Charlotte. Only the area north of downtown lacked suburban development by the early 1900s. The extensive yard of the Southern Railway, nearby industry, and the east-west route of the Seaboard Railway all made access to the north side more difficult and suburban development less feasible than in other locations (Hanchett 1998: 164).

Wilmore was platted in 1914 after real estate broker and developer, F.C. Abbott, purchased the former Wilson and Moore family farms. Abbott, a Connecticut native, had joined George Stephens, a son-in-law of the prominent Myers family, to form a real estate brokerage company that soon began undertaking its own development projects. Charlotte was ripe for such suburban development. The city was a boomtown at the turn of the twentieth century, and between 1900 and 1910, the population grew by eighty-eight percent. By the 1910s, most of the available land on Charlotte's periphery had been bought and platted for residential subdivisions (Hanchett 1998: 163-165; Bishir and Earley 1985: 70-72; Mecklenburg County Register of Deeds, Plat Maps; Sanborn Map Company 1911).

Situated southwest of the center city, Wilmore was tucked in between the Southern Railway main line to the west and the former Charlotte and South Carolina Railroad (which became part of the Southern Railway system in the 1890s) to the east. The latter rail corridor and parallel South Boulevard separated the new neighborhood from Dilworth, the city's first streetcar suburb. North of Wilmore had been the forty-acre Rudisill Gold Mine. Summit Avenue, generally the northern border of Wilmore and the southern edge of the former mine site, was originally known as Gold Road. The fifteen-block area between Summit and Morehead Street became prime industrial real estate in the early twentieth century, and the proximity of such ready employment made the former Wilson and Moore farms ripe for residential development. Furthermore, the Mint Street trolley line also gave Wilmore residents easy access to downtown. With so many nearby industries, Wilmore was developed for both blue-collar and middle-class residents, and the mix of bungalows (both single-family and duplexes) reflects this socio-economic composition (Hanchett 1998: 164; Mattson, Alexander and Associates, Inc. 1993).

Wilmore was platted in several sections. The first plat was bounded by an extension of Mint Street (from downtown) to the west, Camden Road (bordering Dilworth) to the east, West Park Avenue to the north, and West Worthington Avenue to the south. (Both West Park and West Worthington avenues were extensions of Dilworth streets although none of the Dilworth streets crossed the rail line into Wilmore.) This first section of Wilmore was laid out with the conventional grid street system that mirrored the streets of Dilworth. Only South Tryon Street, with its diagonal route, broke the street grid of the new neighborhood as this historic northeast-southwest Indian path made its way from downtown towards the Catawba River (Sanborn Map Company 1911; Mecklenburg County Register of Deed, Plat Maps).

A second plat and an addition were also laid out in 1914 to extend the neighborhood west to the Southern Railway corridor and north to what is now Summit Avenue (within the APE). The initial second plat was designed by Wilbur W. Smith, C.E. to include West Boulevard, Spruce Street, and Merriman Avenue (within the APE) while the revised plat was prepared by the engineering firm of Blair and Drane in April 1914. Both these plats incorporated the curvilinear street designs that had been made popular in Myers Park and an extension of Dilworth (Mecklenburg County Register of Deeds, Plat Maps).

Prior to World War I, most suburbs, both in Charlotte and nationally, conformed to the long-established grid street pattern with square blocks of uniform size. Charlotte was unusual in its early adoption of the naturalistic designs favored by Progressive Era urban planners, who replaced the street grid with curvilinear roads that conformed to the topography of the land and who used parkway-like boulevards to connect adjacent neighborhoods. Planners also favored the use of extensive landscaping, particularly tall, shade trees, to create park-like settings. The most expressive and extensive local example of the new design trends was carried out in Myers Park, designed by nationally prominent planner, John Nolen, for Abbott's partner, George Stephens. While far more modest in its scale and expression, Wilmore illustrates both these patterns with curvilinear streets (including Merriman Avenue in the APE) and the conventional grid system on the east side of the neighborhood, mirroring the development of adjacent Dilworth (Hanchett 1998: 164-165; 170; Mecklenburg County Deeds, Book 332, page 96, Deed Book 230, page 297, and Deed Book 3, page 33).

Despite its earlier advantages, Wilmore began to suffer during the depression of the 1930s, in part because of changes in federal housing policies. In an effort to help the ailing U.S. mortgage market, the Home Owners' Loan Corporation, a New Dean program, began to grade the credit worthiness of urban neighborhoods across the nation. In 1937, the appraisers gave Wilmore a C grade even though the neighborhood was a well-maintained suburb of upper blue-collar workers and lower white-collar residents. Because most banks would offer mortgages only in A and B areas, Wilmore began to decline. Postwar housing policies in the form of urban renewal also spurred changes to Wilmore. Under urban renewal, 1,480 buildings in the African American neighborhood of Brooklyn in downtown Charlotte were razed, and no new construction replaced the lost housing units. Many of the displaced black families moved into formerly all-white areas near downtown, including Wilmore. Many houses became rental units, and increased crime and poverty brought further disinvestment in the area. In recent decades, population growth has spurred a renewed interest in older neighborhoods in the urban core, and Wilmore has once more become a desirable neighborhood (Hanchett 1998: 229-231, 250; "City Gains a New Local Historic District," *Charlotte Observer* 19 May 2010).

Evaluation of Eligibility

The Wilmore Historic District is recommended as eligible for the National Register under Criterion C for architecture. The proposed historic district retains the seven aspects of integrity needed for National Register eligibility. The district retains its integrity of location southwest of downtown Charlotte and west of Dilworth, the city's first streetcar suburb. Wilmore retains the setting, feeling, association, design, workmanship, and materials of Charlotte streetcar suburbs that ringed the center city in the early twentieth century. The largely residential suburb has an intact collection of period cottages, bungalows, and American Foursquare apartment houses as well as imposing, masonry churches, school, and commercial buildings.

The period of significance for the proposed historic district extends from 1914 when Wilmore was platted to 1961, the fifty-year guideline for National Register eligibility. The historic district does not possess the exceptional significance needed to extend the period of significance beyond 1961.

The Wilmore Historic District has architectural significance under Criterion C. The shady blocks of single-family dwellings, duplexes, and apartment houses illustrate the mix of architectural styles that defined Charlotte's streetcar suburbs during the early twentieth century. Frame, Craftsman-style bungalows; brick, Tudor Revival dwellings; and frame Colonial Revival cottages reflect nationally popular residential styles of the period. The imposing, brick, Neoclassical school, masonry corner stores, and expressive, Neoclassical and Gothic Revival churches also

illustrate popular styles of period while also underscoring the role of these institutions as community centerpieces.

The Wilmore Historic District is not eligible under Criterion A because the district is not associated with a specific event that marks an important moment in American history or a pattern of events or historic trend that made a significant contribution to the development of a community, a state, or a nation.

The proposed historic district is not eligible under Criterion B because Wilmore is not associated with individuals whose activities were demonstrably important within a local, state, or national historic context.

The Wilmore Historic District is not eligible for the National Register under Criterion D (potential to yield information) because the district is not likely to yield any new information pertaining to the history of building design or technology.

The proposed National Register boundary encompasses the greatest concentration of contributing resources and eliminates either modern construction or those properties that have lost their integrity through heavy alteration or deterioration. The boundary corresponds to the local historic district boundary and is defined roughly by Summit Avenue to the north, Merriman Avenue to the west, Wilmore Drive to the south, and South Tryon Street to the east. Comprised of roughly 395 acres, these boundaries include residential streets, churches, commercial buildings, and the elementary school, all within the historic plats of the Wilmore neighborhood. All the contributing resources date to the early to mid-twentieth century.

Most of the historic district lies outside the APE, but eleven properties are located within the APE (see **Figure 12**). The eleven houses are: 1) 1528 Merriman Avenue (PIN 119-10-314); 2) 1536 Merriman Avenue (PIN 119-10-313); 3) 1540 Merriman Avenue (PIN 119-10-312); 4) 1544 Merriman Avenue (PIN 119-10-311); 5) 1548-1550 Merriman Avenue (PIN 119-10-310); 6) 1552 Merriman Avenue (PIN 119-10309); 7) 1560-1562 Merriman Avenue (PIN 119-10-307); 8) 1604 Merriman Avenue (PIN 119-10-305); 9) 1612 Merriman Avenue (PIN 119-10-327); 10) 1616 Merriman Avenue (PIN 119-10-302); and 11) 1622 Merriman Avenue (PIN 119-10-301). Ten of the eleven resources contribute to the significance of the historic district; the sole noncontributing resource has lost its integrity through remodeling. The proposed National Register boundaries are depicted in **Figure 13.**

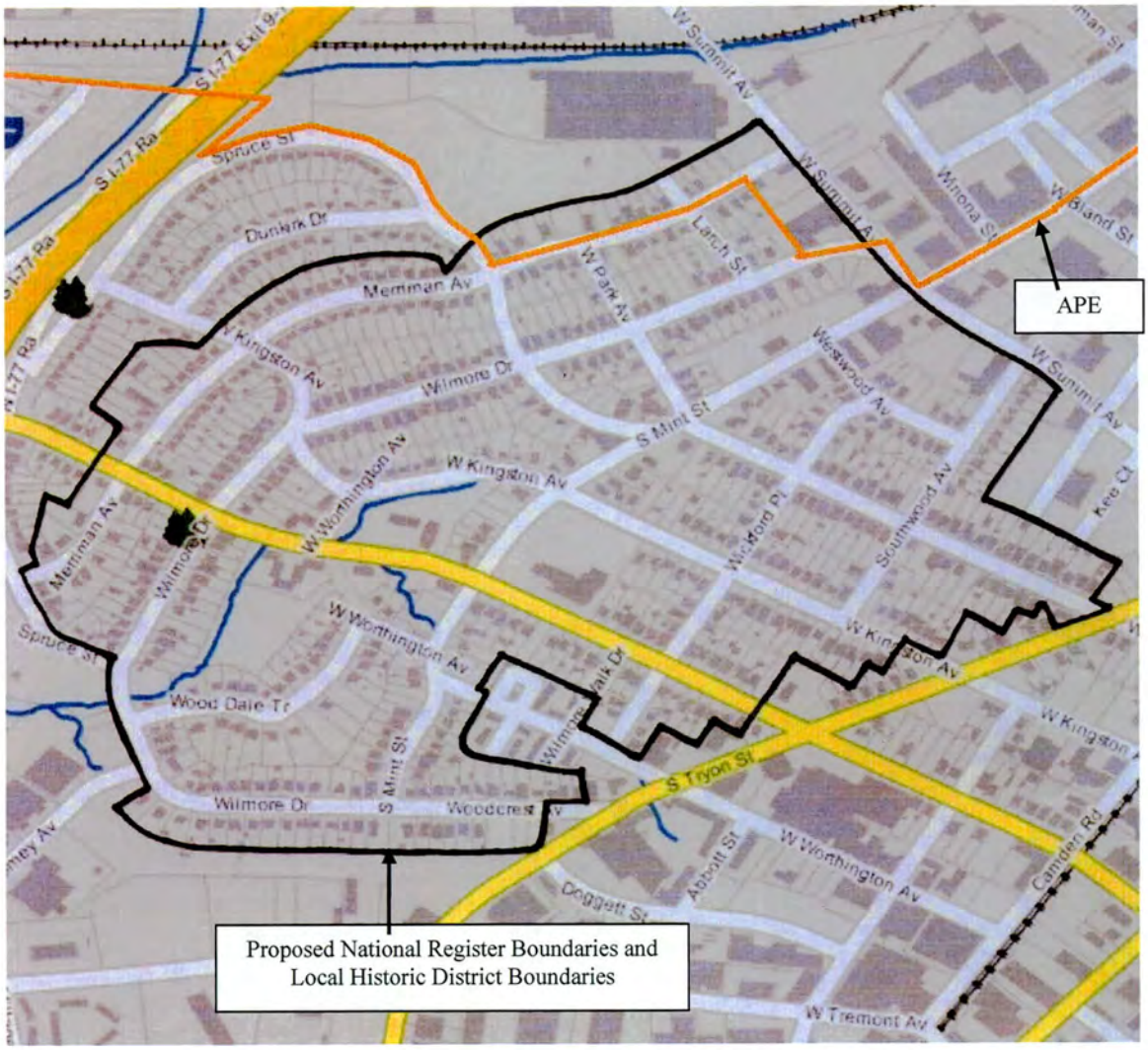
Figure 12

Wilmore Historic District—Houses Within the APE
Site Plan

Source: Mecklenburg County Tax Map

Figure 13

Wilmore Historic District
Local Historic District Boundaries and Proposed National Register Boundaries



Source: www.livinginwilmore.com

Plate 45. Wilmore Historic District, 1528 Merriman Avenue (Within APE), Looking North.

Plate 46. Wilmore Historic District, 1536 Merriman Avenue, Looking Northwest.

Plate 47. Wilmore Historic District, 1540 Merriman Avenue (Within APE), Looking North.

Plate 48. Wilmore Historic District, 1544 Merriman Avenue (Within APE), Looking North.

Plate 49. Wilmore Historic District, 1548-1550 Merriman Avenue (Within APE), Looking North.

Plate 50. Wilmore Historic District, 1552 Merriman Avenue (Within APE), Looking North.

Plate 51. Wilmore Historic District, 1560-1562 Merriman Avenue (Within APE), Looking Northwest.

Plate 52. Wilmore Historic District, 1604 Merriman Avenue (Within APE), Looking Northwest.

Plate 53. Wilmore Historic District, 1612 Merriman Avenue (Within APE), Looking North.

Plate 54. Wilmore Historic District, 1616 Merriman Avenue (Within APE), Looking Northwest.

Plate 55. Wilmore Historic District, 1622 Merriman Avenue (Within APE), Looking North.

Plate 56. Wilmore Historic District, Bungalows Along South Mint Street, Looking East.

Plate 57. Wilmore Historic District, Apartment House Along South Mint Street at West Kingston Avenue, Looking West.

Plate 58. Wilmore Historic District, Houses Along Wilmore Drive, Looking Southwest.

Plate 59. Wilmore Historic District, Houses Along Wilmore Drive, Looking West.

Plate 60. Wilmore Historic District, Greater Galilee Baptist Church, South Mint Street at West Park Avenue, Looking West.

Plate 61. Wilmore Historic District, Postwar Houses on West Kingston Avenue, Looking East.

No. 20 Charlotte Pipe and Foundry Company Complex (MK3075)
1335 South Clarkson Street (PIN 073-26-230)
Charlotte, Mecklenburg County

Physical Description (**Figure 14; Plates 62-71**)
The principal investigators were denied access to the Charlotte Pipe and Foundry Company site. The description and evaluation of the complex is therefore based on views of the property from adjacent public streets; published histories of the company; and tax records. The complex occupies a seventeen-acre parcel just southwest of downtown along Interstate 277 and the Norfolk Southern Railway line. This vast industrial property encompasses sizable steel warehouses and manufacturing buildings. The main foundry complex is situated on the southeast side of South Clarkson Street and is bounded by the railroad tracks (south), South Clarkson Street (northwest), Summit Avenue (southwest), and Interstate 277 (north). While established on the site in the early 1900s, the principal foundry building has been replaced a number of times. The modern foundry was built in the mid-1990s. The site also includes a number of modern, prefabricated metal warehouses and guardhouses visible from South Clarkson Street and Summit Avenue. Tax records also lists warehouses and light manufacturing facilities dating from the 1940s and 1950s although most of these buildings appear to have replacement metal siding on original reinforced concrete foundations. The reinforced concrete retaining wall that runs along South Clarkson Street to border the northwest side of the complex appears to date to the 1940s.

Historical Background
In 1901, local businessman, Willis Frank Dowd, established Charlotte Pipe and Foundry in the emerging Dilworth industrial corridor just south of the center city. Dowd's new company employed twenty-five workers to manufacture cast iron drain, waste, and vent pipes and fittings that were sold throughout the region. A 1907 fire destroyed the facility, and Dowd soon expanded and reopened the business along the Southern Railway on South Clarkson Street where it remains today. At present, the company employs some 1,400 workers in two locations (Charlotte and Union County) with sales in all fifty states. Charlotte Pipe and Foundry remains under the ownership and control of the Dowd family and is recognized as the oldest soil pipe foundry under continuous ownership in the United States (Smith 2001: 2-10).

As the foundry prospered and expanded, the seventeen-acre facility on South Clarkson Street underwent numerous changes. In 1930, a fire destroyed the main foundry building. The company commissioned the Ingalls Iron Works and Steel Construction Company to construct a new and larger foundry which was completed in 1931 at a cost of $45,000. The building had twice the capacity of the original, producing nearly 4,000 tons of pipe and fittings, and established Charlotte Pipe and Foundry as one of the largest soil pipe makers in the United States. The company also built twelve houses and a church for workers on the northwest side of the site along Ervin Creek. By the early 1940s, Charlotte Pipe and Foundry consisted of a complex of expansive, one and two-story, frame and metal buildings arranged between the railroad tracks and South Clarkson (Smith 2001: 20-22, 39; Smith 1977: 46).

Charlotte Pipe and Foundry continued to modernize its operation after World War II as suburbanization generated a growing demand for drainage and waste pipes. The company built a new foundry in 1957 equipped with the latest automatic, centrifugal pipe fitting and molding machines to increase production. Spurred on by new technologies as well as growing environmental controls, the company replaced older buildings and equipment with up-to-date facilities throughout the 1960s, making Charlotte Pipe and Foundry a national leader in pipe manufacturing. The company razed several streets of worker housing and added buildings and storage yards on the northwest side of South Clarkson Street. During the 1970s and 1980s,

federal regulations to control fly ash emissions and clean wastewater, combined with the development of an array of high-speed, automated machinery and the introduction of computers in the manufacturing process, have ushered in state-of-the-art facilities at the site. In the mid-1990s, a modern foundry was constructed at a cost of $15,000,000. Charlotte Pipe and Foundry also opened an entirely new division, Charlotte Plastics, devoted to the manufacture of plastic pipe and fittings. The expansive plastics facility is located in rural Union County just south of Charlotte (Smith 2001: 35, 52-53, 56, and 67).

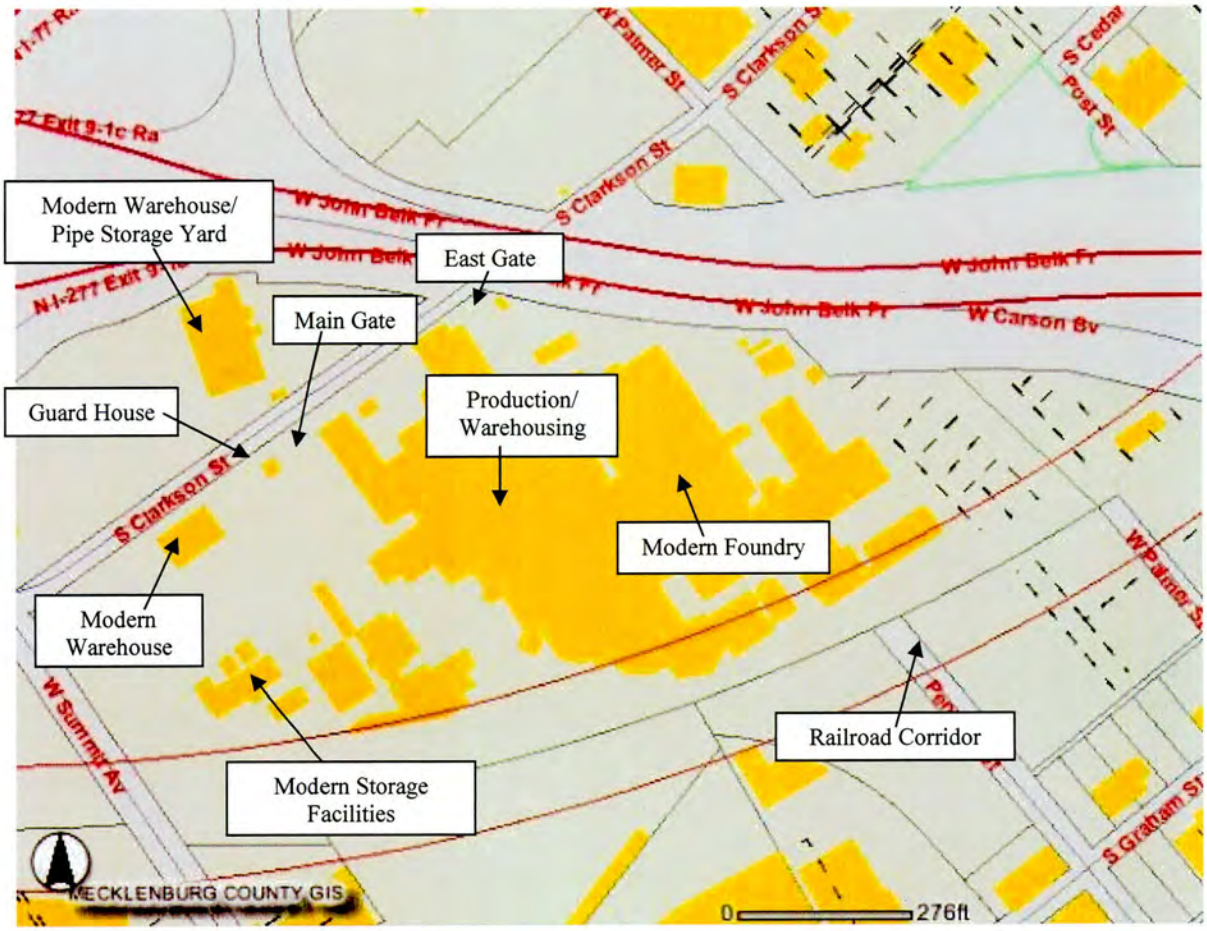
Evaluation of Eligibility

Charlotte Pipe and Foundry is not recommended for National Register eligibility under any criterion. Because of numerous and significant modifications to the complex in recent decades, the complex no longer retains the seven aspects of integrity needed for eligibility. Although Charlotte Pipe and Foundry occupies its historic location, modern changes to the site have altered its integrity of setting, feeling, and association as well as its integrity of design, materials, and workmanship.

A major manufacturer of soil pipe, the facility has been modernized over time to boost production and to adapt to the latest technologies. While tax records show a collection of 1940s and 1950s buildings on the site, the complex also contains modern warehouses and industrial plants including the 1990s foundry building. In addition, earlier buildings have been updated with modern metal sidings. The northwest side of the company's holdings (northwest side of South Clarkson Street) has been converted from worker houses to warehouses and storage yards. Although the principal investigators were not allowed access to the property, based on the available documentary and physical evidence, this large industrial complex does not appear to have sufficient integrity to merit National Register eligibility.

Figure 14

Charlotte Pipe and Foundry Company Complex
Site Plan



Source: Mecklenburg County Tax Map

Plate 62. Charlotte Pipe and Foundry Company Complex, Overall View, Looking Northeast Along Railroad Line From Summit Avenue.

Plate 63. Charlotte Pipe and Foundry Company Complex, Overall View, Modern Storage Bins, Looking Northeast From Summit Avenue.

Plate 64. Charlotte Pipe and Foundry Company Complex, Main Gate on South Clarkson Street, Modern Warehouse (Left); Guard House (Right), Elevated Walkway, Looking East.

Plate 65. Charlotte Pipe and Foundry Company Complex, Main Gate on South Clarkson Street, Modern Warehouse and Elevated Walkway, Looking Southeast.

Plate 66. Charlotte Pipe and Foundry Company Complex, Main Gate on South Clarkson Street, Modern Guard House, Elevated Walkway, Storage Silos (Rear), Looking Southeast.

Plate 67. Charlotte Pipe and Foundry Company Complex, Light Manufacturing Facility With Modern Siding and Roofing, Looking East From South Clarkson Street.

Plate 68. Charlotte Pipe and Foundry Company Complex, Looking Southwest Along South Clarkson Street.

Plate 69. Charlotte Pipe and Foundry Company Complex, East Gate, Looking East Towards Modern Foundry From South Clarkson Street.

Plate 70. Charlotte Pipe and Foundry Company Complex, Looking Southwest Along South Clarkson Street From Main Gate.

Plate 71. Charlotte Pipe and Foundry Company Complex, Modern Warehouses and Pipe Storage Yards, West Side of South Clarkson Street, Looking Northeast.

No. 28 Textile Mill Supply Company Building (MK1835) (NR 1999) (Local Landmark 2000)
1300 South Mint Street (PIN 073-26-505)
Charlotte, Mecklenburg County

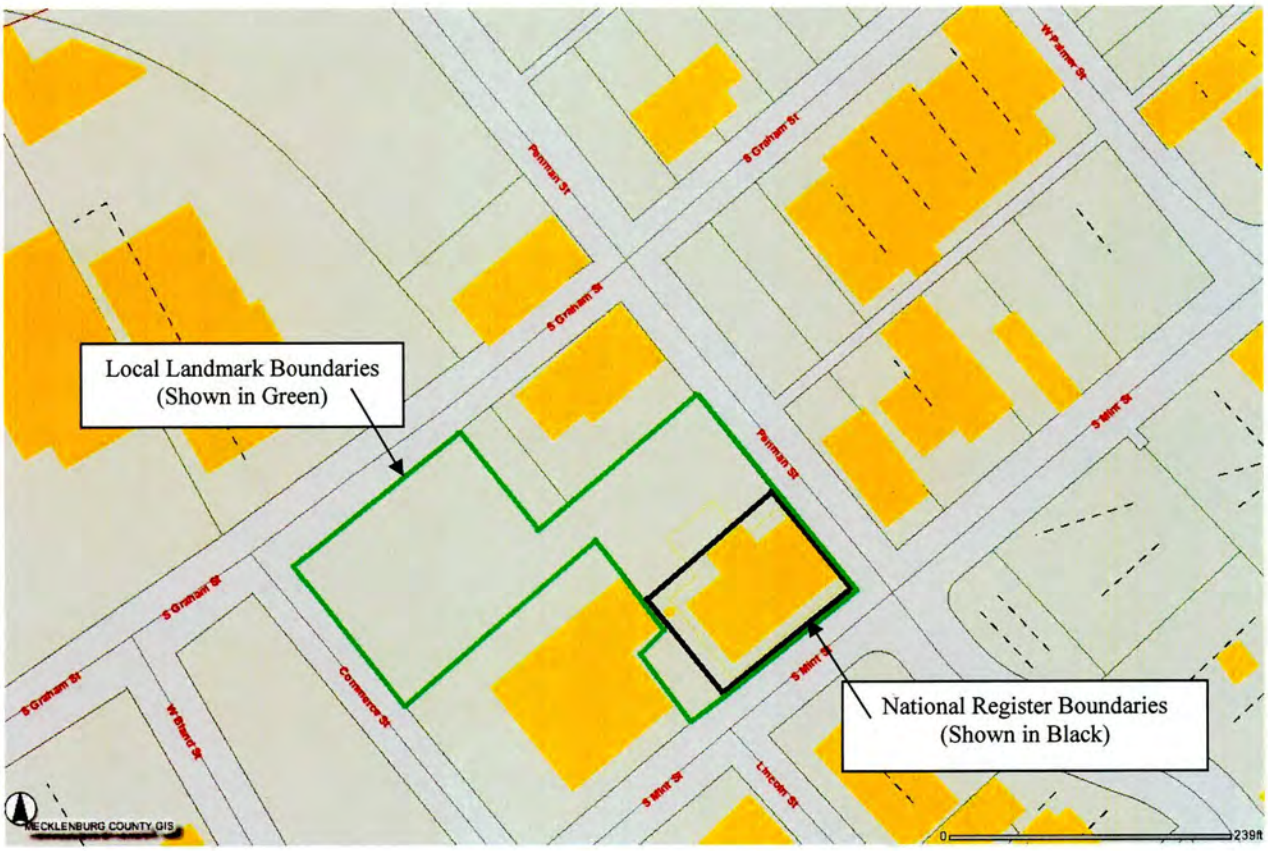
Summary Statement of Significance and Eligibility (**Plates 72-75**)
Built in 1922, the Textile Mill Supply Company Building has historical significance in the areas of commerce and industry (Criterion A) for its contributions to the region's booming textile industry in the early twentieth century. The company was among the city's major distributors of products essential to textile manufacturing, including pulleys, shafts, bearings, lubricants, couplers, spinning rings, ball bearings, electric motors, pumps, casters, and metal shelving. The building also housed the Charlotte Manufacturing Company which leased space on the third floor for manufacturing and shipping card clothing and loom reeds.

The three-story, red brick Textile Mill Supply Company Building also has architectural significance (Criterion C). Designed by the prominent, regional engineering firm of Lockwood Green and Company, the building is a notable, local example of early twentieth century commercial warehouse design. The formal, symmetrical exterior features a stepped parapet with concrete coping; banks of large, steel sash windows with concrete lintels and sills; brick corbelling, and decorative diamond motifs in each end bay on the front elevation. The interior retains its wood flooring and the heavy timber piers and beams associated with mill construction.

Listed in the National Register in 1999, the Textile Mill Supply Company Building underwent a certified rehabilitation in 2000. The rehabilitation project included a three-story addition on the rear (west) elevation. Now occupied by professional offices, the property remains eligible for the National Register under Criteria A and C. The National Register boundaries encompass a 0.479-acre, rectangular tract, measuring 180 feet on the southeast and northwest sides and 116 feet on the northeast and southwest sides, which, according to the National Register Boundary Justification, "are determined by the limits of cultural materials and features". The boundaries are shown on **Figure 15**. In addition, the property was designated a local historic landmark in 1998 by the Charlotte-Mecklenburg Historic Landmarks Commission. The local landmark boundaries encompass the entire 1.453-acre tax parcel (Morrill 1998).

Figure 15

Textile Mill Supply Company Building
National Register Boundaries and Local Landmark Boundaries



Source: Mecklenburg County Tax Map

Plate 72. Textile Mill Supply Company Building, Façade and North Elevation, Looking West.

Plate 73. Textile Mill Supply Company Building, Windows, South Elevation, Looking North.

Plate 74. Textile Mill Supply Company Building, Modern Addition, Looking East.

Plate 75. Textile Mill Supply Company Building, Interior.

No. 30 Electric Supply and Equipment Company Building (MK1877) (Local Landmark 2001)
421 Penman Street (PIN 073-26-504)
Charlotte, Mecklenburg County

Physical Description (**Figure 16; Plates 76-79**)
Constructed in 1925-1926, the Electric Supply and Equipment Company Building is situated on a sloping, rectangular lot on the southeastern corner of the intersection of South Graham and Penman streets, in an area of warehouses and small industrial buildings. An abandoned railroad spur parallels the property to the south. The two-story, red brick building is three bays wide and ten bays deep. Corbelled brick pilasters separate the bays. The two rear bays were added after the initial construction. The formal exterior has large, steel sash windows and a stepped parapet with concrete coping. The interior retains its wood flooring and ceilings as well as its structural system of steel posts and wood beams.

In 2000-2001, significant changes were made to the building during its conversion to office use. The original entrance at the center of the north elevation was replaced by a window, and the entrance was relocated to the side (east) elevation. A modern, covered walkway with brick piers and a one-bay façade now runs along the east elevation and leads to the entry which is designated by a projecting, two-story addition that is capped by a vaulted roof. The entrance lobby contains a modern stairway, bathrooms, and elevator. Replacement metal sash windows with larger panes than the originals now fill the east and rear elevations. The remodeled interior has replacement wood flooring and exposed wood ceilings, brick walls, steel posts, and wood beams. Sheet-rocked partition walls define offices that now fill the original open spaces (Morrill 2001).

Historical Background
In 1925-1926, the Electric Supply and Equipment Company constructed this building on Penman Street for the sale and distribution of electrical supplies and components. The company was among the scores of wholesalers and distributors of industrial equipment that emerged in Charlotte during this period to serve the region's textile mills primarily. Originally located at 220 West First Street in center city Charlotte, the Electric Supply and Equipment Company relocated to the present, larger building to accommodate its growing business and inventory (Morrill 2001).

The company commissioned the South Carolina engineering firm of Lockwood, Green and Company to design the new building which was constructed by the Charlotte contracting company, Blythe and Isenhour. With W. Herbert Martin as president, Rogers W. Davis as secretary, and Thomas G. Lane as treasurer, the Electric Supply and Equipment Company received electrical supplies and components by rail and distributed these items primarily by truck to industrial customers throughout the Piedmont. A 1935 advertisement in the *Charlotte City Directory* stated that the Electric Supply and Equipment Company sold motors, transformers, fans, lamps, meters, wiring devices, copper wire, and pole and line material. In 200-2001, the building was extensively renovated and converted to professional offices (*Charlotte City Directory* 1935; Morrill 2001).

Evaluation of Eligibility
The Electric Supply and Equipment Company Building is not recommended for the National Register because the property no longer retains the seven aspects of integrity needed for eligibility. Because of recent renovations and additions, the building lacks sufficient integrity of design, materials, and workmanship. The main entrance has been relocated; modern windows and doors have been installed; and a modern, covered entranceway constructed on the east elevation. Inside, original posts and beams remain although the original wood flooring has been

replaced with modern wood flooring. A modern lobby with a new stairway and elevators is located in the relocated entranceway. Furthermore, Charlotte retains a number of more intact, early twentieth century commercial warehouses including the nearby Textile Mill Supply Company Building (NR 1999) (Local Landmark 1998), sited within the APE for this project. Other notable local examples include the Joseph Sykes Brothers Building (NR 2003) on South Mint Street, and the Carolina School Supply (NR 2001), Crane Company (NR 2001), Carolina Transfer and Storage (NR 1999), and Union Storage Warehouse (NR 2001) buildings on West Morehead Street.

Figure 16

Electric Supply and Equipment Company Building
Local Landmark Boundaries

Source: Mecklenburg County Tax Map

Plate 76. Electrical Supply and Equipment Company Building, Façade and East Elevation, Looking West.

Plate 77. Electric Supply and Equipment Company Building, East Elevation, Looking North.

Plate 78. Electrical Supply and Equipment Company Building, East Elevation, Looking West.

Plate 79. Electrical Supply and Equipment Company Building, Rear and West Elevations, Looking North.

No. 39 Southern Railway Bridge Over West Sixth Street (MK3076) (Determination of Eligibility 2003)
Carries Former Southern Railway Over West Sixth Street
Charlotte, Mecklenburg County

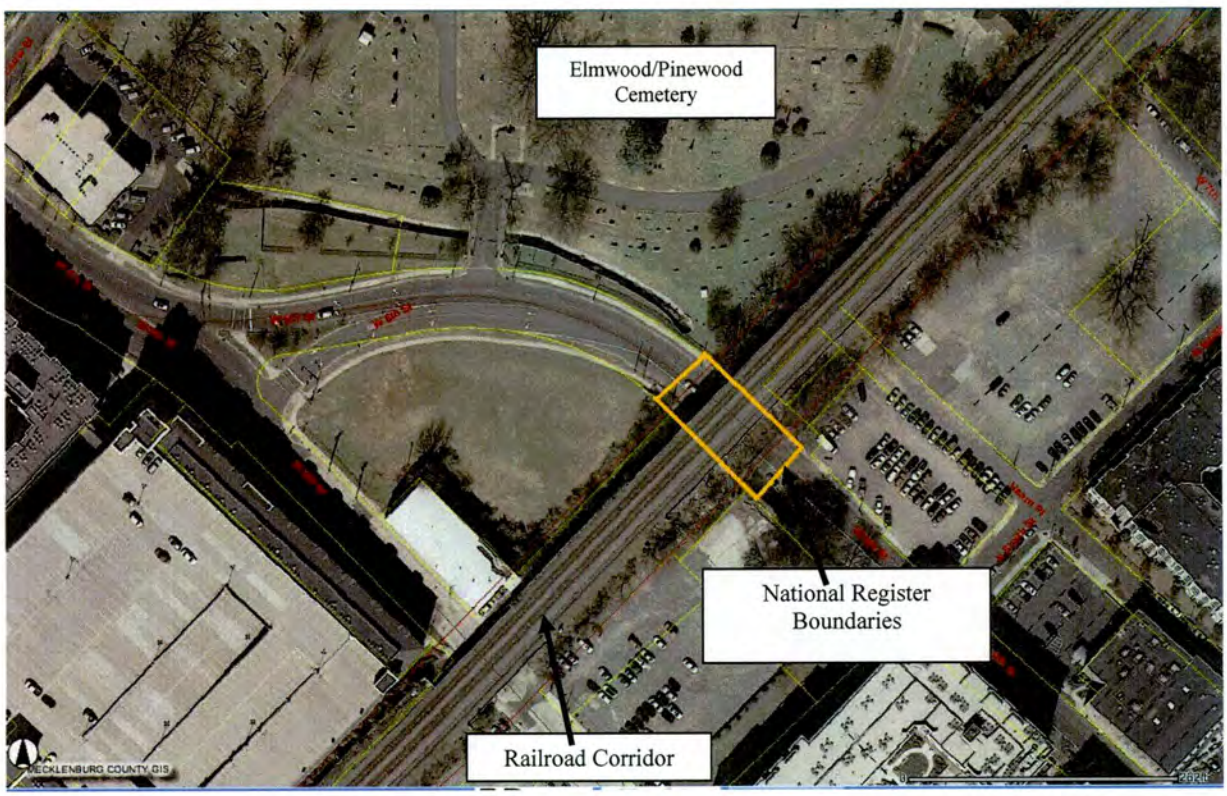
Summary Statement of Significance and Eligibility (**Plates 80-81**)
Constructed in 1952, this handsome, reinforced concrete, deck girder bridge carries the former Southern Railway over West Sixth Street in downtown Charlotte. With its rusticated base, arched sidewalk openings, bracketed balustrade, and other classically derived elements, the structure harkens to the grade separation campaigns that began nationally during the City Beautiful Movement of the early twentieth century and extended into the post-World War II period.

The 1952 bridge was part of a vigorous campaign by Mayor Victor Shaw to relieve congestion at railroad crossings in Charlotte. Despite the city's growth as a railroad center, until the mid-twentieth century Charlotte had few grade separations, and traffic was clogged at numerous railroad crossings. Upon his election in 1949, Shaw declared that, "grade crossing elimination was vital to the development of the city". The city hired Greensboro engineer, Frank T. Miller, to survey the rail crossings around the center city and to develop plans and specifications for the bridges to relieve traffic bottlenecks. In the ensuing years, Miller designed a series of railroad overpasses to carry rail lines over city streets. A Charlotte bond referendum in 1950 authorized $1,500,000 for the construction of grade separations. Between 1951 and 1954, Miller designed six new bridges over the city's major streets including the Southern Railway Bridge over West Sixth Street and new overpasses at East Third, East Fourth, East Eleventh, and East Trade streets (*Charlotte News*, 23-25 July 1949; *Minutes of the Charlotte City Council* 1949, 1950-1951, 1953-1954; Morrill 2005: 1-5).

Today, only the Southern Railway bridges over West Sixth and North Tryon streets, a simple overpass at East Eleventh Street that dates to the late 1950s, and the 1939 Seaboard Air Line Railway Bridge over North Tryon remain to illustrate this important period of downtown grade separations. This railroad overpass of West Sixth Street and the 1939 Seaboard Air Line bridge are the only surviving downtown spans that predate 1959. Although partially altered when the west side of the rail line was elevated, the Southern Railway Bridge retains its rusticated base, arched walkways, and classical balustrade. The circa 1952 structure has not changed significantly since its determination of National Register eligibility in 2003 and remains eligible under Criterion A for transportation and under Criterion C for design. Depicted in **Figure 17**, the National Register boundaries encompass the bridge, including the abutments and wing walls, and its immediate setting.

Figure 17

Southern Railway Bridge Over West Sixth Street
National Register Boundaries



Source: Mecklenburg County Tax Map

Plate 80. Southern Railway Bridge, Looking West Along West Sixth Street.

Plate 81. Southern Railway Bridge, Looking East Along West Sixth Street.

No. 40 Elmwood/Pinewood Cemetery (MK0072) (Determination of Eligibility 2003; Local Landmark 2004)
700 West Fifth Street (PIN 078-13-104)
Charlotte, Mecklenburg County

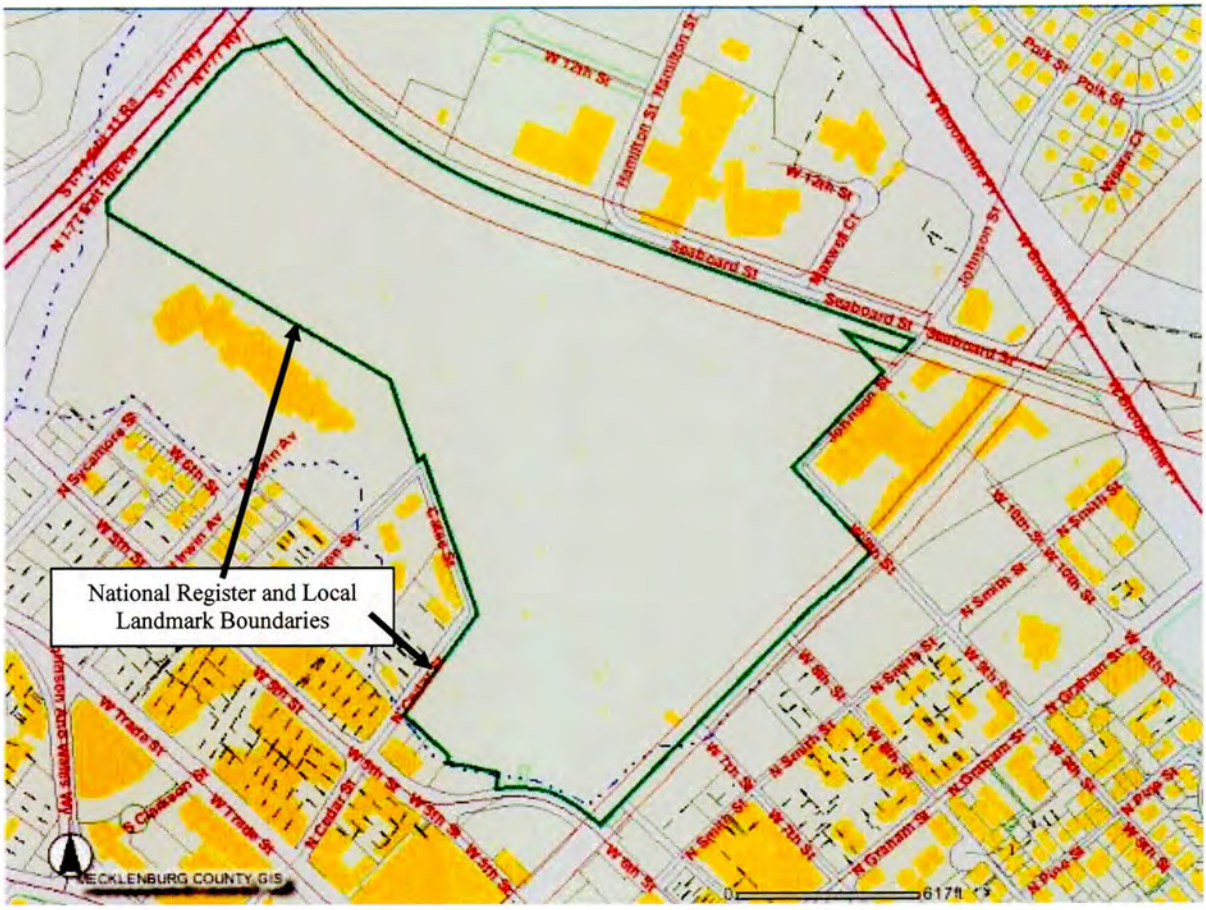
Summary Statement of Significance and Eligibility (**Plates 82-86)**
Built as the city graveyard, the seventy-two acre Elmwood/Pinewood Cemetery contains a variety of funerary art including notable examples of Gothic Revival, Egyptian Revival, and Neoclassical mausoleums as well as Charlotte's 1887 Confederate monument. Of particular note is a log cabin of granite that memorializes an early history enthusiast. Opening in 1853, Elmwood/Pinewood features the graves of some of Charlotte's most prominent citizens of the nineteenth and early twentieth centuries. Leading New South industrialist, Daniel Augustus Tompkins; developer, Edward Dilworth Latta; local civic leader, Samuel S. McNinch; and the city's first major African American architect, William W. Smith, are all interred here. Pinewood features two polychromatic brick mausoleums designed by William Smith. The Pinewood section is the best preserved African American cemetery in Mecklenburg County.

Located in the center city, the cemetery formed an integral part of the urban fabric at a time when such cemeteries served not only as burial grounds but also as important public parks. In the politically turbulent 1960s, Elmwood/Pinewood was at the center of the local civil rights movement when city councilman, Fred Alexander, spearheaded a successful drive to remove the chain link fence that divided all-white Elmwood from all-black Pinewood.

Elmwood/Pinewood Cemetery has not changed significantly since its determination of National Register eligibility in 2003. The cemetery remains eligible under Criterion A for its association with the city's African American heritage and under Criterion C for its fine collection of vernacular and nationally popular funerary designs from the nineteenth and early twentieth centuries. The National Register boundaries conform to those of the local landmark designation which encompass the original seventy-two acres set aside for the cemetery in the early 1850s. The boundaries are defined by the current tax parcel (PIN 078-13-104) shown in **Figure 18.**

Figure 18

Elmwood/Pinewood Cemetery
National Register Boundaries and Local Landmark Boundaries



Source: Mecklenburg County Tax Map

3

Plate 82. Elmwood/Pinewood Cemetery, Looking Southeast Towards the Southern Railway Bridge at West Sixth Street.

Plate 83. Elmwood/Pinewood Cemetery, Looking North.

Plate 84. Elmwood/Pinewood Cemetery, Pinewood Section, Looking East.

Plate 85. Elmwood/Pinewood Cemetery, Pinewood Section, Looking East.

Plate 86 Elmwood/Pinewood Cemetery, Gate to Pinewood Section, Looking South.

No. 41 Seaboard Street Historic District (MK2658) (Determination of Eligibility 2003; Study List 2001)
Bounded by Johnson Street, (west), North Smith Street (east), Seaboard Street (north), and West Ninth Street (south)
Charlotte, Mecklenburg County

Summary Statement of Significance and Eligibility (**Plates 87-92**)
The Seaboard Street Historic District developed in the late nineteenth and early twentieth centuries on both sides of the Seaboard Air Line Railway at the northern periphery of the center city. By the early 1900s, the area included a cotton mill, warehouses, a fuel and ice plant, and imposing grain elevators. The district stands today as one of the few intact groupings of historic industrial resources in Charlotte. Other noteworthy industrial areas from the early twentieth century include West Morehead Street (1000-1400 blocks); the South Cedar/West First Street Industrial District (Study List 2001), and the North Graham Street Industrial Historic District (DOE 2003). The Seaboard Street Historic District was placed on the Study List in 2001 and determined eligible for the National Register in 2003 (Wyatt and Woodward 2001; Mattson, Alexander and Associates, Inc. 2003).

Since 2003, the 1889 Ada Cotton Mill, a contributing resource sited just north of elevated Interstate 277 (630 West Eleventh Street) has been demolished. Constructed by Daniel Augustus Tompkins, prominent textile mill engineer and New South industrialist, the mill was a long, two story, brick building with banks of large windows and a stair tower with simple Italianate detailing. At the time of the DOE, approximately one-third of the original mill no longer survived, but key elements remained including the pyramidal-roofed stair tower.

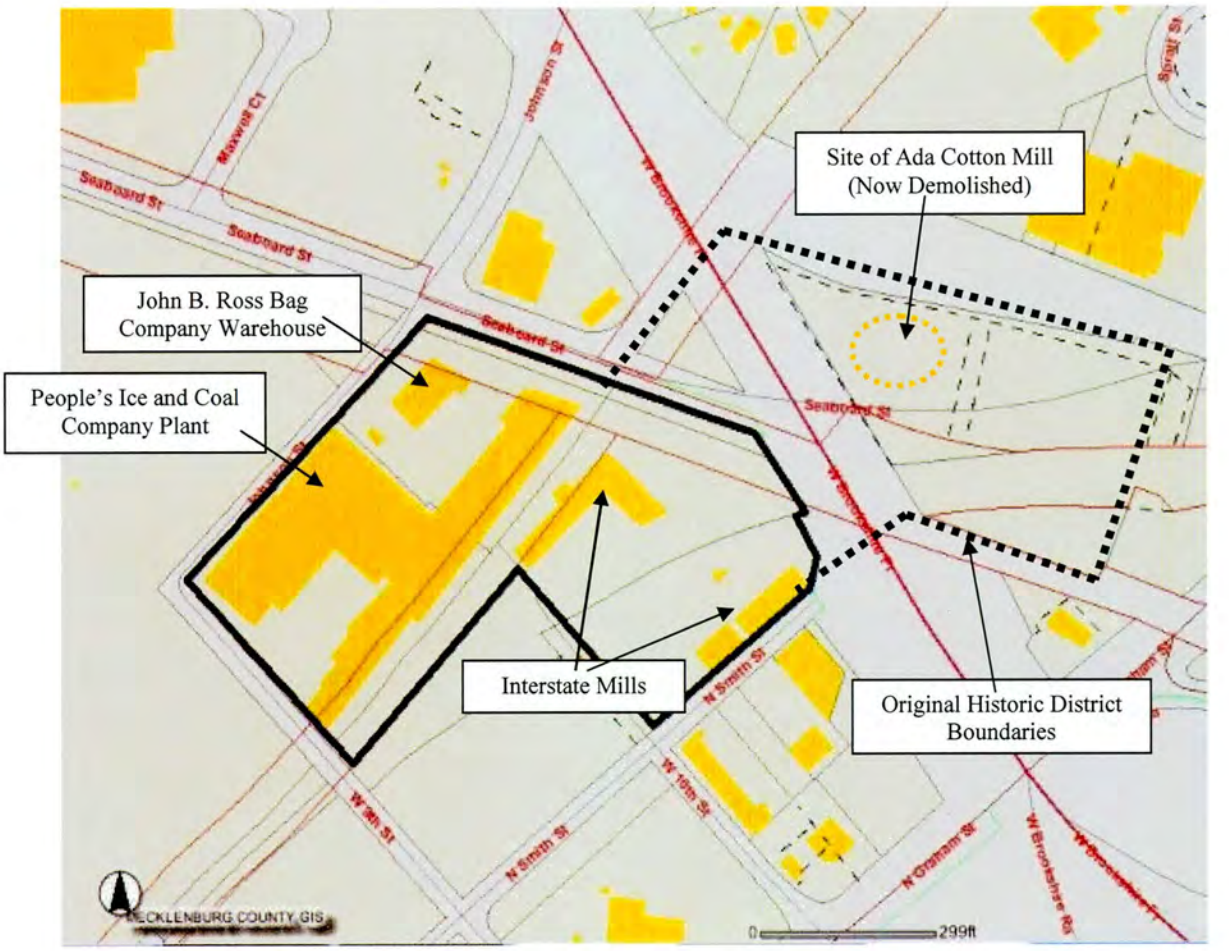
Despite the loss of Ada Cotton Mill, the Seaboard Street Historic District retains a significant assemblage of historic buildings. The towering 1917 Interstate Mills complex (MK2224) (701 Seaboard Street) is a landmark to Charlotte's role as an increasingly diverse distribution center in the early twentieth century. The large flour and roller mill operation includes a five story, brick building and a group of concrete grain elevators. Of the three flour mills in the city by the 1930s, only Interstate Mills survives (Wyatt and Woodward 2001).

The circa 1905 John B. Ross Bag Company Warehouse (715 Seaboard Street) is a one story, red brick, rectangular building that is the only remaining warehouse from a collection of five warehouses originally built along this block. The building was constructed for the storage of cotton bagging used in the textile industry. Sited to the south of the Ross Warehouse, the circa 1905 People's Ice and Coal Company (700 West Ninth Street) is a sprawling, one story, brick complex of intersecting wings with steel sash windows and reinforced concrete loading docks that dominates the 700 block of West Ninth Street, west of the tracks. The property is one of only two substantially intact, early twentieth century fuel and ice operations remaining in Charlotte (Wyatt and Woodward 2001; Mattson, Alexander and Associates, Inc. 2008).

The Seaboard Street Historic District remains eligible for the National Register under Criteria A and C. However, the principal investigators recommend an amendment to the National Register boundaries to reflect the demolition of the mill. The proposed boundaries would exclude West Eleventh Street and the now vacant Ada Cotton Mill tract along Interstate 277 at the north end of the district. With its new boundaries, the industrial district retains all seven aspects of integrity including integrity of location, setting, materials, design, workmanship, feeling, and association. Depicted in **Figure 19**, the revised boundaries encompass approximately ten acres and include the Interstate Mills, the John B. Ross Bag Company Warehouse, and the People's Ice and Coal Company plant.

Figure 19

Seaboard Street Historic District
Revised National Register Boundaries



Source: Mecklenburg County Tax Map

Plate 87. Seaboard Street Historic District, Looking North.

Plate 88. Seaboard Street Historic District, People's Ice and Coal Company, Looking North.

Plate 89. Seaboard Street Historic District, Interstate Mills, Looking South.

Plate 90. Seaboard Street Historic District, Interstate Mills, Warehouse, Looking Southeast Towards Downtown.

Plate 91. Seaboard Street Historic District, John B. Ross Bag Company Warehouse and Interstate Mills, Looking Southeast.

Plate 92. Seaboard Street Historic District, John B. Ross Company Warehouse and Interstate Mills, Looking East.

No. 43 Southern Railway Bridge over North Tryon Street (MK3077)
Carries the Norfolk Southern Railway over North Tryon Street
Charlotte, Mecklenburg County

Physical Description (**Plates 93-96**)
Similar in its classical finishes to the 1952 Southern Railway Bridge over West Sixth Street (DOE 2003), this deck plate girder bridge over North Tryon Street was also constructed circa 1952 as part of a major grade separation campaign in center city Charlotte. The handsome bridge has rusticated, reinforced concrete abutments and retaining walls, arcaded sidewalk openings, decorative brackets under the rail bed, and other classically derived elements. The neoclassicism of its design reflects the origin of the national grade separation campaign during the City Beautiful Movement of the early twentieth century, and neoclassicism remained a popular choice for bridge ornamentation until after World War II. The principal alteration has been the removal of the original classical balustrade (similar to the one that remains atop the Southern Railway Bridge at West Sixth Street).

Historical Background
The circa 1952 bridge over North Tryon Street was part of Mayor Victor Shaw's efforts to relieve congestion at railroad crossings in Charlotte. The city had few grade separations until the mid-twentieth century, and downtown traffic was clogged at numerous railroad crossings. Upon his election in 1949, Shaw declared that "grade crossing elimination was vital to the development of the city". One of the key routes that needed such improvement was North Tryon Street which had been only two lanes wide until 1939. Widened to four lanes and designated as U.S. Highway 29 in 1939, North Tryon was one of the principal routes into and through the central business district and was critical to the movement of trucks and cars in the city. Greensboro engineer, Frank T. Miller, was commissioned to evaluate the rail crossings and develop plans and specifications for the bridges to relieve the traffic bottlenecks. A Charlotte bond referendum in 1950 authorized $1,500,000 for the construction of grade separations. Between 1951 and 1954, Miller designed six new bridges over the city's major streets including the Southern Railway Bridge over West Sixth Street and new overpasses at East Third, East Fourth, East Eleventh, and East Trade, and North Tryon streets (*Charlotte News*, 23-25 July 1949; *Minutes of the Charlotte City Council* 1949, 1950-1951, 1953-1954; Morrill 2005: 1-5).

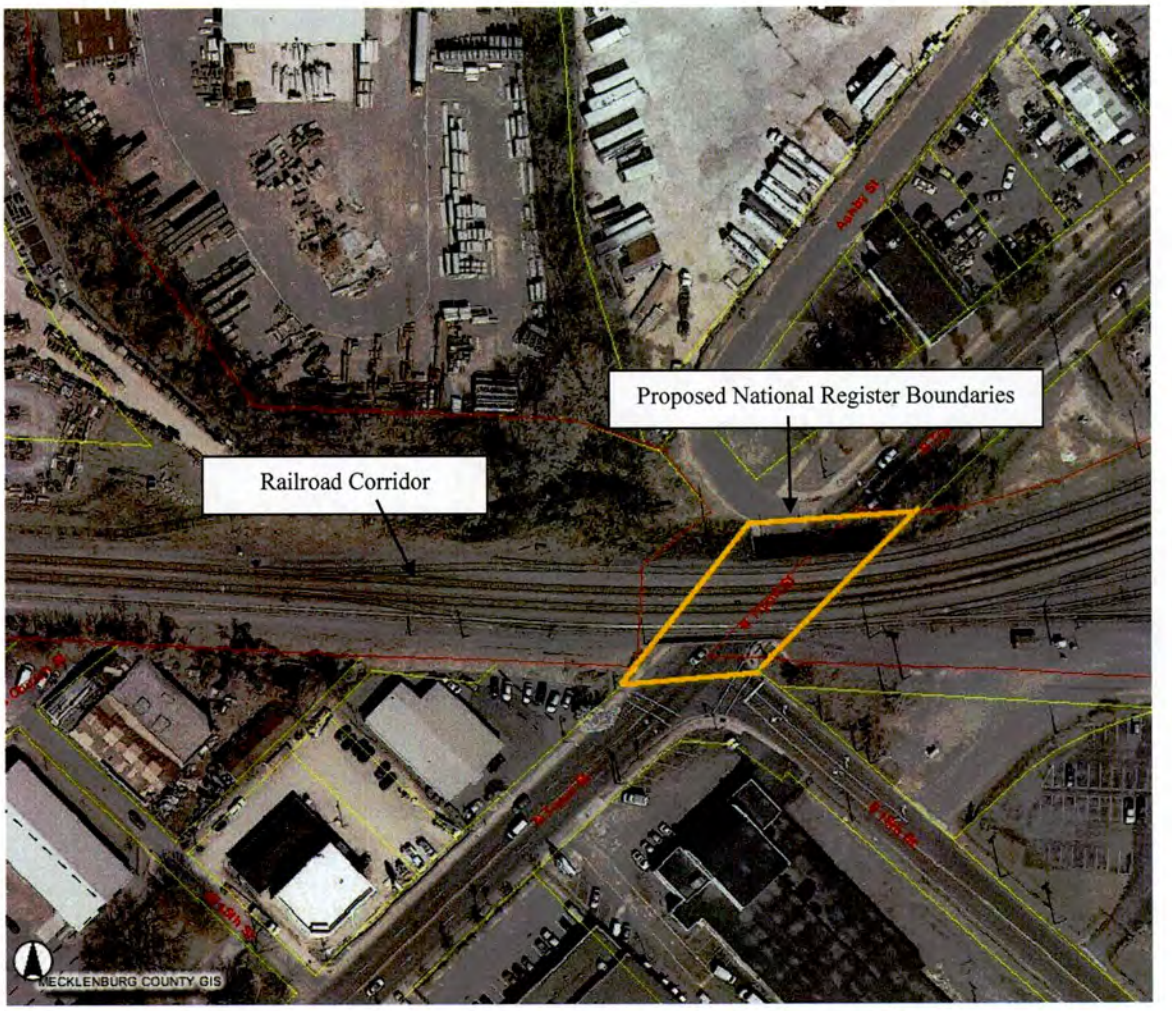
Evaluation of Eligibility
Today, only the Southern Railways bridges at West Sixth and North Tryon streets, a simple overpass at East Eleventh Street that dates to the late 1950s, and the 1939 Seaboard Air Line Bridge over North Tryon Street remain to illustrate this important period of downtown grade separations. The two Southern bridges and the Seaboard span are the only surviving center city bridges that predate 1959. Like the nearby Seaboard bridge, this Southern Railway bridge, with its ornamented profiles, reflected the importance of its strategic location over North Tryon Street, one of the principal gateways to the central business district. A+C

The bridge retains its key elements of design, including its rusticated base, arcaded walkways, and braced rail bed. Similar in its classical treatment to the Southern Railway Bridge at West Sixth Street (DOE 2003), this mid-century span is considered eligible for the National Register under Criterion A for transportation and under Criterion C for engineering. The bridge retains the seven aspects of integrity needed for National Register eligibility. The structure occupies its original location over North Tryon Street and retains its integrity of setting, feeling, and association along one of the main routes into downtown Charlotte. The bridge is also well preserved and maintains its integrity of design, materials, and workmanship. The recommended National Register boundaries include only the bridge and its immediate footprint, which

encompasses the abutments and wing walls. The proposed National Register boundaries are shown in **Figure 20.**

Figure 20

Southern Railway Bridge
Proposed National Register Boundaries



Source: Mecklenburg County Tax Map

Scale: 1"=100'

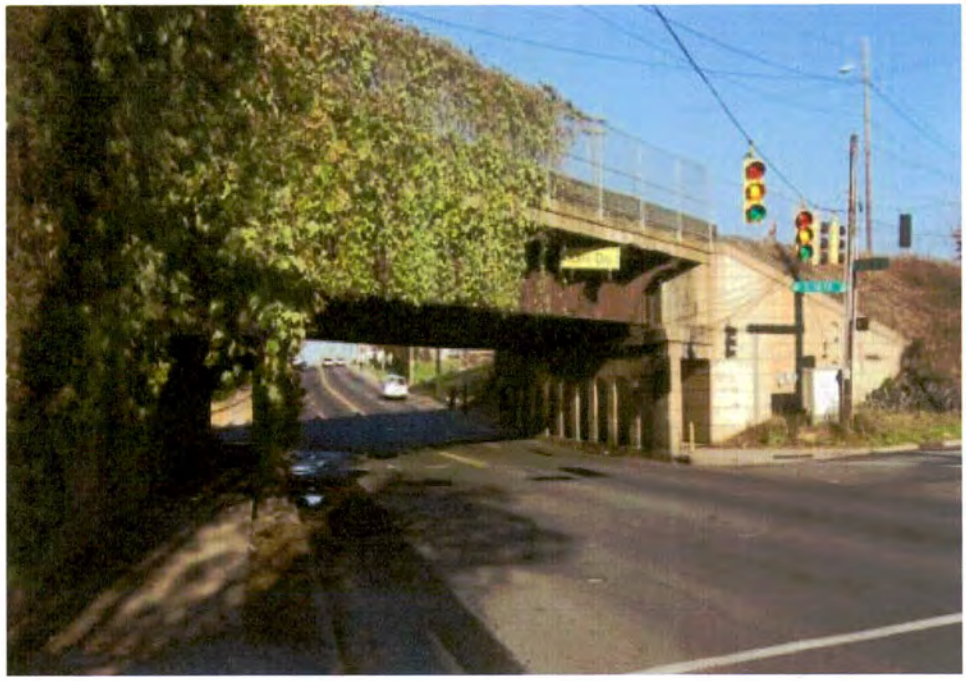


Plate 93. Southern Railway Bridge, North Tryon Street, Looking North.

Plate 94. Southern Railway Bridge, North Tryon Street, Looking West.

Plate 95. Southern Railway Bridge, North Tryon Street, Looking Southeast.

Plate 96. Southern Railway Bridge, North Tryon Street, Looking South.

No. 44 Standard Trucking Company Terminals (MK3078)
201 East Sixteenth Street (PIN 083-01-124)
Charlotte, Mecklenburg County

Physical Description (**Figure 21; Plates 97-107**)
Occupying approximately nine acres at the junction of North Tryon Street and the former Southern Railway, the Standard Trucking Company property consists of two terminal buildings. Facing west towards North Tryon Street, the main terminal (1960) consists of a two-story, modernist office and an expansive, rear warehouse with truck bays and paved parking areas. The office is a flat-roofed, rectangular box with distinctive, blond brick side walls that project beyond the plane of the main elevation. The side wall that faces south, towards East Sixteenth Street, features decorative raised brick and includes the name of the current owner (Consolidated Pipe and Supply, Inc.) and address in simple, large metal lettering. The utilitarian north wall includes a metal fire escape. The office façade has a red brick veneer with horizontal, steel sash, ribbon windows spanning each floor. A cantilevered, steel canopy shelters the main entrance and is supported by two raking, L-shaped steel braces.

The double leaf doors lead to a glass-walled vestibule. The intact lobby has terrazzo tile flooring, wood paneled walls, and a cantilevered, steel stairway ascending along the north wall to offices on the second floor. Decorative tiles are affixed to the north wall along the stairway. The upstairs has original wood paneling in the hallway and wood doors leading into offices. On the first floor, behind the lobby, rooms with large interior windows face a central, administrative area. The administrative area is subdivided by low walls to create compact offices.

The rear warehouse of the 1960 terminal has a low-pitched gable roof with deep overhangs to shelter the truck bays. The warehouse is covered primarily in later vinyl siding although the western bays near the office have brick veneers. The interior of the warehouse has exposed steel trusses and concrete flooring.

North of this 1960 building is Standard Trucking's original terminal. This smaller and simpler building was constructed circa 1953. The two-story, red brick office section also reflects modernist tendencies in its steel sash ribbon windows along each floor. The office block includes a canopied entry, cast stone trim, and side walls with raised parapets. The interior of the office section appears to have been remodeled in the 1960s (most likely after the main terminal was erected) and has wood paneled walls and linoleum tile flooring. The rear warehouse has a gable roof and brick veneer punctuated by a series of truck bays with large, wood loading doors. The brick wing on the north side of this circa 1953 building is a circa 1925 cotton warehouse associated the Charlotte Cotton Seed Oil Company which occupied this tract between the turn of the twentieth century and 1953. This wood framed wing has a stepped parapet and steel sash windows.

Historical Background
One of Charlotte's major mid-century trucking firms, Standard Trucking Company was established in 1943 by local businessman, Torrence Eli Hemby. Prominent in both business and philanthropic pursuits, the Hemby family owned and operated Standard Trucking until 1980 when it was acquired by Sun Oil Company of Ohio. The trucking operation went out of business in the early 1990s, and in 1994, Consolidated Pipe and Supply, Inc., based in Birmingham, Alabama, purchased the property. Consolidated Pipe and Supply continues to occupy the site, using the buildings for the storage and distribution of drainage pipe, valves, and fittings throughout the Southeast (Sanborn Map Company 1929, 1953; Charlotte City Directories 1905-1995; www.consolidatedpipe.com 2001).

About 1953, Standard Trucking Company acquired this nine-acre site from the Charlotte Cotton Oil Company in an industrial area on the northern outskirts of the city. The location was a strategic one adjacent to the main line of the Southern Railway (now the Norfolk Southern Railway) and North Tryon Street, a major transportation artery leading north out of downtown Charlotte. Standard Trucking Company soon constructed the red brick terminal that remains today at the north side of the parcel. The building incorporated a 1920s cotton warehouse which became the terminal's north wing. A railroad spur line connected loading docks on the west side of the terminal with the Southern Railway. In 1960, Standard Trucking expanded its operations and completed the larger terminal with its stylish office at the south side of the tract. Sited closer to North Tryon Street, the fashionable, modernist terminal did not include a rail spur and was devoted entirely to highway transportation. The company razed the principal cotton oil buildings for its new facility (Sanborn Map Company 1929, 1953).

The Standard Trucking Company represents Charlotte's emergence as an important wholesale distribution and trucking center in the early and middle twentieth century. Charlotte was positioned at the crossroads of major railroads and roadways that linked the city to both regional and national markets. Starting with the Good Roads Movement of the 1920s, gaining momentum with the completion and expansion of Douglas Airport (1938-1945), and culminating with the arrival of interstate expressways, large-scale trucking terminals appeared around the city. Companies such as Standard Trucking, Frederickson Motor Express, Harris Trucking, McLean Trucking, Overnite Trucking, and Akers Motor Lines established large terminals that provided long-haul service throughout the region as well as into Midwestern and Northeastern markets. By the 1960s, local boosters proclaimed that only Chicago contained more tractor-trailer rigs than Charlotte (*Charlotte City Directory* 1930-1940; Southern Oral History Program 1980; Hanchett 1998: 226; Wyatt and Woodard 2000: 22-23).

Evaluation of Eligibility

Standard Trucking Company is recommended eligible for the National Register under Criterion A for commerce and under Criterion C for architecture. The property retains the seven aspects of integrity needed for eligibility—location, design, setting, materials, workmanship, feeling, and association. In the stylish, modernist office design of the main, 1960 terminal and the strategic setting at the junction of North Tryon Street and the Southern Railway, the Standard Trucking Company complex neatly illustrates the rise of major trucking terminals in the mid-twentieth century. While textile manufacturing and its supporting endeavors remained key employers in this period, Charlotte also prospered as a regional distribution center for a variety of goods. Spatially, the new trucking and distribution firms appeared in industrial zones alongside rail lines and their adjacent highways: North Graham and North Tryon streets; Rozelle's Ferry Road; Sugar Creek Road; South Boulevard; and Wilkinson Boulevard. Architecturally, the finest new terminals featured stylish, two-story offices and adjoining warehouses with large truck bays and paved parking areas. The offices displayed architectural elements informed by the Modernist Movement to convey an up-to-date image. They emphasized designs that expressed function, revealed structural components, and included such distinguishing features as flat roofs, cantilevered features, ribbon windows, and gleaming, window-walled surfaces framed in steel (Hanchett 1998: 226-227; Woodard and Wyatt 2000: 46).

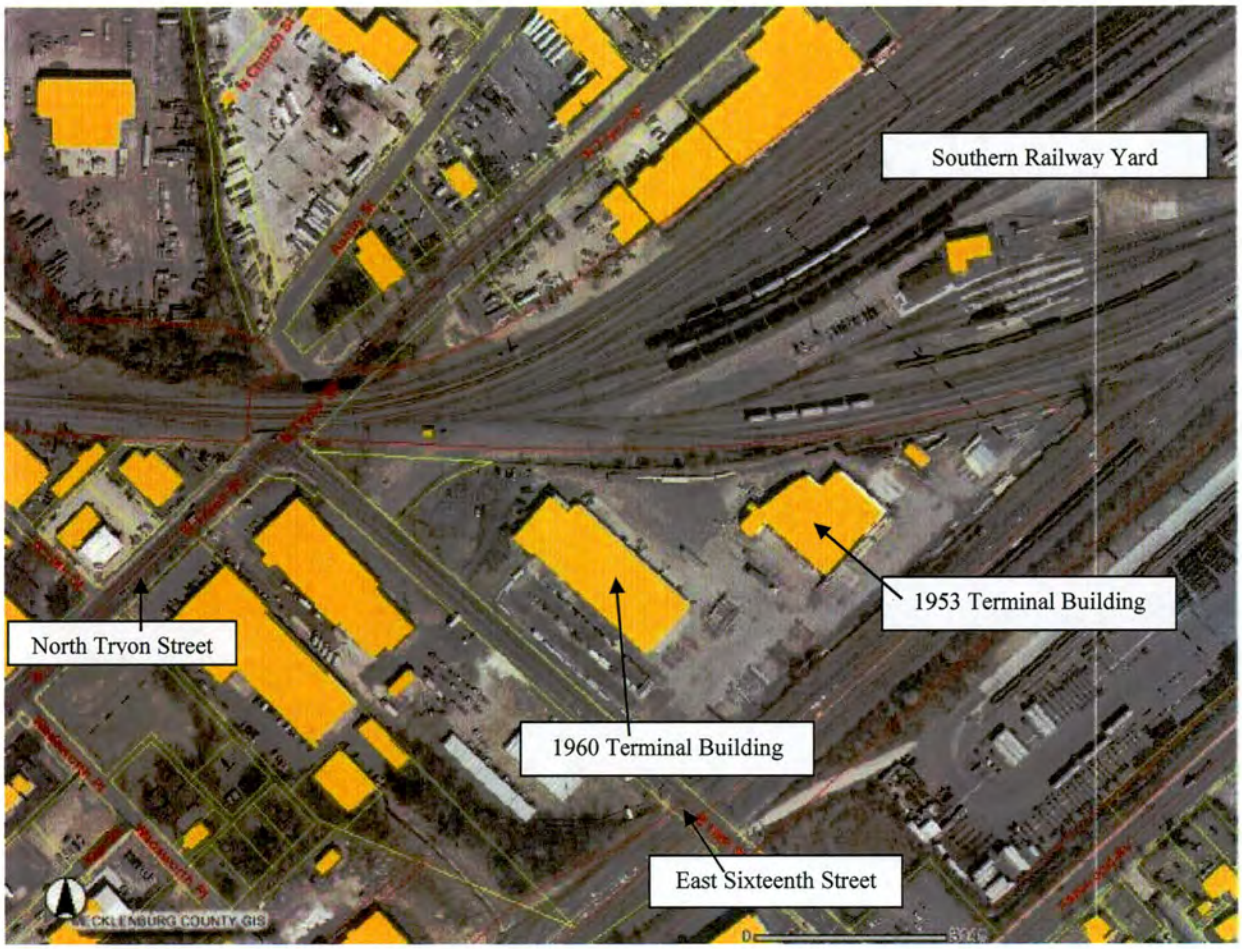
In their 2000 architectural inventory of post-World War II buildings in Charlotte, architectural historians Sarah Woodward and Sherry Wyatt identified the city's mid-century trucking terminal as a historically and architecturally important building type. The finest postwar examples feature two-story offices with modernist elements to assert a progressive image. The 1960 terminal for the Standard Trucking Company exemplifies postwar modernism in its clean-lined horizontality,

bands of ribbon windows, intersecting wall planes, blond brick and glass-wall surfaces, and cantilevered canopies and stairways. The circa 1953 terminal at north side of the property is a simpler expression of the building type and is considered a contributing resource. Standard Trucking Company complex remains substantially intact to illustrate the firm's role as one of the city's principal trucking companies. Of the leading trucking terminals of the period, only Standard Trucking, Overnite Trucking (1960) on North Graham Street, and Akers Motor Lines (circa 1955) (Study List 2000) on Interstate 85 Service Road remain as well-preserved examples. The terminals at Akers Motors Lines and Standard Trucking are especially large scale with sophisticated, modernist offices that reflect the prominence of these two firms in particular. Only Standard Trucking includes two mid-century terminal buildings (Woodward and Wyatt 2000: 46).

Shown in **Figure 22**, the proposed National Register boundaries encompass approximately 8.5 acres of the triangular-shaped, 9.4-acre tax parcel. A roughly fifty-foot strip of railroad trackage on the southeast side of the trucking company property has been excluded from the proposed National Register boundaries. Along this border, the tax parcel conforms to the railroad right-of-way, but the right-of-way generally follows the center line of the tracks leading into the adjacent Southern Railway yard. Thus, a portion of this rail corridor lies outside the right-of-way and within the trucking company tax parcel. Because the railroad tracks have no historical association with the trucking company, they have been excluded from the proposed National Register boundaries. On the southwest side, the boundary conforms to the tax parcel line and road right-of-way along East Sixteenth Street. The short segment on the northwest side of the property also follows the existing tax parcel. However, a small strip of land in the northwest corner, extending from the trucking company to North Tryon Street, has been excluded from the National Register boundaries. This roughly twenty-foot buffer contains no buildings or features related to the function and significance of the trucking company. On the north side, the boundary follows the tax parcel and rail right-of-way line. The proposed boundaries encompass the two terminal buildings, both of which are contributing resources, paved loading and storage areas, and the paved parking lot for employees and visitors. There are no noncontributing resources.

Figure 21

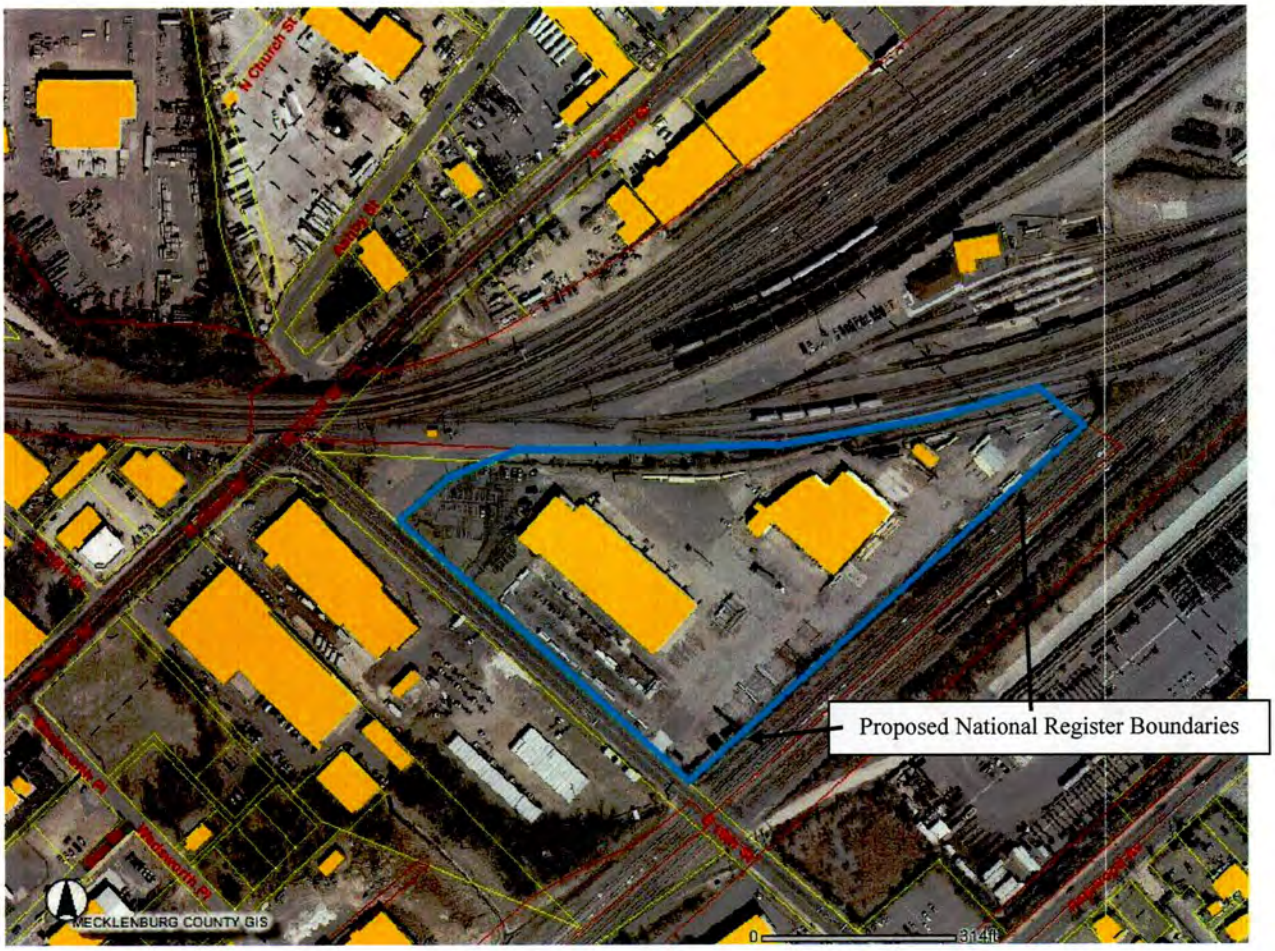
Standard Trucking Company Terminals
Site Plan



Source: Mecklenburg County Tax Map

Figure 22

Standard Trucking Company Terminals
Proposed National Register Boundaries



Source: Mecklenburg County Tax Map

Plate 97. Standard Trucking Company Terminals, 1960 Terminal, Looking East.

Plate 98. Standard Trucking Company Terminals, 1960 Terminal, Looking North.

Plate 99. Standard Trucking Company Terminals, 1960 Terminal, South Wall, Looking North.

Plate 100. Standard Trucking Company Terminals, 1960 Terminal, Entrance, Looking East.

Plate 101. Standard Trucking Company Terminals, 1960 Terminal, Rear Warehouse and Truck Bays, Looking East.

Plate 102. Standard Trucking Company Terminals, 1960 Terminal, Rear Warehouse and Truck Bays, Looking West.

Plate 103. Standard Trucking Company Terminals, 1960 Terminal, Lobby.

Plate 104. Standard Trucking Company Terminals, 1960 Terminal, Main Office.

Plate 105. Standard Trucking Company Terminals, circa 1953 Terminal (Right) and circa 1925 Cotton Warehouse (Left), Looking East.

Plate 106. Standard Trucking Company Terminals, circa 1953 Terminal, Looking North.

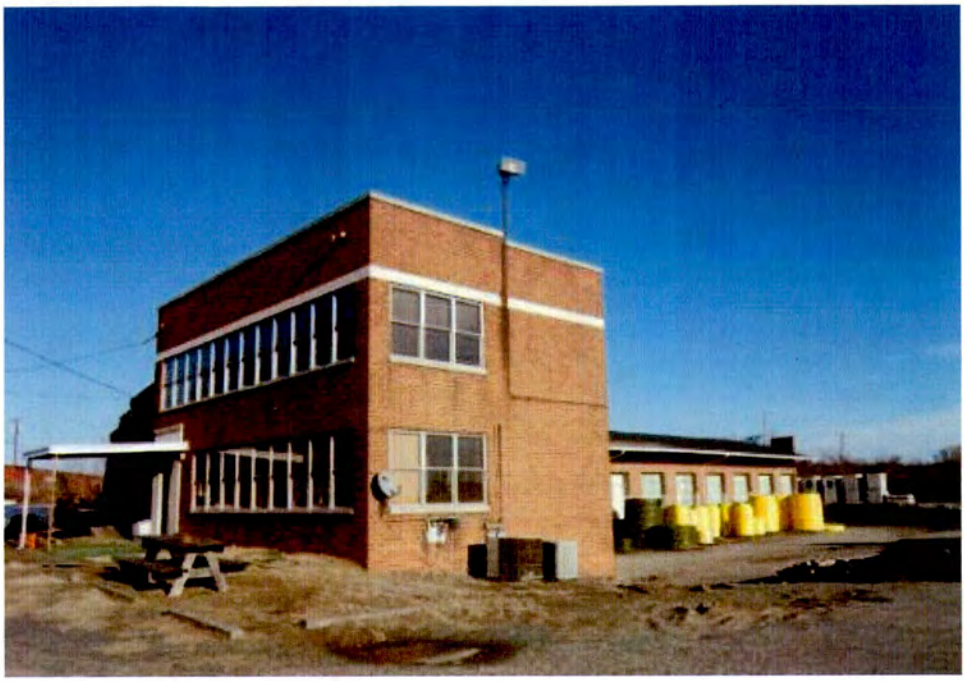


Plate 107. Standard Trucking Company Terminals, circa 1953 Terminal, Looking Northeast.

No. 46 Chadbourn Hosiery Mills (MK2879) (Determination of Eligibility 2009)
451 Jordan Place (PIN 083-06-707)
Charlotte, Mecklenburg County

The following evaluation was prepared as part of the Phase II architectural resources investigation for the Charlotte Area Transit System (CATS), LYNX Blue Line Extension, Northeast Corridor Project (2008). As a result of that project, Chadbourn Hosiery Mills was determined eligible for the National Register.

Physical Description (**Figure 23; Plates 108-109**)
Chadbourn Hosiery Mills consists of a large, rectangular, masonry mill (1947), with several circa 1960 warehouse additions to the north elevation and a freestanding boiler house. The original mill has reinforced concrete, post and beam construction with unfenestrated, brick curtain walls. A roof monitor runs the length of the shallow gable roof. Exposed, concrete piers define the bays along front (west) and side (south) elevations and a simple, brick stair tower with a second-story, glass block window projects from the center of the long, south elevation. West of the stair tower, the south elevation repeats the exposed, reinforced concrete framing of the west elevation. East of the stair tower, the elevation is a solid, windowless, brick curtain wall. The main entrance to the mill is located at the southwest corner of the front elevation. Executed in cast stone, the striking, full-height, Art Moderne entrance includes a transom and a window on the upper story filled with glass block.

The entrance to the mill offices is found on rear (east) elevation and is notable for its streamlined, Art Moderne decorative elements. The elevation has streamlined corners and recessed bands of bricks that give a stylized rustication to the wall surface. The projecting entrance bay has a stylized, concrete cornice above wide, streamlined reveals composed of header bricks. The steel-framed, double leaf, glass doors are capped by a transom.

About 1960, the front, west, elevation was extended to the north when a large warehouse wing was constructed at the northwest corner of the mill. The windowless, brick wall of the addition is clearly distinguished from the exposed concrete framing on the 1947 west elevation. The original northwest side of the mill is partly covered by this utilitarian addition which includes concrete docks and loading doors. However, several bays of the exposed concrete framing remain as do the attached, two-story, brick machine shop and the attached dye house. Several modern window and door openings have been added to this elevation.

As with the west side, the one-story east elevation of the 1947 mill was also extended to the north circa 1960 with the construction of a sizable warehouse wing at the northeast corner of the complex. On the east elevation, the addition is clearly distinguished from the adjoining 1947 elevation by its unadorned brick wall and simple, double leaf doors. This later, recessed entrance is finished with blond brick and capped by white, pebbledash panels. Like its counterpart on the west side, the warehouse addition consists of plain brick walls, concrete docks and large loading doors facing driveways on the north side.

The freestanding, brick boiler room survives intact just north of the main mill and dye house. Its only modification is a small, metal addition on the south side. The tall, glazed tile chimney stack also remains extant beside the boiler room, displaying the name "Chadbourn" painted in bold lettering.

The interior of the 1947 mill is divided into two sections. The west, or front, section of the building was occupied by the two-story knitting room. The first floor of the knitting room is a

large industrial space with reinforced concrete floors and ceilings and heavy, square, reinforced concrete posts and beams. Lighted by the monitor, the second floor has reinforced concrete flooring; steel I-beams; and a wood ceiling. Original steel fire doors, elevator doors and paneled wood doors survive intact.

The stair tower along the south elevation contains a side entrance that leads into the eastern half of the original mill (east of the knitting room) where the cloth room, warehouse/shipping area, general offices and a second story cafeteria were located. While also constructed in 1947, the eastern section of the building was not designed to hold heavy knitting machinery and was framed with steel I-beams, a reinforced concrete first floor and a wood ceiling. The office entrance on the east elevation opens into a small, oval lobby with an original, terrazzo tile floor. The mill offices are currently undergoing renovation and linoleum tile flooring, acoustic tile ceilings and sheet-rocked partition walls have been removed to expose concrete floors and wood ceilings.

Historical Background

Established in 1944 by James Chadbourn Bolles, a Burlington, North Carolina, textile engineer and businessman, Chadbourn Hosiery Mills was among the nation's major hosiery producers in the second half of the twentieth century. Bolles formed the company in Burlington and relocated the main mill to North Brevard Street in Charlotte in 1947. Charlotte architect, Herman V. Biberstein, son of noted textile mill designer, Richard C. Biberstein, was commissioned to design the new plant. The Art Moderne detailing—notably the clean-lined, cast stone west entrance (facing Brevard Street) and the streamlined east entrance (facing Davidson Street)--clearly set the mill apart from the older textile factories in the city and gave the firm a modern image to reflect its up-to-date hosiery (Wicker 2002; *Charlotte Observer* 4 April 1978).

In 1955, the company purchased the Gotham Hosiery Mill in Georgia and changed its name to Chadbourn-Gotham, Inc. That same year, Chadbourn formed a partnership with Burlington Industries to introduce innovative, stretch socks and stockings using nylon and other synthetic fibers developed during the wool and silk shortages of World War II. The new seamless stretch hosiery boosted the sale of ladies stockings from sixty million dozen in 1955 to over ninety million dozen in 1965. Chadbourn consequently prospered, expanding regionally as well as overseas to become one of the nation's top three hosiery manufacturers (Wicker 2002).

The Chadbourn Hosiery Mills in Charlotte was the company's flagship plant. The factory grew to 124,000 square feet as additional wings for warehouse space were added around 1960. In 1968-1969, Chadbourn acquired Charlotte's other principal knitting mills, Hudson Hosiery Company and Nebel Knitting Mill, employing roughly 2,500 workers in Mecklenburg County. The mill operated until 1978 when it was purchased by a textile mill salvage company and used as warehouse space. The building is currently used for general storage although plans are in progress to adapt the property for artists' studios and mixed retail and office use (Wicker 2002; *Charlotte Observer* 4 April 1978; Ramsey 1999: 6).

The production of hosiery was an important part of Charlotte's textile-related prosperity in the early twentieth century and continued to flourish after World War II. By 1930, the city contained five hosiery mills, notably the 1927-1929 Nebel Knitting Mill (NR) south of downtown, which at the time was the largest hosiery concern in the city. The industry thrived during the war, switching from silk stockings to nylon military supplies which replaced silk in the manufacturing of tents, rope and parachute material (Mattson and Pickens 1990; Ramsey 1999: 5).

The knitting industry boomed in the early postwar years, manufacturing nylon stockings primarily to meet the demand for women's hosiery. In 1946, the year before the construction of the Chadbourn Hosiery Mill, Nebel Knitting Mill was expanded to include an Art Moderne west wing. As with Chadbourn, Nebel also commissioned Herman V. Biberstein to design this addition (Pickens and Mattson 1990; Ramsey 1999: 6-8).

Evaluation of Eligibility

Chadbourn Hosiery Mills is recommended as eligible for the National Register under Criterion A for industry and under Criterion C for architecture. The Charlotte plant was Chadbourn's flagship mill and held the main offices for one of the nation's principal knitting operations after World War II. The mill was also Charlotte's largest hosiery concern and one of only two such mills that still stand in the city.

With its Art Moderne architectural elements, the mill also has architectural significance as a stylish example of the postwar textile mill. The use of different construction methods to suit varying structural loads and industrial processes illustrates a postwar refinement of traditional textile mill design. The absence of windows along the major elevations further epitomized innovations in textile mill design of the period. In addition to improvements in industrial lighting, state-of-the-art air conditioning systems provided the cooling needed for offices and machinery as well as the humidity needed to control static and to prevent thread breakages in the knitting room. Such innovations, as exemplified in Chadbourn mill, stand in stark contrast to textile plants of the early twentieth century. The design of earlier mills was dictated largely by the need for natural light and ventilation and the absence of environmental controls produced large amounts of lint waste which, in turn, increased the risk of fire.

The Chadbourn Hosiery Mills retains the seven aspects of integrity needed for eligibility including integrity of location, design, setting, materials, workmanship, feeling and association. The proposed National Register boundaries encompass the current tax parcel (4.66 acres) and are depicted in **Figure 24**.

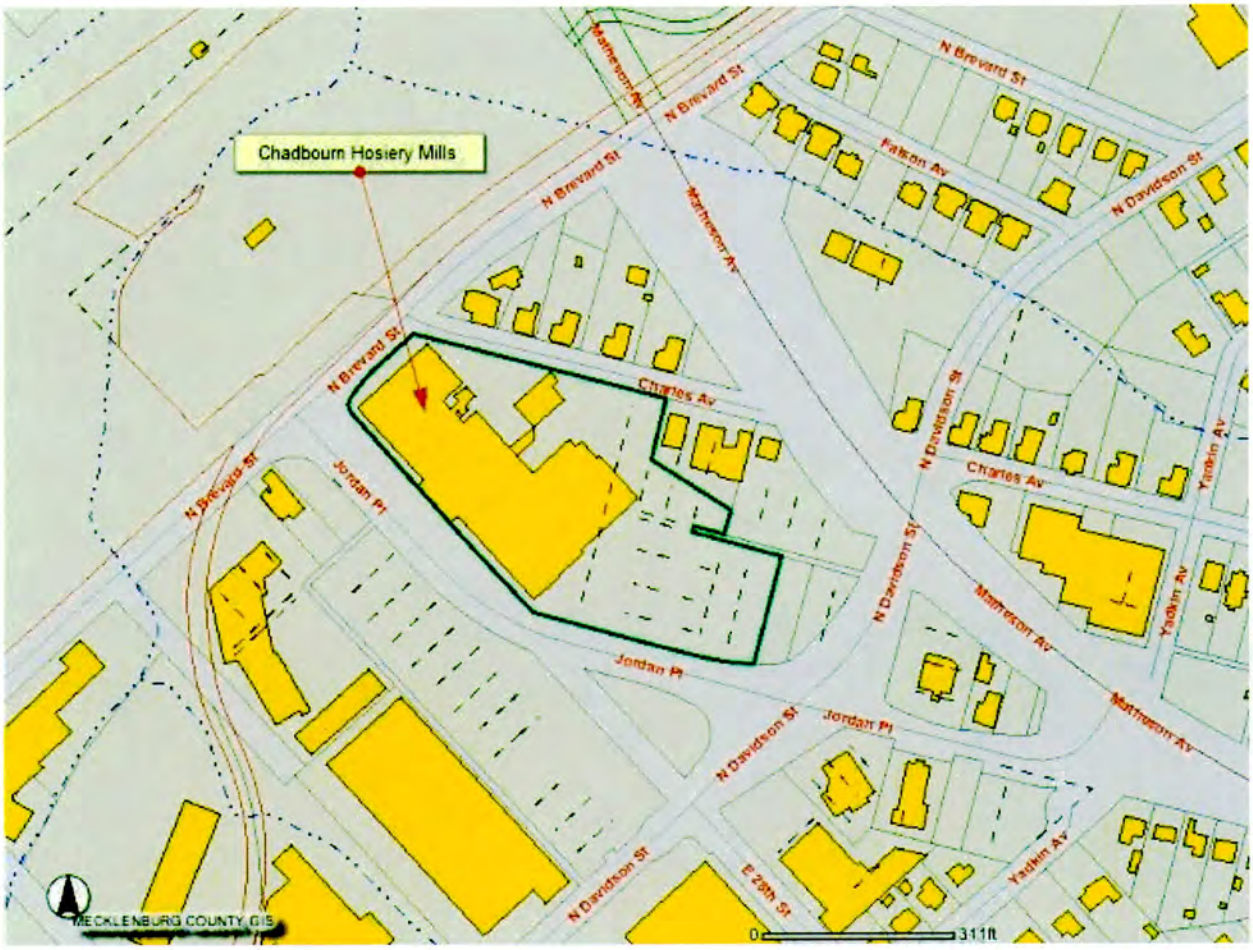
Figure 23

Chadbourn Hosiery Mills
Site Plan

Source: Mecklenburg County Tax Map

Figure 24

Chadbourn Hosiery Mills
National Register Boundaries



Source: Mecklenburg County Tax Map

Plate 108. Chadbourn Hosiery Mills, Overall View, Looking Northeast Along North Brevard Street.

Plate 109. Chadbourn Hosiery Mills, Front (West) Elevation, Looking Northeast From North Brevard Street.

No. 47 North Charlotte Historic District (MK1666) (National Register 1990)
Loosely bounded by railroad tracks (west), Herrin Street (north), Spencer Street (east), and Charles Avenue (south)
Charlotte, Mecklenburg County

The following summary statement of significance for the North Charlotte Historic District was included in the Phase II architectural resources report for the Charlotte Area Transit System (CATS), LYNX Blue Line Extension, Northeast Corridor Project (2008). The historic district was listed in the National Register in 1990 and remains eligible for listing.

Summary Statement of Significance and Eligibility (**Plates 110-113**)
The North Charlotte Historic District was nominated to the National Register in 1990 under Criterion A for industry and under Criterion C for architecture. The expansive historic district contains the city's largest concentration of intact cotton mills and mill housing related to the rise of textile manufacturing in the Piedmont. By the early twentieth century, Charlotte and the surrounding region were at the vanguard of the nation's booming, rail-oriented textile industry, and by the 1920s, the southern Piedmont had become the leading center of textile production in the world (Glass 1992: 57-58; *Charlotte Observer,* 28 October 1928).

The historic district encompasses 155 acres and over 400 resources. The great majority of buildings date from between 1903 and circa 1915, the period when the district's mills and mill villages took shape. Oriented to the former Southern Railway and North Davidson Street north of downtown, this area includes three early twentieth century textile mills and their associated mill villages, a small business district and several other notable factories and institutions. Development began in 1903 when the Highland Park Manufacturing Company purchased 103 acres of land north of the city for the site of their third mill (within the APE). The portion of the historic district within the APE also contains the Johnston Mill (1916, 1926), the Mecklenburg Mill (1905), the Johnston Family Memorial Young Men's Christian Association (YMCA) (circa 1951), the Grinnell Manufacturing Company (circa 1910, circa 1950), and a compact commercial zone along North Davidson and East Thirty-sixth streets.

Since mid-1990s, the North Charlotte neighborhood has witnessed the growth of a thriving arts community and the area has become known locally as "NoDa" (North Davidson). New residential and commercial construction has taken place as well as the restoration of former mills, mill houses and commercial buildings. Of particular note, the historic district contains the large Highland Park Mill No. 3. Designed by the important mill engineer, Stuart W. Cramer, the mill has been recently restored and converted to residential and commercial uses using historic preservation tax credits.

The historic district displays the seven aspects of integrity needed to retain eligibility including integrity of location, design, setting, materials, workmanship, feeling and association. The North Charlotte Historic District remains eligible under Criterion A for industry and under Criterion C for architecture. The National Register boundaries are illustrated in **Figure 25**.

Figure 25

North Charlotte Historic District
National Register Boundaries

Source: National Register of Historic Places Nomination

Plate 110. North Charlotte Historic District, Grinnell Manufacturing Company, Looking Northwest Along East Thirty-sixth Street.

Plate 111. North Charlotte Historic District, Mecklenburg Mill, Looking North.

Plate 112. North Charlotte Historic District, Highland Park Manufacturing Company Mill No. 3, Looking Northeast.

Plate 113. North Charlotte Historic District, Johnston YMCA, Looking North From North Davidson Street.

No. 48 Herrin Brothers Coal and Ice Company Complex (MK2905) (Determination of Eligibility 2009)
315 East Thirty-sixth Street (PIN 091-11-229)
Charlotte, Mecklenburg County

The following evaluation of eligibility for Herrin Brothers Coal and Ice Company Complex was included in the Phase II architectural resources report for the Charlotte Area Transit System (CATS), LYNX Blue Line Extension, Northeast Corridor Project (2008). Herrin Brothers was determined eligible for the National Register as a result of this project.

Physical Description (**Figure 26; Plates 114-117**
Herrin Brothers Coal and Ice Company Complex consists of a well-preserved complex of functional, frame, brick, metal and concrete block buildings historically associated with this small-scale, fuel and ice operation. Facing East Thirty-sixth Street, the circa 1929 ice house exemplifies the design and construction of ice houses during this period. The building is similar in its basic design to the surviving ice house at the Standard Ice and Fuel Company in Fourth Ward and the ice house at the now demolished West Side Ice and Fuel Company. The Herrin Brothers ice house is a one-story, seven-bay, metal-sheathed building with a wooden floor and sawdust insulation. The building rests on a brick foundation and has original, eight-over-eight light, double hung, wooden sash windows, a wooden loading door and an engaged end bay on the south side with a concrete block dock and entrance. Another concrete block dock and entrance are located on the north side. The ice house retains the original ammonia fed pipes and coils used to freeze water in covered pans under the floor.

The circa 1929 office building stands south of the ice house. The one-story, one-bay, brick structure has steel sash windows, a drive-through canopy extending from the south elevation to shelter the entry and the truck scale used to weigh loads of coal. The business name, "Herrin Bros. Coal and Ice Co. Since 1929", is painted across the tops of the north, south and east (front) elevations and the original metal sign stands in front, alongside the street. Erected between circa 1929 and circa 1955 are four frame equipment sheds, with gable and shed roofs, which also stand on the property. The north end of the tract contains a circa 1955 garage/woodworking shop. Constructed of concrete block, the one-story building has steel sash windows and a brick façade with a flat parapet. A large garage door is located near the rear of the south side. The historic coal yard was located on the east side of the property. Noncontributing resources on the site include the circa 1985, prefabricated metal ice house that remains in use, three small oil pumping stations and two oil tanks.

Historical Background
Herrin Brothers Coal and Ice Company Complex has special significance as a rare, tangible reminder of the ice and coal businesses once located throughout Charlotte and other cities in the early twentieth century. These companies played an essential commercial role in cities of this period, supplying ice and heating fuel to businesses and residences. As with Herrin Brothers, these facilities were sited alongside railroad lines that served growing urban residential and industrial zones and that afforded the convenient delivery of supplies and sufficient land for storage and buildings.

Now updated for the distribution of fuel oil, the Herrin Brothers property retains the original office, ice house and warehouses erected for the company's ice and coal operations. The city's earliest such operations received shipments of block ice from northern lakes. By the 1930s, however, Herrin Brothers and other ice companies produced their own ice using electric ammonia

compression machines and stored the ice in ice houses. Coal was delivered by railroad and stored in the coal yard beside the tracks (Herrin 2008).

Brothers Lee and Carl Herrin began Herrin Brothers as a coal business in 1929 on the site of the family's commercial lumberyard. In 1937, the company started manufacturing and distributing block ice. Until 1948, the company also sold firewood. The business benefited from its North Charlotte location and proximity to the nearby mills and streets of worker housing. The firm had contracts with the three nearby textile firms to supply ice and coal to the mill villages. Herrin Brothers remains family owned and operated, selling ice in the summer and heating oil during the winter months (Perlmutt 1998; Herrin 2008).

On the eve of World War II, there were 16 firms selling fuel and block ice to Charlotte residences and local commercial and industrial enterprises. In this period, coal companies also typically sold ice which provided a year-round business. However, with the growing use of air conditioners and refrigerators, commercial ice manufacturing and distribution steadily disappeared. Today, only two of these 16 prewar coal and ice complexes remain intact: Herrin Brothers and the Standard Ice and Fuel Company at 312 East Trade Street in the Fourth Ward neighborhood. A third, the West Side Ice and Fuel Company on West Trade Street, was demolished in 2008 (*Charlotte City Directories* 1920, 1930, 1940; Perlmutt 1998).

Evaluation of Eligibility

The Herrin Brothers Coal and Ice Company Complex is recommended for National Register eligibility under Criterion A for commerce and under Criterion C for architecture. The property clearly illustrates a once common and vital urban commercial activity that has virtually disappeared with modern technological changes. Remarkably well-preserved, the property contains the original ice house and office as well as a collection of storage facilities. The circa 1929 ice house also has architectural significance illustrating in its construction and ice-making technology the typical commercial ice houses of the period.

The coal and ice plant retains the seven aspects of integrity needed for eligibility including integrity of location, design, setting, materials, workmanship, feeling and association. Depicted on **Figure 27**, the proposed National Register boundaries encompass the current tax parcel of 6.82 acres.

Figure 26

Herrin Brothers Coal and Ice Company Complex
Site Plan

Key:

1. Ice House (circa 1929)
2. Office (circa 1929)
3. Shed (circa 1929)
4. Equipment Shed (circa 1929)
5. Modern Oil Tank
6. Modern Oil Pumping Station
7. Modern Oil Tank
8. Modern Pumping Station
9. Modern Pumping Station
10. Equipment Shed (circa 1929)
11. Shed (circa 1929)
12. Woodworking Shop (circa 1929)
13. Modern Ice House
14. Equipment Shed (circa 1929)

Source: Mecklenburg County Tax Map

Figure 27

Herrin Brothers Coal and Ice Company Complex
National Register Boundaries

Source: Mecklenburg County Tax Map

Plate 114. Herrin Brothers Coal and Ice Company Complex, Office (Right Foreground) and Ice House (Center), Looking North Along East Thirty-sixth Street.

Plate 115. Herrin Brothers Coal and Ice Company Complex, Office (Right), Ice House (Left), and Oil Tank (Background), Looking Southeast.

Plate 116. Herrin Brothers Coal and Ice Company Complex, Office, Looking Northeast.

Plate 117. Herrin Brothers Coal and Ice Company Complex, Woodworking Shop/Garage, Looking North.

No. 49 Standard Chemical Products Plant (MK2910) (Determination of Eligibility 2008)
600 East Sugar Creek Road (PIN 091-07-204)
Charlotte, Mecklenburg County

The following evaluation of eligibility for the Standard Chemical Products Plant was included in the Phase II architectural resources report for the Charlotte Area Transit System (CATS), LYNX Blue Line Extension, Northeast Corridor Project (2008). The property was determined eligible for the National Register as a result of that investigation.

Physical Description (**Figure 28; Plates 118-121**)
Sited on the west side of East Sugar Creek Road at the former Southern Railway tracks, the circa 1956 Standard Chemical Products Plant includes a modernist office and laboratory facing Sugar Creek Road and a spacious warehouse with truck bays to the rear. Located at the northeast corner of the plant, the office reflects the modernist style in its horizontal, angular geometry with a flat roof, large, steel sash windows, red, porcelain-enameled steel spandrels and buff-colored, Roman brick. Beside the main entry is a single, raking, Roman brick pier that supports the steel canopy. The area around the office is landscaped and includes attached, brick planters beside the glazed entrance. The interior is little changed and includes terrazzo flooring in the principal office along Sugar Creek Road, original partition walls and steel, fireproof doors leading into the laboratory section.

Distinguished from the office by its simpler design and blond brick exterior, the adjoining dye laboratory is located south of the office. While more utilitarian in appearance, the laboratory features modernist, ribbon windows on the front and side elevations. An attached, blond brick section connects the office and laboratory with the warehouse and truck bays to the rear.

The rear, warehousing portion of the facility is a long, rectangular wing with an exterior of buff-colored brick and corrugated steel. The wing has steel sash windows. The interior of the warehouse is an open expanse with steel I-beam framing and reinforced concrete flooring. A series of truck bays are sheltered by long, flat-roofed, steel canopies on the north and south elevations. A parking area surrounds the truck bays.

A 1967, two-story, dyestuffs research and design laboratory with an exterior of red brick and exposed, reinforced concrete framing stands at the northwest corner of the property. The simple, square building has steel-framed, glazed entrances at the northwest corner and centered on the north elevation facing Raleigh Street. A rendering of this building, located in the office, reveals that the laboratory was designed by architect, Gil Petroff, about whose professional training or career little is currently known.

Historical Background
In 1953, Standard Chemical Products purchased the existing tract from the J.A. Jones Company, a global construction business based in Charlotte. J.A. Jones Company probably constructed the Standard Chemical complex, but the architect of the complex is not known. Standard Chemical was founded before World War II in Hoboken, New Jersey, by two German chemists, L.L. Grombach and Max Einstein. A maker and distributor of dyestuffs, the firm established a second facility in Charlotte to profit from the region's postwar textile prosperity. In 1960, the international chemical company, Henkel, Inc., acquired Standard Chemical Products and developed dyes at this site until the 1980s. The property is currently used for the storage and distribution of roofing and siding materials (Mecklenburg County Deed Book 1608: 149).

Evaluation of Eligibility

During a preliminary determination of eligibility, the Standard Chemical Products Plant was recommended for National Register eligibility under Criterion A for industry and under Criterion C for architecture. The North Carolina Historic Preservation Office concurred with this recommendation of eligibility (North Carolina Department of Cultural Resources Letter, 17 June 2008). As with the Republic Steel Corporation Plant located across Sugar Creek Road, the circa 1956 Standard Chemical Products Plant neatly represents Charlotte's industrial expansion after World War II. The facility's location at the intersection of Sugar Creek Road and the Southern Railway reflects the movement of large-scale industries in this period away from the center city to suburban sites where land values were lower and rail lines and highways were easily accessible.

A producer of dyestuffs, Standard Chemical is a rare, tangible reminder of the ancillary industries that served the textile sector which continued to dominate the regional economy in the postwar era. The city in the mid-1950s contained fourteen dyestuffs manufacturers and distributors. As with Standard Chemical, these facilities typically included front offices, adjacent research and design laboratories and warehousing units to rear. Only the Standard Chemical Products Plant and the Ciba Company Building (1936, expanded 1951) on North Graham Street are known to survive substantially intact. Important buildings associated with the local dyestuffs industry have been demolished or remodeled in recent years. The circa 1950, E.I. Dupont Office and Laboratory Building, a major dyestuffs research laboratory located in the center city, was razed in 2007. The circa 1950, two-story General Dyestuffs Building on Wilkinson Boulevard is currently undergoing significant alterations.

The plant is a notable example of post-World War II, modernist architecture in Charlotte. The complex illustrates the latest trends in postwar factory design, consisting of a modernist office that is distinguished from the adjoining, more functional, laboratory and warehousing sections. In addition, the chemical facility retains the seven aspects of integrity needed for eligibility including integrity of location, design, setting, materials, workmanship, feeling and association.

Shown on **Figure 29,** the National Register boundaries for the Standard Chemical Products Plant are defined by the current tax parcel of 6.02 acres. The 1967 research lab and a smaller, metal storage building at the west end of the property are less than 50 years of age and are considered noncontributing resources.

Figure 28

Standard Chemical Products Plant
Site Plan

Source: Mecklenburg County Tax Map

Figure 29

Standard Chemical Products Plant
National Register Boundaries

Source: Mecklenburg County Tax Map

Plate 118. Standard Chemical Products Plant, Overall View, Looking Northwest Across Sugar Creek Road.

Plate 119. Standard Chemical Products Plant, Office, Front (East) Elevation, Looking North.

Plate 120. Standard Chemical Products Plant, Office and Laboratory, Front (East) Elevation, Looking Southwest.

Plate 121. Standard Chemical Products Plant, Side (North) Elevation, Looking South.

No. 50 Republic Steel Corporation Plant (MK2911) (Determination of Eligibility 2008)
601 Sugar Creek Road (PINs 09105151; 09105138; 09105137)
Charlotte, Mecklenburg County

The following evaluation of eligibility for the Republic Steel Corporation Plant was included in the Phase II architectural resources report for the Charlotte Area Transit System (CATS), LYNX Blue Line Extension, Northeast Corridor Project (2008). The property was determined eligible for the National Register as a result of that investigation.

Physical Description (**Figure 30; Plates 122-125**)
Constructed circa 1956, the Republic Steel Corporation Plant consists of a one-story office at the northwest corner of the property, facing Sugar Creek Road and expansive, brick and corrugated steel warehousing and fabrication units to the rear. Designed by the noted Charlotte architecture firm of J.N. Pease Associates, the office is a modernist display of glass, steel and brick, created to highlight Republic Steel products through the use of exposed steel construction where possible. The office building has a low, horizontal form with exposed, steel I-beams supporting the cantilevered, flat roof and steel-framed window walls. The office is set within a manicured lawn that rises gradually from the street. An original brick planter is situated beside the recessed entrance and shrubbery borders the building. The well-preserved interior includes steel-framed partition walls, metal acoustical ceilings, glazed tile walls in the hallways, slate floors, and the original counter and porcelain-enameled steel panels in the front reception area (*Southern Architect* February 1963: 10).

Designed by Republic Steel, the plant's massive, adjoining warehousing units also follow modernist trends in their horizontality and functional expression. They have steel sash, ribbon windows and walls comprised of corrugated steel above a red brick base. Truck bays are found along the north elevation. The interiors have reinforced concrete flooring, steel I-beams and steel roof trusses. There is an original traveling crane in the warehouse. Requests to take Interior photos of the warehouse and fabrication sections were denied.

The Republic Steel property also contains two, circa 1956, corrugated steel buildings to the north of the main plant. The buildings were constructed for the fabrication of steel piping primarily for culverts and drainage. The northernmost building, which has ventilators in the front gable roof, was originally used for coating the fabricated steel pipes in asphalt. The complex is well preserved and in good condition.

Historical Background
In 1955, Republic Steel Corporation acquired roughly six acres of land from the J.A. Jones Company at the intersection of Sugar Creek Road and the Southern Railway. A major Charlotte construction firm with an international clientele, the J.A. Jones Company most likely constructed the Republic Steel facility. In Charlotte, Republic Steel fabricated steel primarily for metal roofing, storm water piping and culverts and sold metal to regional manufacturers for a variety of uses. The steel was produced at mills near the corporation headquarters in Youngstown, Ohio, and was shipped by rail to the Charlotte plant. The operation closed in the 1980s shortly after Republic Steel merged with the Jones and Laughlin Corporation to form LTV Steel. The office building is now leased to several businesses and the adjoining warehousing and steel fabrication facility is used for warehousing purposes. The adjacent pipe manufacturing buildings at the north end of the tract are owned and operated by Contech Constructions Products, Inc. and remain in use for making and distributing storm water pipes and culverts (Mecklenburg County Deed Book 1809: 229).

Evaluation of Eligibility

During a preliminary determination of eligibility, the Republic Steel Corporation Plant was recommended for National Register eligibility under Criterion A for industry and under Criterion C for architecture. The North Carolina Historic Preservation Office concurred with this recommendation of eligibility (North Carolina Department of Cultural Resources Letter, 17 June 2008).

In its modernist design and location at the junction of Sugar Creek Road and the Southern Railway, the Republic Steel Corporation Plant illustrates both the geography and diversity of the city's industrial development after World War II. Beginning in the 1920s and accelerating after World War II, the city's industrial base became increasingly diversified. While textile manufacturing and its allied industries remained principal employers, Charlotte also began to prosper as a regional distribution center for manufactured goods and as a manufacturing center for a variety of different products including fabricated steel, chemicals, electronic equipment, automotive parts and large-scale agricultural equipment. In the late 1950s, Charlotte boasted 17 steel fabricators and distributors. The largest of these appear to have been Republic Steel and the Southern Engineering Company on Wilkinson Boulevard which promoted itself as "Little Pittsburgh". The Southern Engineering complex had been significantly altered in recent years and in the summer of 2011 was demolished. Republic Steel survives as the most intact and finest expression the city's postwar steel fabricating complexes.

Spatially, the new postwar factories and truck terminals gravitated to the periphery of the city where land costs were lower and access to rail lines and nearby highways was convenient. North Graham and North Tryon streets, Rozelle's Ferry and Sugar Creek roads and South and Wilkinson boulevards all drew much of the postwar industrial development.

Architecturally, the finest new buildings featured stylish offices with landscaped lawns and adjoining functional manufacturing and warehousing sections with large truck bays and paved parking areas. The offices displayed design elements informed by the Modernist movement with its emphasis on sleek forms that expressed function and revealed structural components and with such distinguishing elements as flat roofs, cantilevered features, smooth walls with ribbon windows and gleaming, window walls framed in steel.

The steel fabricating plant retains the seven aspects of integrity needed for eligibility including integrity of location, design, setting, materials, workmanship, feeling and association. The National Register boundaries encompass 12.41 acres (covering three tax parcels) on which are the main office and adjoining fabricating/warehousing plant and the two pipe fabricating buildings to the north. There are no noncontributing resources. The National Register boundaries are shown on **Figure 31.**

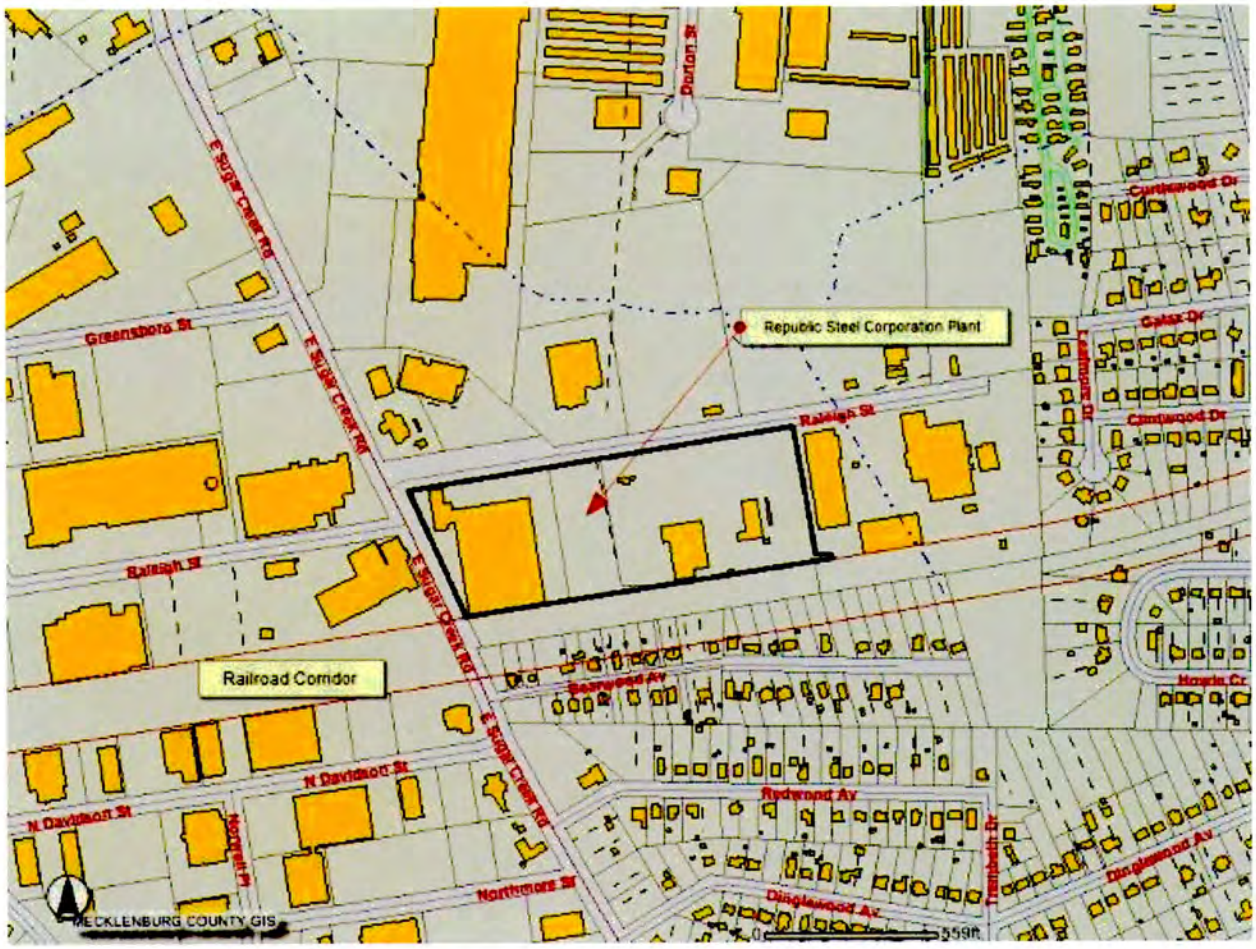
Figure 30

Republic Steel Corporation Plant
Site Plan

Source: Mecklenburg County Tax Map

Figure 31

Republic Steel Corporation Plant
National Register Boundaries



Source: Mecklenburg County Tax Map

Plate 122. Republic Steel Corporation Plant, Overall View, Looking North From Railroad Corridor.

Plate 123. Republic Steel Corporation Plant, Office and Warehouse, Looking Southeast From Sugar Creek Road.

Plate 124. Republic Steel Corporation Plant, Office and Lawn, Looking North.

Plate 125. Republic Steel Corporation Plant, Office Entrance, Looking East.

No. 51 Wica Chemical Company Plant (MK3079)
6101 Orr Road (PIN 097-06-202)
Charlotte, Mecklenburg County

Physical Description (**Figure 32; Plates 126-132**)
Established in 1956, the Wica Chemical Company Plant contains original buildings as well as numerous later additions. The original, brick office building and adjacent laboratory remain substantially intact. Facing Orr Road, the one-story office has modernist elements including its low, flat-roofed, asymmetrical form and a metal canopy extending across the façade to a side-facing entrance. The door opens from the west side of a projecting front bay that house the waiting room. Sheltering a sidewalk that leads from the entrance to the parking lot, the flat-roofed canopy is supported by canted metal poles. Large, steel sash windows fill the front (south) wall of the waiting room bay while the blind south elevation along the walkway is lined with a planter box. The east elevation of the office features a slightly flared, brick wall that rises above the one-story block. The west wall is distinguished by its two-tone brick which was later replicated on the 1966 warehouse addition and the 1966 boiler room. The 1956 laboratory is a simple, one-story, flat-roofed red brick building located just east of the office. The original, two-story, brick warehouse stands north of the office near the railroad tracks. The warehouse has a red brick veneer and steel sash casement windows. The significantly larger, 1966 warehouse addition, with an exterior of two shades of brick and steel sash windows, extends from the west side of the original warehouse. Several of the windows in the 1966 addition have been recently replaced with fixed light windows. A 1960s, concrete block storage building with steel sash windows stands just south of the warehouses near Orr Road while the boxy boiler room (1966), also with a two tone brick exterior, occupies a site between the office and laboratory.

The ten and one-half-acre site is also filled with modern, prefabricated metal buildings and structures constructed in the 1970s and 1980s. A tall, metal warehouse/production plant stands adjacent to the 1956, red brick warehouse. Groupings of large storage tanks are located along the rail line north of the warehouses as well as on the east side of the tract. Modern wastewater treatment facilities and storage and maintenance shops complete the complex.

Historical Background
Wica Chemical Company was founded by Charlottean, William Caldwell, Jr., in the mid-1950s. Building permits for Mecklenburg County indicate that the office, laboratory, and original warehouse/production building were constructed in 1956. The 1959 Charlotte city directory lists Wica Chemical as a maker of textile dyes and soaps that was a division of the Ott Chemical Company. In 1966, the company's brick warehouse underwent a major addition that more than doubled storage capacity. The existing boiler room was also constructed at that time. By the 1970s, the property was the laboratory and sales department of the Celanese Coatings and Specialties Company (C. & S. Company), which produced latex chemicals, thickeners, and adhesives. In the 1980s, the property was acquired by the Rohm and Hass Company (now owned by Dow Chemical Company) which used the plant for manufacturing latex chemicals and synthetic binding agents for textile prints. During the 1970s and 1980s, both Celanese and Rhom and Hass constructed number of modern buildings and structures on the parcel for producing, storing, and treating latex chemicals (*Charlotte City Directories* 1956-2008; Mecklenburg County Building Permits; Ryan 2009).

Established northeast of the city along the Southern Railway, Wica Chemical was among a number of industrial and distribution facilities built on suburban Charlotte tracts after World War II. Because suburban sites were less expensive, these locations allowed for sizable industrial and warehouse properties with proximity to both rail and highway transportation. Wica Chemical

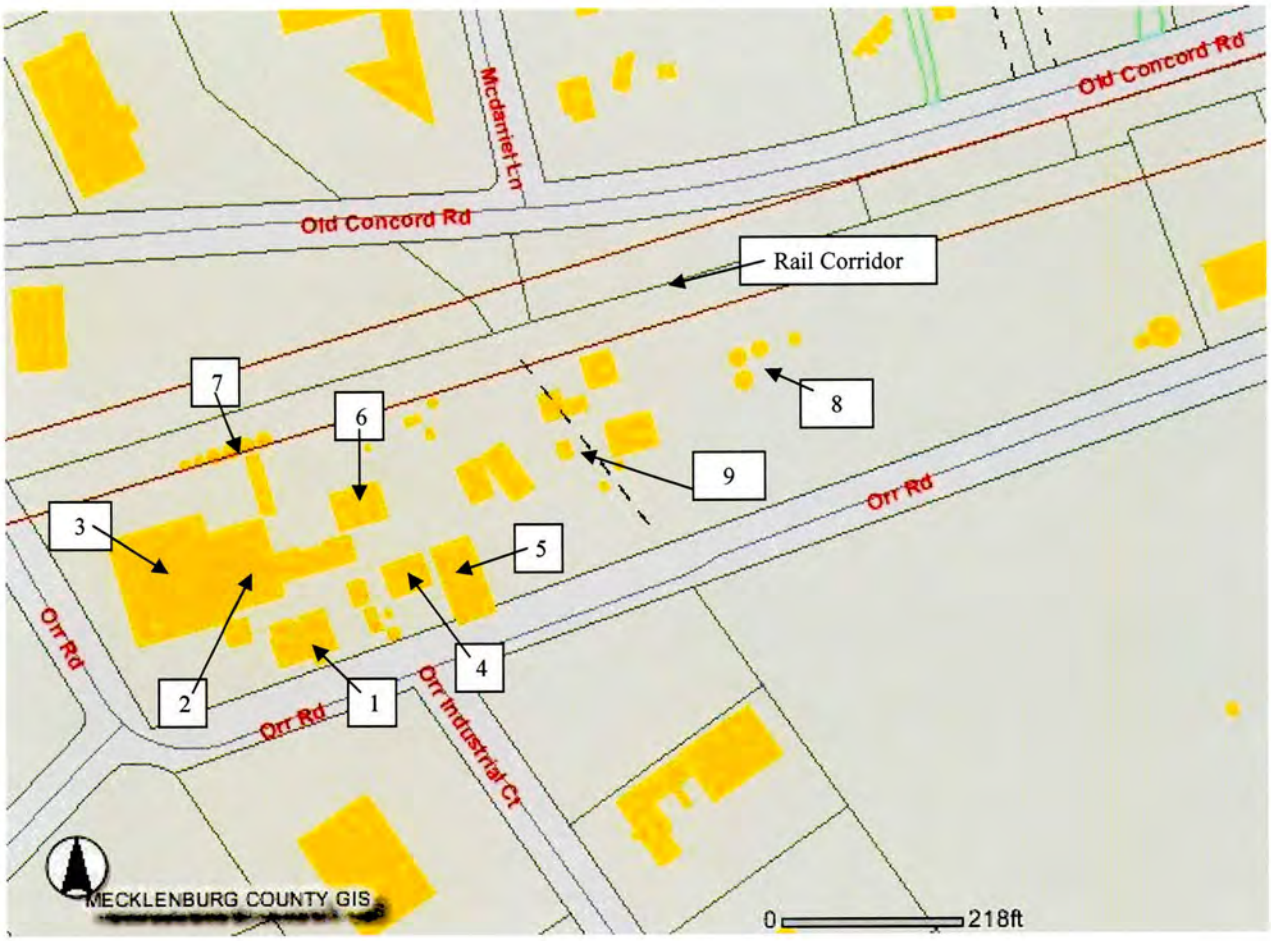
was one of a host of dyestuffs firms that opened in and around Charlotte to provide dyes to the thriving textile trade. The city in the mid-1950s contained fourteen dyestuffs manufacturers and distributors including the Standard Chemical Products Plant (DOE 2009), located south of Wica along Sugar Creek Road. As with Wica, these facilities typically included front offices, research and design laboratories, and warehousing units to rear.

Evaluation of Eligibility

Wica Chemical is not recommended for National Register eligibility under any criterion. While the plant remains in its original location within its original setting along the railroad tracks, modern construction has affected the overall integrity of the property. Specifically, this industrial plant has lost much of its historic feeling, association, design, materials, and workmanship through additions and modern construction on the site. Although the office and laboratory remain intact, the original warehouse had a major addition in 1966, the boiler room was built in 1966, and the complex is filled with large, metal warehouses and storage tanks constructed in the 1970s and 1980s. Furthermore, several more intact dye stuffs manufacturing and distribution companies from the 1950s remain in Charlotte including the 1956 Standard Chemical Products Plant (DOE 2008) on Sugar Creek Road and the Ciba Company Building (1936, expanded 1951) on North Graham Street.

Figure 32

Wica Chemical Company Plant
Site Plan



Source: Mecklenburg County Tax Map

Key

1. Office (1956)
2. Warehouse (1956)
3. Warehouse Addition (1966)
4. Boiler Room (1966)
5. Laboratory (1956)
6. Modern Production Building
7. Modern Storage Tanks
8. Modern Storage Tanks
9. Modern Maintenance Shops and Storage Buildings

Plate 126. Wica Chemical Company Plant, 1966 Warehouse/Production Addition (1956 Warehouse On East/Right Side), Looking North.

Plate 127. Wica Chemical Company Plant, 1956 Warehouse (Right); 1966 Warehouse Addition (Left); 1966 Storage Building (Foreground), Looking North.

Plate 128. Wica Chemical Company Plant, 1956 Office, Looking Northeast.

Plate 129. Wica Chemical Company Plant, 1956 Office Canopy, Looking East Towards Entrance.

Plate 130. Wica Chemical Company Plant, 1956 Laboratory and Modern Metal Warehouse (to the Rear), Looking Northwest.

Plate 131. Wica Chemical Company Plant, 1966 Boiler Room, Looking North.

Plate 132. Wica Chemical Company Plant, Modern Storage Tanks Along Rail Corridor, Looking Southeast.

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APPENDIX A

Concurrence Form
Inventory List of Ineligible Resources
Photographs of Ineligible Resources
Field Survey Maps

Concurrence Form

INVENTORY LIST

Properties Not Eligible for Listing in the National Register and Therefore Not Worthy of Intensive Level Evaluation

No. 1 Warehouse (PIN 115-09-102)
4403 Wilkinson Boulevard
Charlotte

Built ca. 1954 and remodeled in recent decades, this warehouse has a modern, brick façade oriented to Wilkinson Boulevard that denotes the front office section. The spacious storage section to the rear is constructed of concrete block and has steel sash windows. The warehouse has neither the historical or architectural significance nor the integrity needed for National Register under any criterion.

No. 3 Morris Field Drive Bridge
Carries Morris Field Drive over the Norfolk-Southern Railway
Charlotte

This reinforced concrete, deck girder bridge was built in 1942 to carry Morris Field Drive over the former Southern Railway line. Supported by reinforced concrete portal piers, the bridge has a single main span and two approach spans as well as stylized arcaded balustrades. The structure represents a common bridge type that remains prevalent throughout North Carolina, and although intact, lacks the historical or architectural significance to merit National Register eligibility under any criterion.

No. 4 Southern Electrical Equipment Company Warehouse (PIN 117-12-531A)
4045 Hargrove Avenue
Charlotte

This one-story warehouse consists of a simple, brick façade with steel sash windows that mark the front office and a brick warehouse to the rear with steel sash windows and bow truss roof. A 1960s prefabricated metal warehouse stands to the west. The property lacks the historical or architectural significance to warrant National Register eligibility under any criterion.

No. 5 Warehouse (PIN 117-10-305)
2246 Old Steele Creek Road
Charlotte

Built in the 1950s, this utilitarian, one-story warehouse has a simple, brick exterior and steel sash windows. The warehouse does not have the historical or architectural significance needed for National Register eligibility under any criterion.

No. 8 Commercial Building (PIN 117-01-121)
2639 Wilkinson Boulevard
Charlotte

Erected in the 1940s as a furniture store and warehouse, this two-story, brick building has a façade of permastone and precast concrete panels that has now been painted. Original steel sash windows are found on upper level while the first floor has replacement windows. The building does not have the historical or architectural significance to merit National Register eligibility under any criterion.

No. 9 Warehouse (PIN 117-01-109)
2501 Wilkinson Boulevard
Charlotte

This functional, 1950s, concrete block warehouse has a plain, brick façade oriented to Wilkinson Boulevard with steel sash windows along the side elevations. Several, smaller, prefabricated metal warehouses dating to the 1960s stand to the rear alongside the railroad tracks. The warehouse does not have the historical or architectural significance to merit National Register eligibility under any criterion..

No. 10 Commercial Building (PIN 119-01-202)
2020 Remount Road
Charlotte

Grading contractors now occupy this utilitarian, 1950s, brick building along Remount Road. The one-story, brick, flat-roofed building has metal, roll-up doors to accommodate grading equipment. The building does not have the historical or architectural significance to merit National Register eligibility under any criterion.

No. 11 Remount Road Bridge
Carries Remount Road over the Norfolk-Southern Railway
Charlotte

This reinforced concrete, deck girder bridge is similar in design to the Morris Field Drive Bridge, and the two were evidently built during the same construction campaign. The bridge has a single main span and two approach spans, reinforced concrete portal piers, and stylized arcaded balustrades. A common type that remains prevalent throughout North Carolina, the bridge lacks the historical or architectural significance to merit National Register eligibility under any criterion.

No. 12 House (PIN 119-02-125)
1401 Parker Drive
Charlotte

Vinyl siding now covers this simple, frame, one-story, double-pile, hip-roofed dwelling. The 1930s house also has replacement windows and replacement porch posts. The property does not have the special historical or architectural significance for further investigation.

No. 13 House (PIN 119-02-127)
1403 Parker Drive
Charlotte

This 1930s, one-story, frame, gable-front house has replacement one-over-one windows, vinyl siding, and a gable-front entry porch with decorative metal supports. The dwelling does not have the special historical or architectural significance for further investigation.

No. 15 Warehouse (PIN 119-01-105)
2307 Wilkinson Boulevard
Charlotte

Now a church, this 1940s warehouse has a two-story, brick office section with concrete belt courses and a brick warehouse to the rear. Heavily remodeled, the building now has replacement windows and a modernized interior. The building does not have the significance or the integrity to warrant National Register eligibility under any criterion.

No. 16 Warehouse (PIN 119-01-104)
2201 Wilkinson Boulevard
Charlotte

This simple, brick, 1950s warehouse has a two-story, front office section with replacement windows and a rear warehouse. The building does not have the historical or architectural significance to merit National Register eligibility under any criterion.

No. 18 Warehouse (PIN 119-10-320)
1515 South Clarkson Street
Charlotte

Part of a large complex of 1960s storage buildings, this boxy, brick warehouse was built in the 1950s with clerestory windows under the flat roof. The building does not have the historical or architectural significance needed for National Register eligibility under any criterion.

No. 21 North Carolina Highway Commission Garage and Warehouse (MK2231) (PIN 073-26-201)
632 Summit Avenue
Charlotte

Now remodeled and expanded, this early twentieth century, brick warehouse features a stepped gable façade oriented to Summit Avenue. The building has replacement windows and a large, modern rear addition. Although previously surveyed, the building lacks the historical or architectural significance as well as the integrity needed for National Register eligibility under any criterion.

No. 22 Store (PIN 119-09-810)
529 West Summit Avenue
Charlotte

Built ca. 1950, this one-story, masonry store has a brick-faced front section oriented to the corner of West Summit Avenue and Merriman Avenue. The rear, section has exposed concrete block walls. Replacement display windows mark the main elevations. The building does not have the special historical or architectural significance for further investigation.

No. 23 Office Building (PIN 073-26-231)
520 West Summit Avenue
Charlotte

This ca. 1960, brick-faced office building displays modernist elements its flat roofs, recessed office areas, and expansive windows walls with metal sash in the main, two-story unit. Charlotte retains a significant collection of fine modernist offices, including offices associated with the Standard Chemical Products Plant (600 Sugar Creek Road; DOE 2008) and the Republic Steel Corporation Plant (601 Sugar Creek Road; DOE 2008). The 2000 survey of post-World War II architecture in Charlotte identified a number of Study List modernist offices, including the Pure Oil Building (East Morehead Street); J.N. Pease Building (Independence Boulevard); Dentist Building (The Plaza); and American Commercial Bank (West Morehead Street). Therefore, this building does not have the special historical or architectural significance for further investigation.

No. 24 H&S Roofing Company Office Building (PIN 073-26-232)
506 West Summit Avenue
Charlotte

This ca. 1955, one-story, weatherboarded office building includes a modernist-inspired flat roof with exposed rafters, and decorative concrete panels on the main and north elevations. The building's utilitarian rear sections are storage areas for roofing materials. Charlotte retains a significant collection of fine modernist offices, including offices associated with the Standard Chemical Products Plant (600 Sugar Creek Road; DOE 2008) and the Republic Steel Corporation Plant (601 Sugar Creek Road; DOE 2008). The 2000 survey of post-World War II architecture in Charlotte identified a number of Study List modernist offices, including the Pure Oil Building (East Morehead Street); J.N. Pease Building (Independence Boulevard); Dentist Building (The

Plaza); and American Commercial Bank (West Morehead Street). Therefore, this building does not have the special historical or architectural significance for further investigation.

No. 25 Industrial Building (PIN 073-26-C98) ~~Charlotte Linen Supply Company~~ MK-2210
1430 South Mint Street
Charlotte

Constructed in the early twentieth century and remodeled in recent years, this former industrial building now contains a number of professional offices. The one-story, brick building has a bow truss roof and asbestos-sided monitor. Replacement windows now mark the main elevations. The building does not have sufficient integrity for further investigation.

No. 26 Charlotte Linen Supply Company (MK2210) (PIN 073-26-214)
1420 South Mint Street
Charlotte

This remodeled and expanded warehouse was originally constructed in the 1920s. The long, rectangular building contains a series of businesses, including a commercial poster operation. The front office section has been extensively remodeled with stucco, brick-facing quoins, and replacement windows. Modern metal sidings and a 1990s, metal addition characterize the rear sections of the building. The large brick firewall is original. This previously surveyed warehouse does not have sufficient integrity to merit National Register eligibility.

No. 27 Little Hardware Building (PIN 073-26-302) MK2252
1400-1416 South Mint Street
Charlotte

Constructed in the 1920s and extensively expanded and remodeled in recent decades, the Little Hardware Building encompasses a sizable tract framed by Mint, Bland, and Winona streets. The building includes a 1920s, brick warehouse section at the junction of Mint and Winona streets, and a large, modern retail block facing Bland Street. The 1920s, red-brick warehousing unit has a stepped-parapet roof, gabled monitor, and steel-sash windows, and is attached to the modern, two-story retail wing by a modern, one-story, windowless, brick warehouse along Mint Street. Little Hardware does not have sufficient integrity for further investigation.

No. 29 Cathey Lumber Company Warehouse (MK 2252) (PIN 073-26-217)
501 Penman Street
Charlotte

Dating to the late 1920s, this one-story, brick warehouse features a pedimented main entry on the façade (north elevation), restrained cast-stone trim, and slightly raised pilasters defining the bays. Steel-sash windows and wood loading doors remain on the side and rear elevations. However, the side loading dock has been replaced and, significantly, the windows on the front office section and west elevation have been bricked in and modernized. The office interior has also been modernized. Built as the office and warehouse for the Cathey Lumber Company, the adjacent lumber yard historically filled with storage sheds no longer remains. Charlotte retains a number

of early-twentieth-century commercial warehouses that remain more intact, including the nearby Textile Mill Supply Company Building (NR 1999)(Local Landmark 1998) within the APE for this project. Other notable local examples include the Sykes Brothers Building (NR 2003) on South Mint Street, and the Carolina School Supply (NR 2001), Crane Company (NR 2001), Carolina Transfer (NR 1999), and Union Warehouse (NR 2001) buildings on West Morehead Street. Therefore, this previously surveyed property does not have the historical or architectural significance to warrant further investigation.

No. 31 Warehouse (PIN 073-26-603)
1216 South Mint Street
Charlotte

Now offices, this 1950s, one-story warehouse originally consisted of a boxy warehousing/office section and a recessed, boxy loading bay extending from the south elevation. The building is constructed of concrete block with roman face brick oriented to South Mint Street. Replacement windows and doors and a wooden entrance ramp mark the exterior. The building does not have the special historical or architectural significance for further investigation.

No. 32 Warehouse (PIN 073-26-604)
1212 South Mint Street
Charlotte

Large display windows fill the façade of this 1950s warehouse, which included a front office. The simple, rectangular, one-story building is constructed of concrete block, and roman brick covers the façade. Now vacant, the property does not have the special historical or architectural significance for further investigation.

No. 33 Warehouse (PIN 073-26-705)
1124 South Mint Street
Charlotte

Built in the mid-1940s, one-story, red-brick warehouse has bricked-in windows on the façade, which is capped by a stepped parapet. Some original steel-sash windows survive on the side elevations. Two vinyl-sided, flat-roofed monitors on the roof serve to allow in natural light. The building has been converted to offices. The property does not have the special historical or architectural significance for further investigation.

No. 34 Office Building (PIN 073-26-225)
1200 South Graham Street
Charlotte

Displaying modernist elements, the façade of this 1950s, flat-roofed office building features a mix of large, aluminum-frame windows, Roman brick, and white brick with raised stretchers. A recessed entry leads to the reception area. Over-sized brick cover the simple side and rear elevations. The façade includes a modern awning with vinyl soffit. Now occupied by a church,

the interior of the building has been extensively modernized, with the original offices replaced by a large auditorium.

Charlotte retains a significant collection of fine modernist offices, including offices associated with the Standard Chemical Products Plant (600 Sugar Creek Road; DOE 2008) and the Republic Steel Corporation Plant (601 Sugar Creek Road; DOE 2008). The 2000 survey of post-World War II architecture in Charlotte identified a number of Study List modernist offices, including the Pure Oil Building (East Morehead Street); J.N. Pease Building (Independence Boulevard); Dentist Building (The Plaza); and American Commercial Bank (West Morehead Street). Therefore, this building does not have the special historical or architectural significance for further investigation.

No. 35 Ashworth Brothers, Inc. Warehouse (MK 2255) (PIN 073-26-607)
1201 South Graham Street
Charlotte

This altered, boxy, two-story, red-brick warehouse was constructed in the 1920s. Three-bays wide and ten bays deep, the bays are defined by brick pilasters. The original windows have been replaced or bricked in. Modern metal and concrete block additions extend from the south elevation to fill much of the lot. The property does not have the special historical or architectural significance for further investigation.

No. 36 Charlotte Saw and Knife Company Building (PIN 073-26-701)
418 West Palmer Street
Charlotte

Built in the 1950s, this utilitarian one-story, brick warehouse has partially bricked in windows and a simple façade with a flat parapet. The property does not have the special historical or architectural significance for further investigation.

No. 37 Warehouses (PIN 073-13-302)
600 West Morehead Street
Charlotte

Constructed of concrete block with brick facades, this row of mid-1940s, one-story warehouses have altered doorways and windows. The units at the east and west ends have stepped parapets. These warehouses do not have the significance or the integrity needed for National Register eligibility under any criterion.

No. 38 Warehouse (PIN 078-12-101)
700 West Fifth Street
Charlotte

This ca. 1937, brick warehouse has a bow truss roof, replacement windows, a garage bay on the west side, and a reinforced concrete dock and entrance on the east side. The building has recently

been converted to offices. The property does not have the historical or architectural significance to merit National Register eligibility under any criterion.

No. 42 Warehouse (PIN 078-11-701)
1200 North Church Street
Charlotte

Enclosed by chain link fencing, this small, utilitarian, red brick warehouse (ca. 1925) is now surrounded by an assortment of metal-clad and concrete block warehouses with gable roofs. The building does not have the historical or architectural significance to merit National Register eligibility under any criterion.

No. 45 Southern Railway Yard (PIN 083-04-612)
Roughly bounded by East Sixteenth Street (south), East Twenty-Third Street (North); rear boundaries of tax parcels along North Tryon Street (west), and North Brevard Street (east)
Charlotte

Sited north of East Sixteenth Street along the former Southern Railway tracks, the Southern Railway Yard took shape after the formation of the Southern in 1894. By 1900, the Sanborn map of Charlotte showed the yard dominated by the large locomotive house, repair shop, and turntable. A number of tool and repair sheds as well as an office were also located in the yard. By the 1920s, a related large machine shop/wood shop was located along the railway tracks south of East Sixteenth Street (near Liddell Street). Concurrently, numerous commercial warehouses, an oil refinery, and a seed oil factory were sited alongside the freight yard near North Brevard Street.

The railway yard has changed significantly since the mid-twentieth century. The large roundhouse/locomotive house/repair shop complex that was the centerpiece of the tract is now gone. The other sheds, office, and machine/wood shop have also been demolished. The nearby warehouses and industries that bordered the yard are mostly gone or heavily altered. The Norfolk Southern Corporation acquired the Southern Railway in 1982, and the yard today is primarily open space transected by the rail lines. The property includes a collection of modern, prefabricated metal buildings and structures, notably a control tower and a large, metal, gable-roofed, car shed. The Southern Railway Yard has lost most of its significant features from the historic period and thus no longer retains sufficient integrity to merit National Register eligibility under any criterion.

Warehouse (No. 1), 4403 Wilkinson Boulevard, Office, Looking West.

Warehouse (No. 1), 4403 Wilkinson Boulevard, West Elevation, Looking South.

Morris Field Drive Bridge (No. 3), Looking South

Morris Field Drive Bridge (No. 3), Balustrade, Looking West

Morris Field Drive Bridge (No. 3), Substructure, Looking East

Southern Electrical Equipment Company Warehouse (No. 4), 4045 Hargrove Avenue, Looking South.

Southern Electrical Equipment Company Warehouse (No. 4), 4045 Hargrove Avenue, Metal Storage Facility, Looking South.

Warehouse (No. 5), 2246 Old Steele Creek Road, Looking West.

Commercial Building (No. 8), 2639 Wilkinson Boulevard, Looking South.

Warehouse (No. 9), 2501 Wilkinson Boulevard, Looking West.

Commercial Building (No. 10), 2020 Remount Road, Looking West.

Remount Road Bridge (No. 11), Looking North.

Remount Road Bridge (No. 11), Substructure and Balustrade, Looking North.

House (No. 12), 1401 Parker Drive, Looking Southeast.

House (No. 13), 1403 Parker Drive, Looking Southwest.

Warehouse (No. 15), 2307 Wilkinson Boulevard, Looking South.

Warehouse (No. 15), West Elevation, 2307 Wilkinson Boulevard, Looking South.

Warehouse (No. 16), 2201 Wilkinson Boulevard, Looking South.

Warehouse (No. 18), 1515 South Clarkson Street, Looking East.

North Carolina Highway Commission Garage and Warehouse (MK2231) (No. 21), 632 West Summit Avenue, Looking East.

North Carolina Highway Commission Garage and Warehouse (MK2231) (No. 21), 632 West Summit Ave., Looking North.

Store (No. 22), 529 West Summit Ave., Looking South.

Office Building (No. 23), 520 West Summit Ave., Looking East.

Office Building (No. 23), 520 West Summit Ave., Looking East.

Office Building (No. 23), 520 West Summit Ave., Looking North.

H&S Roofing Company Office Building (No. 24), 506 West Summit Ave., Looking North.

H&S Roofing Company Office Building (No. 24), 506 West Summit Ave., Looking East.

Industrial Building (No. 25), 1430 Mint Street, Looking West.

Industrial Building (No. 25), 1430 South Mint Street, South Elevation, Looking North.

Charlotte Linen Supply Company Charlotte Linen Supply Company (MK2210) (No. 26), 1420 South Mint Street, Façade, Looking West.

Charlotte Linen Supply Company (MK2210) (No. 26), 1420 South Mint Street, North Elevation, Looking West.

Charlotte Linen Supply Company (MK2210) (No. 26), 1420 South Mint Street, North Elevation, Looking East.

Charlotte Linen Supply Company (MK2210) (No. 26), 1420 South Mint Street, North Elevation, Looking West.

Little Hardware (No. 27), 1400-1416 South Mint Street, Looking North.

Little Hardware (No. 27), 1400-1416 South Mint Street, Warehouse Section, Looking East.

Little Hardware (No. 27), 1400-1416 South Mint Street, Looking East.

Cathey Lumber Company Warehouse (MK 2252) (No. 29), 501 Penman Street, Looking South.

Cathey Lumber Company Warehouse (MK 2252) (No. 29), 501 Penman Street, Looking Southwest.

Cathey Lumber Company Warehouse (MK 2252) (No. 29), 501 Penman Street, Looking East.

Cathey Lumber Company Warehouse (MK 2252) (No. 29), 501 Penman Street, West Elevation, Looking East.

Cathey Lumber Company Warehouse (MK 2252) (No. 29), 501 Penman Street, Looking West Towards Former Lumber Yard.

Warehouse (No. 31), 1216 South Mint Street, Looking North.

Warehouse (No. 32), 1212 South Mint Street, Looking Northwest.

Warehouse (No. 33), 1124 South Mint Street, Looking West.

Warehouse (No. 33), 1124 South Mint Street, Looking North.

Office Building (No. 34), 1200 South Graham Street, Looking North.

Office Building (No. 34), 1200 South Graham Street, Looking South.

Office Building (No. 34), 1200 South Graham Street, Front Awning.

Office Building (No. 34), 1200 South Graham Street, Entrance.

Office Building (No. 34), 1200 South Graham Street, Rear Elevation, Looking East.

Ashworth Brothers Inc. Warehouse (MK 2255) (No. 35), 1201 South Graham Street, Façade and North Elevation, Looking Southeast.

Ashworth Brothers Inc. Warehouse (MK 2255) (No. 35), 1201 South Graham Street, Façade and South Elevation, Looking East.

Charlotte Saw and Knife Company Building (No. 36), 418 West Palmer Street, Looking East.

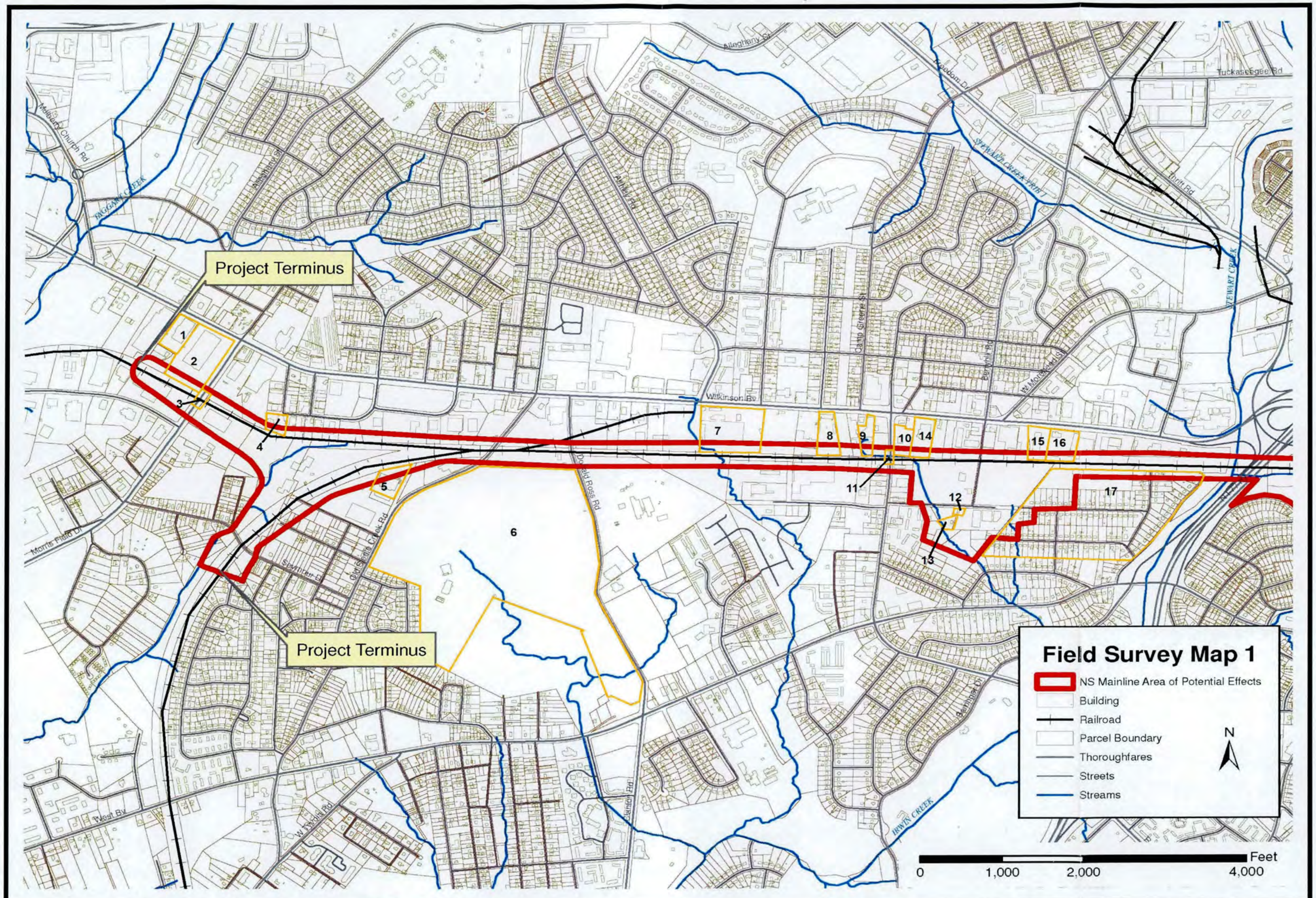
Warehouses (No. 37), 600 West Morehead Street, Looking East.

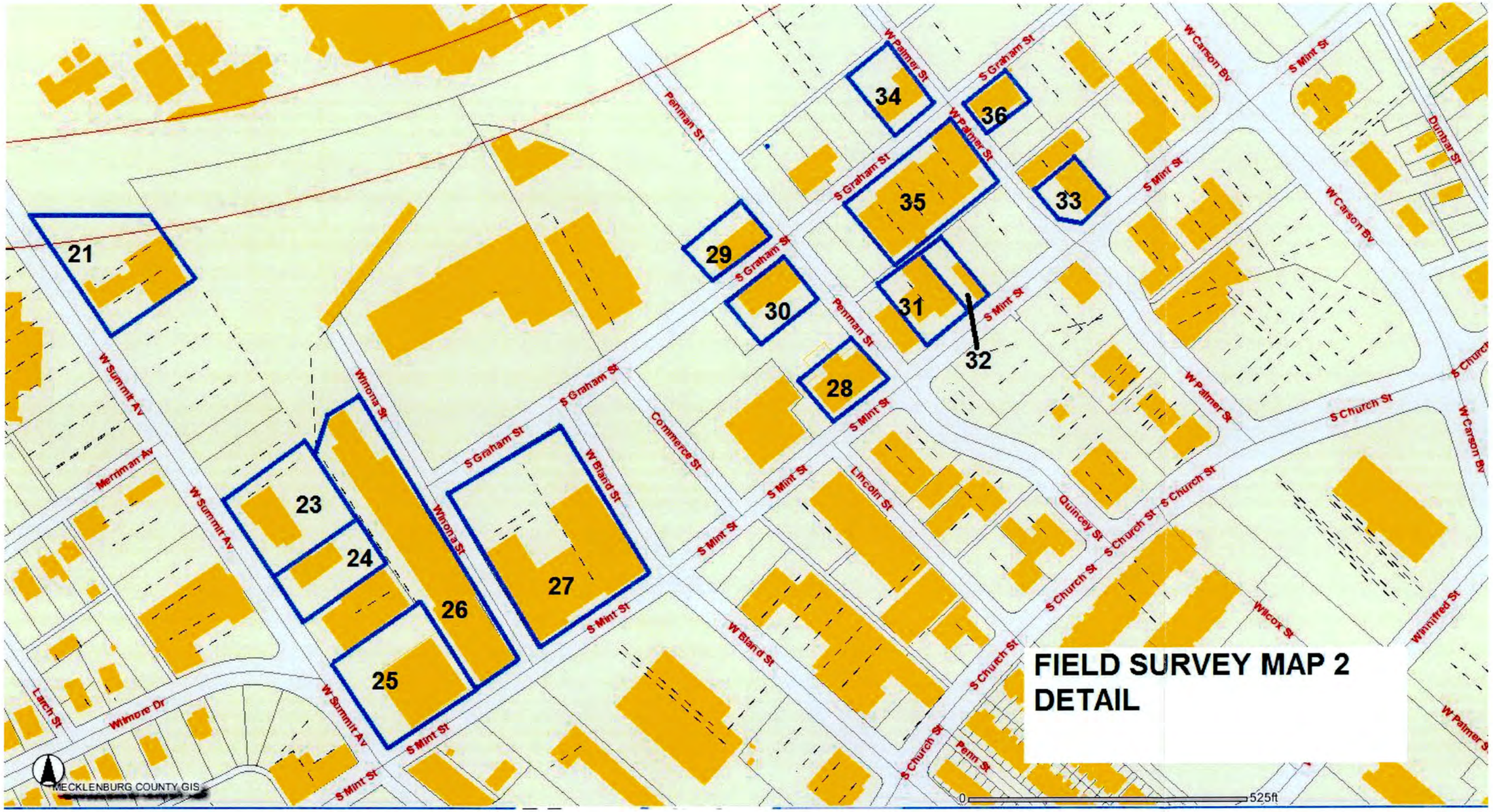
Warehouse (No. 38), 700 West Fifth Street, Looking East.

Warehouse (No. 42), 1200 North Church Street, Looking South.

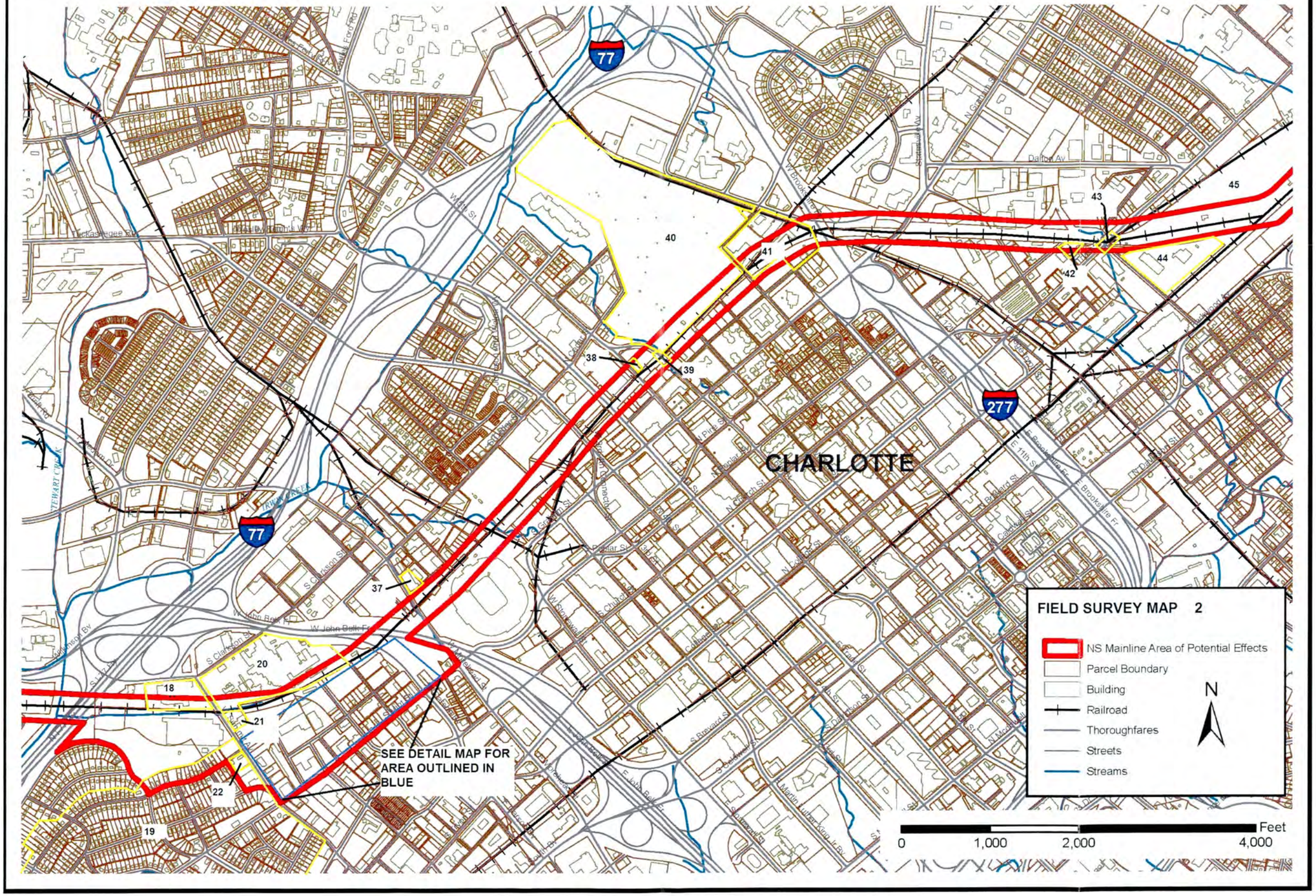
Southern Railway Yard (No. 45), Looking West From North Brevard Street.

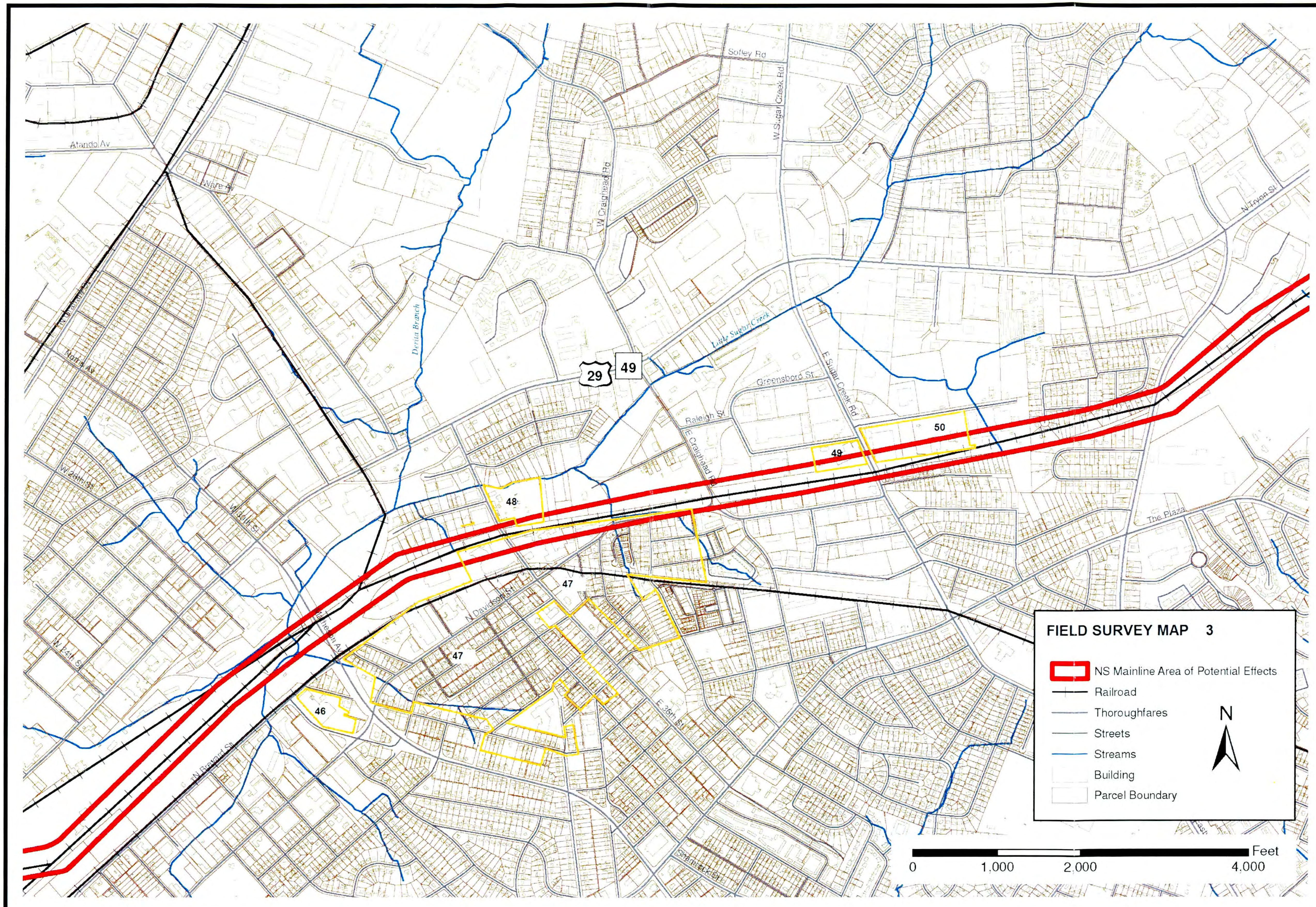
FIELD SURVEY MAPS

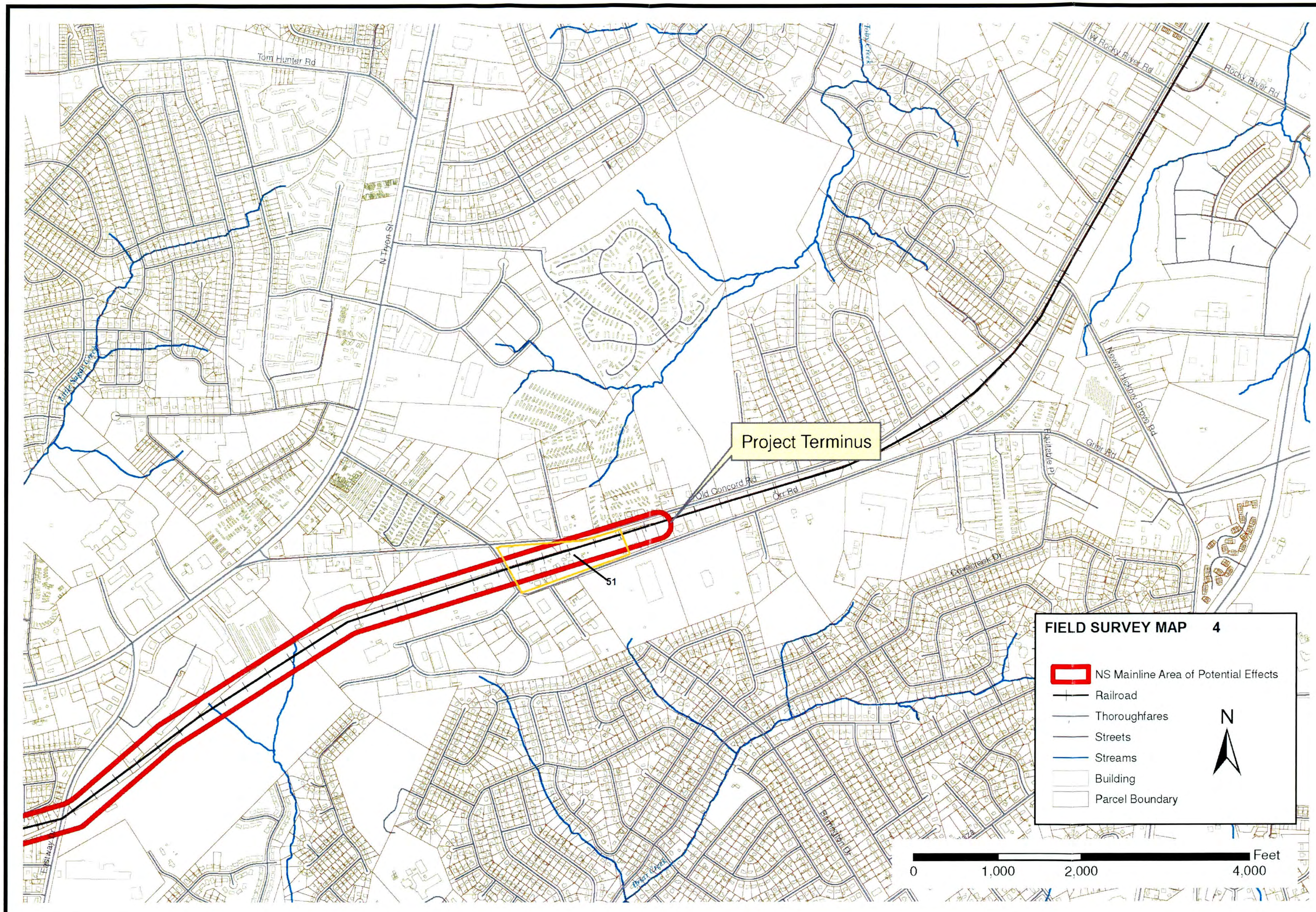

Field Survey Map 1
NS Mainline Area of Potential Effects
Building
Railroad
Parcel Boundary
Thoroughfares
Streets
Streams
N
Feet
0
1,000
2,000
4,000
Project Terminus
Project Terminus
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
Wilkinson Bv
Morris Field Dr
West Bv
Tuckaseegee Rd
Thrift Rd
Donald Ross Rd
Old Steele Creek Rd
Camp Greene St
Mulberry Church Rd
Allegheny St
Stewart Creek
Irwin Creek
Paw Creek



FIELD SURVEY MAP 2
DETAIL


77
277
CHARLOTTE
40
41
42
43
44
45
38
39
37
20
18
21
22
19
SEE DETAIL MAP FOR AREA OUTLINED IN BLUE
FIELD SURVEY MAP 2
NS Mainline Area of Potential Effects
Parcel Boundary
Building
Railroad
Thoroughfares
Streets
Streams
N
0
1,000
2,000
4,000
Feet


FIELD SURVEY MAP 3
NS Mainline Area of Potential Effects
Railroad
Thoroughfares
Streets
Streams
Building
Parcel Boundary
N
0
1,000
2,000
4,000
Feet
29
49
46
47
48
49
50
Atando Av
Sofley Rd
W Sugar Creek Rd
W Craighead Rd
N Tryon St
Greensboro St
Raleigh St
E Sugar Creek Rd
E Craighead Rd
Little Sugar Creek
Derita Branch
N Davidson St
The Plaza
E 36th St
N Brevard St
W 24th St
W 26th St



Project Terminus
51
Tom Hunter Rd
N Tryon St
W Rocky River Rd
Rocky River Rd
Old Concord Rd
Orr Rd
Newell Hickory Grove Rd
Grier Rd
FIELD SURVEY MAP 4
NS Mainline Area of Potential Effects
Railroad
Thoroughfares
Streets
Streams
Building
Parcel Boundary
N
Feet
0
1,000
2,000
4,000

APPENDIX B

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
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
1984-1989	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 Greensboro, North Carolina

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