



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

David L. S. Brook, Administrator

Michael F. Easley, Governor
Lisbeth C. Evans, Secretary
Jeffrey J. Crow, Deputy Secretary

Division of Historical Resources
David J. Olson, Director

March 10, 2003

MEMORANDUM

TO: Greg Thorpe, Manager
Project Development and Environmental Analysis Branch
NCDOT Division of Highways

FROM: David Brook *Use for David Brook*

SUBJECT: Historic Architectural Resources Report, widen SR 1008 (Indian Trial Blvd.)
from SR 1009 (Old Charlotte Highway), to US 74, U-3809, Union County, ER02-7409

Thank you for your letter of January 28, 2003, transmitting the survey report by Mr. Richard Silverman for the above project.

For purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the following property is eligible for listing in the National Register of Historic Places under the criterion cited:

The James Orr Store, 125 Indian Trial Road, is eligible for the National Register under *Criterion C* for its architectural significance as a building type. The building reflects the retail operational trends in storefront design, building scale, and siting that characterized rural commercial retail buildings of the late 19th and early 20th centuries. It is a building type that is quickly disappearing in the rural Southern town landscape.

We concur with the National Register boundary for this property as described and delineated in the report.

The following property is determined not eligible for listing in the National Register of Historic Places:

www.hpo.dcr.state.nc.us

	Location	Mailing Address	Telephone/Fax
ADMINISTRATION	507 N. Blount St., Raleigh NC	4617 Mail Service Center, Raleigh NC 27699-4617	(919) 733-4763 • 733-8653
RESTORATION	515 N. Blount St., Raleigh NC	4613 Mail Service Center, Raleigh NC 27699-4613	(919) 733-6547 • 715-4801
SURVEY & PLANNING	515 N. Blount St., Raleigh NC	4618 Mail Service Center, Raleigh NC 27699-4618	(919) 733-6545 • 715-4801

March 10, 2003

Page 2

The Indian Trail Church Methodist Church, 113 Indian Trail Road South, is not eligible for the National Register because it does not retain sufficient integrity and significance to qualify for the National Register under any criteria considerations.

In addition, properties 1 – 11, 13, and 16 – 27 are not eligible for the National Register.

Until additional information for the properties listed below is provided, we are unable to assess their eligibility for listing in the National Register:

The Indian Trail Presbyterian Church, 200 Indian Trail South Road. Please provide a labeled boundary map of the church complex with footprints of all the buildings within the complex and indicate their contributing or non-contributing status. In addition, if any of the buildings in the complex are attached to the church, please provide photographs of the building and its relationship to the church.

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

Thank you for your cooperation and consideration. If you have questions concerning the above comment, contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763. In all future communication concerning this project, please cite the above referenced tracking number.

Cc: Mary Pope Furr
Richard Silverman

Bc: ~~Southern~~/McBride
County

HISTORIC ARCHITECTURAL RESOURCES SURVEY REPORT

TIP# U-3809

WIDEN SR 1008 (INDIAN TRAIL BLVD.)
FROM
SR 1009 (OLD CHARLOTTE HIGHWAY)
TO US 74
INDIAN TRAIL, UNION COUNTY, NC
STATE PROJECT NO. 8.2692801
FEDERAL AID NO. STP-1008(7)



NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
REPORT PREPARED BY:
RICHARD L. SILVERMAN
JANUARY, 2003

Richard L. Silverman 01.28.2003
Principal Investigator Date
Historic Architecture Section
North Carolina Department of Transportation

Mary Pope Purr 1.28.2003
Mary Pope Purr, Supervisor Date
Historic Architecture Section
North Carolina Department of Transportation

TABLE OF CONTENTS

I.	MANAGEMENT SUMMARY.....	3-5
II.	MAPS.....	6-9
III.	PURPOSE OF SURVEY AND REPORT.....	10-11
IV.	METHODOLOGY.....	12-13
V.	HISTORIC CONTEXTS.....	14-24
VI.	PROPERTY INVENTORY AND EVALUATIONS.....	25-58
	A. PROPERTIES EVALUATED AND CONSIDERED ELIGIBLE FOR THE NATIONAL REGISTER.....	26-38
	B. PROPERTIES EVALUATED AND CONSIDERED NOT ELIGIBLE FOR THE NATIONAL REGISTER.....	39-43
	C. PROPERTIES DETERMINED NOT ELIGIBLE FOR THE NATIONAL REGISTER AND NOT WORTHY OF FURTHER EVALUATION.....	44-58
VII.	BIBLIOGRAPHY.....	59-60
VIII.	PROJECT RECORD DOCUMENTS.....	61-64

U-3809

I. Management Summary

I. Management Summary

A. Project Description

B. Vicinity

C. Historic Architectural Resources Summary

I. MANAGEMENT SUMMARY

A. PROJECT DESCRIPTION

The North Carolina Department of Transportation (NCDOT) proposes to widen SR 1008 (Indian Trail Boulevard) from SR 1009 (Old Charlotte Highway) to US 74 in Union County (see sheets VIC-1, page 7 and PROJ-1, page 8). The purpose of the project is to improve capacity, level of service, and safety. The project is needed because congestion has become problematic along Indian Trail Boulevard, and traffic forecasts show the problem will continue to worsen. The existing roadway facility is predominately a two-lane highway with approximately twenty-four feet of pavement and grass shoulders. The proposed design is a three-lane curb-and-gutter section with a sidewalk on the north side. The project design speed is 40 mph while the project length is approximately 1.5 miles.

B. VICINITY

Union County is situated in the Piedmont region of North Carolina with rolling hills, dense woodland, red clay soil, and numerous, generally north-south draining streams. This region of the state has primarily hardwood trees including a variety of oaks and hickory trees with a smaller population of pine trees. The dense woodland historically supported a minor lumber industry with sawmills once dotting the landscape. The soil is suited to cotton cultivation, but not bright leaf tobacco, and the agricultural lands in the region are comprised of small and middling farmsteads which historically grew cotton, corn, and other small grains. While the area's streams provided a steady supply of water for domestic and agricultural use, the area is not served by a larger river suited for transportation.

The town of Indian Trail is located in western Union County, approximately two miles southeast of the Union-Mecklenburg county line and ten miles northwest of Monroe, the county seat. Land use in the vicinity of the proposed project is mixed within the town of Indian Trail and agricultural beyond the town limits. Single-family residential is predominant throughout the project area. Post-World War II commercial, residential, and light industrial construction is found throughout the project area and along secondary routes, particularly in the areas adjacent to US 74. With the increased suburbanization from Charlotte-Mecklenburg, the area has lost many of its farmsteads. In addition many properties have lost their associated historical functions. Consequently, many of the once defining stores, cotton gins, and schools are no longer extant. In some cases, the survival of prominent churches are all that mark these once vital rural communities. In conclusion, the environmental setting is defined by a mix of light industrial, commercial, recreational, and suburban residential land uses that are quickly reshaping the built environment.

I. MANAGEMENT SUMMARY (CONT'D.)

C. HISTORIC ARCHITECTURAL RESOURCES SUMMARY

The Area of Potential Effects (APE) for historic architectural resources was delineated by a NCDOT staff architectural historian and reviewed in the field. The APE boundary is shown on sheet HR-1, p. 9. Twenty-seven properties appearing over fifty years of age were identified in the APE as part of the NCDOT Historic Architectural Resources Survey for the U-3809 project.

PROPERTIES LISTED IN THE NATIONAL REGISTER

-NONE-

PROPERTIES EVALUATED & CONSIDERED ELIGIBLE FOR THE NATIONAL REGISTER

Indian Trail Presbyterian Church (Property #12)
Evaluated in depth in this report, see pages 26-32.

James Orr Store (Property #15)
Evaluated in depth in this report, see pages 33-38.

PROPERTIES EVALUATED & CONSIDERED NOT ELIGIBLE FOR THE NATIONAL REGISTER

Indian Trail United Methodist Church (Property #14)
Evaluated in depth in this report, see pages 39-43.

Properties #1-11, 13-14, 16-24, 26-27 were shown at an NCDOT-HPO Concurrence meeting on 17 September 2002 and determined **not eligible** for the National Register and not worthy of further evaluation. At the Concurrence meeting, NCDOT-HPO agreed that Property #25 is not in the APE for the subject project. No further studies for these properties are planned by NCDOT. See signed Concurrence Form, Section VIII, Project Records Documents, p. 64.

PROPERTIES ENTERED INTO THE NORTH CAROLINA STUDY LIST

Indian Trail Presbyterian Church (SL) was entered into the NC State Study list on 15 November 1983. As part of this report, NCDOT evaluated this property in depth and considers it eligible for the National Register, see p. 26-32.

PROPERTIES ELIGIBLE FOR THE NATIONAL REGISTER UNDER CRITERION G

-NONE-

U-3809

II. Maps

II. Maps

VIC-1: Project Vicinity Map

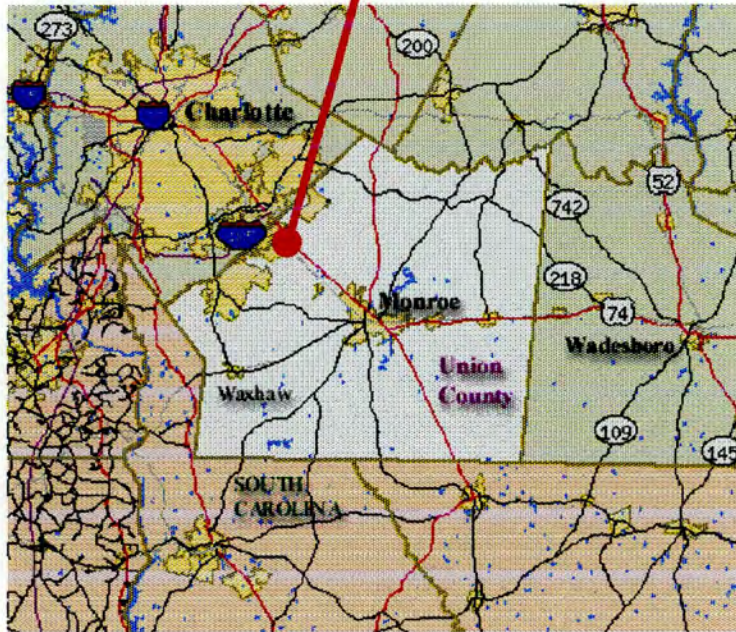
PROJ-1: Project Planning Map

HR-1: Historic Architectural Resources Survey Map

II. MAPS



Indian Trail



NCDOT Historic Architecture
1548 Mail Service Center
Raleigh, NC 27699-1548

T 919-733-3141
F 919-733-9794
www.ncdot.org

Project
**Improve Indian Trail Blvd (SR 1008)
from SR 1009 to US 74, Union County**

Sheet Title
PROJECT VICINITY MAP

Drawn By:
Silverman

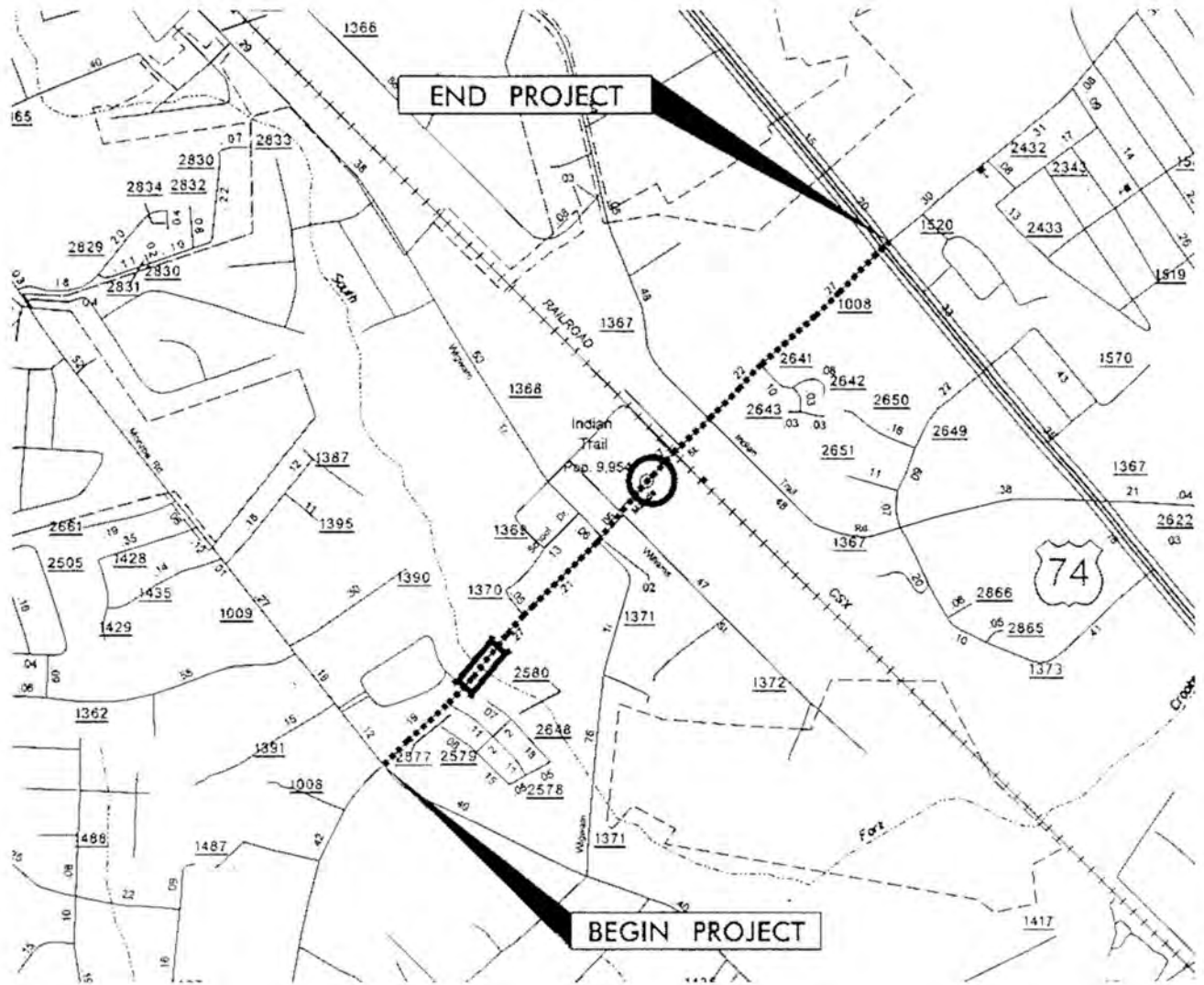
Issue Date:
11-15-02

File Name:
VIC 1.ppt

TIP No.
U-3809

Scale
NTS

Sheet No.
VIC-1



NCDOT Historic Architecture
1548 Mail Service Center
Raleigh, NC 27699-1548

T 919-733-3141
F 919-733-9794
www.ncdot.org

Project

Improve Indian Trail Blvd (SR 1008)
from SR 1009 to US 74, Union County

Sheet Title

PROJECT PLANNING MAP

Drawn By:
Silverman

Issue Date:
01-06-03

File Name:
PROJ 1.ppt

TIP No.

U-3809

Scale

NTS

Sheet No.

PROJ-1

III. Purpose of Survey & Report

III. Purpose of Survey and Report

A. Purpose

B. NC Historic Preservation Office Requests

C. Previous Studies

III. PURPOSE OF SURVEY AND REPORT

A. PURPOSE

NCDOT conducted a survey and compiled this report in order to identify historic architectural resources located within the APE as part of the environmental studies performed by NCDOT and documented by an Environmental Assessment (EA). This report is prepared as a technical addendum to the EA and as part of the documentation of compliance with the National Environmental Policy Act (NEPA) of 1969 and the National Historic Preservation Act (NHPA) of 1966, as amended. Section 106 of the NHPA requires federal agencies to take into account the effects of their undertakings (federally funded, licensed, or permitted projects) on properties listed in or eligible for the National Register of Historic Places, and to afford the Advisory Council on Historic Preservation a reasonable opportunity to comment on such undertakings. This report is on file at NCDOT and available for review by the public.

B. HPO REQUESTS

In a letter of 22 October 2001 from David Brook, Deputy State Historic Preservation Officer to William D. Gilmore, P.E., Manager of the NCDOT Project Development & Environmental Analysis Branch, the following was stated¹:

As part of the 1982 survey of Union County by Mary Ann Lee, six properties with some historical or architectural significance were identified within the area of potential effect (UN 42, 92, 199, 302, 340, and 453).² Given the passage of time, we recommend that an architectural historian with NCDOT undertake a survey of the area of potential effect.

C. PREVIOUS STUDIES

Although there are no known previous NCDOT historic architecture studies specifically focused on the Indian Trail locality, other cultural resource studies have been conducted within Union County. As stated above by HPO comments, Mary Anne Lee completed a cultural resources survey of Union County for HPO in 1982. Additionally, HPO maintains a good collection of survey files resulting from that survey. Following that study, Suzanne Pickens produced *Sweet Union: An Architectural and Historical Survey of Union County, North Carolina*. National Register nominations and study list applications also prove a good source for architectural and historic information relating to the county. Additionally, NCDOT has completed several Phase II Historic Architectural Resource Survey Reports in Union County, among them a survey for R-2599, the Senator Jesse Helms Freeway (US 74 Monroe Bypass) by Mattson, Alexander and Associates, Inc. as well as E. Kravitz's survey report for U-3412 A&B, an NCDOT project located in the Waxhaw vicinity.³

¹ A copy of this letter is included in this report (see *Section VIII., Project Record Documents*).

² Benton's Store (UN 42) has been demolished.

³ E. Kravitz, no longer with NCDOT, initiated the fieldwork for the U-3809 report.

IV. Methodology

IV. Methodology

A. Technical Guidelines

B. Goals

C. Fieldwork and Research

IV. METHODOLOGY

A. TECHNICAL GUIDELINES

NCDOT conducted the survey and prepared this report in accordance with the provisions of FHWA Technical Advisory T 6640.8A (Guidance for Preparing and Processing Environmental and Section 4(f) Documents); the Secretary of the Interior's Standards and Guidelines for Archaeological and Historic Preservation (48 FR 44716); 36 CFR Part 800; 36 CFR Part 60; and Survey Procedures and Report Guidelines for Historic Architectural Resources by NCDOT. This survey and report meet the guidelines of NCDOT and the National Park Service. In addition, this report conforms to the expanded requirements for architectural survey reports developed by NCDOT and the North Carolina State Historic Preservation Office dated 2 February 1996.

B. GOALS

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

C. FIELDWORK AND RESEARCH

The survey methodology consisted of a field survey and background research on the project area. NCDOT staff architectural historians conducted field surveys on 19 December 2001 and 4 June 2002 by car and on foot. All structures over fifty years of age in the APE were photographed and keyed to a project map (see sheet HR-1, page 9). Background research was conducted at the Union County Courthouse in Monroe, the University of North Carolina at Chapel Hill libraries, the North Carolina Historic Preservation Office in Raleigh, and the North Carolina State Library & Archives in Raleigh.

U-3809

V. Historic Contexts

V. Historic Contexts

A. Historic Abstract of Union County

B. Historic Abstract of the Town of Indian Trail

C. Rural Church Architecture in Union County

D. Rural Commercial Architecture in Union County

V. HISTORIC CONTEXTS

[Section V., Part A. drawn from *Historic Architectural Resources Survey Report for TIP# R-2559, Senator Jesse Helms Freeway (US 74 Monroe Bypass)*; Prepared for the North Carolina Department of Transportation by Mattson, Alexander and Associates, Inc.]

A. HISTORIC ABSTRACT OF UNION COUNTY

Settlement to the Civil War

Union County, like many other North Carolina Piedmont counties, was first settled in the mid-eighteenth century. The early settlers formed part of a wave of migrants from Pennsylvania who traveled the Great Wagon Road along the east face of the Shenandoah Mountains into the recently opened North Carolina back country. This initial movement from Pennsylvania was comprised mainly of Scotch-Irish Presbyterians, but first and second generation English and German migrants also formed part of this great relocation. Situated along the South Carolina border, Union County also received settlers moving north from the South Carolina Low Country.

After the American Revolution, more settlers streamed into what was to become Union County. With increases in population came demands for the creation of a separate county, but despite this agitation, Union County was not formed until 1842 with the reconfiguration of neighboring Mecklenburg and Anson counties. The county seat of Monroe was established within two miles of the geographic center of the newly formed county, and the first court session was held in 1845.⁴

Agriculture formed the economic mainstay of the county from the colonial period through Reconstruction. Subsistence farming predominated, but by the antebellum period, some large farms were formed as additional acreage was acquired, and these large scale farmers began cultivating cash crops, primarily cotton. Despite the growing prominence of this class of commercial farmers, most Union County farmers remained small scale and did not adopt the progressive farming techniques espoused by agricultural experts. Traditional methods of subsistence farming remained the normal pattern through the antebellum period.⁵

In 1852, conflicts between the large landowners, who were allied with small town merchants, and smaller subsistence farmers arose. With the establishment of the county seat at Monroe, more prosperous farmers lobbied for a special county tax to finance roads, schools, cotton weighing stations, and other forms of economic development. Small scale, self-sufficient farmers, who operated on the fringes of the cash economy, protested. Although the Civil War quelled the internal dispute through the 1860s, the effort to promote capitalistic agriculture over diversified subsistence farming resurfaced after the war.⁶

The only industrial activity in the county prior to the Civil War was mining. Although the first gold in the U.S. was discovered near Concord in the 1790s, major excavations did not occur until the 1830s after a branch of the U.S. Mint was established in Charlotte in 1837.

⁴ Hugh Talmadge Leffler and Albert Ray Newsome. *The History of a Southern State: North Carolina*. 3rd Ed. (Chapel Hill: University of North Carolina Press, 1954), p. 74-79.

⁵ Talmadge and Leffler, 19-22.

⁶ Suzanne S. Pickens, ed. *Sweet Union: An Architectural and Historical Survey of Union County, North Carolina*. (Monroe: Union County Board of Commissioners, Monroe-Union County Historic Properties Commission, and Union County Historical Society, 1990) p. 27.

The California Gold Rush led to the decline of North Carolina gold mining although the 1850 census listed 87 miners in Union County with 38 to 44 operational mines. The mines of the antebellum era were generally small efforts undertaken by local residents with limited capital. After the Civil War, northern capitalists established gold mining companies in the county. Although mining was never a major component of the local economy, these postbellum excavating operations tended to be more extensive than those of the antebellum period and often included construction of ore mills and worker housing.⁷

Reconstruction through World War II

In the aftermath of the Civil War, county officials, merchants, and prominent farmers pursued their long standing goal of transforming the county from subsistence agriculture to a cash crop economy.⁸ Merchants spurred this transformation. The self-sufficient farmers of the prewar years conducted little business with merchants, but changes in national banking laws after the Civil War, which located most banks in the North, left southern merchants to control credit. Scarce cash led to the passage of lien laws which permitted the use of unplanted crops as collateral. Thus, stores became powerful economic and political agents as the source for loans and credit. The new economy promoted cash crop cultivation, particularly cotton, as a means of repaying debts and purchasing goods formerly produced at home. Stymied cotton production during the war drove the price of cotton up in the late 1860s, but by the 1880s, prices dropped with increased cultivation, both in the U.S. and abroad.⁹

The new mortgage and lien laws and the end of the subsistence economy fell hardest on small scale farmers who found themselves caught in a vicious cycle of debt. The growth of white tenancy increased as small farms were incorporated into larger holdings, and former owners became tenant farmers, wage laborers, or quit altogether. Farms of fewer than 10 acres decreased from 111 in 1870 to 23 in 1880 and those with acreage totaling 20 to 49 acres decreased from 816 to 430 during the same period.¹⁰ After high cotton prices in the 1860s, the price of cotton dropped in ensuing decades as production rose, reaching a record low of 5 cents per pound during the depression of the 1890s. With the construction of textile mills in nearby Charlotte, many of the rural destitute moved to the factories.

At the same time, the county began to experience new growth. Merchants from nearby South Carolina and North Carolina counties moved to Monroe, the governmental and commercial center of the county. In 1871, the new commercial interests in Union County were successful in convincing the Wilmington, Charlotte, and Rutherford Railroad to build a line through the county. With the completion of the line in 1874, new railroad towns such as Marshville and Wingate emerged, and the county began to improve roads leading to Monroe and these small market towns. Throughout the South, the construction of rail lines soared after the war so that by 1890, nine of every ten Southerners lived in a county served by rail.¹¹ With these improvements to transportation, the number of towns in the South doubled between 1870 and 1880, doubling again by 1900. Cities expanded, and the rate of urban growth reached nearly twice the national average.¹²

⁷ Pickens, p. 16.

⁸ Nelson H. Walden. *The History of Union County*. (Charlotte: Heritage Printers, Inc., 1964) p. 16-18.

⁹ Edward L. Ayers. *The Promise of the New South: Life After Reconstruction*. (New York: Oxford University Press, 1992) p. 13-14.

¹⁰ Pickens, p. 34.

¹¹ Ayers, p. 9.

¹² Ayers, p. 20.

The railroad created much new development in Union County and fostered growth of Monroe as well as Waxhaw, Wingate, and Marshville along its route. By the 1880s, the South began its rapid industrialization, with productivity and industrial growth rates outstripping national averages.¹³ Union County followed the industrial trend. In 1867, Monroe had only seven merchants and six grist mills, but by 1884, there were 58 merchants in the county seat including a number of specialty stores. In addition, Monroe boasted 19 manufacturing plants which included blacksmiths, a brick making plant, carriage and wagon makers, and a sash and blind factory. General stores and mills were located in the smaller railroad towns of the county. Gold mining was revived in the county with 19 mines operating in 1884 as well as one slate quarry. In the Piedmont, textile mills became the prominent form of manufacturing. By the 1890s, cotton mills were opened in Monroe. The Monroe Cotton Mill, and its associated Mill Village, was constructed in 1892, and in 1904, the Icemorlee Cotton Mill was established. With their success, the Crow Hosiery Mill was opened in 1904, and a knitting mill was built in 1920. In addition to textiles, the long-established Piedmont Buggy Factory constructed a new facility in 1910 near the Monroe Cotton Mill although the factory later was converted to textile production with the advent of automobiles. Other factories of the period included the Henderson Roller Mills, the J. Shute and Sons Brick Manufactory, and the Southern Cotton Oil Company, Oil Mills and Ginnery. Warehousing concerns also opened near the railroad for cotton, guano, and hardware. The largest industrial venture outside Monroe was the Rodman-Heath Cotton Mill of Waxhaw, established in 1899.¹⁴

By the early twentieth century, the railroads and improved roads fostered new growth reflected in the built environment.¹⁵ With the growth of new railroad towns, the construction of commercial and institutional buildings, as well as residences, increased. New church and school buildings were erected after Reconstruction in towns and rural communities. Although the railroads enabled builders to incorporate inexpensive decorative elements into new designs, theological and budgetary constraints meant that much church construction after the Civil War, particularly in rural areas of the county, followed the simple, vernacular forms of the antebellum period. However, for town or wealthier congregations, churches were often built of brick with greater architectural sophistication. Towers, belfries, steeples, pointed arch windows, and Classical porticoes were added to embellish existing church edifices or were incorporated into new designs. In addition, religious campgrounds were built with arbors, small churches, and rustic shelters called tents. Some of these religious facilities survive, including several associated with rural African-American communities.¹⁶

Although Monroe had steadily developed as the governmental and economic center of the county, the construction of a second rail line, the Georgia, Carolina, and Northern Railroad between 1887 and 1892 gave the county seat connections to Atlanta. After 1901, when the line was acquired by the Seaboard Railway, Monroe had connections to Atlanta, New York, and New Orleans. With this new agent of growth, the older, frame commercial buildings in Monroe were replaced with more expensive brick mercantile structures, and the cotton market towns of Marshville and Waxhaw also developed impressive commercial districts flanking the railroad tracks.¹⁷

¹³ Ayers, p. 22.

¹⁴ Levi Branson, ed. *North Carolina Business Directory*. (Raleigh: Levi Branson Publishing Co., 1867-1868, 1872, 1878, 1884, 1890, 1896).

¹⁵ Pickens, p. 46.

¹⁶ Pickens, p. 41-42.

¹⁷ Allison and David Black. *Monroe Downtown Historic District*. Nomination to National Register of Historic Places, (1987).

In the late 1930s, town merchants demanded that the county direct redevelopment efforts toward industrial production in an effort to balance the economic composition of the county between manufacturing and agriculture. With these demands, the county created a County Industrial Board. However, before the board could begin operations, Camp Sutton, a staging camp for military forces, was created soon after the bombing of Pearl Harbor. The military presence created an economic bonanza for Union County. Originally planned to operate for three months, Camp Sutton became an engineering training center, and troops built numerous bridges and roads throughout the county. Later in the war, Camp Sutton became a P.O.W. camp for Germans and Italians who were hired to local farmers as laborers.¹⁸

Conclusion

Camp Sutton was closed at the end of the war, and surplus property was sold to the state and county. The army hospital became the core of Union Memorial Hospital while the county had received much bridge construction. Throughout the late 1940s and 1950s, new textile mills were built, and agriculture became more diversified. In recent years, portions of Union County have become increasingly suburbanized as bedroom communities for Charlotte. This is particularly evident with the spate of new development in the town of Indian Trail.

¹⁸ Pickens, p. 61-62.

V. HISTORIC CONTEXTS (CONT'D.)

B. HISTORIC ABSTRACT OF THE TOWN OF INDIAN TRAIL

Though the town of Indian Trail was incorporated in 1907, the name "Indian Trail" historically is associated with the Trading Path. The Trading Path was actually a series of paths connecting the area of Virginia in the vicinity of present-day Petersburg with the Catawba Indian lands near present-day Charlotte. The Path was in use by the Native American population of traders and travelers long before the appearance of European explorers and traders. The Trading Path divided around the present town of Concord with one path going west to Charlotte. Another section of the trail, that passed through the present town of Indian Trail, led to the Waxhaw Native American settlement. This settlement encompassed an area just south of Charlotte to Lancaster, South Carolina and from the Catawba River in the west to Monroe in the east. The area was named for its first inhabitants, the Waxhaw Indians. European settlers came to the area from three sources: Highland Scots of the Sandhills region, German settlers who came down from the Catawba Valley, and others who traveled water routes from South Carolina. Land grants were issued to newcomers in 1752 and continued for another quarter century. The area was Bladen County until 1748, then Anson County for a period until Mecklenburg County was formed in 1762. The new county of Union was created in 1842 from both Anson and Mecklenburg counties. The western half of the new county came from Mecklenburg and included the present town of Indian Trail.¹⁹

The impetus for the more concentrated settlement, leading to the formation of Indian Trail, was the railroad. Just as for Wingate and Marshville, the 1874 completion of tracks by the Carolina Central Railroad connecting Wilmington and Charlotte encouraged concentration around this distribution point. The railroad became such a focal point to the town that when it became incorporated in 1907, the city limits were designated as a circle one-half mile in radius from a point in the center of the railroad tracks.²⁰ Shipping cotton and other goods to market and receiving farm supplies was reason enough for businesses to locate in the area. One of the pioneer businessmen was Dawson Jerome Himbe who owned the Indian Trail Brick Co. and also provided the necessary funds to help build churches and schools.²¹

The first post office in Indian Trail was established on March 12, 1861 with Cyrus Stevens as postmaster. Discontinued in 1866, the post office later reopened under Henry Stevens in 1870. Recently a post office has been built. In 1912, James Orr built a brick commercial block which is situated in the center of town. It was used for various establishments, including a general store, post office, and movie theater.²²

Indian Trail Methodist built the first church in the community in 1901. This building no longer stands. The Indian Trail Presbyterian congregation, established in 1913, met in a nearby school until the congregation voted to build a church in 1916. According to church history, it is noted that William Henry Belk, the founder of the Belk Department Store chain, offered to furnish either the bricks for the church or a sum equivalent to the cost of

¹⁹ Town of Indian Trail website, www.indiantrail.org/community_history.htm; Michael Hill of the NC Department of Cultural Resources assisted in the research for the community history; For a similar Indian Trail community historical abstract, see also Kendrick, A.S., ed. *The Heritage of Union County, North Carolina, 1842-1992*. "Indian Trail." (Monroe, NC: The Carolina Genealogical Society, 1992). P. 18.

²⁰ Ibid.

²¹ Ibid.

²² Ibid.

bricks. The congregation, when discussing construction, voted unanimously for stone, a decision which lent the church its distinctive rural Gothic Revival character.

Around the turn of the twentieth century the population was about 100. In 1912, Indian Trail had grown to about 300 people. Schools were first established in the community in 1903. In 1923, the Indian Trail School was built, housing grades one through eleven. The high school added a twelfth grade in the 1940s. When consolidation came to Union County schools, the upper four grades moved to Sun Valley High School when it opened in 1960 to serve the northwest area of the county. Fifteen years later grades six, seven, and eight moved to the new Sun Valley Middle School. Population has sharply increased causing all of these schools to expand faster than schools in any other area of the county. Only the Colonial Revival-style auditorium building from the Indian Trail School remains standing among the modern complex of new educational buildings now serving as an elementary school.²³

Prosperity and growth continued in Indian Trail until the Great Depression of the 1930s resulted in a steep decline. It wasn't until the 1960's when both people and industries from the Charlotte metropolitan region began to recognize the potential for growth in rural Indian Trail. Due to annexation as well as continued growth, the population of Indian Trail swelled from 1,942 residents in 1990 to 11,905 residents in 2000. The city limits now extend to US Highway 74, cross the old Charlotte Highway and include Sun Valley schools. The town's proximity to employment opportunities in Charlotte and its lower tax rate compared to neighboring Mecklenburg County have attracted new suburban-style housing developments and accompanying strip-malls that now line US 74.²⁴ Today, Union County remains one of the fastest growing counties in the state.

²³ Ibid.

²⁴ Ibid.

V. HISTORIC CONTEXTS (CONT'D.)

C. RURAL CHURCH ARCHITECTURE IN UNION COUNTY

Most rural churches constructed in Union County just after the Civil War were simple, vernacular wood-frame buildings with few embellishments. As the region grew more prosperous in the later part of the nineteenth century and into the early twentieth century, religious buildings were often brick and exhibited more sophisticated designs. In contrast to their predecessors, the new churches often featured asymmetrical massing, corner towers, belfries, steeples, pointed-arched windows, and modest porticoes. In addition to actual church buildings, several religious campgrounds also survive. They contain arbors, small churches, and "tents," the primitive shelters constructed to house campground members during yearly meetings.²⁵

Gilboa United Methodist Church near Marshville was constructed before the Civil War; however, alterations in 1882 and 1935-36 account for the church's present appearance. The church is typical of the more modest church buildings constructed in the county with its front gabled roof with returns, projecting gable-roofed foyer, and double door entrance with a fanlight. Perhaps the most unusual church in the county is the octagonal Waxhaw Baptist Church. Constructed in 1896, the church is locally known as "round-top church" for its steeply pitched conical roof. The church was brick veneered about 1956 and a gable roofed foyer was added. The Banks Presbyterian Church, constructed in 1911, was designed by the noted Charlotte Architectural firm of Charles Christian Hook and Willard G. Rogers. A fine example of the Gothic Revival style, the frame, weatherboard church features lancet-arched windows and door surrounds, large paired and single traceried Gothic arched windows and door surrounds, and a projecting front gabled section flanked by entrance windows of uneven height, the taller serving the bell tower. The use of alternating narrow and wide weatherboard serves to define elements of the church as well as add textural interest to the design. Trinity Methodist Church was constructed ca. 1905 and has much in common with the Banks Church, though no illustrious architects have been accredited with its design. Lancet arched windows and door surrounds with pointed overlights, modified oval windows in the main gables and delicate sawn and turned gable skirts distinguish this building from more modest contemporary buildings. Perhaps the most striking element of the church is the entrance tower which flares at the eave line of the main block and soars above the roofline tapering to a pyramidal roof.²⁶

In the Wesley Chapel vicinity, the present Siler Presbyterian Church was constructed 1917-1919 to replace an earlier frame building. The brick for the Gothic Revival style edifice was donated by William Henry Belk, founder of the Belk Brothers retail chain. Belk was a committed and generous member of the Presbyterian Church, and early in his successful retailing career determined that he had a calling to assist the building of rural churches. Legette Blythe, in his biography of Belk, quoted Mr. Belk,

I think that there should be plenty of churches in the backcountry. If you wait until a fellow moves to town to get him to join a church, you won't likely have any success in getting him to join or show any interest if he does join.²⁷

Blythe also discussed Belk's philosophy of actual financial assistance, often in the form of providing the brick for the building which

²⁵ Pickens, p. 40-41.

²⁶ Ibid.

²⁷ Ibid.

...gives them a good start on their building and it insures a permanent type of structure, too,...I don't believe in doing too much for a fellow or for a congregation. If you go ahead and do it all, the man...doesn't have as much interest in the thing as he would have had if he had done part of the work or got up some of the money.²⁸

Belk is known to have provided assistance for land acquisition, and funds for stone veneering of the Unionville Presbyterian Church and the Indian Trail Presbyterian Church. The Gothic Revival Siler Church is an excellent example of the cooperative effort envisioned by Belk. Congregation members provided much of the labor with the assistance of a professional brick mason. The land at the intersection of Weddington and Indian Trail Roads was donated by James Newton Price, one of the area's most prominent citizens. Although an architect has not been identified, it is highly likely that the design was devised by the master mason, perhaps with the assistance of pattern book designs. The front gabled main block features three lancet arched stained glass windows surmounted by recessed arches with keystones. Slender buttresses define the bays. The main block is flanked by entrance towers of uneven height, the taller housing the church bell.²⁹

Several of the churches and campgrounds that remain are associated with the rural African-American community. The fact that churches continue to play a highly significant role in the African-American community as a relatively unrestricted meeting place and a setting in which African-Americans could learn leadership skills may account for the number of these institutions which survive. The Union Springs AME Zion Church and Campground, Clarksville Campground, and Redding Spring Campground all remain as reflections of the significance of the church and annual camp meetings to the rural African-American population of Union County as well as to the urban residents who doubtless participated in some of the camp meetings.³⁰

²⁸ Ibid.

²⁹ Ibid.

³⁰ Ibid.

V. HISTORIC CONTEXTS (CONT'D.)

D. RURAL COMMERCIAL ARCHITECTURE IN UNION COUNTY

James Orr Store, located on Indian Trail Boulevard in the town of Indian Trail was built in 1912. It has been described as “the finest brick store building in the Indian Trail area” in a published architectural survey of Union County.³¹ Over the years, the four attached units have housed various establishments. While Indian Trail is representative of a small, rural community that developed along the rail line, other rural communities in Union County, such as Waxhaw and Marshville experienced more intensive development in the late 19th and early 20th centuries. The development of these towns provides a basis for evaluating rural commercial retail architecture of the late 19th and early 20th centuries in Union County.

Waxhaw

The Union County town of Waxhaw features a largely intact collection of commercial buildings. Historically associated uses in the commercial area include: a livery stable, a corn and wheat mill and a hotel. Although a small settlement existed at the site of Waxhaw prior to the incorporation of the town in 1889, no significant development occurred until the coming of the Georgia, Carolina and Northern Railroad in 1888. The commercial area that sprang up to provide necessary services to the increased population that accompanied the coming of the railroad occupied both sides of the railroad tracks. As was typical in small town commercial areas, it is likely that the earliest retail buildings were frame, replaced by more substantial, fire resistant brick buildings as businesses prospered. Although several buildings are traditionally dated before the turn of the twentieth century, most notably the former Belk Brothers Building, the A.W. Heath Building, and the Broome-Rodman Building, the majority of the existing buildings were constructed between 1905 and the 1930s.³² Many buildings along Main Street are relatively simple, traditional commercial buildings typical of early twentieth century vernacular commercial design. Ornamental details include corbelled cornices, parapet rooflines, simulated quoining, cast iron trim, and recessed entrances flanked by display windows. Tyson’s Store is located away from the commercial center of Waxhaw on Providence Road. Of brick construction, this one-story commercial block was built in 1927 and remained in business until the mid-1960s.³³

One of the most significant commercial buildings in Waxhaw is the R.J. Belk store, which was opened as a branch store after the successful establishment of the Belk Store in Monroe in 1888. This store, like its Monroe counterpart was originally named the “New York Racket.” It was operated by Ralph Belk, a cousin of Belk founder William Henry Belk. The two-story brick building with parapet roofline dates from about 1894. The first story’s plate glass display windows frame a recessed, double door entry. A metal cornice with elaborate bracketed ends tops the storefront. The second story is highlighted by four double-hung sash windows with fanlights, relieving arches, and a continuous arched lintel. A corbelled cornice carries across the façade of the building. Following the closing of the Belk Store, this building housed a variety of tenants including a bowling alley, greenhouse, a drug store, and a community building.³⁴

³¹ Pickens, p. 269.

³² Pickens, p. 209.

³³ Pickens, p. 222.

³⁴ Pickens, p. 211-212.

Marshville

Marshville's commercial streetscape developed during the first quarter of the twentieth century. Applejacks Fruit Stand, constructed in 1927 by Queen or Smith Medlin as a grocery store, is a long, low one-story building with a corbelled cornice, clipped corners, and a multi-bay façade with alternating display windows and entrances. A shed roofed porch spans the façade and wraps one side. Similarly detailed porches are found on the rear and opposite side of the building. The Marsh Brothers Dry Goods store on White Street in Marshville was constructed in 1890 and appears on the 1925 Sanborn Map as two stores. This extremely well preserved commercial building features a five bay façade. It appears that the three end bays, a round arched central entrance with fanlight flanked by a single round arched window formed the entrance for one of the stores. The other two bays are rectangular windows and appear to be a part of the other store whose entrance is in the clipped corner. Marshville's Main Street is comprised of a collection of commercial buildings, all of which have been altered to some extent, but which still convey the flavor of ca. 1930s commercial area. Notable buildings include the M.K. Lee Building, Guion's Drugstore, and A&L Furniture and Appliances. Other fine intact commercial buildings in Marshville are located on East Union Street. Phifer's Store, occupies the lot at the intersection of Union and North Elm Streets and dates from the turn of the century. Other buildings on Union Street date from the 1920s and 1930s.³⁵

³⁵ Ibid.

VI. Property Inventory & Evaluations

VI. Property Inventory and Evaluations

A. Properties Evaluated and Considered Eligible for the National Register

Property #12

Indian Trail Presbyterian Church

Property #15

James Orr Store

B. Properties Evaluated and Considered Not Eligible for the National Register

Property #14

Indian Trail United Methodist Church

C. Properties Determined Not Eligible for the National Register and Not Worthy of Further Evaluation

VI. PROPERTY INVENTORY AND EVALUATIONS

A. PROPERTIES EVALUATED AND CONSIDERED ELIGIBLE FOR THE NATIONAL REGISTER

Identification

Indian Trail Presbyterian Church (Property #12)
Classified by HPO as UN-199
Placed on the NC Study List (SL) on 16 November 1983

Location

200 Indian Trail Road South
Tel: 704-821-8751

Background Information & Description

Note: Please also reference the historic context found in Section V, Part B of this report, entitled, *Rural Church Architecture in Union County*

See illustrations 12.1 through 12.6, p. 29-31.

The Indian Trail Presbyterian Church was formed as a result of a monthly appointment of the evangelist for Union County, Rev. R. J. McIlwain, beginning January, 1911 and a "Week of Services", conducted by Rev. Leonard Gill. The organization was effected by a Commission of Mecklenburg Presbytery.³⁶ The church was formally organized in the summer of 1913, following three years of monthly services in a nearby school. Rev. R. J. McIlwain and the Home Missions Committee were instrumental in the final completion of the church which was dedicated in 1916.³⁷ Construction of a manse began in 1916 and completed in 1917. Until the completion of the manse, the house diagonally across the street from the church was rented for the pastor. Indian Trail Presbyterian Church was grouped with Siler Presbyterian Church with the manse supported by both churches.³⁸

A Congregational meeting was held in December, 1934 to discuss proposed plans for remodeling the church and excavating the basement for Sunday school rooms. Originally weatherboarded, the church building was faced with stone veneer during the period between 1934 and 1938. Funds for the rock veneer may have been provided by William Henry Belk, the founder of the Belk retail department store chain and an active supporter of Presbyterian church building. Church history states that Belk had offered to furnish either bricks or an amount equivalent to the cost of bricks. Although the congregation, debating whether to brick or stone veneer the church, unanimously voted for stone, the church history does not record the financial source of the undertaking.

The stone facing greatly enhanced the structure's character. Indeed, the Indian Trail Presbyterian Church emerged as one of the finest examples of rural church architecture in Union County. In form and detailing, the church is similar to contemporary weatherboarded Presbyterian churches in Marvin and Unionville. On all three of these churches a belfry and entrance tower of uneven height flank the central gable fronted wing;

³⁶ Pat Moore, ed. *Indian Trail Presbyterian Church Newsletter*. "History of Indian Trail Presbyterian Church." p. 1-2.

³⁷ *Ibid.*, p. 2.

³⁸ *Ibid.*, p. 2.

each is capped by a bell-cast gabled roof with flared eaves. Lancet and tracery windows, characteristic of the Gothic Revival, dominate the front and side elevations.³⁹

A recreation hall which had been recently completed was dedicated in March, 1944. The recreation hall was constructed on the property of Thad A. Biggers.⁴⁰ In 1950 the Educational Building was completed which contains classrooms. The present stained glass church windows were installed in 1957.⁴¹ In November, 1957 a representative of the session was instructed to talk to the owners of the property across the street from the church about buying it. When it was learned that the property would be available for the church to buy, a committee was appointed to have charge of the purchase of this property. In December 1957 the congregation voted to purchase this property which provided a site for the fellowship hall.⁴² The church complex was further enlarged in 1960 when a nearby building was purchased and converted for recreational purposes. The church organ was purchased for the church sanctuary in 1966.⁴³ The church plant was further enlarged in 1960 when a nearby building was purchased and converted for recreational purposes. The first manse, built in 1916 was replaced by a more modern residence in 1961.⁴⁴ In 1963 the congregation voted in favor of relocating to a new site on US 74, approximately one mile east of the present location. Seven years later, in 1970, the congregation voted to reverse its earlier decision.

National Register Criteria Assessment

For purposes of compliance with Section 106 of the National Historic Preservation Act (NHPA), the Indian Trail Presbyterian Church is considered **eligible** for the National Register of Historic Places. The property qualifies for eligibility under Criterion C as significant locally in the area of architecture. The Indian Trail Presbyterian Church retains the location, spacial organization, and design features that constitute its historical identity. Similarly uncompromised churches of this caliber established during the late 19th and early 20th centuries are not commonly found in Union County. While churches of this period are represented in the survey record (unpublished and published), the Indian Trail Presbyterian Church possesses sufficient architectural integrity to qualify as a significant example.

The Indian Trail Presbyterian Church, Union County, NC, is **not eligible** for the National Register under Criterion A (Event). *To be eligible under Criterion A the property must retain integrity and must be associated with a specific event marking an important moment in American pre-history or history or a pattern of events or historic trend that made a significant contribution to the development of a community, a state, or a nation. Furthermore, the property must have existed at the time and be documented to be associated with the events. Finally, the property's specific association must be important as well.*⁴⁵ There are no documented, specific events (including those within the history of religion⁴⁶) of outstanding significance associated with the history of the Indian Trail Presbyterian Church. With regard to the development of the town of Indian Trail, the church has made no known contributions that may be characterized as significant.

³⁹ Pickens, p. 268-269.

⁴⁰ Moore, p. 2.

⁴¹ "Indian Trail Presbyterian Church." NC Historic Preservation Office Survey Files. Raleigh, NC.

⁴² Moore, p. 7.

⁴³ Moore, p. 5.

⁴⁴ Charles Raven Brockmann. "Mecklenburg Presbytery: A History." (Charlotte: Office of the Executive Secretary, Mecklenburg Presbytery, 1962). n.p.

⁴⁵ National Park Service, *National Register Bulletin 15* (Washington, D.C.: Department of the Interior, 1991), p. 12.

⁴⁶ *Ibid*, p. 26; "Criteria Consideration A: Religious Properties" is discussed in this section of the Bulletin.

The Indian Trail Presbyterian Church is **not eligible** for the National Register under Criterion B (Person). *For a property to be eligible for significance under Criterion B, it must retain integrity and 1) be associated with the lives of persons significant in our past, i.e., individuals whose activities are demonstrably important within a local, state, or national historic context; 2) be normally associated with a person's productive life, reflecting the time period when he/she achieved significance; and 3) should be compared to other associated properties to identify those that best represent the person's historic contributions. Furthermore, a property is not eligible if its only justification for significance is that it was owned or used by a person who is or was a member of an identifiable profession, class or social or ethnic group.*⁴⁷ The Indian Trail Presbyterian Church does not illustrate the activities of any particular person notable in national, state, or local contexts.

The Indian Trail Presbyterian Church is **eligible** for the National Register under Criterion C (Design/Construction) for its architectural significance. *For a property to be eligible under this criterion, it must retain integrity and either 1) embody distinctive characteristics of a type, period, or method of construction; 2) represent the work of a master; 3) possess high artistic value; or 4) represent a significant and distinguishable entity whose components may lack individual distinction.*⁴⁸ The stone veneer Indian Trail Presbyterian Church survives intact as one of the finest examples of rural church architecture in Union County. Sited amongst mature trees and landscaping along Indian Trail Boulevard, the church has long been regarded as a landmark in its community. Today it remains an outstanding example of ecclesiastical architecture of the period.

The Indian Trail Presbyterian Church, is **not eligible** for the National Register under Criterion D (Potential to Yield Information). *For a property to be eligible under Criterion D, it must meet two requirements: 1) the property must have, or have had, information to contribute to our understanding of human history or prehistory, and 2) the information must be considered important.*⁴⁹ The Indian Trail Presbyterian Church is not likely to yield any new information pertaining to the history of building design or technology. The addition of a stone veneer to this wood frame building is not considered highly significant within in the context of the history of building technology.

National Register Boundary

See sheet NR-1, page 32.

National Register Boundary Justification

The National Register boundary for The Indian Trail Presbyterian Church is determined by the present-day parcel containing the historic features that directly contribute to its significance. Along the Indian Trail Blvd. frontage, the property boundary line follows the existing right-of-way. The use of existing legal boundaries is appropriate because they are consistent with the historical partitioned and ownership of the area, as well as its remaining integrity. The legal boundaries are recorded on current tax map numbers held at the Union County tax office in Monroe.

⁴⁷ Ibid., p. 15.

⁴⁸ Ibid., p. 17.

⁴⁹ Ibid., p. 21.



EVALUATED IN THIS REPORT AND CONSIDERED ELIGIBLE FOR THE NATIONAL REGISTER

PROPERTY # 12

Indian Trail Presbyterian Church

Front View

FIGURE
12.1



EVALUATED IN THIS REPORT AND CONSIDERED ELIGIBLE FOR THE NATIONAL REGISTER

PROPERTY # 12

Indian Trail Presbyterian Church

Cornerstone

FIGURE
12.2



EVALUATED IN THIS REPORT AND CONSIDERED ELIGIBLE FOR THE NATIONAL REGISTER

PROPERTY # 12

Indian Trail Presbyterian Church

Oblique View

FIGURE
12.3



EVALUATED IN THIS REPORT AND CONSIDERED ELIGIBLE FOR THE NATIONAL REGISTER

PROPERTY # 12

Indian Trail Presbyterian Church

Rear View

FIGURE
12.4



EVALUATED IN THIS REPORT AND CONSIDERED ELIGIBLE FOR THE NATIONAL REGISTER

PROPERTY # 12

Indian Trail Presbyterian Church

View from street (sidewalk fronting Indian Trail Blvd).

FIGURE
12.5



EVALUATED IN THIS REPORT AND CONSIDERED ELIGIBLE FOR THE NATIONAL REGISTER

PROPERTY # 12

Indian Trail Presbyterian Church

Interior View

FIGURE
12.6

U-3809
Jan. 2003

Phase II Report

NATIONAL REGISTER BOUNDARY
Indian Trail Presbyterian Church



NCDOT Historic Architecture
1548 Mail Service Center
Raleigh, NC 27699-1548

T 919-733-3141
F 919-733-9794
www.ncdot.org

Project

Improve Indian Trail Blvd (SR 1008)
from SR 1009 to US 74, Union County

Sheet Title

NATIONAL REGISTER BOUNDARY:
Indian Trail Presbyterian Church

Drawn By:
Silverman

Issue Date:
10-15-02

File Name:
NR_1.ppt

TIP No.

U-3809

Scale **NTS**

Sheet No.

NR-1

Subject: U-3809, Union Co.

Date: Thu, 20 Mar 2003 11:36:09 -0500

From: Richard Silverman <rlsilverman@dot.state.nc.us>

Organization: North Carolina Department of Transportation

To: Sarah McBride <sarah.mcbride@ncmail.net>,
Renee Glehill-Earley <renee.gledhill-earley@ncmail.net>

Hi guys,

RE: U-3809 Union County

Rec'd SHPO March 10, 2003 letter saying y'all can't assess NR eligibility for the Indian Trail Presbyterian Church without the following additional info: 1. labeled boundary map with footprints of all the buildings; 2. indicate contrib. or non-contrib; 3. if any bldgs. attached to the church, provide photos.

Below please find:

1. labeled boundary map with footprints of all the buildings; 2. indicated contrib. or non-contrib; 3. No bldgs attached to the church, no photos provided.



Indian Trail Presbyterian Church, Union County, NC

- The church building is contributing - it fronts Indian Trail Road.
- The long building on the rear is the Education Building, which was built in the 1970s according to my interview.
- The NR boundary is the red line - following the r/w line

VI. PROPERTY INVENTORY AND EVALUATIONS (CONT'D.)

A. PROPERTIES EVALUATED AND CONSIDERED ELIGIBLE FOR THE NATIONAL REGISTER (CONT'D.)

Identification

James Orr Store, Property #15; classified by HPO as UN-302
Operating today as Lilly Auction & Realty Company

Location

125 Indian Trail Road
Tel: 704-821-9951

Background Information & Description

Note: Please also reference the historic context found in Section V, Part C of this report, entitled, *Rural Commercial Architecture in Union County*

See illustrations 15.1 through 15.4, p. 36-37.

In 1912, James Orr (1869-1919) built the store which bears his namesake. Today it survives as the finest brick store building in the Indian Trail area.⁵⁰ Over the years, the four attached units have served as the retail hub of this once rural community. The building housed various establishments, including a general store, post office, and movie theater. The Orr family retained ownership until 1945 and then reacquired the structure in 1970. In 1976, the building was sold to Thomas Evans, Inc., operators of an air conditioning repair service. Currently the property is owned and operated as Lilly Auction & Realty Company.⁵¹ In both contemporary community publications and local history abstracts, the James Orr Store is considered an important historic building, providing the town with a sense of historic identity in a quickly developing area of Union County.

As is typical of many retail commercial buildings of the early twentieth century, the James Orr store is located within a few feet of the edge of pavement of Indian Trail Boulevard. Buildings of this period relied on horse, automobile, as well as pedestrian traffic, and therefore the siting of the building is designed to attract those traveling down the highway. The building is also conveniently located near the rail line. The shed roof canopy and wood porch railing is not original to the building, but works to protect the storefront access from the highway.⁵²

The main façade is divided into four tenant spaces, reflected by the four brick recessed sign-panel areas on the upper façade. These rectangular sign panels feature a stepped brick motif to add variety to the façade. A highly decorative corbelled brick cornice is capped with a modern metal coping. The most elaborate of the four entrances is the single recessed entry. The entry door is flanked by four-over-four sash; doors and windows have

⁵⁰ Pickens, 269.

⁵¹ "James Orr Stores." NC Historic Preservation Office Survey Files. Raleigh, NC.

⁵² A full façade shed porch was removed about 1974 and replaced with an unsympathetic wood shingle awning. The façade width porch was restored more than a decade ago.

symmetrically molded surrounds with corner blocks and a tongue-and-groove ceiling. Star-shaped tie rod ends enliven the blank side wall elevations.⁵³

Although the interior has been remodeled, the exterior survives largely intact. Exterior walls are of common bond brick arranged in a one-to-six pattern. Bricks were made locally at a brickyard operated by Doss Hembly; this brickyard was located off Gribble Road, within the original Indian Trail town limit.⁵⁴ The building maintains parking areas to the east side as well as the back of the building. From the rear of the building, the sloped roof and parapet are visible, illustrating the conventional construction of this building.

National Register Criteria Assessment

For purposes of compliance with Section 106 of the National Historic Preservation Act (NHPA), The James Orr Store is considered **eligible** for the National Register of Historic Places. The property qualifies for eligibility under Criterion C as significant locally in the area of architecture. The James Orr Store retains the location, spacial organization, and design features that constitute its historical identity. Stores of this type and period in Union County are not often found in this good state of preservation. The commercial center of Indian Trail has gained many modern intrusions, and this store is a surviving example of retail development in which the building is positioned near the street, prior to the era in which large parking lots front retail buildings. Though the building use has changed over time, the relationship of this building to the street remains fundamentally unaltered, and the overall condition of this brick building remains good. Retail buildings of this period are found in the survey record (unpublished and published), the James Orr Store possesses sufficient architectural integrity to qualify as a significant example, particularly given its proximity to the Charlotte-Mecklenburg area.

The James Orr Store, Union County, NC, is **not eligible** for the National Register under Criterion A (Event). *To be eligible under Criterion A the property must retain integrity and must be associated with a specific event marking an important moment in American pre-history or history or a pattern of events or historic trend that made a significant contribution to the development of a community, a state, or a nation. Furthermore, the property must have existed at the time and be documented to be associated with the events. Finally, the property's specific association must be important as well.*⁵⁵ There are no documented, specific events of outstanding significance associated with the history of the James Orr Store. The store does not reach a level of significance that would qualify it as eligible for the National Register in the area of community development.

The James Orr Store is **not eligible** for the National Register under Criterion B (Person). *For a property to be eligible for significance under Criterion B, it must retain integrity and 1) be associated with the lives of persons significant in our past, i.e., individuals whose activities are demonstrably important within a local, state, or national historic context; 2) be normally associated with a person's productive life, reflecting the time period when he/she achieved significance; and 3) should be compared to other associated properties to identify those that best represent the person's historic contributions. Furthermore, a property is not eligible if its only justification for significance is that it was owned or used by a person who is or was a member of an identifiable profession, class or social or ethnic*

⁵³ Ibid.

⁵⁴ Ibid.

⁵⁵ National Park Service, *National Register Bulletin 15* (Washington, D.C.: Department of the Interior, 1991), p. 12.

group.⁵⁶ The James Orr Store does not illustrate the activities of any particular person notable in national, state, or local contexts.

The James Orr Store is **eligible** for the National Register under Criterion C (Design/Construction) for its architectural significance. *For a property to be eligible under this criterion, it must retain integrity and either 1) embody distinctive characteristics of a type, period, or method of construction; 2) represent the work of a master; 3) possess high artistic value; or 4) represent a significant and distinguishable entity whose components may lack individual distinction.*⁵⁷ The store, its floor plan and site orientation were devised to meet particular requirements of a commercial retail operation. The street orientation, well-preserved storefront design, building scale, as well as the siting of the building reflects the retail operational trends that characterized rural commercial retail buildings of the late 19th and early 20th centuries. While the design features of the store cannot be characterized as innovative, they nevertheless demonstrate a clearly recognizable building type that is fast disappearing in the rural Southern town landscape.

The James Orr Store, is **not eligible** for the National Register under Criterion D (Potential to Yield Information). *For a property to be eligible under Criterion D, it must meet two requirements: 1) the property must have, or have had, information to contribute to our understanding of human history or prehistory, and 2) the information must be considered important.*⁵⁸ The James Orr Store, built to the standard conventions of its period, is not likely to yield any new information pertaining to the history of building design or technology.

National Register Boundary

See sheet NR-2, page 38.

National Register Boundary Justification

The National Register boundary for The James Orr Store is determined by the present-day parcel containing the historic features that directly contribute to its significance. The property frontage along Indian Trail Blvd. extends to the edge of pavement. The use of existing legal boundaries is appropriate because they are consistent with the historical partitioned and ownership of the area, as well as its remaining integrity. The legal boundaries are recorded on current tax map numbers held at the Union County tax office in Monroe.

⁵⁶ Ibid., p. 15.

⁵⁷ Ibid., p. 17.

⁵⁸ Ibid., p. 21.



EVALUATED IN THIS REPORT AND CONSIDERED ELIGIBLE FOR THE NATIONAL REGISTER

PROPERTY # 15

James Orr Store

Front View

FIGURE
15.1



EVALUATED IN THIS REPORT AND CONSIDERED ELIGIBLE FOR THE NATIONAL REGISTER

PROPERTY # 15

James Orr Store

Front View

FIGURE
15.2



PROPERTY # 15

James Orr Store

View of storefronts

FIGURE
15.3

EVALUATED IN THIS REPORT AND CONSIDERED ELIGIBLE FOR THE NATIONAL REGISTER



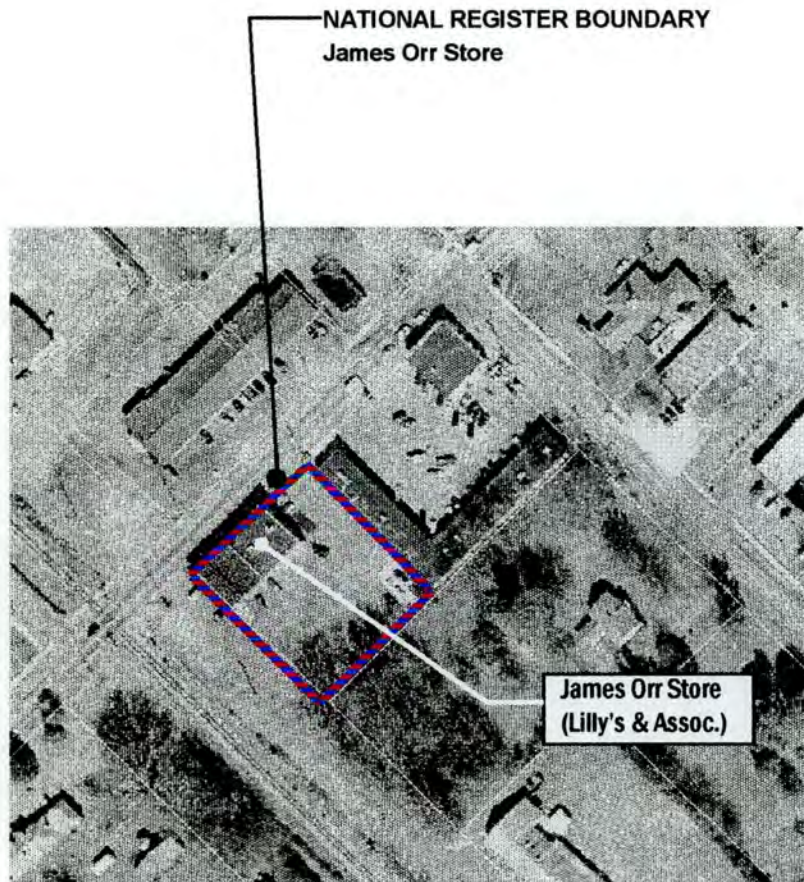
PROPERTY # 15

James Orr Store

View of Main Entrance

FIGURE
15.4

EVALUATED IN THIS REPORT AND CONSIDERED ELIGIBLE FOR THE NATIONAL REGISTER



NCDOT Historic Architecture
1548 Mail Service Center
Raleigh, NC 27699-1548

T 919-733-3141
F 919-733-9794
www.ncdot.org

Project
**Improve Indian Trail Blvd (SR 1008)
from SR 1009 to US 74, Union County**

Sheet Title
**NATIONAL REGISTER BOUNDARY:
Store**

Drawn By:
Silverman

Issue Date:
11-15-02

File Name:
NR_1.ppt

TIP No.
U-3809

Scale
NTS

Sheet No.
NR-2

VI. PROPERTY INVENTORY AND EVALUATIONS (CONT'D.)

B. PROPERTIES EVALUATED AND CONSIDERED NOT ELIGIBLE FOR THE NATIONAL REGISTER

Identification

Indian Trail United Methodist Church (Property #14)

Location

113 Indian Trail Road South
Tel: 704-821-7273

Background Information & Description

Note: Please also reference the historic context found in Section V., Part B of this report, entitled, *Rural Church Architecture in Union County*

See illustrations 14.1 through 14.6, p. 42-43.

Plans for establishing a new Methodist-Episcopal South church in the rural community of Indian Trail began in 1901. The congregation was organized in 1902 under the leadership of the Rev. B. Frank Fincher, Mr. Samuel H. Crowell, Mr. James I. Orr, and Mr. Dawson J. Hemby. Many of the early pioneers of the church are now buried in the town cemetery. Some of their descendants still live in the community of Indian Trail.⁵⁹

The original wood-frame church building, dedicated in 1902, no longer stands. It once occupied a spot on the present brick church's front lawn. This smaller church featured a gable roof with cornice returns and a three-bay appended narthex crowned by a polygonal belltower and steeple sitting on a battered wood base opened by peaked shuttered openings. Organizational changes occurred in the 1920s and again in the 1930s. In 1923 as the church was removed from the Matthews charge and transferred to the charge at Weddington. The church remained with Weddington until 1932 when it was reunited with Matthews to become the Matthews-Indian Trail charge. The change in 1932 brought Rev. Paul W. Townsend to the church as the new pastor. Under Townsend's leadership, plans began in 1932 for the construction of a new church building. While the foundation was laid in 1934, it would be another eleven years before the new building would be dedicated, on June 24, 1945. The 1945 building is the present church building worshipped in today, though many renovations have been made in the past six decades.

During the period 1953 to 1954 the fellowship hall was built behind the church building. Three years later in 1957 a new charge parsonage was initiated and first occupied in 1959. In 1969 a new pastor's study was built in the church, a new piano and organ were purchased. A piece of adjoining land comprising 1.38 acres was purchased for future expansion. In 1974 the church decided that it was time to divide the charge. During this period, the parsonage was bought from the Stallings United Methodist Church, remodeled and new furnishings purchased. In 1979 a new altar and altar rail were added; the original

⁵⁹ This historical abstract of the Indian Trail United Methodist Church is drawn from a church document prepared for an 100th Anniversary Homecoming Worship Service. The history prepared by the church is based on both archival records and knowledge gained from interviews with longtime church members.

monument sign with a railroad bell was rebuilt, new carpet was installed in the sanctuary, and new kneeling cushions as well as new seat cushions were purchased for the pews.

In 1981 the educational building was renovated and a new pastor's study was also completed. Funds were also applied to a new athletic field, tennis court, and basketball court. A new playground was developed and enclosed with a chain link fence. The church sanctuary was painted and new light fixtures were installed. New walkways now graced the newly reseeded lawn. The parsonage, much in need of repair, was painted and new plumbing installed. In 1989 a new monument sign was constructed in the front yard of the church as a memorial.

In the early 1990s, the church built a new garage with parking for two cars and overhead storage. Also, new back doors to the church were installed. Also during this period, new stained-glass windows were installed to grace the church sanctuary. There were twelve windows and one stained-glass transom over the front doors. New aluminum front doors were also installed in 1995. A new roof was put on the sanctuary. New shutters and vinyl siding were installed on the parsonage. New vinyl storm windows with screens were installed on the educational building.

In 1997 the church was assigned Rev. Angela Rogers Marlowe as the new preacher. She was the first woman preacher at Indian Trail United Methodist. Soon after her arrival new doors on the fellowship hall were donated. New playground equipment was purchased and installed. New vinyl windows were installed in the fellowship hall. In June, 2002 the present pastor Rev. Myra McGuire came to Indian Trail United Methodist Church.

NCDOT Historic Architecture conducted an interior and exterior survey of the church at the request of HPO. The exterior of this brick church features a steeply-pitched gable roof surmounted by a recently installed vinyl steeple. The eave treatment is plain projecting with metal gutters and downspouts. The three-bay façade is punctuated by a projecting one-story entry bay with artificially sided, plain projecting eaves, artificially sheathed half-timbering in the tympanum which is supported by a peaked lintel, also artificially sided. Double doors are paneled, metal replacements. According to church history, the stained glass windows were installed in the early 1990s. The interior of the church has also experienced renovations, including the addition of an acoustic tile ceiling. The church is in good condition and is well cared for by its members. The historic integrity of the church, however, has not been maintained nor conducted according to the Secretary of the Interior Standards for building rehabilitation.

National Register Criteria Assessment

For purposes of compliance with Section 106 of the National Historic Preservation Act (NHPA), the Indian Trail United Methodist Church is considered **not eligible** for the National Register of Historic Places. The property does not qualify for eligibility under any National Register Criteria due to its lack of significance and integrity.

The Indian Trail United Methodist Church, Union County, NC, is **not eligible** for the National Register under Criterion A (Event). *To be eligible under Criterion A the property must retain integrity and must be associated with a specific event marking an important moment in American pre-history or history or a pattern of events or historic trend that made a significant contribution to the development of a community, a state, or a nation. Furthermore, the property must have existed at the time and be documented to be associated with the events. Finally, the property's specific association must be important*

as well.⁶⁰ There are no documented, specific events of outstanding significance associated with the history of the Indian Trail United Methodist Church

The Indian Trail United Methodist Church is **not eligible** for the National Register under Criterion B (Person). *For a property to be eligible for significance under Criterion B, it must retain integrity and 1) be associated with the lives of persons significant in our past, i.e., individuals whose activities are demonstrably important within a local, state, or national historic context; 2) be normally associated with a person's productive life, reflecting the time period when he/she achieved significance; and 3) should be compared to other associated properties to identify those that best represent the person's historic contributions. Furthermore, a property is not eligible if its only justification for significance is that it was owned or used by a person who is or was a member of an identifiable profession, class or social or ethnic group.*⁶¹ The property does not illustrate the activities of any particular person notable in national, state, or local contexts.

The Indian Trail United Methodist Church is **not eligible** for the National Register under Criterion C (Design/Construction) for its architectural significance. *For a property to be eligible under this criterion, it must retain integrity and either 1) embody distinctive characteristics of a type, period, or method of construction; 2) represent the work of a master; 3) possess high artistic value; or 4) represent a significant and distinguishable entity whose components may lack individual distinction.*⁶² The Indian Trail United Methodist Church is not a significant example of its type, nor does it retain the level of architectural integrity that qualifies it for National Register eligibility. Replacement of doors, windows, and other building components has been done to modernize the church, rather than preserve its original features.

The Indian Trail United Methodist Church, is **not eligible** for the National Register under Criterion D (Potential to Yield Information). *For a property to be eligible under Criterion D, it must meet two requirements: 1) the property must have, or have had, information to contribute to our understanding of human history or prehistory, and 2) the information must be considered important.*⁶³ The property is not likely to yield any new information pertaining to the history of building design or technology. The church is built according to conventional construction methodology of its period.

National Register Boundary

-N/A-

National Register Boundary Justification

-N/A-

⁶⁰ National Park Service, *National Register Bulletin 15* (Washington, D.C.: Department of the Interior, 991), p. 12.

⁶¹ *Ibid.*, p. 15.

⁶² *Ibid.*, p. 17.

⁶³ *Ibid.*, p. 21.



EVALUATED IN THIS REPORT AND DETERMINED NOT ELIGIBLE FOR THE NATIONAL REGISTER

PROPERTY # 14

Indian Trail United Methodist Church

Oblique View

FIGURE
14.1



EVALUATED IN THIS REPORT AND DETERMINED NOT ELIGIBLE FOR THE NATIONAL REGISTER

PROPERTY # 14

Indian Trail United Methodist Church

Façade Detail

FIGURE
14.2

PROPERTY # 14

Indian Trail United Methodist Church

Interior Views

FIGURE
14.3



EVALUATED IN THIS REPORT AND DETERMINED NOT ELIGIBLE FOR THE NATIONAL REGISTER

PROPERTY # 14

Indian Trail United Methodist Church

Metal Replacement Doors

FIGURE
14.4



EVALUATED IN THIS REPORT AND DETERMINED NOT ELIGIBLE FOR THE NATIONAL REGISTER

VI. PROPERTY INVENTORY AND EVALUATIONS (CONT'D.)

C. PROPERTIES DETERMINED NOT ELIGIBLE FOR THE NATIONAL REGISTER AND NOT WORTHY OF FURTHER EVALUATION

TABLE I: PROPERTY INVENTORY

PROPERTY No.	IDENTIFICATION	EVALUATION	NOTES
1	House	Not Eligible	See Evaluation
2	House	Not Eligible	See Concurrence Form
3	House	Not Eligible	See Concurrence Form
4	House	Not Eligible	See Concurrence Form
5	House	Not Eligible	See Concurrence Form
6	House	Not Eligible	See Concurrence Form
7	House	Not Eligible	See Concurrence Form
8	House	Not Eligible	See Concurrence Form
9	House	Not Eligible	See Concurrence Form
10	House	Not Eligible	See Concurrence Form
11	House	Not Eligible	See Concurrence Form
12	INDIAN TRAIL PRESBYTERIAN CHURCH	ELIGIBLE	SEE EVALUATION
13	House	Not Eligible	See Concurrence Form
14	Indian Trail United Methodist Church	Not Eligible	See Evaluation
15	JAMES ORR STORE	ELIGIBLE	SEE EVALUATION
16	House	Not Eligible	See Concurrence Form
17	House	Not Eligible	See Concurrence Form
18	House	Not Eligible	See Concurrence Form
19	House	Not Eligible	See Concurrence Form
20	House	Not Eligible	See Concurrence Form
21	House	Not Eligible	See Concurrence Form
22	House	Not Eligible	See Concurrence Form
23	House	Not Eligible	See Concurrence Form
24	House	Not Eligible	See Concurrence Form
25	House	Not in the APE	See Concurrence Form
26	House	Not Eligible	See Concurrence Form
27	House	Not Eligible	See Concurrence Form



PROPERTY # 1

House

1-story wood-frame craftsman cottage with clipped gable roof; 3/4 appended porch with metal replacement porch supports; side porch enclosed;

Not historically or architecturally significant.

**DETERMINED NOT ELIGIBLE FOR THE NATIONAL REGISTER
AND NOT WORTHY OF FURTHER EVALUATION - SEE NCDOT-HPO CONCURRENCE FORM**

**FIGURE
1.1**



PROPERTY # 2

House

1-story wood-frame, eave-front gabled colonial revival-influenced residence; single-bay porch with boxed cornice; gabled side porch with eave-front orientation.

Not Historically or Architecturally Significant.

**DETERMINED NOT ELIGIBLE FOR THE NATIONAL REGISTER
AND NOT WORTHY OF FURTHER EVALUATION - SEE NCDOT-HPO CONCURRENCE FORM**

**FIGURE
2.1**



**DETERMINED NOT ELIGIBLE FOR THE NATIONAL REGISTER
AND NOT WORTHY OF FURTHER EVALUATION - SEE NCDOT-HPO CONCURRENCE FORM**

PROPERTY # 3

Bridge

Not historically or architecturally significant.

FIGURE

3.1



**DETERMINED NOT ELIGIBLE FOR THE NATIONAL REGISTER
AND NOT WORTHY OF FURTHER EVALUATION - SEE NCDOT-HPO CONCURRENCE FORM**

PROPERTY # 3

Bridge

Not historically or architecturally significant.

FIGURE

3.2



**DETERMINED NOT ELIGIBLE FOR THE NATIONAL REGISTER
AND NOT WORTHY OF FURTHER EVALUATION - SEE NCDOT-HPO CONCURRENCE FORM**

PROPERTY # 4

House

1-story wood frame structure with gable roof.

Not historically or architecturally significant.

FIGURE

4.1



**DETERMINED NOT ELIGIBLE FOR THE NATIONAL REGISTER
AND NOT WORTHY OF FURTHER EVALUATION - SEE NCDOT-HPO CONCURRENCE FORM**

PROPERTY # 5

House

1-story wood frame eave-front house with gable-front and side shed porch addition.

Not historically or architecturally significant.

FIGURE

5.1



PROPERTY # 6

House

1-1/2 story wood frame eave front minimal-traditional cottage with 2 gable dormers featuring cornice returns. Appended shed roof porch.

Not historically or architecturally significant.

FIGURE

6.1

**DETERMINED NOT ELIGIBLE FOR THE NATIONAL REGISTER
AND NOT WORTHY OF FURTHER EVALUATION - SEE NCDOT-HPO CONCURRENCE FORM**



PROPERTY # 7

House

1-story wood frame Craftsman cottage with clipped-gable front main roof and telescoping front additions. Interior brick chimney.

Not historically or architecturally significant.

FIGURE

7.1

**DETERMINED NOT ELIGIBLE FOR THE NATIONAL REGISTER
AND NOT WORTHY OF FURTHER EVALUATION - SEE NCDOT-HPO CONCURRENCE FORM**



**DETERMINED NOT ELIGIBLE FOR THE NATIONAL REGISTER
AND NOT WORTHY OF FURTHER EVALUATION - SEE NCDOT-HPO CONCURRENCE FORM**

PROPERTY # 8

School

This large elementary school complex, with buildings deeply set back from the road has one surviving structure that appears to be over fifty years of age, the auditorium. Brick, Colonial Revival-style hipped roof building with pedimented façade.

Not historically or architecturally significant.

FIGURE

8.1



**DETERMINED NOT ELIGIBLE FOR THE NATIONAL REGISTER
AND NOT WORTHY OF FURTHER EVALUATION - SEE NCDOT-HPO CONCURRENCE FORM**

PROPERTY # 8

School

Significant Interior alterations to school building.

Not historically or architecturally significant.

FIGURE

8.2



PROPERTY # 9

House

1-1/2 story cottage with some Tudor influence, perhaps sheathed by Colonial Revivalist reworking. Front gable projections and exterior chimney still extant.

Not historically or architecturally significant.

FIGURE

9.1

**DETERMINED NOT ELIGIBLE FOR THE NATIONAL REGISTER
AND NOT WORTHY OF FURTHER EVALUATION - SEE NCDOT-HPO CONCURRENCE FORM**



PROPERTY #10

House (UN-453)

1-story house constructed ca. 1910. Appended Craftsman-style porch may have replaced original supports. Pedimented porch gable, four-over-four sash, and vinyl siding.

Not historically or architecturally significant.

FIGURE

10.1

**DETERMINED NOT ELIGIBLE FOR THE NATIONAL REGISTER
AND NOT WORTHY OF FURTHER EVALUATION - SEE NCDOT-HPO CONCURRENCE FORM**



PROPERTY # 11

House

1-story brick house with vague Tudor (exterior front chimney) and minimal-traditional styling. Diamond shaped window in upper gable. Metal awning porch roof.

Not historically or architecturally significant.

FIGURE

11.1

**DETERMINED NOT ELIGIBLE FOR THE NATIONAL REGISTER
AND NOT WORTHY OF FURTHER EVALUATION - SEE NCDOT-HPO CONCURRENCE FORM**



PROPERTY # 13

Building

Boy Scouts building. Simple wood-frame eave-front gable roof structure with exposed rafter tails. A pair of one-bay entry porches sport the façade.

Not historically or architecturally significant.

FIGURE

13.1

**DETERMINED NOT ELIGIBLE FOR THE NATIONAL REGISTER
AND NOT WORTHY OF FURTHER EVALUATION - SEE NCDOT-HPO CONCURRENCE FORM**



PROPERTY # 16

Commercial-Retail Building

1-story masonry structure on corner site. Stepped side wall parapet. Two storefronts on façade, covered by metal awning.

Not historically or architecturally significant.

FIGURE

16.1

**DETERMINED NOT ELIGIBLE FOR THE NATIONAL REGISTER
AND NOT WORTHY OF FURTHER EVALUATION - SEE NCDOT-HPO CONCURRENCE FORM**



PROPERTY # 17

House

House converted into a garden supply building. 1-story minimal traditional with vinyl siding.

Not historically or architecturally significant.

FIGURE

17.1

**DETERMINED NOT ELIGIBLE FOR THE NATIONAL REGISTER
AND NOT WORTHY OF FURTHER EVALUATION - SEE NCDOT-HPO CONCURRENCE FORM**



PROPERTY # 18

House

1-story minimal-traditional cottage with central brick chimney. Gable roof with eave front orientation. Single-bay gabled entry porch. Six-over-six double hung sashes.

Not historically or architecturally significant.

**DETERMINED NOT ELIGIBLE FOR THE NATIONAL REGISTER
AND NOT WORTHY OF FURTHER EVALUATION - SEE NCDOT-HPO CONCURRENCE FORM**

FIGURE

18.1



PROPERTY # 19

Joseph Rogers House (UN-340)

Built in 1906. Wood frame, 1-story, 3-A type house with central gable featuring a recessed arched motif. 3/4 hipped porch with square columns. Most of the house is covered in Masonite siding. Brick gable-end chimney.

Not historically or architecturally significant.

**DETERMINED NOT ELIGIBLE FOR THE NATIONAL REGISTER
AND NOT WORTHY OF FURTHER EVALUATION - SEE NCDOT-HPO CONCURRENCE FORM**

FIGURE

19.1



PROPERTY # 20

House

1-story Colonial-Revival/ Minimal Traditional house. Appears to be a heavily altered house. Central chimney. Flared shed porch.

Not historically or architecturally significant.

FIGURE

20.1

**DETERMINED NOT ELIGIBLE FOR THE NATIONAL REGISTER
AND NOT WORTHY OF FURTHER EVALUATION - SEE NCDOT-HPO CONCURRENCE FORM**



PROPERTY # 21

House

1-story wood frame Craftsman cottage with gable-front orientation. Appended gable porch with low-pitched roof echoing the main roof. Side exterior chimney. Tapered porch supports on brick piers.

Not historically or architecturally significant.

FIGURE

21.1

**DETERMINED NOT ELIGIBLE FOR THE NATIONAL REGISTER
AND NOT WORTHY OF FURTHER EVALUATION - SEE NCDOT-HPO CONCURRENCE FORM**



PROPERTY # 22

House

1-story late-19th to early 20th century wood frame house. Gable roof with eave-front orientation and end chimney. Porch altered. Siding is artificial.

Not historically or architecturally significant.

FIGURE

22.1

**DETERMINED NOT ELIGIBLE FOR THE NATIONAL REGISTER
AND NOT WORTHY OF FURTHER EVALUATION - SEE NCDOT-HPO CONCURRENCE FORM**



PROPERTY # 23

House

Altered 1-story minimal traditional cottage with eave front gable roof. Front projecting gable with 1/2 porch.

Not historically or architecturally significant.

FIGURE

23.1

**DETERMINED NOT ELIGIBLE FOR THE NATIONAL REGISTER
AND NOT WORTHY OF FURTHER EVALUATION - SEE NCDOT-HPO CONCURRENCE FORM**



**DETERMINED NOT ELIGIBLE FOR THE NATIONAL REGISTER
AND NOT WORTHY OF FURTHER EVALUATION - SEE NCDOT-HPO CONCURRENCE FORM**

PROPERTY # 24

House

Late 19th to early 20th century wood frame, 1-story, 3-A type house with central gable featuring a circular vent. 3/4 hipped porch with square supports..

Not historically or architecturally significant.

FIGURE

24.1



**DETERMINED NOT ELIGIBLE FOR THE NATIONAL REGISTER
AND NOT WORTHY OF FURTHER EVALUATION - SEE NCDOT-HPO CONCURRENCE FORM**

PROPERTY # 24

House - large parking area

Late 19th to early 20th century wood frame, 1-story, 3-A type house with central gable featuring a circular vent. 3/4 hipped porch with square supports..

Not historically or architecturally significant.

FIGURE

24.2



NCDOT-HPO CONCUR: NOT IN THE APE FOR SUBJECT PROJECT - SEE SIGNED CONCURRENCE FORM

PROPERTY # 25

House

Originally 1-story section built in 1898. Home of Indian Trail postmaster. 1920's expanded to Colonial-Revival appearance w/ Craftsman-style 4-over-1 sashes. Heavily renovated in 1985

NCDOT-HPO CONCUR: NOT IN APE FOR SUBJECT PROJECT

FIGURE
25.1



NCDOT-HPO CONCUR: NOT IN THE APE FOR SUBJECT PROJECT - SEE SIGNED CONCURRENCE FORM

PROPERTY # 25

House

Originally 1-story section built in 1898. Home of Indian Trail postmaster. 1920's expanded to Colonial-Revival appearance w/ Craftsman-style 4-over-1 sashes. Heavily renovated in 1985

NCDOT-HPO CONCUR: NOT IN APE FOR SUBJECT PROJECT

FIGURE
25.2



PROPERTY # 26

House

1-story Colonial-Revival/ Minimal Traditional house with gable, eave-front orientation. Central gable projection with metal awning over entry.

Not historically or architecturally significant.

FIGURE

26.1

**DETERMINED NOT ELIGIBLE FOR THE NATIONAL REGISTER
AND NOT WORTHY OF FURTHER EVALUATION - SEE NCDOT-HPO CONCURRENCE FORM**



PROPERTY # 27

House

1-1/2 story truncated hipped-roof house with central gable dormer lit by paired double-hung sashes. Appended hip roof porch with square porch supports. Interior brick chimneys.

Not historically or architecturally significant.

FIGURE

27.1

**DETERMINED NOT ELIGIBLE FOR THE NATIONAL REGISTER
AND NOT WORTHY OF FURTHER EVALUATION - SEE NCDOT-HPO CONCURRENCE FORM**

U-3809

VII. Bibliography

VII. Bibliography

Principal Sources Consulted

VII. BIBLIOGRAPHY

- Ayers, Edward L. *The Promise of the New South: Life After Reconstruction*. New York: Oxford University Press, 1992.
- Bishir, Catherine. *North Carolina Architecture*. Chapel Hill: University of North Carolina Press for the Historic Preservation Foundation of North Carolina, 1990.
- Black, Allison H. and David Black. *Monroe Downtown Historic District*. Nomination to the National Register of Historic Places, 1987.
- Black, Allison H. and David Black. *Monroe City Hall*. Nomination to the National Register of Historic Places, 1987.
- Branson, Levi, ed. *North Carolina Business Directory*. Raleigh: Levi Branson Publishing Company, 1867-1868, 1872, 1878, 1884, 1890, 1896.
- Brockmann, Charles Raven . "Mecklenburg Presbytery: A History." Charlotte: Office of the Executive Secretary, Mecklenburg Presbytery, 1962.
- Hanchett, Thomas W. "The Rosenwald Schools and Black Education in North Carolina." *The North Carolina Historical Review* LXV, no. 4 (October, 1988).
- Indian Trail United Methodist Church. "100th Anniversary Homecoming Worship Service: History of Indian Trail United Methodist Church." Unpublished draft manuscript in the possession of the church. Indian Trail, NC, 2002.
- Kendrick, A.S., ed. *The Heritage of Union County, North Carolina, 1842-1992*. Monroe, NC: The Carolina Genealogical Society, 1992.
- Lefler, Hugh Talmadge and Albert Ray Newsome. *The History of a Southern State: North Carolina*, 3rd ed. Chapel Hill: University of North Carolina Press, 1973.
- Mattson, Alexander, and Associates, Inc. "Phase II Architectural Survey for Jesse Helms Freeway (US 74 Monroe Bypass), Union County, North Carolina, NC. Department of Transportation TIP No. R-2559." Charlotte, NC: Prepared for NCDOT Project Development & Environmental Analysis Branch. 1995.
- Moore, Pat, ed. *Indian Trail Presbyterian Church Newsletter*. "History of Indian Trail Presbyterian Church." n.d.
- Pickens, Suzanne S., ed. *Sweet Union: An Architectural and Historical Survey of Union County, North Carolina*. Monroe, NC: Union County Board of Commissioners, and Union County Historical Society, 1990.
- Raleigh, North Carolina State Historic Preservation Office. National Register and County Survey Files.
- Raleigh, North Carolina State Library and Archives. Union County Records.
- Walden, Nelson H. *The History of Union County*. Charlotte: Heritage Printers, Inc., 1964.

VIII. Project Record Documents

VII. Project Record Documents

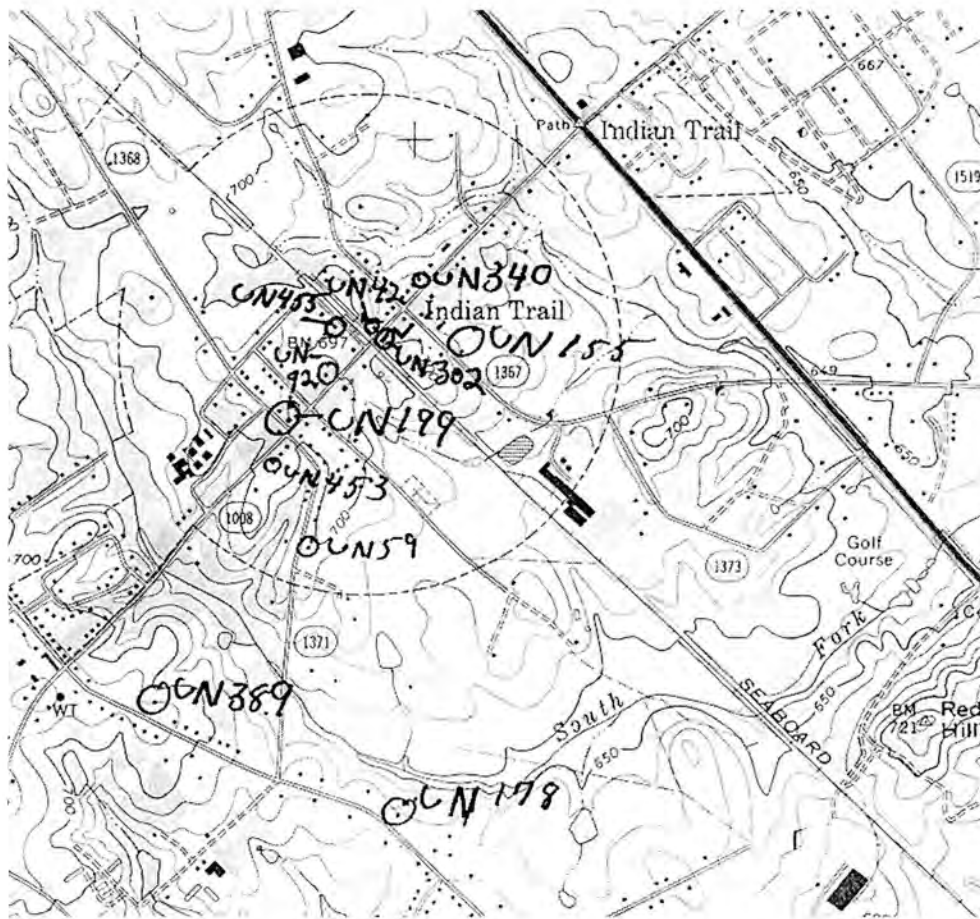
A. HPO County Survey Map

B. HPO Scoping Comments

C. NCDOT-HPO Concurrence Form - Eligibility

VIII. PROJECT RECORD DOCUMENTS

A. HPO COUNTY SURVEY MAP



VIII. PROJECT RECORD DOCUMENTS (CONT'D.)

B. HPO SCOPING COMMENTS



North Carolina Department of Cultural Resources
State Historic Preservation Office
David L. S. Brook, Administrator

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

Division of Archives and History
Jeffrey J. Crow, Director

October 22, 2001

MEMORANDUM

TO: William D. Gilmore, Manager
NCDOT, Project Development and Environmental Analysis Branch

FROM: David Brook *for David Brook*

SUBJECT: Proposed Improvements for Indian Trail Boulevard (SR 1008) FROM SR 1009 (Old Charlotte Highway) to US 74, Union County, TIP Number U-3809, Federal Aid Project Number STP-1008(7), State Project Number 8.2692801, ER 02-7409

Thank you for your memorandum dated August 9, 2001, concerning the above project.

There are no recorded archaeological sites within the proposed project area. If the replacement is to be located along the existing alignment, it is unlikely that significant archaeological resources would be affected and no investigations would be recommended. If, however, the replacement is to be in a new location, please forward a map to this office indicating the location of the new alignment so we may evaluate the potential effects of the replacement upon archaeological resources.

Based upon examination of mapping available to us, it appears pavement exists in much of this area. Therefore we recommend no archaeological survey of the proposed project. No archeological sites are recorded currently within the proposed project area.

As part of the 1982 survey of Union County by Mary Ann Lee, six properties with some historical or architectural significance were identified within the area of potential effect (UN 42, 92, 199, 302, 340, and 453). Given the passage of time, we recommend that an architectural historian with NCDOT undertake a survey of the area of potential effect.

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

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

cc: Mary Pope Furr, NCDOT

bc: Brown/Montgomery
Claggett/Novick

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

VIII. PROJECT RECORD DOCUMENTS (CONT'D.)

C. NCDOT-HPO CONCURRENCE FORM

Federal Aid # STP-1008(7)

TIP # U-3809

*Report: 12, 14, 15 to be eval.
for*

County: Union

CONCURRENCE FORM FOR PROPERTIES NOT ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES

Project Description: Improve SR 1008 (Indian Trail Blvd.) from SR 1009 (Old Charlotte Highway) to US 74.

On 17 SEPT 2002 representatives of the

- North Carolina Department of Transportation (NCDOT)
- Federal Highway Administration (FHWA)
- North Carolina State Historic Preservation Office (HPO)
- Other

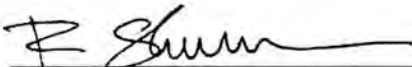
Reviewed the subject project at

- Scoping meeting
- Historic architectural resources photograph review session/consultation
- Other

All parties present agreed

- There are no properties over fifty years old within the project's area of potential effects.
- There are no properties less than fifty years old which are considered to meet Criteria Consideration G within the project's area of potential effects.
- There are properties over fifty years old within the project's Area of Potential Effects (APE), but based on the historical information available and the photographs of each property, the properties identified as 1-11; 13; 16-24 are 25 NOT IN APE 26-27. considered not eligible for the National Register and no further evaluation of them is necessary.
- There are no National Register-listed or Study Listed properties within the project's area of potential effects.
- All properties greater than 50 years of age located in the APE have been considered at this consultation, and based upon the above concurrence, all compliance for historic architecture with Section 106 of the National Historic Preservation Act and GS 121-12(a) has been completed for this project.
- There are no historic properties affected by this project. (Attach any notes or documents as needed)

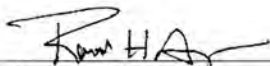
Signed:



Representative, NCDOT

17 SEPT 2002

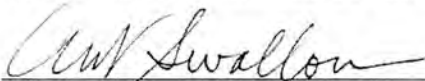
Date



Representative, FHWA, for the Division Administrator, or other Federal Agency

10/1/02

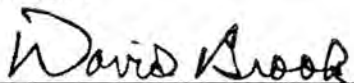
Date



Representative, HPO

9/17/02

Date



State Historic Preservation Officer

9/23/02

Date

If a survey report is prepared, a final copy of this form and the attached list will be included.