




United States Department of the Interior

NATIONAL PARK SERVICE
1849 C Street, N.W.
Washington, D.C. 20240

November 29, 2010

Notice to file:

This property has been automatically listed in the National Register of Historic Places. This is due to the fact that the publication of our Federal Register Notice: "National Register of Historic Places: Pending Nominations and Other Actions" was delayed beyond our control to the point where the mandated 15 day public comment period ended after our required 45 day time frame to act on the nomination. If the 45th day falls on a weekend or Federal holiday, the property will be automatically listed the next business day. The nomination is technically adequate and meets the National Register criteria for evaluation, and thus, automatically listed in the National Register of Historic Places.

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949



United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Municipal Public Works Garage Industrial District

other names/site number Rolling Mill Hill Garages; Public Works Garages; City Garages; Municipal Garages

2. Location

street & number 33 Peabody Street NA not for publication

city or town Nashville NA vicinity

state Tennessee code TN county Davidson code 037 zip code 37210

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set for in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

E. Patrick M. Duff, L.

10/11/10

Signature of certifying official/Title

Date

State Historic Preservation Officer, Tennessee Historical Commission

State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See Continuation sheet for additional comments.)

Signature of certifying official/Title

Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

entered in the National Register.

See continuation sheet

determined eligible for the National Register.

See continuation sheet

determined not eligible for the National Register

removed from the National Register.

other (explain): _____

Signature of the Keeper

Date of Action

Edson H. Beall

11-29-10

5. Classification

Ownership of Property
(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property
(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property
(Do not include previously listed resources in count)

Contributing	Noncontributing	
6		buildings
		sites
1		structures
		objects
7	0	Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of Contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

GOVERNMENT/ public works

GOVERNMENT/ government office

INDUSTRY/ waterworks

TRANSPORTATION/road-related

Current Functions

(Enter categories from instructions)

WORK IN PROGRESS

7. Description

Architectural Classification

(Enter categories from instructions)

OTHER: automobile related buildings

Materials

(Enter categories from instructions)

foundation CONCRETE; STONE

walls BRICK

roof ASPHALT

other STONE; METAL

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

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Section number 7 Page 1

Municipal Public Works Garage Industrial District,
Davidson County, Tennessee

7. NARRATIVE DESCRIPTION

The Municipal Public Works Garage Industrial District is comprised of six single-story, brick buildings built c. 1940. The garages are on the west bank of the Cumberland River, situated between Hermitage Avenue and Peabody Street in Nashville, Davidson County, Tennessee. The district is comprised of seven contributing resources, the six garages and a stone wall that predates and surrounds the district. The buildings are one story in height, have parapet walls, garage doors, and a variety of multi-light windows. The interiors are large open spaces with no embellishments. All of the buildings have bowed steel truss roof systems. Situated in a former municipal/industrial part of the city that has been rezoned for residential and commercial use, there is no landscaping on the property. Most of the buildings have a narrow concrete sidewalk and are separated from each other by paved surfaces. Overall, the district retains its architectural and historic integrity.

All six buildings are constructed of red, load-bearing brick and have concrete slab foundations. Each building measures approximately twenty feet high and features a curved, bow truss roof hidden behind a stepped parapet wall on the façade. The buildings feature a running brick bond pattern and share many other architectural details, linking the buildings like an industrial park. Buildings 1 through 4 run lengthwise northwest to southeast while Buildings 5 and 6 run northeast to southwest. Each building features slightly recessed panels that are the height and width of a typical garage door opening. Whether or not a garage door is actually present, this feature gives the buildings their industrial garage style. Windows and doors vary slightly from building to building due to later alterations and additions, but most feature a metal six-light pivot window set within a multi-light fixed window. A chain link fence currently surrounds the property, but will be removed as rehabilitation work begins to convert the district into a commercial complex. (See figure 1 for site plan and building numbers. See figures 8 and 9 for Sanborn maps)

The interior spaces in these buildings are largely the same from building to building. Most maintain large open spaces, concrete floors, exposed brick, exposed metal beams, and a floor that slopes as much as three feet in some of the buildings.

1. Building 1 (See figure 2.)

Building 1 sits farthest from the river facing northwest on Peabody Street. As indicated on the 1951 and 1957 Sanborn maps, this building was once used for garage and office space for the city. It is larger than buildings 2-5 and is delineated by a second stepped parapet (fire) wall at the center. The façade is symmetrical and features a stepped parapet wall with flat concrete coping along the roofline. A large metal vent is located at the apex. Three slightly recessed panels are found on the façade and each panel features corbelling and is divided by brickwork that gives the effect of pilasters. The center section has a large recessed opening and a metal garage door. The pedestrian doors on the façade are located in the recessed area and are perpendicular to the

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garage door, one on either side. One door is a three-panel, six-light wood door with a transom opening above it while the second door is a modern metal door. Flanking the center section are two additional panels that each contain two boarded windows. Underneath the boards are sixteen-light metal windows, an eight-light pivot window with four-light fixed windows above and below.

The southwest elevation consists of twenty equally spaced bays of recessed panels divided by brickwork that forms pilasters; corbelling is located at the tops of the pilasters. Many of the windows have been boarded due to damage to the original panes. Replacement paired six-over-six, double-hung vinyl windows are visible on the interior beneath the boards on the front section of the elevation. The rear section of the elevation contains metal six-light pivot windows set within a multi-light fixed window. One panel contains a simple metal door rather than a window. The southeastern-most bay of this elevation is a blind panel. The rest of the bays contain a metal six-light pivot windows set within a multi-light fixed window. These windows are original to the c. 1940 construction date. The northeast elevation mirrors the southwest. Tile coping runs along the parapet roofline on both side elevations of the building. Historic scuppers and downspouts are also partially extant along both side elevations of the building.

The rear elevation of Building 1 faces southeast and is similar to the façade. It features a stepped parapet wall with tile coping as well as three symmetrical recessed panels capped with corbelling. There is a metal garage door in the center panel that is not recessed as deeply as the one on the façade. The garage door also has a pedestrian door within. Additionally, the panels flanking either side of the garage door feature only one metal six-light pivot window set within a multi-light fixed window on either side.

The interior of Building 1 is a largely open space, similar to a warehouse. The ceiling has been dropped and acoustic tiles added as well as some temporary walls used to divide the space into offices. As the building's function changed throughout the years, such changes were made, but the alterations to Building 1 appear to be reversible. Door and window openings have remained intact despite these changes. The bowed metal truss roof system is visible above the dropped tiles. The building largely maintains the feel of an industrial garage. The tool house and office labeled in the Sanborn maps at the northwest end of the interior remain as storage and restrooms. These spaces are intact and have brick walls, concrete floors, and dropped ceilings.

2. Building 2 (See figure 3.)

The Sanborn maps indicate Building 2 was also used by the city for garage and office space. Building 2 sits northeast of Building 1 and shares many of its architectural features, although it is smaller. The northwest façade features a stepped parapet wall and three slightly recessed panels with corbelling set above the brick pilasters. Tile coping runs along the parapet roofline on all sides of this building except the façade, which has flat concrete coping along the roofline.

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Like Building 1, Building 2's façade features a recessed metal garage door with pedestrian doors on each side. The pedestrian doors are both historic three-panel, single-light wood doors. The door on the northeast side has a transom above, while the one on the southwest side is boarded to protect the glass. The central bay is flanked by window bays that contain two original sixteen-light metal windows (an eight-light pivot window with four-light fixed windows above and below), although two of the window openings are covered with wood. These windows are original to the c. 1940 construction date.

Along the southwest and northeast elevations are thirteen equally spaced slightly recessed panels, most featuring the same multi-light windows as those on Building 1. Like Building 1, the rear panel on either side is a blind panel. A few of the windows on the northeast elevation have been bricked in. Scuppers and portions of historic downspouts are visible along the side elevations.

The rear elevation faces southeast and has a stepped parapet wall as well. The rear elevation has three bays—a central bay with a recessed metal garage door flanked by a single window on each side. The windows are like those of the side elevations.

The interior of Building 2 is similar to Building 1 in that it is mostly large open space with removable walls added to divide some of the space into offices. The ceiling in Building 2 is not dropped, exposing the bowed metal truss system. Like Building 1, Building 2 maintains most of its defining features as an industrial building and garage. The front of the building retains the historic office and tool rooms. These spaces have brick walls and beaded board ceilings. Additional removable partition walls are located at the front of the building, but the majority of the interior is a large open garage space.

3. Building 3 (See figure 4.)

Building 3 sits northeast of Building 2 and while it shares many architectural features with the other two buildings discussed, it has its own defining features. Like Building 1 and 2, Building 3 is a brick rectangular building on a concrete slab running northwest to southeast. In contrast to the other buildings in the district, this building has a visible stone foundation. Building 3 features parapet walls and recessed panels similar to the other two buildings; however, the façade is different. The building is divided into three sections, the most prominent being an architecturally distinctive office/gas station. Sanborn maps indicate that the building space was divided into the office, paint shop, maintenance department or truck repair shop, and boiler room with a restroom in the corner. A 1953 photo shows a filling station beneath the pivot on the southwest side of the façade. A new freestanding filling station had just been constructed to the southwest of the office portion of Building 3, between Buildings 3 and 2. This freestanding filling station was removed sometime after 1970. (See figures 11 and 12.)

The office space is located in the northwest portion of the building. The roofline on this part is lower than that of the other buildings in the complex as well as the rest of this building. The office

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façade features a stepped parapet wall. Flat concrete coping runs along the roofline. It has a metal frame replacement door in the center flanked by two metal-framed replacement casement windows on either side. There is a transom window above the door that has also been replaced.

The northeast and southwest elevations of the office portion of the building are identical. They each have a recessed porch with a metal awning and a flat roof supported by round metal posts. When this building housed a filling station for city automobiles, the awning on the southwest side covered gas pumps that are no longer extant. It is possible that gas pumps were also located on the northeast side, but there is no photographic evidence to support this claim. Both elevations feature an original four-light, single-panel door centered beneath an awning flanked by replacement casement windows. A second door is located on the rear wall of the porches. The door on the northeast porch is an original multi-light wood door while the door on the southwest porch is a replacement wood door. At the rear of the office section is a single projecting window bay. On the northeast elevation, there is a sixteen-light window (eight-light pivot window with four-light fixed windows above and below) like those on the facades of Buildings 1 and 2. On the southwest elevation, this window has been boarded but remains underneath. In front of the office façade is a poured concrete pad that wraps around underneath the metal awnings on either side. There are additional entrances to the main part of the building on the northwest facade. The main building or garage is taller than the office, so the stepped parapet wall is seen above the office.

The central portion of the building contains eight equally spaced slightly recessed panels similar to those found on both Building 1 and Building 2. They are again divided by brickwork that forms pilasters and corbelling. On the northeast elevation, one bay contains a metal replacement pedestrian door, one contains a metal replacement garage door, and six contain multi-light metal windows. These windows are different from those of the side elevations of Buildings 1 and 2. They consist of a pair of eight-light pivot windows surrounded with multi-light fixed windows above and below. These windows are original to the c. 1940 construction date. This building also has a large square brick smokestack extending upwards on the southeastern end of the roof.

The rear section of this building, once the boiler room, matches the office section in height and features similar recessed panels around the exterior. These windows are identical to those on the side elevations of Buildings 1 and 2—six-light metal pivot windows surrounded by multi-light fixed windows. The northeast elevation has two bays. The northwestern-most bay contains an off-center window and a boarded pedestrian door. The area around the door has been bricked in and was likely a larger door at one time. The southeastern-most bay contains a single centered window and a metal coal chute opening. The southwest elevation has two bays. The northwestern-most bay contains two six-light pivot windows above three-light fixed windows. The southeastern-most bay has six-light pivot windows surrounded by a multi-light fixed window that has been boarded. The rear, or southeast, elevation contains three bays with six-light pivot

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windows surrounded by multi-light pivot windows. Scuppers and portions of historic downspouts are visible on the rear elevation.

The interior of Building 3 is also divided into sections. The office section is a recently renovated office space with dropped ceilings of acoustic tiles and sheet rock walls. Part of the interior has removable walls and has been recently converted into a meeting space with a full kitchen. Track lighting is suspended from the ceiling. The ductwork and brick walls are exposed in keeping with the open industrial style of the building. The floors have been tiled and carpeted in this space. Much of the garage section of this building maintains its large open space. The main garage space has concrete floors, brick walls, a dropped acoustical tile ceiling, and removable partition walls. The southwest end of the building was the boiler room and contains a large wood observation deck. The deck appears to be a historic piece of the boiler room. The boiler room has a concrete floor, brick walls, and an exposed stone foundation.

4. Building 4 (See figure 5.)

Building 4 also faces northwest, sits just northeast of Building 3, and is closest to the river. It is almost identical to Buildings 1 and 2 in style and was also used as garage and office, but there was no tool house/room. It has a stepped parapet wall on the façade and rear elevation with flat concrete coping along the roofline. Scuppers and portions of historic downspouts are visible along the side elevations.

The front, or northwest, façade has a recessed metal garage door. Only one pedestrian door is located within the recess, on the northeast wall. Flanking the central bay are recessed panels like those of Buildings 1, 2, and 3 that contain two boarded windows covering sixteen-light windows like those on the façades of Buildings 1 and 2 (eight-light pivot windows with four-light fixed windows above and below).

The side elevations have parapet walls with tile coping along the roofline. These elevations have thirteen bays. On the southwest elevation, there is one replacement pedestrian door and eleven of the bays contain windows identical to the side elevations of Buildings 1 and 2 (six-light pivot windows surround by multi-light fixed windows). The rear bay is a blind panel. On the northeast elevation, one bay contains a replacement pedestrian door and some of the windows have been boarded. The rear bay is a blind panel.

The rear elevation features a stepped parapet wall with tile coping. Like the other buildings, it features three bays, a central recessed bay with a metal garage door and flanking window bays with windows like those of the side elevations.

The interior of Building 4, like the other buildings, has been divided by removable walls into office space and a meeting space. This building was used for the Metro Police Department's SWAT

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team. The historic office remains in the front of the building, but has been further divided by removable walls. The ceilings have been dropped and acoustic ceiling tiles added. There is a small detaining room in the northeast corner of the building that can be closed and locked by a heavy metal gated door. In addition, in one of the large open spaces to the rear of the building, brick walls have been painted with a mural of SWAT team members performing various tasks. Such alterations to the building reflect use by Metro Nashville's Police Department in these buildings.

5. Building 5 (See figure 6.)

Building 5 was used as a city garage and contained an office and tool room/house. It is situated perpendicular to and behind buildings 2, 3, and 4 and faces southwest. The façade is similar to Buildings 1 and 2 in that it has a stepped parapet wall and a recessed garage door bay with flanking window bays. There is only one pedestrian door, a replacement metal door, within the recessed portion. The windows in the flanking bays are sixteen-light metal windows identical to those on the façades of Buildings 1, 2, and 4. The northwestern-most bay contains two of these windows, while the southeastern-most bay contains one window and one metal pedestrian door with a metal awning. The door likely replaced a second window. The door has a faded outline of a sheriff's star marking the door. Security bars have been added to the otherwise original windows. Tile coping runs along the roofline.

Along the southeast and northwest elevations there is a parapet wall and again, there are evenly spaced recessed panels that share the same architectural features as the other buildings. There are sixteen bays on the side elevations. The northwest elevation has one metal pedestrian door with a wood awning, fourteen window bays with windows identical to those of the side elevations of Buildings 1, 2, and 4 (six-light pivot windows surrounded by multi-light fixed windows), and a blind panel in the rear bay. The southeast elevation is identical to the northwest, but has a small garage opening rather than a pedestrian door. Scuppers and portions of historic downspouts are visible along the side elevations.

The rear, or northeast, elevation is identical to the rear elevations of Buildings 1, 2, and 4 with a central garage door bay flanked by window bays with a single window in each to match those of the side elevations. A metal vent is located above the garage door on this elevation and a pedestrian door has been added.

The interior of Building 5 is much the same as the other buildings. Removable walls have been added to divide the space into offices and much of the original open space has been maintained.

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6. Building 6 (See figure 7.)

Building 6 sits farthest from Peabody Street, southeast of Building 5. Sanborn Maps indicate this building was used by the City Water Works Department for garage and office space to accommodate its Maintenance Department. This building is similar in style to the other buildings, but has attached garages at either end of a main building. These garages are historic, probably early additions. Due to these attached garages, it is unclear where the façade is located, but the building runs parallel to Building 5. The stepped parapet with tile coping of the main section of the building is visible on either end, and a single window is exposed on the southwest elevation of the original end. It is a six-light metal pivot window surrounded by a multi-light fixed window. The side elevations of the main portion of the building contain eleven bays with recessed panels identical to those of the other buildings. The northwest elevation contains two pedestrian doors, two garage doors, and seven window bays with six-light pivot windows surrounded by multi-light fixed windows. One of the windows has been bricked in. The southeast elevation contains eleven bays in the main section with identical windows to those of the other elevation. Some of the windows have been boarded or bricked in. A small brick addition projects from one bay that shelters a pedestrian door. Scuppers and portions of historic downspouts are visible along the side elevations.

An addition to the northeast of the original portion of the building is historic and may be original to the complex. It dates to 1951 at the latest, as it shows up on 1951 Sanborn maps. On the northwest elevation, its roofline is even with and continues from the main section of the building. Tile coping runs along both sections. The roofline on the northeast elevation steps down and reveals the stepped parapet of the main building. The roofline of the southeast elevation is lower than that of the main portion of the building. The northwest elevation of this garage contains eight bays, four window bays and four garage door bays. The window bays are recessed and identical to those of the other buildings, however the windows are different. One of the bays has two separate sixteen-light windows (eight-light pivot windows with four-light fixed windows above and below), while three of the bays have paired identical sixteen-light windows. The garage doors are replacement metal doors divided by brick pilasters.

The northeast elevation of this garage section is largely obscured by a wood shed-roof addition. One historic twenty-four-panel wood garage door is located on this elevation. Hardware on the door has "Better Bilt" imprinted on it. Six horizontal panels were originally glass, but are covered with plywood. Eighteen panels are wood. This door is likely original to this section of the garage.

The southeast elevation of this garage section is obscured partly by a tall metal garage drive-thru car wash and a smaller wood shed-roof addition. The elevation contains one replacement pedestrian door, one metal replacement garage door, and four windows (two within the metal drive-thru). The windows are six-light metal pivot windows with multi-light surrounding windows. They are similar to, but smaller than, those on the elevations of Buildings 1, 2, 4, and 5. The

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roofline of this garage is lower than and exposes the parapet roof of the main portion of the building.

Another garage is attached to the southwest end of the main building. It also appears in the 1951 Sanborn map. The northwest elevation is recessed from the main building and has four garage bays sheltered by a shed roof. One of the garage bays has been filled in and contains a replacement pedestrian door, but the other three bays contain historic wood garage doors (twenty-four-panel, six-light doors). A poured concrete drive is in front of these garage bays. The garage doors have wood surrounds. The southwest elevation of this garage reveals a stepped brick parapet wall with tile coping. The southwest elevation of this garage has a flat roof with tile coping and window bays.

The interior of Building 6 has been altered by removable walls and a dropped acoustic tile ceiling, but largely maintains its industrial garage appearance. Wood trusses and columns are present in the northeast garage. The interior has concrete floors, some carpeting, brick walls, and metal and wood partitions.

7. Stone Wall (contributing, predates construction of garages)

A stone wall runs along the northeastern boundary of the property and separates the district from the adjacent railroad property. It predates the garages, and its style is consistent with many other historic stone walls seen in and around Nashville, Tennessee. The wall continues onto the former hospital property south of the district.

Overall, despite some alterations and additions, this district has been largely unchanged since its construction c.1940. Most of the original building fabric remains intact, and the changes that have been made are either reversible or able to be repaired.

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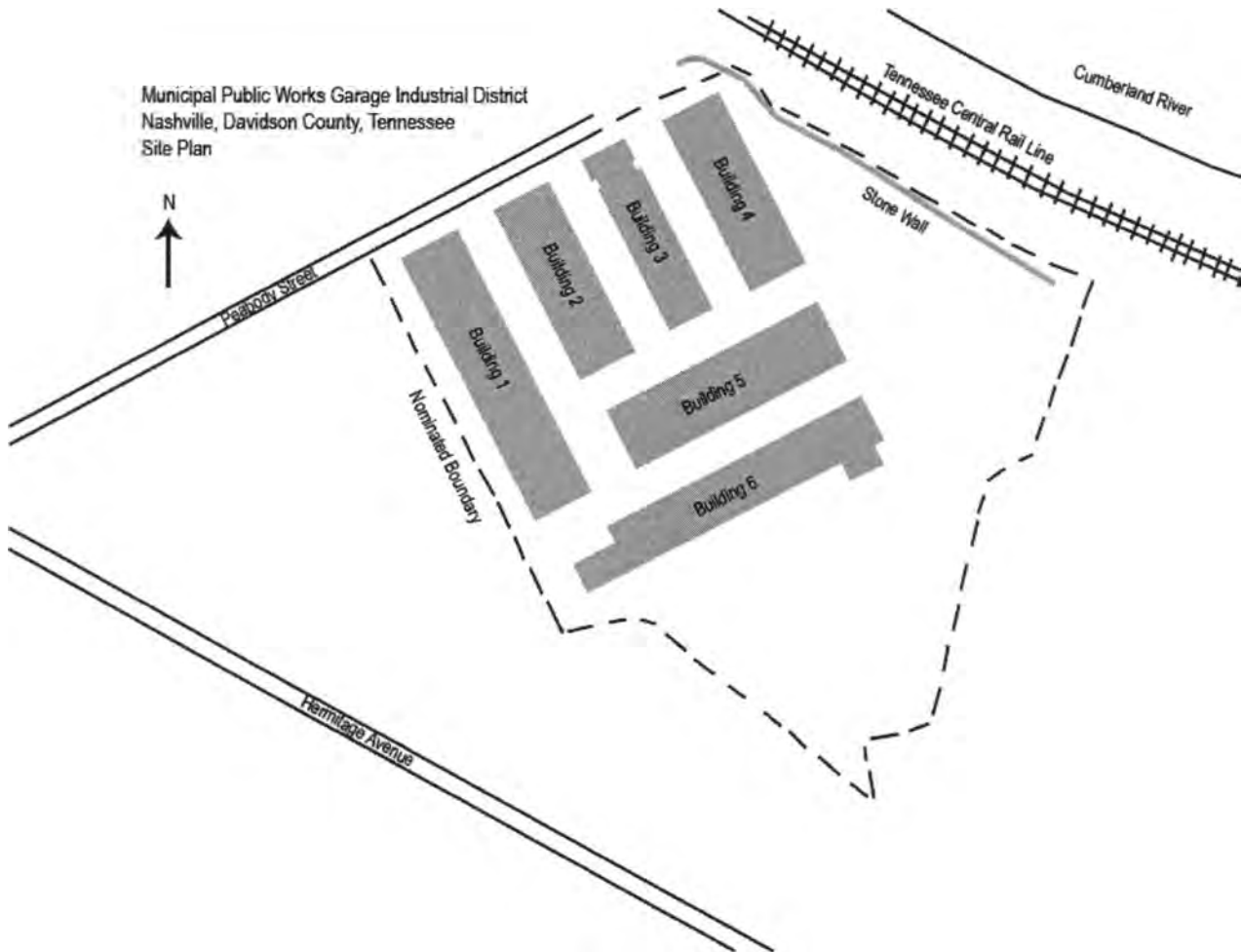


Figure 1. Site plan. Not to scale.

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Municipal Public Works Garage Industrial District,
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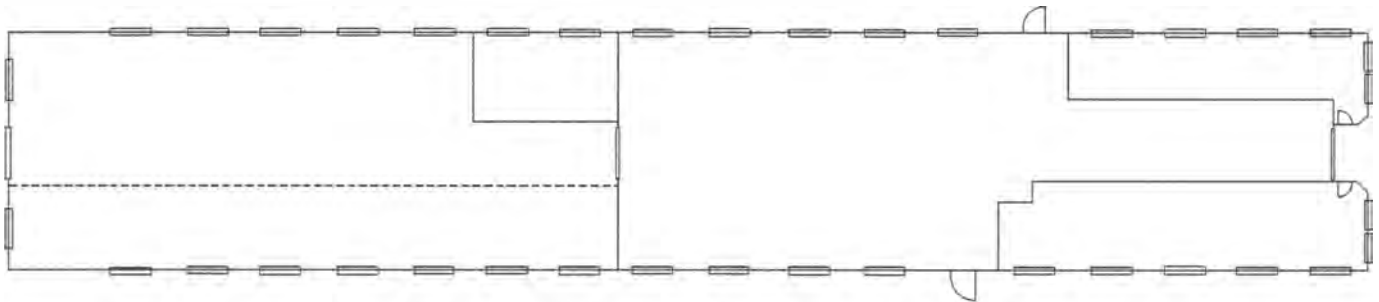
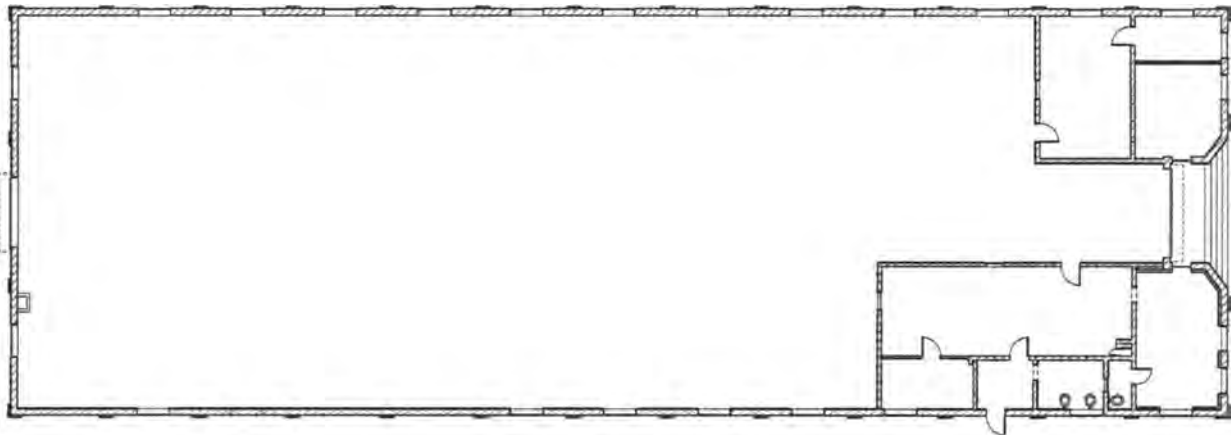


Figure 2. Building 1. (Pending, not completed)



1 Building Level 1
1/8" = 1'-0"

Figure 3. Building 2

Building plans 2-6 are courtesy of Centric Architecture



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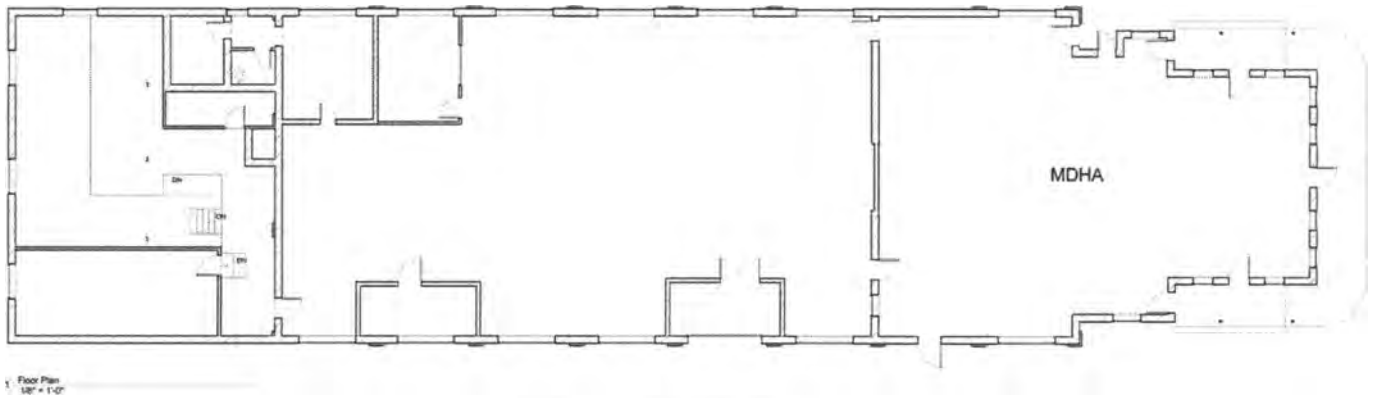


Figure 4. Building 3.

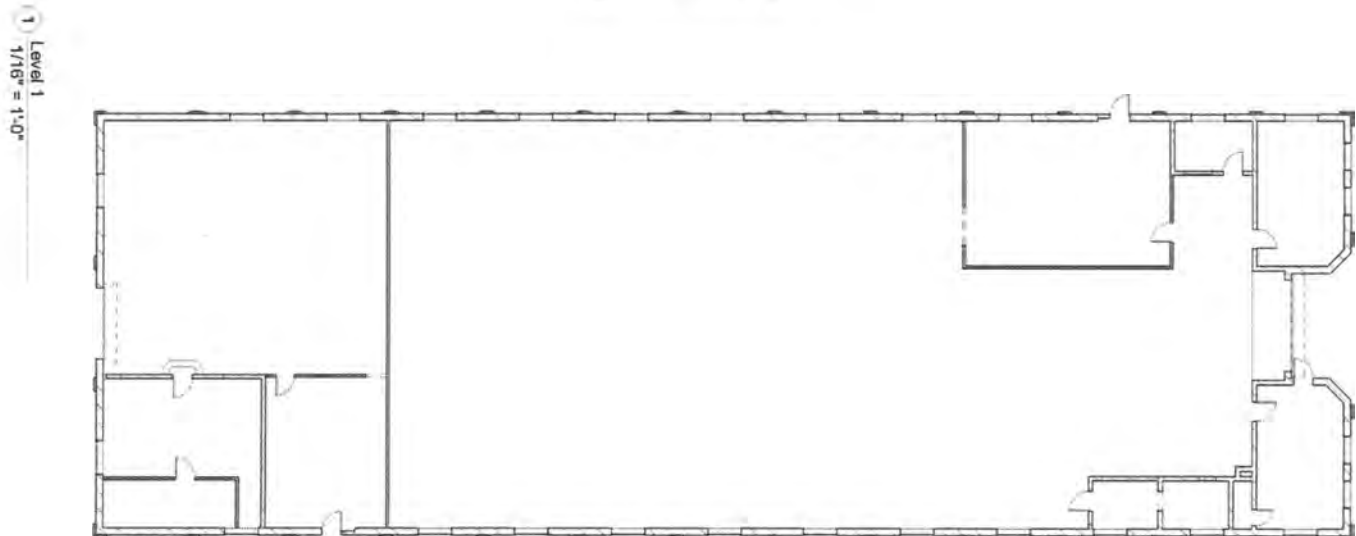


Figure 5. Building 4.

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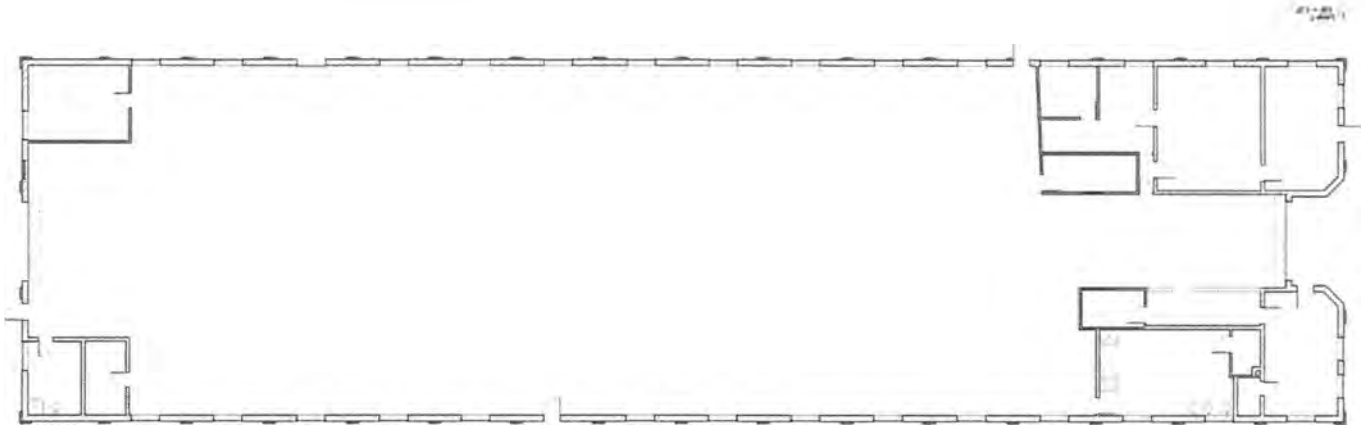


Figure 6. Building 5.

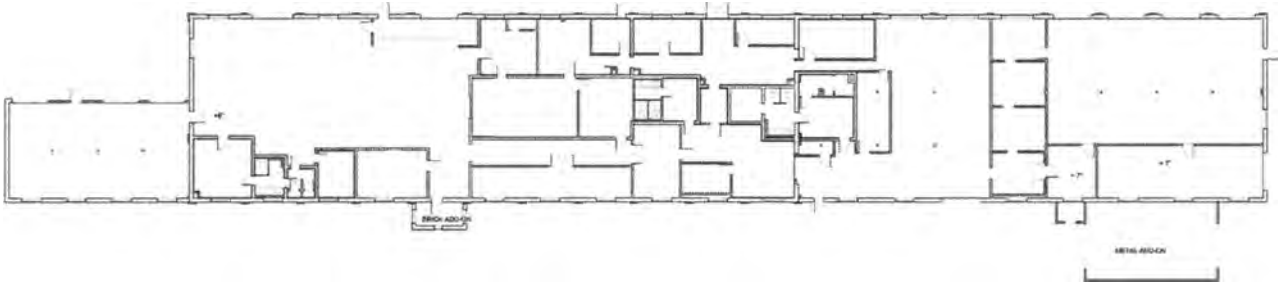


Figure 7. Building 6.

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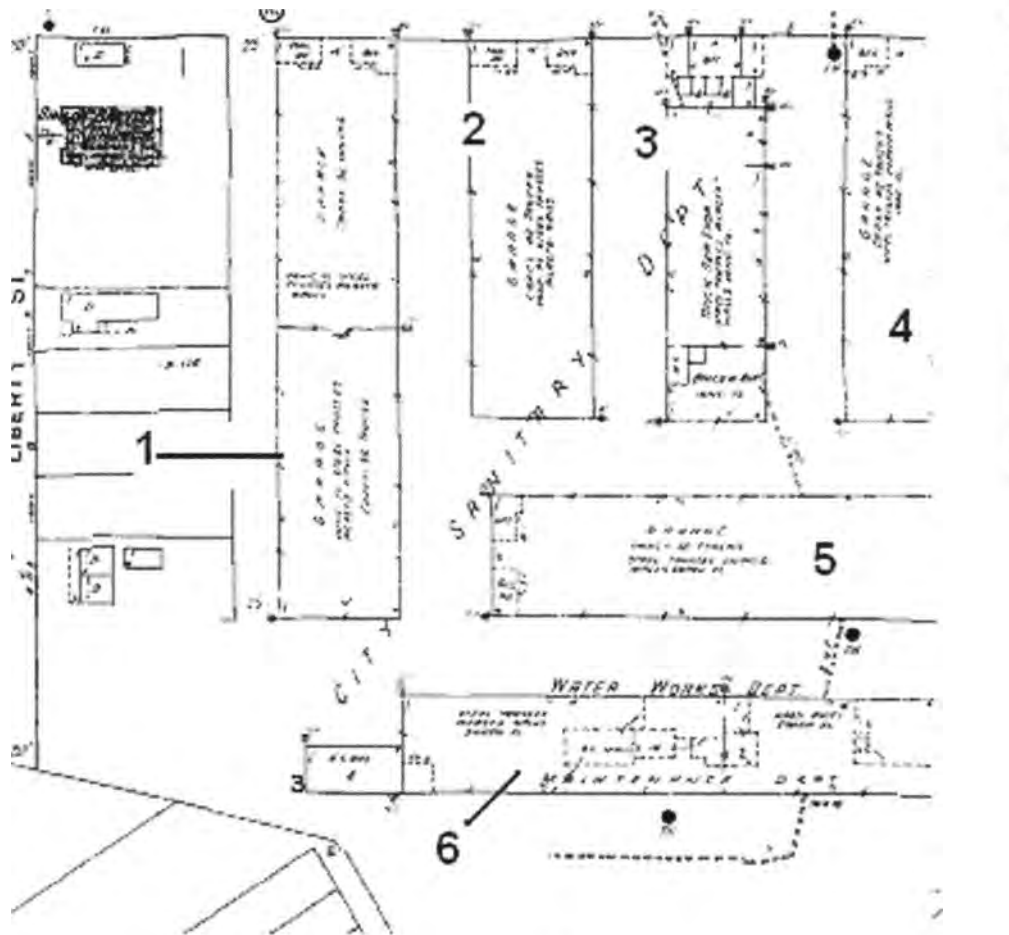


Figure 8. Nashville 1914-Oct. 1951 vol. 2, 1914-Apr. 1951, Sheet 174
From www.sanborn.umi.com/ accessed June 2010

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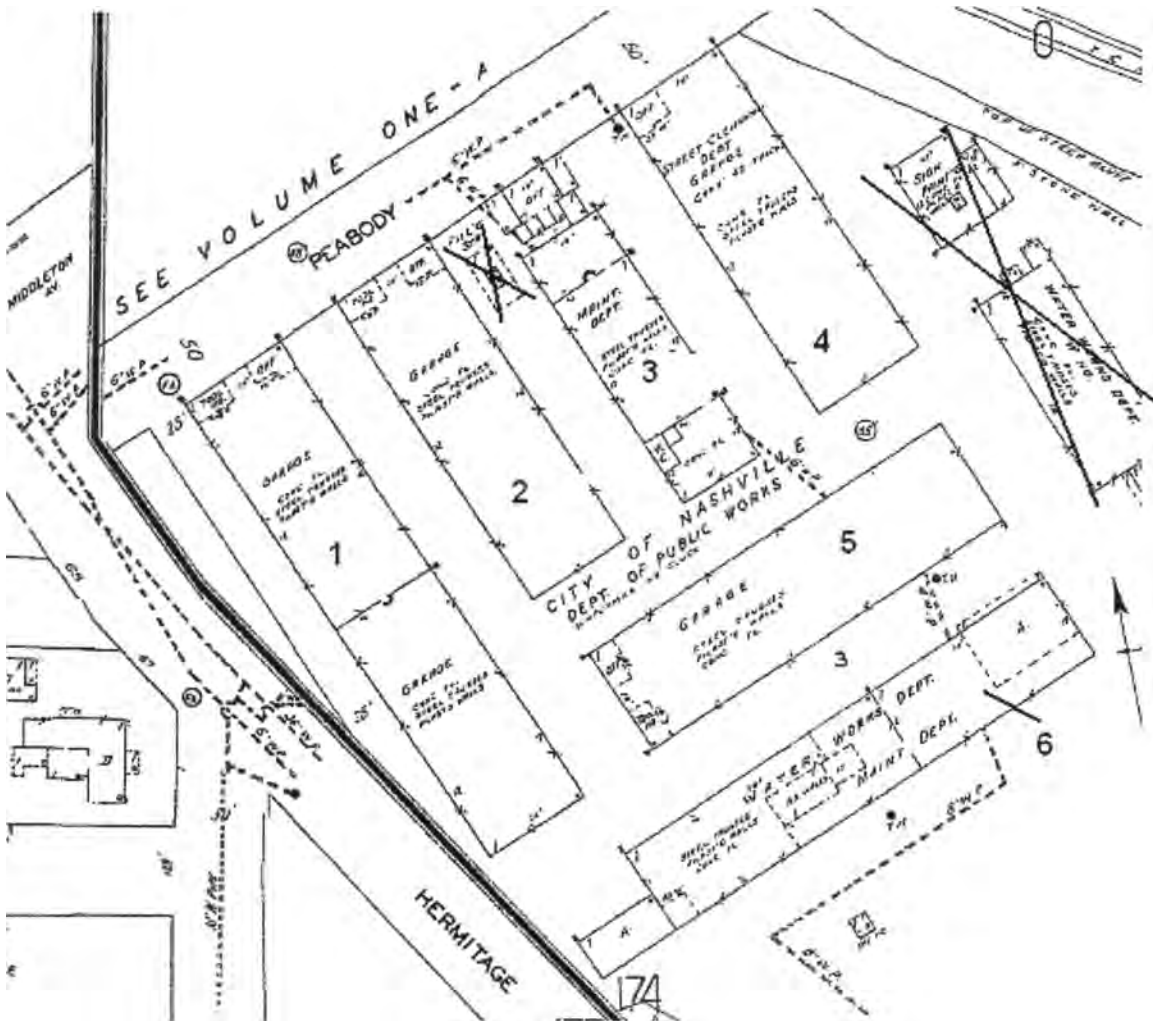


Figure 9. Nashville 1914-1957 vol. 2, 1914, sheet 176 from www.sanborn.umi.com/ accessed June 2010

Name of Property

County and State

8. Statement of Significance**Applicable National Register Criteria**

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations N/A

(Mark "x" in all boxes that apply.)

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or grave
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property
- G** less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References**Bibliography**

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- Previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Areas of Significance

(Enter categories from instructions)

ARCHITECTURE

GOVERNMENT

Period of Significance

Circa 1940-1960

Significant Dates

Circa 1940- construction of buildings

Significant Person

(complete if Criterion B is marked)

NA

Cultural Affiliation

NA

Architect/Builder

Works Project Administration

Primary location of additional data:

- State Historic Preservation Office
- Other State Agency
- Federal Agency
- Local Government
- University
- Other

Name of repository:

TN State Library & Archives; Nashville Metropolitan Government Archives

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Municipal Public Works Garage Industrial District,
Davidson County, Tennessee

8. STATEMENT OF SIGNIFICANCE

The Municipal Public Works Garage Industrial District was constructed c.1940 to house various municipal public works departments. It was a New Deal project funded by the Public Works Administration (PWA). Following the dissolution of the PWA in 1939, the Works Progress (or Projects) Administration (WPA) provided labor for the project. Located in an area known as Rolling Mill Hill on the west bank of the Cumberland River in Nashville, Davidson County, Tennessee, the district occupies a prominent location and is visible from the east bank of the river as well as from Interstate-24. This district is being nominated to the National Register of Historic Places under Criterion A for its local significance in government and under Criterion C for architecture. The period of significance ranges from c. 1940 with the construction of the garages to 1960.

As a major New Deal project in Nashville, the district reflects the investment in local government and city infrastructure made by New Deal public works building projects of the Depression era. Since their construction, the garages have been owned by the city of Nashville and have served as office space and automobile service centers for various municipal public works departments, including the City Sanitation Department and City Water Department. The district's construction also reflected the political realities of Nashville on the eve of World War II. The political machine of Nashville Mayor Hilary Howse had ended with his death in 1938. Howse's successor, Thomas L. Cummings, was a reform-minded mayor who clashed with existing political leaders in Davidson County. The new municipal complex at Rolling Mill Hill soon became the power base for the city's public works commissioner, Luther Luton, who was opposed to Cummings' reforms and whose control of the city's streets, sewage systems, and sanitation remained independent of the Nashville mayor. One of the important functions of the complex was that it helped to modernize public infrastructure by including maintenance of city vehicles and roadways, linking the resources to the changes in transportation. It represented the shift from the interurban and streetcar era to the age of the automobile, that so impacted Nashville and all American cities from 1940 to 1960.

Under criterion C for architecture, the Municipal Public Works Garage Industrial District is an intact example of a New Deal public works design for utilitarian buildings in Nashville. The decorative brick detailing and parapet roofs of the individual buildings were common trends in New Deal industrial architecture. The multiple-light metal windows, large open interior spaces, and interior trusses are features that define the architectural character of the buildings. The complex is the largest and most cohesive historically intact public works complex in the city. Its utilitarian layout and form led to greater efficiency within the city's public work departments when they were constructed in the early 1940s. Their construction and functionality allowed for modernization within Nashville's street, water, transportation, and infrastructure-related departments.

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HISTORICAL NARRATIVE

During the 1930s, under the direction of President Franklin D. Roosevelt's administration, federal agencies were established to provide employment opportunities during the Great Depression as part of Roosevelt's New Deal plan. Agencies such as the Civilian Conservation Corps (CCC), Tennessee Valley Authority (TVA), PWA, and WPA were created to carry out Roosevelt's plan by contributing funds, providing employment, and executing projects. Such public works projects helped modernize America's cities and towns, and the lasting effects of such projects are still seen throughout the nation. In Tennessee, significant strides were made both physically and economically through the New Deal plan. It left a legacy of new schools, housing projects, parks, museums, federal and state government buildings, as well as community buildings and other forms of modern infrastructure, many of which are still in use by communities across the state today.

The nominated district represents part of the major effort in Nashville to improve public infrastructure with New Deal support. To most Tennesseans, "the most fundamental change came from the huge arena of public improvements—dams, roads, sidewalks, waterworks, electrical systems, soil conservation, even privies built across Tennessee from 1933 to 1942"—over 70% of New Deal money in the state went to these types of programs.¹ The WPA operated two types of projects or programs – construction and service. Due to the large numbers of unemployed in the state, the construction program, which could provide jobs for the unemployed, was the most important aspect of the WPA for Nashville and the state. A major focus of the state's WPA program was road building, especially farm-to-market roads. Approximately 61% of Tennessee's WPA appropriations were for road construction.² Schools and other civic buildings, air fields, and recreation projects were other types of undertakings by the WPA. The complex at Rolling Mill Hill is a civic building with road related uses, thus making it a prime example of the type of project the WPA would fund. Other local examples of WPA projects include working on Fort Negley (NR 4/21/75) and the Hermitage (NR 10/15/66, NHL 12/19/60), airport construction, and building several Nashville schools.

In July 1938, Nashville began a \$1.5 million road and sidewalk program with WPA funds. Nashville Mayor Thomas L. Cummings and WPA administrator Harry S. Berry announced that the city would pay around \$400,000 and the rest of the funding would come from the WPA. In addition to building or improving local roads, the program would provide work. An editorial in *The Nashville Tennessean* said

¹ Carroll Van West, *Tennessee's New Deal Landscape* (Knoxville: University of Tennessee Press, 2001): 212, 219.

² James A. Burran, "The WPA in Nashville, 1935-1943," *Tennessee Historical Quarterly* (Fall 1975): 295. John Dean Minton, *The New Deal in Tennessee 1932-1938* (New York: Garland Publishing, Inc., 1979): 73.

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We take this to be a hopeful sign that Nashville thus enters actively in cooperation with the national program of public construction whereby it stands to advance its material and social welfare. The public will commend Mayor Cummings upon his initiative and foresight and, in view of the present earnest, will expect the same enlightened course to be pursued in securing to the city other great improvements which, with generous federal assistance are now feasible.³

The Rolling Mill Hill project's genesis came in the summer of 1938. The *Nashville Banner* published two articles referencing the garages on August 8, 1938. The first article entitled "Job Situation In City Shows Improvement" says "Fifty-six new projects have been approved by the PWA under the 1938 program recently passed by Congress."⁴ The article continues, "In Nashville a proposed \$2,500,000 PWA school improvement project and a \$400,000 municipal garage project will boost the city's total of federal grants and monies used for public improvement."⁵ This article reveals the funding put forth by the federal agency, while a second article entitled "City, County Relief Must Care for 2,500" discusses the 2,500 men and women of Davidson County who were unemployed yet not on WPA labor rolls that year. Hopeful about the coming year, the article says, "An optimistic note was struck today when Mayor Thomas L. Cummings assured state WPA Administrator Harry S. Berry that city-sponsored WPA projects are being rapidly made ready."⁶ The article adds that, "The construction of a municipal garage by the city with WPA labor will employ 200 men."⁷ Later that year, on December 27, 1938, *The Nashville Tennessean*, published an article entitled "Street, Sewer Program Here To Begin Soon" that also makes reference to the garages. It says, "Nashville and Davidson County would have four large WPA programs going on at the same time. These are the city park programs, the county farm to market road program, the city garage program, and the street and sewer project."⁸ This article also discusses the city's plan to finance its share of the costs by selling thousands of dollars worth of bonds to private purchasers.

Although the garage complex was originally slated for construction in 1938, it was several years before the project was complete. In an article published in the *Tennessee Historical Quarterly* in the fall of 1975, historian James A. Burran offers answers about why the various projects slated for construction in 1938 were not completed as originally intended—wartime distractions, the fact that the PWA formally ended in 1939, and politics.⁹ First, two New Deal agencies were originally

³ "Spry Foot Forward" *The Nashville Tennessean*, July 23, 1938.

⁴ "Job Situation In City Shows Improvement," *Nashville Banner*, August 8, 1938.

⁵ *Ibid.*

⁶ "City, County Relief Must Care for 2,500," *Nashville Banner*, August 8, 1938.

⁷ *Ibid.*

⁸ "Street, Sewer Program Here to Begin Soon," *The Nashville Tennessean*, December 27, 1938.

⁹ Burran, 300, 304.

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involved in the design and building of the project, the PWA (1933-1939) and the WPA (1935-1942). The PWA and the city of Nashville were responsible for funding and administration of the project while the WPA was intended to provide the labor for the project. In 1939, within a year of the project's approval, the PWA disbanded and, during the same year, the Works Progress Administration became the Works Projects Administration (still called the WPA). The WPA was suddenly responsible for administering and completing the PWA's unfinished projects, delaying the completion dates on many of the projects. In addition to these administrative changes on the federal level, the possibility of war, and resulting employment of more people in war-related industries, was ever-present and the federal government was distracted with these wartime concerns.

An important change in administering federally funded programs came in 1939 with the Hatch Act. This was passed in a nation-wide attempt to stop political machinations. Harry S. Berry came under scrutiny in Tennessee. Prior to being the WPA administrator for the state, he was chair of a state advisory board for public works and a state highway commissioner. Berry and Tennessee's WPA program were found to have used public funds for projects on private land and even to have built a monument to Berry in a public park. No actions were taken against Berry and he resigned in 1941 in order to command a National Guard unit.¹⁰

In addition to these changes and distractions at the state and federal level, local political changes in Nashville played a large role in the administration of the project as well as the control of the site following its completion. After the death of city boss Hilary Howse in 1938, Nashville politics became increasingly divided between a county-centered power base and the more progressive urban power center created and nurtured by city mayor Thomas L. Cummings. Howse had maintained a good working relationship with county politicians during his terms in office in the 1920s and 1930s. With his death and the election of Cummings, the local politicians began pushing for more control and representation. By 1940, 65% of the county's population resided in Nashville, but the city only had 41% representation on the County Court. This power struggle also played out in the legislative delegation to the 1941 General Assembly. The election resulted in an anti-Cummings majority from Davidson County that brought about a number of state charter revisions. These ultimately did away with Nashville's civil service commission and created one outside of the mayor's control. Historian Robert Spinney explains that the new charter pushed through the Tennessee General Assembly in 1941 "insured that the public works commissioner, who controlled (among other things) street maintenance, sewerage, and sanitation, remained independent of the mayor."¹¹ Luther Luton, of the county faction, served as public works commissioner, and generally ran his own part of city government. The new complex on Rolling

¹⁰ Burran, 301-306.

¹¹ Robert Spinney, "Municipal Government in Nashville, Tennessee, 1938-1951," *Journal of Southern History* 61(February 1995): 95.

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Mill Hill was finished in 1942/1943 and its physical isolation from the rest of local government at the courthouse reflected the divided nature of Nashville politics and government at that time. These struggles for power would eventually lead to the consolidation of the county and city governments, and in fact, such consolidation had been proposed as early 1915.¹²

Frustrated city officials, local businessmen, and professionals, Spinney notes, next turned to outside experts in their reform efforts. In 1942, they hired the Public Administration Service of the University of Chicago "to conduct an efficiency survey of Nashville's government and then advise the city on necessary reforms."¹³ The report, entitled *Organization and Administration of the Government of the City of Nashville, Tennessee*, documents the activities and programs administrated from the Rolling Mill Hill district. The report discusses how the city's public works are organized and explains that when the study began, public works included the departments of Engineering, Streets, Sewers, and Sidewalks; Street Cleaning; Street Sprinkling and Sanitation; the Municipal Garage; Light Department; and others. All but the Light Department show up in city directories throughout the 1940s at the Rolling Mill Hill garage location.

As the report continues, it addresses each department specifically. Both the departments of Meter Repairs and the Repairs and Maintenance Divisions are said to be "located in the same building on Rolling Mill Hill."¹⁴ These departments are responsible for "removing, testing, repairing, and replacing all meters in the system" as well as responsible for "leak surveys, fire hydrant inspection and repair, valve inspection and repair, repair of mains, service connections, and meter pits."¹⁵ According to the 1951 Sanborn map, the Water Works Department was located in Building 6. An updated Sanborn map in 1957 shows a second Water Works Department building running parallel to Building 4 along the river. This second building was recently demolished due to deterioration.

Under the Equipment and Stores Division, the Municipal Garage and the Street Sprinkling and Sanitation Division are listed as also being located on Rolling Mill Hill, adjacent to the street department buildings. The report says, "The Municipal Garage maintains the equipment of the Waterworks and Police Departments and other miscellaneous cars of the city. The shop in the Street Sprinkling and Sanitation Division, Building 4 according to the 1957 Sanborn, maintains the trucks, rollers, scrapers, and other equipment of all divisions of the Public Works Department."¹⁶ The report also references the size of these two departments; "Each has a staff of mechanics supervised by a garage foreman or superintendant and each has quarters large enough to handle

¹² Don H. Doyle, *Nashville Since the 1920s* (Knoxville: University of Tennessee Press, 1985): 191.

¹³ *Ibid.*

¹⁴ Public Administration Service, University of Chicago, "Section VII: Public Works," *Organization and Administration of the Government of the City of Nashville, Tennessee*, report prepared for The Citizens' Committee on Audit, 1943 (accessed at Metropolitan Government Archives, a division of the Nashville Public Library, March 2010).

¹⁵ *Ibid.*

¹⁶ *Ibid.*

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all the automotive equipment repair work of the city.”¹⁷ The report also states, “The cars and trucks of all departments except the Fire Department and the street divisions are maintained at the Garage, and all the gasoline used in city equipment is issued here. Pumps are operated in the evenings and on Sundays for servicing police cars.”¹⁸ The gas pumps were originally located beneath the awnings of Building 3, but were moved to a freestanding shelter by 1953, according to historic photographs. Therefore, the Municipal Garage was largely responsible for how well city departments performed their duties.

The ruling county political faction implemented many of the report’s recommendations, but it also made it clear that the public works commissioner’s power base at the Rolling Mill Hill complex was not to be threatened. Instead, the county group pushed through yet another city charter revision in 1943 that lessened Mayor Cumming’s authority and power even more, distributing a good bit to “two department heads, one of whom was Luther Luton, the public works and fire commissioner, and a loyal county machine supporter. Cummings, Luton, and John W. Bauman, the public health and water commissioner, now constituted a Board of Administration that, for all practical purposes, functioned as the city’s three-headed executive.”¹⁹

Nashville City Directories reveal more information about the city public works departments that were housed in the garages. Since the property was owned by the city for years prior to the construction of the municipal garages, various public works departments were already located at this site before the construction of the c.1940 garages. In 1916 the property is listed as “City Stables.” From 1920 on, departments such as the City Sanitation Department, City Dog Pound, and City Street Cleaning Department are listed at this location. In the 1941 city directory the Municipal Garage is listed on 1st Avenue North. It does not appear at the Peabody Street location until 1943. By 1943, along with the previously mentioned departments, the City Water Department and Municipal Garage are listed, and by 1946 and 1947, the City Sewers and Sidewalks Department as well as the City Automotive Division are listed at this location as well.²⁰ The garages appear at this location on Sanborn maps for the first time in 1951 and are labeled “City Sanitary Department.” Building 1 is used for two garages, one that could hold thirty-six trucks and one for thirty trucks. The smaller capacity garage also has a tool room and office. Building 2, which could hold forty-two trucks, also contained a tool room and office while Building 3 contained the truck repair shop, paint shop, office, boiler room, and restroom. Buildings 4 and 5 are the same as Building 2 although building 5 could hold as many as fifty-six trucks. Building 6 was the maintenance division for the Water Works Department. All of the buildings are noted as having steel trusses; Buildings 1-4 had concrete floors and 5-6 had earthen floors. By 1957, Buildings 5

¹⁷ Ibid.

¹⁸ Ibid.

¹⁹ Spinney, 95.

²⁰ Nashville City Directories accessed at the Tennessee State Library and Archives, March 2010.

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and 6 had concrete floors and there was a small filling station between Buildings 2 and 3 that is no longer extant.

The garages housed city departments throughout the twentieth century. They also became buildings for the police department and SWAT team. Most recently, they served the Metro Motor Pool Department. A 2003 assessment of the property listed Building 1 as the GSA Radio Shop, Building 2 as the Motor Pool Quick Service, Building 3 as the Central Printing Shop, Building 4 as the MEMA Garage and Motor Pool Storage, Building 5 as the Motor Pool Main Garage, and Building 6 as the Motor Pool Parts and Offices. As seen in an aerial photograph from c 1970, a large bus complex had been constructed on the northwest side of Peabody Street. By 2004, this bus complex had been incorporated into the existing complex as the Police and Fire Vehicle Storage, Car Wash, and Police Domestic Violence and School Security. (See figure 13.)

Throughout their history until c. 2005, the buildings in this complex served the city of Nashville as office and maintenance shops for the city public works department. Their construction in the early 1940s coincided with a reorganization of the public works operations of the city. The complex was instrumental in administering the services of the city and stands to represent the importance the city placed on these needs.

ARCHITECTURE

The Municipal Public Works Garage Industrial District is an example of early twentieth century industrial architecture. Its form is typical of its function aside from office space in most of the buildings. The interior of each garage is mostly open space, similar to a warehouse, accessed primarily through multiple drive-in openings. Windows stretch the length of all four sides of these buildings, providing natural light to the interior of each structure.

These buildings reflect common trends in New Deal architecture. Often times New Deal agencies would employ local architects to design projects within their own region. As a result, New Deal structures frequently reflect the architectural styles of other buildings in a given area. Although these buildings were constructed to serve a primarily utilitarian purpose, they are architecturally similar to commercial storefronts and commercial garages of the early to mid-twentieth century. The facade seen on each building took on the form and styling of typical early to mid-twentieth century commercial buildings with a stepped parapet wall and decorative details such as stepped corbelling and tile coping along the roofline. Although some windows have been boarded and some doors have been replaced over the years, the commercial character of the exterior remains intact.

The interior spaces found in these six buildings reflect the district's more utilitarian use. The interiors are mostly defined by large open garage or work spaces that reflect their industrial use.

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Garage doors on the main façades reinforce the industrial appearance of the buildings. The office spaces were small and only one of the buildings, Building 3, had a separate office that was distinctive on the exterior. Although alterations have been made as removable walls were added to accommodate the changing needs of various city departments that inhabited the structures over the years, most of the original fabric remains in place and the buildings' original uses are evident.

The complex is similar in style with other industrial buildings in the area. Many of Nashville's warehouses and industrial spaces were historically located on the south side of downtown. These included a number of manufacturing plants and maintenance shops. For example, the Nashville City Schools Maintenance Department was located at Lea and 2nd Avenue within two blocks of the garages. Triangle Refineries was located just southeast of the property along the railroad and river, and the Stevens Manufacturing Company and National Stove Company were also located southeast of the property along the river. During the first half of the twentieth century, a number of auto-related businesses and maintenance shops opened within the blocks east of the nominated property. Most of these businesses were housed in brick industrial garages much like the nominated complex; however, the public works complex is particularly distinctive architecturally and forms a cohesive district. The site itself had a long history of public works. The cohesive design for the nominated complex reflects the importance of these departments to the city. They were built as a permanent and architecturally distinctive complex that would serve the city of Nashville throughout the twentieth century.

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9. MAJOR BIBLIOGRAPHICAL REFERENCES

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Municipal Public Works Garage Industrial District
Name of Property

Davidson County, Tennessee
County and State

10. Geographical Data

Acreage of Property Approx. 6 acres Nashville West 308 NE

UTM References

(place additional UTM references on a continuation sheet.)

1 16 520828 4001437
Zone Easting Northing

2 _____

3 _____
Zone Easting Northing

4 _____

See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Elizabeth Moore (Projects Coordinator), Katie Randall (Graduate Assistant)
organization MTSU Center for Historic Preservation date May 2010
street & number MTSU Box 80 telephone 615/898-2947
city or town Murfreesboro state TN zip code 37132

Additional Documentation

submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 Or 15 minute series) indicating the property's location

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items

(Check with the SHPO) or FPO for any additional items

Property Owner

(Complete this item at the request of SHPO or FPO.)

name Metropolitan Development and Housing Agency, c/o Phil Ryan, Executive Director
street & number PO Box 846 telephone 615/252-8400
city or town Nashville state TN zip code 37202

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listing. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*)

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P. O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20303.

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10. GEOGRAPHICAL DATA

Verbal Boundary Description

The nominated property consists of approximately six acres, about half of the 11.97 acre Parcel # 09311010500, as indicated on the attached Map.

The nominated property is bounded on the north by Peabody Street, on the east by historic stone walls, on the south by new construction, and on the west by historic stone walls and a parking lot.

Verbal Boundary Justification

The nominated property encompasses historic acreage associated with the property and contains all extant resources associated with the municipal public works complex.

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Figure 10. Property map.

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Municipal Public Works Garage Industrial District,
Davidson County, Tennessee

PHOTOGRAPHS

Photographs by: Elizabeth Moore, Projects Coordinator
MTSU Center for Historic Preservation

Date: February 2010

Digital Files: Tennessee Historical Commission
Nashville, Tennessee

Municipal Public Works Garage Industrial District
Davidson County, Tennessee

- 1 of 37 Site, facades of buildings 1-4, photographer facing east
- 2 of 37 Site, rear elevations of buildings 2-4, side elevations of building 1 and 5, photographer facing west
- 3 of 37 Building 1, northwest façade, photographer facing south
- 4 of 37 Building 1, southwest elevation, photographer facing southeast
- 5 of 37 Building 1, northwest façade and northeast elevation, photographer facing south
- 6 of 37 Building 1, interior, photographer facing southeast
- 7 of 37 Building 2, northwest façade, photographer facing southeast
- 8 of 37 Building 2, southwest elevation, photographer facing east
- 9 of 37 Building 2, rear southeast elevation, photographer facing north
- 10 of 37 Building 2, interior, photographer facing northwest
- 11 of 37 Building 2, interior, photographer facing southeast
- 12 of 37 Building 3, northwest façade and northeast elevation of office section, photographer facing south
- 13 of 37 Building 3, northwest façade and southwest elevation, photographer facing east

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Municipal Public Works Garage Industrial District,
Davidson County, Tennessee

- 14 of 37 Building 3, northeast elevation, photographer facing west
- 15 of 37 Building 3, rear southeast elevation, photographer facing north
- 16 of 37 Building 3, interior of office section, photographer facing west
- 17 of 37 Building 3, interior of shop, photographer facing west
- 18 of 37 Building 3, interior of boiler room, photographer facing south
- 19 of 37 Building 4, northwest façade, photographer facing southeast
- 20 of 37 Building 4, southwest elevation, photographer facing north
- 21 of 37 Building 4, northeast elevation, photographer facing west
- 22 of 37 Building 4, rear southeast elevation, photographer facing west
- 23 of 37 Building 4, interior, photographer facing northwest
- 24 of 37 Building 5, southwest façade, photographer facing east
- 25 of 37 Building 5, northwest elevation, photographer facing east
- 26 of 37 Building 5, southeast elevation, photographer facing west
- 27 of 37 Building 5, rear northeast elevation, photographer facing south
- 28 of 37 Building 5, interior, photographer facing northeast
- 29 of 37 Building 6, northwest elevation, photographer facing east
- 30 of 37 Building 6, southeast elevation, photographer facing west
- 31 of 37 Building 6, northwest and northeast elevations, photographer facing south
- 32 of 37 Building 6, southwest car wash, photographer facing northeast
- 33 of 37 Building 6, northwest elevation of southwest garage, photographer facing southeast
- 34 of 37 Building 6, interior, photographer facing northeast

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35 of 37 Building 6, interior, garage door detail, photographer facing northeast

36 of 37 Building 6, interior, wood supports detail, photographer facing southwest

37 of 37 Stone Wall, photographer facing northwest

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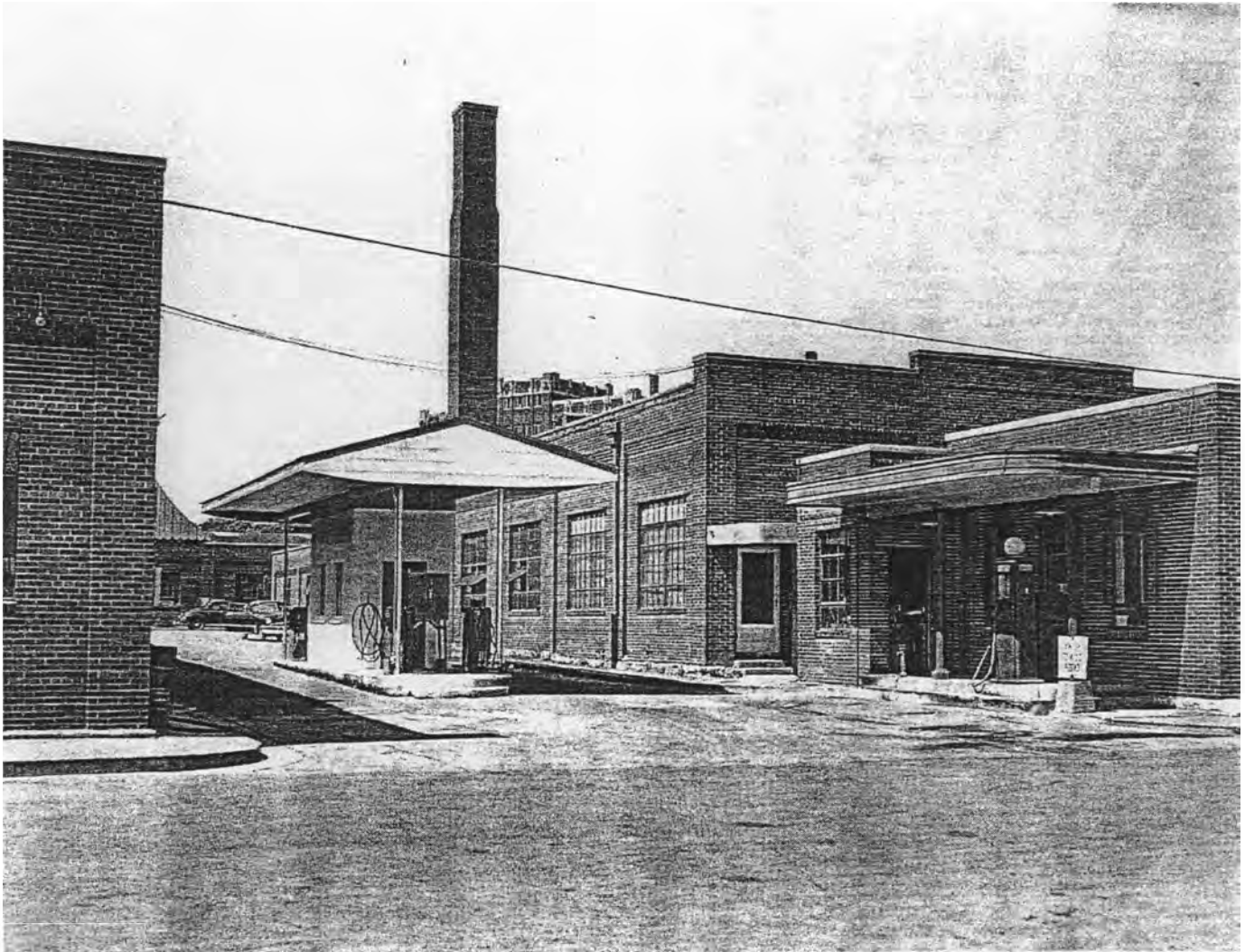


Figure 11. New gas pumps in 1953 (note: image is reversed)

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Figure 12. Circa 1956 aerial.

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Figure 13. Circa 1970 aerial.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Municipal Public Works Garage Industrial District

MULTIPLE NAME:

STATE & COUNTY: TENNESSEE, Davidson

DATE RECEIVED: 10/14/10 DATE OF PENDING LIST:
DATE OF 16TH DAY: DATE OF 45TH DAY: 11/28/10
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 10000949

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT 11-29-10 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in
The National Register
of
Historic Places

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.

































































CAR WASH
HOURS
9-00 AM
10-00 PM







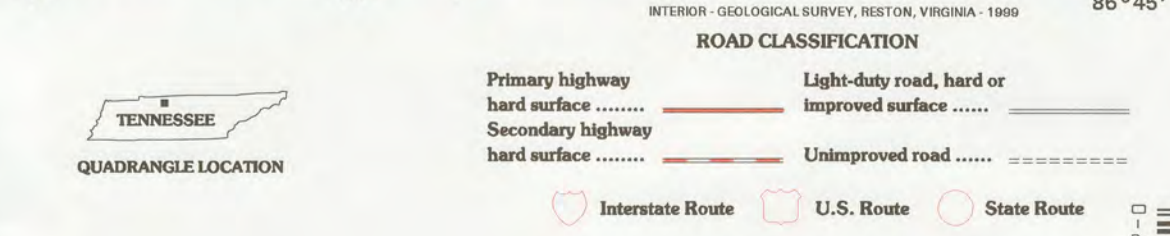
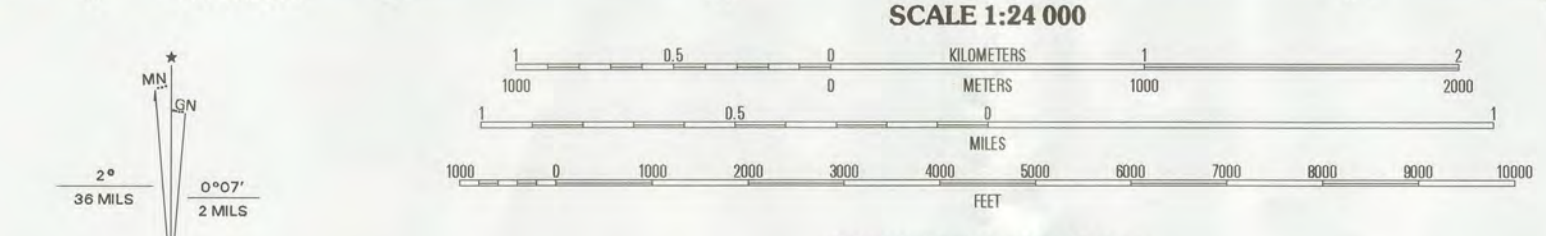






Municipal Public Works
Garage Industrial District
Davidson County TN
161520828/4001437

Produced by the United States Geological Survey
Topography compiled 1951. Planimetry derived from imagery taken 1997 and other sources. Survey control current as of 1968
North American Datum of 1983 (NAD 83). Projection and 1000-meter grid: Universal Transverse Mercator, zone 16 10 000-foot ticks: Tennessee Coordinate System of 1983
North American Datum of 1927 (NAD 27) is shown by dashed corner ticks. The values of the shift between NAD 83 and NAD 27 for 7.5-minute intersections are obtainable from National Geodetic Survey NADCON software
There may be private inholdings within the boundaries of the National or State reservations shown on this map
Landmark buildings verified 1968
Entire area lies within the Nashville-Davidson County Metropolitan Government



CONTOUR INTERVAL 10 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929
TO CONVERT FROM FEET TO METERS, MULTIPLY BY 0.3048

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY, P.O. BOX 25286, DENVER, COLORADO 80225
AND TENNESSEE DEPARTMENT OF CONSERVATION, DIVISION OF GEOLOGY,
NASHVILLE, TENNESSEE 37243
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

ADJOINING 7.5' QUADRANGLE NAMES

1	2	3	1 Forest Grove
			2 Whites Creek
			3 Goodlettsville
4	5	6	4 Scottsboro
			5 Nashville East
			6 Bellevue
			7 Oak Hill
6	7	8	8 Antioch

NASHVILLE WEST, TN
1997
NIMA 3656 III NE-SERIES V841



CERTIFIED LOCAL GOVERNMENT NATIONAL REGISTER REVIEW

CLG: Nashville
PROPERTY: Municipal Public Works Garage Industrial District
ADDRESS: 33 Peabody Street

HISTORIC PRESERVATION COMMISSION EVALUATION

NAME OF COMMISSION: *Metropolitan Historical Commission*

DATE OF MEETING: *Sept 20, 2010*

HOW WAS THE PUBLIC NOTIFIED OF THE MEETING?

- ELIGIBLE FOR THE NATIONAL REGISTER
 NOT ELIGIBLE FOR THE NATIONAL REGISTER

REASONS FOR ELIGIBILITY OR NON-ELIGIBILITY:

SIGNATURE: *C. W. [unclear]* DATE: *09/20/10*
TITLE: *Chairperson, Metropolitan Historical Commission*

THC STAFF EVALUATION

- ELIGIBLE FOR THE NATIONAL REGISTER
 NOT ELIGIBLE FOR THE NATIONAL REGISTER

REASONS FOR ELIGIBILITY OR NON-ELIGIBILITY:

The buildings on the nominated property were constructed c.1940 to house various municipal public works departments. It was a New Deal project funded by the Public Works Administration (PWA). Following the dissolution of the PWA in 1939, the Works Progress (or Projects) Administration (WPA) provided labor for the project. Located in an area known as Rolling Mill Hill on the west bank of the Cumberland River in Nashville, Davidson County, Tennessee, the district occupies a prominent location and is visible from the east bank of the river as well as from Interstate-24 as part of the overall cityscape. It is locally significant in the areas of government and architecture. The district reflects a major investment in local government and city infrastructure made by New Deal public works building projects. It is an intact example of a New Deal public works design for utilitarian buildings in Nashville. The brick detailing and parapet roofs of the individual buildings were common trends in New Deal industrial architecture. The multiple-light metal windows, large open interior spaces, and interior trusses are features that define the architectural character of the buildings.

SIGNATURE: *Claudette Stager* DATE: *8/2/10*
TITLE: Historic Preservation Specialist

PLEASE COMPLETE THIS FORM AND RETURN BEFORE: September 29, 2010

RETURN FORM TO:

**CLAUDETTE STAGER
TENNESSEE HISTORICAL COMMISSION
2941 LEBANON ROAD
NASHVILLE, TENNESSEE 37214**

CERTIFIED LOCAL GOVERNMENT NATIONAL REGISTER REVIEW

CLG: Nashville
PROPERTY: Stone Hill Municipal Public Works Garage Industrial Dist.
ADDRESS: 1014 Stones River Road, Nashville (Hermitage) 33 Peabody

CHIEF ELECTED OFFICIAL EVALUATION

NAME OF OFFICIAL:
TITLE:
 ELIGIBLE FOR THE NATIONAL REGISTER
 NOT ELIGIBLE FOR THE NATIONAL REGISTER

REASONS FOR ELIGIBILITY OR NON-ELIGIBILITY:

SIGNATURE: *K. I. F. O.*
TITLE:

DATE:

THC STAFF EVALUATION

ELIGIBLE FOR THE NATIONAL REGISTER
 NOT ELIGIBLE FOR THE NATIONAL REGISTER

REASONS FOR ELIGIBILITY OR NON-ELIGIBILITY:

The buildings on the nominated property were constructed c.1940 to house various municipal public works departments. It was a New Deal project funded by the Public Works Administration (PWA). Following the dissolution of the PWA in 1939, the Works Progress (or Projects) Administration (WPA) provided labor for the project. Located in an area known as Rolling Mill Hill on the west bank of the Cumberland River in Nashville, Davidson County, Tennessee, the district occupies a prominent location and is visible from the east bank of the river as well as from Interstate-24 as part of the overall cityscape. It is locally significant in the areas of government and architecture. The district reflects a major investment in local government and city infrastructure made by New Deal public works building projects. It is an intact example of a New Deal public works design for utilitarian buildings in Nashville. The brick detailing and parapet roofs of the individual buildings were common trends in New Deal industrial architecture. The multiple-light metal windows, large open interior spaces, and interior trusses are features that define the architectural character of the buildings.

SIGNATURE: *Claudette Stager*
TITLE: Historic Preservation Specialist

DATE: *8/2/10*

PLEASE COMPLETE THIS FORM AND RETURN BEFORE: September 29, 2010

RETURN FORM TO:
**CLAUDETTE STAGER
TENNESSEE HISTORICAL COMMISSION
2941 LEBANON ROAD
NASHVILLE, TENNESSEE 37214**



TENNESSEE HISTORICAL COMMISSION
DEPARTMENT OF ENVIRONMENT AND CONSERVATION
2941 LEBANON ROAD
NASHVILLE, TN 37243-0442
(615) 532-1550

October 11, 2010

Carol Shull
Keeper of the National Register
National Park Service
National Register Branch
1201 Eye Street NW
8th floor
Washington, DC 20005

Dear Ms. Shull:

Enclosed please find the documentation to nominate the *Municipal Public Works Garage Industrial District* to the National Register of Historic Places.

If you have any questions or if more information is needed, contact Claudette Stager at 615/532-1550, extension 105 or Claudette.stager@tn.gov.

Sincerely,

E. Patrick McIntyre, Jr.
State Historic Preservation Officer

EPM:cs

Enclosures