



North Carolina Department of Cultural Resources
State Historic Preservation Office

Peter B. Sandbeck, Administrator

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

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

January 16, 2009

Kelly Goforth
Charlotte Area Transit System
600 E Fourth Street
Charlotte, NC 28202

RE: Phase II Historic Architectural Resources Survey Report, CATS,
LYNX Blue Line Extension Light Rail Project, Northeast Corridor, Charlotte, Mecklenburg County,
ER06-1957

Dear Ms. Goforth:

Thank you for your letter of November 7, 2008, transmitting the above referenced survey report. We regret that our comments below were delayed by staff shortages. We hope that our providing initial comments, via email, has allowed CATS to begin its assessment the effects of the proposed undertaking upon historic properties. Those initial comments are repeated here, with the exception of the Park-n-Shop Supermart and Elmore Trailer Sales and Trailer Park, for which supplemental comments are offered.

We concur with the findings and National Register evaluations contained in the report, except for the following properties.

Property #73 – Park-n-Shop Supermart, according to our files is not on the State Study List and is shown as being built ca. 1962. If this date is correct, we do not believe the property is eligible for listing in the National Register. However, if the supermarket was built prior to 1959, we will concur that it is eligible for the National Register. Please confirm the date of construction, so that a final determination can be made on this property.

Property #74 – Elmore Trailer Sales and Trailer Park, will need further justification if it is to be considered eligible. The business related buildings are interesting, but there is not enough information about the age of the trailers. How many post-1959 trailers are in the park? If the majority of the trailers are post 1959, we do not believe the property is eligible for the National Register.

Property #95 – George Locke DAR Memorial, we do not believe this property is eligible for listing in the National Register.

The following is a summary of the properties evaluated in the report and found to be eligible for the National Register or to maintain their eligibility for listing.

Philip Carey Company Warehouse

Orient Manufacturing Company/Chadwick-Hoskins #3
North Charlotte Historic District
W. T. Alexander House
Standard Chemical Products Plant
Republic Steel Corporation Plant
McNeil Paper Company Warehouse Complex
Chadbourn Hosiery Mills
Herrin Brother Coal & Ice Company Complex
General Motors Corporation Training Center

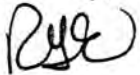
We also concur that the properties in Appendix A, which were evaluated and not considered eligible for listing, do no appear to warrant further study, barring additional information to the contrary.


Please provide us with an additional copy of the report and a spreadsheet that shows the Survey Site Number for each of the properties, other than those in Appendix A. This can be done when the Survey Site Forms/digital record for each is submitted.

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

Sincerely,



 Peter Sandbeck

cc: Mattson, Alexander & Assoc.
Charlotte HPC

bc: DOT
Brown/Swallow
County




**LYNX Blue Line Extension
(Northeast Corridor)
Light Rail Project
Contract #: 08-477
WBS #: 6.08**

Phase II Historic Resources Survey Report

Prepared by:

Mattson, Alexander and Associates, Inc.

as subconsultant to

 STV/Ralph Whitehead Associates

Prepared for:

**City of Charlotte
Charlotte Area Transit System**

Project #: 2513745

November 6, 2008

Rev. 01

**PHASE II
HISTORIC RESOURCES SURVEY REPORT**

**LYNX BLUE LINE EXTENSION NORTHEAST CORRIDOR LIGHT RAIL PROJECT
CHARLOTTE AREA TRANSIT SYSTEM
MECKLENBURG COUNTY**

Prepared for:

**City of Charlotte
Charlotte Area Transit System**

and

**STV/Ralph Whitehead Associates
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November 6, 2008

MATTSON, ALEXANDER AND ASSOCIATES, INC.



Frances P. Alexander, M.A.



Richard L. Mattson, Ph.D.



Charlotte Area Transit System

6 November 2008
Date

6 November 2008
Date

11-6-08
Date

MANAGEMENT SUMMARY

This Charlotte Area Transit System (CATS) project is entitled, *LYNX Blue Line Extension, Northeast Corridor Light Rail Project*. CATS proposes to extend an existing light rail system approximately 11 miles from center city Charlotte to just west of the junction of North Tryon Street/US-29 and Interstate 485 (I-485). The alignment under study would include 13 transit stations, of which six would be walk-up stations and seven park-and-ride facilities. The location of the proposed light rail line is depicted in **Figure 1**.

The proposed route would run north from the CATS LYNX Light Rail 7th Street Station along right-of-way owned by CATS until 12th Street where the line would cross over the Chessie Seaboard Extended (CSX) Railway tracks before continuing along North Carolina Railroad right-of-way. At 36th Street, the proposed project would depress 36th Street under both the existing rail right-of-way and the proposed light rail tracks. A design option would keep the proposed light rail line on grade with the existing rail corridor grade crossing of 36th Street. The line would continue east of 36th Street to the junction with Sugar Creek Road. The Light Rail Alternative would remain within the railroad right-of-way past Sugar Creek Road until reaching Old Concord Road where the route would enter the median of North Tryon Street/US-29. Under the Sugar Creek Design Option the light rail line would extend from the existing rail rights-of-way at Sugar Creek Road northeast along new location to roughly the junction of Dorton Street and North Tryon Street/US-29. The Sugar Creek Design Option would allow the route to enter North Tryon Street/US-29 roughly 500 feet west of the Light Rail Alternative. The light rail route would remain within North Tryon median on its northeasterly course past W.T. Harris Boulevard. Two additional options are under consideration for this location. One design option, called the Mallard Creek Church West Design Option, would be a segment that loops southeast onto the University of North Carolina Charlotte (UNC Charlotte) campus before returning to North Tryon Street/US-29 just west of the project terminus at I-485. Under the second design option, known as the Mallard Creek Church East Design Option, the light rail route would follow the same southeasterly route onto the UNC Charlotte campus but would diverge to the west back to the east side of North Tryon Street/US-29 just before Mallard Creek Church Road. The proposed route would remain along the east side of North Tryon Street/US-29 to the project terminus at I-485. The Light Rail Alternative and the design options being studied are shown on the area of potential effects (APE) maps (**Figures 2A-2H**).

The Charlotte Area Transit System (CATS) is seeking federal funding through the Federal Transit Administration's (FTA) discretionary Section 5309 New Starts grant program (49 USC§5309). Thus, the project would result in a federal action requiring compliance with Section 106 of the National Historic Preservation Act, as amended (36 CFR 800) and the preparation of an environmental impact statement (EIS) in accordance with the National Environmental Policy Act (NEPA) of 1969, as amended. A Notice of Intent was published in the Federal Register on September 29, 2000.

The Phase II (intensive level) architectural survey was conducted in order to identify all historic resources located within the area of potential effects (APE) for the proposed light rail route. This Phase II historic resources report was prepared as a technical addendum to the EIS which will be on file with the Charlotte Area Transit System, Charlotte, North Carolina. Federal regulations require federal agencies to take into account the effect of

federally funded, licensed, or permitted undertakings on properties included in, or eligible for inclusion in, the National Register of Historic Places. Furthermore, the agencies must afford the Advisory Council on Historic Preservation and the North Carolina Historic Preservation Office a reasonable opportunity to comment on such undertakings.

This technical report meets the guidelines for architectural surveys established by the North Carolina Historic Preservation Office and the North Carolina Department of Transportation (NCDOT) (October 2003). These guidelines set forth the following goals for architectural surveys: (1) to determine the area of potential effects (APE) for the project, which is defined as the geographic area or areas within which a project may cause changes to the character or use of historic properties, if any such properties exist; (2) to locate and identify all resources 50 years of age or older within the APE; and (3) to determine the potential eligibility of these resources for listing in the National Register of Historic Places.

The field survey consisted of background research into the historical and architectural development of the area and a field survey of the APE (see **Appendix A** for field survey maps). Field work was conducted to delineate the APE for the proposed alternatives and to identify all properties within this area that were built prior to 1960. The boundaries of the APE are shown on maps provided by the project engineers, STV/Ralph Whitehead Associates (see **Figures 2A-2-H**) and on the field survey maps. The APE encompasses a variety of residential, commercial, industrial and religious properties as well as a commemorative marker. The geographical context for evaluating the architectural resources is urban Mecklenburg County. The field survey was conducted between May 2008 and October 2008 and one hundred percent of the APE was surveyed.

A total of 98 resources were identified as being 50 years of age or older. Four of these resources are currently listed in the National Register and two properties (an early 20th century warehouse complex and a mid-20th century supermarket) have been added to the North Carolina Study List for potential eligibility. In addition, two resources, both mid-century factory complexes, were determined eligible for the National Register. Five other properties warranted intensive evaluation, all of which were recommended for National Register eligibility. These properties are discussed in the Property Inventory and Evaluations section of the report.

Listed in the National Register are the Philip Carey Company Warehouse, a ca. 1908, brick warehouse in center city Charlotte; the Orient Manufacturing Company/Chadwick-Hoskins No. 3, a late 19th century cotton mill that has undergone certified rehabilitation; the North Charlotte Historic District, a late 19th and early 20th century neighborhood that developed around several cotton mills and their associated mill villages; and the W.T. Alexander House, a handsome, Federal era house that is one of the earliest plantation seats remaining in Mecklenburg County. The Philip Carey Company Warehouse and the Orient Manufacturing Company are both located in downtown Charlotte while the North Charlotte Historic District is situated on the east side of the former Southern Railway/North Carolina Railroad corridor, several miles north of the center city. The W.T. Alexander House overlooks North Tryon Street/US-29 in the Mallard Creek community near the University of North Carolina Charlotte. Sited on Sugar Creek Road at the rail corridor are the Standard Chemical Products Plant and the Republic Steel Corporation Plant, both mid-century modernist factories that were recently determined eligible for the

National Register (see North Carolina Department of Cultural Resources Letter, 17 June 2008 in Appendix A). The two Study List properties are the McNeil Paper Company Warehouse Complex, situated in downtown Charlotte, and the Park-n-Shop Supermart, located at the intersection of North Tryon Street/US-29 and Sugar Creek Road.

The additional resources evaluated at the intensive level include a mid-20th century hosiery mill; a coal and ice plant from the 1920s; a trailer sales building and associated trailer park from the 1940s and 1950s; an automotive training facility from the 1950s; and a commemorative marker erected in 1911. The remaining properties in the survey lack either sufficient architectural integrity or architectural or historic significance for National Register eligibility (see **Appendix A**).

<u>Properties Listed in the National Register</u>			<u>Page No.</u>
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MK 1666	No. 35	North Charlotte Historic District	75
MK 1254	No. 98	W.T. Alexander House	138
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MK 2910	No. 70	Standard Chemical Products Plant	87
MK 2911	No. 71	Republic Steel Corporation Plant	96
 <u>Properties Listed in the North Carolina Study List</u>			
MK 1859	No. 2	McNeil Paper Company Warehouse Complex	48
MK 2126	No. 73	Park-n-Shop Supermart	106
 <u>Properties Evaluated Intensively and Considered Eligible for the National Register</u>			
MK 2879	No. 32	Chadbourn Hosiery Mills	64
MK 2905	No. 49	Herrin Brothers Coal and Ice Company Complex	80
MK 3081	No. 74	Elmore Trailer Sales and Trailer Park	113
MK 2912	No. 86	General Motors Corporation Training Center	123
MK 3082	No. 95	George Locke D.A.R. Memorial	133

Properties Evaluated Intensively and Considered Not Eligible for the National Register
 None

Other Properties Evaluated and Considered Not Eligible for the National Register
 (See Appendix A)

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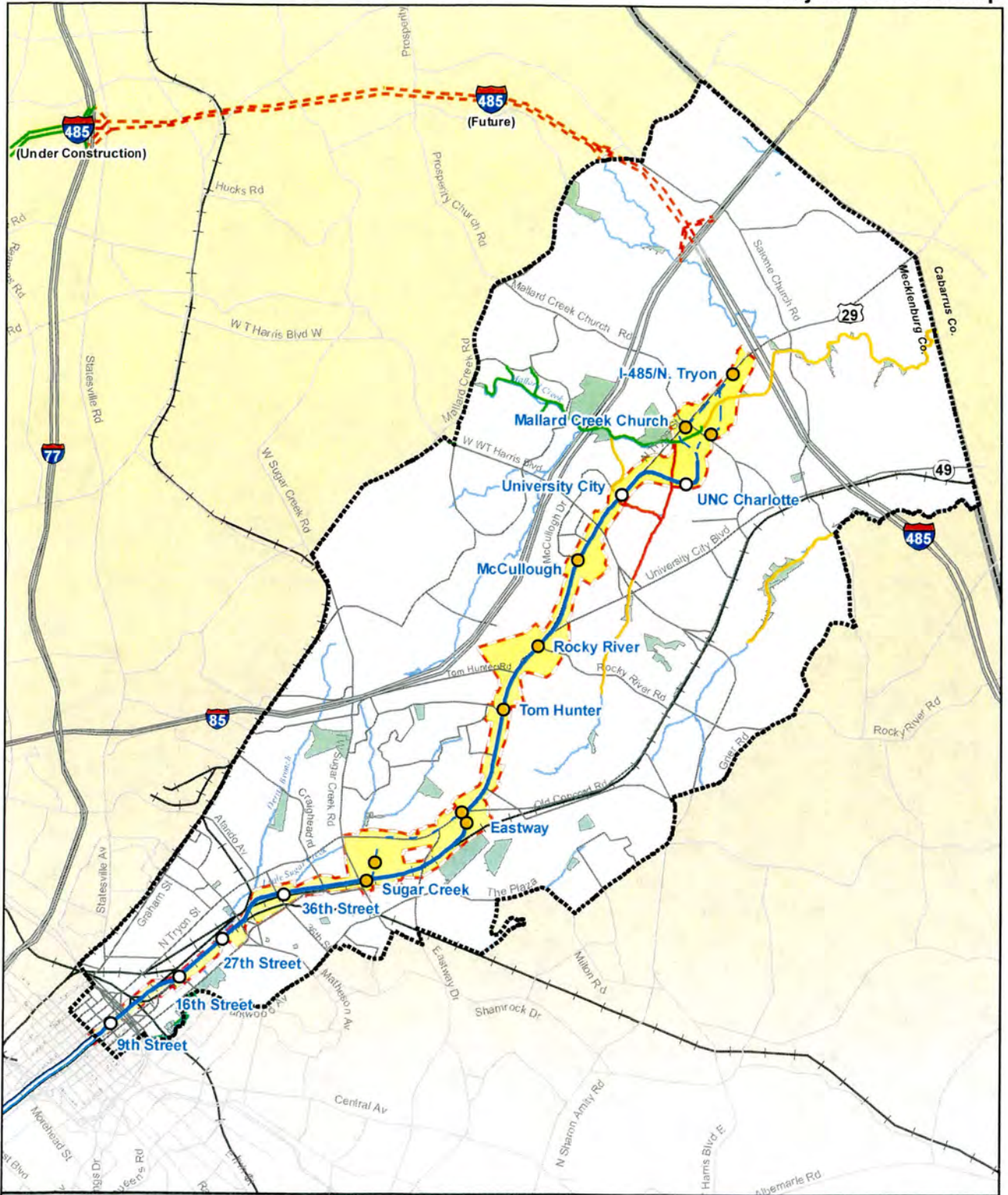
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II. INTRODUCTION

This Phase II (intensive level) architectural survey was undertaken in conjunction with the planning for the proposed Charlotte Area Transit System (CATS), LYNX Blue line Extension, Northeast Corridor Light Rail Project (**Figure 1**). CATS proposes to extend an existing light rail system approximately 11 miles from center city Charlotte to just west of the junction of North Tryon Street/US-29 and I-485. The alignment under study would include 13 transit stations, six of which would be walk-up stations and seven park-and-ride facilities.

The proposed route would run north from the CATS LYNX Light Rail 7th Street Station along right-of-way owned by CATS until 12th Street where the line would cross over the CSX Railway tracks before continuing along North Carolina Railroad right-of-way. At 36th Street the proposed project would depress 36th Street under both the existing rail right-of-way and the proposed light rail tracks. A design option would keep the proposed light rail line on grade with the existing rail corridor grade crossing of 36th Street. The line would continue east of 36th Street to the junction with Sugar Creek Road. The Light Rail Alternative would remain within the railroad right-of-way past Sugar Creek Road until reaching Old Concord Road where the route would enter the median of North Tryon Street/US-29. Under the Sugar Creek Design Option the light rail line would extend from the existing rail rights-of-way at Sugar Creek Road northeast along new location to roughly the junction of Dorton Street and North Tryon Street/US-29. The Sugar Creek Design Option would allow the route to enter North Tryon Street/US-29 roughly 500 feet west of the Light Rail Alternative. The light rail route would remain within North Tryon median on its northeasterly course past W.T. Harris Boulevard. Two additional options are under consideration for this location. One design option, called the Mallard Creek Church West Design Option, would be a segment that loops southeast onto the University of North Carolina Charlotte (UNC Charlotte) campus before returning to North Tryon Street/US-29 just west of the project terminus at I-485. Under the second design option, known as the Mallard Creek Church East Design Option, the light rail route would follow the same southeasterly route onto the UNC Charlotte campus but would diverge to the west back to the east side of North Tryon Street/US-29 just before Mallard Creek Church Road. The proposed route would remain along the east side of North Tryon Street/US-29 to the project terminus at I-485. The Light Rail Alternative and the design options being studied are shown on the area of potential effects (APE) maps (**Figures 2A-2H**). Mattson, Alexander and Associates, Inc. of Charlotte, North Carolina, conducted this study for the engineering firm of STV/Ralph Whitehead Associates and the Charlotte Area Transit System, Charlotte, North Carolina. Richard L. Mattson and Frances P. Alexander served as the principal investigators and the work was undertaken between May 2008 and October 2008.

The alignment under consideration would accommodate two light rail tracks, one for northbound service and one for southbound service. In general, tracks would be built at grade. Some portions would be elevated because of changes in topography or to avoid conflicts with other forms of transportation. Thirty-sixth Street would be depressed under the existing freight and proposed light rail tracks. Sugar Creek Road would also be depressed as planned by the North Carolina Railroad. The CATS project would share the right-of-way planned to extend over Sugar Creek Road. In addition, where the light rail alignment moves out of the median of North Tryon to enter the UNC Charlotte



Legend

- | | | |
|--------------------------------------|------------------------------|---------------------------|
| Area of Potential Effects | Lynx Blue Line | Railroads |
| Proposed Light Rail Alternative | Highway | Parks |
| Design Options | Highway (Future Planned) | Streams |
| Proposed Stations | Highway (Under Construction) | County Line |
| Proposed Stations with Park-and-Ride | Major Roads | Northeast Corridor Limits |

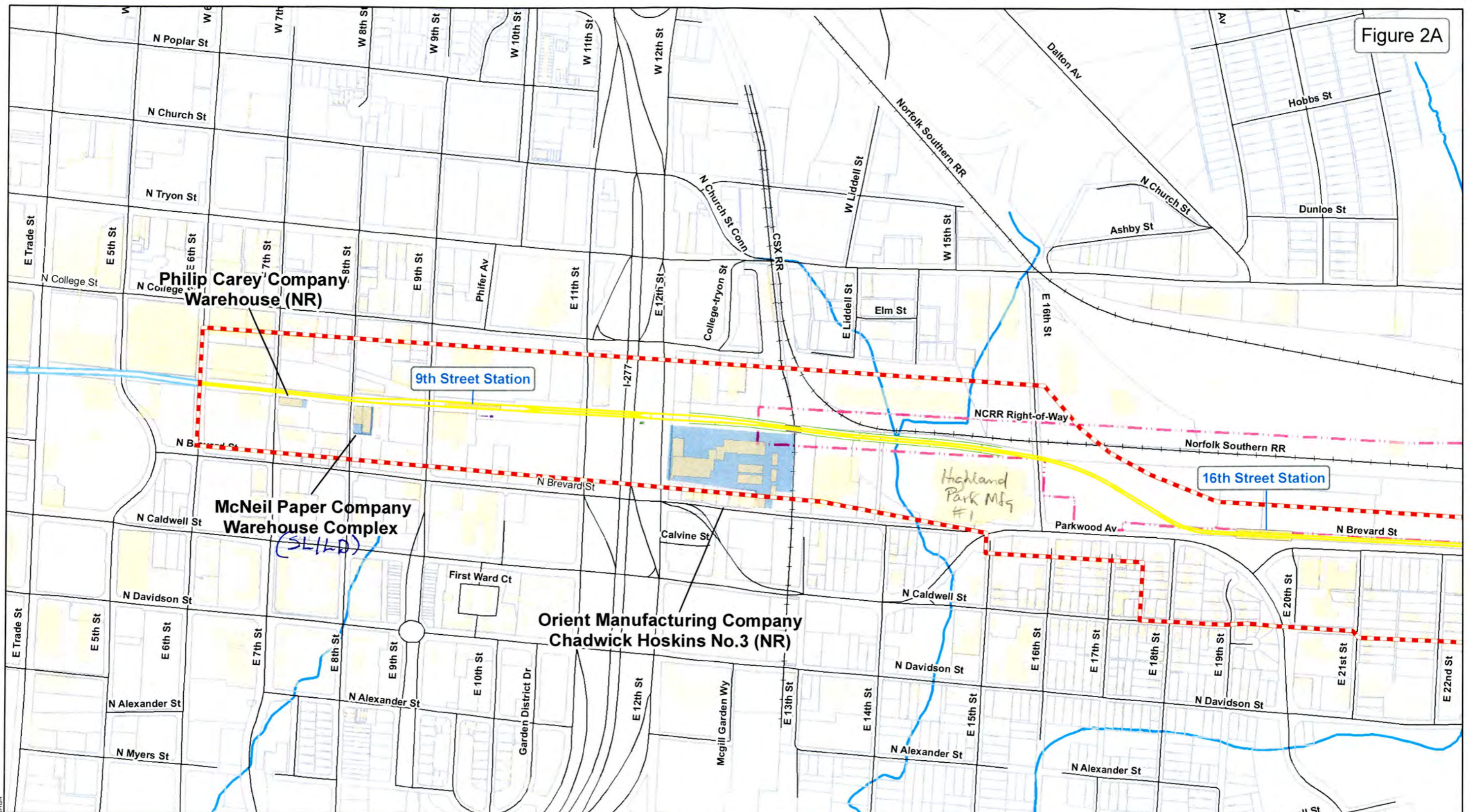
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Data Source:
 CATS, City of Charlotte GIS, and Mecklenburg County GIS

APE_Project_Location_Map_Rev_00.pdf

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Figure 2A



LYNX Blue Line Extension
 RAILWAY TRANSIT SERVICES

Phase II - Historic Resources Survey Report

Area of Potential Effects Map
 Charlotte - Mecklenburg County, NC (October 28, 2008)

Area of Potential Effects (APE)	Proposed Substation	Design Options	Proposed Bridges	Park-and-Ride	NR - National Register
Properties Recommended Eligible for NR	US-29/NC-49 Weave Project	Streams	Proposed Retaining Walls	Roads	DOE - Previously Determined Eligible for NR
Proposed Light Rail Alternative	NCRR Right of Way	Parcels	Proposed Station Platforms	Railroad	



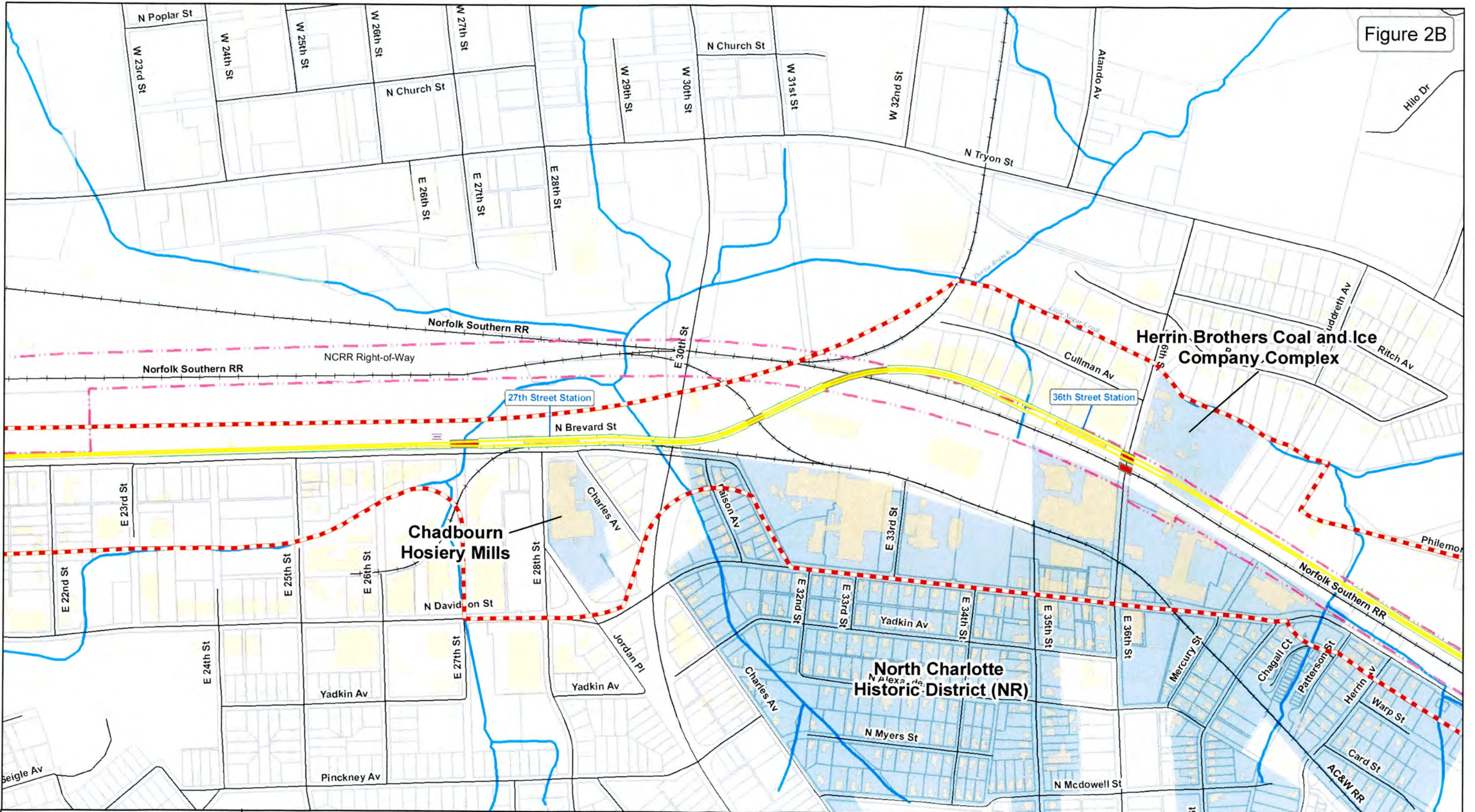
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Data Source: Charlotte Area Transit System, STV/RWA, Mecklenburg County GIS

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Figure 2B



Area of Potential Effects Map
 Charlotte - Mecklenburg County, NC (October 28, 2008)

Legend	
	Area of Potential Effects (APE)
	Properties Recommended Eligible for NR
	Proposed Light Rail Alternative
	Proposed Substation
	US-29/NC-49 Weave Project
	NCCR Right of Way
	Design Options
	Streams
	Parcels
	Proposed Bridges
	Proposed Retaining Walls
	Proposed Station Platforms
	Park-and-Ride
	Roads
	Railroad
	NR - National Register
	DOE - Previously Determined Eligible for NR

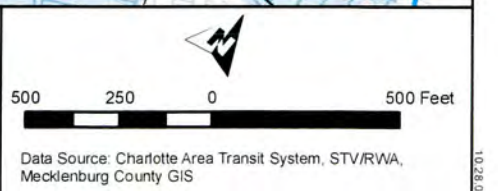
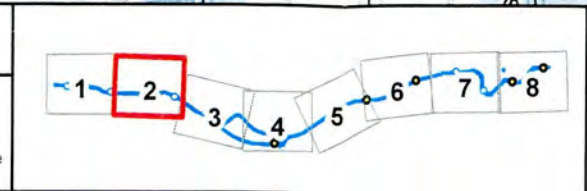
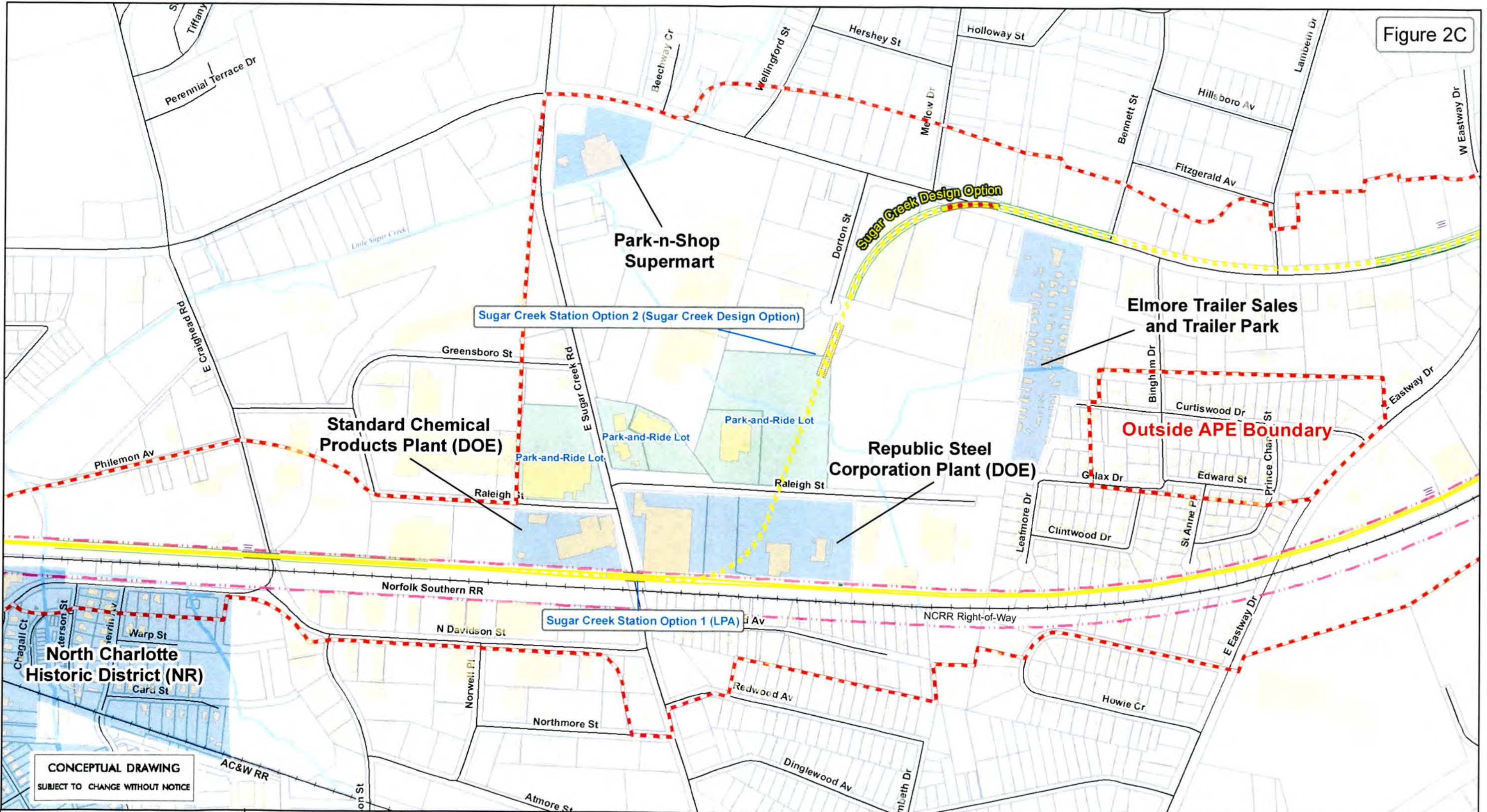


Figure 2C



CONCEPTUAL DRAWING
SUBJECT TO CHANGE WITHOUT NOTICE

Area of Potential Effects Map
Charlotte - Mecklenburg County, NC (October 28, 2008)

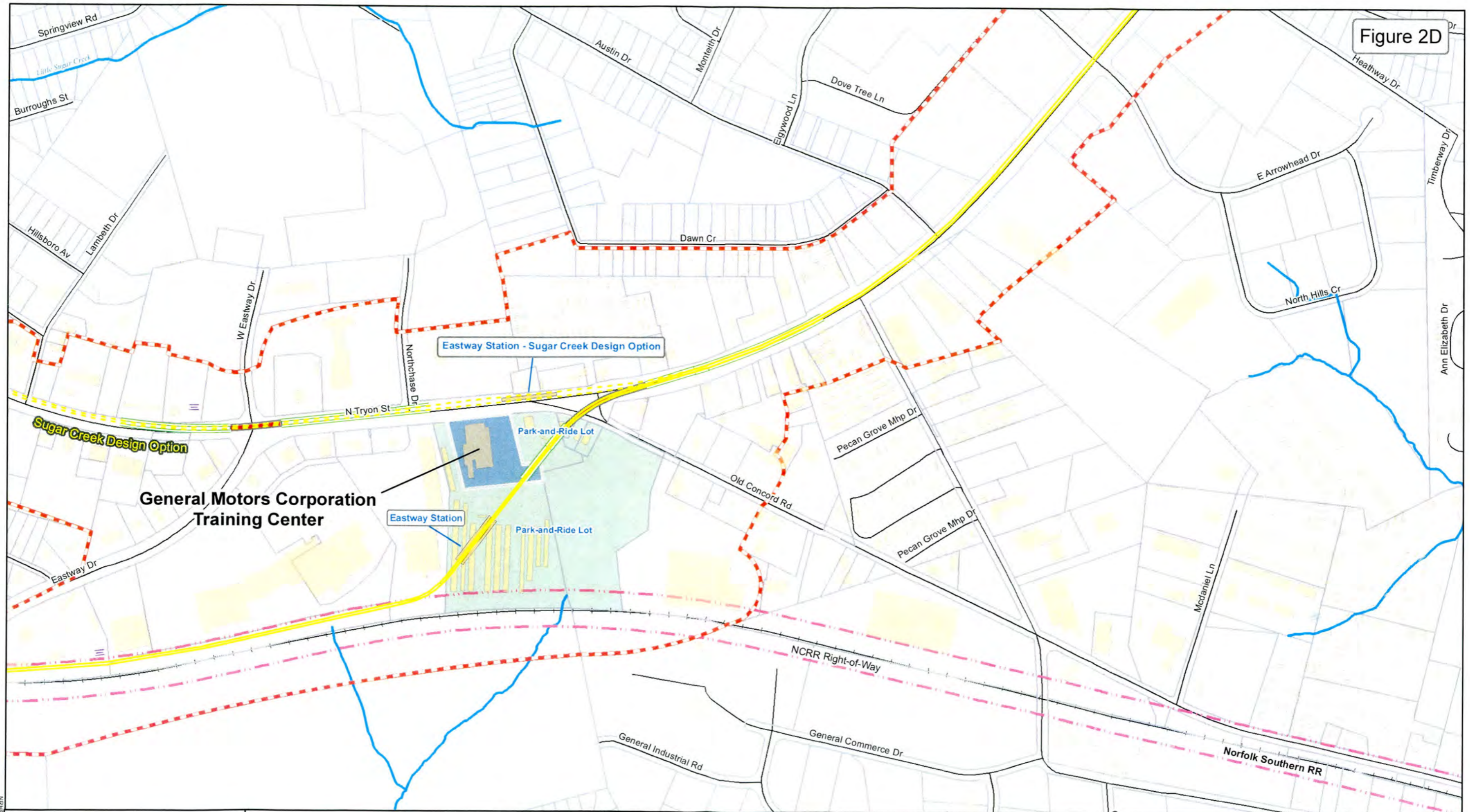
Legend	
	Area of Potential Effects (APE)
	Properties Recommended Eligible for NR
	Proposed Light Rail Alternative
	Proposed Substation
	US-29/NC-49 Weave Project
	NCCR Right of Way
	Design Options
	Streams
	Parcels
	Proposed Bridges
	Proposed Retaining Walls
	Proposed Station Platforms
	Park-and-Ride
	Roads
	Railroad
	NR - National Register
	DOE - Previously Determined Eligible for NR



500 250 0 500 Feet

Data Source: Charlotte Area Transit System, STV/RWA, Mecklenburg County GIS

Figure 2D

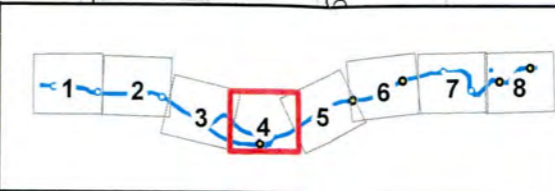


LYNX Blue Line Extension
LYNX RAPID TRANSIT SERVICES

Phase II - Historic Resources Survey Report

Area of Potential Effects Map
 Charlotte - Mecklenburg County, NC (October 28, 2008)

Legend			
	Area of Potential Effects (APE)		Proposed Substation
	Properties Recommended Eligible for NR		US-29/NC-49 Weave Project
	Proposed Light Rail Alternative		Streams
	Proposed Bridges		Proposed Station Platforms
	Park-and-Ride NR - National Register		Roads
	Proposed Retaining Walls		Railroad
	NCCR Right of Way		Parcels
	DOE - Previously Determined Eligible for NR		



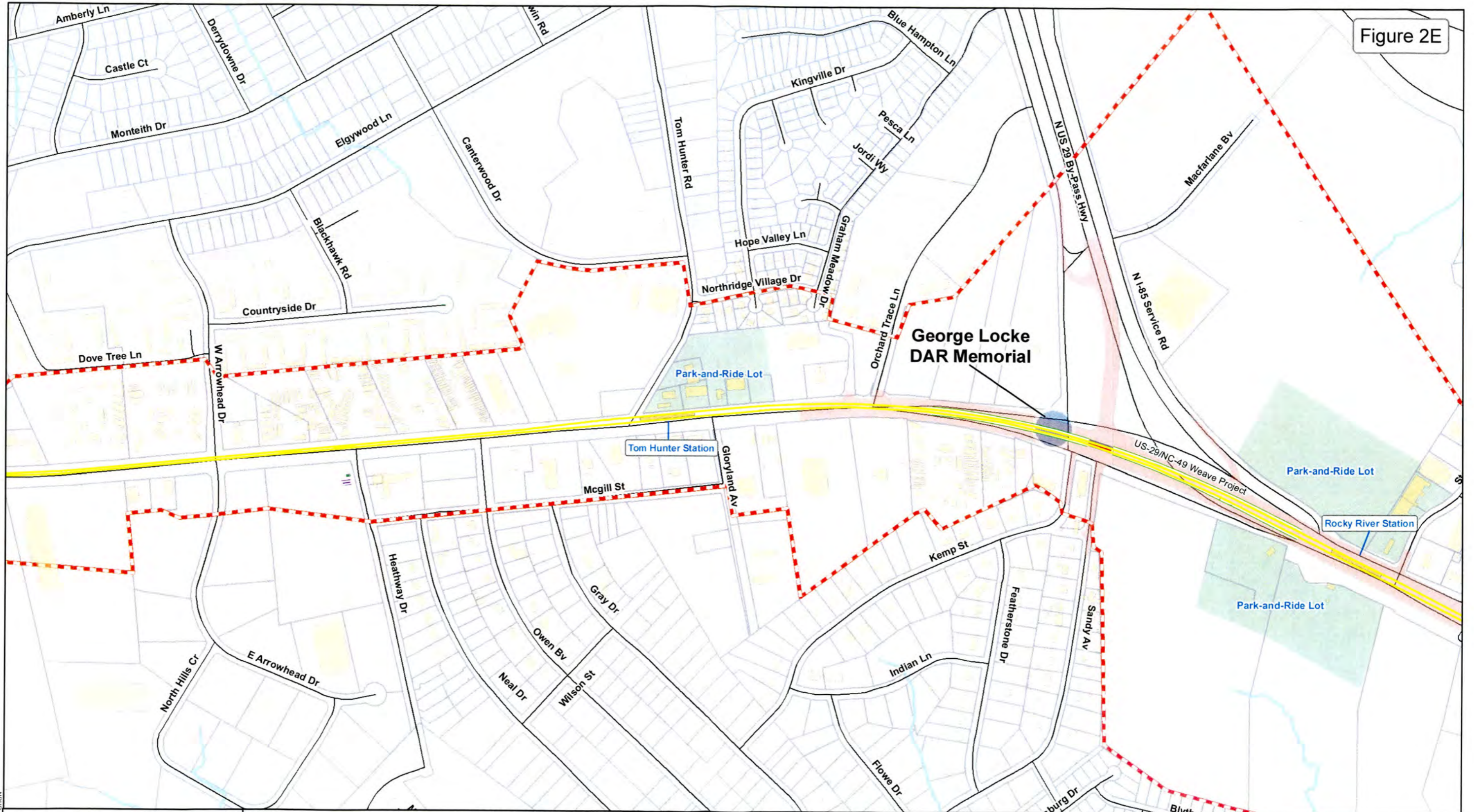
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Data Source: Charlotte Area Transit System, STV/RWA, Mecklenburg County GIS

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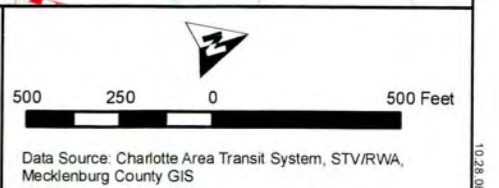
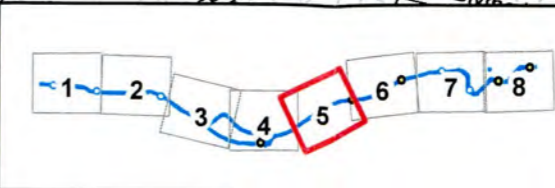
Figure 2E



Area of Potential Effects Map
Charlotte - Mecklenburg County, NC (October 28, 2008)

LYNX Blue Line Extension
Phase II - Historic Resources Survey Report

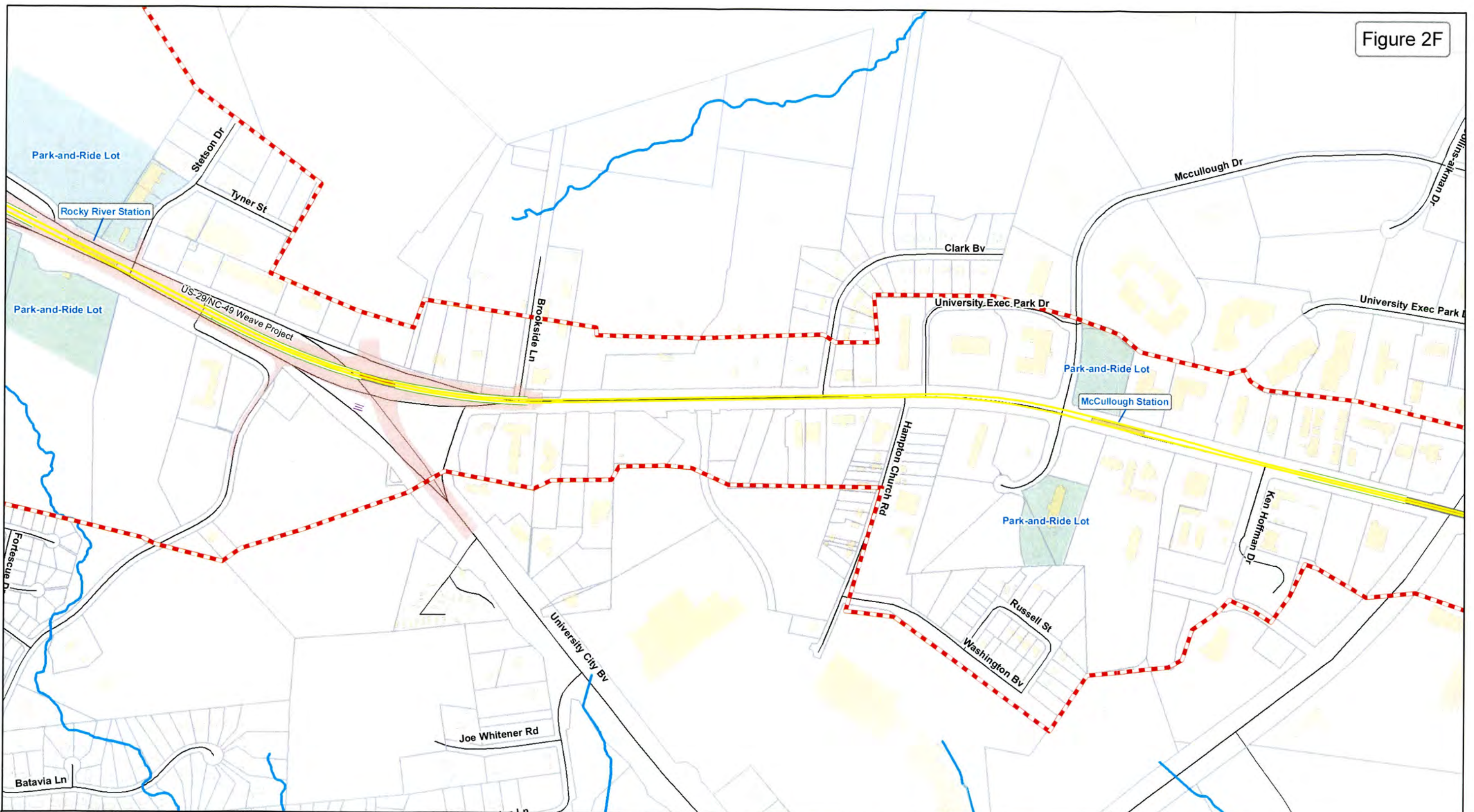
Legend			
	Area of Potential Effects (APE)		Proposed Substation
	Properties Recommended Eligible for NR		Design Options
	Proposed Light Rail Alternative		Streams
	NCRR Right of Way		Proposed Bridges
	US-29/NC-49 Weave Project		Proposed Retaining Walls
	Proposed Station Platforms		Park-and-Ride NR - National Register
	Parcels		Roads
	Railroad		DOE - Previously Determined Eligible for NR



NRHR_Map_Book_Maps_Rev00.mxd

10/28/08

Figure 2F

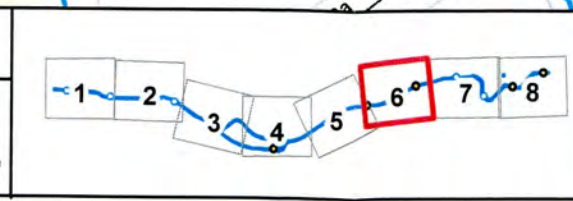


LYNX Blue Line Extension
LYNX TRANSIT SERVICES

Phase II - Historic Resources Survey Report

Area of Potential Effects Map
 Charlotte - Mecklenburg County, NC (October 28, 2008)

Area of Potential Effects (APE)	Proposed Substation	Design Options	Proposed Bridges	Park-and-Ride	NR - National Register
Properties Recommended Eligible for NR	US-29/NC-49 Weave Project	Streams	Proposed Retaining Walls	Roads	DOE - Previously Determined Eligible for NR
Proposed Light Rail Alternative	NCCR Right of Way	Parcels	Proposed Station Platforms	Railroad	



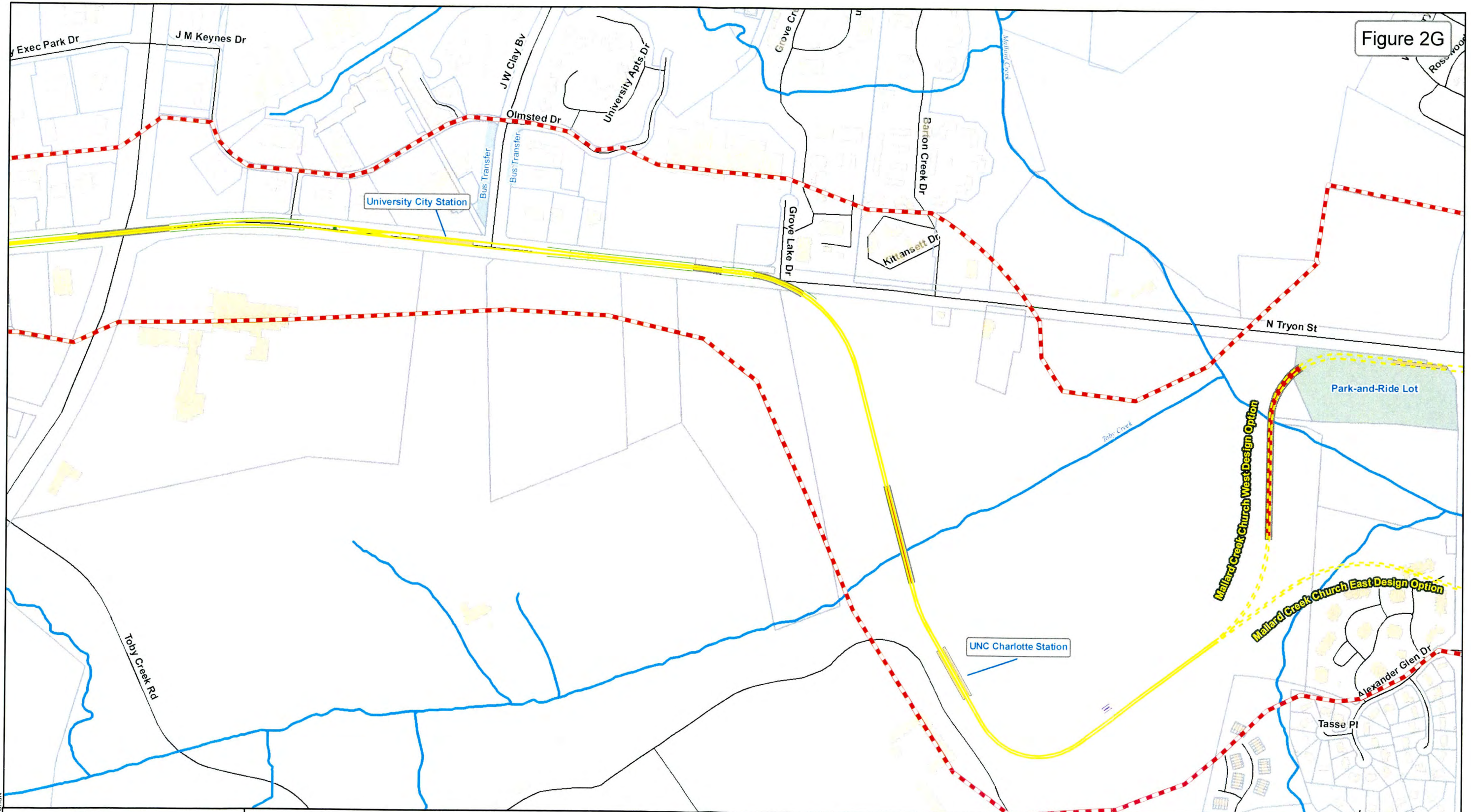
500 250 0 500 Feet

Data Source: Charlotte Area Transit System, STV/RWA, Mecklenburg County GIS

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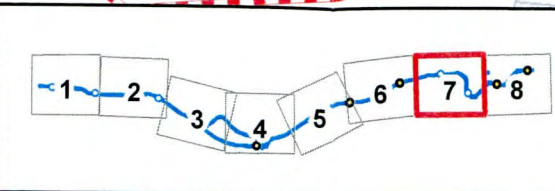
Figure 2G



Area of Potential Effects Map
Charlotte - Mecklenburg County, NC (October 28, 2008)

LYNX Blue Line Extension
Phase II - Historic Resources Survey Report

Legend	
	Area of Potential Effects (APE)
	Properties Recommended Eligible for NR
	Proposed Light Rail Alternative
	Proposed Substation
	US-29/NC-49 Weave Project
	NCRR Right of Way
	Streams
	Parcels
	Proposed Bridges
	Proposed Retaining Walls
	Proposed Station Platforms
	Park-and-Ride
	Roads
	Railroad
	NR - National Register
	DOE - Previously Determined Eligible for NR



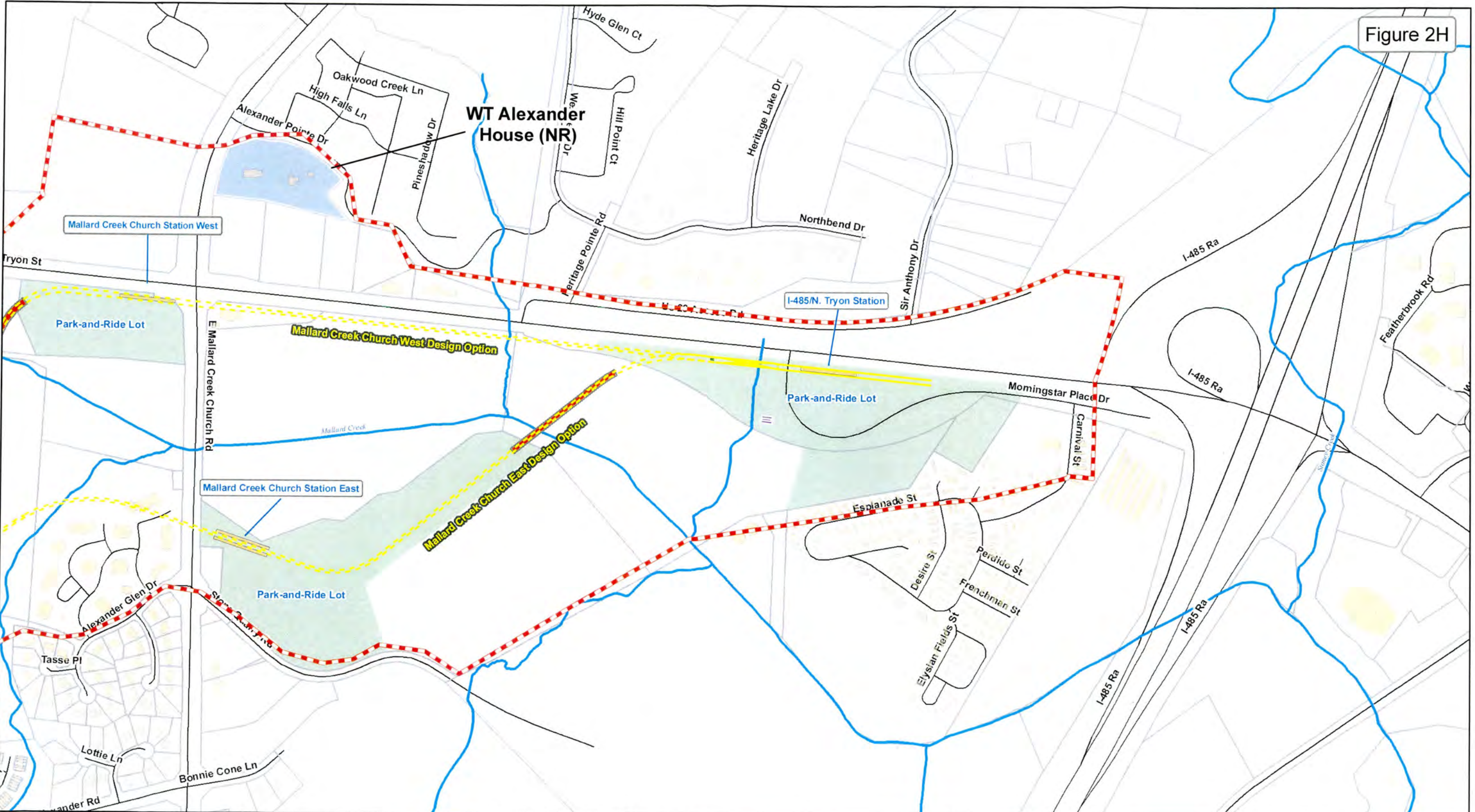
Scale: 500 250 0 500 Feet

Data Source: Charlotte Area Transit System, STV/RWA, Mecklenburg County GIS

NRRR Map Book Map_Rev01.mxd

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Figure 2H



LYNX Blue Line Extension
 Phase II - Historic Resources Survey Report

Area of Potential Effects Map
 Charlotte - Mecklenburg County, NC (October 28, 2008)

- | | | | | | |
|--|---------------------------|----------------|----------------------------|---------------|---|
| Area of Potential Effects (APE) | Proposed Substation | Design Options | Proposed Bridges | Park-and-Ride | NR - National Register |
| Properties Recommended Eligible for NR | US-29/NC-49 Weave Project | Streams | Proposed Retaining Walls | Roads | DOE - Previously Determined Eligible for NR |
| Proposed Light Rail Alternative | NCCR Right of Way | Parcels | Proposed Station Platforms | Railroad | |



Scale: 500 250 0 500 Feet

Data Source: Charlotte Area Transit System, STV/RWA, Mecklenburg County GIS

NRRHR_Map_Sheet_Maple_Rev_00.mxd

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campus, the alignment would be depressed under the existing northbound travel lanes of North Tryon Street/US-29.

The proposed project would also include local neighborhood circulator and express bus services to connect the light rail service with the CATS regional bus system as well as any ancillary facilities such as traction power substations and signal houses. The proposed project assumes that the existing CATS Light Rail Maintenance Facility would be used for this project.

Along North Tryon Street/US-29 station platforms would be located in the median with pedestrian access via crosswalks. Most stations would include facilities for bicyclists such as bike racks or bike lockers. All stations would include shelters, lighting, benches, garbage cans, self-serve ticket vending machines, and CATS customer information, such as maps and schedules for the light rail line and connecting bus routes.

For this project the Charlotte Area Transit System (CATS) is seeking federal funding through the Federal Transit Administration's (FTA) discretionary Section 5309 New Starts grant program (49 USC§5309). Thus the project would result in a federal action requiring compliance with Section 106 of the National Historic Preservation Act, as amended (36 CFR 800) and the preparation of an environmental impact statement (EIS) in accordance with the National Environmental Policy Act (NEPA) of 1969, as amended. A Notice of Intent was published in the Federal Register on September 29, 2000.

Federal regulations require federal agencies to take into account the effect of federally funded, licensed, or permitted undertakings on properties included in, or eligible for inclusion in, the National Register of Historic Places. Furthermore, the agencies must afford the Advisory Council on Historic Preservation and the North Carolina Historic Preservation Office a reasonable opportunity to comment on such undertakings.

To comply with federal regulations, a Phase II (intensive level) historic resources survey was conducted to delineate the area of potential effects (APE) for the undertaking and to identify all properties within the APE that are listed in, or potentially eligible for listing in, the National Register of Historic Places. The APE is defined as the geographical area, or areas, within which a federal undertaking may cause changes to the character or use of historic properties, if such properties exist. The APE for this project is depicted on maps provided by STV/Ralph Whitehead Associates (see **Figures 2A-2H**) and on the field survey maps found in **Appendix A**. All properties identified during the field investigations were evaluated according to the National Register criteria (36 CFR 60). The findings of the Phase II architectural survey were compiled in a report that serves as a technical addendum to the EIS which will be on file with the Charlotte Area Transit System, Charlotte, North Carolina.

The APE is based primarily on the relationship of the proposed alternatives to both natural and manmade features. The APE encompasses areas of both direct and indirect effects that may result from the proposed project, including possible acquisitions, alterations to historic view sheds, the introduction of noise and vibration elements, and indirect and cumulative effects. From the project terminus in center city Charlotte to Sugar Creek Road, the proposed light rail route lies within existing rail rights-of-way. In this area, the APE extends approximately 250 feet on either side of the proposed

corridor center line except in the vicinity of proposed transit stations where the APE was enlarged and defined during the field survey. Between Sugar Creek Road and the northern project terminus near I-485, some design options are sited on new location and here the APE was defined on the basis of field observations, principally the location of modern development that would limit the impact of the proposed light rail line on any historic resources.

III. PHYSICAL ENVIRONMENT

The project area is located in Charlotte, the seat of Mecklenburg County and the largest city in the two Carolinas. The proposed light rail corridor extends northeast from center city Charlotte to the project terminus at I-485. Bordered by South Carolina to the south, Mecklenburg County is situated in the southern Piedmont region of North Carolina which is characterized by rolling terrain, numerous rivers and streams and red clay soil.

The proposed LYNX Blue Line Extension route runs through areas of diverse land uses, ranging from the dense urban core of Charlotte's center city to 1950s suburban and industrial development along North Tryon Street/US-29 to more recent suburban development spurred by the growth of University of North Carolina Charlotte (UNC Charlotte) and the construction of I-485, the beltway around Charlotte. On the south end of the project, the corridor generally follows the former Southern Railway/North Carolina Railroad rights-of-way and North Brevard Street from downtown northward to Sugar Creek Road. Downtown contains two historic industrial properties oriented to the railroad: the Philip Carey Company Warehouse (National Register, Local Historic Landmark) and the McNeill Paper Company Warehouse Complex (Study List). The area between downtown Charlotte (defined in recent years by the Interstate 277 ring road) and Sugar Creek Road is traversed by Little Sugar Creek and its numerous branches. In this area is the Orient Manufacturing Company (known locally as Alpha Cotton Mill) (National Register, Local Historic Landmark), one of the earliest cotton mills in Charlotte, and the former Southern Railway yards which lie on the south side of Little Sugar Creek. Nearby are neighborhoods of early 20th century worker cottages as well as small warehouses and machine shops that date to both the pre-World War II and postwar eras. In the vicinity of 36th Street and the North Carolina Railroad is the North Charlotte neighborhood which contains the North Charlotte National Register Historic District and later industrial and warehousing buildings sited along the railroad and adjacent streets. The historic district reflects the growth of textile mills and mill villages on the northern outskirts of Charlotte in the early 20th century and is now experiencing gentrification as "NoDa" (a term derived from North Davidson Street which forms the commercial spine of the neighborhood). The Herrin Brothers Coal and Ice Company, which opened in 1929 and expanded in the 1930s and 1940s, stands just outside the existing historic district on the west side of the railroad tracks. This rare surviving ice and coal operation is recommended as eligible for the National Register.

North of the North Charlotte Historic District, North Davidson Street, Sugar Creek Road and North Tryon Street/US-29 became popular locations for suburban industrial development in the 1950s and 1960s. The proximity of the railroad and both North Tryon Street/US-29 and newly opened Interstate 85 (I-85), outside the APE to the north, gave these factories and warehouses easy access to both rail and highway, and lower land costs allowed for the large-scale, sprawling complexes that characterized industrial development in the postwar period. At Sugar Creek Road and the railroad tracks stands a pair of 1950s, modernist industrial complexes that epitomize this pattern of development. These properties remain well preserved and were determined eligible for the National Register in 2008.

Between Sugar Creek Road and W.T. Harris Boulevard, the project area encompasses the commercial strip of North Tryon Street/US-29 as well as the Southern Railway/North

Carolina Railroad corridor. North Tryon, a four lane artery, took shape as a major commercial corridor in the 1940s and early 1950s and retains a small number of dwellings, roadside establishments, and offices from this period. However, North Tryon is now dominated by modern fast food restaurants, gas stations, motels, and other businesses geared to the automobile. The intersection of North Tryon and Sugar Creek Road includes a large, former shopping center complex as well as the 1950s Park-n-Shop, a modernistic supermarket currently on the North Carolina Study List. The commercial strip to the north features three properties that are recommended for National Register eligibility: Elmore Trailer Sales and Trailer Park, a unique ensemble of roadside architecture that includes a streamlined sales building, an associated trailer park to the rear, and the owner's residence; the General Motors Corporation Training Center designed in the modernist idiom of the early 1950s; and the George Locke D.A.R. Memorial, a 1911, rustic fieldstone marker commemorating a Revolutionary War hero.

At the north end of the project, especially north of City Boulevard, US-29 is dominated by modern, large-scale, commercial and suburban developments. The area encompasses expansive shopping centers on the north side of North Tryon Street/US-29 with the Carolinas Medical Center hospital and the sprawling University of North Carolina at Charlotte campus flanking the highway to the south. These institutional presences as well as the completion of the beltway (I-485) at the project terminus have attracted large-scale apartment complexes and suburban retail construction along US-29 in recent years. Little survives in this area from its agrarian past except the W.T. Alexander House (National Register), a handsome, Federal era plantation seat that survives on the north side of North Tryon at Mallard Creek Church Road.

IV. METHODOLOGY

This Phase II (intensive level) architectural survey was conducted as part of the planning for the proposed Charlotte Area Transit System, LYNX Blue Line Extension, Northeast Corridor Light Rail Project in Mecklenburg County. The Charlotte Area Transit System is seeking federal funding through the Federal Transit Administration's (FTA) discretionary Section 5309 New Starts grant program (49 USC§5309). Thus the project would require compliance with Section 106 of the National Historic Preservation Act, as amended (36 CFR 800) and the preparation of an environmental impact statement (EIS) in accordance with the National Environmental Policy Act (NEPA) of 1969, as amended. A Notice of Intent was published in the Federal Register on September 29, 2000. The architectural survey followed guidelines set forth by the North Carolina Historic Preservation Office and the North Carolina Department of Transportation in *Section 106 Procedures and Guidelines* (October 2003).

Federal regulations require federal agencies to take into account the effect of federally funded, licensed, or permitted undertakings on properties included in, or eligible for inclusion in, the National Register of Historic Places. Furthermore, the agencies must afford the Advisory Council on Historic Preservation and the North Carolina Historic Preservation Office a reasonable opportunity to comment on such undertakings.

The architectural survey was conducted with the following goals: 1) to determine the area of potential effects (APE), which is defined as the geographic area or areas within which a project may cause changes to the character or use of historic properties, if any such properties exist; 2) to identify all resources within the APE that are 50 years of age or older; and 3) to evaluate these resources according to National Register of Historic Places criteria (36 CFR 60). The geographical context for evaluating the architectural resources identified during this project is Mecklenburg County. The field survey was conducted between May 2008 and October 2008 to delineate the APE and to identify all resources within the APE that appear to have been built before 1960. One hundred percent of the APE was surveyed.

As part of the background research, an assortment of primary and secondary sources was examined. The architectural survey files at the Charlotte-Mecklenburg Historic Landmarks Commission (Charlotte) and the Historic Preservation Office (Raleigh) were searched to identify previously recorded properties. The series of countywide and thematic architectural studies of Charlotte and vicinity were especially useful. These investigations include Sarah A. Woodard and Sherry Joines Wyatt's 2000 survey of Charlotte's post-World War II architecture; Woodard and Wyatt's 2001 survey of Charlotte's industrial, institutional, and educational architecture; and Stewart Gray and Dan Morrill's 2005 inventory of downtown Charlotte. Within the APE, both the Park-n-Shop Supermart and the McNeil Paper Company Warehouse are currently on the North Carolina Study List.

Thomas W. Hanchett's 1998 study, *Sorting Out the New South City: Race, Class, and Urban Development in Charlotte, 1875-1975*, provided general background on the historical and architectural development of Charlotte. Local historians, property owners, planners and both local and national libraries were contacted for information on specific resources. Of note is the Special Collections at J. Murrey Atkins Library, University of

North Carolina at Charlotte, which contains the papers of R.C. and Herman Biberstein, notable father and son mill designers in Charlotte during the early to mid-20th century. Herman Biberstein designed the Chadbourn Hosiery Mills which is recommended for National Register eligibility. In addition, the Daughters of the American Revolution Library in Washington, D.C., as well as local chapters, provided helpful information about the memorials the D.A.R. erected across the U.S. in the early years of the 20th century.

Following the historical research phase and a preliminary field survey of the APE that identified all resources at least 50 years of age, a preliminary summary of findings was presented to the North Carolina Historic Preservation Office for review. The summary of findings included photographs and brief narrative descriptions and assessments that were keyed to field survey maps (see **Appendix A**). Subsequently, the principal investigators conducted an intensive level field survey of those resources that were determined to merit such evaluation. For each of these resources, the following information and supporting materials were provided: physical description and evaluation of integrity; photographs of the exterior and interior (where permitted); site plan; and historical background information. In addition, for those resources considered eligible for the National Register, proposed boundaries were depicted on local tax maps.

V. HISTORICAL BACKGROUND ESSAY AND INDUSTRIAL AND COMMERCIAL CONTEXTS

Early Settlement to World War II

During the mid-18th century, Scots Presbyterians and a smaller contingent of Germans streamed into the southern Piedmont and Mecklenburg County. Situated on a high ridge between the Catawba and Yadkin rivers, Charlotte arose as the county's trading hub and political seat. A grid of streets was platted at the junction of two trading paths which were named Trade and Tryon streets. This intersection subsequently became known as "the Square" and remains the epicenter of the city. During the late 18th and early 19th centuries, the county gradually developed as a cotton-producing area with plantation seats and middling farms occupying fertile bottomlands near the Catawba River and its tributaries. Early settlement patterns shaped rural development and a series of thriving agricultural communities took form around seven colonial, Presbyterian churches. Four of these churches--Steele Creek, Sugaw Creek (just outside the APE), Providence and Hopewell--were established in present-day Mecklenburg County. Centre is located in Iredell County while Rocky River and Poplar Tent are situated in Cabarrus County (Hanchett 1998: 8-15; Bishir and Southern 2003: 502-503, 530).

Because of its backcountry location and lack of navigable waterways, Mecklenburg County grew slowly until the arrival of railroads. In 1852, the Charlotte and South Carolina Railroad connected Charlotte to Columbia, South Carolina. Two years later, the North Carolina Railroad reached Charlotte from Goldsboro, North Carolina, linking the city to other rail junctions and markets to the east. These antebellum rail lines boosted Charlotte as a cotton market, encouraged commercial agriculture and anticipated the city's rise as a railroad hub and manufacturing and distribution center in the decades after the Civil War (Hanchett 1998: 200-201; Bishir and Southern 2003: 502-503).

Situated far from military engagements during the Civil War, Charlotte quickly recovered from the conflict to expand its rail network throughout the region. By 1875, six railroads were routed through the city, giving Charlotte more rail connections than any other place between Washington, D.C. and Atlanta. The city benefited from continued rail expansion and consolidation throughout the late 19th and early 20th centuries. Within the APE, in 1910, the Southern Railway and the Carolina Central Railroad (later part of the Seaboard Air Line Railway) laid tracks side by side along Brevard Street in the heart of the city (two blocks east of North Tryon Street/US-29) to serve growing freight needs. In 1911, the strategic Piedmont and Northern (P&N) Railway, an electric interurban line, was opened to link Charlotte to the emerging cotton mill towns west of Charlotte and the Catawba River. At its height of operation in the 1920s, the P&N line generated so much traffic that its motto, "A Mill to the Mile," was accurate for much of its length (Fetters and Swanson 1974: 14; Morrill et al. 1983: 4; Hanchett 1998: 74; Glass 1992: 57-58).

The expansion of the textile industry in the Piedmont defined Charlotte's ambitions as a "New South" city. After the Civil War, leaders throughout the region envisioned a new order based on industrialization--specifically textile production--and urban growth to replace the agrarian society of the past. These proponents of the "New South" campaigned vigorously for the construction of cotton mills which by World War I numbered over 300 within a 100-mile radius of Charlotte. By the 1920s, the Piedmont region of the two Carolinas had surpassed New England as the leading textile producer

in the world. During this period, the population of Charlotte soared from just 7,000 in 1880 to over 82,000 in 1929, becoming the largest city in the Carolinas (Glass 1992: 57-58; *Charlotte Observer*, 28 October 1928).

Between the 1890s and 1940s, approximately two dozen mills arose along Charlotte's railroad corridors. Just north of downtown within the APE, the Orient Manufacturing Company/Chadwick-Hoskins No. 3 (National Register 2006) (Local Historic Landmark 1984) was constructed between 1888 and 1889, with expansions quickly following in the early 1900s. To the north within the APE, Chadbourn Hosiery Mills was constructed in 1947 to meet the soaring, postwar demand for hosiery products. Designed in the Art Moderne style, Chadbourn is one of only two hosiery mills remaining in Charlotte. Charlotte's most concentrated group of mills and related mill villages were built in the community of North Charlotte (National Register 1990) within the APE. Construction was focused around the Southern Railway and North Davidson Street, where a streetcar line ran south to downtown. By the 1910s North Charlotte included three mills, adjoining blocks of look-alike mill houses and a small commercial district. Highland Park No. 3 Mill was the state's largest cotton mill, with 800 workers and among the first designed for electric power when opened in 1904. Nearby Johnston Mill was established in 1916 to produce cotton uniforms, tents and other military supplies during World War I. The plant was expanded in 1926 and in later years. North of the Johnston Mill, Mecklenburg Mill was constructed in 1905 (Mattson, Alexander and Associates 2003; Wyatt and Woodard 2001: 5-16).

Although textile production formed the economic underpinning of Charlotte, other industries were also drawn to the city's good rail system, expanding work force and plentiful and inexpensive electric power. Steel and iron fabricators, machine shops, dye stuffs manufacturers, pump and elevator manufacturers, foundries, engineering firms, mattress factories and cotton oil processors were just some of the industries that followed in the wake of the textile boom. Tobacco magnate, James Buchanan Duke, and his Southern Power Company (later Duke Power Company) expanded aggressively in the region, supplying both industrial and residential clients with inexpensive electricity. With a robust industrial economy and urban prosperity came a strong commercial and financial base that served large areas of the industrialized Piedmont as well as local consumers. As the Charlotte Chamber of Commerce boasted in a 1928 advertisement Charlotte had emerged as a regional commercial center with a 150-mile trading radius and more than 4,500,000 consumers (*Charlotte City Directory* 1928; Wyatt and Woodard 2001: 10-16).

The city's transportation links and healthy industrial growth also promised profits for commercial warehouses and wholesale distribution companies. In 1925, the *Charlotte Observer* noted,

Many new demands have come upon Charlotte Realtors during the past year for locations for building of warehouses, because Charlotte has come to be known in the sales organizations of national manufacturers throughout America as the best point in the Southeast for distribution of products and for location of branch plants. Some realtors here have become specialists in finding such locations to suit varying requirements, and almost every square foot

of railroad footage has been analyzed and compared in price. . . . [The] proximity to street cars, freight stations, express offices and retail districts command the higher prices (*Charlotte Observer*, 29 June 1925).

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

Warehouses also filled the rail corridor near the heart of the central business district. Both the Southern and the Seaboard Air Line railroads invested in large freight depots along their parallel spur lines that divided First and Second Wards downtown. Nearby stood an assemblage of commercial storage facilities for cotton, farm machinery, hardware, groceries and general merchandise. Near the southern terminus of the APE, at the northeast corner of East 7th Street and the Southern Railway tracks, the Philip Carey Company Building (National Register 1983; Local Historic Landmark 1983) was constructed in 1908 for a national manufacturer and supplier of roofing materials. One block north, the McNeil Paper Company Warehouse Complex (Study List 2001; Local Historic Landmark 1989) was erected in the 1910s. Between 1934 and the 1960s, the building was owned by the McNeil Paper Company, a wholesale supplier of paper products including twine, paper bags and school supplies. The company also used the adjoining red brick warehouse to the north which still stands substantially intact (Sanborn Insurance Map 1929; Morrill et al. 1983; Gatza 1989).

Significant among the city's distribution businesses were those that specialized in the automotive trade. As early as the 1910s, Charlotte had become an important automotive distribution center with companies selling and shipping cars, trucks and parts throughout the Southeast. Ford Motor Company established a parts distribution business in Charlotte around 1915. In 1924, Ford constructed a large assembly plant that employed over 600 workers north of downtown along Statesville Road. In 1919, the regional manager of the Willys-Overland Car Company declared, "Charlotte is the second largest automobile and accessories center in the South". (Atlanta was the first.) A 1928 article in the *Charlotte News* ranked the city "as one of the South's great automotive trade centers", employing one out of eight workers and producing \$100,000,000 of retail and wholesale trade annually (Hanchett 1998: 316, n. 8; *Charlotte Observer*, 25 January 1919; *Charlotte News*, 1 April 1928).

Illustrating Charlotte's role as a leading automotive hub, the General Motors Corporation opened a motor division here in the 1930s and in the 1950s established a training center for its expanding sales and service staffs. Located on North Tryon Street/US-29 within the APE, the 1954 General Motors Training Center served the company's many new automobile and truck dealerships appearing in Charlotte and across the region. The

center's modernistic façade was designed to reflect the company's progressive image in the postwar period.

The growing numbers of commercial distribution firms in the city were served by trucking companies that took advantage of Charlotte's transportation connections. The Good Roads movement of the 1920s and subsequent highway projects that culminated in Federal expressways availed the city to swift routes throughout the region and beyond. Wilkinson Boulevard, which connected Charlotte with the textile city of Gastonia, North Carolina, to the west, was completed in 1926 as the state's first four-lane highway. US-29 was constructed in 1931 to join Charlotte with Concord and Greensboro, North Carolina. From Greensboro, the highway ran northward to Lynchburg, Virginia. US-29 followed North Tryon Street/US-29 into Charlotte, generating scores of roadside businesses along North Tryon at the northern outskirts of the city (Bishir and Southern 2003: 516; Wyatt and Woodard 2000: 15).

Post-World War II Suburban Expansion

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

In 1953, the Charlotte Chamber of Commerce asserted:

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

Trucking firms such as Frederickson Motor Express, Harris Trucking, McLean Trucking and Akers Motor Lines established terminals around the periphery of downtown. They provided long-haul service throughout the region as well as into Midwestern markets and New York City. By the 1960s, local boosters proclaimed that only Chicago contained more tractor-trailer rigs than Charlotte (*Charlotte City Directory* 1930-1940; Hanchett 1998: 226).

By mid-century, large, low-slung, sprawling factories and warehouses vied for spacious tracts well beyond the city center. For example, in 1950, the Western Electric Company (Study List 2000), headquartered in Chicago, constructed a large manufacturing and distribution plant on the 2800 block of North Tryon (south of the APE), alongside the Southern Railway. In 1952, Charlotte-based Barnhardt Manufacturing Company, maker of bleached cotton goods for the medical industry, built a modern facility on the east side of the city, near the junction of the Seaboard Air Line Railway and Central Avenue. North of the city, North Graham Street and Rozzelle's Ferry Road attracted a number of new

manufacturing buildings and truck terminals (Wyatt and Woodard 2000: 37-38; Mattson, Alexander and Associates, Inc. 2003: 89-90).

Between the late 1930s and 1950s, North Graham Street along the Southern Railway above Dalton Avenue drew a host of manufacturing and distribution companies. The North Graham Street Industrial Historic District (DOE 2006) stands among the most intact and notable collections of historic industrial properties in Charlotte. The historic district consists of eleven principal resources including eight industrial and commercial properties. At the south end is the Southern Dairy Office and Plant (500 Dalton Avenue), the ca. 1954 facility that consists of a substantial, two-story, red brick, Colonial Revival office building and a rear dairy processing plant. To the north, along the west side of North Graham Street (east side of the railroad) is the 1940s International Harvester Farm Equipment Company, Charlotte Branch (1315 North Graham Street). Until a recent change of ownership, International Harvester sold, distributed and repaired its farm equipment in this expansive, brick complex. North of the International Harvester tract stands the ca. 1938 Chevrolet Motor Division Building (1419 North Graham Street), where automotive parts were produced and distributed. North of the Chevrolet Building is the 1940s Compton and Knowles Company (1505 North Graham), maker of textile machinery, and the Ciba Company (1936, expanded 1951) (1517 North Graham), a dye wholesaling business (Mattson, Alexander and Associates, Inc. 2003: 93-95).

The east side of North Graham Street within the district includes the 1940s American Aniline Products Company (1500 North Graham), dye wholesalers; the ca. 1955 Singer Sewing Machine Company (1514 North Graham) and the ca. 1949 Chipper Manufacturing Company (1600 North Graham), industrial air conditioning contractors. The brick industrial buildings to the north of the school all survive substantially intact, with brick and concrete block exteriors, steel sash windows and modernistic elements of style on the main elevations (Mattson, Alexander and Associates, Inc. 2003: 93-95).

The west side of the historic district adjoining the Southern Railway and Statesville Avenue holds the ca. 1948 A&M Farm Equipment Company (1222 Statesville Avenue) and the vast Ford Motor Company Assembly Plant. The A&M building typifies the small-scale manufacturing and wholesaling facilities of the period with its red brick exterior, functional, one-story, boxy form, steel sash windows, concrete flooring and steel beams and columns. To the north, the Ford Assembly Plant (Study List 2001) ranks among the county's most significant industrial properties. The tract combines the 1924 Assembly Plant, 1940s warehouses erected for the U.S. Army Quartermasters Corps Depot and 1950s facilities built for the U.S. Army Missile Plant. The most architecturally notable building on the site is the original Ford assembly plant designed by nationally prominent industrial architect, Albert Kahn. The brick and steel-framed manufacturing building features distinctive sawtooth monitors that run the length of the facility and a striking Art Deco façade (Mattson, Alexander and Associates, Inc. 2003: 93-95).

Within the APE, Standard Chemical Products, Inc. (600 Sugar Creek Road), a dye maker and distributor, and Republic Steel Corporation (601 Sugar Creek Road), a steel fabricator, were constructed ca. 1956 on former agricultural tracts beside the Southern Railway. The two sites were located within easy access of US-29 and by 1958, to a newly completed section of I-85 in Mecklenburg County (Wyatt and Woodard 2000: 14-19).

Simultaneously, businesses specifically geared to motorists transformed the major thoroughfares. Wilkinson Boulevard, South Boulevard, North Tryon Street/US-29 and Independence Boulevard (opened in 1949) became bustling commercial strips beyond the center city, marked by car dealerships, fast food restaurants, motels and gas stations. The 1955 Charlotte business directory recorded over 400 auto-oriented businesses in the city including some 200 gas stations. In 1957, one newspaper reporter declared, "Nearly everywhere you look in Charlotte a new service station is poking up its gassy head" (*Charlotte City Directory* 1955; quoted in Wyatt and Woodard 2000: 17).

North Tryon Street/US-29 contained 18 gas stations in 1955 as well as six motels, four trailer dealerships and several auto repair shops, auto showrooms and roadside eateries. Two of these establishments remain intact within the APE. The Texaco service station at the junction of North Tryon and Concord Road began in 1950 and now functions as an auto repair shop. Sited nearby, Elmore Trailer Sales included an adjacent mobile home park that opened in 1949. Elmore served the growing market of motorists pulling trailers that began in the 1920s and reemerged nationwide during the postwar boom. The business also catered to those buying trailers for semi-permanent and permanent residences (*Charlotte City Directory* 1955).

The expansion of commercial strips coincided with suburbanization. Reflecting a national trend after World War II, Charlotte's growth spread outward into the countryside. Two of the county's first major postwar commercial developments were suburban shopping centers: Park Road Shopping Center at the southern edge of the city and Hutchison Shopping Center (2016-2050 North Graham Street) at the northern periphery. The ensuing decades witnessed ever larger shopping centers and suburban subdivisions as well as a vigorous annexation policy that extended Charlotte's borders to the edges of the county. In and around the northern segment of the APE, automobile-oriented stores and planned developments sprang up near North Tryon Street/US-29. At the intersection of North Tryon and Sugar Creek Road, the Park-n-Shop Supermart (Study List 2000) opened in 1955, catering to the fast growing surrounding neighborhoods. Featuring a modernist design with a sweeping canopy to draw motorists and project an up-to-date appeal, the store epitomizes the suburban retail enterprises of the period. In 1961, ten miles north of downtown, the University of North Carolina at Charlotte established a 1,000-acre campus near the junction of US-29 and NC-49. The university expanded rapidly in the 1960s and 1970s, attracting tremendous retail and residential construction. In recent years, Carolinas Medical Center opened a hospital at the North Tryon Street/US-29 and W.T. Harris Boulevard intersection which has also spurred development in the area. This growth contributed to Charlotte's overall suburbanization to the north. Specifically, the university generated intense development along W.T. Harris Boulevard and Mallard Creek Road near I-85 and I-485, the new beltway around the city and its environs (Wyatt and Woodard 2000: 2-35).

Conclusion

In conclusion, the southern portion of APE, from downtown Charlotte to Sugar Creek Road, reflects the development of the city as an industrial and distribution center between the late 19th and mid-20th centuries. The northern section of the APE, which contains roadside buildings along North Tryon Street/US-29, as well as small pockets of postwar residences and a section of the University of North Carolina at Charlotte

campus, represents the county's suburban growth after World War II. Although modern construction can be found along the entire length of the APE, historic resources remain. Red brick warehouses, sizable cotton mills and mill villages and modernist factories, offices and roadside enterprises all survive intact along the APE to illustrate Charlotte's industrial, commercial and architectural history.

Architecture Context: Modernist Movement in Post-World War II Charlotte

By the late 1940s and 1950s, Charlotte's architectural development had begun to reflect the modernism movement that had gained wide popularity after World War II. Charlotte proved fertile ground for modernist architecture which championed the clean lines and geometric forms of industrial design and displayed a postwar optimism that industrialization and technological innovations were the answers to contemporary needs and aspirations. Although the city's home builders largely remained conservative in their stylistic choices, modernism influenced all aspects of commercial and industrial construction. By the 1950s new office buildings, factories, truck terminals, drive-in restaurants and other automobile-oriented businesses, as well as selected houses and residential enclaves, conveyed elements of the modernist movement. Postwar architects and builders demonstrated modernist design in myriad ways, but its basic principles emphasized unadorned, geometrical forms that expressed function while employing the latest materials. Across Charlotte and its suburbs, modernist buildings displayed such emblematic features as flat roofs, cantilevered upper floors and balconies and smooth, and often intersecting, wall planes that incorporated continuous bands of windows or expanses of glass that flooded interiors with natural light (Wyatt and Woodard 2000: 19-21).

In Charlotte, the most noteworthy modernist architects were A.G. Odell, Jr. and J.N. Pease. The firm of A.G. Odell and Associates was originally staffed by many young architects trained at the North Carolina State School of Design in Raleigh. Following the appointment of architect, Henry Kamphoefner, as dean in 1948, the School of Design played a major role in introducing modernist architecture to the state. In the 1950s and early 1960s, Odell's firm began to transform downtown Charlotte, replacing blocks of low-rise, masonry buildings with gleaming, glass and steel office towers. Among Odell's work in this period were the Jefferson Standard Building (1953), the Wachovia Bank and Trust (1957) (Study List 2000), North Carolina National Bank (1961) and the Cutter Building (1961). Only the Wachovia Bank and Trust remains substantially intact (Wyatt and Woodard 2000: 19-22; Morrill 2007).

Beyond the center city, on Independence Boulevard, Odell designed Ovens Auditorium and the adjacent Charlotte Coliseum (1954-1955). The circular coliseum of pre-cast concrete received international acclaim for its bold, innovative design that featured the largest free-span dome in the world. Odell designed Ovens Auditorium with pre-cast concrete panels and rectangular blue tiles and included a bright lobby with terrazzo floors, glass walls and a monumental, cantilevered stairway. Both buildings remain well preserved and are designated local historic landmarks. By the time of Odell's death in 1988, his architectural business was one of the largest and most influential in North Carolina (Ramsay 2001; Mattson, Alexander and Associates 2004: 31-32).

J. Norman Pease and his colleague, James A. Stenhouse, co-founded J.N. Pease Associates in Charlotte in 1938. After World War II, Pease's modernist-trained son, J.N. Pease, Jr., joined the firm. As with A.G. Odell and Associates, Pease hired a host of modernist designers from the North Carolina State School of Design and proceeded to reshape the architecture of postwar Charlotte. Commenting on the enduring influence of Pease in the making of the modern city, a reporter at the *Charlotte Observer* asserted in

1987, "So sweeping was his presence, most Charlotte residents have probably worked in, banked in, studied or prayed in one of his products" (*Charlotte Observer* 18 July 1987).

Among the firm's many local commissions were the Central Piedmont Community College campus, Edwin Towers in Fourth Ward and the Charlotte Observer Building. The firm's own modernist office building (1959) (Study List 2000) is a long and sleek rectangular box with a concrete screen suspended by columns across the façade. Numerous companies employed Pease to design their offices in Charlotte including the Lance Corporation, the Knight Publishing Company and Republic Steel Corporation. Located within the APE, at the intersection of Sugar Creek Road and the Southern Railway/North Carolina Railroad corridor, the ca. 1956 office for Republic Steel is among the city's finest examples of modernist design. The one-story, flat-roofed building consciously expresses the products of Republic Steel in its steel window walls, soffits and columns. The office is attached to large, corrugated-steel warehousing and fabricating buildings that complete the complex (*Southern Architect* February 1963: 10; Wyatt and Woodard 2000: 22-23; Morrill 2006).

The architecture of Pease and Odell stood at the forefront of modernism, but other designers created variations on the modernist theme to meet both sophisticated tastes and workaday needs. In addition to Republic Steel, other new or expanding industrial firms also invested in modernist architecture. Within the APE, Standard Chemical Products, Inc., a dyestuffs manufacturer, built a plant across Sugar Creek Road from Republic Steel. Completed in the mid-1950s the building complex includes a modernist office/laboratory section oriented to Sugar Creek Road and a spacious warehouse with loading bays to the rear. The office/laboratory embodies the tenets of modernism in its horizontal massing, angular geometry, narrow band of steel sash windows along the main office elevation and exterior walls of Roman brick and smooth, porcelain-enameled steel panels. South of the APE, in the 2800 block of North Tryon Street/US-29, the Western Electric Company Building (1950) (Study List 2000) features an unadorned, smooth brick façade distinguished by three horizontal rows of steel-framed windows delineating the three floors (Wyatt and Woodard 2000: 37-38).

Another fine example of industrial modernism is the Barnhardt Manufacturing Company at 1100 Hawthorne Lane, near the Seaboard Air Line Railway tracks east of downtown. In 1952, Barnhardt Manufacturing, a local textile firm that originated in the early 20th century, constructed a sizable, up-to-date plant on its original site. The two-story, red brick building reflected modernist tendencies in its long, rectilinear form and front elevation consisting of banks of large, steel sash windows outlined by horizontal, cast concrete bands that extend across the facade. Cast concrete surrounds frame the center entrance with lingering Art Moderne fluting on either side of the glazed doorway. "Office" is inscribed in simple, steel, block lettering above the doorway.

As Charlotte grew into a financial and corporate center in the 1950s and 1960s, a collection of both low and mid-rise, modernist office buildings was also constructed around the city. Downtown, the architectural firm of Freeman-White drew the plans for the seven-story Home Federal Savings and Loan Building (1967) (National Register 2007). Now surrounded by high-rise bank towers, the mid-rise Home Federal building is composed of unusual Japanese-inspired elements with exposed, rough-faced concrete

walls and projecting sunshades/balconies. Southwest of downtown on Freedom Drive, one of Charlotte's finer examples of small-scale, office modernism is the American Commercial Bank (1954) (Study List 2000) designed by the local architectural firm of Walter Hook and Associates. Constructed of brick, glass and concrete panels, the two-story building has a horizontal orientation with ribbon windows and an off-set entrance.

East of the center city in the Elizabeth neighborhood, Providence Hospital attracted several modernist medical buildings. Of special note was the Hawthorne Medical Center (1955; demolished 2007). The five-story, brick, rectangular building presented bands of ribbon windows across the façade that delineated the floors and emphasized the horizontal form. Supported by a series of reinforced concrete columns, the cantilevered, glass first story sheltered a slate stairway. South of downtown in the Dilworth neighborhood, the Pure Oil Company opened its modern Eastern Division Office in 1956. Designed by one of the company's architects, the two-story Pure Oil Building (Study List 2000) features ribbon windows that turn the corners of the façade and a cantilevered entrance facing East Morehead Street (Mattson, Alexander Associates 2005: 22; Wyatt and Woodard 2000: 32-33).

On North Tryon Street/US-29 within the APE, modernist designs distinguished both the 1955 Teamsters Hall and the 1954 General Motors Corporation Training Center. The Teamsters Hall was extensively expanded in the late 1960s, but the General Motors Corporation Training Center remains well preserved and ranks with Charlotte's finest modernist office buildings. The principal stylistic elements are concentrated on the front office/lobby wing, where expanses of glass and ashlar stone fill the facade. Canted brick walls that create intersecting wall planes enliven the main entranceway which consists of steel sash, double leaf, glass doors. The interior has an exceptional degree of integrity with a front lobby and office, adjoining classrooms, a central cafeteria and a spacious, wood paneled auditorium.

Perhaps nowhere was modernism more evident, evocative, or eye-catching than along the commercial strips. Designers adapted the strictures of the modernist style to roadside restaurants, motels, super markets and gas stations, using the graphic quality of the style to express corporate identity and to attract passing motorists. The major oil companies, for example, commissioned architects ("marketing engineers" as they were often called) to create distinctive, brand-conscious station designs to be repeated by the thousands nationwide. Texaco Oil employed Walter Dorwin Teague, who developed the white, streamlined box to give gas stations the impressions of speed and modernity. The new design was sheathed in gleaming, porcelain enamel and glass and included integrated office and service bays. Teague's creation symbolized Texaco Oil across postwar America. Shifting tastes and marketing strategies have left few of these gas stations intact although one Charlotte example remains at the intersection of North Tryon Street/US-29 and Old Concord Road. Constructed in 1950, this Texaco service station is now used as an car repair shop (Jakle and Sculle 1994: 144-149).

Designers of roadside architecture in the 1950s often exaggerated modernist traits to draw customers and, of course, to boost sales. The facades of restaurants, super markets and gas stations became plate glass walls, or "visual fronts", to showcase interiors and invite passersby. Structural elements were not only given full display in the modernist fashion but were overemphasized. Oversized, stylized roofs often replaced

the simple flat top and extreme canopies, V-shaped columns and flamboyant signs all conspired to convert buildings to traffic-stopping imagery. In Charlotte, the South 21 Drive-In on South Boulevard (1955) (Study List 2000) epitomizes this trend in its exaggerated, streamlined signage and glass and steel kitchen and service building. Within the APE, the Park-n-Shop Supermart (Study List 2000), at the corner of North Tryon Street/US-29 and Sugar Creek Road, is another notable example. Constructed ca. 1955, the building features an expansive, glass facade sheltered by a sweeping canopy with V-shaped, steel columns (Liebs 1985: 61-64; Wyatt and Woodard 2000: 34).

Conclusion

Reflecting its national popularity, modernism rose to prominence in Charlotte after World War II and influenced commercial, industrial and domestic designs. Notable local expressions of the style survive primarily in the city's suburban areas which boomed in this period. Within the APE, the style became a hallmark of postwar industrial and commercial architecture at the northern outskirts of the city. Here, factories and warehouses occupied expansive, low-cost tracts alongside the rail lines and North Tryon Street/US-29 became a commercial strip replete with gas stations, roadside eateries, motels and supermarkets. North Tryon also attracted specialized functions that required large lots and convenient access to highways: Elmore Trailer Sales and Trailer Park; the Teamsters Union Hall (later enlarged); and the General Motors Corporation Training Center were all designed with modernist features. Although now increasingly rare as Charlotte continues to grow and adapt to changing architectural tastes, the remaining modernist buildings reflect the optimism and forward-looking attitudes of this period as well as the city's postwar industrial vigor.

VI. PROPERTY INVENTORY AND EVALUATIONS

Summary

The field survey of the APE identified a total of 98 resources as being at least 50 years of age. Four of these resources are currently listed in the National Register; two have been determined eligible for the National Register; and two properties have been added to the North Carolina Study List for potential eligibility. Five additional properties warranted intensive evaluation, all of which were recommended for National Register eligibility. Listed in the National Register are the Philip Carey Company Warehouse, a ca. 1908, brick warehouse in center city Charlotte; the Orient Manufacturing Company/Chadwick-Hoskins No. 3, a late 19th century cotton mill that has undergone certified rehabilitation; the North Charlotte Historic District, which encompasses several cotton mills and their associated mill villages that developed in the late 19th and early 20th centuries; and the W.T. Alexander House, a handsome, brick, Federal era dwelling that is one of the earliest plantation seats remaining in Mecklenburg County. Sited on Sugar Creek Road at the rail corridor are the Standard Chemical Products Plant and the Republic Steel Corporation Plant, both mid-century, modernist factories that were recently determined eligible for the National Register (see North Carolina Department of Cultural Resources Letter, 17 June 2008 in Appendix A). The two Study List properties are the McNeil Paper Company Warehouse Complex, two adjoining brick warehouses built in the 1910s in downtown Charlotte, and the Park-n-Shop Supermart, a mid-century, modernist store located on North Tryon Street/US-29 at Sugar Creek Road.

The additional resources evaluated at the intensive level include a mid-20th century hosiery mill; a coal and ice plant from the 1920s; a trailer sales and trailer park complex dating from the 1940s and 1950s; an automotive training facility from the 1950s; and a commemorative marker erected in 1911. The remaining properties in the survey lack either sufficient architectural integrity or architectural or historic significance for National Register eligibility.

<u>Properties Listed in the National Register</u>		<u>Page No.</u>
No. 1	Philip Carey Company Warehouse	41
No. 4	Orient Manufacturing Company/Chadwick-Hoskins No. 3	56
No. 35	North Charlotte Historic District	75
No. 98	W.T. Alexander House	138
<u>Properties Determined Eligible for the National Register</u>		
No. 70	Standard Chemical Products Plant	87
No. 71	Republic Steel Corporation Plant	96
<u>Properties Listed in the North Carolina Study List</u>		
No. 2	McNeil Paper Company Warehouse Complex	48
No. 73	Park-n-Shop Supermart	106
<u>Properties Evaluated Intensively and Considered Eligible for the National Register</u>		
No. 32	Chadbourn Hosiery Mills	64
No. 49	Herrin Brothers Ice and Coal Company Complex	80
No. 74	Elmore Trailer Sales and Trailer Park	113

No. 86	General Motors Corporation Training Center	123
No. 95	George Locke D.A.R. Memorial	133

Properties Evaluated Intensively and Considered Not Eligible for the National Register
None

Other Properties Evaluated and Considered Not Eligible for the National Register
(See Appendix A)

Properties Evaluated at the Intensive Level and Recommended Eligible for the National Register

No. 1 Philip Carey Company Warehouse (National Register 1984; Local Historic Landmark 1983) 301 East 7th Street Charlotte, Mecklenburg County

Physical Description (Figure 3; Plates 1-6)

The well-preserved Philip Carey Company Warehouse is a two-story, brick building with a rectangular footprint, a four-bay façade oriented to East 7th Street and a long, thirteen-bay side (west) elevation facing the railroad. Corbelled pilasters define the bays on the long, side elevations. The warehouse has a low-pitched, front gable roof hidden by a stepped parapet on the front (south) elevation and a simpler, straight parapet on the rear, northeast, elevation. The building retains its elaborate brickwork including corbelled cornices, decorative brickwork and both round and segmental arched, double hung windows with transoms. Its pressed brick exterior was a rarity in Charlotte at the time. The doorways are capped by transoms and the horizontal paneled doors on the front and rear elevations appear to be original. Subsequent to National Register listing, eight-over-eight light windows with four-over-four transoms were installed to replicate the original and the exterior brick was painted (Morrill et al. 1983).

The interior consists of large open spaces on the two main floors. Although the first floor has been converted to an eatery, with a modern bar area flanked by booths and tables, the original elements remain substantially intact. These include heavy, wooden columns and beams joined by cast iron collars, brick walls, wood flooring and a tongue and groove, beaded board ceiling.

Historical Background

The two-story, red brick Philip Carey Company Warehouse (National Register 1984; Local Historic Landmark 1983) stands out as one of the rare surviving warehouses in downtown Charlotte that dates to the early 20th century. Erected ca. 1908 the building clearly illustrates the brick warehouses and factory buildings that once dominated the rail corridor near the heart of the city. During this period, Charlotte was emerging as an important warehousing and distribution center and companies, such as the Philip Carey Company, a national manufacturer and supplier of roofing materials, benefited from the exceptional railroad connections of the city. In addition, the rampant industrial and population growth of Charlotte and the surrounding Piedmont during the era made the city a natural location for companies that produced and distributed construction materials.

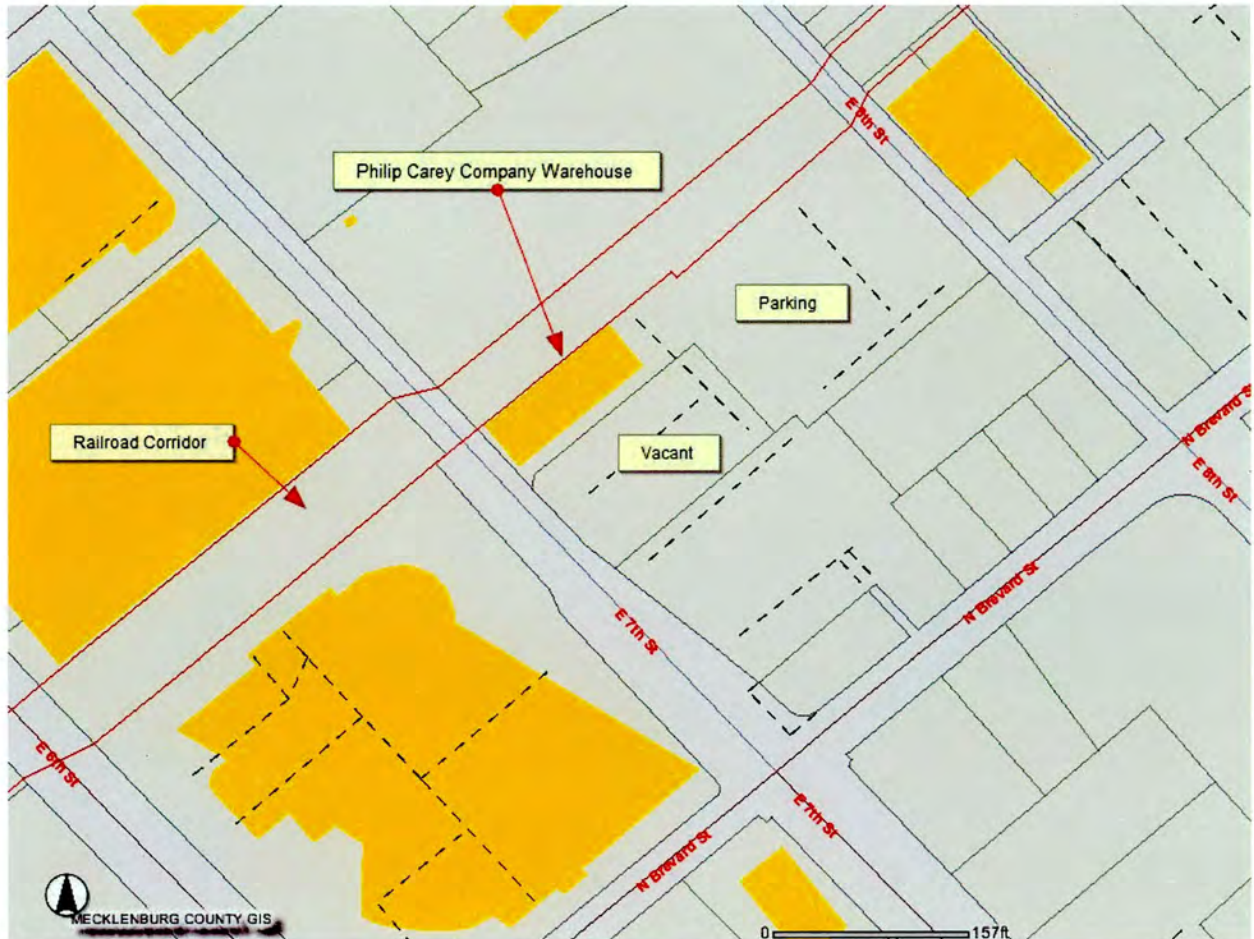
Both the Southern and the Seaboard Air Line railroads invested in large freight depots along their lines in downtown during the early decades of the early 20th century and a host of commercial storage facilities for cotton, farm machinery, hardware, groceries and general merchandise soon followed. Many located in the vicinity of the Philip Carey Company Warehouse and by the 1910s this area contained some two dozen warehouses, factories and other rail dependent businesses. Today, only the Philip Carey Company Building and the McNeil Paper Company Warehouse Complex to the north

remain. Although the Philip Carey Company went out of business in 1915, the building remained a warehouse for a variety of commercial enterprises until the 1970s after which the building stood vacant until the mid-1980s. Subsequently, the warehouse was rehabilitated and converted to a restaurant which it remains today (Mecklenburg County Deed Book 216: 531; Sanborn Insurance Maps 1911, 1929; Morrill et al. 1983).

Evaluation of Eligibility

The Philip Carey Company Warehouse is little changed since its National Register listing in 1984 and continues to exhibit the seven aspects of historic integrity (location, design, setting, materials, workmanship, feeling and association). The property remains eligible for the National Register under Criterion A for commerce and under Criterion C for architecture. Encompassing approximately 0.2 acre of the current tax parcel, the National Register boundaries are depicted in **Figure 4**.

Figure 3
Philip Carey Company Warehouse
Site Plan



Source: Mecklenburg County Tax Map

Figure 4

**Philip Carey Company Warehouse
National Register Boundaries**



Source: Mecklenburg County Tax Map



Plate 1. Philip Carey Company Warehouse, Façade and Side (East) Elevation, Looking Northwest.



Plate 2. Philip Carey Company Warehouse, Façade and Side (West) Elevation, Looking Northeast Across Existing LYNX Blue Line.



Plate 3. Philip Carey Company Warehouse, Façade, Looking Northeast.



Plate 4. Philip Carey Company Warehouse, Rear (North) Elevation, Looking Southwest.



Plate 5. Philip Carey Company Warehouse, Detail of Windows and Brickwork.



Plate 6. Philip Carey Company Warehouse, First Floor Interior.

No. 2 McNeil Paper Company Warehouse Complex

301-307 East 8th Street
Charlotte, Mecklenburg County

Encompasses McNeil Paper Company Warehouse, 305-307 East 8th Street (Study List 2001; Local Historic Landmark 1989); and the adjoining warehouse, 301-303 East 8th Street

Physical Description (Figure 5; Plates 7-12)

The red brick McNeil Paper Company Warehouse Complex consists of two masonry buildings that occupy a site along the former Southern Railway frontage in downtown Charlotte. The complex sits on a banked site so that the McNeil property at 305-307 East 8th Street presents a one-story elevation facing the historic rail corridor (now the LYNX Blue Line) and rises to two stories at the rear (east) while the abutting warehouse to the south (301-303) rises from two stories along the tracks to three stories at the rear. The complex has a utilitarian exterior with segmental arched windows and doorways topped by lintels consisting of brick header courses and simple stepped parapets over the main elevations.

The McNeil warehouse at 305-307 East 8th Street has a one-story, five-bay, trackside façade with a centrally placed loading door flanked by two windows on either side. Although the doorway is now fitted with a modern, metal roll-up door and the windows are filled with modern glass block, the original arched openings remain intact. The original loading dock has a concrete deck and brick piers and extends across the façade. The company's painted name, "McNeil Paper Co. Wholesale Distributor," remains visible across the façade. Capped by a stepped parapet, the front (west) elevation has segmental arched windows with lintels consisting of three header courses and replacement, one-over-one light, wood sash windows. Iron bars now cover the windows. The arched windows on the lower level are smaller than those on the upper floor. Portions of the side (north) and rear (east) elevations have replacement red brick, evidence of a renovation that occurred ca. 1949 when square, steel sash windows were installed on the first floor. Two half-sized, segmental arched windows on the second floor retain their original one-over-one light, wood sash. A third arched window was bricked in as part of the changes that took place ca. 1949. The first floor has a later, metal, shed-roofed canopy sheltering the modern, wooden loading dock to the rear. The two loading bays have modern, metal and wooden doors.

The adjoining building to the south (301-303 East 8th Street) has a three-bay front elevation. The segmental arched, upper story window openings have the deteriorated remains of the original, eight-over-eight light, wood sash windows as do the five upper story windows along the side (south) elevation. The first floor of the façade includes an arched loading bay with a later wood door and the original concrete loading dock that extends across the northern half of the façade. In addition to the loading bay, there is a large, rectangular window that was a later addition. This window is now infilled with brick. Full-sized and half-sized arched window openings are asymmetrically arranged across the side (south) elevation reflecting the utilitarian nature of the warehouse and changes that occurred over time as windows were altered or infilled with brick or concrete block. Similarly, the rear elevation retains its segmental arched windows with deteriorated

wood sash, plywood coverings, or brick or concrete block infill. An original, steel fire door is situated at the southeast corner.

Although the principal investigators did not gain access to the interiors of the warehouse complex, the buildings are known to retain substantially intact interiors. The utilitarian spaces (both 301-303 and 305-307 East 8th Street) typify the small warehouses of this period and retain wood floors and ceilings, heavy timbers posts and beams and exposed brick walls (Gatza 1989; Morrill 2008).

Historical Background

The McNeil Paper Company Warehouse Complex includes two adjoining, ca. 1915 warehouses (301-303 and 305-307 East 8th Street) which by the 1930s were both owned and operated by the McNeil Paper Company. This complex is a rare vestige of the numerous commercial storage buildings that once lined the rail corridors in downtown Charlotte and that reflected the city's emerging role as a major distribution center. In the early 1900s, both the Southern and the Seaboard Air Line railroads constructed freight stations alongside their lines in the center city. By the 1910s, this area contained approximately two dozen warehouses, small factories and other rail-dependent businesses as Charlotte was becoming a key regional distribution hub for a variety of industrial and consumer goods. Today, the only early 20th century warehouses remaining in the center city are the McNeil Paper Company Warehouse Complex and the ca. 1908 Philip Carey Company Building (National Register; Local Historic Landmark), which stands to the south.

A local historic landmark and a Study List property, the warehouse at 305-307 East Eighth Street was owned by a variety of wholesale distributors until 1934 when the property was purchased by the McNeil Paper Company. McNeil was a supplier of paper products including industrial wrapping bags, paper bags and school supplies. Shortly after acquiring the warehouse, McNeil purchased the adjacent building to the south (301-303 East Eighth) for additional storage space and the fire wall between the two buildings was opened. The abutting building had originally served as a warehouse for the Southern Power Company, the predecessor to Duke Power Company. In 1949, the McNeil family changed the name of the business to the Industrial Paper Company but continued to own the enterprise until the 1960s when the business finally closed. The complex subsequently had various owners who used the property for commercial storage as well as for artists' studios. The property is currently vacant (Mecklenburg County Deed Book 844: 148; Sanborn Map Company 1911, 1929; Gatza 1989).

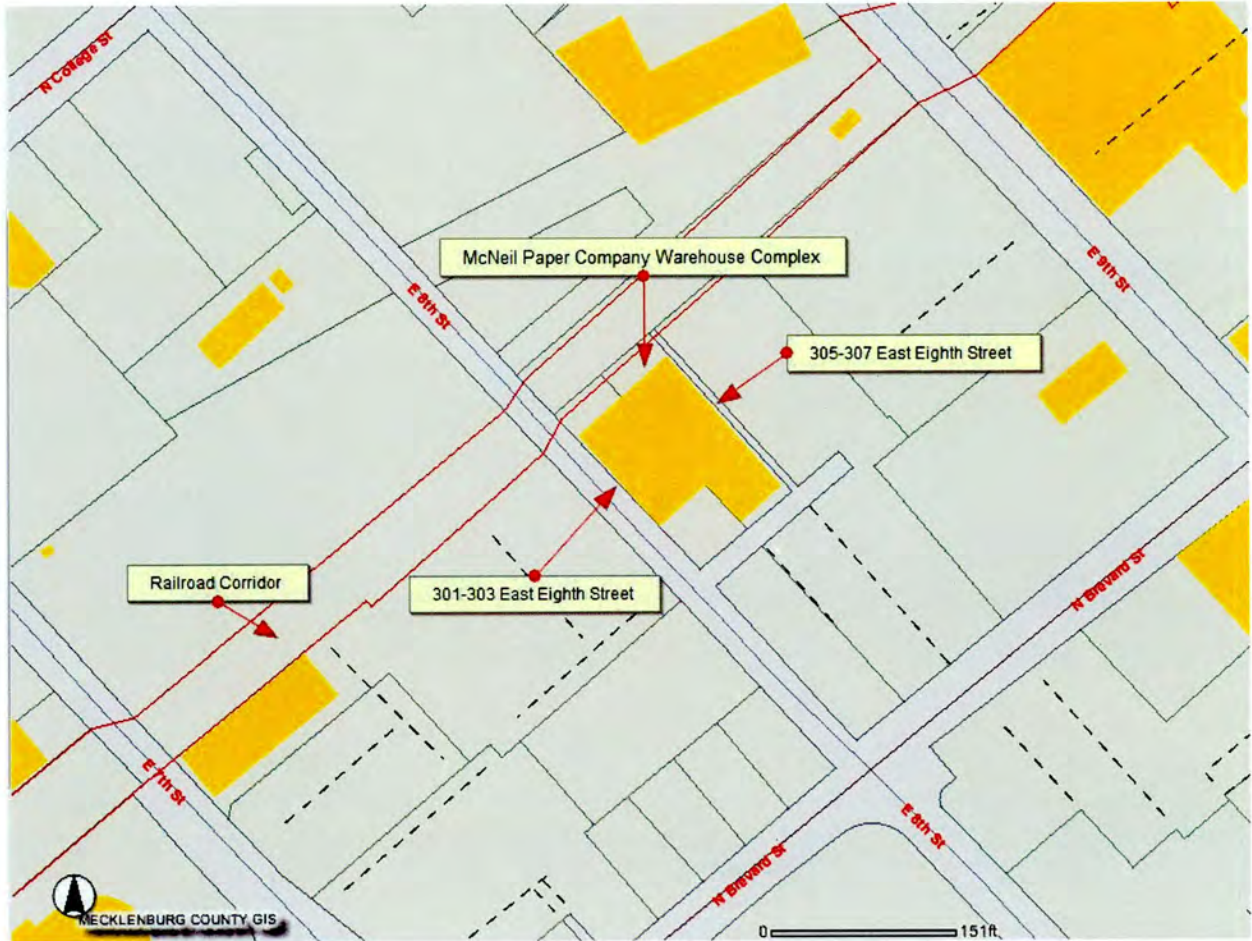
Evaluation of Eligibility

The McNeil Paper Company Warehouse Complex is recommended for National Register eligibility under Criterion A for commerce. The complex consists of the McNeil Paper Company Warehouse, 305-307 East 8th Street (Study List 2001; Local Historic Landmark 1989) and the adjoining warehouse at 301-303 East 8th Street. These two attached buildings were both constructed ca. 1915, share similar utilitarian designs typical of small warehouses of the period and between the late 1930s and 1960s functioned as the principal warehouse of the McNeil Paper Company. Along with the ca. 1908 Philip Carey Company Warehouse (National Register 1984) to the south, this warehouse complex is notable as a one of the few surviving commercial warehouses in

center city Charlotte from the early 20th century when the city emerged as a major distribution center.

The McNeil Paper Company Warehouse Complex exhibits the seven aspects of historic integrity including integrity of location, design, setting, materials, workmanship, feeling and association. Depicted in **Figure 6**, the proposed National Register boundaries encompass the two tax parcels (a total of under 0.5 acre) on which the buildings sit.

Figure 5
McNeil Paper Company Warehouse Complex
Site Plan



Source: Mecklenburg County Tax Map

Figure 6

**McNeil Paper Company Warehouse Complex
Proposed National Register Boundaries**



Source: Mecklenburg County Tax Map



Plate 7. McNeil Paper Company Warehouse Complex, 301-303 East 8th Street, Façade (West Elevation), Looking East Across Existing LYNX Blue Line.



Plate 8. McNeil Paper Company Warehouse Complex, 305-307 East 8th Street on Left, Looking South Along Existing LYNX Blue Line.



Plate 9. McNeil Paper Company Warehouse Complex, 305-307 East 8th Street, Façade, Looking East Across Existing LYNX Blue Line.



Plate 10. McNeil Paper Company Warehouse Complex, 301-303 East 8th Street, Rear (East) Elevation, Looking Northwest.



Plate 11. McNeil Paper Company Warehouse Complex, 305-307 East 8th Street, Rear Elevation, Looking Northwest.



Plate 12. McNeil Paper Company Warehouse Complex, 301-303 East 8th Street, Rear Elevation, Window Detail.

No. 4 Orient Manufacturing Company/Chadwick-Hoskins No. 3 (National Register 2006; Local Historic Landmark 1984)

311 East 12th Street
Charlotte, Mecklenburg County

Summary of Eligibility (Figure 7; Plates 13-19)

The Orient Manufacturing Company/Chadwick-Hoskins No. 3 (known locally as Alpha Mill) was listed in the National Register of Historic Places in 2006-2007 as part of a certified rehabilitation of the property for use as apartments. Established in 1888-1889 as the Alpha Mills Company, the Orient Manufacturing Company acquired the property in 1901 and launched a major expansion campaign. Further additions were made to the complex in 1911 following the 1908 purchase of the property by the large Chadwick-Hoskins textile corporation. The mill operated as Chadwick-Hoskins No. 3 until 1946.

The Orient mill was listed in the National Register under Criterion A for industry. One of only a small group of surviving Charlotte cotton mills from the late 19th and early 20th centuries, the property is an important and tangible reminder of the textile mills that flourished in Charlotte during this period and made the city and the entire southern Piedmont a center of industry. By the early 20th century, Charlotte epitomized the New South city, boasting of cotton mills as well as an urban infrastructure that included banks, department stores, the Southern Power Company (which later became the Duke Power Company) and manufacturing and warehousing concerns. The Alpha-Orient cotton mill began Charlotte's first aggressive phase of New South industrialization and between 1889 and 1908 thirteen cotton mills opened in Charlotte. By the 1920s approximately 25 textile mills were operating in the city and the southern Piedmont had surpassed New England as the leading textile manufacturing center in the world. As the capital of this textile mini-state the population of Charlotte skyrocketed from 7,000 citizens in 1880 to over 82,000 in 1929, the largest urban population in the Carolinas.

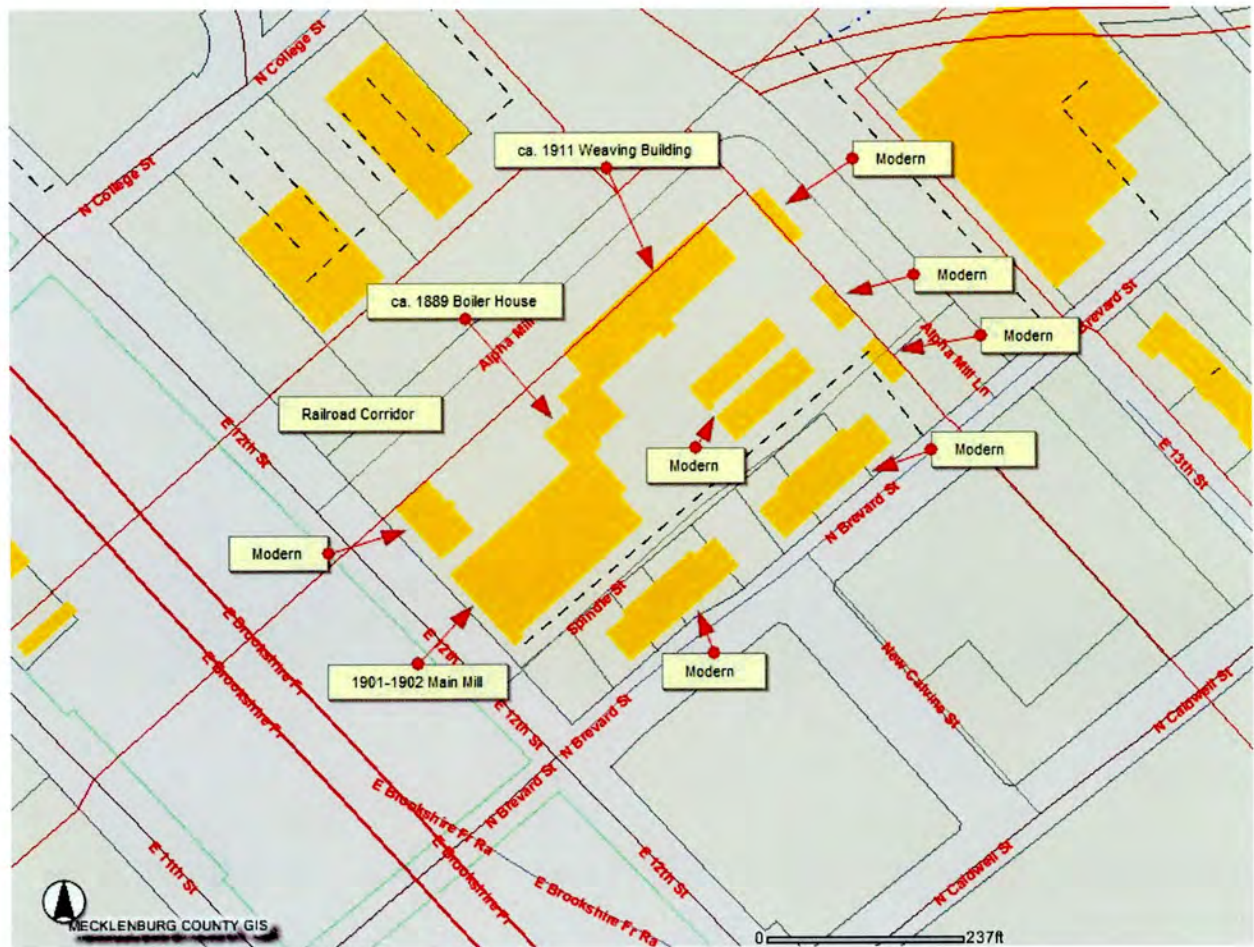
The Orient Manufacturing Company/Chadwick-Hoskins No. 3 was also listed in the National Register under National Register Criterion C for architecture. The second textile plant erected in Charlotte the mill is a particularly well-preserved example of the substantial, brick, Romanesque Revival factories built in Charlotte during the cotton mill construction campaigns of the late 19th and early 20th centuries.

Evaluation of Eligibility

During the renovations and adaptive reuse of the property, new apartment buildings were constructed around the north, east and south sides of the mill. However, the historic mill complex survives with key architectural components intact and retains the seven aspects of integrity (location, setting, design, workmanship, feeling, association, and materials) needed for National Register eligibility. The Orient Manufacturing Company mill remains eligible under Criterion A for industry and Criterion C for architecture. Encompassing roughly six acres, the National Register boundaries are illustrated in **Figure 8**.

Figure 7

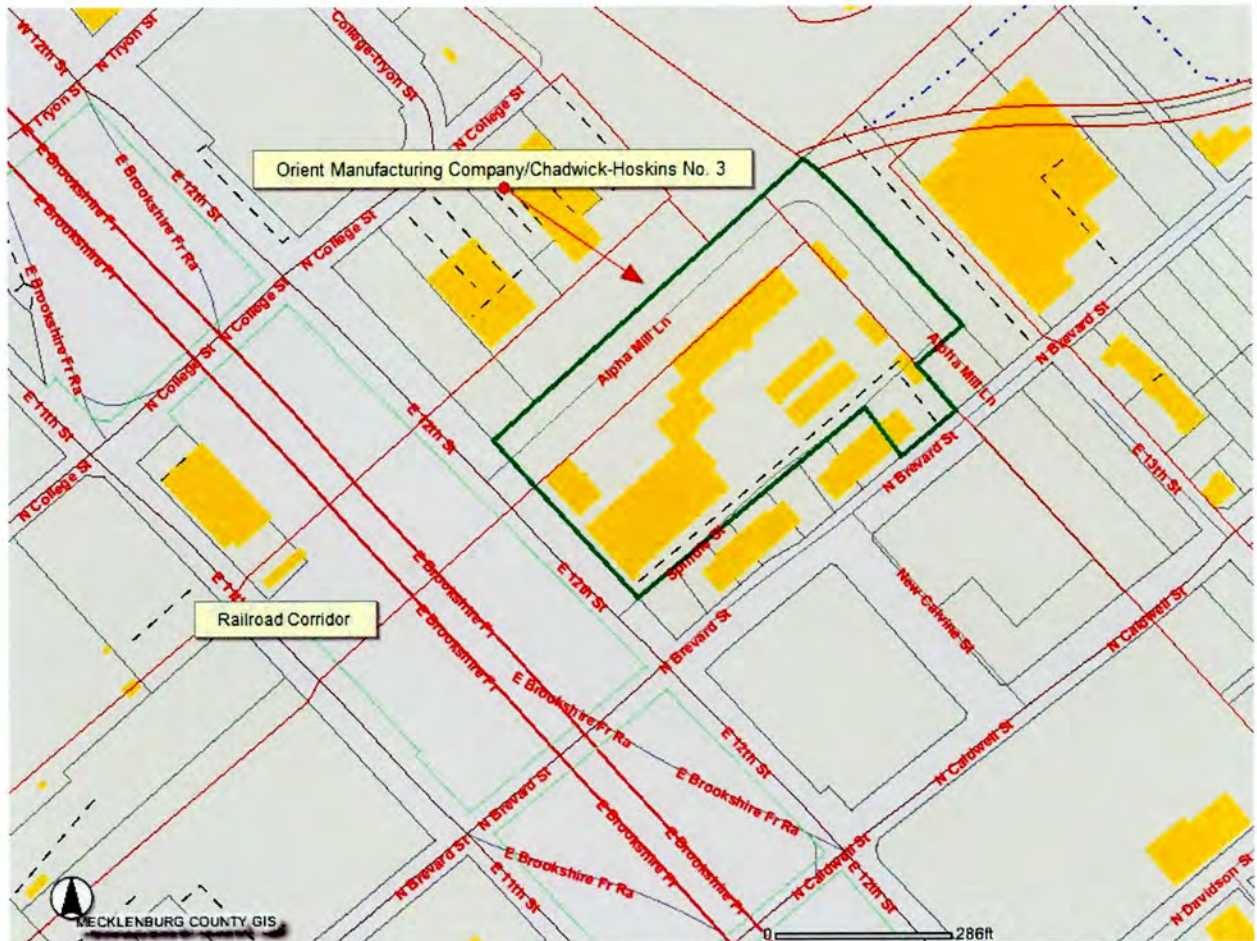
**Orient Manufacturing Company/Chadwick-Hoskins No. 3 (Alpha Mill)
Site Plan**



Source: Mecklenburg County Tax Map

Figure 8

**Orient Manufacturing Company/Chadwick-Hoskins No. 3 (Alpha Mill)
National Register Boundaries**



Source: Mecklenburg County Tax Map



Plate 13. Orient Manufacturing Company/Chadwick-Hoskins No. 3, Overall View Looking Northwest Along East 12th Street.



Plate 14. Orient Manufacturing Company/Chadwick-Hoskins No. 3, Main Mill, Looking North.



Plate 15. Orient Manufacturing Company/Chadwick-Hoskins No. 3, New Apartment Building, Looking East Along East 12th Street Across Railroad Corridor.



Plate 16. Orient Manufacturing Company/Chadwick-Hoskins No. 3, ca. 1911 Weaving Building (in Background) and Modern Apartment Building (Right Foreground), Looking Northeast From East 12th Street.



Plate 17. Orient Manufacturing Company/Chadwick-Hoskins No. 3, ca. 1911 Weaving Building, Looking East.



Plate 18. Orient Manufacturing Company/Chadwick-Hoskins No. 3, ca. 1911 Weaving Building, Looking West (Railroad Corridor Beyond Fence on Right).



Plate 19. Orient Manufacturing Company/Chadwick-Hoskins No. 3, Main Mill (on Right) and Modern Apartment Building (on Left), Looking Southwest.

No. 32 Chadbourn Hosiery Mills

451 Jordan Place
Charlotte, Mecklenburg County

Physical Description (Figure 9; Plates 20-30)

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

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

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

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

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

The interior of the 1947 mill is divided into two sections. The west, or front, section of the building was occupied by the two-story knitting room. The first floor of the knitting room is a large industrial space with reinforced concrete floors and ceilings and heavy, square, reinforced concrete posts and beams. Lighted by the monitor, the second floor has reinforced concrete flooring; steel I-beams; and a wood ceiling. Original steel fire doors, elevator doors and paneled wood doors survive intact.

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

Historical Background

Established in 1944 by James Chadbourn Bolles, a Burlington, North Carolina, textile engineer and businessman, Chadbourn Hosiery Mills was among the nation's major hosiery producers in the second half of the 20th century. Bolles formed the company in Burlington and relocated the main mill to North Brevard Street in Charlotte in 1947. Charlotte architect, Herman V. Biberstein, son of noted textile mill designer, Richard C. Biberstein, was commissioned to design the new plant. The Art Moderne detailing— notably the clean-lined, cast stone west entrance (facing Brevard Street) and the streamlined east entrance (facing Davidson Street)—clearly set the mill apart from the older textile factories in the city and gave the firm a modern image to reflect its up-to-date hosiery (Wicker 2002; *Charlotte Observer* 4 April 1978).

In 1955, the company purchased the Gotham Hosiery Mill in Georgia and changed its name to Chadbourn-Gotham, Inc. That same year, Chadbourn formed a partnership with Burlington Industries to introduce innovative, stretch socks and stockings using nylon and other synthetic fibers developed during the wool and silk shortages of World War II. The new seamless stretch hosiery boosted the sale of ladies stockings from sixty million dozen in 1955 to over 90 million dozen in 1965. Chadbourn consequently prospered, expanding regionally as well as overseas to become one of the nation's top three hosiery manufacturers (Wicker 2002).

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

The production of hosiery was an important part of Charlotte's textile-related prosperity in the early 20th century and continued to flourish after World War II. By 1930, the city contained five hosiery mills, notably the 1927-1929 Nebel Knitting Mill (National Register) south of downtown, which at the time was the largest hosiery concern in the city. The industry thrived during the war, switching from silk stockings to nylon military supplies which replaced silk in the manufacturing of tents, rope and parachute material (Mattson and Pickens 1990; Ramsey 1999: 5).

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

Evaluation of Eligibility

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

With its Art Moderne architectural elements, the mill also has architectural significance as a stylish example of the postwar textile mill. The use of different construction methods to suit varying structural loads and industrial processes illustrates a postwar refinement of traditional textile mill design. The absence of windows along the major elevations further epitomized innovations in textile mill design of the period. In addition to improvements in industrial lighting, state-of-the-art air conditioning systems provided the cooling needed for offices and machinery as well as the humidity needed to control static and to prevent thread breakages in the knitting room. Such innovations, as exemplified in Chadbourn mill, stand in stark contrast to textile plants of the early 20th century. The design of earlier mills was dictated largely by the need for natural light and ventilation and the absence of environmental controls produced large amounts of lint waste which, in turn, increased the risk of fire.

The Chadbourn Hosiery Mills retains the seven aspects of integrity needed for eligibility including integrity of location, design, setting, materials, workmanship, feeling and association. The proposed National Register boundaries encompass the current tax parcel (4.66 acres) and are depicted in **Figure 10**.

Figure 9
Chadbourn Hosiery Mills
Site Plan



Source: Mecklenburg County Tax Map

Figure 10
Chadbourn Hosiery Mills
Proposed National Register Boundaries



Source: Mecklenburg County Tax Map



Plate 20. Chadbourn Hosiery Mills, Overall View, Looking Northeast Along North Brevard Street.



Plate 21. Chadbourn Hosiery Mills, Front (West) Elevation, Looking Northeast From North Brevard Street.



Plate 22. Chadbourn Hosiery Mills, Front (West) Elevation, Entrance.



Plate 23. Chadbourn Hosiery Mills, Side (North) Elevation, ca. 1960 Additions.



Plate 24. Chadbourn Hosiery Mills, Boiler House and Chimney Stack, Looking East.



Plate 25. Chadbourn Hosiery Mills, 1947 Mill, Rear (East) Elevation, and ca. 1960 Addition (on Right), Looking West.



Plate 26. Chadbourn Hosiery Mills, East Elevation, Entrance Detail.



Plate 27. Chadbourn Hosiery Mills, Interior, Knitting Room, First Floor.



Plate 28. Chadbourn Hosiery Mills, Interior, Knitting Room, Second Floor.



Plate 29. Chadbourn Hosiery Mills, Interior, Cloth Room.



Plate 30. Chadbourn Hosiery Mills, Interior, Office, Lobby Floor.

No. 35 North Charlotte Historic District (National Register 1990)

Loosely bounded by railroad tracks (west), Herrin Street (north), Spencer Street (east), and Charles Avenue (south)
Charlotte, Mecklenburg County

Summary of Eligibility (Plates 31-35)

The North Charlotte Historic District was nominated to the National Register in 1990 under Criterion A for industry and under Criterion C for architecture. The expansive historic district contains the city's largest concentration of intact cotton mills and mill housing related to the rise of textile manufacturing in the Piedmont. By the early 20th century, Charlotte and the surrounding region were at the vanguard of nation's booming, rail-oriented textile industry and by the 1920s, the southern Piedmont had become the leading center of textile production in the world (Glass 1992: 57-58; *Charlotte Observer*, 28 October 1928).

The historic district encompasses 155 acres and over 400 resources. The great majority of buildings date from between 1903 and ca. 1915, the period when the district's mills and mill villages took shape. Oriented to the former Southern Railway and North Davidson Street north of downtown, this area includes three early 20th century textile mills and their associated mill villages, a small business district and several other notable factories and institutions. Development began in 1903 when the Highland Park Manufacturing Company purchased 103 acres of land north of the city for the site of Highland Park No. 3 Mill (within the APE). The portion of the historic district within the APE also contains the Johnston Mill (1916, 1926), the Mecklenburg Mill (1905), the Johnston Family Memorial Young Men's Christian Association (YMCA) (ca. 1951), the Grinnell Manufacturing Company (ca. 1910, ca. 1950) and a compact commercial zone along North Davidson and East 36th streets.

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

Evaluation of Eligibility

The historic district displays the seven aspects of integrity needed to retain eligibility, including integrity of location, design, setting, materials, workmanship, feeling and association. The North Charlotte Historic District remains eligible under Criterion A for industry and under Criterion C for architecture. The National Register boundaries are illustrated in **Figure 11**.

Figure 11

North Charlotte Historic District
National Register Boundaries



Source: National Register of Historic Places Nomination



Plate 31. North Charlotte Historic District, Grinnell Manufacturing Company, Looking Northwest Along East 36th Street.



Plate 32. North Charlotte Historic District, Mecklenburg Mill, Looking North.



Plate 33. North Charlotte Historic District, Highland Park Manufacturing Company, No. 3 Mill, Looking Northeast.



Plate 34. North Charlotte Historic District, Johnston YMCA, Looking North From North Davidson Street.



Plate 35. North Charlotte Historic District, Hand Pharmacy and Commercial Buildings on North Davidson Street, Looking North.

49. Herrin Brothers Coal and Ice Company Complex
315 East 36th Street
Charlotte

Physical Description (Figure 12; Plates 36-41)

Herrin Brothers Coal and Ice Company Complex consists of a well-preserved complex of functional, frame, brick, metal and concrete block buildings historically associated with this small-scale, fuel and ice operation. Facing East 36th Street, the ca. 1929 ice house exemplifies the design and construction of ice houses during this period. The building is similar in its basic design to the surviving ice house at the Standard Ice and Fuel Company in Fourth Ward and the ice house at the now demolished West Side Ice and Fuel Company. The Herrin Brothers ice house is a one-story, seven-bay, metal-sheathed building with a wooden floor and sawdust insulation. The building rests on a brick foundation and has original, eight-over-eight light, double hung, wooden sash windows, a wooden loading door and an engaged end bay on the south side with a concrete block dock and entrance. Another concrete block dock and entrance are located on the north side. The ice house retains the original ammonia fed pipes and coils used to freeze water in covered pans under the floor.

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

Historical Background

Herrin Brothers Coal and Ice Company Complex has special significance as a rare, tangible reminder of the ice and coal businesses once located throughout Charlotte and other cities in the early 20th century. These companies played an essential commercial role in cities of this period, supplying ice and heating fuel to businesses and residences. As with Herrin Brothers, these facilities were sited alongside railroad lines that served growing urban residential and industrial zones and that afforded the convenient delivery of supplies and sufficient land for storage and buildings.

Now updated for the distribution of fuel oil, the Herrin Brothers property retains the original office, ice house and warehouses erected for the company's ice and coal operations. The city's earliest such operations received shipments of block ice from northern lakes. By the 1930s, however, Herrin Brothers and other ice companies produced their own ice using electric ammonia compression machines and stored the ice in ice houses. Coal was delivered by railroad and stored in the coal yard beside the tracks (Herrin 2008).

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

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

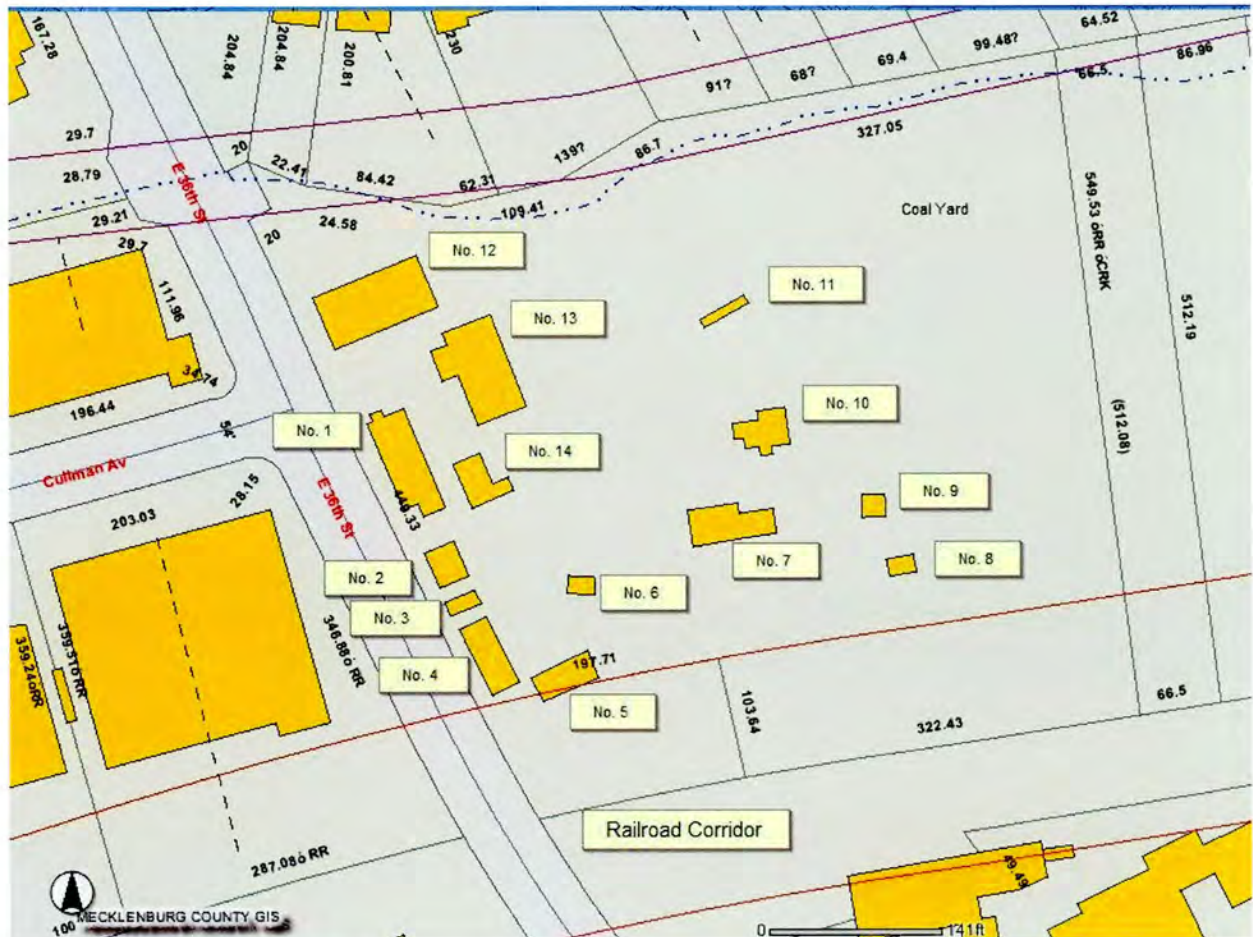
Evaluation of Eligibility

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

The coal and ice plant retains the seven aspects of integrity needed for eligibility including integrity of location, design, setting, materials, workmanship, feeling and association. Depicted on **Figure 13**, the proposed National Register boundaries encompass the current tax parcel of 6.82 acres.

Figure 12

Herrin Brothers Coal and Ice Company Complex
Site Plan



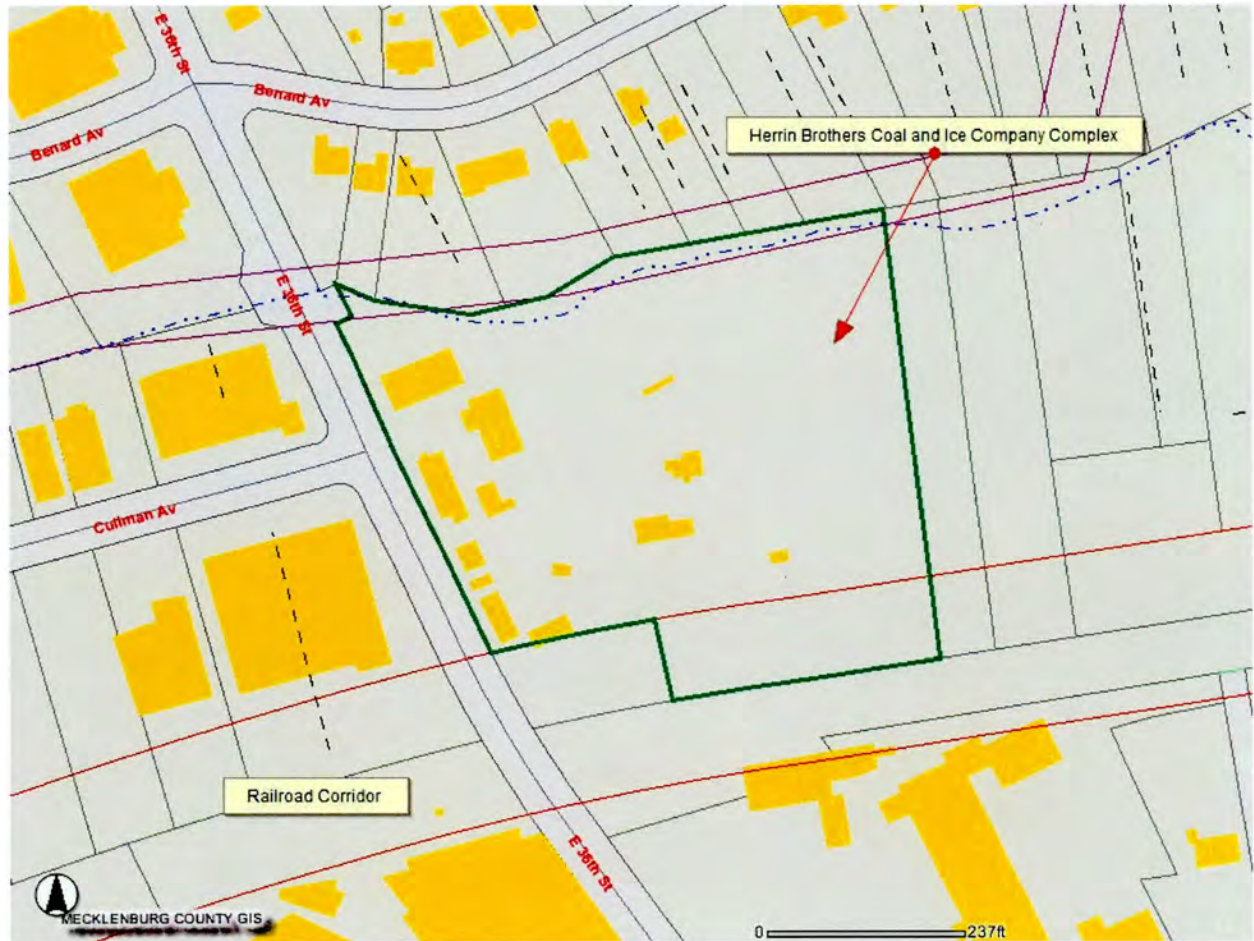
Key:

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

Source: Mecklenburg County Tax Map

Figure 13

**Herrin Brothers Coal and Ice Company Complex
Proposed National Register Boundaries**



Source: Mecklenburg County Tax Map



Plate 36. Herrin Brothers Coal and Ice Company Complex, Office (Right Foreground) and Ice House (Center), Looking North Along East 36th Street.



Plate 37. Herrin Brothers Coal and Ice Company Complex, Office (Right), Ice House (Left) and Oil Tank (Background), Looking Southeast.



Plate 38. Herrin Brothers Coal and Ice Company Complex, Office, Looking Northeast.



Plate 39. Herrin Brothers Coal and Ice Company Complex, Woodworking Shop/Garage, Looking North.



Plate 40. Herrin Brothers Coal and Ice Company Complex, Shed, Looking Southeast.



Plate 41. Herrin Brothers Coal and Ice Company Complex, Modern Ice House, Looking East.

No 70. Standard Chemical Products Plant

600 East Sugar Creek Road
Charlotte, Mecklenburg County

Physical Description (Figure 14; Plates 42-51)

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

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

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

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

Historical Background

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

Evaluation of Eligibility

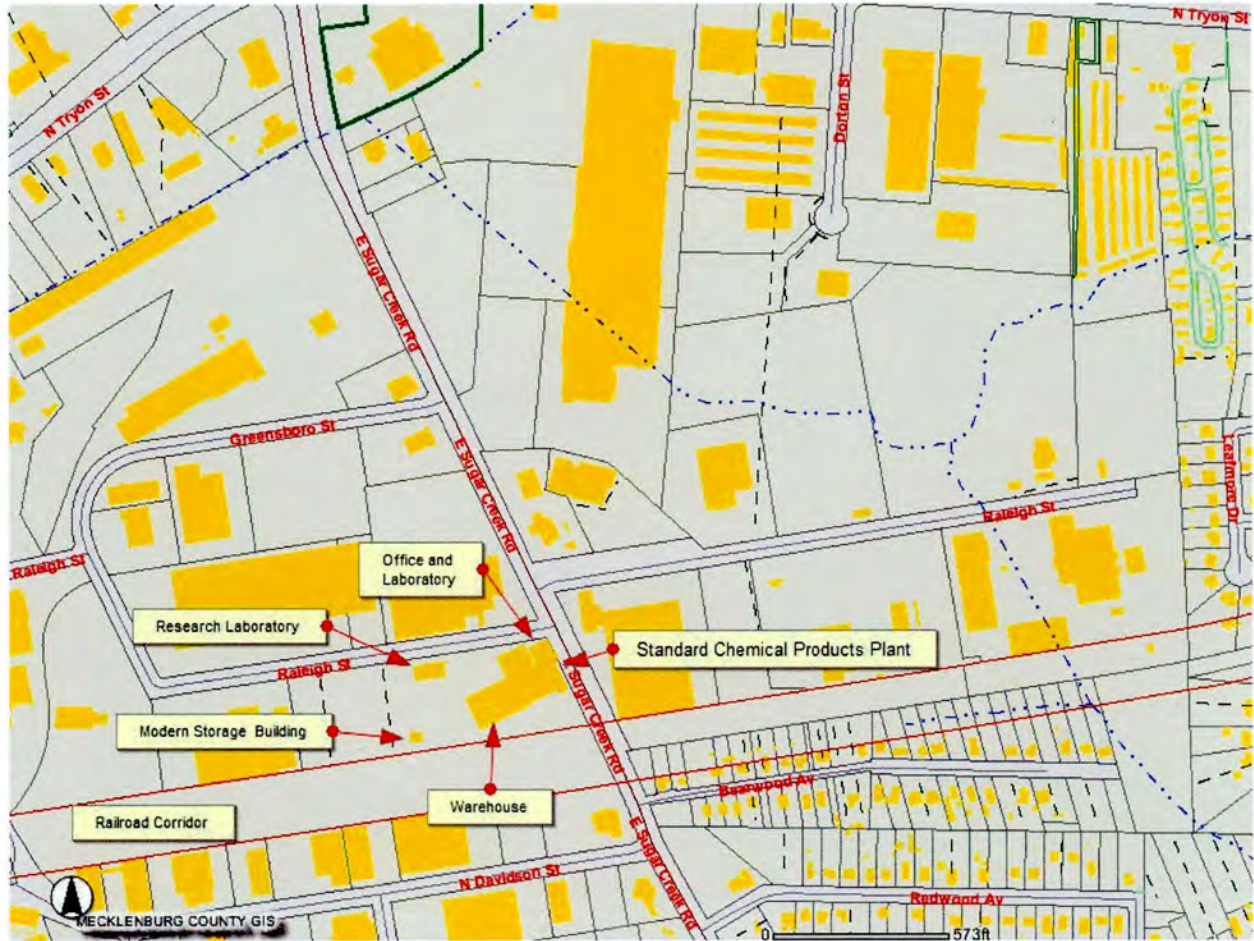
During a preliminary determination of eligibility, the Standard Chemical Products Plant was recommended for National Register eligibility under Criterion A for industry and under Criterion C for architecture. The North Carolina Historic Preservation Office concurred with this recommendation of eligibility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

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

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

Shown on **Figure 15**, the National Register boundaries for the Standard Chemical Products Plant are defined by the current tax parcel of 6.02 acres. The 1967 research lab and a smaller, metal storage building at the west end of the property are less than 50 years of age and are considered noncontributing resources.

Figure 14
Standard Chemical Products Plant
Site Plan



Source: Mecklenburg County Tax Map

Figure 15

Standard Chemical Products Plant
National Register Boundaries



Source: Mecklenburg County Tax Map



Plate 42. Standard Chemical Products Plant, Overall View, Looking Northwest Across Sugar Creek Road.



Plate 43. Standard Chemical Products Plant, Office, Front (East) Elevation, Looking North.



Plate 44. Standard Chemical Products Plant, Office and Laboratory, Front (East) Elevation, Looking Southwest.



Plate 45. Standard Chemical Products Plant, Side (North) Elevation, Looking South.



Plate 46. Standard Chemical Products Plant, Ramp Separating Office (Rear Elevation) and Warehouse, Looking North.



Plate 47. Standard Chemical Products Plant, Warehouse, South Elevation, Looking Northwest From Railroad Corridor.



Plate 48. Standard Chemical Products Plant, Rear Warehouse and Loading Docks, Looking South.



Plate 49. Standard Chemical Products Plant, Rear Warehouse and Loading Dock, North Elevation, Looking Southwest.



Plate 50. Standard Chemical Products Plant, Office, Interior.



Plate 51. Standard Chemical Products Plant, 1967 Research Laboratory, Looking South.

No. 71 Republic Steel Corporation Plant

601 Sugar Creek Road
Charlotte, Mecklenburg County

Physical Description (Figure 16; Plates 52-62)

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

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

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

Historical Background

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

Evaluation of Eligibility

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

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

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

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

The steel fabricating plant retains the seven aspects of integrity needed for eligibility including integrity of location, design, setting, materials, workmanship, feeling and association. The National Register boundaries encompass 12.41 acres (covering three tax parcels) on which are the main office and adjoining fabricating/warehousing plant and the two pipe fabricating buildings to the north. There are no noncontributing resources. The National Register boundaries are shown on **Figure 17**.

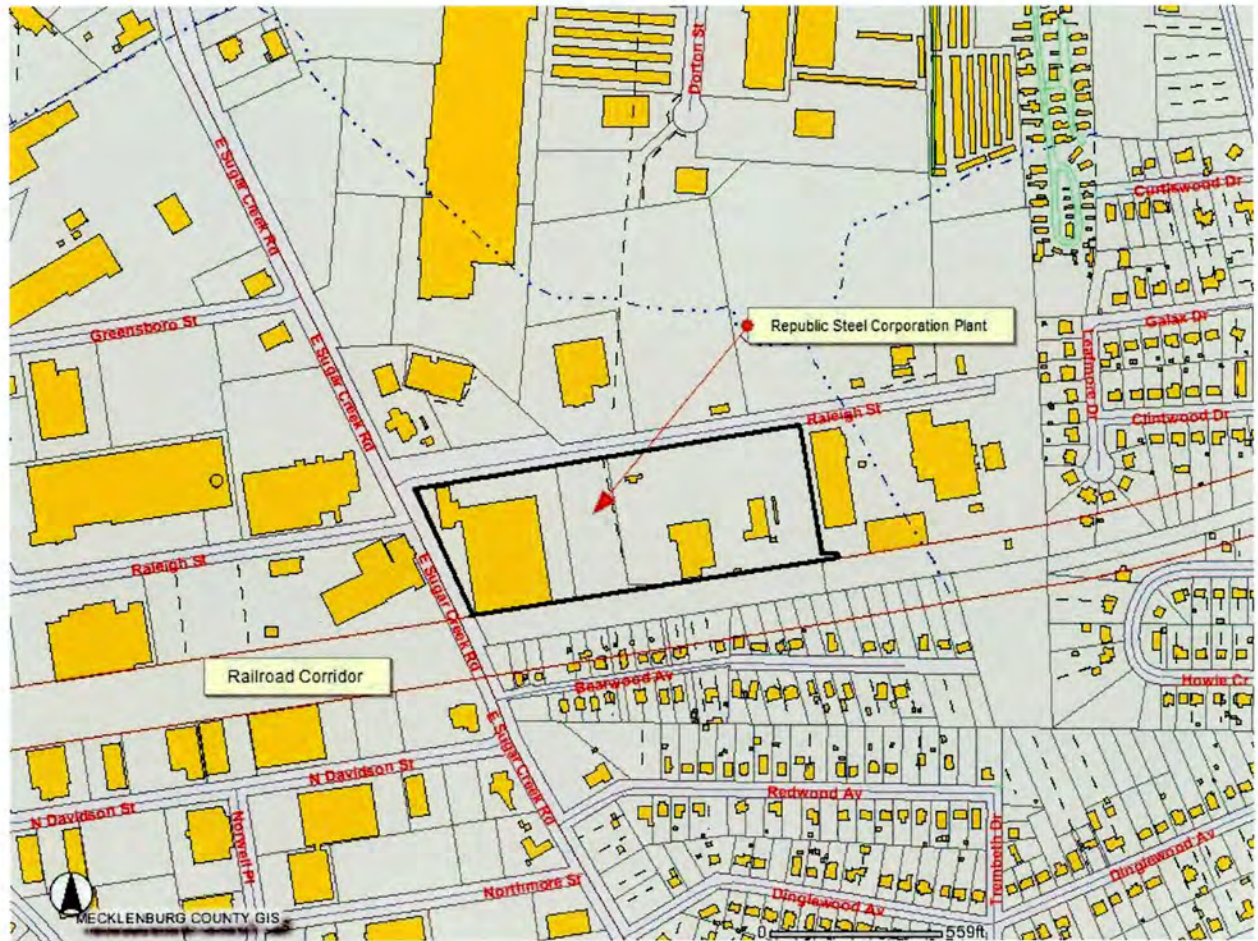
Figure 16
Republic Steel Corporation Plant
Site Plan



Source: Mecklenburg County Tax Map

Figure 17

Republic Steel Corporation Plant
National Register Boundaries



Source: Mecklenburg County Tax Map



Plate 52. Republic Steel Corporation Plant, Overall View, Looking North From Railroad Corridor.



Plate 53. Republic Steel Corporation Plant, Office and Warehouse, Looking Southeast From Sugar Creek Road.



Plate 54. Republic Steel Corporation Plant, Office and Lawn, Looking North.



Plate 55. Republic Steel Corporation Plant, Office Entrance, Looking East.



Plate 56. Republic Steel Corporation Plant, Office, South Elevation and Warehouse, West Elevation, Looking East.



Plate 57. Republic Steel Corporation Plant, Office, North Elevation, Looking South.



Plate 58. Republic Steel Corporation Plant, Fabricating and Warehousing Units, North Elevations, Looking Southeast.



Plate 59. Republic Steel Corporation Plant, Fabricating and Warehousing Units, North Elevation, Looking South.



Plate 60. Republic Steel Corporation Plant, Fabricating and Warehousing Units, South Elevation, Looking Northeast From Railroad Corridor.



Plate 61. Republic Steel Corporation Plant, Pipe Fabrication Building, North Elevation, Looking South.



Plate 62. Republic Steel Corporation Plant, Pipe Fabrication Building at North End of Tract, Looking Southeast.

No. 73 Park-n-Shop Supermart (Study List 2001)

4300 North Tryon Street
Charlotte, Mecklenburg County

No Surveyed only

Physical Description (Figure 18; Plates 63-67)

Oriented to the corner of Sugar Creek Road and North Tryon Street/US-29, the Park-n-Shop Supermart is surrounded on three sides by paved parking lots. A shopping center and its vast parking lot are situated behind the store.

The Park-n-Shop is housed in an expansive, low-slung, masonry building with a rectangular plan and a shallow-pitched, front gable roof. The defining feature of the building is the broad, engaged porte cochere that extends from the front elevation. Deep enough to accommodate cars and shoppers, the canopy is supported by a sweeping, arched and cantilevered system of laminated beams that in its horizontal emphasis and smooth, curvilinear form gives the porte cochere its distinctive modernist design.

Another signature feature of the building was the original, "Park-n-Shop" sign that rose from the roof. Each letter of the store name was found on a separate, round, back-lit sign mounted on an individual pole. Because of the below-grade site of the store, the sign appeared level with motorists passing by on North Tryon Street/US-29. The signs have been removed since the property was first surveyed in 2001, but the sign poles remain in place.

The store has stacked bond, concrete block walls that are exposed on the interior. The system of laminated beams used to support the porte cochere are repeated on the interior, leaving the interior uninterrupted by posts. The open retail space features original display and shelving fixtures as well as the original check-out stations.

Historical Background

This Park-n-Shop was built in the mid-1950s as the second in a small chain of local grocery stores that had its beginnings in 1946. In that year, founder, Charles Reid, opened his first store on Wilkinson Boulevard, but a fire destroyed the building in the mid-1950s. Reid rebuilt at a new location, also on Wilkinson Boulevard and the new store displayed some of the futuristic design elements that would be more fully expressed in his second store at 4300 North Tryon. The Park-n-Shop chain expanded in the Charlotte region and at its peak in the early 1970s had ten stores, all of which were located on major suburban thoroughfares. The recession of the 1970s was hard on small, independent chains and by 1980, there were only three Park-n-Shops remaining in the region. All the Park-n-Shops had been sold or closed ca. 2000 and the North Tryon location was purchased by Compare Foods in 2005. Of the four Charlotte stores, one (on South Boulevard) has been demolished, one (on East Independence Boulevard) has been remodeled and the original Wilkinson Boulevard store is now in poor condition. Only the North Tryon Park-n-Shop remains intact.

Built at a major intersection on the northern periphery of Charlotte, the Park-n-Shop epitomized suburban retail development after World War II. Nationwide, commercial construction boomed after the war in the wake of suburban residential development and both housing and retail were largely shaped by the predominance of car travel in the 1950s and 1960s. In Mecklenburg County alone, the number of registered drivers

quadrupled between 1945 and 1965. With its strategic location, its bold, eye-catching architecture, its convenient parking and indeed its name, the Park-n-Shop was clearly designed for customers arriving by car (Woodard and Wyatt 2001).

With the automobile orientation of the emerging suburbs, most of the new retail operations were situated in a linear fashion along major thoroughfares and highways. Stores were not only located well beyond center cities but were often situated en route to, but not within, residential neighborhoods. Before World War II, by contrast, grocery stores commonly occupied neighborhood corners, or other convenient locations, within walking distance of customers. For example, the largest chain in Charlotte in 1931, the Great Atlantic and Pacific Tea Company (A&P), operated 40 grocery stores, half of which were located within the four wards of downtown while the other 20 were situated in the ring of streetcar suburbs that encircled the center city. Unlike this earlier pattern, most postwar grocery stores, such as the Park-n-Shop, were located in exclusively commercial zones defined by heavily travelled, four lane highways (Charlotte City Directory, 1931).

Evaluation of Eligibility

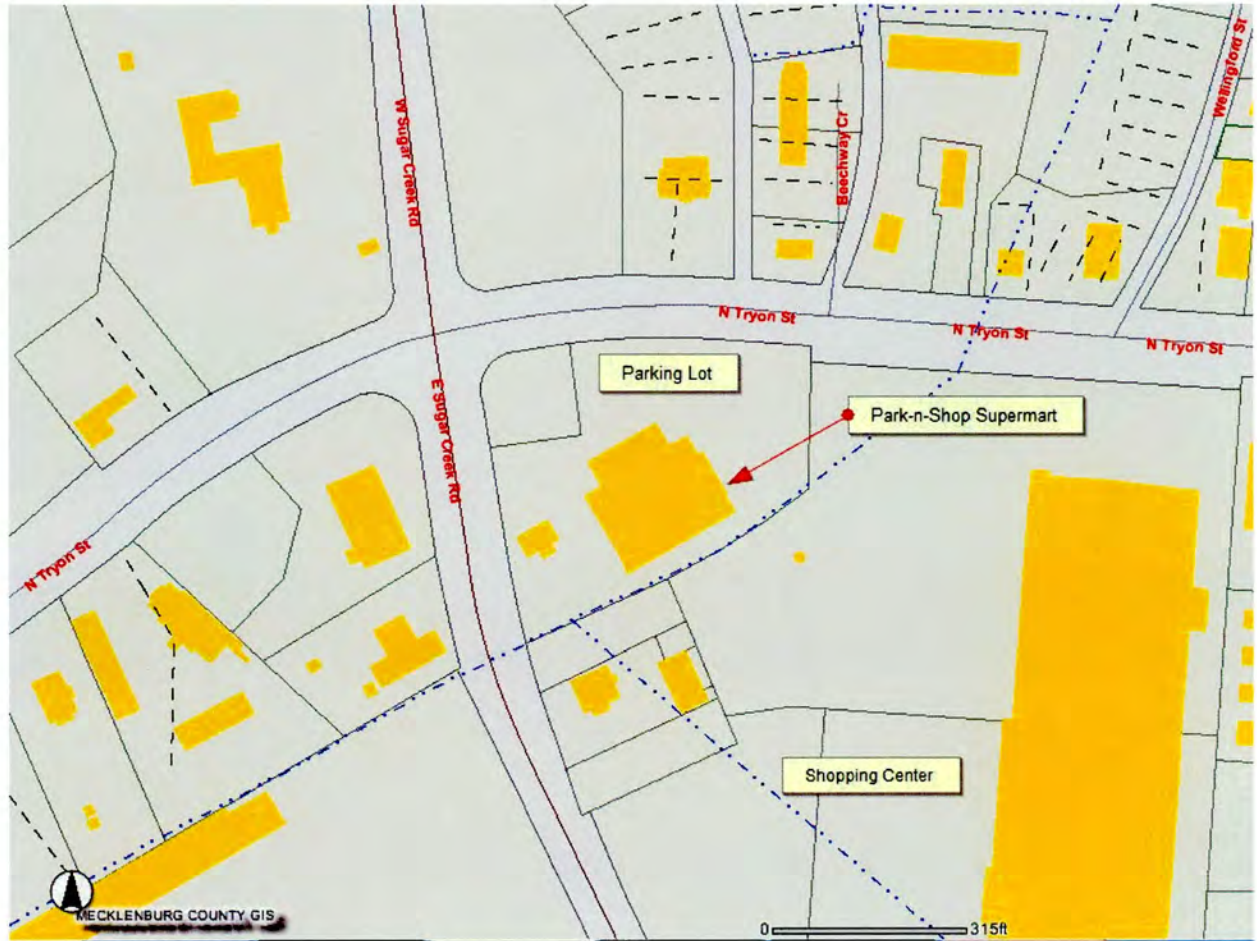
The Park-n-Shop Supermart was added to the Study List for National Register eligibility as a result of an architectural survey of post-World War II architecture in Charlotte (Woodard and Wyatt 2001). Although parts of the original signage have been removed since the 2001 survey, the Park-n-Shop retains much of its integrity and is recommended for National Register eligibility under Criterion A for commerce and under Criterion C for architecture. In its suburban location at a major intersection, the ca. 1955 Park-n-Shop Supermart epitomizes the automobile-oriented, suburban retail stores that appeared after World War II. In addition, the Park-n-Shop incorporated major elements of a common postwar retail building type, the detached supermart, (see Woodard and Wyatt 2001). The Park-n-Shop's horizontal emphasis, rectangular plan, open interior space, sweeping front canopy to shelter automobiles and shoppers and ample parking all typify these postwar trends. The futuristic, modernist design, with a sweeping canopy to draw motorists and project up-to-date appeal, illustrates well the popularity of modernism for postwar commercial development.

? No

The Park-n-Shop is well preserved and retains the seven aspects of integrity needed for eligibility including integrity of location, design, setting, materials, workmanship, feeling and association. Depicted on **Figure 19**, the proposed National Register boundaries encompass the current tax parcel (3.88 acres) on which the store and parking lot sit.

Figure 18

Park-n-Shop Supermart
Site Plan



Source: Mecklenburg County Tax Map

Figure 19

**Park-n-Shop Supermart
Proposed National Register Boundaries**



Source: Mecklenburg County Tax Map



Plate 63. Park-n-Shop Supermart, Overall View Across Parking Lot, Looking Southwest.



Plate 64. Park-n-Shop Supermart, Front (North) Elevation and Porte Cochere, Looking Southwest.



Plate 65. Park-n-Shop Supermart, Front (North) Elevation, Main Entrance.



Plate 66. Park-n-Shop Supermart, Porte Cochere, Looking North.



Plate 67. Park-n-Shop Supermart, Rear (South) Elevation, Looking Northwest.

No. 74 Elmore Trailer Sales Building and Trailer Park

not surveyed

4826 North Tryon Street
Charlotte, Mecklenburg County

Physical Description (Figure 20; Plates 68-79)

Opening ca. 1949, the well-preserved Elmore Trailer Sales and Trailer Park is an unusual and rare surviving example of postwar roadside architecture in Charlotte. The deep, relatively narrow lot encompasses a trailer sales and service complex fronting along North Tryon Street/US-29 behind which is the tree-shaded house and detached garage/apartment belonging to the Elmore family. South, to the rear, of the house is the tree-shaded trailer, or mobile home, park and at the southernmost end of the property is an area apparently set aside as a community garden. The trailer park is divided into narrow lots, many of which contain mature trees and other forms of informal landscaping arranged along two, connected roads.

Art Moderne

The centerpiece of the Elmore tract is the well-preserved sales and service building that reflects the influence of the International Style. The streamlined building has a smooth, stuccoed concrete block exterior, a bow truss roof hidden by a flat parapet and a flat, cantilevered canopy that, with the plate glass windows, curve around the canted corner to the side (west) elevation. The parapet, canopy and foundation are all trimmed in brick (now painted red), emphasizing the streamlined effect. The large, plate glass windows have steel sash while steel sash, casement and awning windows are found on the side elevations. The office entrance is a metal and glass door. The utilitarian rear sections of the building, originally used for repairing trailers, have exposed, concrete block walls with steel sash windows. The service areas contain original concrete floors and the exposed bow trusses. In the early 1950s, a service station had been added to the northeast corner of the existing sales building, but the service station no longer survives.

A small, detached ancillary sales office stands on the west side of the property. Contemporary with the main building, this small building has a brick exterior and pyramidal roof. Nearby is a freestanding service garage that is clad in corrugated metal.

The Elmore House is a substantial, frame, two-story, double-pile dwelling with a side gable roof, a shed-roofed side porch and a front gable entry porch. The house has been vinyl sided, but the four-over-one light, double hung, wooden sash windows are original. Contained within the residential setting is a two-story, concrete block and vinyl-sided garage/apartment. The building has a shed roof, a shed-roofed, entry porch to the upper level apartment and six-over-six light, double hung, wooden sash windows.

Behind the house is the trailer park which is arranged along two long roads. The main access road extends on the west side of the tract and terminates in a small loop at the rear of the property where there is access to the garden. The second road runs along the east side of the property and is reached from the main road by a short connector. At this junction is a concrete block, pyramidal-roofed utility building. The trailer park includes both movable and permanent trailers, many of which appear to date to the 1950s and 1960s. A number have added porches, small storage buildings and abundant, mature landscaping.

Historical Background

About 1949, H.W. Elmore opened his trailer sales business next to the trailer park he had opened the previous year. The roadside businesses reflected the emergence of US-29 (North Tryon Street/US-29) as an important north-south highway into Charlotte after World War II. The owner, H.W. Elmore, sold travel trailers and his streamlined sales and service building replicated the modern lines of the trailers themselves. The sales enterprise and adjacent park served the market of touring motorists pulling trailers, a trend that had begun in the 1920s and reemerged during the postwar boom. In addition, the business catered to those buying trailers for semi-permanent and permanent residences. By the late 1940s, this market skyrocketed nationwide as itinerant construction workers, returning GIs and working class families purchased trailers for long-term use. In 1947, trailer coach manufacturers built 60,000 units, setting an all-time production record. By 1948, according to one report, trailers supplied housing for 7 percent of the American population (Hurley 2001: 198-202).

In the 1960s, some of the compact, eight-foot wide trailers in the park were replaced with larger ten-foot and 16-foot models which became the industry standard for permanent mobile homes. Elmore's trailer dealership was subsequently replaced by a used car sales establishment which is still owned by his descendants. Today, the trailer park remains fully occupied on a tree shaded site behind the dealership.

*How many? **

*going by
615 footprint
the 1950s
trailers
are less
than 1/3*

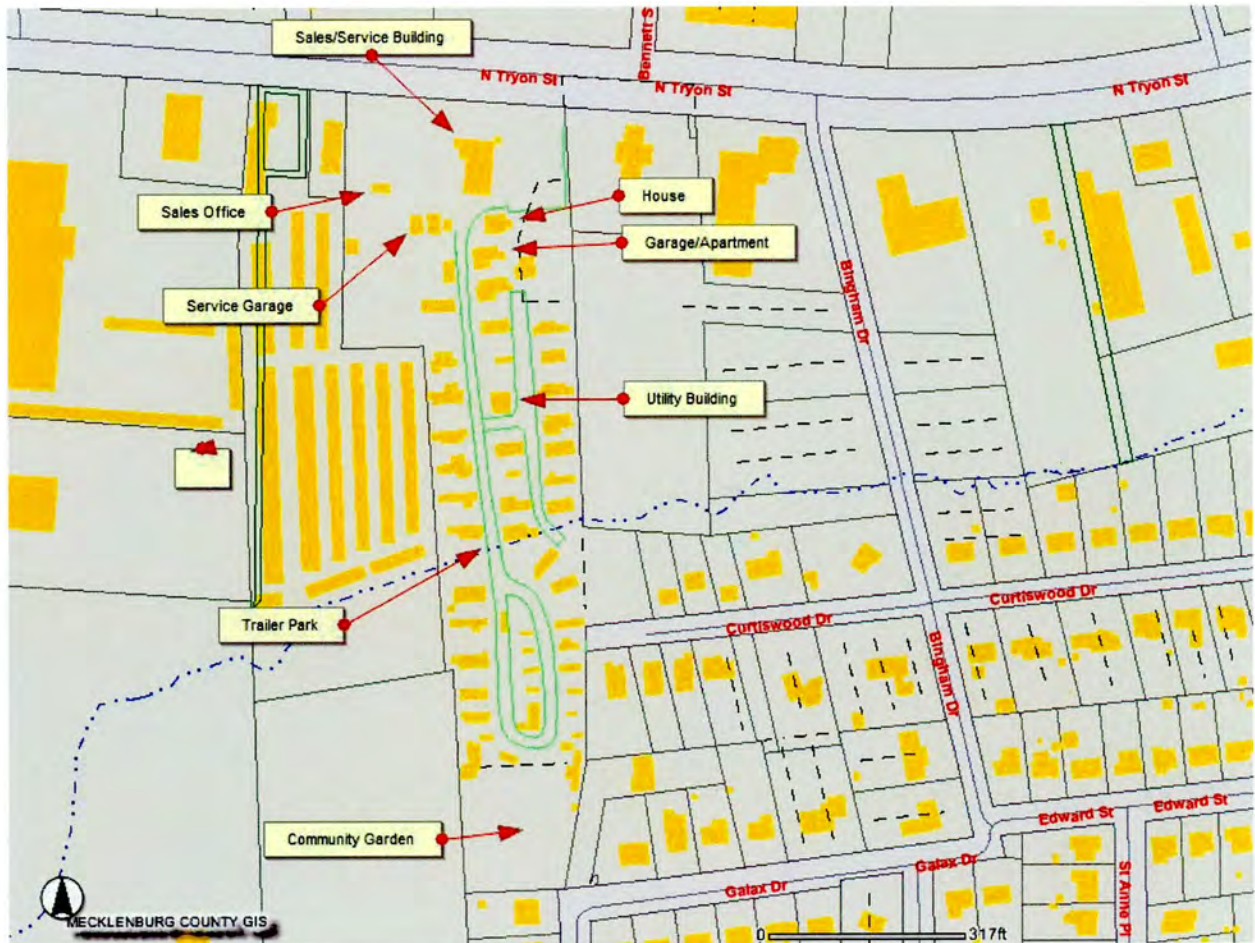
Evaluation of Eligibility

The Elmore Trailer Sales Building is considered eligible for the National Register under Criterion A for commerce and under Criterion C for architecture. The property is a rare surviving example of the post-World War II roadside businesses documented in the 2001 postwar architectural survey of Charlotte and is the only intact trailer park in Charlotte that dates to the period (Woodard and Wyatt 2001). Not only does the site retain a high degree of integrity, but the Elmore complex of trailer sales and services buildings, owner's residence, trailer park and community garden is a unique ensemble among the automobile-oriented architecture in Mecklenburg County. The tree-shaded setting enhances the significance of the property.

The property retains the seven aspects of integrity needed for eligibility including integrity of location, design, setting, materials, workmanship, feeling and association. The proposed National Register boundaries conform to the current tax parcel of 8.06 acres and encompass the main trailer sales and service complex, the Elmore family house and garage, the trailer park and the residents' garden. The recommended National Register boundaries are depicted in **Figure 21**.

Figure 20

Elmore Trailer Sales and Trailer Park
Site Plan



Source: Mecklenburg County Tax Map

Figure 21

**Elmore Trailer Sales and Trailer Park
Proposed National Register Boundaries**



Source: Mecklenburg County Tax Map



Plate 68. Elmore Trailer Sales and Trailer Park, Sales and Service Building, Looking Southwest.



Plate 69. Elmore Trailer Sales and Trailer Park, Sales and Service Building, Looking South.



Plate 70. Elmore Trailer Sales and Trailer Park, Sales and Service Building, Side (East) Elevation.



Plate 71. Elmore Trailer Sales and Trailer Park, Sales and Service Building, Interior, Service Area.

*Is this
bldg
demolished?*



Plate 72. Elmore Trailer Sales and Trailer Park, Sales and Service Building, Copy of ca. 1955 Aerial Photograph.



Plate 73. Elmore Trailer Sales and Trailer Park, Elmore House, Looking Southeast.



Plate 74. Elmore Trailer Sales and Trailer Park, Elmore House and Garage, Looking East.



Plate 75. Elmore Trailer Sales and Trailer Park, Sales Office, Looking West.



Plate 76. Elmore Trailer Sales and Trailer Park, Trailer Park, Looking South.



*If most
of the ones
looked like
this, then
I'd say yes.*

Plate 77. Elmore Trailer Sales and Trailer Park, Trailer Park, Looking Southeast.



Plate 78. Elmore Trailer Sales and Trailer Park, Trailer Park, Looking North.



Plate 79. Elmore Trailer Sales and Trailer Park, Trailer Park Utility Building, Looking East.

No. 86 General Motors Corporation Training Center

5500 North Tryon Street
Charlotte

Physical Description (Figure 22; Plates 80-89)

The remarkably well-preserved General Motors Training Center is a large, one-story, masonry facility with a flat roof and an irregular footprint formed by a front office, an adjacent auditorium to the west and a long classroom wing to the rear. The building is constructed primarily of concrete block with an orange brick veneer. Typical of suburban office development after World War II, the front office/lobby area is buffered from North Tryon Street/US-29 by a small, landscaped lawn. The wide, pebbledash walkway leading from the side parking lot to the main entrance is original.

The office section has modernist elements of design meant to promote the company's progressive image. Capped by a flat, cantilevered roof, the striking office/lobby wing features a façade of large, steel sash windows, an off-center entrance and gray, ashlar stone. Canted brick walls that create intersecting wall planes denote the main entrance, consisting of steel sash, double leaf, glass doors. The unadorned, orange brick wall immediately to the west of the entrance signifies service rooms associated with the auditorium. This wall originally included the name of the training center affixed to the brick in steel lettering, but the signage has been removed. The side and rear elevations of the classroom wing consist of unadorned, brick walls with concrete coping, banks of steel sash, awning windows (west side) and loading bays (now infilled on the east side).

The intact interior features a front lobby that appears to contain the original main counter and dropped, acoustic-tile ceiling with overhead lighting. A glass wall separates this reception space from a small, adjoining office to the east. The hallway leads from the rear of the lobby down the classroom wing. Classrooms line the east side of the corridor while a central cafeteria and adjacent kitchen, bathrooms and conference rooms open off the west side of the hall, occupying the center of the rear wing. The hallway has exposed, concrete block walls along the west side and large, steel sash windows above porcelain-enameled steel panels along cafeteria side. The hallway flooring is an innovative, rubberized tread that is original to the building. The product was developed for ease of maintenance and traction. The spacious auditorium on the building's northwest side has original wood paneling, acoustic tile ceiling, stage and light fixtures.

Historical Background

In 1954, General Motors Corporation established this sophisticated, regional training center on North Tryon Street/US-29. The suburban location at the northern periphery of the city was well suited for the new automotive facility. Sited on a primary north-south highway, the training center was also in proximity to large automobile and truck dealerships and repair shops. In a broader context, General Motors' choice of Charlotte for a training center reflected the city's position as a major, regional automotive and trucking hub. By the 1910s, Charlotte was becoming an important automotive distribution center with companies selling and shipping cars, trucks and parts throughout the Southeast. General Motors competitor, Ford Motor Company, had established a parts distribution business in Charlotte around 1915. The company soon constructed a large parts assembly plant that employed over 600 workers. In 1919, the regional manager of the Willys-Overland Car Company declared, "Charlotte is the second largest automobile

and accessories center in the South". (Atlanta was the first.) A 1928 article in the *Charlotte News* ranked the city "as one of the South's great automotive trade centers", employing one out of eight workers and producing \$100,000,000 of retail and wholesale trade annually. By the late 1930s, Chevrolet and Pontiac—divisions of General Motors—had opened regional headquarters in Charlotte (Hanchett 1998: 316, n. 8; *Charlotte Observer*, 25 January 1919; *Charlotte News*, 1 April 1928; *Charlotte City Directories 1935-1940*).

General Motors commissioned the architecture firm, Allen & Kelly, Architects/Engineers, of Indianapolis and New York to design the building, but little else is currently known about the history of this firm. The Charlotte training center was one of 17 such General Motors facilities nationwide and one of three in the Southeast. The other two in the region were located in Nashville, Tennessee, and Atlanta, Georgia. No other automobile company had a training center in Charlotte. Training centers served the company's dealerships, providing instruction and continuing education for automotive service technicians. They also offered workshops to community college automotive instructors. The General Motors Training Center on North Tryon operated until 2000 when it was relocated to the modern Central Piedmont Community College campus in Matthews, North Carolina. The building has been converted to a public charter high school (Charlotte City Directories 1956-2007; General Motors 2008).

Evaluation of Eligibility

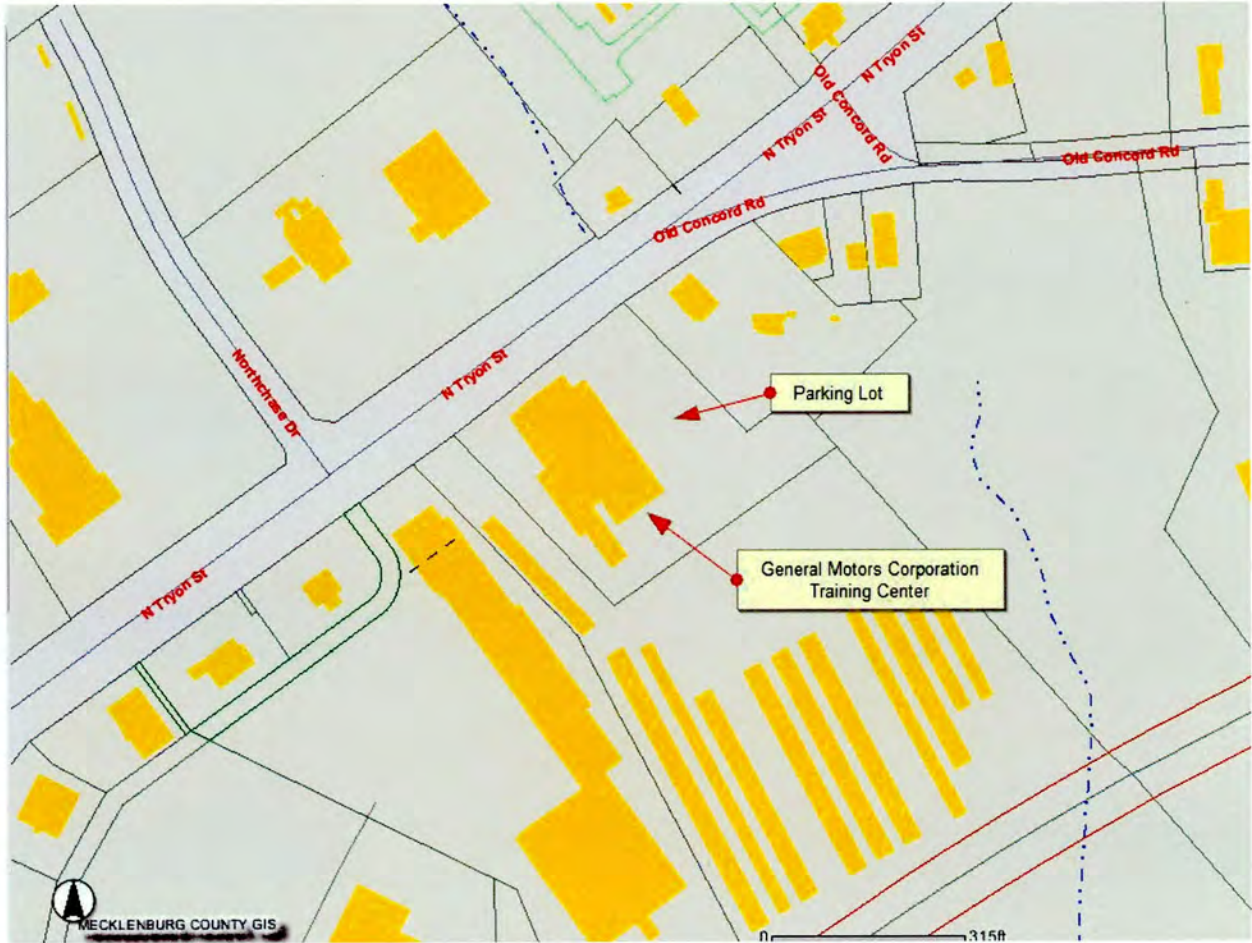
The General Motors Training Center is recommended as eligible for the National Register under Criterion A for commerce and Criterion C for architecture. The well-preserved automotive training facility illustrates the city's significant role as a regional automotive center in the early to mid-20th century. Exceptional railway and highway connections attracted motor car parts distributors and makers as well as the regional motor divisions of major automotive manufacturers. Both Chevrolet and Pontiac had had motor divisions in Charlotte since the 1930s. In addition, the city's prominence as a trucking hub drew truck dealerships selling and servicing General Motors vehicles. Thus, the General Motors Training Center reflects the significant and long-term presence of General Motors in Charlotte; the abundance of automobile and truck dealerships in and around the city that required well-trained staff; and the city's reputation as an automotive distribution hub.

The training center also has architectural importance as one of the city's fine, low-rise modernist buildings of the postwar era. This facility was one of two modernist buildings constructed within the APE on North Tryon Street/US-29 to serve specialized purposes. The other was the Truck Drivers Union (AFL No. 71) Hall (No. 76), located nearby at 5800 North Tryon Street. The union hall was significantly enlarged in 1968 and is not recommended for National Register eligibility. By contrast, the General Motors Training Center remains exceptionally well preserved with architectural interest and function expressed through the uses of materials and colors instead of deliberate surface embellishments. The building retains key elements of modernist office design including a front lawn to buffer the building from the street; large window walls framed in steel; and cantilevered and intersecting planes of glass, orange brick and gray ashlar stone.

The training facility is well preserved and retains the seven aspects of integrity needed for eligibility including integrity of location, design, setting, materials, workmanship,

feeling and association. Shown on **Figure 23**, the recommended National Register boundaries conform to the existing tax parcel (3.83 acres) which encompasses the building, its landscaped lawn and the adjacent parking lot.

Figure 22
General Motors Corporation Training Center
Site Plan



Source: Mecklenburg County Tax Map

Figure 23

**General Motors Corporation Training Center
Proposed National Register Boundaries**



Source: Mecklenburg County Tax Map



Plate 80. General Motors Corporation Training Center, Overall View, Looking South.



Plate 81. General Motors Corporation Training Center, Overall View, Office Façade (North Elevation), Looking Southeast.



Plate 82. General Motors Corporation Training Center, Office and Auditorium, Façade (North Elevation), Looking Northeast.



Plate 83. General Motors Corporation Training Center, Office, Façade (North Elevation), Looking Southwest.



Plate 84. General Motors Corporation Training Center, Classroom Wing, East Elevation, Looking Southwest.



Plate 85. General Motors Corporation Training Center, Rear (South) Elevation, Looking Northeast.



Plate 86. General Motors Corporation Training Center, Interior, Lobby.



Plate 87. General Motors Corporation Training Center, Interior, Cafeteria (Left), Corridor and Flooring, Looking Towards Front (North).



Plate 88. General Motors Corporation Training Center, Interior, Classroom.



Plate 89. General Motors Corporation Training Center, Interior, Auditorium.

No. 95 George Locke D.A.R. Memorial

North Tryon Street/US-29 Median at Intersection of Kemp Street/Reagan Drive
Charlotte

Physical Description (Plates 90-92)

This commemorative marker is an upright slab comprised of mortared fieldstones set on a concrete base. The north face of the marker has an inset bronze tablet inscribed, "Lieutenant Colonel George Locke, Killed by Tarleton's Dragoons, September 26, 1780". Mature junipers and ornamental grasses provide a setting for the marker which is now located within the grassy median of a divided section of North Tryon Street/US-29.

Historical Background

In 1911, the Mecklenburg Chapter of the Daughters of the American Revolution (D.A.R.) erected this rustic, fieldstone memorial to commemorate local Revolutionary War soldier, Lieutenant Colonel George Locke. Founded in 1890 and headquartered in Washington, D.C., the D.A.R. is a national women's service organization dedicated to historic preservation, education and patriotic endeavors. Members of the organization must trace their lineage to soldiers who served in the American Revolution. The Mecklenburg Chapter was founded on September 27, 1898 as the first D.A.R. chapter in North Carolina. There are 100 chapters in North Carolina today. The date of the Mecklenburg Chapter's inaugural meeting was selected to commemorate the anniversary of the Battle of Charlotte, fought on September 26, 1780 (D.A.R., Mecklenburg Chapter, Records, 1898-1993, University of North Carolina at Charlotte, Special Collections).

According to the D.A.R.'s national and state historians, there have been no published histories on the organization's national or statewide marker program. In Mecklenburg County, no formal inventory of existing D.A.R. markers has been conducted. However, it is known that beginning in the 1890s and continuing to the present day, the D.A.R. has erected commemorative markers across the nation. These memorials identify individuals and events important to the history of the county and the nation. The memorial program was particularly active in the early 20th century and in the years immediately following the two world wars. In recent decades, the D.A.R. has focused primarily on the marking of individual patriot graves (Smith 2008; Pope 2008; Layne 2008).

Between 1904 and 1948, the Mecklenburg Chapter of the D.A.R. erected 15 commemorative markers to identify individuals and events important to the history of the county and the nation. Two of these are known to have been lost or destroyed: the memorial commemorating the 1780 Battle of the Waxhaws, erected in 1941 on the plantation of Captain James Waughup, and the Revolutionary Wash Pot (date unknown), a Charlotte memorial to the 1780 battle (Layne 2008).

The monuments erected by the Mecklenburg Chapter are usually rustic creations, consisting of fieldstone or roughhewn granite shapes with inscribed bronze tablets. For example, the Mecklenburg Chapter's first marker was the pyramidal, fieldstone, President James K. Polk Memorial, erected in 1904 at the President James K. Polk Historic Site near Pineville. One exception to the predominantly rustic markers is the 1926 Camp Greene Memorial on Wilkinson Boulevard. Surrounded by an original iron fence the Camp Greene Memorial is a tall, granite monument with a classical, fluted column atop a square base (Smith 2008; Pope 2008; Layne 2008).

In 2002, the George Locke D.A.R. Memorial, which has a later concrete base, was relocated a short distance from its original site on the east side of North Tryon Street/US-29 to its present site in the grassy median. The move occurred in anticipation of planned highway improvements in this area (Smith 2008).

Evaluation of Eligibility

The George Locke D.A.R. Memorial is recommended eligible for the National Register under Criterion A for Recreation and Culture and under Criteria Consideration F: Commemorative Properties. The marker typifies the rustic memorials installed by the D.A.R.'s Mecklenburg Chapter and clearly illustrates the organization's local and nationwide movement in the late 19th and 20th centuries to honor America's historic figures and events, particularly those associated with the American Revolution.

Although moved a short distance, the marker remains near its original location and the memorial displays all other aspects of integrity including those of design, setting, materials, workmanship, feeling and association. The recommended National Register boundaries are defined by the marker and its immediate setting. The boundaries are shown on **Figure 24**.

Figure 24

**George Locke D.A.R. Memorial
Proposed National Register Boundaries**



Source: Mecklenburg County Tax Map



Plate 90. George Locke D.A.R. Memorial, Looking South From the Median on North Tryon Street/US-29.



Plate 91. George Locke D.A.R. Memorial, Profile View of Memorial, Looking Southwest.

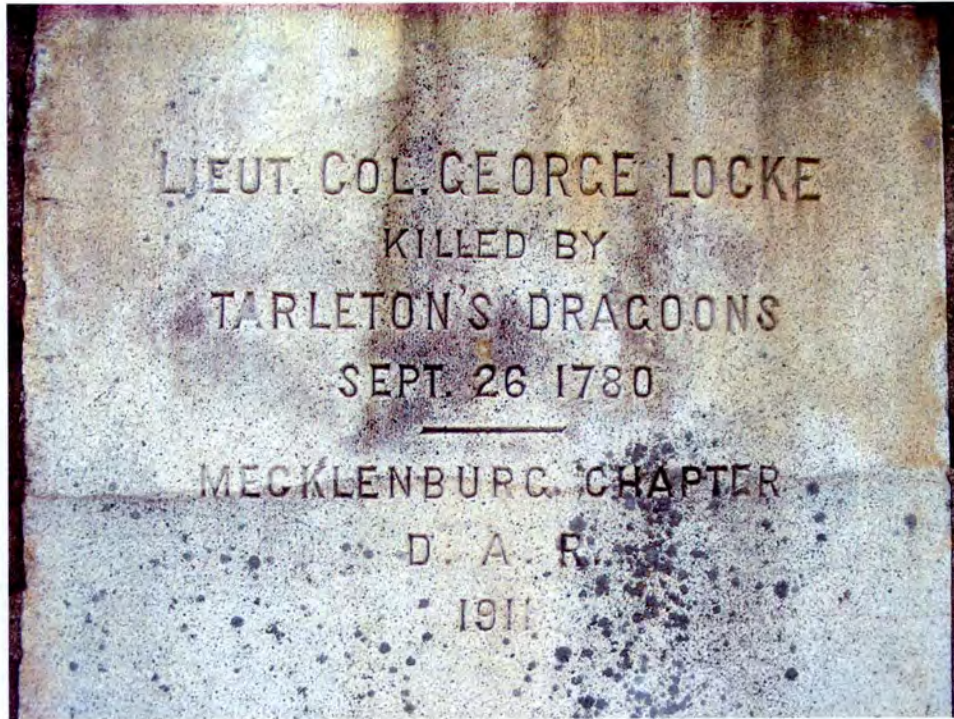


Plate 92. George Locke D.A.R. Memorial, Detail of Tablet Inscription.

No. 98 William T. Alexander House (National Register 2002; Local Historic Landmark 1976)

216 West Mallard Creek Church Road
Charlotte

Summary of Eligibility (Figure 25; Plates 93-94)

Listed in the National Register in 2002, the ca. 1825 William T. Alexander House is among the finest antebellum plantation houses remaining in Mecklenburg County. Built on a hill overlooking Mallard Creek, the two-story, double-pile dwelling is a handsome blend of Federal and Georgian architectural elements with a Flemish bond brick exterior, a granite ashlar foundation and both nine-over-nine and nine-over-six light windows. The house is one of Mecklenburg County's oldest remaining plantation seats and the earliest example of brick construction.

William Tasse Alexander (1802-1870) was born in 1802 and in 1819 he bought a 100-acre tract "lying on the headwaters of Mallard Creek". On the eve of the Civil War, Alexander had amassed nearly 1,000 acres of farmland on which his 33 slaves grew cotton as a cash crop. The farm remained in the Alexander family until 2000 although farming ended in the 1950s. In recent decades, the farmland was subdivided for residential and commercial development, but the house tract of 4.69 acres remained intact with the house and a detached garage/apartment that was built in 1936.

Evaluation of Eligibility

The William T. Alexander House is unchanged since its 2002 National Register listing and remains eligible under Criterion C for architecture. The Alexander house retains all seven aspects of integrity needed for eligibility including integrity of location, design, setting, materials, workmanship, feeling and association.

The National Register boundaries are depicted in **Figure 26**. The main house is the sole contributing resource and the garage, which postdates the period of significance, is noncontributing.

Figure 25

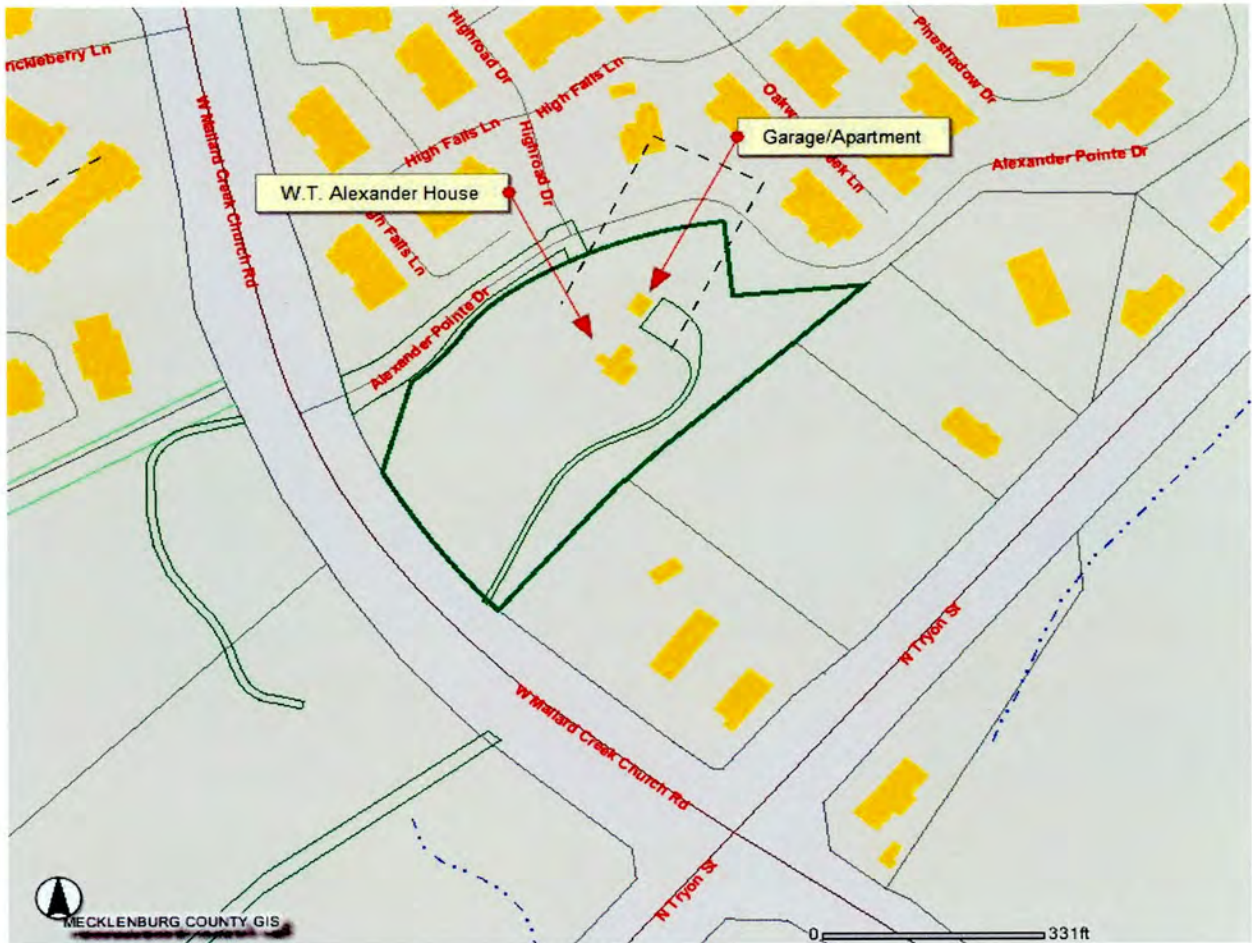
W.T. Alexander House
Site Plan



Source: Mecklenburg County Tax Map

Figure 26

**W.T. Alexander House
National Register Boundaries**



Source: Mecklenburg County Tax Map



Plate 93. W.T. Alexander House, House and Setting, Looking Northwest.



Plate 94. W.T. Alexander House, 1936 Garage/Apartment, Looking Northwest.

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APPENDIX A

Concurrence Form

Concurrence Letter: Determinations of Eligibility for Republic Steel Corporation Plant
and Standard Chemical Products Plant

Table: Surveyed Properties and Recommendations

Inventory List

Resource Photographs

Field Survey Maps

Concurrence Form

Concurrence Letter

Determinations of Eligibility
Republic Steel Corporation Plant
Standard Chemical Products Plant



North Carolina Department of Cultural Resources
State Historic Preservation Office

Peter B. Sandbeck, Administrator

Michael F. Easley, Governor
Lizabeth C. Erwin, Secretary
Jeffrey J. Crow, Deputy Secretary

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

June 17, 2008

Frances P. Alexander
Mattson, Alexander & Associates
2228 Winter Street
Charlotte, NC 28205

RE: Charlotte Area Transit System, LYNX Blue Line Extension, NE Corridor, Charlotte,
Mecklenburg County, ER 06-1957

Dear Ms. Alexander:

Thank you for your letter of May 9, 2008, transmitting the preliminary evaluations for two properties in the Area of Potential Effects for the above referenced undertaking. We have reviewed the preliminary evaluations and concur with the report's findings that the following properties are eligible for listing in the National Register of Historic Places under the criterion shown.

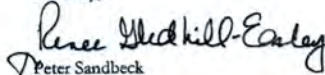
- Republic Steel Corporation Plant: Criteria A for industry and C for architecture, especially the work of J. N. Pease Associates.
- Standard Chemical Products Plant: Criteria A for industry and C for architecture, especially as a rare surviving example of the dyestuffs industry in the city.

The boundaries for both properties appear appropriate. We will look forward to a final report on the buildings.

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 919-807-6579. In all future communication concerning this project, please cite the above referenced tracking number.

Sincerely,


Peter Sandbeck

Location: 109 East Jones Street, Raleigh NC 27601 Mailing Address: 4617 Mail Service Center, Raleigh NC 27699-4617 Telephone/Fax: (919) 807-6570/807-6599

Table 1

**Summary Table
 Surveyed Resources and Recommendations
 (Keyed to Historic Resources Field Survey Maps)**

National Register—NR
 National Register Study List—SL
 Locally Designated Historic Landmark—LD
 Resources Recommended Eligible are Listed in **Bold**

Survey Number/Resource Name	Status	Recommendation
1. Philip Carey Company Warehouse	NR/LD	NR/LD
2. McNeil Paper Company Warehouse Complex	SL/LD	NR Eligible
3. Warehouse	None	Not Eligible
4. Orient Manufacturing Company /Chadwick-Hoskins No. 3	NR/LD	NR/LD
5. Merchants' Bonded Cotton Warehouse	None	Not Eligible
6. Storage Building	None	Not Eligible
7. Highland Park Manufacturing Company ^{mill} #1	None	Not Eligible
8. Stores	None	Not Eligible
9. House	None	Not Eligible
10. House	None	Not Eligible
11. House	None	Not Eligible
12. House	None	Not Eligible
13. House	None	Not Eligible
14. House	None	Not Eligible
15. Bethlehem Fire Baptist Holiness Church of God	None	Not Eligible
16. House	None	Not Eligible
17. Industrial Building	None	Not Eligible
18. Machine Shop Complex	None	Not Eligible
19. House	None	Not Eligible
20. House	None	Not Eligible
21. House	None	Not Eligible
22. Machine Shop	None	Not Eligible
23. House	None	Not Eligible
24. House	None	Not Eligible
25. House	None	Not Eligible
26. House	None	Not Eligible
27. Warehouse	None	Not Eligible
28. Machine Shop Complex	None	Not Eligible
29. Machine Shop	None	Not Eligible
30. Industrial Building	None	Not Eligible
31. House	None	Not Eligible

Table 1 (continued)

32.	Chadbourn Hosiery Mills	None	NR Eligible
33.	House	None	Not Eligible
34.	House	None	Not Eligible
35.	North Charlotte Historic District	NR	NR
36.	Parrish and Leonard Tire Company Warehouse	None	Not Eligible
37.	Industrial Building	None	Not Eligible
38.	Industrial Building	None	Not Eligible
39.	Industrial Building	None	Not Eligible
40.	Industrial Building	None	Not Eligible
41.	Industrial Building	None	Not Eligible
42.	Industrial Building	None	Not Eligible
43.	Industrial Building	None	Not Eligible
44.	Industrial Building	None	Not Eligible
45.	Industrial Building	None	Not Eligible
46.	Industrial Building	None	Not Eligible
47.	Industrial Building	None	Not Eligible
48.	Industrial Building	None	Not Eligible
49.	Herrin Brothers Coal and Ice Company Complex	None	NR Eligible
50.	Abernethy Lumber Company	None	Not Eligible
51.	House	None	Not Eligible
52.	House	None	Not Eligible
53.	House	None	Not Eligible
54.	Industrial Building	None	Not Eligible
55.	Industrial Building	None	Not Eligible
56.	Industrial Building	None	Not Eligible
57.	Industrial Building	None	Not Eligible
58.	Industrial Building	None	Not Eligible
59.	Industrial Building	None	Not Eligible
60.	Zion Primitive Baptist Church Cemetery	None	Not Eligible
61.	House	None	Not Eligible
62.	House	None	Not Eligible
63.	House	None	Not Eligible
64.	House	None	Not Eligible
65.	House	None	Not Eligible
66.	House	None	Not Eligible
67.	House	None	Not Eligible
68.	House	None	Not Eligible
69.	House	None	Not Eligible
70.	Standard Chemical Products Plant	DOE	DOE
71.	Republic Steel Corporation Plant	DOE	DOE
72.	Kaiser Fluid Technologies Plant	None	Not Eligible
73.	Park-n-Shop Supermart	SL	NR Eligible
74.	Elmore Trailer Sales and Trailer Park	None	NR Eligible

Table 1 (continued)

75.	Mobile Home Supply Building	None	Not Eligible
76.	Truck Drivers Union (AFL No. 71) Hall	None	Not Eligible
77.	House	None	Not Eligible
78.	House	None	Not Eligible
79.	House	None	Not Eligible
80.	House	None	Not Eligible
81.	House	None	Not Eligible
82.	House	None	Not Eligible
83.	House	None	Not Eligible
84.	House	None	Not Eligible
85.	House	None	Not Eligible
86.	General Motors Corporation Training Center	None	NR Eligible
87.	Queen City Texaco Service Station	None	Not Eligible
88.	House	None	Not Eligible
89.	Store	None	Not Eligible
90.	Commercial Building	None	Not Eligible
91.	Faulk Brothers Hardware Store	None	Not Eligible
92.	House	None	Not Eligible
93.	House	None	Not Eligible
94.	Casa Rancho Motel	None	Not Eligible
95.	George Locke D.A.R. Memorial	None	NR Eligible
96.	Gas Station	None	Not Eligible
97.	J-R Gas Station	None	Not Eligible
98.	W.T. Alexander House	NR/LD	NR/LD

Inventory List

Properties Not Eligible for Listing in the National Register/Intensive Level Evaluation Not Required

- ✓ 3. Warehouse
301 East Ninth Street
Charlotte

Built ca. 1940, this one-story, brick warehouse has altered windows and a remodeled main entrance to the office section facing East Ninth Street. The façade's east bay has been modified to accommodate a large window that now spans the original two window bays in this section. The building retains its original parapet and decorative, rusticated detailing that defines the bays on the front elevation. The warehouse does not have the architectural or historical significance necessary for National Register eligibility under any criterion.

- ✓ 5. Merchants' Bonded Cotton Warehouse
200 Wadsworth Place
Charlotte

Originally owned by the Seaboard Air Line Railway, this heavily altered, commercial cotton warehouse (1920s) has modern, metal siding that replaced the original wood walls between the brick firewalls. A mid-20th century addition is located on the north side. The building is now used for general warehousing by a moving and storage company and a prefabricated metal office was built on the northwest side in recent decades. The building does not have the architectural or historical significance to merit National Register eligibility under any criterion.

- ✓ 6. Storage Building
1101 North Brevard Street
Charlotte

Now substantially altered and deteriorated, this mid-20th century, double-pile, frame building was constructed on the site of Dunbar Memorial Methodist Church, a mission church for workers at the nearby Orient Manufacturing Company (Alpha Cotton Mills). The side gable building has brick chimney flues at the side and rear elevations and boarded over windows and loading doors. Sections of the weatherboarding are missing. The building does not have the architectural or historical significance needed for National Register eligibility under any criterion.

- ✓ 7. Highland Park Manufacturing Company
340 East 16th Street
Charlotte

Significantly modified by late 20th century additions and renovations, this textile plant began in 1892 as the Highland Park Manufacturing Company. Established by cotton mill investor, W.E. Holt, the plant opened as a gingham mill. By the early 1900s, the Highland Park Manufacturing

Company was operating a series of mills around Charlotte, notably Highland Park Mill No. 3, which survives intact in the North Charlotte National Register Historic District (within the APE). The original brick chimney stack and a section of the original, brick south wall remain. However, modern changes, including a major ca. 1980 addition on the east side facing Parkwood Avenue, have enveloped the early mill. Charlotte still contains a number of more intact cotton mills from the early textile boom period. This building does not retain sufficient integrity for National Register eligibility under any criterion.

8. Stores
220-226 Parkwood Avenue
Charlotte

Now heavily altered with infilled storefront windows and additions, this mid-20th century, one-story commercial building is constructed of concrete block and Roman brick. The stores do not have the architectural or historical significance needed for National Register eligibility under any criterion.

9. House
232 Parkwood Avenue
Charlotte

Dating to the early 20th century, this heavily altered, L-plan cottage has replacement vertical board siding and a modified porch with box piers on brick pedestals and a concrete deck. The house does not have the architectural or historical significance to merit National Register eligibility under any criterion.

10. House
330 Parkwood Avenue
Charlotte

Now altered with replacement windows, this 1920s hip-roofed cottage has weatherboard siding, a center gable and a hip-roofed porch supported by battered piers on brick pedestals. The dwelling has only marginal integrity and does not have the special architectural or historical significance to merit National Register eligibility under any criterion.

11. House
332 Parkwood Avenue
Charlotte

This 1920s, front-gable duplex has German siding, a hip-roofed porch and replacement windows. The house has only marginal integrity and does not have the architectural or historical significance for National Register eligibility under any criterion.

- ✓ 12. House
416 East 18th Street
Charlotte

Altered by replacement one-over-one windows, vinyl siding and a modern front porch, this ca. 1900, one-story, frame, hip-roofed cottage does not have the special architectural or historical significance for National Register eligibility under any criterion.

- ✓ 13. House
422 East 18th Street
Charlotte

This ca. 1900, one-story, frame cottage with twin front gables has been modified with replacement, one-over-one windows, aluminum siding and a modern, metal porch posts. The dwelling does not have the special architectural or historical significance needed for National Register eligibility under any criterion.

- ✓ 14. House
417 East 18th Street
Charlotte

Aluminum siding and replacement one-over-one windows have altered this one-story, side gable bungalow. The dwelling does not have the special architectural or historical significance to merit for National Register eligibility under any criterion.

- ✓ 15. Bethlehem Fire Baptist Holiness Church of God
421 East 18th Street
Charlotte

Built in the late 1940s, this one-story, brick-veneered, front-gable church has one-over-one windows, a double-leaf entrance capped by a transom and a front gable portico with classical columns and later vinyl siding. The church does not have the architectural or historical significance to merit National Register eligibility under any criterion.

- ✓ 16. House
429 East 18th Street
Charlotte

This ca. 1900, hip-roofed, double-pile cottage retains decorative gables, two-over-two windows and an Eastlake door. The front porch is supported by a mix of classical columns and replacement square piers. Modern windows are located on the rear bays. This dwelling does not have the special architectural or historical significance for National Register eligibility under any criterion.

- ✓ 17. Industrial Building
1702 North Brevard Street
Charlotte

This ca. 1945, one-story building has a utilitarian design with a brick exterior, a flat parapet over the main elevation and steel sash windows. Typical of small industrial and warehouse buildings of the postwar period, the building does not have the architectural or historical significance needed to warrant National Register eligibility under any criterion.

- ✓ 18. Machine Shop Complex
1706-1720 North Brevard Street
Charlotte

This small complex consists of two ca. 1955 machine shops and a related warehouse (1960s) at the north end of the tract. The one-story machine shops have brick veneers and matching, stuccoed facades treated with simple, Art Moderne-inspired features. The larger machine shop to the north includes a brick wing and roof monitor. Some of the windows on both shops have been infilled, but numerous steel sash windows punctuate the main elevations. The 1960s, brick veneered warehouse to the north is an unadorned, front-gable building. The complex does not have the architectural or historical significance needed for National Register eligibility under any criterion.

- ✓ 19. House
414 East 21st Street
Charlotte

This early 20th century, one-story, frame cottage has a hip-on-gable roof, weatherboard siding, four-over-four windows and a hip-roofed porch that was remodeled in the 1920s with battered piers resting on brick pedestals. The house does not have the architectural or historical significance to merit National Register eligibility under any criterion.

- ✓ 20. House
411 East 21st Street
Charlotte

Constructed after World War II, this one-story, frame dwelling has a side gable roof, German siding, six-over-six windows and an inset front porch. The house does not have the architectural or historical significance needed for National Register eligibility under any criterion.

21. House
415 East 21st Street
Charlotte

Now altered with replacement windows and vinyl siding, this one-story, frame, hip-roofed cottage dates to the early 20th century. The dwelling does not have the architectural or historical significance to warrant National Register eligibility under any criterion.

22. Machine Shop
1900 North Brevard Street
Charlotte

Constructed in the 1920s, as a machine shop this one-story industrial building has been converted to artists' studios. The exterior is covered in replacement asbestos shingles and corrugated metal. The building retains its original rectangular form with tall, steel sash windows and a stepped parapet over the entrance. The machine shop does not have the special architectural or historical significance needed for National Register eligibility under any criterion.

23. House
423 East 22nd Street
Charlotte

Capped by a slate shingled, hip roof, this two-story, two-bay, frame dwelling has replacement asbestos shingle siding and a wraparound porch with later, metal porch supports. The two-over-two windows are original. The house does not have the integrity or significance to warrant National Register eligibility under any criterion.

24. House
427 East 22nd Street
Charlotte

Asbestos shingles now cover this frame, cross gable cottage which retains its original two-over-two windows. Replacement square piers on brick pedestals now support the front porch. The dwelling does not have the integrity or significance to merit National Register eligibility under any criterion.

25. House
426 East 22nd Street
Charlotte

In poor condition, this ca. 1900, hip-roofed, L-plan cottage has replacement siding, both original two-over-two and later one-over-one windows and a later bungalow porch. The house lacks the integrity and significance needed for National Register eligibility under any criterion.

26. House
432 East 22nd Street
Charlotte

In deteriorated condition, this ca. 1900, hip-roofed, double-pile cottage has replacement siding, one-over-one windows and replacement porch posts. The house lacks the integrity and significance needed for National Register eligibility under any criterion.

27. Warehouse
2200 North Brevard Street
Charlotte

Built of concrete block, this ca. 1955, one-story warehouse has a stepped parapet over the façade and steel sash windows. The building does not have the architectural or historical significance needed for National Register eligibility under any criterion.

28. Machine Shop Complex
2214-2218 North Brevard Street
Charlotte

This ca. 1955 machine shop complex consists of two similar buildings each of which has multiple units. The one-story, brick veneered buildings have simple, utilitarian designs with square plans, flat roofs and one-bay, entry porches covered by metal roofs. The complex does not have the architectural or historical significance needed for National Register eligibility under any criterion.

29. Machine Shop
2228 North Brevard Street
Charlotte

Constructed of concrete block and brick, this ca. 1955 machine shop has a bow truss roof hidden by a parapet. Original steel sash windows and later replacement windows punctuate the elevations. The machine shop does not have the architectural or historical significance needed for National Register eligibility under any criterion.

30. Industrial Building
2414 North Brevard Street
Charlotte

Constructed ca. 1955, this brick-veneered industrial building is oriented to a railroad spur line that connects this property with the main Southern Railway line across Brevard Street. The building features a long, one-story façade with a flat parapet that marks the front office and a large industrial space with a bow truss roof to the rear. The functional design also includes steel sash windows and a recessed entry bay. The building does not have the architectural or historical significance to warrant National Register eligibility under any criterion.

31. House
2420 North Brevard Street
Charlotte

This frame, hip-roofed, double-pile cottage has replacement one-over-one windows and vinyl siding. A later addition is attached to the front elevation. The house lacks the architectural integrity to merit National Register eligibility under any criterion.

33. House
417 Charles Street
Charlotte

Constructed in the early 20th century, this frame mill house has a side gable roof and a shed-roofed porch with later metal posts. The horizontal sash windows and asbestos shingle siding are also later modifications. The house lacks the integrity needed for National Register eligibility under any criterion.

34. House
423 Charles Street
Charlotte

Similar in design to House No. 33, this mill house has a later picture window. The house does not have the special architectural or historical significance for National Register eligibility under any criterion.

36. Parrish and Leonard Tire Company Warehouse
300 East 36th Street
Charlotte

Built ca. 1955, this utilitarian, one-story, brick-veneered warehouse building has a rectangular plan and a flat roof. The office section on the east elevation has large, fixed light windows flanked by smaller, steel sash windows. Truck bays with loading doors line the long, north elevation along Cullman Street. The building is part of a small, planned industrial district that developed along Cullman Street during the 1950s near the industrial North Charlotte neighborhood (see Nos. 36-48). The building does not have the architectural or historical significance needed for National Register eligibility under any criterion.

37. Industrial Building
3214 Cullman Street
Charlotte

Constructed ca. 1955, this one-story, brick-veneered building has an irregular plan with truck loading bays and a loading dock on the north side facing Cullman Street. A flat-roofed, metal canopy shelters the entrance bays which are decorated with structural glass. The building now houses a printing and binding company. The building is part of a small industrial district that

developed along Cullman Street in the 1950s near the industrial North Charlotte neighborhood (see Nos. 36-48). The property does not have the architectural or historical significance needed for National Register eligibility under any criterion.

38. Industrial Building
3162 Cullman Street
Charlotte

This utilitarian industrial building is one of a collection of similar, small-scale industrial properties erected along Cullman Street in North Charlotte during the 1950s (see Nos. 36-48). These one-story, brick veneered structures have recessed front offices sheltered by flat-roofed porches and flanked by truck loading doors and docks. The open interiors allow for flexible production spaces. This example has a structural steel veneer on the main elevation to signify and embellish the office and main entry. The building does not have the architectural or historical significance necessary for National Register eligibility under any criterion.

39. Industrial Building
3144-3146 Cullman Street
Charlotte

This utilitarian industrial building is one of a collection of similar, small-scale industrial properties erected along Cullman Street in North Charlotte during the 1950s (see Nos. 36-48). These one-story, brick veneered structures have recessed front offices sheltered by flat-roofed porches and flanked by truck loading doors and docks. The open interiors allow for flexible production spaces. This example accommodates two units. The building does not have the architectural or historical significance necessary for National Register eligibility under any criterion.

40. Industrial Building
3124 Cullman Street
Charlotte

Painted white, this utilitarian building is one of a collection of similar, small-scale industrial properties erected along Cullman Street in North Charlotte during the 1950s (see Nos. 36-48). Most of these one-story, brick veneered structures have recessed front offices sheltered by flat-roofed porches and flanked by truck loading doors and docks. With this example, the original canopy and entry have been replaced by a large, central loading door and dock. The building does not have the architectural or historical significance or the architectural integrity to merit National Register eligibility under any criterion.

41. Industrial Building
3112-3114 Cullman Street
Charlotte

This utilitarian industrial building is one of a collection of similar, small-scale industrial properties erected along Cullman Street in North Charlotte during the 1950s (see Nos. 36-48). These one-

story, brick veneered structures have recessed front offices sheltered by flat-roofed porches and flanked by truck loading doors and docks. The open interiors allow for flexible production spaces. This example accommodates two units. The building does not have the architectural or historical significance necessary for National Register eligibility under any criterion.

- ✓ 42. Industrial Building
3108-3110 Cullman Street
Charlotte

This utilitarian industrial building is one of a collection of similar, small-scale industrial properties erected along Cullman Street in North Charlotte during the 1950s (see Nos. 36-48). These one-story, brick veneered structures have recessed front offices sheltered by flat-roofed porches and flanked by truck loading doors and docks. The open interiors allow for flexible production spaces. This example accommodates two units and a structural glass veneer highlights the center office bays and main entries. The building does not have the architectural or historical significance necessary for National Register eligibility under any criterion.

- ✓ 43. Industrial Building
3100 Cullman Street
Charlotte

This utilitarian industrial building is one of a collection of similar, small-scale industrial properties erected along Cullman Street in North Charlotte during the 1950s (see Nos. 36-48). These one-story, brick veneered structures have recessed front offices sheltered by flat-roofed porches and flanked by truck loading doors and docks. The open interiors allow for flexible production spaces. This example accommodates two units and the center office bays have replacement windows and siding. The building does not have the architectural or historical significance necessary for National Register eligibility under any criterion.

- ✓ 44. Industrial Building
3103 Cullman Street
Charlotte

This utilitarian industrial building is one of a collection of similar, small-scale industrial properties erected along Cullman Street in North Charlotte during the 1950s (see Nos. 36-48). This long, rectangular, flat-roofed building was built for multiple offices and light industrial use. The building has horizontal, steel sash windows and flat-roofed canopies over the entries on the blond brick façade. The building does not have the architectural or historical significance for National Register eligibility under any criterion.

- ✓ 45. Industrial Building
3115 Cullman Street
Charlotte

This utilitarian industrial building is one of a collection of similar, small-scale industrial properties erected along Cullman Street in North Charlotte during the 1950s (see Nos. 36-48). This one-story, three-bay, brick building now houses an electrical supply business. The building has horizontal, steel sash windows flanking the center entry, which is sheltered by a replacement porch. The property does not have the architectural or historical significance to merit National Register eligibility under any criterion.

- ✓ 46. Industrial Building
3211 Cullman Street
Charlotte

This utilitarian industrial building is one of a collection of similar, small-scale industrial properties erected along Cullman Street in North Charlotte during the 1950s (see Nos. 36-48). This ca. 1955, one-story, three-bay, brick building now houses a portable tool business. The building has horizontal, steel sash windows flanking the center entry. The property does not have the architectural or historical significance necessary for National Register eligibility under any criterion.

- ✓ 47. Industrial Building
3215 Cullman Street
Charlotte

This utilitarian industrial building is one of a collection of similar, small-scale industrial properties erected along Cullman Street in North Charlotte during the 1950s (see Nos. 36-48). Now vacant, this one-story, three-bay, brick building has boarded windows and doors. The property does not have the special architectural or historical significance necessary for National Register eligibility under any criterion.

- ✓ 48. Industrial Building
240 East 36th Street
Charlotte

This building faces East 36th Street at the east end of a collection of small, brick warehouses and industrial buildings built in the 1950s along Cullman Street (see Nos. 36-48). The building has a bow truss roof and banks of steel sash windows along the side elevations. A small, flat-roofed office projects from the southeast corner, facing East 36th Street. Sheltered by a flat-roofed canopy a truck loading door and dock are located on the west side. Now vacant, the building does not have the architectural or historical significance necessary for National Register eligibility under any criterion.

50. Abernethy Lumber Company
308 East Craighead Road
Charlotte

The Abernethy Lumber Company site includes a long, one-story, brick building that houses an office and warehouse, an open shed and a large, freestanding, metal-sided warehouse. The office building/warehouse appears to have been built in the 1950s and has steel sash windows and a stepped parapet that hides the bow truss roof. Loading docks are found along the side (south) and rear (west) elevations. To the south, near the railroad tracks, is the front gable, metal-sided storage building that appears to have been built in recent decades. The lumber yard lacks the significance necessary for National Register eligibility under any criterion.

51. House
3708 Philemon Avenue
Charlotte

This frame, front-gable mill house retains its German siding and four-over-four windows, but the shed-roofed porch has replacement piers and balustrade. The house lacks the architectural or historical significance needed for National Register eligibility under any criterion.

52. House
3712 Philemon Avenue
Charlotte, Mecklenburg County

The frame, front gable mill house has been altered with replacement one-over-one windows and a variety of exterior sidings. The hip-roofed porch has replacement posts and balustrades. The house lacks the integrity and significance needed for National Register eligibility under any criterion.

53. House
3740 Philemon Avenue
Charlotte

This ca. 1940, frame cottage has a side gable roof, German siding and six-over-six windows. The front gable porch is supported by lattice piers. The house lacks the architectural or historical significance needed for National Register eligibility under any criterion.

54. Industrial Building
3629 North Davidson Street
Charlotte

This light industrial building is one of a collection of similar, low-scale industrial and warehousing properties erected ca. 1960 along an extension of Davidson Street north of the North Charlotte textile mill district (see Nos. 54-59). These one-story, brick-veneered structures have front office

sections distinguished by restrained modernist detailing behind which are utilitarian warehouse spaces contained under bow truss roofs. Designed for truck shipping, these buildings all have wide driveways with truck loading bays along their side elevations. This example has a flat parapet with concrete coping, metal awning windows and at the southeast corner, a decorative brick entrance bay with a recessed doorway. The building does not have the architectural or historical significance necessary for National Register eligibility under any criterion.

- ✓ 55. Industrial Building
3701 North Davidson Street
Charlotte

This light industrial building is one of a collection of similar, low-scale industrial and warehousing properties erected ca. 1960 along an extension of Davidson Street north of the North Charlotte textile mill district (see Nos. 54-59). These one-story, brick-veneered structures have front office sections distinguished by restrained modernist detailing behind which are utilitarian warehouse spaces contained under bow truss roofs. Designed for truck shipping, these buildings all have wide driveways with truck loading bays along their side elevations. With this example, the office has a decorative brick façade capped by a flat parapet with concrete coping, metal awning windows and an entrance bay sheltered by a flat, metal canopy. The building does not have the architectural or historical significance necessary for National Register eligibility under any criterion.

- ✓ 56. Industrial Building
3713 North Davidson Street
Charlotte

This light industrial building is one of a collection of similar, low-scale industrial and warehousing properties erected ca. 1960 along an extension of Davidson Street north of the North Charlotte textile mill district (see Nos. 54-59). These one-story, brick-veneered structures have front office sections distinguished by restrained modernist detailing behind which are utilitarian warehouse spaces contained under bow truss roofs. Designed for truck shipping, these buildings all have wide driveways with truck loading bays along their side elevations. This example is larger than the others with an office building attached along its rear elevation to a large warehouse. The flat-roofed office has rows of brick stringcourses that give the building a horizontal emphasis as well as a boldly designed entrance with double leaf, glass doors flanked by metal sash side lights and capped by a heavy, flat canopy. The building does not have the architectural or historical significance necessary for National Register eligibility under any criterion.

- ✓ 57. Industrial Building
3725 North Davidson Street
Charlotte

This light industrial building is one of a collection of similar, low-scale industrial and warehousing properties erected ca. 1960 along an extension of Davidson Street north of the North Charlotte textile mill district (see Nos. 54-59). These one-story, brick-veneered structures have front office sections distinguished by restrained modernist detailing behind which are utilitarian warehouse

spaces contained under bow truss roofs. Designed for truck shipping, these buildings all have wide driveways with truck loading bays along their side elevations. This example has an L-plan office with a flat canopy and added piers and balustrade. The building does not have the architectural or historical significance necessary for National Register eligibility under any criterion.

- ✓ 58. Industrial Building
3801 North Davidson Street
Charlotte

This light industrial building is one of a collection of similar, low-scale industrial and warehousing properties erected ca. 1960 along an extension of Davidson Street north of the North Charlotte textile mill district (see Nos. 54-59). These one-story, brick-veneered structures have front office sections distinguished by restrained modernist detailing behind which are utilitarian warehouse spaces contained under bow truss roofs. Designed for truck shipping, these buildings all have wide driveways with truck loading bays along their side elevations. This example has a symmetrical façade with a recessed, central entrance and tall, narrow windows separated by full height, concrete pilasters. The building does not have the architectural or historical significance necessary for National Register eligibility under any criterion.

- ✓ 59. Industrial Building
3811 North Davidson Street
Charlotte

This light industrial building is one of a collection of similar, low-scale industrial and warehousing properties erected ca. 1960 along an extension of Davidson Street north of the North Charlotte textile mill district (see Nos. 54-59). These one-story, brick-veneered structures have front office sections distinguished by restrained modernist detailing behind which are utilitarian warehouse spaces contained under bow truss roofs. Designed for truck shipping, these buildings all have wide driveways with truck loading bays along their side elevations and this building also has a large truck bay opening directly onto North Davidson Street. This example also has a small office section at the southeast corner that is framed in concrete with recessed entrance and window bays. The building does not have the architectural or historical significance necessary for National Register eligibility under any criterion.

- ✓ 60. Zion Primitive Baptist Church Cemetery
827 East Sugar Creek Road
Charlotte

The modern, yellow-brick church was built in the early 1970s, but the property includes a small, African American cemetery. Situated just northwest of the church, the tree-shaded graveyard has an open, informal plan without any fence or wall enclosure. Most of the gravestones date from the early to the late 20th century although the 1895 gravestone of the founding minister of the church is extant. The east side of the property is wooded with fieldstones and periwinkle ground cover that may indicate other, unmarked graves. Mecklenburg County contains other African American cemeteries that have more numerous and varied headstones illustrating the

development of rural African American communities in the late 19th and early 20th centuries. This cemetery lacks the architectural or historical significance to merit National Register eligibility under any criterion.

61. House
3909 Bearwood Street
Charlotte

This modest, one-story, German-sided cottage has a side gable roof and three-bay façade. A shed-roofed canopy shelters the entry and a brick chimney flue is located on the south elevation. The house does not have the architectural or historical significance needed for National Register eligibility under any criterion.

62. House
3927 Bearwood Street
Charlotte

Erected in the mid-20th century, this one-story, frame cottage has vinyl siding and a low hip roof. A flat-roofed, metal canopy with decorative metal supports shelters the off-set front door. The house does not have the architectural or historical significance to merit National Register eligibility under any criterion.

63. House
3929 Bearwood Street
Charlotte

A hip roof caps this simple, frame, cottage that dates to the 1950s. Now in altered and deteriorated condition, the house has vinyl siding, replacement windows and a shed-roofed porch with slender, square posts. The house does not have the architectural integrity to merit National Register eligibility under any criterion.

64. House
4025 Bearwood Street
Charlotte

Erected ca. 1950, this frame, Cape Cod cottage has a central chimney and replacement siding, a portion of which is an imitation stone. The house also has replacement one-over-one windows. The house lacks the architectural integrity to warrant National Register eligibility under any criterion.

65. House
4131 Bearwood Street
Charlotte

This ca. 1950, double-pile cottage has a side gable roof, three-bay façade and eight-over-eight windows. The front doorway is sheltered by a corrugated metal canopy. The house does not have the architectural or historical significance to merit National Register eligibility under any criterion.

66. House
4112 Bearwood Street
Charlotte

This ca. 1950, L-plan dwelling is constructed of concrete block with metal siding under the cross gables. The front porch was later screened. A modern wood ramp ascends to the porch. The house does not have the architectural or historical significance to warrant National Register eligibility under any criterion.

67. House
4108 Bearwood Street
Charlotte

Erected ca. 1950, this concrete block, front gable cottage has a screened, hip-roofed porch and a center chimney flue. The house does not have the architectural or historical significance needed for National Register eligibility under any criterion.

68. House
3916 Bearwood Street
Charlotte

Dating to the mid-20th century, this side gable, single-pile cottage has a three-bay façade and a decorative center gable. There is a metal canopy over the center doorway and a rear shed extension. The broad, bracketed eaves suggest the Craftsman style, but the house has vinyl siding and replacement windows. The house does not have the integrity or significance to merit National Register eligibility under any criterion.

69. House
3914 Bearwood Street
Charlotte

This front-gable, frame bungalow has vinyl siding and original, four-over-one windows. The engaged porch is supported by classical columns. The dwelling does not have the integrity or significance to merit National Register eligibility under any criterion.

72. Kaiser Fluid Technologies Plant
530 East Sugar Creek Road
Charlotte

This sprawling, low-scale industrial complex exemplifies postwar industrial construction with the modernist detailing that embellishes the front office and the vast, windowless manufacturing and warehousing wings to the rear. The humidity and temperature controlled facility was built in the mid-1950s by a division of Kaiser Aviation to design and manufacture hydraulic and pneumatic valves and other components for military and commercial aircraft. The red brick office section has a flat parapet, decorative brickwork, steel sash, ribbon windows and a projecting entrance. By contrast, the rear manufacturing and warehouse wings are large, utilitarian buildings that originally had brick veneers but in recent decades have been covered in stucco. Because of this extensive alteration to much of the exterior, the facility is not recommended for National Register under any criterion.

75. Mobile Home Supply Company Building MK 2125
4926 North Tryon Street
Charlotte

Erected ca. 1950 for a mobile home supply business, this one-story, brick building has undergone remodeling. The original windows have been replaced with masonry infill and a portion of the south side of the building appears to be a later addition. The building retains its original streamlined corner and large, concrete block loading docks to the rear, but Mobile Home Supply no longer retains sufficient integrity for National Register eligibility under any criterion.

76. Truck Drivers Union (AFL No. 71) Hall
5000 5800 North Tryon Street
Charlotte

This union hall consists of an original, rectangular building (1958) and a large auditorium that was added in 1968 to the rear, giving the facility its current, L-shaped plan. With its geometric emphasis, the original two-story building displays elements characteristic of postwar modernism. The building has a flat roof, recessed and intersecting wall planes, exposed, steel I-beam supports and brick veneers laid in both running bond and a decorative, stacked bond. The principal elevation does not face North Tryon Street but rather faces a side street with an off-center entrance and both aluminum sash, ribbon windows and plate glass windows. The North Tryon Street elevation (north) is punctuated only by a simple, aluminum sash center bay with a glass door on the first floor and a fixed light window on the second. The rear (south) elevation repeats the exposed I-beams, stacked brick and stuccoed veneers and ribbon and plate glass windows. The interior survives largely intact with Terrazzo floors, an open, wood and metal staircase in the foyer, wood paneled offices and original light fixtures. The auditorium addition has a precast concrete roof, brick walls and a wood paneled foyer. Although the original building is a fine example of postwar modernism the large auditorium compromises the integrity of the building. This 1968 addition is almost double the size of the original building and does not meet the fifty-year guideline for National Register eligibility. Thus, the union hall is not recommended for National Register eligibility under any criterion.

- ✓ 77. House
5217 North Tryon Street
Charlotte

Now vacant, this simple, mid-20th century, brick cottage has a side gable roof and eight-over-eight windows. The front porch has square, wooden posts and is flanked by projecting, front gable bays. The house does not possess the historical or architectural significance needed for National Register eligibility under any criterion.

- ✓ 78. House
4337 Howie Circle
Charlotte

Built in the early 1950s, this frame, Cape Cod cottage survives largely intact. The house retains its weatherboard siding, eight-over-eight windows and a front gable, entry porch supported by box piers. The house lacks the significance to merit National Register eligibility under any criterion.

79. House
4329 Howie Circle
Charlotte

This 1950s, brick ranch house has a side gable roof, inset porch and a front exterior chimney. The eight-over-eight windows are original. The house lacks the architectural or historical significance to merit National Register eligibility under any criterion.

80. House
4321 Howie Circle
Charlotte

This ca. 1950, frame, side gable cottage has replacement windows and a front gable porch supported by replacement metal posts. The house lacks the integrity and significance to merit National Register eligibility under any criterion.

- ✓ 81. House
4315 Howie Circle
Charlotte

This 1950s, brick ranch house has a front gable bay that covers the entrance and a picture window. The other windows are original, horizontal sash. The house lacks the significance to warrant National Register eligibility under any criterion.

82. House
4307 Howie Circle
Charlotte

This postwar, frame cottage has a front gable roof, a three-bay façade, asphalt shingle siding, eight-over-eight windows and an entry porch supported by box piers. Although intact, the house lacks the architectural or historical significance needed for National Register eligibility under any criterion.

83. House
4235 Howie Circle
Charlotte

Built ca. 1950, the side gable, double-pile cottage has German siding, replacement windows and an entry porch that has been enclosed. The house does not possess the integrity or significance to warrant National Register eligibility under any criterion.

84. House
4215 Howie Circle
Charlotte

This postwar, frame, L-plan cottage retains its weatherboard siding and six-over-six windows, but the turned porch posts are replacements. The house lacks the architectural or historical significance to merit National Register eligibility under any criterion.

85. House
4201 Howie Circle
Charlotte

This 1950s, brick ranch house has an L-shaped plan and replacement windows. The house lacks the integrity and significance to merit National Register eligibility under any criterion.

87. Queen City Texaco Service Station
5636 North Tryon Street
Charlotte

Currently used as an automotive repair business, this Texaco Service Station was opened ca. 1950 at the strategic junction of two major roadways: North Tryon Street and Old Concord Road. Between the 1940s and 1950s, clean lined, modern stations with flat roofs, rectangular plans and porcelain-enameled steel veneers replaced earlier box and canopy filling stations. Postwar facilities included enlarged offices integrated with service bays where cars were repaired, batteries changed and tires fixed. Expanses of plate glass were used while ornamentation was stripped away to reflect the sleek International Style. Although the resource is a rare surviving example in Charlotte of this once popular national service station design, the property lacks the integrity needed for National Register eligibility under any criterion.

88. House
5800 Old Concord Road
Charlotte

This modest, frame bungalow has a clipped, side gable roof, German siding and original four-over-one windows. The front gable entry porch and the side porch are both supported by classical columns. Although intact, the house lacks the significance needed for National Register eligibility under any criterion.

89. Store
5716 North Tryon Street
Charlotte

Although domestic in its form, this two-story, double-pile building was probably built ca. 1940 as a commercial building. The building has a hip roof, concrete block exterior and storefront windows that flank a central entrance. The upper story windows are now infilled. The building has marginal integrity and lacks the historical or architectural significance to warrant National Register eligibility under any criterion.

90. Commercial Building
5740 North Tryon Street
Charlotte

This small, postwar commercial building has a brick exterior, a flat parapet and a flat, metal canopy that shelters the three-bay façade. The building lacks the architectural or historical significance to merit National Register eligibility under any criterion.

91. Faulk Brothers Hardware Store
5744 North Tryon Street
Charlotte

Built after World War II, this one-story retail store has a concrete block exterior and a flat roof that extends to form a porch over the front elevation. The central entrance is flanked by metal sash, plate glass windows. The store lacks the architectural or historical significance to merit National Register eligibility under any criterion.

92. House
5541 North Tryon Street
Charlotte

This one and one-half story, frame, side gable dwelling has been heavily altered for commercial use. Although the exterior end chimney and six-over-six windows on the upper floor remain, the façade has been remodeled with a masonry addition to the first story that obscures the original

windows. The house lacks the integrity and significance needed for National Register eligibility under any criterion.

93. House
443 Dawn Circle
Charlotte

This postwar, front gable, frame bungalow has a front gable porch supported by square piers and horizontal sash windows. A ramp for handicapped access has been added to the front. The house lacks the significance needed for National Register eligibility under any criterion.

94. Casa Rancho Motel (Holiday Motel)
6001 North Tryon Street
Charlotte

Built ca. 1945 as the Casa Rancho Motel, this motor court was extensively remodeled in the 1960s. As depicted in a 1945 promotional postcard, the original building was a linear structure with eight connected rooms under a long, side gable roof. The motel was constructed of concrete block, which was painted white, and had steel sash windows. It was subsequently doubled in size to create a much longer, rectangular motel with 16 suites. Finally, the north wing was added, giving the motel its existing, L-shaped, courtyard configuration. With the expansions the present permastone veneer was added, a center office bay was constructed and plate glass windows were added to the north wing. Now named the Holiday Motel, the property also includes a modern roadside sign. Because of these changes to the original design, this motel has lost most of its integrity and is not considered eligible for the National Register under any criterion.

96. Gas Station
7140 North Tryon Street
Charlotte

This former gas station was built in the early 1950s. The station exhibits the same basic oblong box design and porcelain-enamel steel veneer displayed by the Queen City Texaco Service Station (No. 87). However, this version is smaller and even less intact. Sections of the original veneer are missing and the east side is exposed concrete block instead of porcelain enamel. Sections of the office windows and glass roll-up doors on the two service bays are now boarded over and the pump island and canopy are gone. Because of these changes, this gas station has lost most of its integrity and is not considered eligible under any criterion.

97. J-R Gas Station
7649 North Tryon Street
Charlotte

Constructed in the late 1950s, this gas station design consists of a one-bay, canted box with a glass and concrete block façade. The basic design was especially popular among small,

independent retailers who required only small offices, storage rooms and restrooms. Now vacant, this station has an altered front door and no longer retains its original signage. The gas station no longer has the integrity to merit National Register eligibility under any criterion.



Warehouse (No. 3).



Warehouse (No. 3).



Warehouse (No. 3), Rear Elevation.



Merchants' Bonded Cotton Warehouse (No. 5).



Merchants' Bonded Cotton Warehouse (No. 5).



Merchants' Bonded Cotton Warehouse (No. 5).



Storage Building (No. 6).



Storage Building (No. 6).



Highland Park Manufacturing Company (No. 7), 16th Street Elevation.

NE elev.



Highland Park Manufacturing Company (No. 7), Smokestack and Sections of Original South Elevation.

SW corner



Highland Park Manufacturing Company (No. 7), Altered South Elevation.

SW elev.



Stores (No. 8).



Stores (No. 8).



Stores (No. 8).



Stores (No. 8).



House (No. 9).



House (No. 10).



House (No. 11).



House (No. 12)



House (No. 13).



House (No. 14).



Bethlehem Fire Baptist Holiness Church of God (No. 15).



House (No. 16).



Industrial Building (No. 17).



Machine Shop Complex (No. 18).



Machine Shop Complex (No. 18).



Machine Shop Complex (No. 18).



Machine Shop Complex (No. 18).



Machine Shop Complex (No. 18), 1960s Warehouse.



House (No. 19).



House (No. 20).



House (No. 21).



Machine Shop (No. 22).



House (No. 23).



House (No. 23).



House (No. 24).



House (No. 25).



House (No. 26).



House (No. 26).



Warehouse (No. 27).



Machine Shop Complex (No. 28).



Machine Shop Complex (No. 28).



Machine Shop (No. 29).



Machine Shop (No. 29).



Industrial Building (No. 30).



Industrial Building (No. 30), Side (South) Elevation Along Spur Line.



House (No. 31).



House (No. 33).



House (No. 34).



Parrish and Leonard Tire Company Warehouse (No. 36).



Industrial Building (No. 37).



Industrial Building (No. 38).



Industrial Building (No. 39).



Industrial Building (No. 40).



Industrial Building (No. 41).



Industrial Building (No. 42).



Industrial Building (No. 43).



Industrial Building (No. 44).



Industrial Building (No. 45).



Industrial Building (No. 46).



Industrial Building (No. 47).



Industrial Building (No. 48).



Industrial Building (No. 48), Rear (West) and Side (South) Elevations.



Abernethy Lumber Company (No. 50), Office.



Abernethy Lumber Company (No. 50), Warehouse.



House (No. 51).



House (No. 52).



House (No. 53).



Industrial Building (No. 54).



Industrial Building (No. 55).



Industrial Building (No. 56).



Industrial Building (No. 56), Entrance Detail.



Industrial Building (No. 57), Front (South) and Side (West) Elevations.



Industrial Building (No. 57), Front Elevation.



Industrial Building (No. 58).



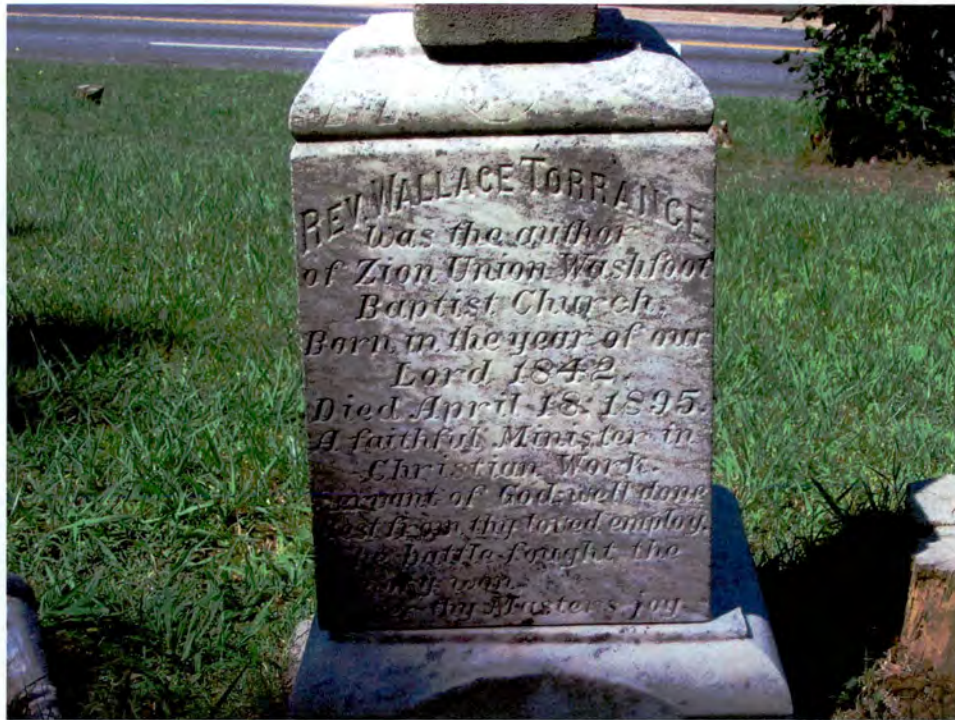
Industrial Building (No. 59).



Zion Primitive Baptist Church Cemetery (No. 60).



Zion Primitive Baptist Church Cemetery (No. 60).



Zion Primitive Baptist Church Cemetery (No. 60), 1895 Grave Marker for Rev. Wallace Torrance, Founder of the Zion Union Washfont Baptist Church).



Zion Primitive Baptist Church Cemetery (No. 60), Gravestone on East Side of Church.



House (No. 61).



House (No. 62).



House (No. 63).



House (No. 64).



House (No. 65).



House (No. 66).



House (No. 67).



House (No. 68).



House (No. 69).



Kaiser Fluid Technologies Company Plant (No. 72).



Kaiser Fluid Technologies Company Plant (No. 72), Front (East) Elevation of Office Section.



Kaiser Fluid Technologies Company Plant (No. 72), Main Entrance.



Kaiser Fluid Technologies Company Plant (No. 72), Side (North) Elevation.



Kaiser Fluid Technologies Company Plant (No. 72), Rear Warehouse, Looking South.



Kaiser Fluid Technologies Company Building (No. 72), Rear Manufacturing and Warehousing Wings, Looking Northwest.



Kaiser Fluid Technologies Company Building (No. 72), Rear Warehouse, Detail of Stucco Covering Original Brick Veneer.



Mobile Home Supply Company Building (No. 75), Storefront Windows Infilled with Concrete Block and Glass Block.



Mobile Home Supply Company Building (No. 75).



Mobile Home Supply Company Building (No. 75).



Truck Drivers Union (AFL No. 71) Hall (No. 76), Principal (West) Elevation, Looking South.



Truck Drivers Union (AFL No. 71) Hall (No. 76), North Elevation, Looking South.



Truck Drivers Union (AFL No. 71) Hall (No. 76), East Elevation, Looking West, Auditorium Addition on Left.



Truck Drivers Union (AFL No. 71) Hall (No. 76), Auditorium Addition,
West Elevation, Looking North.



Truck Drivers Union (AFL No. 71) Hall (No. 76), Auditorium Addition, North
and East Elevations, Looking West.



Truck Drivers Union (AFL No. 71) Hall (No. 76), Interior, Staircase.



Truck Drivers Union (AFL No. 71) Hall (No. 76), Interior, Offices.



Truck Drivers Union (AFL No. 71) Hall (No. 76), Interior, Auditorium Addition.



House (No. 77).



House (No. 78).



House (No. 79).



House (No. 80).



House (No. 81).



House (No. 82).



House (No. 83).



House (No. 84).



House (No. 85).



Queen City Texaco Service Station (No. 87).



Queen City Texaco Service Station (No. 87).



House (No. 88).



Store (No. 89).



Commercial Building (No. 90).



Faulk Brothers Hardware Store (No. 91).



House (No. 92).



House (No. 93).



Casa Rancho Motel (No. 94).



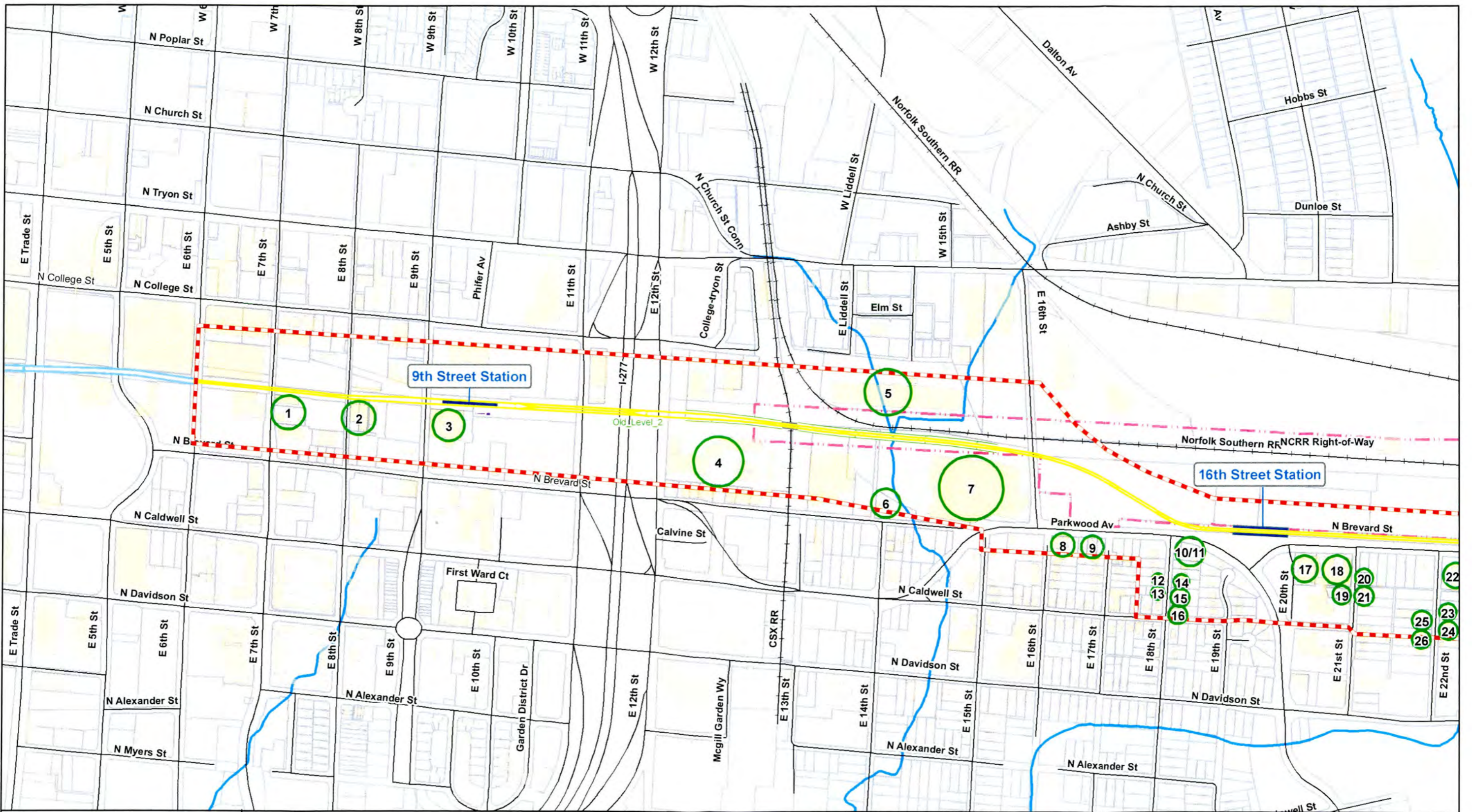
Casa Rancho Motel (No. 94).



Gas Station (No. 96).



J-R Gas Station (No. 97).



Field Survey Map

Charlotte - Mecklenburg County, NC (October 28, 2008)

- Area of Potential Effects (APE)
- Proposed Bridges
- Design Options
- + Park-and-Ride
- Surveyed Properties
- Proposed Station Platforms
- Proposed Light Rail Alternative

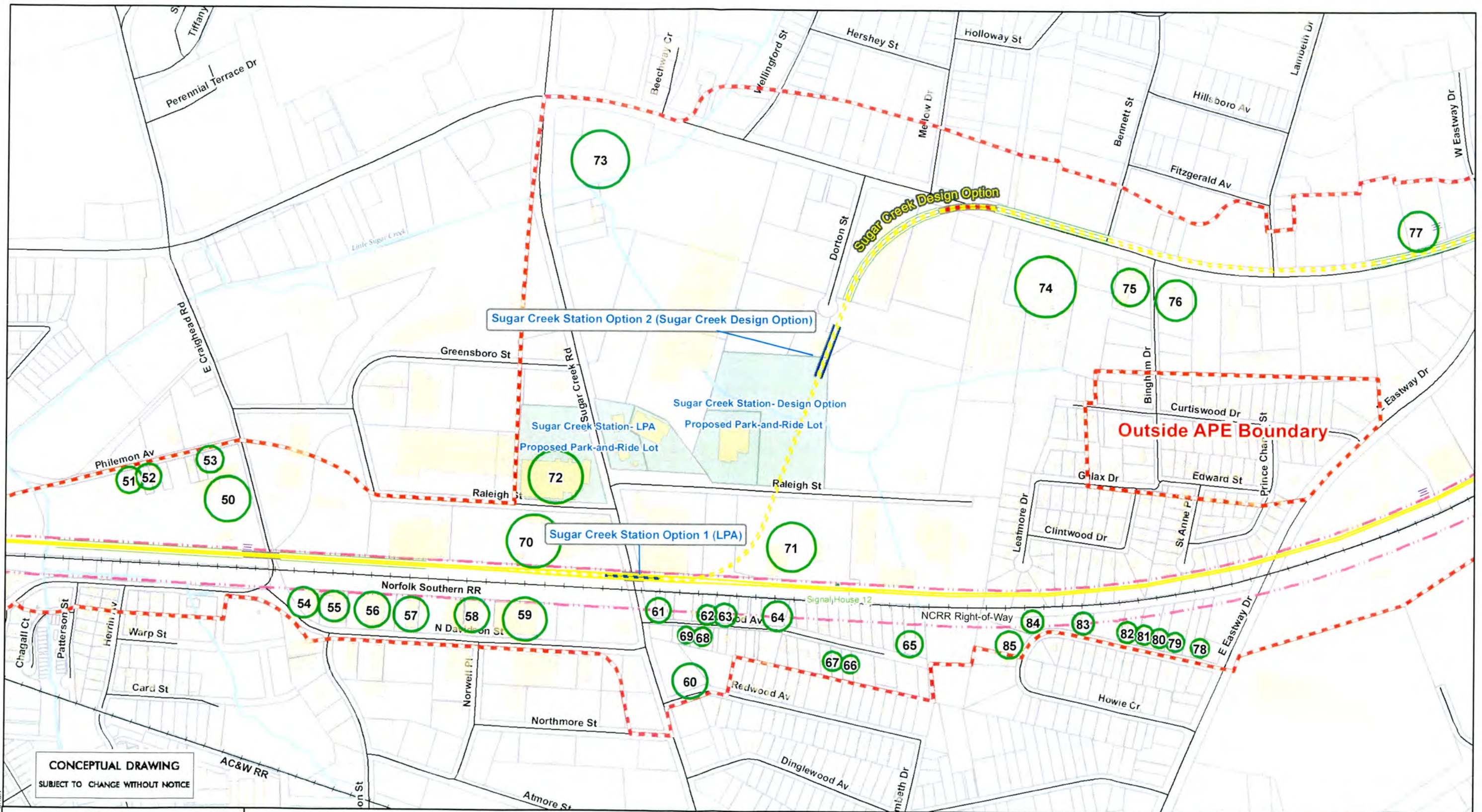


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Data Source: Charlotte Area Transit System, STV/RWA, Mecklenburg County GIS

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CONCEPTUAL DRAWING
SUBJECT TO CHANGE WITHOUT NOTICE

Field Survey Map
Charlotte - Mecklenburg County, NC (October 28, 2008)

- Area of Potential Effects (APE)
- Proposed Bridges
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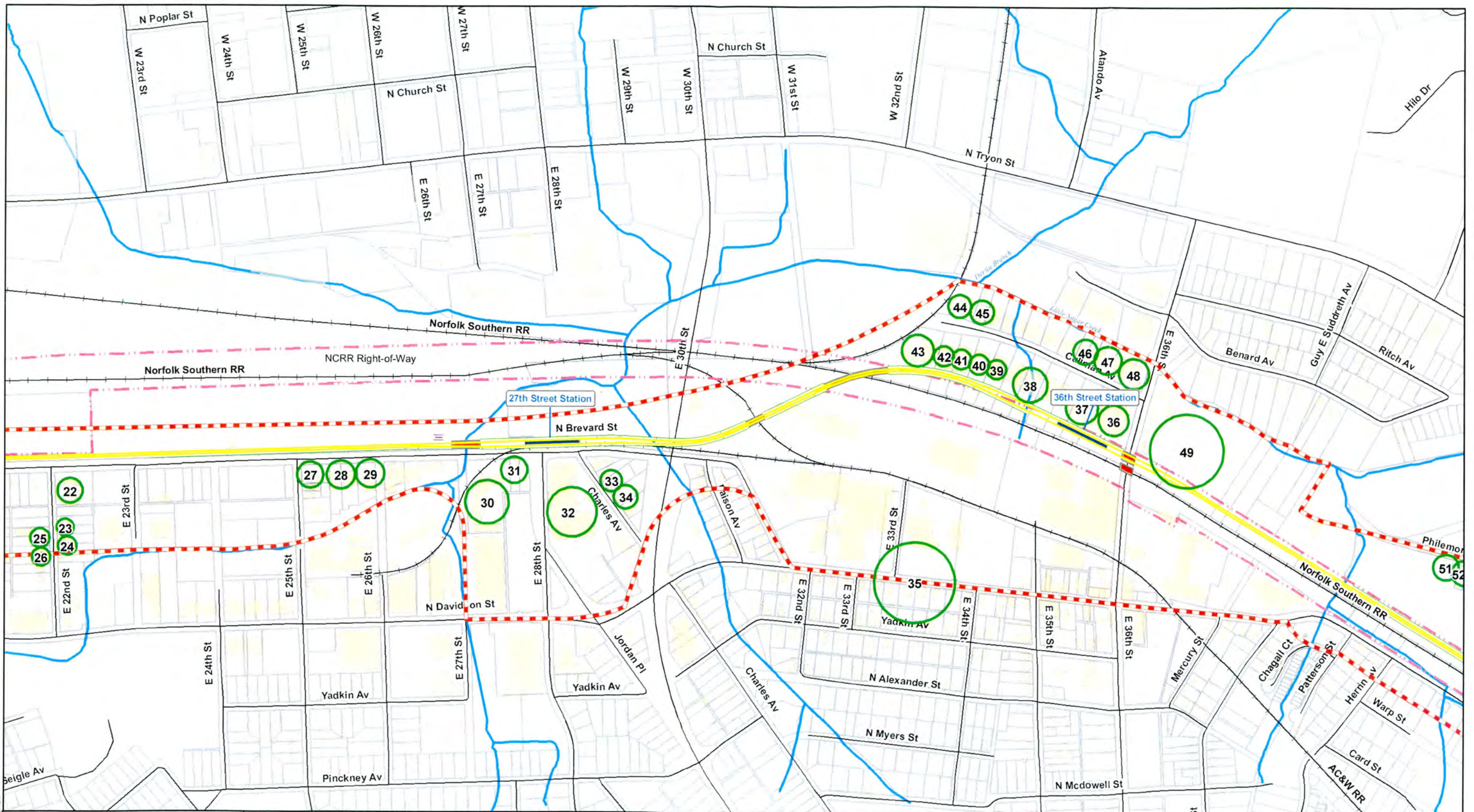


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Data Source: Charlotte Area Transit System, STV/RWA, Mecklenburg County GIS

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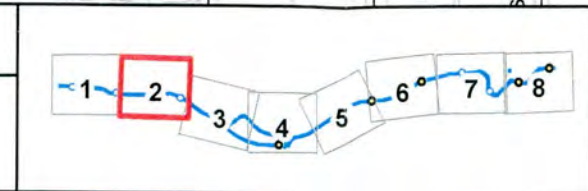


LYNX Blue Line Extension
RAPID TRANSIT SERVICES

Phase II - Historic Resources Survey Report

Field Survey Map
 Charlotte - Mecklenburg County, NC (October 28, 2008)

Area of Potential Effects (APE)	Proposed Bridges	Design Options	Park-and-Ride
Surveyed Properties	Proposed Station Platforms	Proposed Light Rail Alternative	

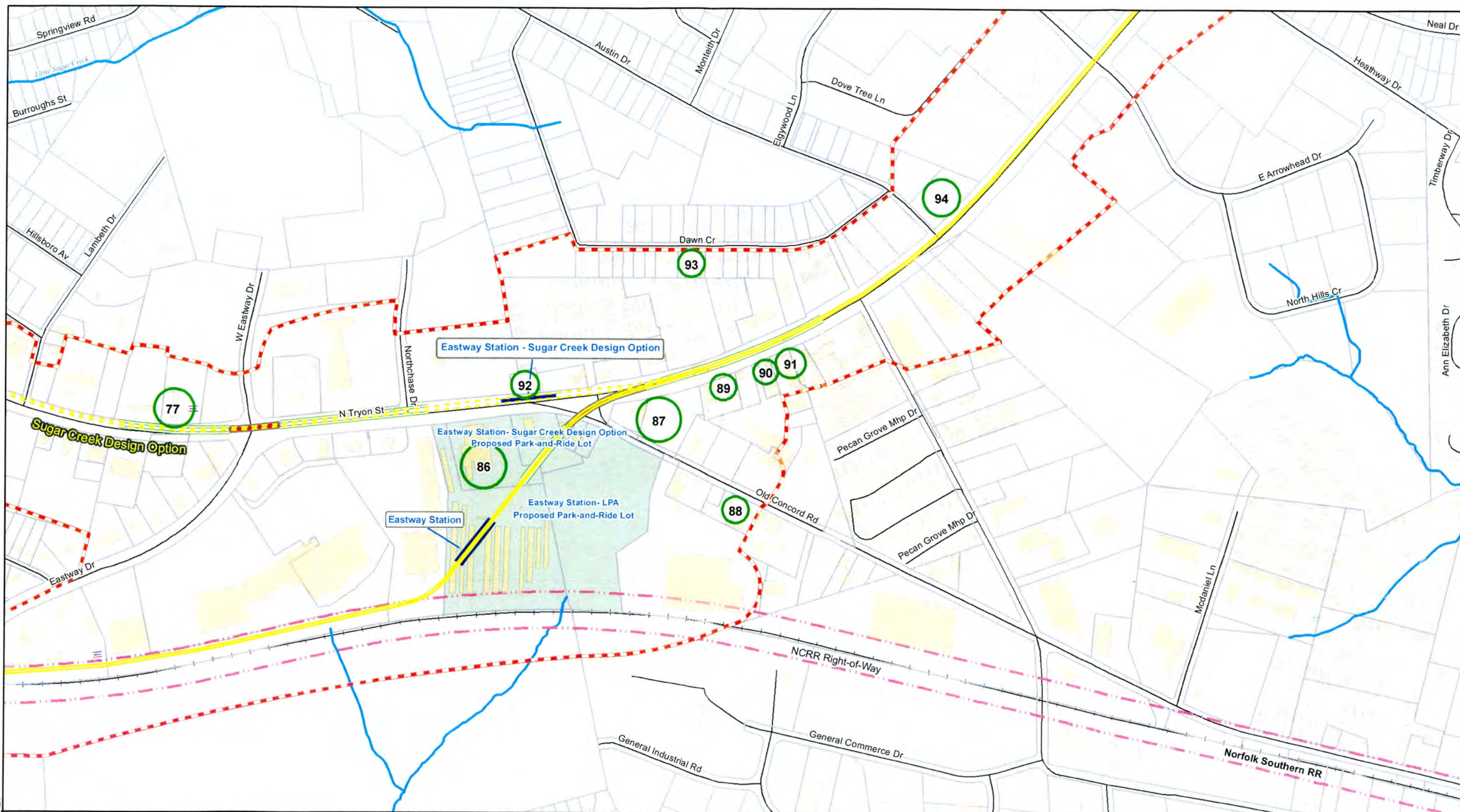


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Data Source: Charlotte Area Transit System, STV/RWA, Mecklenburg County GIS

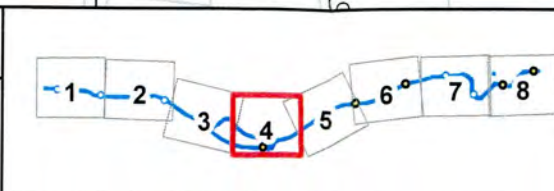
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Field Survey Map
 Charlotte - Mecklenburg County, NC (October 28, 2008)

- Area of Potential Effects (APE)
- Proposed Bridges
- Design Options
- Proposed Station Platforms
- Surveyed Properties
- + Park-and-Ride
- Proposed Light Rail Alternative

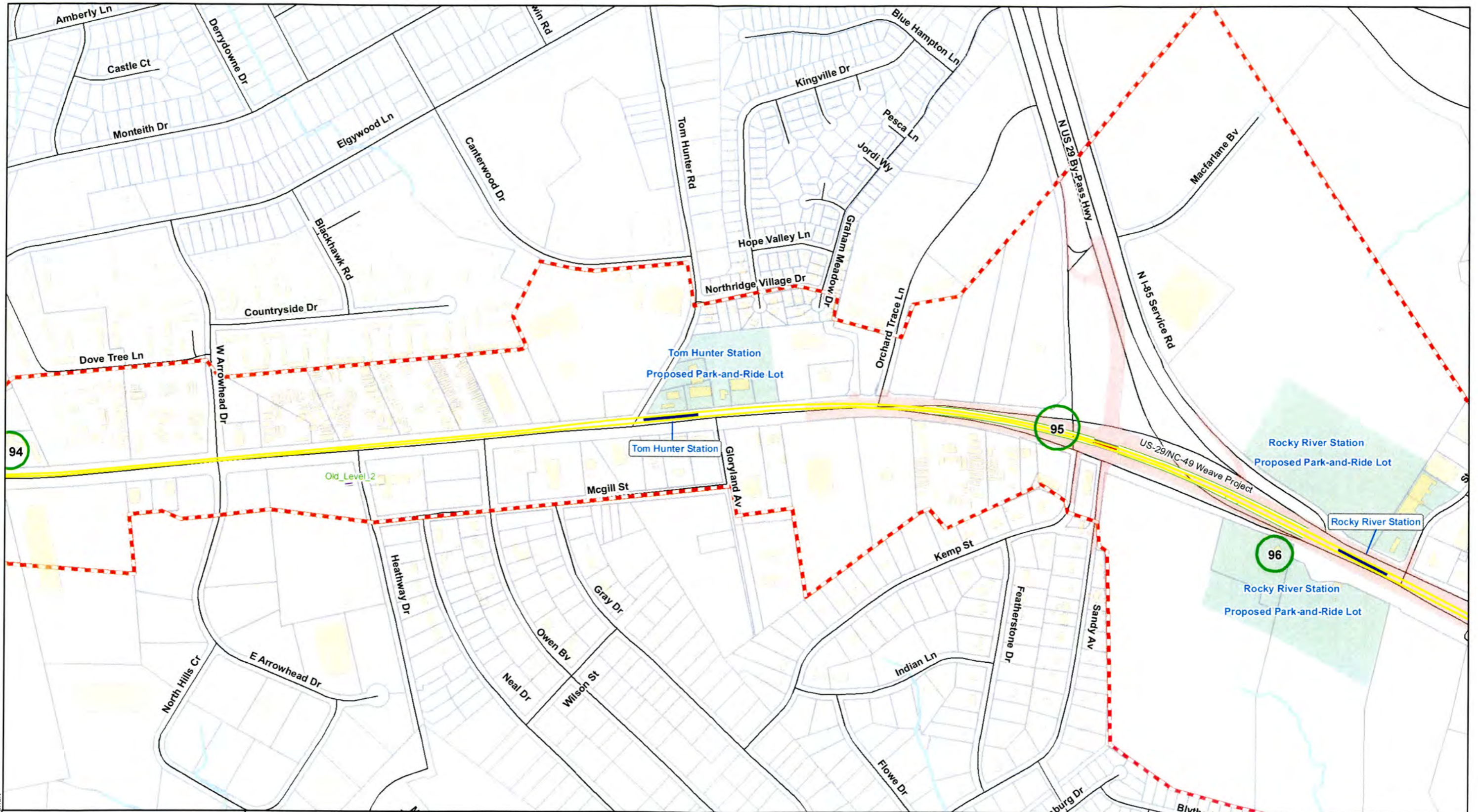


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Data Source: Charlotte Area Transit System, STV/RWA, Mecklenburg County GIS

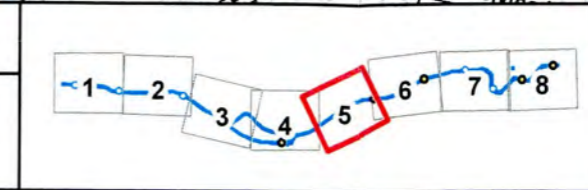
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Field Survey Map
 Charlotte - Mecklenburg County, NC (October 28, 2008)

Area of Potential Effects (APE)	Proposed Bridges	Design Options	Park-and-Ride
Surveyed Properties	Proposed Station Platforms	Proposed Light Rail Alternative	

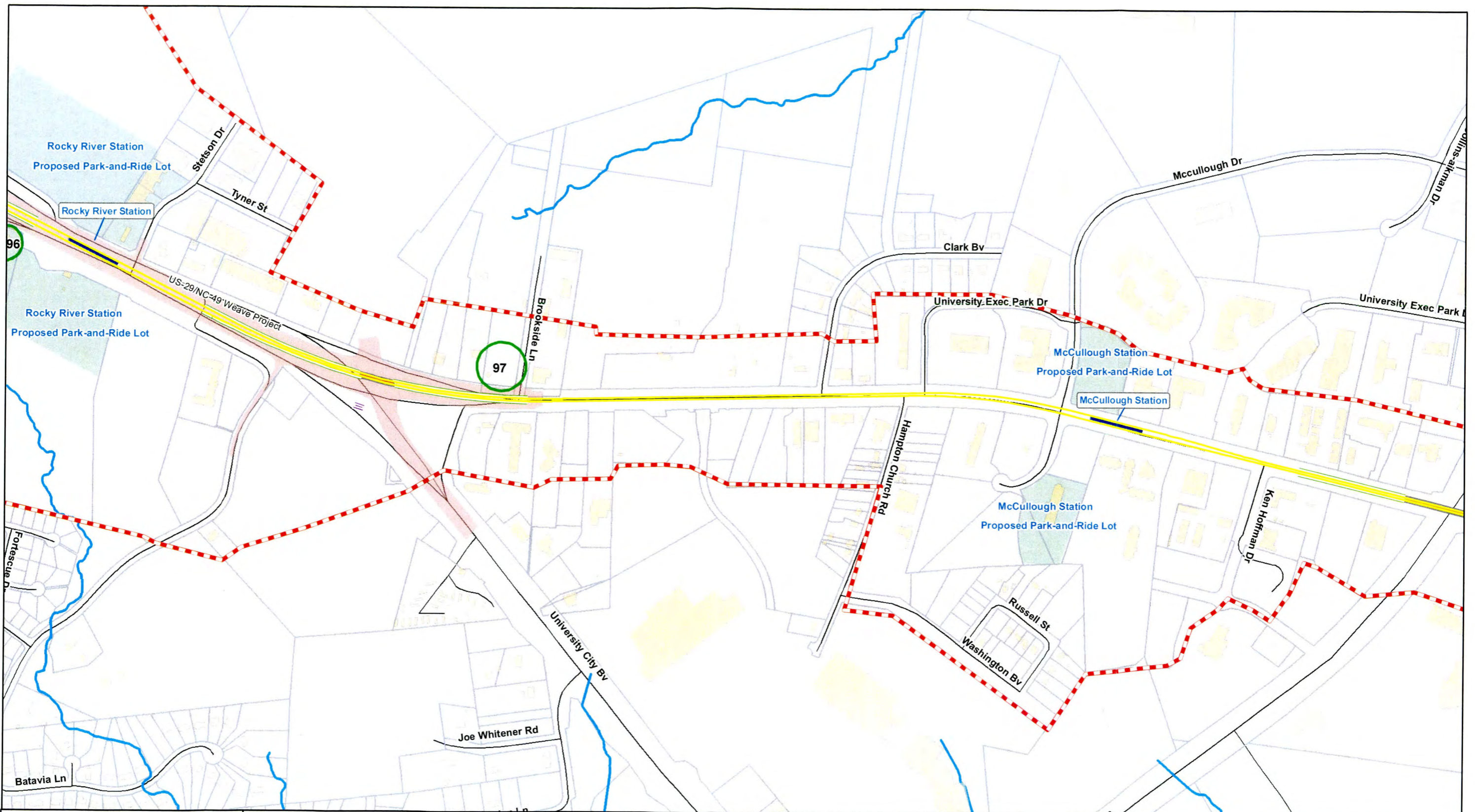


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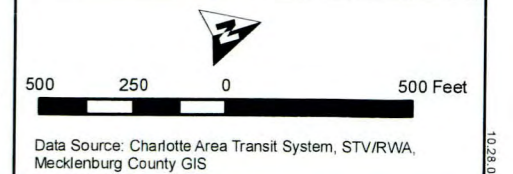
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Field Survey Map

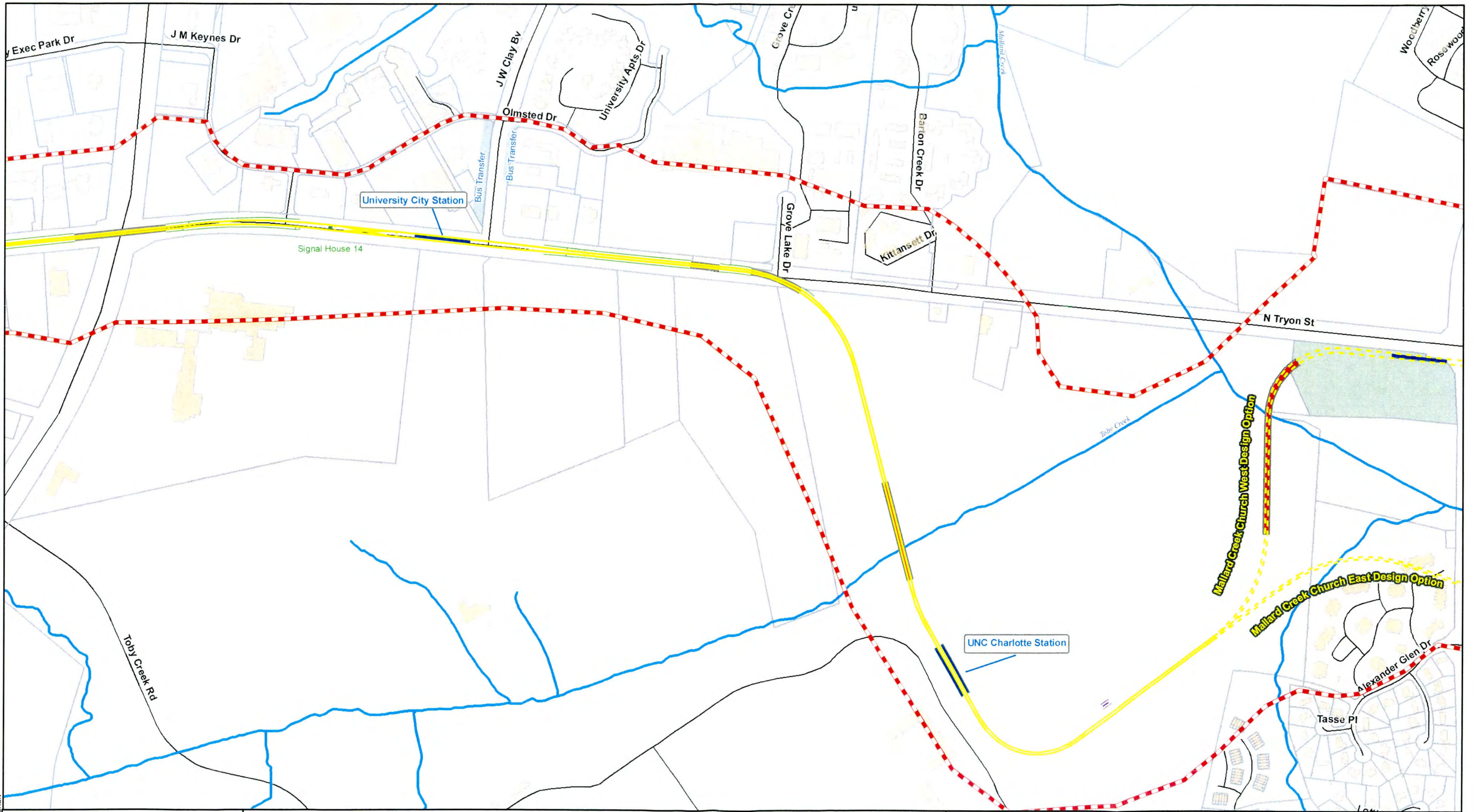
Charlotte - Mecklenburg County, NC (October 28, 2008)

- | | | | |
|---------------------------------|----------------------------|---------------------------------|---------------|
| Area of Potential Effects (APE) | Proposed Bridges | Design Options | Park-and-Ride |
| Surveyed Properties | Proposed Station Platforms | Proposed Light Rail Alternative | |



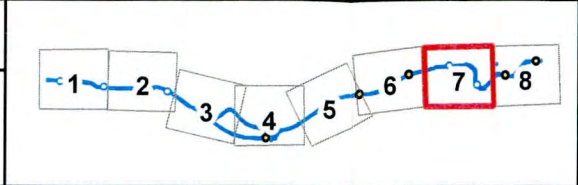
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10/28/08



Field Survey Map
 Charlotte - Mecklenburg County, NC (October 28, 2008)

Area of Potential Effects (APE)	Proposed Bridges	Design Options	Park-and-Ride
Surveyed Properties	Proposed Station Platforms	Proposed Light Rail Alternative	

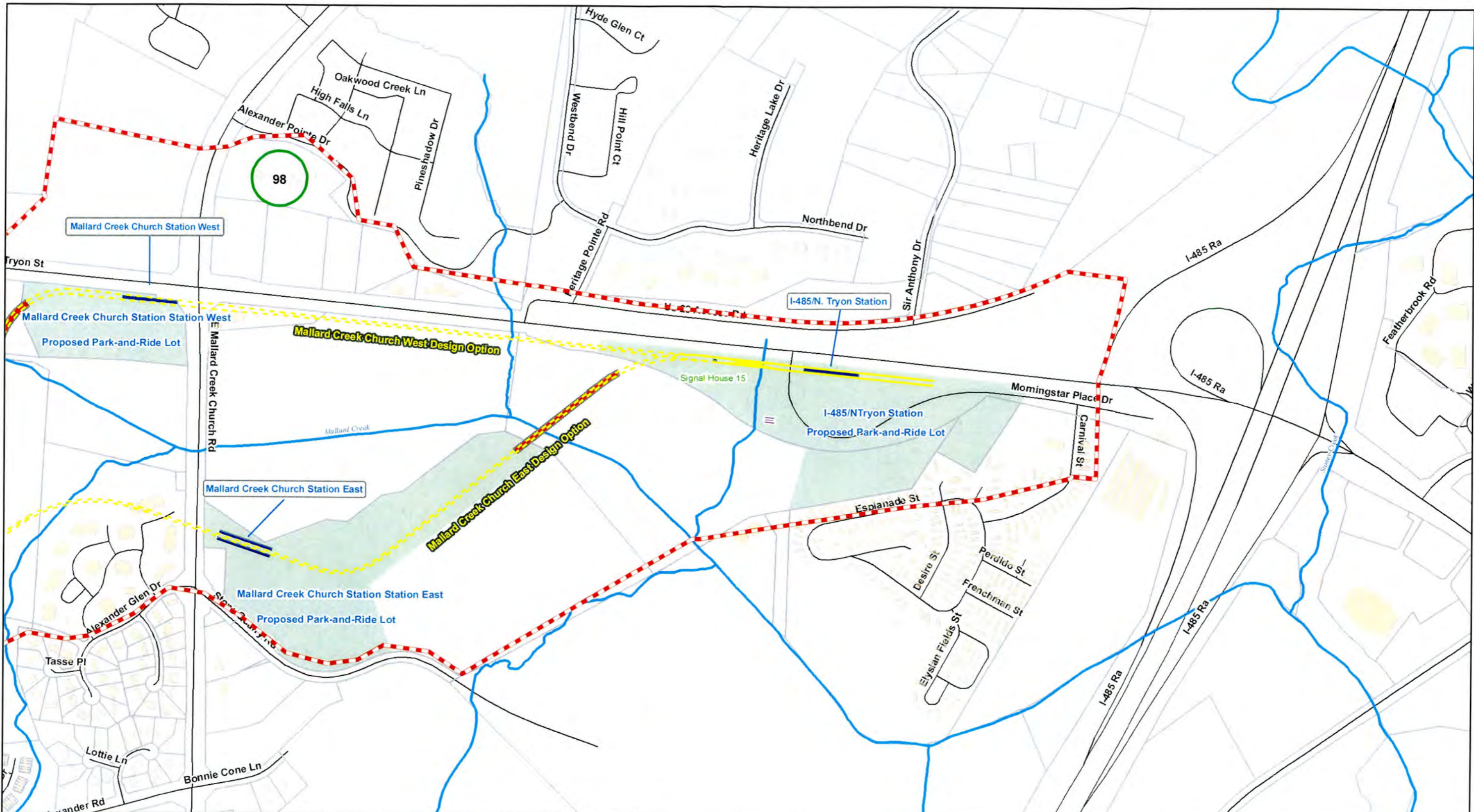


500 250 0 500 Feet

Data Source: Charlotte Area Transit System, STV/RWA, Mecklenburg County GIS

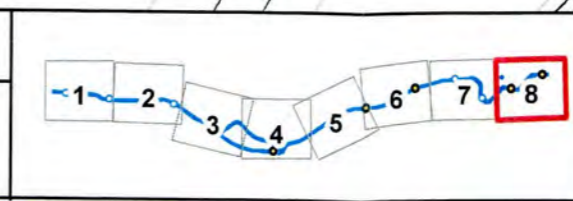
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Field Survey Map
 Charlotte - Mecklenburg County, NC (October 28, 2008)

Area of Potential Effects (APE)	Proposed Bridges	Design Options	Park-and-Ride
Surveyed Properties	Proposed Station Platforms	Proposed Light Rail Alternative	



500 250 0 500 Feet

Data Source: Charlotte Area Transit System, STV/RWA, Mecklenburg County GIS

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APPENDIX B

Professional Qualifications

Richard L. Mattson, Ph.D.
Historical Geographer

Education

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

Relevant Work Experience

- 1991-date Historical Geographer, Mattson, Alexander and Associates, Inc.
Charlotte, North Carolina
- 1991 Visiting Professor, History Department, Queens College, Charlotte, North Carolina
- 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,
Chicago, Illinois