



**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 25, 2002

MEMORANDUM

TO: William D. Gilmore, Manager
Project Development and Environmental Analysis Branch
Department of Transportation, Division of Highways

FROM: David Brook *for David Brook*

SUBJECT: Historical Architectural Survey Report, Replace Bridge No. 266 on SR 1002 over
Norfolk Southern Railway, TIP No. B-3421, Concord, Cabarrus County, ER 02-9895

Thank you for your letter of May 16, 2002, transmitting the survey report Mattson, Alexander and Associates, Inc. concerning the above project.

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

Houses are located on the north and south sides of Cabarrus
Avenue W., between Bridge Number 266 and Powder Street

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, NCDOT
Mattson, Alexander and Associates

bc: Brown/McBride ✓
DOT
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

**PHASE II INTENSIVE HISTORICAL ARCHITECTURAL
SURVEY AND REPORT
REPLACE BRIDGE NO. 266 ON CABARRUS AVENUE (S.R. 1002)
OVER NORFOLK SOUTHERN RAILWAY
CONCORD, CABARRUS COUNTY
T.I.P. NO. B-3421
STATE PROJECT NO. 8.2663401
FEDERAL AID NO. BRSTP-1002(7)**

Prepared By

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

Prepared For

**TGS Engineers, Inc.
Cary, North Carolina 27511**

10 February 2002

**PHASE II INTENSIVE HISTORICAL ARCHITECTURAL
SURVEY AND REPORT
REPLACE BRIDGE NO. 266 ON CABARRUS AVENUE (S.R. 1002)
OVER NORFOLK SOUTHERN RAILWAY
CONCORD, CABARRUS COUNTY
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Prepared By

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

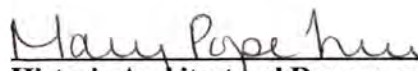
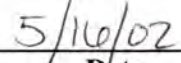
Prepared For

**TGS Engineers, Inc.
975 Walnut Street
Cary, North Carolina 27511**

10 February 2002

Principal Investigator **Date**
Mattson, Alexander and Associates, Inc.

Historic Architectural Resources **Date**
North Carolina Department of Transportation

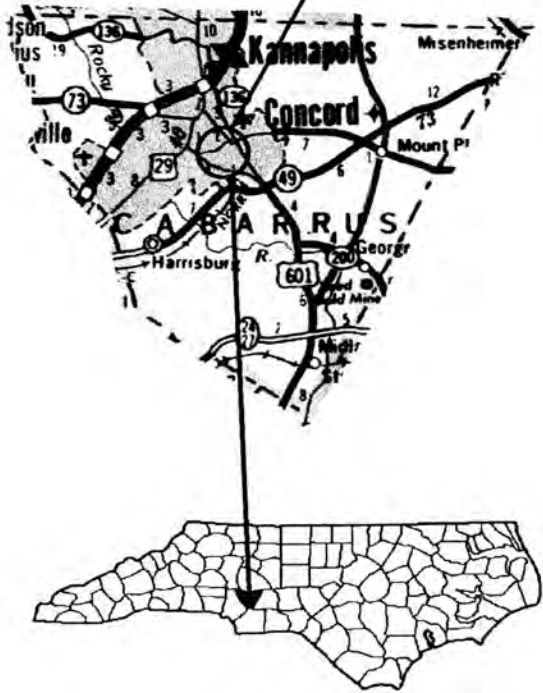
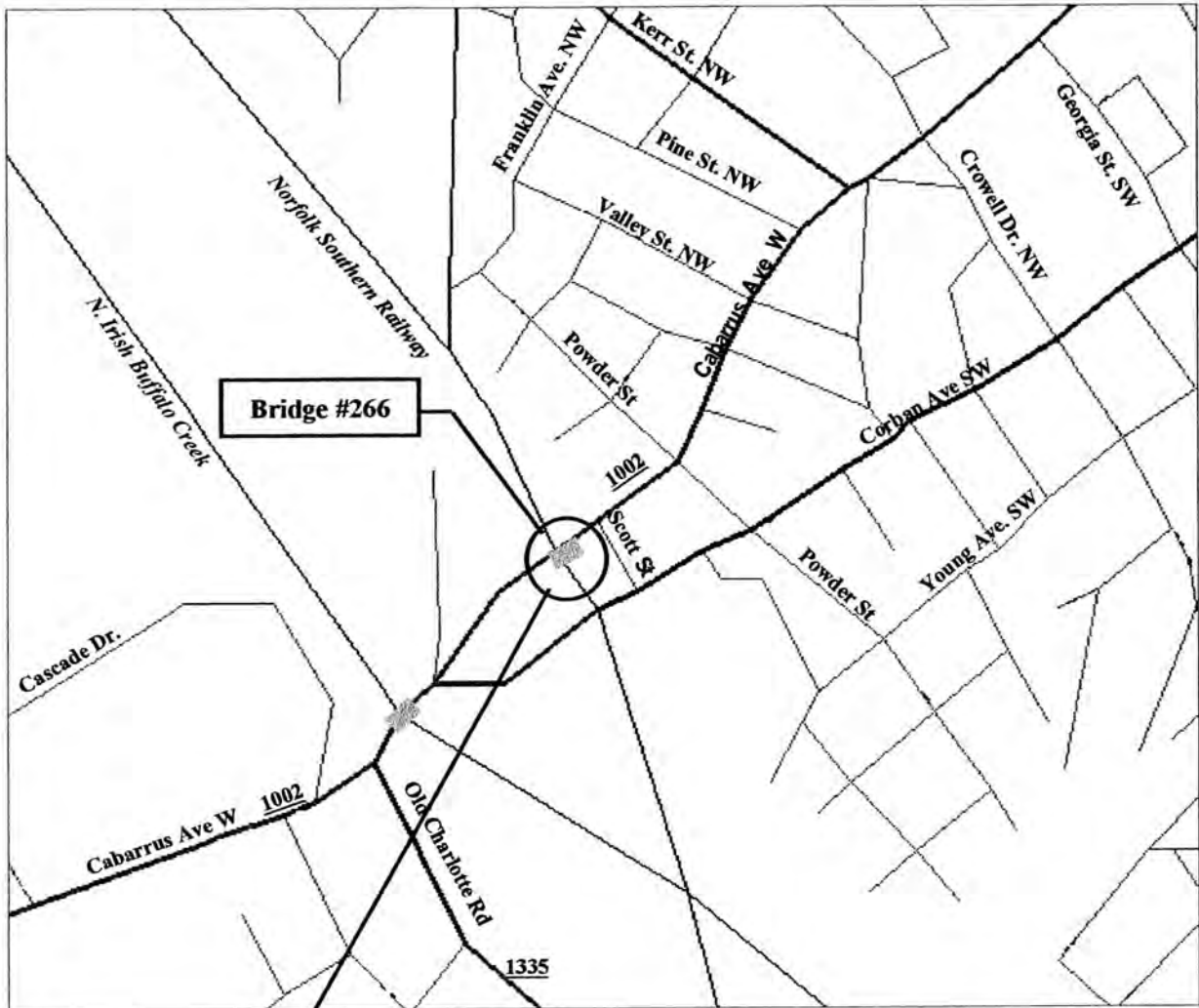
**Replace Bridge No. 266 on Cabarrus Avenue (S.R. 1002)
Over the Norfolk Southern Railway, Concord, Cabarrus County
T.I.P. No. B-3421
State Project No. 8.2663401
Federal Aid No. BRSTP-1002(7)**

Project Description

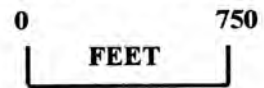
The North Carolina Department of Transportation (N.C.D.O.T.) proposes to replace Bridge No. 266, which carries Cabarrus Avenue West (S.R. 1002) over the Norfolk Southern Railway in the town of Concord in Cabarrus County (Figure 1). The extant bridge was originally built in 1917 but was reconstructed in 1952. The structure is now classified as structurally deficient. There is one preferred alternative, which is depicted in Figure 2. This alternative replaces the existing bridge on the south side of the structure. The new alignment will allow for a slight straightening of Cabarrus Avenue, but will not require the widening of Bridge No. 267 over North Irish Buffalo Creek to the east. The south side of Bridge No. 266, which was added to the existing bridge in 1950, will serve to maintain traffic during Stage I construction. Stage I construction will involve building 28 feet of deck with a parapet and barrier rail. Traffic will then be shifted to this part of the new structure. Stage II will consist of demolition of the existing structure and building 29.5 feet of deck. A five-foot sidewalk will be added on each side of the bridge.

Purpose of Survey and Report

This historic resources survey was conducted, and the report prepared, to identify all historic architectural resources located within the area of potential effects (APE) (Figure 3). This survey and report are part of the environmental studies conducted by N.C.D.O.T. and documented by a categorical exclusion (C.E.). This report was prepared as a technical appendix to the C.E. and is part of the compliance documentation required under the National Environmental Policy Act (N.E.P.A.) and the National Historic Preservation Act (N.H.P.A.) of 1966, as amended. Section 106 of the N.H.P.A. states that if a federally funded, licensed, or permitted project has an effect on a property listed in, or potentially eligible for listing in, the National Register of Historic Places, the Advisory Council on Historic Preservation should be given an opportunity to comment on the proposed undertaking. This report is on file with N.C.D.O.T. and is available for review by the public.



APPROXIMATE SCALE



	<p>North Carolina Department of Transportation Project Development & Environmental Analysis Branch</p>
<p>CABARRUS COUNTY Bridge No. 266 on SR 1002 (Cabarrus Avenue) over Norfolk Southern Railway Concord, NC TIP No. B-3421</p>	
<p>November, 2000</p>	<p>Figure 1</p>



Figure 3
Area of Potential Effects Map

North Carolina
 Department of Transportation
 Project Development
 & Environmental Analysis Branch

CABARRUS COUNTY
 Bridge No. 266
 on SR 1002 (Cabarrus Avenue)
 over Norfolk Southern Railway
 TIP No. B-3421

September, 2001

0 Meters 30
 0 Feet 100
 APPROXIMATE SCALE

Methodology

The survey was conducted and the report compiled in accordance with the provisions of F.H.W.A. Technical Advisory T 6640.8A (Guidance for Preparing and Processing Environmental and Section 49(f) Documents); the Secretary of the Interior's Standards and Guidelines for Archaeological and Historic Preservation (48 FRR 44716); 36 CFR Part 800; 36 CFR Part 60; and the Survey Procedures and Report Guidelines for Historic Architectural Resources (N.C.D.O.T.).

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

The methodology for this investigation included background research into the historical and architectural development of the areas and a field survey of the APE. The field survey was conducted in January 2001, by automobile and on foot, to delineate the APE and to identify all properties within the APE that appear to have been built before 1952. Every property at least fifty years of age was photographed, mapped, and evaluated. Those considered worthy of further analysis were intensively surveyed and evaluated for National Register eligibility. For resources considered eligible for the National Register, National Register boundaries were determined.

The boundaries of the APE are show on a map supplied by TGS Engineers, the project engineers (Figure 3). The APE is defined by modern construction, topographical features, and sight lines. One hundred per cent of the APE was surveyed.

Background research was undertaken at the Survey and Planning Branch of the North Carolina Department of Cultural Resources in Raleigh. An examination of National Register nominations, survey files, and other historical studies revealed that no resource within the APE has been listed in the National Register or the North Carolina Study List. A number of properties within the general study area were identified during a countywide architectural survey conducted in 1979 and 1980, and these properties appear in the publication, *The Historic Architecture of Cabarrus County, North Carolina* (Kaplan 1981). Just south of the APE is the Cabarrus Cotton Mill (1893 with later additions) and its associated mill village. To the north of the APE is the Cannon Manufacturing Company mill village. (The Cannon mill complex was demolished in 1978.) East of the project are Concord's three historic districts: Edgewood, North Union, and South Union. Fronting on Cabarrus Avenue West, east of the project area, is Barber-Scotia College, founded soon after the Civil War by the Presbyterians for newly freed blacks. The college lies within the boundaries of the North Union Historic District. Another resource, the Long Filling Station, sited at the junction of Cabarrus Avenue West and Old Charlotte Road, west of the APE, was also previously surveyed.

Summary of Survey Findings

The bridge under consideration carries Cabarrus Avenue West (S.R. 1002) over the Norfolk Southern Railway on the west side of Concord, the seat of Cabarrus County. Bridge No. 266 was constructed originally in 1917 and rebuilt in 1952 as a 198-foot long, reinforced concrete, continuous structure with reinforced concrete piers and lintels. Above the reinforced concrete deck, the bridge has a solid balustrade with incised panels. On the east side, the bridge provides

access along Cabarrus Avenue West (formerly Depot Street) to downtown Concord. Within the APE, Cabarrus Avenue West is lined with a small number of heavily altered early twentieth century dwellings, modern houses, vacant lots, and modern commercial buildings. East of the APE are Barber-Scotia College, late nineteenth to mid-twentieth century houses, and commercial development near downtown. West of the APE are late-twentieth-century industrial properties and the Brown-Norcott Company textile mill village. South of the APE, on the east side of the bridge, is the Cabarrus Cotton Mills and its mill village, and north of the APE lies the Cannon Manufacturing Company mill village.

None of the properties within the APE along Cabarrus Avenue West is recommended for National Register eligibility. Cabarrus Avenue West was originally called Depot Street and served as the connecting thoroughfare between the Southern Railway depot and the central business district of Concord. The street was never part of the two mill villages that lie north and south of Cabarrus Avenue, and the houses along this thoroughfare are not associated with any potentially eligible historic district. Finally, Bridge No. 266 is not recommended for National Register eligibility. Although originally constructed in 1917, the bridge was rebuilt in 1952 and does not have the exceptional importance needed for properties less than fifty years of age to meet National Register criteria.

Properties Listed in the National Register or the North Carolina State Study List:

None

Properties Evaluated and Considered Eligible for the National Register:

None

Properties Evaluated and Considered Not Eligible for the National Register:

Houses, Cabarrus Avenue West

HISTORICAL BACKGROUND ESSAY

Located in the North Carolina Piedmont, Concord was founded in 1796 as the county seat of newly formed Cabarrus County. Although Concord remained a small village before the Civil War, the coming of the North Carolina Railroad in 1856 connected Concord with major markets and set the stage for economic development. By 1860, a cotton mill had opened alongside the railroad tracks in Concord, anticipating the ensuing textile boom of the late nineteenth and early twentieth centuries (Kaplan 1981: 4, 24).

In the decades following the Civil War, the expansion of rail lines sparked development in Concord and throughout the region. By 1880, there were 1,500 miles of track in North Carolina. By 1900, track mileage had expanded to 4,000, linking the towns and cities of the Piedmont to a national network of rail lines and northern markets. The railroads attracted the cotton mills, which in turn fostered the growth of towns and the promise of prosperity. The number of textile mills in the state expanded fivefold between the 1880s and 1910s, and civic boosters in Charlotte, thirty miles south of Concord, proclaimed that more than 300 mills stood within a 100-mile radius of the city. At the eve of the First World War over 51,000 men, women, and children labored in the region's textile industry, compared to only 10,000 in 1885. By the 1920s, the Piedmont region of North and South Carolina had surpassed New England as the world's leading textile producer (Hall et al. 1987: 24-25; Glass 1992: 32, 34; Lefler and Newsome 1973: 474-489).

Concord's rapid rise in the late nineteenth and early twentieth centuries mirrored regional trends. Thriving as a cotton market center and burgeoning textile town, Concord's population soared from 880 to nearly 12,000 between 1870 and 1910. During the 1880s and 1890s, wealthy local cotton buyer John Milton Odell and his son William Robert Odell opened a series of cotton mills alongside the railroad. The largest of this group was the massive Odell Manufacturing Company that contained 21,000 spindles, more than any other textile mill in the state at the time. The Odell family soon opened other plaid and yarn mills in surrounding Piedmont communities. By the 1890s, the influential John Milton Odell was serving as president of mills in Concord, Salisbury, Pittsboro, and Durham (Freeze 1980: 44-45; Kaplan 1981: 42; Glass 1992: 26).

In 1887, another successful cotton buyer, James William Cannon, formed the Cannon Manufacturing Company at the western outskirts of Concord. By 1906 the company ranked among the largest textile mills in North Carolina. Cannon also organized the Gibson Manufacturing Company and the Cabarrus Cotton Mills in Concord, as well as mills in Salisbury, China Grove, Albemarle, and Mount Pleasant. In 1907 Cannon purchased several hundred acres of farmland north of Concord and founded Kannapolis. Here Cannon built enormous industrial complexes for the Cannon Manufacturing Company and the Cabarrus Cotton Mills, in addition to a central business district and roughly 1,600 mill houses. Kannapolis rapidly grew as a collection of unincorporated mill villages, and by the 1910s contained some 12,000 residents, about equal the population of Concord (Kaplan 1981: 27-28; Glass 1992: 42-43).

Smaller investors also erected mills and mill villages in Concord to create an extensive industrial landscape around the outskirts of the city. The Lippard Mill opened in 1893, and by World War I the Roberta Mill, the Brown Manufacturing Company, the Norcott Manufacturing Company, and the Young-Hartsell Cotton Mill were all in operation. By the early twentieth century, capital investment in Concord reached two million dollars, surpassed in the state only by Charlotte and Winston. The city's production of cloth and yarn ranked second only to Charlotte's output (Freeze 1980: 90-93; Kaplan 1981: 25, 27).

As with Concord's industrial growth, its urban geography represented regional patterns. The mills were sited along rail lines at the fringes of the city where large tracts of land were available at low cost. Into the 1920s, mill villages accompanied the building of every significant mill in Concord. The forms and arrangements of working housing varied little from village to village, reflecting traditional regional practices and the accepted norms for the design of such villages. In 1899, Charlotte mill engineer Daniel Augustus Tompkins published *Cotton Mill, Commercial Features*, a handbook for textile manufacturers. Tompkins' popular work contained plans for the most common mill houses and encouraged mill owners to arrange them on half-acre lots to provide a rural atmosphere for mill workers migrating to the factories from farms. The sizable lots accommodated gardens and livestock pens. Versions of the standard vernacular forms codified by Tompkins appeared throughout the mill villages of Concord, although most were sited on parcels smaller than the recommended half-acre (Kaplan 1981: 26, 28-29; 31-37; Hall et al. 1987: 116-119; Bishir 1990: 369-370; Glass 1992: 41-42).

While mills and mill housing filled the city's northern and eastern peripheries, a thriving urban core took shape east of the railroad, around the county courthouse. The thoroughfares of Union and Depot streets contained the stylish houses of Concord's elite families. The growing middle class occupied substantial dwellings along the adjacent streets. Union Street was also the city's main commercial street, and by the early 1900s featured contiguous rows of brick and stone storefronts from Depot Street (later renamed Cabarrus Avenue) to the courthouse. Just east of downtown, Scotia Female Seminary, a boarding school for African American women, was founded after the Civil War through the missionary work of the Presbyterian Church, U.S.A. The school was expanded and reorganized into Barber-Scotia College during the 1930s. A small African American neighborhood grew up near the school, while a much larger black district, known as Coleburg, arose to the southwest, where black businessman Warren Clay Coleman purchased a tract of land for residential development (Kaplan 1981: 26, 73-81).

The Depression stalled the expansion of the city during the 1930s, but the relatively stable financial position of Cannon Mills in these years bolstered the local economy. Cannon's aggressive marketing campaigns and new product lines that featured an unprecedented array of colorful towel sets allowed it to withstand the nation's early economic collapse. The company employed additional laborers in accordance with the National Recovery Act of 1933 and the Wages and Hours Act of 1938. Both of these federal acts required industries to reduce the workweek for individual employees and to hire workers for second or third shifts. Significantly, Cannon Mills did not expand its mill villages to house the new work force, but rather took advantage of improved roadways and growing automobile ownership to recruit workers who commuted from surrounding communities. The new strategy heralded the end of an era when the development of mill villages was considered integral to the operation and success of textile mills (Herring 1949: 13-14, 19; Kaplan 1981: 60-61).

However, unlike many other textile manufacturers, Cannon Mills continued ownership of the mill housing around its Cabarrus County plants. In fact, in Kannapolis, the company erected spacious new brick houses for executives during the 1930s and rebuilt the central business district employing designs inspired by the reconstruction of Colonial Williamsburg, Virginia. Into the 1980s, when the dwellings were finally sold under the new ownership of Cannon Mills, the company continued to invest in the upkeep of its mill villages (Moore and Wingate 1940: 99-100; Kaplan 1981: 60-61).

The growth of Concord and Kannapolis continued after World War II. The construction and expansion of Cabarrus Memorial Hospital on the northern outskirts of Concord and the building of Interstate 85 engendered rapid suburban development. By the 1970s Concord and Kannapolis

had become one contiguous urban area of approximately 60,000 inhabitants. While some of the textile mills remain in operation, especially in Kannapolis where the main Cannon complex, now Pillowtex, is located, others have been closed or converted to other functions. Within the general study area, the original 1887 Cannon Manufacturing Company complex northwest of the APE was demolished in 1978. The 1893 Cabarrus Cotton Mills (later Cannon Plant No. 5) south of the APE was sold by Cannon Mill in the 1980s and converted to other warehousing and industrial uses. Individual homeowners and renters now occupy the adjacent mill housing.

PROPERTY INVENTORY AND EVALUATIONS

Houses, Cabarrus Avenue West

North and south sides of Cabarrus Avenue West, between Bridge No. 266 and Powder Street, Concord, Cabarrus County

Period of Construction

Ca. 1900 to ca. 1990

Associated Outbuildings

None

Site Description (Figure 4)

Cabarrus Avenue West between the Norfolk Southern Railway and downtown is a busy thoroughfare that originally linked downtown Concord with the now demolished Southern Railway passenger and freight stations. West of the rail corridor, Cabarrus Avenue becomes four-lane U.S. 29, and with the exception of a textile mill and mill village, the route is lined with modern commercial strip development and residential suburbs near an interchange with Interstate 85. Within the project area, Cabarrus Avenue West consists of one block of altered early-twentieth-century mill houses, modern commercial and religious buildings, modern houses, and vacant lots. North and south of the avenue are the vestiges of early-twentieth-century mill villages.

Physical Description and Evaluation of Integrity (Plates 1-12)

On the north side of the block defined by the bridge and Powder Street are five houses and one small commercial building. Two of the houses are ca. 1990 vinyl-sided duplexes, and the other three are early-twentieth-century, one story, side gable houses with two room plans and rear ells. These three frame houses represent a common type of mill house erected in mill villages in Concord and throughout the region during the late nineteenth and early twentieth centuries. While they retain some original elements of design, each has undergone a variety of alterations, such as modern porch posts, chimneys and windows, and replacement asbestos siding. The one-story, brick commercial building appears to have been built in the 1960s. The south side of the block includes three heavily altered side-gable mill houses, a vacant lot, and a small brick, late-1950s church. A one-story, frame, turn-of-the-twentieth-century dwelling occupies the east end of the block. This side-gable cottage is distinguished by a center roof gable and decorative sawn porch brackets. However, it has also been heavily altered with replacement windows, aluminum siding, and a modern porch balustrade.

Historical Background

The land in and around the APE developed during the emergence of region's textile industry in the late nineteenth and early twentieth centuries. Situated near the Southern Railway at the eastern outskirts of Concord, this area attracted a host of textile mills and mill villages. By the 1920s, the eastern fringe of the city contained the Cannon Manufacturing Company (1887) (later Cannon Mills), the Cabarrus Cotton Mills (1893), the Lippard Mill (1893), the Buffalo Cotton Mill (1895), the Kerr Bleachery (1897), the Gibson Manufacturing Company (1899), the Brown Manufacturing Company (1905), and the Norcott Manufacturing Company (1915). Hundreds of mill houses associated with these plants occupied the adjacent streets in the rolling terrain flanking the rail line (Sanborn Map of Concord, N.C. 1911, 1921; Kaplan 1981: 25, 30, 70).

Just north of the APE (above Cabarrus Avenue West), over 100 worker houses for the Cannon Manufacturing Company took shape in a ten-block mill village laid out in a grid pattern of narrow streets south of the mill. These streets included Powder Street, Howerton Avenue, Bay Avenue, Franklin Avenue, Valley Street, Pine Street, Cedar Drive, Duval Street, and Bleachery Court, N.W. The mill built two-story supervisors' residences along Valley Street south of Franklin Avenue, and one-story, side-gable and gable-front worker housing on the other streets. In the 1920s the mill replaced its earliest housing in the district with blocks of simple bungalows (Kaplan 1981: 25, 30, 72).

The Cannon Mills industrial complex was demolished in 1978. In the mid-1980s, the company was sold and private homeowners and investors acquired the mill housing, which the company had owned and maintained. In recent decades, the mill village has undergone some major changes. Along the district's south side of the district, dwellings have been razed to accommodate a mix of small restaurants, filling stations, offices, and parking lots. A modern apartment complex now stands on the district's north side near Franklin Avenue, and simple, modern dwellings and vacant lots dot the district.

Just south of the APE (below Cabarrus Avenue West), James William Cannon and J. W. Burkhead founded the Cabarrus Cotton Mills in 1893. Between 1897 and 1927 a series of major additions enlarged the mill to its present size, as weave sheds and other buildings were constructed to house carding, roving, and spinning operations. In 1928, Cannon Mills acquired Cabarrus Cotton Mills, which had established a larger main facility in Kannapolis in the 1910s. In that year Charles A. Cannon consolidated the Cannon Manufacturing Company, Cabarrus Cotton Mills, and seven other mills in the region into the Cannon Mills Company. The Cabarrus Cotton Mills in Concord functioned as Cannon Plant No. 5 until the mid-1980s, when Cannon sold its entire operations (Kaplan 1981: 70, 72).

Between 1893 and 1906, the Cabarrus Cotton Mills built the adjoining mill village south of Cabarrus Avenue along Young Avenue, Powder Street, Fenix Drive, Skipwith Street, James Street, and Corban Avenue. The village consisted of roughly fifty dwellings sited along the hillsides south and east of the mill. In the 1930s, the village was expanded slightly when Cannon Mills erected a block of small bungalows along James Street between Corban and Young avenues for newly hired African American employees. As with the mill village to the north of the APE, the Cannon Mills Company sold these worker houses in the 1980s. Today the former mill village primarily consists of highly altered or deteriorated rental properties. The former Cabarrus Cotton Mills is now used for warehousing and light industry (Long 1915; Kaplan 1981: 70).

Cabarrus Avenue West, a four-lane artery, runs east-west through the APE and separates the two mill villages on either side. Originally known as Depot Street, this thoroughfare developed as the principal transportation corridor between downtown Concord to the east and the railroad tracks. The passenger and freight stations for the Southern Railway that once stood beside the tracks at the western terminus of Depot Street are now gone. East of the APE, Scotia Female Seminary, a boarding school for African American women, was sited along Depot Street after the Civil War. It was later expanded and reorganized as Barber-Scotia College, which now marks the west side of the Downtown Concord National Register Historic District (Kaplan 1981: 67-68).

Cabarrus Avenue West also connected with Old Charlotte Road just west of the railroad to function as a major route into Concord from the southwest. By the 1920s, numerous filling stations were appearing along Old Charlotte Road near Concord, and west of the APE the Long Filling Station (1924-1925) arose at the junction of Old Charlotte Road, Cabarrus Avenue West, and present US 29 (Kaplan 1981: 148).

Although Cabarrus Avenue West around the APE developed in concert with the nearby mills, it was not officially part of the mill villages. Rather, the planned mill village for the Cabarrus Cotton Mills took shape south of Cabarrus Avenue, while the village for the Cannon Manufacturing Company emerged to the north. Given its proximity to these mills, Cabarrus Avenue West contained some worker housing, but it also included independently owned stores and dwellings for merchants and skilled workers. By the 1920s and increasingly after World War II, the avenue attracted more and more small businesses and especially commercial-strip activities. At present, Cabarrus Avenue West contains a mix of late-nineteenth- and early-twentieth-century dwellings, small enterprises geared primarily to motorists, and parking lots (Sanborn Map of Concord, N.C. 1927; *Directory of Concord, N.C.* 1913-1914; 1916-1917; 1920-1921; 1929-1930).

Evaluation of Eligibility

None of the properties within the APE along Cabarrus Avenue West is recommended for National Register eligibility under any Criterion. The houses are altered examples of common mill houses in the region and do not possess the architectural significance for eligibility under Criterion C. They are not eligible under Criterion B because they are not associated with individuals whose activities were demonstrably important within a local, state, or national historic context. The houses are also not eligible under Criterion A because they do not clearly represent major patterns of industrial development in Concord. Although these dwellings were built during great wave of mill-house construction in Concord, they are now interspersed with modern development. Concord contains numerous, finer collections of mill housing which are part of well-preserved mill villages. Both the Gibson Manufacturing Company mill village to the north of the APE and the Brown-Norcott Manufacturing Company mill village to the east are National Register Study List historic districts where substantially intact mills and planned worker housing epitomize Concord's historic industrial growth (Kaplan 1981: 88-89, 144-145). Finally, the houses are not considered eligible under Criterion D because the architectural components are not likely to yield information important in the history of building technology.

Figure 4

Site Plan

Houses, Cabarrus Avenue West

(not to scale)

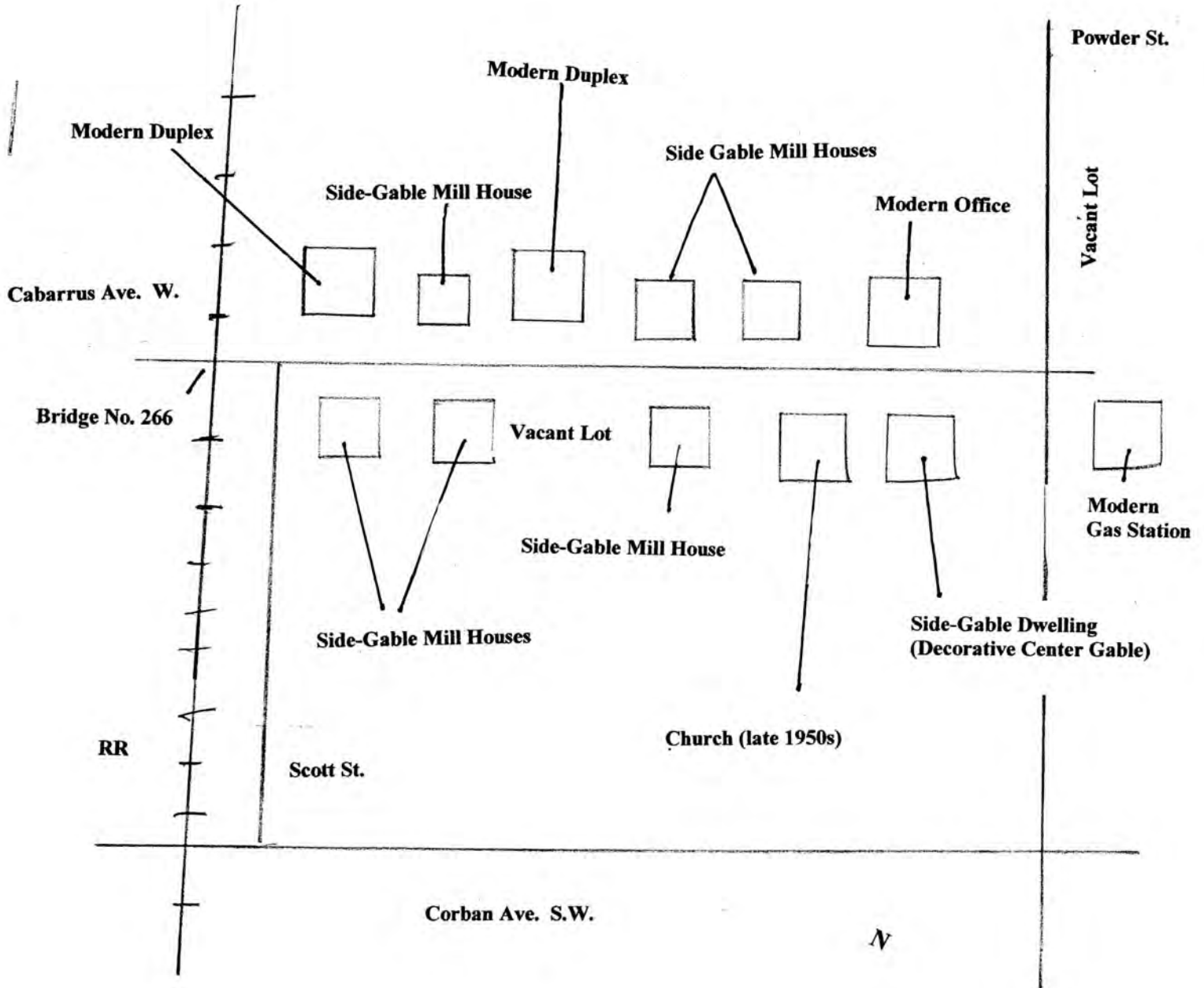




Plate 1. Houses, Cabarrus Avenue West, North Side, Looking East.

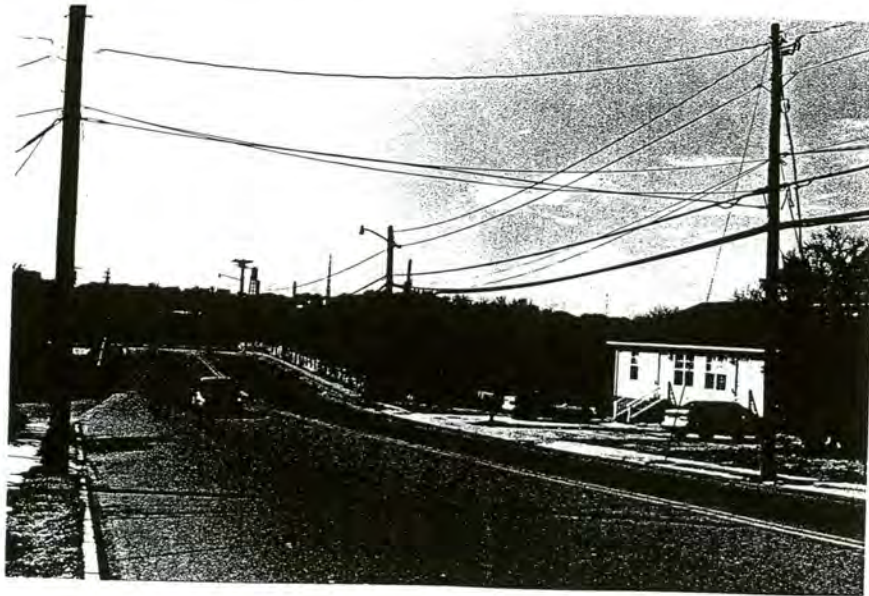


Plate 2. Houses, Cabarrus Avenue West, Looking West Towards Bridge No. 266.



Plate 3. Houses, Cabarrus Avenue West, North Side, Looking West.



Plate 4. Houses, Cabarrus Avenue West, North Side, Looking West.



Plate 5. Modern Office Building, Cabarrus Avenue West, North Side.



Plate 6. Houses, Cabarrus Avenue West, North Side, Looking East.



Plate 7. Houses, Cabarrus Avenue West, South Side, Looking West.



Plate 8. House, Cabarrus Avenue West, South Side.



Plate 9. Houses and Church, Cabarrus Avenue West, South Side.



Plate 10. Looking West Along Cabarrus Avenue West, Beyond APE.

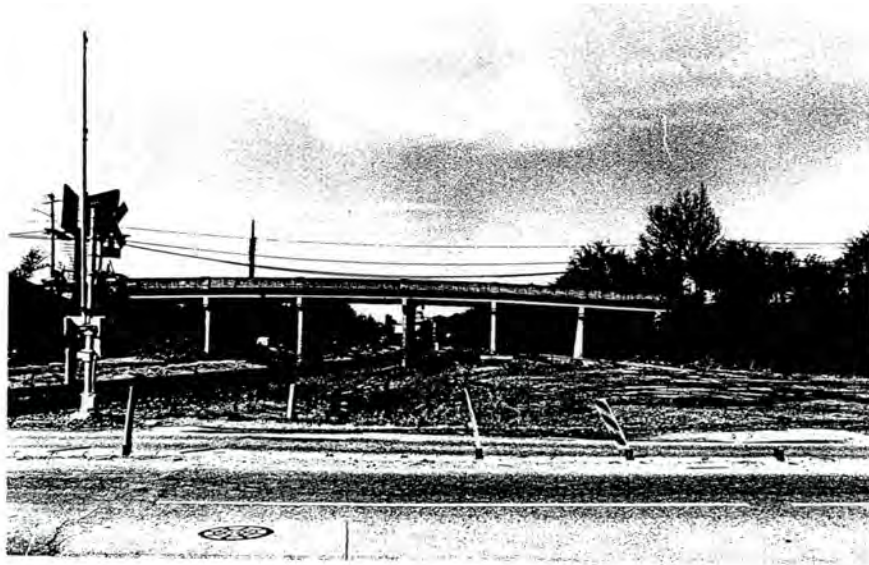


Plate 11. Looking North Towards Bridge No. 266 From Corban Avenue.



Plate 12. Looking South From Bridge No. 266 Towards 1950s Industrial Buildings.

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