

North Carolina Department of Cultural Resources  
State Historic Preservation Office

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

October 20, 2011

MEMORANDUM

TO: Ryan White  
NCDOT Rail Division  
Environmental and Planning Branch

FROM: Ramona M. Bartos *RMB for Ramona M. Bartos*

SUBJECT: Expansion of the Piedmont and Northern Railway Pinoca Yard, Charlotte, P-5002B,  
Mecklenburg County, ER 11-1732

Thank you for your memorandum of September 6, 2011, transmitting the historic architectural resources survey report by Mattson, Alexander and Associates for the above project.

For the purpose of compliance with Section 106 of the National Historic Preservation Act, we concur with the report's finding that the **Piedmont and North Railway Linear Historic District** remains eligible for listing in the National Register of Historic Places under Criteria A and C. We concur that the **Brookfield Neighborhood** and the **Westmont Neighborhood** are *not* eligible for listing in the National Register.

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, please 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.

cc: John Rogers, Charlotte Historic District Commission, [jrogers@ci.charlotte.nc.us](mailto:jrogers@ci.charlotte.nc.us)

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**HISTORIC ARCHITECTURAL RESOURCES SURVEY REPORT**

**PIEDMONT AND NORTHERN (P&N) PINOCA YARD EXPANSION  
MECKLENBURG COUNTY  
NCDOT TIP No. P-5002B**

**Prepared for:**

**Gannett Fleming, Inc.  
Charlotte, North Carolina**

**and**

**North Carolina Department of Transportation  
Rail Division  
Raleigh, North Carolina**

**Prepared by:**

**Mattson, Alexander and Associates, Inc.  
2228 Winter Street  
Charlotte, North Carolina 28205  
(704) 358-9841  
(704) 376-0985**

**25 August 2011**

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**25 August 2011**

**MATTSON, ALEXANDER AND ASSOCIATES, INC.**

\_\_\_\_\_  
**Frances P. Alexander, M.A.**

\_\_\_\_\_  
**Date**

\_\_\_\_\_  
**Richard L. Mattson, Ph.D.**

\_\_\_\_\_  
**Date**

\_\_\_\_\_  
**Supervisor, Historic Architecture Group  
North Carolina Department of Transportation**

\_\_\_\_\_  
**Date**

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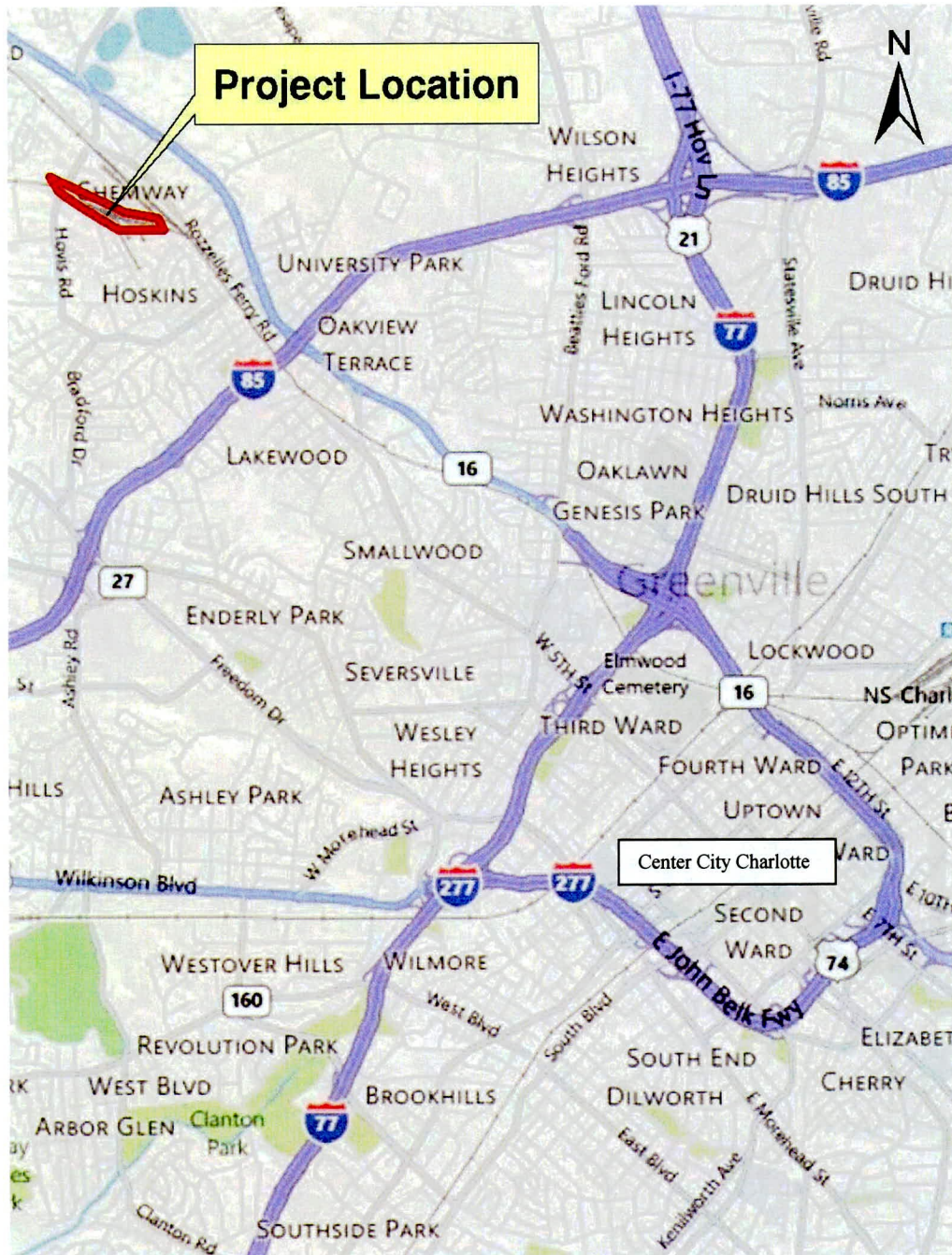
## II. INTRODUCTION

This Phase II (intensive-level) architectural resources survey was undertaken for the North Carolina Department of Transportation (NCDOT), Rail Division project entitled, *P&N Pinoca Yard Expansion*. The TIP Number is P-5002B. The proposed project would take place in Mecklenburg County. The North Carolina Department of Transportation (NCDOT) Rail Division is proposing rail yard storage improvements at the CSX Transportation (CSXT) Pinoca Yard in the city of Charlotte. Because construction would reduce CSXT's storage capacity at other locations in Charlotte, NCDOT and CSXT have decided to replace the lost track capacity with increased track capacity at CSXT's Pinoca Yard. This project would add approximately 6,870 lineal feet of additional trackage in the CSXT Pinoca Yard by adding four new yard tracks north of the existing eight yard tracks. The proposed improvements would occur within Pinoca Yard, which is located between CSXT Mileposts SF 334 and SF 335 and at P&N Milepost 191. The improvements would all be undertaken within current CSXT-owned railroad right-of-way. The general project location is illustrated in **Figure 1**. Mattson, Alexander and Associates, Inc. of Charlotte, North Carolina, conducted this study for the engineering firm of Gannett Fleming, Inc. and the North Carolina Department of Transportation, Rail Division. Richard L. Mattson and Frances Alexander served as the principal investigators, and the work was undertaken between May and July 2011.

The Phase II architectural resources survey 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 CFR 800), and the FHWA 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 CFR 60. In order to comply with these federal regulations, this survey followed guidelines set forth in *Section 106 Procedures and Guidelines* (NCDOT, October 2003).

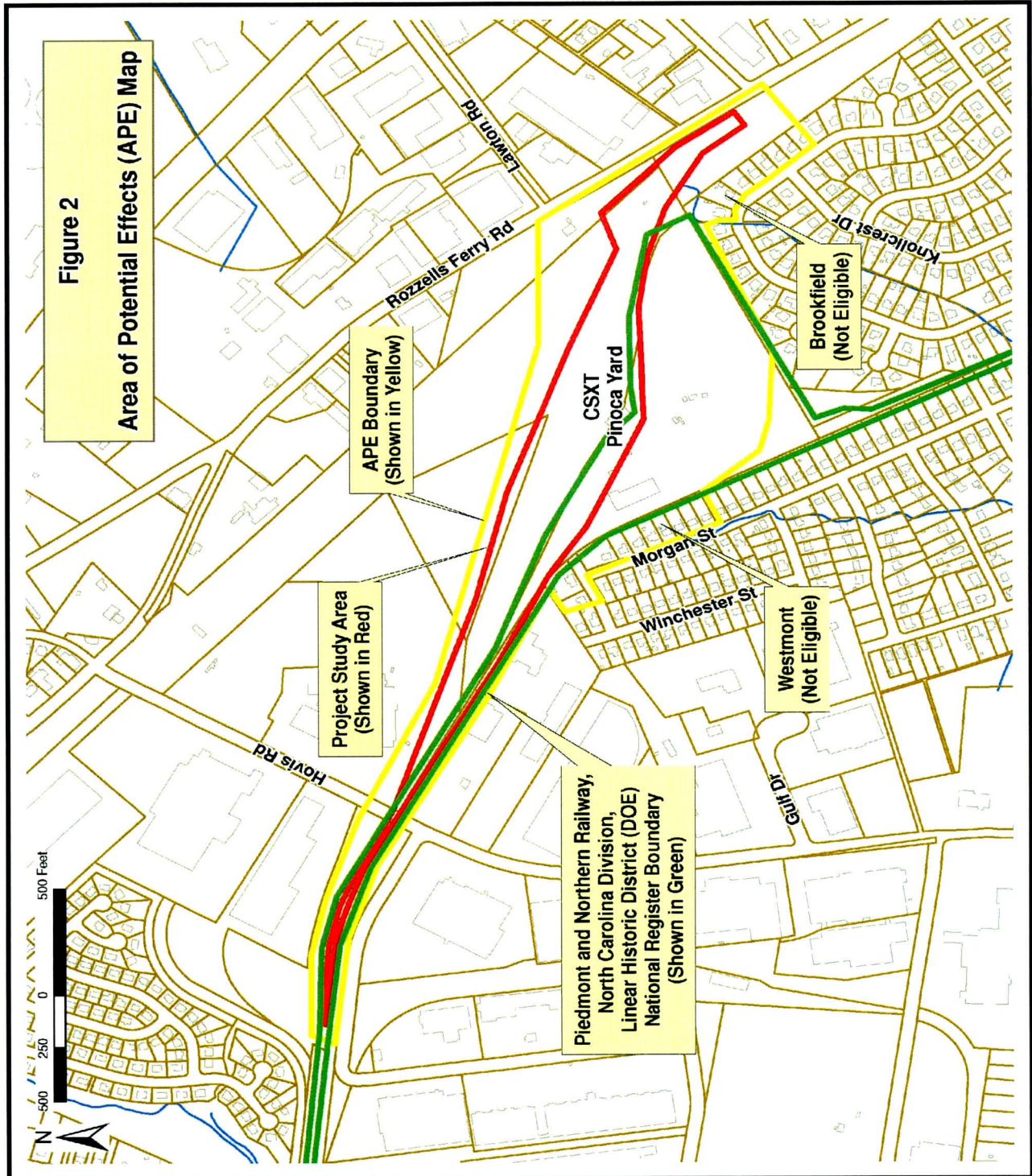
Federal regulations also require that the area of potential effects (APE) for the undertaking be determined. The APE is defined as the geographical area, or areas, within which a federal undertaking may cause changes to the character or use of historic properties, if such properties exist. The proposed undertaking is confined to the existing CSX rail right-of-way at Pinoca Yard, and the APE encompasses only the yard and portions of two postwar residential neighborhoods that abut the rail right-of-way. At the west end of the project area, the rail corridor is below grade, and modern warehouses adjacent to the rail line in this area have been eliminated from the APE. The APE is depicted on a map provided by Gannett Fleming, Inc. (**Figure 2**). One hundred percent of the APE was surveyed.

**Figure 1**  
**Project Location Map**



Source: Gannett Fleming, Inc.

**Figure 2**  
**Area of Potential Effects (APE) Map**



Source: Gannett Fleming, Inc.

### III. PROPERTY INVENTORY AND EVALUATIONS OF ELIGIBILITY

#### No. 1 Pinoca Yard--Piedmont and Northern Railway, North Carolina Division, Linear Historic District (Determination of Eligibility 2010) Charlotte, Mecklenburg County

Summary Statement of Significance: Piedmont and Northern Railway, North Carolina Division, Linear Historic District (Figures 3, 4A-4B; Plates 1-7)

In 2010, the Piedmont and Northern (P&N) Railway, North Carolina Division, Linear Historic District, was determined eligible for the National Register. Pinoca Yard, a railroad repair facility built by the P&N, was listed as a contributing resource to the linear historic district. For the complete evaluation of this historic district, see the report, *Determination of National Register Eligibility, Piedmont and Northern Railway, North Carolina Division, Mecklenburg and Gaston Counties, North Carolina, TIP No. P-5200* (Mattson, Alexander and Associates, Inc. 2010).

The Piedmont and Northern Railway, North Carolina Division, Linear Historic District was determined eligible for National Register eligibility under Criterion A for transportation and under Criterion C for architecture and engineering. Opened for service in 1912 between Charlotte and Gastonia, the P&N Railway has statewide significance. The linear historic district encompasses the main line of the P&N, which runs for twenty-three miles from Charlotte, in Mecklenburg County, to Gastonia, the seat of Gaston County. The district also includes a three-mile spur line to the town of Belmont in Gaston County. The period of significance begins in 1912 and ends in 1960 in compliance with the fifty-year termination guideline for National Register eligibility.

As stated in the 2010 report:

Under Criterion A, the P&N is regarded as the most prominent and financially successful interurban line in North Carolina and the region. Built during the heyday of the national interurban railroad movement, the P&N served scores of textile mills and mill villages and played a pivotal role in the economic development of the Piedmont. The P&N was unusual among interurbans nationally in its heavy reliance on freight transport. Consequently, the line was successful, remaining profitable into the 1960s although passenger traffic along the line dwindled and ultimately ended in 1951. The path of the P&N remains a graphic, historic transportation corridor that continues to illustrate and evoke the road's exceptional significance in the economic progress of the industrial Piedmont. The alignment, with its original infill and cuts, is little changed, and the line's relationship to the region's booming, early twentieth century cotton mills and mill towns remains clear. In addition to the original alignment and geography of construction, other key tangible resources include passenger depots, an electrical substation, bridges, culverts, signal boxes, and the rail car repair shop in the Pinoca Yard.

Under Criterion C, this linear railway historic district contains three notable passenger depots and an electrical substation designed by the important Charlotte architecture firm of Hook and Rogers. These distinctive, Spanish Colonial Revival facilities remain on their original trackside locations and in their sophisticated designs and attention to detail

asserted the significance of the P&N Railway. The linear historic district also has significance under Criterion C for engineering. The variety of plate deck girder spans; steel truss bridge; and arched, reinforced concrete culverts exemplify the bridge types commonly used by the railroads during the late nineteenth and early twentieth centuries for crossings of various lengths.

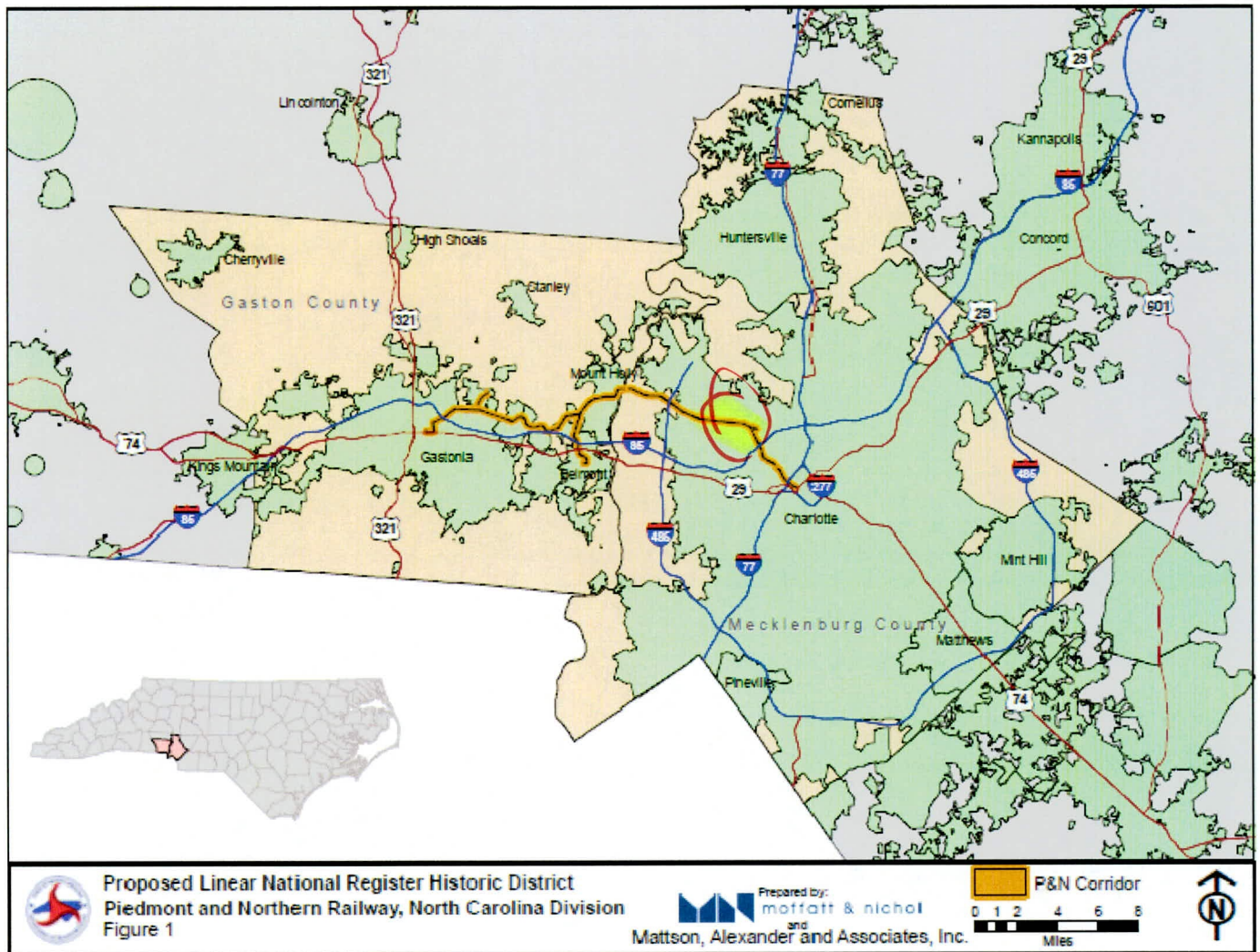
The Piedmont and Northern Railway Historic District retains the seven aspects of integrity needed for eligibility. Occupying its original alignment and grade, the railroad retains its integrity of location. In addition, many of the nearby industries, cotton mills, and mill towns that the P&N was built to serve remain so that the proposed historic district retains its integrity of setting, feeling, and association. Finally, with its intact rail corridor and numerous resources related to the operation of the line, the P&N Railway retains its integrity of design, materials, and workmanship.

The proposed boundaries for the historic district generally follow the toes of infill and ballast, and the tops of cuts along the historic main route between Charlotte and Gastonia, and the spur line to Belmont. Typically, these boundaries run approximately twenty-five feet on either side of the center line of the track. The proposed boundaries extend beyond these limits to encompass contributing historic resources along the railway that were associated with its operation. The boundaries of the passenger depots, electrical substation, and rail yards are defined by their tax parcels. Thrift Depot, including its entire tax parcel, is a designated Local Historic Landmark in Mecklenburg County (Mattson, Alexander and Associates, Inc. 2010: 18-19).

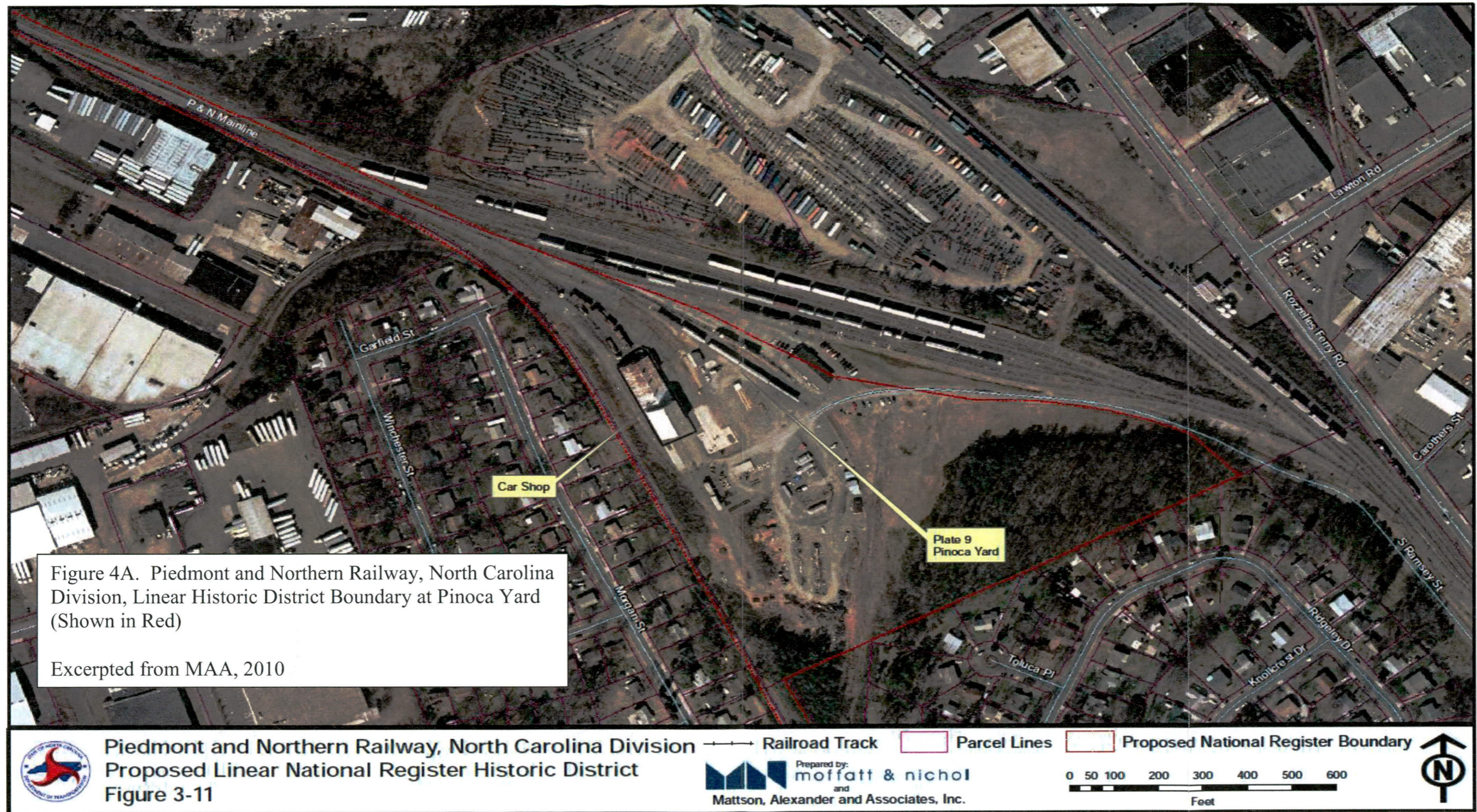
Located west of downtown Charlotte, Pinoca Yard is a contributing resource to the Piedmont and Northern Railway, North Carolina Division, Linear Historic District and is fully contained within the boundaries of the district. The yard was established in 1912 as the P&N's main freight yard with repair shops. The shops repaired all North Carolina Division passenger and freight trains. The yard also served as the freight traffic interchange with the Seaboard Air Line Railway which had its main rail yard nearby. Pinoca Yard still encompasses the original car shop (circa 1912), which is a large, front gable building with brick walls, steel sash windows, and corrugated steel gables and roof. The windows appear to have been partially bricked, and the original steel sash replaced in the mid-twentieth century. The open interior contains original steel I-beams and trusses and concrete flooring. The property also features the original open yard with spur lines where freight was stored and transferred. The passenger and freight station, yard office, and other ancillary buildings associated with the P&N no longer remain in the yard which now includes a modern, brick, one-story office near site of the original station. Pinoca Yard is currently operated by CSX, and the car repair shop remains in use.

Pinoca Yard, and the P&N historic district as a whole, have not changed significantly since the 2010 determination of eligibility. The historic district remains eligible for the National Register under Criteria A and C.

**Figure 3**  
**General Location Map**  
**Piedmont and Northern Railway, North Carolina Division, Linear Historic District**



Source: Mattson, Alexander and Associates, Inc., 2010



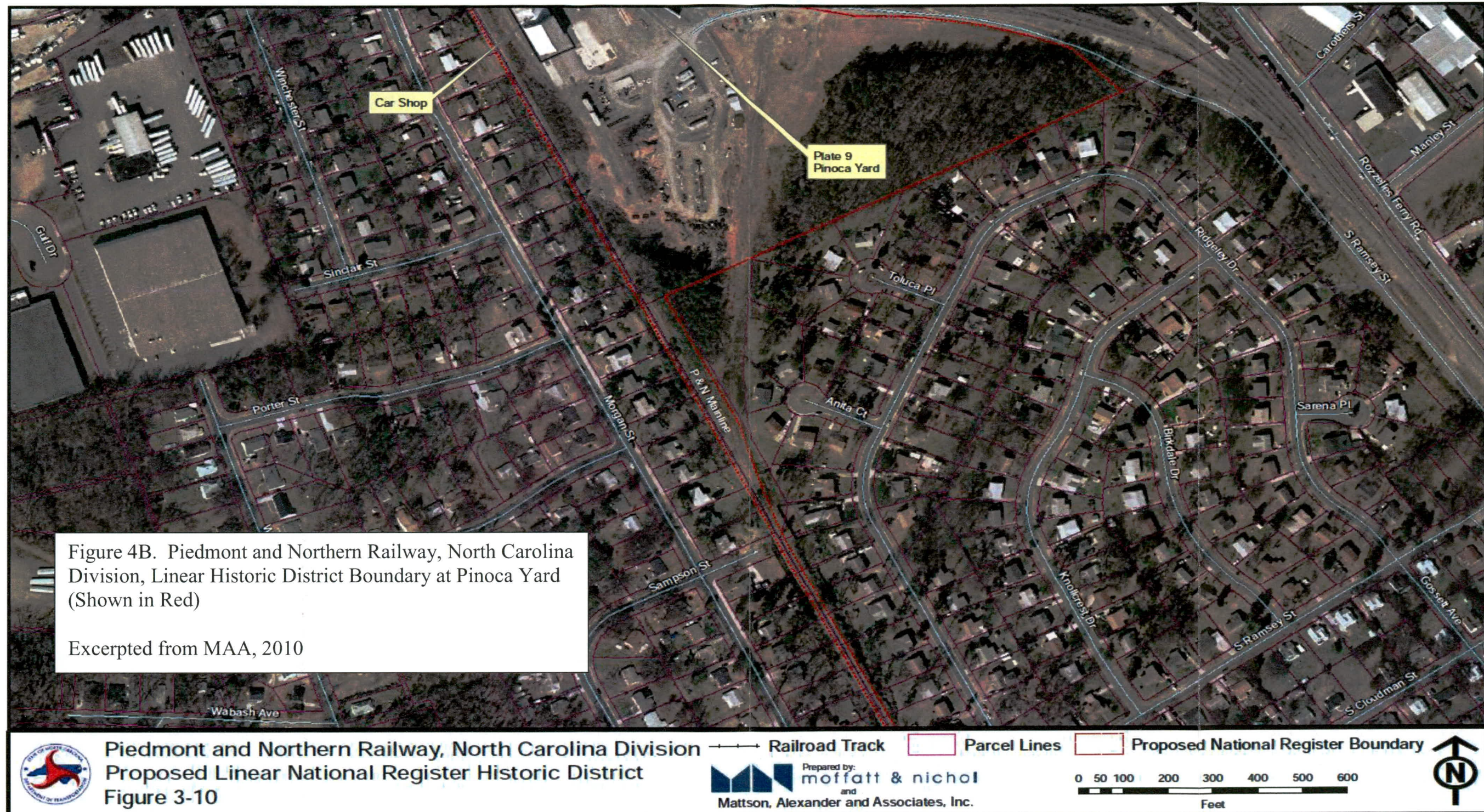






Plate 1. Pinoca Yard, Car Shop, Looking South.



Plate 2. Pinoca Yard, Car Shop, Looking South.



Plate 3. Pinoca Yard, Car Shop, Looking West.



Plate 4. Pinoca Yard, Car Shop Interior, Looking North.



Plate 5. Pinoca Yard, Looking North from Car Shop Towards Main Line.



Plate 6. Pinoca Yard, Looking South.



Plate 7. Pinoca Yard, Modern Office and Car Shop, Looking North.

## **No. 2 Brookfield Neighborhood**

Ridgeley Drive, Knollcrest Drive, Anita Court, Toluca Place, and Birkdale Drive  
Charlotte, Mecklenburg County

### **Physical Description (Figures 5; Plates 8-18)**

Although some of the street names have changed, Brookfield today largely reflects the original 1961 plat. The neighborhood consists of consists of two main streets, Ridgeley Drive and Knollcrest Drive, two cul-de-sacs near the rail yard, and several intersecting streets. Pinoca Yard, built by the P&N as a repair yard, is located to the north while two rail corridors, now operated by CSX, frame the neighborhood to the east and west. The Hoskins mill village adjoins Brookfield to the south. Brookfield contains approximately 100 lots that are roughly sixty-five to seventy-five feet wide and 125 feet deep. There are some vacant lots, but most of the parcels retain original dwellings with uniform setbacks. Some large oak trees shade the lots and the streets. All the houses were built in the early 1960s and vary little in materials and basic design. They have simple, ranch-style designs with brick veneers, side-gable roofs, double-pile plans, and four-bay facades. Replacement windows are commonplace, and some houses have later rear additions.

The dwellings within the APE are typical of those throughout Brookfield. They are described below:

#### **4432 Ridgeley Drive (PIN 063-06-843 (Plate 12)**

Built circa 1961, this simple, one-story, double-pile, side-gable ranch house has a brick veneer with tongue and groove siding, a gable-roofed entry porch with metal supports, and original horizontal-sash windows.

#### **4438 Ridgeley Drive (PIN 063-06-842) (Plate 13)**

This circa 1961, brick ranch house has the simple, side-gable rectangular form and horizontal-sash windows that characterize the houses in Brookfield. This example combines a brick veneer with permastone siding.

#### **4500 Ridgeley Drive (PIN 063-06-841) (Plate 14)**

This circa 1961, Brookfield ranch house has a recessed entrance and replacement windows with one-over-one sash and diagonal muntins.

#### **4508 Ridgeley Drive (PIN 063-06-840) (Plate 15)**

Constructed circa 1961, this modest ranch house has a brick veneer with vinyl siding. The windows have replacement diagonal muntins.

#### **4512 Ridgeley Drive (PIN 063-06-839) (Plate 16)**

This cross-gable ranch house has its original horizontal-sash windows as well as a brick and permastone façade.

#### **4518 Ridgeley Drive (PIN 063-06-838) (Plate 17)**

This circa 1961 Brookfield dwelling features a façade of brick and permastone. The house has horizontal-sash windows and a slightly projecting center bay.

#### **4522 Ridgeley Drive (PIN 063-06-837) (Plate 18)**

This circa 1961 Brookfield dwelling features a façade of brick and permastone. The house has horizontal-sash windows and a slightly projecting center bay.

### Historical Background (Figures 6A-6B)

Charlotte builder and developer, Charles Ervin, platted Brookfield in 1961, and the small residential subdivision was developed primarily in the early 1960s amidst Charlotte's postwar suburban boom. During the 1940s, the city's population rose from 100,899 to 134,042, exceeded 200,000 the following decade, and reached 240,000 in 1970. This population increase took place mainly outside the center city in outlying, automobile-oriented subdivisions that replaced the region's cotton and dairy farms. Although Brookfield was established northwest of downtown, postwar development was especially prevalent south and east of the center city. A 1957 *Charlotte Observer* article described the availability of much-needed "suburban elbow room" in this section of the county where cotton fields and pasture lands were giving way to planned subdivisions. The residential growth in these areas was almost exclusively white. Most of the postwar African American suburbs, such as University Heights and Lincoln Heights, arose northwest of the city near Beatties Ford Road (*Charlotte Observer* 21 April 1957; Hanchett 1998: 234-235; Wyatt and Woodward 2000: 6-10).

Charlotte's annexation policies spurred suburbanization. In 1960, annexed real estate around the periphery doubled the city limits to sixty-four miles and increased the population by some 40,000. The city provided these tracts with the infrastructure necessary for residential growth, including water lines, sanitation, and roads (Wyatt and Woodward 2000: 6-10).

Developer Charles Ervin was among the city's major suburban builder/developers in the postwar decades. Ervin had practical building experience, having learned bricklaying in the navy during World War II. He later studied at Duke University. After the war, Ervin moved to Charlotte where he operated several grocery stores and constructed his own red-brick residence. He soon sold his house and began a lucrative home-building and development company. In common with his competitors, particularly John Crosland and Lex Marsh, Jr., Ervin's subdivisions typically included approximately 150 to 250 lots arranged along self-contained streets. Houses were either constructed on speculation or were custom built to suit the needs and tastes of clients. By 1968, Ervin's firm had built some 10,000 single-family houses, 2,000 apartment units, and two million square feet of retail, office, and warehousing space in and around Charlotte. Among his many subdivisions were Westchester, Tanglewood, Idlewild, Derita Woods, Springfield, Montclair, Starmount, Raintree, and Brookfield (*Charlotte Observer* 14 April 1957, 10 March 1968; Hanchett 1998: 234, 329).

As with Brookfield, the subdivisions west of downtown near the railroad corridors alongside Wilkinson Boulevard, Freedom Drive, and Rozzelles Ferry Road were planned primarily for workers employed in the nearby textile mills and other factories and warehouses. The single-family dwellings were therefore more modest than the suburban residences in the wealthier neighborhoods south and east of the city. Though the subdivision plans on the west side were also simpler than the upscale suburbs, they nonetheless incorporated cul-de-sacs (or courts) and curvilinear streets that expressed the latest design themes.

The Ervin Development Corporation platted Brookfield between the Piedmont and Northern (P&N) and the Seaboard Air Line railways, near cotton mills and the P&N's large repair shops at Pinoca Yard. The plat consisted of two main streets, Sampson Street (now Ridgeley Drive) and Knollcrest Drive, and several shorter streets and cul-de-sacs (Anita Court and Toluca Place). The houses were built on speculation, and development began in 1961 and was largely finished the following year.

Brookfield remains residential and mostly single family although rental property is now prevalent (Mecklenburg County Map Book 9:459, 461; Deed Books 2460: 46; 3157:28; Hanchett 998: 234).

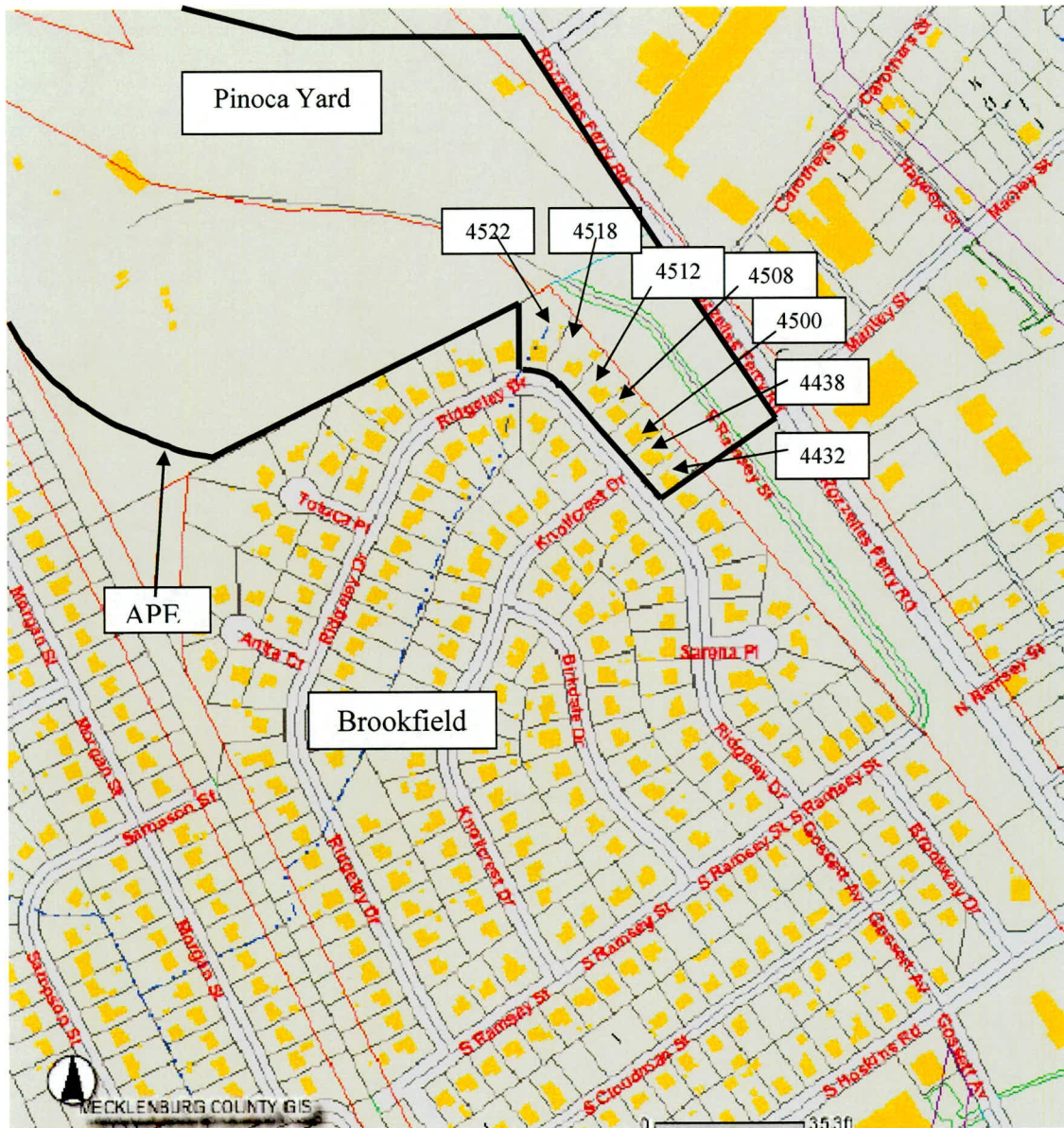
#### Evaluation of Eligibility

The residential subdivision of Brookfield does not have the seven aspects of integrity required for National Register eligibility. Brookfield does retain its integrity of location, feeling, association, and setting with its original plan substantially intact and the architectural rhythm of the one-story house forms little changed. However, the neighborhood has lost much of its integrity of design, materials, and workmanship through the use of replacement sidings and windows and later rear additions.

Furthermore, Brookfield lacks the architectural and historical significance needed for National Register eligibility. Like the nearby Westmont neighborhood (also in the APE), Brookfield is one of many suburban developments that arose around the city after World War II. The houses in Brookfield are simple expressions of ranch-style designs that typified the city's many postwar subdivisions for blue-collar families on the west side.

The city contains numerous mid-century neighborhoods that illustrate postwar suburban expansion. The 2000 survey of postwar architecture in Mecklenburg County identified the Cloisters and Carmel Park as two examples eligible for the National Register. Both neighborhoods are notable for their Modernist designs as well as for their intact examples of Colonial Revival, split-level, and ranch houses. During this survey, the historians also examined the more modest postwar suburbs of Chantilly and Sedgefield each of which contains an array of representative postwar architecture, including examples of Cape Cod, Minimal Traditional, Colonial Revival, and Modernist dwellings. Sedgefield, moreover, was laid out with an up-to-date, naturalist design, giving high priority to existing topography and natural features in the arrangement of houses and platting of streets. Although not a comprehensive inventory, the 2000 survey report concluded that, given the plethora of intact suburbs remaining from the postwar era, "integrity of materials, workmanship, and design is crucial in determining the individual eligibility of subdivisions". With its loss of integrity as well as its modest scale, plan, and house types, Brookfield does not possess sufficient integrity or significance for National Register eligibility (Wyatt and Woodward 2000: 42-43).

**Figure 5**  
**Brookfield Neighborhood—Houses Within the APE**  
**Site Plan**

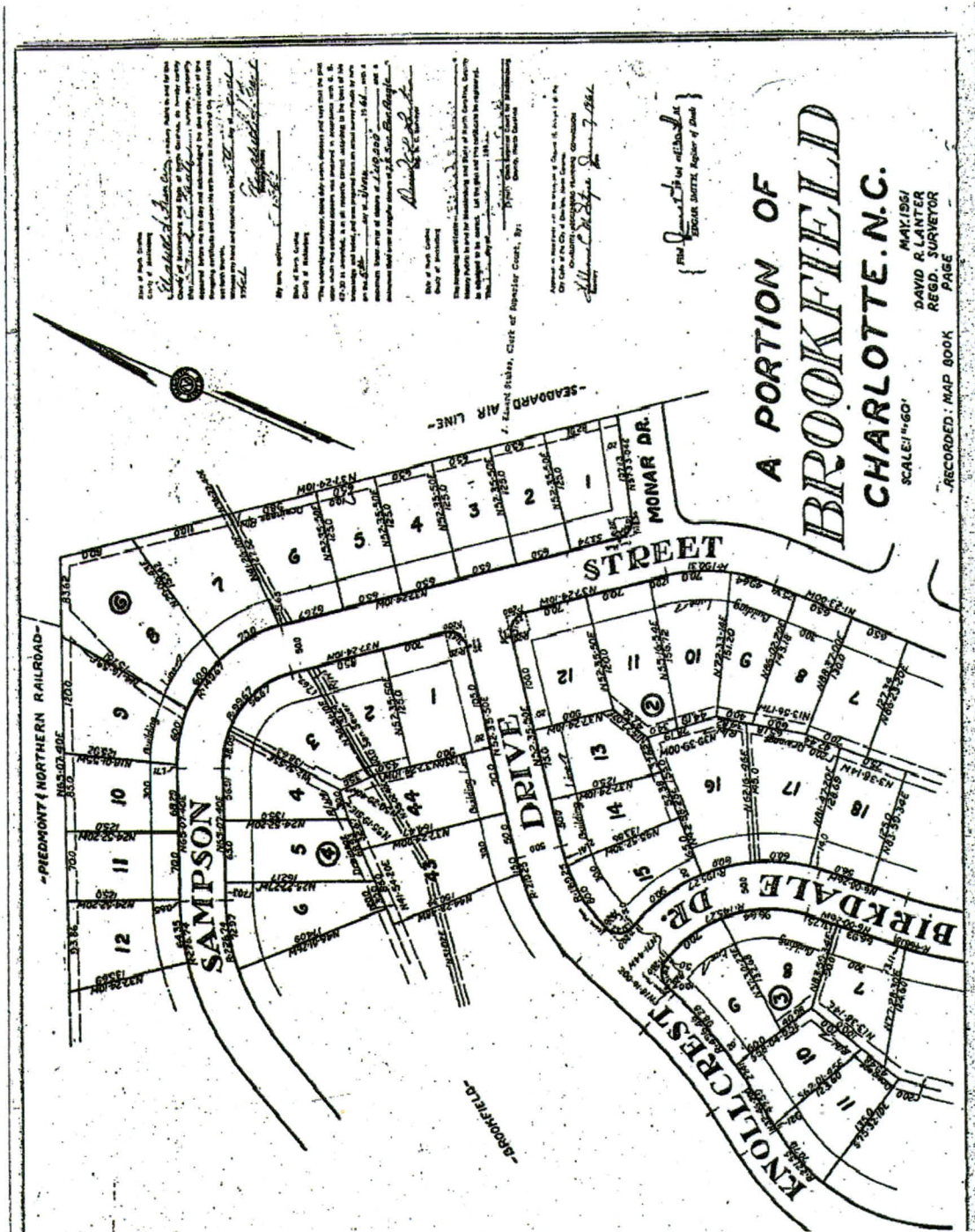


Source: Mecklenburg County Tax Map



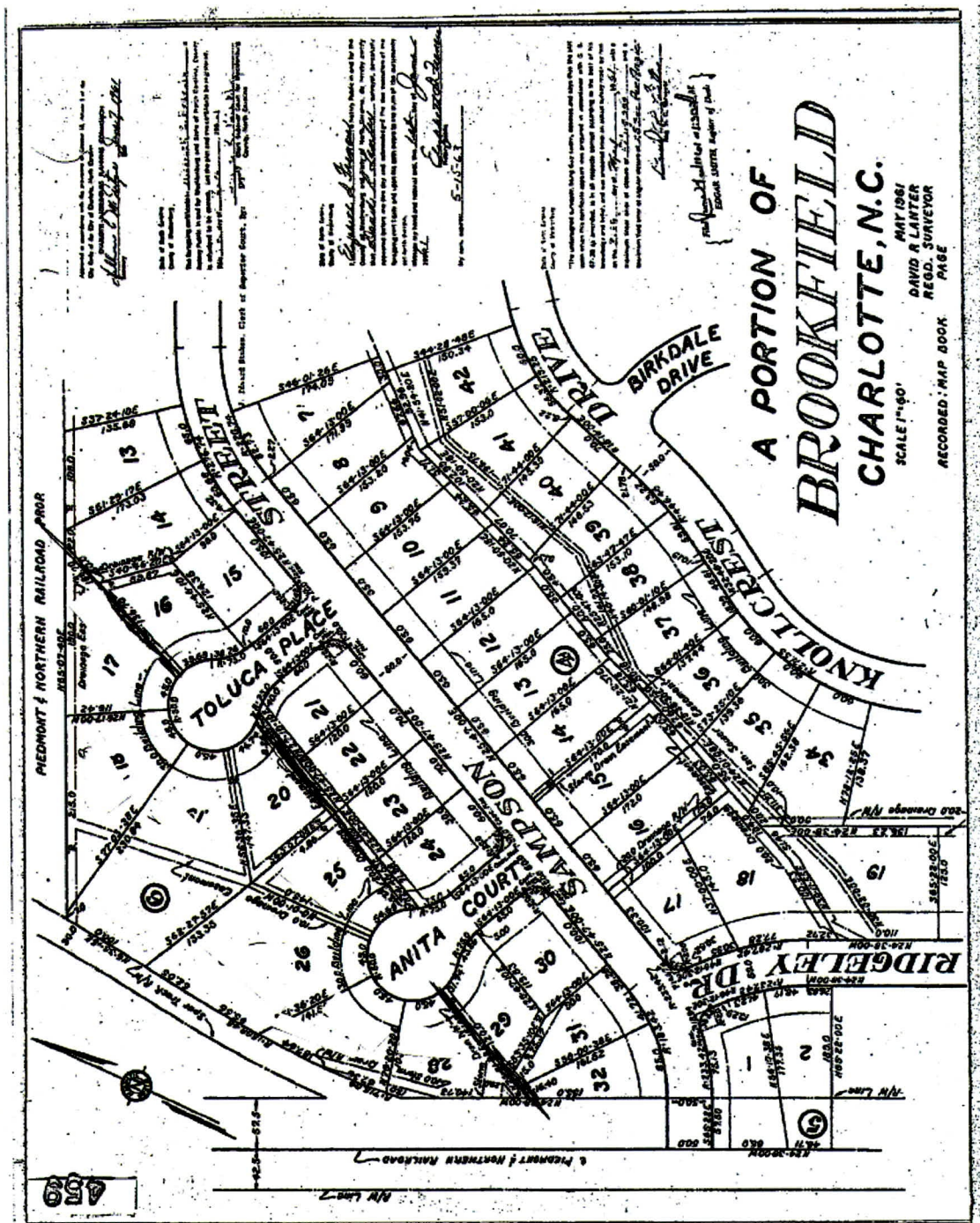
Figure 6A

Brookfield Plat, 1961



Source: Mecklenburg County Map Book

Figure 6B  
Brookfield Plat, 1961



Source: Mecklenburg County Map Book



Plate 8. Brookfield, Overall View, Ridgeley Drive, Looking South.



Plate 9. Brookfield, Overall View, Ridgeley Drive, Looking North.



Plate 10. Brookfield, Overall View, Toluca Place, Looking Northwest.



Plate 11. Brookfield, Overall View, Anita Court, Looking Northwest.



Plate 12. Brookfield, 4432 Ridgeley Drive (Within APE), Looking East.



Plate 13. Brookfield, 4438 Ridgeley Drive (Within APE), Looking East.



Plate 14. Brookfield, 4500 Ridgeley Drive (Within APE), Looking East.



Plate 15. Brookfield, 4508 Ridgeley Drive (Within APE), Looking East.



Plate 16. Brookfield, 4512 Ridgeley Drive (Within APE), Looking East.



Plate 17. Brookfield, 4518 Ridgeley Drive (Within APE), Looking North.



Plate 18. Brookfield, 4522 Ridgeley Drive (Within APE), Looking North.



### **No. 3 Westmont Neighborhood**

Morgan, Winchester, Sinclair, and Garfield Streets  
Charlotte, Mecklenburg County

#### **Physical Description (Figure 7; Plates 19-31)**

Westmont today reflects the original, simple 1958 plat. Smaller than most of Ervin's subdivisions, it consists of two main, north-south streets—Winchester and Morgan—and two short, east-west streets—Garfield and Sinclair. Westmont contains sixty-six lots that are roughly sixty-feet wide and 175 feet deep. Most of the parcels retain original dwellings with uniform setbacks. Some large oak trees shade the lots and the streets. All the houses were built by 1959 and are characterized by red-brick veneers and simple ranch-style designs. They are one-story dwellings with side-gable roofs, double-pile plans, and four-bay facades. A few of the dwellings also feature front-facing gables and weatherboarding (now vinyl sided) on the façade. Replacement windows are commonplace, and some houses have later rear additions.

The dwellings within the APE are typical of those found throughout Westmont. They are described below:

#### **4916 Morgan Street (PIN 063-11-108) (Plate 22)**

Built circa 1959, this simple, one-story, double-pile, side-gable ranch house has a brick veneer with vinyl siding on the façade and gable ends. There are replacement windows and a later, frame front staircase.

#### **4920 Morgan Street (PIN 063-11-107) (Plate 23)**

This typical, circa 1959 Westmont ranch house has a rectangular form, side-gable roof, and brick veneer with vinyl siding on the façade and gable ends. There are original horizontal-sash windows.

#### **4924 Morgan Street (PIN 063-11-106) (Plate 24)**

This version of the circa 1959 Westmont ranch house has a rectangular form, side-gable roof, and brick veneer with decorative permastone trim on the facade. There are decorative metal porch supports.

#### **4928 Morgan Street (PIN 063-11-105) (Plate 25)**

A simple entry porch with an engaged shed roof and metal supports distinguishes this example of the circa 1959 Westmont ranch house. The house has replacement windows.

#### **4934 Morgan Street (PIN 063-11-104) (Plate 26)**

This altered, circa 1959 Westmont dwelling has a front gable and later, white- brick cladding on a portion of the façade. There are replacement windows.

#### **4940 Morgan Street (PIN 063-11-103) (Plate 27)**

Constructed circa 1959, this Westmont ranch house features a front gable as well as vinyl siding on the façade and gable ends. There are replacement windows.

#### **4946 Morgan Street (PIN 063-11-102) (Plate 28)**

A front gable sheltering the main entry marks this circa 1959, brick-veneered, Westmont ranch house. There are replacement windows.

4952 Morgan Street (PIN 063-11-101) (Plate 29)

An engaged entry porch with decorative metal supports distinguishes this circa 1959, brick-veneered, Westmont ranch house. The house has six-over-six windows.

430 Garfield Street (PIN 063-11-436) (Plate 30)

An engaged canopy and board-and-batten cladding on the façade are found on this typical, brick-veneered, Westmont ranch house. Built circa 1959, the house has replacement windows and a later shed-roofed carport on the west side.

500 Garfield Street (PIN 063-11-435) (Plate 31)

This circa 1959, brick-veneered, Westmont ranch house has composition siding on the façade. The house retains its original horizontal-sash windows and an original metal canopy over the entry. There is a brick rear shed appendage that appears to be original.

Historical Background (Figure 8)

As with the Brookfield subdivision to the east, Westmont was platted and developed by Charlotte builder and developer, Charles Ervin. The Westmont plat was recorded in 1958, and construction was completed the following year. This small residential subdivision is separated from the 1961 Brookfield development by the Piedmont and Northern Railway line and its Pinoca Yard, now operated by CSX. Westmont emerged during Charlotte's postwar suburban boom. During the 1940s, the city's population rose from 100,899 to 134,042, and surpassed 200,000 the following decade. This population increase took place mainly outside the center city where residential subdivisions replaced cotton and dairy farms. Charlotte's annexation policies spurred suburbanization. In 1960, annexed real estate around the periphery doubled the city limits to sixty-four miles and increased the population by some 40,000. The city provided these tracts with the infrastructure necessary for residential growth, including water lines, sanitation, and roads. Westmont was established northwest of downtown where new subdivisions served mainly factory and warehouse employees as well as workers at the adjacent Pinoca Yard (*Charlotte Observer* 21 April 1957; Hanchett 1998: 234-235; Wyatt and Woodward 2000: 6-10).

Developer Charles Ervin was among the city's major suburban builder/developers in the postwar decades. As with his main competitors, John Crosland and Lex Marsh, Jr., Ervin's subdivisions tended to comprise 150 to 250 lots arranged along self-contained streets. The houses in Westmont were constructed on speculation and were small, red-brick ranch houses that varied little in cost or design. By 1968, the Ervin Development Corporation had built some 10,000 single-family houses, 2,000 apartment units, and two million square feet of retail, office, and warehousing space around Charlotte. Among the firm's many subdivisions were Westchester, Tanglewood, Idlewild, Derita Woods, Springfield, Montclair, Starmount, Raintree, Brookfield, and Westmont (*Charlotte Observer* 14 April 1957, 10 March 1968; Hanchett 1998: 234, 329).

Westmont was platted just west of the Piedmont and Northern car repair shops, and north of the large Hoskins textile mill and mill village. The neighborhood's original residents worked at both sites as well as at an assortment of other factories near the rail corridors and highways north and west of downtown Charlotte. Westmont remains residential and primarily single family although rental

property now predominates (Mecklenburg County Map Book 8:371; Deed Books 2338: 239; 2488:491; Hanchett 1998: 234).

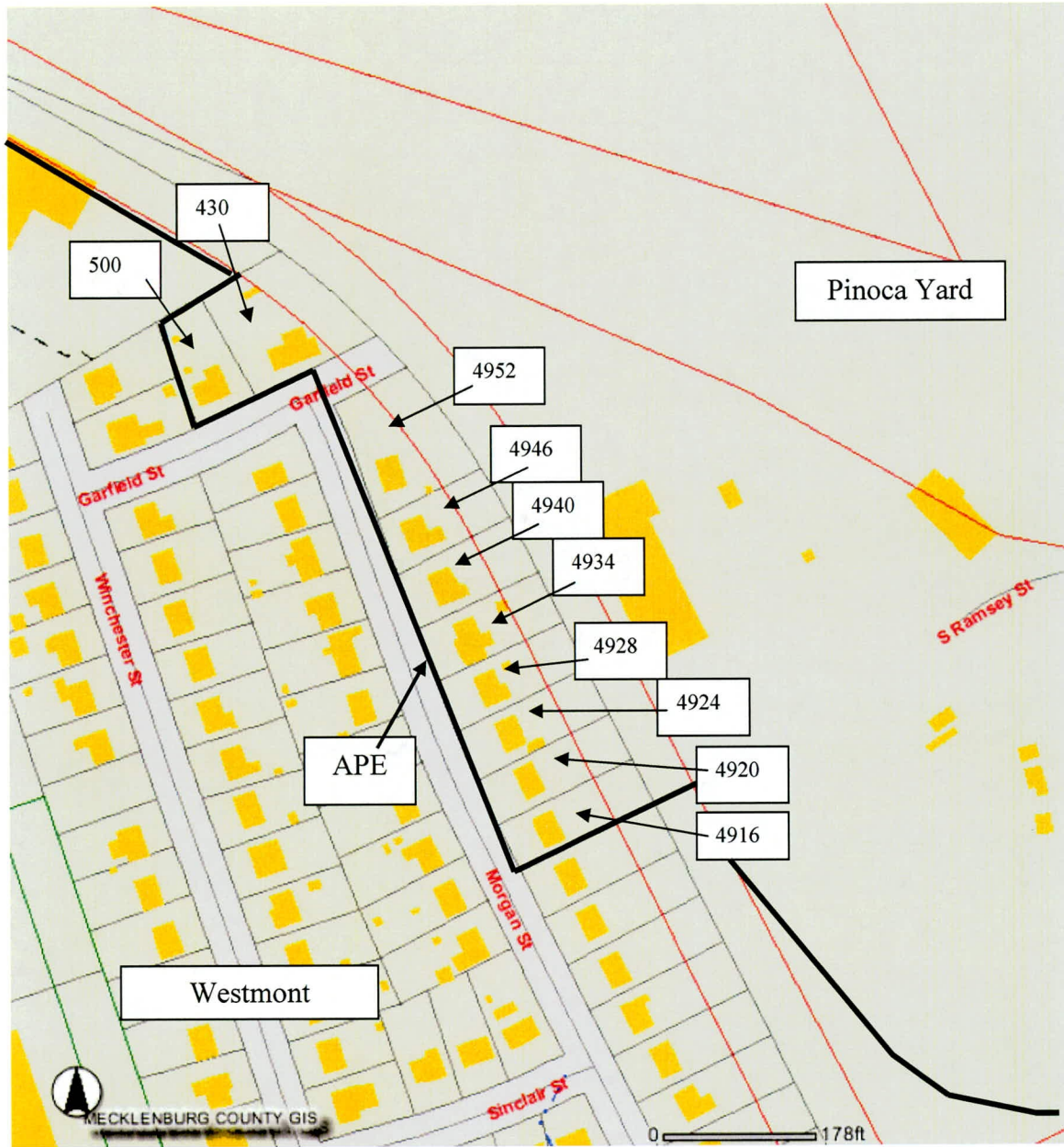
#### Evaluation of Eligibility

Platted in 1958 and developed in 1959, the Westmont subdivision does not have the seven aspects of integrity required for National Register eligibility. The subdivision does retain its integrity of location, feeling, association, and setting with its original plan intact and the architectural rhythm of the one-story house forms little changed. However, the neighborhood has lost much of its integrity of design, materials, and workmanship through the widespread use of replacement sidings and windows and later rear additions.

In addition to its loss of integrity, Westmont lacks the architectural and historical significance needed for National Register eligibility. The neighborhood is one of scores of such postwar suburban developments around Charlotte. The ranch houses in Westmont are simple expressions of the style that typified the city's many small, working-class subdivisions of this period.

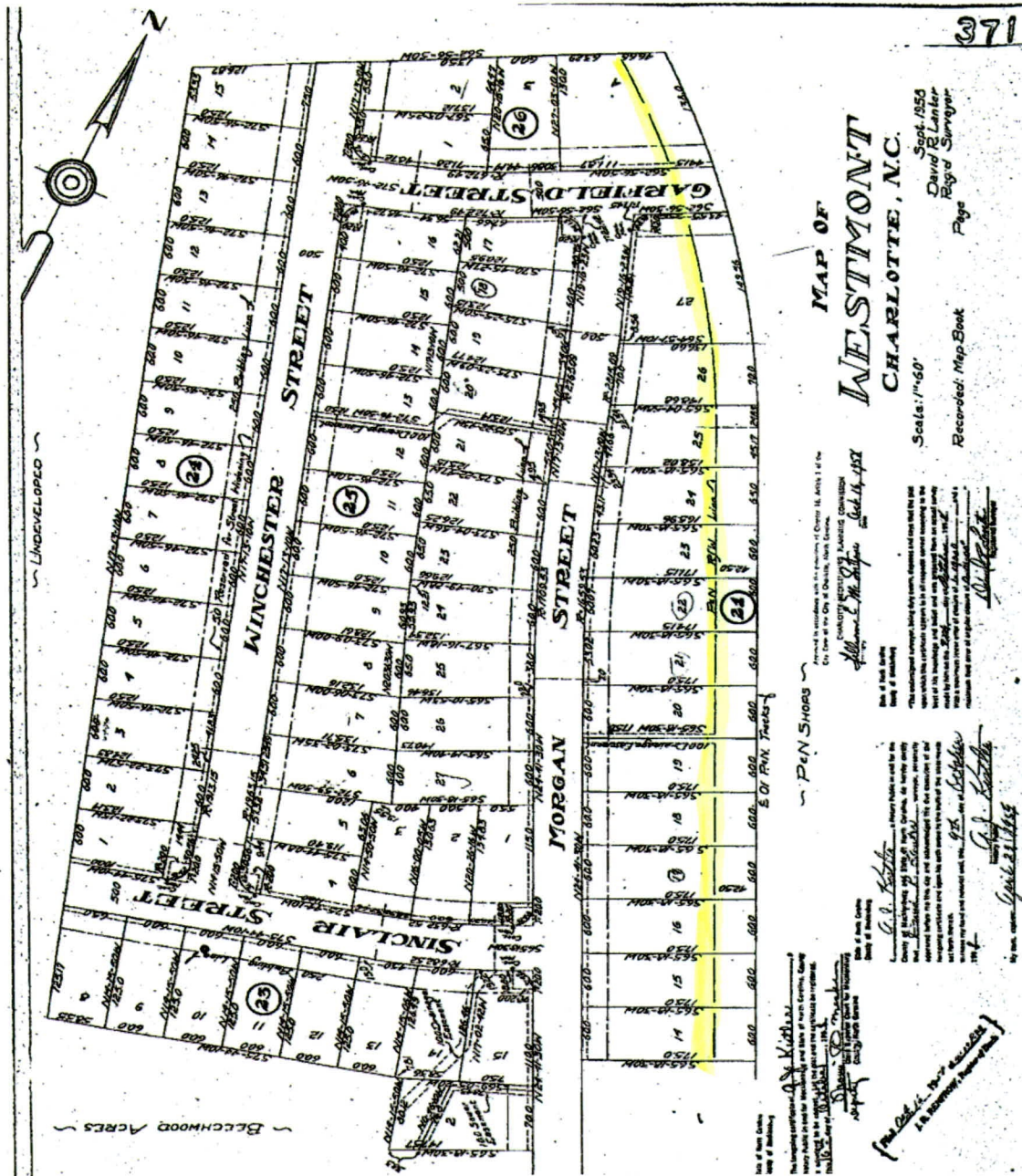
The city contains numerous expressions of its postwar suburban expansion. An architectural survey of postwar architecture in Mecklenburg County, conducted in 2000, identified the Cloisters and Carmel Park as two examples eligible for the National Register. Both neighborhoods are notable for their Modernist designs as well as for their intact examples of Colonial Revival, split-level, and ranch houses. The survey also identified the more modest postwar suburbs of Chantilly and Sedgefield as containing representative postwar architecture, including Cape Cod, Minimal Traditional, Colonial Revival, and Modernist dwellings. Sedgefield, moreover, was laid out with an up-to-date, naturalist design, giving high priority to existing topography and natural features in the arrangement of houses and platting of streets. The 2000 report was not a comprehensive inventory of the numerous postwar suburbs in Charlotte, but emphasized that "integrity of materials, workmanship, and design is crucial in determining the individual eligibility of subdivisions". In its modest scale, conservative plan and landscaping, and simple, but now altered, house types, Westmont does not possess the integrity or significance required for National Register eligibility (Wyatt and Woodward 2000: 42-43).

**Figure 7**  
**Westmont Neighborhood—Houses Within the APE**  
**Site Plan**



Source: Mecklenburg County Tax Map

Figure 8  
 Westmont Plat, 1958



Source: Mecklenburg County Map Book



Plate 19. Westmont, Overall View, Winchester Street (Outside APE), Looking South.



Plate 20. Westmont, Overall View, West Side of Morgan Street (Outside APE), Looking North.



Plate 21. Westmont, Overall View, East Side of Morgan Street (Within APE) at Sinclair Street, Looking Northeast.



Plate 22. Westmont, 4916 Morgan Street (Within APE), Looking East.



Plate 23. Westmont, 4920 Morgan Street (Within APE), Looking East.



Plate 24. Westmont, 4924 Morgan Street (Within APE), Looking East.





Plate 25. Westmont, 4928 Morgan Street (Within APE), Looking East.



Plate 26. Westmont, 4934 Morgan Street (Within APE), Looking East.



Plate 27. Westmont, 4940 Morgan Street (Within APE), Looking East.



Plate 28. Westmont, 4946 Morgan Street (Within APE), Looking East.



Plate 29. Westmont, 4952 Morgan Street (Within APE), Looking East.



Plate 30. Westmont, 430 Garfield Street (Within APE), Looking North.



Plate 31. Westmont, 500 Garfield Street (Within APE), Looking Northwest.

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