Ford Motor Company Assembly Plant

Charlotte-Mecklenburg County Local Landmark Designation

Prepared by
MacRostie Historic Advisors

In partnership with
CAMP North End

1. Name and Location of the Property: Ford Motor Company Assembly Plant (later referred to as Building No. 1 during U.S Army Quartermaster Depot ownership) located at 1824 Statesville Avenue, Charlotte, NC, 29206.

2. Name and Address of the Present Owner of the Property:

   Thomas Mann
   Camp Landowner, LP
   1776 Statesville Avenue
   Charlotte, NC 28206

3. Representative Photographs of the Property: The report contains representative photographs of the property.

4. Map Depicting the Location of the Property: The report contains a map depicting the location of the property.


Woodward Ave
Statesville Ave
Camp Road
N Graham St
Google

5. Current Deed Book Reference to the Property: The current deed to the property is recorded in Deed Book 31440 Page 554. The tax parcel number of the property is 07903105.

6. A Brief Historic Sketch of the Property: The report contains a brief historical sketch of the property prepared by Caroline Wilson and Kendra Waters.

7. A Brief Physical Description of the Property: The report contains a brief physical description of the property prepared by Caroline Wilson and Kendra Waters.

8. Documentation of Why and in What Ways the Property Meets the Criteria for Designation Set Forth in N.C.G.S. 160A-400.5.

    a. Special Significance in Terms of its History, Architecture, and/or Cultural Importance: The Charlotte-Mecklenburg Historic Landmarks Commission judges that the Ford Motor Company Assembly Plant possesses special significance in terms of the City of Charlotte. The Commission bases its judgement on the following considerations:

        i. The Ford Motor Company Assembly Plant is a surviving example of the growth of industry in Charlotte in the early twentieth century. Charlotte was chosen as the site for the newest Ford plant due to its successful economy, ease of access to railroad lines, and impressive sales record of Ford vehicles.

        ii. The Ford Motor Company Assembly Plant demonstrates the significant expansion of the Ford Motor Company throughout the country in the first quarter of the twentieth century.

        iii. The Ford Motor Company Assembly Plant is a surviving example of architect Albert Kahn's extensive work in designing industrial buildings. The Ford Motor Company Assembly Plant design contains his signature sawtooth roof, wide-open space for the machinery needed to build automobiles, and architectural details including exterior brickwork. This includes the Boiler House, which features similar character defining features as the Assembly Plant.

        iv. The Ford Motor Company Assembly Plant retains a high level of physical integrity.

    b. Integrity of Design, Setting, Workmanship, Materials, Feeling, and/or Association: The Charlotte-Mecklenburg Historic Landmark Commission judges that the physical description included in this report demonstrates that the Ford Motor Company Assembly Plant meets this criterion.

9. Ad Valorem Tax Appraisal: The Commission is aware that designation would allow the owner to apply for an automatic deferral of 50% of the Ad Valorem taxes on all or any portion of the property that becomes a designated "historic landmark." The current appraised value of the parcel containing the Ford Motor Company Assembly Plant is $5,496,600.

10. Portion of the Property Recommended for Designation: The Charlotte-Mecklenburg Historic Landmarks Commission recommends that the interior and exterior of the Ford Motor Company Assembly Plant and the Boiler House be designated as a historic landmark.

11. Statement of Integrity: The Ford Motor Company Assembly Plant has retained a high degree of integrity in terms of design and original materials. Albert Kahn's original design and architectural details remain, including exterior brickwork, sawtooth roof, and multi-paned, steel framed windows. Subsequent owners of the property have made some changes to the buildings, but most of the features were retained or simply covered.

Date of the Preparation of this Report: August 16, 2019

Prepared By: Kendra Waters

General Information

1.1 Common and Historic Names of the Property: Ford Motor Company Assembly Plant (later referred to as Building No. 1 during Quartermaster Depot use)

1.2 Property Address: 1824 Statesville Avenue, Charlotte, NC, 28206

1.3 Tax Parcel Identification Number (PIN): 07903105

1.4 Current Owner Name: Thomas Mann
Newcamp Landowner LP
1776 Statesville Avenue
Charlotte, NC 28206

Abstract

The Ford Motor Company Assembly Plant, located in Charlotte, North Carolina, was constructed in 1924 for the Ford Motor Company and is an important local example of industrial architectural design in the early twentieth century and of the expansion of Charlotte at the time through industry. The factory is significant under Criterion C (Architecture) for its association with industrial architect Albert Kahn, who designed the building. Kahn's designs revolutionized the way industrial architecture was laid out and constructed in the early 20th century, and the Charlotte location of the Ford Motor Company Assembly plant exemplifies his design principles. The original plant retains its decorative brickwork along the main façade of building, once beautifully framing the showroom windows that displayed Ford's latest designs and marrying Kahn's architectural skill with the Ford Motor Company's engineering finesse. Kahn designed buildings across the country, and he is an important industrial architect nationwide. The Assembly Plant is designed with a large open space and large steel and glass windows, with elevated bathrooms providing even easier movement on the assembly plant floor. While subsequent owners have made some modifications to the structure, overall it retains a high level of integrity with most of the character defining features including decorative brickwork, steel-framed windows, elevated bathrooms, and open floor plan still in place.

The building is also significant at the local level under Criterion A (Industry) as an example of the Ford Motor Company's aggressive expansion plan in the early years of the 20th century. The Ford Motor Company had long maintained a presence in Charlotte, first opening a service office in 1914. But demand for the well-priced Ford automobile became such that the company continued expanding its operations to the point that a newly constructed, thoroughly modern assembly plant was needed. The property's period of significance extends from the date of its construction, 1924, until 1932 when the Ford Motor Company shuttered multiple assembly plants throughout the nation due to the Great Depression. The designation includes the Ford Motor Company Assembly Plant building, the Power Plant/Boiler House (designed with similar character defining features as the Assembly Plant), the Water Tower, and the Maintenance Building and Fire Department.

Historical Significance

Summary

The Ford Motor Company Factory, located in Charlotte, North Carolina, was constructed in 1924 for the Ford Motor Company. The factory is significant under Criterion C (architecture) for its association with industrial architect Albert Kahn, who designed the building. Kahn's designs revolutionized the way industrial architecture was laid out and constructed in the early 20th century, and the Charlotte location of the Ford Motor Company Factory exemplifies his design principles. The building is also significant at the local level under Criterion A (industry) as an example of the Ford Company's aggressive expansion plan in the early years of the 20th century. The Ford Company had long maintained a presence in Charlotte, first opening a service office in 1914. But demand for the well-priced Ford automobile became such that the company continued expanding its operations to the point that a newly constructed, thoroughly modern assembly plant was needed.

The property's period of significance extends from the date of its construction, 1924 until 1932 when Ford Motor Company shuttered multiple assembly plants throughout the nation due to the Great Depression.

Criterion C – Architecture

Though not the first company to use the assembly line method to build cars, the Ford Motor Company refined the process through years of trial and error. The final product resulted in the use of mechanized conveyor belts to aid in the assembly of vehicles. While the use of such equipment revolutionized the way cars were built, a different design for the buildings housing these processes was required.

Albert Kahn filled the need for modern, well-lit industrial space. Born in Prussia in 1869, Kahn emigrated to Detroit with his family at the age of 11. Albert was a talented pianist, but the family's financial situation prevented further study and he was forced to take on several odd jobs. He was an errand boy for an architecture firm before obtaining an internship with Mason and Rice. Eventually Kahn received a scholarship to study abroad in Europe, and then returned to work for Mason and Rice for four years. In 1895, he launched his own architecture firm, Albert Kahn Associates, and was joined by four of his brothers in the business. His first industrial commission came five years later—in 1900—and was for a pneumatic hammer manufacturing company in Detroit.[1] But most of his early career was dominated by civic, commercial, and residential architecture including a collaboration with his former employer, George Mason, on the Palms Apartment Building (1903). The English Renaissance style building was one of the first buildings in the City of Detroit to use reinforced concrete, which was a new material at the time.[2] Kahn secured numerous commissions for his own firm, including the Beaux Arts style Belle Isle Aquarium (1904) in Detroit.[3] While beautiful to modern eyes, Kahn was not designing anything innovative like contemporaries Louis Sullivan or Frank Lloyd Wright. It would be his industrial designs that placed him in the pantheon of great architects.

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[1] Charles K. Hyde, "Assembly-Line Architecture: Albert Kahn and the Evolution of the U.S. Auto Factory, 1905-1940", *The Journal of the Society for Industrial Archaeology*, 1996, 5.

[2] "The Palms Apartment Building", *Detroit: The History and Future of the Motor City*, http://detroit1701.org/PalmsApartment.html, accessed May 16, 2018.

[3] John L. Dorman, "In Energized Detroit, Savoring an Architectural Legacy", *New York Times*, March 26, 2018.

Kahn's first commission for an automobile company was for the Packard Motor Company in 1903. Initially his designs reflected standard construction practices and layout for mill buildings. But it was his concept for the Packard Plant Building #10 that revolutionized the way industrial buildings were constructed. In 1903, Kahn's younger brother Julius completed his education at the University of Michigan and joined the firm as an engineer. Together they developed the Kahn System of Reinforced Concrete, which consisted of two components: beams made of concrete and steel bars with wings that bent up at intervals and floor joists of hollow clay tile filled with concrete.[4] The most useful part of this system was the ability to span large distances, which Kahn took advantage of in his designs. No longer were these buildings tied together using short beams that required support posts at regular intervals; now industrial spaces could be open with only the occasional support post to disrupt the flow of the work area.[5]

The Packard Plant Building #10 was followed by a commission from the George Pierce Company in Buffalo, New York in 1906. This plant was the beginning of Kahn's pioneering work in space design. Instead of designing for architectural limitations, he designed based on the work that would take place in the factory. The complex was designed in a square configuration with an appropriate flow that started with raw material intake and culminated in a finished product. It was Kahn's use of skylights that allowed for this as he was not a slave to window openings that often had to occur in long linear patterns in order to properly light an industrial facility.[6]

Following the Pierce commission, Kahn's designs caught the attention of Henry Ford, who had revolutionized the auto making industry. The Ford Company's new mechanized conveyer belts needed uninterrupted space in order to function at high capacity. Kahn designed Ford's new factory at Highland Park (1909) with the large spaces that the Ford machinery needed. It was during the construction of this facility that Kahn introduced the use of steel framed windows. Steel had already been proven as a way to space wide spaces, and so the use of this material allowed for large banks of windows. While Kahn's industrial buildings feature minimal exterior detail, the use of windows to provide light on the interior and visual interest on the exterior was unique.[7]

Ford was not fully satisfied with the efficiency of the Highland Park factory, though it was not Kahn's design that failed. The Ford Motor Company had also made use of gravity fed chutes to funnel parts through the assembly process. The use of these chutes required a building to have multiple stories.[8] In the years following the completion of the Highland Park facility, Ford had refined his assembly process, reverting to conveyer belt assembly lines. The adoption of mechanized lines allowed for a vehicle to be assembled in just 90 minutes, instead of the twelve hours it took with a standard, non-moving assembly line.[9] To facilitate this change, Kahn was tasked with the design of a single-story building for company's River Rouge plant in 1917. The project turned into multiple buildings, connected by railroads, spanning 2,000 acres. Kahn received accolades for his amazing glass plant which used steel and glass to the form walls and even the ceiling of

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[4] Ryan Salmon and Megan Elliott, "The Kahn System of Reinforced Concrete", *Structure*, http://www.structuremag.org/?p=401, accessed May 16, 2018.
[5] "Albert Kahn", *Michigan Modern*, http://www.michiganmodern.org/designers/albert-kahn, accessed May 16, 2018.
[6] Grant Hildebrand, "Albert Kahn: the Second Industrial Revolution", *Perspecta*, Yale University, 1975, 2.
[7] *Michigan Modern.*
[8] Hildebrand, 32.
[9] "100 Years of the Moving Assembly Line", *The Ford Motor Company*, http://corporate.ford.com/innovation/100-years-moving-assembly-line.html, accessed May 16, 2018.

the building.[10] As a result of this success, many of Kahn's buildings would be constructed with huge spans of steel sash windows and sawtooth skylights, including the Ford Factory at Charlotte.

By September of 1924, the Charlotte plant was well under construction. The original cost estimates put building construction at $1.25 million dollars[11] and many newspapers speculated that the plant would be the largest in the south. When the Charlotte facility was completed in 1925, it boasted a spacious showroom at the southwest corner of the building, with offices along the remaining portion of the west facade. The assembly line and factory operations were housed behind these front spaces. The showroom contained large three-part, plate glass windows with six rectangular, working units above while the windows in the offices had large, multi-paned windows with the upper sash six panes divided in two. All the windows along this primary façade had canvas awnings. The assembly space, which contains Kahn's signature sawtooth skylights at the roof and glazed walls of multi-paned, steel framed windows, was a large open space punctuated with steel I-beam columns. In addition to the main assembly plant, a separate boiler house, water tower, and oil house were located adjacent. The oil house was demolished by 1978.

Charlotte was not the only recipient of a new Ford plant that year. Ford was growing by leaps and bounds and 1923 proved to be another banner year for the company with the expansion of the company's facilities throughout the United States. Memphis received a 400,000 square foot facility designed by Albert Kahn. The plant was similar to the Charlotte factory in that the windows were large, anchored by brick piers, and the roof boasted sawtooth skylights. This facility ceased production in 1933 as a result of the Great Depression, though operations resumed in 1935. The company closed the plant in 1955 when operations were moved to Ohio.[12] The building was razed in the early 2000s.[13] The Jacksonville, Florida plant was constructed in 1924, and is nearly a replica of the Charlotte facility, though the sawtooth skylights appear to be significantly larger. Operations ceased in 1932, and while the building is extant, it has been abandoned.[14]

Ford facilities were also constructed in Salt Lake City, Utah and Chicago, Illinois. The Salt Lake City plant differs from the factories in Charlotte, Memphis, and Jacksonville in that it is two stories, so its windows are divided into two rows along the brick curtain wall. The lower windows are very similar to the style of the units along the west (main) façade of the Charlotte plant, but the upper units are smaller. This facility was only briefly by the Ford Company, but is extant, and has been rehabilitated into an office complex. The Chicago plant has the distinction of being one of the longest used Ford Motor Company buildings in operation.

Kahn would design over 1,000 buildings for Ford, but he would go on to work for many of the other major car companies of the period. His design talents even extended to office buildings for the Dodge Motor Company (Dodge Brothers Administration Building, 1911) and General Motors (General Motors Building, 1920). Even though he was not groundbreaking in his commercial designs, the results were accomplished. The 1920 Fisher Building in downtown Detroit is a 15-story Art Deco masterpiece that has become both iconic and beloved by locals. Nonetheless, Albert Kahn has continued to be considered one of the groundbreaking

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[10] "Henry Ford's Rouge", *The Henry Ford*, https://www.thehenryford.org/visit/ford-rouge-factory-tour/history-and-timeline/fords-rouge/, accessed May 16, 2018.
[11] Ibid.
[12] "Ask Us", *The Henry Ford*, http://askus.thehenryford.org/faq/140528, accessed May 14, 2018.
[13] "Lost Memphis 16: The Ford Plant", *Crème de Memph* blog, http://cremedememph.blogspot.com/2013/08/lost-memphis-16-ford-plant.html, accessed May 14, 2018.
[14] Lindsay Boetsch, "Ford's Assembly Plant Now Used for Storage" https://www.firstcoastnews.com/article/news/fords-assembly-plant-now-used-for-storage/438084805, accessed May 14, 2018.

industrial architects of the 20th century. He designed over 4,000 buildings throughout the world, many of which still remain. Kahn died in 1942, leaving behind his architecture firm, Albert Kahn Associates with over 600 employees. The company continues to do business today in Detroit, Michigan.[15]

Criterion A – Industry

While Henry Ford was not an originator, he was an innovator, which is why his Ford Motor Company is widely recognized as making the automobile affordable for the average American. Ford was born on a farm in Dearborn, Michigan in 1863, but his interest was in machinery. He apprenticed at the Michigan Car Company and then went to work for the Edison Electric Illuminating Company in 1891. He eventually became the chief engineer, but his real work was at night where he had begun working on a horseless carriage. Finally, in 1896, he came up with a self-propelled vehicle called a quadricycle.[16]

Despite his engineering talents, Ford did not excel at business. His first two companies failed before he was able to attract enough backers to incorporate the Ford Motor Company in 1903. His first vehicle, the Model A, was released shortly thereafter and was followed by progressively improved models over the next years. Then the Model N was released in 1907 and went on to become the bestselling vehicle in America.[17] But Ford was not done. Known for his ability to attract quality talent, he used the best engineers to develop the Model T, an affordable, reliable automobile that was accessible to many Americans. Introduced in 1908, over 15 million vehicles were sold in the nearly twenty years of production.[18]

But it was Ford's innovation of the moving assembly line in 1913 that truly revolutionized his business, though his workers were less than thrilled with this development. The employee turnover was so high that Ford had to increase his wages to $5.00 a day in 1914. Even though paying more to his workers cost a pretty penny, the moving assembly reduced the time needed to assemble a vehicle, thus allowing for a higher output.[19]

Another pioneering move made by Ford was to create the concept of the automobile dealership franchise. He met William Hughson in 1902 at a bicycle show where the two discussed the idea of creating a dealership. The following year, Hughson opened the Standard Motor Company in San Francisco, California. Initially the idea was a failure, but by 1906, Hughson was selling more vehicles. He would eventually establish a chain of car dealerships.[20] Initially Ford relied on these independent dealers, but soon realized that he could franchise the dealers to carry only Ford vehicles. By 1912, there were 7,000 Ford dealers in the United States.[21]

Ford expanded aggressively following its initial success with the Model T. The first assembly plant opened outside of Detroit was constructed in 1912 in Kansas City, Missouri. Long Island, New York and Minneapolis, Minnesota followed that same year. Plants were opened in Memphis, Tennessee and Buffalo, New York in

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[15] "Albert Kahn: The Man", *Albert Kahn Associates*, https://www.albertkahn.com/albert-kahn-the-man, accessed, May 18, 2018.
[16] "Henry Ford", *The Henry Ford*, https://www.thehenryford.org/explore/stories-of-innovation/visionaries/henry-ford/, accessed May 17, 2018.
[17] Ibid.
[18] Tom Ricci, "Henry Ford", *The Association of Mechanical Engineers*, https://www.asme.org/engineering-topics/articles/automotive/henry-ford, accessed May 17, 2018.
[19] "100 Years of the Moving Assembly Line", *The Ford Motor Company*.
[20] "Ask Us", *The Henry Ford*, http://askus.thehenryford.org/faq/210637, accessed May 17, 2018.
[21] Lee Iococca, "Driving Force: Henry Ford", *Time Magazine*, December 7, 1998.

1913. In 1914, the expansion hit its peak with factories constructed in fourteen new cities from the east coast to the west. One of those factories was located in Charlotte, North Carolina.[22]

As an economic epicenter for both North Carolina and the upper part of South Carolina, the Charlotte region had always posted impressive sales of Ford vehicles. A Ford service office had opened early on at 222 North Tryon Street. But demand for the well-priced Ford vehicles became so great that in 1914, the company converted the service office into an assembly plant, which produced 6,850 cars its first year. By 1916, a four-story plant was opened at 210 East Sixth Street and production commenced at that location. It was noted in a 1919 newspaper article that despite the entry of the United States into World War I, sales in the region had not slowed and in fact, had exceeded expectations with over $1.4 million.[23] Perhaps it was these numbers that inspired the Ford Motor Company to further expand their holdings in Charlotte. In 1923, the company announced its intention to build its largest factory in the southeast; this factory would employ 800 to 1,000 workers and produce 400 cars a day. The site on Statesville Road, just two miles from the commercial heart of Charlotte, was chosen for its close proximity to the A.T. and O. Railroad, a branch of the Southern Railway (now Norfolk Southern).[24] In addition to the large assembly plant space, the new factory also contained offices and a showroom that featured floor to ceiling steel and glass windows.

The plant was completed in 1925 and unfortunately, the sales figures for the Model T had begun to decline. The economy was booming, Americans were making money, and suddenly the no-frills, affordable automobile was being outdone by more comfortable models introduced by competitors such as Chevrolet. By 1927, Ford had gone back to the drawing board, shutting down the Model T assembly line and introducing the all new Model A. But this new automobile was a little too late; it would only compete with other vehicles before being shelved. While Henry Ford would invent the ultra-light V8 engine, the company's sales has slumped. By 1936, their sales placed them in third behind General Motors and Chrysler.[25]

The lack of innovation, an increase in competition, and the crash of the stock market in 1929 spelled trouble for the Ford Motor Company. In response to these factors, the company began shuttering its numerous factories. By 1932, all but seven of the thirty-one factories had been closed, including the Charlotte plant. Only nine of the thirty-one re-opened following the rebound in the economy. No plants were constructed for over a decade. Following the end of World War II, a new assembly plant was added every decade, but Ford's dominance had subsided.

The Charlotte Ford Assembly Plant remained vacant for nearly a decade before being purchased by United States Army in 1941. Renamed the Charlotte Quartermaster Depot, the old factory was managed by the Quartermaster Corps and provided supply storage for multiple military bases in both North and South Carolina.[26] While the abandoned building found a new use, many changes were visited upon its original layout. The wide-open windows of the showroom and office spaces were bricked up for security reasons. Similarly, the skylights in the main assembly space were covered over with wood on the exterior. New partitions were added in the showroom and old ones were torn down in the original office spaces. Despite these changes, the original assembly space has remained relatively untouched. The windows, skylights, and other significant materials are intact.

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[22] Ibid.
[23] "Mr. Ryan Guest of Honor Here", *The Charlotte News* (Charlotte, North Carolina), May 9, 1919.
[24] "Big Ford Plant for Charlotte", *The Danbury Reporter* (Danbury, North Carolina), November 21, 1923.
[25] "The Innovator and the Ford Motor Company," *The Henry Ford.*
[26] Robert D. Billinger Jr. and Jo Ann Williford, "World War II", *NCPedia,* https://www.ncpedia.org/world-war-ii-part-3-world-war-ii, accessed May 18, 2018.

The Quartermaster Corps added five additional warehouses to the property during their tenure: three of these were located along the railroad tracks, north of the Ford Factory; and two were located to the south of the Factory. An assortment of smaller buildings, including a free-standing cafeteria and a dwelling for Army staff, were added to the site during this time as well. The Depot remained in operation until 1954; the Department of the Army, along with Western Electric and Douglas Aircraft, operated an ordnance missile plant on the site.[27] Several smaller buildings were added while these two companies occupied the site, including a maintenance shop and fire department building, waste water treatment plant, and a flammable storage building. As these buildings were not associated with Ford's original development of the site, and constructed after the period of significance, they do not contribute to Ford Assembly Plant complex.

Before the current owner purchased the building in 2016, the Rite Aid Corporation maintained a distribution center on the property for several years and made some changes in the assembly plant building including lowering the ceilings in some places in order to install updated mechanical systems. The current owner intends to maintain the historic structures as they develop the site into a mixed-use development.

[27] Wade Lucas, "Investments, New Jobs, and Higher Income Seen for N.C.", *Rocky Mountain Telegram*, January 2, 1955.

Architectural Description of the Property

The Ford Motor Company Factory at 1824 Statesville Road in Charlotte, North Carolina was designed by Albert Kahn and is typical of his designs for industrial structures. The building faces west to Statesville Road and two buildings; a long manufacturing room with sawtooth roof and a power plant. The manufacturing building has been adapted throughout the years for numerous owners and includes open manufacturing space and an office area at the west end that has been reconfigured multiple times.

Exact dates of additions and alterations to the building are unknown, but they generally follow along with new ownership of the property. The United States Army made some modifications to the building when they purchased it in 1941. During Rite Aid's use of the site, further changes were made to the interior in the late-twentieth to early-twenty-first century, primarily in the office spaces.

1. Site and Boundary

This designation of the Ford Motor Company Factory is a portion of the larger 14-acre tax parcel and includes two buildings and a water tower. The owners are designating the area shown in the accompanying boundary map which starts at the northwest corner of the property and runs south along Statesville Avenue following the property line until a point at the intersection of Statesville Road and the north side of the driveway running along the south side of the main factory building, and turns east running to a point on the south side of the driveway even with the west façade of the main factory building and turns slightly east continuing along the south curb of the driveway until the reaching a point even with the east façade of the main factory building, and then turns north running along the base of the main factory building and loading docks to the northeast corner of the main factory building, and turns west and runs along the base of the main factory building and loading docks until a point even with the east side of the boiler house, and then turns north following the course of the east side of the boiler house until it intersects with the north parcel boundary, and then turns west following the parcel boundary back to the starting point at Statesville Avenue. The buildings on the site include the Ford Motor Company Factory and Boiler House designed by Albert Kahn and constructed in 1924 as well as a Maintenance/Fire Department Building that sits just to the north. The surrounding structures were constructed during the Quartermaster Depot's use of the property and thus do not fall within the period of significance for the Ford Motor Company Assembly Plant local landmark designation.

2. Ford Factory Plant

West Elevation

The manufacturing plant is a single story, rectangular structure, with the longer axis running east to west. The west façade faces Statesville Road and features the main entrance centrally located along the elevation. Historically, the façade featured fourteen bays with large windows filling the space from the knee wall up to the decorative brick cornice. The four bays at the south side of the façade have no knee wall, as this section of the building originally held the Ford showroom with larger glass windows. The knee wall across the rest of the facade consists of a band of stucco followed by a band of brick. The windows on the west elevation have since been filled with a modern brick.

The historic bricks featured a larger mortar joint, causing a distinct difference in appearance between the historic brick sections and the newer infill brick. Three double doors are found in the second,

seventh, and twelfth bays from the south. Another exterior door was added in the north corner and is surrounded by opaque glass of smaller panes than the historic windows. Brick pilasters separate each bay.

Decorative brick panels, only found on the west elevation, run the full length of the façade and wrap around both corners for two more bays on each side. A band of cast stone runs along the header of the window openings and pilasters marking the bottom of the decorative panels. A brick chevron pattern created with thin red bricks and large yellow bricks marks the capitals of the pilasters. The field in the panel between each pilaster is filled with a diamond pattern, also created out of alternating yellow and red bricks. Above the decorative panels a row cornice runs the length of the cornice, with a row of brick detail topped by a smaller brick diamond pattern on top, and then another row of larger brick dentil. Finally, the cornice is capped with a thin coping of cast stone.

North Elevation

The north elevation features a simplified version of the west elevation. The west corner follows the decorative brick panels and cornice from the west façade for two bays, creating a strong corner element. Broken into twenty bays by metal structural support columns, the rest of the elevation features a full stretch of windows with eight loading bays and four larger loading docks.

The knee wall of cast stone and brick continues over from the west elevation. The windows run from the knee wall up to the simple cast stone coping. The windows are divided vertically into three sections between each structural beam with a heavy mullion at each columns line and narrower mullions dividing each bay into the three sections. A transom beam runs across the entire elevation, further dividing the windows in each by into six main sections. Each of the three transoms contain an awning window of six panes of glass. Each lower window portion contains two six-pane awning windows placed on top of each other. The awning windows in all sections are surrounded by a column of fixed panes of glass on either side as well as a row of fixed panes of glass along the bottom.

A small metal lean-to shed is attached to the north elevation in the west corner. Not original to the structure, the lean-to houses a set of original exterior doors to the building. Centrally located along the north elevation is a fourteen-foot by fourteen-foot loading dock door that leads into the interior boiler room. Twelve loading bay doors dominate the rest of the elevation, though they are not original to the construction of the building. Moving east from the boiler room, eight seven-foot by eight-foot loading bays allow more access into the manufacturing room. The eastern third of the elevation includes four eight-foot by ten-foot loading bays with brick surrounding each side and a band of stucco on top.

East Elevation

The same window pattern from the north elevation continues onto the east elevation. The northern half of the east elevation only retains the transom portion of the windows, as the elevation has been renovated to contain fourteen loading bays. The northeast corner historically featured a large door, that has since been partially bricked in to accommodate a smaller loading bay. A lower brick addition then extends south to house eight loading bays, with six more addition loading bays continuing along the east elevation past the brick addition. The non-historic loading bays occupy the northern half of the east elevation.

The southern half retains the original façade, with the original historic windows. Double doors at the southern end provide entrance into the manufacturing room with a simple steel canopy with modern standing seam roof covering the doors. A simple brick pilaster terminates the east elevation at the southern corner.

The roof of the structure is a flat roof with four sawtooth portions terminating along the east and west ends are most prominent from the east side of the building.

South Elevation

The south elevation continues the same appearance of the north and east elevations, with the same window pattern running the length of the elevation. Four sets of double doors evenly distributed along the façade punctuate the windows.

The original showroom was at the last two bays at the western end of the south elevation, but the two windows have since been bricked over to match the west elevation. The same decorative cornice extends above the two bays as well, with the end of the two showroom bays terminated by a decorative brick pilaster. A later metal awning stretches from the end of the showroom a quarter of the way down the elevation. The awning is attached at the bottom of the horizontal support beam in the upper portion of the windows.

Interior

The interior of the structure is split into two main portions: the manufacturing room and office space. The manufacturing space is accessed primarily through a series of doors along both the north and south wall. The room has retained its vast open space from its days as a car manufacturing plant, with metal support columns providing a consistent break within the space. Four raised mezzanine bathrooms are slightly offset from the north and south walls towards the middle of the room. The siding of the bathrooms is large metal sheets bolted together. A pair of stairs provide access up into each of the bathrooms.

A boiler room and some small interior storage space centrally located along the north wall serves as the only other break in the vast, open space.

Most of the flooring in the manufacturing room is a simple pattern of wood blocks that were added by the Army, with portions of concrete slab found throughout as well. The ceiling is the exposed underside of the metal roofing and the truss system that supports the sawtooth roof. The skylight windows that adorn the perpendicular portion of the sawtooth roof have been covered.

A painted CMU block wall lines the west end of the manufacturing room, separating it from the office space found on the other side. The wall only runs to the height of the truss system, with the rest of the roofing structure exposed above. A modern drop ceiling and concrete slab flooring are found throughout the office spaces. The windows found throughout the entire interior contain simple metal mullions that have been painted over.

The office space is divided into four main parts. A large open room runs along the north wall all the way to the west exterior wall. A smaller open room immediately below it contains is bounded by a section of

smaller offices along the west wall and another section of smaller offices along the south wall of the room.

The north room retains an original mezzanine bathroom that falls in line with the mezzanine bathrooms found in the manufacturing room. The lower portion has been enclosed and a boiler room is attached on the east side of the bathroom.

The second large open space immediately south of the first room contains a few small enclosed areas along the west well, which also contains the main entrance into the office area from the manufacturing room. The southwest corner of the room contains a hallway that leads to both the west and south rows of small offices.

The southern row of offices terminates in slightly larger rooms at both the east and west ends of the block, with a central hallway running from one end to the other. The east end of the hallway contains two bathrooms. The western row of small offices contains the main exterior entrance doors at the southern end, which leads to three bathrooms and a central hallway that runs north to the row of offices along the west wall.

3. Power Plant/ Boiler House

Exterior

The power plant is a one-half story brick building on a raised basement and mimics the style and construction of the manufacturing plant. The basement level is cast in concrete at all four sides. At the west, south, and easy elevations, there are evenly spaced, metal framed windows, which are inset into the wall. The main walls of the building consist of brick corners with concrete details and glazed walls with metal framed windows with twenty-one panes. Above each of the large units is a nine paned, metal framed window. Operable hopper windows are located in each of the smaller upper and larger lower units. A concrete band runs just above the windows and along the parapet of the roof.

The main entrance is located along the south elevation and features a concrete door surround. The door is wood and has twelve large panes of glass. A secondary entrance is located at ground level on the north elevation, beneath the connection to the adjacent steel smokestack. This double leafed entrance has wood doors with glass panes in the upper panels.

Interior

The interior has two levels, with the lower level containing the boiler equipment. Steel platforms and staircases surround this equipment. The upper level floors are covered in terracotta tiles. The ceiling is exposed with steel trusses and beams, and a plank ceiling, all of which have been painted. Plans commissioned by the Department of the Army indicate that there is an underground tunnel from the boiler house to the main manufacturing building.

Archaeological Significance

There are no known archaeological features of the property currently.

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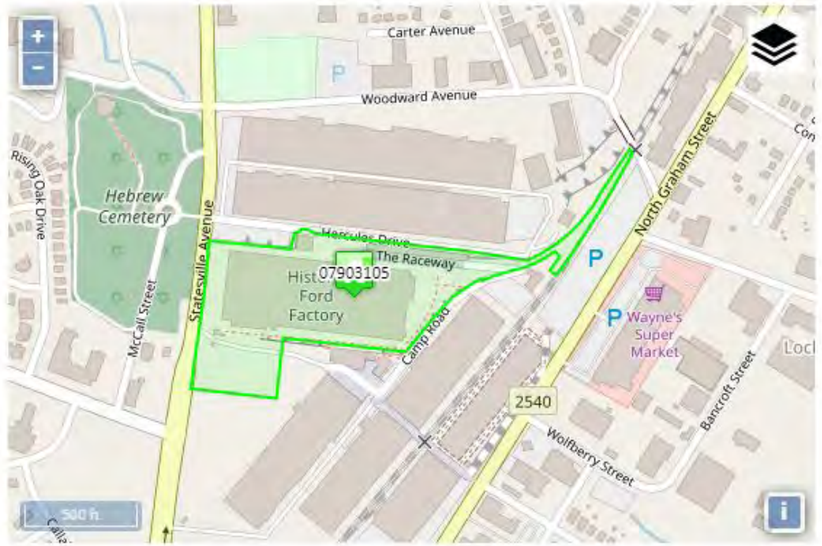
PARCEL ID: 07903105

1810 STATESVILLE AV CHARLOTTE NC

NEWCAMP LANDOWNER LP
97-77 QUEENS BLVD 11TH FLOOR SUITE 1103, ATTN:
DAMON J HEMMERDINGER
REGO PARK NY 11375

Total Appraised Value
$5,496,600



Land | Buildings | Features | Value Changes | More | Tax Bill | NBH | Pictometry | Polaris | Community | More

KEY INFORMATION

Land Use Code	I600	Neighborhood	RE08
Land Use Desc	INDUSTRIAL	Land	625652 SQUARE FEET
Exemption/Deferment	-	Municipality	CHARLOTTE
Last Sale Date	-	Fire District	CITY OF CHARLOTTE
Last Sale Price	-	Special District	NA
Legal Description	M61-142		

ASSESSMENT DETAILS

Notice of 2019 Real Estate Assessed Value	
Land Value	$1,921,600
Building Value	$3,292,000
Features	$283,000
Total	$5,496,600

Ford Motor Company Assembly Plant

1824 Statesville Ave
Charlotte, NC

Appraisal Value

Image Origin | Charlotte-Mecklenburg County Tax Records

Image Date | July 2019

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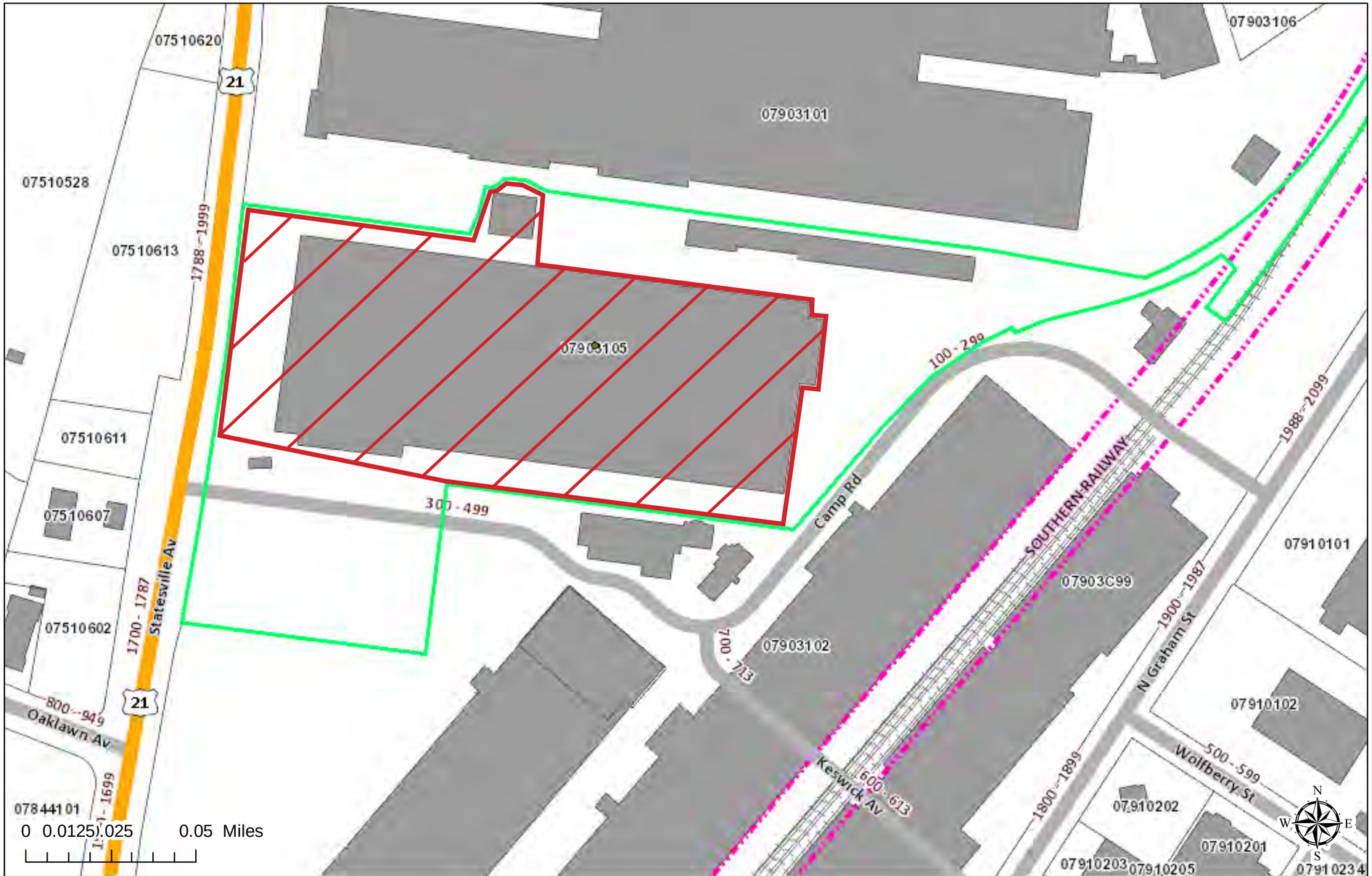
Bringing strategy, equity, and experience to historic building development



This map or report is prepared for the inventory of real property within Mecklenburg County and is compiled from recorded deeds, plats, tax maps, surveys, planimetric maps, and other public records and data. Users of this map or report are hereby notified that the aforementioned public primary information sources should be consulted for verification. Mecklenburg County and its mapping contractors assume no legal responsibility for the information contained herein.

Local Landmark Designation Boundary

Ford Motor Company Assembly Plant

1824 Statesville Ave
Charlotte, NC

Key

- Parcel Boundary
- Local Landmark Designation Boundary

MHA
MacRostie Historic Advisors LLC

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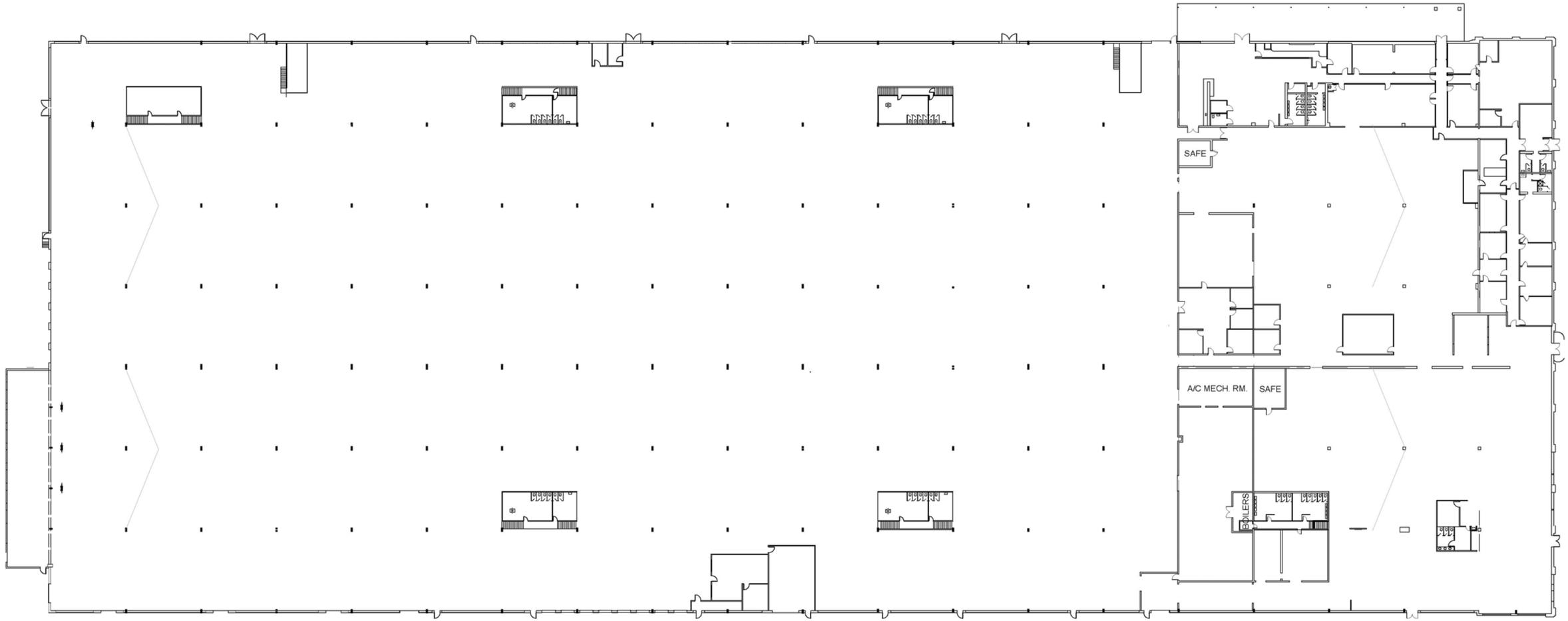

Ford Motor Company Assembly Plant

Floor Plan | Assembly Plant

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MHA
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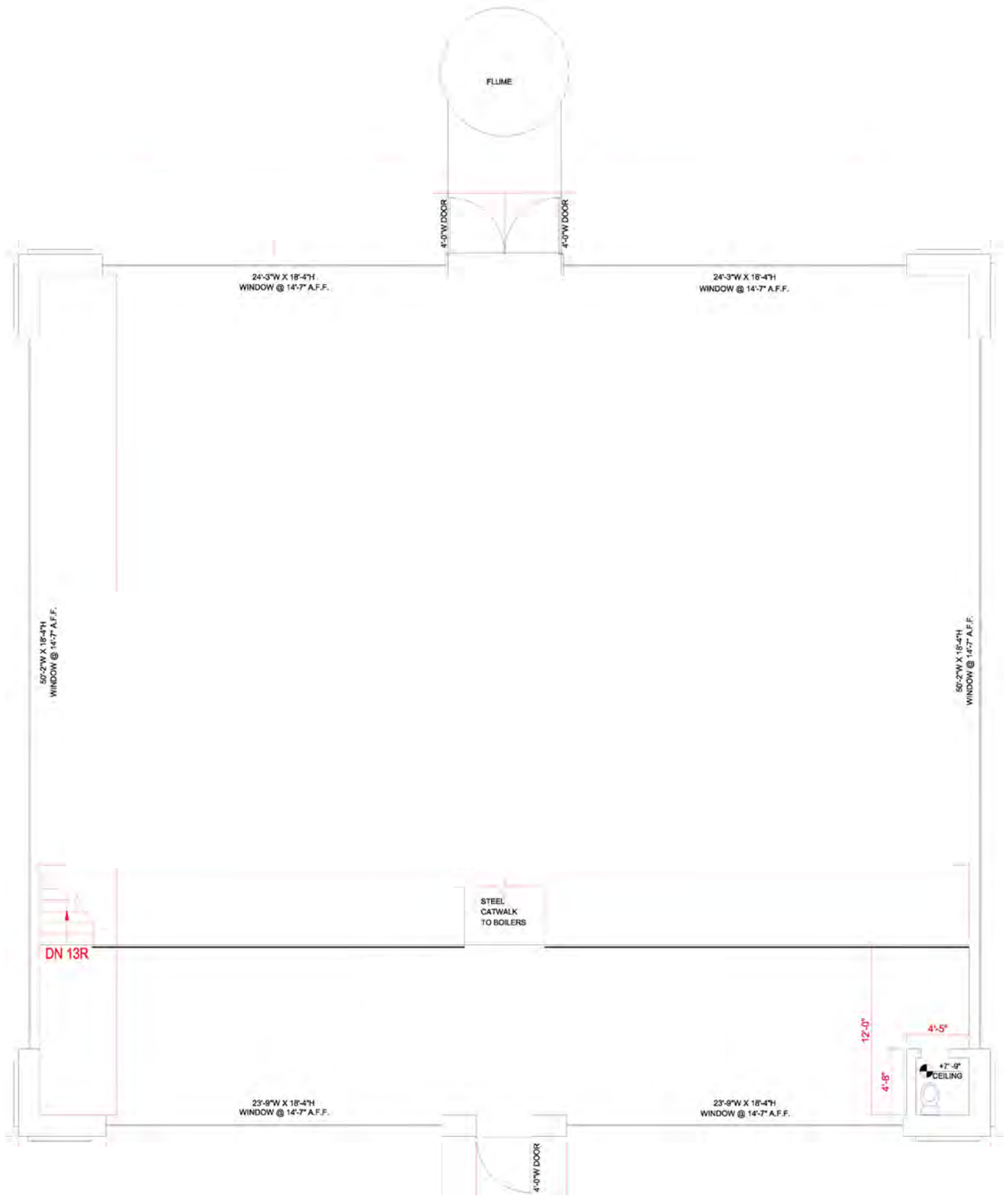

Ford Motor Company Assembly Plant

Floor Plan | Boiler House

N

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Ford Motor Company Assembly Plant

Charlotte, NC 28206

N

Local Landmark Designation
Photo Key
Site Plan

Ford Motor Company Assembly Plant
Documentation Photos

Photos: May 2018

Image 1. Ford Motor Co. Assembly Plant, West Elevation, Facing Northeast.

Image 2. Ford Motor Co. Assembly Plant, West Elevation, Central Entrance, Facing East.

Ford Motor Company Assembly Plant
Documentation Photos

Photos: May 2018

Image 3. Ford Motor Co. Assembly Plant, North Elevation, Facing Southwest.

Image 4. Ford Motor Co. Assembly Plant, North Elevation, Northeast Corner, Facing Southeast.

Ford Motor Company Assembly Plant
Documentation Photos

Photos: May 2018

Image 5. Ford Motor Co. Assembly Plant, East Elevation, Facing Northwest.

Image 6. Ford Motor Co. Assembly Plant, South Elevation, Facing Northeast.

Ford Motor Company Assembly Plant
Documentation Photos

Photos: May 2018

Image 7. Ford Motor Co. Assembly Plant, South Elevation, Window Detail.

Image 8. Ford Motor Co. Assembly Plant, South Elevation, Southwest Corner Brick Detail.

Ford Motor Company Assembly Plant
Documentation Photos

Photos: May 2018

Image 9. Ford Motor Co. Assembly Plant, Main Assembly Space, Facing East.

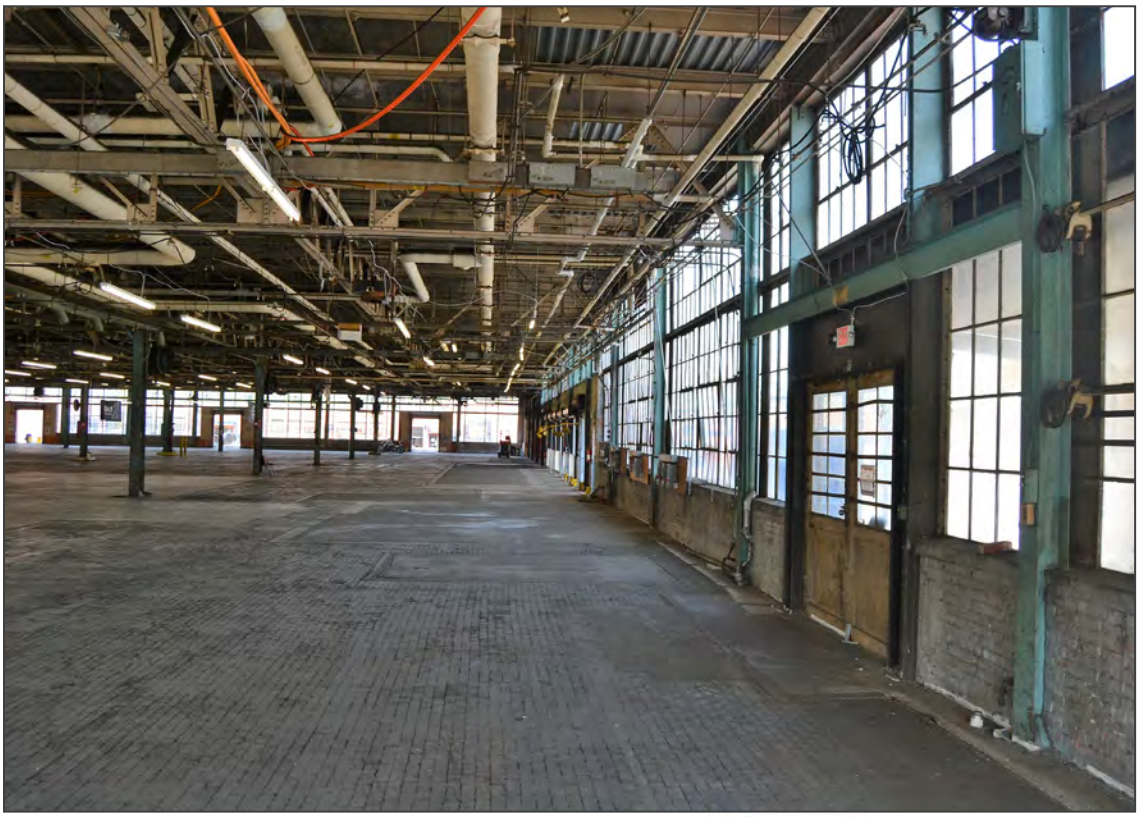

Image 10. Ford Motor Co. Assembly Plant, Main Assembly Space, South and West Walls, Facing South.

Ford Motor Company Assembly Plant
Documentation Photos

Photos: May 2018

Image 11. Ford Motor Co. Assembly Plant, North Interior Wall, Facing North.

Image 12. Ford Motor Co. Assembly Plant, Interior, Main Assembly Space, Mezzanine Bathroom Example.

Ford Motor Company Assembly Plant
Documentation Photos

Photos: May 2018

Image 13. Ford Motor Co. Assembly Plant, Interior, Enclosed Portion along North Exterior Wall, Facing East.

Image 14. Ford Motor Co. Assembly Plant, Interior, North Enclosed Portion, Facing West.

Ford Motor Company Assembly Plant
Documentation Photos

Photos: May 2018

Image 15. Ford Motor Co. Assembly Plant, Interior, North Interior Portion, Facing North.

Image 16. Ford Motor Co. Assembly Plant, Interior, South Enclosed Portion, Facing East.

Ford Motor Company Assembly Plant
Documentation Photos

Photos: May 2018

Image 17. Ford Motor Co. Assembly Plant, South Offices, Central Hallway, Facing East.

Ford Motor Company Assembly Plant
Documentation Photos

Photos: May 2018

Image 18. Ford Motor Co. Boiler House, West and South Elevations, Facing Northeast.

Image 19. Ford Motor Co. Boiler House, South Elevation, Facing Northwest.

Ford Motor Company Assembly Plant
Documentation Photos

Photos: May 2018

Image 20. Ford Motor Co. Boiler House, East Elevation, Facing West.

Image 21. Ford Motor Co. Boiler House, East and North Elevations, Facing West.

Ford Motor Company Assembly Plant
Documentation Photos

Photos: May 2018

Image 22. Ford Motor Co. Boiler House, North Elevation, Facing Southeast.

Image 23. Ford Motor Co. Boiler House and Water Tower, West Elevation, Facing East.


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Market Analysis
Search Help
Charlotte
1788-1999
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Charlotte
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21
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Camp Rd