North Carolina Department of Natural and Cultural Resources
State Historic Preservation Office
Ramona M. Bartos, Administrator

Governor Roy Cooper   Secretary D. Reid Wilson

April 8, 2021

Tim Alexander   timothyalexander@faa.gov
FAA – Memphis Airports District Office
2600 Thousand Oaks Boulevard, Suite 2250
Memphis, TN 38118

RE: Expansion of Charlotte Douglas International Airport (CLT), Charlotte, Mecklenburg County,
        ER 20-0438

Dear Mr. Alexander:

We are in receipt of the February 25, 2021, letter from Environment & Archaeology transmitting the "Addendum to the Historic Structures Survey Report" for the above-referenced undertaking. After reviewing the report, we concur with its finding that the Charlotte Douglas International Airport Old Terminal Building (MK 2189) is eligible for the National Register under Criterion A for its association with the development of air travel in Charlotte and Criterion C for its Modernist design.

However, the report must include a specific boundary map, boundary description to supplement the map, and a boundary justification. Figure 5 on page 14 may be intended to illustrate the eligible boundary, but the title block needs to clearly indicate that the boundary drawn is the National Register-eligible boundary. Please provide such a map.

Although we are able to concur with the report's findings, its integrity discussion is weak. The report describes the seven aspects of integrity, but it does not describe how the Old Terminal Building specifically retains or does not retain those aspects of integrity. Instead of or in addition to defining each aspect on pages 10 and 11, the report would benefit from adding notes about how the Old Terminal meets each aspect.

In general, the description of the Terminal describes very few alterations, but the report does mention that the control tower and concourse have been removed. These two losses need to be addressed more sufficiently. The report fails to make a strong case that those removals have not had a negative effect on the building's integrity of design, feeling, and association. The argument for the retention of integrity in the face of the loss of the control tower and concourses would create a truly defensible case for eligibility.

While able to concur with the eligibility judgement, the reviewer had to tease out each aspect of integrity from the body of the text, images, and aerial photos, and create a reasonable argument that the loss of the control tower and concourse did not affect the resource's integrity of design, association, and feeling to a degree did not preclude National Register eligibility. This may create a problem for future readers of the report.

In short, future reports should address the seven aspects of integrity specifically and individually, even if that seems redundant or repetitive: not every reader will be able or willing to pull integrity out of the text.

By this letter, we also reaffirm our determination that the Thomas W. Ferebee Building (MK3825) is not eligible for listing in the National Register of Historic Places due to its being moved from its original location and changes to its original layout.

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 919-814-6579 or environmental.review@ncdcr.gov. In all future communication concerning this project, please cite the above referenced tracking number.

Sincerely,

Renee Gledhill-Earley

Ramona Bartos, Deputy
State Historic Preservation Officer

cc: Christina Kelly   ckelly@environment-archaeology.com

Environment & Archaeology
LLC

DRAFT

ADDENDUM HISTORIC RESOURCES REPORT
CHARLOTTE DOUGLAS INTERNATIONAL AIRPORT
OLD TERMINAL BUILDING (MK2189)
MECKLENBURG COUNTY, NORTH CAROLINA
ER# 20-0438

PREPARED FOR:

Federal Aviation Administration
Memphis Airports District Office
2600 Thousand Oaks Blvd., STE 2250
Memphis, TN 38118-2462
(901) 322-8197

PREPARED BY:

Environment & Archaeology, LLC
221 Main Street
Florence, KY 41042
Office: (859) 746-1778

Margo Warminski, Architectural Historian
Courtney Stoll, Principal Investigator
Luke Erickson, Project Manager
Christina Kelly, Author

February 2021

TABLE OF CONTENTS

LIST OF FIGURES

LIST OF TABLES

LIST OF PHOTOS

INTRODUCTION

Environment & Archaeology, LLC performed an Historic Resources Survey (HRS) between February 3, 2020 and March 4, 2020 within the vicinity of the Charlotte Douglas International Airport (CLT) in Charlotte, Mecklenburg County, North Carolina (Figure 1). The survey had three primary purposes: (1) identify all properties within the Area of Potential Effect (APE) that were 50 years of age or greater; (2) identify additional properties within the APE that would be 50 years of age or greater as of 2033; and (3) provide recommendations as to each property's eligibility for listing in the National Register of Historic Places (NRHP). Properties less than 50 years of age would be assessed for their potential to be eligible for the NRHP once they reached 50 years of age.

The following report provides the additional information requested for the Old Terminal Building (MK2189) in the North Carolina Historic Preservation Office (NCHPO) October 26, 2020 response letter to the Historic Resources Report Charlotte Douglas International Airport Historical Resources Summary Project, Mecklenburg County, North Carolina (Warminski et al. 2020) (Figure 2).
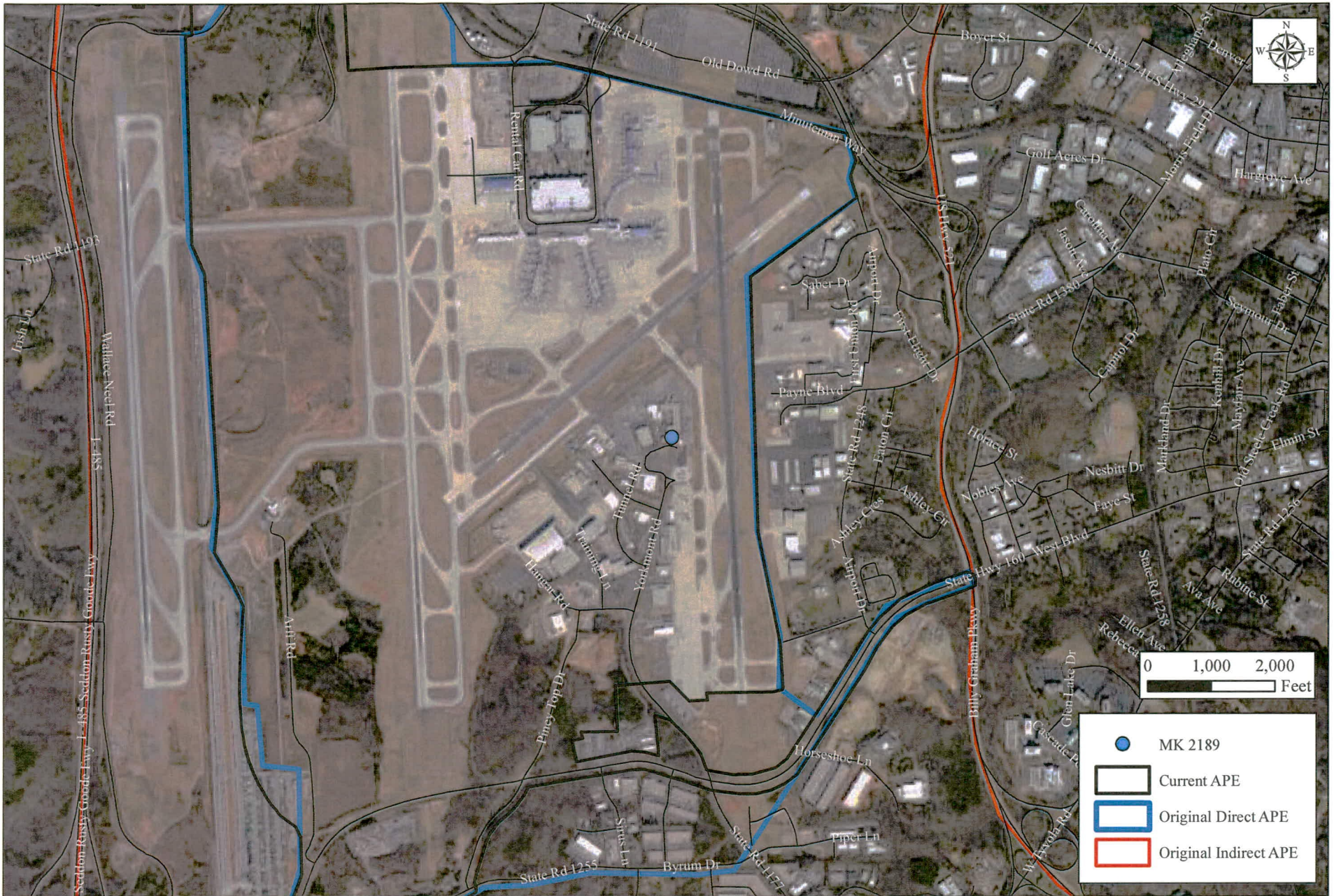
Project History

A total of 599 properties were identified during the February 3, 2020 through March 4, 2020 field survey. A report documenting the results of the survey (Warminski et al. 2020) was prepared in June 2020 and submitted to the NCHPO.

Within the Warminski et al. 2020 report, 65 properties were listed or recommended as eligible for inclusion in the NRHP, 138 properties were recommended as potentially eligible for the NRHP, and 6 properties were recommended as potentially eligible for the NRHP when they "age in" by 2033. A total of 242 properties was recommended as not eligible for the NRHP and 106 properties were no longer extant. No further work was recommended for these 348 properties. Access to 42 properties could not be obtained at the time of the survey and were recommended to be evaluated in the future.

Following the completion of the survey and submission of the report, consultation between the Federal Aviation Administration (FAA) and North Carolina Historic Preservation Office (NCHPO) resulted in a revision to the APE (Figure 3).

Based on the revised APE, only 22 properties in the original study area remain subject to Section 106 review for the project (Table 1). Of these properties, two (WPA Douglas Airport Hangar [MK2399/3761] and Thomas W. Ferebee Building [MK3825]) were recommended as eligible for inclusion in the NRHP, one was recommended as potentially eligible (Old Terminal Building [MK2189]), two were recommended for further study upon reaching 50 years of age (Air Traffic Control Tower [MK3798] and c. 1980 Truck Terminal [MK3816]). One building is no longer extant (Herron House [MK1368]), and the remaining 16 properties were recommended as not eligible for inclusion in the NRHP (Warminski et al 2020). The NCHPO subsequently determined that the Thomas W. Ferebee building (MK3825) was not recommended as eligible for inclusion in the NRHP (Renee Gledhill-Earley personal communication 2021).

Legend:
- ● MK 2189
- ▢ Current APE
- ▢ Original Direct APE
- ▢ Original Indirect APE

Figure 5	Addendum Historic Resource Report Charlotte Douglas International Airport Historical Resources Summary Project Mecklenburg County, North Carolina	Aerial with MK 2189 (Old Terminal Building) Identified Aerial Provided by ArcGIS Online *Environment & Archaeology* LLC

Figure 6	Addendum Historic Resource Report Charlotte Douglas International Airport Historical Resources Summary Project Mecklenburg County, North Carolina	Aerial with MK 2189 (Old Terminal Building) Identified Aerial Provided by ArcGIS Online *Environment & Archaeology* LLC

MK2189, Old Terminal Building, 4700 Yorkmont Road, V.W., February 2020

MK2189_OldTerminalBuilding_02 20_V.W._01

Front View

MK2189_OldTerminalBuilding_02 20_V.W._02

Right View

MK2189_OldTerminalBuilding_02 20_V.W._03

Back View

MK2189_OldTerminalBuilding_02 20_V.W._04

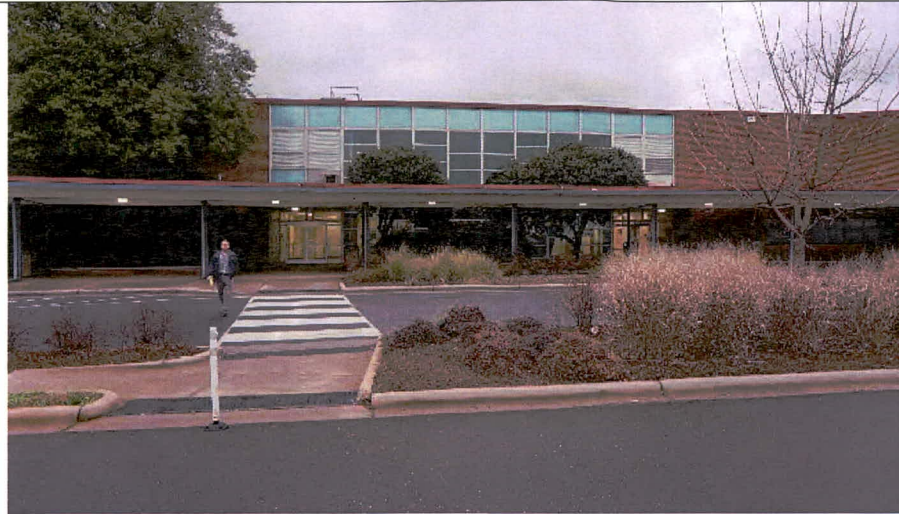Left View

Project Location

Project Location
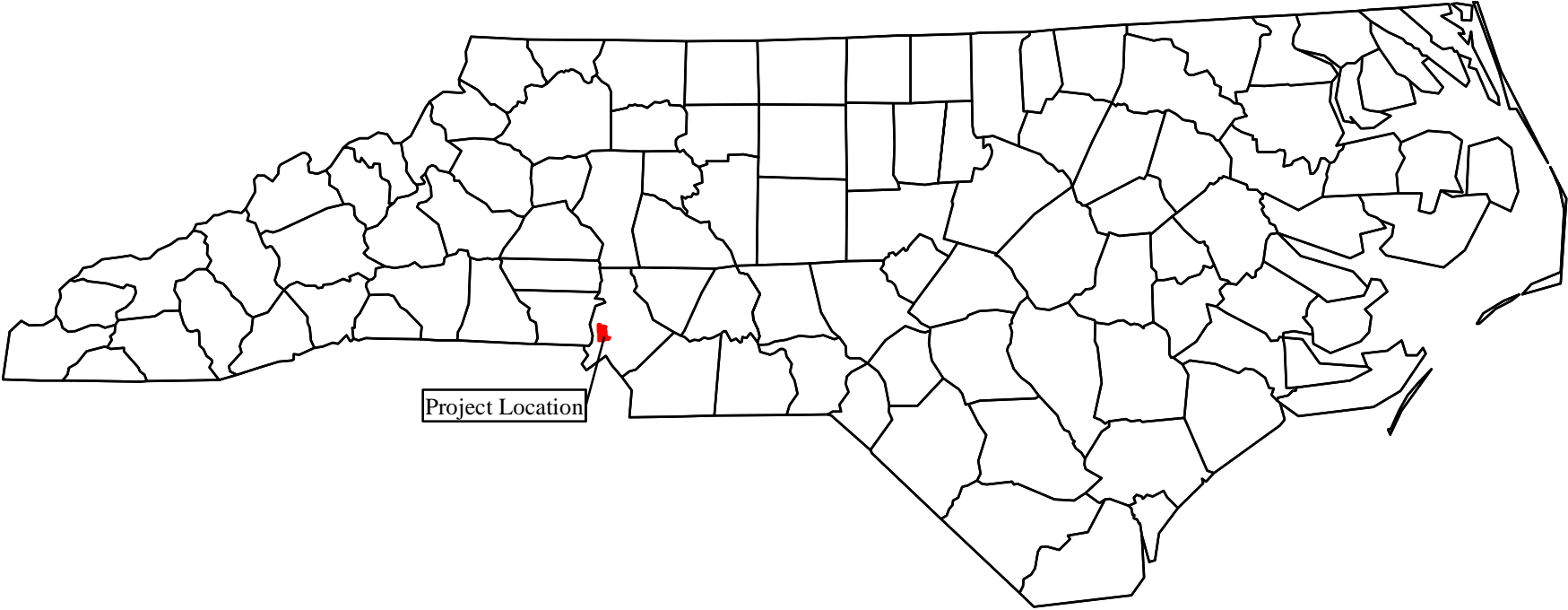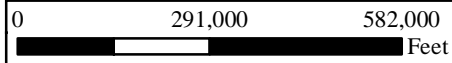
| 0 | 291,000 | 582,000 |
| | | Feet |

| Figure 1 | Charlotte Douglas International Airport
Historical Resources Summary Project
Mecklenburg County, North Carolina | State Map of North Carolina with Project Location
Environment & Archaeology
LLC |

MK 2189
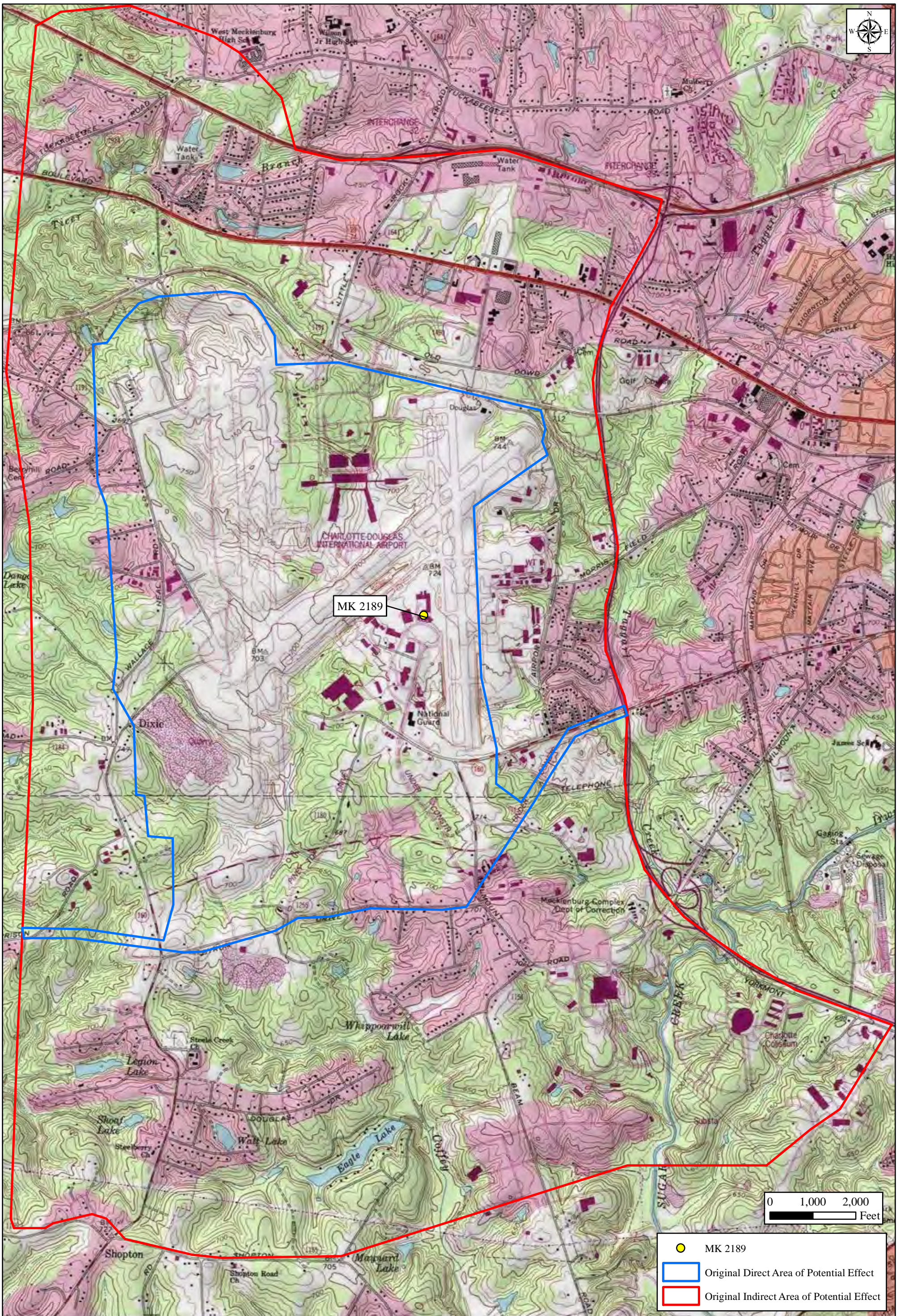
Figure 2	Charlotte Douglas International Airport Historical Resources Summary Project Mecklenburg County, North Carolina

7.5' USGS Charlotte West and
Mountain Island Lake (1993/1996), NC Quadrangles

Environment & Archaeology LLC

Legend:
- ● MK 2189
- ▭ Original Direct Area of Potential Effect
- ▭ Original Indirect Area of Potential Effect

Figure 3	Charlotte Douglas International Airport Historical Resources Summary Project Mecklenburg County, North Carolina	7.5' USGS Charlotte West and Mountain Island Lake (1993/1996), NC Quadrangles *Environment & Archaeology* LLC

Table 1. Surveyed Historic Buildings within Current APE (from Warminski et al. 2020)
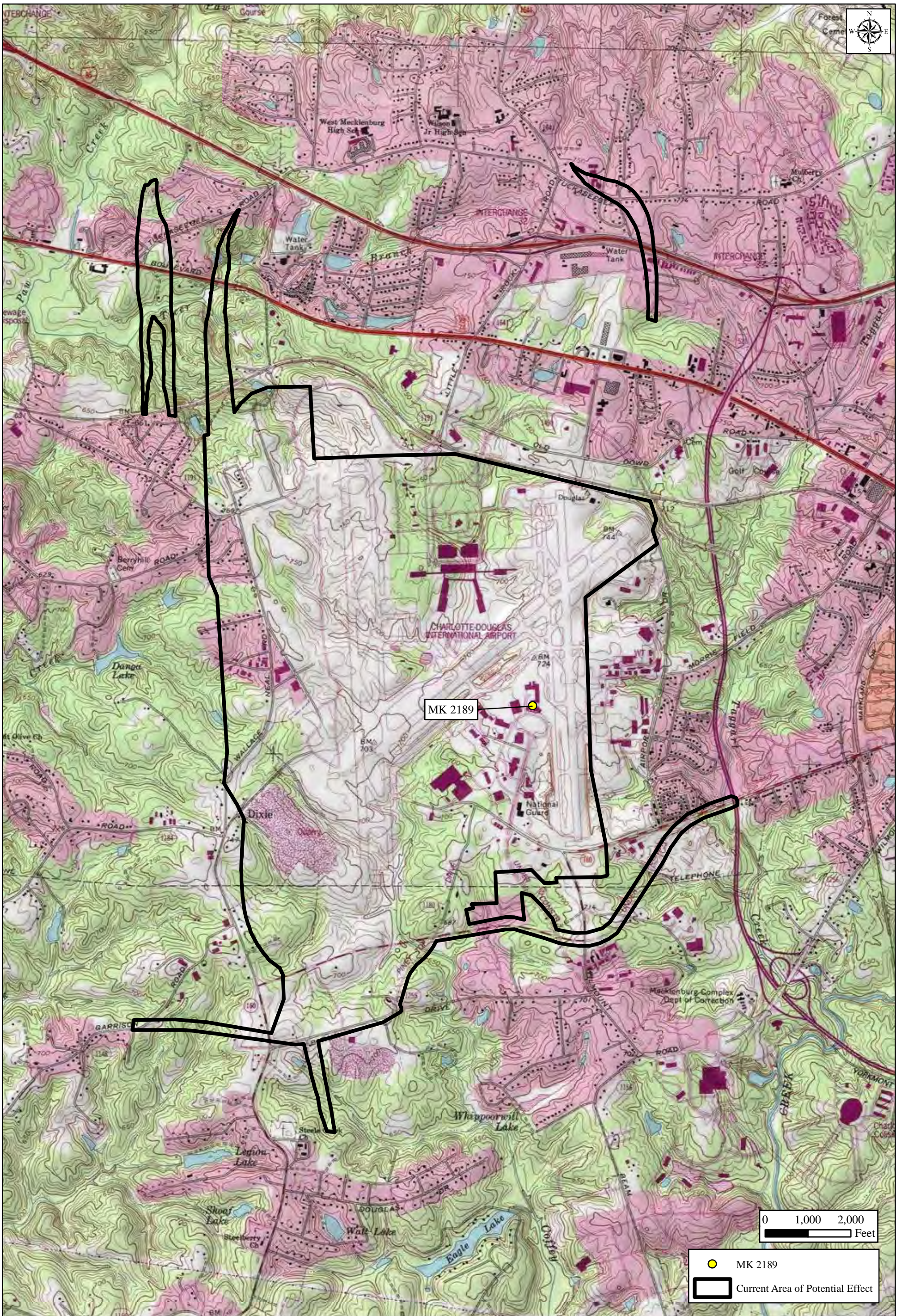
Resource Number	Resource Name	NRHP Eligibility Recommendation
MK1368	Herron House	No Longer Extant
MK2189	Old Terminal Building	Potentially Eligible Under Criterion A
MK2399/3761	WPA Douglas Airport Hangar	Eligible Under Criterion A
MK3725	c. 1980 Prefab Warehouse	Not Eligible
MK3771	Main Airport Terminal	Not Eligible
MK3798	FAA Control Tower	Potentially Eligible In 2029
MK3799	Parking Toll Plaza	Not Eligible
MK3800	c. 1980 Commercial Building	Not Eligible
MK3801	c. 1956 Warehouse	Not Eligible
MK3802	c. 1970 Warehouse	Not Eligible
MK3803	c. 1980 Truck Terminal	Not Eligible
MK3813	c. 1980 Warehouse	Not Eligible
MK3814	c. 1980 Warehouse	Not Eligible
MK3815	c. 1980 Warehouse	Not Eligible
MK3816	c. 1980 Truck Terminal	Potentially Eligible In 2031
MK3819	1970 Prefab Warehouse	Not Eligible
MK3820	c. 1980 Warehouse	Not Eligible
MK3821	c. 1955 Office	Not Eligible
MK3822	c. 1950 Church	Not Eligible
MK3825	Thomas W. Ferebee Building	Eligible Under Criterion A*
MK4075	c. 1970 Commercial Building	Not Eligible
MK4076	c. 1970 Commercial Building	Not Eligible

*Determined to be not eligible for inclusion in the NRHP (Renee Gledhill-Earley personal communication 2021).

SHPO Consultation to Date

Comments regarding the historic resources report were prepared by the NCHPO on October 26, 2020. For the Old Terminal Building (MK2189) NCHPO inquired:

> *Are there other 1950s air terminals in Mecklenburg County and/or how does this compare to other terminals at other airports active during the 1950s (Smith Reynolds Airport in Winston-Salem and Raleigh Durham International Airport come to mind as comparison properties)?*

A conference call was held on December 23, 2020 between Renee Gladhill-Earley and Sarah David of the NCHPO and Courtney Stoll and Christina Kelly of *Environment & Archaeology, LLC.* To further evaluate MK2189 (Old Terminal Building), NCHPO requested that the terminal building be evaluated in the context of other large airport terminal buildings in the state that are approximately of the same age. Sarah David provided reports that the NCHPO had in their files for some of these buildings (Smith Reynolds Terminal and Piedmont Office Building). They indicated that further research would be needed to determine if there are other terminal buildings in the state that are comparable and to gather additional information regarding the history of the Old Terminal Building to fully evaluate the NRHP eligibility of the resource. This report presents the findings of the additional context and research.

HISTORIC CONTEXT

Morris Field

Conceived in 1939, the small Charlotte Municipal Airport (later named for Charlotte Mayor Ben Douglas) was a part of the New Deal Works Project Administration (WPA) program. It was taken over by the Army several months prior to the attack on Pearl Harbor. The outbreak of World War II caused the Army Air Force to take control of the airport in 1941 as well as a larger tract to the southwest. It was renamed Charlotte Army Airbase, and the first base commander was Colonel C. W. Howard (Howard 2006). North Carolina Governor James Broughton and New York City Mayor Fiorello La Guardia were among the speakers at the airport dedication which attracted 10,000 attendees.

The post was renamed Morris Field in 1942 after Major William C. Morris. Major Morris, a Henderson North Carolina native, was a World War I veteran flier and instructor who originally served in the Canadian Air Force and then transferred to the United State Air Corps in 1917 when the United States joined the war. During World War II, Charlotte and the surrounding area supplied combat-ready troops, supporting personnel, and vital materials for the war effort (Howard 2006). The city was home to a huge Quartermaster Corps Depot and at the South Carolina state line to the south, a large artillery plant was constructed.

From its humble beginnings, as a small two runway airfield, the federal government spent six (6) million dollars to develop Morris Field/CLT into a pilot training base where pilots were trained to fly fighter aircraft. Airplane repair and gunnery training also occurred. The base expanded to encompass several hundred acres, a control tower, and over 100 buildings including the Army constructed barracks to house 1,800 enlisted men, a chapel, theater, library, hospital, armory, clubs, and mess halls. The base was home to the 29th Air Group, 40th Material Group, 56th Pursuit Squadron, and 62nd Pursuit Squadron (Howard 2006). African American service members had their own facilities (Morse Code January 2, 1943:4). The base newspaper was the Morris Code whose banner included "Keep 'em Flying" in morse code beneath the newspaper name (Howard 2006). It published editorials, biographies of incoming commanders, original cartoons, poems, and calendars of a variety of social and athletic events.

Wartime restrictions meant the base was protected by fencing; news stories about the facility needed permission of the base intelligence officer prior to publication. Windows were covered with black-out cloth so that crews could work around the clock, repairing approximately 100 planes per month. The sound of planes overhead and soldiers everywhere became routine to the citizens of Charlotte and Mecklenburg County, even providing a sense of security (Howard 2006).

Shortly before the war ended, the War Assets Corporation in May 1946, conveyed Morris Field back to the City of Charlotte and it was renamed Charlotte Municipal Airport. Some barracks and other structures were converted to apartments to relieve the postwar housing shortage in the area. However, housing shortages in the area were not new. A September 1943 edition of Morse Code included a "Wanted: Apartments" section in the newspaper noting that "more than a score of officers with families" who had reported to the base were having difficulty finding lodging

(Morse Code September 22, 1943:4). A Housing Committee at the Morris Field Women's Club was tasked with assisting newcomers on finding available house and apartment listings.

In 1948, an Air National Guard base was established north of the former Morris Field/CLT to provide continental air defense. Present day Charlotte Douglas International Airport is currently home to the Charlotte Air National Guard Base and its host unit, the 145th Airlift Wing of the North Carolina Air National Guard (Air National Guard 2021).

The Charlotte airport saw important improvements beginning in the 1950s, including a runway extended to accommodate jet aircraft, and a new, Modernist passenger terminal, which opened in 1954 (MK2189). Although growth and development at the airport resulted in the demolition of buildings associated with Morris Field, others are still extant and have been repurposed for new uses. These include the former Morris Field/CLT Officers Club-Civil Air Patrol Headquarters (MK3823), Thomas W. Ferebee Building (MK3825), and Harvest Center (MK4004).

Post-War Civil Aviation in North Carolina

Seven other Army Airfields were located within North Carolina: Seymour Johnson Field in Goldboro (now Seymour Johnson Air Force Base), Bluethenthal Field (now Wilmington International Airport), Laurinburg-Maxton Army Base in Maxton (currently inactive), Pope Field (now Fort Bragg) in Fayetteville, Lindy Field [now Piedmont Triad International Airport] in Greensboro, Smith Reynolds in Winston-Salem, and Raleigh-Durham.

The Charlotte airport saw important improvements beginning in the 1950s, including a runway extended to accommodate jet aircraft, and a new, Modernist passenger terminal, which opened in 1954. The 1950s and 1960s are known as the "Golden Age of Flying." The flight itself was almost a vacation with glamorous air hostesses, gourmet meals, lots of leg room, and plenty of drinks. Smoking was even permitted except when the plane was on the ground. Passengers dressed up and posed for photos before boarding. Airlines provided postcards to passengers so they could share their flight experience with those at home. This also provided an activity to keep passengers occupied during their flight. Magazines and newspapers were available; however, in flight movies did not gain popularity until the mid-1960s.

Flights were very expensive, for example a $138 flight from Chicago to Phoenix adjusted for inflation would be $1,168 today (Brownlee 2013). These prices meant that the average person could pay up to five percent of their yearly salary for a plane ticket. Ticket cost alone was prohibitive enough for most minorities, but airline operators also trained their operators to identify African Americans and put them on certain flights but not others. Early commercial planes were loud, vibrated fiercely, got bumped around by turbulence, and were often grounded due to weather. The arrival of commercial jets after 1952, alleviated some of the earlier issues. Pressurized airplane cabins were relatively new in the 1950s and a cross country flight required multiple layovers.

Charlotte Douglas International Airport:
As previously noted, a runway extension and new passenger terminal were opened at Charlotte Airport in 1954. It was at this time that the airport was renamed Douglas Municipal Airport. Delta Airlines began scheduled passenger service in 1956. Other airlines operating in Charlotte

included Eastern, Piedmont, Capital (later United), and Southern. Nonstop flights went as far as Newark, Pittsburgh, Columbus, Louisville, Birmingham, and Jacksonville.

In the 1960s, renovations were undertaken to expand the facility and the Boeing 720 jet began flying from the airport in 1962. The renovations included a unit terminal in 1967 for Eastern Airlines containing eight dedicated gates, each with its own departure lounge, snack bar, and baggage claim space. A new concourse was constructed in 1969. Delta, Eastern, and Piedmont moved their operations into this location and United operated from the eastern pier. By 1975, up to 97 flights departed daily to 32 destinations on seven airlines (Departed Flights 2021).

Following airline deregulation, passenger numbers doubled between 1978 and 1980 which meant changes at the airport to accommodate the increase. A new 10,000-foot runway and control tower opened in 1979. A new passenger terminal, designed by Odell Associates, opened in 1982 and the airport was renamed Charlotte Douglas International Airport. A new concourse was constructed and others expanded. Piedmont created a hub and in 1987 started non-stop service to London. The old terminal building was converted into office space and the old control tower was removed in the late 1990s.

Smith Reynolds Airport

Other regional airports of the time included Smith Reynolds in Winston-Salem, Piedmont Triad International near Greensboro, and Raleigh Durham, in Raleigh-Durham. Winston-Salem's leading citizens subsidized the creation of a landing field, originally called Miller Municipal, in anticipation of Charles Lindbergh's planned stop there on the tour following his solo trans-Atlantic flight. However, Miller Municipal's inadequate physical plant impeded other companies' use of the airport. For example, Eastern Airlines began commercial service in 1935, but discontinued flights after eight months due to insufficient facilities. That situation began to change, however, as Winston-Salem native Tom Davis incorporated his airline business as Piedmont Aviation on July 2, 1940. Davis obtained funding from the Z. Smith Reynolds Foundation to allow for the construction of a new terminal and other airport improvements in 1941, and Eastern Airlines reestablished service there following the facility upgrade. Over the years, the terminal has been modified and upgraded.

Soon after the airport's expansion, Piedmont secured a Civil Aeronautics Administration contract to provide flight instruction to civilian pilots. The airport subsequently served as a military aircraft repair center and training facility for over one thousand pilots during World War II. When the airport needed to expand its runway system, the New Deal's Works Progress Administration and the Winston-Salem Foundation provided funding and labor. After the war, the company grew rapidly, making Smith Reynolds the state's busiest airport for five years during the 1960s. However, competition from the Greensboro Regional Airport led to the decline of Smith Reynolds, a situation made worse by Piedmont electing to make Charlotte Douglas International Airport its hub. Piedmont merged with USAir in 1987 and flew its last flights two years later. USAir closed its Smith Reynolds operations in 1993 and the last scheduled commercial passenger plane departed from the airport in 2000. It still maintains a high volume of general aviation and private business aircraft activity.

Piedmont Triad International Airport

Maynard Field, near Greensboro, was dedicated in 1919 and served as one of the first commercial airports in the south. Named for North Carolina pilot Lt. Belvin Maynard, the airport had two intersecting runways and hangar space. In May 1927, Greensboro and Guilford County purchased property in Friendship and named it Lindley Field. Charles Lindberg and his "Spirit of St. Louis" plane stopped there on October 14, 1927. The airfield served as a stop for mail service starting in 1928 by Pitcairn Aviation, Incorporated, the government's airmail carrier. Pitcairn Aviation became Eastern Air Transport and began passenger service from the airfield. Following several near misses, Lindley Field was closed by the U.S. Department of Commerce. In 1937 it reopened with new paved runways and a passenger terminal.

During the 1940s, the U.S. Army Corps assumed control of the airport for the duration of World War II. It served as a training site for fighter and bomber pilots, a refueling station, and a hub for the Overseas Replacement Depot. Following the War, the airport authority purchased 900 acres around the airport, runways were lengthened and in 1958, a new 34,000 square-foot terminal opened. The terminal featuring aircraft gates, a restaurant, bank, operations office and counters for tickets and rental cars. Eastern, Piedmont, and Capital Airlines served the airport.

In the 1970s the airport was renamed the Greensboro-Highpoint Airport and later the Greensboro-Highpoint-Winston-Salem Regional Airport. It offered passenger service from Delta Air Lines, Piedmont Airline, United Airlines, and Eastern Air Lines. As part of the growth of the airport, facilities shifted to the northwestern portions of the property and the original terminal was phased out and eventually demolished. A new terminal opened in 1982 and the runway was extended to a length of 10,000 feet making it the longest runway in the state. The facility was renamed Piedmont Triad International Airport in 1987.

Raleigh-Durham International Airport

Raleigh Municipal Airport was founded in 1929. Eastern Airlines President Captain Eddie Rickenbacker took out a full-page ad in area newspapers to encourage the counties of Wake and Durham and the cities of Durham and Raleigh to build an airport together. While under construction, in 1942, the airport was taken over by the federal government to use during World War II. Designated Raleigh-Durham Army Airfield it opened for operations on May 1, 1943 with three runways. It served as a training facility for the Army Air Corps until January 1, 1948.

Eastern Airlines received permission to use the airfield in 1943 and began service to New York and Miami. In 1946, the airport was returned to the cities and counties by the federal government. Capital Airlines and Piedmont Airlines arrived by 1948 and by 1957 there were 36 daily departures. Delta Air Lines began operation at Raleigh-Durham in 1970 followed by Allegheny Airlines in 1979 and by 1985 Trans World Airlines, American Airlines, Ozark, People Express, New York Air, and Pan Am flew in and out of the airport. Eastern Airlines began Boeing 727 jet service in 1965.

Today Raleigh-Durham is one of the fastest growing major airports in the U.S. Expansions and upgrades occurred throughout the early 2000s. A second terminal was added. The modernization of Terminal 1 included the demolition of the original 1955 terminal. Other changes include underground pedestrian walkways and additional airport parking.

EVALUATION PROCESS

The historical significance and integrity of this historic property was evaluated using the criteria outlined in the National Register bulletin, How to Apply the National Register Criteria for Evaluation (National Park Service [NPS] 1997). The NRHP recognizes four categories of significance of a resource possessing integrity of location, design, setting, materials, workmanship, feeling and associations and:

A. That are associated with events that have made a significant contribution to the broad patterns of our history,
B. That are associated with the lives of persons significant in our past,
C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that represent a significant and distinguishable entity whose individual components may lack individual distinction, and
D. That have yielded, or may be likely to yield, information important in prehistory or history.

For a property to qualify for the NRHP it must meet one of the NRHP criteria for evaluation by being associated with an important historic context, such as transportation, military history, or architecture, and retaining historic integrity of those features necessary to convey its significance.

Integrity is the ability of a property to convey its significance. Within the concept of integrity, the NRHP criteria recognize seven aspects or qualities that, in various combinations, define integrity (NPS 1997:44-48).

Location is the place where the historic property was constructed or the place where the historic event occurred. The actual location of a historic property, complemented by its setting, is particularly important in recapturing the sense of historic events and persons. Except in rare cases, the relationship between a property and its historic associations is destroyed if the property is moved. Resources therefore retain integrity of location if they remain on their original sites.

Design is the combination of elements that create the form, plan, space, structure, and style of a property (ibid.). It includes such elements as organization of space, proportion, scale, technology, ornamentation, and materials (ibid.). form, shape, proportions and solids to voids. Resources retain integrity of design if their original form, scale, footprint and pattern of piercing remain evident.

Setting is the physical environment of a historic property. It refers to the character of the place where they property played its historical role. The physical features that constitute the setting of a historic property can include topography, vegetation, simple manmade features, and relationships between buildings and other features or open space. Resources retain integrity of setting if they retain these qualities.

Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property. Indigenous materials

are often the focus of regional building traditions and thereby help define an area's sense of time and place. Resources possess integrity of materials if they retain key exterior materials dating from the period of their historic significance.

Workmanship is the physical evidence of the crafts of a particular culture or people during any period in history or prehistory. It is evidence of artisans' labor and skill in constructing or altering a building or structure. Examples in historic buildings include tooling, carving, painting, graining, turning and joinery. Resources retain integrity of materials if they retain these features.

Feeling is a property's expression of the aesthetic or historic sense of a particular period of time. It results from the presence of physical features that, taken together, convey the property's historic character. If resources possess sufficient integrity of design, workmanship, materials, location and setting to be identified as products of their particular time and place in history, they will convey the feeling of that place and time.

Association is the direct link between an important historic event or person and a historic property. Like feeling, it requires the presence of physical features that convey a property's historic character. A resource retains association if it is the place where the event or activity occurred and is sufficiently intact to convey that relationship to an observe.

The steps in assessing integrity are:

- define the essential physical features,
- determine whether they are visible,
- compare the property with similar resources in the area, and
- determine, based on the significance and essential physical features, which aspects of the property are particularly vital to the property and if they are present.

Ultimately, the question of integrity is answered by whether the property retains the identity for which it is significant (NPS 1997.:45-48).

OLD TERMINAL BUILDING (MK2189)

Charlotte has known three major airports in its history. The first one opened in 1936; the second, in 1954, was named after former Charlotte mayor Ben Elbert Douglas Sr. When it opened, it was hailed as an unprecedented technological achievement never before seen in the region because it could handle as many as 13 to 14 planes at once. It also was considered the Carolinas' largest and busiest airport. The terminal was designed by Walter Hook, son of noted local architect Charles Christian Hook (1870-1938), who practiced "a suave and monumental Beaux-Arts Classicism" (Michael 2009).

The original terminal for the Charlotte Douglas Airport was built ca. 1951 and opened in 1954 (Figure 5 and Figure 6). The two-story, steel-frame building has a flat roof and brick exterior (Photo 1 and Photo 2). Its footprint is a wide, shallow, U-shape. The front façade is blind apart from the glass central section. A flat canopy extends over the sidewalks. The interior has a full-height lobby with a double staircase of terrazzo. Railings are aluminum. The second-floor balcony overlooks the lower waiting room. There is a fallout shelter in the building. After a new terminal was completed, the building was used as a cargo terminal. The building has seen little alteration and has a high degree of integrity under all its aspects.

The Old Terminal Building reflects the influence of the Mid-Century Modern style and much of its original historic fabric remains intact. The Modernist-inspired, covered breezeway and lobby are seemingly unchanged since their construction 67 years ago, as are the decorative brick façade and the fixed, multi-light, tinted glazing. Likewise, the tile floors are intact and the massive free-hanging stair, built of glazed concrete, chrome and terrazzo tile, is still intact. The former storefronts have been covered over but presumably are intact underneath. Some alterations have been made to the terminal: The old control tower has been removed and concourses that previously led to boarding gates have been demolished.

Photo 1. Old Terminal Building (CK2189) ca. 1954.

Map Legend:
- MK 2189
- Current Area of Potential Effect
- Original Direct Area of Potential Effect
- Original Indirect Area of Potential Effect

| Figure 4 | Charlotte Douglas International Airport
Historical Resources Summary Project
Mecklenburg County, North Carolina | Aerial with MK 2189 Identified
Aerial Provided by ArcGIS Online
Environment & Archaeology LLC |

Figure 5	Charlotte Douglas International Airport Historical Resources Summary Project Mecklenburg County, North Carolina

Aerial with MK 2189 Identified
Aerial Provided by ArcGIS Online
Environment & Archaeology LLC

Legend: ▭ MK 2189

Scale: 0 — 100 — 200 Feet

MK2189, Old Terminal Building, 4700 Yorkmont Road, V.W., February 2020

MK2189_OldTerminalBuilding_02 20_V.W._01

Front View

MK2189_OldTerminalBuilding_02 20_V.W._02

Right View

MK2189_OldTerminalBuilding_02 20_V.W._03

Back View

MK2189_OldTerminalBuilding_02 20_V.W._04

Left View

Comparison to Other Regional Airport Terminals in North Carolina

Terminals were constructed at Raleigh-Durham, Piedmont Triad International, and Smith Reynolds around the same time as the Old Terminal Building at Charlotte International Airport. These resources were chosen as comparative resources to evaluate the NRHP eligibility of MK2189 (Figure 7).

Raleigh-Durham Terminal 1 (later Terminal B), built in 1955, originally consisted of a two-story section surmounted by a control tower and flanked by a one and one-half story wing (Photo 3). The terminal was expanded and reshaped over the years, adding new baggage claim space and a three-story addition for airport offices in the 1960s and 1970s. An addition (Terminal A) was added in the 1980s and a new concourse was added overhead in the 1990s (Photo 4). The original terminal, referred to as the "Blue Box" was eventually demolished as part of updates in 2014. These updates included a new roof, skin, finishes and the addition of an exterior canopy system that provided both shelter for passengers and an updated architectural look for the building which reopened as Terminal 1 (Photo 5).
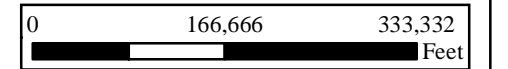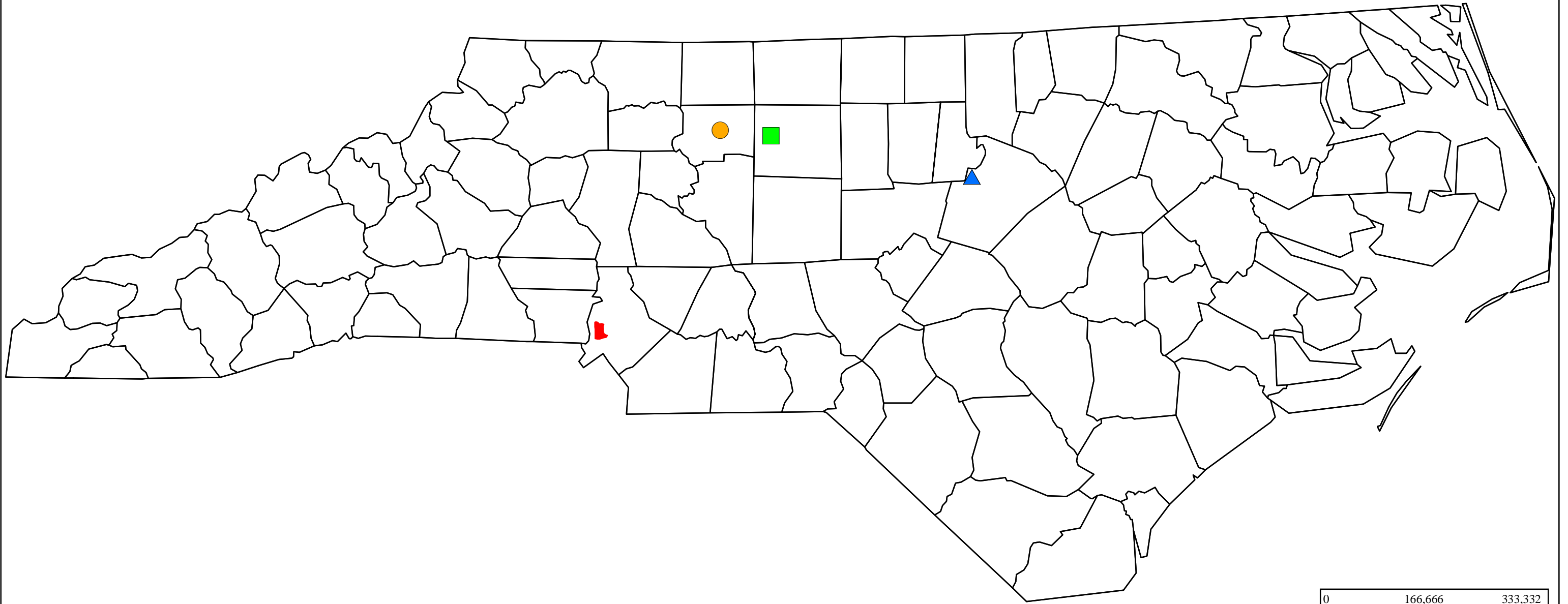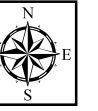
The terminal at Piedmont Triad was a two-story glass paneled structure with a single enclosed pier (Photo 6). The original terminal location was along Airline Road in the southwestern portion of the airline property. Airport expansions in the 1980s shifted operations to the northwest areas of the airport and phased out the original terminal as the new facility opened in 1982. The building appears on aerial images into the early 1990s but is gone by 1999. It is currently vacant land.

The Smith Reynolds Airport Terminal originally consisted of a two-story central section surmounted by a control tower and flanked by one- and two-story wings (Photo 7). Smith Reynolds' terminal was designed by Chicago architect Howard Lovewell Cheney, who headed his own firm for most of his career. Cheney also was employed by the Public Buildings Branch of the Treasury Department from 1934 to 1942, designing New Deal-funded public buildings, and by the University of Illinois in later years. In addition, Cheney designed Federal buildings in Peoria, Gary and New Orleans as well as buildings at the 1939 World's Fair. He also was supervising architect for the Chicago Tribune Tower.

A full-height class curtain wall in the waiting room overlooked the runway and metal railings surrounded rooftop viewing areas. The terminal has been extensively altered through additions, stucco wall treatment and window replacement (Photo 8). The interior was completely remodeled in 1984 when large open spaces were partitioned to create offices. A mural depicting city buildings, businesses and aviation formerly hung in the dining room but was moved to its current location after the dining room closed in 1987.

Steel posts, beams and trusses comprise the flat-roofed hangar's structural system and ribbed metal posts sheathe its exterior walls. The north elevation contains a continuous series of suspended hangar doors, three of which are nearly two stories tall. The door openings and two bands of translucent metal casement windows, one above the one-story rear wing and another just below the roofline, bring light to the interior. Glass curtain walls enclose the hyphen that connects the hangar to the T-shaped, flat-roofed, Modernist office building, where curtain walls consist of long horizontal bands of plate-glass windows above enameled metal panels. Blind brick panels punctuate one end of each elevation. The first floor originally contained executive offices and meeting rooms and the basement held the accounting department and storage, break, and copy rooms.

| Figure 6 | Charlotte Douglas International Airport Historical Resources Summary Project Mecklenburg County, North Carolina | State Map of North Carolina with the Charlotte Douglas International Airport, Raleigh-Durham International Airport, Smith-Reynolds Airport, and Piedmont Triad International Airport Identified |

Legend:
- Smith-Reynolds Airport
- Raleigh-Durham International Airport
- Piedmont Triad International Airport
- Charlotte Douglas International Airport

Scale: 0 — 166,666 — 333,332 Feet

Environment & Archaeology LLC

Photo 3. Raleigh-Durham Airport ca. 1955

Photo 4. Raleigh-Durham pre-2014 demolition.

Photo 5. Raleigh-Durham 2014

Photo 6. Piedmont Triad Terminal ca. 1960.

Photo 7. Smith-Reynold Terminal 1952.

Photo 8. Smith Reynolds Terminal 2020.

NRHP DISCUSSION:

Criterion A: The 1950s passenger terminals at Charlotte Douglas International Airport, Raleigh-Durham International Airport, Piedmont Triad International Airport, and Smith Reynolds Airport are not recommended as a multiple property nomination to the NRHP under Criterion A. Of these properties, only the terminals at Charlotte Douglas International (MK2189) and Smith Reynolds remain. Smith Reynolds does not appear to retain sufficient integrity to convey its significance.

The Old Terminal Building (MK2189) is recommended eligible for NRHP listing under Criterion A for its association with the development of air travel in Charlotte in the mid-20th century. Constructed in 1939, Charlotte Douglas International Airport transformed from a military installation to an international airport serving over 50 million passengers, making it the 11th busiest airport (ranked on passenger traffic) in the U.S (Airport Council International 2017). World War II Army Airfields located within North Carolina, Charlotte Douglas International Airport along with Bluethenthal Field (now Wilmington International Airport), Lindley Field [now Piedmont Triad International Airport] near Greensboro, Smith Reynolds in Winston-Salem, and Raleigh-Durham transitioned to commercial enterprises in the post war years of the mid-20th century. It was during this time that flights started to become more accessible to average Americans, airlines established hubs at the facilities and the stage was set for the federal deregulation of the airline industry in 1979 ushering in a free-market industry resulting in reduced fares and more flights.

Criterion B: The Old Terminal Building is not recommended as eligible under Criterion B for its association with architect Walter Hook. Along with his father, C.C. Hook, their firm Hook and Hook were the architects for the Union County Courthouse in Monroe, North Carolina and United States Post Office in Gastonia, North Carolina. Mr. Hook was best known for his work designing hospitals and medical facilities. He was the architect for the Mercy Hospital, Carolinas Medical Center, and Presbyterian Hospital in Charlotte and the Veteran's Administration in Salisbury. The terminal building is not the best example of his work to convey his significance.

Criterion C: The Old Terminal Building is also recommended as eligible under Criterion C as an example of a forward-looking, Modernist air terminal of the mid-20th century. Despite the alterations, it retains sufficient integrity that an airline passenger of the 1950s or 1960s, transported to the present day, would almost certainly recognize the airport despite these changes. Other airports such as Raleigh-Durham, Piedmont Triad International and Smith Reynolds were constructed during the same time periods. The original terminal at Raleigh-Durham and Piedmont Triad are no longer extant and Smith Reynolds does not retain sufficient integrity under Criterion C. As one of the best remaining examples of a mid-century air terminal, the Old Terminal Building embodies the distinctive characteristics of a modernist air terminal from the early days of commercial air travel and conveys its significance under Criterion C.

Environment & Archaeology, LLC recommends that the Old Terminal Building (MK2189) is eligible for inclusion in the NRHP under Criteria A and C.

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