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NORTH CAROLINA

HISTORIC LANDMARK REPORT

Meeting Date: November 21, 2011

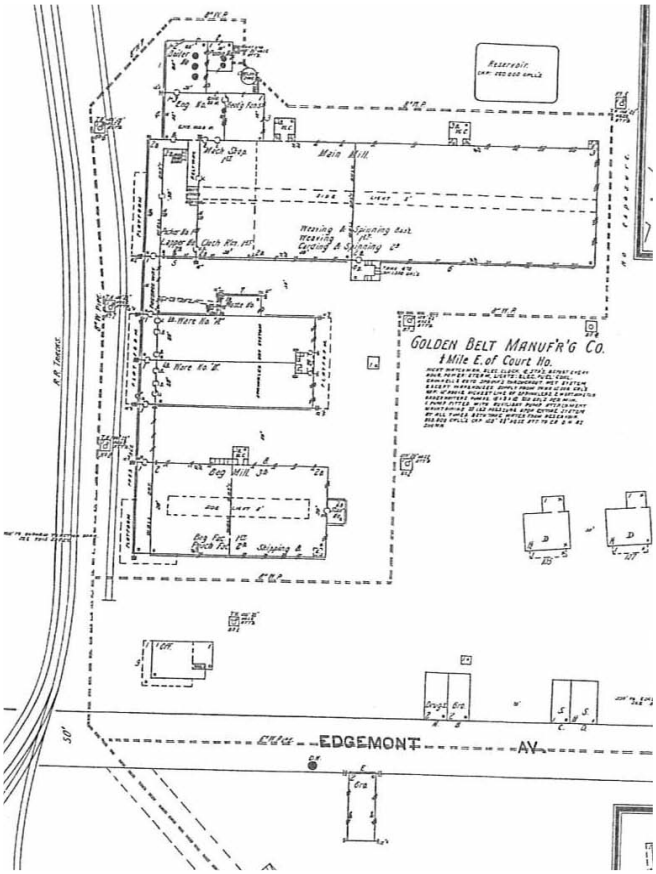
Case	LD1100001	**Jurisdiction**	City
Project Name	Golden Belt Manufacturing Complex II (Building 1, Additions 10, 11, 12, 13, 14, Building 15, Passageway and Railroad Platform, and Office Addition)		
Request	Historic Landmark Designation		
Site Characteristics	**Tier**	Downtown	
	Site Acreage	7.108	
	Existing Use	Industrial	
	Date Constructed	1901, 1966, 1990s	
	National Register District	Golden Belt	
	National Register Individually Listed	No	
	Local District	No (pending)	
Applicant	Niemann Capital, LLC	**Submittal Date**	April 1, 2011
Owner	C C & W Enterprises, LLC		
Location	South of Taylor Street, east of the railroad tracks, and north of Golden Belt Manufacturing Complex		
PIN(s)	0831-10-25-6639		
Recommendations	**Staff**	Approval	
	Historic Preservation Commission	Approval	

A. Summary

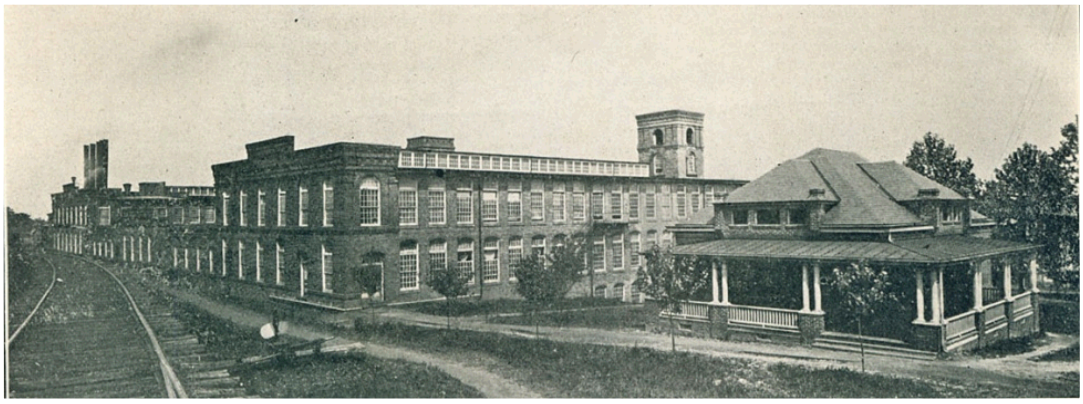
The Applicant, Niemann Capital, LLC, is requesting that the City designate the Golden Belt Manufacturing Complex II, structures and land, as a Durham Historic Landmark. The complex is not listed individually on the National Register of Historic Places, but contains contributing structures in the Golden Belt National Register Historic District. In addition, the City has initiated the creation of a local historic district for this area in response to a petition from property owners.

B. Historical Context

The Golden Belt Manufacturing Company was founded in 1887 by Julian S. Carr. The company was originally located in a single room of the W.T. Blackwell & Co. Bull Durham factory at the American Tobacco Company Manufacturing Plant. The Golden Belt Manufacturing Company produced tobacco bags for the American Tobacco Company. The company expanded operations to first occupy an entire floor of this factory in 1898 until, in 1899, Carr announced his intentions of building new factories for the companies' production. Construction on the site, just east of the Norfolk and Western Belt Line and north of East Main Street, began in 1900.



The initial phase was completed in 1901, and the complex was first occupied in 1902. The original structures included a cotton mill (Building 1), bag factory (Building 2), and a warehouse (now demolished). A one-and-a-half story brick



house with a wraparound porch also was originally constructed on the site for offices, but has since been demolished. In 1906 a hosiery mill (Building 4) was also constructed along the eastern portion of the complex. An addition to the bag

factory (Building 2) was constructed around 1910 that nearly doubled its size, which was likely due, in part, to new automatic bagging and drawstringing machinery.

By 1910 the company had 800 employees as well as over 200 people employed part time to attach "Bull Durham" tags to the bags produced. In the 1920s the company diversified. At this time Golden Belt began producing paper stamps, packaging, and cardboard cartons for cigarettes in 1924. In addition, the company constructed a dye house (Building 5, 1927) and hosiery mills (Building 3, in 1929, and Building 6, in 1930) as cotton hosiery became a common product.

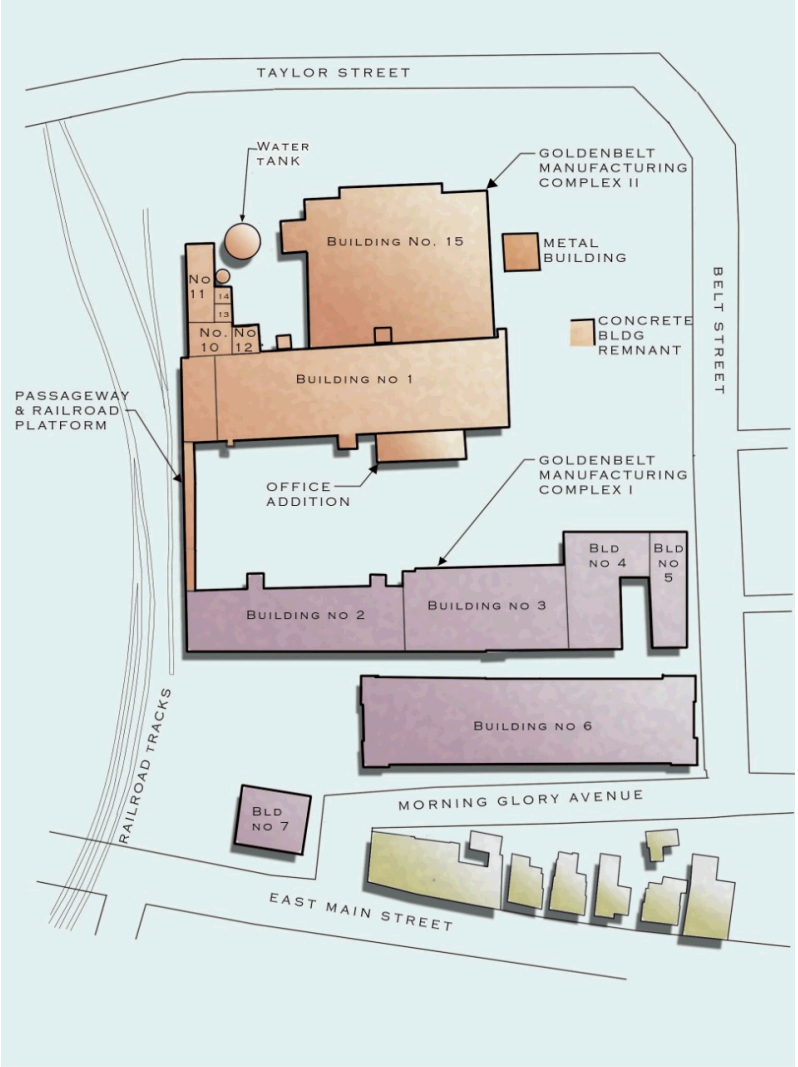
In 1946 the company sold the hosiery operations to Hillcrest Hosiery Mills, which occupied the Golden Belt facilities (Building 3 and Building 6) until the early 1950s. The Golden Belt Manufacturing Company remained strong during this time, even as the cotton bags for tobacco became obsolete, through strong ties to the American Tobacco Company. By 1958, the American Tobacco Company owned all of the Golden Belt stock. At this time, the company constructed a modern office building (Building 7) to replace the earlier office building on site. This building became the headquarters for expanding Golden Belt's manufacturing operations to four additional locations in the US and Canada. By the 1960s Golden Belt expanded into plastics production, and in 1965 they installed injection plastic molding machinery. As production increased the company added 34,000 square foot of new construction to the complex between 1966-68. This included the expansion of the company's main office building (Building 7) in addition to factory square footage for the installation of new equipment to diversify its textile production.

In 1972 Continental Forest Industries (by that time an associated firm for Golden Belt) constructed a large addition to the original cotton mill, which resulted in the removal of several houses in the block immediately east in order to make room for parking lots. As late as the 1980s, the hosiery mill buildings were used for printing and other operations relating to the packaging end of Golden Belt's business. This manufacturing continued until Golden Belt closed its doors in the 1990s.

In 1996, the Company donated the complex to the Durham Housing Authority who renovated a portion of the complex as the Golden Belt Business Incubator. In 2002, Julio Cordoba purchased the northern portion of the complex (Building 1, Additions 10-14, Building 15, Passageway and Railroad Platform, and the Office Addition) and in 2006, Scientific Properties purchased the southern portion of the complex (Buildings 2-7). The renovation of the southern portion of the complex into artist studios, office space, and apartments was completed in 2008. Parts of the northern portion of the complex have been occupied by an electronics company and a variety of tenants have occupied other portions of these buildings at times.

C. Architectural Description

The Golden Belt Manufacturing Complex is a central part of the Golden Belt National Register Historic District, which consists of over 40 acres of factories, housing, and a small commercial area at the north edge of the Edgemont neighborhood. The district is bounded by the railroad to the west, East Main Street to the south, Holman Street on the east, and Taylor Street on the north. The proposed landmark property (indicated in orange in the map below) is part of the cluster of industrial structures in the western portion of the district. The remainder of the industrial structures (indicated in purple in the map below) that were part of the Golden Belt Manufacturing Company's factories on site were designated as a local historic landmark in 2001.



GOLDENBELT MAP
DURHAM CITY COUNTY PLANNING
SEPTEMBER 27, 2011
NTS

The proposed landmark designation includes the original cotton mill (Building 1) and a series of associated building additions and structures (Additions 10-14, Building 15, the Office Addition, and the Passageway and Railroad Platform). Additions 10-14 are components of Building 1 that were constructed in the early part of the first decade of the 20th century. The Passageway and Railroad Platform were early parts of the complex and connect Building 1 and Building 2 (not part of this application) running along the railroad spur. Building 15 and the Office Addition are of a more modern aesthetic with a distinctly different architectural style from the remainder of the complex, built in the 1960s and the 1990s, respectively.

Building 1

Building 1 at Golden Belt was the main cotton mill and was the largest of the three original long rectangular structures that are placed with main facades (short ends of buildings) facing the railroad. These structures are all characterized by exposed basements on the east end of the site due to the sloping topography. They have regularly spaced segmental arched windows, towers that extend above the main body of the structures, and detailed ornamental brickwork. The cotton mill is two-and-a-half to three stories with a ceiling height of eleven to thirteen feet. The first floor has a concrete base while the second and third floors have wood floors. Wood columns,

approximately ten feet apart, support the upper floors.

Dating from the first years of the twentieth century, the cotton mill structure is Romanesque Revival in style, with four towers, ornamental brickwork, and rows of closely spaced segmental arched windows. The building's main facade faces the railroad spur to the west. The building is of slow burn construction, with heavy timbered interior supports and thick brick exterior walls.

The west elevation, which faces the railroad tracks, has the most significant architectural features including large windows with segmental arches on the first floor and roman arches on the second floor. Doric pilasters flank the windows on the second floor, supporting cornices with corbelled pendants and simple corbelled bands. The building also contains a large arched ground-level opening that was used for railroad deliveries. The first floor interior has wide brick support columns while the second level is an open space with no columns and hardwood floors.

One of the four towers (photo A), located in the center of the south elevation, is just slightly taller than Building 1. It incorporates the same detailing as the main structure, including Doric pilasters, segmental arched windows, which are currently bricked in, and simple brick corbelled cornices. Originally this tower was a full four stories, but the top story has been removed. Two of the four towers (photos B and D), all on the north elevation of the building, were originally three and a half stories tall with arched windows in the three full stories. The tower in the northeast corner (photo D) has simple corbelled cornices at the roofline of Building 1 and at the top of the original tower. This tower is topped by a later simple brick addition. To contrast, the tower in the middle of the north elevation of Building 1 (photo B) has round windows in the top half story, all currently bricked in, corbelled cornices at each floor level, and detailed with corbelled pendants and corbelled bands at the top of the towers. The final tower (photo C) is located on the west end of the south elevation of Building 1. This tower was a later addition to accommodate the elevator core and contained no ornamentation. The simple rectilinear lines of this tower are complemented by rectangular, divided-light, metal awning windows.

A roof monitor runs the majority of the length of Building 1. This monitor is only visible from ground level at the east end of the building where the brick parapet wall steps up a half story at the center of the building. The parapet wall end of the

monitor has three small arched windows and a simple corbelled cornice. This element has been boarded up and is in disrepair.

Addition 10

Addition 10 was constructed on the eastern end of the north face of Building 1. It first appears on the 1902 Sanborn map and is also included in the Federal Paper Board architectural plan, which cites its construction as 1901. The east and west elevations have two stories of four segmental arched windows, while the north and south building faces (which abut Addition 11 and Building 1, respectively) have no windows. The cornice has corbelled pendants with simple corbelled bands, detailed similarly to the two towers along the north face of Building 1 and the west end of Building 1. In addition, a red brick was used in a wide band just below the cornice to create contrast with the brown brick facade. Areas of mismatched brick and mortar joints show signs of repair on this building, which indicates previous damage to the building. The interior has a wooden stairwell connecting the first and second floors.

Addition 11

Addition 11 appears on the Sanborn map in 1902, with a small addition noted on the 1907 map. This building housed the boilers for the complex, with three housed in the original building and one added in the addition. The building is two stories tall, with no second story floor. The building was built without a roof, while the addition has a low-pitched, gable roof. Large, segmental arched windows are present throughout the second story, but no window openings exist on the first story. The north side of the building has a large arched opening with a metal door.

The original chimney has “GBMCO” in yellow-gold bricks down the south side. It is connected to Building 11 to enable steam from the boilers to escape. The

brick was recently repointed and the chimney girded when a wireless communication facility was installed.

Addition 12

Addition 12 is a small one-story addition, with a flat roof, tucked in the corner north of Building 1 and east of Addition 10. This wing also appears on the 1902 Sanborn Insurance Map. The north elevation has two arched window openings and an arched doorway. The east elevation has three arched window openings. All of the windows on this building have been bricked in or boarded up.

Addition 13

Addition 13 is a small, one and a half story building used to house a chiller. It is situated between Addition 10, 11, and 14, indicating its construction after Buildings 10, 11, and 12 and before Building 14. On the ground level of the east elevation, one doorway exists and contains a metal door. Two segmental arched windows are located on this building, one on the north side and

one on the east side. These are currently partially covered with wood.

Addition 14 and Water Tank

Addition 14 is a small one-story building used for the pump room. It was added when the water tank was installed, which held enough water for the entire sprinkler system. The pump room is attached to Additions 11 and 13, but there is no interior connection. There are only two openings: one arched rectangular window on the north side, currently covered with wood; and an arched ground level doorway with two wood doors. The roof is wood plank and slopes down from Addition 11. The large metal water tank was erected in 1966 and holds 250,000 gallons of water.

Building 15

Building 15 is a single-story modern addition that was added onto the north side of the original structure in 1966 to house Golden Belt's expanding plastics production. The building, approximately 43,000 square feet in size, housed the new equipment and allowed the company to diversify its production. The construction of this structure retains the red brick material of the remainder of the complex, but does not include any windows or architectural detailing and portrays a very simple industrial aesthetic. The structure has a concrete roof deck with a built-up roof.

Passageway and Railroad Platform

The Passageway and Railroad Platform stretch between Building 1 and Building 2, which is part of the previously designated portion of the Golden Belt Manufacturing Complex. Apparent on the east elevation of the Passageway are several window and door openings, almost all with segmental arches, in an irregular pattern. This structure was originally fully enclosed but has partially deconstructed. The majority of these openings have been closed in with concrete block or brick. The central portion of the brick wall is where the original cotton warehouse, now demolished, was located. Evidence of the removal of that structure remains in the concrete repairs along that portion of the platform. One rectangular doorway retains access to the platform currently and has a large sliding metal door. The Railroad Platform runs parallel to the Passageway and a metal roof covers the platform's concrete pad.

Office Addition

A 3,000 square foot office addition was constructed along the south elevation of Building 1 in the late 1990s. The windows are tall, narrow rectangular modern windows. The flat roof has a thick soffit giving the building a heavy appearance. The interior is new sheetrock, with drop ceilings and is currently office space.

Metal Building

A large metal shed is located on the property east of Buildings 1 and 15. This shed is a modern addition to the site and is not contributing to the significance of the historic structures.

Concrete Building Remnant

On the eastern portion of the property a concrete building shell was constructed at some point when the dye tanks were stored on that portion of the property.

The structure was placed between the dye tanks and the rest of the complex so that if the dye tanks were to explode the building would shield the complex from the impact. At this time only the north and east concrete walls remain of this structure.

D. Alterations and Condition of Structures

The buildings are in a variety of conditions but retain much of the original appearance and details. Nearly all of the original window openings have been completely or partially bricked in or boarded up. Several of the additions to the north side of the structure and the railroad platform are in obvious disrepair, including spalling brick, failing roof structures, and vegetation growing out of the structures. The newer additions to the structure detract from and obscure the historic character of the structure. With significant and sensitive rehabilitation the historic character of this portion of the property can be restored.

E. Criteria for Landmark Designation

The Unified Development Ordinance (UDO), Section 3.17.4 Designation of a Historic Landmark, includes the following criteria to qualify for the landmark designation:

> A building, structure, site, area, or object may be considered for designation as an historic landmark only if both of the following criteria are met:
>
> A. The [Historic Preservation] Commission deems and finds that the building, structure, site, area, or object appears individually eligible for listing or is individually listed on the National Register of Historic Places;
>
> B. The Commission deems and finds that the property is of special significance in terms of its pre-historical, historical, architectural or cultural importance, and possesses integrity of design, setting, materials, feeling and association.

F. Fiscal Impact

The Historic Landmark program is a way to protect historically important properties throughout the City and County. State statute NCGS 105-278 provides that taxes are reduced by 50% on such properties, to take into account the extra costs associated with restoring, preserving, and maintaining historic structures. The reduction occurs upon designation of the property as a landmark. The tax reduction may be lost in the event of a change in the ordinance or a change in the

property that causes the property to lose its historic significance. In that event, the tax reduction amount for the year in which the status was lost and for the three previous years become payable, with interest. The property tax reduction represents 50% of the assessed value of the landmark. The current assessment (structures and land) of the property is $2,141,162. Once designated as a landmark the taxable value would be reduced to$1,070,581. This would result in a loss of tax revenues for the City and County amounting to $5,968 and $7,985, respectively.

G. Notification

Staff certifies that notification, including newspaper advertisements and letters to adjacent property owners, has been carried out in accordance with Section 3.2.5 of the UDO. In accordance with Section 3.17.4D.1, notice has also been provided to the City and County Managers and their respective Finance Directors. At the request of the County Board of Commissioners, the staff provided a briefing on November 14, 2011 that included the tax implications of designation.

H. Property Significance

The Golden Belt Manufacturing Complex II (Building 1, Additions 10-14, and the Passageway and Railroad Platform), in their Romanesque Revival Style, are important examples of early twentieth-century industrial architecture. More importantly, as a remaining representation of the Golden Belt Manufacturing Company and the thriving tobacco and textile industries which Durham and its mill villages grew up around, these structures are important physical evidence of Durham's cultural history. Building 15 and the Office Addition detract from and obscure the historic character of the structure, with their modern aesthetic; however, the overall historic significance and physical character of the majority of the complex is still landmark worthy.

I. Recommendations

Staff. The Golden Belt Manufacturing Complex II is an important representation of industrial architecture and an intact remnant of what was a long-standing, thriving tobacco-related textile industry and an essential aspect of Durham's economy. Staff recommends designation of both the structures and the land because of the intact nature of the various buildings within this portion of the complex and the previously designated portions of the complex.

The staff has determined that the Golden Belt Manufacturing Complex II meets the UDO criteria. Therefore, staff recommends designation of the Golden Belt Manufacturing Complex II (LD1100001), structures and land, as a Durham Historic Landmark.

State Historic Preservation Office. In accordance with the UDO, the Staff provided an opportunity for the NC Department of Cultural Resources (the State Historic Preservation Office) to review and comment on this proposed Historic Landmark Designation. The Department stated that once a few noted clarifications were made (now included in this report) the designation report will provide sufficient information to deem that the mill has the requisite significance and integrity for landmark designation.

Historic Preservation Commission. The Historic Preservation Commission found that the Golden Belt Manufacturing Complex II meets the two criteria for Historic Landmark designation. On October 13, 2011 the Commission voted 7-0 to recommend that the City Council designate the Golden Belt Manufacturing Complex II (LD1100001), structures and land, as a Historic Landmark.

J. Alternatives

As per UDO Section 3.17.4.D.2, the City Council may adopt the ordinance of designation as proposed, adopt the ordinance of designation with any amendments it deems necessary, or reject the proposal.

K. Staff Contact

Lisa Miller, Senior Planner, 560-4137 x28270, lisa.miller@durhamnc.gov

L. Attachments

Attachment 1, Context Map
Attachment 2, Application Materials
Attachment 3, Additional Photographs
Attachment 4, SHPO Letter
Attachment 5, Ordinance of Designation