North Carolina Department of Cultural Resources

State Historic Preservation Office

Peter B. Sandbeck, Administrator

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

December 21, 2009

Mecklenburg County #476
CSX/Norfolk Southern Mainline
Grade Separation, Charlotte
ER 09-1268, TIP No. P-5002

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

RE: CSX/NS Mainline Grade Separation, Charlotte, P-5002, Mecklenburg County, ER09-1268

Dear Ms. Alexander:

Thank you for your letter of October 21, 2009, transmitting the "Phase II, Intensive Architectural Resources Survey" report for the above referenced undertaking. We apologize for the delay in our response and appreciate your patience.

For purposes of Section 106 we concur with the evaluations in the report, which are.

Properties listed in the National Register of Historic Places and retaining their integrity:

#1 Southern Asbestos Company Mills MK 2715
#8 Seaboard Air Line Railway Passenger Station MK 0025
#9 Orient Manufacturing Company/Chadwick-Hoskins #3 MK 1809

Properties previously determined eligible for listing in the National Register

#2 Elmwood/Pinewood Cemetery MK 0072
#3 Seaboard Street Historic District (also on State Study List) MK 2658

Properties evaluated in this report and considered eligible for listing in the National Register

#5 Soule Steel and Iron Works MK 3250
#7 Seaboard Air Line Railway Bridge over North Tryon Street

Properties evaluated in this report and not meeting National Register criteria

#13 Avant Fuel and Ice Company (McGill Rose Garden)

The National Register criterion used and the boundaries presented for Properties #5 & 7 appear appropriate.

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

cc: Marc Hamel, NCDOT/Rail
Travis Pollock, Gannett-Fleming
Charlotte-Mecklenburg HLC

bc: DOT
Swallow
County

PHASE II (INTENSIVE LEVEL) ARCHITECTURAL RESOURCES SURVEY

CSX/NS MAINLINE GRADE SEPARATION
MECKLENBURG COUNTY, NORTH CAROLINA

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
T.I.P. NUMBER P-5002

Prepared for:

Gannett Fleming, Inc.
301 South McDowell Street
Charlotte, North Carolina 28204

Prepared by:

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

19 October 2009

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19 October 2009

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

North Carolina Department of Transportation **Date**

MANAGEMENT SUMMARY

This North Carolina Department of Transportation (NCDOT) project is entitled, *CSX/NS Mainline Grade Separation,* and is located in Charlotte, Mecklenburg County. The TIP Number is P-5002. This project consists of the relocation of the CSX railroad into a trench to separate the grade of the CSX line from the Norfolk Southern (NS) Railway mainline. Currently, the two railroads cross at grade directly underneath the Brookshire Freeway (Interstate 277) on the northern edge of center city Charlotte. The project area is slightly more than one mile in length. The general project location is illustrated in **Figure 1**, and the project study area is depicted in **Figure 2**.

The proposed grade separation project would modify the existing CSX line between North Davidson Street and Hamilton Street. The Norfolk Southern mainline would remain in its current position and would span the CSX trench by means of a new three-track bridge. The proposed trench would be approximately 3,400 feet in length, extending from west of North Church Street to east of Hamilton Street. The trench would be designed for a single track and would accommodate double-stack container cars with a minimum vertical clearance of twenty-one feet. As part of this project, several other changes would occur in the vicinity of Seaboard Street to accommodate trench construction, existing industrial activities in the area, and other transportation routes.

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

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

The Phase II architectural resources survey consisted of background research into the historical and architectural development of the study area and a field survey of the APE (see **Appendix A** for field survey map). The field survey was undertaken to identify all properties within the APE that appeared to be at least fifty years of age. The APE for the proposed project extends 150 feet on either side of the railroad corridor center line. The boundaries of the APE are shown on maps provided by the project engineers, Gannett Fleming, Inc. (**Figures 3a** and **3b**). The APE encompasses a variety of residential, commercial, industrial properties as well as a railroad

bridge, a railroad passenger station, and a cemetery. The geographical context for evaluating the architectural resources was Charlotte, North Carolina. The field survey was conducted between June and September 2009, and one hundred percent of the APE was surveyed.

Of the thirteen resources identified as being at least fifty years of age, eight were evaluated at the intensive level. Three of the eight were National Register resources: the Southern Asbestos Company Mills; the Seaboard Air Line Railway Passenger Station; and the Orient Manufacturing Company/Chadwick-Hoskins No. 3. Two resources, the Seaboard Street Historic District and Elmwood/Pinewood Cemetery, were previously determined eligible for the National Register (DOE). The historic district is also on the North Carolina Study List. Elmwood/Pinewood Cemetery, the Seaboard Air Line Passenger Station, and the Orient Manufacturing Company/Chadwick-Hoskins No. 3 are all local landmarks. The three other resources evaluated at the intensive level were a 1940s iron foundry; a 1939 railroad bridge; and an early twentieth century coal and ice plant. The foundry and the bridge were recommended for National Register eligibility, but the coal and ice plant no longer retains sufficient integrity for eligibility. The other inventoried resources lacked the architectural or historical significance to warrant Phase II intensive level investigation. Those resources are evaluated in **Appendix A**.

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I. LIST OF FIGURES AND PLATES

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II. INTRODUCTION

This Phase II (intensive level) architectural resources survey was undertaken for the NCDOT project entitled, *CSX/NS Mainline Grade Separation*, located in Charlotte, Mecklenburg County. The TIP Number is P-5002. The proposed project consists of the relocation of the CSX rail line into a trench to separate the grade of the CSX line from the Norfolk Southern Railway route. Currently the two railroads cross at grade directly underneath the Brookshire Freeway (Interstate 277) on the northern border of downtown Charlotte. The general location of the project is shown in **Figure 1,** and the study area is depicted in **Figure 2.** Mattson, Alexander and Associates, Inc. of Charlotte, North Carolina, conducted the Phase II architectural resources investigation for the engineering firm of Gannett Fleming, Inc. and the North Carolina Department of Transportation, Rail Division. Richard L. Mattson and Frances P. Alexander served as the principal investigators, and the work was undertaken between June and September 2009.

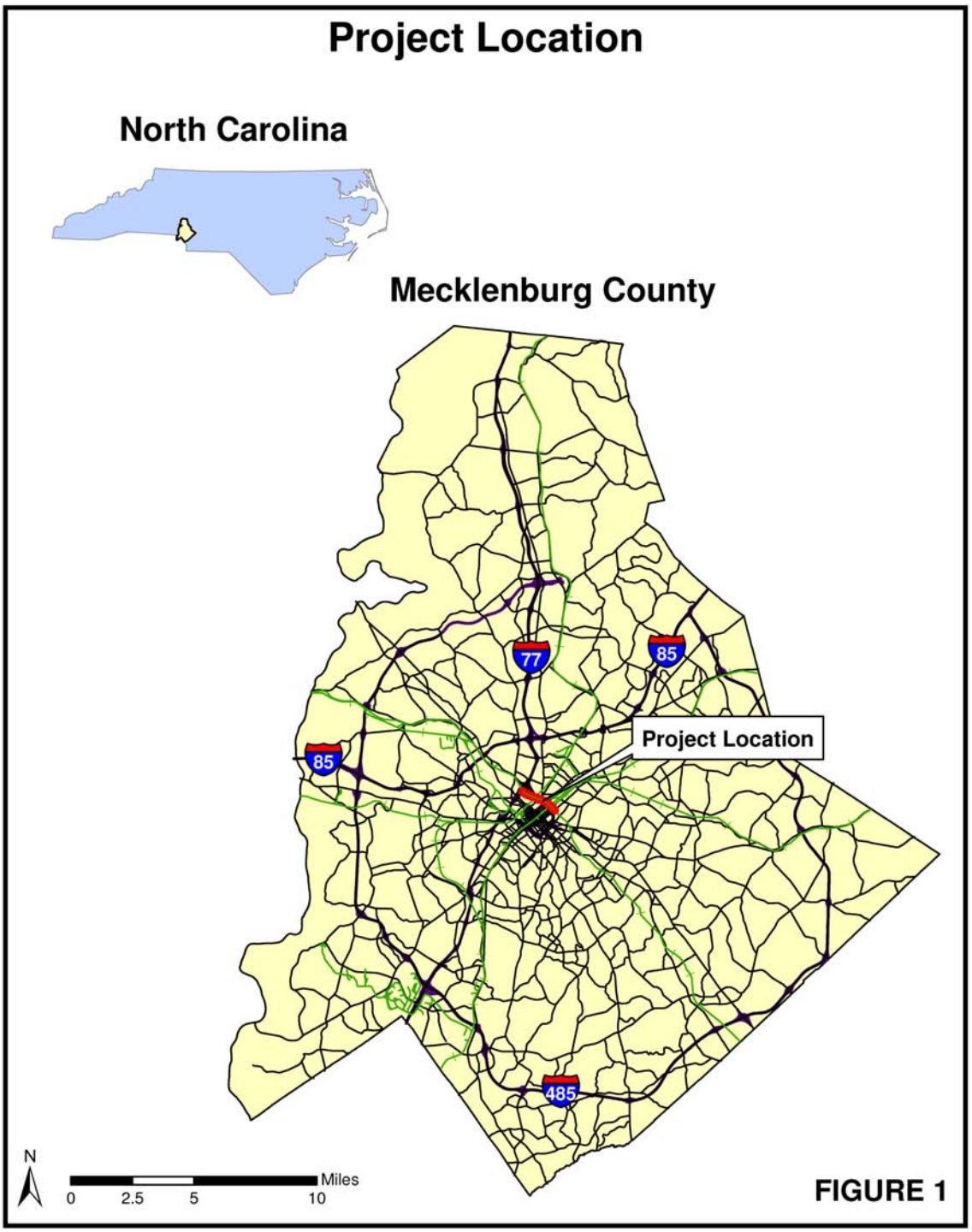
The proposed grade separation project would modify the existing CSX rail line between North Davidson Street and Hamilton Street. The Norfolk Southern mainline would remain in its current position and would span the CSX trench by means of a new three-track bridge. The proposed CSX trench would be approximately 3,400 feet in length, extending from west of North Church Street to east of Hamilton Street. The trench would be designed for a single track and would accommodate double-stack container cars with a minimum vertical clearance of twenty-one feet. The existing Interstate 277 bridge bents would be modified to accommodate the trench construction.

The proposed project would also encompass several changes in the vicinity of Seaboard Street. The current CSX crossing at Johnson Street would be closed permanently. The private crossing of CSX Railway at the Giant Cement Company (with access to Seaboard Street) would also likely be closed. Properties bounded by Ninth Street, Johnson Street, the CSX rail line, and the Norfolk Southern "O" Line may need to be vacated if all means of access are removed. However, some buildings possibly could remain if alternative access points were available after construction is completed. These parcels would be used for construction staging of the rail grade separation. The existing Norfolk Southern/CSX interchange track at West Eleventh Street would be closed to facilitate trench construction and modifications to the Archer Daniels Midland Company (ADM) flour mill facility. After construction is completed, the parcels bounded by the 'O' Line track, the CSX track, and Johnson and Ninth streets would be used for ADM truck traffic parking and staging to reduce the truck traffic crossing the Norfolk Southern mainline tracks. With the completion of the grade separation, a new CSX interchange track would be constructed to provide access to the relocated ADM unloading tracks. The south end of the unloading track would connect to the Norfolk Southern track near West Sixth Street, and the east end of the track would connect to the CSX line at a new turnout located just west of North Church Street. The CSX interchange track would be located along the south side of the trench between North Church Street and the Brookshire Freeway.

Also in the Seaboard Street area, a bridge would be constructed to carry the Norfolk Southern 'O' line over the trench. The 'O' line is currently not in service, but the Charlotte Area Transit System (CATS) is considering re-activating this line for commuter rail service so this bridge would be designed to accommodate both freight and passenger operations. Norfolk Southern has also requested that the project allow for a third mainline track through the entire project site. This

Figure 1

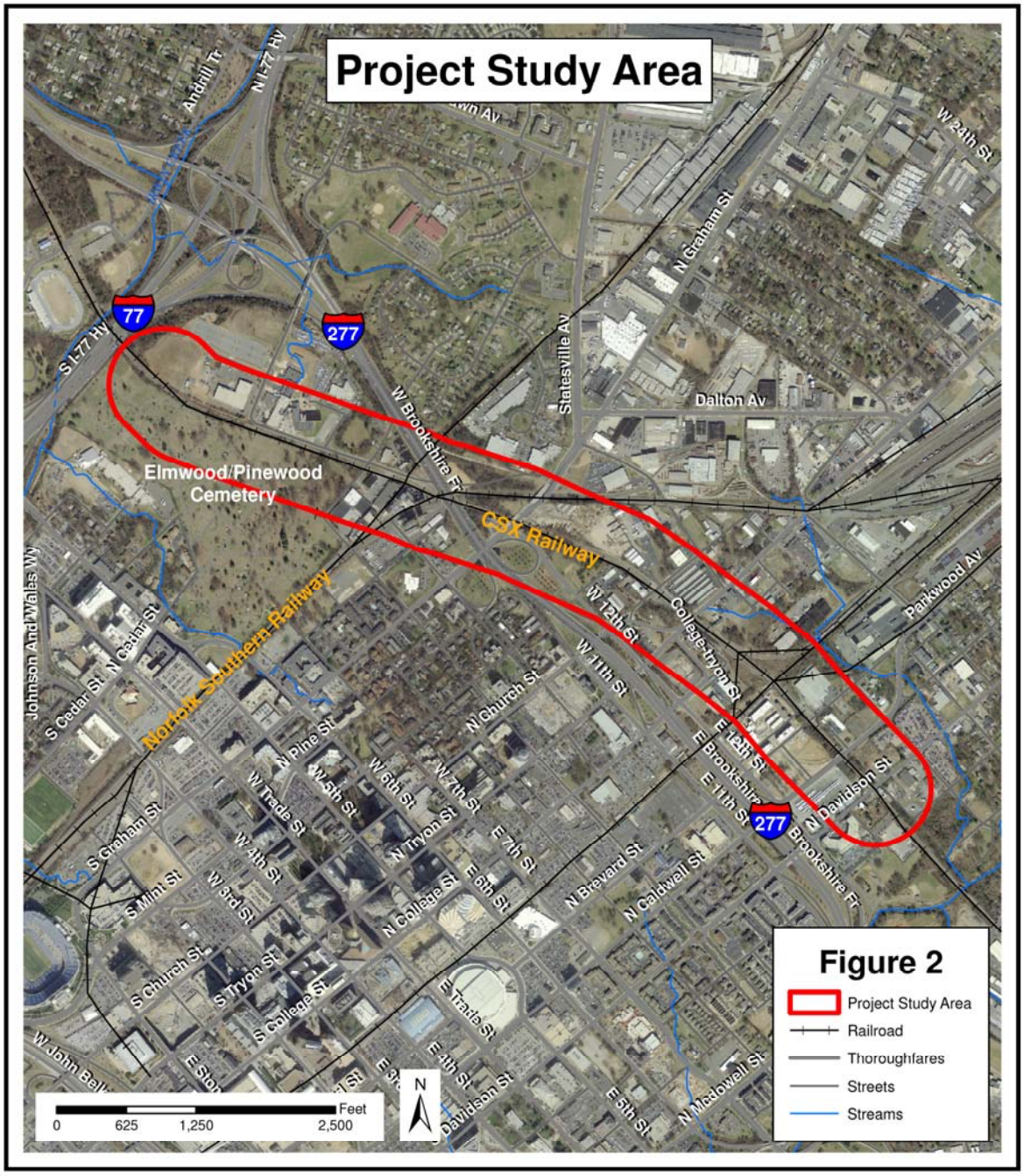
Project Location Map



Source: Gannett Fleming, Inc.

Figure 2

Project Study Area



Source: Gannett Fleming, Inc.

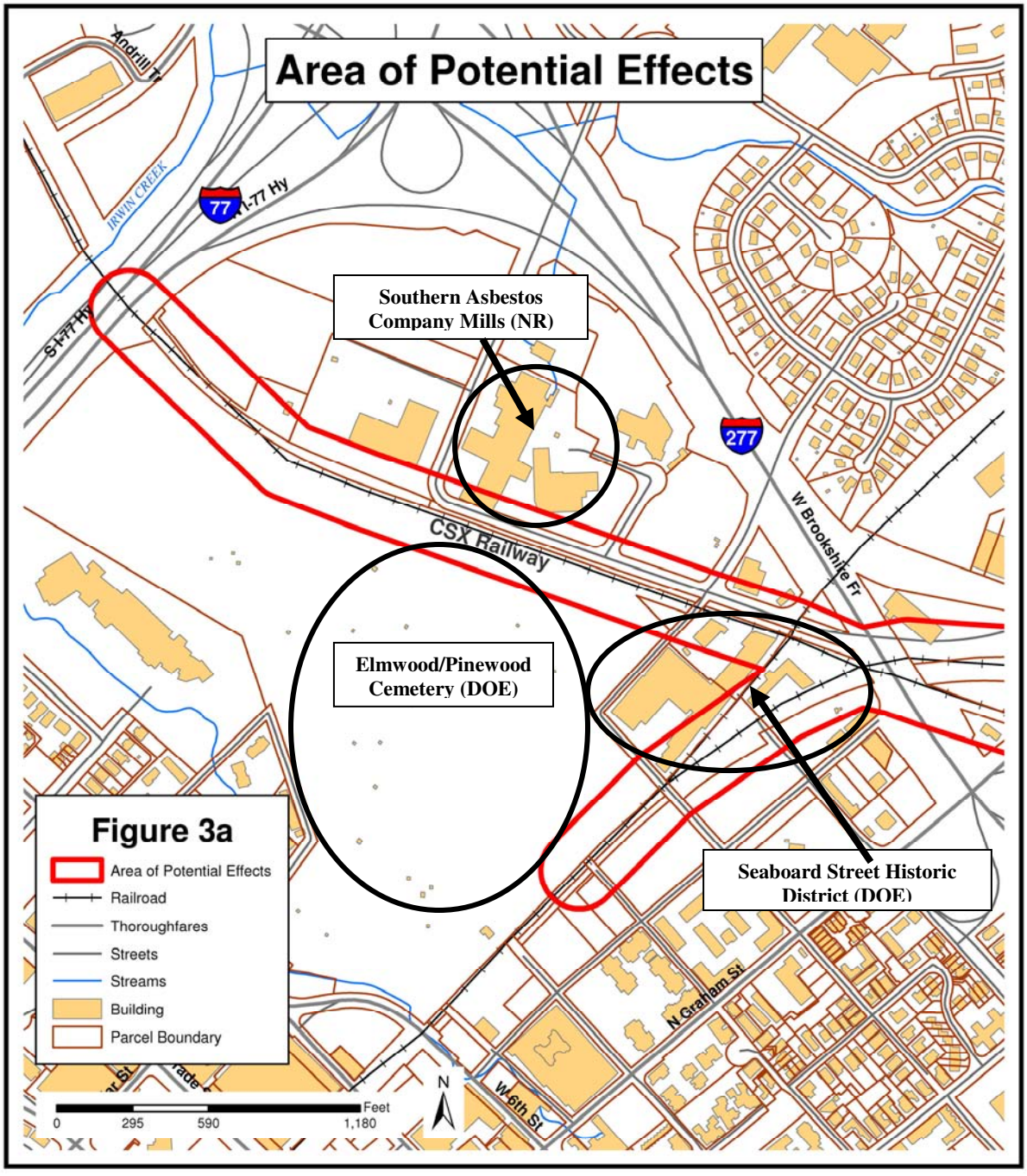
third mainline would be a shared freight/passenger track. Two existing sidings adjacent to the east side of the Norfolk Southern would be upgraded to serve as the third main track.

The Phase II architectural resources survey conducted for this project was undertaken in accordance with the Department of Transportation Act of 1966, Section 106 of the National Historic Preservation Act of 1966, as amended (36 C.F.R. 800), and the F.H.W.A. Technical Advisory T 6640.8A (Guidance for Preparing and Processing Environmental and Section 4(f) Documents). Section 106 requires the identification of all properties eligible for, or potentially eligible for, listing in the National Register of Historic Places according to criteria defined in 36 C.F.R. 60. In order to comply with these federal regulations, this survey followed guidelines set forth in *Section 106 Procedures and Guidelines* (NCDOT, October 2003).

Federal regulations also require that the area of potential effects (APE) for the undertaking be determined. The APE is defined as the geographical area, or areas, within which a federal undertaking may cause changes to the character or use of historic properties, if such properties exist. The APE extends 150 feet on either side of the railroad right-of-way center line to encompass areas of both direct and indirect effects that may result from the proposed project. The APE for this project is depicted on maps provided by Gannett Fleming, Inc. (**Figures 3a** and **3b**). One hundred percent of the APE was surveyed.

Figure 3a

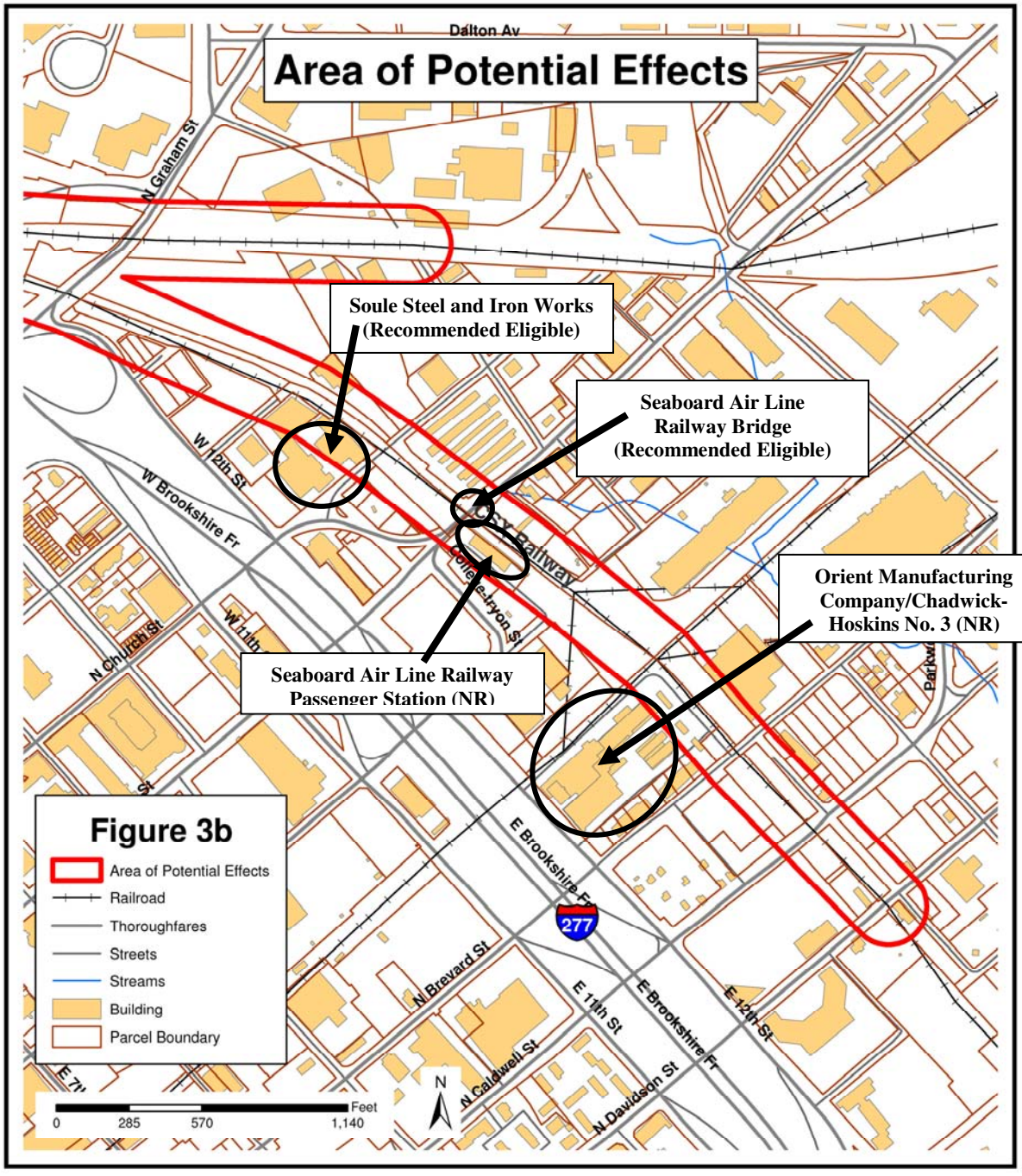
Area of Potential Effects Map



Source: Gannett Fleming, Inc.

Figure 3b

Area of Potential Effects Map



Source: Gannett Fleming, Inc.

III. METHODOLOGY

This Phase II (intensive level) architectural resources survey was conducted as part of the planning for the proposed *CSX/NS Mainline Grade Separation* project, located in Charlotte, Mecklenburg County. The architectural survey for this federally funded project was undertaken in accordance with the Department of Transportation Act of 1966, Section 106 of the National Historic Preservation Act of 1966, as amended (36 C.F.R. 800), and the F.H.W.A. Technical Advisory T 6640.8A (Guidance for Preparing and Processing Environmental and Section 4(f) Documents). The survey followed guidelines set forth in *Section 106 Procedures and Guidelines* (NCDOT, October 2003).

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

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

Following the historical research phase, intensive level field work was conducted of every property within the APE that appeared to be at least fifty years of age. For each of these resources the following information and supporting materials were provided: physical description and evaluation of integrity; photographs of the exterior and interior (where permitted); site plan; and historical background information. In addition, proposed boundary maps were prepared for those resources recommended for National Register eligibility. All surveyed properties were keyed to the field survey map which appears in **Appendix A** of this report.

IV. PHYSICAL ENVIRONMENT

Located at the northern edge of the center city of Charlotte, the project contains a diversity of land uses near the former Seaboard Air Line Railway and Southern Railway. The area was historically characterized by transportation-related features, industrial complexes, warehouses, and associated blocks of working class housing. For example, the large Liddell Iron Works (now gone), a major foundry supplying steam engines and other machinery to cotton mills, once dominated the junction of Church and Liddell streets, between the two rail lines. The APE still features a host of resources with industrial significance including the Southern Asbestos Company Mills (NR 2008) (1000 Seaboard Street); the Seaboard Street Historic District (DOE 2003); the Soule Steel and Iron Works (901 North Church Street), now owned by Southern Cast, Inc.; and the Orient Manufacturing Company/Chadwick-Hoskins No. 3 (NR 2006) (311 East Twelfth Street). Both the Southern Asbestos Company Mills and the Orient Manufacturing Company/Chadwick-Hoskins No. 3 have been recently rehabilitated and converted to commercial and residential uses, respectively. The restoration and conversion of these properties for upscale functions reflect the renewed popularity of the center city and the attendant development pressures on former industrial and rail properties in downtown Charlotte. The blocks of worker housing historically associated with the Orient cotton mill are now largely gone, and vacant lots awaiting development are located in the northeastern section of the APE. The eastern terminus of the project includes a former fuel and ice manufacturing facility that has been converted to a non-profit rose garden. A garden supply center now occupies the former office building. The historic Seaboard Air Line Railway Passenger Station (NR 1980), which is now part of the complex for the nonprofit agency, Crisis Assistance Ministry, and the adjacent 1939 Seaboard Air Line Railway Bridge on North Tryon Street are also located within the APE.

V. HISTORICAL BACKGROUND ESSAY/ INDUSTRIAL CONTEXT

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

Located at the northern periphery of downtown Charlotte, the project area reflects the city's development as a railroad hub and industrial center in the late nineteenth and early twentieth centuries. The arrival of railroads in the 1850s and early 1860s sparked growth and anticipated Charlotte's emergence as an industrial and transportation center after the Civil War. In 1852, the Charlotte and South Carolina Railroad linked Charlotte to Columbia, South Carolina, where rail connections could be made to the seaport of Charleston, South Carolina. Two years later, the North Carolina Railroad reached Charlotte from Goldsboro, North Carolina, linking the city to other rail junctions and markets to the east. In 1860, the Atlantic, Tennessee, and Ohio Railroad ran track north between Charlotte and Statesville, North Carolina, and the following year, a section of the Wilmington, Charlotte, and Rutherford Railroad joined Charlotte west to Lincolnton, North Carolina. These antebellum rail lines spurred Charlotte's rise as a cotton market, encouraged commercial agriculture, and anticipated the city's emergence 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).

In the postwar years, the town expanded its rail network. In 1872, the Atlanta and Charlotte Airline (predecessor to the powerful Southern Railway system) was completed to Gastonia, and two years later, the Carolina Central Railroad was finished between Charlotte and the port of Wilmington, North Carolina. By 1875, six railroads were routed through the city, giving Charlotte more rail connections than any other place between Washington, D.C. and Atlanta. The city benefited from continued rail expansion and consolidation throughout the late nineteenth and early twentieth centuries which created the vast Southern Railway System, with its connections to New Orleans and Baltimore, and the Seaboard Air Line which absorbed the Carolina Central and other lines in the eastern part of the state. With the emergence of these large, regional rail lines, Charlotte became a strategic rail location in the Southeast with easy connections to national and international markets. Reflecting the flurry of rail-related construction during this era are the Seaboard Air Line Railway Passenger Station (NR 1980) and Seaboard Air Line Railway Bridge (1939) both of which stand within the APE. In addition, Seaboard Street, which is located near the west end of the project area, forms the heart of the Seaboard Street Historic District (DOE 2003) and encompasses a variety of rail-oriented industrial resources established in the early twentieth century. The historic district includes the ca. 1905 John B. Ross Bag Company Warehouse; the ca. 1905 People's Ice and Coal Company plant; and the 1917 Interstate Mills, a flour and roller mill. In the early twentieth century, the city contained three such flour mills for the processing and regional distribution of flour, but only Interstate Mills survives (Sanborn Map Company 1929; Morrill et al. 1983: 4; Hanchett 1998: 74; Glass 1992: 57-58; Wyatt and Woodward 2001).

The expansion of the Piedmont textile industry during this period defined Charlotte's ambitions as a New South city. After the Civil War, leaders throughout the region envisioned a new order based on industrialization. These champions of a New South campaigned 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. Approximately two dozen mills were established in or around Charlotte between the 1880s and 1920s. Just north of the center city, within the APE, the Alpha

Cotton Mill was constructed between 1888 and 1889 and was expanded under the ownership of the Orient Manufacturing Company in the early 1900s. The Orient Manufacturing Company/Chadwick Hoskins No. 3 was listed in the National Register in 2006. Also located within the APE, the Southern Asbestos Company Mills (NR 2008) was built along the Seaboard Air Line in 1904 to produce cotton bags and ties and later produced asbestos textile products. Other nearby mills built during this era included the Ada Mill in 1889, Louise Mill in 1897, Magnolia Mill in 1899, Chadwick and Elizabeth Mills in 1901, and Savona Mill in 1908. Only the Louise and Savona mills, both located outside the APE, remain (Glass 1992: 57-58; *Charlotte Observer,* 28 October 1928; Wyatt and Woodward 2001: 5-16).

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

The city directories around the turn of the twentieth century record a host of such enterprises, including the Liddell Iron Works (now gone). Liddell opened a large foundry alongside the Seaboard Air Line near North Church Street and employed seventy workers to build and repair steam engines, cotton gins, and other machinery in its sprawling machine shops. Foundries became an important business in the city, manufacturing boilers, yarn presses, pulleys, shafts, and other machinery for the booming textile mills. Though the Liddell Iron Works is no longer extant, in the mid-1940s, Soule Steel and Iron Works acquired a two-acre tract in this area. The Soule foundry and steel fabrication plant remains intact, now owned by Southern Cast, Inc. (Vertical Files, Carolina Room, Mecklenburg Public Library; Sanborn Map Company 1905, 1911, 1929, 1953; Hanchett 1998: 48-49, 55).

With a strong industrial economy and urban prosperity came a solid commercial and financial base that served large areas of the industrialized Piedmont as well as local consumers. By the early twentieth century, tall, masonry office buildings and department stores dominated the downtown skyline, surrounded by expanding streetcar neighborhoods. Between 1900 and 1930, the city's population soared 450 percent from 18,000 to exceed 82,000, making Charlotte the largest city in the Carolinas. As the city grew, the surrounding region also expanded to encompass some 770 cotton mills, bustling small towns, and tens of thousands of mill workers—all connected to Charlotte by rail lines and improved highways (*Charlotte City Directory* 1928; Wyatt and Woodward 2001: 10-16).

The city's transportation links and steady industrial expansion promised profits for commercial warehouses and distribution businesses. Warehouses filled the rail corridor near the heart of the central business district. Both the Southern and the Seaboard Air Line Railways invested in large freight depots along their parallel spur lines that divided First and Second Wards downtown. Commercial storage facilities for cotton, farm machinery, hardware, groceries, and general merchandise stood nearby. Significant among the city's distribution businesses were those that specialized in the burgeoning automotive trade. As early as the 1910s, Charlotte was becoming

an important automobile distribution center with companies selling and shipping cars, trucks, and parts throughout the Southeast. 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 ((Sanborn Insurance Map 1929; Morrill et al. 1983; Gatza 1989; Hanchett 1998: 316, n. 8; *Charlotte Observer,* 25 January 1919; *Charlotte News*, 1 April 1928).

Charlotte from World War II to the Present

After the World War II, new and improved roads and highways transformed the social and economic geography of the city. By mid-century, large-scale factories and warehouses acquired affordable, suburban tracts far beyond the city center that were convenient to highways as well as railways. Wilkinson Boulevard to the west, Independence Boulevard to the east, and Graham and North Tyron streets to the north attracted new industrial and commercial land uses. The cotton mills and other factories near downtown were eventually closed, reduced in capacity, or used as warehouses. Within the APE, the Southern Asbestos Company Mills and the Orient Manufacturing Company/Chadwick-Hoskins No. 3 were both shuttered in the late twentieth century and subsequently renovated and reopened as residential and commercial spaces (*Charlotte City Directories* 1950-1960; Wyatt and Woodward 2000: 14-19).

The expansion of the city's highway corridors coincided with postwar suburbanization. Reflecting a national trend after World War II, Charlotte's growth spread outward into the countryside. Industrial and office parks grew up on former agricultural tracts near established traffic arteries as well as on new roads in western and southwestern Mecklenburg County. In 1961, ten miles north of downtown, the University of North Carolina Charlotte, established a 1,000-acre campus. The university expanded in the 1960s and 1970s, attracting new shopping centers and nearby residential subdivisions. This growth contributed to Charlotte's overall suburbanization to the north, generating intense development along W.T. Harris Boulevard and Mallard Creek Church Road near Interstate 85 and Interstate 485, the new beltway around the city and its environs (Hanchett 1998: 1, 226; Wyatt and Woodward 2000: 2-35).

At the northern edge of downtown, within the APE, a collection of early twentieth century industrial and railroad-related resources remain to reflect Charlotte's history as an industrial and transportation center. Southern Cast, Inc. (originally Soule Steel and Iron Works) remains in use as a foundry on North Church Street to represent the important historical role of the iron casting industry in the emergence of the city's cotton mills. Within the Seaboard Street Historic District, the towering, concrete grain elevators of Interstate Mills (now owned by ADM), which also remain in operation, assert the city's leading position as a distribution and transportation hub. The Southern Asbestos Company Mills and the Orient Manufacturing Company/Chadwick-Hoskins No. 3 survive as National Register-listed textile plants. Finally, the Seaboard Air Line passenger station and adjacent railroad bridge are clearly associated with the railroad construction that launched Charlotte's New South urban and industrial expansion.

VI. PROPERTY INVENTORY AND EVALUATIONS

Summary of Findings

During the Phase II investigation, thirteen resources were identified as being at least fifty years of age, and eight of these properties were evaluated at the intensive level. Three of the eight are National Register resources: the Southern Asbestos Company Mills; the Seaboard Air Line Railway Passenger Station; and the Orient Manufacturing Company/Chadwick-Hoskins No. 3. Two resources, the Seaboard Street Historic District and Elmwood/Pinewood Cemetery, were previously determined eligible for the National Register (DOE). The historic district is also on the North Carolina Study List. Elmwood/Pinewood Cemetery, the Seaboard Air Line Passenger Station, and the Orient Manufacturing Company/Chadwick-Hoskins No. 3 are all local landmarks. The three other resources evaluated at the intensive level were a 1940s iron foundry; a 1939 railroad bridge; and an early twentieth century coal and ice plant. The foundry and the bridge were recommended for National Register eligibility, but the coal and ice plant no longer retains sufficient integrity for eligibility. The other inventoried resources lacked the architectural or historical significance to warrant Phase II intensive level investigation.

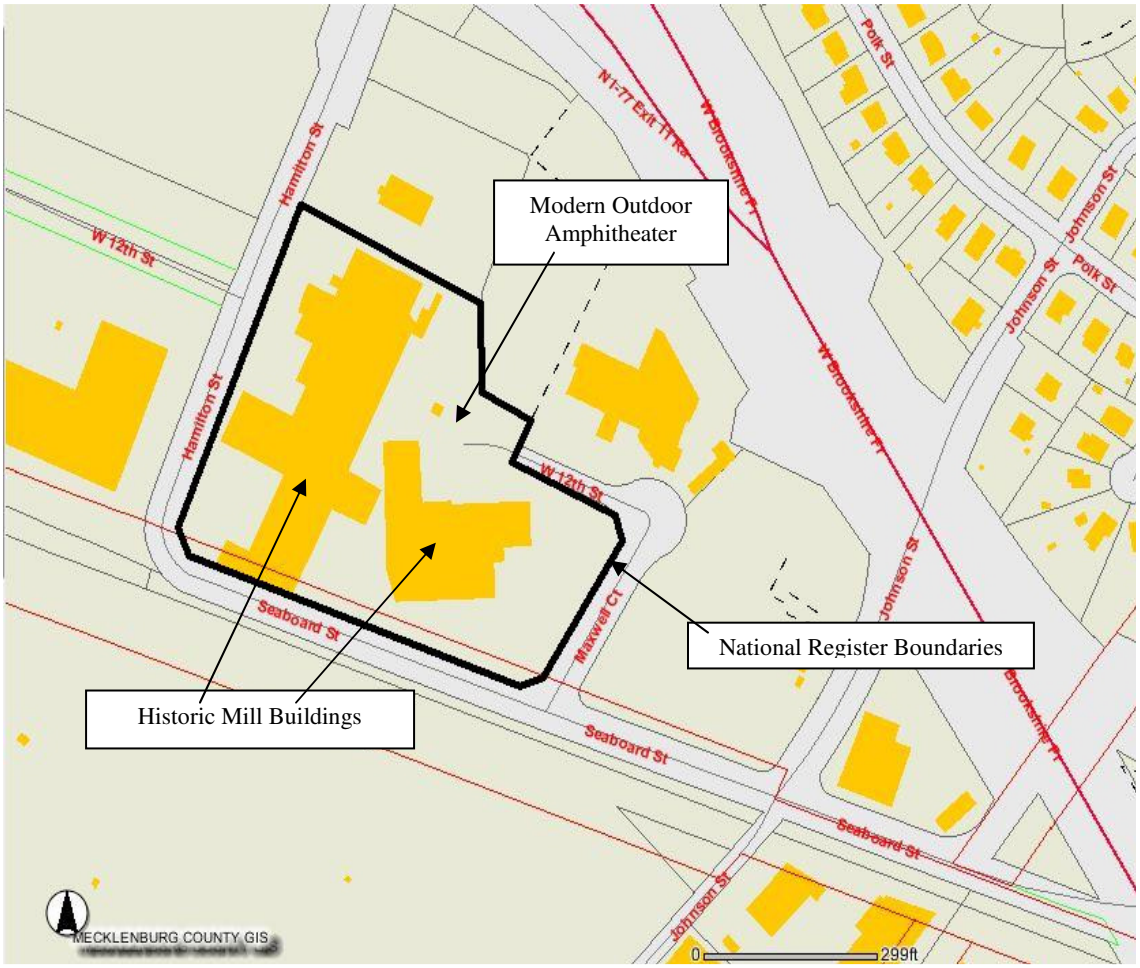
No. 1 Southern Asbestos Company Mills (National Register 2008)
1000 Seaboard Street (PIN 07842501)
Charlotte, Mecklenburg County

Summary Statement of Significance and Eligibility (**Plates 1-4)**

The Southern Asbestos Company Mills is listed in the National Register under Criterion A for industry. The factory began in 1904 as a mill producing cotton bags and ties, but in 1920 was acquired by the Southern Asbestos Manufacturing Company to make fireproof, asbestos textile products. Southern Asbestos was a regional leader in the production of asbestos yarn, thread, and cord, and the plant remained in production until 1982. Consisting of two primary, red brick mill buildings connected by a bridge section, the complex was constructed in stages between 1904 and 1959 with minor additions in the 1960s. The two main mills are positioned in a V-shaped configuration enclosing a newly paved courtyard. The oldest portions have shallow gable roofs, while the newer sections have flat roofs. In 2008, the complex underwent a certified rehabilitation for conversion to offices and a music entertainment venue. A sizable outdoor amphitheater was constructed. The property retains all seven aspects of integrity and remains eligible for the National Register under Criterion A for industry. Depicted in **Figure 4**, the National Register boundaries encompass the 7.403-acre tax parcel.

Figure 4

Southern Asbestos Company Mills
National Register Boundaries



Source: Mecklenburg County Tax Map

Plate 1. Southern Asbestos Company Mills, Looking Northwest.

Plate 2. Southern Asbestos Company Mills, Looking South Along Hamilton Street.

Plate 3. Southern Asbestos Company Mills, Looking Southwest.

Plate 4. Southern Asbestos Company Mills, Modern Outdoor Amphitheater, Looking West.

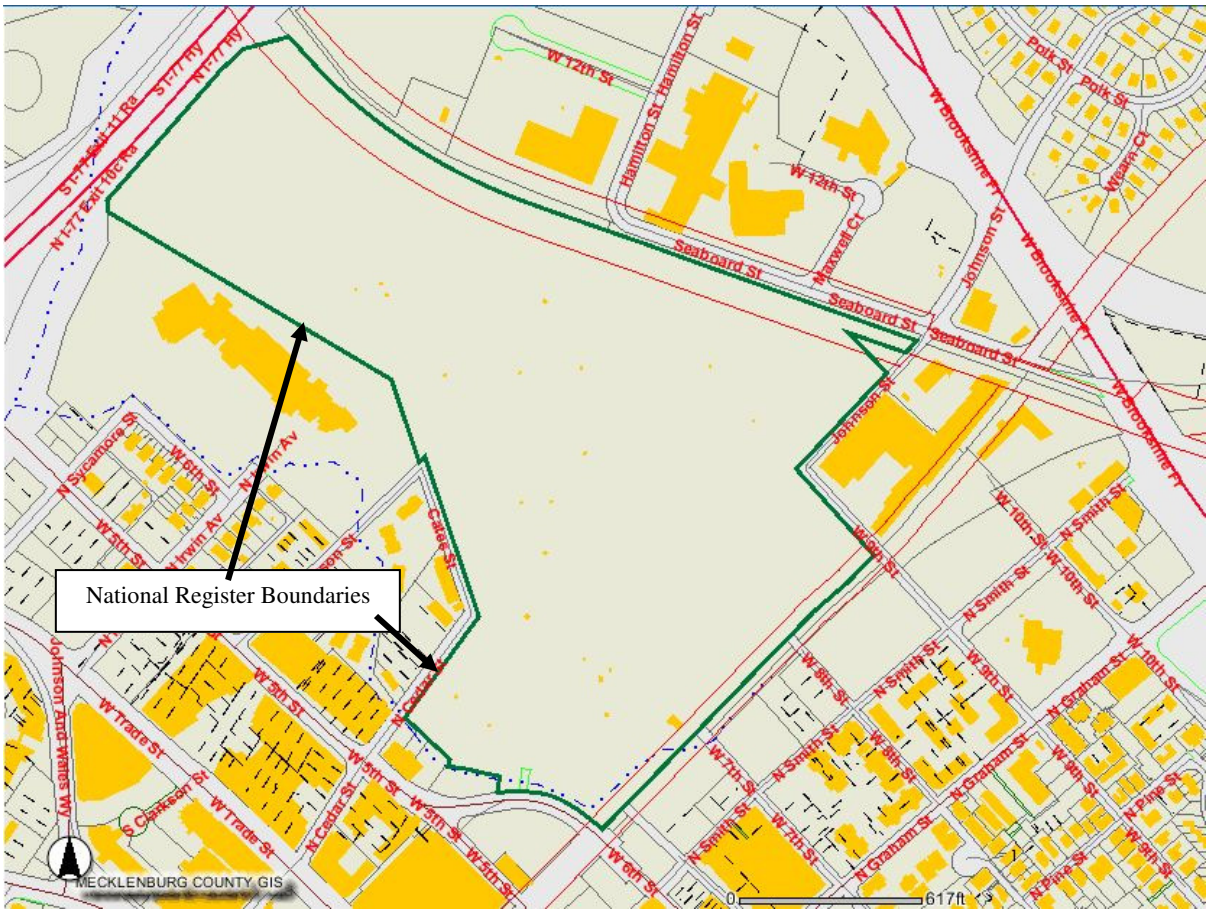
No. 2 Elmwood/Pinewood Cemetery (Determination of Eligibility 2003; Local Landmark 2003)
700 West Fifth Street (PIN 07813104)
Charlotte, Mecklenburg County

Summary Statement of Significance and Eligibility (**Plates 5-8)**
Built as the city graveyard, the seventy-two acre Elmwood/Pinewood Cemetery contains a variety of funerary art including notable examples of Gothic Revival, Egyptian Revival, and Neoclassical mausoleums and Charlotte's 1887 Confederate monument. Of particular note is a log cabin of granite that memorializes an early history enthusiast. Opening in 1853, Elmwood/Pinewood features the graves of some of Charlotte's most prominent citizens of the nineteenth and early twentieth centuries. Leading New South industrialist, Daniel Augustus Tompkins; developer Edward Dilworth Latta; local civic leader Samuel S. McNinch, and the city's first major African American architect, William W. Smith, are all interred here. The Pinewood section is the best-preserved African American cemetery in Mecklenburg County, and features two polychromatic brick mausoleums designed by William Smith. Located in the center city, the cemetery formed an integral part of the urban fabric at a time when such cemeteries served not only as burial grounds but also as important public green spaces. In the politically turbulent 1960s, Elmwood/Pinewood was at the center of the local civil rights movement when city councilman Fred Alexander spearheaded a successful drive to remove the chain link fence that divided the all-white Elmwood from all-black Pinewood.

Elmwood/Pinewood Cemetery has not changed since its National Register determination of eligibility in 2003 and retains all seven aspects of integrity, including integrity of location, setting, materials, design, workmanship, feeling, and association. The cemetery remains eligible for the National Register under Criterion A for its association with the city's African American community and under Criterion C for its fine collection of vernacular and nationally popular funerary designs from the nineteenth and early twentieth centuries. The National Register boundaries conform to those of the local landmark designation which encompass the original seventy-two acres set aside for the cemetery in the early 1850s. The National Register boundaries are defined by the current tax parcel shown in **Figure 5.**

Figure 5

Elmwood/Pinewood Cemetery
National Register Boundaries



Source: Mecklenburg County Tax Map

Plate 5. Elmwood/Pinewood Cemetery, Looking Southeast Towards Norfolk Southern Railway Bridge over West Sixth Street.

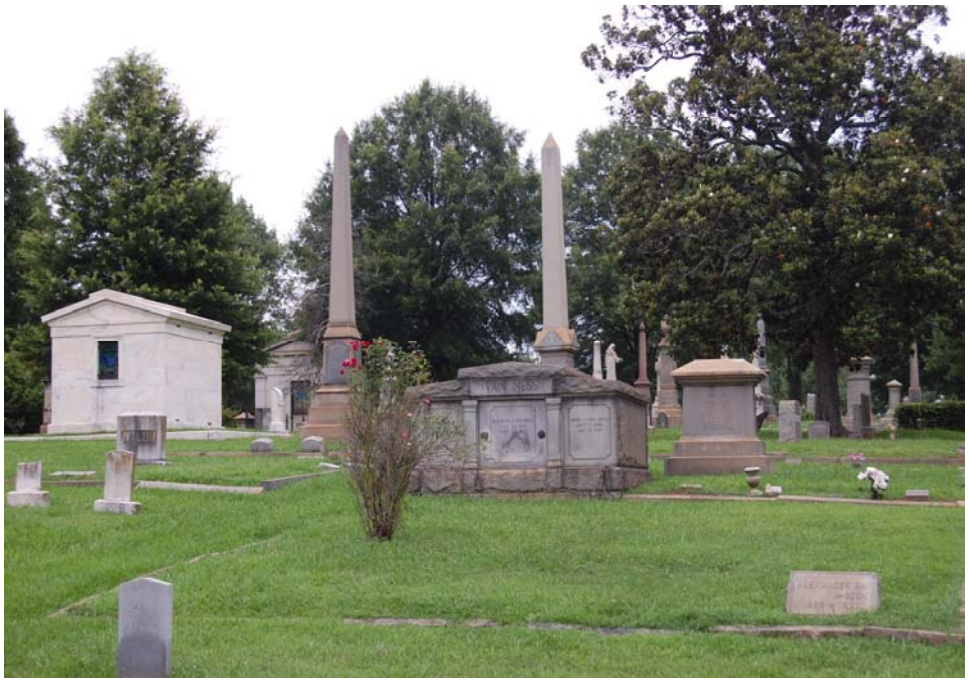


Plate 6. Elmwood/Pinewood Cemetery, Looking North.

Plate 7. Elmwood/Pinewood Cemetery, Pinewood Section, Looking East.

Plate 8. Elmwood/Pinewood Cemetery, Pinewood Section, Looking East.

No. 3 Seaboard Street Historic District (Determination of Eligibility 2003; Study List 2001)
Bounded by Seaboard Street (west), North Smith Street (east), CSX Railway (north), and West Ninth Street (south)
Charlotte, Mecklenburg County

Summary Statement of Significance and Eligibility (**Plates 9-14)**
The Seaboard Street Historic District developed in the late nineteenth and early twentieth centuries on both sides of the Seaboard Air Line Railway at the northern periphery of the center city. By the early 1900s, the area included a cotton mill, warehouses, a fuel and ice plant, and imposing grain elevators. The district stands today as one of the few intact groupings of historic industrial resources in Charlotte. Other noteworthy industrial areas from the early twentieth century include West Morehead Street (1000-1400 blocks); the South Cedar/West First Street Industrial District (Study List 2001), and the North Graham Street Industrial Historic District (DOE 2003). The Seaboard Street Historic District was placed on the Study List in 2001 and was determined eligible for the National Register in 2003 (Wyatt and Woodward 2001; Mattson, Alexander and Associates, Inc. 2003).

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

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

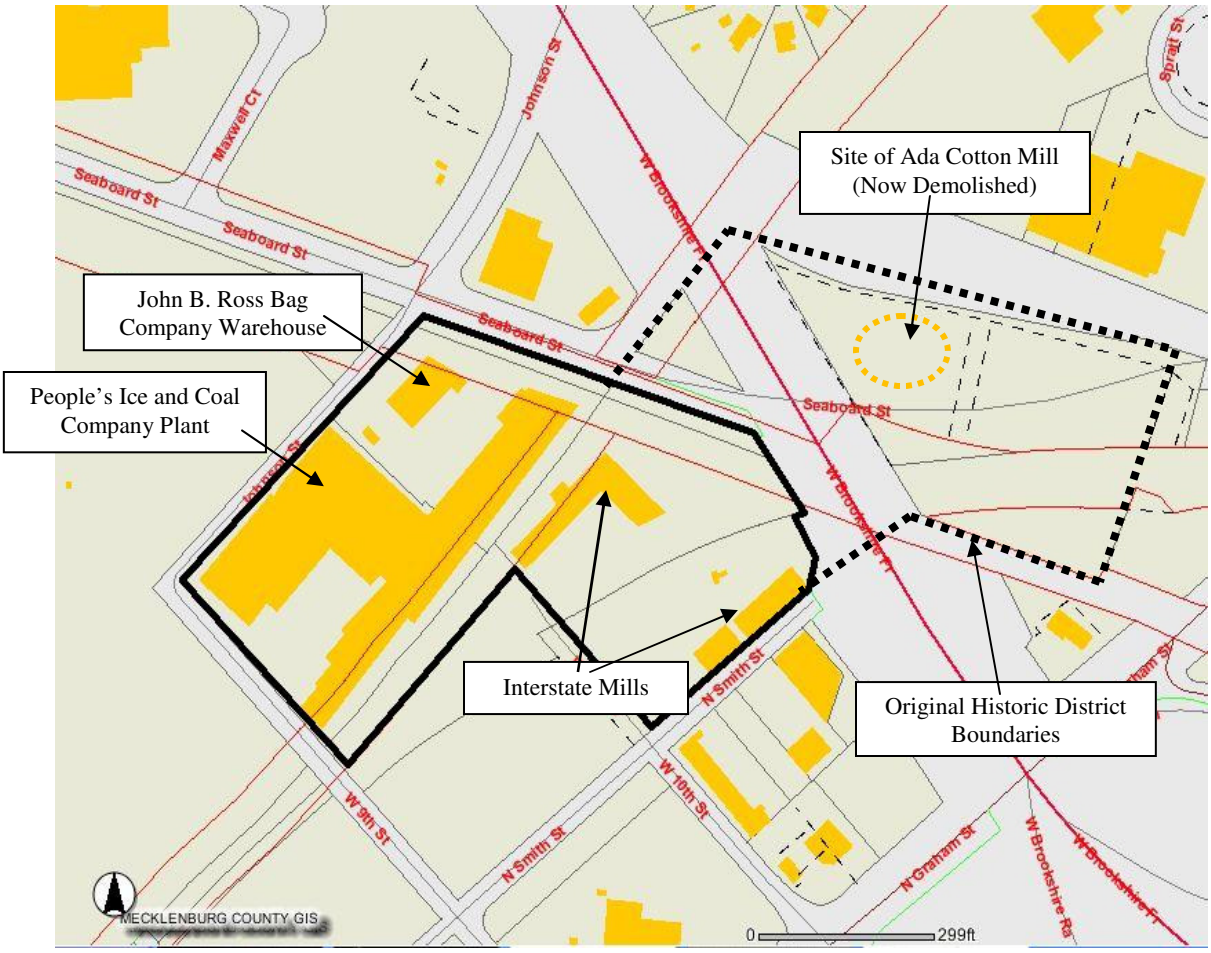
The ca. 1905 John B. Ross Bag Company Warehouse (715 Seaboard Street), is a one-story, red brick, rectangular building that is the only remaining warehouse from a collection of five storage facilities originally sited along this block. The building was constructed for the storage of cotton bagging used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

Despite the loss of Ada Cotton Mill, the Seaboard Street Historic District remains eligible for the National Register under Criteria A and C. However, the principal investigators recommend an amendment to the National Register boundaries to reflect the demolition of the mill. The proposed boundaries would exclude West Eleventh Street and the now vacant Ada Cotton Mill tract along Interstate 277 at the north end of the district. With its new boundaries, the industrial

district retains all seven aspects of integrity, including integrity of location, setting, materials, design, workmanship, feeling, and association. Depicted in **Figure 6**, the revised boundaries encompass approximately ten acres and include the Interstate Mills, the John B. Ross Bag Company Warehouse, and the People's Ice and Coal Company plant.

Figure 6

Seaboard Street Historic District
Revised National Register Boundaries



Source: Mecklenburg County Tax Map

Plate 9. Seaboard Street Historic District, Looking North Along Rail Line, People's Ice and Coal Company Plant (Left) and Interstate Mills (Right Background).

Plate 10. Seaboard Street Historic District, People's Ice and Coal Company Plant, Looking North.

Plate 11. Seaboard Street Historic District, Interstate Mills, Looking South.

Plate 12. Seaboard Street Historic District, Interstate Mills Warehouse, Looking Southeast Towards Downtown.

Plate 13. Seaboard Street Historic District, John B. Ross Bag Company Warehouse and Interstate Mills, Looking Southeast.

Plate 14. Seaboard Street Historic District, John B. Ross Bag Company Warehouse and Interstate Mills, Looking East.

No. 5 Soule Steel and Iron Works
847-901 North Church Street (PIN 07804105 A and B)
Charlotte, Mecklenburg County

Physical Description **(Figure 7; Plates 15-21)**
Located on the south side of Seaboard Air Line tracks, the Soule Steel and Iron Works encompasses a complex of steel fabricating buildings, office space, and foundry operations constructed primarily by Steel and Iron Works in the 1940s. Oriented to North Church Street, the main office and manufacturing building features a stylish, 1940s, modernist, brick façade. This two-story elevation has a stepped gable embellished with an ornamental, iron eagle on the coping; steel sash, ribbon windows; and decorative bands of brick headers. The modernist entry bay at the northeast corner of the facade is streamlined with a glass block window. The long, rectangular, brick building to the rear was the original foundry and fabrication plant. The building is capped by a corrugated metal roof with metal vents, or cupolas. A metal canopy shelters the loading dock. The open interior is supported by steel roof trusses and has concrete flooring and a travelling crane way. An early 1950s, corrugated metal addition extends from the south elevation. The Soule tract also includes a large, two-story, corrugated metal, 1940s foundry alongside the railroad tracks. The gable-roofed south wing of this building is labeled, "Iron Shed", on the 1951 Sanborn map. The larger main block of this foundry includes metal bays for fuel storage in the southeast corner. The building has sliding metal service doors, steel framing, concrete flooring, and a gable roof pierced by a tall, shed-roofed ventilator. All the buildings on the parcel remain intact and in use.

Historical Background
In the mid-1940s, Soule Steel and Iron Works acquired this two-acre, trackside parcel from the Liddell Foundry Company. Owned by George H. Soule of Charlotte, Soule Steel and Iron Works began in the 1920s as Soule-Huffman Ornamental Iron Company on South Boulevard. Following a common trend in steel and iron manufacturing, the Soule company expanded from iron smelting into structural and reinforcing steel fabrication by the mid-twentieth century as structural steel replaced iron castings in the construction industry. On its new parcel, Soule Steel and Iron Works contained both a foundry and steel fabrication operations. Located just south of the Seaboard Air Line, Soule produced ornamental iron and iron castings for air conditioning systems and also engaged in steel fabrication, making steel stairways, structural systems, and sheet metal for modernizing cotton mills and other factories (Vertical Files, Carolina Room, Mecklenburg Public Library; Sanborn Map Company 1929, 1953).

The area around the Soule complex, situated near both the Seaboard and the Southern rail lines, had long served as an iron foundry site. The Liddell Foundry Company, one of the city's largest foundries, launched its business there in 1897 and grew to include manufacturing and warehousing facilities as well as a cotton gin factory that employed approximately eighty workers. While the Liddell foundry complex began on the north side of the Seaboard line, the operations had expanded to the south side by the 1930s where Soule developed its foundry and steel fabricating operations (Vertical Files, Carolina Room, Mecklenburg Public Library; Sanborn Map Company 1929, 1953; Hanchett 1998: 49, 55).

Foundries and steel fabricating plants were especially important parts of Charlotte's historic industrial base, supporting the booming textile industry as well as the city's commercial and residential development. By the 1890s, Charlotte contained five foundries that produced a variety

of industrial steam engines, cotton presses, boilers, and shafting and pulleys for the nearby cotton mills. In 1950, Charlotte boasted nine foundries. The city's first steel fabrication plant, Southern Engineering (known as "Little Pittsburgh"), opened on the west side of the city in 1911. At mid-century, there were eight firms in the city fabricating steel for a wide variety of products: air conditioning and heating systems for the mills as well as residential and commercial uses; sheet metal buildings and additions; drainage pipes; machinery; and auto parts. While Southern Engineering was a large industrial and warehousing complex, the other plants were small scale, and most included iron smelting as well as steel fabrication. By the end of the 1950s, Republic Steel Corporation (DOE 2008) of Youngstown, Ohio, had opened a massive steel fabrication facility north of the city on Sugar Creek Road to manufacture an assortment of sheet metal products and drain water pipes (*Charlotte City Directories* 1900-2008; Vertical Files, Carolina Room, Mecklenburg Public Library).

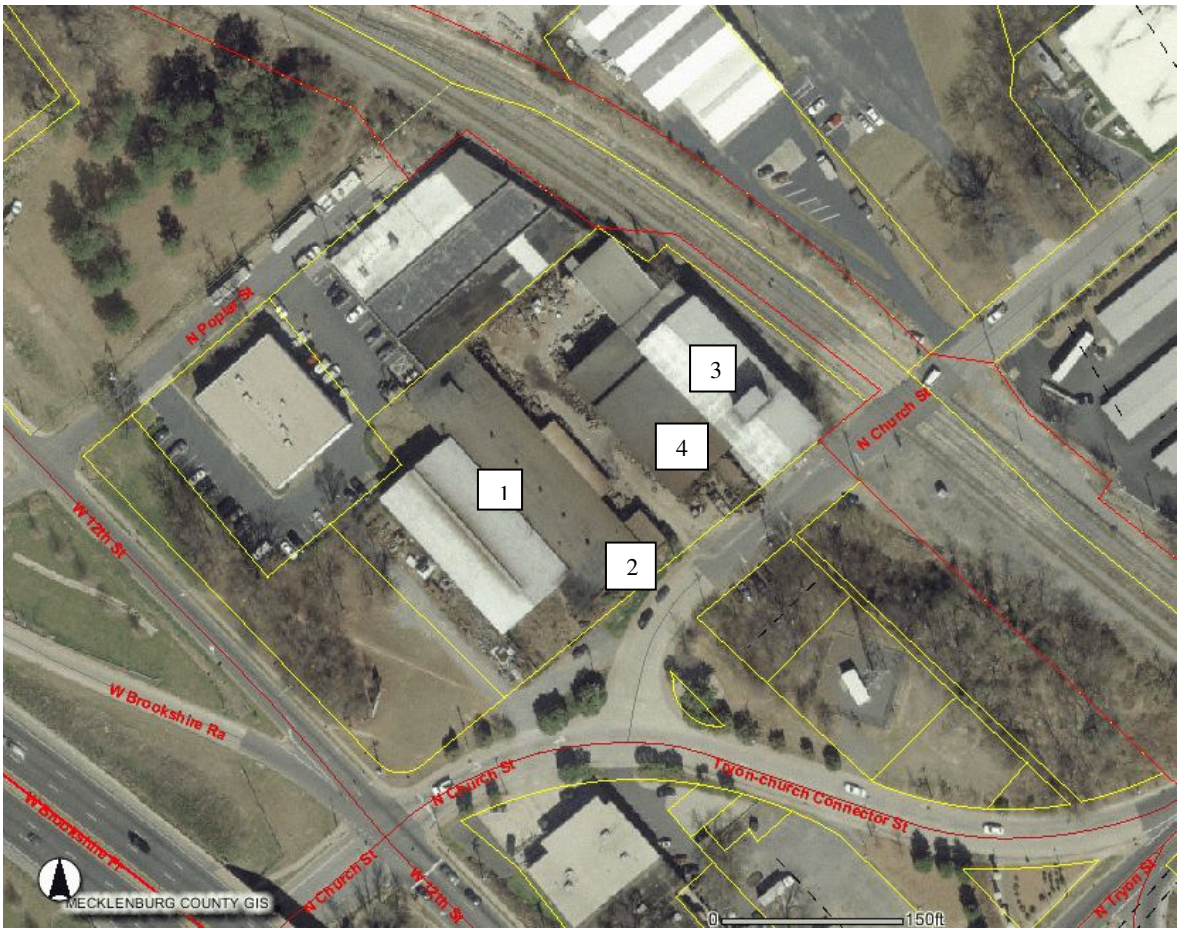
Soule Steel and Iron Works operated its foundry and steel fabrication complex in Charlotte for roughly forty years, possibly using some of the Liddell Company's buildings for its own manufacturing facilities. By the end of the 1940s, the Soule tract included the present brick foundry and steel fabricating building/office and a corrugated metal building to the north that operated as a foundry. The south wing of this foundry was used as an iron shed according to the 1951 Sanborn map of Charlotte. In the 1980s, the property and business was acquired by Southern Cast, Inc., a foundry that manufactures iron castings. Southern Cast continues to own and run the foundry (*Charlotte City Directories* 1900-2008; Vertical Files, Carolina Room, Mecklenburg Public Library; Sanborn Map Company 1929-1950; 1951).

Evaluation of Eligibility

Soule Steel and Iron Works is recommended for National Register eligibility under Criterion A for industry. The property has a high degree of integrity, comprising a complete and intact collection of manufacturing, storage, and office buildings from the Soule Steel and Iron Works which operated here as a foundry and steel fabrication business between the 1940s and 1980s. The industrial complex retains all seven aspects of integrity, including integrity of location, setting, materials, design, workmanship, feeling, and association. With its processing facilities and office space, the property represents the typically small-scale foundries and, later, steel fabricating enterprises that arose around Charlotte to support the textile mills and the city's rapid commercial, residential, and industrial development in the early and middle decades of the twentieth century. The property is also one of the rare, historically rail-oriented industrial complexes to remain around the periphery of the center city which is now increasingly dominated by commercial and residential land uses, roadways, and parking lots. Foundries have largely disappeared from Charlotte although the sprawling Charlotte Pipe and Foundry complex stands on the southern edge of downtown. The once common, small-scale steel fabricating complexes are also largely gone although still represented by the aforementioned, larger-scale Southern Engineering facility, which remains substantially intact (but vacant) on Wilkinson Boulevard, and Republic Steel which still stands on Sugar Creek Road. Shown in **Figure 8**, the proposed National Register boundaries conform to the current tax parcel (2.041 acres).

Figure 7

Soule Iron and Steel Works
Site Plan

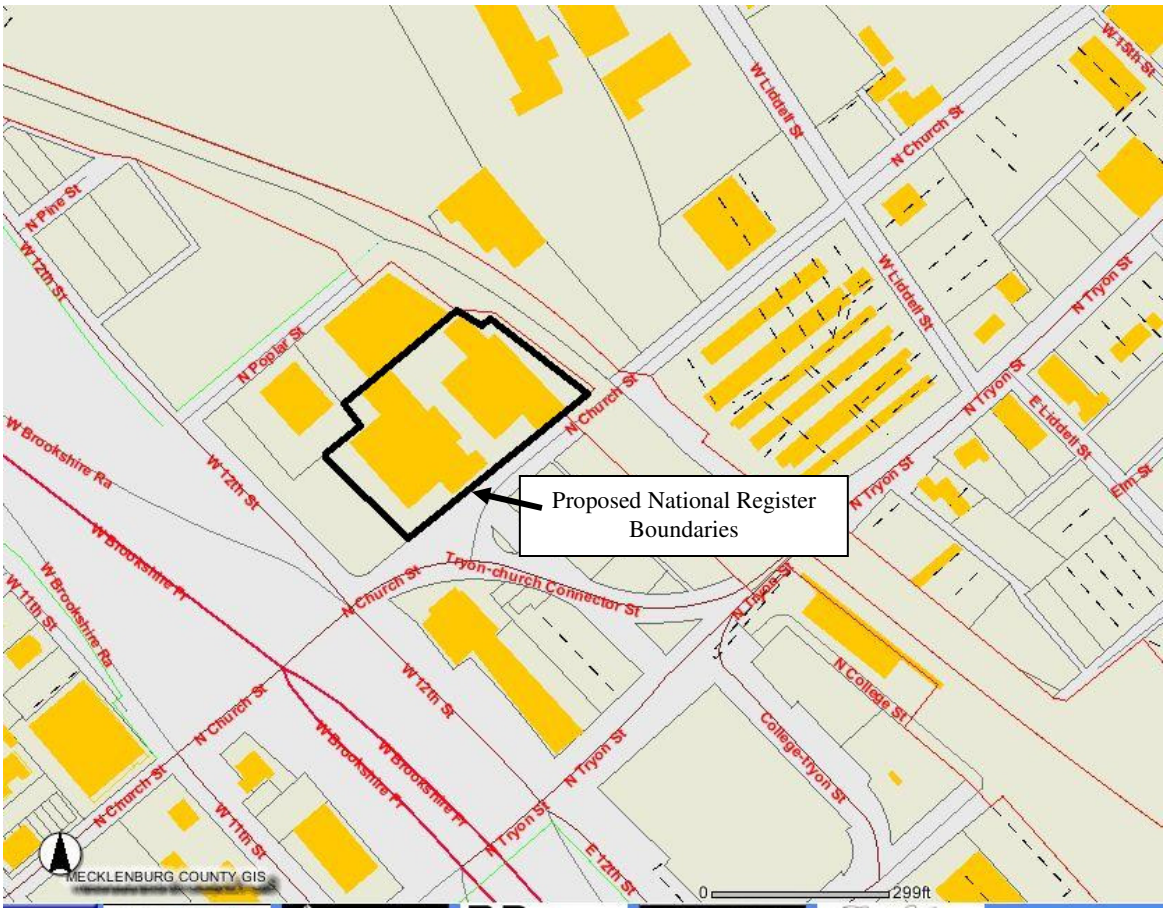


Key:
1. Fabrication Plant and Foundry
2. Office
3. Foundry
4. Iron Shed

Source: Mecklenburg County Tax Map

Figure 8

Soule Iron and Steel Works
Proposed National Register Boundaries



Source: Mecklenburg County Tax Map

Plate 15. Soule Steel and Iron Works, Office Façade, Looking West.

Plate 16. Soule Steel and Iron Works, Looking Northeast Along North Church Street.

Plate 17. Soule Steel and Iron Works, Office and Original Foundry/Steel Fabrication Plant, Looking West.

Plate 18. Soule Steel and Iron Works, Office and Original Foundry/Steel Fabrication Plant, Looking West.

Plate 19. Soule Steel and Iron Works, 1940s Iron Shed, Looking North.

Plate 20. Soule Steel and Iron Works, 1940s Foundry, Looking Northwest.

Plate 21. Soule Steel and Iron Works, 1940s Foundry, Looking West Across Rail Line.

No. 7 Seaboard Air Line Railway Bridge
North Tryon Street at Railroad Tracks
Charlotte, Mecklenburg County

Physical Description (**Plates 22-23)**
Sited immediately northwest of the Seaboard Airline Railway Passenger Station, this highly embellished bridge carries multiple tracks of the former Seaboard Air Line Railway over four-lane North Tryon Street (U.S. 29) just north of downtown Charlotte. The steel, deck girder bridge has a single main span that is flanked by smaller spans over the sidewalks lining both sides of North Tryon. Reinforced concrete portal piers separate the sidewalks from the street, and the bridge has reinforced concrete abutments. Befitting its position at a gateway to downtown, the bridge has expressive Art Deco ornamentation executed on the concrete bridge profiles. Tall, stepped piers mark the spans with stepped, geometric brackets under the flat cornice that marks the top of the bridge. Stylized chevrons cap the sidewalk arches, and the metal pipe railings along the tracks repeat the stepped geometry of the piers. The structure is notable for its sophisticated Art Deco styling and retains the seven aspects of integrity including integrity of location, setting, materials, design, workmanship, feeling, and association.

Historical Background
In 1939, the Seaboard Air Line Railway Bridge was completed over North Tryon Street just northwest of the Seaboard Air Line Passenger Station. The bridge was completed during the city's ambitious grade separation campaign of the early to mid-twentieth century to alleviate mounting automobile and rail traffic congestion downtown. Before the suburban era after World War II, most commercial and industrial activity took place in center cities with materials and goods moving by rail. At-grade crossings and traffic bottlenecks threatened commerce, and cities scrambled to build bridges and underpasses to separate car and truck traffic on city streets from railroad traffic. By the early twentieth century, at-grade railroad crossings in Charlotte and cities across the country had become major roadblocks and safety hazards, creating long delays for both electric streetcars and automobiles. While a series of grade separations were constructed to relieve clogged traffic before World War II, the campaign in Charlotte hit full stride during the administration of Mayor Victor Shaw in the early 1950s. Taking office in 1949, Mayor Shaw declared that "grade crossing elimination was vital to the development of the city". New bridges and underpasses would "unbottle the City," he stated. A Charlotte bond referendum in 1950 authorized $1,500,000 for the construction of grade separations. Between 1951 and 1954, six new bridges were opened on the city's major streets including East Stonewall, West Sixth, East Third, East Fourth, East Eleventh, and East Trade streets. Only the 1939 Seaboard Air Line Bridge and the 1950s bridges over West Sixth and East Eleventh Street remain (*Charlotte News*, 23-25 July 1949; *Minutes of the Charlotte City Council* 1949, 1950-1951, 1953-1954; Morrill 2005: 2-5).

In Charlotte, the intersection of the Seaboard Air Line tracks and North Tryon Street was especially problematic. North Tryon Street, which was only two lanes wide until 1939, was the principal northern gateway to the central business district and had been designated as U.S. Highway 29 to connect Charlotte with Concord, seat of neighboring Cabarrus County. In the 1920s, a narrow underpass had been constructed here to speed traffic flow, but it contained a dangerous curve and was already obsolete a decade later. On July 6, 1938, the Charlotte City Council declared this rail crossing "the most necessary improvement in the highway system" in the city, and Mayor Ben Douglas and the council entered into an agreement with the State

Highway and Public Works Commission to widen North Tryon Street and erect a modern bridge (*Charlotte Observer,* 4 October 1939; *Minutes of the Charlotte City Council* 1938; Morrill 2005: 1-2).

Completed on 1 October 1939, newly widened North Tryon Street could accommodate four lanes of traffic for several miles as it ran north out of Charlotte. Three days later, on October 4, the larger, Art Deco bridge was opened to automobile traffic. The cost of the bridge was $150,000 with $125,000 in federal funds. Demonstrating the importance of this public works project to the city, a ribbon cutting ceremony was held the day of the opening with speeches by Mayor Douglas, City Manager James B. Marshall, and other dignitaries.

Evaluation of Eligibility

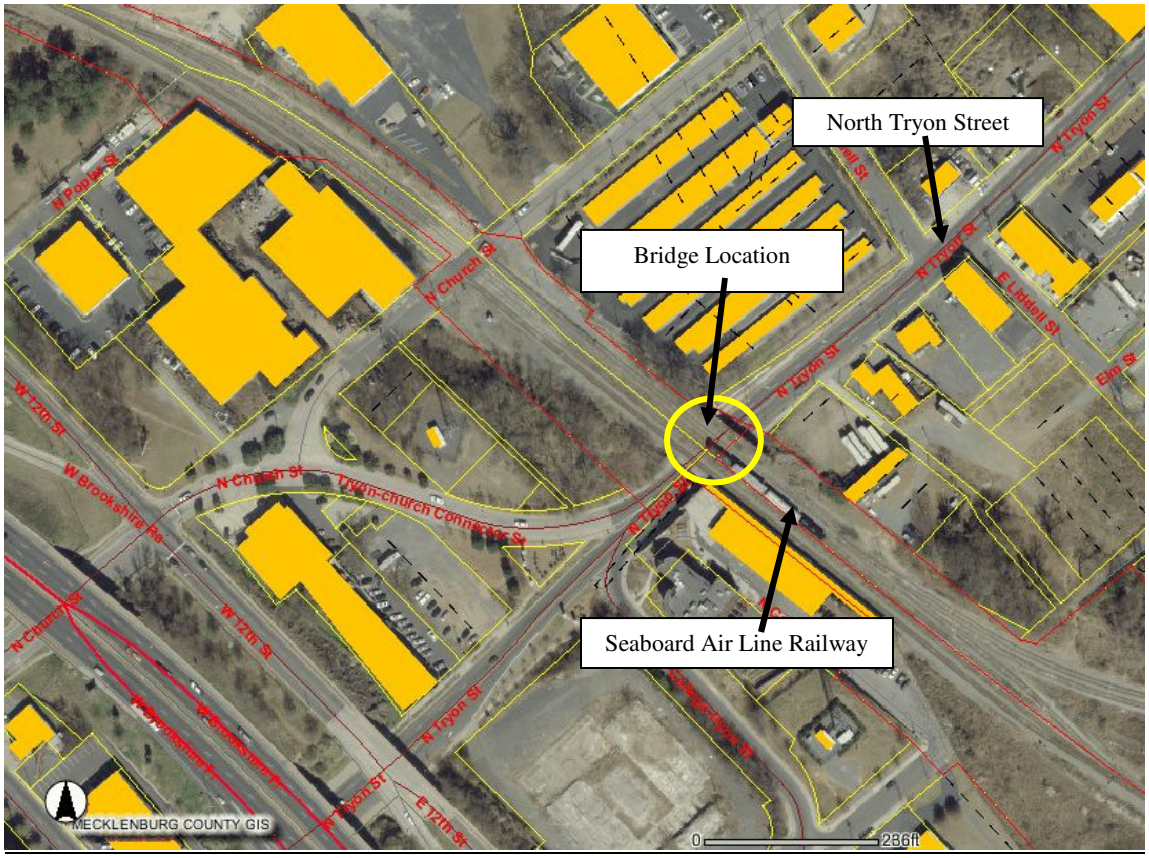
The Seaboard Air Line Railway Bridge is recommended as eligible for the National Register under Criteria A for transportation and under Criterion C for engineering and design. The 1939 span is the oldest of three remaining center city bridges erected before 1959 and is a rare surviving example of Charlotte's ambitious efforts to construct grade separations downtown between the 1920s and 1950s. The subject of a 1939 dedication ceremony, the bridge over North Tryon Street crossed one of the city's major arteries and alleviated traffic congestion at an especially troublesome rail crossing.

The Seaboard Air Line span is also a sophisticated and rare example of Art Deco bridge design. The Art Deco style was not commonly used for spans constructed during the grade separation campaigns. The campaigns had had their beginnings during the City Beautiful Movement of the early twentieth century, and the neoclassicism associated with the movement was more widely employed to embellish the bridges constructed during the grade separations. In addition, the highly ornamented profiles of the bridge reflected the importance of its strategic location along one of the main entrances to the center city.

The bridge retains the seven aspects of integrity needed for National Register eligibility. The structure occupies its original location over North Tryon Street and adjacent to the Seaboard Air Line Railroad Passenger Station and retains its integrity of setting, feeling, and association. The bridge is also well preserved and maintains its integrity of design, materials, and workmanship. The recommended National Register boundaries encompass only the bridge and its immediate footprint. The location of the bridge is shown in **Figure 9**.

Figure 9

Seaboard Air Line Railway Bridge
Location Map



Source: Mecklenburg County Tax Map

Plate 22. Seaboard Air Line Railway Bridge, Looking South.

Plate 23. Seaboard Air Line Railway Bridge, Detail, Looking South.

No. 8 Seaboard Air Line Railway Passenger Station (National Register 1980; (Local Landmark 1980)
945 North College Street (PIN 08101203)
Charlotte, Mecklenburg County

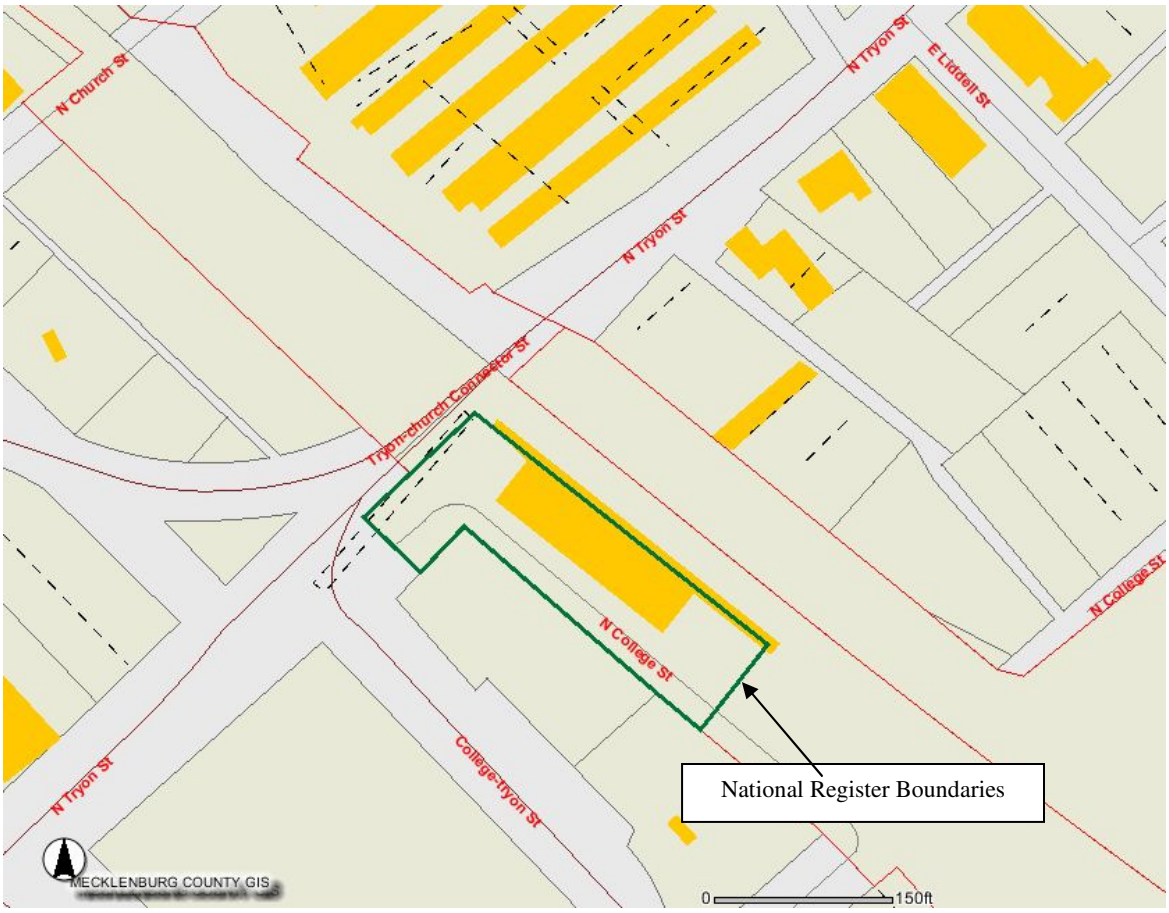
Summary Statement of Significance and Eligibility (**Plates 24-27)**
The Seaboard Air Line Railway Passenger Station is listed in the National Register under Criterion A for transportation and Criterion C for architecture. The station was built alongside the Seaboard tracks in 1896, replacing a smaller depot built in 1858 by its predecessor, the Wilmington, Charlotte, and Rutherfordton Railroad, and destroyed by fire in 1895. The new, large, two-story station, 40 feet wide and 120 feet long, was constructed of brick covered in stucco, and its classical elements contrasted with the Spanish Mission style of the rival Southern Railway station across the city on West Trade Street. Its designer was the prominent Charlotte architect, Charles Christian Hook, and the station was Hook's first public building. In 1916, Seaboard Air Line architects designed one-story wings on the east and west elevation and employed A.M. Walkup, Inc., of Richmond, Virginia, to execute the construction. The station remained in operation until 1958 when it permanently closed its doors to rail passengers. Subsequently, the station functioned as a yard office for the railroad, and in 1990, the Charlotte-Mecklenburg Historic Landmarks Commission purchased the station from CSX Railway. In 1993, the property was acquired by a group of city churches and converted to a daytime shelter and community counseling center for the homeless.

The station consists of a two-story main block capped by a high hip roof and hip-roofed wings on the east and west sides. The projecting polygonal bay on the east side was originally capped by a turret which may have been removed during the 1916 renovation and expansion. The one-over-one, double hung windows and brick lower walls that unify the design were probably constructed in 1916. A prominent, continuous umbrella shed extends around the building and has cast iron columns and brackets. Original double doors with glazed upper sections lead into the interior. The interior has original wood floors and ceilings and plaster walls. The first floor of the 1896 main block is divided into two waiting rooms separated by the ticket office. Typical of passenger stations in the racially segregated South, the waiting rooms are of unequal size with the larger room on the west side reserved for white passengers and the small room on the east side for African Americans.

The Seaboard Air Line Passenger Station remains eligible for the National Register under the nominated criteria. The station remains the only nineteenth century rail station in Charlotte and is a rare architectural symbol of Charlotte's important railroad era. The station is largely unchanged since its National Register listing, and the building retains all seven aspects of integrity, including integrity of location, setting, materials, design, workmanship, feeling, and association. Encompassing the 32,147 square foot tax parcel, the National Register boundaries are depicted in **Figure 10.**

Figure 10

Seaboard Air Line Railway Passenger Station
National Register Boundaries



Source: Mecklenburg County Tax Map

Plate 24. Seaboard Air Line Railway Passenger Station, South Elevation, Looking Northwest.

Plate 25. Seaboard Air Line Railway Passenger Station, South Elevation, Looking Northeast.

Plate 26. Seaboard Air Line Railway Passenger Station, North Elevation, Looking Northwest.

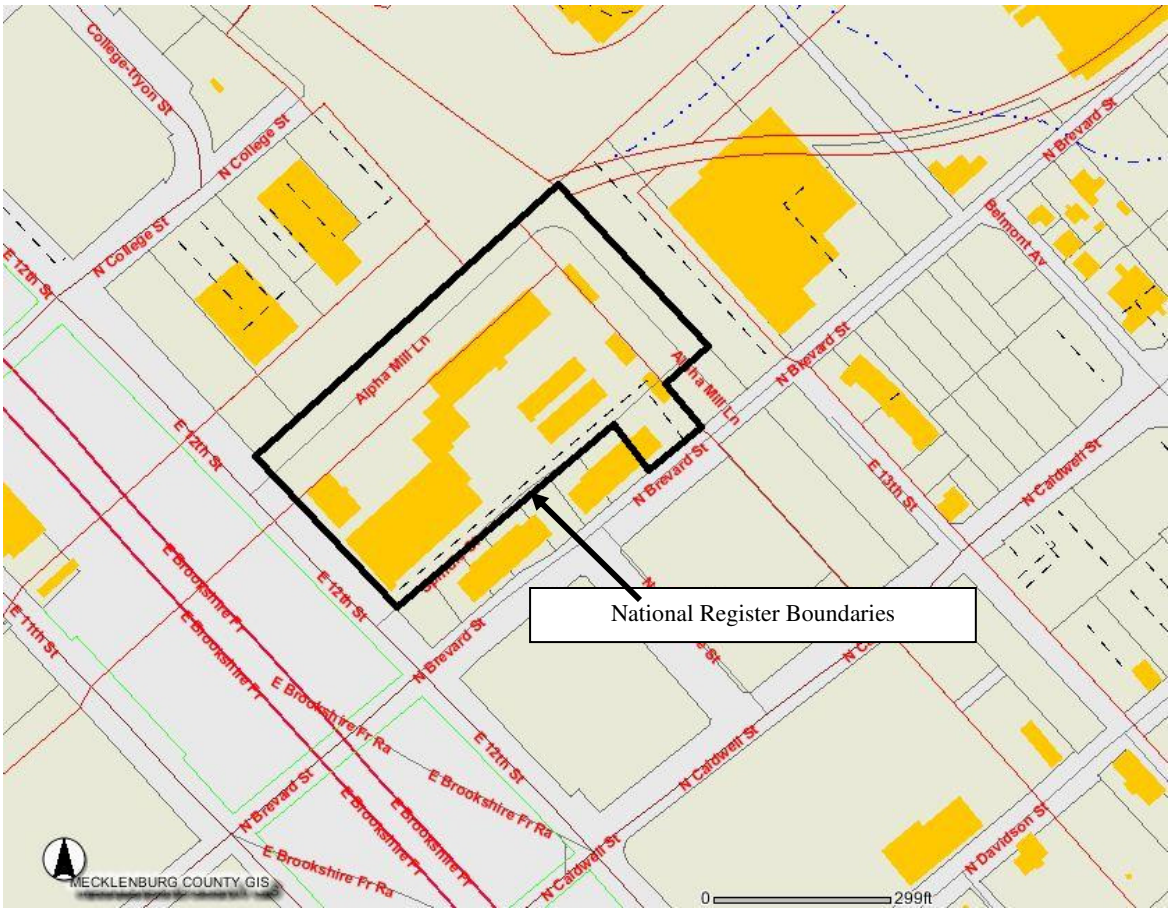
Plate 27. Seaboard Air Line Railway Passenger Station, South Elevation, Bracing Detail.

No. 9 Orient Manufacturing Company/Chadwick-Hoskins No. 3 (National Register 2006) (Local Landmark 1985)
311 East Twelfth Street (PIN 08103308)
Charlotte, Mecklenburg County

Summary Statement of Significance and Eligibility (**Plates 28-30)**
Established in 1888-1889 as the Alpha Mills Company, and expanded significantly in 1901 and 1911, this cotton mill is listed in the National Register under Criterion A for industry and Criterion C for architecture. The property ranks among Charlotte's finest and most intact early textile mills, having been established in 1888-1889 as the Alpha Mills Company by the D.A. Tompkins Company. In 1901, the Orient Manufacturing Company acquired this cotton yarn mill and launched a major expansion campaign. In 1908, the mill became part of the large Chadwick-Hoskins textile corporation, and in 1911, an additional two-story wing was constructed to create the present general appearance. The mill operated as Chadwick-Hoskins No. 3 until 1946. The plant retains the original chimney stack and boiler room (1889) and significant elements of the 1901 and 1911 expansions including the ornate stair tower and the multiple-story weaving and spinning rooms. In 2006-2007, the property underwent a certified rehabilitation for use as apartments. During this adaptive reuse, new apartment buildings were constructed around the north, east, and west sides of the property. However, the mill survives with key architectural components intact and retains its integrity of location, setting, materials, design, workmanship, feeling, and association. The former industrial property remains eligible under the nominated criteria. Encompassing 5.832 acres, the National Register boundaries are shown on **Figure 11.**

Figure 11

Orient Manufacturing Company/Chadwick Hoskins No. 3
National Register Boundaries



Source: Mecklenburg County Tax Map

Plate 28. Orient Manufacturing Company/Chadwick-Hoskins No. 3, Main Mill, Looking Northwest.

Plate 29. Orient Manufacturing Company/Chadwick-Hoskins No. 3, Looking Northwest.

Plate 30. Orient Manufacturing Company/Chadwick-Hoskins No. 3, Main Mill (Left) and Modern Apartment Building, Looking North.

No. 13 Avant Fuel and Ice Company (McGill Rose Garden)
940 North Davidson Street (PIN 08108602)
Charlotte, Mecklenburg County

Physical Description (**Figure 12**; **Plates 31-35**)
Now the McGill Rose Garden, the Avant Fuel and Ice Company property has changed significantly since the early and middle twentieth century. Today, only the 1920s brick office building and the adjacent scales survive. The remainder of the roughly one and one-half acre property holds rose beds, a modern central fountain, pathways, and a relic railroad car. By contrast, the 1929 Sanborn Map shows the site containing the office, a sizable ice house, an adjacent ice storage building, two wood sawing shops, a large wagon/truck shed, and four coal storage buildings near the railroad tracks.

The ca. 1929 office building remains largely intact. Facing North Davidson Street, the office is a one-story, one-bay, brick structure with steel sash factory windows. A drive-through canopy extends from the south elevation to shelter the entry and the scales used to weigh loads of coal. There is a 1950s addition with a glass block window on the south side. The rear elevation, which opens onto the large McGill garden, has a modern canopy, ramp, and stairs. The building is now used as the office and salesroom for the McGill Rose Garden.

Historical Background
In 1902, W.A. Avant established the Avant Fuel and Ice Company along the Seaboard Airline Railroad just north of the center city. The business was one of a host of coal and ice operations dispersed throughout Charlotte in the early and middle twentieth century. By World War II, there were sixteen firms selling fuel and block ice to Charlotte residences as well as to local commercial and industrial enterprises. However, with the growing use of air conditioners and refrigerators and the decline of coal for home heating, commercial coal and commercial ice operations steadily disappeared. Today, only two of these sixteen prewar coal and ice complexes remain intact: Herrin Brothers Coal and Ice Company in East 36th Street (DOE 2008) and the People's Ice and Fuel Company at 700 West Ninth Street in the Seaboard Street Historic District (DOE 2003) (*Charlotte City Directories* 1920, 1930, 1940; Perlmutt 1998).

The city's earliest such operations received shipments of block ice by rail from northern lakes. By the 1930s, however, Avant Fuel and Ice and other ice companies produced their own ice using electric ammonia compression machines, storing the frozen blocks in large ice houses. Coal was also delivered by railroad and stored in coal yards beside the tracks. These businesses also typically cut and sold firewood, and wood sawing shops and storage sheds stood beside the ice houses and coal sheds (*Charlotte City Directories* 1920, 1930, 1940; Sanborn Map Company 1929; Perlmutt 1998).

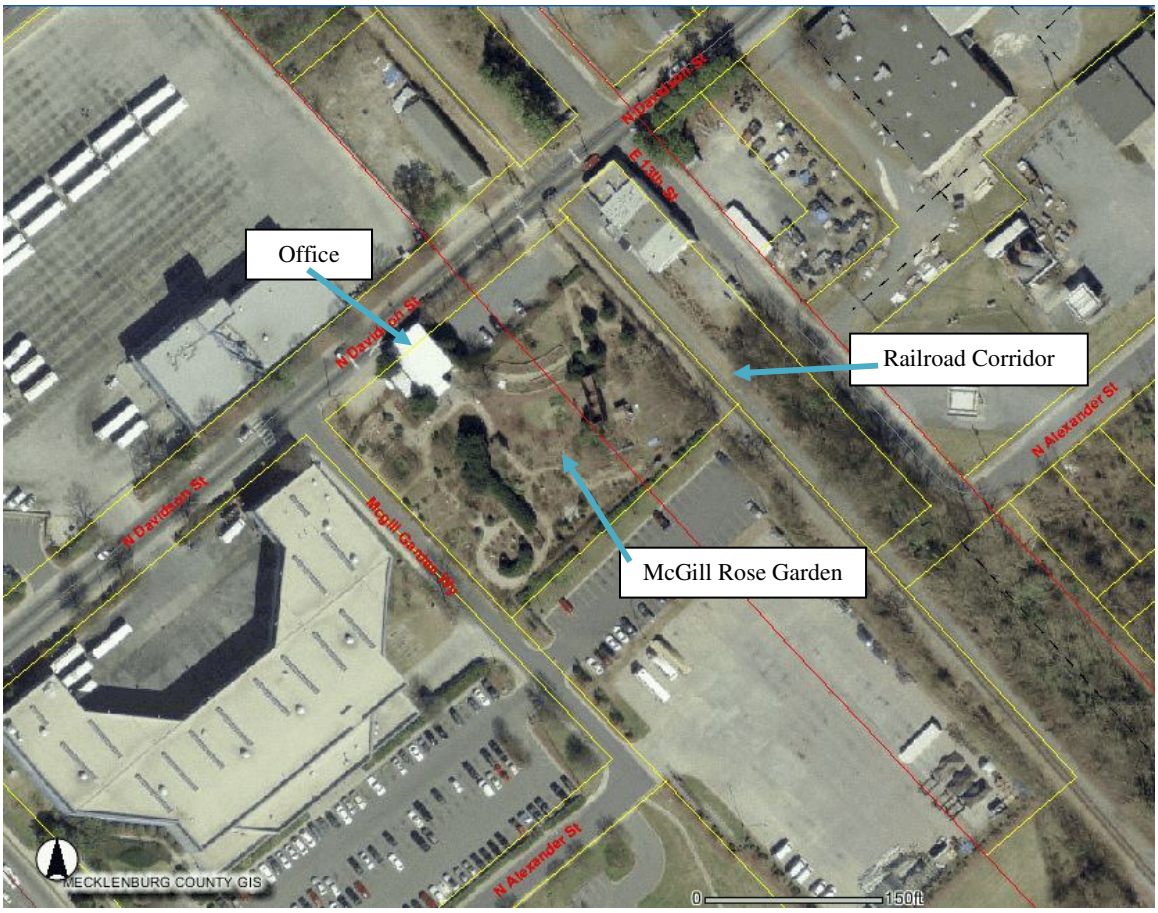
In 1951, Henry McGill bought the Avant property and operated the coal supply business into the 1970s. Soon after acquiring the tract, McGill and his wife, Helen, began to beautify the coal yard with rose bushes. By the 1960s, beds of roses filled the site, and in 1967 the McGills opened the rose garden to the public. In 1996, the McGill Rose Garden was established as a nonprofit organization devoted to the propagation of roses (Sanborn Map Company 1929, 1950; Moose 1971; Perlmutt 1998).

Evaluation of Eligibility

Avant Fuel and Ice Company (McGill Rose Garden) is not recommended for National Register eligibility under any criterion. Although the office building remains in its original location, most of the buildings that illustrated the plant's historic function as a fuel and ice operation are now gone. Thus the former coal and ice company has lost its integrity of setting, materials, design, workmanship, feeling, and association and is not considered eligible under Criterion A for industry. Importantly, the ice manufacturing house and storage facility are now gone. Only the office remains, and this building does not possess the significance needed for individual eligibility under Criterion C for architecture. While early twentieth century coal and ice complexes are increasingly rare in Charlotte, the city retains two fine examples that include offices, ice houses, and associated storage sheds: Herrin Brothers Coal and Ice and the People's Ice and Coal Company.

Figure 12

Avant Fuel and Ice Company
Site Plan



Source: Mecklenburg County Tax Map

Plate 31. Avant Fuel and Ice Company, Office, Main (West) Elevation, Looking East.

Plate 32. Avant Fuel and Ice Company, Office, Office, Rear Elevation, Looking Northwest.

Plate 33. Avant Fuel and Ice Company, Office, Interior.

Plate 34. Avant Fuel and Ice Company, Rose Garden, Looking South from Office.

Plate 35. Avant Fuel and Ice Company, Rose Garden, Looking North.

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APPENDIX A

Inventory List
Resource Photographs
Field Survey Maps

Inventory List
Properties Not Recommended for National Register Eligibility

No. 4 Warehouse
930 North Poplar Street (PIN 07804101)
Charlotte, Mecklenburg County

This one-story, brick warehouse has three staggered units with facades capped by flat parapets. There are replacement windows, and the westernmost office unit no longer retains its flat roofed canopy. With only marginal integrity, the warehouse does not have the historical or architectural significance to merit National Register eligibility.

No. 6 Warehouse
1001 North Church Street (PIN 07811310)
Charlotte, Mecklenburg County

Constructed between the late 1940s and early 1950s, this warehouse complex has one unit with a bow truss roof and one with three front gable sections. The warehouse has a red brick exterior that have been partially covered with asphalt siding. Some of the original windows have been replaced. The property lacks the integrity and either the historical or architectural significance needed for eligibility.

No. 10 House
1001 North Caldwell Street (PIN 08106304)
Charlotte, Mecklenburg County

Constructed ca. 1910 as a mill house by the Orient Manufacturing Company, this L-plan, frame dwelling is in deteriorated condition. The abandoned house has asbestos siding, some replacement windows, and replacement porch posts. The house no longer retains sufficient integrity to merit National Register eligibility.

No. 11 House
1005 North Davidson Street (PIN 08106404)
Charlotte, Mecklenburg County

Capped by a front gable roof, this ca. 1920, frame bungalow has an engaged porch with battered piers resting on brick pedestals, shingled siding, and exposed rafters. Although intact, the house does not have the historical or architectural significance needed for National Register eligibility.

No. 12 Warehouse
959 North Davidson Street (PIN 08108802 A and B)
Charlotte, Mecklenburg County

Now altered with a modern doorway in the southeast corner, this ca. 1950, rectangular, front gable warehouse has weatherboard siding and a glass block window on the east elevation facing the street. Other windows have been altered, and the original rail-side dock has been removed. The warehouse does not have the integrity or significance needed for National Register eligibility.

No. 4 Warehouse, 930 North Poplar Street, Looking North.

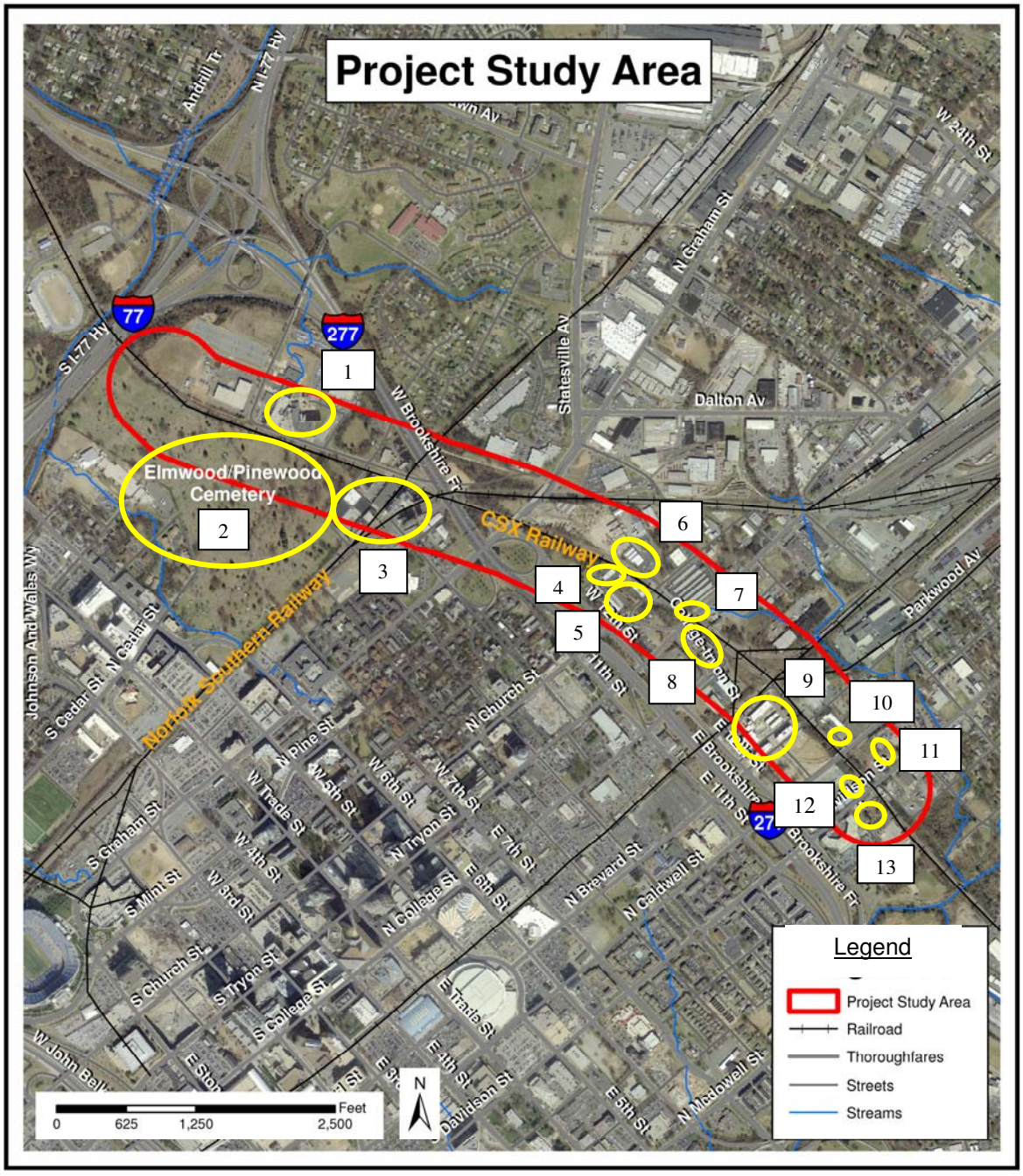
No. 6 Warehouse, 1001 North Church Street, Looking Southwest.

No. 10 House, 1001 North Caldwell Street, Looking Northwest.

No. 11 House, 1005 North Davidson Street, Looking Northwest.

No. 12 Warehouse, 958 North Davidson Street, Looking Northwest.

Field Survey Map



Source: Gannett Fleming, Inc.

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