

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

1. Name of Property

historic name (Former) Carolina School Supply Company Building
other names/site number

2. Location

street & number 1023 West Morehead Street N/A not for publication
city or town Charlotte N/A vicinity
state North Carolina code NC county Mecklenburg code 119 zip code 28208

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this nomination, ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant ___ nationally ___ statewide locally. (See continuation sheet for additional comments.)

Jeffrey Crowe SHPO 2/22/01
Signature of certifying official Date

North Carolina Department of Cultural Resources
State or Federal agency and bureau

In my opinion, the property ___ meets ___ does not meet the National Register criteria. (___ See continuation sheet for additional comments.)

Signature of commenting or other official Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

	Signature of Keeper	Date of Action
<input type="checkbox"/> entered in the National Register <input type="checkbox"/> See continuation sheet.	_____	_____
<input type="checkbox"/> determined eligible for the National Register <input type="checkbox"/> See continuation sheet.	_____	_____
<input type="checkbox"/> determined not eligible for the National Register	_____	_____
<input type="checkbox"/> removed from the National Register	_____	_____
<input type="checkbox"/> other (explain): _____	_____	_____

**(Former) Carolina School Supply Company Building
Mecklenburg County, North Carolina**

5. Classification

Ownership of Property: private Category of Property building

Number of Resources within Property

Contributing	Noncontributing	
<u>1</u>	<u>0</u>	buildings
<u>0</u>	<u>0</u>	sites
<u>0</u>	<u>0</u>	structures
<u>0</u>	<u>0</u>	objects
1	0	Total

Number of contributing resources previously listed in the National Register 0

Name of related multiple property listing: N/A

6. Function or Use

Historic Functions

Cat: COMMERCE/TRADE/WAREHOUSE Sub:

Current Functions

Cat: COMMERCE/TRADE/BUSINESS Sub:

7. Description

Architectural Classification

EARLY TWENTIETH CENTURY

Other: Stylized Gothic Revival

Materials

foundation	Concrete
roof	Asphalt
walls	Brick
other	Concrete

Narrative Description : See Continuation Form Section 7, page 1

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8. Statement of Significance

Applicable National Register Criteria

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations (Mark "X" in all the boxes that apply.)

- a owned by a religious institution or used for religious purposes.
- b removed from its original location.
- c a birthplace or a grave.
- d a cemetery.
- e a reconstructed building, object, or structure.
- f a commemorative property.
- g less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

COMMERCE
ARCHITECTURE

Period of Significance 1927-1940

Significant Dates 1927

Significant person(s): N/A

Cultural Affiliation N/A

Architect/Builder Unknown

Narrative Statement of Significance: See Continuation Form Section 8, page 1

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9. Major Bibliographical References

Bibliography: See Continuation Form Section 9, page 1

Previous documentation on file (NPS)

- preliminary determination of individual listing (36 CFR 67) has been requested.
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary Location of Additional Data

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: N.C. Department of Cultural Resources, Division of Archives and History, Raleigh, N.C.

10. Geographical Data

Acreage of Property 0.851

UTM References	Zone	Easting	Northing
	17	512700	3898140

Verbal Boundary Description: See Continuation Form Section 10, page 1

Boundary Justification: See Continuation Form Section 10, page 1

11. Form Prepared By

Mattson, Alexander and Associates, Inc.

date 8-21-00

2228 Winter Street
 Charlotte, N.C. 28205

telephone (704) 569-8130

Property Owner

Mr. Monte Richey, President, Conformity Corporation

P.O. Box 216, Elizabeth Contract Station
 Charlotte, N.C. 28204

telephone (704) 334-5616

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7. Narrative Description

Constructed in 1927, the (Former) Carolina School Supply Company Building is located at 1023 West Morehead Street, south of downtown Charlotte. The building occupies a rectangular lot that was laid out with orientations to both the former Piedmont and Northern Railway (on the southeast side) and West Morehead Street (on the northeast side). On the northwest side of the building is a parking lot and truck loading area which can be reached from either West Morehead or Elliot Street, a dead-end side street. Elliot Street defines the northwestern border of the property, and the street terminates at the Duke Power Elliot Street Station. Because of the easy access to downtown and good railway and highway connections, the West Morehead corridor developed into a commercial, industrial, and warehousing district between the 1920s and 1950s. Although some properties are now vacant or are being redeveloped for other uses, many factories and warehouses of the period still line West Morehead Street and the nearby side streets.

The (Former) Carolina School Supply Company Building has a utilitarian appearance that is reflected in its simple brick veneer, banks of steel sash windows, flat roof, and long, rectangular plan. Ornamentation is limited to the slightly pedimented parapet, and the restrained Gothic Revival detailing that adorns the entrance. The projecting front gable entrance has a ogee arched opening with concrete reveals, and the doorway repeats the ogee arch in the transom. Three stories high, the warehouse was built of heavy mill construction, which permitted the use of large window bays. The windows have flat arches and concrete sills, and some of the spandrels are defined by decorative brickwork. Truck loading bays, covered by a bracketed metal canopy and opening onto a concrete dock, are situated on the northwest elevation, and rail freight doors are found on the southeast elevation. One of the original double leaf, batten doors survives on the southeast side.

A simple, one story, concrete block storage building was added to the property ca. 1950. A freestanding building when constructed, the newer facility has several doors and loading bays, and is lighted only by skylights. During the late 1950s, a brick addition was constructed across the rear of the main building, which connected the 1927 warehouse and the smaller storage building. The three story addition has small, pivot windows and a simple, unornamented exterior.

The interior of the original warehouse building is comprised primarily of open storage space, broken only by steel vertical supports fashioned as slender classical columns. The entrance leads into the office and showroom area, where some repartitioning has occurred. The front showroom now has dropped acoustic tile ceilings and carpeted floors, but behind in the office area, the original plaster walls, molded surrounds, and two panel doors survive. The double leaf, wood and glass doors separating the office section from the rear storage areas are also original. An enclosed stairwell leading to the upper floors is found along the east wall. Behind the office area, the brick walls, heavy timber beams, tongue and groove ceilings, steel columns, and hardwood floors remain intact. Two freight elevators, one on each side of the warehouse for either rail or truck loading, are enclosed by tongue and groove or flushboard walls. The open storage rooms on the upper floors are unaltered with hardwood floors, steel columns, and wooden ceilings. Also housing an open storage room on each floor, the rear addition has steel

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I-beam framing with brick walls, steel sash pivot windows, and hardwood floors. The one story storage building also has an open interior plan with a poured concrete floor and concrete block walls.

The former school supply warehouse retains its architectural integrity with few alterations. The brick addition of the late 1950s extends only across the rear elevation of the warehouse and does not obscure the original massing or fenestration of the front or long side elevations. The one story, concrete block building abuts only the rear addition and extends into the parking lot along the rear property line. The original entrance to the building has been replaced with double leaf, metal sash, glass doors as is typical for many commercial and industrial buildings, but it is notable that all the steel sash windows remain intact. The principal interior alterations are limited to the front administrative offices.

The 0.851 acre tax parcel contains one building. The warehouse is a contributing resource, and the two later additions, which postdate the period of significance, are non-contributing.

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8. Statement of Significance

Summary

Constructed in 1927, the (Former) Carolina School Storage Company Building is recommended for the National Register under Criterion A for commerce and under Criterion C for architecture. Under Criterion A, the three story, brick building exemplifies the storage and wholesale distribution warehouses built in Charlotte during the early twentieth century when the city emerged as a regional industrial, distribution, and commercial center. As the name implies, the Carolina School Supply Company sold school furniture and miscellaneous supplies for the rapidly expanding public school systems of the period. Prosperity, urban growth, and educational reforms during the economic boom years of the early twentieth century spurred this expansion which, with the state-wide school consolidation movement, resulted in school building campaigns across North Carolina. The Carolina School Supply Company was formed to serve this regional niche market from its warehouse on West Morehead Street.

By the early twentieth century, Charlotte had emerged as not only a center for textile manufacturing but also as a regional commercial and distribution center for the rapidly industrializing Piedmont. An excellent rail network, and later good highway connections, made the city an advantageous location for distribution companies that served broad markets. Because of this economic expansion and easy shipping and receiving, numerous local companies and branch operations for national companies built their facilities along the rail lines of Charlotte and along city streets that led to regional highways. Like a number of other wholesale distributors, manufacturers, and storage companies, the Carolina School Supply Company was built to face West Morehead Street, which developed as one of the principal industrial corridors of the city and a gateway to downtown Charlotte after the 1927 construction of nearby Wilkinson Boulevard, the first four-lane highway in North Carolina. Morehead Street had been a minor east-west residential street south of downtown, but with the opening of Wilkinson Boulevard, Morehead was extended west across Irwin Creek, linking the new highway to the businesses and rail yards of central Charlotte. In addition to its highway and center city connections, Morehead Street provided easy access to both the Southern Railway, which connected New Orleans and the Northeast via Charlotte, and the smaller Piedmont and Northern interurban line. These good transportation connections made the area ideal for industrial and warehousing concerns, and immediately after its opening, a number of multiple story factories and warehouses were constructed along the route. Built in 1927, the (Former) Carolina School Supply Company Building survives as one of the earliest and best preserved properties within the West Morehead Street industrial corridor.

The (Former) Carolina School Supply Company Building is also eligible under Criterion C for architecture. With its stylized Gothic Revival detailing, popular during the 1910s and 1920s, and heavy timber mill construction, this well-preserved, multiple story loft building illustrates common factory and warehouse designs of the period. Introduced in the 1880s, heavy mill construction, with its twelve inch by twelve inch framing members quickly became the most common structural choice for factories and warehouses until the introduction of reinforced concrete in the early twentieth century. Although reinforced concrete construction held a number of advantages over mill construction and became widely used by World War I, concrete framed buildings were costlier to erect

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than those with timber framing. Consequently, mill construction remained an economical choice, particularly in the South where lumber was plentiful. The use of steel columns for the interior supports represents one innovation on standard mill construction. Rather than using the bulky wooden piers associated with earlier timber framing, the slender, but strong, columns permitted the use of fewer vertical supports, creating more open interiors which greatly increased the storage capacity of warehouses. The Gothic Revival detailing of the warehouse echoes the popularity of the style for school designs of the period. Retaining its original form and massing, restrained Gothic Revival detailing, steel sash factory windows, and structural elements, the (Former) Carolina School Supply Company building survives as one of the best preserved warehouses of the early twentieth century remaining in Charlotte.

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Historical Background and Commerce Context

Sited within the industrial corridor of West Morehead Street along the Piedmont and Northern Railway, the (Former) Carolina School Supply Company Building serves as a tangible reminder of the diverse commercial, industrial, and warehousing operations which made Charlotte a flourishing New South city by the early twentieth century. With the end of the Civil War, and the subsequent reconstruction and expansion of the rail network, regional leaders throughout the South envisioned a new order based on industrialization, specifically cotton production, and urban growth to replace the agrarian society of the past. Embracing the New South ethos wholeheartedly, civic leaders campaigned vigorously for the construction of cotton mills, which by World War I numbered over 300 within a 100-mile radius of Charlotte (Woodward 1951: 31; Lefler and Newsome 1954: 474-489). Charlotte, and Mecklenburg County, became the center of the Southern textile manufacturing industry, and by the 1920s the Piedmont region of North and South Carolina had surpassed New England as the leading textile producer in the world (Mitchell and Mitchell 1930; *Charlotte Observer*, 28 October 1928). Textiles, in turn, attracted other industries to Charlotte, and by the 1920s, the city could boast that its 141 factories manufactured eighty-one different products (Hanchett 1993: 202). With industrialization, the population of Charlotte soared from 7,000 in 1880 to over 82,000 in 1929, becoming the largest city in the two Carolinas (Sixteenth Census 1940).

Although cotton and textile production formed the economic mainstay of Charlotte during the early twentieth century, other industrial and commercial operations were drawn to the city because of its good rail system, expanding work force, plentiful and inexpensive power, and dynamic economy. By the early twentieth century, the city supported a diversified industrial base, an extensive rail network, and a true urban infrastructure complete with banking, insurance, and commercial services. Tobacco magnate, J.B. Duke, and his Southern Power Company (later Duke Power Company) expanded aggressively, supplying both industrial and residential clients with inexpensive electricity. With a robust economy and an extensive rail system, Charlotte was not only a manufacturing city but also emerged as an important wholesale distribution center, one that served large areas of the industrialized Piedmont. In addition to such local manufacturers as the Lance Company, makers of snack foods, national companies such as Coca-Cola, Ford Motor Company, and the Crane Company, a manufacturer of plumbing fixtures, all made Charlotte the hub of their regional distribution operations. As the Charlotte Chamber of Commerce boasted in a 1928 advertisement, Charlotte served a broad commercial market, with a 150-mile trading radius and more than 4,500,000 consumers (Charlotte City Directory 1928).

Because of its inland location, the economic success of Charlotte had been wholly dependent upon good rail transportation. Sustaining little damage during the Civil War, Charlotte had been quick to recover and even expand its rail network, and by 1875, six railroads were routed through the city, giving Charlotte more rail connections than any other city between Washington, D.C. and Atlanta (Hanchett 1993: 72). Charlotte benefited from continued rail expansion and consolidation throughout the late nineteenth century, which created both the powerful Southern Railway system, with its connections to New Orleans and Baltimore, and the smaller, but strategic, Piedmont and Northern Railway, an interurban line built to link parts of the industrial Piedmont, with

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Charlotte as its terminus (Fetters and Swanson 1974: 12; Hanchett 1993: 74). An important aspect of the regional transportation system, the Piedmont and Northern served both passengers and freight on its 150 mile route, generating so much traffic that its motto, "A Mill to the Mile", was accurate for much of its length (Glass 1992: 57-58).

With the increase in manufacturing and trade, auxiliary operations quickly followed to serve these expanding sectors as well as a growing population and an increasingly specialized urban economy. Principal among these secondary operations were the large storage companies and wholesale distributors. Within the West Morehead corridor, several general storage companies built warehouses to serve an increasingly urban and mobile clientele. Distribution companies, like the Carolina School Supply Company, capitalized on good transportation connections and a large, regional commercial base to serve niche markets. As the name suggests, the company provided school furniture and fixtures for the rapidly expanding state school system. During the early twentieth century, educational reforms, the extension of public education into the high school grades, and the school consolidation movement all spurred public school building campaigns across the state, creating a demand for school equipment. Although the school supply company did not survive the economic hardships and reduced public spending of the 1930s, the warehouse continued to be used by distribution companies. By 1940, the warehouse was used by a wholesale radio supplier, a company which remained at this location until the post-World War II period. From 1972 until the late 1990s, a furniture distributor occupied the property, and currently, the property is undergoing rehabilitation (Charlotte City Directory, 1928, 1940, 1950, 1960, and 1970).

In the preautomobile age, good rail connections made Charlotte the center of an extensive regional market. With the advent of automotive travel and trucking, the city also quickly emerged as an important part of the new state highway system, which helped the city maintain its economic advantages despite this change in transportation. By 1928, the city could boast that seven paved highways radiating from the city led to the major towns and cities of the Carolinas (Charlotte City Directory 1928). One of these routes was the newly completed Wilkinson Boulevard, the first four-lane highway in the state. In 1927, when the school supply warehouse was constructed, West Morehead Street had just been extended west across Irwin Creek to connect downtown Charlotte with Wilkinson Boulevard, and this pivotal connection quickly made West Morehead prime industrial real estate.

Although easy highway access helped to lure manufacturers away from the confines of downtown Charlotte, the center city was already emerging as a specialized commercial and financial zone, and rising real estate prices spurred much of the relocation. At the end of the nineteenth century, manufacturing concerns and warehousing facilities had begun moving away from downtown to sites along the principal rail lines, creating spoke-like and *de facto* industrial zones radiating out from the city core. This pattern had first appeared locally in the 1890s south of downtown in the suburb of Dilworth, where factories lined the frontage property between South Boulevard and the Southern Railway, but solidly industrial areas also developed along the other rail corridors of Charlotte. At first, streetcar service was required for this outward movement, and residents began moving to newly established suburbs as the Southern Power Company and other private enterprises established streetcar lines to the new neighborhoods and businesses. However, the introduction of automotive travel, and freight shipments by truck,

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ended the need for streetcar service, and this centrifugal pattern accelerated. By the 1920s, industry was searching for outlying sites which offered both rail and highway access.

One such industrial corridor developed during the 1920s along West Morehead Street, which followed a southwesterly route from downtown Charlotte and connected with Wilkinson Boulevard. The new highway linked Charlotte and Gastonia by car and truck just as the Piedmont and Northern and Southern railways had provided rail service between Charlotte and the mill towns of neighboring Gaston County. With both rail and highway connections and proximity to the Piedmont and Northern's Mint Street yards and freight station, West Morehead became a desirable location for industry, and a number of light industrial, warehousing, and commercial enterprises had been built along the new route by the end of the 1920s (Hanchett 1993: 16; Fetters and Swanson 1974: 69). The (Former) Carolina School Supply Company Building was one of the earliest properties constructed along this industrial corridor (Sanborn Map Company, 1929).

As a link between the central business district and Wilkinson Boulevard, West Morehead Street was especially well-suited for manufacturing firms and warehousing facilities because of changes in transportation technology. Prior to World War I, freight moved almost exclusively by rail, but by the 1920s, motor trucks began to play an important role in moving merchandise and manufactured goods. Consequently, by the 1920s, most factories and warehouses, like the Carolina School Supply Company, incorporated truck loading bays within their designs, and older industrial facilities underwent remodeling to accommodate the new mode of shipping. The importance of easy loading and access to major rail and highway routes to such warehousing facilities is underscored by the design and configuration of the building. The long, rectangular building abuts its eastern boundary line along which a spur line of the Piedmont and Northern ran, while the remainder of the parcel was left empty, providing access from both West Morehead and Elliott streets and ample room for off-street truck loading and parking. At the time of construction, only a small auxiliary building (now gone) stood behind the main building, leaving much of the site vacant (Sanborn Map Company 1929).

West Morehead had been a minor street on the edge of downtown Charlotte until local developer, E.C. Griffith, extended the street across Irwin Creek in 1927. In 1921, Griffith's Charlotte Investment Company had platted a residential neighborhood, Wesley Heights (N.R. 1995), on a hill west of the city center. Sales in the new subdivision had been active despite the absence of trolley service, and the construction of the new highway nearby and the popularity of Wesley Heights prompted Griffith to extend West Morehead across the creek. In the following years, several residential streets within Wesley Heights were completed through to West Morehead Street (Gatza 1995).

In 1920, there had been only one industrial operation, a foundry, located along West Morehead, but with its new connections, sales and construction both along the new thoroughfare and within Wesley Heights were brisk between 1927 and 1930. In addition to two storage warehouses and several distribution warehouses (including the school supply building), stores, filling stations, and automobile showrooms lined West Morehead. Both the Art Deco Charlotte Coca-Cola Bottling Company (N.R. 1997) facility and a warehouse for the Crane Company opened on the south side of the street, and another national company, the Grinnell Company, soon built a

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substantial facility west of the Coca-Cola bottling works. By the 1920s, the Piedmont and Northern had constructed a north-south spur line that crossed West Morehead along the east side of the school supply warehouse that terminated at the Southern Railway line, and the area along these two lines became a particularly dense node of industrial and warehousing development. One block east of the Carolina School Supply, the Union Storage and Warehouse Company (on the north side of West Morehead) was built, and behind the school supply warehouse stood a Duke Power Company electrical equipment warehouse (which remains extant), the McClaren Rubber Company plant, a stone cutting operation, an air filter manufacturer, Union Carbide, and the large foundry operations of Charlotte Pipe and Foundry Company, which continues to operate on this site. By the early 1930s, West Morehead had become one of the principal manufacturing and distribution zones in Charlotte (*Charlotte City Directories* 1920, 1929).

West Morehead continued to attract industrial and warehousing facilities until the 1950s and early 1960s, but the construction of Interstate Highway 85 to the north and east reoriented much of the industrial geography of the city after the early 1960s. Some of the original occupants along West Morehead, like Carolina Transfer and Storage and the nearby Charlotte Coca-Cola Bottling Company, continued to operate in their West Morehead locations until the 1980s and early 1990s, while the Carolina School Supply Company building changed owners but not function, remaining a warehouse for wholesale distributors until the late 1990s. Other properties along West Morehead were vacated or underused. In recent years, however, there has been a renewed interest in the area because of the easy access provided by Interstate Highway 77 (just west of the former Carolina School Supply Company building) which bisects West Morehead and because of increased commercial development near the new football stadium, which has an entrance along West Morehead Street.

Architectural Context

The (Former) Carolina School Supply Company Building is also eligible under Criterion C for architecture. With its Gothic Revival detailing, a style popular during the 1910s and 1920s, and heavy timber mill construction, this well-preserved, multiple story loft building illustrates common factory and warehouse designs of the period. Introduced in the 1880s, heavy mill construction, with its twelve inch by twelve inch, wooden framing members quickly became the most common structural choice for factories and warehouses until the introduction of reinforced concrete in the early twentieth century. Also known as "slow burn" construction, this heavy timber construction, which retained its structural integrity better during fires than light wooden framing, became prevalent after fire insurance companies began mandating its use. Mill construction was also better suited to the heavy floor loads of both factories and storage warehouses, providing the rigid framing needed to support manufacturing machinery and equipment. Furthermore, because most factories and warehouses were located within dense city centers until the early twentieth century, this sturdy construction method permitted the building of tall factory and warehouse lofts, thereby maximizing the use of narrow urban lots. With few other structural choices, mill construction remained the national standard for factory construction until the 1910s.

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By the World War I era, developments in both transportation and building technologies had begun effecting changes in both factory and warehouse location and construction. Further rail expansion and the introduction of truck shipping freed many industries from their urban settings while the introduction of steel and reinforced concrete construction offered new options in design. Once perfected in the first decades of the twentieth century, reinforced concrete construction held a number of advantages over mill construction and quickly became widely used. In particular, concrete structures were virtually fireproof, and the stronger, more rigid framing of concrete buildings supported greater loads and better stabilized vibrating machinery while making interior plans more versatile. By the 1910s, tall lofts had begun falling out of favor for manufacturing purposes as sprawling, one story factory complexes accommodated the new straight-line production methods with their emphasis on efficiency and rationalization of layout. However, concrete framed buildings were costlier to erect than those with timber framing, and multiple story, heavy mill construction remained both highly efficient and economical for warehouse design where production lay-out was not a consideration. The vertical loft design continued to make economical and profitable use of expensive rail frontage property which the contemporary one story, multiple building industrial complexes did not. Consequently, slow burning mill construction remained an economical choice, particularly in the South, where lumber was readily available.

In the (Former) Carolina School Supply Company Building, the use of steel columns for the interior supports represented one innovation on standard mill construction. Rather than using the bulky wooden piers associated with earlier timber framing, the slender, but strong, columns permitted the use of fewer vertical supports and more open interiors, which greatly increased the storage capacity of the warehouse. The simple Gothic Revival detailing found on the facade echoed the popularity of the style for school designs of the era. Retaining its original form and massing, restrained Gothic Revival detailing, steel sash factory windows, and structural elements, the (Former) Carolina School Supply Company building survives as one of the best preserved warehouses of the early twentieth century remaining in Charlotte.

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9. Bibliographic References

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Glass, Brent D. *The Textile Industry in North Carolina, A History*. Raleigh: Division of Archives and History, North Carolina Department of Cultural Resources, 1992.

Hanchett, Thomas W. *Sorting Out the New South City: Charlotte and Its Neighborhoods*. Chapel Hill, North Carolina: University of North Carolina, 1998.

Mattson, Alexander and Associates, Inc. *(Former) Carolina Transfer and Storage Company Building*. Nomination to the National Register of Historic Places, 1999.

Mattson, Alexander and Associates, Inc. *(Former) Charlotte Coca-Cola Bottling Company Building*. Nomination to the National Register of Historic Places, 1997.

Mattson, Alexander and Associates, Inc. *(Former) Parks-Cramer Company Complex*. Nomination to the National Register of Historic Places. 16 September 1993.

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Mattson, Alexander and Associates, Inc. *(Former) Thrift Mill*. Nomination to the National Register of Historic Places. 10 March 1994.

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Sanborn Map Company. *Charlotte, Mecklenburg County, North Carolina*. New York: Sanborn Fire Insurance Company, 1929.

U.S. Department of Commerce, Bureau of the Census. *Sixteenth Census of the United States, 1940. Population*. vol. 1.

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10. Geographical Data

Verbal Boundary Description

The nominated property (Tax Parcel No. 073-252-12) is shown on the accompanying Mecklenburg County tax map. The property is located within the city of Charlotte, North Carolina.

Boundary Justification

The property being nominated consists of the original 0.851 acre tax parcel on which the Carolina School Supply Company Building was constructed and which conforms to the current tax parcel. The property contains the nominated warehouse building, a contributing resource, and the two later additions, both of which are non-contributing.

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Section number Photographs Page 1

The following information pertains to each of the photographs:

Name of Property: (Former) Carolina School Supply Company Building

Location: Charlotte, North Carolina

County: Mecklenburg

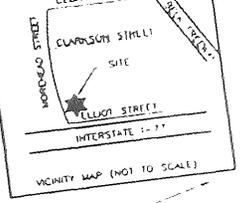
Name of Photographer: Mattson, Alexander and Associates, Inc.

Location of Negatives: Survey and Planning Branch
North Carolina Department of Cultural Resources
109 E. Jones Street
Raleigh, North Carolina 27601-2807

Date of Photographs: August - November 1999

Photographs:

- A. Front (North) and East Elevations, View Looking Southwest.
- B. Front (North) Elevation, View Looking South.
- C. West Elevation, View Looking East.
- D. West Elevation and Rear Addition, Showing Truck Loading Dock, View Looking Southeast.
- E. Front (North) Elevation, Rear Addition, View Looking South.
- F. Entrance Detail, View Looking South.
- G. Interior, First Floor, Looking from Front Administrative Offices into Rear Loading Area.
- H. Interior, Second Floor, Warehouse, Looking towards Rear Addition.
- I. Interior, Second Floor, Stairwell and Freight Elevator Along East Wall.



ING IRON PIPE
ING IRON ROD
ING CONCRETE
METER
R BOX
VALVE
SYSTEM DRAW
RICH BASIN
EMERGENCY
SANITARY SEWER
DOE OF PAVEMENT
NORTH CAROLINA
BUILDING HEIGHT
CHAM LINK
CONCRETE
HEATING VENTILATION & AIR CONDITION
CORRUGATED METAL PIPE
WATER BOX

UTILITIES
POWER (704) 594-8355 DUKE POWER CO CONTACT: PAUL STEELE
TELEPHONE (704) 357-6874 BELL SOUTH TELECOMMUNICATIONS NEW CONNECTIONS (GLENN SUTTON) EXISTING SERVICES (CAROLYN LANPHER) (704) 357-8580
WATER & SEWER (704) 399-2221 CHAR-MECK UTILITY DEPT (CWUD) CONTACT: CARL WILSON
GAS (704) 325-3583 PIEDMONT NATURAL GAS CO NEW CONNECTIONS (THERESA BOND) EXISTING CONNECTIONS (WEG SOSNA) (704) 325-3583
CABLE TELEVISION 1-800-632-4848

GT&W INC. OF GASTONIA
9101-76

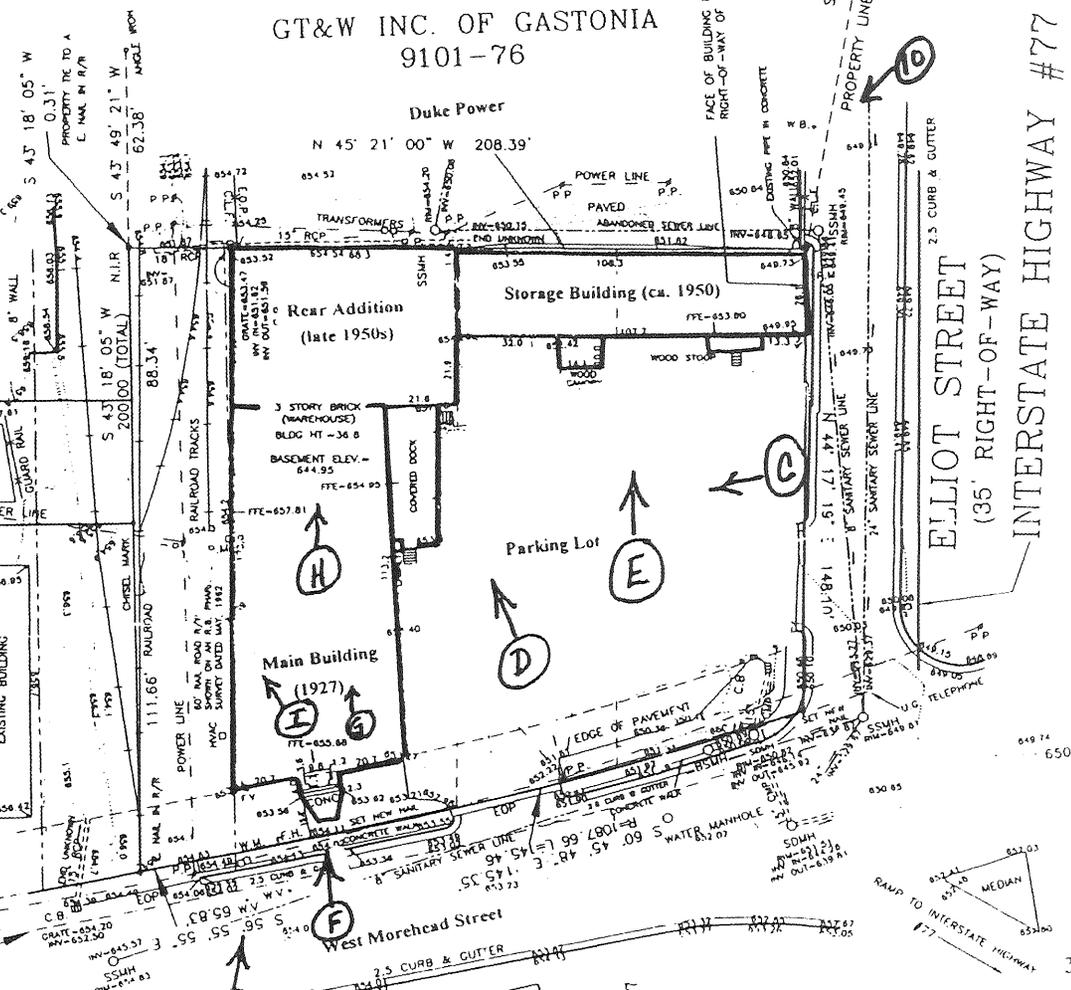
ZONING 1-2 (INDUSTRIAL) PER ZONING ORDINANCE
ZONING RESTRICTIONS AS SHOWN ON ZONING MAP
MINIMUM LOT AREA: 6,000 SQ FT
MINIMUM LOT WIDTH: 50 FEET
MINIMUM SETBACK: 20 FEET
MINIMUM SIDE YARD: 0 OR 4 FEET
MINIMUM REAR YARD: 10 FEET
MAXIMUM HEIGHT: 40 FEET

GT&W INC. OF GASTONIA
9101-76

DUNBAR STREET
(40' R/W)

GT&W INC. OF GASTONIA
9101-76

NO RECOVERABLE H.C.S. MONUMENT LOCATED WITHIN 7,000 FEET OF SUBJECT PROPERTY. THE LOCATION OF UNDERGROUND UTILITIES SHOWN ON THIS MAP IS APPROXIMATE, BASED ON INFORMATION PROVIDED BY OTHERS OR BY FIELD LOCATION FOR PLANNING ONLY. ACTUAL LOCATION, DEPTH, OR TYPE OF LINE SHOULD BE VERIFIED BY THE INDIVIDUAL UTILITY COMPANY BEFORE CONSTRUCTION. THIS SURVEY WAS PERFORMED WITHOUT BENEFIT OF A TITLE COMMITMENT REPORT. R.B. PHARR & ASSOCIATES, P.A. DOES NOT CLAIM THAT ALL MATTERS OF RECORD WHICH MAY OR MAY NOT AFFECT THE SUBJECT PROPERTY ARE SHOWN HEREON. WORKHEAD STREET THROUGHFARE PLAN OF 1994 AND MAY BE SUBJECT TO A FUTURE RIGHT-OF-WAY OF 40' FROM CENTERLINE. ELEVATIONS ARE BASED ON CHISEL STREET HEADMALL ON SUGAR-HOLLOW CREEK AT INTERSTATE 77 ELEVATION RW 22-639.28.



ELLIOT STREET
(35' RIGHT-OF-WAY)
INTERSTATE HIGHWAY #77

Site Plan and Key to Photographs
(Former) Carolina School Supply Company Building
1023 West Morehead Street
Charlotte, North Carolina

WEST MOREHEAD STREET
(RIGHT-OF-WAY VARIES)

FLOOD CERTIFICATION
THIS IS TO CERTIFY THAT THE SUBJECT PROPERTY IS NOT LOCATED IN A SPECIAL FLOOD HAZARD AREA AS SHOWN ON MAPS PREPARED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY FEDERAL INSURANCE ADMINISTRATION, DATED FEBRUARY 24, 1982.

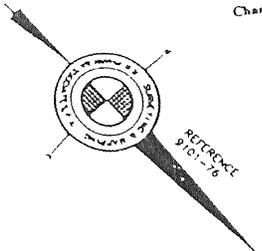
THIS IS TO CERTIFY THAT ON THE DAY OF SURVEY WAS MADE UNDER THE SUPERVISION OF THE PROPERTY SHOWN ON THIS PLAN AND THAT THE BOUNDARY LINES AND THE IMPROVEMENTS, IF ANY ARE AS SHOWN HEREON THIS PLAN MEETS THE MINIMUM STANDARDS OF PRACTICE FOR LAND SURVEYING IN NORTH CAROLINA BOARD RULE 1800 (21 M.C.A.C. 6A) AND THE ERROR OF CLOSURE FOR THIS PLAN DOES NOT EXCEED ONE (1) FOOT PER 10,000 FEET OF PERIMETER SURVEYED NOR 30 SECONDS TIMES THE NUMBER OF THE NUMBER OF ANGLES SURVEYED.

AREA:
36564 SQ. FT.
0.8394 AC.

REVISIONS

SURVEY PREPARED FOR
THE CONFORMITY CORPORATION

100 NUMBER 033 232 122
1100 REFERENCE 3420 122
R.B. PHARR & ASSOCIATES
SURVEYING & MAPPING
400 HAWTHORNE LAKE CHARLOTTE, NC 28205



UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

80°52'30" 35°15' HOMESTEAD 3.4 MI. 513000m E. 514 STATESVILLE 40 MI. 1.8 MI. TO INTERSTATE 85 515 50' 516 4 MI. TO INTERSTATE 85 485 (DE



Charlotte East
ROAD

(farms)
Carrolla School
Supply Bldg
zone 17
ES12700

N 3898140

1.6 MI. TO INTERSTATE 85
3898
GASTONIA 20 MI.
0.4 MI. TO U.S. 29
3897

4824 N SW
MTN ISLAND LAKE

