



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

Ramona M. Bartos, Administrator

Pat McCrory, Governor  
Susan W. Kluttz, Secretary  
Kevin Cherry, Deputy Secretary

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

January 31, 2013

MEMORANDUM

TO: Shelby Spillars  
Office of Human Environment  
NCDOT Division of Highways

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

SUBJECT: Historic Architectural Survey Report, Conversion of High-Occupancy Vehicle Lanes to High-Occupancy Toll Lanes on I-77 (from I-277 to I-85), Charlotte, I-5405, Mecklenburg County, ER 12-0125

Thank you for forwarding the above report, prepared by Marvin Brown of URS Corporation and received on December 18, 2012.

For the purpose of compliance with Section 106 of the National Historic Preservation Act, we concur that the **Orient Manufacturing Company/Chadwick-Hoskins No. 3/Alpha Cotton Mill** is listed in, and remains eligible for listing in, the National Register of Historic Places under Criterion A for Industry and Criterion C for Architecture.

For the purpose of compliance with Section 106, we concur with the report's findings that the following properties are eligible for listing in the National Register under the criteria cited, and that the proposed National Register boundaries appear appropriate:

- **Dalebrook Historic District:** Criterion A for Ethnic Heritage and Criterion C for Architecture;
- **Oaklawn Park Historic District:** Criterion A for Ethnic Heritage and Criterion C for Architecture;
- **McCrorey Heights Historic District:** Criterion A for Ethnic Heritage and Criterion C for Architecture;
- **Elmwood/Pinewood Cemetery:** Previously determined eligible for listing in the National Register and still eligible under Criterion A for Ethnic Heritage and Criterion C for Design, and meets Criterion Consideration D as a cemetery that derives its primary significance from age and distinctive design features;
- **Seaboard Historic District**— Previously determined eligible for listing in the National Register and still eligible, including **Interstate Mills, People's Ice and Coal Company, John B. Ross and Company Bag Warehouse**, and the (former) **Bus Garage** as contributing resources: Criterion A for Industry and Criterion C for Engineering and Design; and,
- **Sears, Roebuck and Company Department Store:** Criterion C for Architecture. The argument presented regarding the Sears Department Store focuses on the significance of the store's design (Criterion C), rather than its significance to Charlotte's economy (Criterion A).

We also concur that at this time, barring additional information to the contrary, the following properties are *not* eligible for listing in the National Register:

- **Lincoln Heights Historic District;**
- **Oaklawn Cemetery;**
- **North Pinewood Cemetery;**
- **(Former) Warehouse, 700 North Summit Avenue;**
- **West Pinewood Cemetery;**
- **East Biddleville Neighborhood;**
- **1315, 1322, 1325, 1330 West 6<sup>th</sup> Street;**
- **325 and 409 North Summit Avenue;**
- **Double Oaks/Genesis Park Historic District;**
- **Ada Cotton Mill (no longer extant);**
- **House, 221 West 11<sup>th</sup> Street;**
- **Jung's Laundry;**
- **Warehouse, 801 North Tryon Street;**
- **First Associate Reformed Presbyterian Church;**
- **(Former) Sunoco Service Station;**
- **(Former) Warehouse, 901 North Tryon Street; and,**
- **Alpha Cotton Mill Village (no longer extant).**

As you know, the **Fourth Ward Historic District** was determined eligible for listing in the National Register in 1995. However, we concur with your finding that the historic integrity of the district within this project's Area of Potential Effect has been severely compromised, making these blocks no longer eligible for listing in the National Register. A map showing our proposed revisions to the National Register boundaries are attached. Please note, these boundaries have already taken into account the historic district's boundary decrease as a result of CSX Main Line Grade Separation Project (P-5002, ER 09-1268), which determined that seven blocks of the district northwest of Graham Street were no longer eligible for listing in the National Register. However, at this time the remainder of the historic district remains eligible. The rest of the district remains bound by Graham Street to the northwest, Trade Street to the southwest, and Church Street to the southeast.

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

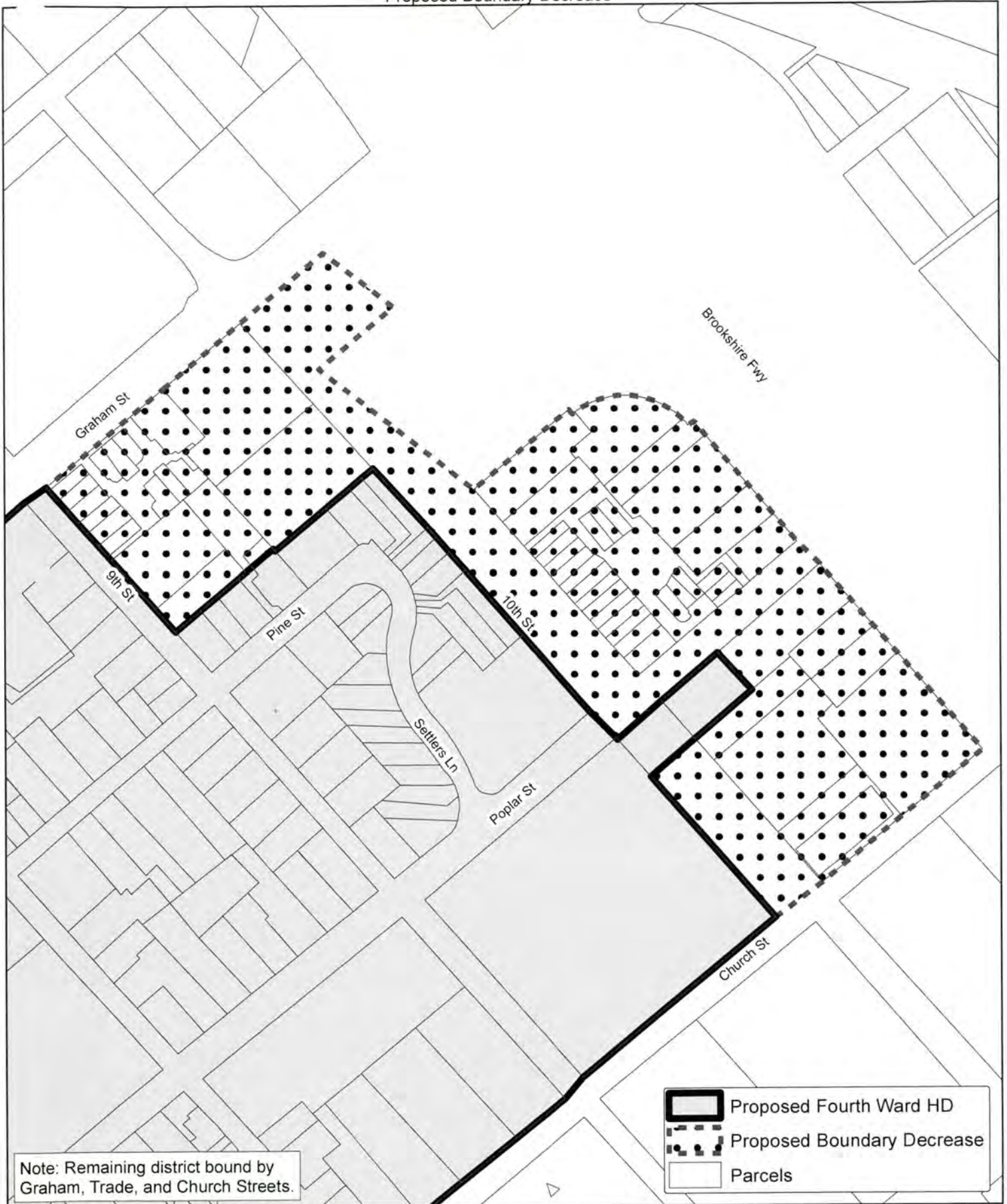
Thank you for your cooperation and consideration. If you have questions concerning the above comment, please contact Renee Gledhill-Earley, Environmental Review Coordinator, at 919-807-6579. In all future communication concerning this project, please cite the above-referenced tracking number.

Attachment

cc: Mary Pope Furr, NC DOT, [mfurr@ncdot.gov](mailto:mfurr@ncdot.gov)

# Fourth Ward Historic District

Proposed Boundary Decrease



RECEIVED  
DEC 18 2012  
HISTORIC PRESERVATION OFFICE



ER 12-0125

See Letter  
JOK 1/17/13

Due 1/15/13

**INTENSIVE-LEVEL  
HISTORIC ARCHITECTURAL ANALYSIS FOR  
CONVERSION OF HIGH OCCUPANCY VEHICLE LANES TO  
HIGH OCCUPANCY TOLL LANES ON I-77 BETWEEN I-277 AND I-85  
CHARLOTTE, MECKLENBURG COUNTY**

**WBS# 45454.1.1  
TIP# I-5405**

**Marvin A. Brown  
Principal Investigator**

**URS Corporation – North Carolina  
1600 Perimeter Park Drive  
Morrisville, North Carolina 27560**

**December 2012**

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## I. PROJECT DESCRIPTION AND MANAGEMENT SUMMARY

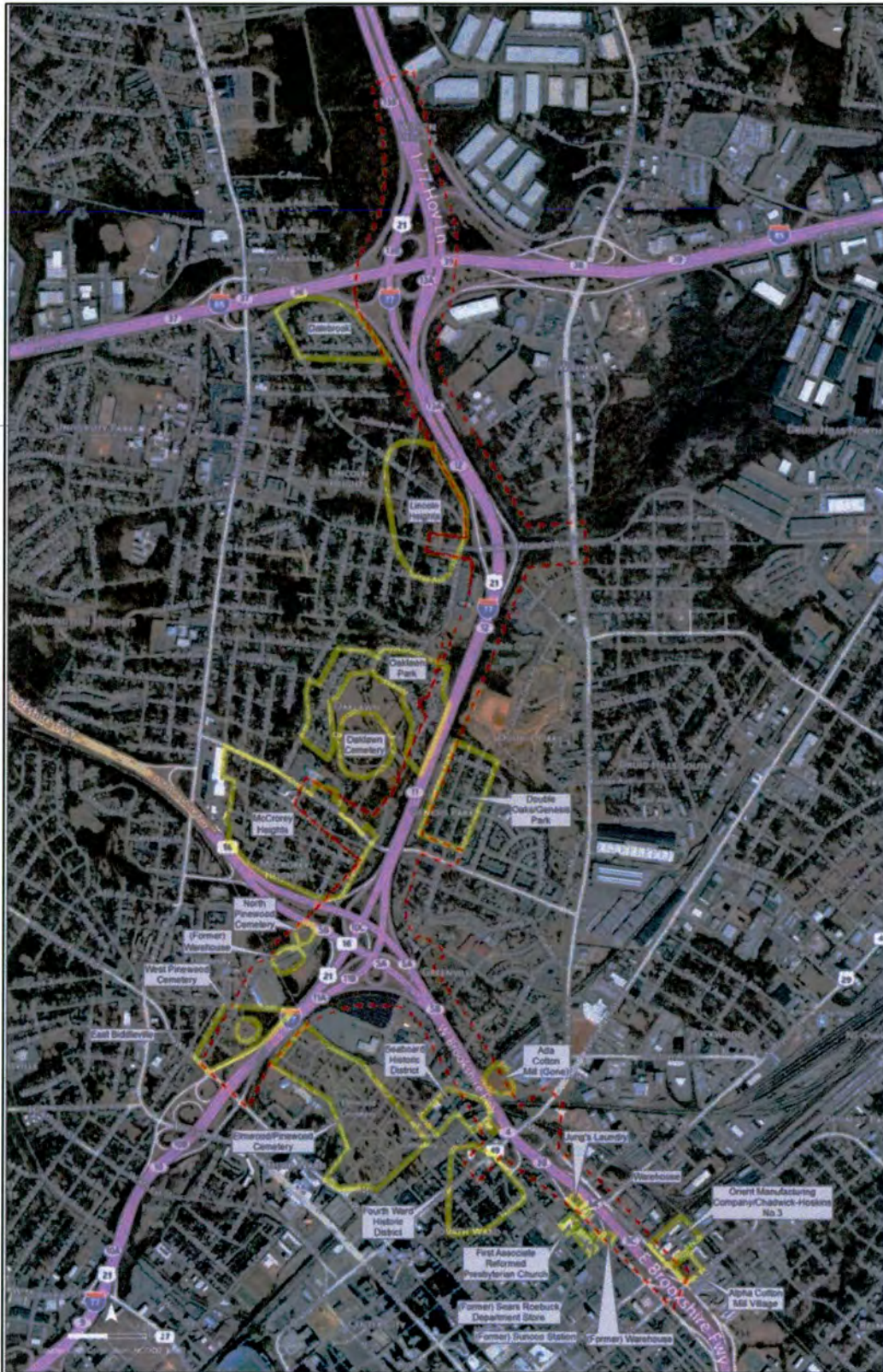
The North Carolina Department of Transportation (NCDOT) proposes the conversion—on I-77 between I-277 and I-85—of existing southbound High Occupancy Vehicle (HOV) lanes to High Occupancy Toll (HOT) lanes and the construction of HOT lanes through widening to the outside shoulder of the existing roadway within the project limits. Cantilever variable message signing will be installed throughout the project limits. Work will extend beyond the existing right-of-way, and will require minor interchange work to adjust ramp terminals.

URS makes the following National Register (NR)-eligibility recommendations for the 32 inventoried resources:

<u>Resource</u>	<u>Recommendation/Status</u>
Dalebrook Historic District MK 3219	Recommended eligible for NR listing under Criteria A/C
Lincoln Heights Historic District MK 3266	Recommended not eligible for NR listing
Oaklawn Park Historic District MK 3220	Recommended eligible for NR listing under Criteria A/C
Oaklawn Cemetery MK 3273	Recommended not eligible for NR listing
McCrorey Heights Historic District MK 3221	Recommended eligible for NR listing under Criteria A/C
North Pinewood Cemetery MK 3274	Recommended not eligible for NR listing
(Former) Warehouse-700 North Summit Avenue MK 3275	Recommended not eligible for NR listing
West Pinewood Cemetery MK <del>3275</del> 1972	Recommended not eligible for NR listing
House at 1330 West 6th Street, East Biddleville	Recommended not eligible for NR listing
House at 1322 West 6th Street, East Biddleville	Recommended not eligible for NR listing
House at 1315 West 6th Street, East Biddleville	Recommended not eligible for NR listing
House at 1325 West 6th Street, East Biddleville	Recommended not eligible for NR listing
House at 409 North Summit Avenue, East Biddleville	Recommended not eligible for NR listing
House at 325 North Summit Avenue, East Biddleville	Recommended not eligible for NR listing
Double Oaks/Genesis Park Historic District MK 3222	Recommended not eligible for NR listing
Elmwood/Pinewood Cemetery MK 0072	Previously determined eligible for NR listing under Criteria A/C
Ada Cotton Mill MK 2219	Recommended not eligible for NR listing
Interstate Mills MK 2224	Contributing resource to NR-eligible Seaboard St HD
People's Ice and Coal Company MK 2223	Contributing resource to NR-eligible Seaboard St HD
John B. Ross and Company Bag Warehouse MK 2222	Contributing resource to NR-eligible Seaboard St HD
(Former) Bus Garage at 718 North Smith Street MK 3277	Recommended contributing resource to NR-eligible Seaboard St HD
Seaboard Street Historic District MK 2658	Previously determined eligible for NR listing under Criteria A/C
House at 221 West 11th Street MK 3278	Recommended not eligible for NR listing
Fourth Ward Historic District MK 0065	Recommended not eligible for NR listing
Jung's Laundry MK 3279	Recommended not eligible for NR listing
Warehouse at 801 North Tryon Street MK 3280	Recommended not eligible for NR listing
First Associated Reformed Presbyterian Church MK 2504	Recommended not eligible for NR listing
(Former) Sears Roebuck Department Store MK 2128	Recommended eligible for NR listing under Criteria A/C
(Former) Sunoco Service Station MK 3281	Recommended not eligible for NR listing
(Former) Warehouse at 901 North Tryon Street MK 3282	Recommended not eligible for NR listing
Orient Manufacturing Co/Chadwick-Hoskins No. 3 MK 1809	Listed in NR
Alpha Cotton Mill Village MK 2931	Recommended not eligible for NR listing

East Biddleville  
MK 3267

Univ PK



Area of Potential Effect (outlined with red broken line) and resource locator map (note: see individual entries for locations of resources within East Biddleville and Seaboard Historic District)

## II. HISTORIC CONTEXT: DEVELOPMENT OF CHARLOTTE'S AFRICAN-AMERICAN NEIGHBORHOODS IN THE TWENTIETH CENTURY

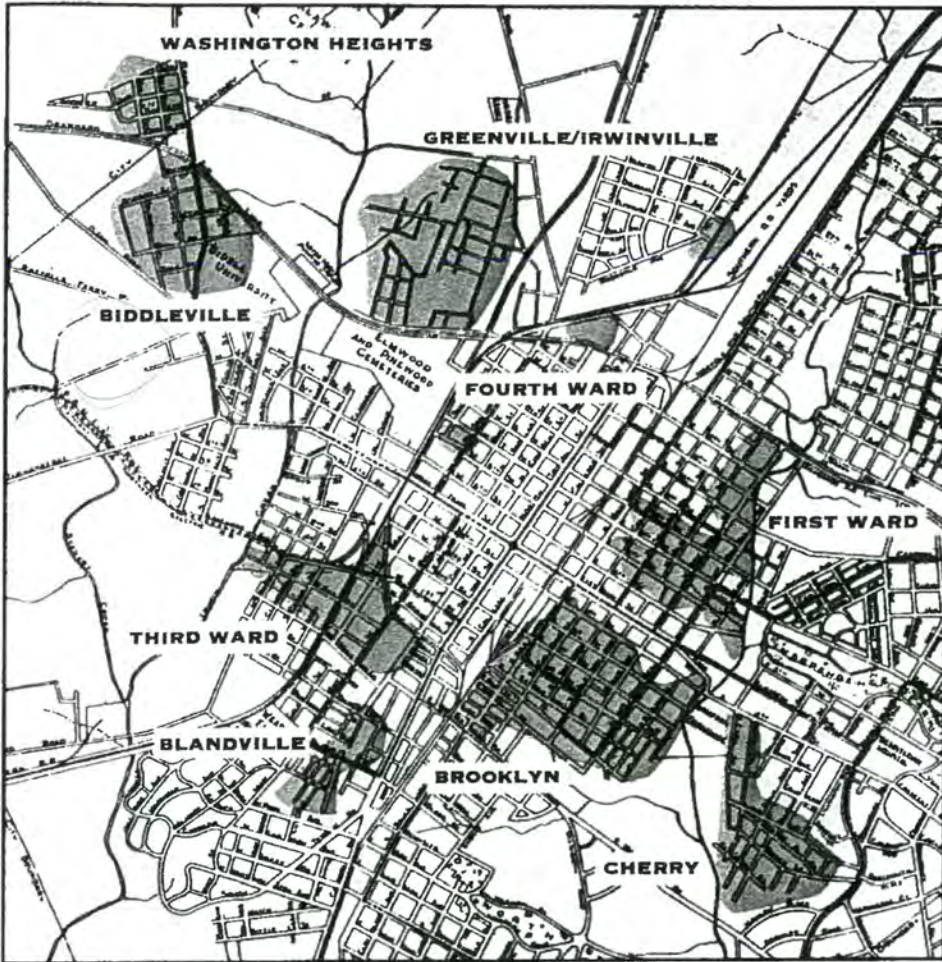
The location and composition of Charlotte's African-American neighborhoods changed greatly between 1875 and 1975, as historian Thomas Hanchett demonstrated in his study of race, class, and development of the city during that period. During Reconstruction black neighborhoods were, to an extent, integrated. "More than a decade after the Civil War," Hanchett (1988:41) writes, "Charlotte still had no hard-edged black neighborhoods. Rather, African Americans continued to live all over the city, usually side-by-side with whites."

African-Americans lived in all of the city's four wards during the last quarter of the nineteenth century. They were a bare majority in the Second and Third Wards and about one-third of the population of Wards One and Four. They also occupied five "rim villages," as Hanchett calls communities just outside of city limits. Two of these, both now within the city's bounds, stand at the margins of the project's APE. Biddleville, at the southwestern edge of the APE, was begun shortly after the Civil War around Biddle Institute (now Johnson S. Smith University), a school founded for free slaves. Greenville, near the APE's southeastern edge, was established in the 1880s (Hanchett1988:43; Charlotte Mecklenburg Historic Landmarks Commission n.d.; Ingalls and Heard 2010:180).

Following white imposition of strict segregation in North Carolina, the South, and elsewhere in the nation in the 1890s, Charlotte's integrated neighborhoods rapidly began to disappear and by the 1910s there were "hard-edged black neighborhoods throughout the city" (Hanchett 1988:116). Concentrated, segregated, black neighborhoods developed in the four wards, particularly the Brooklyn community that filled much of the Second Ward. Greenville remained a black neighborhood north of the Fourth Ward, as did Biddleville to the Ward's northwest. In the 1910s Washington Heights, yet another early black neighborhood near the APE, rose along a streetcar line just north of Biddleville and west of Beatties Ford Road (Flono 2006:XII, 2; Hanchett 1988:16-17).

Three additional neighborhoods that had been established near the intersection of old West Trade Street, Beatties Ford Road, and Rozelles Ferry Road—Western Heights (1893), Wesley Heights (1910s), and Roslyn Heights (1920s)—coalesced into an area known as Five Points, which was primarily black during the first half of the twentieth century and entirely segregated by the 1960s (Hanchett 1988:136-138). After urban renewal took the downtown neighborhood of Brooklyn in the 1960s, the northwest, Westside, or West Charlotte, as it is alternately now known—encompassing Greenville, Biddleville, Washington Heights, Five Points, and neighborhoods yet to come—firmly became the hub of black Charlotte, which it remains to the present.





John Nolen's map of African-American neighborhoods in Charlotte, 1917 (source: Hanchett, *Sorting Out the New South*, 1988:117)



Brooklyn neighborhood in the early 1960s before demolition (source: Rogers and Rogers, *Charlotte and its Historic Neighborhoods*)

By the end of the 1920s, the city had almost entirely replaced its once “salt-and-pepper” residential pattern with one more akin to a patchwork quilt: “As with the alternating piecework of a handsewn coverlet,” Hanchett (1988:164) concludes, “any type of neighborhood might lie next to any other.” During the next 40 years, he (1988:224) continues,

Charlotte would push separation to an extreme, finally splitting the city into pie-shaped wedges defined by race and income.... Increasingly, wealthy whites lived—and shopped—in southeast Charlotte, while African Americans concentrated on the northwest side, and low- and moderate-income whites resided to the northeast and southwest.

Urban renewal accelerated the growth of black West Charlotte. From 1960 to 1967 the Charlotte Redevelopment Authority razed the former core of black Charlotte, the Fourth Ward’s Brooklyn neighborhood. Urban renewal also took Greenville and a large portion of the First and Second Wards during the 1960s. While the First Ward clearance, which began in 1967, included some public housing, most of its residents, and all of those who lived in Brooklyn and Greenville, had to relocate (Public Library of Charlotte and Mecklenburg County 1997; Hanchett 1988:250). Greenville was eventually rebuilt as a black neighborhood, but it was long slow process. Construction of the first new housing did not begin there until 1977 and it continued into the 1990s and beyond (*Charlotte Observer* March 26, 1977; Valentine 1991).

Many black neighborhoods stand within the West Charlotte piece of the pie—the spine of which is Beatties Ford Road—almost all of which date from the twentieth century. A 1997 (Public Library of Charlotte and Mecklenburg County) account of the approximately 15-mile-long road remains accurate in general, if dated in particulars:

The road, named for Scotch-Irish pioneer John Beatty, begins at the crowded Five Points intersection, atop a hill where glass skyscrapers shimmer in the distance. To the right, beyond a brick wall and a cluster of oaks, rise the stately brick buildings of Johnson C. Smith University, to the left, the boarded facade of the old Grand Theater.

From there, the road shoots north on a narrow, sometimes pot-holed course past some of the community’s most important institutions: the Excelsior Club, a long-time center of westside social and political activity; the United House of Prayer for All Peoples, with services every night and five times on Sunday, West Charlotte High School; McDonald’s Cafeteria and motel complex, perhaps the best-known gathering place on the road.

For the most part, Beatties Ford is not a prosperous suburban artery, lined with a blur of fast food franchises. Its businesses are often small and locally-owned....

Somewhere north of I-85, beyond Gert’s [Lil Diner] and the bustling McCrorey YMCA, the character of Beatties Ford begins to change. It moves slowly back in time until finally, just before it plays out on the shores of Lake Norman, it becomes a link to the 18th century.

An account of African-American community life in Charlotte and Mecklenburg County from the 1940s through the 1990s identifies the names of many West Charlotte neighborhoods located along or near Beatties Ford Road (Public Library of Charlotte and Mecklenburg County 1997):

Many of Charlotte's African-American families have lived in the Beatties Ford Road area for decades. Some of the neighborhoods off Beatties Ford Road include: Biddleville, Five Points, Dalebrook, Lincoln Heights, McCrorey Heights, Oaklawn Park, Oaklawn Terrace, Seversville, Smallwood, Taylor Avenue, University Park, Washington Heights, Wesley Heights.

All or almost all of these, with the exception of Wesley Heights, were created as African-American neighborhoods. If the 1960s-era boundary of I-77 was ignored, this list would include Double Oaks-Genesis Park and the reconstructed Greenville as well. These neighborhoods absorbed much of Charlotte's growing, and occasionally displaced, black population during the last 55 years of the twentieth century. The account provides the following answer to where Brooklyn's displaced residents moved:

Many of the hundreds of Brooklyn families moved into white neighborhoods such as Belmont and Wesley Heights.

This led to a gradual change in the racial makeup of Charlotte's inner-city neighborhoods.

1963/64 Many other families moved out Beatties Ford Road to new neighborhoods such as Northwood Estates, Lincoln Heights, and Druid Hills.

It should be noted that Druid Hills began life in the mid-twentieth century as a white suburb.

Geographers Gerald L. Ingalls and Isaac Heard, Jr. (2010:182), in a paper on African-American neighborhoods in the South, address Charlotte's new post-World War II black communities, which they type as the "Modern African American Suburb":

At about the same time that the older Streetcar Suburbs and Rim Villages associated with Johnson C. Smith University were beginning to go into steep economic and physical decline, a number of new suburban-style subdivisions were developed in the vicinity. These new developments, built in the automobile era, were intended to satisfy the continuing demand for housing for Charlotte's professional and middle-class black households. Since these new developments came on line in the 1950s and 1960s, they emerged as black suburbs rolling outward to the north and west from the traditional African American core of Biddleville and Washington Heights in what was a totally segregated pre-civil rights, southern city

J.C. Smith  
McCror[e]y Heights was developed in the mid to late 1950s to serve a black college that was having difficulty recruiting new faculty and staff when little suitable housing was available. McCror[e]y Heights became the quintessential 1960s-style suburban subdivision with rolling lawns and carports. It was completed during the late 1960s and early 1970s when the last of the exclusively black residential developments of University Park, Northwood Estates, and Hyde Park were developed.

McCrorey Heights may have been conceived of by its early developer, Johnson C. Smith University president H.L. McCrorey (1863-1951), as a neighborhood for university faculty and instructors and the black middle class in the late 1930s and 1940s (Flono 2006:128). However, its boom in the 1950s, along

with the post-World War II development of many other black neighborhoods in West Charlotte, may have had a more solid foundation: demographics. Between 1950 and 1960 the number of Charlotte's non-white residents (almost all of whom would have been African-American) soared 50.5%, from 37,511 to 56,471 (Staff of Charlotte-Mecklenburg Planning Commission 1968). Sheer growth alone would have led to a demand for new housing.

Ingalls and Heard (2010:182-183) continue their discussion by asserting that the post-war modern African-American subdivisions in Charlotte have declined as they and their owners have aged and have generally entered a downward spiral. While this is true for many of the black neighborhoods in West Charlotte and immediately east of I-77, it is not true for all. As discussed further at the inventory entries below, McCrorey Heights and Oaklawn Park were erected as housing for the upper end of Charlotte's African-American middle class, and Dalebrook for the broader black middle class, and never entered a period of decline: they remain beautifully maintained, intact, vibrant neighborhoods. And while Double Oaks, also discussed below, did spiral deeply down, it was reborn in the 1990s through the actions of government and neighborhoods activists as Genesis Park.

A number of residents and former residents have spoken and written of the solidly middle-class underpinnings of some of Charlotte's historic black neighborhoods. Charles Jones (born 1938), a Charlotte attorney and civil rights activist who lives in Biddleville (Moore 2011), recalled the neighborhood in 2006:

When I came along there was an educated middle-class community of black folks that protected and guided us kids. In Biddleville, among other things, Miss Sasso who was principal of Biddleville School, taught us not only how to act, but how to behave, how to dress. At Johnson C. Smith, we were taught by some of the best minds in the world. At that time, Johnson C. Smith was a cultural center of all forms of African-American art and culture. From as early as I can remember, my mother would correct my English because she was an English teacher.... When we moved to Charlotte from Chester, Biddleville was the only middle-class black community in the city. The professors lived here and built their homes. We were the middle-class, African-American community in Charlotte (Flono 2006:128).

Author Sam Fulwood III (born 1956) brings McCrorey Heights in the 1960s and 1970s to life in his account of growing up as a middle-class African-American in post-civil rights Charlotte and America. As discussed further below at the inventory entry for the neighborhood, he describes it as so solidly middle-class and normative that he felt more kinship with middle-class white children when first bused to an integrated school, than with more hardscrabble black children also carried there from outside (Fulwood 1996:31).

The almost total segregation of Charlotte's black neighborhoods by 1970 is captured in a report by the city-county planning commission (Charlotte-Mecklenburg Planning Commission Staff 1976). Five census tracts that cover much of the APE and its surroundings, assigned somewhat broad names, had the following racial breakdown:

	<b>Total pop.</b>	<b>Black pop.</b>	<b>White pop.</b>	<b>Change in black pop., 1960-1970</b>	<b>Change in white pop., 1960-1970</b>
<b>Census tract 45/ Biddleville</b>	5707	4266	1441	638.4% increase	64.8% decrease
<b>Census tract 46/ University Park</b>	4855	4842	12	0.2% decrease	300% increase
<b>Census tract 47/ Five Points</b>	3241	3222	16	22.3% increase	97.8% decrease
<b>Census tract 48/ Oaklawn-McCrorey Heights</b>	6267	6228	19	0.5% increase	59.6% decrease
<b>Census tract 50/ Upper Greenville/Double Oaks</b>	5208	5194	5	0.6% increase	90.6% decrease

With the exception of census tract 45, which extends south of Rozelles Ferry road out of African-American West Charlotte, all of the census tracts were almost entirely black by 1960.

The use of census tracts and the attempt to assign short names to them expose a few problems with the common identification and analysis of black neighborhoods, at least in Charlotte. The Charlotte census tracts often include multiple neighborhoods that are lumped together under one or two names for convenience. For example, tract 45/Biddleville includes all of the Smallwood Homes neighborhood, but little of historic Biddleville, which is largely within tract 47/Five Points. Tract 46/University Park includes historic Washington Heights. And, most notably for this project, tract 48/Oaklawn/McCrorey Heights includes multiple neighborhoods within its large extent, which stretches between I-77 and Beatties Ford Road from just south of the Brookshire Expressway all the way north to I-85. Among these are McCrorey Heights, Oaklawn Park, Lincoln Heights, and Dalebrook. Such clustering of convenience can cause confusion when establishing the historic boundaries of neighborhoods. It can also lead to misperceptions about the integrity and nature of historic neighborhoods. The general description by the planning commission staff of the deterioration and economic difficulties facing "Oaklawn/McCrorey Heights" obscures the intact and well-maintained character of the historic Oaklawn Park, McCrorey Heights, and Dalebrook neighborhoods. (X)

Such generalizations even extend to academic assessments, such as Ingalls' and Heard's summary of the overall economic decline they conclude faces all Westside Charlotte neighborhoods. They offer only two possibilities for modern African-American suburban neighborhoods to resist deterioration: the often-unsuccessful moving in of "Afrocentric community-minded activists" or the gentrification of those neighborhoods fortunate enough to be close to new centers of community growth (Ingalls and Heard 2010:183). As Oaklawn Park, McCrorey Heights, and Dalebrook show, however, some post-World War II black suburban neighborhoods have not declined and require neither gentrification nor the efforts of sympathetic homesteaders.

Few black real estate developers have been identified in Charlotte from the close of the Civil War into the 1950s, at least. W.S. Alexander, a white developer, began Western Heights in 1893 with the expectation that both blacks and whites would move in. With the hardening of color lines in the 1890s, however, the neighborhood soon divided along racial lines and by the 1920s was entirely black.

Alexander grasped the potential of developing black neighborhoods in West Charlotte and in 1912 created “the full-fledged African American streetcar suburb called Washington Heights” (Hanchett 1988:140).

African-American promoter C.H. Watson, in a 1915 booklet entitled *Colored Charlotte*, attempted to put the best face on a middle-class black community recently savaged by Jim Crow laws and ossified segregationist opinion (Greenwood 1994:238-240). He identified numerous black businesses and professionals in Charlotte and Mecklenburg County. These included 12 doctors, 20 professors, 87 ministers, 103 schoolteachers, 31 restaurants, 24 grocery stores, 20 shoemaking shops, 20 wood yards, 14 printers, and only three real estate companies (Watson 1915:6).

The tiny number of blacks <sup>development?</sup>involved in real estate was to change little in coming decades. Even the swell of new black neighborhoods created from the 1930s until well after World War II was to remain, plat maps and city directories indicate, in the hands of white developers. The 1931 city directory has 121 listings (some duplicates) under the heading of Real Estate. (Real estate development is not yet a separate category.) Only three of these were identified as black: Clayton B. Bailey, Caesar R. Black, Jr., and John R. Hemphill and Isaac D.L. Torrence of Hemphill & Torrence. The same listing included white men who developed or planned to develop black neighborhoods. Among these was the Vreeland-Newell Company, which platted a never-built-neighborhood, using the name Washington Heights, on Booker Avenue west of Beatties Ford Road (Mecklenburg County Plat Map Book 3/Page 391 (n.d., but likely 1920s), and the Lex Marsh Company. Marsh was one of the four major development firms in post-World War II Charlotte—with Spangler Construction, John Crosland, and Ervin Construction (Charlotte Chamber of Commerce 2012a and 2012b)—and was to have great success building houses in black neighborhoods such as McCrorey Heights, and white neighborhoods as well, after the war. The 1947 directory indicates continued and even more consolidated dominance following the war. Only one of the Real Estate listings was that of a black man, John R. Hemphill, who was by then in business by himself. The directory includes the names of no African-Americans within its Contractors listing. The pattern remains the same in 1952: only three blacks (Bishop Dale, who also ran a gas station; Rudolph Harris; and Oscar Harris, who also had a sandwich shop) are included among the 183 names in the Real Estate listing, and only two are identified as building-general Contractors, Mangie McQueen and Clarence L. Rabb.

The only new neighborhood that has been identified as developed, at least in part, by African-Americans is McCrorey Heights. In 1915, with the streetcar line up Beatties Ford Road to Washington Heights in place, C.H. Watson erected a picnic pavilion for blacks along the line and conceived of a development east of Beatties Ford and Washington Heights that he initially called Douglassville after Frederick Douglass (Watson 1915:6; Hanchett 1988:138-140). According to Hanchett (1988:142), this development was “brought to fruition” by Dr. H.L. McCrorey, the longtime president of Johnson C. Smith University. A plat map of the neighborhood from 1940 identifies it as the property of President McCrorey (Mecklenburg County Plat Map Book 4/Page 437). A later, almost identical, revised plat map of McCrorey Heights identifies no owner or developer and the neighborhood was at least built in part by Lex Marsh (Mecklenburg County Plat Map Book 6/Page 237 (1949); *Home Building in Charlotte* 1959).

Some conclusions can be drawn about African-American neighborhoods developed in Charlotte from the end of World War II through the 1960s. Almost all were erected in West Charlotte, particularly if one includes neighborhoods such as Double Oaks-Genesis Park that were separated by West Charlotte

only by Irwin Creek before the 1960's construction of I-77 over that watercourse. Almost all were planned and erected by white developers and builders. And all were not created equal. - ?

Modest black neighborhoods were developed following World War II. One of these was Double Oaks, which on paper extended back to the 1920s but effectively began near the end of the 1940s (Mecklenburg County Plat Map Book 3/Sheet 403 (1949) and Book 6/Sheet 216(1949)). It was one of the many Charlotte neighborhoods, white and black, developed by Charles Ervin after World War II (Charlotte Chamber of Commerce 2012a). Its lots were small and its dwellings mostly tiny and frame. They did not make use of the coming stylish Ranch house-type. Another neighborhood, Smallwood Homes, sandwiched between West Trade Street and Rozelles Ferry Road just west of Biddleville and Five Points, also featured small frame houses, although some of its streets, conforming to adjacent Stewart Creek, were curvilinear (Mecklenburg County Plat Map Book 5/Sheet 287 (1947) and Book 6/17 (1948)). It, too, was a Charles Ervin development, initially planned for both blacks and whites, but quickly an all-black neighborhood.

In contrast, McCrorey Heights and Oaklawn Park in West Charlotte were created, effectively in the 1950s, for the upper end of Charlotte's black middle-class. (The term upper-middle-class is not used here, for it is a tricky one to apply to Charlotte's black population in the twentieth century, in terms of economics and professions. For example, in 1959 only 5% of Charlotte non-white residents had family incomes about \$7,000 a year compared to 43% of the white population (Staff of the Charlotte-Mecklenburg County Planning Commission 1968) and blue-collar African-Americans often lived side-by-side with black professionals (see Hanchett 1988:139-140).) They were the elite new neighborhoods of Charlotte's African-American community, filled with modern brick Ranch houses, not conservative, boxy or elongated frame dwellings.

As noted above, McCrorey Heights was intended to house Johnson C. Smith University faculty and students and Charlotte's black middle class. In 1991 a reporter for the *Charlotte Observer*, which had been writing in detail about how drug-ridden the neighborhood of Double Oaks had become, found respite in McCrorey Height: it had "winding streets, neat yards" and was one of the "pockets of middle-class life, still-nice neighborhoods in the area" (*Charlotte Observer* January 5, 1991). A piece on white developer and builder Lex Marsh in the journal *Home Building of Charlotte* of January 1959 specifically mentioned his activities in the neighborhood and noted that: "In McCror[e]y Heights usually he pre-sells his homes for colored people in the \$14,000.00 to \$18,000.00 price range." Fulwood (1996:7) writes that the neighborhood "was a new frontier, built to accommodate the expanding tastes and pocketbooks of an educated black middle class whose housing options were limited by the living legacy of Jim Crow." He (1996:31) further referred to "the McCrorey Heights/Oaklawn Park bunch, Westside Charlotte bourgeois blacks." The two neighborhoods, which were close to both downtown and the hub of Beatties Ford Road, were the premier locations for the black community and remain in near pristine condition to the present.

Numerous black neighborhoods were developed in the 1960s and early 1970s as well, again concentrated in West Charlotte. These include University Park, Northwood Estates, Hyde Park, Dalebrook, University Park, Westchester, and Wandawood Acres (Ingalls and Heard 2010:182; Home Builders Association of Charlotte 1961). Dalebrook, discussed further at its inventory entry, was one of the first. It was platted and built out in 1960-1961 (Mecklenburg County Plat Map Book 9/Sheet 307 (1960); Mecklenburg County Plat Map Book 9/Sheets 411 and 413 (1961)). Five plat maps for Northwood Estates, another community built early in the sixties, date from 1963 (Mecklenburg County Plat Map Book 11/Sheets 147 and 149) and 1964 (Mecklenburg County Plat Map Book 11/Sheet 295

and Book 12/Sheets 43 and 53). The neighborhood is located just north of I-85 and east of Beatties Ford Road.

The Home Builders Association of Charlotte in 1961 identified 84 subdivisions in “Greater Charlotte.” Six of these were in northwest Charlotte. Three were being developed by the Ervin Construction Company—Dalebrook/#20, Brookfield/#19, and Westchester/#26; two by the C.D. Spangler Construction Company—University Park/#72 and Wandawood Acres/#73; and one—Glenwood Acres/#83—by Wright Homes.



Greater Charlotte subdivision map, 1961; black heptagons are parks and red circles subdivisions (source: Home Builders Association of Charlotte, “Charlotte: Spearhead of the New South”)

The price range of properties within the six subdivisions indicates that Dalebrook was the premier neighborhood of the group:

Name	No.	Description of location	Price range
<b>Brookfield</b>	19	off Rozelles Ferry Road	\$10,500-\$12,500
<b>Dalebrook</b>	20	off Newland Road and I-85	\$14,000-\$25,000
<b>Westchester #2 &amp; 3</b>	26	off Thrift Road	\$12,500-\$18,500
<b>University Park</b>	72	off 2000 block on Beatties Ford Road	\$ 9,000-\$13,000
<b>Wandawood Acres</b>	73	off Ashley Road	\$11,500-\$14,500
<b>Glenwood Acres</b>	83	off Parkway Avenue and Northwood Drive	\$11,000-\$13,000



While a comprehensive history of Charlotte's post-World War II neighborhoods remains unwritten, the dangers to these neighborhoods have been outlined. Ingalls and Heard (2010:184) see a bleak future for the city's older black communities:

Time has not been generous to Charlotte's historic black neighborhoods, but neither have they vanished from the landscape. The In-town Concentrations are gone, victims of the bulldozer renovations of the 1960s and the spurt of economic growth during the 1980s and 1990s that saw considerable expansion of Charlotte's CBD and a strong market for Downtown residential opportunities. All that remains of the In-Town Concentrations are a few scattered buildings fortunate enough to obtain historic landmark status.

However, a sizable segment of the historic African American residential communities remain on the landscape of Charlotte and Mecklenburg County. These include a number of Rural Concentrations and superb examples of Rim Villages and Streetcar Suburbs. While there is still time to preserve these segments of Charlotte's cultural history, the pressures of population growth, economic redevelopment of the inner core, and the economic pressures of Charlotte's drive to become a global city work steadily against all historic preservation—not just that of African American culture.

However, as noted above, they may overstate the dangers by conflating smaller individual neighborhoods with groups of neighborhoods around them. While northwest Charlotte as a whole may be threatened with deterioration, individual neighborhoods within it—including Dalebrook, Oaklawn Park, and McCrorey Heights within the APE—continue to thrive. The historical, architectural, and social value of such neighborhoods should not be understated.

### III. INVENTORY AND ASSESSMENTS

#### DALEBROOK HISTORIC DISTRICT (MK-3219)

##### History

Numerous black neighborhoods were developed in the 1960s and early 1970s in Charlotte, as noted at the historic context, primarily in the northwest. These included University Park, Northwood Estates, Hyde Park, Dalebrook, University Park, Westchester, and Wandawood Acres (Ingalls and Heard 2010:182; Home Builders Association of Charlotte 1961). Dalebrook was one of the first and, apparently, finest of such neighborhoods. It was platted and built out almost entirely in 1960 and 1961 (Mecklenburg County Plat Map Book 9/Sheet 307 (1960); Mecklenburg County Plat Map Book 9/Sheets 411 and 413 (1961)). Its location, just southeast of the intersection of Beatties Ford Road and I-85, extended black neighborhood development to the very northwestern edge of the city's expanding boundaries.

The Home Builders Association of Charlotte in 1961 identified 84 subdivisions in "Greater Charlotte." Six of these were in northwest Charlotte. Three were being developed by the Ervin Construction Company—Dalebrook, Brookfield, and Westchester; two by the C.D. Spangler Construction Company—University Park and Wandawood Acres; and one—Glenwood Acres—by Wright Homes. The price ranges of properties within the six subdivisions indicate that Dalebrook—the properties of which were the most expensive, at between \$14,000 and \$25,000—was the finest neighborhood of the group. Those prices compared favorably with those in one of Charlotte's premier black neighborhoods, McCrorey Heights, which ran from between \$14,000 to \$18,000 two years earlier (*Home Building of Charlotte*, January 1959).

The quick build out of Dalebrook was aided by its infrastructure. On August 22, 1962, the Charlotte City Council contracted with Ervin Construction Company for the construction of additional water mains and fire hydrants (Charlotte City Council 1961). So even before Dalebrook's initial plat map had been filed, it was connected to city utilities.

The efficiency and success of the Ervin Construction Company was not surprising. Founded and run by Charles Ervin, it was one of the four big players in the post-World War II development of Charlotte, along with the companies of Lex Marsh, C.D. Spangler, and John Crosland. An account of Ervin's activities (Charlotte Chamber of Commerce 2012a) states:

By the late 1960s, Charlotte was literally "ringed" with over twenty Ervin suburban neighborhoods...Olde Providence, Idlewild Farms, Raintree, Montclair, Tanglewood, Starmount, Madison Park, Ponderosa, Boulevard Homes, Smallwood Homes, Rollingwood, Double Oaks, Meadowood, Markham Village, Four Seasons, Cambridge Park, Derita Woods, Kingswood, Brookfield, Northwood Estates, Westchester, Eastway Park, Beechwood Acres, Westerly Hills, Springfield, British Woods, Beatties Ford Park, County Club, etc.

The account further states that: "It is notable that, unlike most developers of the era, Charles Ervin built equal quality homes for both blacks and whites in Charlotte. His first development, Smallwood Homes, and a half-dozen more afterwards, were built in historically black areas of the city."

## Description

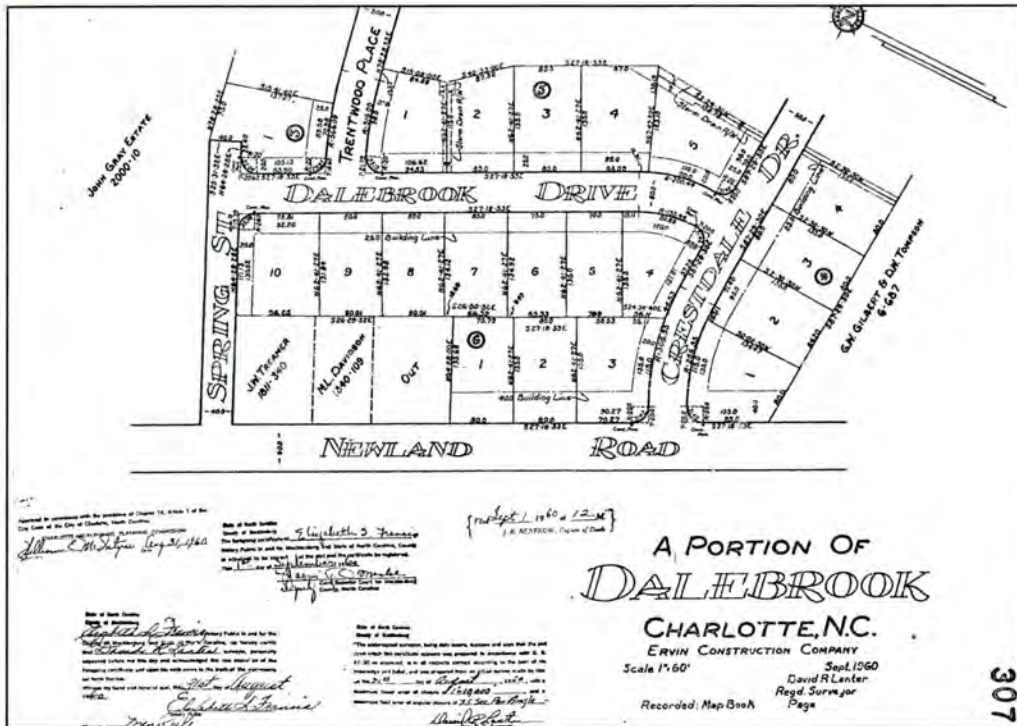
Dalebrook is a compact and discrete neighborhood of about 70 houses built in the early 1960s. Its six streets all have limited access. One of its plat maps dates from September 1960; the other two from February 1961. The neighborhood was a great success, for its lots filled with houses almost immediately. All or virtually all of these original houses still stand. (Only two of the neighborhood's approximately 70 houses were located within the project's APE, so each house was not studied individually.)

Dalebrook's houses look similar to, if a bit smaller than, those constructed in McCrorey Heights and Oaklawn Park, the two premier middle-class neighborhoods developed in Charlotte in the 1950s and 1960s. Almost all are one-story-tall, brick-veneered, and end-gabled. Some of these fall within the type described as Minimal Ranch in Ruth Little's (2009) study of post-World War II architecture in Raleigh—an architecturally comparable piedmont North Carolina city—with low-pitched roofs, horizontal lines, rectangular footprints, and a length of four or five bays. Others are closer to the archetypal Ranch style with horizontal windows placed high on the wall beneath the eaves. The only two houses in the neighborhood within the APE—1720 and 1713 Crestdale Drive (both erected in 1961 and pictured below)—are representative of this type. (Construction dates are taken from city tax records.) Many additional representatives of the type line the community's other streets, including those on the 2500 blocks of Pinestream Drive and Dalebrook Drive, pictured below. There are also a few split-level houses in Dalebrook. These include one on the 2500 block of Tanglewood Drive and one at the neighborhood's entry at the corner of Crestdale Drive and Newland Road, both of which are pictured below.

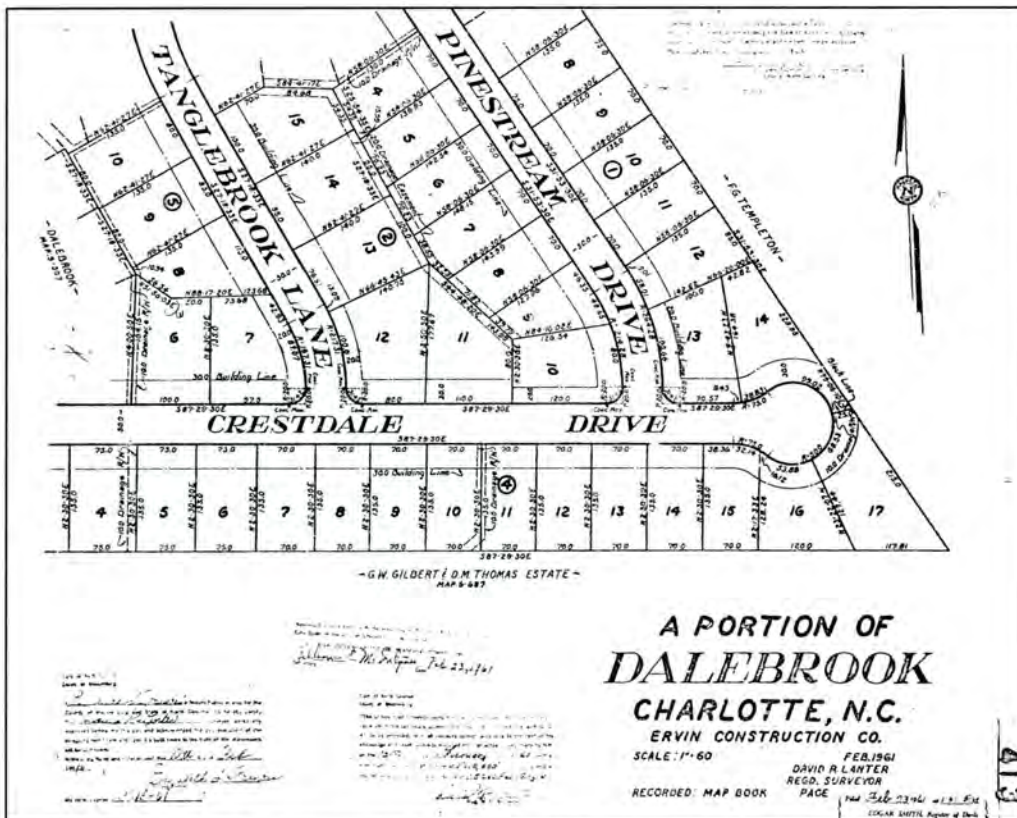
The coherence of design and siting of Dalebrook's houses demonstrate that it was built out by a single developer with just a few house plans in hand within a short period of time. It has been little altered since it was platted and constructed. Its houses retain their original brick-veneer and windows and continue to stand on well-maintained lawns dotted with mature shade trees.

**Potential Bounds:** Dalebrook's boundaries are defined by Crestdale Drive on the south, Pinestream Drive on the east, Trentwood Drive on the north, and Newland Road on the west. These are the boundaries of its plat maps and its actual build out.

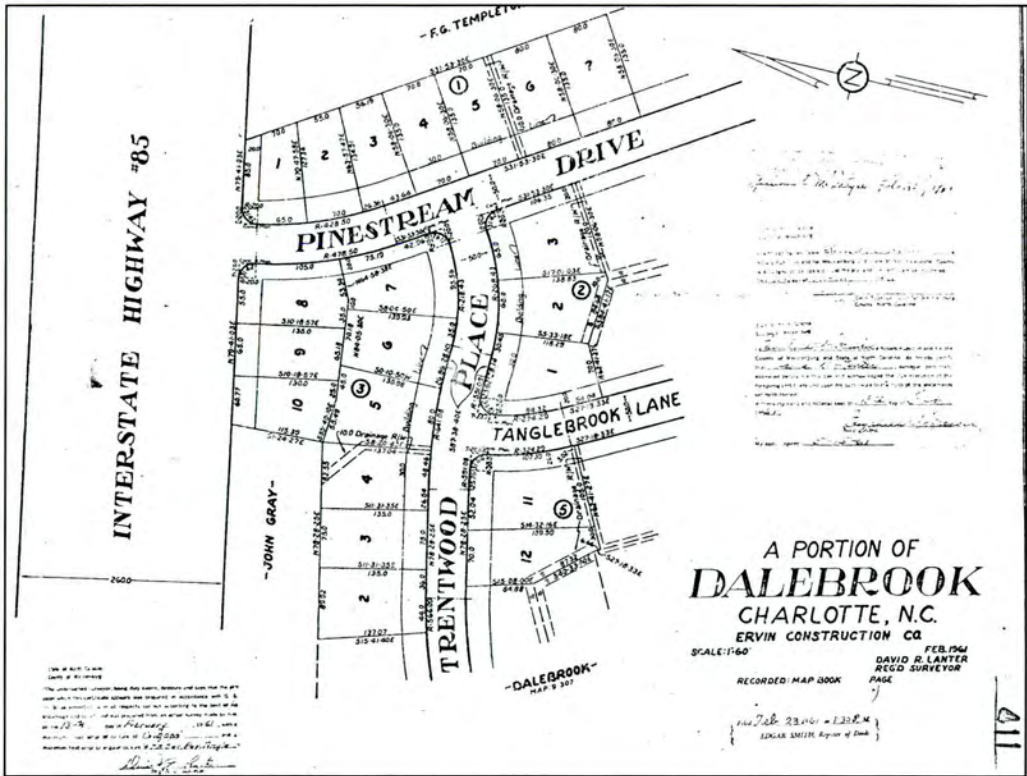
**Recommendation:** Eligible for NR listing under Criteria A and C as an intact representative of a planned, early-1960s, African-American, middle-class suburb of Charlotte. Its areas of significance are Architecture, Ethnic Heritage: Black, and Community Development and Planning. Its period of significance is 1961-1962. All or virtually all of its houses survive little if at all altered on well-cared for lots and Dalebrook is therefore believed to retain all seven elements of National Register integrity.



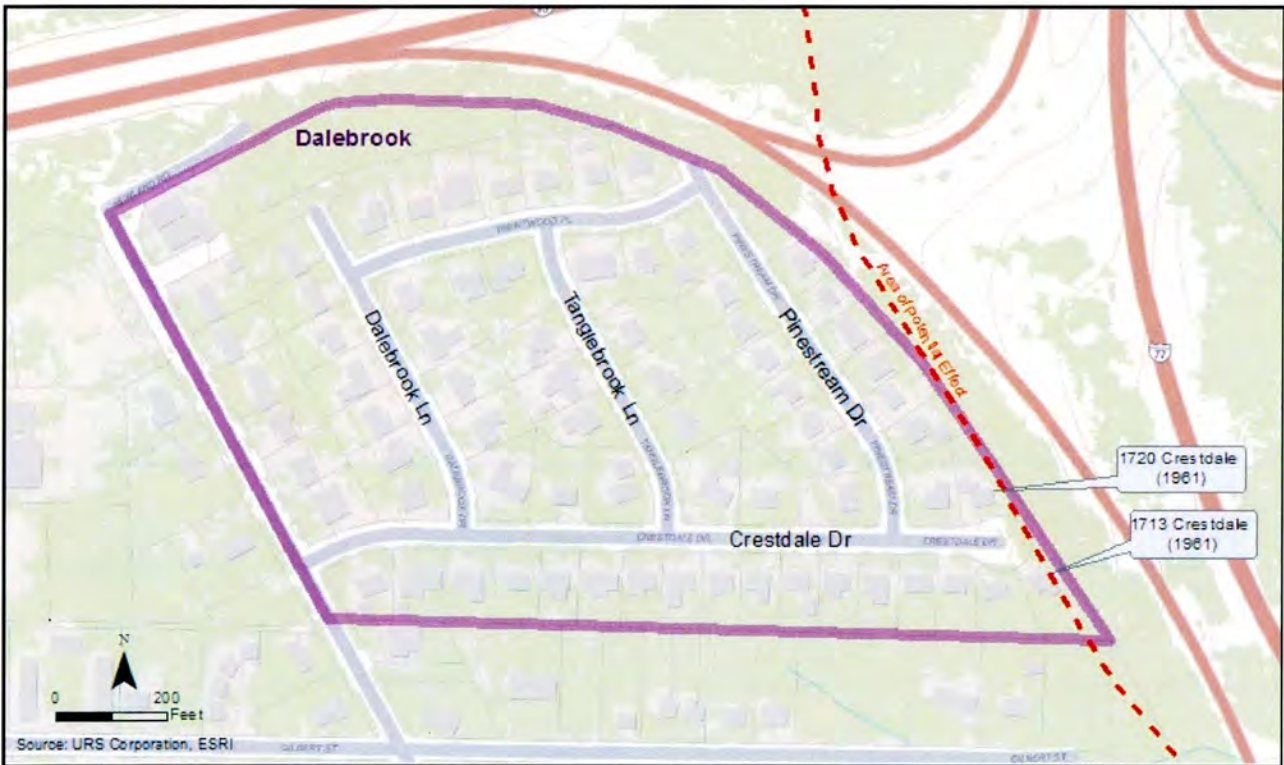
Plat map of western portion of Dalebrook, 1960 (source: Mecklenburg County Plat Map Book 9/Sheet 307)



Plat map of eastern portion of Dalebrook, 1961 (source: Mecklenburg County Plat Map Book 9/Sheet 411)



Plat map of northern portion of Dalebrook, 1960 (source: Mecklenburg County Plat Map Book 9/Sheet 413)



Dalebrook: proposed NR boundaries outlined in purple; APE to right (east) of broken red line



1720 Crestdale Drive (1961) (within APE)



1713 Crestdale Drive (1961) (within APE)



2500 block of Pinestream Drive (within potential HD)



2500 block of Dalebrook Drive (within potential HD)



2500 block of Tanglewood Drive (within potential HD)



1800 block of Trentwood Drive (within potential HD)





1800 block of Crestdale Drive (within potential HD)



Entry at Crestdale Drive and Newland Road (within potential HD)

## LINCOLN HEIGHTS HISTORIC DISTRICT MK 3266

### History

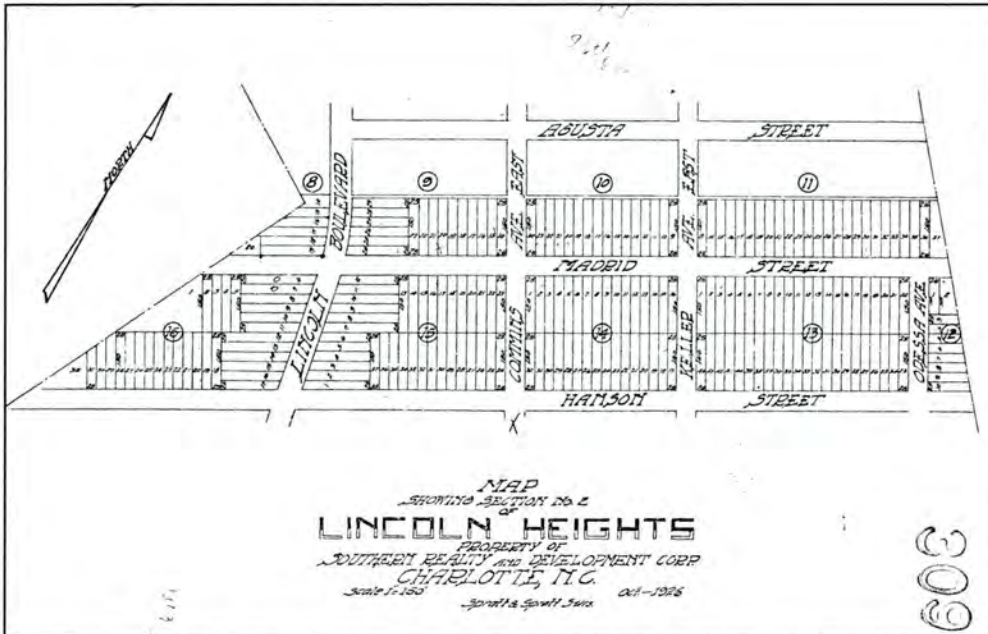
Six plat maps were drawn for the developers, or proposed developers, of the Lincoln Heights neighborhood. The first two of these maps encompassed a few blocks on the east side of Beatties Ford Road near Keller Avenue, well west of the APE. They were located on the property of J.J. Misenheimer, the developer of Oaklawn Cemetery (Mecklenburg County Plat Map Book 3/Sheet 144 (March 1924) and Book 3/Sheet 288 (Revised Map-June 1926). Four additional maps were filed over the course of the remainder of the decade by the Southern Realty and Development Corporation (Mecklenburg County Plat Map Book 3/Sheet 309 (Section 2-October 1926), Book 3/Sheet 341 (Section 3-June 1927), Book 3/Sheet 382 (Section 4-November 1927), and Book 3/Sheet 491 (Part of Lincoln Heights-January 1929). Some street names are different than at present and some streets with current names were never fully built out as planned, but the scheme can generally be identified as a grand one. The planned development was to extend, more or less, from Beatties Ford Road on the west to Kennesaw Drive near current I-77 on the east, between current Dalebrook and Oaklawn Park. This neighborhood is known to present as Lincoln Heights.

The development appears to have had little initial success, particularly within the APE. Of the 15 resources in the APE that are 50 years old or older, only two pre-date World War II—2336 Kennesaw (1930) and 2300 Kennesaw (1931). In general, there appears to have been very limited construction within Lincoln Heights within and outside the APE until after the war, with development—likely at the hands of more than one developer—awaiting the 1950s and 1960s.

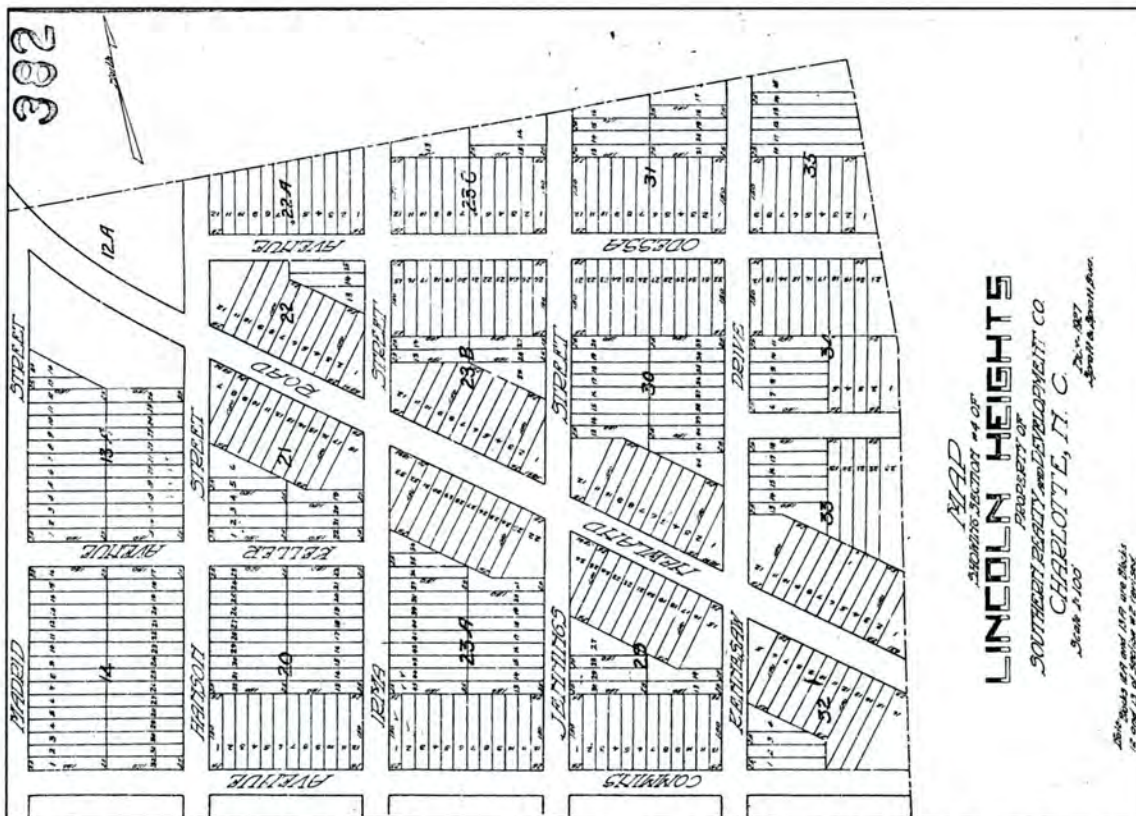
### Description

The four houses on Kennesaw Drive within the APE, which date from 1930 to 1961, are modest, one-story, gable-ended, and frame or brick-veneered. Those on Lasalle Street within the APE are modest, hipped and gable-end residences dating from 1959 to 1963. They are Minimal Traditional and Minimal Ranch types (Little 2009). Two modern gas station/convenience stores abut them. Residences outside of the APE to the west—I-77 is to the east—are generally much smaller, boxy, brick-veneered dwellings in very poor condition. These appear to have been erected as part of a separate development scheme. Those farther east beyond the APE closer to Beatties Ford Road include some built in the 1920s, which may date from the original Lincoln Heights development, and others built after WWII. Modern apartments and small houses have been added throughout as part of neighborhood revitalization efforts.

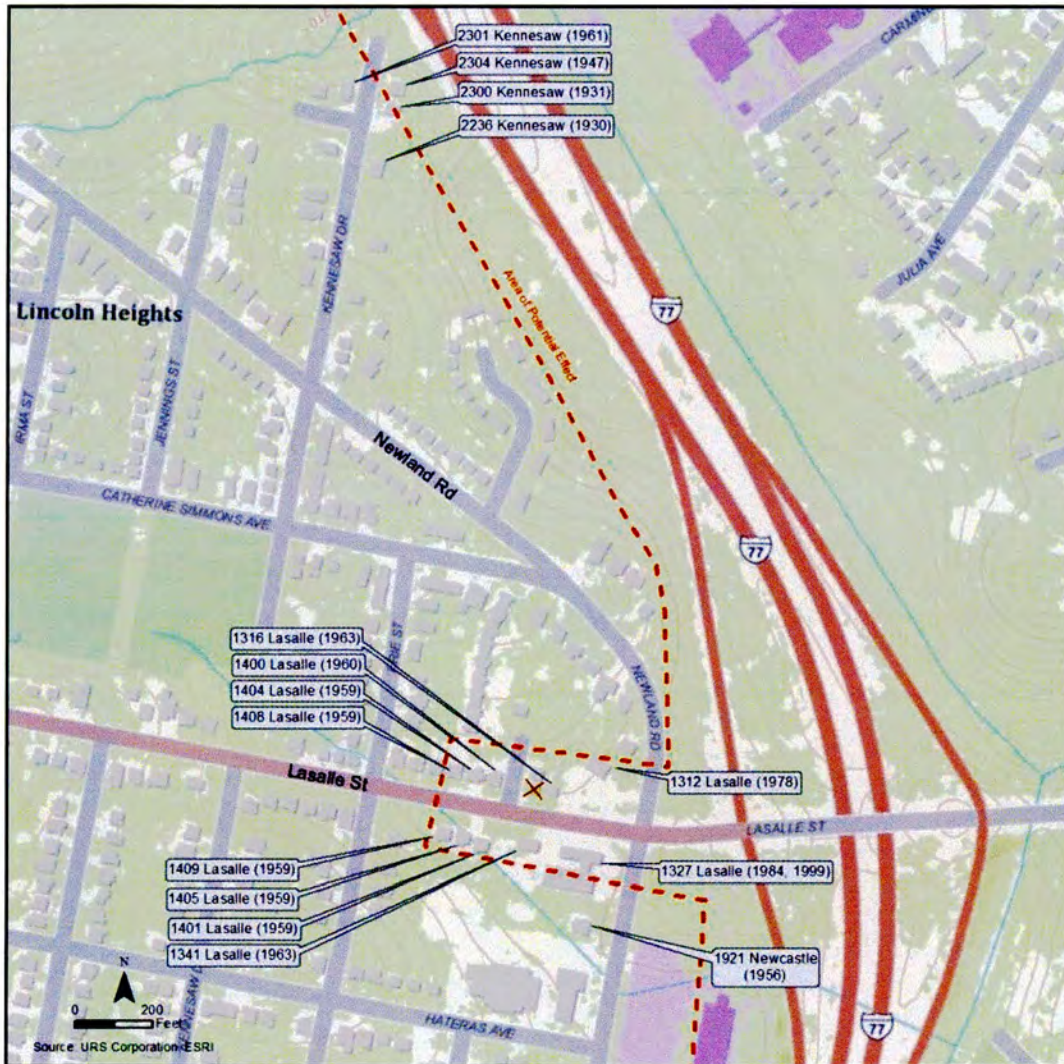
**Recommendation:** The resources of Lincoln Heights within the APE are **not eligible for NR listing** either individually or as part of a historic district. They and nearby resources are not believed to retain sufficient coherence of design or integrity to support National Register significance. Further, they include modern intrusions. Additionally, other African-American neighborhoods from the period—including Dalebrook, Oaklawn Park, and McCrorey Heights—are believed to be more intact and to better represent black suburban development in Charlotte. These resources are therefore not believed to constitute a historic district or to contribute to any potential Lincoln Heights historic district.



Plat map of Lincoln Heights section 2, October 1926 (source: Mecklenburg County Plat Map Book 3/Sheet 309)



Plat map of Lincoln Heights section 4, November 1927 (source: Mecklenburg County Plat Map Book 3/Sheet 382)



Lincoln Heights: APE is to right of broken red line



2301 Kennesaw Drive (1961) (within APE)



2304 Kennesaw Drive (1947) (within APE)



2300 Kennesaw Drive (1931) (within APE)



2236 Kennesaw Drive (1930) (within APE)



2200 block of Kennesaw Drive, just west of APE (outside of APE)



Northwest corner of Kennesaw Drive and Newland Road with 1800 Newland (1958) at corner (outside of APE)



North side of Newland Road west of Lincoln Heights Court with 1704 Newland (1962) at right (outside of APE)



1400 Lasalle Street at right (1960) with 1400 and 1408 Lasalle (both 1959) to left (within APE)





1316 Lasalle Street (1963), at left, and 1312 Lasalle Street (1978), at right (within APE)



1327 Lasalle Street (1984, 1999), at left, and 1341 Lasalle Street (1963), at right (within APE)



1401 Lasalle Street (1959), at left, with 1405 and 1409 Lasalle (both 1959), at center (within APE), and houses outside of APE beyond

## OAKLAWN PARK HISTORIC DISTRICT (MK-3220)

### History

The two premier black neighborhoods built in Charlotte in the 1950s and 1960s, as noted at the historic context, were Oaklawn Park and McCrorey Heights. Oaklawn Park began its development in the middle of the 1950s just as McCrorey Heights, which stood just to its south, began to fill with houses. Its success reflected the continued movement of Charlotte's black community out of center city into the city's northwestern corner. Unlike the essentially rectilinear layout of McCrorey Heights, Oaklawn featured curving streets. This was likely largely due to geographic features and existing resources, rather than pronounced design decisions. Streams meandered along all four sides of the neighborhood and the irregularly shaped Oaklawn Cemetery occupied its center. Oaklawn Park's gently curving streets were nestled between the watercourses and the cemetery's borders, which gave it its U-shaped appearance.

The neighborhood was officially platted in three connected sections in March 1955 (Mecklenburg County Plat Map Book 7/Sheets 325, 327, and 329). A wooden sign near its edge says "Oaklawn Park – Since 1956," indicating that development began almost immediately. In 1959 a small extension was platted to the south on Dean Street (Mecklenburg County Plat Map Book 8/Sheet 459). The three 1955 maps bear the name of Harry P. Davis & Associate. Research turned up little information on Davis. The 1951 city directory lists him as a civil engineer with the substantial firm of Alse V. Blankenship, which along with engineering engaged in subdivision development. Whether Davis was the developer or working for a developer is not clear. Blankenship, his former employer, laid out numerous subdivisions, but always for separate development firms. Tom Hanchett (n.d.) calls Blankenship "Perhaps the most prolific subdivision designer among Charlotte's civil engineers" and notes that he designed numerous street systems in the city, including all of the subdivisions owned by C. D. Spangler, Sr. and George Goodyear and "a number for the region's two largest post-WWII developers, John Crosland and Charles Erwin." Whether Davis had continued the same pattern after having set out on his own is not known.

As noted at the historic context, Fulwood identifies Oaklawn Park and McCrorey Heights as separate from, and above, other black neighborhoods. He describes it as so solidly middle-class and normative that he felt more kinship with middle-class white children when first bused to an integrated school, than he did with more hardscrabble black children carried to the school: "The white kids comported themselves more like us, the McCrorey Heights/Oaklawn Park bunch, Westside Charlotte bourgeois blacks" (Fulwood 1996:31). The neighborhood has retained its position from its mid-1950s construction through Fulwood's days on buses in the 1970s to the present.

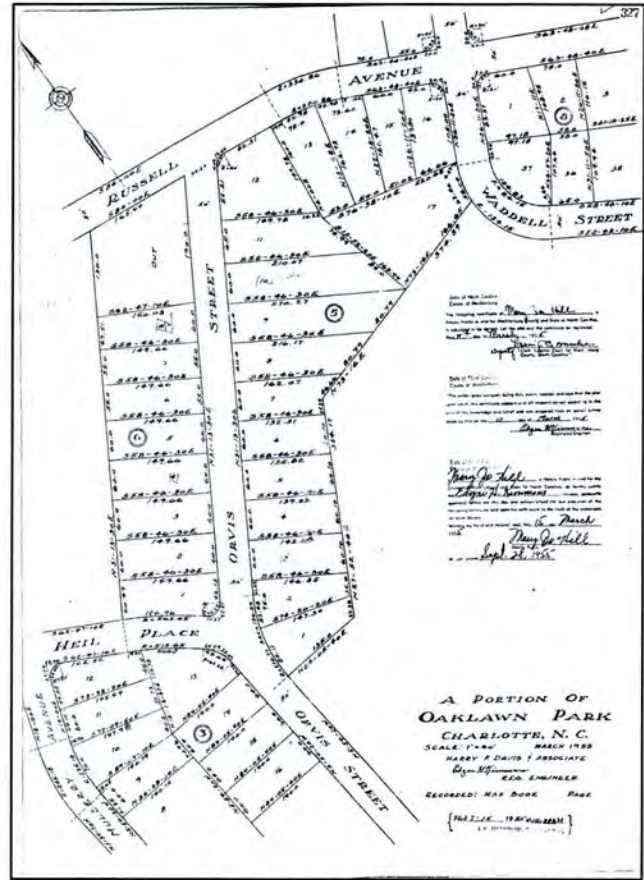
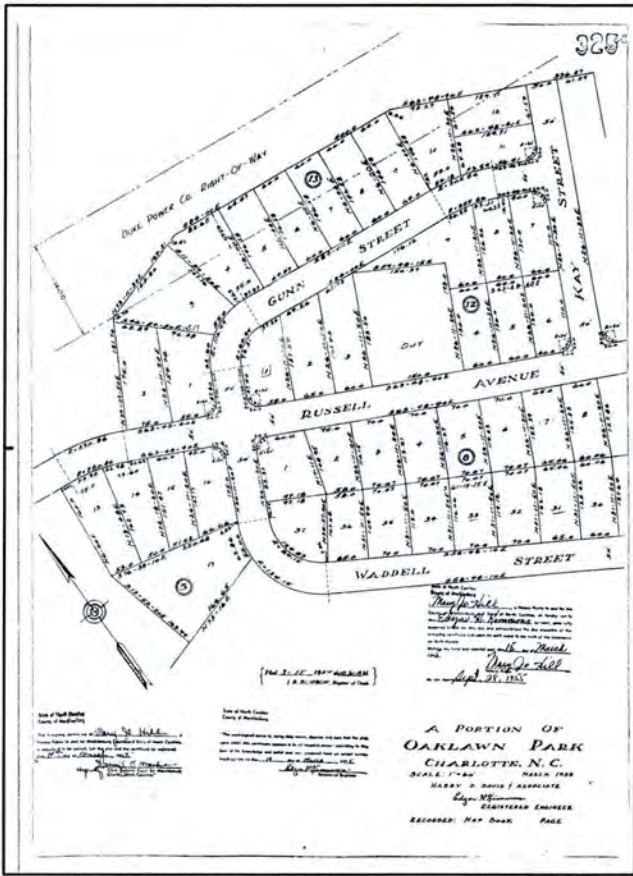
### Description

Within the project's APE, the neighborhood was almost entirely built out by 1961, with almost all of its houses having risen between 1956 and 1959. The lion's share of its residences are one-story, brick-veneered, gable-end or hipped-roof dwellings. Some are Minimal Ranch houses with low-pitched roofs, horizontal lines, rectangular footprints, and a width of four or five bays (Little 2009). Others are archetypal Ranch-style houses with a picture window adjacent to the entry, small horizontal windows set high in the wall beneath the eaves on the other side of the entry, and some detail worked in brick or stone. Adding further variety is the occasional use of façade gables. Representatives of these depicted below include 1500 Dean Street (1956), 1422 and 1426 Waddell Street (both 1957), and 1330 and 1236 Dean Street (both 1959). (Construction dates are taken from city tax records.) Interspersed among these are a few larger split-level residences including 1440 Waddell Street (1958), depicted below.

Oaklawn Park's houses have been little altered over the years, retaining original brick-veneered walls, sash, and accents of applied brick and stone. The lots continue to be grassy and well-maintained with a scattering of mature shade trees, mostly at their rear. There is virtually no modern infill in the neighborhood, at least within that portion that falls within the APE.

**Potential Bounds:** The potential boundaries of Oaklawn Park are Dean Street on the east, Gunn Street and Russell Avenue on the north, Orvis Street and Mulberry Avenue on the west, and an unnamed watercourse and the bottom of Oaklawn Cemetery on the south. These streets wrap around the east, north, and west sides of the cemetery, which predates the neighborhood and is not included within its boundaries. These boundaries are almost completely congruent with the neighborhood as platted. The neighborhood's boundaries might potentially extend further west towards Beatties Ford Road. This area was not explored in detail, because it and the western portion of Oaklawn Park extend well beyond the project's APE. However, the boundaries of the neighborhood are most likely those of its plat maps, for the streets to the west are covered by two immediate post-World War II developments or at least proposed developments. Just north and west of Russell Avenue and Jennings Street, a plat map for Biddle Heights Annex was drawn in February 1945 (Mecklenburg County Plat Map Book 5/Sheet 3). South of this map, along Vinton and Condon Streets immediately west of Oaklawn Park, an additional map was filed for Biddle Heights Annex No. 2 in April 1946 (Mecklenburg County Plat Map Book 5/Sheet 141). Whether these were developed as separate neighborhoods or as extensions of Oaklawn Park would have to be determined before consideration could be given to extending its boundaries beyond those of its original plat maps.

**Recommendation:** <sup>Platted</sup> **Eligible for NR listing** under Criteria A and C as one of the two best intact representative of a planned, 1950s/early-1960s-era, African-American, middle-class suburb of Charlotte. Its areas of significance are Architecture, Ethnic Heritage: Black, and Community Development and Planning. Its period of significance extends from 1955, when it was platted, to c1961, by which date it appears to have been built out. All or virtually all of its houses survive little if at all altered on well-cared for lots and Oaklawn Park is therefore believed to retain all seven elements of National Register integrity.



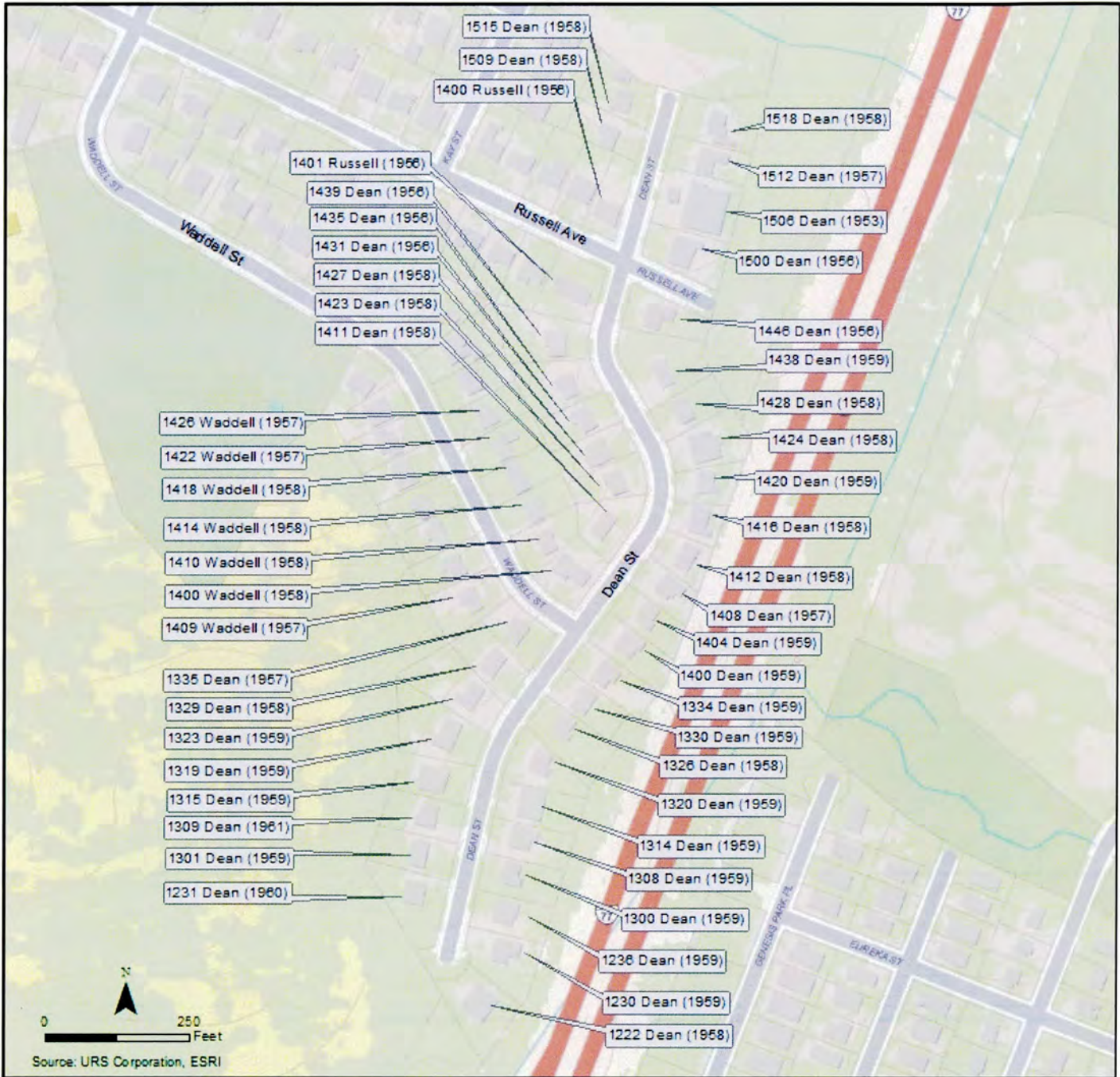
Plat map of northwestern portion of Oaklawn Park, at left, and southwestern portion, at right, 1955 (source: Mecklenburg County Plat Map Book 7/Sheet 325, at left, and Sheet 327, at right)



Plat map of northeastern portion of Oaklawn Park, 1955, at left, and southeastern portion, at right, 1959 (source: Mecklenburg County Plat Map Book 7/Sheet 327, at left, and Book 9/Sheet 19, at right)



Oaklawn Park: proposed NR boundaries in purple; APE to right of broken red line



Oaklawn Park: location of resources within APE, all in late 1950s/early 1960s; double reddish line at right is I-77



1500 Dean Street (1956) (within APE)



1446 Dean Street (1956) at Russell Avenue (within APE)





1400 block Dean Street (within APE)



1400 Waddell Street (1958), at right, and 1410 Waddell (1957), at left, from Dean Street (within APE)



1422 Waddell Street (1957), at right, and 1426 Waddell (1957), at left, (within APE)



1330 Dean Street (1959) (within APE)



1236 Dean Street (1959), at right, (within APE)



1500 Gunn Street (1957), at right, and 1506 Gunn (1958) at left, west of Kay Street (within potential HD)



1507 Russell Street (1955), at right, and 1513 Russell (1955), at center (within potential HD)

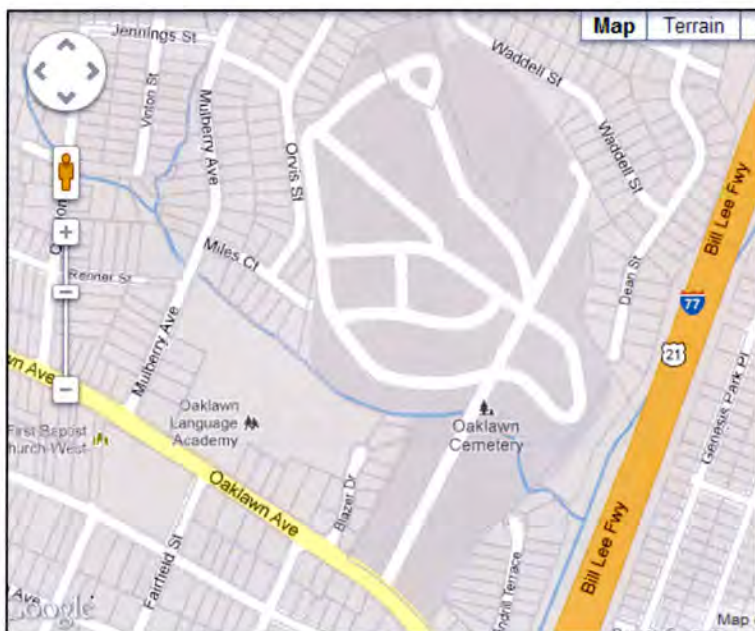


1400 block of Russell Avenue, west of Dean Street (within potential HD)

## OAKLAWN CEMETERY MK 3273

**History/Description:** Established 1915 by J.H. Misenheimer. Deeded to city in 1956. Encompasses 47 acres. The cemetery includes the grandest funerary resource in the city—a large, domed and porticoed, rusticated-stone, Neoclassical Revival style mausoleum at its northern end built in 1928 according to tax records—and fine early twentieth-century monuments at its southern end near at its principal entrance off of Oaklawn Avenue. (The stone gate posts at Oaklawn are modern.) Between these is an array of hundreds of common marker types with no notable artistic characteristics of a group that date from the twentieth and early twenty-first centuries. While the earlier markers in the southern portion of the cemetery identify the graves of white Charlotteans, those closer to the mausoleum rise above the graves of black residents of the city. They date from the late twentieth and early twenty-first centuries, after the city acquired the cemetery. The cemetery occupies tax parcels 07508320 and 07508347 (site of the mausoleum).

**Recommendation:** The cemetery is not believed to have distinctive design features, for the large majority of its markers are common types that are not noteworthy for their design and many are less than 50 years old. The markers at its southern tip constitute only a tiny percentage of its total markers and its mausoleum stands on a separate tract at its northern end. The cemetery is therefore **not eligible for NR listing**. The mausoleum and its separate parcel, which are located two blocks west of the APE, may be individually eligible for NR listing, separate from the body of the cemetery. That determination is beyond the scope of the current project and its APE.



Oaklawn Cemetery: shaded in gray in map at left; divided into sections in city-generated map at right, with mausoleum depicted at top



Oaklawn Cemetery, mausoleum in northern portion viewed from Waddell Street



Oaklawn Cemetery, mausoleum in northern portion



Oaklawn Cemetery, African-American graves in northern portion



Oaklawn Cemetery, central portion



Oaklawn Cemetery, central portion



Oaklawn Cemetery, central portion





Oaklawn Cemetery, southern portion near Oaklawn Avenue



Oaklawn Cemetery, southern portion near Oaklawn Avenue



Oaklawn Cemetery, modern stone entry posts at Oaklawn Avenue

## McCROREY HEIGHTS HISTORIC DISTRICT (MK-3221)

### History

The two premier black neighborhoods built in Charlotte in the 1950s were McCrorey Heights and Oaklawn Park. As noted at the historic context, at the close of the nineteenth century and during the first two decades of the twentieth century, many of Charlotte's African-American residents began to shift from the city's central wards, where they were concentrated, to the established northwestern neighborhood of Biddleville and the new Washington Heights neighborhood, both of which stood near Biddle (now Johnson C. Smith) University. These two neighborhoods were initially centered on the college and the streetcar line that ran from uptown Charlotte north out Beatties Ford Road. While Biddleville had developed over time, Washington Heights had been conceived of as a new black streetcar suburb by white developer W.S. Alexander. When Washington Heights was platted by Alexander in 1913, an eastern extension of the neighborhood, to be called Douglassville, was under consideration, but did not initially materialize. In the 1930s Dr. H.L. McCrorey (1863-1951), who was president of Johnson C. Smith from 1907 to 1947 and also an investor in Washington Heights, took over the development of the planned Douglassville (Flono 2006:XII, 2; Hanchett 1988:16-17, 43; Charlotte Mecklenburg Historic Landmarks Commission n.d.; Ingalls and Heard 2010:180; Jeffers and Gray 2009).

According to a longtime resident, McCrorey desired to build a neighborhood for Charlotte's middle-class black residents and, additionally, "wanted the land developed for the teachers and students of Johnson C. Smith University" (Jeffers and Gray 2009). He owned a portion of the neighborhood even prior to 1940, when he filed a plat map of the eponymously named new neighborhood (Mecklenburg County Plat Map Book 4/Page 437). At least three houses had been built in the neighborhood in the 1930s, including the two Colonial Revival-style residences at 1710 Oaklawn (built 1932) and 1714 Oaklawn (1933), pictured below, within the APE. (Construction dates are taken from city tax records.) These two houses may have been among the earliest McCrorey Heights residences for, according to city directories, by the early 1930s virtually all of Oaklawn Avenue—from Statesville Road across current I-77 on the east, to Beatties Ford Road on the west—was occupied by African-Americans. In 1936 Dr. Robert H. Greene and his wife, Gladys, moved from the old African-American Brooklyn neighborhood in the Second Ward to the new neighborhood, where they purchased from Janine L. Graham "Lot 5, block 4 of the property of Dr. H.L. McCrorey" (Jeffers and Gray 2009). On this lot, at 2001 Oaklawn Avenue just two blocks east of Beatties Ford Road, they erected a two-story Colonial Revival-style house, which was designated a Charlotte-Mecklenburg historic landmark in 2009. Why Graham and not McCrorey was the owner of the lot was not determined.

Early development in the neighborhood was quite limited, however, even after McCrorey platted it in 1940. McCrorey Heights' re-platting in 1949, along lines almost identical to those of 1940, appears to have marked its true beginning (Mecklenburg County Plat Map Book 4/Sheet 437 and Book 6/Sheet 230). McCrorey's role in the re-platting is not clear: the new map no longer includes his name and he was, in 1949, well into his 80s and but a few years short of his death. Block-level census data show that few houses had been built on either side of Oaklawn Avenue west of Irvin Creek by 1950. Only the few blocks closest to Beatties Ford Road had seen any notable construction (Staff of Charlotte-Mecklenburg Planning Commission 1968). Concentrated building in McCrorey Heights did not commence until the early 1950s—when the neighborhood's first houses were built at its western edges—and did not reach as

— on the N.  
far as Andriil Terrace within the APE, at the neighborhood's eastern edge, until the late 1950s/early 1960s.

While McCrorey platted the first map for the neighborhood, others built houses there. An article in the promotional publication *Home Building of Charlotte* of January 1959 notes that local white developer Lex Marsh was active in the neighborhood: "In McCror[e]y Heights usually he pre-sells his homes for colored people in the \$14,000.00 to \$18,000.00 price range." Marsh was one of the four major players in the post-World War II development of Charlotte, along with C.D. Spangler, John Crosland, and Charles C. Ervin (Charlotte Chamber of Commerce 2012a and 2012b).

✓ Sam Fulwood III (born 1956) writes at length about his youth in McCrorey Heights in *Waking from the Dream: My Life in the Black Middle Class* (1996), with emphasis on its status within the black community in Charlotte. He (1996:7) opens the memoir as follows:

I grew up believing I lived in a near-perfect world. God in Heaven was perfection, and I had the closest thing on Earth, in Charlotte, North Carolina. I lived with my father, mother and brother on a quarter-acre lot in a single-story, five-room redbrick house in a subdivision called McCrorey Heights. A community of 130 homes, McCrorey Heights was a place where preachers, schoolteachers, principals, college professors, doctors, dentists, lawyers, police officers and homemakers lived comfortably. These people were all Negroes—or black people, as they were slowly, laboriously beginning to think of themselves, though "colored" still slipped easily off many older people's tongues. This community was a new frontier, built to accommodate the expanding tastes and pocketbooks of an educated black middle class whose housing options were limited by the living legacy of Jim Crow.

...It was the early 1960s and I played ball in the streets and raced through wooded lots with other neighborhood kids. This was a world where all the girls had Barbie dolls, the boys G.I. Joes, and every kid owned roller skates and bicycles. We played oblivious to the powerful forces of race and class from which our families shielded us.

Fulwood (1997:8-9) goes on to describe his parents' arrival in Charlotte from nearby rural Union County:

...Daddy, like his father, was a Presbyterian minister. Momma, like her father and all but one of her six siblings, was an elementary school teacher. These were ideal pedigrees for Southern black society's elite.

So in 1950, the Reverend S.L. Fulwood, Jr., and his bride, the former Hallie Massey, purchased our family home and came to live in McCrorey Heights. Back then, the community was no more than a muddy tract on what had been a municipal landfill just inside the Charlotte city limits. McCrorey Heights was hidden behind a city waterworks on Beatties Ford Road, a major artery that once served as a Colonial-era path linking the western edge of Charlotte to a commercial waterway running through the Piedmont foothills. Just outside our subdivision was Biddleville, an old and distinguished streetcar suburb for blacks....

My parents knew what they were doing by choosing to live in this Ozzie and Harriet enclave of black Charlotte. It would grow with Charlotte's black middle class and provide a buffer against the hostile world outside. Though I doubt the idea ever crossed their minds, McCrorey Heights was the buppie cocoon of their day.

And Fulwood (1998:30-31) further highlights the middle-class nature of McCrorey Heights and neighboring Oaklawn Park, in contrast to similar white neighborhoods and less-well-to-do black ones, when describing his first day of mandated integration-prompted school busing:

On September 9, 1970, I rode a bus for the first time twenty miles across Charlotte to attend classes at McClintock Junior High in a neighborhood much like my own, except it was white....

When the buses arrived at McClintock, carrying the kids from McCrorey Heights and another middle-class enclave adjacent to my neighborhood, I was shocked to find a group of students with hostile *black* faces. They had loud voices and aggressive manners. None of them carried notebooks or little book bags. A couple of the boys dribbled a basketball. One boy sucked on a Kool cigarette and slowly puffed out a series of perfect smoke rings.....

....

The white kids comported themselves more like us, the McCrorey Heights/Oaklawn Park bunch, Westside Charlotte bourgeois blacks. By comparison, they seemed far less threatening and much less remarkable than I had imagined....

This account shows, among other things, that 20 years after Fulwood's parents had chosen McCrorey Heights as their home, the neighborhood had retained its hoped-for "Ozzie and Harriett" character. Two more decades later the *Charlotte Observer* (January 5, 1991) found that it still held the same charm: with its "winding streets, neat yards" it was one of the "pockets of middle-class life, still-nice neighborhoods in the area." Three decades after that account, in the present, it still possesses the same character and charm.

## Description

McCrorey Heights encompasses a rough rectangle of seven north-south streets—Fairmount Street, Condon Street, Mulberry Avenue, Fairfield Street, Clifton Street, Creek Street, and Andrill Terrace—and five east-west avenues—Oaklawn, Washington, Patton, Madison, and Van Buren. It is almost entirely residential and, with the exception of the few Colonial Revival-style, two-story houses from the 1930s on Oaklawn Avenue, filled with one-story, brick-veneered, gable-end, Ranch-type houses (Little 2009). The smallest are of the Minimal Ranch type with low-pitched roofs, horizontal lines, rectangular footprints, and a length of three or four bays. A few of these have a front gable that harkens back to the Colonial or Tudor Revival styles. Many somewhat larger houses in the neighborhood are of the archetypal Ranch style, with side-gabled roofs, asymmetrical entries with a picture window to one side and horizontal or less than full-length windows to the other, the occasional carport, and some detail created by applied brick and stone. Some of these have hipped roofs and a few have façade gables. The neighborhood also includes some large contemporary Ranch-style dwellings with wide overhanging eaves that reach out to their large lots, carports and porches, and varied asymmetrical groupings of

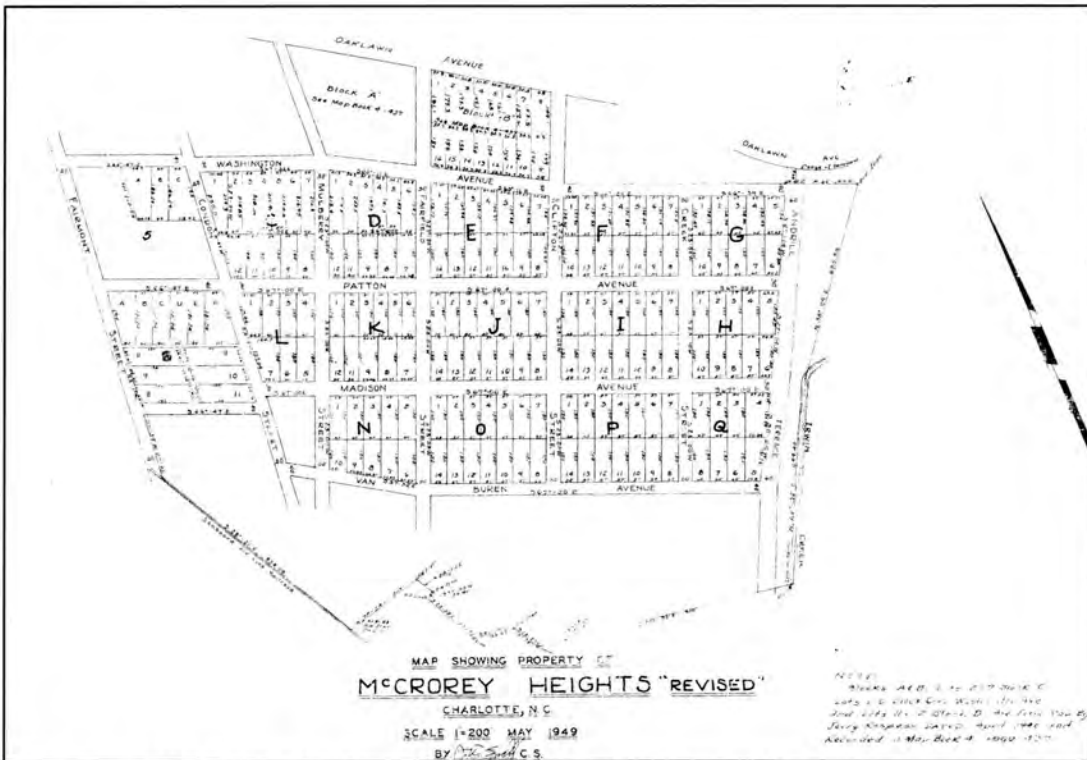
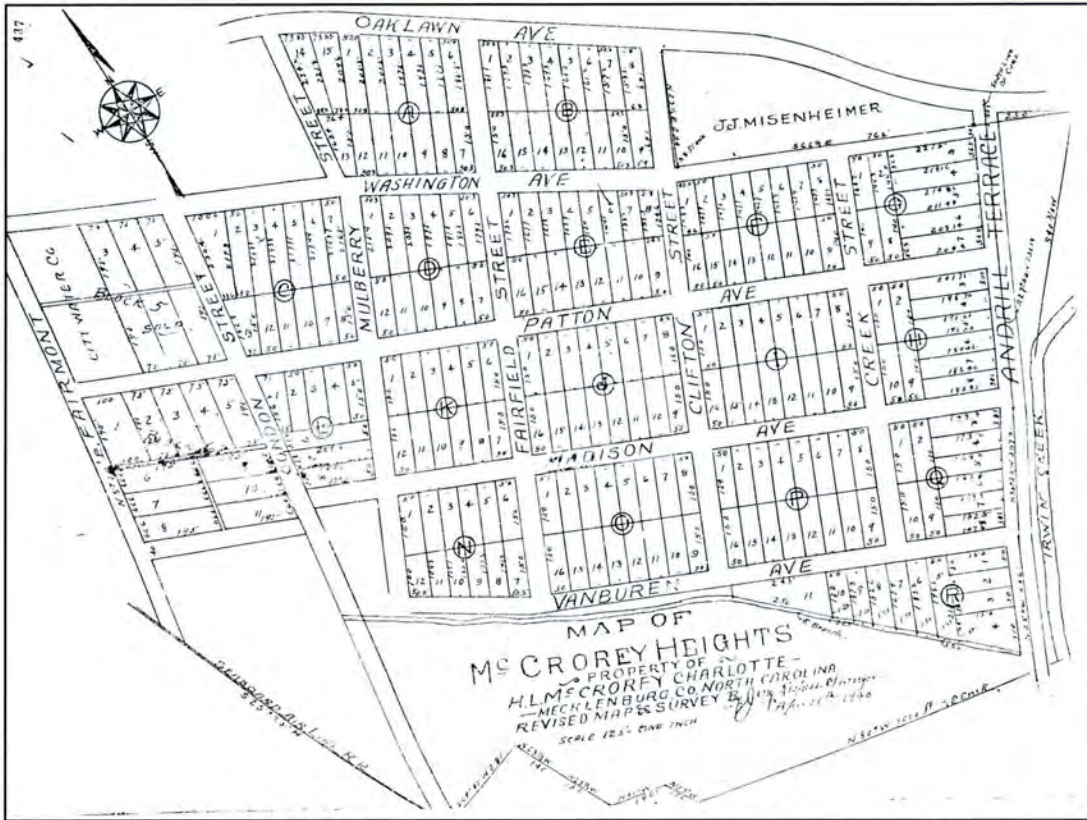
windows. The Ranch types in the neighborhood are less cookie-cutter in character than is often the case in planned developments. The types are varied in detail and size and merge one into the other.

**Potential bounds:** The potential boundaries of McCrorey Heights are Oaklawn Avenue on the north, Fairmont Street on the west, Van Buren Avenue on the south, and Andrill Terrace on the east. These boundaries are almost completely congruent with the neighborhood as platted. They exclude the single-block cul-de-sac of Blazer Drive north of Oaklawn, which was not part of the original development and consists of small inexpensive houses from the 1960s. And they exclude Andrill Terrace north of Oaklawn Avenue, which was platted in 1959 as Oaklawn Terrace (Mecklenburg County Plat Map Book 9/Sheet 19) and has been cleared of dwellings, but for the burned-out shells of two small houses erected about 1959.

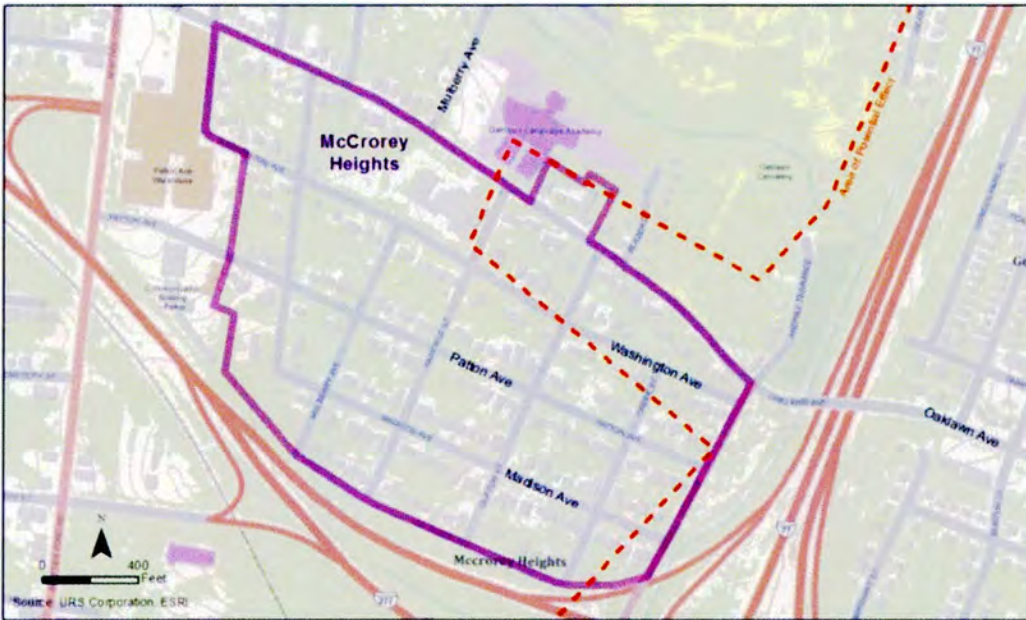
**Recommendation: Eligible for NR listing** under Criteria A and C as one of the two best intact representative of a planned, 1950s/early-1960s-era, African-American, middle-class suburb of Charlotte. Its areas of significance are Architecture, Ethnic Heritage: Black, and Community Development and Planning. Its period of significance extends from 1949, when its revised plat map was filed, to c1969, by which date it appears to have been almost entirely built out. Its small number of houses constructed within the past 50 years continue the Ranch-style designs of their predecessors. Their near contemporary dates of construction and place on a design continuum clearly connect them with the neighborhood and they therefore need not meet the exceptional significance criterion. McCrorey Heights' houses have been little altered and retain original siding and sash and carefully maintained, grassy lots. The neighborhood is therefore believed to retain all seven elements of National Register integrity.

how many  
houses?  
bet  
1963-69

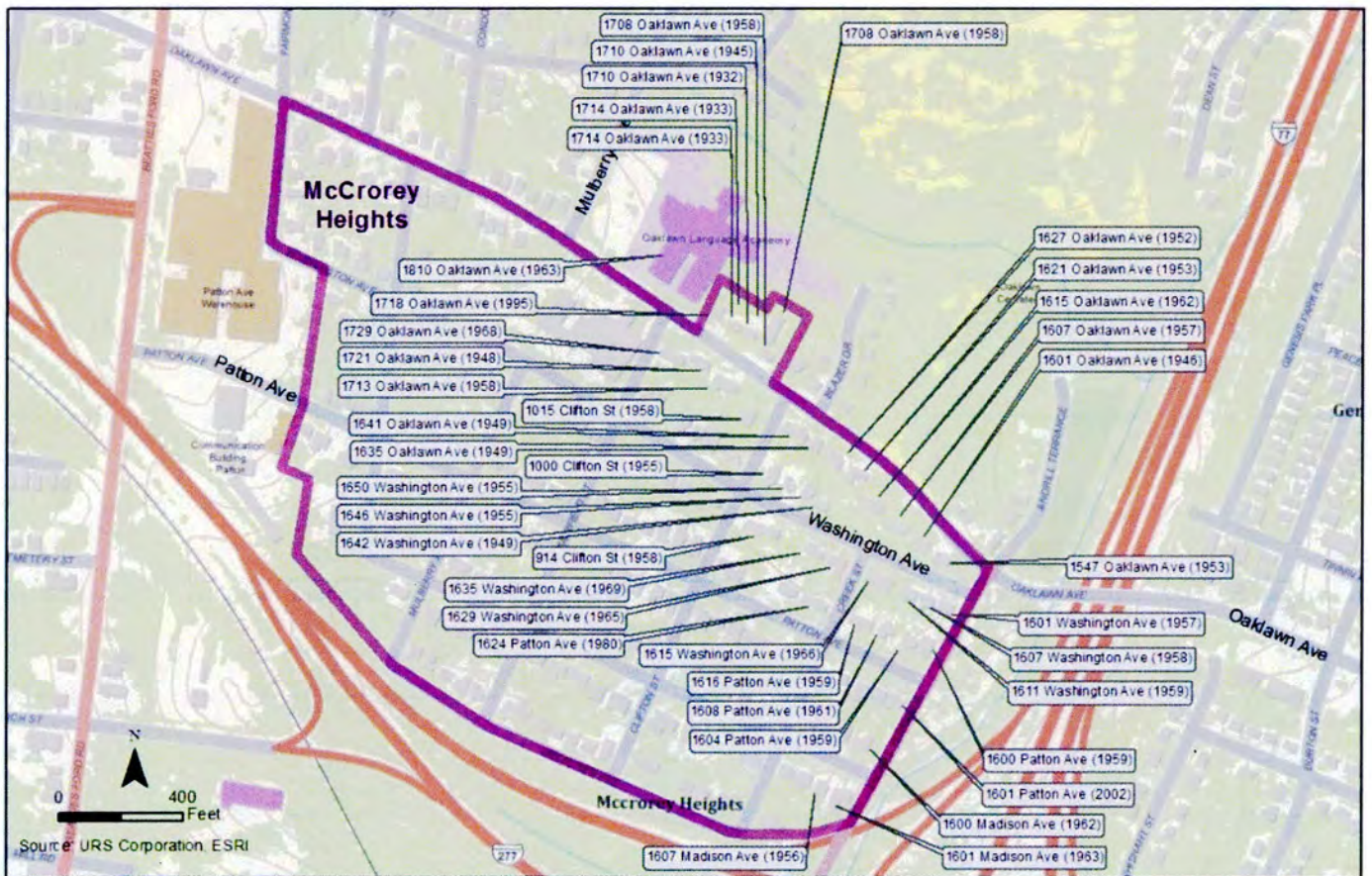




Plat map of McCrorey Heights, 1940, at top, and Revised, 1949, at bottom; note presence of Irwin Creek rather than I-77 at east (source: Mecklenburg County Plat Map Book 4/Sheet 437, at top, and Book 6/Sheet 230, at bottom)



McCrorey Heights : proposed NR boundaries in purple; APE to right of broken red line



McCrorey Heights: location of resources within APE





1714 (1933), 1710 (1932), and 1708 (1958) Oaklawn Avenue (within APE)



1713 Oaklawn Avenue (1958) (within APE)



1615 Oaklawn Avenue (1966) (within APE)



1650 (1953), 1646 (1955), and 1642 (1949) Washington Avenue (within APE)



1611 (1954) and 1607 (1958) Washington Avenue (within APE)



1604 Patton Avenue (1959) (within APE)



1600 Madison Avenue (1960) (within APE)



1601 Madison Avenue (1963) with Irwin Creek at left and I-77 beyond (within APE)



1624 Madison Avenue (1963) west of Creek Street (outside of APE within potential HD)



1712 Madison Avenue (1963) at right between Fairfield and Clifton streets (outside of APE within potential HD)



1811 Patton Avenue (1951) between Mulberry Avenue and Fairfield Street (outside of APE within potential HD)

**NORTH PINWOOD CEMETERY** MK 3274

**History/Description:** Charlotte purchased this 15-acre parcel and established North Pineville Cemetery in 1947 near the eastern edge of Biddleville. The city created it to provide additional burial plots for African-Americans after all lots in Pinewood Cemetery (1895) were sold and West Pinewood Cemetery (1935) began to fill. The markers are basic granite headstones with curved tops and some rustication. The cemetery occupies tax parcel 07838613.

**Recommendation:** This cemetery is not believed to have distinctive design features and is therefore **not eligible for NR listing** as an individual resource. The area around it has largely been cleared by the construction of I-277 and I-77 and the expansion of Johnson C. Smith University and it therefore is **not eligible for NR listing** as part of any potential Biddleville historic district.

*no impact on integrity*



North Pinewood Cemetery



North Pinewood Cemetery



North Pinewood Cemetery



North Pinewood Cemetery



**(FORMER) WAREHOUSE—700 NORTH SUMMIT AVENUE MK 3275**

**History/Description:** Functional, unadorned, concrete-block, flat-roofed, 31,000-square-foot warehouse built, according to tax records, in 1948, near the eastern edge of African-American Biddleville neighborhood. The former warehouse occupies tax parcel 07838801.

**Recommendation:** Has no known historical or architectural significance and has been altered and is therefore **not eligible for NR listing** as an individual resource. The area around it has largely been cleared by the construction of I-277 and I-77 and the expansion of Johnson C. Smith University and it therefore is **not eligible for NR listing** as part of any potential Biddleville historic district.



(Former) Warehouse



(Former) Warehouse

## WEST PINWOOD CEMETERY MK 1972

**History/Description:** When all lots in Pinewood Cemetery (1895) were purchased, the city of Charlotte acquired this 12-acre property near the eastern edge of the Biddleville neighborhood to provide additional burial plots for African-Americans. Its first burial was in 1935. The markers are basic granite headstones with flat or curved tops and some rusticated surfaces. The rusticated stone entry walls may date from the cemetery's establishment. The cemetery's tax parcel was not identified in online tax records.

**Recommendation:** Cemetery is not believed to have distinctive design features and is therefore **not eligible for NR listing** as an individual resource. The area around it has largely been cleared by the construction of I-277 and I-77 and the expansion of Johnson C. Smith University and it therefore is **not eligible for NR listing** as part of any potential Biddleville historic district.



West Pinewood Cemetery



West Pinewood Cemetery



West Pinewood Cemetery



West Pinewood Cemetery

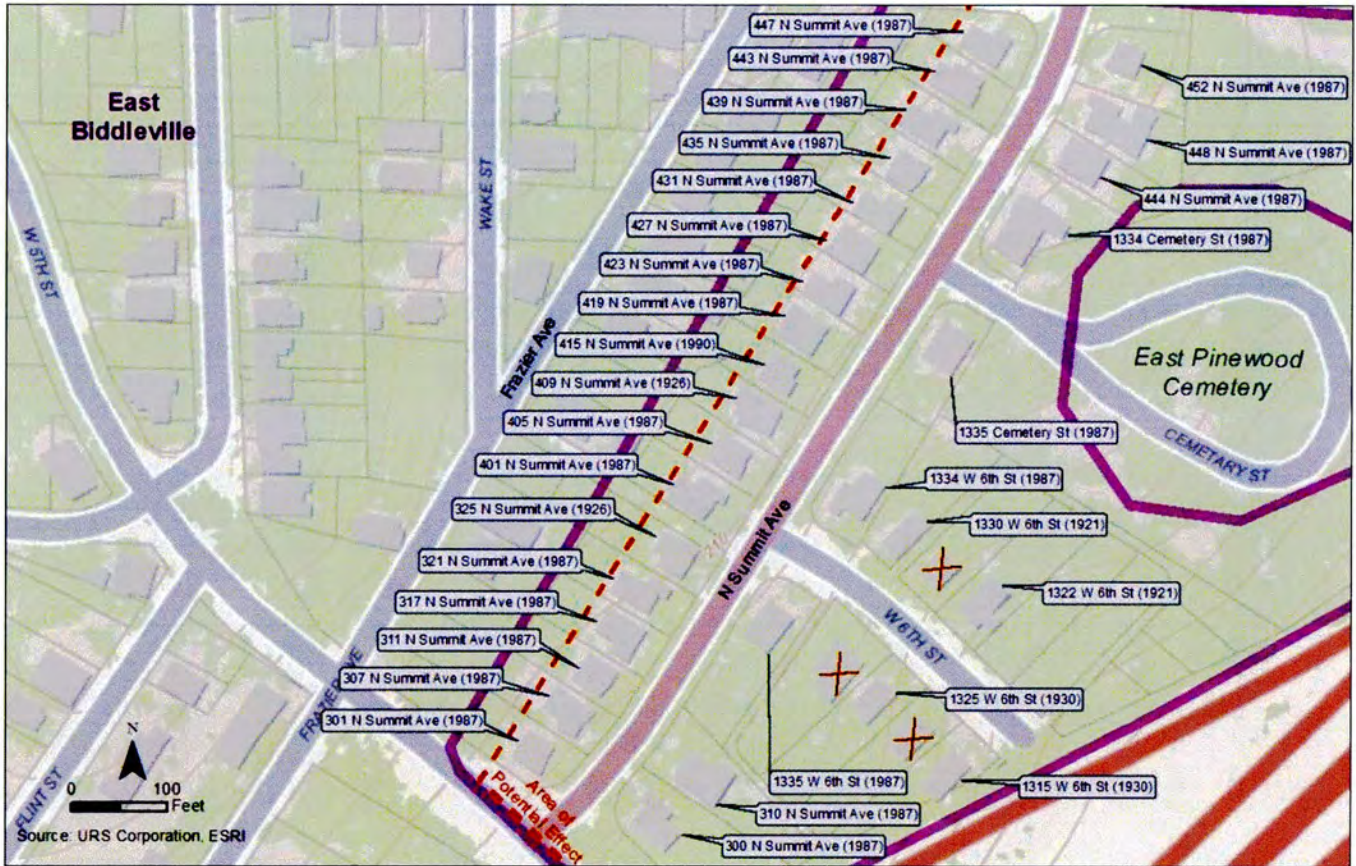
## BIDDLEVILLE/EAST BIDDLEVILLE NEIGHBORHOOD MK 3267

When Johnson C. Smith University was established northwest of Charlotte's city limits in the last third of the nineteenth century, African-Americans lived around it. Early called Biddle University, the college lent its name to the surrounding neighborhood—Biddleville. At the close of the nineteenth century, additional African-Americans shifted from the city's central wards to the northwestern neighborhoods of Biddleville and Washington Heights. These two neighborhoods were initially centered on the streetcar line that ran from uptown Charlotte out Beatties Ford Road and on past the college. Most of Biddleville is now located west of Johnson C. Smith and Beatties Ford Road, roughly between the Brookshire Freeway and Rozelles Ferry Road (Flono 2006:XII, 2; Hanchett 1988:16-17, 43; Charlotte Mecklenburg Historic Landmarks Commission n.d.; Ingalls and Heard 2010:180; Jeffers and Gray 2009).

A small piece of the early neighborhood survives south of the college and east of 5th Street. It has been largely altered by the construction of I-277, which destroyed numerous houses; the extension of the college; and the erection of many houses in the 1980s on North Summit Avenue. Within the APE, 13 houses (only two of which predate 1987) stand on North Summit along with a surviving finger of West 6th Street. The six early houses were likely built between about 1921 and 1930 and are an isolated remnant of the eastern end of the Biddleville neighborhood. Whether a potentially NR-eligible Biddleville Historic District stands west of Beatties Ford Road is not addressed here, for it is beyond the scope of the current project and its APE.



General location of Biddleville neighborhood and east Biddleville community



Resources within APE in east Biddleville community; APE to right of red broken line

**HOUSE—1330 WEST 6th STREET (within APE)**

**History/Description:** Largely intact, frame, weatherboarded bungalow with Craftsman-style six-over-one sash, tapered posts at engaged full-façade porch, triangular knee braces, and shingles in front gable. The house was built in 1921, according to tax records, near the eastern edge of Biddleville. It occupies tax parcel 07817206.

**Recommendation:** Has no known historical or architectural significance and is therefore **not eligible for NR listing** as an individual resource. The area around it has largely been cleared by the construction of I-277 and I-77 and the expansion of Johnson C. Smith University, and all but two of the houses on North Summit Avenue within the APE are modern. The house is therefore **not eligible for NR listing** as part of any potential historic district.



1330 W. 6th Street: East side and south front elevations



1330 W. 6th Street: South front elevations; modern 1334 W. 6th at left

**HOUSE—1322 WEST 6th STREET (within APE)**

**History/Description:** Frame, weatherboarded, hip-roofed bungalow with some remaining Craftsman-style features, including exposed rafter ends, front dormer, a few four-over-one sash windows, and tapered porch posts on fieldstone piers. Large front window bays and sash are modern. The house was built in 1921, according to tax records, near the eastern edge of Biddleville. It occupies tax parcel 07817208.

**Recommendation:** Has no known historical or architectural significance and is therefore **not eligible for NR listing** as an individual resource. The area around it has largely been cleared by the construction of I-277 and I-77 and the expansion of Johnson C. Smith University, and all but two of the houses on North Summit Avenue within the APE are modern. The house is therefore **not eligible for NR listing** as part of any potential historic district.



1322 W. 6th Street: East side and south front elevations



1322 W. 6th Street: West side and south front elevations; I-77 immediately to right

**HOUSE—1315 WEST 6th STREET (within APE)**

**History/Description:** Little-altered, frame, weatherboarded, gable-end bungalow with many Craftsman-style features including exposed rafter ends, sweeping front dormer and porch, triangular knee braces, four-over-one sash windows, and tapered porch posts on brick piers. The house was built in 1930, according to tax records, near the eastern edge of Biddleville. It occupies tax parcel 07817125.

**Recommendation:** Has no known historical or architectural significance and is therefore **not eligible for NR listing** as an individual resource. The area around it has largely been cleared by the construction of I-277 and I-77 and the expansion of Johnson C. Smith University, and all but two of the houses on North Summit Avenue within the APE are modern. The house is therefore **not eligible for NR listing** as part of any potential historic district.



1315 W. 6th Street: West side and north front elevations



1315 W. 6th Street: East side and north front elevations



**HOUSE—1325 WEST 6th STREET (within APE)**

**History/Description:** Little-altered, frame, weatherboarded, gable-end bungalow with many Craftsman-style features including exposed rafter ends, sweeping front dormer and porch, triangular knee braces, four-over-one sash windows, and tapered wooden porch posts on brick piers. The house was built in 1911, according to tax records, but is almost identical to the c1930 house at 1315 W. 6th Street and is likely its contemporary. Located near the eastern edge of Biddleville, the house occupies tax parcel 07817125.

**Recommendation:** Has no known historical or architectural significance and is therefore **not eligible for NR listing** as an individual resource. The area around it has largely been cleared by the construction of I-277 and I-77 and the expansion of Johnson C. Smith University, and all but two of the houses on North Summit Avenue within the APE are modern. The house is therefore **not eligible for NR listing** as part of any potential historic district.



1325 W. 6th Street: East side and north front elevations



1325 W. 6th Street: 1315 W. 6th Street and I-77 largely hidden by trees at left

**OTHER HOUSES WITHIN APE**



Looking north up North Summit Avenue with 1334 Cemetery Street (1987) at right and 439 North Summit (1987) at left



Looking west at North Summit Avenue with 1335 Cemetery Street (1987) at left and 427 North Summit (1987) at right



405 North Summit Avenue (1987) at left and much-altered **409 North Summit (1926)** at right



Looking south down North Summit Avenue with altered **325 North Summit (1926)** at right and 317 through 301 North Summit (all 1987) to left



Looking north up North Summit Avenue with 1334 W. 6th Street (1987) at right and North Summit houses erected in 1987 at left

## DOUBLE OAKS/GENESIS PARK HISTORIC DISTRICT (MK-3222)

### History

This African-American neighborhood was originally platted as Selwyn Oaks in 1928, by an entity called the Double Oaks Realty Company, and its grid of streets was included on the overall Sanborn map of Charlotte of 1929, although with no associated detail map. It is not clear whether Selwyn Oaks, which was never built under that name, was contemplated as a black neighborhood. Greenville, the community immediately to its south, was an African-American community by the 1880s (Charlotte-Mecklenburg Historic Landmarks Commission n.d.), so Selwyn Oaks may well have been intended to house black families.

As noted at the historic context, at the close of the nineteenth century and opening two decades of the twentieth, many of Charlotte's African-American residents shifted from the city's central wards, where they were concentrated, to the established northwestern neighborhood of Biddleville and the new Washington Heights neighborhood, both of which stood near Biddle (now Johnson C. Smith) University. Many other black neighborhoods in northwest Charlotte followed, including Dalebrook, Oaklawn Park, and McCrorey Heights, all east of Beatties Ford Road and west of Irwin Creek and the later I-77 (Flono 2006:XII, 2; Hanchett 1988:16-17, 43; Charlotte Mecklenburg Historic Landmarks Commission n.d.; Ingalls and Heard 2010:180; Jeffers and Gray 2009).

The modern construction of I-77 in the 1960s seems to place the Double Oaks and Greenville neighborhoods outside of the orbit of northwest Charlotte. However, before the advent of the highway, it was obvious that Greenville stood immediately east of Biddleville and Washington Heights, and that the Double Oaks neighborhood was located immediately east of the Oaklawn Park neighborhood. The only thing that physically separated these adjacent communities was Irwin Creek, over which the much more imposing and separating obstacle of I-77 was largely built.

The true beginning of Double Oaks was 1949, when a portion of Selwyn Park was revised and re-platted under the new name (Mecklenburg County Plat Map Book 3/Sheets 403 and Book 6/216). The lots on the revised plat map were located between the previously platted Wayt and Kenney streets on Oaklawn Avenue and Double Oaks Road (formerly John's Street). Construction of houses began on these streets in 1949, contemporaneously with the re-platting. Within the project's APE, houses erected in 1949 stand on Oaklawn Avenue, an east-west thoroughfare that crossed Irwin Creek (and now crosses I-77), which would have attracted some of the earliest construction. Building within the bulk of the APE, on the current Genesis Park Place opposite I-77, took place almost exclusively in 1954, by which date the neighborhood was almost entirely built out.

*new text*  
The Ervin Construction Company, founded and run by Charles Ervin, developed Double Oaks. It was one of the four big players in the post-World War II development of Charlotte, along with the companies of Lex Marsh, C.D. Spangler, and John Crosland. An account of Ervin's activities (Charlotte Chamber of Commerce 2012a) states: "It is notable that, unlike most developers of the era, Charles Ervin built equal quality homes for both blacks and whites in Charlotte. His first development, Smallwood Homes, and a half-dozen more afterwards, were built in historically black areas of the city."

By the 1970s both the Greenville and Double Oaks neighborhoods had greatly declined. As part of revival efforts in the 1980s and 1990s, almost all of Greenville's houses were demolished and a new

neighborhood belatedly built. Double Oaks, however, was revived rather than demolished (Charlotte-Mecklenburg Historic Landmarks Commission n.d.). This revival included the symbolic change of its name to Genesis Park and the renaming of some of its streets. These efforts are in part recorded at the Charlotte Mecklenburg Library's Charlotte-Mecklenburg Story website (Public Library of Charlotte and Mecklenburg County), which includes a photograph of Rev. Barbara Brewton Cameron holding up a sign for the renamed Peaceful Way Drive (the former Person's Street).



Rev. Barbara Brewton Cameron, July 18, 1994 (source: <http://www.cmstory.org/aaa2/events/90/198e.html>)

The *Charlotte Observer* reported on June 6, 1991 on plans to revive the Double Oaks or "Genesis" neighborhood:

An innovative grass-roots plan to be announced today aims to transform a few drug-riddled blocks north of uptown into a safe, stable neighborhood.

Charlotte Genesis, Inc., a non-profit group founded by the Rev. Barbara Brewton, hopes to use volunteer labor to help renovate or build new houses through the Kenney- [now Rush Wind] and Wayt- [now Brewton] street area.

The houses would be sold for \$40,000 each to poor families.

The group on Monday will ask the city for a \$250,000 loan. It also seeks \$900,000 from the nonprofit Charlotte-Mecklenburg Housing Partnership. Habitat for Humanity, another nonprofit housing group, will provide volunteers.

The Genesis plan would be Charlotte's most sweeping effort to remake a neighborhood, a dramatic attempt to oust drug dealers. Until now, it has been an area of poverty, violence and little hope. Last year, five people were killed on Kenney Street.

The effort, as is apparent to the present, was a success.

## Description

The houses in Double Oaks are largely modest, one-story, brick-veneered or frame, hip-roofed, traditional, single-family residences. They are boxy or elongated, but partake little if at all of the Ranch-house style that would dominate the landscape of new developments, black and white, in Charlotte from the mid-1950s into the 1970s. Representatives of these conservative pre-Ranch house types line Genesis Park Place within the APE, including 2200 and 1908 Genesis Park Place (both 1954, pictured below). The form, from the same date and pictured below, is also found at 1912, 1821, and 1825 Rush Wind Drive outside of the APE. The neighborhood also includes a small variety of other types of houses. These include one-story, frame, gable-front dwellings, such as those pictured below at 2017 Double Oaks Road (1959) and 2001 Brewton Drive (1953), and two-story, gable-end, double-pile houses built as duplexes, such as 2000 Genesis Park Place (1954) and 1908 Rush Wind Court (1954) pictured below. The neighborhood also includes a few non-residential buildings, most notably a former church at 1800 Brewton Drive (1947, before re-platting) and the Berean Seventh-Day Adventist Church (1964, 1973), both pictured below.

The reclamation rather than demolition of Double Oaks/Genesis Park led to the renovation of, it appears, almost all of its houses. (Much of the neighborhood is outside of the APE and therefore not all of its houses were studied in detail.) These efforts included the replacement of sash and doors, re-siding and re-roofing, foundation repair, the construction of new porches, and other changes necessary to address heavy neglect and disrepair. A rare somewhat unaltered example of the neighborhood's early housing stands within the APE at 1332 Oaklawn Avenue (1949) (picture below). The basic forms of the houses, their lots, and the relationship of houses and lots was unchanged by the work, but the existing houses were nonetheless transformed. Additionally, modern infill houses rose on empty lots or in place of houses too decrepit to be saved. It should be noted that maps show that vacant land on the west side of Genesis Park Place adjacent to I-77, which at first glance appears to have been cleared, was always vacant. Houses were not removed from the land as part of the neighborhood's resuscitation. Rather, the land had never been built on, probably due to presence of Irwin Creek. It should also be noted that six houses on Brewton Drive well outside of the APE, inventoried in 2002 as MK2357, are still extant. They were identified as built in ca. 1920 or ca. 1930. They are (with construction dates from tax records in parenthesis): 1815 [actually 1813] Brewton (1956), 1817 Brewton (1936), 1821 Brewton (1952), 1900 Brewton (1936), 1820 Brewton (1922), and 1816 Brewton (1952).

The work done in Double Oaks/Genesis Park in the 1990s saved the neighborhood and was a boon to its residents and surrounding communities. The neighborhood appears to remain far more cohesive and better maintained than its predecessor of the 1970s and 1980s. Physical changes to the neighborhood's buildings were substantial, however, as suggested in before-and-after photographs (not of the same houses) included in a city report published in the *Charlotte Observer* on October 10, 1996:



Before photo (source: *Charlotte Observer* October 10, 1996)



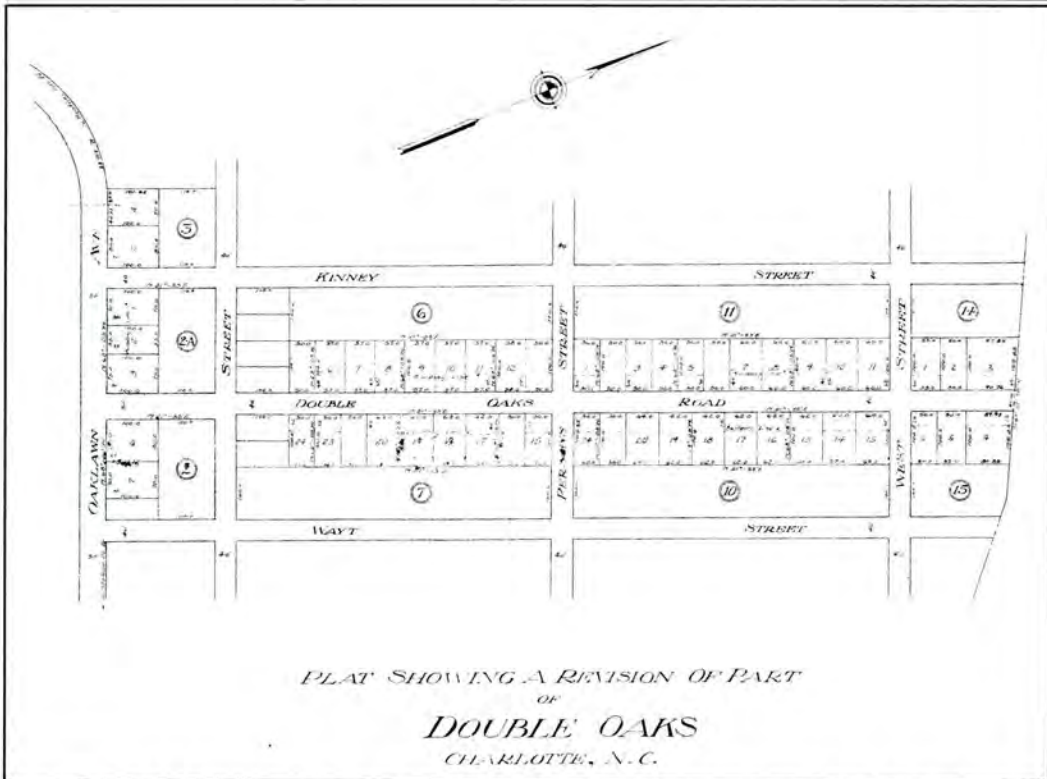
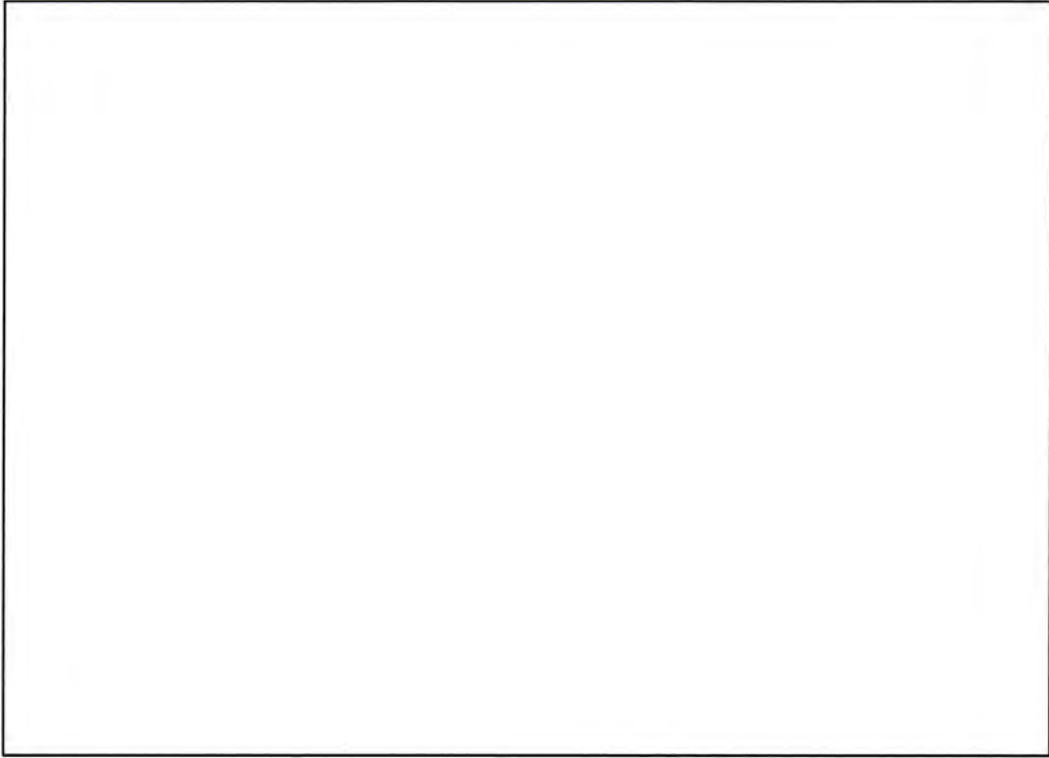
After photo (source: *Charlotte Observer* October 10, 1996)

While these alterations were unquestionably for the good of the neighborhood's residents, they had a negative effect on its "integrity" as that term is defined in the National Register.

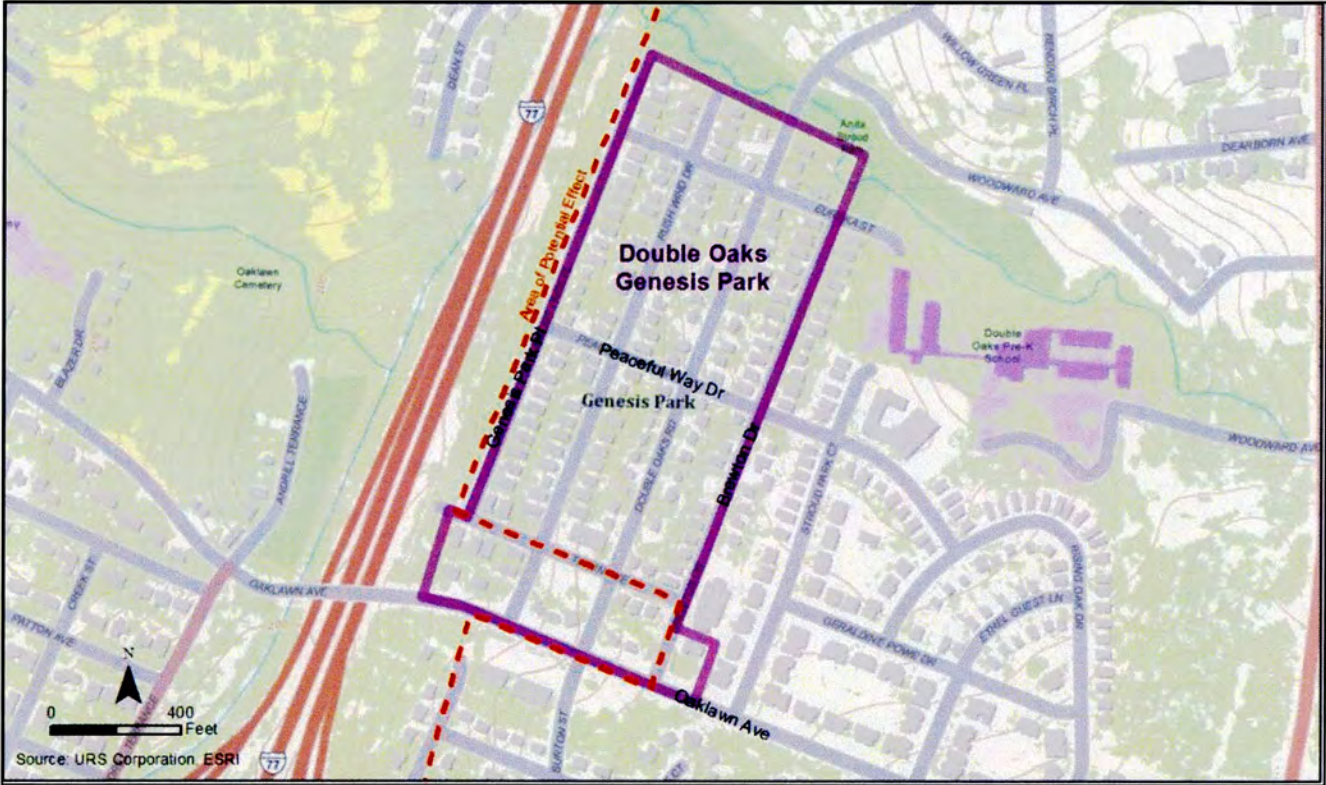
**Recommendation:** Double Oaks/Genesis Park is **not eligible for NR listing** under any of the NR Criteria due to a serious loss of integrity of design, materials, and workmanship. These changes reflect post-urban renewal trends of the 1990s and, if the neighborhood retains its current character for another three decades, it may well be NR-eligible at that time as a representative of these trends. As Double Oaks/Genesis Park currently appears, however, it lacks sufficient integrity to support any significance under either Criteria A or C as a representative in Charlotte of a planned, late 1940s-1950s, African-American neighborhood. Were the neighborhood to be found NR-eligible, its likely boundaries would be defined by Genesis Park Place on the west, Eureka Street on the north, Brewton Drive on the east, and Oaklawn Avenue on the south. These boundaries are largely those of the neighborhood as originally platted.

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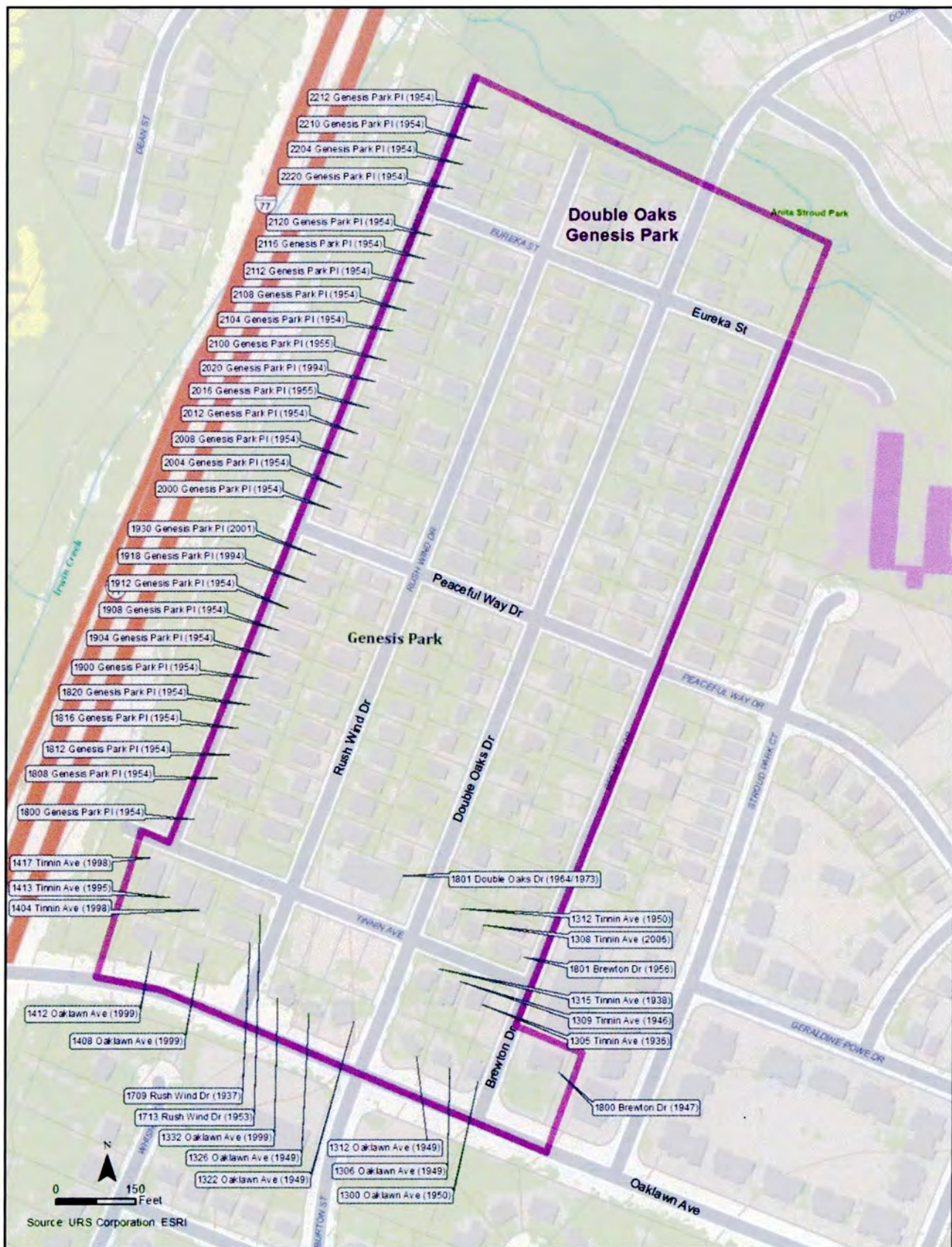




Plat map of Selwyn Park, 1928, at top (note Irwin Creek rather than I-77 at west) and map of Double Oaks, previously Selwyn Park and later Genesis Park, 1949, at bottom (note reduction of planned extent of neighborhood) (source: Mecklenburg County Plat Map Book 3/Sheet 403, at top, and Book 6/Sheet 216, at bottom)



Double Oaks/Genesis Park: original neighborhood boundaries in purple; APE to left of broken red line



Double Oaks/Genesis Park: resource locator map



Looking south from north end of Genesis Park Place toward Eureka Street with 2210 Genesis Park Place (1954) at left (within APE)



2200 Genesis Park Place (1954) (within APE)



2216 Genesis Park Place (1954) (within APE)



2000 Genesis Park Place (1954) at corner of Peaceful Way Drive (within APE)



1908 Genesis Park Place (1954) at left (within APE)



Looking south from south end of Genesis Park Place at Tinnin Avenue with I-77 at left (within APE)



1332 Oaklawn Avenue (1949) at Rush Wind Drive (within APE)



1801 Double Oaks (1964, 1973) (within APE)



1305 (1936) and 1309 (1946) Tinnin Avenue (within APE)



1800 Brewton Drive (1947) (within APE)





1912 Rush Wind Drive (1954) at left and 1908 Rush Wind (1954) at right (outside APE)



1821 Rush Wind Drive (1954) at left and 1825 Rush Wind at center (1954) (outside APE)



Looking south on Double Oaks Road toward Peaceful Way Drive with 2017 Double Oaks (1959) at far right (outside APE)



Looking north up Brewton Drive from Peaceful Way Drive with 2001 Brewton (1953) at left (outside APE)

## ELMWOOD/PINEWOOD CEMETERY (MK-0072)

**History/Description:** Elmwood/Pinewood Cemetery opened in 1853. It is Charlotte's most finely landscaped cemetery and contains its most elaborate and artistic gravestones on its 72 acres. It "contains a variety of funerary art including notable examples of Gothic Revival, Egyptian Revival, and Neoclassical mausoleums and Charlotte's 1887 Confederate monument." The cemetery was "determined eligible for listing on the National Register in 2003 under Criterion A for its association with the city's African American community and under Criterion C for its fine collection of vernacular and nationally popular funerary designs from the nineteenth and early twentieth centuries" (North Carolina Department of Transportation Rail Division 2012:33). In 2003 it was also designated a Charlotte-Mecklenburg Historic Landmark.

**Potential bounds:** Tax parcel 07813104.

**Recommendation:** Eligible for NR listing under Criterion A and C, as noted above.



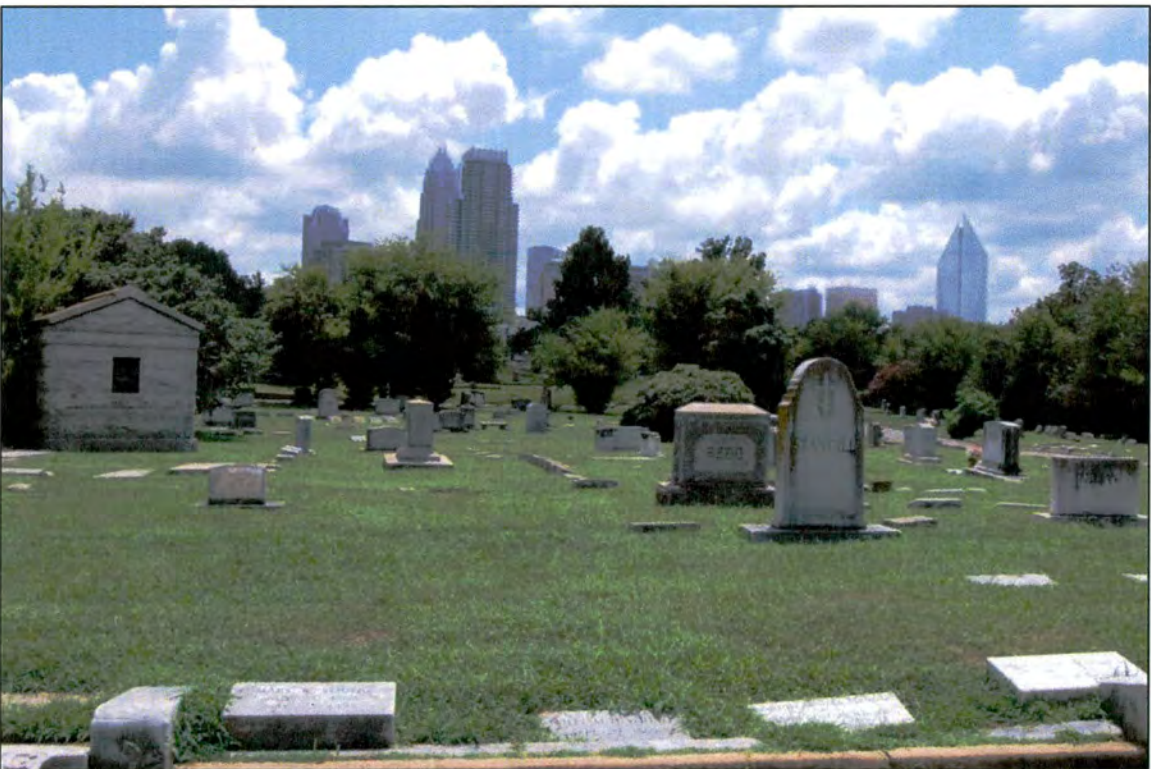
Elmwood/Pinewood Cemetery



Elmwood/Pinewood Cemetery



Elmwood/Pinewood Cemetery



Elmwood/Pinewood Cemetery

## ADA COTTON MILL (MK-2219)—630 WEST 11th STREET

**History/Description:** The Ada Cotton Mill was previously surveyed but is no longer extant. It occupied tax parcel 07804602—bounded by New Calvine Street on the north, North Caldwell Street on the east, East 12th Street on the south, and North Brevard Street on the west—but the property is now vacant.

**Recommendation:** No longer extant so **not eligible for NR listing**.

Site of former Ada Cotton Mill

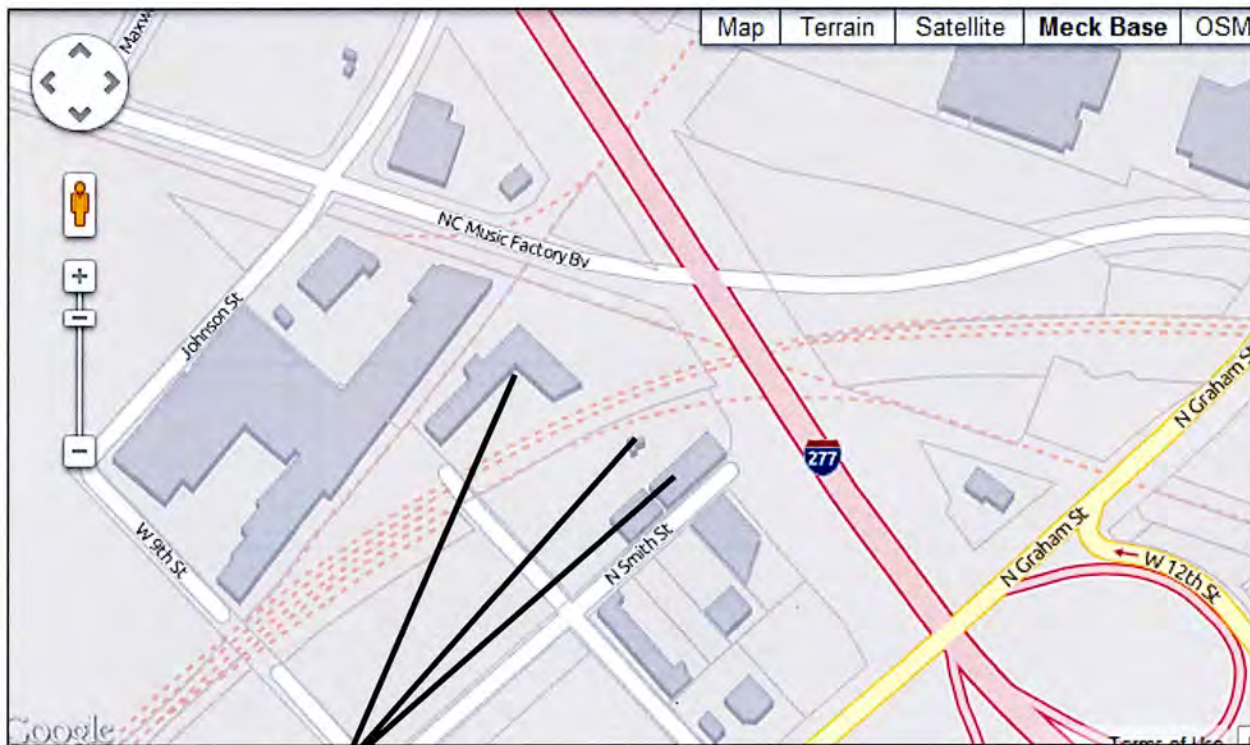


Ada Cotton Mill (no date) (source: Charlotte-Mecklenburg Historic Properties Commission)

## INTERSTATE MILLS (MK-2224)—620 WEST 10th STREET

**History/Description:** Interstate Mills was listed on the NC Study List in 2001. The Seaboard Street Historic District, of which it is a part, was placed on the NC Study List in 2001 and was determined eligible for listing on the National Register in 2003 under Criteria A for industry and C for engineering and design. A recent NCDOT report states that the “1917 Interstate Mills complex is a large flour and roller mill operation that includes a five-story, brick building and a group of concrete grain elevators” (North Carolina Department of Transportation Rail Division 2012:34). The mill complex is composed of two principal sections divided by railroad tracks. On the west is a brick milling complex with a five-story flour mill, a two-story warehouse, and a one-story office and rail depot block, all of which appear to have been depicted on the 1929 Sanborn map. Modern milling machinery has been added atop and alongside the earlier buildings. Original tile grain bins were replaced by concrete silos between 1953 and 1963. Some one-story buildings on the east side of the tracks may survive from the 1920s, surmounted and hidden by concrete silos that postdate 1963. A one-story brick building to the east on Smith Street that held an American Railway Express warehouse in 1929 was incorporated into the complex after 1963. The Interstate Mills complex occupies tax parcels 07823204 and 07823203 on the northwest side of the intersection of West 9th and North Smith streets.

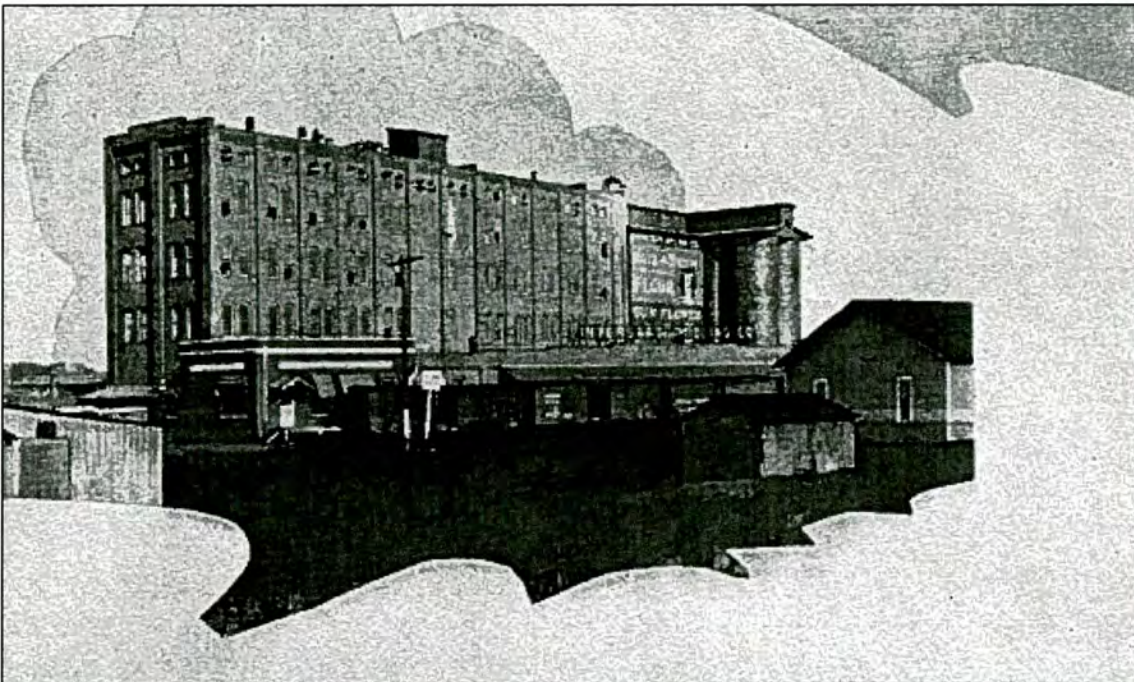
**Recommendation:** Included as a **contributing resource to the Seaboard Street Historic District (MK-2658), which was previously determined eligible for NR listing.**



Interstate Mills complex



Interstate Mills complex on west side of tracks



Interstate Mills, undated (Anonymous, *Charlotte, North Carolina: Queen City of the South*)



Interstate Mills complex to either side of tracks



Interstate Mills complex from Smith Street



**PEOPLE’S ICE AND COAL COMPANY or STANDARD ICE AND FUEL COMPANY  
(MK2223)—700 WEST 9th STREET/715 NC MUSIC FACTORY BOULEVARD**

**History/Description:** The People’s Ice and Coal Company or Standard Ice and Fuel Company was listed on the NC Study List in 2001. The Seaboard Street Historic District, of which it is a part, was placed on the NC Study List in 2001 and was determined eligible for listing on the National Register in 2003 under Criteria A for industry and C for engineering and design. A recent NCDOT report states that “the circa 1905 People’s Ice and Coal Company is a sprawling, one-story, brick complex of intersecting sections located in the 700 block of West Ninth Street. The property is one of only two substantially intact, early twentieth century fuel and ice operations remaining in Charlotte” (North Carolina Department of Transportation Rail Division 2012:34). The complex is included in part on the 1929 Sanborn map of Charlotte. According to tax records, the southern portion of the complex (parcel 07823201) consists of five one- and two-story, brick and masonry, warehouse components, two of which were built in 1912 and the other three in 1964, 1967, and 1969. Further according to tax records, the northern portion of the complex (parcel 07823202) consists of two warehouses built in 1939. In 1929, according to the Sanborn maps, the complex produced and stored ice. By 1950, again according to the Sanborns, it had been extended to the north by warehouses that stored groceries and chemical products. The buildings of the complex are heavy, industrial, and functional, with altered openings and later frame, metal, and brick additions. They still retain the painted legend “Standard Ice & Fuel Co. Cold Storage.” The complex occupies tax parcels 07823201 and 07823202, which are bounded on the north by NC Music Factory Boulevard, on the east by railroad tracks, on the south by West 9th Street, and on the west by West Johnson Street. They include the site of the John B. Ross and Company Bag Warehouse (see below).

**Recommendation:** Included as a **contributing resource to the Seaboard Street Historic District (MK-2658), which was previously determined eligible for NR listing.**



People’s Ice and Coal Company



People's Ice and Coal Company

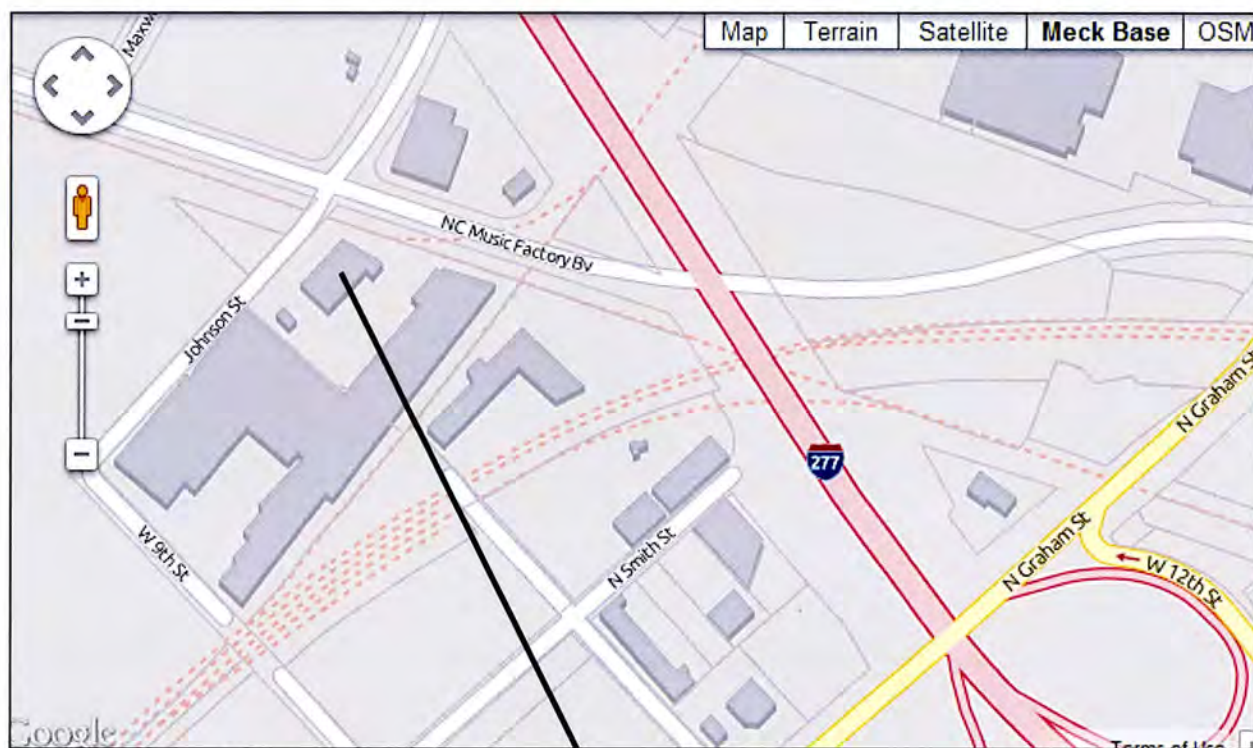


People's Ice and Coal Company

## JOHN B. ROSS AND COMPANY BAG WAREHOUSE (MK2222)—715 NC MUSIC FACTORY BOULEVARD

**History/Description:** This resource was identified as the John B. Ross and Company Bag Warehouse in a 2001 survey. The Seaboard Street Historic District, of which it is a part, was placed on the NC Study List in 2001 and was determined eligible for listing on the National Register in 2003 under Criteria A for industry and C for engineering and design. A recent NCDOT report states that the “circa 1905 John B. Ross Bag Company Warehouse is a one story, red brick, rectangular building that is the only remaining warehouse from a collection of five storage facilities originally sited along this block” (North Carolina Department of Transportation Rail Division 2012:34). In 1929, according to the Sanborn map, it was a feed warehouse. On the 1950 update of the Sanborn it was identified as a salt and chemical warehouse. It is a largely functional, masonry building enlivened by a parapet roof on three sides, segmental-arched bays, and red brick work with contrasting bands of darker brick. It occupies the northern portion of tax parcel 07823202, which also holds part of the People’s Ice and Fuel Company complex.

**Recommendation:** Included as a **contributing resource to the Seaboard Street Historic District (MK-2658), which was previously determined eligible for NR listing.**



John B. Ross and Company Bag Warehouse



John B. Ross and Company Bag Warehouse

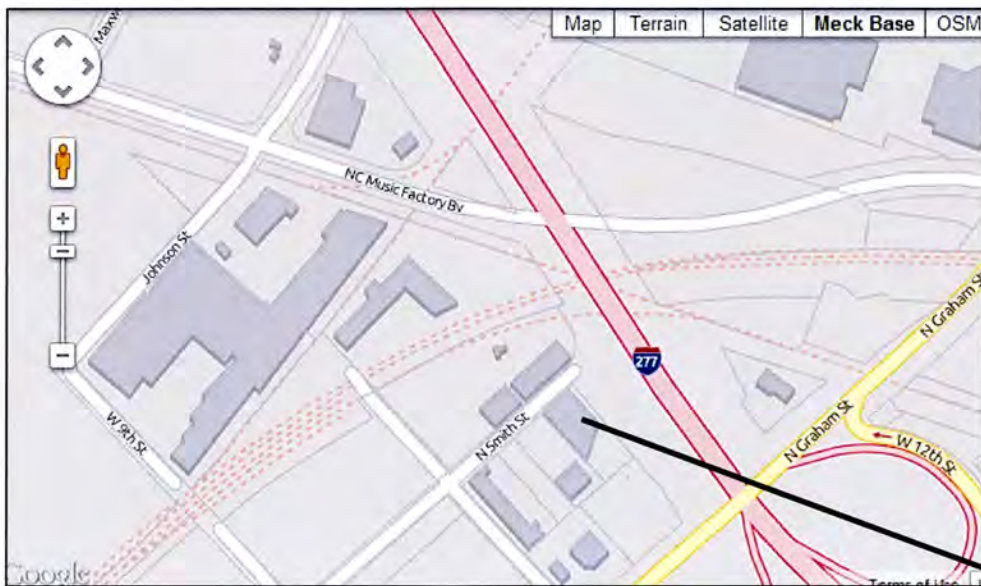


John B. Ross and Company Bag Warehouse

**(FORMER) BUS GARAGE—718 NORTH SMITH STREET MK 3277**

**History/Description:** This brick and concrete-block, flat-roofed, 8,000-square-foot warehouse is functionally designed as a large open repair facility at an industrial scale. It is minimally adorned by a parapet at its front elevation. Some bays at its front and side elevations have been bricked in, but its form and materials remain intact. According to tax records, the building was erected in 1932. The Sanborn map of 1929 updated through 1951 and the republished Sanborn of 1953 label its function as “Bus Garage & Servicing.” It occupies tax parcel 07823102. The Seaboard Street Historic District, which is located immediately to its west across North Smith Street, was placed on the NC Study List in 2001 and was determined eligible for listing on the National Register in 2003 under Criteria A for industry and C for engineering and design (North Carolina Department of Transportation Rail Division 2012:34). That district currently encompasses the Interstate Mills complex, the People’s Ice and Coal Company complex, and the John B. Ross and Company Bag Warehouse.

**Recommendation:** This resource—which is a rare, early, industrial-level, motor vehicle-related building—is believed to fit within the industrial architecture and significance of the historic district opposite it. It is therefore a **contributing resource to the Seaboard Street Historic District (MK-2658), which was previously determined eligible for NR listing.**



(Former) Bus Garage



(Former) Bus Garage



(Former) Bus Garage



(Former) Bus Garage with Interstate Mills and Seaboard Street Historic District immediately across North Smith Street, at left

## SEABOARD STREET HISTORIC DISTRICT (MK2658)

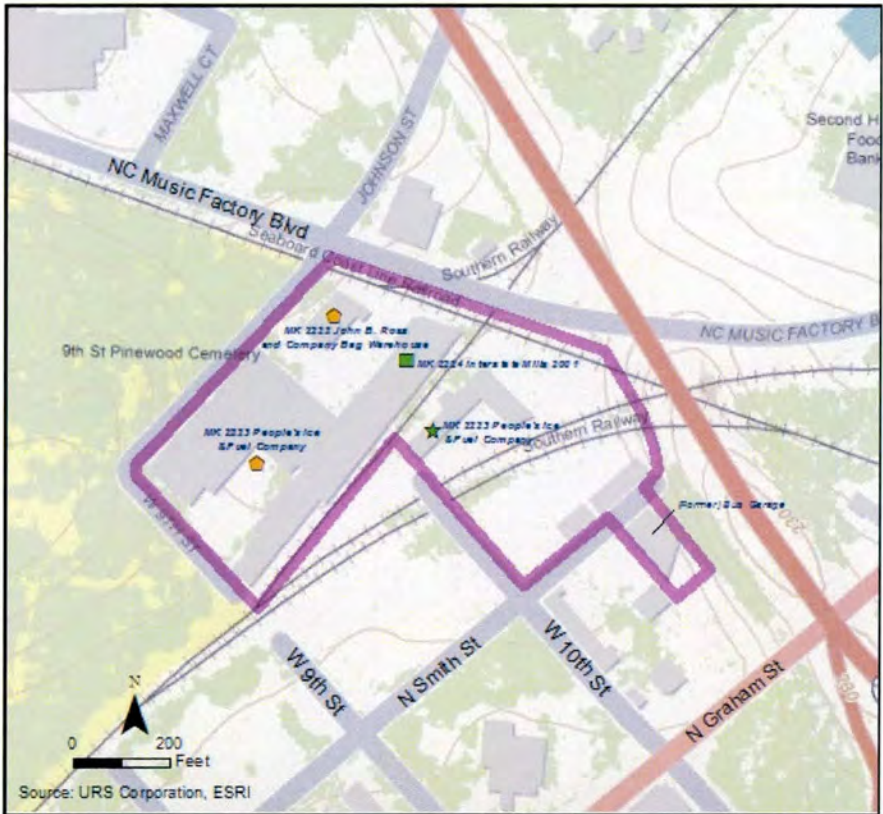
**History/Description:** According to a recent NCDOT (North Carolina Department of Transportation Rail Division 2012:34) report:

The Seaboard Street Historic District developed in the late nineteenth and early twentieth centuries on both sides of the Seaboard Air Line Railway at the northern periphery of Charlotte's center city. By the early 1900s, the area included a cotton mill, warehouses, a fuel and ice plant, and grain elevators. The district remains one of the few intact groupings of historic industrial resources in Charlotte. The Seaboard Street Historic District was placed on the Study List in 2001 and was determined eligible for listing on the National Register in 2003 under Criteria A for industry and C for engineering and design.... The Seaboard Street Historic District retains a significant assemblage of historic buildings. The 1917 Interstate Mills complex is a large flour and roller mill operation that includes a five-story, brick building and a group of concrete grain elevators. The circa 1905 John B. Ross Bag Company Warehouse is a one story, red brick, rectangular building that is the only remaining warehouse from a collection of five storage facilities originally sited along this block. Located south of the Ross warehouse, the circa 1905 People's Ice and Coal Company is a sprawling, one-story, brick complex of intersecting sections located in the 700 block of West Ninth Street. The property is one of only two substantially intact, early twentieth century fuel and ice operations remaining in Charlotte. Given the above factors, the Seaboard Street Historic District remains eligible for the National Register under Criteria A for industry and C for engineering and design....

In addition to the three resources currently contained within the district—the Interstate Mills complex (MK2224), the John B. Ross and Company Bag Warehouse (MK2222), and the People's Ice and Coal Company complex (MK2223)—it is recommended, above, that the former bus garage at 718 North Smith Street immediately opposite be included within the Seaboard Street Historic District. The approximate boundaries of the current historic district are Seaboard Street/NC Music Factory Boulevard on the north, Elmwood-Pinewood Cemetery on the west and south, and North Smith Street on the east. It is recommended that these be expanded to take in tax parcel 07823102, upon which the former bus garage is located.

**Recommendation: Previously determined eligible for NR listing.**





Seaboard Street Historic District: NR boundaries in purple with addition, jutting out at lower right, of the former bus garage at 718 North Smith Street

**HOUSE—221 WEST 11th STREET MK 3278**

**History/Description:** This two-story former residence was erected in 1919 according to tax records. It has undergone numerous changes as part of conversion into non-residential space including replacement of all or almost all sash, most notably at its front elevation, which is now effectively a solid wall of windows. It occupies tax parcel 07804611.

**Recommendation:** This former dwelling has no known historical or architectural significance and has been greatly altered and is therefore **not eligible for NR listing**.



House



House – 221 West 11th Street



House – 221 West 11th Street

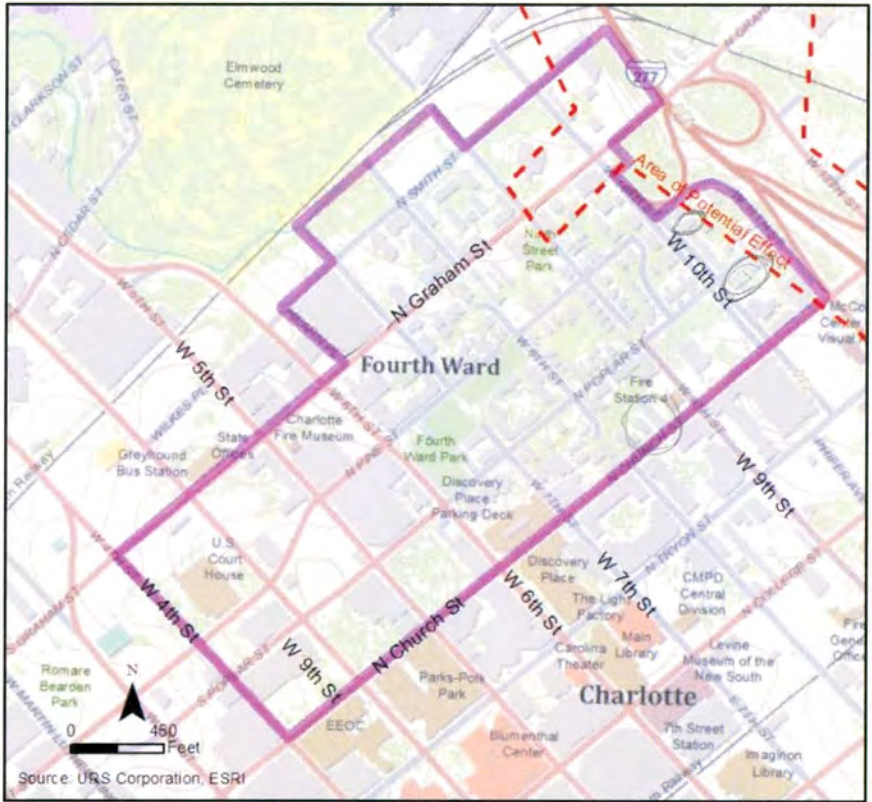
## FOURTH WARD HISTORIC DISTRICT (MK-0065)

**History/Description:** The Fourth Ward Historic District was included on the NC Study List in 1975 and determined NR-eligible in 1995. (The boundaries of the district as constituted in 1995 are depicted below.) It was designated a Local Historic District by the City of Charlotte in 1975. The Charlotte-Mecklenburg Planning Commission website states: “In the 1850's, Fourth Ward was a prosperous residential area, convenient to downtown businesses and shops. As residential development shifted to the suburbs with the opening of Dilworth in the late nineteenth century, all of Charlotte's original residential wards would see an eventual decline. By the 1970's, many of Fourth Ward's Victorian homes had been demolished or converted to boarding houses and offices. Through the combined efforts of civic and community leaders, Fourth Ward underwent a dramatic revitalization in the 1970's” (Charlotte-Mecklenburg Planning n.d.).

Innumerable alterations to the Fourth Ward Historic District, before and since it was determined NR-eligible in 1995—which include the demolition of dozens of resources that were more than 50 years old and the construction of scores of modern buildings, including a number of high-rise apartment buildings and skyscrapers—have seriously damaged much of the district's integrity. In an October 18, 2012, letter to consultant Frances Alexander (on file at the State Historic Preservation Office, ER 09-1268), Ramona Bartos, the North Carolina Deputy State Historic Preservation Officer, stated: “...for the purpose of compliance with Section 106 of the National Historic Preservation Act, we concur with your finding that the historic integrity of the seven blocks northwest of North Graham Street has been severely compromised making these blocks no longer eligible for listing in the National Register. At this time, the remainder of the historic district southwest of Graham Street remains eligible.”

The current project's APE extends into a small portion of the historic district northwest of North Graham Street that is no longer NR-eligible. The APE also extends through a small portion of the historic district southeast of Graham not addressed by the October 18 letter: the southeast side of North Graham between West 9th Street and West 10th Street, and the southwest side of West 11th Street between North Pine and North Church Streets. Like the portion of the historic district northwest of North Graham Street, this area has experienced destruction of early resources and construction of new ones that have, it is believed, severely comprised its integrity and make these partial blocks no longer eligible for NR listing as part of the district. The following photographs depict the many alterations to the neighborhood's northeastern third, within and near the APE. The continued eligibility of the remainder of the historic district falls outside the scope of this project and is not addressed here.

**Recommendation:** The State Historic Preservation Office has determined that due to severely compromised integrity, the seven blocks northwest of North Graham Street, a small portion of which are within the current project's APE, are no longer eligible for NR listing as part of the Fourth Ward Historic District. Due to destruction of early resources and construction of new ones, the integrity of the southeast side of North Graham Street between West 9th Street and West 10th Street, and the southwest side of West 11th Street between North Pine and North Church Streets—areas also located within the current project's APE—has been severely compromised and these areas are no longer eligible for NR listing as part of the Fourth Ward Historic District. Therefore, **the portions of the Fourth Ward Historic District located within the current project's APE are not eligible for NR listing as part of that district.**



Fourth Ward Historic District: 1995 boundaries outlined in purple; APE within broken red lines



Fourth Ward Historic District—looking southwest on North Church Street from West 9th Street (southwest of APE)



Fourth Ward Historic District—looking southeast on West 9th Street from North Poplar Street (southwest of APE)



Fourth Ward Historic District—looking northeast on North Poplar Street from West 9th Street (southwest of APE)



Fourth Ward Historic District—looking northwest on West 10th Street from North Poplar Street (toward APE)



Fourth Ward Historic District—looking southwest on North Poplar Street from West 11th Street (from within APE)



Fourth Ward Historic District—looking northwest on West 10th Street from North Graham Street (APE at right)



Fourth Ward Historic District—looking southeast on West 10th Street from North Pine Street (from within APE)



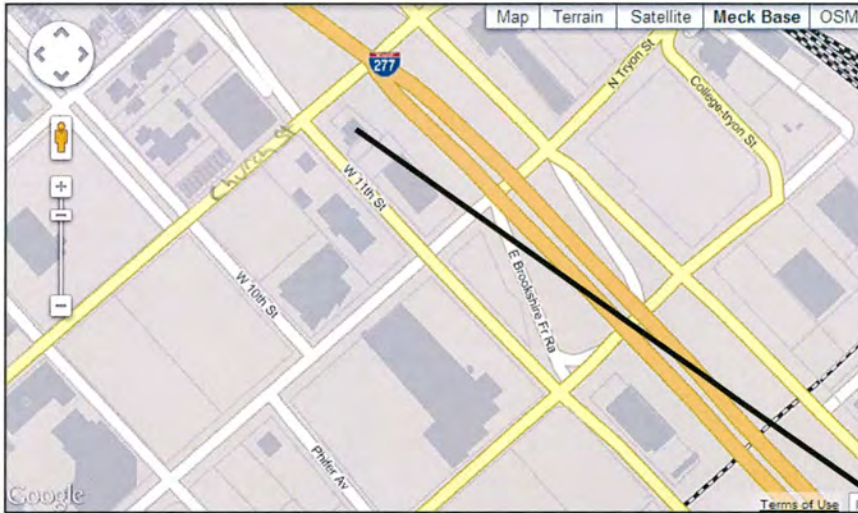


Fourth Ward Historic District—looking southeast on West 9th Street from North Smith Street (from within APE)

**JUNG'S LAUNDRY—122 WEST 11th STREET MK 3279**

**History/Description:** This functional, one-story, brick and concrete-block, flat-roofed building holds Jung's Laundry. According to the 1963 update of the 1953 Sanborn map, it was built in 1958. It occupies tax parcel 07804402.

**Recommendation:** This resource has no known historical or architectural significance and is therefore not eligible for NR listing.



Jung's Laundry



Jung's Laundry



Jung's Laundry

**WAREHOUSE—801 NORTH TRYON STREET MK 3280**

**History/Description:** This functional, one-story, concrete-block, rectangular warehouse has an arched roof and, at its front elevation facing North Tryon Street, modern stone veneer and bay windows. According to tax records, it was erected in 1945. It occupies tax parcel 07804405.

**Recommendation:** This resource has no known historical or architectural significance and has been greatly altered and is therefore **not eligible for NR listing**.

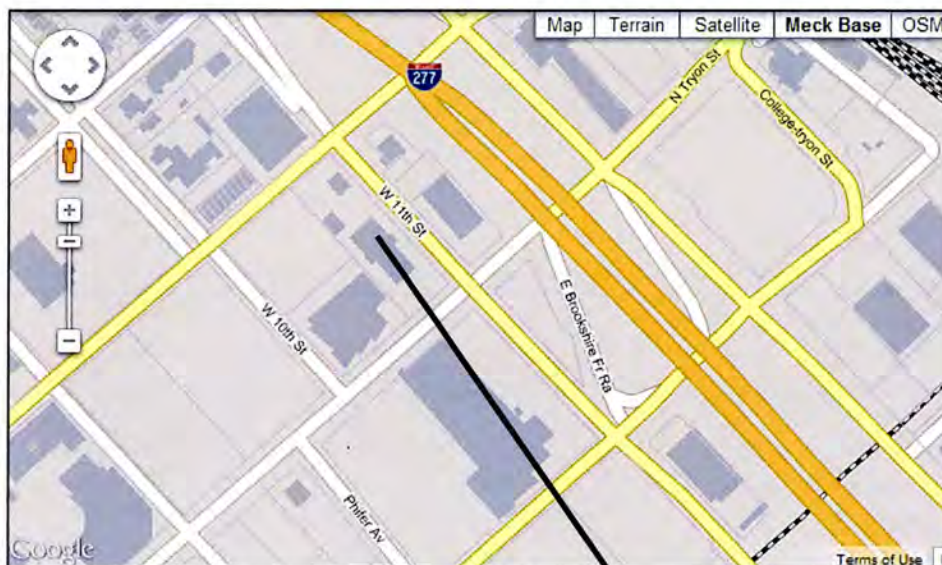


Warehouse

## FIRST ASSOCIATE REFORMED PRESBYTERIAN CHURCH (MK-2504)—719 NORTH TRYON STREET

**History/Description:** The former First Associate Reformed Presbyterian Church burned in 1985, but was designated a Charlotte-Mecklenburg Historic Landmark in 1989. The historic properties commission found that the resource possessed special significance and merited local designation because: “1) the First Associate Reformed Presbyterian Church was designed by James Mackson McMichael (1870-1944), an architect of local and regional importance; 2) the First Associate Reformed Presbyterian Church, although a ruin, is the only vestige of a Christian congregation which once played an important role in the religious life of this community; 3) the First Associate Reformed Presbyterian Church is one of a collection of imposing church edifices which adorns North Tryon Street; and 4) the First Associate Reformed Presbyterian Church occupies a significant place in terms of the cityscape of the Fourth Ward neighborhood” (Charlotte-Mecklenburg Historic Properties Commission 1987). In addition to the Gothic Revival-style church building of 1927, the site includes the similarly fashioned, contemporary, former parsonage. The church was rehabilitated in 1999 and now houses the McColl Center for Visual Art. Its interior no longer contains a sanctuary, but rather is marked by exposed steel beams and partition walls that divide the space into individual studios. The parsonage remains a stone shell. James M. McMichael was a prolific architect and many of his churches and other buildings still stand intact according to the online North Carolina Architects and Builders Biographical Dictionary. In Charlotte these include the Myers Park Presbyterian Church (1927), the Little Rock A. M. E. Zion Church (1908-1911), and the East Avenue Tabernacle Associated Reformed Presbyterian Church (1914). The latter is another vestige of the denomination in the city. The church occupies tax parcel 07804503

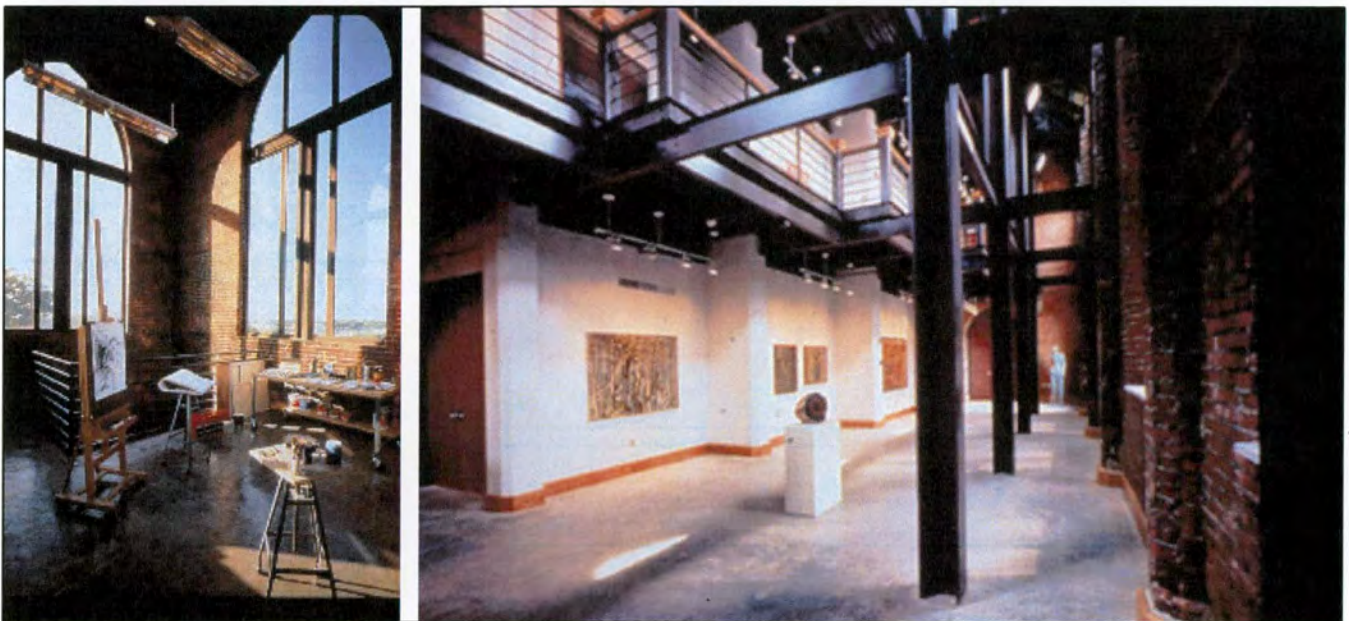
**Recommendation:** The former church (and associated parsonage) is believed to no longer retain sufficient integrity—following burning and a non-historic interior reconstruction—to support NR listing under Criteria A and C for history and architecture. It is therefore **not eligible for NR listing**.



First Associate Reformed Presbyterian Church



First Associate Reformed Presbyterian Church



First Associate Reformed Presbyterian Church interior (source: Trans Artists website)



First Associate Reformed Presbyterian Church



First Associate Reformed Presbyterian Church



First Associate Reformed Presbyterian Church parsonage



**(FORMER) SEARS, ROEBUCK AND COMPANY DEPARTMENT STORE (MK-2128)—130  
EAST 11th STREET**

**History**

An account of the former Sears, Roebuck and Company Department Store on the Charlotte-Mecklenburg Historic Properties Commission website, likely written by Dan Morrill, makes use of newspaper articles from the 1940s to summarize the store's early history:

On May 5, 1949, Mayor Herbert H. Baxter joined civic leaders, including Charlotte Chamber of Commerce president J. Norman Pease, and Sears officials at opening day, ribbon-cutting ceremonies for a large Sears Roebuck and Co. retail store and parking lot on North Tryon St. Sears officials explained at a private banquet held the night before at the Queen Charlotte Hotel that the new Charlotte store was part of a major expansion into the South that Sears had launched immediately after World War Two. R.E. Wood, chairman of the board of Sears, explained that the company's expansion "had been planned several years ago and that as of V.J. day, the concern decided to go ahead with it." The *Charlotte Observer* quoted Jackson F. Moore, a Sears official from Atlanta, as saying that Charlotte had been selected for a new store "after a careful analysis of the opportunities which it offers for business growth."

Two searchlights were placed in the parking lot to draw attention to the building while the banquet guests toured the new Sears Store that same night. A special feature of the interior décor was a mural painted by Chicago artist Eugene Montgomery depicting major events in the history of Mecklenburg County. Historian LeGette Blythe had advised Montgomery on the project. "As the guests toured the building, they heard played on a wire recorder accounts of various historical highlights, interspersed with music," reported the *Charlotte Observer*.

Mayor Baxter cut the ribbon opening the new store, which was managed by W. S. Lupo, with scissors engraved with the words, "Sears Charlotte. 1949." Baxter drew special attention to the ample parking that Sears had provided for their customers. Here we have been worrying about the parking problem downtown," he said. "And these smart people come in and provide a parking lot for 600 cars." Throngs of enthusiastic shoppers meandered through the store throughout the day. Cars jammed the parking lot, and off-duty policemen were hired to direct the traffic. Guy Lombardo, a nationally-known musician, visited the music department and autographed his phonograph records.

The architecture of the building was similar to that used in other new stores that Sears was opening in the South. The architect of the Sears store was the firm of Schutz [sic] and Armistead of Atlanta, Ga. Meager in terms of exterior ornamentation, the building, like Sears stores throughout the country, was fashioned from the inside out, meaning that its essential form resulted from the need to market and display merchandise. The relocation of Sears from its former location on South Tryon St. to the new site on North Tryon St. represented the introduction of an essentially suburban model into uptown retailing. That effort was doomed to ultimate failure, because uptown Charlotte retailers could not provide the amenities, especially the amount of parking, available in the suburbs.

The account is accompanied by photographs—three of which follow immediately below—that include an image of the grand opening and of the predecessor store, and a modern view of the 1949 building relatively unobscured by trees:



Photograph taken at the grand opening of Sears Roebuck on May 5, 1949



South Tryon Street store, at left, and 1949 store after conversion to county office building, at right

The Atlanta firm of Shutze & Armistead, which designed the store, operated from 1945 to 1950. Its namesakes, Philip Trammell Shutze (1890-1982) and J. Warren Armistead (1899-1957), were associated together in various firms, however, from 1936 until 1950 (Koyl 1955:14; Craig 2002). Shutze was a regional architect whose fame was national. Architectural historian Robert Craig (2002) writes:

The Beaux-Arts traditions that informed his education and career molded an academic architect of the first order, known during his career as America's greatest living classical

architect. The Columbus [Georgia] native was a designer of skill, with a masterly sense of proportion and scale, and a talent seldom rivaled by his contemporaries. For forty years he designed many of Atlanta's most elegant homes and buildings.

J. Warren Armistead did not attain the heights of Shutze. His entry in the American Institute of Architects directory in 1956, published less than a year and a half before his death, does not include the Sears store among his principal works. Those he chose to identify as his notable works included an addition to the telephone building in Atlanta (1948); the Fireman's Fund office building in Atlanta and Hightower residence in Thomaston, Georgia (both 1950); the telephone company office building in Miami Beach (1952); the Equitable Life office building in Atlanta (1953); and the Eastman Kodak Company building, also in Atlanta (1954) (Koyl 1954:14).

Craig (2002) refers to Armistead as more of a modernist architect than Shutze, in a fashion that suggests that Armistead in all likelihood designed the Charlotte Sears store:

The streamlined phase of 1930s Moderne particularly informed the interior of [Shutze's] the Capital City Club (1938), but Shutze typically avoided any of the several emerging modernist aesthetics of his late career. His short partnership (1945-1950) with the more modernist J. Warren Armistead produced, for example, the West End Sears department store in Atlanta (1950-51, razed), but Shutze soon parted company with both Armistead and the modern.

No images of the West End Sears could be located online and only one building with which Armistead was initially associated—the South Central Bell Office Building skyscraper in Louisville, Kentucky (Mayre, Vinour, Mayre & Armistead, 1930)—was identified as NR-listed on the National Register online database. Shutze's output over a career that extended from 1912 to 1968, however, was copious and numerous of his buildings survive in excellent condition and can be located online. A number of articles and a book—Elizabeth M. Dowling's *American Classicist: The Architecture of Philip Trammell Shutze* (New York: Rizzoli International, 1989)—have also been written about him. At least six of his buildings, according to the National Register online database, are individually NR-listed: the Garrison Apartments (1925), the Swan House (1929), The Temple (1931), the Albert E. Thornton House (1938), the Rutherford and Martha Ellis House (1939), and the Academy of Medicine (1941), all in Atlanta.

Four early-/mid-twentieth-century Sears stores are NR-listed according to the NR database. Three were designed in the Art Deco style by George W. Carr and George C. Nimmons or their Chicago firm, Nimmons, Carr and Wright: the Sears, Roebuck and Company Retail Department Store in Camden, New Jersey (1927); the Sears, Roebuck and Company Store in Louisville, Kentucky (1928, 1946); and the Sears, Roebuck Department Store/Comstock Library in Seattle, Washington (1930). The fourth is the Sears, Roebuck and Company Department Store on Wisconsin Avenue in the District of Columbia (1940-1941), designed by Sears' in-house architects, John Stokes Reden and John Girard Raben.

Sears opened its initial Charlotte store in 1929 on South Tryon Street. In 1949 the company replaced that store with the one under consideration here. By the time Sears closed this store in 1979, the company had built stores throughout the Charlotte region, including ones in Gastonia (opened 1953), Rock Hill (opened 1968), Concord (opened 1968), and the Southpark mall (opened 1970) and Eastland mall (opened 1979) stores, both deeper into Charlotte's suburbs than the intersection of Tryon and 11th Street (Sears Archives website).

By the 1950s Sears had five major regions with headquarters in Atlanta, Dallas, New York, Chicago, and Los Angeles. Interior layouts were largely standardized by size under an A-B-C classification system and the regions determined the basic size of stores with guidance from the corporate headquarters. However, "...the individual regions were given a great deal of autonomy in determining the exterior design (usually engaging high-profile architects from their region) and construction materials used for each store. This enabled the company to adapt each store's appearance to the local area and made for a fascinating variety of looks when viewed in groups...." (Pleasant Family Shopping website). One of the keys to Sears' success was its "ability to provide the appropriate size and type store for each community they did business in," thereby eschewing a one-size-fits-all approach. The Charlotte store, at 165,000-square-feet, would have been an A store, which the company also referred to as a "Complete Department Store." These stores "were generally over 100,000 square feet and often approached 250,000 square feet, carrying the complete line of Sears merchandise" (Pleasant Family Shopping website).

The North Tryon Street Sears had a 30-year-run. It opened on May 5, 1949, and closed on March 31, 1979 (York 1979). Even before it closed, talks were underway to re-open it as a government office building (Colver 1978). Mecklenburg County purchased the building from Sears for \$1.6 million in 1979, along with property that included 620 parking spaces. It spent \$900,000 renovating it and between February and the end of December 1981 many county and federal agencies moved into the building (Lawton 1981). Still home to many government agencies, the building is now known as the Hal Marshall County Services Center.

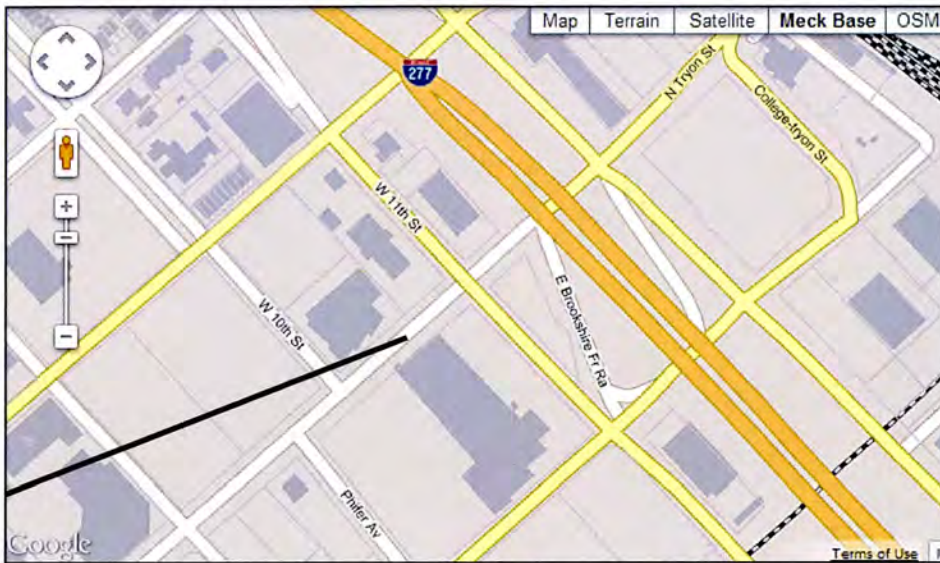
### **Description**

Charlotte's former Sears, Roebuck and Company Department Store is an enormous, two-story, flat-roofed, brick-clad-masonry box. A flat-topped mechanical space extends up from its southeastern end. A one-story block lit by walls of windows projects to the front (southwest) of this end as well. The building encompasses 165,000 square feet (Lawton 1981)

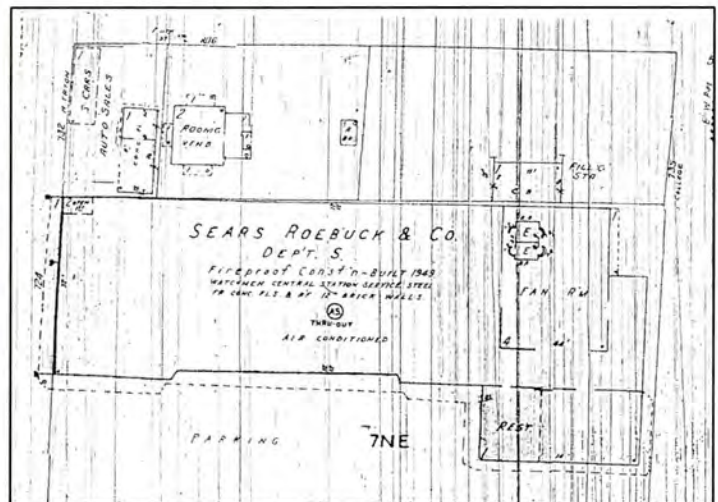
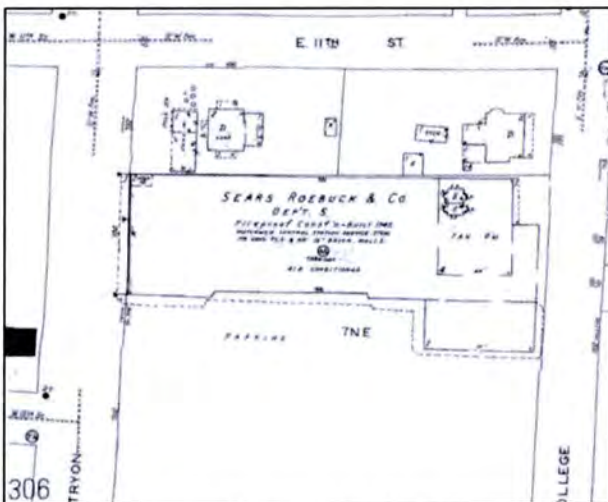
The main block was built to be functional, following Sears' design principals. It is essentially a large windowless box planned to hold and display the vast variety of goods carried by a "Complete Department Store" in the booming years of the late 1940s. The building is not without decorative flourish, though. Laid over its solid walls is an Art Deco/Mid-Century-modern-style veneer. Six tall panels formed of squares of stone rise across the front (southwest) elevation of its main block. The panels at either end step back in Art Deco fashion. An immense concrete frame, which projects out from and above the façade and encompasses all six panels, however, is a modernist expression, as are the small second-story windows set within similar frames that march regularly around the building's western corner. The main block is little altered; its most notable change is the removal of tall metal letters that once spelled out "SEARS ROEBUCK AND CO." The one-story wing, according to an opening-day photograph, initially held the store's farm and garden department. By 1963, according to Sanborn's maps, part of held a restaurant. It too is little altered, although its windows appear to have been replaced. A projecting canopy at the height of the entry doors extends across the front and sides of the building and wing. Stone panels punctuate the walls beneath. The back of the store has neither canopy nor windows, but is a simply a wide expanse of brick.

**Proposed Bounds:** Tax parcel 08003101. These include the large parking lot to the southwest of the store that was an important part of its original ability to function.

**Recommendation:** The former Sears, Roebuck and Company Department Store is **eligible for National Register listing under Criteria A and C** as a significant example of mid-twentieth-century department store and commercial Art Deco/Modernist architectural design. Its exterior has been little altered and its interior, designed as an open box for displaying goods, has been re-divided to hold government offices and cubicles. It is therefore believed to retain all seven elements of National Register integrity. The former store is not NR-eligible under Criterion B for its association with its designers, the Atlanta architectural firm of Shutze & Armistead. Many better examples of the work of prolific and nationally recognized architect Philip Trammell Shutze survive, including at least six that are individually listed in the National Register. J. Warren Armistead's significance as an architect does not reach the level required for Criterion B eligibility.



(Former) Sears, Roebuck and Company Department Store



(Former) Sears, Roebuck and Company Department Store (source: Sanborn map of 1929 updated through 1951, at left, and 1963 map, at right)



(Former) Sears, Roebuck and Company Department Store, c1979 (source: *Charlotte News*, November 13, 1978)



(Former) Sears, Roebuck and Company Department Store



(Former) Sears, Roebuck and Company Department Store



(Former) Sears, Roebuck and Company Department Store



(Former) Sears, Roebuck and Company Department Store



(Former) Sears, Roebuck and Company Department Store





(Former) Sears, Roebuck and Company Department Store



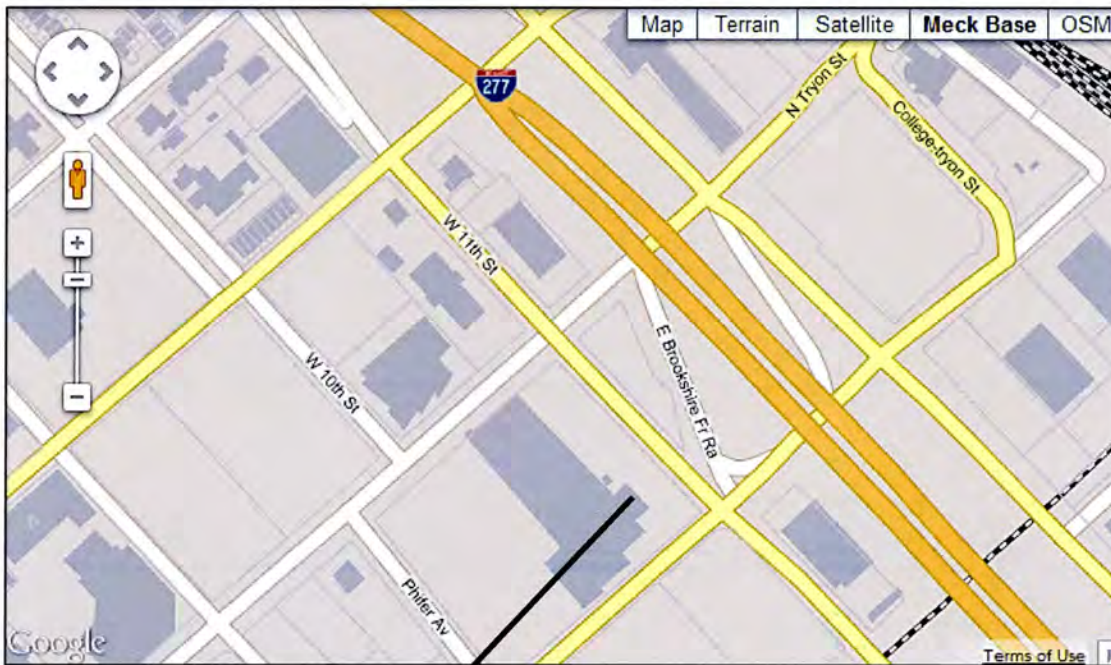
(Former) Sears, Roebuck and Company Department Store

**(FORMER) SUNOCO SERVICE STATION—130 EAST 11th STREET MK 3281**

**History/Description:** This former Sunoco Service Station stands immediately to the rear (northeast) of the former Sears, Roebuck and Company Department Store. Its site was occupied by a house and shed on the 1953 Sanborn map, but it appears on the updated 1963 version of the map as a Filling Station. According to tax records, it was constructed in 1955. It is a functional “box-type” station with a flat roof and concrete-block walls sided with porcelain-enameled panels (Blanton 2012). It has an office with large windows and a corner-set entry at one end; three service bays occupy the remainder of its long rectangular body. No evidence of pumps or canopy remains in place. It was not the service station associated with the former Sears store that almost touches its rear. The lots behind the Sears were not owned by the company and even in 1963 continued to hold a two-story residence. The service station associated with Sears, which was built along with the store in 1949, is pictured on Sanborn maps on the opposite side of North College Street, across from the store. (It is no longer extant.). The former Sunoco Service Station occupies tax parcel 08003101.

**Recommendation:** This former service station has no known historical or architectural significance and is therefore **not eligible for NR listing**.

**(Former) Sunoco Service Station**



(Former) Sunoco Service Station



(Former) Sunoco Service Station



(Former) Sunoco Service Station

**(FORMER) WAREHOUSE—901 NORTH TRYON STREET MK 3282**

**History/Description:** This one-story, flat-roofed, brick-clad, functional, altered warehouse or commercial building encompasses 21,000 square feet. Its rear (north) end is a later addition or much altered. According to tax records the building was erected in 1945; it is not included in the areas covered by the Sanborn maps of 1951 or earlier. The building now holds various commercial enterprises. It occupies tax parcel 07804301.

**Recommendation:** This building has no known historical or architectural significance and has been altered and is therefore **not eligible for NR listing**.



(Former) Warehouse



(Former) Warehouse



(Former) Warehouse



(Former) Warehouse

**ORIENT MANUFACTURING COMPANY/CHADWICK-HOSKINS NO. 3 / ALPHA COTTON MILL (MK1809) – 311 EAST 12th STREET**

**History/Description:** This complex was a cotton- and then asbestos-textile mill built in stages from c1901 through the 1950s. It was listed in the National Register as the Orient Manufacturing Company/Chadwick-Hoskins No. 3 in 2006. It was previously designated, as the Alpha Cotton Mill, a Charlotte-Mecklenburg Historic Landmark (1985). Modern buildings have been constructed around and appended to the historic mill buildings, which occupy tax parcel 08103308.

**Recommendation:** NR listed.



Orient Manufacturing Company/Chadwick-Hoskins No. 3 / Alpha Cotton Mill



Orient Manufacturing Company/Chadwick-Hoskins No. 3/ Alpha Cotton Mill



Orient Manufacturing Company/Chadwick-Hoskins No. 3/ Alpha Cotton Mill

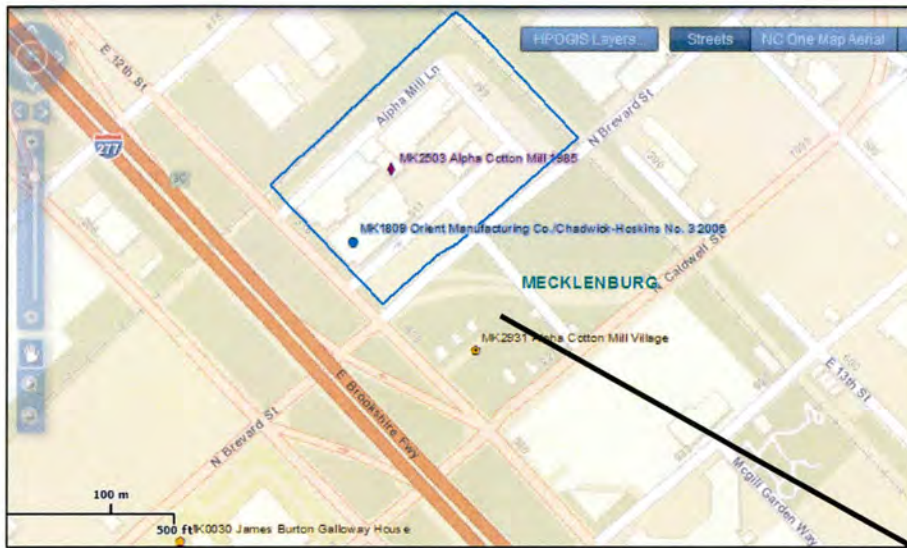


Orient Manufacturing Company/Chadwick-Hoskins No. 3 / Alpha Cotton Mill

## ALPHA COTTON MILL VILLAGE (MK2931) – 220 WEST 10th STREET

**History/Description:** A surviving portion of the Alpha Cotton Mill Village was previously surveyed but is no longer extant. It occupied tax parcel 07804602, which is bounded by New Calvine Street on the north, North Caldwell Street on the east, East 12th Street on the south, and North Brevard Street on the west.

**Recommendation:** No longer extant so **not eligible for NR listing.**



Alpha Cotton Mill Village



Alpha Cotton Mill Village, ca. 2005 (Charlotte-Mecklenburg Historic Properties Commission)



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