

## REUSE OF INDUSTRIAL BUILDINGS

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This past summer HAER sponsored three projects on the feasibility of the reuse of historic industrial buildings of special interest to preservationists. Passage of the Tax Reform Act of 1976 provided certain incentives to encourage the preservation of historic structures; neither the methods of implementation nor the economic incentives to private investors provided by these tax benefits were immediately apparent. Recognizing that historic industrial buildings must be used if they are to remain a viable part of the built environment, HAER assembled three special teams to study the impact of the Tax Reform Act. In conjunction with HAER summer inventory and recording projects, planning teams were attached to HAER teams in Georgia, North Carolina, and Virginia. The team's projects varied considerably with structures to be studied, but each team retained two goals: to investigate the economic needs of each area and the potential for commercial reuse of certain historic industrial structures to meet those needs and to demonstrate the impact of the Tax Reform Act provisions on the economic feasibility of reuse.

The Tax Reform Act of 1976 will also create a stronger role for historic preservation planning in the future because it provides new financial incentives for reusing buildings in derelict or declining industrial, commercial, and residential areas. City and regional plans in effect for years will have to be revised to reflect a greater consciousness of historic preservation as developers and property owners seek to take advantage of the tax law. The projects helped demonstrate to regional and local planning organizations the planning resources available within OAHP. It also demonstrated the need for preservationists to work more closely and sympathetically with planners and elected local officials to produce projects which attain the community's goals and protect its historic resources.

Each team compiled financial analyses for each site selected for reuse. Both local and regional planning offices were consulted to insure the continuity of the proposals with existing plans. Appropriate uses for each structure were selected and proposals, plans, and design sketches were completed. Rehabilitation costs were tabulated for comparisons with other projects and with costs for new construction. Old and often vacant industrial buildings thought to be unprofitable became potentially remunerative commercial investments under the Tax Reform Act incentives.

Local preservationists, planning departments, and business communities responded with enthusiasm. Although initially intended as a series of case studies of general interest, many of the proposals completed by these HAER teams elicited strong interest from local entrepreneurs and some are being given serious consideration for implementation.

Each HAER feasibility study is briefly described here. A full report by HAER is anticipated in early December. Perhaps equally important, HAER is receiving requests for similar recording and planning teams for next summer.

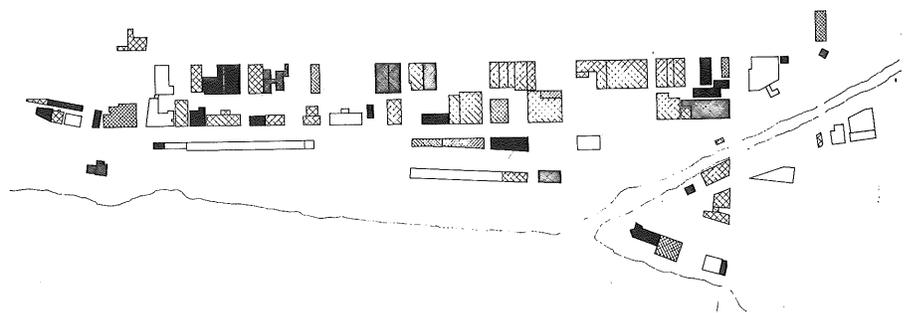
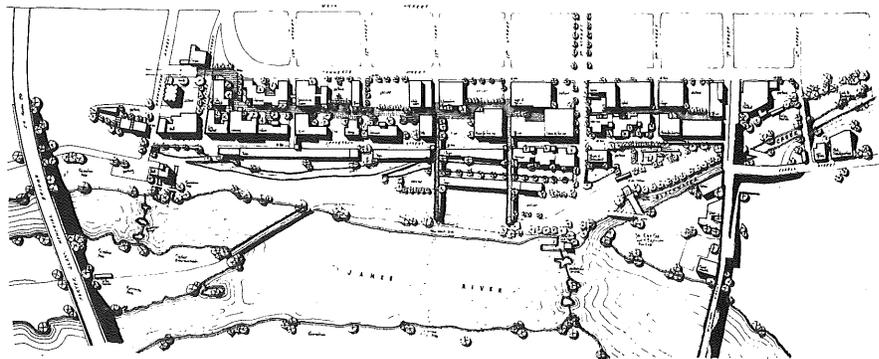
#### Lynchburg Lower Basin Plan

*This drawing presents the scheme for reusing worthy old buildings and incorporating new development in appropriate locations. It stresses multiple uses for the buildings, bringing permanent residents into the Lower Basin area and creating employment and shopping opportunities to supplement and reinforce those of the central business*

#### LYNCHBURG

The team in Virginia studied an entire historic industrial area on the riverfront in downtown Lynchburg. The proposed plan requires rethinking and reusing a forgotten area of the city, already equipped with water and sewer lines and covering nearly 2 million square feet of underused space. It encourages a revitalization of the central business district and provides an incentive for urban development. As a joint venture of the city of Lynchburg and private enterprise, the district would offer housing, commercial, and recreational areas.

*district, two blocks north. Conceived as a pedestrian community, the plan emphasizes the need for recreational use of the James River and its surrounds, including the excavation and restoration of the James River and Kanawha Canal as a scenic and recreational attraction.*  
Delineator: W.P.D. White



*A comprehensive evaluation of the buildings in the Lower Basin helped develop the plan for the area. Approximately 75 buildings were assessed on six separate criteria, including physical condition, architectural*

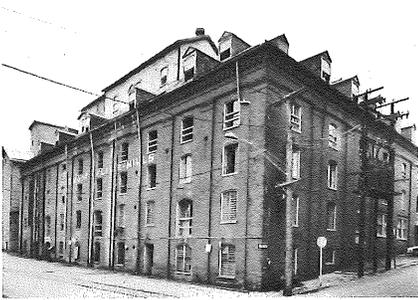
*and historic importance, and capacity and flexibility for adaptation to new uses. A sum for each building was used to present this combined analysis.*  
Delineator: D. A. Campbell



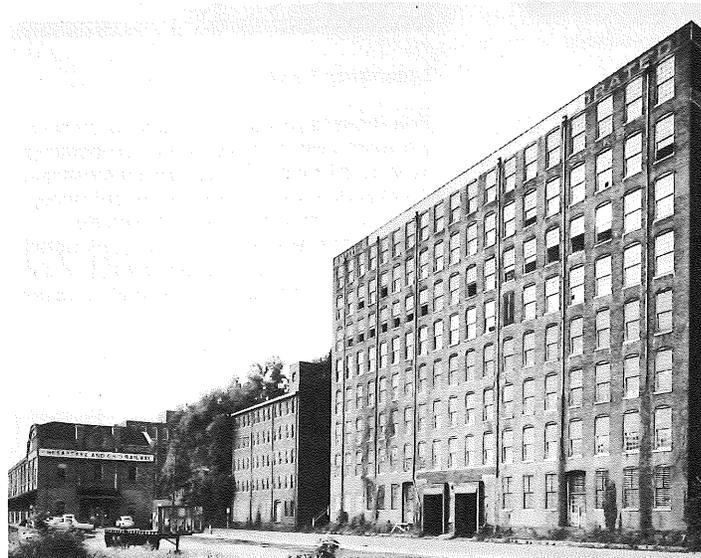
Currently vacant, the buildings in the foreground were once used for railway freight storage. This architect's sketch shows the effect of removing two structures and converting the 5-building complex into an open air restaurant with offices and shops in the 4-story portion. The Piedmont Flour Mills, immediately behind the complex, would remain in operation with minor façade improvements.  
 Delineator: W.P.D. White



The Southland Shoe Factory, on the east end of Jefferson Street, is on the left and the Anheuser-Busch Brewery is on the right. The view shows the long avenue with 6-8-story buildings and suggests the remarkably urban open spaces in the Lower Basin area. The Southland building, along with its extension on Commerce Street, would become a city market. The brewery could be an ideal restaurant location.  
 Photo: D. Sharpe



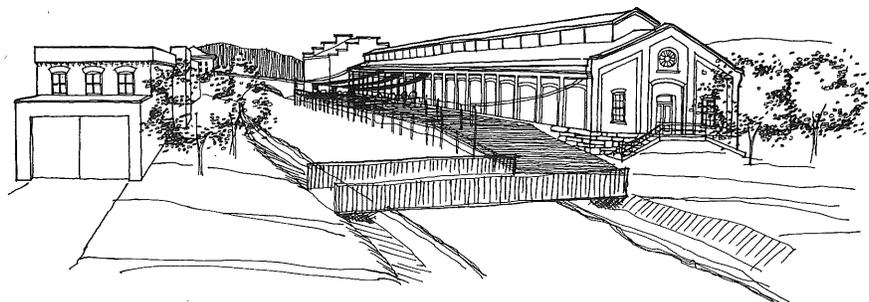
Piedmont Flour Mills, at the east end of Jefferson Street, is one of the most significant buildings in the Lower Basin. The building still contains much of the original milling equipment, and, as part of a large complex, is still a profitable enterprise. In the Lower Basin plan, the mills would continue in operation providing much needed employment within the area.  
 Photo: D. Sharpe



This view was taken from a position that would have shown Kanawha Canal in the foreground. Formerly the Strother Drug Company Warehouse, the 8-story building is the most imposing structure in the Lower Basin area. The view looks southward toward the Southland Shoe Factory in the background. The C & O Building would be converted into shops fronting the restored canal, while the Strother Building would contain a department store and housing facilities.  
 Photo: D. Sharpe



This portion of the Kanawha Canal has been filled in and is used for temporary truck parking. The old 9th Street viaduct, a stone archway, is hidden from view behind the trucks in the photograph. The east end of the Norfolk and Western Railway Freight Depot (1885) is on the right.  
 Photo: D. Sharpe

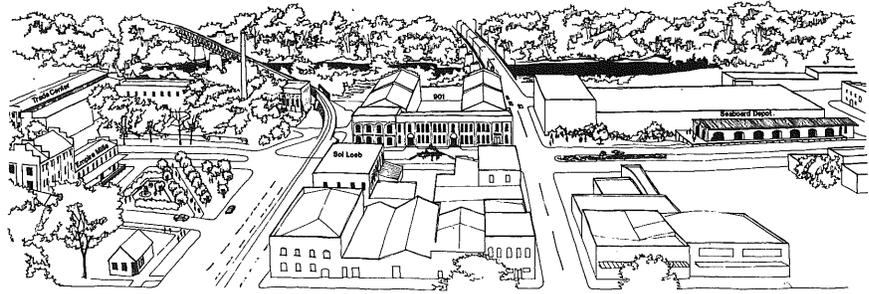


An architect's sketch of the restored James River Canal area shows the Norfolk and Western Freight Depot adapted for use as a restaurant and indoor recreation facility. The wood platform, to be reinstated, was originally a loading ramp for the depot. The 9th Street arched viaduct is shown in its original state.  
 Delineator: D. A. Campbell

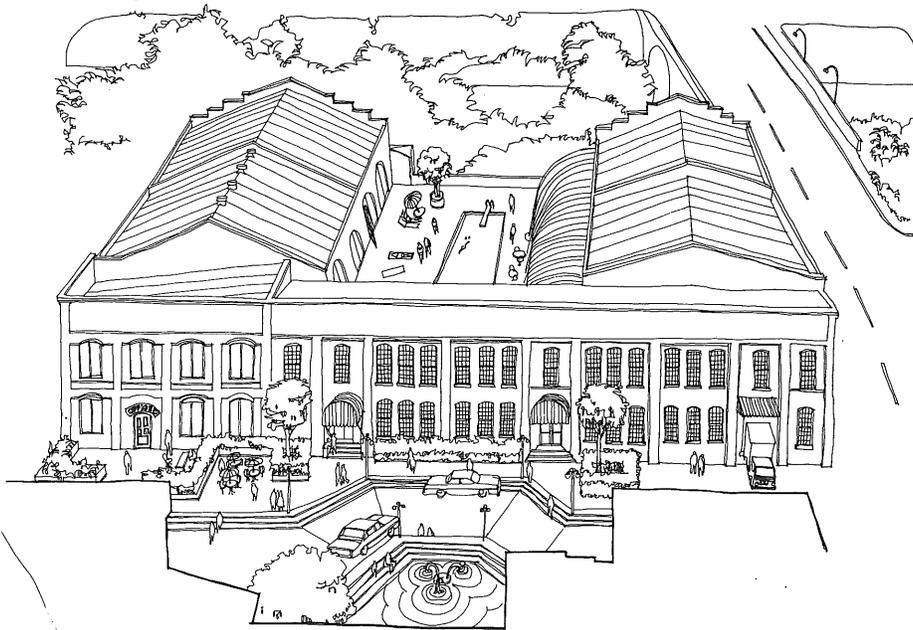
**COLUMBUS, GEORGIA**

Columbus, Georgia, is already undertaking the reuse of parts of the historic Columbus Ironworks as a trade and convention center. The HAER team focused on potential commercial uses for several nearby industrial buildings including unused portions of the Columbus Ironworks, the Empire Mills, the Seaboard Train Depot, and the Sol Loeb Warehouse. The team also studied the more remote but promising City Mills complex. After considering alternatives for the adaptive reuse of these historic structures in relation to existing markets and the surrounding environment, the team suggested hotel and retail activities near the convention center and an exciting mix of restaurant and museum for City Mills.

**Aerial View Trade Center Complex**



The Columbus feasibility study concentrated on several historic buildings adjacent to the Columbus Ironworks, a site now being developed as a trade and convention center. Most of the industrial buildings are part of the rise of the New South in the latter 19th century and their architecture reflects the solid and industrious nature of the New South economy. In this perspective, the Ironworks-Trade Center is on the far left, Empire Mills (1886, 1904) below that, the unused Ironworks Building (1877) in the upper center, the Sol Loeb Warehouse (1902) left center, and the Seaboard Airline Railroad Depot (1902) on the far right. One additional site, City Mills (1891, 1894) is located a mile up the river but still within the Columbus city limits.  
Delineator: R. Karow



Delineator: D. Wheeler

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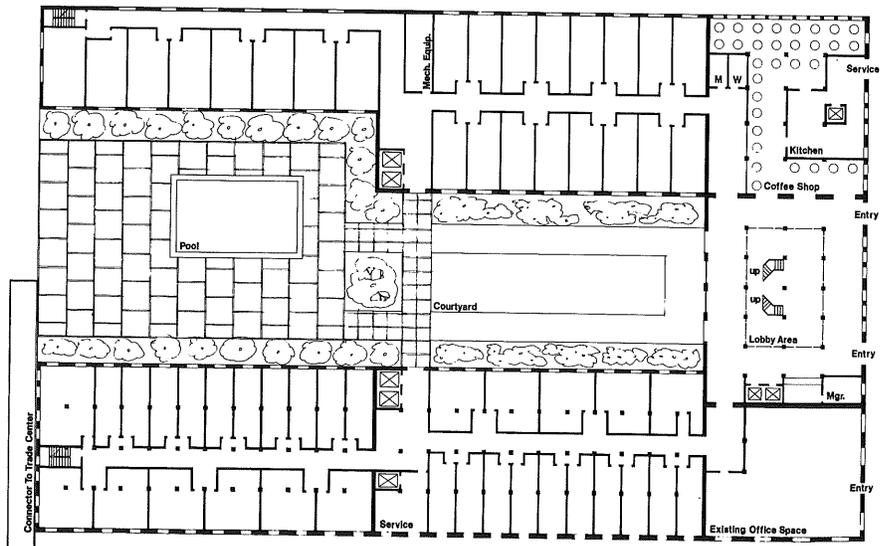




Photo: D. Sharpe

The Sol Loeb Warehouse and Empire Mills in Columbus represent a mixed use necessary to make planning and the Tax Reform Act work. The Sol Loeb Company is a profitable wholesale grocery, which needs exterior restoration to maintain the historic context of the district. Empire Mills, now vacant, will serve as the entry, office, and restaurant spaces for a new hotel that will provide needed rooms by conventioners. Delineator: D. Stevenson

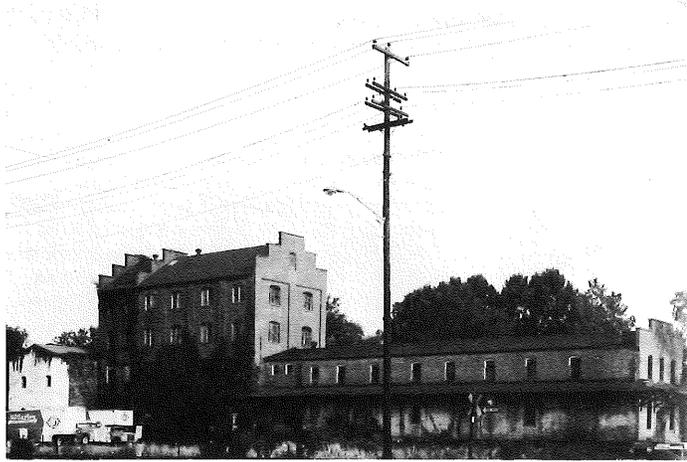
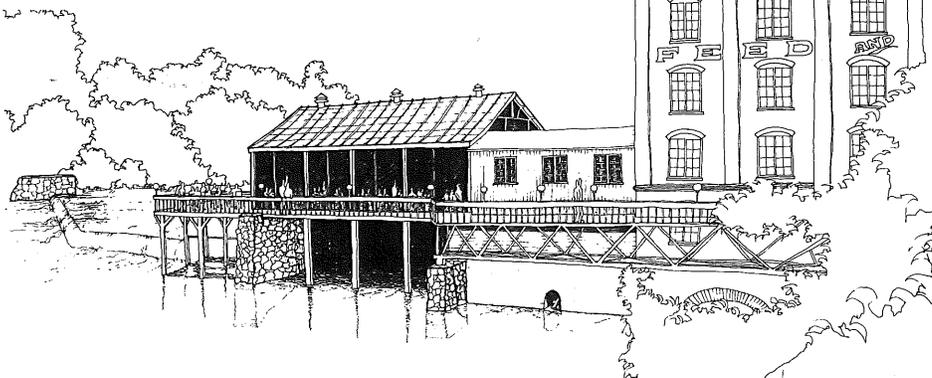
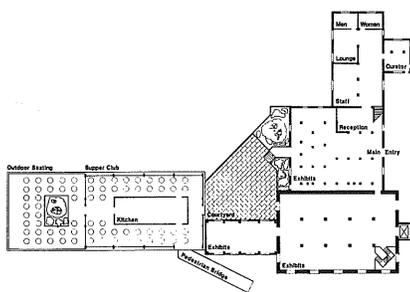


Photo: D. Sharpe



This vacant brick building was once a part of the Columbus Ironworks but is not included within the reuse plans for the trade and convention center. Market studies indicated a need for over 200 hotel rooms near the center. This historic structure, with the addition of a new wing on the right, will provide half of the necessary rooms and recreational facilities. Photo: D. Sharpe

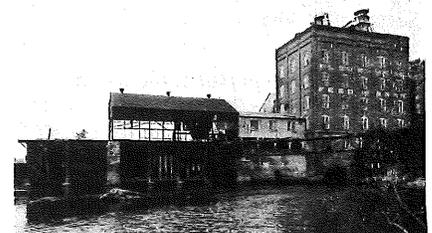
Photo: D. Sharpe



Delineator: D. Carrion

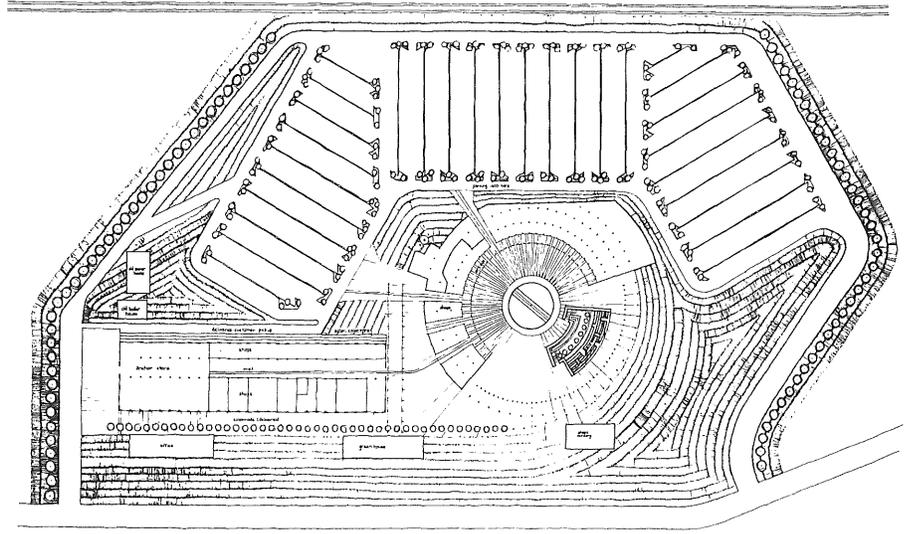
The City Mills complex is located 1.5 miles from downtown Columbus' most important historic engineering sites. Part of it built by Horace King, the mill still contains much of its 19th- and early-20th-century equipment, which had to be considered in any proposed use. The HAER study indicated the feasibility of an industrial museum in the old brick mill and a restaurant bar built on the existing steel frame of what was once a Columbus railroad company hydroelectric station would create an exciting mixed use.

Photo: D. Sharpe

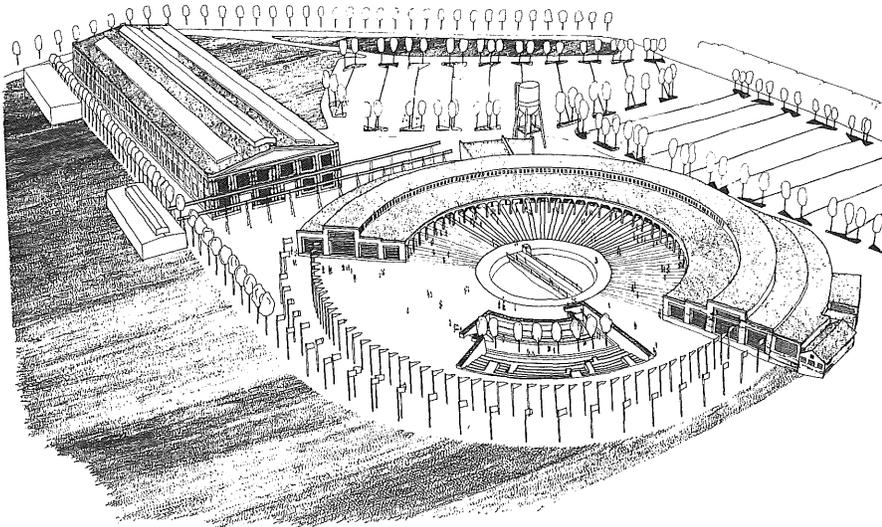


## North Carolina

Two feasibility studies in North Carolina investigated potential adaptive uses for two large industrial sites: the Southern Railway Spencer Locomotive Shops and the Marshall Street neighborhood in Winston-Salem, home of the Arista textile mill. The Spencer-Salisbury area proved to be in great need of a regional shopping mall and the Spencer Shop buildings provide spacious and interesting accommodations for such use. The shops are strategically located to form one side of the once attractive Spencer town square. Their rehabilitation promises an economic stimulus for the declining central business district as well as a physical restoration of an attractive urban space. The central location of the Arista complex in Winston-Salem and the diversity of spaces within the buildings easily house the variety of uses indicated by the planning analysis.

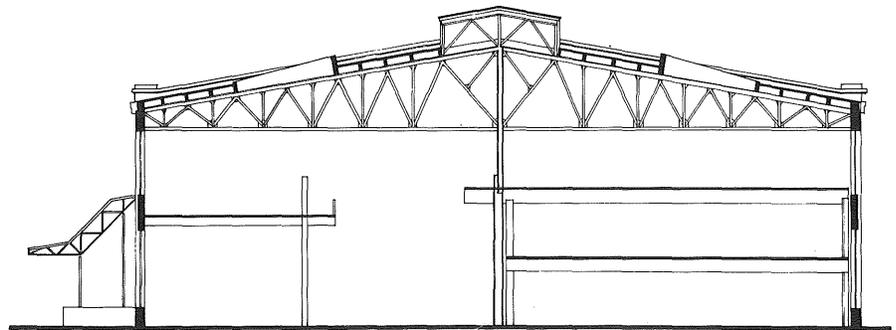


The site plan of the Spencer Shops shows the principal buildings: the erecting shop and the roundhouse with radiating shops. The old office will house the new office; the glass-walled flue shop will serve as a garden/plant store; and the oil house near the plaza will function as a nursery. The paving in the roundhouse plaza emulating rails leads to shops located in the old service bays.  
Delineator: J. Vaseff

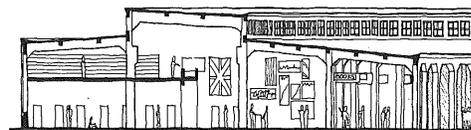


The reuse of the Spencer Shops offers a unique design opportunity for a regional shopping center. Rather than adding a foreign element to the surroundings as most shopping malls do, the reuse of the Spencer Shops presents a marketable and positive utilization of an integral part of the existing environment. This aerial view shows the roundhouse, plaza, and sunken garden in the foreground. Main Street is to the left, and parking is behind the center, bordered by the tracks of the Southern Railroad's main line.  
Delineator: J. Vaseff

The erecting shop contains the three-story "anchor" store, with a total area of 85,000 square feet and a central mall with shops. Orientation of the erecting shop allows a proposed solar collector, 600 feet long, to provide heating and cooling while serving as an awning for first floor windows. The left side of the building interior uses the original mezzanine level; the right side uses an existing steel structure for an overhead crane to hang two new floors. The steel roof truss system remains exposed and offers adequate room for mechanical systems. The original skylights are utilized.  
Delineator: J. Vaseff

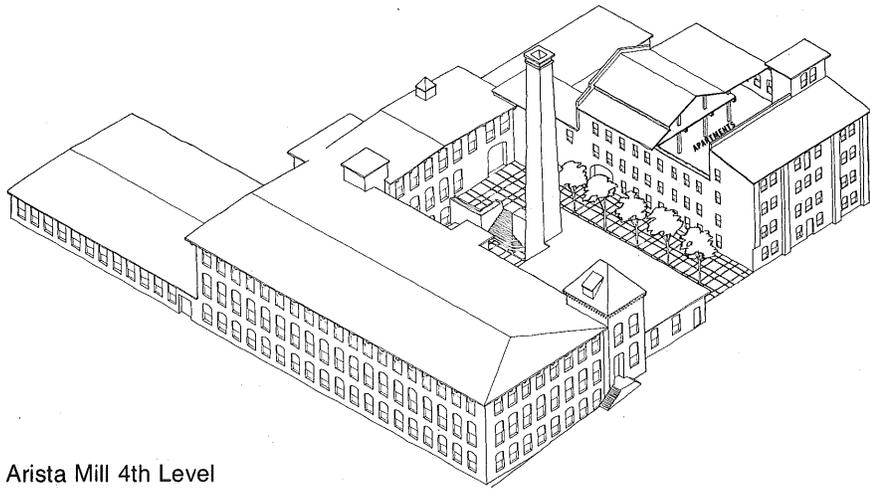


The section through part of the 37-bay roundhouse shows the right hand or inner bay serving as an arcade. Storefronts are not on the direct exterior. The 32-foot clearance in the clerestory allowed a mezzanine level to be constructed adding useful floor space and spacial character to the shops.

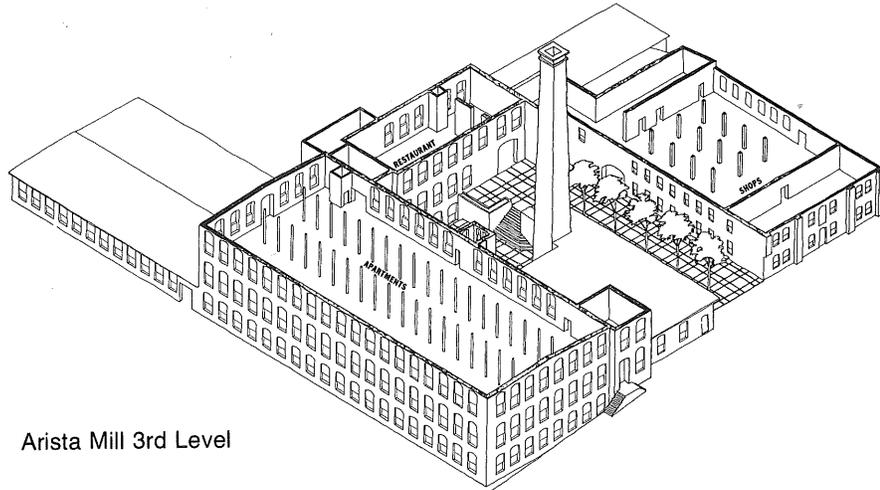


The Arista Mill borders several neighborhoods; consequently, the HAER economic and planning studies indicated the need for a multiuse building incorporating commercial space, housing, and a restaurant. These isometric projections show the first through fourth levels. The central court is the key element in the design solution, connecting two separate ground levels while serving as the main entry to this multiuse complex.

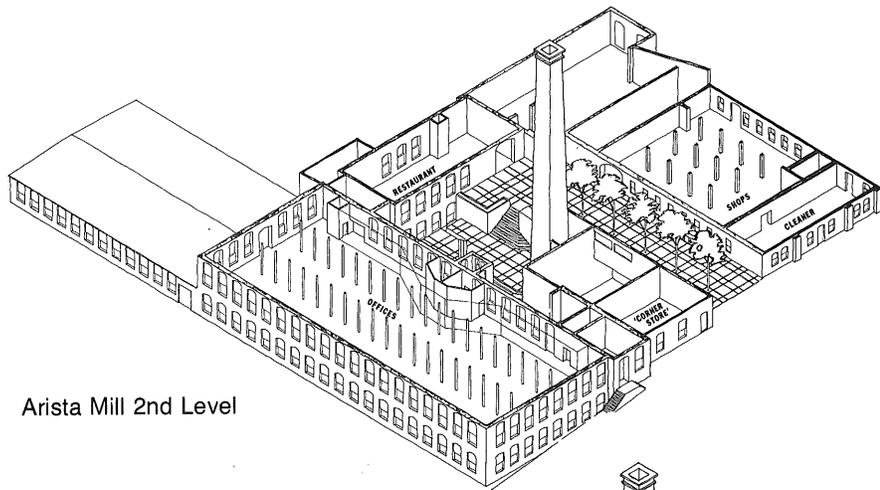
Delineator: J. Vaseff



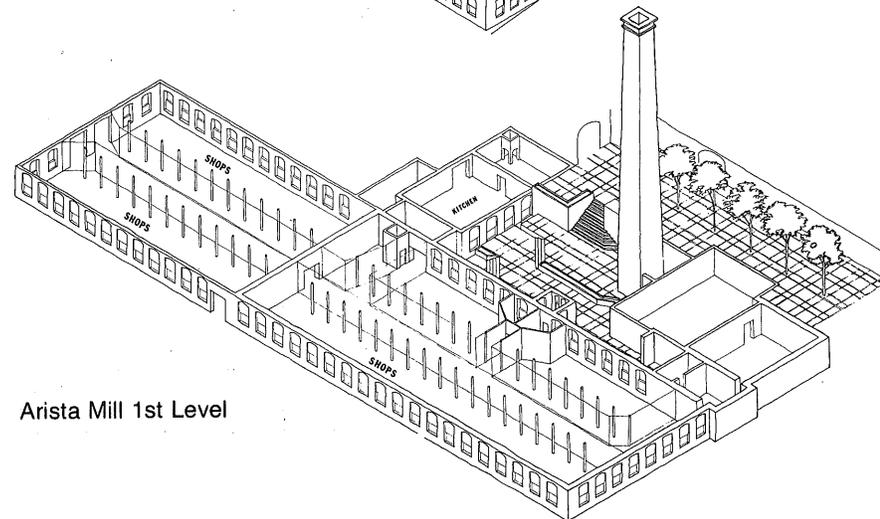
Arista Mill 4th Level



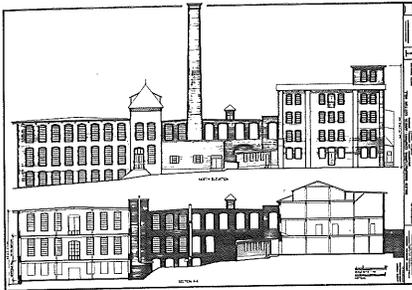
Arista Mill 3rd Level



Arista Mill 2nd Level



Arista Mill 1st Level



Built in 1881 and now including several additions, the Arista Mill is a brick textile structure, underused as a storage facility. Delineators: J. Vaseff and J. Davis