

56-2213



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 National Register Bulletin *How to Complete the National Register of Historic Places Registration Form*. If any 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.

## 1. Name of Property

Historic name Sterick North Garage and Hotel

Other names/site number N/A

Name of related multiple property listing N/A

## 2. Location

Street & Number: 22 North BB King Boulevard (formerly North Third Street)

City or town: Memphis State: Tennessee County: Shelby

Not For Publication:  N/A Vicinity:  N/A Zip: 38103

## 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 forth 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 at the following level(s) of significance:

national  statewide  local

Applicable National Register Criteria:  A  B  C  D

*Clayton...* 2/9/18  
Signature of certifying official/Title: Date  
Deputy State Historic Preservation Officer, Tennessee Historical Commission  
State or Federal agency/bureau or Tribal Government

In my opinion, the property  meets  does not meet the National Register criteria.  
  
Signature of Commenting Official: Date  
  
Title: State of Federal agency/bureau or Tribal Government

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**4. National Park Service Certification**

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register

other (explain): \_\_\_\_\_

*[Handwritten Signature]*  
 Signature of the Keeper  
 For

3-26-2018

Date of Action

**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 the count)

Contributing	Noncontributing	
1	0	buildings
0	0	sites
0	0	structures
0	0	objects
1	0	Total

Number of contributing resources previously listed in the National Register 0

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**6. Function or Use**

**Historic Functions**

(Enter categories from instructions)

DOMESTIC/ hotel

COMMERCE/TRADE/restaurant

TRANSPORTATION/road-related (vehicular)

**Current Functions**

(Enter categories from instructions)

DOMESTIC/hotel

COMMERCE/TRADE: restaurant

TRANSPORTATION/ road-related (vehicular)

**7. Description**

**Architectural Classification**

(Enter categories from instructions.)

MODERN MOVEMENT

**Materials:** (enter categories from instructions.)

Principal exterior materials of the property: CONCRETE, aluminum, glass

**Narrative Description**

Located in downtown Memphis, Tennessee, the 1963 Sterick North Garage and Hotel is a seven-story garage with a three-story hotel built above. Its name is derived from its original purpose as a garage providing additional parking for the historic Sterick Building (listed 10/02/78) directly adjacent to the south. With a mid-century modern composition of concrete, aluminum, and glass, the building's ten full floors are announced in layers, with a hotel lobby, restaurant/nightclub, retail and parking entrances at its base, topped by six floors of parking (for 400 cars at a 5 per cent grading), which are then topped by the remaining three floors of the hotel. The building is rectangular in plan, approximately 148 feet by 149 feet, and 108 feet in height.

Sterick North is surrounded by a mix of high and low-rise commercial buildings and parking lots, across the street and immediately south of the historic 1925 Dermon Building (listed 03/15/84), and directly north of the historic 1929 Sterick Building. It sits in the heart of downtown's business district and is near many of the city's government buildings. The Sterick is located two blocks from Memphis' historic Court Square Park (listed 04/15/82). Viewed from the west on B.B. King Blvd., the building's mid-century architecture sits in striking contrast between its 1920s-era neighbors - the Renaissance style Dermon Building at left and to the

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north and the Gothic style Sterick Building at right to the south - a reminder of the innovations and sleek styles common with early-60s design.

The ground floor of the building consists of two vehicular entrances into the garage, one off of B.B. King Blvd to the west, the other off of Court Avenue along the north. Inside the first level of the garage are the hotel's lobby and entrance, stairs, elevators, vehicle service area, small retail space in the southeast corner, and entrance to the lower level nightclub space. At sidewalk level on the northwest corner of the building resides the restaurant space. An additional retail space is located in the northeast corner of the building on Court Avenue.

Fronting the street-level hotel lobby and restaurant is aluminum and glass storefront, framed by concrete columns. The second floor of the garage is clad with vertical concrete fins that cover the lower two floors of the parking areas. This gives way at levels three through six of the garage to open, exposed structure and a steel pipe and rectangular panel guardrail at the exterior perimeter. The seventh level of the garage repeats the lower level motif with the vertical concrete fins. Exterior cladding of the upper hotel floors eight through ten return to the street-level motif of typical aluminum and glass storefront at rooms, concrete panels at northwest corner of building and vertical concrete fins at the southwest corner of the building. Facing the south alley and the Sterick Building, rooms on floors 8-10 have steel fire windows with wired glass.

The garage construction also supports the internal eighth-floor courtyard, not seen from the street, as well as a concrete pool typical of motor inns of the era. Hotel rooms clad with aluminum and glass storefront overlook the courtyard, and a motor-inn-era external rectangular staircase forms its base at the courtyard floor and ends at the top floor. Portions of the concrete walls in the courtyard have been clad with Exterior Insulating Finishing System (EIFS) for decorative purposes. Hotel rooms are laid out along a double loaded corridor on the east and west and a single loaded corridor on the north and south facing the courtyard.

The exterior of the building is substantially intact, retaining its architectural integrity. Only the center lower panels of the storefront facing of the hotel rooms have been altered, replaced to accommodate PTAC heating/air units. An ADA-compliant concrete ramp and stairs have been added to the entrance to the existing hotel lobby, and a non-historic but removable awning has been added above the restaurant windows at street level. Guardrails on the external courtyard stair have been slightly modified to meet current building code requirements while retaining portions of the original design.

Concrete masonry unit walls have been added at the elevators at levels 2-7 of the garage to create enclosed elevator lobbies. Concrete masonry unit walls have also been added to both fire stairs at the garage levels 2-7 to create areas of refuge. A concrete masonry unit room at level 4 of the garage has been added at the southeast corner of the building. The pedestrian entry from the alley to the south at the exterior elevator lobby on the first floor has been closed with standard concrete masonry units and decorative open concrete blocks. A sheet metal clad penthouse containing boiler equipment has been added at the roof level.

The hotel rooms have been renovated many times over the last thirty to forty years, but the layout of the rooms remain intact. Hotel corridors are mostly intact with the exception of ceilings that have been lowered slightly with acoustic tiles.

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**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.)

**Areas of Significance**  
(Enter categories from instructions.)

ENGINEERING

ARCHITECTURE

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Period of Significance**

1963

\_\_\_\_\_

**Significant Dates**

1963

\_\_\_\_\_

\_\_\_\_\_

**Significant Person**

(Complete only if Criterion B is marked above.)

\_\_\_\_\_

**Cultural Affiliation**

\_\_\_\_\_

\_\_\_\_\_

**Architect/Builder**

Lin, Tung-Yen engineer

Ehrman, Merrill G. architect

\_\_\_\_\_

- 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**  
(Mark "x" in all the 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 old or achieving significance within the past 50 years.

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**Statement of Significance Summary Paragraph**

Built in 1963 and designed by prominent Memphis architect Merrill G. Ehrman, the Sterick North building, a 400 car garage topped by a three story hotel with an interior courtyard with pool, is significant for Criterion C as an early example of the early work of T.Y. Lin. Lin was structural engineer who developed methods for pre-stressed concrete that allowed for new uses and designs of concrete structures. Described as the first garage/hotel/pool combination in the nation, the Sterick North building is one of first documented uses of the single tee structural beam that is now known as the “Lin Tee.”

**Narrative Statement of Significance**

The Sterick North building opened to much fanfare due to its relationship to the iconic Sterick building, its importance as the first Holiday Inn in downtown Memphis, its innovation as the first garage & hotel combination in the country, and its association with many well-known Memphians. The list of notable Memphians includes developer Herbert Humphreys (1907-1978) and architect Merrill G. Ehrman (1905-1975), whose work can be found in many iconic Memphis locations.

The 1963 building is also associated with the Memphis based Holiday Inns of America, Inc. and its founder Kemmons Wilson (1913-2003). Originally planned as “one of the most modern parking garage facilities in the country”<sup>1</sup> with another 70,000 square feet of rentable downtown office space as an annex for the neighboring and historic Sterick Building,<sup>2</sup> the building instead became the first hotel/garage combination of its kind in the country.<sup>3</sup> Locally, it reached iconic status as the home of the first Holiday Inn to be located in the core of Downtown Memphis.

Holiday Inn was founded by Kemmons Wilson and partners in Memphis, TN in 1952.<sup>4</sup> 1962-63 was an important time in the history of the Holiday Inn during golden years that eventually made Memphis “the motel capital of the world”<sup>5</sup> By 1962 there were more than 300 inns operating, with new inns opening “on the average of once a week.”<sup>6</sup> But as 1963 approached, the company had yet to build to serve downtown Memphis. During the building’s planning and construction, the developers attracted Memphis’ crowning industry of the era and the attention of Mr. Wilson. By mid-year its new downtown location was announced,

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<sup>1</sup>Sterick Annex To Have Space for 300 Autos.” *Commercial Appeal* 7 June 1959.

<sup>2</sup>“Sterick Annex Completion is Set for ’61.” *Commercial Appeal* 12 June 1959.

<sup>3</sup> McKee, Margaret. “Sterick North Is Dedicated.” *Memphis Press-Scimitar* 22 October 1963.

<sup>4</sup> Holiday Inn Archives, Holiday Inn University of Memphis- Kemmons Wilson School of Hospitality and Resort Management. Exhibit.

<sup>5</sup> “Holiday Inns Gain In Total Earnings.” *Commercial Appeal* 27 September 1962.

<sup>6</sup> Ibid.

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<sup>7</sup> and in 1963 the company saw its first stock being publicly traded on the New York Stock Exchange, on September 30, a mere 22 days ahead of the dedication of Sterick North.<sup>8</sup>

Into the late 1960's, the building was noteworthy as Holiday Inn added a little “uptown” to downtown nightlife.<sup>9</sup> Taking advantage of the easing of liquor laws in Memphis and the recent legalization of liquor-by-the-drink, in 1969 the building ushered in one of the first cabaret venues of its kind in Memphis with the nightclub Pierre’s, which entertained patrons in the building’s downstairs basement and became “The place to be” Downtown in the early 1970s with cocktail waitresses also performing musical numbers.

Memphis, Tennessee was regionally and nationally recognized for its award-winning architecture during the Modern Movement in the 1950s through 1970s. Focusing on “design quality, inventiveness within the context of modernism and the goal of producing successful projects”, many architecture firms were recruiting talented young designers from the leading architecture schools throughout the country. Functions of Modernist design including “function based design; absence of decorative elements; expression of structure; use of materials in their natural state; and incorporation of technological advances in construction” were common themes seen in many of the projects produced by Memphis architects at the time. “By the 1960’s, architects became increasingly interested in concepts which incorporated new forms of structural expression, the use of textural materials and the dimensional articulation of building facades as an expression of function and interior volume.”<sup>10</sup>

The architect for Sterick North was well known Memphis architect Merrill G. Ehrman (1905-1975), whose firm was responsible for many historic Memphis structures including Graceland (1939), the Overton Park Shell (1936), and the Art Deco-style Memphis Humane Shelter (1936). Ehrman was also responsible for the design of the Mid-South Coliseum (1963), regarded as the first public auditorium in the region to be designed as a racially integrated facility.<sup>11</sup> But the structural engineering work of a Chinese immigrant from Los Angeles, California is more significant.

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<sup>7</sup> “400 Autos Can Be Parked In New Seven-Level Garage” *Commercial Appeal* 1 May 1963.

<sup>8</sup> Holiday Inn Archives, Holiday Inn University of Memphis- Kemmons Wilson School of Hospitality and Resort Management. Exhibit.

<sup>9</sup> Howard, Edwin. “Good Night Things Come in Pierre’s” *Press-Scimitar* 8 September 1970.

<sup>10</sup> Kays, Keith S., Lee H. Askew III, Martin E. Gorman, Jr., Louis R. Pounders,. “A Survey of Modern Public Buildings in Memphis, Tennessee From 1940 to 1980.” (Memphis: American Institute of Architects Memphis, 2010), 2.

<sup>11</sup> “M.G. Ehrmann, Architect Dies.” *Commercial Appeal* 22 November 1975 and Laurie Johnson. “Landmarks to Host Public Hearings on Tap for Landmarks Meeting” *Memphis Daily News* 23 August 2000.

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### **Tung-Yen Lin**

Tung-Yen Lin (1911-2003) was an innovator in developing new designs and uses for concrete throughout his career, and one of the first engineers to research and implement designs using prestressed concrete.<sup>12</sup> He was born in China and immigrated to the United States in 1931 at the age of 20.<sup>13</sup> He earned bachelor's and master's degrees, respectively, in civil engineering in China and at the University of California, Berkeley. After completing his education, he returned to his home country and by the age of 25, he had attained the position chief bridge engineer of the Yunnan-Chongqing Railway, and oversaw the survey, design, and construction of more than 1,000 bridges in the mountainous regions of China. In 1946, Lin returned to his alma mater, the University of California, Berkeley to serve on the faculty where from 1946 until 1976, was professor of Civil Engineering and director of the Structural Engineering Laboratory.<sup>14</sup> Lin's experiments and research on prestressed concrete at Berkeley made him its leading pioneer in the field.<sup>15</sup>

In 1953, Lin studied prestressed concrete at the University of Ghent in Belgium with a Fulbright Scholarship. Although he remained a full professor at Berkeley, in 1954 Lin started T.Y. Lin Associates to put his research and theories into practice. One of Lin's most notable achievements was his publication of *Design of Prestressed Concrete Structures* in 1955, the first text book dedicated to the technique. It still remains in use.<sup>16</sup> Lin devised the idea of a World Conference on Prestressed Concrete, held in 1957 which had 1,200 engineers, scientists, and manufactures in attendance. According to Civil Engineer Ruben Hull Lin this

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<sup>12</sup> T. Y. Lin, "'The Father of Prestressed Concrete': Teaching Engineers, Bridging Rivers and Borders, 1931 to 1999," an oral history conducted in 1999 by Eleanor Swent, Regional Oral History Office, The Bancroft Library, University of California, Berkeley, 2001 and Christina M. Zweig. "The Father of Prestressed Concrete" *Civil + Structural Engineer* <https://csengineermag.com/article/the-father-of-prestressed-concrete/> (accessed 06 October 2017).

<sup>13</sup>"U.S., Social Security Applications and Claims Index, 1936-2007." Ancestry.com Web. 2015.

<sup>14</sup> Lin was a popular professor, who shared his passion for innovative uses for concrete with his students. According to a peer at UC Berkeley Alex C. Scordelis, Nishkian Professor Emeritus of Structural Engineering, Lin was "one of the campus's most exuberant teachers--most structural engineering and architecture alumni will tell you of their clear memories of T. Y. Lin lectures...it is his vision and the clarity of his engineering mind that his students recall." from "Introduction" to T. Y. Lin, "'The Father of Prestressed Concrete': Teaching Engineers, Bridging Rivers and Borders, 1931 to 1999," an oral history conducted in 1999 by Eleanor Swent.

<sup>15</sup> Ruben Hull, "T.Y. Lin Pioneered Use of Prestressed Concrete," ASCE News. <http://news.asce.org/t-y-lin-pioneered-use-of-prestressed-concrete/> accessed 20 March 2018.

<sup>16</sup> T.Y. Lin, *Design of Prestressed Concrete Structures* 3d ed. (New York: Wiley, 1981).



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international gathering “coupled with Lin’s ground-breaking work to perfect the use of prestressed concrete changed the history of building construction.”<sup>17</sup>

Lin was the leading authority on long-span construction, and his work integrated basic theories of prestressed and reinforced concrete, and his research led to the development of the load balancing method for the design of frames, slabs, and thin shells of prestressed concrete. Hull finds that Lin

“earned a reputation for combining grace and strength in his design, which are reflected in a body of work including the Peace Pagoda in San Francisco’s Japantown, the elegant San Mateo Bridge, Taiwan’s Kuan Du Bridge, the roof of the National Racetrack in Caracas, Venezuela, and the column-free expanse within the Moscone Convention Center, the largest underground room in the world when it opened in 1982.”<sup>18</sup>

He lived in the southern California area for most of his life, authored other textbooks and articles on the subjects of construction and civil engineering, and continued his teaching while he served as chairman of the board of T.Y. Lin Associates (later International) from 1954-1992. In 1969, the American Society of Civil Engineers renamed the prestressed concrete award the “T.Y. Lin Award,” Lin had endowed the award the previous year to “encourage the preparation of meaningful papers” in the field.<sup>19</sup> In 1986 he received the National Medal of Science from President Ronald Reagan.<sup>20</sup> During his medal ceremony with Mr. Reagan, he presented the President with a 16-page plan for a 50-mile bridge linking Alaska and Siberia, which he called the “Intercontinental Peace Bridge.”<sup>21</sup>

### **Prestressed Concrete and the Lin Tee**

Pre-stressed concrete is put under extreme compression, often at off-construction-site locations, before being used in actual construction. The uses of pre-stressed concrete, because of its strength, wide range of applications, and ability to be built into long spans while also reducing expenses, would literally rewrite major design codes around the globe in all areas of construction, including buildings, bridges, dams,

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<sup>17</sup> Hull.

<sup>18</sup> Hull.

<sup>19</sup> American Society of Civil Engineers, “T.Y. Lin Award.” <http://www.asce.org/templates/award-detail.aspx?id=633> accessed 20 March 2018.

<sup>20</sup> Michele Melaragno. “Preliminary Design of Bridges for Architects and Engineers.” (New York: Marcel Dekker, Inc. 1998), 32 and Jim DeStefano, “Great Achievements, T.Y. Lin (1911-2003).” *Structure Magazine* December 2003/January 2004; 42

<sup>21</sup> Karl S. Pister, Alexander C. Scordelis, and Edward L. Wilson. “Tung-Yen Lin 1911-2003” National Academies Press. 2010

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stadiums and even nuclear reactors. It was used in the building of Australia's Sidney Opera House, Toronto's CN Tower, and numerous bridges and dams throughout the world.<sup>22</sup>

In the early 1960s Lin took his work with prestressed concrete to another level. After examining previous designs for "double tee" beams he developed his "Lin Tee," a single tee structural beam that was structurally efficient, capable of spanning longer distances and carrying heavier loads than the double tee.<sup>23</sup> Its T-form supports can be "placed at the outside walls of a building over which any length span can be used, without having internal building columns."<sup>24</sup> The Lin Tee was used in bridge construction but is more commonly used in building construction.<sup>25</sup> It was perfected and put to use early in an innovative combination of motel and parking garage.

In the planning stages of Sterick North, the building's developer looked to Lin and his unmatched expertise for the building's structural engineering needs. The building's construction began in 1962 using Lin's new design and employing local laborers to build the beams offsite. Prefabricated columns in lengths from 70 to 82 feet and the pre-stressed single Lin Tee beams of 96 feet were completed miles away from the site, at John A. Denie's plant in Frayser, and then hauled on flatbed trucks through downtown Memphis with the coordination of the city traffic engineer. Denie was a franchisee of the Lin Tee system. In addition, the floor slabs in the garage contained the first use of post-tension concrete in Memphis.<sup>26</sup>

Although Memphis had seen other building projects designed to integrate parking structures, including the Medical Arts Building (1926) and the Edway Building (ca 1956), in using the Lin Tee in the building's construction, the Sterick North became a "real pioneer in the field."<sup>27</sup> Structural Engineer Richard G. Weingardt T.Y. Lin places Lin in a small group twentieth century structural engineers that "influenced not

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<sup>22</sup> Harry Edwards, "The Innovators of Prestressed Concrete in Florida." *PCI Journal* September-October 1978.

<sup>23</sup> George D. Nasser, Maher Tadros, Adam Sevenker, David Nasser. "The Legacy and Future of an American Icon: The Precast, Prestressed Concrete Double Tee." *PCI Journal* July-August 2015: 52.

<sup>24</sup> Margaret McKee. "Sterick North Is Dedicated." *Memphis Press-Scimitar* 22 October 1963..

<sup>25</sup> For bridge construction, the "bulb T" is the single T that became commonly used, and by far the double T was the most common beam used in bridge construction. The Lin Tee was hard to transport and store, and eventually fell out of favor for bridge and other very long span projects, although it is much more commonly used in building construction.

<sup>26</sup> Kay Pittman, "Sterick North Building Soon Will Begin to Rise." *Memphis Press-Scimitar* 20 July 1962..

<sup>27</sup> Margaret McKee. "Sterick North Is Dedicated."

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only the fields of engineering and construction but America’s overall advancement and progress.”<sup>28</sup> Zweig noted that “Lin’s true legacy was his belief in the harmonization of architecture and engineering:”, she quoted Lin as saying ‘We have only so much budget to build so many bridges. So we put emphasis on economy and therefore mass production... and almost forgot about aesthetics in America. Of course, there are beautiful bridges, but in general, engineers didn’t think about beauty.’<sup>29</sup> His use of the Lin Tee in a motel and swimming pool over a parking garage was the first combination of its kind in the country and serves as a lasting reminder of mid-twentieth century innovations in engineering and construction.<sup>30</sup>

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<sup>28</sup> Richard G. Weingardt, “Immigrants ‘Yearning to Breathe Free,’” *Civil + Structural Engineer* <https://cseengineermag.com/article/immigrants-yearning-to-breathe-free/> February 19, 2014, (accessed 06 October 2017).

<sup>29</sup> Zweig, “The Father of Prestressed Concrete.”

<sup>30</sup> McKee, Margaret. “Sterick North Is Dedicated.”

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“Sterick Annex Completion is Set for ’61.” *Commercial Appeal* 12 June 1959.

Weingardt, Richard G. “*Immigrants ‘Yearning to Breathe Free,’*” *Civil + Structural Engineer*  
<https://csengineermag.com/article/immigrants-yearning-to-breathe-free/> February 19, 2014,  
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<https://csengineermag.com/article/the-father-of-prestressed-concrete/> (accessed 06 October 2017).

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<b>Previous documentation on file (NPS):</b>		<b>Primary location of additional data:</b>	
<input checked="" type="checkbox"/>	preliminary determination of individual listing (36 CFR 67 has been requested)	<input type="checkbox"/>	State Historic Preservation Office
<input type="checkbox"/>	previously listed in the National Register	<input type="checkbox"/>	Other State agency
<input type="checkbox"/>	previously determined eligible by the National Register	<input type="checkbox"/>	Federal agency
<input type="checkbox"/>	designated a National Historic Landmark	<input type="checkbox"/>	Local government
<input type="checkbox"/>	recorded by Historic American Buildings Survey #	<input type="checkbox"/>	University
<input type="checkbox"/>	recorded by Historic American Engineering Record #	<input type="checkbox"/>	Other
<input type="checkbox"/>	recorded by Historic American Landscape Survey #	Name of repository:	
Historic Resources Survey Number (if assigned):			

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**10. Geographical Data**

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<b>Acreage of Property</b>	<u>0.5</u>	<b>USGS Quadrangle</b>	<u>Northwest Memphis, TN-AR, 409 NW</u>
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**Latitude/Longitude Coordinates**

Latitude: 35.145167                      Longitude: -90.049655

**Verbal Boundary Description** (Describe the boundaries of the property.)

The boundaries of the building are B.B. King Boulevard (formerly Third Street) on the west, Court Avenue on the north, Park Lane alley on the south and an unnamed alley on the east. It sits on parcels numbered 002026 00001 and 002026 00019 on the Shelby County Zoning Atlas, Grid 2025.

**Boundary Justification** (Explain why the boundaries were selected.)

The boundaries for the Sterick North Garage and Hotel are the property lines as defined by the Shelby County Register of Deeds.

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Location Map, USGS Topo Map Northwest Memphis, TN-AR, 409 NW

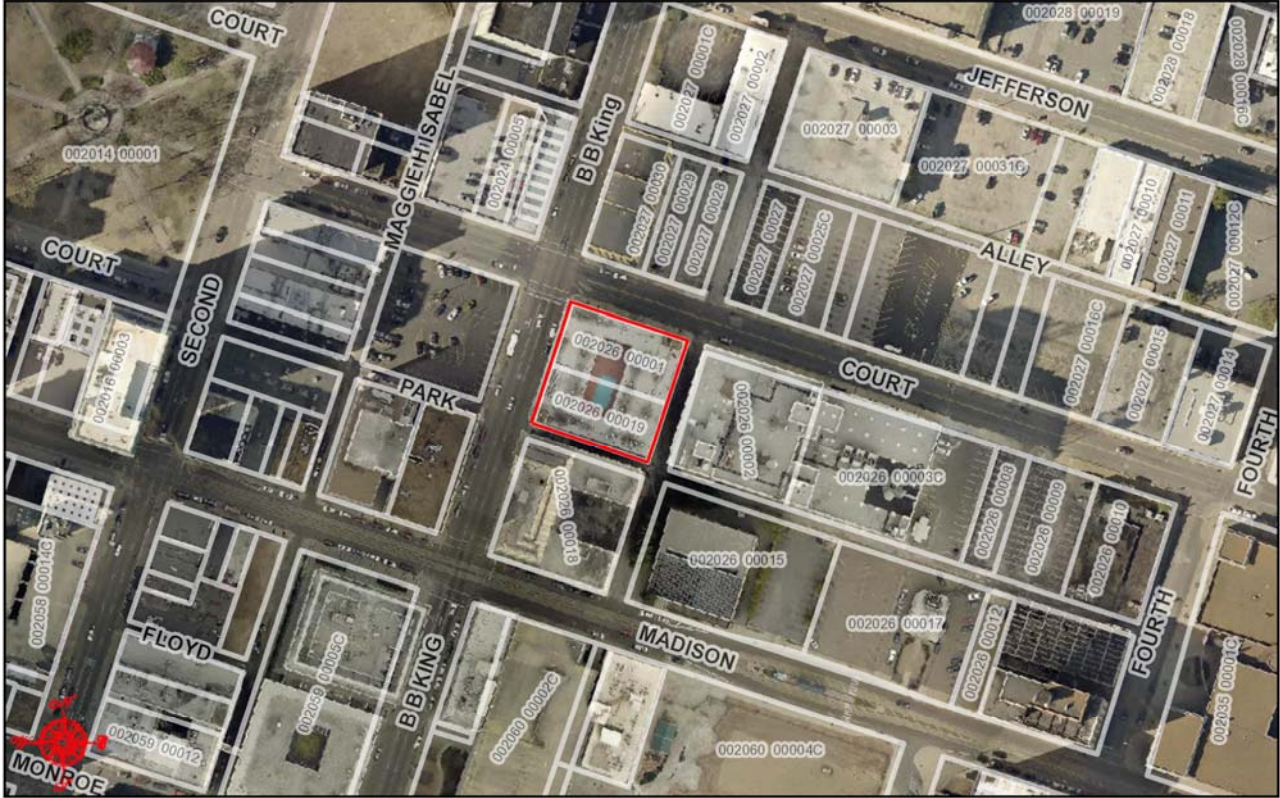




Sterick North Garage and Hotel  
Name of Property

Shelby County, Tennessee  
County and State

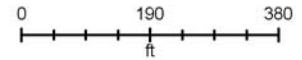
Sterick North Garage & Hotel



**TOM LEATHERWOOD, REGISTER OF DEEDS  
SHELBY COUNTY, TENNESSEE**

DISCLAIMER: PROPERTY TAX MAPS AND PARCEL BOUNDARIES DO NOT REFLECT ACCURATE SURVEY INFORMATION OR EXACT LEGAL OWNERSHIP BOUNDARIES, AND ARE ONLY PROVIDED FOR GENERAL INFORMATION PURPOSES. THEREFORE, THEY SHOULD NOT BE RELIED UPON AS A REPRESENTATION OF ANY PROPERTY FOR ANY PURPOSE.

MAP DATE: September 14, 2017



Sterick North Garage and Hotel  
Name of Property

Shelby County, Tennessee  
County and State

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Sterick North Garage and Hotel  
Name of Property

Shelby County, Tennessee  
County and State

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**11. Form Prepared By**

---

Name Charles "Chooch" Pickard, AIA

Organization Architecture Incorporated

Street & Number 88 Union, Suite 106 Date September 18, 2017

City or Town Memphis Telephone 901-526-5080

E-mail chooch@archincmemphis.com State TN Zip Code 38103

**Additional Documentation**

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to map.
- **Photographs** (refer to Tennessee Historical Commission National Register *Photo Policy* for submittal of digital images and prints)
- **Additional items:** (additional supporting documentation including historic photographs, historic maps, etc. should be included on a Continuation Sheet following the photographic log and sketch maps)

**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 listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 100 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 Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

Sterick North Garage and Hotel  
Name of Property

Shelby County, Tennessee  
County and State

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**Photo Log**

Name of Property: Sterick North Garage and Hotel  
City or Vicinity: Memphis  
County: Shelby State: Tennessee  
Photographer: Charles "Chooch" Pickard, AIA  
Date Photographed: January 26, 2017

Description of Photograph(s) and number, include description of view indicating direction of camera:

- 1 of 28. North and west façades. Photographer facing southeast.
- 2 of 28. West façade. Photographer facing northeast.
- 3 of 28. Concrete fins at south end of west façade, floors 7-10. Photographer facing east.
- 4 of 28. Concrete panels at north end of west façade, floors 8-10. Photographer facing southeast.
- 5 of 28. Typical aluminum and glass window system at rooms (Level 10 shown). Photographer facing east.
- 6 of 28. Typical guardrail at garage levels 3-7. Photographer facing east.
- 7 of 28. West façade storefront at restaurant space on Level 1. Photographer facing northeast.
- 8 of 28. North façade. Photographer facing southeast.
- 9 of 28. East end of north façade and east alley. Photographer facing south.
- 10 of 28. East façade and east end of south façade, floors 3-10. Photographer facing northwest.
- 11 of 28. East façade and east end of south façade, floors 1-4. Photographer facing northwest.
- 12 of 28. South façade showing steel windows at hotel, floors 8-10 and garage, floors 5-7. Photographer facing north.
- 13 of 28. South façade and south end of east facade, floors 3-10. Photographer facing northwest.
- 14 of 28. South façade and south end of east facade, floors 1-4. Photographer facing northwest.
- 15 of 28. Garage entry at BB King Boulevard. Hotel lobby. Photographer facing southeast.
- 16 of 28. Garage entry at BB King Boulevard and Court Avenue. Rear of first floor restaurant space. Photographer facing northwest.
- 17 of 28. Hotel lobby and stair/elevator core at first floor. Photographer facing southeast.

Sterick North Garage and Hotel  
Name of Property

Shelby County, Tennessee  
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- 
- 18 of 28. Closeup of hotel lobby. Photographer facing southeast.
- 19 of 28. Guardrail and Lin Tee structural beam at garage, 6<sup>th</sup> floor. Photographer facing north.
- 20 of 28. Typical garage view showing Lin Tee structure, 6<sup>th</sup> floor. Photographer facing southeast.
- 21 of 28. Guardrail and Lin Tee structural beam and columns at garage, 6<sup>th</sup> floor. Photographer facing northeast.
- 22 of 28. Typical guest room interior view, level 8. Photographer facing west.
- 23 of 28. Typical guest room interior view, level 8. Photographer facing east.
- 24 of 28. Typical double loaded corridor, interior view level 8. Photographer facing north.
- 25 of 28. Courtyard with pool and exterior stair, floors 8-10. Photographer facing southeast from roof.
- 26 of 28. Courtyard stair. Photographer facing northwest.
- 27 of 28. Courtyard with pool and exterior stair, floors 8-10. Photographer facing north.
- 28 of 28. Courtyard with pool, floors 8-10. Photographer facing south.

Sterick North Garage and Hotel  
Name of Property

Shelby County, Tennessee  
County and State

**Site Plan** (insert site plan with photo locations keyed to plan)

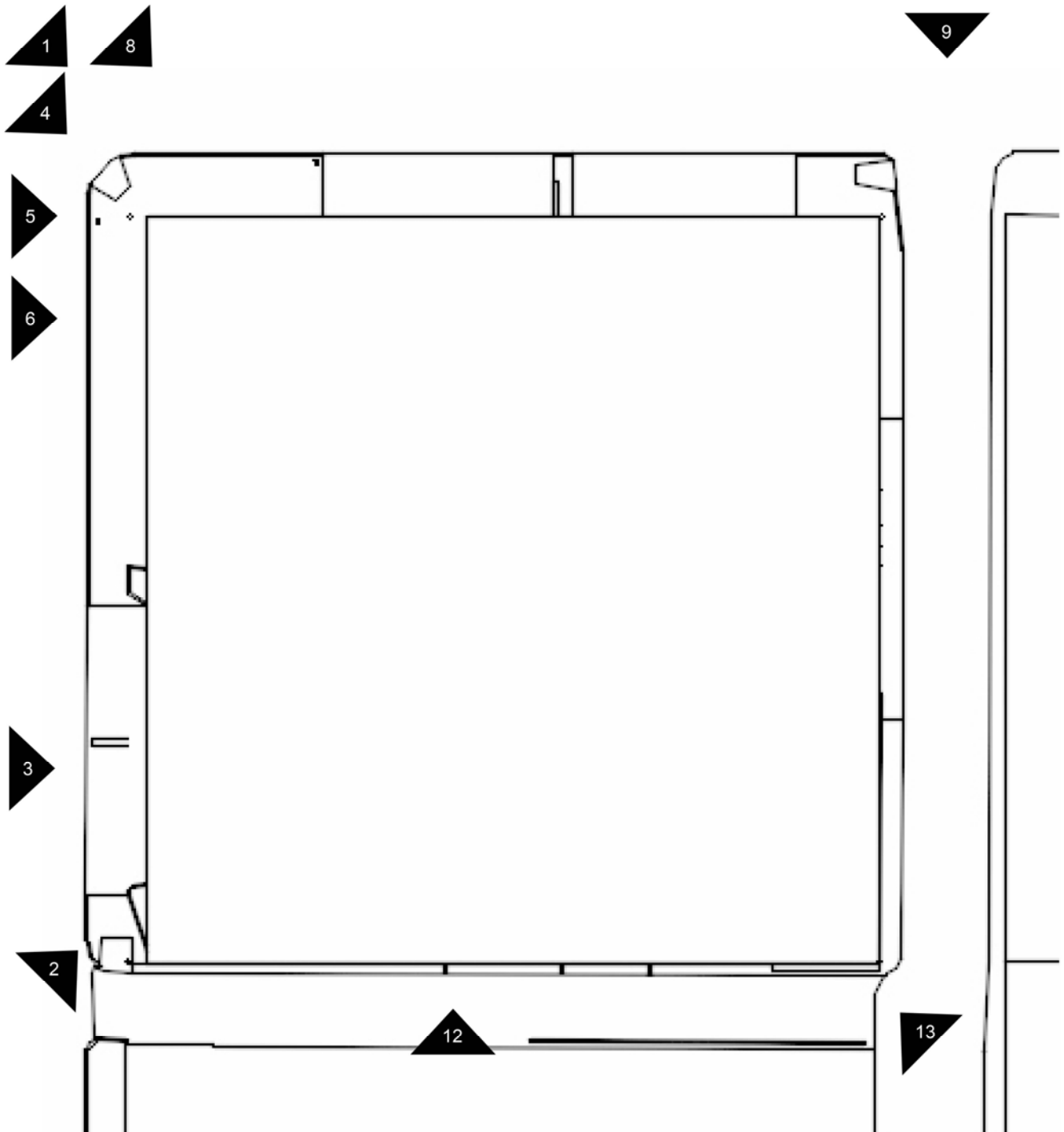


Photo Key- Site Plan

Sterick North Garage and Hotel  
Name of Property

Shelby County, Tennessee  
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Floor Plans

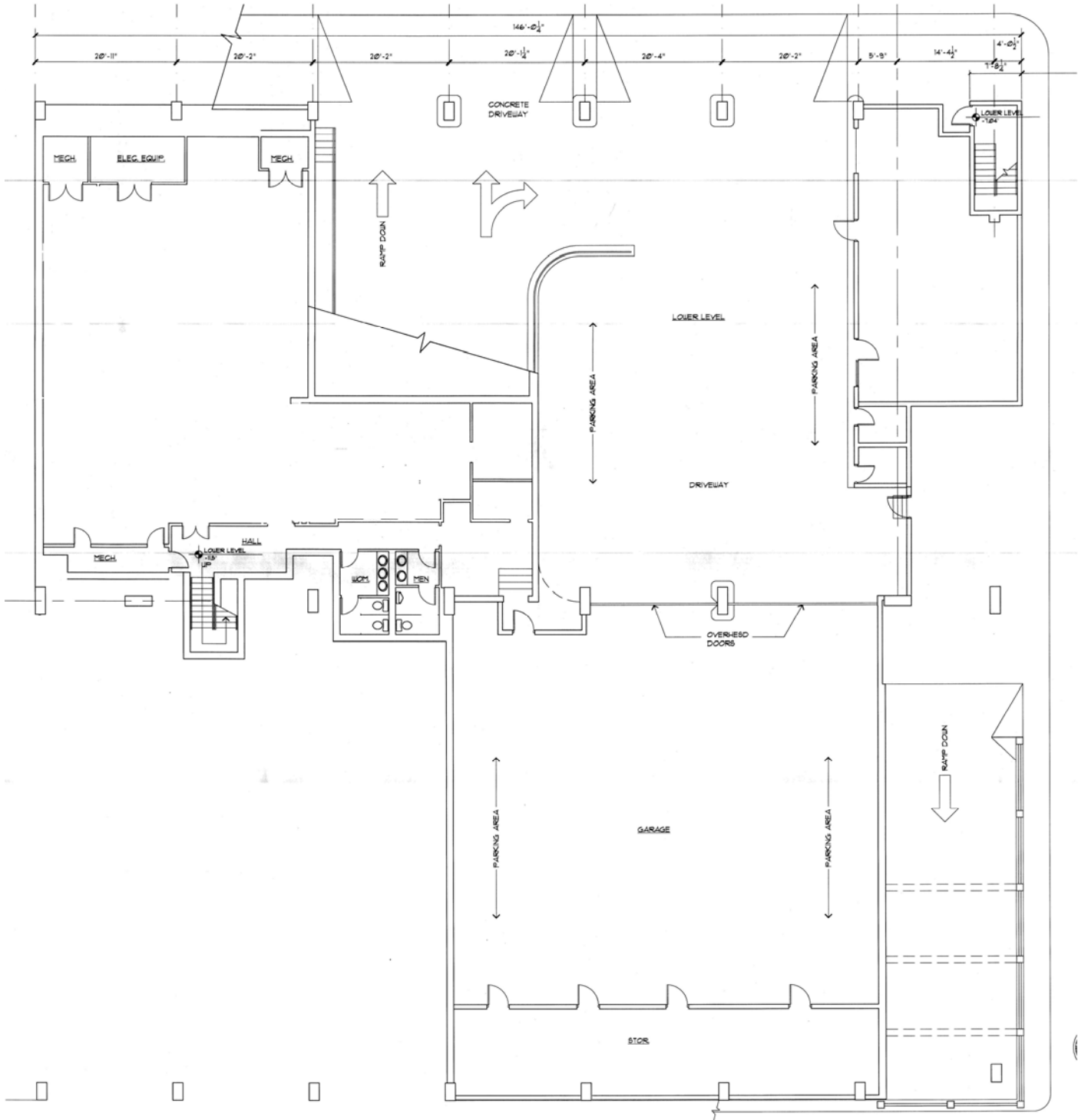
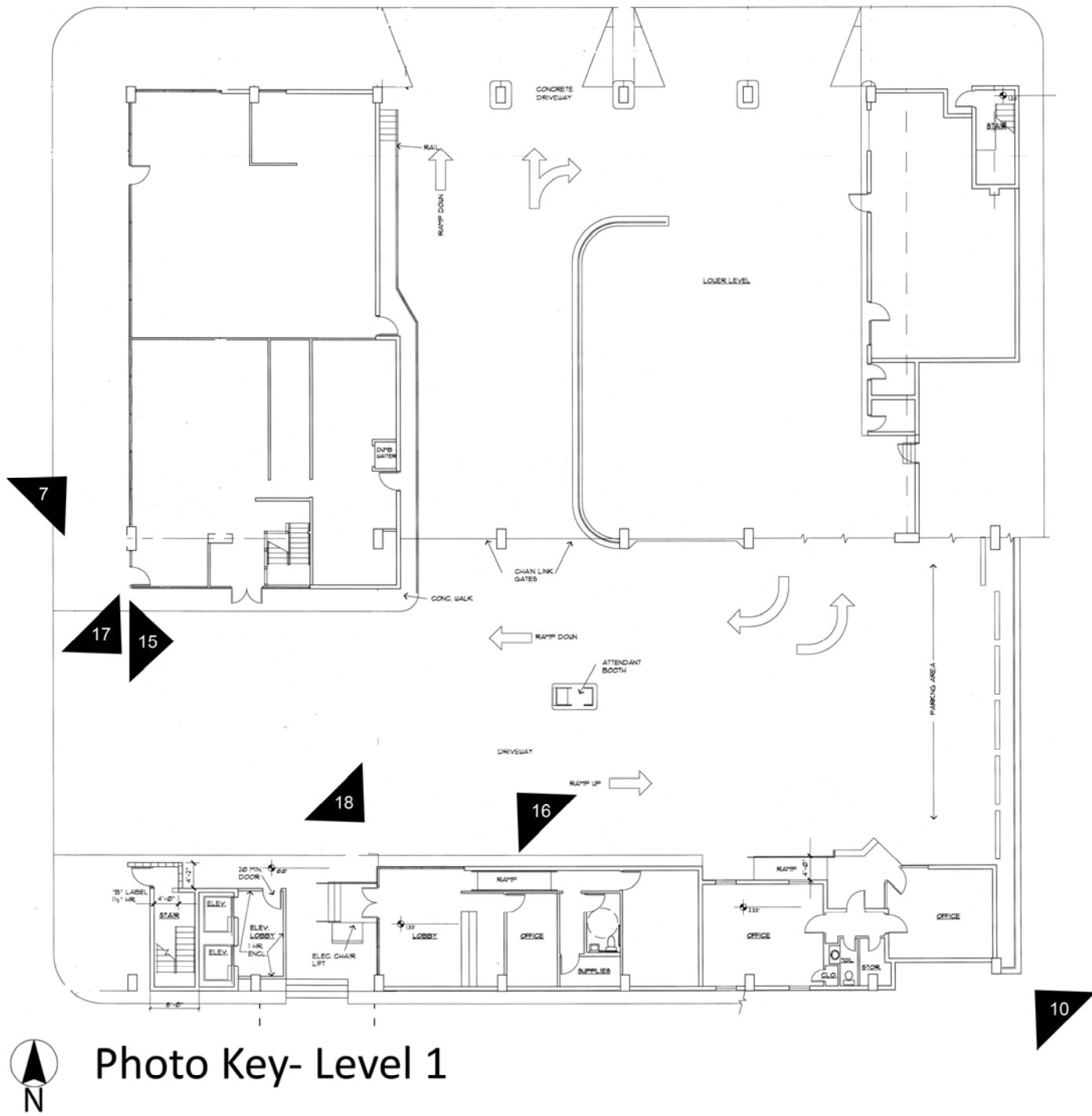


Photo Key- Lower Level



Sterick North Garage and Hotel  
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**Photo Key- Level 1**



Sterick North Garage and Hotel  
Name of Property

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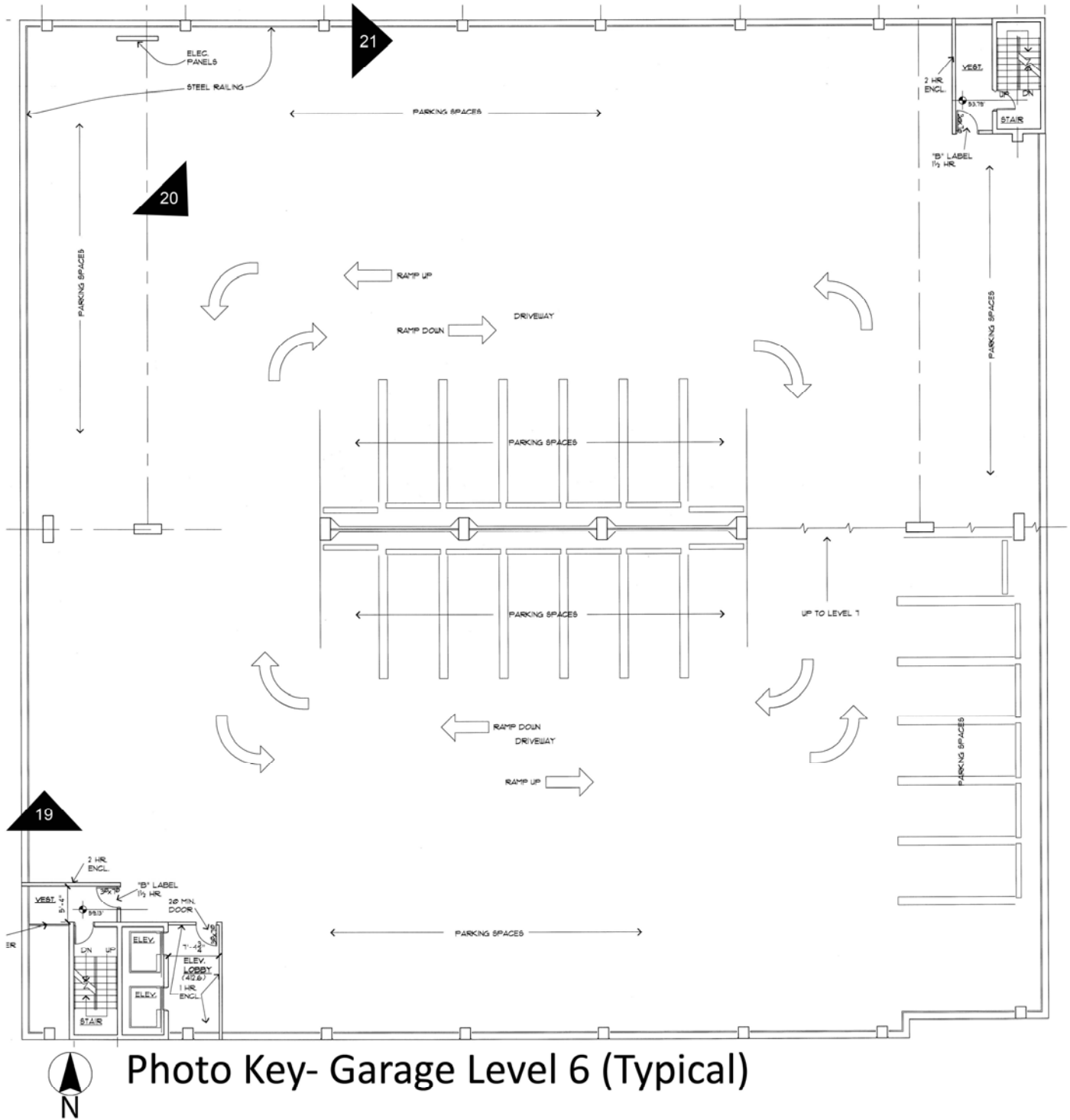


Photo Key- Garage Level 6 (Typical)

Sterick North Garage and Hotel  
Name of Property

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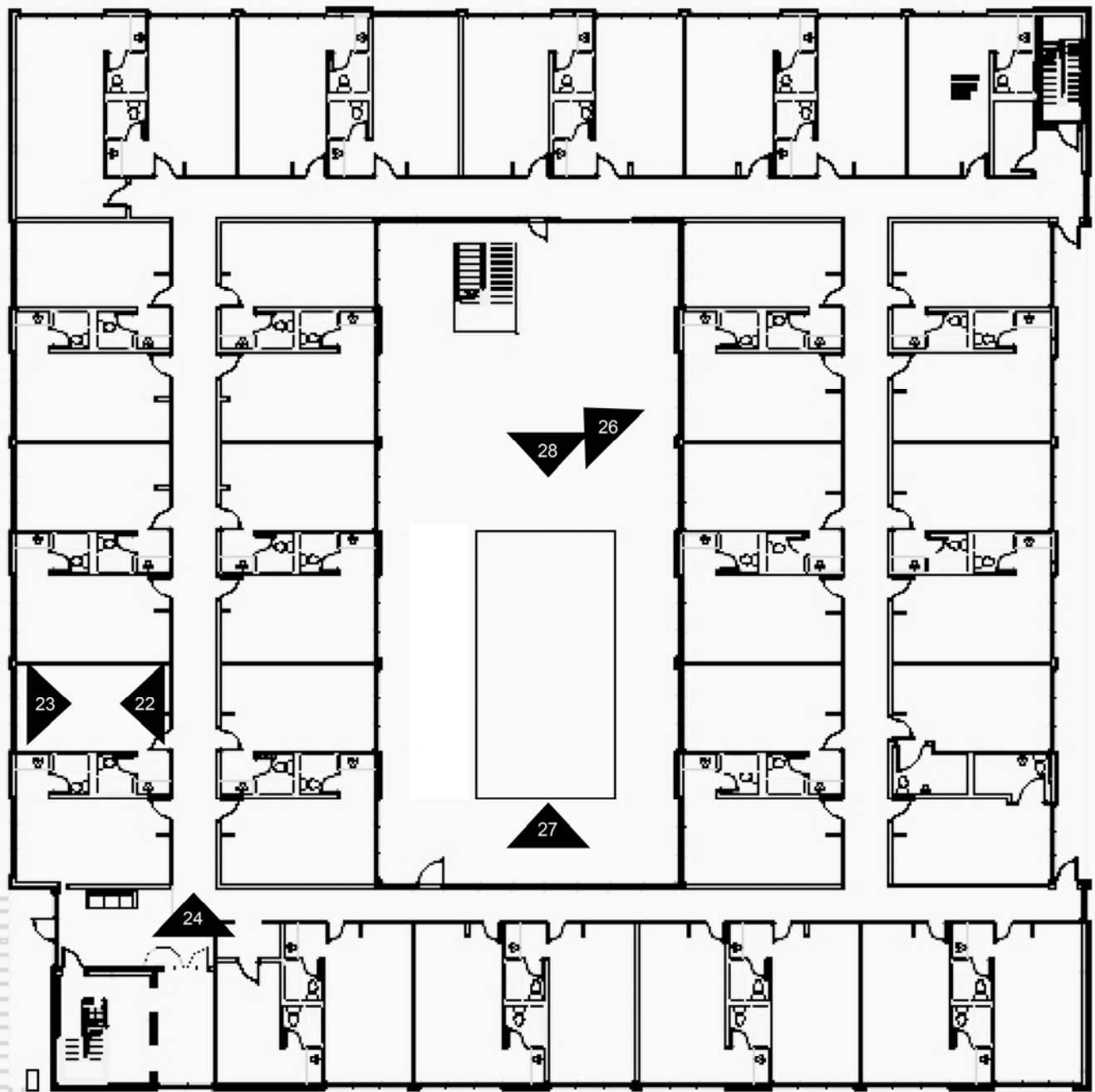


Photo Key- Hotel Level 8 (Typical)

Sterick North Garage and Hotel  
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County and State

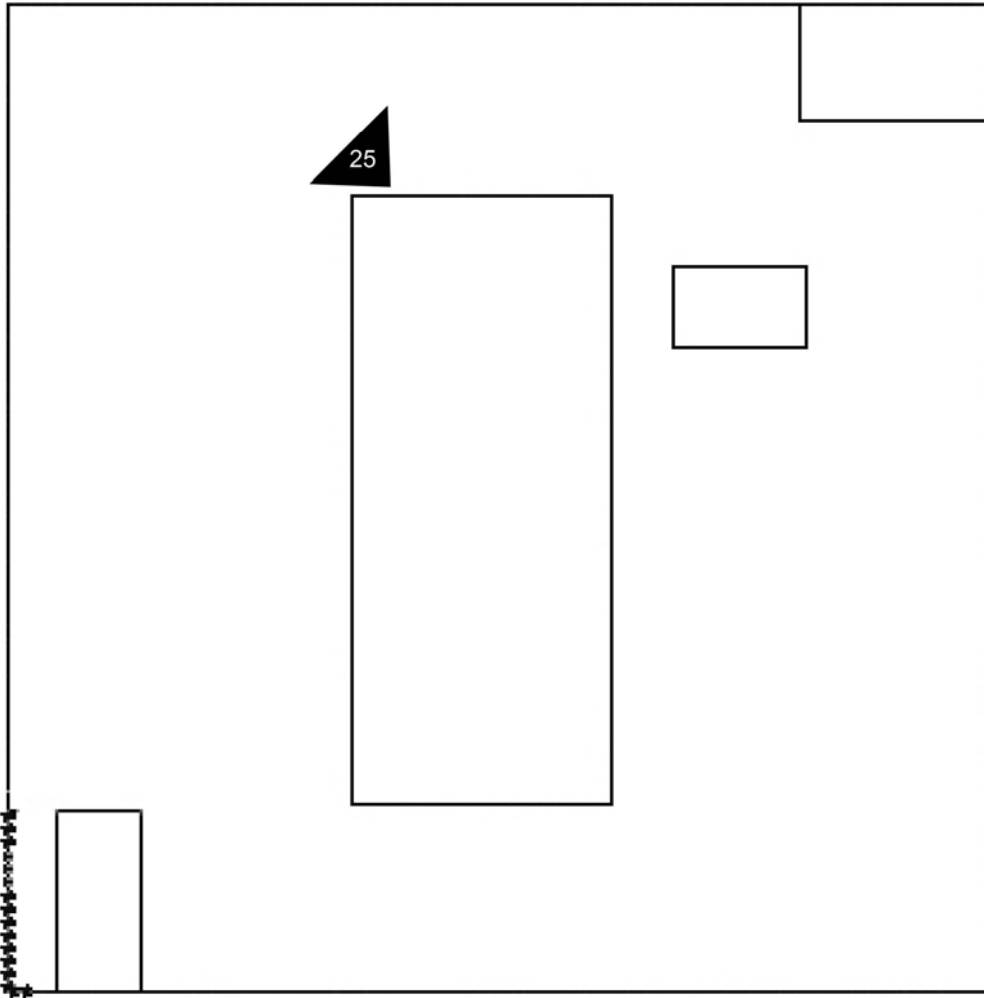
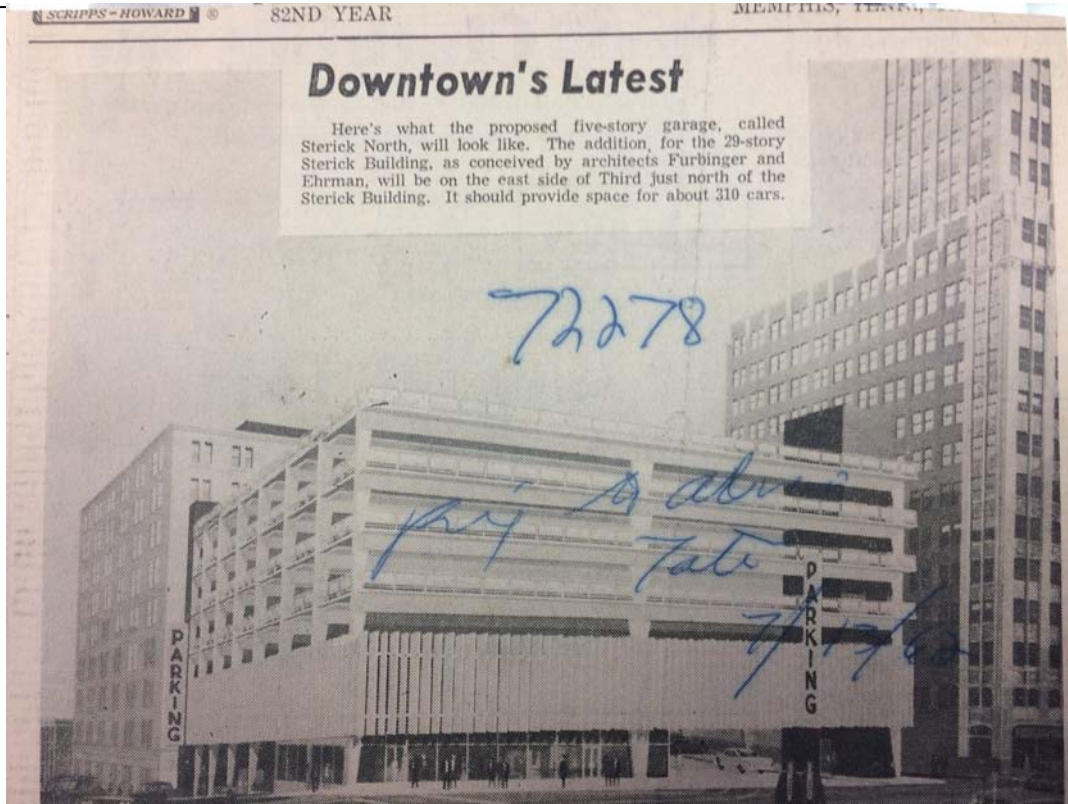


Photo Key- Hotel Roof Level

Sterick North Garage and Hotel  
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Shelby County, Tennessee  
 County and State



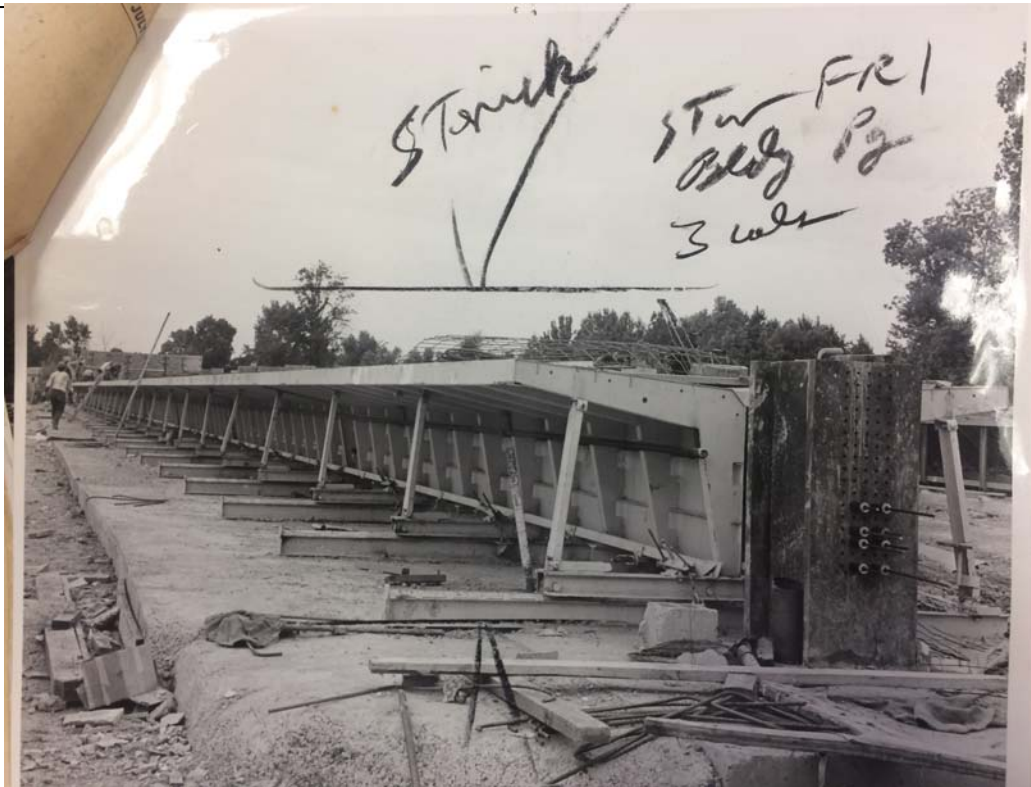
Press-Scimitar, 13 July 1962



Press-Scimitar, 20 July 1962

Sterick North Garage and Hotel  
Name of Property

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County and State



*Press-Scimitar, 20 July 1962*



*Press-Scimitar, 20 July 1962*

Sterick North Garage and Hotel  
Name of Property

Shelby County, Tennessee  
County and State



70 Star (big pg) 3-06 STERICK

*Press-Scimitar, September 1962*

Sterick North Garage and Hotel  
Name of Property

Shelby County, Tennessee  
County and State



—Press-Scimitar Staff Photo

SEVEN STORIES IN THE AIR is this swimming pool in the new Holiday Inn on top of a seven-story parking garage of the Sterick North, dedicated today. Surveying the courtyard where the pool is located are (from left) Alvan F. Tate, president of the Sterick Building, Merrill Ehrman, architect for the building, and T. Y. Lin, the building's structural engineer.

## Sterick North Is Dedicated

Combination Motel-Garage Hailed By Structural Engineer as 'Real Pioneer'

By MARGARET McKEE, *Press-Scimitar Staff Writer*

Buildings soaring higher and higher, with curving lines swept into every conceivable shape, will rise in the future, predicts T. Y. Lin of Los Angeles.

A special guest at the dedication of the Sterick North today, Lin, the building's structural engineer, perfected the principle — the Lin-Tee — by which the 10-story combination parking garage and Holiday Inn was constructed.

The Lin-Tee, one of many applications of pre-stressed concrete which Lin has developed, has T-form supports placed at the outside walls of a building over which any length span can be used, without having internal building columns.

Economy, new designs and the creation of real beauty out of design are the three main advantages of pre-stressed concrete for building, said Lin,

who has been termed the "apostle of pre-stressed concrete."

He termed the Sterick North a "real pioneer in the field." The combination of motel and garage was the first of its kind in the country, Lin said.

The Sterick North complex includes a 400-car self-service parking garage, with all floors in a continuous sweep on a 5 per cent grade making ramps unnecessary. A 120-unit Holiday Inn with a swimming pool rises above the garage.

*Press-Scimitar, 22 October 1963*

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**Property Owner:**

(This information will not be submitted to the National Park Service, but will remain on file at the Tennessee Historical Commission)

---

Name Attn: Stephen Polhill, 22 North Third, LLC  
Street & Number 255 Village Pkwy NE, Suite 235 Telephone 404-374-0399  
City or Town Marietta State/Zip GA 30067





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CHECK IN

ATM

HOTEL LOBBY



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HOTEL LOBBY

STAIRS

HOTEL PARKING  
CHECK IN

ATM





HOTEL LOBBY

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6



















WARNING  
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3'

4'



UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

Requested Action:

Property Name:

Multiple Name:

State & County:

Date Received: 2/12/2018      Date of Pending List: 3/9/2018      Date of 16th Day: 3/26/2018      Date of 45th Day: 3/29/2018      Date of Weekly List:

Reference number:

Nominator:

Reason For Review:

- |                                       |  |   |
|---------------------------------------|--|---|
| <input type="checkbox"/> Appeal       | <input checked="" type="checkbox"/> PDIL | <input type="checkbox"/> Text/Data Issue    |
| <input type="checkbox"/> SHPO Request | <input type="checkbox"/> Landscape       | <input type="checkbox"/> Photo              |
| <input type="checkbox"/> Waiver       | <input type="checkbox"/> National        | <input type="checkbox"/> Map/Boundary       |
| <input type="checkbox"/> Resubmission | <input type="checkbox"/> Mobile Resource | <input type="checkbox"/> Period             |
| <input type="checkbox"/> Other        | <input type="checkbox"/> TCP             | <input type="checkbox"/> Less than 50 years |
|                                       | <input type="checkbox"/> CLG             |   |

Accept       Return       Reject      3/26/2018 Date

Abstract/Summary Comments:

Recommendation/ Criteria:

Reviewer Jim Gabbert      Discipline Historian

Telephone (202)354-2275      Date \_\_\_\_\_

DOCUMENTATION:    see attached comments : No    see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.



**TENNESSEE HISTORICAL COMMISSION**  
STATE HISTORIC PRESERVATION OFFICE  
2941 LEBANON PIKE  
NASHVILLE, TENNESSEE 37243-0442  
OFFICE: (615) 532-1550  
E-mail: [Claudette.Stager@tn.gov](mailto:Claudette.Stager@tn.gov)  
(615) 770-1089



February 8, 2018

J. Paul Loether  
Deputy Keeper and Chief,  
National Park Service  
National Register of Historic Places  
1849 C Street, NW, Mail Stop 7228  
Washington, DC 20240

*National Register Nomination*

- *Sterick North Garage & Hotel, Shelby County, Tennessee*

Dear Mr. Loether:

The enclosed disks contain the true and correct nomination for listing of the *Sterick North Garage & Hotel* to the National Register of Historic Places. We received no comments.

If you have any questions or if more information is needed, please contact Holly Barnett at (615) 770-1098 or [Holly.M.Barnett@tn.gov](mailto:Holly.M.Barnett@tn.gov).

Sincerely,

Claudette Stager  
Deputy State Historic Preservation Officer

CS:hb

Enclosures(2)