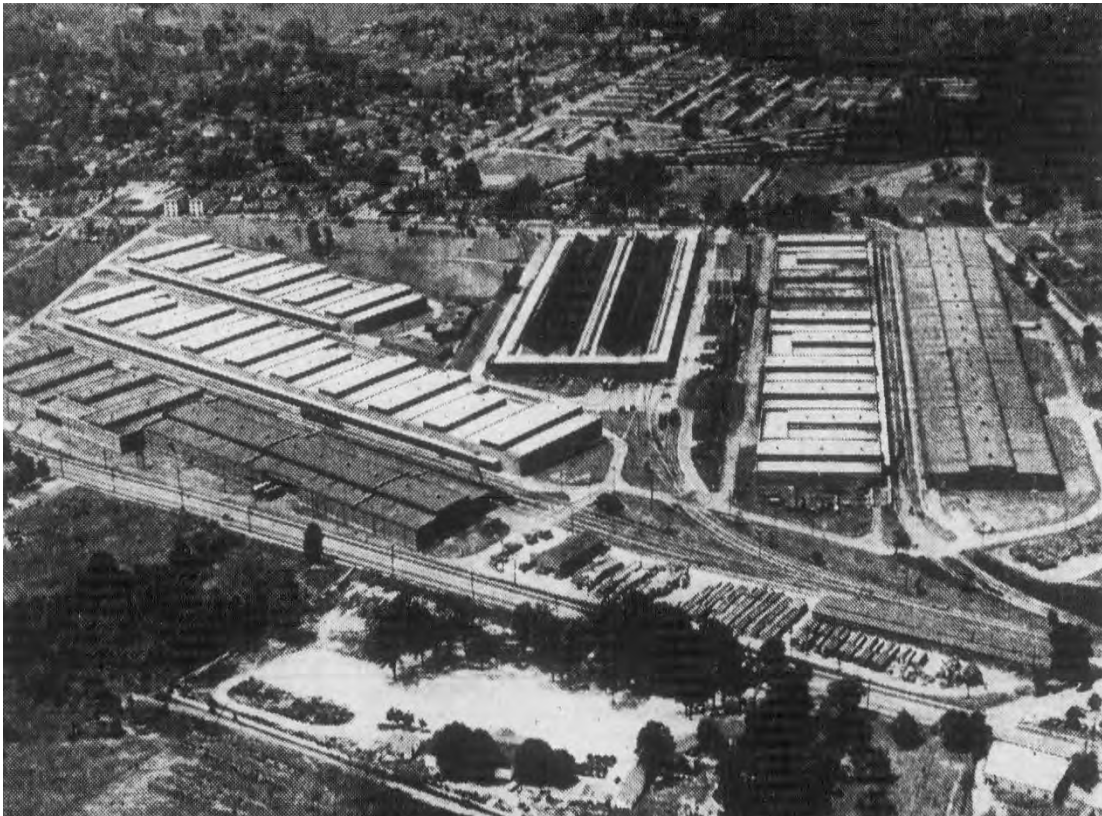


CHARLOTTE QUARTERMASTER DEPOT/CHARLOTTE AREA MISSILE PLANT

300 Camp Road, Charlotte NC 28206

Charlotte-Mecklenburg Landmark Commission
Local Landmark Designation Report



Prepared by

MacRostie Historic Advisors, LLC

In conjunction with

ATCO

August 2021

GENERAL INFORMATION

1.1 Historic Name

The Charlotte Quartermaster Depot (U.S. Army)
Charlotte Area Missile Plant (CAMP)

(Current Name: Camp North End)

1.2 Addresses

1824 Statesville Avenue
200 Camp Road
201 Camp Road
270 Camp Road
300 Camp Road
301 Camp Road
330 Camp Road
701 Keswick Avenue
1701 North Graham Street
1801 North Graham Street
Charlotte, NC 28206

1.3 Tax Parcel Identification Number (PIN)

Portions of Tax Parcel Numbers 07903105, 07903102, 07903107 (see attached map for exact boundary of proposed landmark)

1.4 Current Owner Name

Camp Landowner, LP
Camp 201 Property Owner, LP
Camp B3B1 Property Owner, LP

1.5 Current Owner Address

c/o ATCO
555 Fifth Ave
New York, NY 10017

ABSTRACT

2.1 Statement of Significance, Degree of Integrity, and Proposal for Designation

The Quartermaster Depot in Charlotte, North Carolina developed over a few years during World War II to support the rapidly increasing war efforts. The Quartermaster Depot occupied approximately 72 acres north of downtown Charlotte and grew to include six large warehouses and a number of other small, support buildings. The United States Army constructed five of the large warehouses on site and kept relatively similar designs across all of them. The buildings continued to support other military endeavors until 1967, when the U.S. Army sold the property. They remained manufacturing and distribution centers until the properties were sold to their current owner for redevelopment. The level of integrity for the buildings remains high, even after subsequent owners and changes. The overall design and feelings of the site has remained the same. The property is being proposed for designation because of its historic association with WWII and post-WWII military endeavors in Charlotte and its high level of integrity.

2.2 Statement of Buildings, Interior Features, and Land Proposed for Designation

The buildings and land proposed for designation are the buildings that were historically developed or redeveloped first for the Charlotte Quartermaster Depot. The buildings are: 1824 Statesville Avenue, 200 Camp Road, 201 Camp Road, 270 Camp Road, 300 Camp Road, 301 Camp Road, 330 Camp Road, 701 Keswick Avenue, 1701 North Graham Street, and 1801 North Graham Street. The buildings are located to the south of the historic Charlotte Ford Motor Company Manufacturing Plant, with the exception of 1824 Statesville and 200 Camp, which are located directly north and east of the Ford Building, respectively. The surrounding land, including the railroad spur to the northeast of the buildings, are being proposed as the Charlotte Quartermaster Depot local landmark.

HISTORIC BACKGROUND

3.1 History of Property

Chain of Title

Date: September 25th, 1918

Deeds Book: 520 **Page:** 289-290

Grantor:

Grantee:

Description:

Date: November 10th, 1923

Deeds Book: 520 **Page:** 289-290

Grantors: Selene H. Dalton, Charles F. Dalton, and Susie W. Hutchison

Grantee: Ford Motor Company

Description: A portion of the eventual Quartermaster Depot property was bought by Ford Motor Company for \$48,260.

Date: November 10th, 1923

Deeds Book: 520 **Page:** 291-292

Grantor: Parks H. Dalton through his legal guardian Charles F. Dalton

Grantee: Ford Motor Company

Description: The rest of the eventual Quartermaster Depot property was bought by Ford Motor Company for \$24,130.

Date: June 18th, 1941

Deeds Book: 1051 **Page:** 239

Grantor: Ford Motor Company

Grantee: United States of America

Description: The United States of America purchased the entire property for \$650,000 dollars for the use as a Quartermaster Depot. The deed also included several easements, covenants, and restrictions, most notably for two railroad tracks that ran through the property (owned by the Atlantic, Tennessee and Ohio Railroad Company and the Southern Railroad Company).

Date: September 1st, 1967

Deeds Book: 2905 **Page:** 447

Grantor: United States of America

Grantee: Eighteen-Twenty, Inc.

Description: The entire Quartermaster Depot property was sold to Eighteen-Twenty, Inc., run by local developer Pat Hall, for \$2.4 million. The property had been officially declared “surplus” by the

United States of America government and was therefore authorized to be sold by the Administrator of General Services.

Date: December 31st, 1975

Deeds Book: 3811 **Page:** 916

Grantor: Pat Hall Enterprises, Inc.

Grantee: Bancroft Realty Company

Description: Pat Hall Enterprises, Inc. (formerly Eighteen-Twenty, Inc.) sold the southern buildings of the Quartermaster Depot to Eckerd Drugs under their realty holding company Bancroft Realty Company. The property was sold for \$100 and “other valuable considerations” in the form of land holdings of Eckerd Drugs. This was the first instance the Ford Motor Company/Quartermaster Depot was officially split into two.

Date: August 31st, 1977

Deeds Book: 3982 **Page:** 0233-234

Grantor: Pat Hall Enterprises, Inc.

Grantee: Eckerd of North Carolina, Inc.

Description: Pat Hall Enterprises, Inc. sold the northern buildings (Buildings 1-3) to Eckerd Drugs for \$100 and “other valuable considerations.” Newspaper reports from the time state that Eckerd Drugs transferred some of their other land holdings to Pat Hall.

Date: December 20th, 2016

Deeds Book: 31440 **Page:** 547

Grantor: Eckerd Corporation

Grantee: Camp Landowner, LP (f/k/a Newcamp Landowner, LP)

Description: Eckerd Corporation (the result of a merger between Bancroft Realty Company and Eckerd of North Carolina, Inc.) sold the entire former Charlotte Quartermaster Depot property to the current owners.

DEVELOPMENT OF THE CHARLOTTE QUARTERMASTER DEPOT

The Charlotte Quartermaster Depot is an important historic landmark in Charlotte, North Carolina’s North End neighborhood that was constructed just prior to and during America’s involvement in World War II. Before the U.S. government purchased the land, it was owned by the Ford Motor Company who had purchased the farmland from two local families. In 1923, the Ford Motor Company bought the land for what would become their Charlotte manufacturing site (for more information on the Ford Motor Company Factory in Charlotte, see the Mecklenburg County local landmark designation for the building).¹ The Ford Motor Company built a warehouse, two small

¹ Mecklenburg County, NC Register of Deeds Archives, Deed Book 520, Pages 289-292.

support buildings, and a water tower on a small portion of the site. Some of the surrounding land was cleared for storage and parking purposes, but the large lot remained primarily untouched.

The Ford Motor Company sales fell into decline during the beginning of the Great Depression, and by 1932, 24 of their 31 factories were closed, including the factory in Charlotte. The property sat vacant until 1941, when the United States purchased the land to open a new Quartermaster Depot, to be run by the United States Army. The U.S. had not yet entered WWII when they purchased the property, but the government was building up the military in anticipation and needed to easily store, sort, and transport supplies to bases. The military dedicated \$3 million² to building the Charlotte Quartermaster Depot. The military planned to build three new buildings as well as convert the Ford plant for their needs.³ The U.S. was thrust into WWII in December of 1941, in the middle of construction at the Charlotte Quartermaster Depot, so some changes were needed. The plans were adjusted, and the third warehouse was changed to two smaller warehouses.

Work quickly got under way at the property along Statesville Ave. By mid-July of 1941, 500 men were employed by the Muirhead Construction Company to build three new warehouses that would provide approximately 648,000 square feet of space. Crews were working in shifts around the clock to build the warehouses, lay additional railroad track lines, and pave additional roads.⁴ One of the main selling points for the property for the military was its proximity to existing railroad lines to allow for the easy transport of goods, but a few more railroad spurs directly to the new warehouses were added. The buildings required approximately 8,000,000 bricks, with 150 masons to lay it all within their construction timeline.⁵ By September of 1941, it was reported that 1,300 people were working on constructing the warehouses.⁶ The construction of the large warehouses was a huge boon to the Charlotte construction industry.

The overall design of the Quartermaster Depot was relatively simple, especially compared to the decorative and intricate Ford plant. The warehouses were all of a similar design. There were minimal windows and most of the natural light was provided by monitors on the roof of the building. Site work was limited to necessary roads, pathways, and railroad tracks. The streets throughout the Depot were all named after Revolutionary War and Confederate military leaders from the greater Charlotte area. There were nine streets at the Depot, and each street had a wooden plaque describing the significance of the historical figure it was named after.⁷ The Charlotte Quartermaster Depot was a reflection of design based on efficiency and function with a distinct mid-century military minimalism.

THE WAR EFFORT

The Charlotte location was one of nine major quartermaster depots the military chose in June of 1941 to service the entire country.⁸ The U.S. did not enter into World War II until about six months later,

² Approximately \$55 million in 2021 dollars according to OfficialData.org's inflation calculator.

³ "QMC Contracts to be Awarded," *The Charlotte Observer*, June 3, 1941.

⁴ "Warehouse Work Pushed," *The Charlotte News*, July 19, 1941.

⁵ "QMC Depot Executives Crying for Brick Masons at 65 Bucks per Week," *The Charlotte News*, August 16, 1941.

⁶ "Work Pushed on QMC Depot," *The Charlotte Observer*, September 13, 1941.

⁷ "Depot Streets Named After Earlier Heroes," *The Charlotte Observer*, August 8, 1943.

⁸ Jesse S. Cottrell, "Picked as One of 9 in U.S. for New Plan," *The Charlotte Observer*, June 17, 1941.

but military preparation was already picking up pace in order to ensure the military was fully supported in case they were needed. The nation was divided into nine areas, with the Charlotte Quartermaster Depot servicing troops in Virginia, North Carolina, and South Carolina.

When the new Charlotte Quartermaster Depot was announced in early 1941, the military was already

planning on sending and storing approximately \$25 million worth of goods at the property. 172,000 pounds of canned meat was sent to Charlotte before any considerable work had been done on site.⁹



BEAUTY REPLACES BRAVN — Several pretty Charlotte girls replaced brawny men at the job of driving tractors for the Charlotte Quartermaster Depot, but care was exercised to protect them from sunstroke this Summer. Miss Mary K. Witter smiles from under the shade of a canvas awning built over her tractor and admits she wants a "healthy tan" but no painful sunburn. (U. S. Army Air Forces photo.)

Figure 1. Photo of a woman driving a tractor at the Charlotte Quartermaster Depot. Image courtesy of the *Charlotte News*, May 13, 1943.

The Charlotte Quartermaster Depot primarily employed local civilians, at sometimes having nearly 1,500 civilians on its payroll. At first the Quartermaster Depot employed primarily men, but once the U.S. entered WWII at the end of 1941, the available male workforce in the U.S. dwindled. Women started working many of the jobs previously reserved only for men across the country. In Charlotte, this trend was especially prevalent at the Quartermaster Depot as they were providing an especially necessary service to the war effort. In early 1943, the colonel running the Depot, Colonel C. W. Woodward, decided to allow women to enter training programs at the Depot in anticipation of needing to hire them outside of the clerical and secretarial jobs they were usually hired for. Within a few months, positions were opening up and women were already trained to fill the roles. The Quartermaster Depot took extra care to ensure it would be a smooth transition having women fill typically male jobs, from finding childcare for working mothers to hiring a woman to serve as a liaison between the Colonel and the women and help solve any issues that may arise.¹⁰ Many of the women working at the Charlotte Quartermaster Depot had family in the military who had been called

⁹ "Army Meat Supply to Arrive June 1," *The Charlotte Observer*, May 27, 1941.

¹⁰ "Legion of Women, Young and Old, Proving They Can Fill Men's Jobs at Army Depot," *The Charlotte Observer*, April 18, 1943.

to action, and some women had even taken over the exact job of their husbands at the Quartermaster Depot.

A 1943 article by local journalist Dorothy Knox in *The Charlotte News* detailed the work conducted at the Quartermaster Depot, and the extensive stores of supplies held there. One of the biggest stories out of the Quartermaster Depot was women driving tractors and other heavier machinery around the complex. The Depot held a wide variety of supplies, from all types of uniforms, office supplies, camping materials including tents and mosquito nets, toiletries, tools, food, and much more. One of the other major jobs was inspecting and repairing returned uniforms and equipment. In her article, Ms. Knox expressed her surprise with how quickly the women were able to adapt to their new roles with minimal training. Moral was high, as the employees felt the importance of their work to the war effort.¹¹

POST-WWII AND DOUGLAS AIRCRAFT MANUFACTURING

After WWII, the Charlotte Quartermaster Depot was still necessary to provide supplies and other services to military bases in Virginia, West Virginia, North Carolina, and South Carolina. It would take the military considerable amount of time to bring all the troops back from abroad, and the Quartermaster Depot would not only continue to provide supplies, but also receive and sort all returning equipment. The Depot was named the military's main classification, reclamation, and repair center east of the Mississippi River. This new role for the Charlotte Quartermaster Depot allowed them to continue employing a large number of Charlotte residents, even increasing their employment numbers in the years after WWII.¹²

Unfortunately, one component of bringing back the military from overseas included bringing back the bodies of U.S. military men killed in action overseas. The Charlotte Quartermaster Depot was in charge of making all arrangements for servicemen from North and South Carolina.¹³ The military personnel at the Quartermaster Depot would then contact the next of kin for each serviceman and bring their bodies home to their local cemetery. While one of the melancholier aspects of the post-war military efforts, the job was an important one that the Charlotte Quartermaster Depot carried out with the upmost care.

By late 1947, the U.S. Army did not need all of the warehouse space at the Charlotte Quartermaster Depot and was looking for new ways to use the space. The Army had first considered selling some of the buildings to the private sector, but the Army ultimately decided to hold onto the buildings and find other government uses for them. The Department of Agriculture started storing tobacco in some of the buildings as part of their effort to stabilize tobacco prices in the U.S.¹⁴ Some of the buildings were still used as a Quartermaster Depot to provide support for military bases in the region.

In 1954, it was announced that the entire property would be turned into a missile production plant run by Douglas Aircraft. A new guided missile had been developed by Douglas Aircraft and the U.S.

¹¹ Dorothy Knox, "I Believe Everything," *The Charlotte News*, June 23, 1943.

¹² "QM Depot Celebrates Fifth Anniversary," *The Charlotte News*, May 16, 1946.

¹³ "Charlotte Depot Named to Distribute Bodies," *Asheville Citizen Times*, March 1, 1947.

¹⁴ "Army Plans to Keep Control Over Depot," *The Charlotte News*, October 7, 1947.

military called the Nike. The electronic portions of the missile would be manufactured by Western Electric in Winston-Salem, North Carolina, and the rest of the missile would be built and assembled by Douglas Aircraft at the Quartermaster Depot in Charlotte. The U.S. Army agreed to invest over \$16 million to transform the 1.2 million square feet of floor space into a top-of-the-line manufacturing site for Douglas. Work included upgrading the buildings and site, installing manufacturing and production machinery, and building a few smaller buildings.¹⁵ The new endeavor would also increase employment at the site to its WWII levels, after it had dropped significantly in the past decade.¹⁶

By the time the property was dedicated and handed over to Douglas Aircraft, approximately \$21 million had been invested in transforming the property into a Nike missile manufacturing plant. A large dedication ceremony was held in May of 1956, with many important state and military officials in attendance along with 5,000 people from the general public. It was the last time the public was allowed to visit the plant before production started.¹⁷

The Nike missile was the Army's first guided anti-aircraft missile, and within the first year of its production at the Charlotte plant, a newer and improved Nike B was developed. It was dubbed the Hercules and could hold an atomic warhead. Nike missiles were placed around 19 cities across the country for added protection as the Cold War became more contentious. The new Hercules could be placed in the same launching systems, making the Hercules the most attractive updated missile for the American government. Safety was also a top priority for many residents of Charlotte, and they were assured that the atomic warhead would not be present at the Charlotte plant.¹⁸

Douglas Aircraft and the Army's success was felt throughout Charlotte. By 1959 it was the largest employer in the city, with some 1,900 citizens on its payroll.¹⁹ Douglas Aircraft's products changed over time, but they were able to continue receiving military contracts to produce new missiles. They also



Figure 2. A production line of Hercules missiles at the Douglas Aircraft plant in Charlotte. Image courtesy of the *Charlotte News*, May 22, 1962.

¹⁵ Kays Gary, "New Super-Secret Weapon Disclosed," *The Charlotte Observer*, April 20, 1955.

¹⁶ Emery Wister, "Depot Conversion to Start Monday," *The Charlotte News*, July 21, 1954.

¹⁷ Gerry Leland, "Missile Plant Opens Tuesday," *The Charlotte Observer*, May 21, 1956.

¹⁸ Don Oberdorfer, "Charlotte-Built Missile to Pack Atomic Punch," *The Charlotte Observer*, December 24, 1956.

¹⁹ "Nike Plant is City's Largest," *The Charlotte Observer*, October 11, 1959.

added a research and development branch from their Santa Monica, California plant to Charlotte.²⁰

Douglas Aircraft continued to use the plant until 1965, when the property was placed on the Defense Department's list of military installations to either be "closed, consolidated, or substantially reduced." Douglas Aircraft's production contracts with the military had been waning, and since the Department of Defense still owned the entire property, they decided it would be completely closed by June 1967.²¹ The entire 77.6-acre property was put up for sale in 1967, and local developer E. Pat Hall's \$2.4 million bid was accepted.²² Hall was able to capitalize on the manufacturing history and strength of not only Charlotte, but the former Quartermaster Depot, and leased approximately half of the space to Consolidated Diesel Electric Co. to build Gama Goat trucks for the Army.²³ The other half was leased to other private industries, most notably to Brevoni Hosiery.

Consolidated Diesel Electric Co. had a \$132 million contract to build 15,274 Gama Goat trucks for the Army, and the majority were supposed to be built at the Charlotte plant. The Gama Goat was designed to transport goods over tough terrains, primarily those in Southeast Asia as the U.S. was engaged in the Vietnam War at the time. Unfortunately, the project did not go well, and it took a full year and a half before the first truck was completed. The production ended up well over the Army's initial budget, and the trucks were not as reliable as they had hoped.²⁴ By 1973, five years after they had opened, Consolidated Diesel Electric Co. closed their plant in Charlotte.²⁵

Developer Pat Hall was able to sell approximately half of the property in 1977 to Eckerd Drugs, Inc., a major nation-wide pharmacy. Eckerd Drugs already had a North Carolina headquarters and distribution center in Charlotte, but by the mid-1970s needed more space.²⁶ Eckerd bought the entire property and transformed it into offices, storage, and a distribution center. The North Carolina division of Eckerd Drugs was eventually bought out by Rite-Aid, and in 2015 Rite-Aid announced it was building a new, consolidated distribution center in Spartanburg and would be leaving the former Quartermaster Depot in Charlotte. The rest of the site was purchased by real estate holding companies, and Eckerd took over some of the other buildings on the site as well. In 2016, developer ATCO purchased the properties.

²⁰ Harry Snook, "Missile-Making: \$10 Million Bonus in Piedmont Section," *The Charlotte Observer*, August 6, 1961.

²¹ Roy Covington, "Military Cutback Includes Facility," *The Charlotte Observer*, December 7, 1965.

²² Bob Rosenblatt, "Pat Hall Ups Offer for Plant," *The Charlotte Observer*, July 13, 1967.

²³ "Developer Hall Does It Again," *The Charlotte Observer*, June 12, 1968.

²⁴ Ed Freakley, "Charlotte-Built Gama Goat Truck: Late and Costly," *The Charlotte News*, June 3, 1970.

²⁵ "Consolidated Diesel Electric Closes Plant," *The Charlotte News*, October 4, 1973.

²⁶ Emery Wister, "Eckerd Buys 2 Buildings at Ex-Missile Complex," *The Charlotte News*, January 2, 1976.

3.2 Date(s) of Construction

1942, 1943, 1950, 1957, 1976

3.3 Date(s) of Additions/Alterations

1954, 1965, 1975, 2016-present, and multiple smaller alterations from construction to present to serve new uses

ASSESSMENT

1.1 Historic Significance

1.2 Architectural Description

SITE

The Charlotte Quartermaster Depot site is located north of the city center of Charlotte, NC between Statesville Avenue and N. Graham Street. The proposed landmark consists of Hercules Drive, extending east to include 1824 Statesville and 200 Camp, then extending north to include the historic railroad lines and parking space to Woodward Ave. The proposed eastern boundary of the landmark site extends along N. Graham Street from Woodward Ave to Sylvania Ave. The southern boundary of the site extends along Sylvania Ave along the south elevation of 1701 and 1801 N. Graham, then moves north along the west side of the rail spur and extends west along the southern elevation of 701 Keswick and through the upper two bays of 301 Camp. The landmark site then extends to the southern property line of the Ford Building landmark designation.

The proposed site has an industrial appearance with a current emphasis on adding local flora, fauna, and art. The site has some considerable changes in elevations, with grassy hills. Historic site features such as large parking lots, paved loading areas, walking paths, gantries, and railroad lines still remain. A new road, Keswick Avenue, has been added to the property from N. Graham Street to Camp Road through two of the historic buildings. The new road was necessary to satisfy city requirements for zoning/subdivision and to provide easier access to the rest of the vast site. The site's features reflect both the property's historic and modern uses.

301 CAMP ROAD – Building 4, 1942

301 Camp was the smallest warehouse completed for the Quartermaster Depot. The building is a steel frame with brick veneer warehouse broken into six bays. Each bay has a window monitor running along the short axis of the building. The building was altered slightly by later owners, with some historic loading docks filled in. The east elevation has a large, wide covered loading entrance. Portions of the building currently serves as offices, restaurants, and art galleries. The new uses were thoughtfully integrated into the historic building. Existing openings were utilized for storefronts and entrances, and as much historic material was retained as possible. The interior has been divided into retail spaces along the north elevation and a larger artist studios and gallery to the south. Interior changes were kept to a minimum, and the overall industrial character of the building has been retained.

201 CAMP ROAD and 701 KESWICK AVENUE – Building 5, 1942 - Exterior Designation Only

Also completed in 1942, 201 Camp/701 Keswick is a steel-frame structure with a brick veneer and ten individual window monitors. The west elevation has three large loading doors for trucks and the

east elevation has a train-loading platform. The historic train tracks remain between 201 Camp/701 Keswick and 1701/1801 N. Graham. Truck loading docks have been included on the north and south elevations as transportations of goods adapted in the twentieth century. The three most southern bays have been demolished. The fifth bay from the south has also been partially demolished to create Keswick Avenue to satisfy city zoning/subdivision requirements. The structural elements of the bay remain, preserving the sense of building space above the new road and the continuation of connectivity between 201 Camp and 701 Keswick. Redevelopment has begun on the remainder of the building which will focus on preserving historic materials, openings, and character-defining features. Future proposed uses for the buildings are office, restaurant, event space, and retail.

1701 and 1801 NORTH GRAHAM STREET – Building 6, 1943

1701/1801 N. Graham contains two distinct building campaigns: the southern portion (1701 N. Graham) is the same steel frame with a brick veneer as 301 Camp and 701 Keswick/201 Camp, and the northern portion (1801 N. Graham) is a wooden-frame structure with a single monitor running the length of the wood-framed portion. 1701 N. Graham has four separate clerestories running east to west, while 1801 N. Graham has the single large register running north to south. The west elevation has a train loading dock, while the north elevation has loading docks for truck access. The historic rail spurs sit to the west of the building.

The building has recently been renovated with two openings cut through the building to comply with zoning/subdivision requirements and for easier access to the rest of the vast historic Quartermaster Depot site. The building structure has been preserved in those areas where openings needed to be cut to continue the feeling of one connected building. 1801 N. Graham has a large patio with some permanent restaurant spaces added to the building's south elevation along Keswick Ave. The northeast corner of the building was cut back to create a more dynamic east entrance to the entire property. The wood structural framing was preserved in this area as well to provide covered walkways around the building. The building now serves as office space. Important character-defining features such as the train loading dock have been preserved and reactivated to provide a greater understanding of the history of the site.

The two buildings have been rehabilitated to serve as office space. The interior retains the industrial feel of the historic warehouse, with exposed ceilings and minimal interior demising walls. Historic materials were retained and preserved wherever possible.

270 CAMP ROAD – Building 26, by 1957

270 Camp is a small wood frame structure with a gable roof and a brick chimney in the northeast corner. The building sits just south of the southeast corner of the Ford Building and the main entrance is centered on the east elevation. The building is strikingly different in design than many of the other buildings on the site. The building now houses retail space. The interior has been updated with a finished appearance, matching the buildings historic interior level of finish.

330 CAMP ROAD – Building 45 (Cafeteria), West Portion, 1942 to c. 1957

330 Camp was constructed prior to 1957 and served as the cafeteria for the Quartermaster Depot. The building was enlarged in subsequent years to support the growing number of employees at the Depot. The building is a simple, brick-veneer single-story structure with irregularly placed windows. The north elevation backs onto a steep decline to the Ford Building. It later served as administrative offices. The building now is currently used as offices. The interior has an industrial appearance, with CMU walls, minimal interior demising walls, and exposed ceilings.

300 CAMP ROAD – Building 45 (Eckerd Drugs Executive Offices Addition), East Portion, 1976

The Colonial Revival addition to 330 Camp was constructed c. 1976 as the executive offices for Eckerd Drugs. The design of 300 Camp is drastically different from the industrial design of the other buildings on the site, designating it as the offices rather than a warehouse. Later changes to the exterior including the removal of the original arched windows, front door, and the decorative tin roof over the entrance. The building is now used for offices. The interior currently has a finished appearance matching the building's original use as executive offices.

1824 STATESVILLE AVENUE – Building 48, 1957

1824 Statesville sits between the Ford Building and a non-listed building to the north. 1824 Statesville is comprised of multiple different buildings conjoined by later additions. The building served as the maintenance building and fire station for the Quartermaster Depot and has multiple large garage door openings along the south elevation. It is a one-story brick structure with concrete coping along the parapet. The recent rehabilitation of the building made minor changes, primarily replacing windows and doors in existing openings and dividing the spaces to hold retail spaces and artist studios. The interior has retained its interior industrial character with minimal new interior demising walls, exposed ceilings and floors, and historic brick interior walls.

200 CAMP ROAD – Building 50, 1950

200 Camp is a cinder-block single-story structure north of 1701/1801 N. Graham and has three large openings on the west elevation and a covered loading deck. The building has steel-framed windows on the east elevation. The other two elevations have a door and vents. The interior of 200 Camp has minimal changes since its construction and remains industrial.

1.3 Archaeological Significance

There is no archaeological significance at the site.

1.4 Evaluation of Integrity

Integrity is rated on a scale of HIGH, GOOD, FAIR, and POOR.

Design: GOOD

The overall design of the Charlotte Quartermaster Depot buildings have retained a good degree of integrity in the past eight decades. The five main buildings (with additional smaller support structures) constructed by the U.S. Army retain the same character-defining features they had when first built.

- Setting: GOOD

The setting of the Charlotte Quartermaster Depot has a good level of integrity. The surrounding area has been built up slightly more than when the property was first used by the U.S. Army during WWII, but it has retained much of its residential setting it had during construction. North Graham Street was a main commercial corridor leading north out of downtown Charlotte during the mid-twentieth century, and it remains that way today.

- Workmanship: GOOD

The Quartermaster Depot-era buildings have retained a good level of their original workmanship over the years. The buildings were constructed as large industrial buildings with mostly masonry walls and steel framing. While changes have been made over time due to different uses in the building, the original workmanship is still visible in the buildings.

- Materials: GOOD

The historic materials used at the site were chosen for their strength and durability, which has allowed them to remain in good condition. The materials also reflect mid-twentieth century construction and the large investment the U.S. Army made in the Quartermaster Depot in the lead-up to World War II (for more information on the construction and costs, see 3.1 – History of Property). Most of the original building materials still remain, even as the buildings have changed ownership and use the past few decades.

- Feeling: HIGH

The Charlotte Quartermaster Depot remains a high level of feeling integrity. The property has retained its industrial feeling since its construction. The industrial use has changed over time, but the buildings are still large, open warehouse buildings.

- Association: FAIR

The property is no longer associated with the U.S. military, as the government sold the entire property in 1967.

- Location: HIGH

The location of the buildings is still the same. The property lines have changed very little since the U.S. government purchased the property in 1941.

1.5 Property Boundary Justification

The proposed boundary for the Charlotte Quartermaster Depot is based on the historic association of the buildings to each other and the integrity of the buildings. The proposed buildings were developed at the same time or for the purpose of supporting the Quartermaster Depot. The boundary also includes an important rail spur that extended to the northeast of the site. The two northern Quartermaster Depot warehouses do not have the same integrity as the other buildings, so are not being included within designation. Due to the size of the Quartermaster Depot, the overall site is still able to be understood and retain a high level of integrity without the inclusion of the northern two buildings. The historic Ford Building and its corresponding Boiler House and Water Tower have already been landmarked in Mecklenburg County.

5. SUPPORTING DOCUMENTATION

For all supporting documentation, see attached sheets.

- 5.1 Photographs
- 5.2 Floor Plans
- 5.3 Site Plan
- 5.4 Tax Map and Proposed Designation

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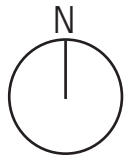
Charlotte Quartermaster Depot

Mecklenburg County Landmark
Designation Outline (orange)



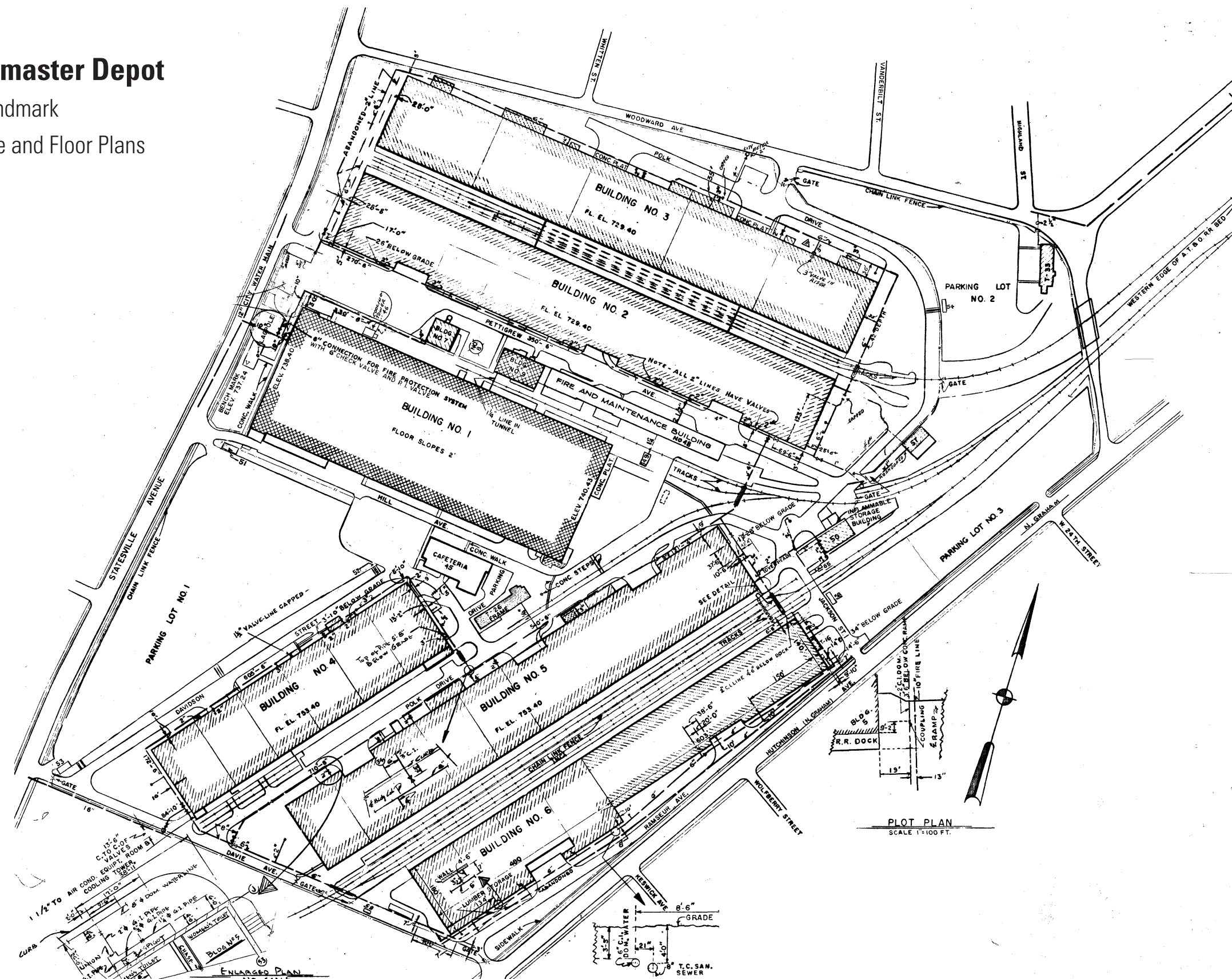
Charlotte Quartermaster Depot

300 Camp Road
Charlotte, NC



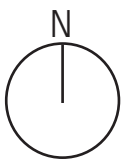
Charlotte Quartermaster Depot

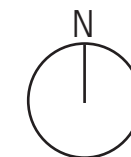
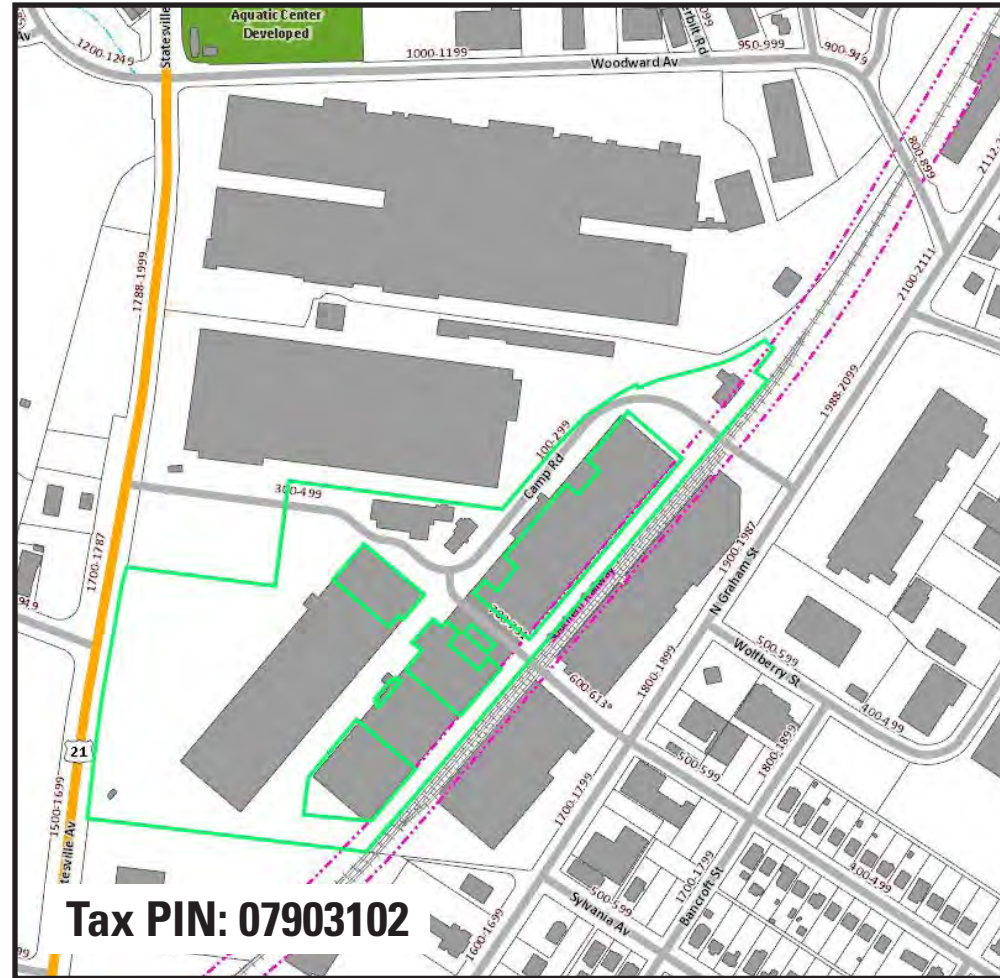
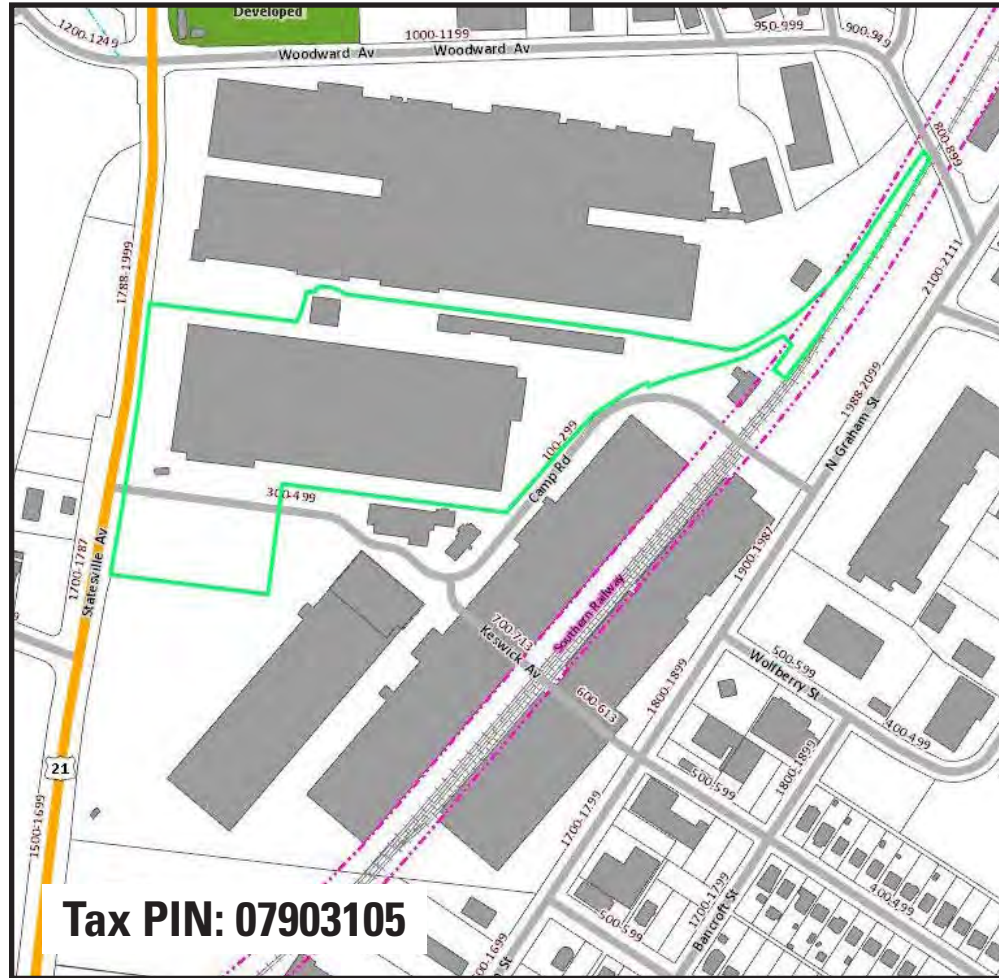
Mecklenburg County Landmark
Designation Historic Site and Floor Plans



Charlotte Quartermaster Depot

300 Camp Road
Charlotte, NC







Charlotte Quartermaster Depot
300 Camp Road
Charlotte, NC





1. Historic aerial of army-era Charlotte Quartermaster Depot.



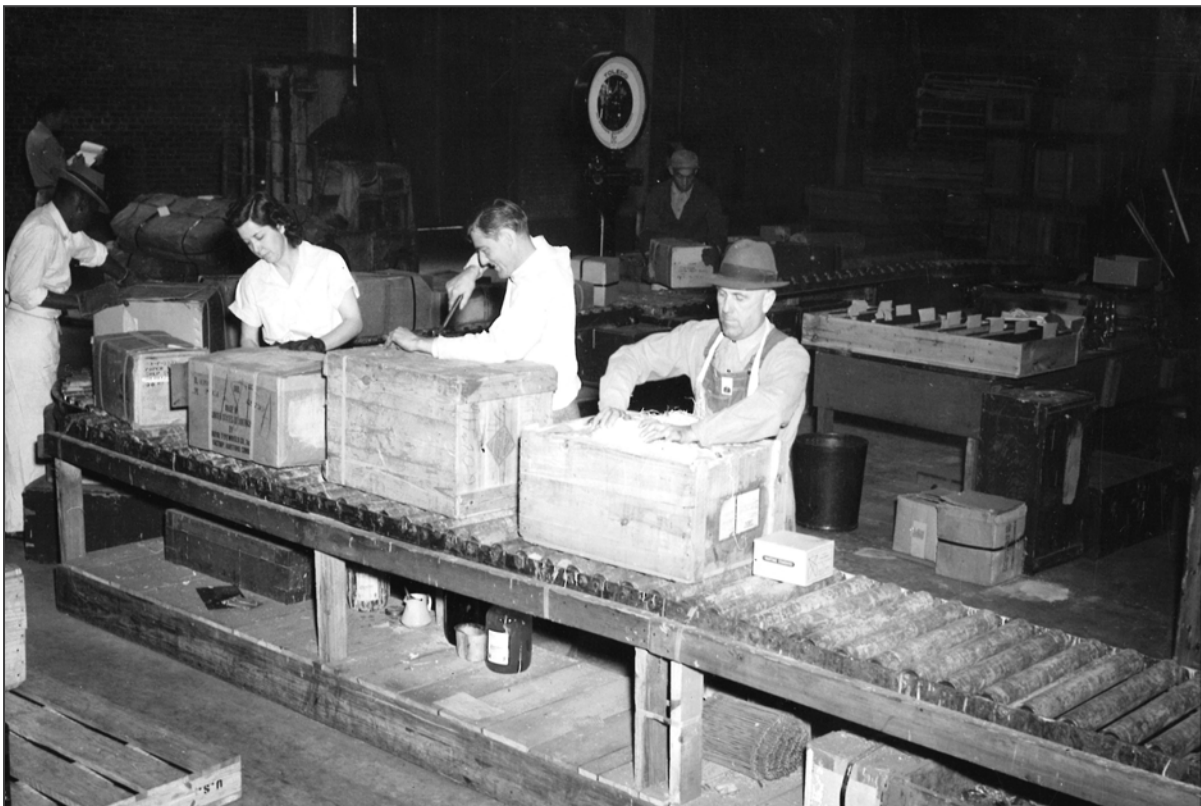
2. WWII-era image of the tractors and trailers used to transport materials throughout the Quartermaster Depot.



3. WWII-era image of women sorting uniforms for distribution.



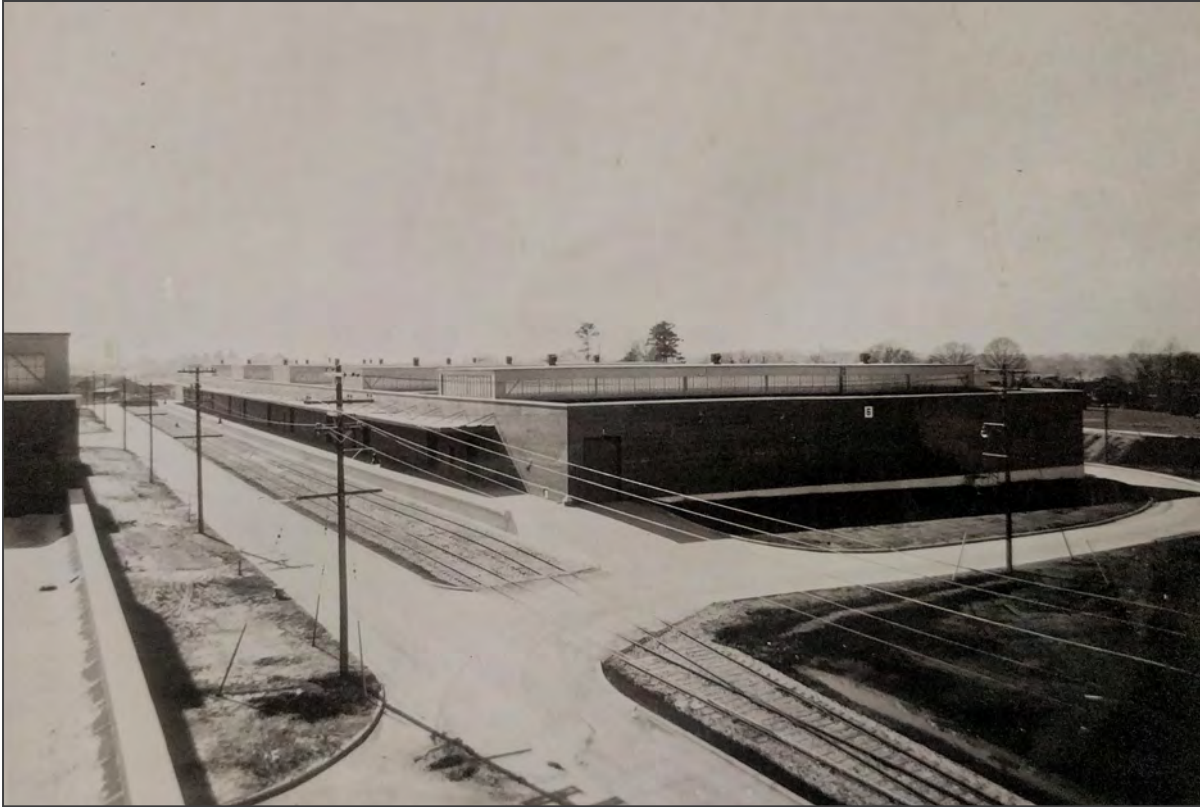
4. WWII-era image of women mending uniforms for reuse.



5. WWII-era image of boxes being packed and ready to be shipped abroad along a conveyor belt.



6. WWII-era image of storage containers stacked in the Quartermaster Depot warehouses. The large spaces were designed for the vast amount of materials that would pass through the Depot.



7. 1942 image of Building 4 (301 Camp), looking southwest. Courtesy of National Archives Records, Maryland.



8. 1942 image of Building 5 (701 Keswick/201 Camp), looking southeast. Courtesy of National Archives Records, Maryland.



9. 1942 image of Building 6 (1701/1801 N. Graham), looking north. Courtesy of National Archives Records, Maryland.



10. 301 Camp, north elevation, view west



11. 301 Camp, north and east elevations, view southwest



12. 301 Camp, east elevation, view southwest



13. 301 Camp, north elevation, view southeast



14. 301 Camp, west and north elevations, view southeast



15. 301 Camp, west elevation, view south



16. 301 Camp, west elevation, view northeast



17. 301 Camp, west and south elevations, view northeast



18. 301 Camp, south and east elevations, view northwest



19. 301 Camp, east elevations, view northeast



20. 201 Camp, north elevation, view southwest



21. 201 Camp, north and east elevations, view west



22. 201 Camp, east elevation, view southwest



23. 701 Keswick, south and east elevations, view north



24. 701 Keswick, east elevation, view west



25. 201 Camp, east elevation, view northeast



26. 201 Camp and 701 Keswick, west elevation, view northeast



27. 701 Keswick, west elevation, view south



28. 1801 N. Graham, north and west elevations, view south



29. 1801 N. Graham, north and east elevations, view southwest



30. 1801 N. Graham, east elevation, view southwest



31. 1801 N. Graham, east elevation, view northeast



32. 1801 N. Graham, east elevation, view northwest



33. 1801 N. Graham, east elevation, view southwest



34. 1801 N. Graham, east elevation, view north



35. 1801 N. Graham, west elevation, view east



36. 1701 N. Graham, east elevation, view southwest



37. 1701 N. Graham, east elevation, view north



38. 1701 N. Graham, east elevation, view southwest



39. 1701 N. Graham, south elevation, view north



40. 1701 N. Graham, south elevation, view east



41. 1701 N. Graham, west elevation, view northeast



42. 1701 N. Graham, west elevation, view southwest



43. 1801 N. Graham, west elevation, view southwest



44. 270 Camp, south and east elevations, view north



45. 270 Camp and 300 Camp, south elevations, view northeast



46. 330 Camp, south elevation, view northwest



47. 330 Camp, west and south elevations, view northeast



48. 330 Camp, west and south elevations, view northeast



49. 330 Camp, north and west elevations, view southeast



50. 1824 Statesville, west and south elevations, view northeast



51. 1824 Statesville, north elevation, view southeast



52. 1824 Statesville, south elevation, view northeast



53. 1824 Statesville, south elevation, view northwest



54. 1824 Statesville, south elevation, view northeast



55. 1824 Statesville, south and east elevations with historic railspurs, view northwest



56. 1824 Statesville, east and north elevations, view southwest



57. 200 Camp, west elevation, view southeast



58. 200 Camp, south and east elevations, view north



59. 200 Camp, east and north elevations, view southwest