



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
Office of Archives and History

Division of Historical Resources
David J. Olson, Director

June 3, 2002

MEMORANDUM

To: Ed Davis
PDEA/NCDOT

From: David Brook *for David Brook*

Re: Kannapolis Train Station Construction, P-4010, Cabarrus County, ER 02-9277

Thank you for your letter of March 14, 2002, transmitting two copies of the Historical Architectural Survey Report for the above referenced undertaking. We reviewed the report and offer the following comments.

While the report and letter address compliance with North Carolina General Statute 121-12(a), we would note that the requirement to determine the National Register eligibility of a property that may be affected by a state undertaking is contained in Executive Order XVI, dated May 3, 1976. The general statute addresses properties that are already listed in the register.

We concur with the report's findings that the Kannapolis Mill Village Historic District, which was placed on the State Study List in 1981 and determined eligible for listing in the National Register of Historic Places in 1983, is still eligible for listing. The properties slated for demolition are contributing elements in the district.

While the Department of Transportation (NCDOT) has no further legal obligation for the properties, we would like to request that the following measures be undertaken so there will be a permanent record of the historic properties.

- ◆ Thoroughly document the three houses and outbuildings slated for demolition with black and white photographs and color slides. The photographs in the report are blurry and there is no front elevation for 201 South Main.
- ◆ Provide a sketch floor plan of each house and interior photographs keyed to the plan. If NCDOT is purchasing the properties, it should be able to gain entrance into them prior to demolition for the purpose of documenting the interiors.
- ◆ Submit the photographs, slides, and plans to the Historic Preservation Office so there will be a permanent record of the houses after they are demolished.

	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

Page 2
Ed Davis
June 3, 2002

We appreciate your considering the above request. Our comments are made in accord with Executive Order XVI. If you have questions regarding them, please 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: Allan Paul, NCDOT/Rails
Janet Magaldi, Concord

bc: Brown/DOT
121
County

**HISTORICAL ARCHITECTURAL
SURVEY REPORT**

**KANNAPOLIS TRAIN STATION CONSTRUCTION
CABARRUS COUNTY
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
T.I.P. NUMBER P-4010
STATE PROJECT NUMBER 9.9081001**

Prepared By

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

Prepared For

**Buck Engineering, Inc.
8000 Regency Parkway
Suite 200
Cary, North Carolina 27511**

28 February 2002

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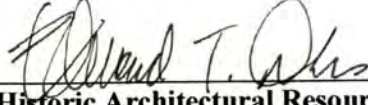
**Mattson, Alexander and Associates, Inc.
2228 Winter Street
Charlotte, North Carolina 28205**

Prepared For

**Buck Engineering, Inc.
8000 Regency Parkway, Suite 200
Cary, North Carolina 27511**

28 February 2002

 2/28/02
Principal Investigator Date
Mattson, Alexander and Associates, Inc.

 3/02/02
Historic Architectural Resources Date
North Carolina Department of Transportation

MANAGEMENT SUMMARY

This North Carolina Department of Transportation project is entitled *Kannapolis Train Station Construction, Cabarrus County, North Carolina*. The T.I.P. Number is P-4010. The North Carolina Department of Transportation (N.C.D.O.T.) proposes to construct a new train station in the town of Kannapolis, Cabarrus County. The proposed site for the station is approximately 2,000 feet south of its current location, which is bounded by the Norfolk Southern Railway, South Main, West First, and East C streets (**Figures 1 and 2**). The purpose of the project is to provide an improved, multiple use passenger rail station in proximity to the Kannapolis central business district.

The proposed train station includes a 7,100 square foot building with an Amtrak waiting area, leased office space, and an outdoor public garden. The existing one-way parking area north of the new building will be redesigned for two-way traffic with additional parking spaces. Traffic signals at the South Main Street/West B Street and West First Street/Southern Avenue intersections will be revised for two-way traffic. The West B Street entrance to the station will be improved with curb and gutter and a bus turnout. A new parking area will be constructed on the south side of the station.

This architectural survey was conducted and the report prepared in order to identify historic architectural resources located within the area of potential effects (A.P.E.) as part of the environmental studies conducted by N.C.D.O.T. and documented by an environmental assessment (E.A.). This report and addendum are prepared as a technical addendum to the E.A., which is on file at the North Carolina Department of Transportation, Raleigh, North Carolina. The technical addendum is part of the documentation undertaken to comply with the State Environmental Policy Act (S.E.P.A.) and General Statute 121.12(a). State regulations require agencies to take into account the effect of their undertakings on properties listed in the National Register of Historic Places and to afford the North Carolina State Historic Commission a reasonable opportunity to comment on such undertakings.

The report meets the guidelines for architectural surveys established by N.C.D.O.T. (15 June 1994). These guidelines set forth the following goals for architectural surveys: (1) to determine the A.P.E. for the project; (2) to locate and identify all resources either listed in or previously determined eligible for the National Register. In addition, this report conforms to the expanded requirements for architectural survey reports developed by N.C.D.O.T. and the North Carolina Department of Cultural Resources (February 1996).

The methodology for the survey consisted of a file search at the North Carolina Department of Cultural Resources to identify all National Register properties located within the project area and a field survey. The field survey was conducted to delineate the A.P.E. of the proposed construction and to assess the integrity of any National Register property found within the A.P.E. The boundaries of the A.P.E. are shown in **Figure 3**. One hundred percent of the A.P.E. was surveyed.

The south end of project area contains three houses, 201-205 South Main Street, all of which are located within the Kannapolis Mill Village Historic District (S.L. 1981; D.O.E. 1983). The north end of the project area contains a small commercial block erected during the renovation and expansion of the Kannapolis central business district between the late 1930s and early 1950s. This commercial block and the business area as a whole were not included in the historic district probably because, at the time of the determination of eligibility, downtown Kannapolis did not meet the fifty year guideline set forth for National Register eligibility.

The historic district, encompassing the three contributing houses that are located within the A.P.E., and the commercial block were evaluated in the Property Inventory and Evaluations Section of the report. The present study concludes that the mill village historic district remains eligible for the National Register.

Properties Listed in the National Register

Page No.

None

Properties Previously Determined Eligible for the National Register

Kannapolis Mill Village Historic District (S.L. 1981; D.O.E. 1983)

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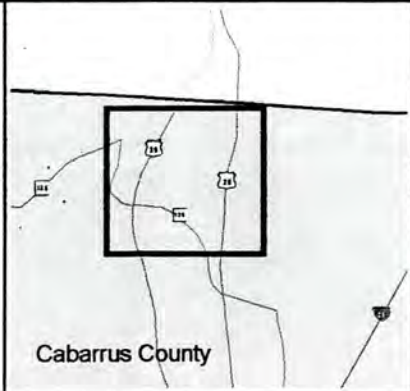
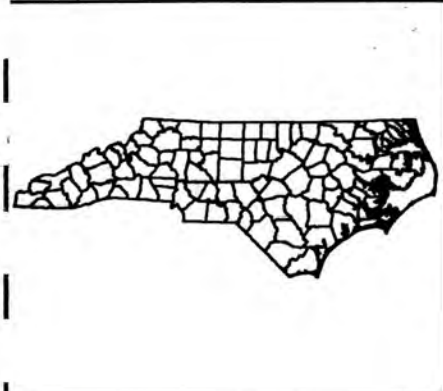
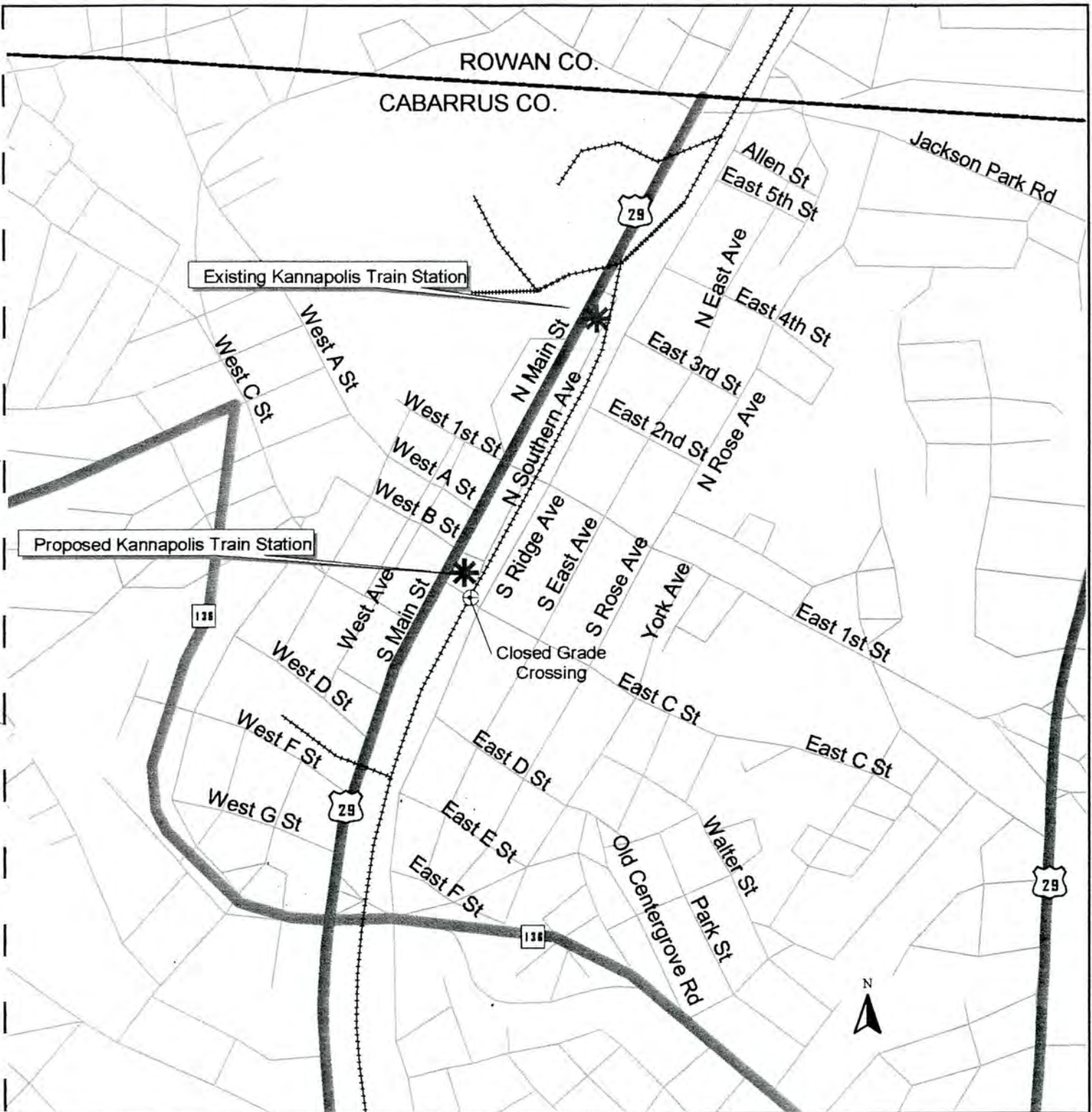
II. INTRODUCTION

This architectural survey report was undertaken in conjunction with the proposed Kannapolis Train Station Construction project in Kannapolis, Cabarrus County. The T.I.P. Number is P-4010. The proposed site of the new train station is bounded by the Norfolk Southern Railway corridor, South Main, West First, and East C streets (**Figures 1 and 2**). The purpose of the project is to provide an improved, multiple use passenger rail station in proximity to the Kannapolis central business district. The proposed train station includes a 7,100 square foot building with an Amtrak waiting area, leased office space, and an outdoor public garden. The existing one-way parking area north of the new building will be redesigned for two-way traffic with additional parking spaces. Traffic signals at the South Main Street/West B Street and West First Street/Southern Avenue intersections will be revised for two-way traffic. The West B Street entrance to the station will be improved with curb and gutter and a bus turnout. A new parking area will be constructed on the south side of the station. Five properties within the project area would be demolished under the proposed plan. Four of these five properties contribute to the Kannapolis Mill Village Historic District (S.L. 1981; D.O.E. 1983). The four contributing buildings are the Mill Supervisor's House and Garage (201 South Main Street) and the adjacent residences at 205 and 207 South Main Street. The non-contributing resource is the modern frame garage associated with 205 South Main Street.

Mattson, Alexander and Associates, Inc. of Charlotte, North Carolina, conducted this study for Buck Engineering, Inc., Cary, North Carolina, and the North Carolina Department of Transportation, Raleigh, North Carolina. Richard L. Mattson and Frances P. Alexander served as the principal investigators, and the work was undertaken in January 2002.

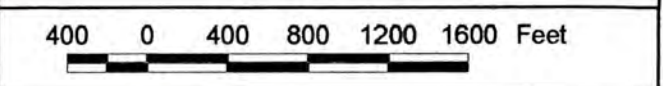
This architectural survey was conducted and the report prepared in order to identify historic architectural resources located within the area of potential effects (A.P.E.) as part of the environmental studies conducted by N.C.D.O.T. and documented by an environmental assessment (E.A.). This report and addendum are prepared as a technical addendum to the E.A., which is on file at the North Carolina Department of Transportation, Raleigh, North Carolina. The technical addendum is part of the documentation undertaken to comply with the State Environmental Policy Act (S.E.P.A.) and General Statute 121.12(a). State regulations require agencies to take into account the effect of their undertakings on properties listed in the National Register of Historic Places and to afford the North Carolina State Historic Commission a reasonable opportunity to comment on such undertakings. In order to comply with these state regulations, this survey followed guidelines set forth in Phase II Survey Procedures for Historic Architectural Resources (N.C.D.O.T., 15 June 1994) and expanded requirements for architectural survey reports developed by N.C.D.O.T. and the North Carolina Department of Cultural Resources (February 1996).

The A.P.E. is based primarily on the relationship of the proposed construction to manmade boundaries. The Norfolk-Southern Railway corridor defines the east side of the A.P.E. The north, south, and west sides of the A.P.E. are defined by the parcels directly facing the project along the adjoining blocks. The A.P.E. is depicted in **Figure 3**.



North Carolina Department of Transportation
Rail Division

Figure 1: Vicinity Map
Kannapolis Train Station Construction
Cabarrus County
TIP No. P-4010



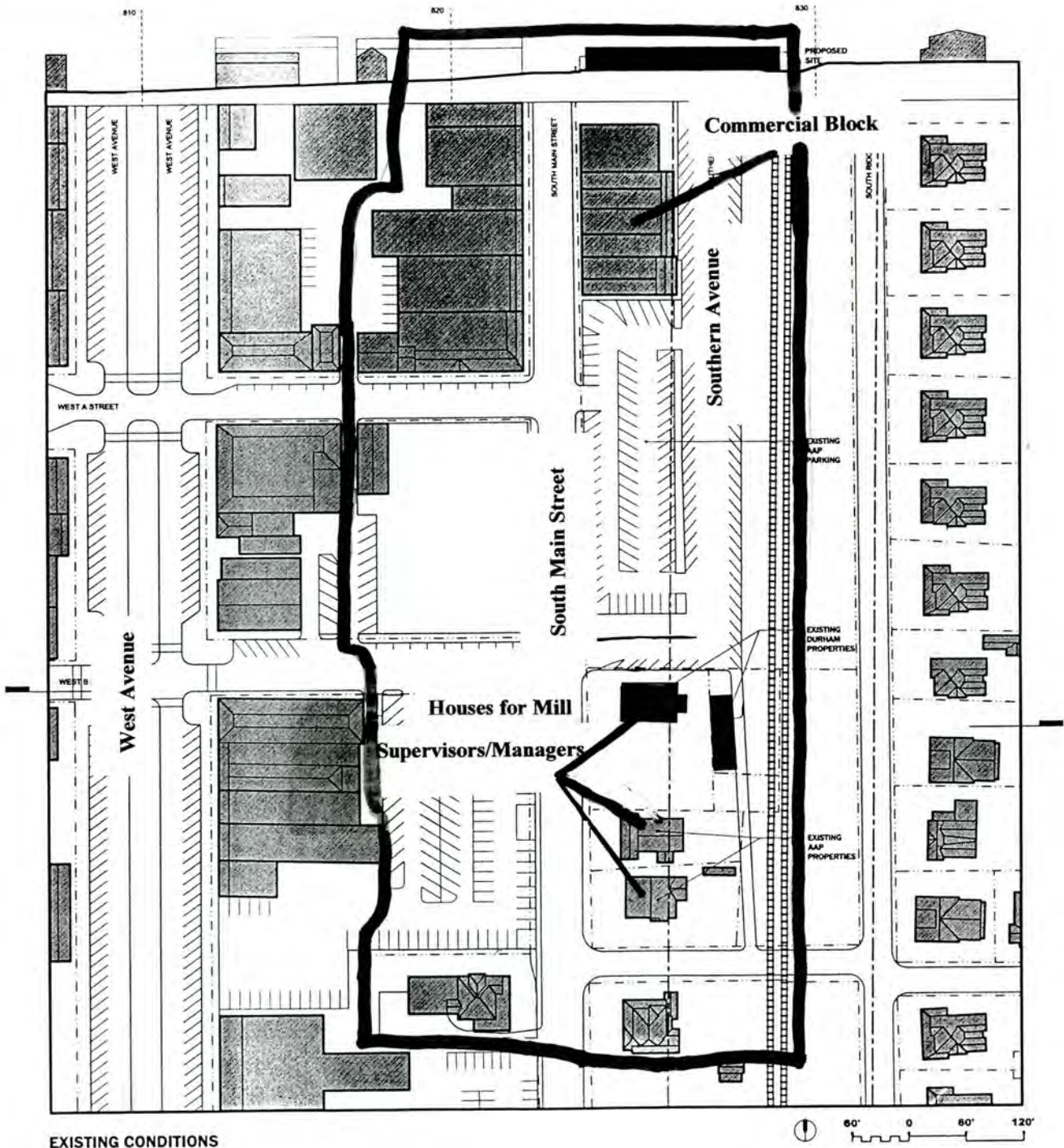
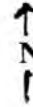


North Carolina Department of Transportation
Rail Division

Figure 2: Topographic Map
Kannapolis Train Station Construction
Cabarrus County
TIP No. P-4010



Figure 3
Area of Potential Effects Map
TIP P-4010



KANNAPOLIS TRAIN STATION

CONCEPTUAL PLANNING

20 MARCH 2001



RAIL DIVISION

GOMES + STAUB ARCHITECTS

III. PHYSICAL ENVIRONMENT

The project area is sited on the west side of the Norfolk-Southern Railway tracks in downtown Kannapolis, just south of the central business district. Located in the rolling Piedmont, Kannapolis developed rapidly in the early twentieth century as a planned textile mill town, six miles north of the county seat of Concord. Textiles had transformed Cabarrus County during the late nineteenth and early twentieth centuries from a rural county dependent upon cotton as its principal cash crop into a primarily urban, industrial county. As late as the 1980s, more than half the county labor force was employed by textile plants (Kaplan 1981: x).

Kannapolis had been founded by James W. Cannon, who, by the early years of the twentieth century, needed room to expand his textile operations, which were then located in Concord. Cannon acquired several hundred acres of land along the north-south Southern Railway in northern Cabarrus County along the Rowan County border, and planned his community to accommodate not only industrial expansion, but also commercial and residential growth. Main Street, which parallels the west side of the railroad within the A.P.E., was designated U.S. 29 in the 1920s, and the new highway helped to further growth and development in the town. The textile plant was constructed on the north side of town, with a central business just to the south, and single family houses lining the tree-shaded side streets. Throughout Kannapolis are blocks of frame and brick bungalows, English cottages, Queen Anne dwellings, and boxy Colonial Revival houses built for both mill operatives and supervisors. In the 1930s, the Cannon company, inspired by the restoration of Williamsburg, Virginia, began an extensive redevelopment of the Kannapolis downtown. West Avenue became the focal point of the new center city, and blocks of brick commercial buildings, designed in an academic Colonial Revival style, lined West Avenue and adjoining streets. Until recent years, Kannapolis had remained an unincorporated, town, owned by the company. The largest such community in the U.S., Kannapolis, has remained largely unaltered as a result of this centralized control.

IV. METHODOLOGY

This architectural survey and evaluations report was conducted as part of the planning for the Kannapolis train station construction project in Kannapolis, Cabarrus County. The architectural survey for this state-funded project was undertaken in accordance with the State Environmental Policy Act (S.E.P.A.) and North Carolina General Statute 121.12(a). State regulations require agencies to take into account the effect of their undertakings on properties listed in the National Register of Historic Places and to afford the North Carolina State Historic Commission a reasonable opportunity to comment on such undertakings.

The report meets the guidelines for architectural surveys established by N.C.D.O.T. (15 June 1994). These guidelines set forth the following goals for architectural surveys: (1) to determine the A.P.E. for the project; (2) to locate and identify all resources either listed in or previously determined eligible for the National Register. In addition, this report conforms to the expanded requirements for architectural survey reports developed by N.C.D.O.T. and the North Carolina Department of Cultural Resources (February 1996).

The survey was conducted with the following goals: 1) to determine the area of potential effects (A.P.E.), which is defined as the geographic area or areas within which a project may cause changes to the character or use of historic properties, if any such properties exist; 2) to identify all resources listed in or previously determined eligible for the National Register. The field survey was conducted in January 2002, and one hundred percent of the A.P.E. was surveyed.

Following the research phase to identify any properties listed in, or determined eligible for listing in, the National Register, a preliminary field survey was conducted. During the survey, the Kannapolis Mill Village Historic District, which had been added to the Study List in 1981 and determined eligible in 1983, was examined to assess whether it remained eligible for the National Register. All resources within the project area were mapped and photographed, and physical descriptions were prepared.

V. PROPERTY INVENTORY AND EVALUATIONS

Summary of Findings

A total of four primary resources were identified within the A.P.E. as being at least fifty years of age. Three of these properties are houses that contribute to the Kannapolis Mill Village Historic District. This district was added to the Study List in 1981 and determined eligible for the National Register in 1983. The fourth resource is a commercial block located within the Kannapolis central business district. The business area of Kannapolis was omitted from the 1983 historic district determination probably because the downtown did not meet the fifty year guideline for National Register eligibility at the time of the determination of eligibility.

Properties Listed in the National Register
None

Page No.

Properties Determined Eligible for the National Register
Kannapolis Mill Village Historic District (1983)

13

Properties Determined Eligible for the National Register

Kannapolis Mill Village Historic District (D.O.E. 1983)

Flanking the east and west sides of the Norfolk Southern Railway and approximately bounded by Centergrove Road, West H Street, Gay Street, West C Street, S.R. 1691, West Eighth Street, and Jackson Park Road, Kannapolis, Cabarrus County

Date of Construction

1907-ca. 1952

Physical Description of the Historic District (Figures 4(a) and 4(b) (Plates 1-3)

The Kannapolis Mill Village Historic District encompasses tree-shaded, residential streets that surround the central business district of this Piedmont textile mill town. The former Southern Railway corridor forms a roughly north-south spine on the east side of both the Kannapolis downtown and the A.P.E. The district is comprised of roughly 1,500 single family houses representing nationally popular styles of the period including frame and brick bungalows, English cottages, hip roofed dwellings, two story, Colonial Revival residences, and a variety of other revival style houses. Drawing on the restoration of Williamsburg as its model, the central business district of Kannapolis is comprised primarily of two story, brick commercial blocks executed in a uniform and academic Colonial Revival style. The boundaries of the historic district form a doughnut shape surrounding the business area of Kannapolis which was excluded from the historic district.

Description of the Commercial Block (Figure 5) (see Plate 2)

At the north end of the project area is a small, one story commercial block located between Southern Avenue and South Main Street. The block was erected as part of the pre-World War II redevelopment plan for downtown Kannapolis. Replacement vinyl siding and a later arcade now cover the main elevation of the middle building, but the block also retains the Williamsburg-inspired elements found throughout the central business district, including gable roofs with parapets, corbelled chimney stacks, entries framed by pilasters, and large multiple-paned display windows

Description of the Houses at 201-205 South Main Street (see Figure 5) (see Plates 4-17)

At the south end of the project area are three houses located within the Kannapolis Mill Village Historic District. Erected for mill supervisors and managers of Cannon Mills during the 1920s and 1930s, these dwellings contribute to the historical and architectural significance of the district. Cannon Mills built new residences for company executives and other key personnel into the 1940s. The unusual two story, stone-faced bungalow at 201 Main Street is capped by a side gable roof that is covered with ceramic tiles. The roof slopes down to form an engaged front porch. Ashlar stone siding, an abundance of casement windows, and eaves with pan tiles that extend along both stories of the side and rear elevations distinguish the well-preserved exterior. The construction date, 1936, is engraved into a square date stone in the chimney on the north elevation. An ashlar stone, hip roofed garage, which appears to have been converted to an office or residence in recent years, stands to the rear. The principal investigators did not gain access to the interiors of the house or the garage (Kaplan 1981: 161-162).

Smaller, more conservative dwellings stand on tree-shaded, compact lots to the south of the stone bungalow. The house at 203 South Main Street is a one story, brick veneered, Tudor Revival cottage. This simple, side gable dwelling displays such hallmarks of the Tudor Revival style as diamond-paned windows, concrete trim, an off-set gabled entry, and a front chimney. The

dwelling at 205 South Main Street is a one and one-half story, vinyl sided residence with a side gable roof and shed roofed dormer. The low slung form, engaged front porch, and deep eaves with exposed triangular bracing reflect the bungalow style. Sidelights flank the main entry and the two large windows on the façade feature patterned upper panes. A modern, gable front, frame garage stands to the rear.

Summary Statement of Significance

The Kannapolis Mill Village Historic District was added to the Study List in 1981 following Peter Kaplan's architectural survey of Cabarrus County. The district was also determined eligible for the National Register during the environmental assessment for the construction of *Loop Road from S.R. 2001 to S.R. 1277 (N.C.D.O.T. T.I.P. No. U-901)*.

One of the largest and best preserved textile mill towns in North Carolina, Kannapolis had its beginnings in 1905 when the owner of Cannon Mills, James W. Cannon, began an ambitious expansion campaign to increase the company's production of towels. By 1906, he had acquired several hundred acres six miles north of Concord along the Southern Railway as the site for his new town. Cannon hired noted mill engineer, Stuart Cramer, to design a large-scale village with the mill on the north side, a central business district just to the south of the mill, and rows of single family houses on streets parallel to the railroad. The workers' houses built before 1920 were primarily one story, side gable dwellings, but a few larger houses displaying Queen Anne or Colonial Revival detailing were constructed for mill supervisors. By the 1910s and 1920s, simple, front gable and side gable bungalows had become commonplace for operatives, and larger, more decorative bungalows and various revival style dwellings were erected by the company for mill managers. Concerned with projecting an image of prosperity to passing trains, the company built supervisors houses on Ridge Avenue and South Main Street (which became U.S. 29 in the 1920s), facing the railroad. By the 1920s, African Americans were being hired to work in the mills, and the company built a separate neighborhood east of the mill village for black workers, complete with its own business district, theater, and public school. The construction of houses for workers and managers continued in the 1930s and 1940s, and shortly after World War II, the company also erected what became known as G.I. Town for returning servicemen and their families. Until recent years, Kannapolis has been owned by the Cannon Mills Company, and the town was notable as the largest unincorporated town in the U.S. (Kaplan 1981: 160-162).

Surrounded by the historic district is the Kannapolis central business district. Redeveloped and expanded between the late 1930s and early 1950s, this commercial core was omitted from the historic district determination of eligibility apparently because in 1983 most of downtown Kannapolis was not fifty years of age, as required for National Register eligibility. In the mid-1930s, Charles Cannon had commissioned the architectural firm of C.E. Swanson and Associates to create a new plan for downtown Kannapolis. The redevelopment began in the late 1930s and continued after World War II and into the 1950s. The Swanson plan included the erection of new commercial blocks in the Colonial Revival style and the gradual renovation of existing buildings to blend with the new construction. The focal point was West Avenue (one block west of the project area), which was transformed from a residential street to a commercial boulevard with diagonal parking. The buildings throughout the business district display a well-defined repertoire of architectural elements inspired by the restorations at Williamsburg, Virginia, in the 1930s. The facades have such features as English and Flemish bond brickwork, pilastered entries, multiple paned windows, mock chimneys and balustrades, and gabled and eyebrow dormers. An assortment of gable, mansard, and hip roofs mark the district (Kaplan 1981: 156-157).

Evaluation of Eligibility

The Kannapolis Mill Village Historic District remains eligible for the National Register under Criteria A and C for industry and architecture. Determined eligible in 1983, the district remains substantially intact, characterized by blocks of similar mill operatives' houses and the larger, more elaborate dwellings of supervisors and managers. The three houses at 201-205 South Main Street also remain well preserved and still contribute to the district's significance.

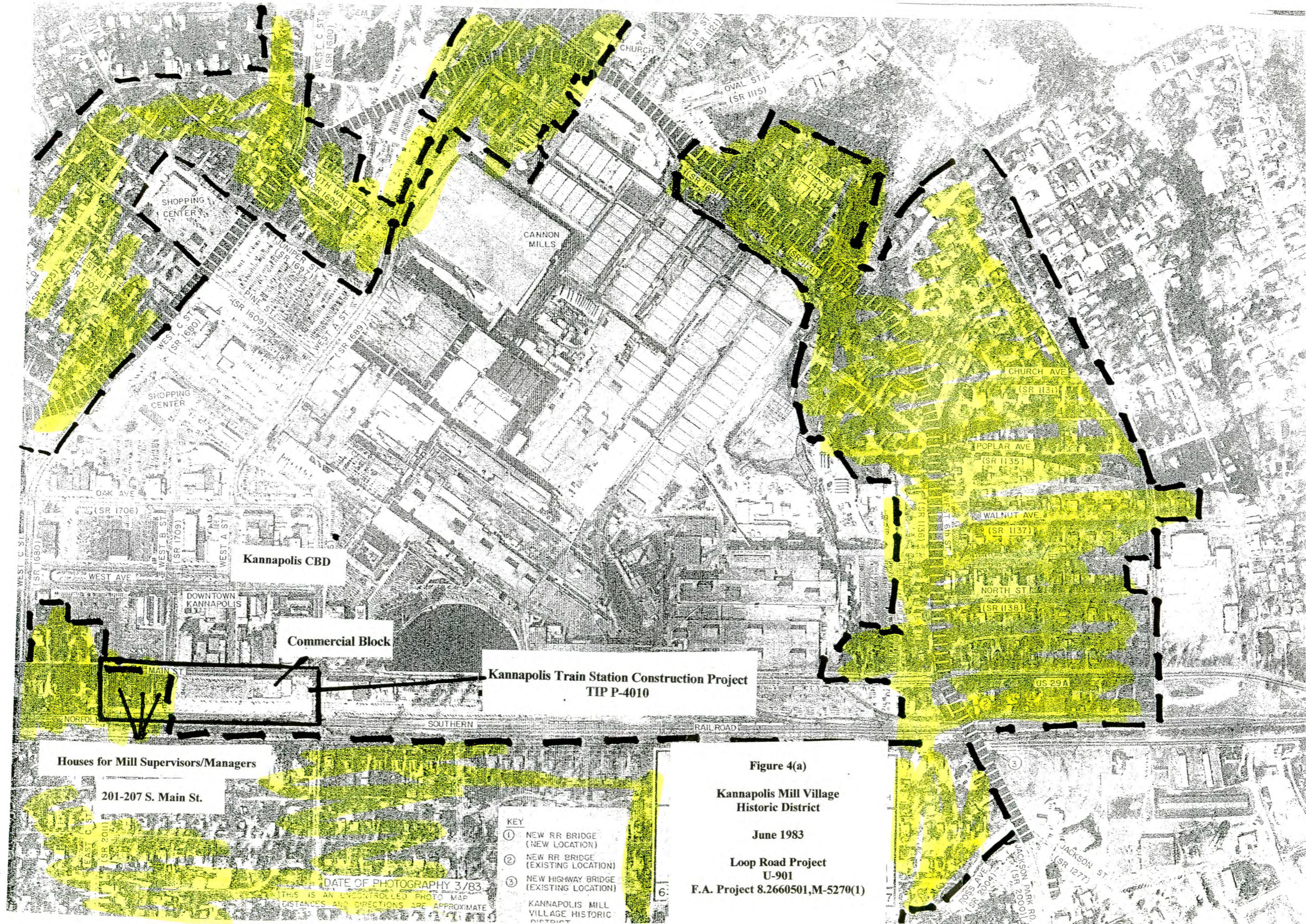




Figure 4(b)

**Kannapolis Mill Village
Historic District**

June 1983

Loop Road Project
U-901

F.A. Project 8.2660501,M-5270(1)

Kannapolis CBD

Commercial Block

Houses for Mill Supervisors/Managers
201-207 S. Main St.

Kannapolis Train Station Construction Project
TIP P-4010

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Figure 5

Site Plan

Kannapolis Train Station Construction
TIP P-4010

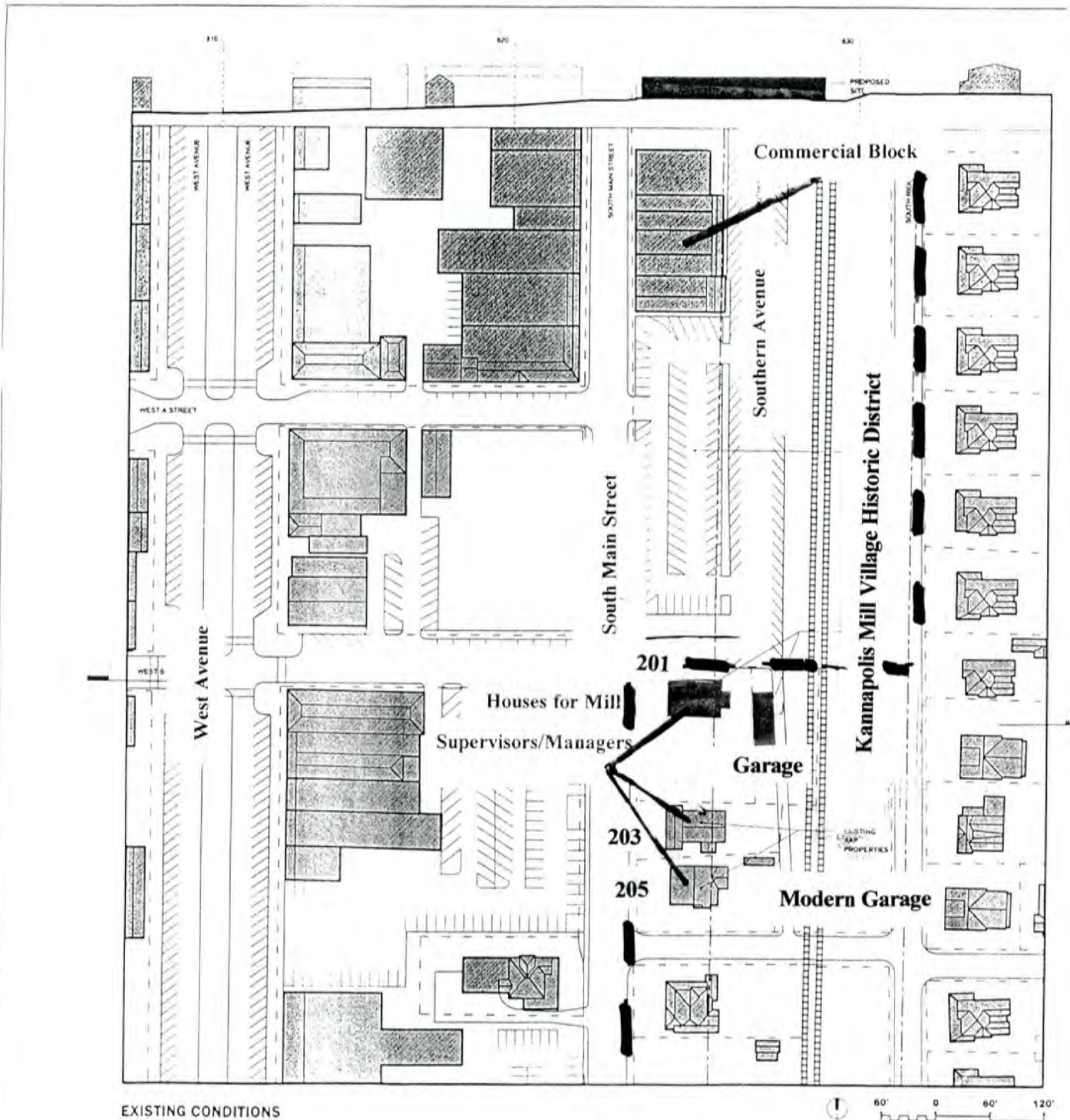
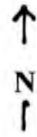




Plate 1. Kannapolis Mill Village Historic District, Looking Northeast Across Railroad Tracks from Project Area.



Plate 2. Commercial Block, Kannapolis Central Business District, Looking South.



Plate 3. Kannapolis Central Business District, South Main Street Parking Lot, Looking Northwest.



Plate 4. House, 201 South Main Street, Looking Northeast.



Plate 5. House, 201 South Main Street, South Elevation, Looking North.



Plate 6. House, 201 South Main Street, North Elevation Chimney and Date Stone, Looking South.



Plate 7. House, 201 South Main Street, North Elevation and Porch, Looking East.



Plate 8. House, 201 South Main Street, South and Rear Elevations, Looking Northwest.



Plate 9. House, 201 South Main Street, Porch Detail, Looking Southeast.



Plate 10. Garage, 201 South Main Street, Looking Southeast.



Plate 11. South Main Street, Looking North.



Plate 12. House, 203 South Main Street, Looking Northeast.



Plate 13. House, 203 South Main Street, Facade, Looking East.



Plate 14. House, 203 South Main Street, South and Rear Elevations, Looking North.



Plate 15. House, 205 South Main Street, Looking East.



Plate 16. House, 205 South Main Street, South and Rear Elevations, Looking Northwest.



Plate 17. Modern Garage, 205 South Main Street, Looking Northeast.

VI. BIBLIOGRAPHY

Kaplan, Peter R. *The Historic Architecture of Cabarrus County, North Carolina*. Concord, North Carolina: Historic Cabarrus, Inc., 1981.

North Carolina Department of Transportation. Administrative Action, Environmental Assessment and Draft Section 4(f) Evaluation. *Loop Road from S.R. 2001 to S.R. 1277, Kannapolis, Cabarrus-Rowan Counties*. T.I.P. No. U-901, 26 July 1983.

APPENDIX C:

PROFESSIONAL QUALIFICATIONS

Richard L. Mattson, Ph.D.
Historical Geographer

Education

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

Relevant Work Experience

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

Frances P. Alexander
Architectural Historian

Education

- 1991 M.A. American Civilization-Architectural History
George Washington University
Washington, D.C.
- 1981 B.A. History with High Honors
Guilford College
Greensboro, North Carolina

Relevant Work Experience

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