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Historic Preservation Commission

Agenda
City of Hickory
Historic Preservation Commission
Tuesday March 24, 2020
5:30 P.M.

Location: Hickory City Hall, Council Chambers

Historic Preservation Commission Members: Sam Hunt, Simon Lucas, Kim Menzies, Mary Moorer, Katherine Mull, Dan O'Malley, Dan Rink, Dale Rockensuess, Ernie Sills.

Youth Council Advisory Member: Emily Greene

1. Call to Order Chair
2. Roll Call
3. Approval of Minutes from the February 25, 2020 Meeting
4. Public Hearing to Consider Certificate of Appropriateness 20-02 Staff
5. Public Hearing to Consider Certificate of Appropriateness 20-03 Staff
6. Items of Correspondence
7. Bond Commission Update Ernie Sills
8. Other Business
9. Adjourn

Historic Preservation Commission
Tuesday, February 25, 2020, 5:30 pm

A regular meeting of the City of Hickory's Historic Preservation Commission (HPC) was held on Tuesday, February 25, 2020, 5:30 pm, in Council Chambers of the Julian G. Whitener Municipal Bldg.

Members Present: Katherine Mull, Dale Rockensuess, Ernie Sills, Kim Menzies, Emily Greene, Dan Rink, Mary Moorer, and Simon Lucas

Members Excused: none

Members Absent: Dan O'Malley and Sam Hunt

Others Present: Senior City Planner Ross Zelenske and Minutes Clerk Anne Starnes

Call to Order: Katherine Mull, Chair, called the meeting to order at 5:30 pm.

Roll Call: Ross Zelenske called the roll and stated a quorum was present.

Approval of January 28, 2020 Minutes: Minutes of the previous meeting held in January were distributed to members in advance. No additions, deletions or corrections were stated. Ernie Sills moved, seconded by Simon Lucas, to approve the January 28, 2020 minutes as presented. The motion carried unanimously.

Public Hearing to Consider Certificate of Appropriateness 20-01: Ms. Mull said there was one public hearing on the agenda, for Certificate of Appropriateness 20-01. She stated the public hearing was quasi-judicial in nature. All persons presenting evidence must be sworn in by the clerk prior to testifying and submit any written documents pertaining to their testimony. Audience members may speak only when at the podium. She asked if there were any conflicts of interest, saying any member with a moral or ethical obligation regarding any of the proceedings tonight should state so now, and ask to be recused from the public hearing.

Dan Rink read a prepared statement aloud:

I am a member of the Board of Directors at Hickory Community Theatre and President of the Volunteer Guild. Further, my wife is a paid part-time employee of the theatre. I have not discussed COA 20-01 with anyone, but in the interest of avoiding even the appearance of a conflict of interest, I will recuse myself from the discussion and decision on this matter.

Mr. Rink's written statement was presented to the Clerk and entered into the record as Exhibit A.

Ernie Sills moved, seconded by Dale Rockensuess, to recuse Dan Rink from participating in the public hearing for COA 20-01. The motion carried unanimously.

Mr. Rink left the meeting.

Ms. Mull declared the public hearing was open.

The Minutes Clerk swore in all speakers prior to their testimony.

Ross Zelenske presented the Staff Report and referred to PowerPoint slides. He reviewed slide #2 (Certificate of Appropriateness 20-01).

- **Property Location:** 30 3rd Street NW
- **Applicant:** Bob Dennis
- **Owner:** City of Hickory (leased to the Hickory Community Theatre)
- **Property Name:** Former Hickory Municipal Building
- The former City Hall is a two-story on-basement Classical Revival style brick building, constructed in 1921.
- The building is a local historic landmark and is listed on the National Register of Historic Places.

Mr. Zelenske reviewed slide #3 (Property History).

- The building was constructed in 1921 and housed the city's administrative offices, fire department, police department, water department, jail, and courtroom.
- After a new city hall was opened in 1977, the building was converted into its current use as the Hickory Community Theatre.

Mr. Zelenske reviewed slide #4 (Area Map), noting the subject property is located on 3rd Street NW, and hashed in red on the map. He pointed out Hatch restaurant to the north on 1st Avenue, and Lowes Foods City Park to the south on 3rd Street NW.

Mr. Zelenske reviewed slide #5 (Nature of Request).

- The applicant has requested permission to paint a mural on the side of the building.
- It should be noted that the mural's design will be reviewed by the Hickory Public Art Commission and Hickory City Council.
- The Historic Preservation Commission's focus should be on the appropriateness of a mural and its historic impact to the property and building, and not on the content (design, colors, etc.) of the mural.

He said the Public Art Commission had already reviewed and approved Mr. Dennis' mural proposal, during their meeting on February 12, and have forwarded a recommendation of approval to City Council.

Slide #6 (Existing Conditions).

Referring to slide #7 (Photo, 3rd Street Elevation), Mr. Zelenske said this photo shows the front of the building. He asked members to note that this portion of the building is brick, but not painted.

Referring to slide #8 (Photo, Trade Alley Elevation), Mr. Zelenske said the portion of the building facing Trade Alley would not be changed.

Referring to slide #9 (Photo, Northern Elevation #1), Mr. Zelenske said the photo shows the small alley on the opposite side. He noted the building has been painted on this side and the windows are bricked in.

Referring to slide #10 (Photo, Northern Elevation #2), Mr. Zelenske said this photo shows the view of the building from the McGuire's Pub parking lot. He noted the area where the mural would be painted, which is currently in rough shape. He suggested that cleaning up the entire wall's appearance could possibly be made a part of this petition.

Slide #11 (Proposed Changes).

Referring to slide #12 (Rendering of Proposed Mural), Mr. Zelenske said the slide shows two different renderings of the proposed mural, with the main difference being that the words "Hickory Community Theatre" appear on one rendering.

Mr. Zelenske reviewed slides #13-16 (Statutory Analysis).

1. Height.

- The mural will be located on a side wall, starting around 10 feet above grade. The mural will be 8 feet tall. The overall height of the wall is approximately 50 feet.
- 2. Setback, lot coverage, yards, orientation and positioning of the building, and spacing of buildings.
 - The building footprint will not change. The mural will be oriented toward 1st Avenue NW, so that pedestrians and vehicle traffic are able to see the mural from the road when looking south.
- 3. Materials, surface textures and patterns.
 - The new mural will be painted using acrylic paint and will be sealed with a water-based sealant.
 - The wall where the mural will be painted is brick in material, but has already been painted.
 - The applicant has stated they plan to pressure wash the building to remove the mold on the building prior to painting.
- 4. Architectural detailing.
 - The mural will not be painted over any architectural details associated with the brick wall.
- 5. Roof shapes, forms, and materials.
 - The existing roof will not be impacted by the proposed mural.
- 6. Fenestration proportions, shapes, position and location, and pattern.
 - The existing windows and doorways will not be impacted by the proposed mural.
- 7. General form and proportions of buildings and structures.
 - The mural will be rectangular in shape and will occupy about one story of the multi-story building.
- 8. Appurtenant features and fixtures including, but not limited to, lighting, walls, and fences.
 - The mural will not impact any existing lighting or fencing.
 - The downspouts on the building will remain.

Mr. Zelenske reviewed slides #17-18 (Design Guidelines for Signage).

2.6.1 Introduce new signage that is compatible in material, size, scale, and character with the building or district. Design signage to enhance the architectural character of the building.

2.6.2 Wall signs should be integrated in the building's façade. It is not appropriate to cover a large portion of the façade or any significant architectural features with signage.

2.6.4 Signs should only be illuminated by screened ground-level spotlights. Backlit signs and internally-illuminated signs are discouraged.

2.6.6 Flush mounted flat signs are recommended. Major architectural details or ornamental features should not be interrupted or covered. On masonry buildings, holes for fasteners should be placed in the mortar joints, not the masonry unit.

Mr. Zelenske reviewed slide #19 (Design Guidelines for Masonry).

3.1.1 Retain all original or early masonry materials whenever possible.

3.1.10 The Commission discourages the painting of existing masonry structures, which have not been previously painted.

3.1.12 All masonry architectural features (cornices, moldings, etc.) should be retained, as they are significant parts of structures and contribute to their character. If these details are missing, and if it is determined by research that they existed, the Commission encourages their replacement with identical or similar compatible elements.

Mr. Zelenske reviewed slides #20-23 (Staff Analysis).

- The new mural will be located on the northern facing wall, on the side of the property.
- The mural is intended to be visible to the general public from 1st Avenue NW through an existing surface parking lot and alleyway.
- The proposed location is not a character defining building elevation.
- The lot coverage and building footprint will not change.
- The mural will be 80 square feet in area, which will be small in proportion to the existing wall, which appears to be roughly 130 feet in length, and ranges from roughly 30-50 feet in height. This appears to be appropriate in terms of scale (Guideline 2.6.1).
- The height of the mural will be 8 feet and will be placed near the first story of the building. The shape of the mural will be rectangular.
- The exterior walls of the building are principally of brick. While Guideline 3.1.10 discourages the painting of exterior brick walls, the side elevation in question has already been painted. No architectural details along the wall will be impacted by the proposed mural (Guidelines 2.6.2 and 3.1.12), nor will any door or window openings.
- The mural will not impact the roof of the building or any appurtenant features.
- The mural will use acrylic paint material, which can be removed if necessary, according to the applicant. The reversibility of this paint material aligns with the Secretary of Interior Standards for Rehabilitation.

As such, staff recommends approval of the petition with one condition.

1. Final approval shall be obtained from the Hickory City Council. No painting may begin until final approval has been received in writing.

Mr. Zelenske reviewed slide #24 (Public Input).

- Mayor Guess, on behalf of a citizen, inquired about the posting. Mayor Guess did not express an opinion on the matter.

Mr. Zelenske said staff recommends approval of this request. He asked for questions from members.

Mr. Lucas asked if there are plans to light the mural. Mr. Zelenske said the application did not make reference to lighting, but he would defer to the applicant to address this.

Mr. Lucas asked about plans for on-going maintenance of the mural. Mr. Zelenske said this subject is currently being discussed at the staff level, and would be worked out at a later date. Staff does expect that the mural will be maintained; if the mural is not maintained and falls into disrepair, he believes the City would reserve the right to remove it. He expects that this artist, or another one, would first be requested to repair the mural.

There were no further questions for Mr. Zelenske.

The Staff Report was presented to the Clerk and entered into the record as Exhibit B.

PROPONENTS

Bob Dennis addressed the Commission. As the applicant, he initiated this idea as part of an effort to generate some interest in downtown, by way of murals. He is President of Trade Alley Art, located at the other end of the alley, and a founder and board member of the Unifour Artists Guild. He said it is with their sponsorship that he is proposing this mural effort, noting that a team of people would be creating the finished work. Mr. Dennis said the location was actually proposed by John Rambo of the Hickory Community Theatre, although Mr. Dennis had originally proposed putting the mural on the other side. Mr. Rambo felt this location would be better, offering visibility from the street when looking across the parking lot.

Mr. Dennis said he tried to clean up the mural location on the wall with bleach, since it is obvious the roof sediment comes down the wall, and dirt catches in the wall's brick stair-stepped contours. He said the bleach made no difference at all, and it would require a more serious treatment such as power washing, re-painting it with a mold-inhibiting paint, or something else. On the mural area of the wall, he will likely paint it broadly to replicate the current color of the wall and make it more uniform, since it has been patched over and painted many different colors. He said the mural would be painted with acrylic paint and a sealant would be applied. It will hold up well to sunlight and other effects of the weather.

Mr. Dennis asked if there were any questions from members.

Mr. Sills said he suspects the walls were painted to help seal them and protect from water intrusion, since they are solid masonry walls and water tends to creep in.

Mr. Lucas asked how Mr. Dennis arrived at the size of the mural. Mr. Dennis said that, with the building being occupied by the theatre, the classic image for theaters is the tragedy and comedy masks and he had just put it together. Regarding the mural motif, it is a common one, where it appears you are looking through the wall into something deeper.

Mr. Rockensuess asked if Mr. Lucas was asking about the mural size, or the theme. Mr. Lucas said he was asking about the planned size, the perspective on such a large wall that is 50-feet high. He asked what the visual would look like, and if the mural would appear small on the wall. Mr. Rockensuess said that, to Mr. Lucas' point, there are currently large murals very close to this location in downtown, the Miracle of Hickory mural adjacent to it, and another one in the alley going from 1st Avenue NW up to Union Square. He asked why it had not been proposed as a larger mural.

Mr. Sills requested that slide #10 be returned to the screen, showing the back wall of the building where the mural would be painted.

Mr. Dennis said two factors had influenced the mural size proposed. When talking with Mr. Rambo, they had walked away and considered what size would be sufficient for it to be visible and clear, and this is the size they decided to make it.

Mr. Lucas noted a drainpipe and brown stain on the wall, asking where the mural would sit in relation to this. Mr. Dennis said it would be above it. Mr. Rockensuess asked what the line is going straight across the wall, which looks like a conduit. Mr. Dennis said it does look like one, but he was not certain; however, the mural would be placed just below it. Mr. Sills asked if he would basically be painting the mural in that square area of the wall. Mr. Dennis said yes, because the structure of the wall seems to dictate staying within that panel area. Earlier he had said that two factors influenced the mural size proposed, and this was the second factor.

Mr. Lucas asked if he understood correctly that Mr. Dennis plans to paint the whole wall, or only the section where he will paint the mural. Mr. Dennis said he planned to paint the section where the mural would go, including the dark portion at the bottom, but he does not mind also painting the dark area to the left, just to make it consistent.

Mr. Rockensuess addressed Mr. Zelenske, and said that if this proposal is approved he should ask City management to address the need to paint the entire wall. He said if the mural is approved, the current condition of the wall would visually diminish the mural. Mr. Lucas agreed with his point, but added that he also wishes the City would do something about the short brick wall by the fencing, because all of Mr. Dennis' hard work will potentially be distracted from by having this grimy white wall in front of the mural. Mr. Dennis said thank you. Mr. Rockensuess said approval of the mural could facilitate someone else taking action on a greater clean

up of the area. Mr. Lucas noted that the far right end of that short wall has been painted in with flowers, and that continuing this down to the end of the wall would also help.

Regarding timing, Mr. Dennis said he would like to paint the mural during mild weather, or warm weather. He lives in France during part of the year, and is not available to paint it during spring and fall; he would need to paint the mural soon, or during the actual summertime.

There were no additional questions for Mr. Dennis, and no additional speakers in favor of the petition.

OPPONENTS

None

Ms. Mull asked if there was any further discussion by members, and there was none.

Ms. Mull declared the Public Hearing was closed. She asked for a motion, either for or against adopting findings of fact.

Findings of Fact

Dale Rockensuess moved, seconded by Ernie Sills, that the Commission finds as fact the proposed project at 30 3rd Street NW, is congruent with the character of the district because all eight (8) criteria, specifically height, setback and placement, materials, architectural details, roof, fenestration, general form, and appurtenant features, are all generally in harmony with the special character of the neighboring properties and the district as a whole, for the following reasons: the height of the mural will be approximately 8-feet on a wall that is 50-feet tall, so proportionally it is not out of line; the footprint placement will not change, and the mural will be located on the back of the building; they will pressure wash and clean the wall, and the materials used will include new exterior wall paint to cover the previous paint, and acrylic paint for the mural, with a sealer over the final product; none of the architectural details on the building will be covered, and neither the roof or any of the existing windows/doors will be affected; the general form of the mural will be 1-story, or approximately one-fifth of the building height, and rectangular in shape; and, the mural will not affect any lighting or fences. The motion carried unanimously.

Ms. Mull asked for a motion to grant or deny Certificate of Appropriateness 20-01.

Decision on the COA

Ernie Sills moved, seconded by Mary Moorer, that the Commission, based on the previously adopted findings of fact, approve Certificate of Appropriateness 20-01 as proposed, with the condition that City Council address the need to paint the entire wall, and possibly the short white brick wall along the fence. The motion carried unanimously.

Ms. Mull said Certificate of Appropriateness 20-01 had been approved by the Commission, and thanked Mr. Dennis for attending. Mr. Zelenske advised him he would be in contact to discuss the next steps.

Mr. Rink returned to the meeting.

Mr. Rockensuess said that several months ago he asked about having a conversation regarding Union Square, which is not considered a historic district. However, he noted there are independent buildings around the Square that are considered historic buildings, as is this one. Mr. Zelenske said yes, there are only a few properties, and this is something his office wants to re-explore with the State Historic Preservation Office; possibly the consultant will be requested to come back at some point, possibly some time during the next 12-months. He said the subject property is listed on the National Register as an individual listing, and as a local

historic landmark. He said nothing on Union Square has been designated, including the cannon. Long story short, Union Square has not been designated due to the many significant changes that have been made over the years, and the State is particular about things being ideally the same, at least roughly. He said this same argument occurs with houses, where the wood siding has been removed and something cheaper was installed, and the same situation with windows.

In the case of Union Square, Mr. Zelenske said it used to be a true street, referencing the historic photo on the wall behind their chairs. This was changed into a pedestrian type of walking area. Also, many of the façades have been changed and some of the historic buildings have since been demolished. So unfortunately, there has been a great deal of change, and the State feels this has taken away from the integrity of the character of Union Square. He noted that the marble First National Bank building in downtown is on the study list, so it could easily be listed. The train station is a local historic landmark, and he believes it is also a single listing, as is the First Presbyterian Church.

Hyalyn Porcelain History Book Funding Request and Presentation: Mr. Zelenske said that he has been meeting with author Steve Compton and pottery collectors Allen and Barry Huffman, who have a request to share with HPC members regarding a book on the history of Hyalyn Porcelain, which was very specific to Hickory and located on Old Lenoir Road. They need funding assistance and the members may be interested in helping them pursue their project.

Barry Huffman set up a display of Hyalyn Porcelain pottery examples for members to view. Mr. Zelenske distributed a page of information she provided to explain the history of Hyalyn Porcelain, Inc., which was entered into the record as Exhibit C. Additional information was included the agenda packet members received prior to the meeting, including an e-mail from Mr. Compton discussing the book project and planned photography, a letter of support from Mandy Hildebrand of the Hickory Metro Convention & Visitors Bureau, and the Historic Property Survey Summary for Hyalyn Porcelain Company from the NC State Historic Preservation Office.

Ms. Huffman discussed her personal love of pottery and ceramics over the past four decades, noting that she wrote a book on contemporary face jug makers twenty years ago. She said no book has ever been written on Hyalyn, but they believe Hickory had a very important role in art pottery production and mid-century design. Les and Fran Moody, long-time Hickory residents who were raised in Ohio, created and owned Hyalyn Porcelain. He was one of the first students to graduate from Ohio State University's ceramics program, and Fran Moody held a masters degree in sculpture. Ms. Huffman noted the production of ceramics taking place in Ohio during the 20th Century, such as Roseville, McCoy, and Rookwood Pottery. The Moodys set out to find a location to manufacture art pottery. They presented their ideas to investors in Hickory, who offered their support. With the business community behind them, they then settled on Hickory for the new factory. The first pottery came off the line in 1947, and they spent 26 years producing at least a couple million pieces of ceramic pottery, until 1973. Over the years, Ms. Huffman said they worked with some of the best designers in the country, and local residents benefited by purchasing "seconds" from Hyalyn's on-site factory store.

Ms. Huffman explained that she and daughter Lynn Moody had discussed creating a book on the history of her parents' Hyalyn Porcelain enterprise in Hickory, but within just a few years of their discussion Lynn Moody died. She gave her parents' archival collection and records to Ms. Huffman, which she passed on to the Historical Association of Catawba County. She said this is a great American story, and people need to know all the details and history.

Ms. Huffman said that Steve Compton has agreed to write a history of Hyalyn Porcelain. She and Dr. Huffman are collectors of Hyalyn, and they plan to donate over 200 of their personal pieces to the Catawba County Museum of History. She asked members to consider assisting Mr. Compton with the quality photography needed for the book.

Steve Compton said he has collected North Carolina pottery for 30-years, specifically Catawba Valley pottery made in this area. He has written seven books about North Carolina pottery, including *Jugtown Pottery 1917-2017: A Century of Art & Craft in Clay*. He had not intended to write another book, but after three years of Ms. Huffman's arm-twisting, he agreed to come to Hickory and was convinced to write the book within their first 30-minutes together.

Mr. Compton said the Hyalyn Porcelain history needs to be a visual book, with quality photographs. He is now under contract with a publisher, with a 1-year deadline. The softbound book will be 250 pages with 300 color images. He showed examples of photography from another of his published books. He said Stephanie Turner is a certified professional photographer in this area, and she will photograph the Hyalyn pieces. Her estimated price is \$2,800 for the digital, high-resolution color images needed, and the book's publication will be some time next year. He asked the Historic Preservation Commission members to consider contributing the funds needed to make the quality photography possible, which will result in a book that will make the city and community very proud, and serve as a permanent record of Hyalyn Porcelain. He thanked members for considering his request, and asked if there were any questions.

Mr. Rockensuess asked how many copies they plan to print. Mr. Compton said that typically 2,000 copies are printed in the first printing of a book.

Mr. Rockensuess asked if the Hyalyn building is still standing, and Mr. Zelenske said yes. Mr. Rink said it is currently occupied by Fiber and Yarn Products.

Mr. Lucas asked if there would be any other sources of funding. Mr. Compton said no, the publisher will cover all costs of publishing and distributing the book, but they need help providing the high-level photography.

Mr. Compton said they have immediate access to 200-300 pieces, and will also be in contact with other collectors. He is currently going through all of the catalogs, and they will begin looking for the examples needed that are not currently owned locally. He showed members each of the five examples of Hyalyn Porcelain that Ms. Huffman had displayed.

Ms. Huffman discussed the Hyalyn Porcelain collection currently on display at the Lyerly House, located beside the Harper House/Hickory History Center. She also noted the annual Catawba Valley Pottery Festival scheduled for Saturday, March 28 at the Hickory Metro Convention Center. Mr. Compton said he hopes there will be an exhibit of Hyalyn Porcelain at the Lyerly House, or elsewhere in the Hickory area, during the time the book is released for sale.

Mr. Lucas asked if the value of Hyalyn pieces has appreciated, based on its rarity. Mr. Compton said he has been researching the pieces and their current sale prices; certain categories are surprising collectors across the country, and some pieces recently sold for much more than expected. He expects that once the book is published and word gets out, their value will go up.

Mr. Sills asked Mr. Zelenske if funds are available in the HPC budget to assist with the book photography. Mr. Zelenske said that unspent funds remain in the current fiscal budget, adequate for members to fund the total amount being requested, if they choose to support the project. He also noted the handout distributed to members in their agenda packet, which includes a letter of support from Mandy Hildebrand, CEO of the Hickory Metro Convention Center & Visitors Bureau. He said Ms. Hildebrand and Ms. Huffman had initially discussed the project, and Ms. Hildebrand steered her to the City's Historic Preservation Commission staff. The Huffmans advised him that the Chamber of Commerce also supports the project. In regards to the former Hyalyn Porcelain building, he said Mr. Rink was correct in saying earlier that it is still standing and currently occupied. Also, the property is on the NC State Historic Preservation Office's study list, and publishing the book could possibly be helpful, since it would show exactly what was produced there and help make the

argument that it should be listed on the National Register. At this time, he said Fiber and Yarn does not have any plans for doing this, but if things change, it would be advantageous to have the book.

Mr. Rockensuess asked if the building is located on the future City Walk, and Mr. Zelenske said it is on the Old Lenoir Road streetscape, which will connect into the City Walk. Mr. Rockensuess said it would be good to have historic recognition there, identifying it as the former location of the Hyalyn Porcelain factory.

Mr. Zelenske said the Huffmans have a relationship with the Executive Director of the Historical Association of Catawba County, and discussed transferring the funds directly to them, rather than to the Huffmans, author, or publisher. The Historical Association would, in effect, act as the middleman; once the photography work is completed and an accurate invoice is provided, then the funds would be transferred to them to release. Ms. Huffman said that, at the end of the book process, the photographs would belong to the Historical Association. Mr. Zelenske noted that if something were to happen, then the Historical Association would have the funds and could use them.

Kim Menzies noted that one of her family members was an original incorporator of the business, which was noted in the history information shared by Ms. Huffman. Mr. Zelenske said this request was a legislative matter, and not quasi-judicial, so her family's past involvement did not present a conflict of interest.

Dale Rockensuess moved, seconded by Ernie Sills, that the City of Hickory Historic Preservation Commission will allocate \$2,800 to the Historical Association of Catawba County, for the sole purpose of funding expenses for the photography needed to produce a history book on the Hyalyn Porcelain Company. The motion carried unanimously.

Items of Correspondence: none

Bond Commission Update: Mr. Sills said the area of Highway 127 by the main Fire Station, near downtown, would be closed during the weekend as work is done ahead of setting the pre-fab iconic pedestrian bridge into place over the highway. City Walk construction is currently underway at the west end, behind Aiken-Black Tire Company, and Union Square is now 99% complete.

Other Business: Mr. Rockensuess noted the historical markers and signage in Charlotte, which would make sense for Hickory to do here. Mr. Zelenske said that Mr. Sills, as the ex-officio member representing the HPC on the Bond Commission, should bring this up at the next Bond Commission meeting for discussion. He noted the City plans to imbed 10 medallions in the concrete along the City Walk. While this is not on the same scale as what is in Charlotte, Hickory does plan to incorporate some historic facts in the City Walk project.

Next Meeting: The next regular meeting is scheduled for Tuesday, March 24, at 5:30 pm. Mr. Zelenske had not yet received any applications for members to consider in March, and he will advise them if the meeting is being held.

Adjourn: Ernie Sills moved, seconded by Simon Lucas, to adjourn. There being no further business, the meeting adjourned at 6:35 pm.

Katherine Mull, Chair
Historic Preservation Commission

Anne Starnes, Minutes Clerk
City of Hickory

**Certificate of Appropriateness at 412 6th Street NW
Staff Report**

Applicant: Gene Glaze, contractor

Property Owner: Rebecca Lail Carter

Petition Number: COA 20-02

Property Location: 412 6th Street NW

PIN: 3703-18-31-6819

Lot Size: ~0.35 acres

Property Background: The Edwin H. Umstead House is a one and one half story brick bungalow built around 1915 on 6th Street NW. Character defining features center around its unique front façade. The property was converted into a duplex at one point during the 1940s. The property is located in the Oakwood Local Historic District and is considered contributing to the Oakwood National Register Historic District.

Nature of Request: The applicant has requested permission to replace the existing deck with a new screen porch.

Analysis: The request must be reviewed according to the design review criteria and the general statutory criteria contained in the ordinance.

1. **Height.** *The new porch will be located off the rear of the house and access from the main floor. Because the property slopes downward, the bottom of the porch will be elevated approximately 15 feet above grade. The porch itself be approximately 10 feet in height.*
2. **Setback, lot coverage, yards, orientation and positioning of the building, and spacing of buildings.** *The building footprint and lot coverage will not change. The new porch will be attached to the rear of the house and will be approximately 480 square feet in size.*
3. **Materials, surface textures and patterns.** *The new porch will be constructed of pressure treated lumber. The flooring will be a composite wood. The ground support columns along the exterior will be brick. The new porch columns will be fiberglass and the railings will be a PVC (plastic) material. The gutters will be aluminum. The screen door will be wood. The fascia board will be a CPVC (plastic) material and the soffit will be plywood. No patters or textures were noted.*
4. **Architectural detailing.** *The new porch will use simple design details and will not impact any known architectural details associated with the house.*
5. **Roof shapes, forms, and materials.** *The new porch will have a flat roof. The roof material will be an EPDM (rubber) membrane. No equipment or special features were noted.*

6. **Fenestration proportions, shapes, position and location, and pattern.** *The new porch will have large, screen windows. The windows will be spaced evenly. The screen will be charcoal in color. A wooden screen door will be added between the porch and steps.*
7. **General form and proportions of buildings and structures.** *The porch will be rectangular in shape and will occupy one story of the house. The porch will be asymmetrical with the house and will slightly jut out to the side.*
8. **Appurtenant features and fixtures including, but not limited to, lighting, walls, and fences.** *No impacts to appurtenant features were mentioned in the application.*

Guidelines: Sections 3.6 and 4.1 contain the guidelines for porches and decks. The *relevant* guidelines for each section are listed below:

3.6 Entryways, Porches, and Steps

3.6.1 Original or existing features of porches, porte cocheres, and entry steps should be retained. Deteriorated details, such as hand rails, balusters, balustrades, columns, etc. should be repaired or replaced, matching materials as closely as possible. If alternative materials are required they should match the original in size, design and shape.

3.6.2 Original wood porch floors should be retained.

3.6.3 Avoid enclosing porches and where possible, remove any existing infill to restore the original appearance. If enclosure is necessary, the enclosure should be of a transparent material, such as glass or screening, which will allow the basic structure to show through. Such enclosures should be installed behind the original railing and/or columns.

3.6.4 The use of artificial turf, indoor/outdoor carpeting, or similar material is not recommended for covering or partially covering porch floors which are visible from the street.

3.6.5 If a feature of an entire entryway or porch is missing, replace it with a new feature based on documentation of the original or a new design compatible with the historic character of the building or district. Locate and construct decks so that the historic fabric of the structure and its character-defining features and details are not damaged or obscured. Install decks so that they are structurally self-supporting and may be removed in the future without damage to the historic structure.

4.1 Decks

4.1.2 Minimize the visibility of new residential decks from the street by introducing them in inconspicuous locations, usually on the building's rear elevation and inset from the rear corners.

4.1.3 Design and detail decks and associated railings and steps to reflect the materials, scale, and proportions of the building.

4.1.4 In rare occasions where it is appropriate to site a deck in a location visible to the public right-of-way (i.e. the side of a building), it should be treated in a more formally architectural way. Careful attention should be paid to details and finishes.

4.1.5 Align decks generally with the height of the building's first-floor level. Visually tie the deck to the building by screening with compatible foundation materials such as skirt boards, lattice, masonry panels, and dense evergreen foundation plantings.

4.1.6 Locate new decks so they do not require removal of a significant building element or site feature such as a porch or a mature tree.

4.1.7 Ensure that new decks are sited and designed so they do not detract from the overall historic character of the building or the site.

4.1.8 Design new decks to be of a size and scale that does not significantly change the proportion of original built area to open space for a specific property.

Staff Analysis:

The new porch will be located on the rear of the house where a deck currently sits. The deck is not mentioned in the National Register nomination and does not appear to be an original or character defining feature of the house. The positioning of the deck in the rear is in line with Guideline 4.1.2, although the porch will have some visibility when looking from the front of the house along 6th Street NW and from nearby 4th Avenue NW when looking through an adjacent property. The proposed rear location does not appear to conflict the character defining features of the house (Guideline 4.1.7).

The lot coverage and building footprint will remain the same. The porch will follow the existing rectangular shape of the deck and will be approximately 480 square feet in area. This will be small in proportion to the house's 2,000 square foot footprint. This would be appropriate in terms of scale (Guideline 4.1.8). The height of the porch itself will be around 10 feet, while the overall height will be around 25 feet as it will be elevated from the basement level and in line with the main floor (Guideline 4.1.5). Given the height, screening measures associated with Guideline 4.1.5 would not be feasible.

The new porch will use wood framing. The flooring will be a composite wood. The flooring will not be visible from the outside, in line with Guideline 3.6.4. The porch railing and columns will be PVC and fiberglass, respectively. The applicant has requested to use a synthetic material to reduce maintenance costs. The design will use simple architectural details. Given the location around the rear of the house and lack of public visibility, relaxation on design standards may be reasonable.

The new porch will have screened in windows. The screen will be charcoal in color. Although the porch will be screened, it is located in the rear and the design will allow for the railings and columns to be visible (Guideline 3.6.3). The porch will feature a wooden screen door.

The new porch will have a flat, rubber membrane roof. The flat roof will differ from the house's main roof, but mirror another flat roof on that side of the house. New aluminum gutters will be installed on the porch.

No impacts to landscaping or other appurtenant features were noted (Guideline 4.1.6).

As such, staff recommends approval of the petition as proposed.

Visual Aids: A complete list of photos and plans provided by the applicant will accompany this report. The following figures have been selected and commented on by staff:



Figure 1: Applicant photo showing the front elevation of the house. *Note the deck in the background.*



Figure 2: Applicant photo showing the side elevation of the house. *Note the existing deck as well as side entryway with flat roof.*



Figure 3: Applicant photo showing the rear elevation of the house. *Note the existing deck.*

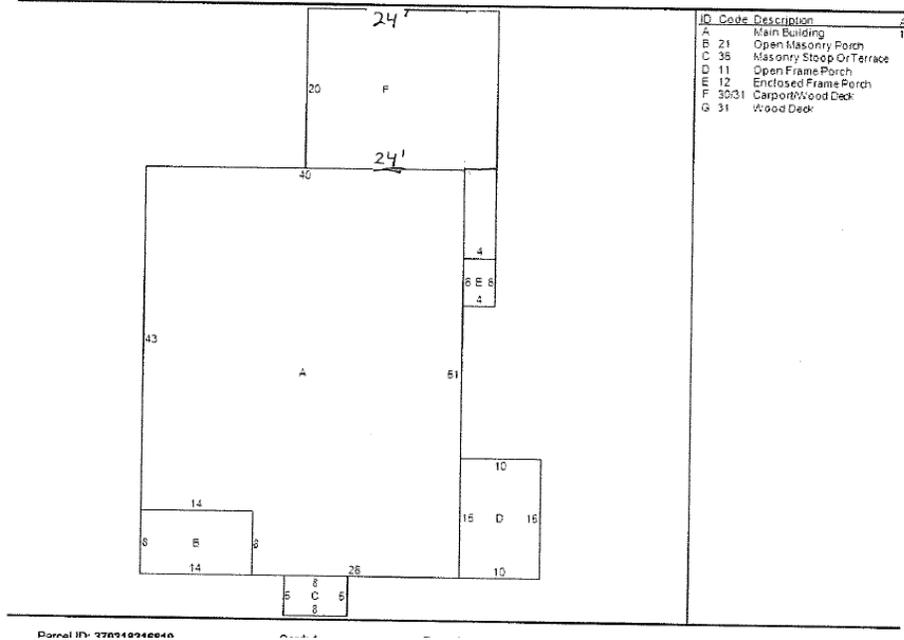


Figure 4: Applicant provided site. Note the setup will slightly differ, but the footprint will be unchanged.



Figure 5: Applicant provided rendering of the proposed rear elevation. Note the brick columns underneath, new porch railings and columns, and new flat roof.



Figure 6: GIS aerial from 2018 showing the property in relation to others in the general area. *Note the location and potential visibility from 6th Street and 4th Avenue NW.*

Citizen Input: As of March 17, 2020, staff has only received one inquiry on the petition. A neighbor requested further information on the proposal and did not express opposition on the matter.

Commission’s Decision: The Commission must weigh the factors presented by the applicant along with the Design Review Guidelines in their deliberation. Staff would like to remind the Historic Preservation Commission they have the right to make modifications, to be applied in a reasonable manner, based on the economic or technical feasibility of a particular situation. The guidelines thought to be most applicable by staff were included above. The commission can consider other guidelines it deems important. Before voting on the proposed Certificate of Appropriateness, the commission must adopt findings of facts based on the evidence presented at the hearing. The findings of fact must address specific design guidelines and whether or not the proposed project is in harmony with the design guidelines and the special character of the neighboring properties and the district as a whole.



City of Hickory
PO Box 398
Hickory, NC 28603
Phone: (828) 323-7422
Email: planning@hickorync.gov

Historic Preservation Commission

APPLICATION FOR A CERTIFICATE OF APPROPRIATENESS

Property Address: 412 Sixth Street, NW
Property Owner: Becky Carter
Applicant: Glaze Construction Co
Mailing Address: PO Box 2405 Hickory, NC 28603
Daytime Telephone Number: 828-324-9255
Email Address: gene@glazedesignbuild.com

All applications must include a detailed, written description of the project which specifies changes proposed with reasoning. Proposed exterior alterations or additions will require elevation drawings. A site plan is required to show the location of existing and proposed property improvements. Use the checklist below to indicate materials submitted.

- 1. Detailed written description of the project (see next page).
- 2. Elevation drawings of proposed work (sealed by a design professional as required).
- 3. Photographs of existing conditions.
- 4. Site plan (sealed by a licensed surveyor or design professional as required) showing existing and proposed property improvements.

All major work applications and required materials must be submitted to the Planning Department by the last working day of the month in order to be heard at the next meeting of the Historic Preservation Commission. Commission meetings are typically held on the fourth Tuesday of each month at 5:30 pm. The applicant or their attorney must be present at the meeting. If this application is submitted by anyone other than the property owner, notarized written permission of the property owner must be provided. An application fee will be charged for all major work applications and payment must be included in order to be deemed a complete application.

Note: An approved Certificate of Appropriateness application must meet the standards of the Commission's [Design Review Guidelines](#). However, it may or may not meet the Secretary of Interior Standards for Rehabilitation and may disqualify a property for National Register designation.

--- Continue to next page ---

WRITTEN DESCRIPTION:

Describe in great detail the activity for which you are seeking a Certificate of Appropriateness. Specify the types of materials and dimensions to be used, reasoning/justification for the design, materials, etc., as well as, an estimated timeline. Projects will be reviewed for congruence with the [Design Review Guidelines](#) (available on the Commission's webpage).

We are planning to replace the existing deck with a new screened porch on the same footprint as the existing deck. The two existing brick columns do not have any substantial footing and they will be replaced with three new brick columns that will be slightly smaller for proportion. The new structure will have a flat roof to mirror the existing side porch.

The owner has requested that we use general use materials that are low maintenance. Please see the attached material list for details.

Applicant Signature: Gene Colac Date: 3/1/20

If approved, the Certificate will expire if the project does not commence within one year after its issuance. Time extensions will be considered on a case by case basis.

RETURN COMPLETED APPLICATIONS TO ONE OF THE FOLLOWING:

Physical Address: Hickory City Hall, Planning Department, 76 N Center Street, Hickory, NC 28601

Mailing Address: City of Hickory, Attn: Historic Preservation Staff, PO Box 398, Hickory, NC 28603

Becky Carter
412 6th Street NW
Hickory, NC 28601

March 6, 2020

Ross Zelenske
Senior City Planner
City of Hickory

Dear Ross:

I am planning to replace my existing deck with a new screen porch and I give Glaze Construction permission to help with the approval process for the Historic Preservation Commission.

Sincerely,
Becky Carter

A handwritten signature in cursive script that reads "Becky Carter".

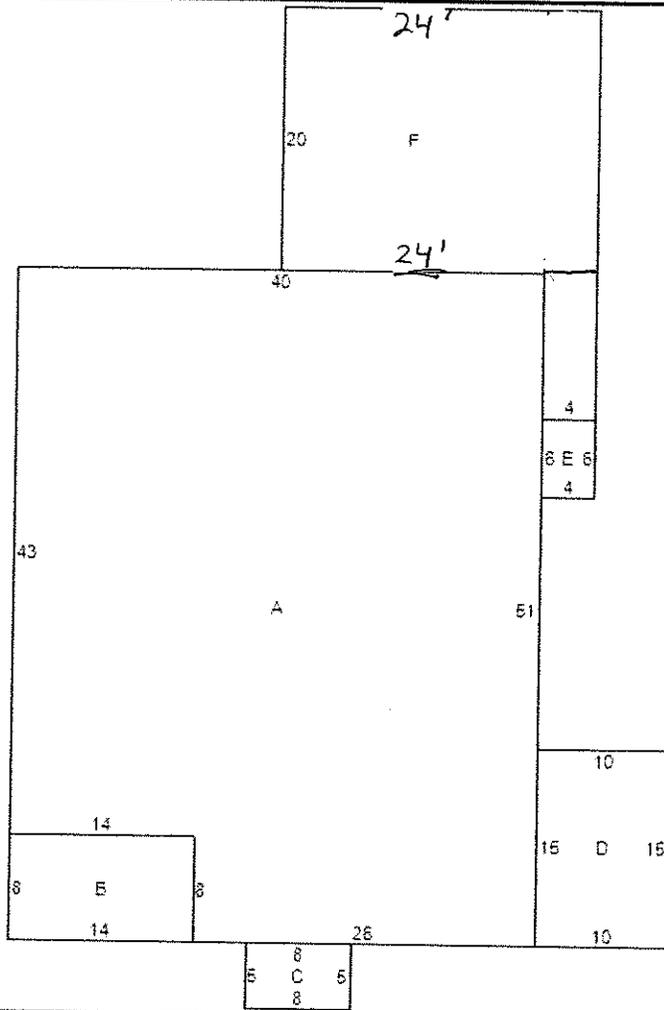
58. Edwin H. Umstead House
412 Sixth Street, N.W.
c. 1915
C

The Edwin H. Umstead house is a one and one-half story, three bay, double pile, brick veneered bungalow built about 1915. Its prominent features include a segmentally arched engaged porch at the west-northwest corner, a triangular center dormer with purlin brackets, and a gable roof side porch. The center entrance with its shallow pent overhang is flanked by a large segmentally arched casement window, and behind the engaged porch a second door is flanked by six-over-one double hung sash. A large exterior chimney with a corbeled cap rises through the porch attached to the south elevation, itself supported by square posts. Purlin brackets are attached to all of the eaves, a bay window projects from the south elevation, and a large shed roofed dormer is located on the rear elevation.

Edwin H. Umstead (1863-1942) bought this piece of property in 1916 from Mrs. B. F. Whiteside for \$1,000, although a 1915 map of Hickory suggests that he owned a house on the lot at the earlier date. Umstead operated the Umstead Grocery Company, and his daughter still owns and occupies the house. In the late 1930s or early 1940s the bungalow was converted into a duplex.

Carter Screen Porch Materials List

Brick	Statesville Brick Co
Porch and Step Structure	SYP Pressure treated lumber
Decking	MoistureShield Vantage Series
Railing	Intex Hampton Railing System
Columns	8"x8" Square fiberglass columns
Screen	Charcoal
Screen Door	Wood (style TBD)
Skirt Board	MositureShield Vantage Series
Fascia Board	CPVC material
Soffit	Plywood with 2" metal vent
Roof	EPDM membrane
Gutters	White Aluminum
Paint Color	White to match existing



ID	Code	Description	sq
A		Main Building	15
B	21	Open Masonry Porch	1
C	35	Masonry Stoop Or Terrace	1
D	11	Open Frame Porch	1
E	12	Enclosed Frame Porch	1
F	30/31	Carport/Wood Deck	2
G	31	Wood Deck	1

Parcel ID: 370318316819

Card: 1

Footprint Structure Codes

Download Sketch

* The square footage of houses having excessive cathedral ceiling areas may exceed actual square footage. This is considered in the final reconciliation of value. Independent verification of all data in this report is recommended.

This map/report product was prepared from the Catawba County, NC Geospatial Information Services. Catawba County has made substantial efforts to ensure the accuracy of location and labeling information contained on this map or data on this report. Catawba County promotes and recommends the independent verification of any data contained on this map/report product by the user. The County of Catawba, its employees, agents, and personnel, disclaim, and shall not be held liable for any and all damages, loss or liability, whether direct, indirect or consequential which arises or may arise from this map/report product or the use thereof by any person or entity.

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A photograph showing a white wooden railing on a deck. A string of white lights is draped across the railing. In the background, there are dark, bare tree branches and a brick wall. On the deck floor, there are two birdhouses: one is blue with a white bird illustration, and the other is brown with a blue roof. A yellow sticky note is attached to the railing.

Railings on side porch appear
to be new



Header Beam -
Column details
from side porch











**Certificate of Appropriateness at 1020 Main Avenue NW
Staff Report**

Applicant: TGS Engineers and the City of Hickory

Property Owner: Piedmont Wagon Properties / Norfolk Southern ROW

Petition Number: COA 20-03

Property Location: 1020 Main Avenue NW

PIN: 3702-05-19-2773

Lot Size: ~0.66 acres

Property Background: The Piedmont Wagon Company building is a two-and-one-half story brick building built around 1899. It is considered the oldest surviving industrial building in Hickory. The building is a remnant of the once sprawling Piedmont Wagon Company facility which occupied 13 acres and employed more than 100 workers during Hickory's early years. After wagon production fell out of favor and production ceased, a fire destroyed much of the complex, leaving this the remaining building. The property has been designated as a Local Historic Landmark and is listed on the National Register of Historic Places.

Nature of Request: The applicant has requested permission to remove a railroad spur and install a 10' wide walkway in front of the building.

Analysis: The request must be reviewed according to the design review criteria and the general statutory criteria contained in the ordinance.

1. **Height.** *The proposed walkway will be ground level.*
2. **Setback, lot coverage, yards, orientation and positioning of the building, and spacing of buildings.** *The building footprint will not change. The proposed walkway will be located positioned two feet from the front of the building.*
3. **Materials, surface textures and patterns.** *The new walkway will be constructed of concrete and asphalt with 8" x 12" concrete border blocks on both ends. The concrete will have a smooth surface.*
4. **Architectural detailing.** *The new walkway will likely have a historic medallion or marker installed along the walkway to reflect the history of the Piedmont Wagon Company and railroad spur.*
5. **Roof shapes, forms, and materials.** *The building's roof will not altered. The walkway will not feature any enclosures.*
6. **Fenestration proportions, shapes, position and location, and pattern.** *The existing windows and doorways will not be impacted by the walkway.*
7. **General form and proportions of buildings and structures.** *The new walkway will be rectangular in shape. The existing building will not be altered in any fashion.*

8. **Appurtenant features and fixtures including, but not limited to, lighting, walls, and fences.** *The walkway will feature various features and fixtures, such as pedestrian scaled lighting, benches, trash cans, plantings, etc. The railroad spur will be removed.*

Guidelines: Sections and 2.1 and 2.2 contain the guidelines for public spaces and walkways. The relevant guidelines for each section are listed below:

2.1 Public Spaces and Building Sites

2.1.3 Retain planting strips between sidewalk and street. Consider placement and type of trees to avoid damage to sidewalks, curbs, retaining walls, foundations, etc.

2.1.4 It is recommended that trash containers and dumpsters be screened from public view.

2.1.5 It is recommended that benches, trash receptacles, fountains, or the like be designed to enhance and blend with the surroundings.

2.2 Walkways, Driveways, and Off-street Parking

2.2.4. Maintain walks and pathways in their original state as closely as possible. Widths and materials should harmonize with the neighborhood.

2.2.5 Maintain sidewalks in such a manner as not to disturb vegetation.

2.2.6 Pathways and walkways giving access to buildings should be serviceable and relate to building in scale, width, placement and material.

2.2.7 Preserve details, such as original granite curbstones, brick pavers, rock, etc.

Staff Analysis:

The new pathway will be located in the railroad ROW in front of the building. The pathway is intended to be visible and used by the general public. The proposed location will follow the route of the existing railroad spur along the building's front façade, a character defining building elevation. The railroad spur is not used and will be removed to make way for the path. Although Guideline 2.2.7 notes original features should be retained, the spur does not appear to have significant historical value in relation to the site and other nearby tracks will remain. The location was chosen in coordination with the property owner of the Piedmont Wagon building in order to avoid loss of parking for the business as well as to prevent pedestrian-vehicle conflicts. A historical marker or similar effort is planned to acknowledge the history of the Piedmont Wagon Company and the existing railroad spur.

The building itself will not be altered in any manner. The pathway will be 10 feet in width and at grade. The pathway will be concrete and asphalt in material. Although the area is mostly gravel there are already some concrete walkways and paved parking stalls at the site. There is no existing

landscaping along the trail route in this area that will be lost (Guideline 2.2.5). Lighting, benches, and other features are likely to be installed along the route. These features have been selected by City and will be appropriate with the historic character of the area (Guideline 2.1.5).

As such, staff recommends approval of the petition as proposed.

Visual Aids: A complete list of photos and plans provided by the applicant will accompany this report. The following figures have been selected and commented on by staff:



Figure 1: Staff photo showing the front elevation of the building. *Note the old loading dock and existing sidewalk.*



Figure 2: Staff photo showing the front elevation of the building. *Note the layout and spacing.*

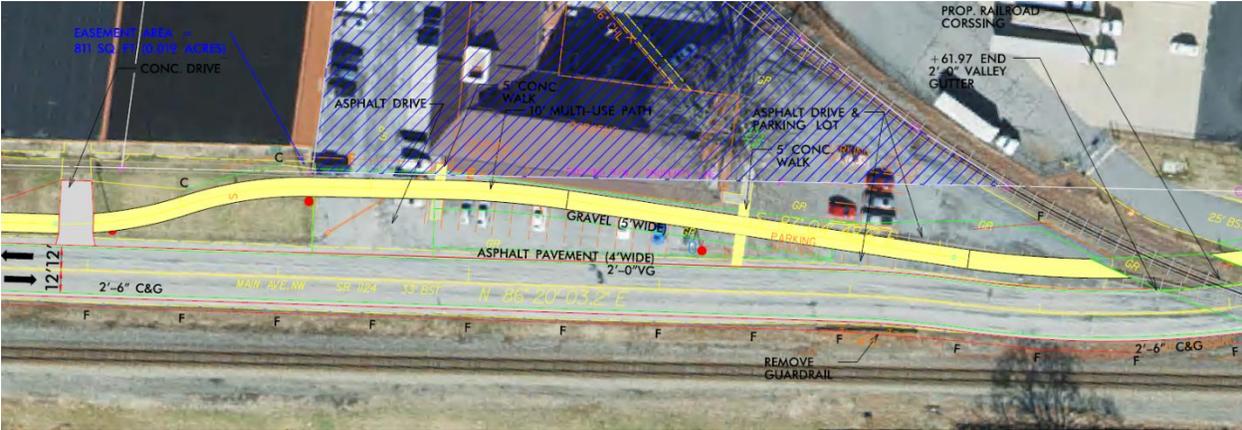


Figure 3: Applicant provided site plan. *The proposed trail (in yellow) will follow the path of the existing railroad spur.*

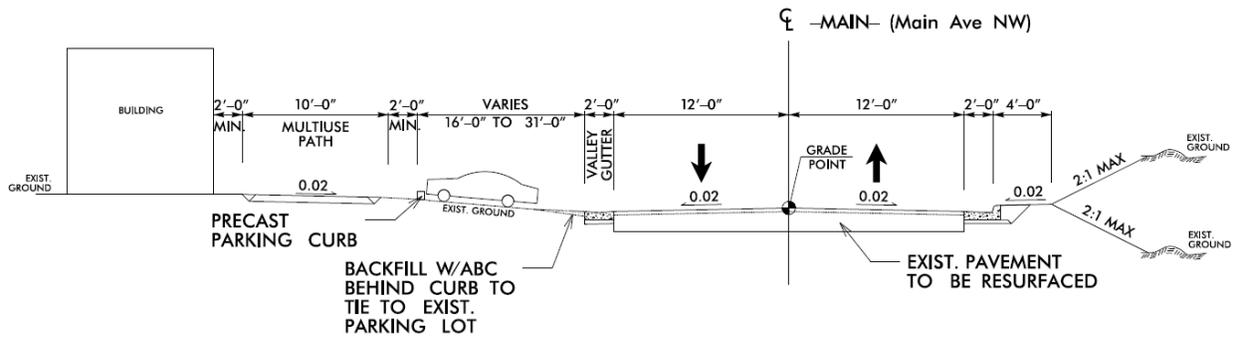


Figure 4: Applicant provided cut section of the pathway and improvements planned near Piedmont Wagon. *Note the proximity of the path to the building, car parking, and roadway.*



Figure 5: Computer rendering showing the proposed pathway. *Note the materials and appurtenant features.*



Figure 6: GIS aerial from 2018 showing the property in relation to others in the general area. *Note the adjacent railroad tracks and path of the existing spur.*

Citizen Input: As of March 17, 2020 staff has not received any phone calls from the public regarding the proposal.

Commission’s Decision: The Commission must weigh the factors presented by the applicant along with the Design Review Guidelines in their deliberation. Staff would like to remind the Historic Preservation Commission they have the right to make modifications, to be applied in a reasonable manner, based on the economic or technical feasibility of a particular situation. The guidelines thought to be most applicable by staff were included above. The commission can consider other guidelines it deems important. Before voting on the proposed Certificate of Appropriateness, the commission must adopt findings of facts based on the evidence presented at the hearing. The findings of fact must address specific design guidelines and whether or not the proposed project is in harmony with the design guidelines and the special character of the neighboring properties and the district as a whole.



City of Hickory
PO Box 398
Hickory, NC 28603
Phone: (828) 323-7422
Email: planning@hickorync.gov

Historic Preservation Commission

APPLICATION FOR A CERTIFICATE OF APPROPRIATENESS

Property Address: _____

Property Owner: _____

Applicant: _____

Mailing Address: _____

Daytime Telephone Number: _____

Email Address: _____

All applications must include a detailed, written description of the project which specifies changes proposed with reasoning. Proposed exterior alterations or additions will require elevation drawings. A site plan is required to show the location of existing and proposed property improvements. Use the checklist below to indicate materials submitted.

- 1. Detailed written description of the project (see next page).
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- 3. Photographs of existing conditions.
- 4. Site plan (sealed by a licensed surveyor or design professional as required) showing existing and proposed property improvements.

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Note: An approved Certificate of Appropriateness application must meet the standards of the Commission's [Design Review Guidelines](#). However, it may or may not meet the Secretary of Interior Standards for Rehabilitation and may disqualify a property for National Register designation.

--- Continue to next page ---

WRITTEN DESCRIPTION:

Describe in great detail the activity for which you are seeking a Certificate of Appropriateness. Specify the types of materials and dimensions to be used, reasoning/justification for the design, materials, etc., as well as, an estimated timeline. Projects will be reviewed for congruence with the [Design Review Guidelines](#) (available on the Commission’s webpage).

Applicant Signature: _____ Date: _____

If approved, the Certificate will expire if the project does not commence within one year after its issuance. Time extensions will be considered on a case by case basis.

RETURN COMPLETED APPLICATIONS TO ONE OF THE FOLLOWING:

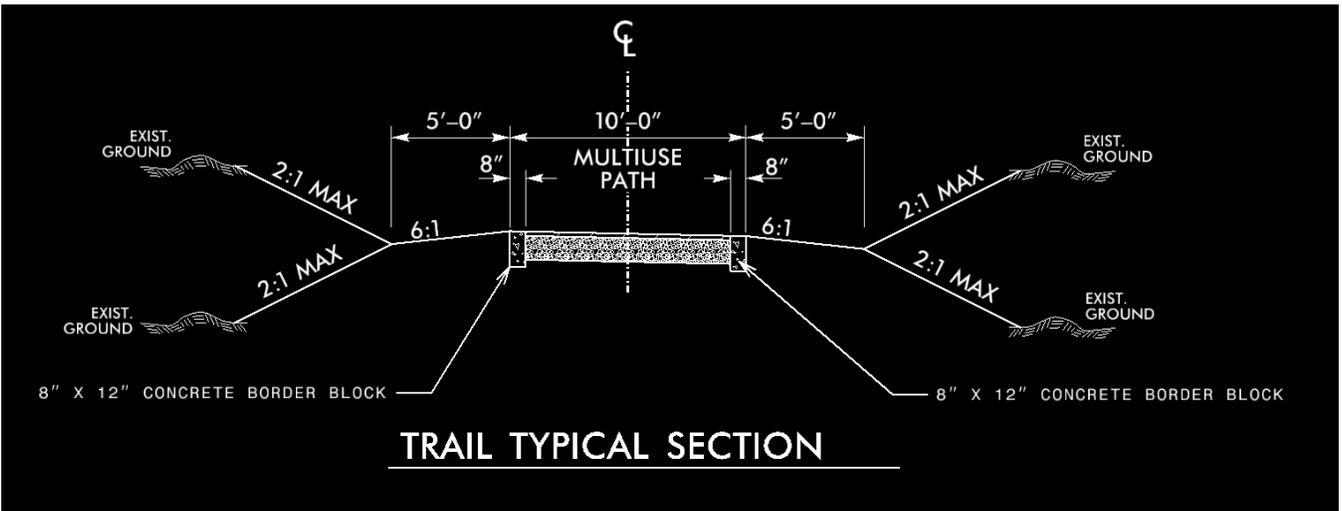
Physical Address: Hickory City Hall, Planning Department, 76 N Center Street, Hickory, NC 28601

Mailing Address: City of Hickory, Attn: Historic Preservation Staff, PO Box 398, Hickory, NC 28603

Photos of Site.

The existing rail will be removed and replaced by the Multi-Use Trail.
The Multi-Use Trail will be in front of the parked cars.







RICHARD S. WARD
REBECCA P. WARD

PWG INVESTMENTS, LP

ISBKBUS

PIEDMONT WAGON
PROPERTIES, LLC
DB 3207 PG 915

CT0183 Piedmont Wagon Company 1985

UNITED BEVERAGES

EASEMENT AREA =
811 SQ. FT (0.019 ACRES)

CONC. DRIVE

ASPHALT DRIVE

5' CONC
WALK

10' MULTI-USE PATH

ASPHALT DRIVE &
PARKING LOT

5' CONC.
WALK

PROP. RAILROAD
CORSSING

+61.97 END
2'-0" VALLEY
GUTTER

GRAVEL (5' WIDE)

ASPHALT PAVEMENT (4' WIDE)
2'-0" VG

PARKING
SPACES

12'12"

2'-6" C&G

$N 86^{\circ} 20' 03.2" E$

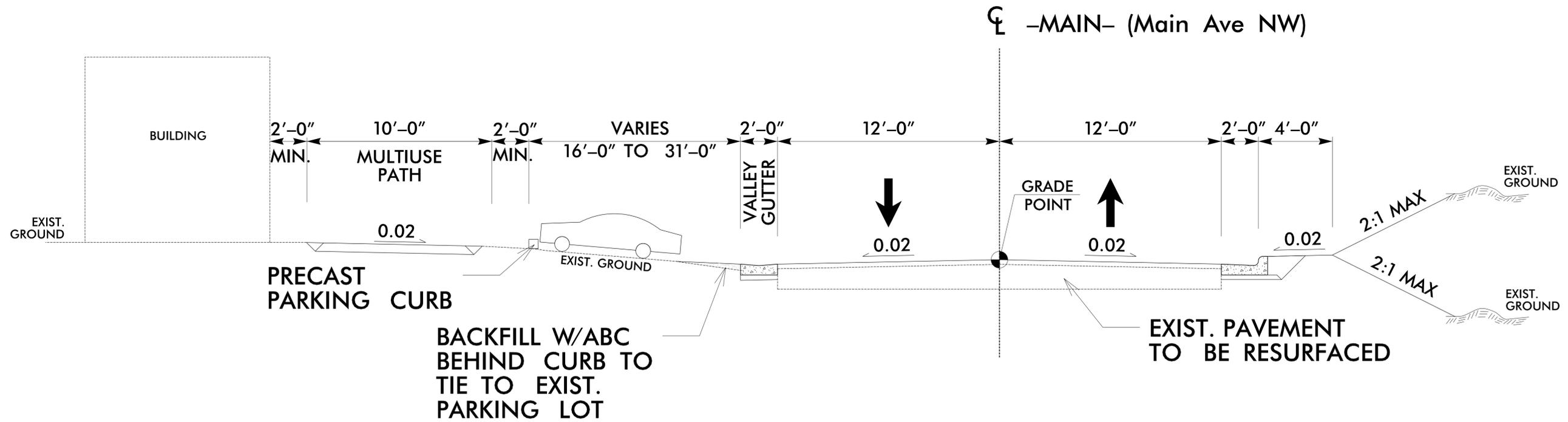
2'-6" C&G

REMOVE
GUARDRAIL

Proposed Typical Section EB-6038

City of Hickory

Piedmont Wagon Property



(TYPICAL NOT TO SCALE)











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

Ramona M. Bartos, Administrator

Governor Roy Cooper
Secretary Susi H. Hamilton

Office of Archives and History
Deputy Secretary Kevin Cherry

March 5, 2020

Tommy Register
TGS Engineers
706 Hillsborough street, Suite 200
Raleigh, NC 27603

tregister@tgsengineers.com

Re: Construct Multi Use Trail from Old Lenoir Road to Hickory Regional Airport and
from 9th Street NW to 11 Street NW (SB-6038), Hickory, Catawba County, ER 19-2962

Dear Mr. Register:

Thank you for your email of February 4, 2020, transmitting the requested project design plans. We have reviewed the materials submitted and offer the following comments.

The project has the potential to adversely affect the National Register-listed Piedmont Wagon Company (CT0183), specifically the spur line situated parallel to the historic loading dock area. As shown on Sheet No. 14 of the provided specifications, the 10-foot wide asphalt multi-use path appears to be directly overlaid on the spur line. Please provide more information on intentions towards the spur line and how/if it will be incorporated into the project.

The property is also a locally-designated landmark, thus work may require a certificate of appropriateness (COA) from the local preservation commission. Please contact Ross Zelenske, Hickory Historic Preservation Commission, at rzelenske@hickorync.gov, or 828.323.7496, for more information on COA requirements.

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

Thank you for your cooperation and consideration. If you have questions concerning the above comment, contact Renee Gledhill-Earley, environmental review coordinator, at 919-814-6579 or environmental.review@ncdcr.gov. In all future communication concerning this project, please cite the above referenced tracking number.

Sincerely,


Ramona Bartos, Deputy
State Historic Preservation Officer

cc: Ross Zelenske, Hickory HPC, rzelenske@hickorync.gov

bcc: Brett Sturm



Figure 1 - Staff photo showing the front corner of the building.



Figure 2 - Staff photo showing the front elevation of the building.



Figure 3 - Staff photo showing the front corner of the building.



Figure 4 - Staff photo showing the railroad spur and dock area.



Figure 5 - Staff photo showing the rail spur from the main tracks.

State of North Carolina
Division of Archives and History

Catawba COUNTY

INDIVIDUAL PROPERTY FORM FOR

Hickory QUAD

Catawba County Multiple Resource Nomination

MULTIPLE RESOURCE OR THEMATIC NOMINATION

1 NAME

HISTORIC

Piedmont Wagon Company

AND/OR COMMON

Piedmont Wagon Company

2 LOCATION

STREET & NUMBER

Main Ave. NW, opposite jct. w/ 10th St. Place SW

NOT FOR PUBLICATION

CITY TOWN

Hickory

VICINITY OF

CONGRESSIONAL DISTRICT

STATE

North Carolina

CODE
037

COUNTY

Catawba

CODE

035

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE
<input checked="" type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input checked="" type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> MUSEUM
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> COMMERCIAL
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> EDUCATIONAL
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES RESTRICTED	<input type="checkbox"/> ENTERTAINMENT
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES UNRESTRICTED	<input type="checkbox"/> GOVERNMENT
		<input type="checkbox"/> NO	<input checked="" type="checkbox"/> INDUSTRIAL ^{storage}
			<input type="checkbox"/> MILITARY
			<input type="checkbox"/> PARK
			<input type="checkbox"/> PRIVATE RESIDENCE
			<input type="checkbox"/> RELIGIOUS
			<input type="checkbox"/> SCIENTIFIC
			<input type="checkbox"/> TRANSPORTATION
			<input type="checkbox"/> OTHER

4 OWNER OF PROPERTY

NAME

B & B Builders of Catawba County Inc. (Larry Barringer & Nancy Boyd)

STREET & NUMBER

72 27th Street NW

CITY TOWN

Hickory

VICINITY OF

STATE

North Carolina 28601

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE
REGISTRY OF DEEDS, ETC

Register of Deeds Office

STREET & NUMBER

Catawba County Justice Center

CITY TOWN

Newton

STATE

North Carolina

6 FORM PREPARED BY

NAME / TITLE

Laura A. W. Phillips, Consultant

Historical Research: Michael Hill, Research Branch
Division of Archives and History, Raleigh, N. C.

ORGANIZATION

DATE

June 16, 1983

STREET & NUMBER

637 N. Spring Street

TELEPHONE

919/727-1968

CITY OR TOWN

Winston-Salem

STATE

North Carolina 27101

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input checked="" type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Built ca. 1889, the Piedmont Wagon Company building in Hickory is the oldest remaining industrial building in that city and is the only surviving structure of what was once a large industrial complex.

The Piedmont Wagon Company building is a two-and-one-half-story brick structure with basement (partially above ground), laid in five-to-one common bond. On south and west sides of the L-shaped building, the fenestration is irregularly arranged, while both east and north gable ends have a more regular, three-bay-wide arrangement. Doors and windows alike have segmental-arched heads with slightly projecting hood molds as well as stone sills. All window openings and some door openings, however, were bricked-in during the late 1970s. Entrances which do remain functional have modern replacement doros. The building is covered by a gable roof which forms a hip at the southwest corner where the two arms of the L meet. Corbelled parapets are found on east and north gable ends, and a parapeted fire wall projects from the roof on the west side of the building. Projecting from the roof ridge are several monitor-like cupolas, once enclosed with glass windows but now boarded-up. Until the 1970s a loading dock ran the length of the south side--the longest side--of the building. Its shed roof was supported by large chamfered wood braces. Now only the vertical bracing members which rest on small corbelled supports remain. On the east side, a small, one-story brick addition with gable roof and entrance porch projects from the center bay. A modern brick chimney is found on the west side of the building near the southwest corner. A low metal-sheathed addition, probably dating from the 1960s, projected from the west side next to this chimney, but was removed after the mid 1970s. On the north side of the building, in the V formed by the two arms of the L, is a one-story frame addition with shed-roof, German siding and large sliding doors. Its date of construction is unknown.

The interior of the Piedmont Wagon Company building consists of large open spaces with brick walls, wooden floors, and rows of heavy wood posts with chamfered corners and bracket-like caps which support the large wood ceiling joists.

This last surviving component of the once large Piedmont Wagon Company is located on Main Avenue NW, facing south toward the Southern Railroad tracks. The tracks of the Carolina and Northwestern Railroad form the northeast boundary of the property, now reduced from thirteen acres to approximately one acre. At present the site is overgrown and the building itself is heavily covered with vines, which along with generally poor maintenance, are contributing to its deterioration.

The structure, of course, is closely related to the surrounding environment. Archaeological remains, such as trash pits, wells, and structural remains, which may be present, can provide information valuable to the understanding and interpretation of the structure. Information concerning use patterns, social standing and mobility, as well as structural details are often only evident in the archaeological record. Therefore, archaeological remains may well be an important component of the significance of the structure. At this time no investigation has been done to discover these remains, but it is probable that they exist, and this should be considered in any development of the property.

8 SIGNIFICANCE

_____ NATIONAL

_____ STATE

_____ X LOCAL

PERIOD		AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION	
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE	
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE	
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER	
<input type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION	
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input checked="" type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)	
		<input type="checkbox"/> INVENTION			

SPECIFIC DATES ca. 1889 BUILDER/ARCHITECT Unknown

STATEMENT OF SIGNIFICANCE

The Piedmont Wagon Company was Hickory's first major industry and a key to the town's growth from 1880 to the 1920s. The company, established by George C. Bonniwell and Andrew L. Ramseur at a site on the Catawba River in 1878, was moved to Hickory two years later for access to the railroad and to increased capital. The plant, which in time covered a thirteen-acre lot, quickly prospered, being incorporated in 1882 and reincorporated in 1887 and 1890. The present two-and-one-half story brick building was built in 1889. The company employed over 100 workers in the 1890s and had a productive capacity of 1,000 wagons per month, making it one of the country's largest wagon producers. Piedmont's primary products were horse-drawn wooden wagons, used on farms throughout the Southeast. A falloff in demand for the product began in the 1920s; production ceased in the 1940s. A major fire in 1958 destroyed all but the one remaining building.

CRITERIA ASSESSMENT

- A. The Piedmont Wagon Factory, the first industry in Hickory, is associated with the industrial development of Hickory in the late 19th century, and was one of the largest manufacturing concerns in the city during the early 20th century.
- B. The Piedmont Wagon Company was founded by George C. Bonniwell (1837-1912) who was called the "Father of Industry" in Hickory. Bonniwell was an architect, engineer and builder. His partner, Andrew L. Ramseur was a prominent industrialist during the late 19th century. The Piedmont Wagon Company was also associated with several other prominent Hickory and Catawba County Families.

See continuation sheet.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

See continuation sheet.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY approx. one acre

UTM REFERENCES

A	1,7	4 6 7 9 3 0	3,9 5,4 1,0,0
	ZONE	EASTING	NORTHING

B			
	ZONE	EASTING	NORTHING

C			
	ZONE	EASTING	NORTHING

D			
	ZONE	EASTING	NORTHING

VERBAL BOUNDARY DESCRIPTION

The nominated property consists of tract 17 in block 3 on City of Hickory tax map 30 H, as outlined in red on the accompanying map. It includes the only remaining Piedmont Wagon Company building and the lot of approximately one acre on which it stands.

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The last remaining building of the Piedmont Wagon Company in Hickory is located in the 900 block of Main Avenue NW between 10th and 11th streets SW. All other structures on what was once the thirteen-acre grounds of the factory have been lost to fire or razing. The one left standing is an ell-shaped, two-and-one-half story brick building finished about 1889. Three small cupolas rest atop the structure; a loading dock runs the length of the building on the south side. The Piedmont Wagon Company, which moved to Hickory in 1880, was the town's first major industry. For five decades it was one of the principal local employers. At its height the factory produced as many as 1,000 wagons per month. Piedmont, whose horse-drawn "quality" wagons were used on farms across the South, was thus one of the largest wagon-building companies in the country. Although the firm did not withstand the coming of the internal combustion engine, it did play an important role in the development of transportation and agriculture in the South after 1880. On the local level the Piedmont Wagon Company was of preeminent importance in the industrial development of Hickory and Catawba County. A local writer in 1911, taking stock of the role played by the "immense Piedmont wagon plant" over the preceding thirty years, posited that "Hickory was cradled in a wagon bed."¹

Prior to the establishment of the Piedmont Wagon Company small wagon and blacksmith shops dotted Catawba County. Work in these shops, usually located at crossroads, was all done by hand, whereas much of the factory's work was done with the aid of machines. George C. Bonniwell (1837-1912) is generally credited with establishing the company. An architect, engineer, and builder, Bonniwell came to North Carolina from Philadelphia in 1878. He found a business partner in the person of Andrew L. Ramseur, the operator of an iron forge, gristmill, and sawmill on the Catawba River. Bonniwell convinced Ramseur to shift his emphasis to the manufacture of wagons and thus the first "Piedmont wagon" was soon produced. Ramseur's operations were at Horseford Shoals on the Caldwell County side of the Catawba River. In 1880 the two moved the wagon-building operation to Hickory so that they might have access to the railroad and in order to seek increased capital for their company.²

In 1879, preparatory to the move, Ramseur had bought eight acres in the west part of Hickory from Henry Robinson. In 1882 he purchased five adjacent acres from Bettie R. Holden to increase the size of the company's lot to thirteen acres.³ The land was located at the intersection of the Western North Carolina Railroad and the Chester and Lenoir Narrow Gauge Railroad (later known as the Carolina and Northwestern Railroad). The present-day building is located on a slight knoll in the angle formed by the two sets of railroad tracks. The location was thus ideal for the growth of the business. As the company prospered, its physical plant, spread over the thirteen acres, increased in size. The earliest buildings were mostly frame, including a large woodworking shop, an iron storage building, several warehouses, the body shop, the machine shop, and the office. As of 1885 only three buildings--the wheel shop, blacksmith forges, and one warehouse--were brick. On March 4, 1885, the first of what would be numerous fires over the years struck the plant. The drying houses, frame structures on the west side of the lot, burned on that date. For protection from fire subsequent frame buildings were constructed with brick dividing walls. Improvements were made to the plant annually during the 1890s and the two following decades. A 50,000 gallon reservoir, housed in a raised tank, was by 1907 replaced by 400,000-gallon brick and cement reservoir.

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A spur line of the railroad track was placed through the middle of the lot around 1915. Several once free-standing structures, including the present-day building, were connected by additions.⁴ The construction of that building, and the uses to which it was put, was detailed in this 1890 account:

A new building of brick has been erected and is 60x200 feet in size and two and one half stories high, with five walls and double fire proof doors, and with all its arrangements adjusted so as to facilitate the work. Raw lumber will go in at one door to woodworking machines, thence to be put together, then to the blacksmiths for ironing, from whence it passes to a power elevator, which takes it to the floor above for finishing, painting, etc. and then to the storehouses and the cars . . . the new building was erected around the old one, but it was impossible to stop work on account of the large orders on hand.⁵

The newspaper report further detailed that electric lights had recently been installed to allow for night work. For tax purposes in 1890 the factory lot was valued at \$3,500. Tools were assessed a value of \$6,500 and other property, presumably including all inventory, was valued at \$50,000. Two horses and two mules were kept on the lot, perhaps to conduct product testing.⁶

The two founders were not with the company for long. Ramseur, who was sixty-two years old in 1880, returned to operating his mills and forge at Horseford Shoals. Bonniwell, twenty years his junior, moved on to other ventures, in time earning the moniker of Hickory's "Father of Industry." Most notably, in 1881 he founded the Hickory Cooperative Association (in time known as the Hickory Manufacturing Company), a wood-working plant which made sashes, doors, blinds, inside trim, and other building material. The firm, later bought by Hutton and Bourbonnais Company, was located northeast of the Piedmont Wagon Company, just across the railroad tracks. Bonniwell married twice, first to Louisa Pillois and then to Catherine Snedaker, and had several children. He⁷ died in St. Petersburg, Florida, in 1912, but was buried in Oakwood Cemetery in Hickory.

The Piedmont Wagon Company was incorporated in 1882, in the words of the articles of incorporation, "to promote manufacturing and the utilization of the natural and industrial resources in western North Carolina." Capital stock totaling \$20,000, in 400 shares at \$50 each, was offered. The principal investors were J. O. Hall with ninety-one shares, F. B. Alexander with fifty-five, Bonniwell with thirty-nine, A. M. Peeler with twenty-four, and Thomas J. Linn with twelve.⁸ In 1887, due to increased demand and production, the company was reincorporated, with a stock offering of \$100,000, an amount which by 1890 had risen to \$200,000 with an option to increase to \$500,000. The stock was earning a return of four percent semi-annually by 1890. Officers of the corporation in that year were: G. H. Geitner, superintendent; J. G. Hall, president; A. A. Shuford, vice-president; H. C. Dixon, secretary; and H. D. Abernethy, treasurer, "all of whom are business men of established reputation," according to the local newspaper. Hickory, with an 1890 population of 2,850, was in the midst of the period of its greatest growth, a development in which the Piedmont Wagon Company played a key role. The paper's editor boasted that the town had three of the best educational institutions in the South, the first post office in the state, the finest opera house in the South, the South's finest modern-style hotel, and "one of the largest wagon factories in the country."⁹

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The work force at the Piedmont Wagon Company, made up in large part of loyal, longtime employees, grew steadily over the years. The operation began with only four or five workers at Ramseur's place on Horseford Shoals. By 1885 that number had grown to seventy-five and by 1890 it had increased to one hundred.¹⁰ Management's pride in their workers was reflected in this 1890 report:

The labor which is employed in the mill is of the best quality, many of the employees having been in the works five to ten years, and by the larger number of them owning their own homes. Mr. Hall claims with pride too that no more intelligent, moral, and law-abiding set of workmen can be shown by any manufactory in the world.¹¹

The division of labor at the factory was reflected in the constituent parts of the plant--the lumber yard, blacksmith shop, paint shop, bed department, and shipping department. The plant's work force was split between skilled and unskilled, being weighted toward the latter. An analysis of the 1910 census illustrates this fact. Of the fifty-four Hickory residents employed at the Piedmont Wagon Company, there were six blacksmiths, eight machinists, six painters, two foremen, three office workers, one wheelwright, one watchman, and twenty-seven general laborers.¹² J. Weston Clinard, author of a volume of historical sketches about Hickory, recalled that he was one of many in town who were employed there at one time. Clinard most vividly recalled that the plant was known for having outstanding factory whistles. "Working at Piedmont wasn't simply a job. It became a tradition," he wrote.¹³

At its height the primary markets for Piedmont's products were eleven southeastern states, extending from Virginia to Texas. Output increased to 1,000 wagons per month. This was from a business which originally produced only one wagon per week. Then, as later, Piedmont's best known wagon had red gear and a green body. The earliest wagons were tied together and pulled through the countryside where they were sold or bartered.¹⁴ Access to the railroad after 1880 made such trade unnecessary. Advertising replaced personal contact:

The attention of Planters and others using WAGONS, CARTS, DRAYS, or WHEELBARROWS is called to the PIEDMONT, which is rapidly establishing itself as the leading Wagon sold in the South . . . Buy a PIEDMONT without fear of the result. It has not failed to meet all reasonable expectations of those who use it. It is guaranteed to do so.¹⁵

Despite the self-contradictory language in the ad sales continued apace. Though the economic depression of the early 1890s affected the demand somewhat, sales and production had rebounded by the end of the decade. In 1914 and 1917 officials of the company signed agreements with Catawba County landowners whereby the company received all timber rights to their property.¹⁶ Yet the product line had become diversified by that time as demonstrated by the fact that the company received a contract for all-metal carts for the French army during World War I.¹⁷ The Piedmont Wagon Company's preeminence in the field was challenged in North Carolina only by the Nissen Wagon Works of Winston-Salem, which at its height in 1919, produced 15,000 wagons per year.¹⁸ However, the market for horse-drawn wagons within the next decade almost disappeared completely due to the wide distribution of internal combustion-engine vehicles and the effect they had on transportation and commerce.

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The Piedmont Wagon Company has undergone numerous ownership changes in the twentieth century. The first of these came around 1910 when the plant was sold to a group of New York investors. In the following year the name of the operation was changed to the Piedmont Wagon and Manufacturing Company.¹⁹ Through these changes G. H. Geitner remained as superintendent of the plant, a position he held until 1918. In 1924 the company was sold for \$300,000 to Daniel E. Rhyne, prominent Hickory citizen and benefactor of Lenoir-Rhyne College.²⁰ Rhyne had been a major investor in the operation even before he bought the company outright. During his term of ownership the company became embroiled in a tax controversy and subsequent lawsuit. The case stemmed from the company's failure to pay income taxes for the years 1917 to 1919. The defense used was that secretary-treasurer Preston Rhyne, whose uncle later owned the company, was only a naive "country boy" ignorant of corporations and the law. The defense attorney for the Piedmont Wagon Company in the suit was Marion Butler, former United States senator.²¹ The Rhynes sold the company to Henry Leonard in the 1940s, about the time production ground to a halt.

Yet the company's tax problems did not end with the sale and the cessation of regular production. A variety of financial difficulties led to the apparent failure of company officials to pay taxes from 1943 to 1947. A series of tax liens were placed on the property beginning in 1948 and continuing throughout the 1950s. In 1955 the company's real estate was valued at \$69,836 while the remaining property was adjudged at \$29,921.²² As a result of the tax liens, totaling some \$300,000, the property was placed at auction in November 1958. Interest in the sale was so great that it was broadcast over a local radio station. The Hickory Development Corporation bought the property for \$60,000 with the intention of using it for new industrial and business sites. Prior to the sale, in February 1958, a fire caused an estimated \$100,000 damage to the company's physical plant, leaving only the one building standing. In August 1960 the site, which the local paper called "a rat-infested jungle," was bulldozed.²³ Fires in May 1961 and October 1977 also did minor damage to the remaining structure.²⁴ The building's most recent tenant was the Ace Spring Manufacturing Company. The deed to the property was last held by a bank and a local realtor.²⁵ The building, although basically sound, has suffered somewhat from deterioration and vandalism in recent years.

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¹George W. Hahn, The Catawba Soldier of the Civil War (Hickory: Clay Printing Company, 1911), 47.

²(Hickory) Press and Carolinian, Trade Edition, Volume 20, Number 1 (January 1890); Levi Branson, comp., Branson's North Carolina Business Directory (Raleigh: Levi Branson, 1872, 1878), 1872, pp. 54, 55; 1877/1878, p. 63.

³Catawba County Deed Book 13, p. 401 and Deed Book 18, p. 26.

⁴Sanborn Map Company, Hickory, Catawba County, North Carolina maps, 1885, 1890, 1896, 1902, 1907, 1913, 1919, 1925, 1931 (New York: Sanborn Map Co., 1885-1931). The maps fully document the plant's growth.

⁵Press and Carolinian, January 1890.

⁶Catawba County Tax Records, North Carolina State Archives.

⁷Hickory Daily Record, 11 September 1965, and Hickory Democrat, 24 October 1912.

⁸Catawba County Deed Book 18, p. 138.

⁹Press and Carolinian, January 1890; Branson's, 1890, pp. 169, 175. The 1890 newspaper contains a sketch of the plant, showing the buildings and their positions relative to one another and to the railroad tracks.

¹⁰Sanborn maps, 1885, 1890.

¹¹Press and Carolinian, January 1890.

¹²1910 Census, Population Schedule. Although many Hickory residents were employed in the wagon factory, far more were employed in local cotton mills.

¹³J. Weston Clinard, Clinard Looks Back: A Compilation of Short Stories Covering Early Days in Hickory (Hickory: Hickory Printing Co., 1962), 179-180.

¹⁴Hickory Daily Record, 11 September 1965.

¹⁵Undated clipping from the (Salisbury) Carolina Watchman, North Carolina Collection, University of North Carolina at Chapel Hill Library.

¹⁶Catawba County Deed Book 117, p. 179 and Deed Book 130, p. 126.

¹⁷Clinard, Clinard Looks Back, 181.

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¹⁸ Gwynne Stephens Taylor, From Frontier to Factory: An Architectural History of Forsyth County (Raleigh: Division of Archives and History, 1981), 56. The physical plant of the Nissen Wagon Works, founded in 1834, was sold in 1925 for \$1.1 million. Winston-Salem Journal-Sentinel, 23 August 1953.

¹⁹ Catawba County Deed Book 98, p. 411.

²⁰ Catawba County Deed Book 164, p. 557.

²¹ United States Court of Claims, Number K-254, pp. 39-70, Piedmont Wagon and Manufacturing Company, Plaintiff, vs. The United States, Defendant.

²² Catawba County Deed Book Grantor Index; Catawba County Tax Records, North Carolina State Archives.

²³ Hickory Daily Record, 19 August 1960; Clinard, Clinard Looks Back, 178.

²⁴ Hickory Daily Record, 11 September 1965 and 5 October 1977.

²⁵ Catawba County Deed Book 1014, p. 586; Deed Book 1050, p. 507; and Deed Book 1097, p. 601.

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