



**North Carolina Department of Cultural Resources
State Historic Preservation Office**

David L. S. Brook, Administrator

Michael F. Easley, Governor
Lisbeth C. Evans, Secretary
Jeffrey J. Crow, Deputy Secretary
Office of Archives and History

Division of Historical Resources

September 17, 2003

MEMORANDUM

TO: Greg Thorpe, Ph.D., Director
Project Development and Environmental Analysis Branch
NCDOT Division of Highways

FROM: David Brook *David Brook*

SUBJECT: Supplemental Draft Environmental Impact Statement, Phase II Historic Architectural Survey Report of the Herbert C. Bonner Bridge Replacement Project through Rodanthe, B-2500, Dare County, ER90-8304

Thank you for your letter of August 22, 2003, transmitting the Phase II Historic Architectural survey report by Frances P. Alexander of Mattson, Alexander and Associates, Inc.

For purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the following properties are listed in the National Register of Historic Places:

Chicamacomico Life Saving Station, including the Chicamacomico Boathouse on NC 12 at the junction with SR 1247, Rodanthe

For purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the following property is eligible for listing in the National Register of Historic Places under the criterion cited:

The Rodanthe Historic District on the east and west sides of NC 12 and roughly bounded to the north by Myrna Peters Road and to the south by Joseph Midgett Road, Rodanthe, is eligible under Criteria A: Social History and C: Architecture. The district encompasses eight primary resources, six of which are contributing. The Chicamacomico Life Saving Station and the Chicamacomico Boathouse are included in the district. The Rodanthe Historic District is a rare survivor of a well-preserved fishing village surrounding a life saving station. The district illustrates Dare County life in the pre-tourism age of the mid-twentieth to late twentieth century. The district includes a property type unique to the Outer Banks, the life saving station. In addition, the area encompasses persistent domestic architectural forms and the introduction of nationally popular designs during the early twentieth century.

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SURVEY & PLANNING	515 N. Blount St., Raleigh NC	4617 Mail Service Center, Raleigh NC 27699-4617	(919) 733-6545 • 715-4801

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We concur with the proposed National Register boundaries as described and delineated in the survey report.

We believe the Rodanthe Historic District is also eligible for the National Register under Criterion B for its association with the famous Midgett family and heroic rescue operations from the Chicamacomico Life Saving Station.

We are unable to determine the status of the family cemetery associated with the Payne House. Please provide us with a revised Rodanthe Historic District Site map that indicates the cemetery's contributing or non-contributing status.

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

No. 2 (former) Rodanthe School

No. 3 House

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763. In all future communication concerning this project, please cite the above referenced tracking number.

cc: Barbara Church, NCDOT
Frances P. Alexander, Mattson, Alexander and Associates, Inc.

bc: ✓ Southern/McBride
106
County

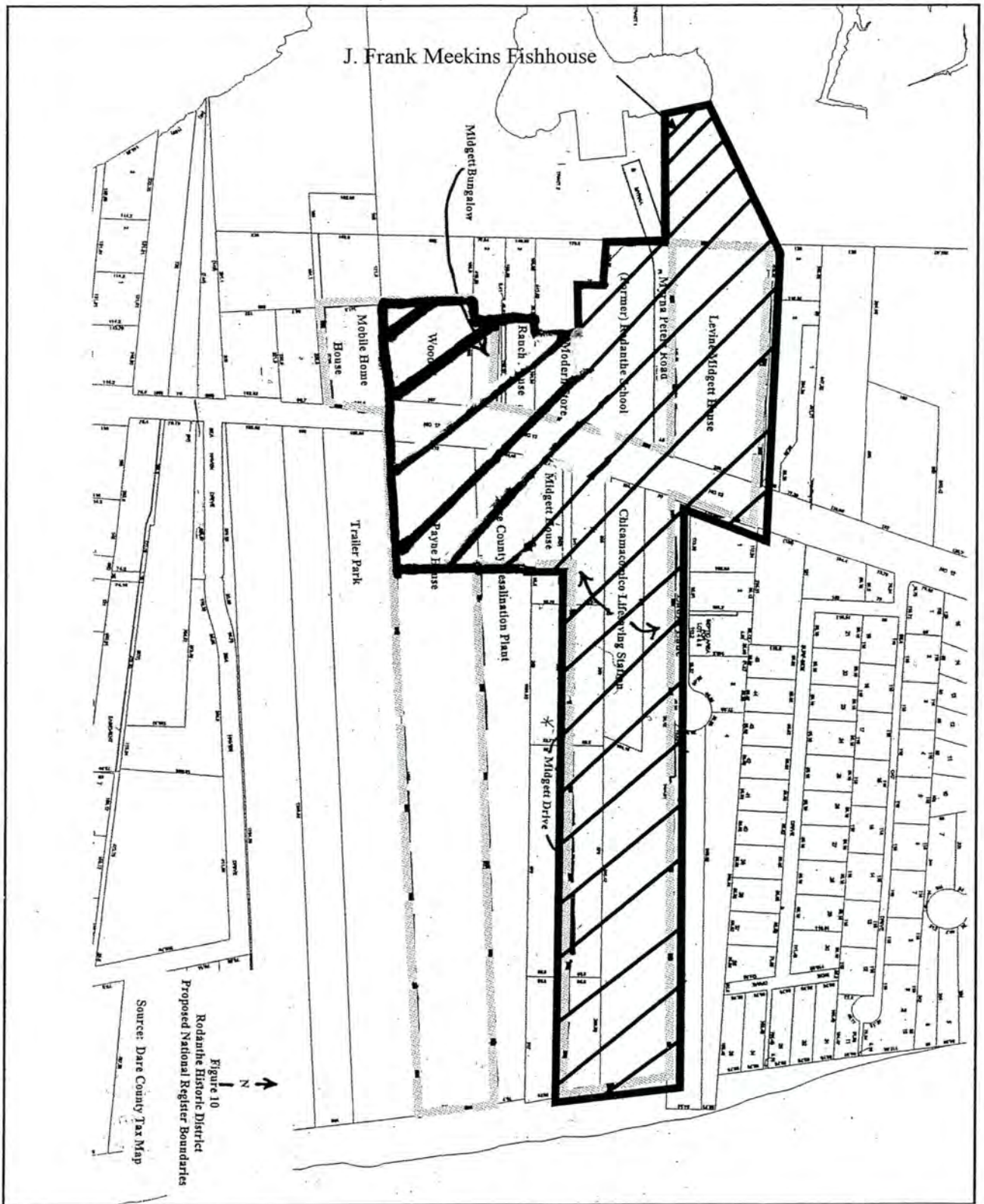


Figure 4: Revised Rodanthe Historic District National Register-eligible boundaries

2006

SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT

**PHASE II
HISTORIC ARCHITECTURAL SURVEY REPORT**

**HERBERT C. BONNER BRIDGE REPLACEMENT PROJECT
THROUGH RODANTHE
DARE COUNTY**

**NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
T.I.P. NUMBER B-2500
STATE PROJECT NUMBER 8.1051205
FEDERAL PROJECT NUMBER BRNHF-12 (24)**

Prepared by:

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11 August 2003

Frances P. Alexander

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

11 August 2003

Date

Barbara Chubb

**Project Development/Environmental Analysis
North Carolina Department of Transportation**

Aug 20, 2003

Date

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II. INTRODUCTION

This Phase II intensive level architectural survey was undertaken in conjunction with the proposed replacement of the Herbert C. Bonner Bridge in Dare County (**Figure 1**). The T.I.P. Number for this North Carolina Department of Transportation (N.C.D.O.T.) is B-2500. The existing Bonner Bridge would be removed, and the new span would be located in the Oregon Inlet area between Bodie and Hatteras islands (**Figures 2-7**). Mattson, Alexander and Associates, Inc. of Charlotte, North Carolina, conducted this study for the North Carolina Department of Transportation, Raleigh, North Carolina. Richard L. Mattson and Frances P. Alexander served as the principal investigators, and the work was undertaken in June and July 2003.

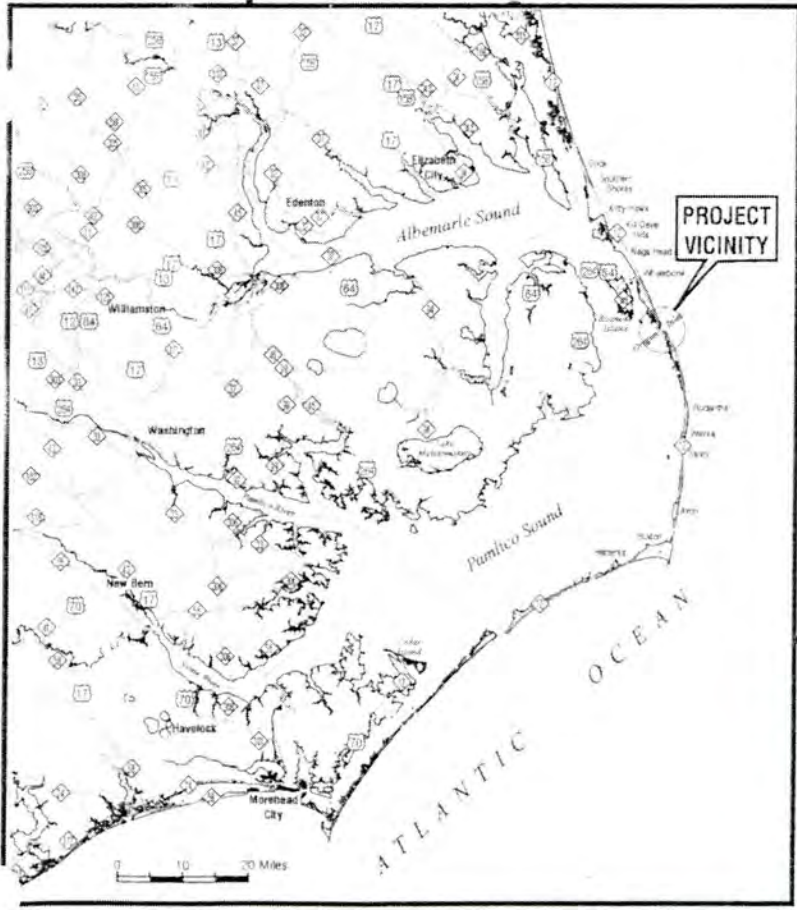
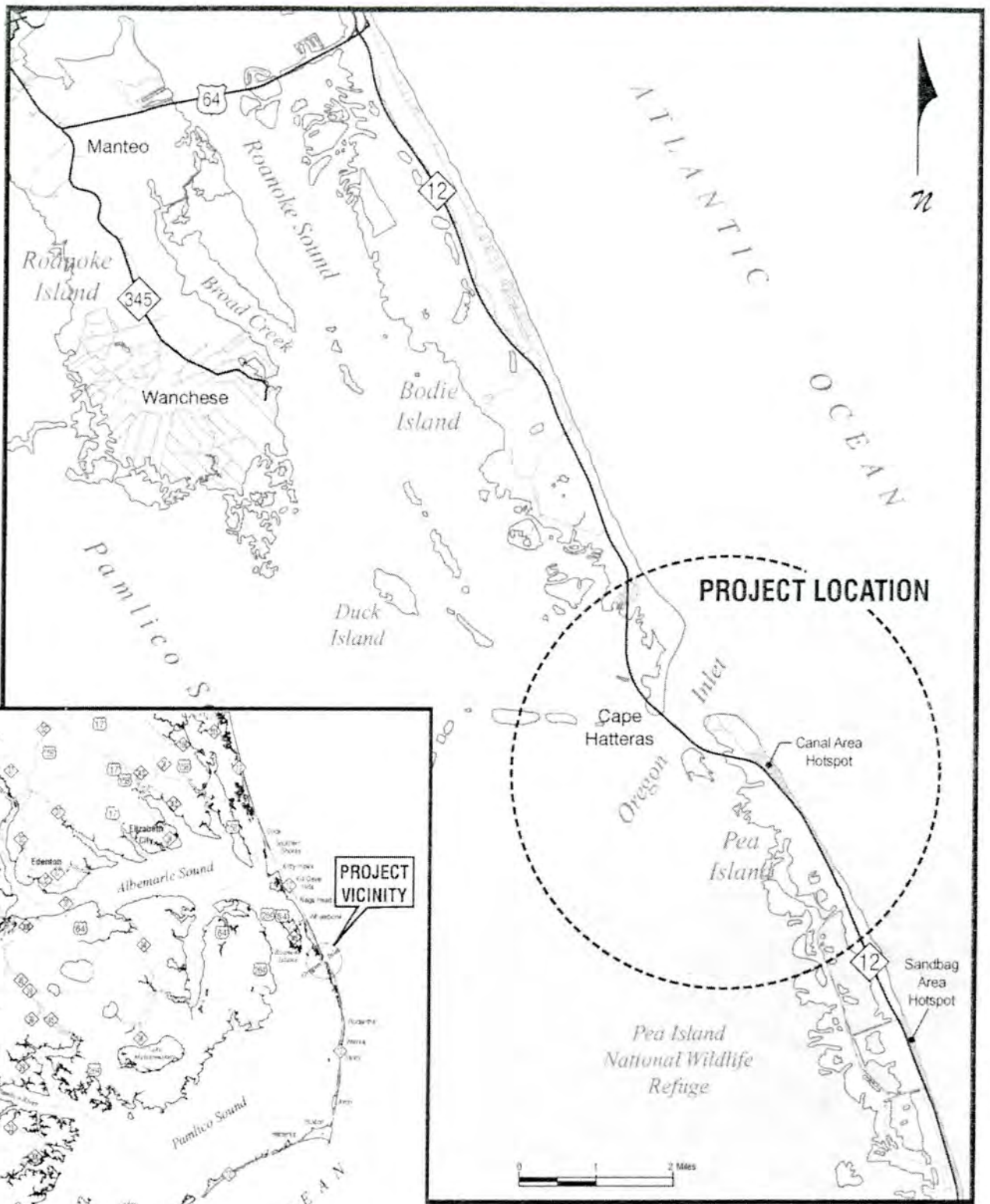
From a number of alternatives under initial consideration, only one alignment, Alternative 4, remains as a viable route for the new bridge. However, within the Alternative 4 corridor, there are six segments under evaluation. All six segments begin on Bodie Island near the U.S. Coast Guard Station and the Oregon Inlet Marina. Two of the segments provide alternative routes for the bridge in the open water of Pamlico Sound while three alignments are alternative routes for the bridge as it approaches landfall at the community of Rodanthe. At the north end of the project, Segment F extends from the Bodie Island terminus, just south of the entrance to the U.S. Coast Guard Station, and extends 1.3 miles south over Pamlico Sound. Segments D and E begin over Pamlico Sound as Segment F ends and extend over the sound, bypassing the Pea Island National Wildlife Refuge. Segment E extends for 13.8 miles within the Alternative 4 corridor, and Segment D (14.8 miles in length) follows a more westerly arc. The two segments converge as they approach the shore at Rodanthe. Segments A, B, and C all begin over the sound just west of Rodanthe, and all three make landfall north of the emergency ferry dock. Segment A (1.9 miles in length) curves onto land to terminate at N.C. 12, roughly 200 feet south of the Texaco gas station. Segment B (2 miles long) follows a curving route south to end approximately 600 feet south of the Chicamacomico Lifesaving Station (National Register 1976). Segment C is 1.8 miles long and is the northernmost Rodanthe alternative, ending at N.C. 12 roughly 500 feet north of the Texaco gas station. The proposed route for Segment C is straight, and its intersection with N.C. 12 would require a traffic signal.

The architectural survey for this bridge replacement project was conducted as part of the environmental studies conducted by N.C.D.O.T. and documented by an environmental impact statement (E.I.S.). This architectural survey report is prepared as a technical addendum to the E.I.S. and as part of the documentation required for compliance with the National Environmental Policy Act (N.E.P.A.), Section 106 of the National Historic Preservation Act (N.H.P.A.) of 1966, as amended, the Department of Transportation Act of 1966, and the Federal Highway Administration Technical Advisory T 6640.8A (Guidance for Preparing and Processing Environmental and Section 4(f) Documents). In order to comply with these federal regulations, this survey followed guidelines set forth in *Phase II Survey Procedures for Historic Architectural Resources* (N.C.D.O.T., 15 June 1994) and expanded requirements for architectural survey reports developed by N.C.D.O.T. and the North Carolina Department of Cultural Resources (February 1996).

Section 106 requires the identification of all properties within the area of potential effects (A.P.E.) that may be eligible, or potentially eligible, for listing in the National Register of Historic Places. The criteria for determining National Register eligibility are defined in 36 C.F.R. 60. Federal regulations also require that the A.P.E. for the undertaking be determined. The A.P.E. 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 potentially eligible properties exist. The A.P.E. is depicted in **Figure 8**.

The A.P.E. is based primarily on the relationship of the project area to both natural and manmade boundaries. The A.P.E. at the north end of the project area encompasses the area where the proposed project leaves Bodie Island (**Figures 4, 6, and 8**). Moving southward the west side of the A.P.E. follows the proposed alternative (Alternative 4) through Pamlico Sound, while the eastern boundary of the A.P.E. follows the east side of Hatteras Island south to Rodanthe. At the south end of the project in the Rodanthe Project Area, the A.P.E. is defined by modern development that marks the south side of the historic core of Rodanthe (**Figures 5 and 7**). The A.P.E. encompasses the Pea Island National Wildlife Refuge, an historic resource evaluated separately in the document, *Supplemental Draft Environmental Impact Statement, Phase II Architectural Survey Report of Pea Island National Wildlife Refuge, Herbert C. Bonner Replacement Project, Dare County, T.I.P. B-2500* (8 July 2003). The A.P.E. also contains historic lifesaving stations listed on the National Register of Historic Places in 1976. The Oregon Inlet Lifesaving Station (1897-98) is located near the north end of the A.P.E., south of Oregon Inlet on the east side of N.C. 12. The Chicamacomico Lifesaving Stations (1874 and 1911) stand near the south end of the A.P.E. in Rodanthe. The Chicamacomico complex is located within the proposed Rodanthe Historic District (**Figures 9 and 10**).



PROJECT LOCATION
 Replacement of the Herbert C. Bonner Bridge (Bridge No. 11)
 over Oregon Inlet, Dare County, NC

Figure
 1

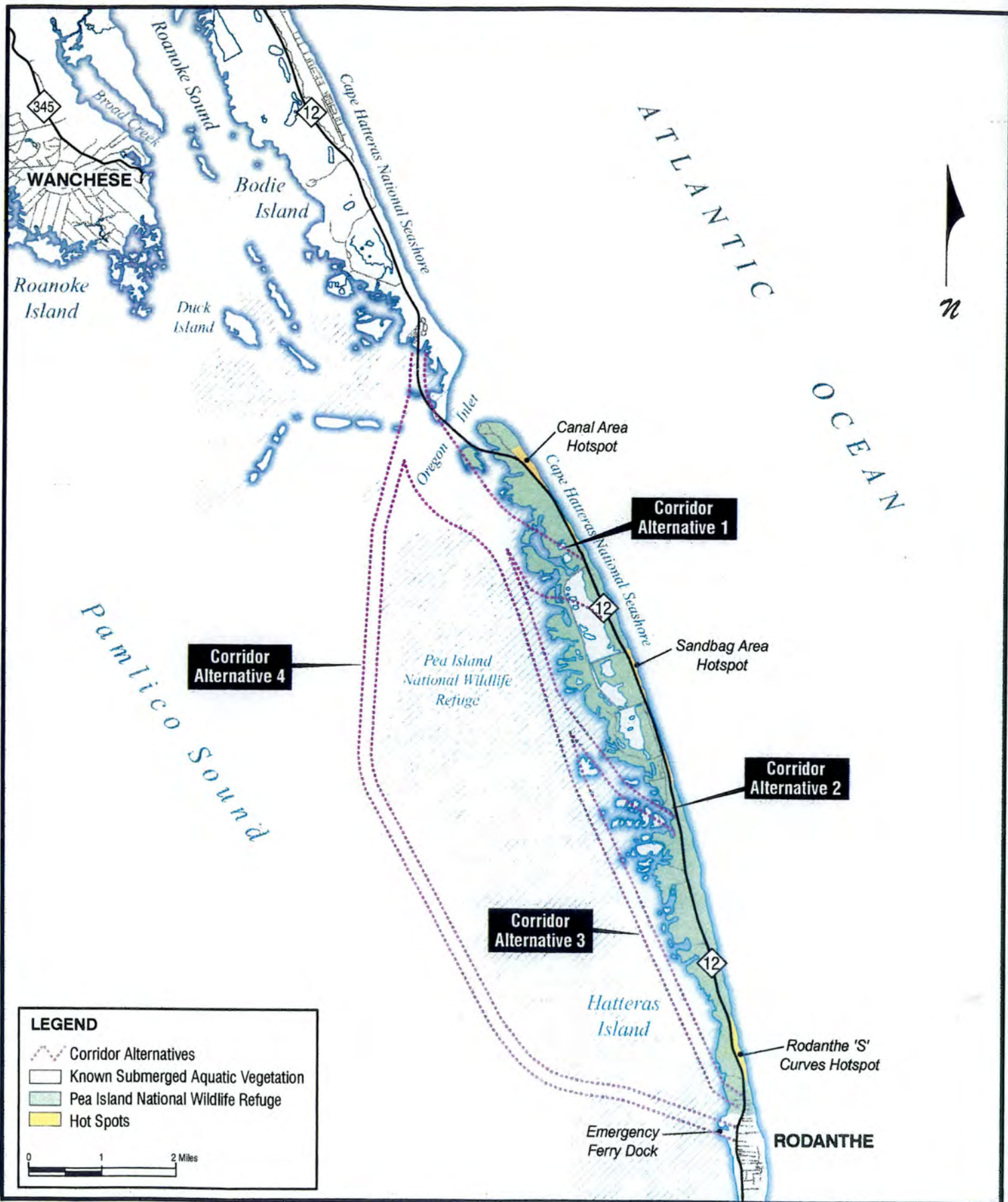
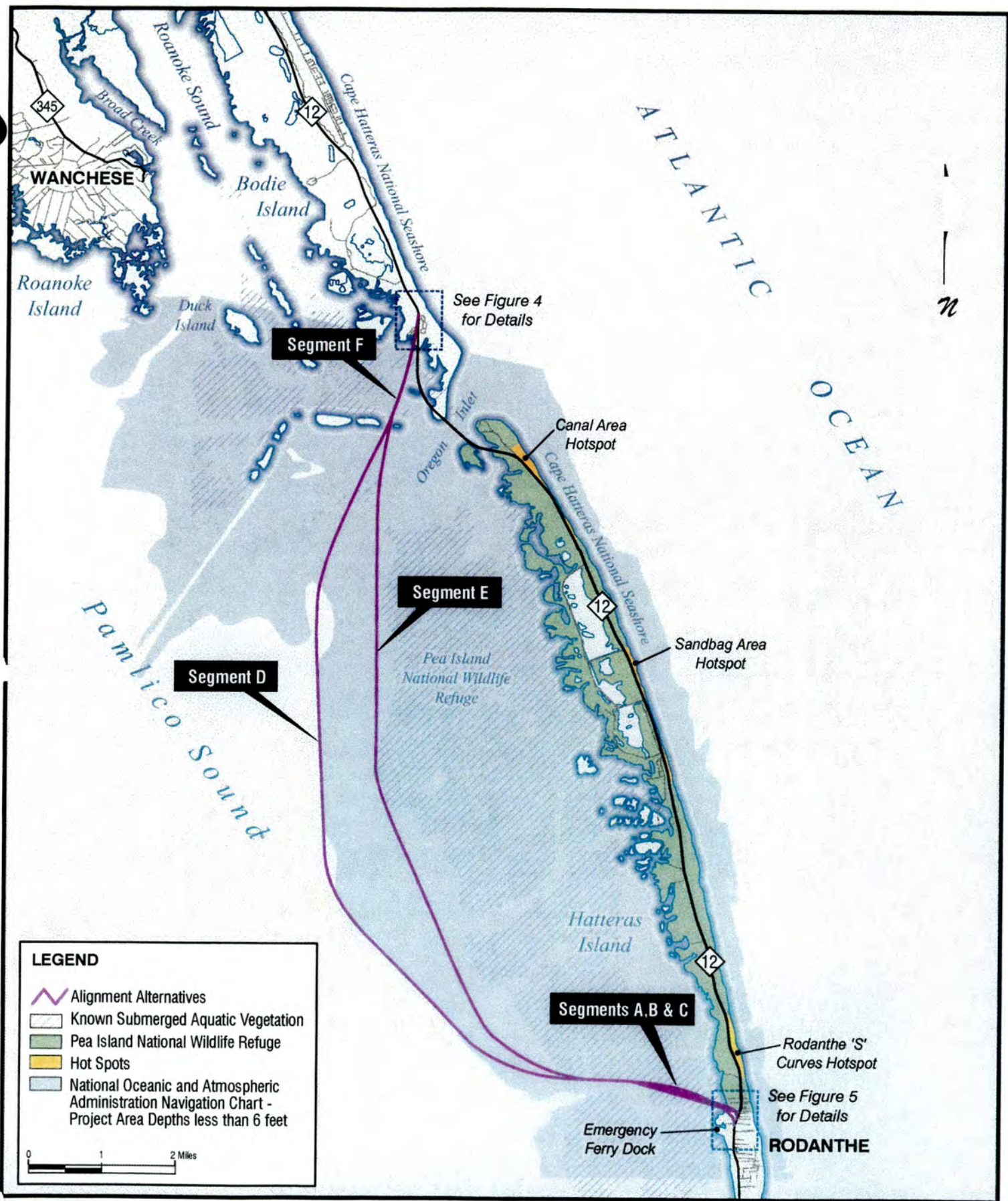


Figure
2

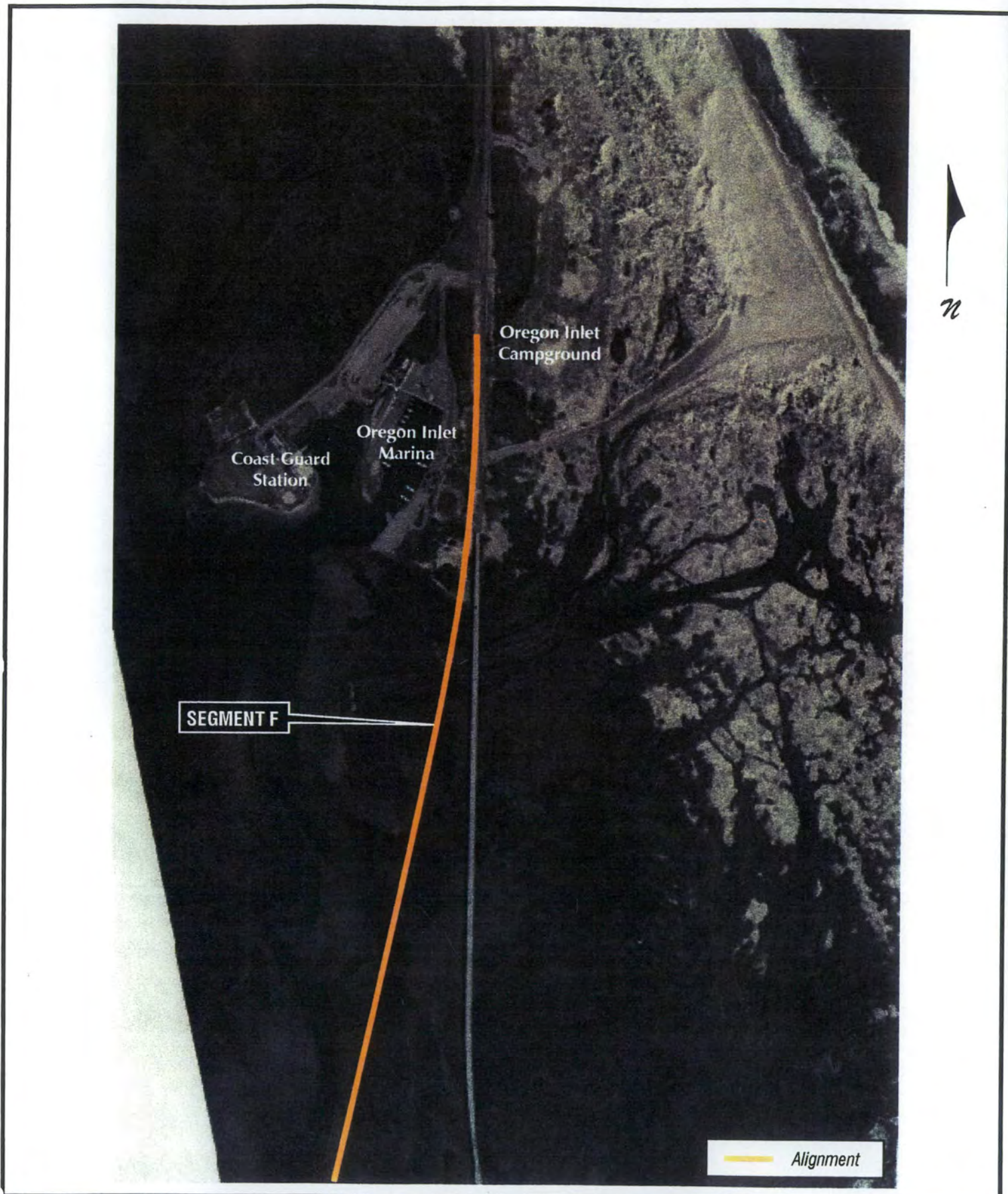




ALIGNMENT ALTERNATIVES

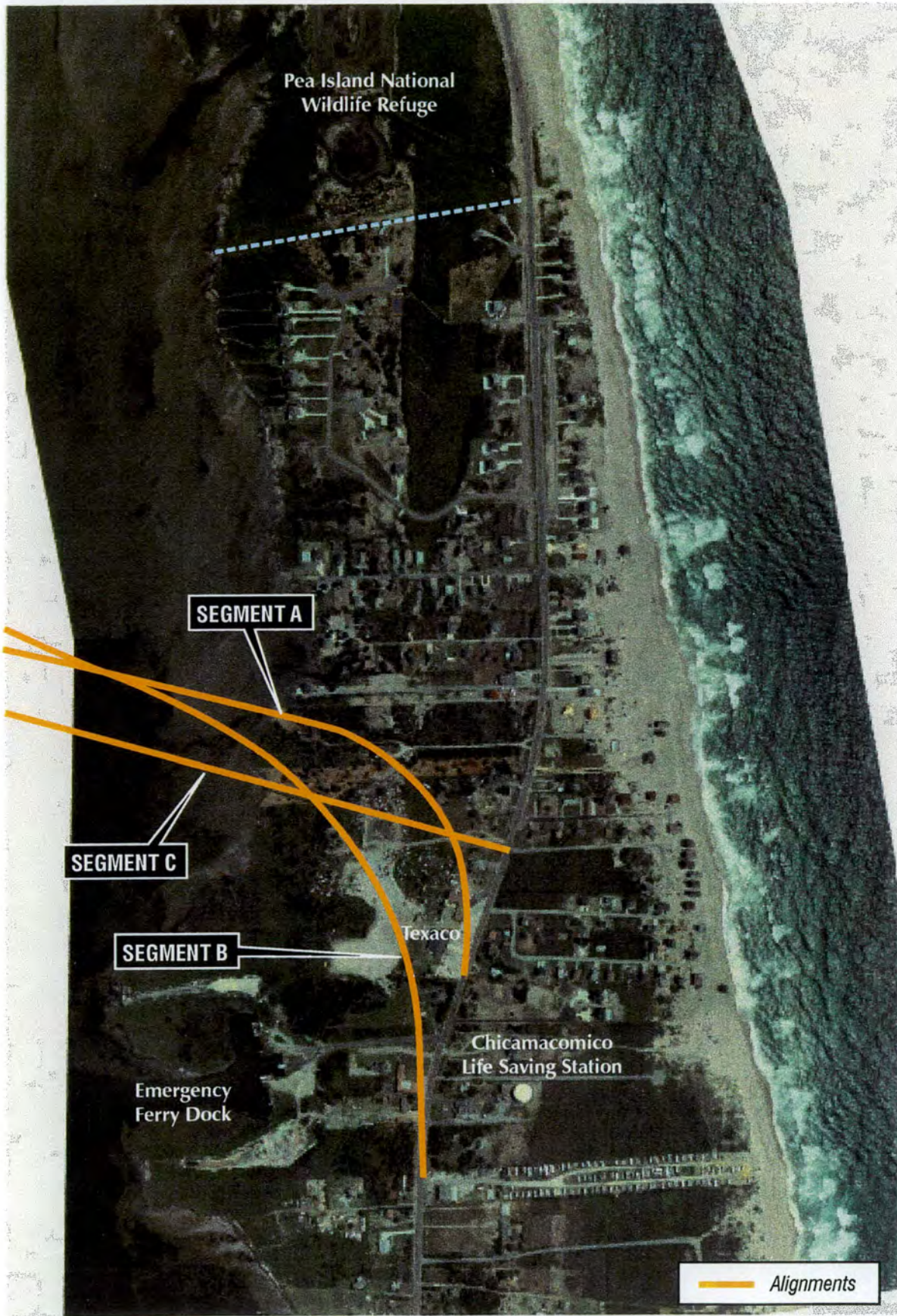
Replacement of the Herbert C. Bonner Bridge (Bridge No. 11) over Oregon Inlet, Dare County, NC

Figure 3



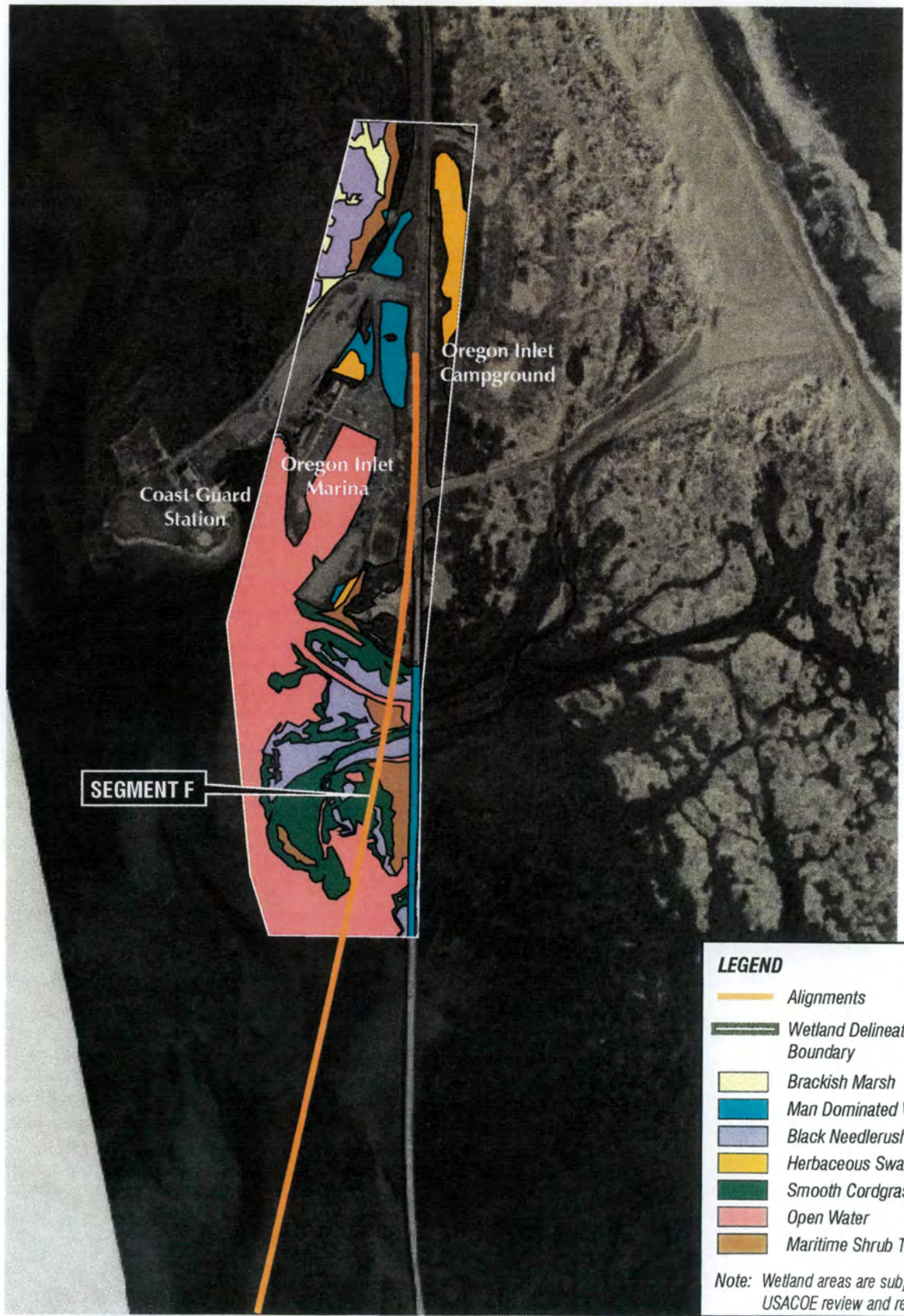
BODIE ISLAND PROJECT AREA
 Replacement of the Herbert C. Bonner Bridge (Bridge No. 11)
 over Oregon Inlet, Dare County, NC

Figure
 4



RODANTHE PROJECT AREA
 Replacement of the Herbert C. Bonner Bridge (Bridge No. 11)
 over Oregon Inlet, Dare County, NC

Figure
 5



LEGEND

-  Alignments
-  Wetland Delineation Boundary
-  Brackish Marsh
-  Man Dominated Wetlands
-  Black Needlerush
-  Herbaceous Swale
-  Smooth Cordgrass
-  Open Water
-  Maritime Shrub Thicket

Note: Wetland areas are subject to USACOE review and revision.



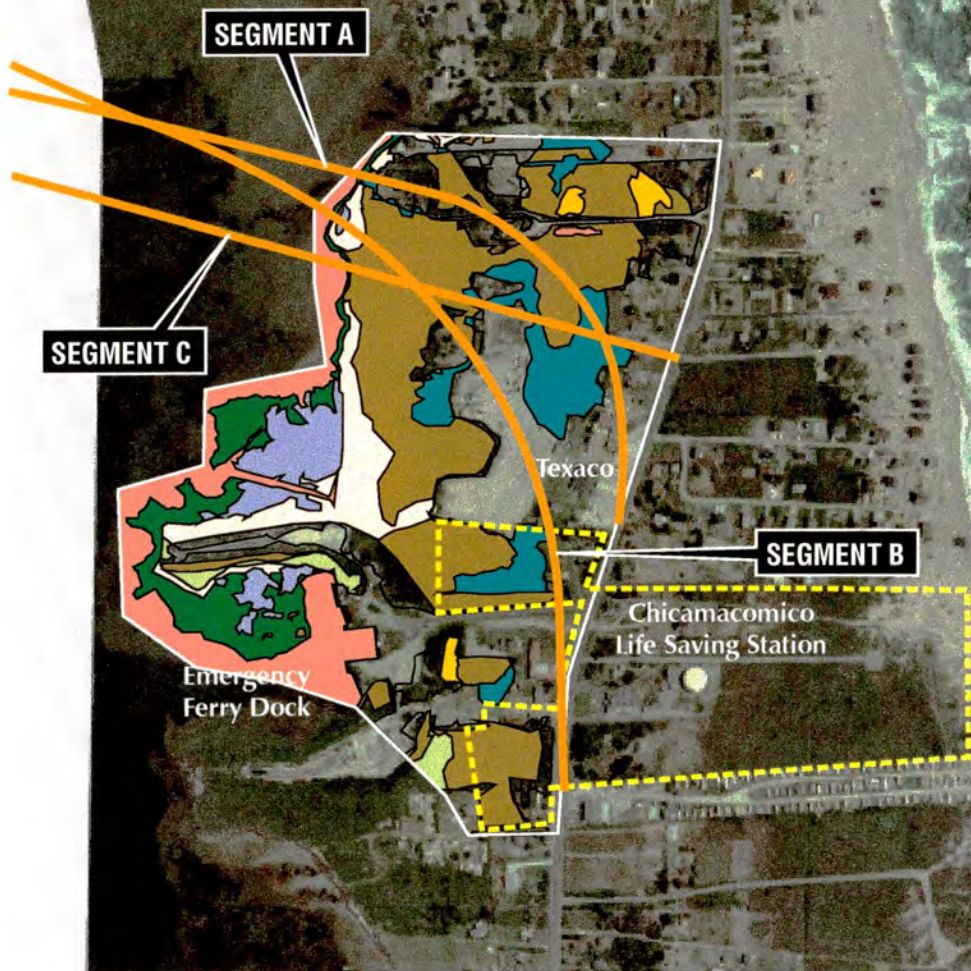
BODIE ISLAND PROJECT AREA - WETLANDS
Replacement of the Herbert C. Bonner Bridge (Bridge No. 11)
over Oregon Inlet, Dare County, NC

Figure
6

LEGEND

-  Alignments
-  Proposed Historic District Boundary
-  Wetland Delineation Boundary
-  Reed Stands
-  Man Dominated Wetlands
-  Black Needlerush
-  Herbaceous Swale
-  Smooth Cordgrass
-  Open Water
-  Maritime Shrub Thicket
-  Salt Shrub/Grasslands

Note: Wetland areas are subject to USACOE review and revision.



RODANTHE AREA - WETLANDS & HISTORIC DISTRICT
Replacement of the Herbert C. Bonner Bridge (Bridge No. 11)
over Oregon Inlet, Dare County, NC

Figure

7

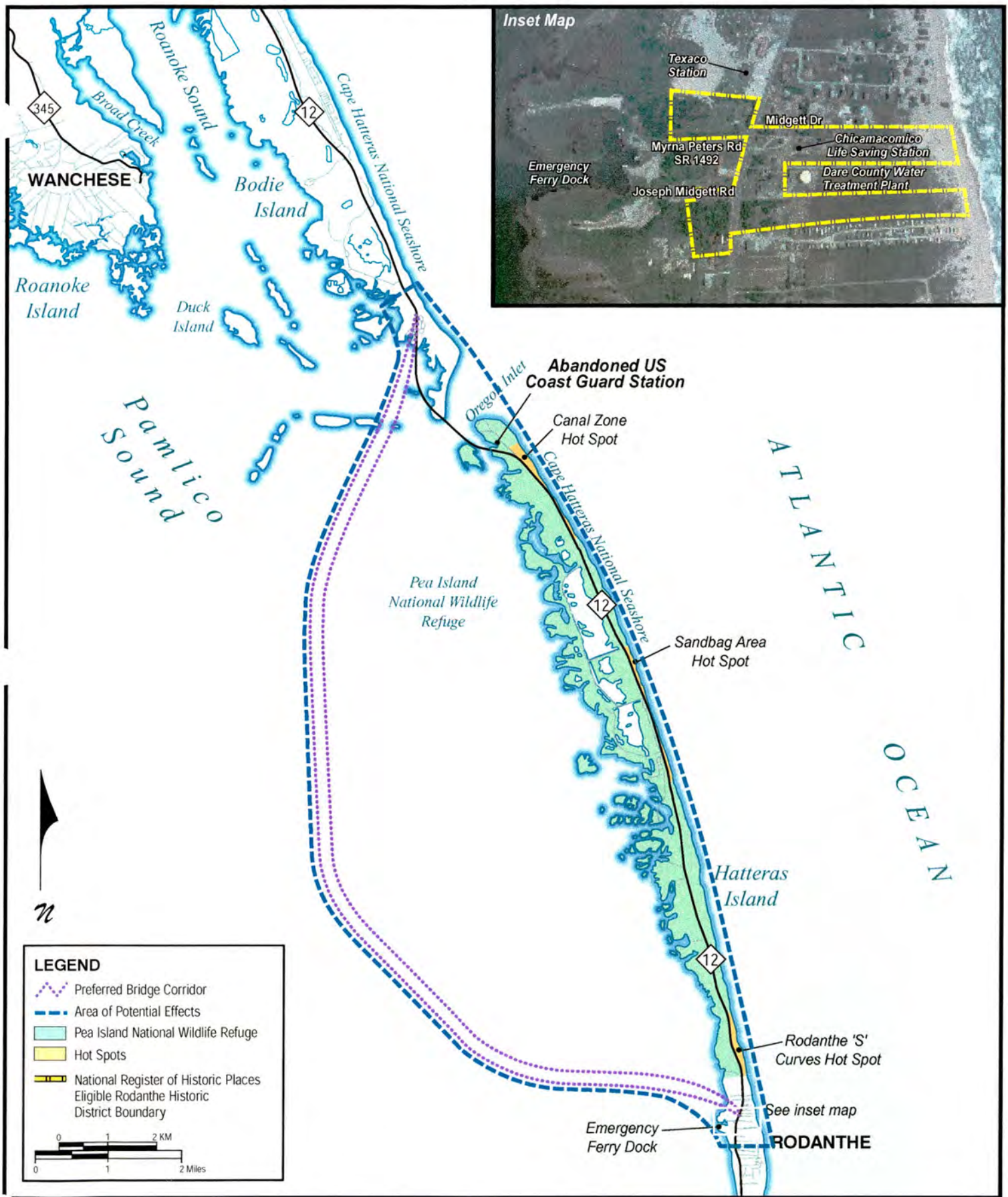


Figure
8

III. METHODOLOGY

This Phase II architectural survey was conducted as part of the planning for the replacement of the Herbert C. Bonner Bridge in Dare County. The architectural survey 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). The survey followed guidelines set forth in *Phase II Survey Procedures for Historic Architectural Resources* (N.C.D.O.T., 15 June 1994).

The survey was conducted with the following goals: 1) to determine the area of potential effects (A.P.E.), 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 A.P.E.; and 3) to evaluate these resources according to National Register of Historic Places criteria (36 C.F.R. 60). The geographical context for evaluating architectural resources was Dare County. The field survey was conducted in June 2003 to delineate the A.P.E. and to identify all resources within the A.P.E. that appear to have been built before 1954. One hundred percent of the A.P.E. was surveyed.

Historical research was conducted to provide a context for evaluating the eligibility of those resources discovered during the field survey. The background research included the analysis of an assortment of primary and secondary sources. Penne Smith Sandbeck's 2002 unpublished study, *Multiple Property Documentation Form: Currituck, North Banks, and Roanoke Island, N.C., Historic Architecture Survey*, provided helpful historical and architectural background information. The multiple property documentation form was based on Sandbeck's architectural inventory of Roanoke Island and the northern portion of the Outer Banks, north of Oregon Inlet and north of the project area. Although the project area for this bridge replacement project has not been previously surveyed, the Chicamacomico Lifesaving Station in Rodanthe is listed on the National Register of Historic Places (1976). Marimar McNaughton's *Outer Banks Architecture, An Anthology of Outposts, Lodges, and Cottages* (2000) included brief discussions of this lifesaving station and the architectural development of the Outer Banks. Catherine W. Bishir's *The "Unpainted Aristocracy": The Beach Cottages of Old Nags Head* (1992) and the 1996 work, *The Historic Architecture of Eastern North Carolina*, by Catherine W. Bishir and Michael T. Southern, examined historical architectural patterns in Dare County and the region. David Stick's *Dare County, A Brief History* (1970) provided background historical information on the county and Rodanthe in particular. Finally, Rodanthe historian, Bob Huggett, was interviewed concerning the history and architecture of the project area.

Once the historical research was completed, the principal investigators conducted an intensive level field survey of those resources that were determined to merit such intensive evaluation. For each of these resources, the following information and supporting materials were provided: physical description and evaluation of integrity; photographs of the exterior and interior (if owner permitted); site plan; and historical background information. In addition, for those resources considered eligible for the National Register, the proposed National Register boundaries were depicted on tax maps.

IV. HISTORICAL BACKGROUND AND SOCIAL HISTORY CONTEXT

Although European explorers sailed the North Carolina coast in the early sixteenth century, and in 1584 the New World's first permanent English colony was attempted on Roanoke Island, the Outer Banks remained remote into the twentieth century. Since their formation, these fragile barrier islands have been battered by fierce storms that have opened and closed inlets, and shaped all aspects of life. The treacherous offshore sandbars have been the sites of shipwrecks since recorded history. Present-day Dare County did not hold a sufficient population to warrant the creation of the county until 1870. In 1919, it was expanded northward to include Kitty Hawk and Duck, heretofore part of Currituck County. Dare has three main sections: the forested mainland peninsula; Roanoke Island; and the barrier islands--from Duck at the north end to Hatteras at the south. In common with the Outer Banks as a whole, a small number of farmers, fishermen, and herdsmen of mainly English heritage settled these areas in the eighteenth century. The newcomers ("Bankers") typically erected simple frame dwellings in the wooded areas along the sound side, facing Pamlico, Croatan, and Currituck sounds, where they were protected from the most violent winds and storms off the Atlantic. The area developed slowly through the first half of the nineteenth century. By the Civil War, small and middling farmers dominated Roanoke Island, while farmers and herders lived around Kitty Hawk, and fishermen populated other portions of Dare's barrier islands. The south end of Roanoke Island included a small fishing community that would become Wanchese. Many of the Outer Banks' inhabitants were tenants and squatters, and few landowners held slaves. For example, Roanoke Island included 168 slaves in 1850, while thirty slaves lived in northern Dare above Oregon Inlet (Stick 1972: 1-29; Bishir 1992: 3-5; Sandbeck 2002: 4-19).

The attraction of the Outer Banks as a summertime haven also began in the early nineteenth century. Seeking the fresh sea breezes and ocean waters of the barrier islands, planters from the Albemarle region purchased tracts of land around Nags Head for summer retreats. By the Civil War, the Nags Head Hotel and a string of shingled cottages had been erected along the sound side of the island for this wealthy clientele, and Nags Head ranked among America's notable resorts (Bishir 1992: 3-11; Sandbeck 2002: 19).

During the Civil War, Confederates erected forts to protect Hatteras and Oregon inlets, at the time the only navigable waterways through the barrier islands connecting the mainland and the open sea. However, by 1862, Federal troops controlled both inlets, and thousands of freed slaves from throughout the region were constructing a Freedmen's Colony at the north end of Roanoke Island. By the end of the war some 3,500 African American lived on the island. Although most eventually left when the original white landowners reclaimed their Roanoke lands, a small black settlement of simple dwellings and churches persisted (Stick 1972: 20-26; Sandbeck 2002: 22).

The decades after the Civil War witnessed the gradual growth of hamlets and resort areas. Growth was spurred on by improvements in travel and federal programs that constructed a series of modern lighthouses and lifesaving stations along the Outer Banks. On Roanoke Island, the community of Shallowbag Bay (incorporated as the county seat of Manteo in 1899) began to take shape in the 1870s. Increased steamboat service improved access to northern markets, which boosted commercial fishing on the island and throughout the area. On the Outer Banks, Nags Head saw the appearance of summer cottages along the oceanfront as well as along the sound. North of Nags Head, Kitty Hawk grew up around a post office, commercial fishing, waterfowl gunning activities, and a lifesaving station (Bishir 1992: 10-11; Sandbeck 2002: 23-24).

Starting in the 1870s, the United States government began programs to build lifesaving stations and lighthouses along the banks in response to the frequent shipwrecks on the treacherous shoals. In Dare County, impressive, distinctively marked, brick lighthouses arose at Cape Hatteras (1870) and Bodie Island (1872). A smaller lighthouse was built at Croatan Sound in the 1880s, joining another facility that had been in operation on Roanoke Sound since the mid-nineteenth century. At the same time, the United States Lifesaving Service (later the Coast Guard) constructed stations at seven-mile intervals along the oceanfront from Virginia Beach south to Ocracoke Island. By the early twentieth century, the county contained lifesaving complexes at Caffey's Inlet, Bodie Island, Kill Devil Hills, Oregon Inlet, Kitty Hawk, Nags Head, Rodanthe, below Salvo (Little Kinnakeet), Creed's Hill, and Hatteras. These lighthouses and lifesaving outposts became the focal points of small settlements up and down the Banks, and gave employment to residents who worked on the construction crews, operated the lighthouses, and manned the stations (Stick 1972: 26-30; Bishir and Southern 1996: 156; Morris 1998: 89, 91; Morris 1998: 104-106; McNaughton 2000: 23-36; Sandbeck 2002: 24-25).

Within the A.P.E., the Chicamacomico Lifesaving Station (National Register) at Rodanthe was placed into service in 1874. A new Shingle Style building was constructed in 1911. The station earned fame in 1918 when the crew rescued most of the sailors from the British ship *Mirlo*, sunk by a German submarine. The station remained active until the U.S. Coast Guard closed it in 1953 (Bishir and Southern 1996: 159; McNaughton 2000: 32-36; Sandbeck 2002: 24-25).

Rodanthe is the northernmost of seven small fishing communities along Hatteras Island in Dare County. Originally known as Chicamacomico Banks, the village was renamed Rodanthe when the post office was established here in 1874 (presumably Chicamacomico was too difficult to spell). South of Rodanthe, the fishing hamlets of Waves, Salvo, Avon, Buxton, Frisco all had post offices between the 1870s and 1890s. Hatteras, the southernmost community, included a post office in 1853, before the formation of the county (Stick 1972: 34-37).

By the early decades of the twentieth century, Dare County contained widely spaced hamlets connected by sea and by sound, and by crude and temporary routes along the beaches. The area remained isolated. No bridges linked the barrier islands to the mainland until 1929 and 1930, and one writer in 1906 noted wryly that it was easier to travel from the mainland to Boston than to the Outer Banks. Nevertheless, Wanchese on Roanoke Island, and the mainland hamlets of Stumpy Point, Manns Harbor, and Mashoes became bustling fishing villages, shipping shad, herring, and mullet in refrigerated containers to Elizabeth City, Norfolk, Virginia, and northern markets. For a period, porpoise was prized for its oil, and in the 1880s a porpoise factory operated at Hatteras. Fisheries constituted the county's main industry and leading employer until the fishing stock dwindled in the mid-twentieth century. Manteo, the largest town and county seat, held roughly 1,000 residents by 1915, and included six boarding houses and hotels primarily for the tourist trade, a fish packing company, boat builders, a lumber mill that specialized in making fish boxes, and eight general stores. Other general stores and boat builders dotted the smaller settlements (*North Carolina Year Book* 1905, 1915; Stick 1972: 42-47; Bishir 1992; Bishir and Southern 1996: 157-158; McNaughton 2000: 67-76; Sandbeck 2002: 26, 34).

At Nags Head on the North Banks, simple, spacious cottages built for elite families from the Albemarle Sound region expanded along the oceanfront. However, the remote location curtailed extensive tourism, and seasonal visitors were mainly the wealthy few with the luxury of free time and flexible schedules to enjoy the exclusive isolation of the Outer Banks. North of Nags Head, the village of Kitty Hawk grew up around a lifesaving station, commercial fishing, and the market

gunning of waterfowl. By the early 1900s, Kitty Hawk included a wheelwright and blacksmith firm, fish and livestock dealers, several general store, a church, an academy, and a collection of one-story and two-story, weatherboard houses (*North Carolina Year Book* 1905, 1915; Stick 1972: 42-47; Bishir 1992; Bishir and Southern 1996: 156; McNaughton 2000: 67-76; Sandbeck 2002: 23, 26, 34).

Within and around the A.P.E., Rodanthe gradually developed as a fishing village oriented around the lifesaving station. The settlement contained several stores owned by members of the local Midgett family, who were also employed as surfmen at the station. Merchant J. A. Midgett, the keeper at the station, would direct the famous rescue of the *Mirlo* seamen in 1918. The 1920 census recorded some thirty families of Midgetts residing in the Rodanthe Precinct, as well as Paynes, Pughs, Barneses, Stryons, and Meekinses. The community contained dwellings occupied mostly by the families of fishermen and surfmen, but also by a carpenter, three cooks (employed at the lifesaving station), the minister of the Rodanthe Methodist Church, and the schoolteacher at the Rodanthe School (U.S. Census, Population Schedule, Dare County 1920; *North Carolina Year Book* 1915; Stick 1972: 42-47; Sandbeck 2002: 26, 34).

Above Rodanthe, hunting and fishing clubs with exclusive memberships owned sizable portions of Dare and neighboring Currituck counties along the Outer Banks. For example, in northern Dare County, the China-American Tobacco Company Club existed at Martins Point near Duck and Southern Shores, and the Bodie Island Hunting Club and Lone Cedar Lodge operated south of Duck. Several hunting clubs, including the Pea Island Gunning Club, possessed lands on Pea Island north of Rodanthe. In the 1930s, this Pea Island real estate was acquired by the federal government for the creation of the Pea Island Migratory Waterfowl Refuge that now extends from Oregon Inlet southern to Rodanthe (Stick 1958: 282; "Prospectus of Cape Hatteras National Seashore" 1939; Morris 1998: 88-89; 100-102; McNaughton 2000: 39-60; Sandbeck 2002: 33-34; Bryant 2003; Henderson 2003).

Gradually, the building of bridges and roads began to end the isolation of the barrier islands. A swing bridge linked Roanoke Island to Nags Head in 1929 and in 1930 Wright Memorial Bridge spanned Currituck Sound to the Outer Banks. In the early 1930s, the paved Virginia Dare Trail (N.C. 12) linked South Nags Head to Kitty Hawk, and in 1956, N.C. 12 was extended along Hatteras Island through Rodanthe to Hatteras. Also in the 1950s new bridges joined Manns Harbor to Roanoke Island and linked the island to Nags Head. In 1964 the Herbert C. Bonner Bridge was erected across Oregon Inlet, and in 1990, the new Washington Baum Bridge connected Roanoke Island to the oceanfront at Nags Head (Morris 1998: 67, 74; Sandbeck 2002: 36; Bryant 2003).

The unprecedented access to the islands, plus increased leisure time and cheap land, triggered dramatic changes in land use and ownership that continue today. By the 1950s, the Outer Banks portion of Dare County included both rampant vacation construction and federally owned lands that conserved sections of the vulnerable maritime landscape as well as attracted visitors. In 1937, the United States Congress authorized the creation of the Cape Hatteras National Seashore, which today stretches for seventy-five miles from Whalebone Junction in Dare County southward to Ocracoke Island. Part of the land acquisitions included 5,834 acres of salt marshes, shifting dunes, and ocean beaches north of Rodanthe set aside in for the Pea Island National Wildlife Refuge (Stick 1958: 282; "Prospectus of Cape Hatteras National Seashore" 1939; Morris 1998: 88-89; 100-102; Bryant 2003; Henderson 2003).

For the newly acquired National Seashore lands and other work up and down the Outer Banks, the government engaged thousands of laborers supervised by both the Works Progress Administration (WPA) and the Civilian Conservation Corps (CCC). A CCC camp was set up on Roanoke Island in January 1935, and corps efforts in this area included combating beach erosion and flooding by building miles of brush fences (which anchored and created dunes) and planting acres of grasses, trees, and shrubs (Stick 1970: 59-60; *High Tide* 1936: 4-10; Carter 1974: 12-13).

While the national seashore and wildlife refuge helped protect the county's maritime landscape below Oregon Inlet, vacation construction boomed around Hatteras Island's small settlements and overwhelmed the county's North Banks. The northern end of Dare's barrier islands was soon characterized by a mix of upscale and middle-class, tourist-driven development, while, ultimately, high-priced resorts would mark the area from Southern Shores northward through Duck into Currituck County. In the decades after World War II, visitors motored over the bridges to the islands not only for the natural delights but also for specific tourist sites and events. On Roanoke Island, the 1950s reconstruction of Fort Raleigh and the production of the outdoor drama *The Lost Colony*, which debuted in 1937, popularized the history of the first English settlement and drew large audiences. At Kitty Hawk, the Wright Brothers National Memorial, commemorating the first self-propelled airplane flight at this site in 1903, was established with a monument in 1928-1932, and then expanded with a visitors' center in 1960 (Bishir and Southern 1996: 154, 156; Morris 1998: 51; Sandbeck 2002: 36-41).

On Hatteras Island, the traditional fishing villages, including Rodanthe within the A.P.E., witnessed rampant new construction along both the oceanfront and N.C. 12. A hurricane in 1944 had destroyed a number of the older dwellings and stores in these communities (Rodanthe is said to have lost twenty-two houses), and the construction of paved N.C. 12 in 1956 sparked the rise of motels, shops, and multiple family, beachfront accommodations. In sharp contrast, on the sparsely populated mainland west of the Alligator River, the villages of Manns Harbor and Stump Point remained quiet fishing nodes. In 1984, nearly all of Dare's mainland was acquired by the U.S. Fish and Wildlife Service for the Alligator River Preserve (Morris 1998: 47-51; 102-121; Huggett Interview 2003).

Between 1980-1990, Dare County was the fastest growing county in the state, expanding by two-thirds, and grew by nearly thirty percent in the subsequent decade. With tourism as the county's economic engine, real estate values have boomed while service employment soars. Between 1970 and 1990, the number of workers employed in the local restaurants, motels, hotels, and shops rose by over 500 percent. Amidst this economic and social upheaval, historic lighthouses, lifesaving stations, lodges, and cottages survive as landmarks to a different era. In Rodanthe within the A.P.E., the Chicamacomico Lifesaving Station and the cluster of nearby dwellings are rare vestiges of the families of fishermen and surfmen that once populated Dare's barrier islands (Orr and Stuart 2000: 88-89, 130; Sandbeck 2002: 41).

ARCHITECTURE CONTEXT

Domestic Architectural Development in Dare County: Late Nineteenth and Early Twentieth Centuries

In Dare County, building patterns during the late nineteenth and early twentieth centuries reflected the persistence of traditional, regional forms and the gradual, conservative expression of popular styles. The county's isolation and sparse, self-sufficient population fostered conservative choices in house designs. During the decades before and after 1900, Manteo, Wanchese, Kitty Hawk, and the smaller hamlets on the mainland and along the barrier islands expanded. The rise of commercial fishing, market gunning, the building of lighthouses and lifesaving stations, and nascent tourism spurred house construction. Concurrently, lumber mills and sash and blind firms in nearby Elizabeth City and Norfolk provided local carpenters with mass-produced and affordable lumber, staircases, doors, mantels, and trim. On rare occasions, a wealthy resident commissioned an especially stylish domestic design, such as the Theodore S. Meekins House (1910-1912) in Manteo. Built for a successful local contractor, this flamboyant Queen Anne dwelling features projecting bays with shingled gables, and a rounded corner tower with a conical roof. However, as a rule, builders in Manteo and throughout the county perpetuated traditional, symmetrical, rectangular house forms into the 1910s. In common with the region as a whole, the two-story, single-pile version, usually resting on brick piers, with a three-bay facade, side gable roof, and rear kitchen ell, was a favorite choice. Builders updated this conservative house type with a variety of fashionable design elements to suit the owners' tastes and budgets, including wraparound porches, sawnwork brackets, lathe-turned porch posts and balustrades, and tongue-and-groove interior finishes (Bishir and Southern 1996: 155-156; Sandbeck 2002: 26, 32, 34-35, 42).

By the early 1900s, Manteo and vicinity contained some of the more stylish renditions of this form. They arose in the North End area of Roanoke Island, along Burnside Road in Manteo, and near the town's waterfront. Although a 1939 fire destroyed much of the county seat's early housing stock along the waterfront, notable examples remain elsewhere in Manteo. The Edward Daniels House, John T. Daniels House, Napoleon Midgett House, and the Etheridge House are substantially well-preserved versions, distinguished by such elements as wraparound porches with pedimented entry bays, four-panel doors, molded chair rails, window surrounds with bull's eye corner blocks, and beaded board interiors. In Wanchese, fisherman and merchants built simpler expressions of this house type along E. R. Daniels Road, a number of which stand today. They typically have steeply pitched, gable roofs with shaped rafter tails at the eaves, shed porches, and two-story rear ells. Some are decorated with sawtooth cornice boards. In Kitty Hawk, compact versions with rear sheds and side wings survive throughout the village, representing Kitty Hawk's growth spurt around the turn of the twentieth century. Some, like the ca. 1902 William Ivey Dowdy House, have flush, tongue and groove siding on the front and rear porches, expressing a period when porches were finished as extensions of the interiors of dwellings (Sandbeck 2002: 29-30, 43).

Two representative versions of this traditional house type still stand within the A.P.E. in Rodanthe. Built around 1900, the Midgett House was erected for a member of one of Rodanthe's most prolific families. Sited beside the Chicamacomico Lifesaving Station, the Midgett House has the traditional two-story, single-pile form with restrained detailing and six-over-six windows. A second example, south of the Midgett House, was built evidently for a member of the Payne family, whose headstone is located in the nearby graveyard. The Payne House also has the two-story, single-pile form, but its turned post porch and two-over-two windows show the influence of

the late nineteenth century picturesque styles. The Payne property also includes an early twentieth century boathouse.

By the 1920s, Colonial Revival and especially Craftsman-style dwellings appeared in growing numbers in Dare County, reflecting national tastes. Handsome expressions of both styles were constructed in the North End area of Roanoke Island, including the 1920 Thomas D. Etheridge House and the Robert and Roxie Atkinson House. The Etheridge House epitomizes the Craftsman style in its spacious front porch with large, tapered porch posts and shingled sleeping balcony. Also located in the North End, the 1930s Colonial Revival/Craftsman Brinkley-Evans House has a plain, unpainted foursquare form that belies an exceptional interior with a handsome center stairhall, paneled swing doors, and built-in corner cupboard and sideboard in the dining room. In Wanchese, residents erected a fine group of Craftsman bungalows along Old Schoolhouse Road, including the George Daniels House, Tillett House, and Joe Meekins House, each with sloping gable roofs that shelter deep front porches. The inhabitants of Kitty Hawk built a scattering of simple wooden bungalows in the 1920s and 1930s (Bishir and Southern 1996: 156-157; Sandbeck 2002: 39-40).

South of Kitty Hawk at Nags Head, Elizabeth City builder S. J. Twine constructed a collection of spacious, wood-shingled bungalows with low-slung roofs and big dormers for seasonal visitors. In addition to these 1920s-1930s bungalows, the cottages at Nags Head were inspired by the region's traditional rectangular forms. For example, Outlaw Cottage was built in 1885 as a simple, traditional coastal cottage--one-story, single-pile, weatherboard dwelling with a side gable roof and engaged front porch. Around 1900, the house was enlarged to two full stories, with a hip roofed, boxy form and rooms around a center stairhall (McNaughton 2000: 70-72).

Within the A.P.E. in Rodanthe, the 1920s and 1930s saw the construction of Craftsman-style dwellings for fishermen and employees at the lifesaving station. Levine Midgett, keeper of the lifesaving station from 1938 to its closing in 1954, built a prominent two-story, American Foursquare residence facing N.C. 12 west of the station. To the south, another member of the Midgett family selected a popular bungalow design, with a low, side gable roof and an engaged front porch with box piers on brick piers. Both houses survive substantially intact. These dwellings are part of a recommended Rodanthe Historic District, which also includes the Chicamacomico Lifesaving Station (National Register 1976), and three additional dwellings and an assortment of outbuildings oriented to the station and N.C. 12.

V. Summary Findings of the Survey

Summary of Findings

A total of eight resources were identified as being at least fifty years of age and were evaluated in the Property Inventory and Evaluations Section of the report. Among these properties were five houses dating from ca. 1900 to ca. 1950 and the Chicamacomico Lifesaving Station, which was listed in the National Register in 1976. The cluster of houses and outbuildings that surround the lifesaving station is recommended as eligible for the National Register as the Rodanthe Historic District. Directly across from the lifesaving station is the former community school which no longer retains its architectural integrity and thus has not been included within the historic district boundaries. Finally, there is a simple, gable front bungalow situated north of the proposed district that is not considered eligible for the National Register.

<u>Properties Listed in the National Register</u>		<u>Page No.</u>
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<u>Properties Evaluated Intensively and Considered Eligible for the National Register</u>		
No. 1	Rodanthe Historic District	24
<u>Other Properties Evaluated and Considered Not Eligible for the National Register</u>		
No. 2	(Former) Rodanthe School	39
No. 3	House	39

**A. Properties Evaluated Intensively and Recommended as Eligible
for the National Register**

No. 1 Rodanthe Historic District

East and west sides of N.C. 12, roughly bounded to the north by Myrna Peters Road and to the south by Joseph Midgett Road, Rodanthe, Dare County

Dates of Construction

1874-ca. 1950

Outbuildings

Boat houses, cemetery, sheds, kitchen, cistern, and water tanks

Setting and Landscape Description

This linear historic district stretches along two-lane N.C. 12 in the Outer Banks town of Rodanthe. The district consists of single family houses and a lifesaving station situated on the flat, narrow barrier island of Hatteras, which is bounded by Pamlico Sound to the west and the Atlantic Ocean to the east. The emergency ferry dock is located just west of the district, on the sound, at the end of Myrna Peters Road. Modern commercial and residential construction marks the north and south ends of the district. There are few distinctive landscape features within the district except for areas of often dense scrub vegetation and hardwoods. This portion of Hatteras Island was sparsely populated until recent years, and now the once isolated houses, lifesaving station, and occasional store are being joined by modern resort and commercial development.

Physical Description and Evaluation of Integrity (Figure 9) (Plates 1-18)

The historic district encompasses eight primary resources (six contributing and two non-contributing) lining the east and west sides of N.C. 12 in the community of Rodanthe. Four of these resources are early to mid-twentieth century houses clustered near the Chicamacomico Lifesaving Station (National Register 1976). Built in 1874, the original station is a board and batten building, with a gable roof and picturesque detailing, that was later converted to a boathouse when a new, larger, Shingle Style station building was constructed in 1911. Part of the U.S. Lifesaving Service, predecessor to the U.S. Coast Guard, the Chicamacomico Lifesaving Station was one of the first of seven such stations built in North Carolina in the late nineteenth and early twentieth centuries. According to the National Register nomination, the Chicamacomico property contains the most complete collection of buildings among all the surviving North Carolina stations. In addition to the two main station buildings, the complex includes a cistern, kitchen, storage sheds, and water tanks.

The contributing houses within the district are typical of residential designs of the period, each following either a simple, vernacular or a nationally popular plan. At the north end of the district, across N.C. 12 from the lifesaving station, is the Levine Midgett House (ca. 1925), built for a member of a locally prominent family and the last keeper of Chicamacomico (1938-1954). The house is typical of the American Four Square house type with its boxy form, pyramidal roof, shingled upper story, weatherboarded first story, and a wraparound porch supported by box piers. The house also has a hip roofed dormer, one-over-one windows, and a hip roofed rear ell with a small, turned post porch. Behind the house are a frame boathouse and a frame storage shed.

Just south of Chicamacomico, on the east side of N.C. 12, is a second Midgett house (ca. 1900). This dwelling has a traditional, two-story, single-pile, three-bay form, a side gable roof, shed

roofed porch with an enclosed end bay, and a one-story rear ell with an L-shaped porch and a one-story rear wing. The house has six-over-six windows and asbestos shingle sheathing.

Continuing south on the east side of the highway is the modern Dare County Desalination Facility, beyond which is a house that appears to have been built for a member of the Payne family. Built at the turn of the twentieth century, the Payne House is also a traditional, two-story, single-pile dwelling with a three-bay facade, two-over-two windows, a shed roofed porch supported by turned posts, and a shed roofed, side wing. The one-story rear ell has a rear shed and a shed roofed porch. The house is set back from the highway and is secluded from N.C. 12 by thick vegetation. Within the house clearing is a small family cemetery and a frame boathouse.

On the west side of N.C. 12 is a frame, gable front cottage with a hip roofed front porch and a shed roofed rear ell. This simple, coastal dwelling has a narrow, one-bay facade and open pier foundation. North of the cottage, on the west side of N.C. 12, is a modern mobile home and dense vegetation beyond which is a substantial, frame bungalow.

Representative of its type, the Midgett Bungalow has a side gable roof with Craftsman style, knee brackets, exposed rafter tails, and a front gable dormer. Also belonging to a member of the Midgett family, the house has one-over-one windows, weatherboard siding, and an engaged porch supported by box piers resting on brick pedestals.

The bungalow sits just south of unpaved Joseph Midgett Road, and a ca. 1970 ranch house occupies the lot just north of the road (outside the historic district). Farther to the north outside the district is a modern store, with an L-shaped plan, that is situated on the west side of N.C. 12 at the intersection with Myrna Peters Road. Behind the store and across from the lifesaving station is the former community school. Originally built in the early twentieth century, before the statewide school consolidation movement, the school has been completely remodeled (ca. 1985) for use as a community center. No longer retaining its architectural integrity, the building has had several additions, new sheathing, new windows, and a remodeled interior. The altered school is also excluded from the proposed historic district boundaries.

Historical Background

Rodanthe had its beginnings as Chicamacomico Banks, the northernmost of seven small fishing villages on Hatteras Island. Isolated from mainland North Carolina by the sound, these barrier island communities were sparsely populated until after the Civil War when the U.S. government began constructing lifesaving stations and lighthouses along the coast. Numerous shipwrecks, particularly in the dangerous shoals of the Outer Banks, prompted this federal action. Within Dare County, brick lighthouses were built at Cape Hatteras in 1870 and Bodie Island in 1872. Concurrently, the newly formed U.S. Lifesaving Service (predecessor to the U.S. Coast Guard) began building lifesaving stations at seven mile intervals along the coast between Virginia Beach and Ocracoke Island. First placed in service in 1874, the Chicamacomico Lifesaving Station at Rodanthe was one such facility. These lighthouses and stations became the focal points of the small communities along the banks, providing supplemental employment to the fishing, which was the mainstay of the local economy. By the early twentieth century, there were ten lifesaving stations along the Outer Banks (Stick 1972: 26-30; Bishir and Southern 1996: 156; Sandbeck 2002: 24-25).

During the same period, post offices were established at a number of the fishing villages along the Outer Banks. The small fishing settlement of Chicamacomico Banks was renamed Rodanthe

following the construction of the post office in the 1870s. Although these federal facilities fostered some growth, Dare County remained lightly populated well into the twentieth century with dispersed hamlets connected most easily by water, with only rough, temporary roads along the beaches as overland routes. No bridge linked the barrier island to the mainland until 1929, and fisheries continued to be the county's principal industry until the mid-twentieth century when dwindling fish stocks cut into the traditional livelihood of these coastal communities (Stick 1972: 34-37).

By the early twentieth century, Rodanthe was a fishing village centered around the lifesaving station. The community included several stores owned by the Midgett family, who also worked as surfmen at the station. In the 1920 census, there were thirty families of Midgetts in the Rodanthe Precinct. In addition to fishermen and surfmen, the village included a carpenter, three cooks for the lifesaving station, a Methodist minister, and a schoolteacher for the Rodanthe school. Road and bridge construction campaigns in the late 1920s and 1930s began to end the some of the isolation of the barrier islands. Roanoke Island was linked to Nags Head via a swing span bridge in 1929, and in 1930, the Wright Memorial Bridge crossed Currituck Sound to the Outer Banks. In the early 1930s, N.C. 12 (the Virginia Dare Trail) linked South Nags Head to Kitty Hawk although the highway was not extended along Hatteras Island through Rodanthe until 1956. Exclusive hunting and fishing clubs had long owned large tracts in Dare and neighboring Currituck, but the easy access created by new roads and bridges brought a transforming wave of tourist activity in the postwar period. A devastating hurricane in 1944 destroyed much of Rodanthe, which reputedly lost twenty-two houses, making way for stores, motels, and vacation houses (Stick 1958: 282; Morris 1998: 88-89; 100-102; Sandbeck 2002: 33-34).

By the 1950s, the Outer Banks within Dare County included both areas of federally owned and protected lands and expanses of vacation development. Many of the traditional fishing villages, including Rodanthe, have witnessed wholesale redevelopment along N.C. 12 and the oceanfront for the tourist trade. The Cape Hatteras National Seashore, created in 1937, extends for seventy-five miles from Whalebone Junction to Ocracoke Island, including more than 5,800 acres encompassed within the Pea Island National Wildlife Refuge, north of Rodanthe. The redevelopment of the Outer Banks has only accelerated in recent years, and between 1980 and 1990, Dare County was the fastest growing county in the state. With tourism now the leading engine of growth in the county, land values have soared, and many of the smaller year-round and vacation house and motels built after World War II have been demolished for expansive, multiple story and multiple family dwellings. In many areas, only the historic lighthouses, lifesaving stations, and few remaining early twentieth century cottages illustrate life from the pre-World War II era (Stick 1958: 282; "Prospectus of Cape Hatteras National Seashore" 1939; Morris 1998: 88-89; 100-102; McNaughton 2000: 39-60; Sandbeck 2002: 33-34; 41; Orr and Stuart 2000: 88-89, 130).

Evaluation of Eligibility (Figure 10)

The Rodanthe Historic District is recommended for National Register eligibility under Criterion A for social history (see Historic Context, pp. 17) and under Criterion C for architecture. This district of well-preserved dwellings for the fishermen and merchants of Rodanthe, clustered around the Chicamacomico Lifesaving Station, is a rare survivor in Dare County. The metamorphosis of Dare County from an area of small, and largely isolated, fishing villages to a tourist destination of international repute has almost completely eliminated any vestige of life on the Outer Banks before the late twentieth century. The string of early twentieth century houses

and the lifesaving station at Rodanthe are a rare illustration of life in the pre-tourism age of the mid-twentieth to late twentieth century.

The Rodanthe Historic District is also considered eligible under Criterion C for architecture (see Architectural Context, pp 21). Within the district is the Chicamacomico Lifesaving Station, illustrative of a property type unique to the Outer Banks. Listed in the National Register, Chicamacomico is the most complete of any of the lifesaving stations built along the North Carolina barrier islands. In addition to its original 1874 board and batten station and 1911 Shingle Style facility, Chicamacomico contains a detached, frame kitchen, cisterns, a flag tower, and several frame boathouses, all of which remain well preserved. Surrounding the lifesaving station are a number of houses that illustrate both the persistence of traditional domestic forms in Dare County and the introduction of nationally popular designs during the early twentieth century. Both the Midgett and the Payne houses are good, turn of the century examples of the two-story, single-pile house form with three-bay facades and restrained ornamentation. However, by the 1920s, improvements in transportation and nearby lumber mills to supply mass-produced framing and trim materials enabled local builders to construct houses in up-to-date styles. Within the district are a frame, side gable bungalow and a shingled American Foursquare, both of which were built by other members of the Midgett family.

The Rodanthe Historic District is not considered eligible under Criterion B because the district is not associated with individuals whose activities were demonstrably important within a local, state, or national historic context. Furthermore, the historic district is not considered eligible under Criterion D because the architectural components are not likely to yield information important in the history of building technology.

Boundary Description and Justification

The proposed National Register boundaries for this small historic district encompass the greatest concentration of substantially intact historic resources in Rodanthe. The district is defined by the tax parcels on which the houses and the lifesaving station are sited. The non-contributing resources are the modern Dare County Desalinization Plant and the modern mobile home.

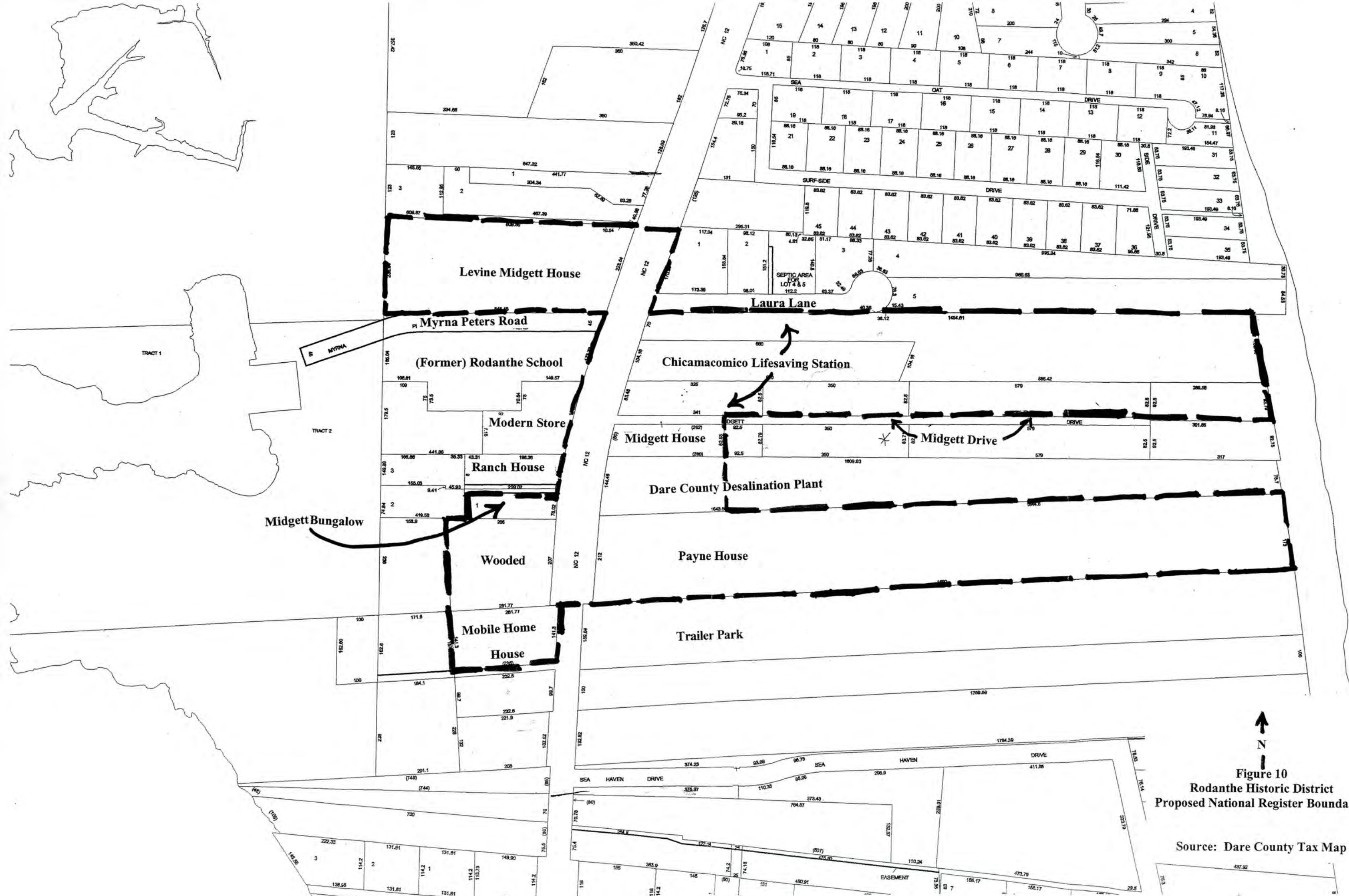


Figure 10
 Rodanthe Historic District
 Proposed National Register Boundaries

Source: Dare County Tax Map

Figure 9
Rodanthe Historic District - Site Plan

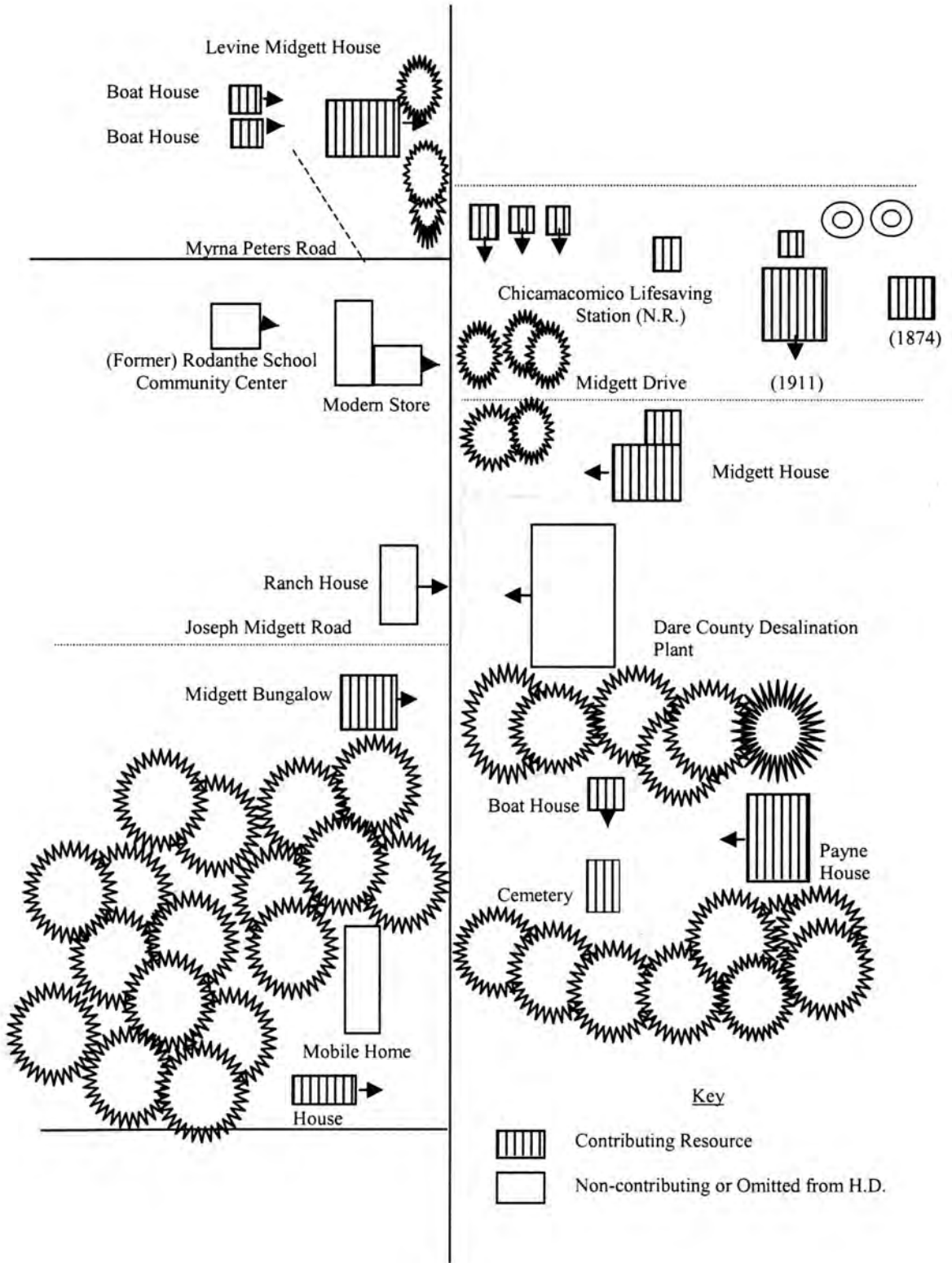




Plate 1. Rodanthe Historic District, Chicamacomico Lifesaving Station, 1911 Building, Side (West) Elevation, Looking East.



Plate 2. Rodanthe Historic District, Chicamacomico Lifesaving Station, 1911 Building, Facade and Side (West) Elevation, Looking Northeast.



Plate 3. Rodanthe Historic District, Chicamacomico Lifesaving Station, 1874 Station (Now Boat House), Looking East.



Plate 4. Rodanthe Historic District, Chicamacomico Lifesaving Station, Boat Houses and Storage Buildings, Looking Northwest.



Plate 5. Rodanthe Historic District, Chicamacomico Lifesaving Station, Buildings and Setting, Looking East from N.C. 12.



Plate 6. Rodanthe Historic District, Levine Midgett House, Facade and Side (South) Elevation, Looking Northwest.



Plate 7. Rodanthe Historic District, Levine Midgett House, Rear (West) and Side (South) Elevations, Looking East.



Plate 8. Rodanthe Historic District, Levine Midgett House, Boat House and Shed Behind House, Looking North.



Plate 9. Rodanthe Historic District, Midgett House, Facade and Side (North) Elevation, Looking Southeast.



Plate 10. Rodanthe Historic District, Midgett House, Facade and Side (South) Elevation, Looking East.



Plate 11. Rodanthe Historic District, Midgett House, Rear (East) Elevation and Rear Ell, Looking Northwest.



Plate 12. Rodanthe Historic District, Payne House, Facade, Looking East.



Plate 13. Rodanthe Historic District, Payne House, House and Setting, Looking East.



Plate 14. Rodanthe Historic District, Payne House, Side (South) Elevation, Rear (East) Elevation, and Rear Ell, Looking Northwest.



Plate 15. Rodanthe Historic District, Payne House, Boat House, Looking North.



Plate 16. Rodanthe Historic District, Payne House, Family Cemetery, Looking Northeast.



Plate 17. Rodanthe Historic District, House, Facade and Side (South) Elevation, Looking West.



Plate 18. Rodanthe Historic District, Midgett Bungalow, Facade and Side (North) Elevation, Looking Southwest.

B. Properties Evaluated as Not Eligible for Listing in the National Register

No. 2 (Former) Rodanthe School (Plates 19-22) (see Figure 8B, A.P.E. Map)

Opposite the Chicamacomico Lifesaving Station is the former Rodanthe school. Originally built in the early twentieth century, before the statewide school consolidation movement, the school has been completely remodeled (ca. 1985) for use as a community center. No longer retaining its architectural integrity, the building has had several additions, new sheathing, new windows, and a remodeled interior.

No. 3 House (Plate 23) (see Figure 8B, A.P.E. Map)

This house is a frame, gable front bungalow dating to ca. 1945. The house has vertical panel replacement siding, a hip roofed porch supported by box piers, and one-over-one windows. The porch has a replacement deck and staircase. The house may have been moved to its current site behind a gas station. The house has lost much of its architectural integrity through alterations and lacks historical or architectural significance.



Plate 19. (Former) Rodanthe School, Side (North) Elevation and Addition, Looking South.



Plate 20. (Former) Rodanthe School, Rear (West) Elevation and Side Additions, Looking Southeast.



Plate 21. (Former) Rodanthe School, Side (South) and Rear (West) Elevations, Looking East.



Plate 22. (Former) Rodanthe School, Remodeled Interior.



Plate 23. House (Resource No. 3), Facade, Looking West.

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Sandbeck, Penne Smith. Multiple Property Documentation Form: Currituck, North Banks, and Roanoke Island, N.C. Historic Architecture Survey. Prepared for the North Carolina Division of Archives and History, Survey and Planning Branch, Raleigh. 2002.

Stick, David. *Dare County, A Brief History*. Raleigh: North Carolina Division of Archives and History. 1970.

-----, *The Outer Banks of North Carolina, 1584-1958*. Chapel Hill: University of North Carolina Press. 1958.

U.S. Bureau of the Census, Population Schedule, Dare County. 1920.



North Carolina Department of Cultural Resources
State Historic Preservation Office

David L. S. Brook, Administrator

Michael F. Easley, Governor
Lisbeth C. Evans, Secretary
Jeffrey J. Crow, Deputy Secretary
Office of Archives and History

Division of Historical Resources

CITIZENS PARTICIPATION
RECEIVED

September 17, 2003

SEP 22 2003

MEMORANDUM

TO: Greg Thorpe, Ph.D., Director
Project Development and Environmental Analysis Branch
NCDOT Division of Highways

FROM: David Brook *David Brook*

SUBJECT: Supplemental Draft Environmental Impact Statement, Phase II Historic Architectural Survey Report of the Herbert C. Bonner Bridge Replacement Project through Rodanthe, B-2500, Dare County, ER90-8304

Thank you for your letter of August 22, 2003, transmitting the Phase II Historic Architectural survey report by Frances P. Alexander of Mattson, Alexander and Associates, Inc.

For purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the following properties are listed in the National Register of Historic Places:

Chicamacomico Life Saving Station, including the Chicamacomico Boathouse on NC 12 at the junction with SR 1247, Rodanthe

For purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the following property is eligible for listing in the National Register of Historic Places under the criterion cited:

The Rodanthe Historic District on the east and west sides of NC 12 and roughly bounded to the north by Myrna Peters Road and to the south by Joseph Midgett Road, Rodanthe, is eligible under Criteria A: Social History and C: Architecture. The district encompasses eight primary resources, six of which are contributing. The Chicamacomico Life Saving Station and the Chicamacomico Boathouse are included in the district. The Rodanthe Historic District is a rare survivor of a well-preserved fishing village surrounding a life saving station. The district illustrates Dare County life in the pre-tourism age of the mid-twentieth to late twentieth century. The district includes a property type unique to the Outer Banks, the life saving station. In addition, the area encompasses persistent domestic architectural forms and the introduction of nationally popular designs during the early twentieth century.

www.hpo.dcr.state.nc.us

	Location	Mailing Address	Telephone/Fax
ADMINISTRATION	507 N. Blount St., Raleigh NC	4617 Mail Service Center, Raleigh NC 27699-4617	(919) 733-4763 • 733-8653
RESTORATION	515 N. Blount St., Raleigh NC	4617 Mail Service Center, Raleigh NC 27699-4617	(919) 733-6547 • 715-4801
SURVEY & PLANNING	515 N. Blount St., Raleigh NC	4617 Mail Service Center, Raleigh NC 27699-4617	(919) 733-6545 • 715-4801

September 17, 2003

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We concur with the proposed National Register boundaries as described and delineated in the survey report.

We believe the Rodanthe Historic District is also eligible for the National Register under Criterion B for its association with the famous Midgett family and heroic rescue operations from the Chicamacomico Life Saving Station.

We are unable to determine the status of the family cemetery associated with the Payne House. Please provide us with a revised Rodanthe Historic District Site map that indicates the cemetery's contributing or non-contributing status.

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

No. 2 (former) Rodanthe School

No. 3 House

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763. In all future communication concerning this project, please cite the above referenced tracking number.

cc: ✓ Barbara Church, NCDOT
Frances P. Alexander, Mattson, Alexander and Associates, Inc.

CONCURRENCE FORM FOR ASSESSMENT OF EFFECTS

Project Description: Herbert C. Bonner Bridge Replacement; Rodanthe Section

On November 25, 2003, representatives of the

- North Carolina Department of Transportation (NCDOT)
 Federal Highway Administration (FHWA)
 North Carolina State Historic Preservation Office (HPO)
 Other

Reviewed the subject project and agreed

- There are no effects on the National Register-listed property/properties located within the project's area of potential effect and listed on the reverse.
 There are no effects on the National Register-eligible property/properties located within the project's area of potential effect and listed on the reverse.
 There is an effect on the National Register-listed property/properties located within the project's area of potential effect. The property/properties and the effect(s) are listed on the reverse.
 There is an effect on the National Register-eligible property/properties located within the project's area of potential effect. The property/properties and effect(s) are listed on the reverse.

Signed:

Barbara H. Church 11/25/03
 Representative, NCDOT Date

Michael P. Dawson 11/25/03
 FHWA, for the Division Administrator, or other Federal Agency Date

Renee Medhill-Ealey 11/25/03
 Representative, HPO Date

David Hook 11-25-03
 State Historic Preservation Officer Date

Properties within the area of potential effect for which there is no effect. Indicate if property is National Register-listed (NR) or determined eligible (DE).

Properties within the area of potential effect for which there is an effect. Indicate property status (NR or DE) and describe the effect.

Rodanthe Historic District - DE

Reason(s) why the effect is not adverse (if applicable).

Rodanthe Historic District - DE - no adverse effect -

Initialed:

NCDOT

BHC

FHWA

MCD

HPO

RSE

**APPENDIX A:
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