
SUPPLEMENT

**PHASE I (RECONNAISSANCE LEVEL) ARCHITECTURAL RESOURCES
SURVEY**

**SOUTHEAST HIGH SPEED RAIL CORRIDOR
PETERSBURG, VIRGINIA TO RALEIGH, NORTH CAROLINA**

**NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
T.I.P. NUMBER P-3819
STATE PROJECT NUMBER 9.9083002**

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INTRODUCTION

This Phase I (reconnaissance level) architectural resource survey was conducted as a supplement to the 2006 Phase II (intensive level) investigation for the North Carolina Department of Transportation (N.C.D.O.T.), Rail Division project entitled, *Southeast High Speed Rail (S.E.H.S.R.) Corridor from Petersburg, Virginia (Collier Yard), to Raleigh, North Carolina (Boylan Wye)* (**Figure 1**). The State Project Number is 9.9083002 (P-3819). The subject of the 2006 Phase II report was the section of the proposed high speed rail corridor located within North Carolina between Raleigh and the North Carolina-Virginia line. Mattson, Alexander and Associates, Inc. of Charlotte, North Carolina, prepared this supplemental report for the North Carolina Department of Transportation, Rail Division, Raleigh, North Carolina, and the project engineers, Michael Baker Corporation, Cary, North Carolina. Richard L. Mattson and Frances P. Alexander served as the principal investigators, and the work was undertaken in January 2009.

During the initial planning for the proposed Southeast High Speed Rail Corridor, three rail alignment alternatives were investigated, all of which followed the CSX Railway S-Line corridor through downtown Raleigh and terminated at the Boylan Wye. The S-Line option would require bridging many of the existing roads in downtown Raleigh either over or under the proposed high speed rail line. Preliminary evaluation of these alternatives determined that there would be multiple impacts to existing properties along the S-Line route. During coordination meetings with the City of Raleigh, the project team was asked by the City to examine the existing Norfolk Southern Railway corridor as an alternative to the S-Line. The Norfolk Southern line already includes existing railroad bridges over the road network in downtown Raleigh which would presumably minimize impacts to existing properties along the route. This Phase I supplemental architectural resource survey was conducted as part of the planning for the Norfolk Southern alternative.

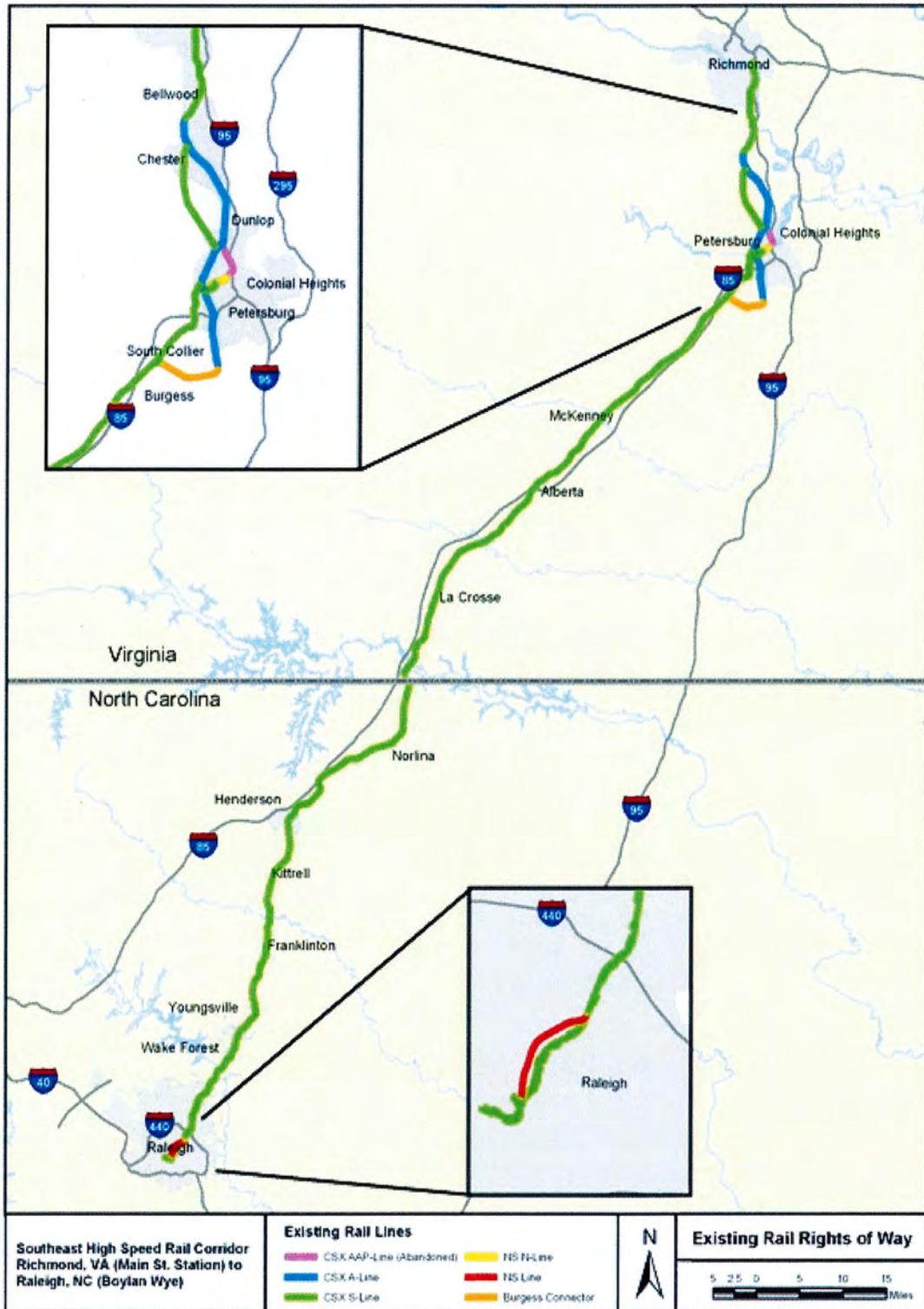
The supplemental Phase I (reconnaissance level) investigation was conducted to identify all properties within the specified area of potential effects (A.P.E.) that were 50 years of age or older and to determine which of these properties warranted Phase II investigation. The survey included National Register-listed properties; locally designated historic landmarks; properties previously determined eligible for the National Register (D.O.E.); and National Register Study List properties. In addition, the field survey encompassed other resources that appeared to possess sufficient the architectural integrity and significance to merit intensive level (Phase II) investigation to determine National Register eligibility. Finally, the Phase I study identified those resources that are fifty years of age or older that are not recommended for Phase II evaluation. All surveyed properties are shown on the A.P.E. maps in **Appendix A**.

To maintain consistency with the earlier Phase I investigation, the A.P.E. for this survey extended approximately 250 feet on either side of the railroad corridor center line. The boundaries of the A.P.E. are shown on the A.P.E. maps (**Figures 2A-2 G** in **Appendix A**). One hundred percent of the A.P.E. was examined.

The Phase I survey of historic architectural resources was conducted and the results were compiled pursuant to the Department of Transportation Act of 1966, the National Historic Preservation Act of 1966, as amended, and the Advisory Council on Historic Preservation's, *Protection of Historic Properties* (36 CFR 800). As with the initial Phase I investigation, this work adhered to the guidelines set forth in the 24 October 2003 meeting among representatives of the Federal Railroad Administration, the Federal Highway Administration, the Virginia Department of Historic Resources, the Virginia Department of Rail and Public Transportation, the Virginia Department of Transportation, the North Carolina Department of

Transportation-Rail Division, the North Carolina Department of Transportation-Project Development and Environmental Analysis Branch, and the project engineers, Buck Engineering, Inc. (now Michael Baker Corporation).

Figure 1
 Project Location Map



METHODOLOGY

The Phase I (reconnaissance level) architectural survey followed the requirements set forth in the North Carolina Department of Transportation document entitled, *Section 106 Procedures and Report Guidelines* (October 2003). The architectural investigation included the following tasks: 1) preliminary background research to identify all known historic architectural resources (i.e., those properties listed in the National Register, the North Carolina Study List, those determined eligible for the National Register through environmental assessment (D.O.E.), or locally designated landmarks) and any other previously inventoried property within the A.P.E.; 2) a drive-through (windshield) survey of the A.P.E. to map and photograph all resources which appeared to be fifty years of age or greater; and 3) brief written evaluations of each surveyed property. Each evaluation included a recommendation of either no further investigation for those resources that did not appear eligible for the National Register or Phase II (intensive level) investigation for those properties that required additional examination to determine National Register eligibility.

During the research phase, the principal investigators conducted a search of the architectural survey files at the North Carolina State Historic Preservation Office (S.H.P.O.) in Raleigh. Field work was conducted in the A.P.E., which was defined for this project as approximately 250 feet on either side of the center line of the proposed corridor. The corridor primarily follows the existing railroad right-of-way and traverses densely developed industrial, residential, and commercial areas. This urban development immediately adjacent to the corridor often effectively buffers the project from adjoining neighborhoods and commercial zones.

All properties identified during the field survey as being at least fifty years of age are described briefly in the following inventory list. If a surveyed resource has already been listed in the National Register; placed on the North Carolina Study List; determined eligible during an environmental assessment or previous architectural survey; or designated as a local landmark, this status has been noted after the name of the resource. Each property is keyed to the A.P.E. maps (**Figures 2A-2G** in **Appendix A**), and photographs of each surveyed property are found in **Appendix B**. The field work was conducted in January 2009, and 100 percent of the A.P.E. was examined.

SUMMARY OF FINDINGS

During the field survey, the principal investigators identified 33 resources located within the A.P.E. that appeared to be 50 years of age or older. The surveyed properties are shown on **Figures 2A-2G** in **Appendix A**. Among these resources were both individual properties and historic districts. Of the 33 resources examined, two were National Register historic districts, and two are historic districts that have been determined eligible for the National Register. Three are individual National Register properties, two of which (Pine State Creamery and the Raleigh Electric Company Power House) are contained within historic districts. Seven additional properties were recommended for Phase II study.

Table I provides a reference list of all surveyed resources, their current designations, and their recommendations. All currently designated historic properties have been recommended for inclusion in the Phase II survey so that the final Phase II architectural resources report will contain a complete list of all properties that require consideration when evaluation of effects are made for this project.

TABLE I: REFERENCE LIST OF SURVEYED RESOURCES

N.R.—National Register
D.O.E.—Determined Eligible for National Register
S.L.—Study List (for National Register)

Resources Recommended for Phase II Investigation are in Bold

No.	Property Name	Current Status	Recommendation
1.	Central Raleigh Historic District/ West Jones Street Railroad H.D. WA 4083	D.O.E.	Phase II
2.	Standard Oil Company Warehouse WA 702	None	Phase II
3.	Commercial Building WA 7115	None	No Further Study
4.	Norfolk Southern Railway Bridges WA 7007 WA 7011	None	Phase II
5.	Commercial Building WA 7116	None	No Further Study
6.	Commercial Block WA 7111 & WA 7114	None	No Further Study
7.	Commercial Building WA 7117	None	No Further Study
8.	Warehouse WA 7118	None	No Further Study
9.	House/Office WA 7119	None	No Further Study
10.	Warehouse WA 7120	None	No Further Study
11.	Warehouse WA 7121	None	No Further Study
12.	Warehouse WA 7122	None	No Further Study
13.	Warehouse WA 7123	None	No Further Study
14.	Graybar Company Building WA 7125 WA 4547	None	Phase II
15.	Noland Plumbing Company Building	S.L.	Phase II
16.	Warehouse WA 7129	None	Phase II
17.	Commercial Block WA 4291	None	No Further Study
18.	Commercial Building WA 4291	None	No Further Study
19.	Warehouse WA 7129 7129	None	No Further Study
20.	House WA 7130	None	No Further Study
21.	House WA 7131	None	No Further Study
22.	House WA 7132	None	No Further Study
23.	House WA 7133	None	No Further Study
24.	House WA 7134	None	No Further Study
25.	House WA 7135	None	No Further Study
26.	House WA 7136	None	No Further Study
27.	House WA 7137	None	No Further Study
28.	Norfolk Southern Railway Bridge WA 7006	None	Phase II
29.	Harris Company Warehouse	None	No Further Study
30.	Raleigh Bonded Warehouse WA 2675	N.R.	Phase II
31.	Roanoke Park Historic District WA 3145	N.R.	Phase II
32.	Office Building WA 7005	None	Phase II
33.	Glenwood-Brooklyn Historic District WA 4189	N.R.	Phase II

INVENTORY LIST

1. **Central Raleigh Historic District (D.O.E. 1999)/West Jones Street Railroad Historic District**
WA 4083 (D.O.E. 1994)
Roughly bounded by Hillsborough Street, St. Mary's Street, Lane Street, Tucker and Street, North West Street

These two overlapping historic districts are comprised of residential, commercial, institutional, and industrial properties dating from the early nineteenth century through the mid-twentieth century. The Norfolk Southern Railway runs through the area, and several small industrial, public works, and transportation-related properties took advantage of rail access and built along the rail frontage. Within the A.P.E., the districts together include the Pine State Creamery (N.R. 1997) and the Raleigh Electric Company Power House (N.R. 1997). The West Jones Street Railroad Historic District was determined eligible in 1994. The Central Raleigh Historic District was identified during the Environmental Assessment for the *Regional Rail System, Durham to Raleigh to North Raleigh, Durham and Wake Counties, Triangle Transit Authority* (1998-1999).

However, both the Central Raleigh Historic District and the overlapping West Jones Street Railroad Historic District also now contain a modern, multiple-story apartment building constructed in 2007 within the 200 block of Glenwood Avenue. This apartment building fills much of the east side of the block in the heart of the districts and may diminish the area's integrity. Therefore, it is recommended that the Central Raleigh Historic District and the West Jones Street Railroad Historic District be reevaluated at the Phase II level to determine if they retain sufficient integrity for National Register eligibility under criteria A and C.

2. **Standard Oil Company Warehouse**
WA 7012 310 North West Street

This low-scale, brick warehouse/industrial building has an irregular footprint and appears to have been constructed in stages during the early twentieth century. The most visible section along North West Street is the boxy, brick warehouse with exposed reinforced concrete framing. A Sanborn Fire Insurance Company map for Raleigh indicates that the building was constructed in 1926 for the storage of oil. The brick building at the northwest corner of the parcel was added later. As a rare surviving warehouse from the early twentieth century in central Raleigh, this building is recommended for Phase II investigation to determine National Register eligibility.

3. **Commercial Building**
WA 7115 510 North West Street

Erected ca. 1959, this simple, brick and concrete-block commercial building has altered windows, a shed-roofed entry porch, and a flat parapet. The building is not considered eligible for the National Register under any criterion and is not recommended for Phase II investigation.

Wade: WA 7007
Peace: WA 7008
Johnson: WA 7009

Tucker: WA 7010
North: WA 7011

4. **Norfolk Southern Railway Bridges**
West Peace Street, West Johnson Street, Tucker Street, West North Street, and Wade Avenue

Probably constructed ca. 1940, these five railroad bridges were part of a grade separation campaign that created a railroad viaduct to elevate the Norfolk Southern Railway tracks over selected streets through central Raleigh. The bridges feature reinforced concrete piers with restrained Art Deco elements. The four spans are recommended for Phase II investigation to determine National Register eligibility.

5. **Commercial Building** WA 7116
510 West Johnson Street

Built ca. 1950, this simple, boxy, one-story, brick commercial building has large, steel-sash windows and a loading door on the façade. A common postwar design, the commercial building is not considered eligible for the National Register under any criterion and is not recommended for Phase II investigation.

6. **Commercial Block**
600 Block Glenwood Avenue, East Side

This row of commercial buildings contains a mix of simple, brick commercial buildings built in the middle to late twentieth century and several early twentieth century dwellings converted to commercial use. The frame dwellings are one-story, vernacular forms with modern commercial additions to the façades. The buildings erected specifically for retail and office uses have simple, functional designs and have undergone alterations to windows and interiors. This block has been excluded from the Glenwood-Brooklyn National Register Historic District which includes the 700 block of Glenwood Avenue immediately to the north. The 600 block is not considered eligible for the National Register under any criterion and is not recommended for Phase II investigation. The block's individual resources that are least fifty years of age are listed and evaluated below:

- 6a. House/Commercial Building WA 7113
600 Glenwood Avenue

A modern, one-story, brick commercial addition now masks the ca. 1910, one-story, frame, L-plan dwelling that survives on this site. The modern addition that faces Glenwood Avenue features large, metal-sash windows that wrap around the façade. The building is not considered eligible for the National Register under any criterion and is not recommended for Phase II investigation.

- 6b. Commercial Building WA 7114
606 Glenwood Avenue

This one-story, brick commercial building has a simple, rectangular form and a recessed entry with modernized glazed door and window. The smaller glass block window on the façade appears to be original. The building is not considered eligible for the National Register under any criterion and is not recommended for Phase II investigation.

- 6c. House/Commercial Building WA 7111
610 Glenwood Avenue

Constructed ca. 1910, the one-story, frame dwelling has a traditional, single-pile, three-bay form with a decorative center gable. The front porch has been modernized and enlarged to accommodate modern commercial use. The building is not considered eligible for the National Register under any criterion and is not recommended for Phase II investigation.

- 6d. Commercial Building WA 7112
620 Glenwood Avenue

Constructed ca. 1940, this one-story, brick restaurant has a modernized façade and interior and a rear addition. An enclosed, canvas appendage facing Glenwood Avenue increases the building's dining space. The building is not considered eligible for the National Register under any criterion and is not recommended for Phase II investigation.

7. Commercial Building WA 7117
500 West Peace Street

Built ca. 1950, this simple, boxy, two-story, brick commercial building has a modernized, glazed storefront that was added during the building's conversion to a lighting and furniture store. The storefront is marked by a modern canopy and large display windows. The building is not considered eligible for the National Register under any criterion and is not recommended for Phase II investigation.

8. Warehouse WA 7118
707-709 North West Street

This utilitarian, one-story, warehouse along the railroad tracks was built in the mid-twentieth century. The warehouse consists of two boxy brick and concrete-block units that are joined by a small loading dock. Steel-sash windows remain intact. The building is not considered eligible for the National Register under any criterion and is not recommended for Phase II investigation.

9. House/Office WA 7119
713 North West Street

Built as a dwelling, this ca. 1946 building now serves as office space. The simple, postwar, concrete-block design consists of a one and one-half story, three-bay, side-gable form with a double-pile plan and a chimney on the south gable end. The windows and front door are modern replacements. The building is not considered eligible for the National Register under any criterion and is not recommended for Phase II investigation.

10. **Warehouse** WA 7120
715 North West Street

Oriented to the railroad tracks, this mid-twentieth century warehouse is a long, rectangular, one-story building with a side-gable roof, red brick façade, and a series of large loading doors. The gable ends are covered with corrugated metal. The building is not considered eligible for the National Register under any criterion and is not recommended for Phase II investigation

11. **Warehouse** WA 7121
804 North West Street

This L-shaped, one-story, brick warehouse was constructed in the 1930s. The building has altered windows and doors and an original chimney flue on the front-facing gable. Built into a steep hillside, the rear elevation rises to two stories. The building is not considered eligible for the National Register under any criterion and is not recommended for Phase II investigation

12. **Warehouse** WA 7122
805 North West Street

Built in the mid-twentieth century, this one-story, side-gable warehouse is constructed of concrete block with corrugated metal roofs and gable ends. Stepped parapet walls rise above the main roof line to designate the fire walls. A series of doors, windows, and loading docks extend across the main elevations. The building is not considered eligible for the National Register under any criterion and is not recommended for Phase II investigation

13. **Warehouse** WA 7123
911 North West Street

This large-scale, two-story, mid-twentieth-century warehouse occupies an embankment that rises to the railroad tracks. The utilitarian, brick building consists of loading bays oriented to the tracks and North West Street. These bays have been infilled. Some steel-sash windows remain although a number are now boarded over. The building is not considered eligible for the National Register under any criterion and is not recommended for Phase II investigation.

14. **Graybar Company Building** WA 7125
1113 Capital Boulevard

The Graybar Company, a national distributor of electrical supplies, constructed this building for its Raleigh office and warehouse in 1959. The one-story, red-brick building remains largely unchanged with a main office and adjacent warehouse wing that includes a series of truck loading bays. The glazed, metal-framed entrance to the office is capped by a flat-roofed canopy, and horizontal band of windows are modernist elements. The building is part of a small, well-preserved warehouse district that includes Nos. 14-16, and the building is recommended for Phase II investigation to determine National Register eligibility.

15. **Noland Plumbing Company Building (Study List 2006)** WA 4547
1117 Capital Boulevard

Built in 1959, this one-story office building/warehouse displays well preserved modernist elements in its sleek, flat-roofed, rectangular design, canted façade, and glass walled surfaces. The architectural firm was Edwards, McKimmon and Etheridge of Raleigh designed the building. The office bays on the south side feature mosaic tiles. Metal sash glass fills the recessed center entry. A long, brick planter and an elevated sidewalk lined with plantings extend across the façade. The building is an especially fine, and perhaps rare, expression of modernist commercial architecture in Raleigh from the postwar era. As part of a small, well-preserved warehouse district that includes Nos. 14-16, this office building/warehouse is recommended for Phase II investigation to determine National Register eligibility.

16. **Warehouse**
1125 Capital Boulevard

As with the nearby Graybar Company Building (1959) to the south, this ca. 1945 warehouse neatly typifies the trucking terminals of the postwar period. The building consists of a one-story, front-facing office section and a long warehouse wing lined with truck loading bays to the rear. The stuccoed concrete exterior includes small, steel-sash windows and a canopied entrance bay. Piers project slightly across the façade to define the bays and suggest pilasters. The building is part of a small, well-preserved warehouse district that includes Nos. 14-16, and the warehouse is recommended for Phase II investigation to determine National Register eligibility.

17. **Commercial Block** WA 4291 (includes 205-223 B&K #)
209-215 Bickett Boulevard

Built in the 1950s, this small block of one-story retail stores is divided by concrete-block walls. The heavily altered row has remodeled shopfronts with wood-paneled and shingled facades. This commercial block lacks the integrity and significances for National Register eligibility under any criterion and is not recommended for Phase II investigation.

18. **Commercial Building** WA 4291
207 Bickett Boulevard

Functional in design, this late-1950s, brick commercial building has a flat-roofed, boxy form and a façade sheltered by a corrugated metal canopy. The façade features a three-part display window and a metal door. A one-bay canopy with metal supports marks a side entrance on the south elevation. This small commercial building is not considered eligible for the National Register under any criterion and is not recommended for Phase II investigation.

19. **Warehouse** *Sevin* *LA 7129*
1501 ~~Sunrise~~ Avenue

This functional, mid-1950s, brick warehouse consists of an irregular assemblage of storage and office units. Steel-sash windows and large, canopied loading docks remain. The three-bay office block facing *Sevin* Avenue includes double-leaf doors flanked by large, square windows. This warehouse is not considered eligible for the National Register under any criterion and is not recommended for Phase II investigation.

20. **House** *LA 7130*
723 Georgetown Road

Dating to the late 1940s, this one and one-half story, brick-veneered, side-gable dwelling has twin dormers, eight-over-eight windows, and a double-pile plan. A common postwar design, the house is not considered eligible for the National Register under any criterion and is not recommended for Phase II investigation.

21. **House** *LA 7131*
725 Georgetown Road

Erected in the late 1940s, this one and one-half story, frame, side-gable dwelling has a gable end orientation to the street. A modern wood exterior stairway leads to the upper story. A typical postwar design, the house is not considered eligible for the National Register under any criterion and is not recommended for Phase II investigation.

22. **House** *LA 7132*
1700 Patton Road

Erected in the late 1940s, this one and one-half story, side-gable, brick-veneered dwelling has a later weatherboarded addition on the south elevation. The original, three-bay, double-pile block includes twin dormers and replacement one-over-one windows. Now altered, the house is not considered eligible for the National Register under any criterion and is not recommended for Phase II investigation.

23. **House** *LA 7133*
1703 Patton Road

This 1940s, three-bay, frame dwelling has a double-pile plan with a side gable roof and twin dormers. The weatherboarded exterior includes eight-over-eight windows. A modern wood deck extends across the façade. A common design from the postwar period and now altered, the house is not considered eligible for the National Register under any criterion and is not recommended for Phase II investigation.

24. **House** WA 7134
1705 Patton Road

Similar to No. 23, this 1940s, three-bay, frame dwelling has a double-pile plan with a side gable roof and twin dormers. The weatherboarded exterior features eight-over-eight windows. The garage wing on the south elevation is capped by a modern wood balustrade. A gable-front porch shelters the entrance. A common design from the postwar period, the house is not considered eligible for the National Register under any criterion and is not recommended for Phase II investigation.

25. **House** WA 7135
1706 Patton Road

This 1940s, three-bay, frame dwelling has a double-pile plan, a side gable roof, and two gable-front dormers. The eight-over-eight windows are replacements. A gable-front porch shelters the center entrance. Now altered, the house is not considered eligible for the National Register under any criterion and is not recommended for Phase II investigation.

26. **House** WA 7136
1704 Patton Road

Now heavily altered, this 1940s, three-bay, brick-veneered dwelling has a double-pile plan, a side gable roof, and a large, modern, gable-front dormer. There are replacement one-over-one windows. A gable-front porch shelters the entrance. The house has lost much of its integrity and is not considered eligible for the National Register under any criterion. Phase II investigation is not recommended.

27. **House** WA 7137
1702 Patton Road

Oriented with its gable end to the street, this 1940s, double-pile, frame dwelling has vinyl siding and replacement windows. Typical of this postwar neighborhood, the house is a one and one-half story dwelling with a pair of gable-front dormers. Now heavily altered, the house is not considered eligible for the National Register under any criterion and is not recommended for Phase II investigation.

28. **Norfolk Southern Railway Bridge** WA 7006
Crossing Wake Forest Road

Constructed in the 1940s, this railroad bridge was probably part of the grade separation campaign in Raleigh that also led the construction of the railroad bridges at West Peace Street, West Johnson Street, Tucker Street, West North Street, and Wade Avenue (see No. 4). Similar to those spans, this bridge features reinforced concrete piers with Art Deco treatment. The bridge recommended for Phase II investigation.

29. **Harris Company Wholesale Building**
1836 Wake Forest Road

Built in the early twentieth century, this one-story, brick wholesale building has been extensively modernized and converted into part of an office complex. The one-story, rectangular form with corbelled brick courses along the cornice survives. Now altered, the former warehouse is not considered eligible for the National Register under any criterion and is not recommended for Phase II investigation.

30. **Raleigh Bonded Warehouse (National Register 2006)** WA 2675
1505 Capital Boulevard

Constructed alongside the Norfolk Southern Railway in 1923, the expansive Raleigh Bonded Warehouse was owned by cotton distributor, Norman Edward Edgerton. The long, brick and concrete building contains a series of twelve bays and rows of steel-sash, casement windows and accommodates a million cubic feet of storage space. Erected as a cotton warehouse, by the 1930s the business had been diversified to include the storage of a wide range of goods. Now used for retail as well as storage space, the Raleigh Bonded Warehouse is recommended for Phase II investigation.

31. **Roanoke Park Historic District (National Register 2003)** WA 3145
Roughly bounded by Bickett Boulevard, Sunrise Avenue, Fairview and West Whitaker Mill roads, and Morrison Avenue

The Roanoke Park Historic District is located southeast of Raleigh's Five Points intersection, created by the convergence of Fairview and West Whitaker Mill roads and Glenwood Avenue. The roughly 107-acre district is an early twentieth century neighborhood consisting primarily of single-family dwellings. Its irregular street pattern follows the sloping contours of the rolling Piedmont landscape. Houses typically occupy small, tree-shaded lots and reflect the mainstream architectural styles of the early and middle decades of the twentieth century. The district includes examples of the Colonial Revival, Dutch Colonial, Tudor Revival, Minimal Traditional, Period Cottage, and ranch house designs. The historic district extends into the A.P.E. along Bickett Boulevard which is characterized by 1940s weatherboarded and brick-veneered dwellings constructed closely together. The Roanoke Park Historic District is recommended for Phase II investigation.

32. **Office Building** WA 7005 as John A. Edwards and Co. Building
333 Wade Avenue

Built ca. 1960, this one-story office building is a well-preserved expression of postwar modernist commercial architecture. Constructed of brick, glass, and steel, the flat-roofed, rectangular design clearly illustrates the tenets of modernism in its sleek, intersecting geometry, glass walls, and use of modern materials. The front office is distinguished by a mosaic tile exterior. An especially fine, intact example of commercial modernism in Raleigh, this building merits Phase II investigation to determine National Register eligibility.

33. **Glenwood- Brooklyn Historic District (National Register 2002)** WA 4189
Roughly bounded by West Peace and St. Mary's streets, Glenwood and Wade Avenues, and Norfolk-Southern Railway

The Glenwood-Brooklyn neighborhoods began with the incorporation of the Glenwood Land Company in 1905. This area was the first of a series of suburban neighborhoods that began Raleigh's western and northern expansion in the early twentieth century. The residential streets of the historic district include well-preserved examples of the Queen Anne, Craftsman, Tudor Revival, and Colonial Revival styles. A small commercial zone of early twentieth century storefronts is located at the south end of the district along Glenwood Avenue. The historic district includes 362 resources on approximately eighty acres. The east side of the historic district extends into the A.P.E. and includes dwellings along the 500 blocks of Devereux, Tilden, Cleveland, Adams, and Washington streets, the 1100 block of Filmore Street, and the 1200 block of Pierce Street. At the south end of this neighborhood, the historic district also includes a one-story, frame, Queen Anne dwelling at 516 West Peace Street. The Glenwood-Brooklyn Historic District is recommended for Phase II investigation.

APPENDIX A

Area of Potential Effects (A.P.E.) Maps

Figure 2A

A.P.E. Map



Figure 2B

A.P.E. Map

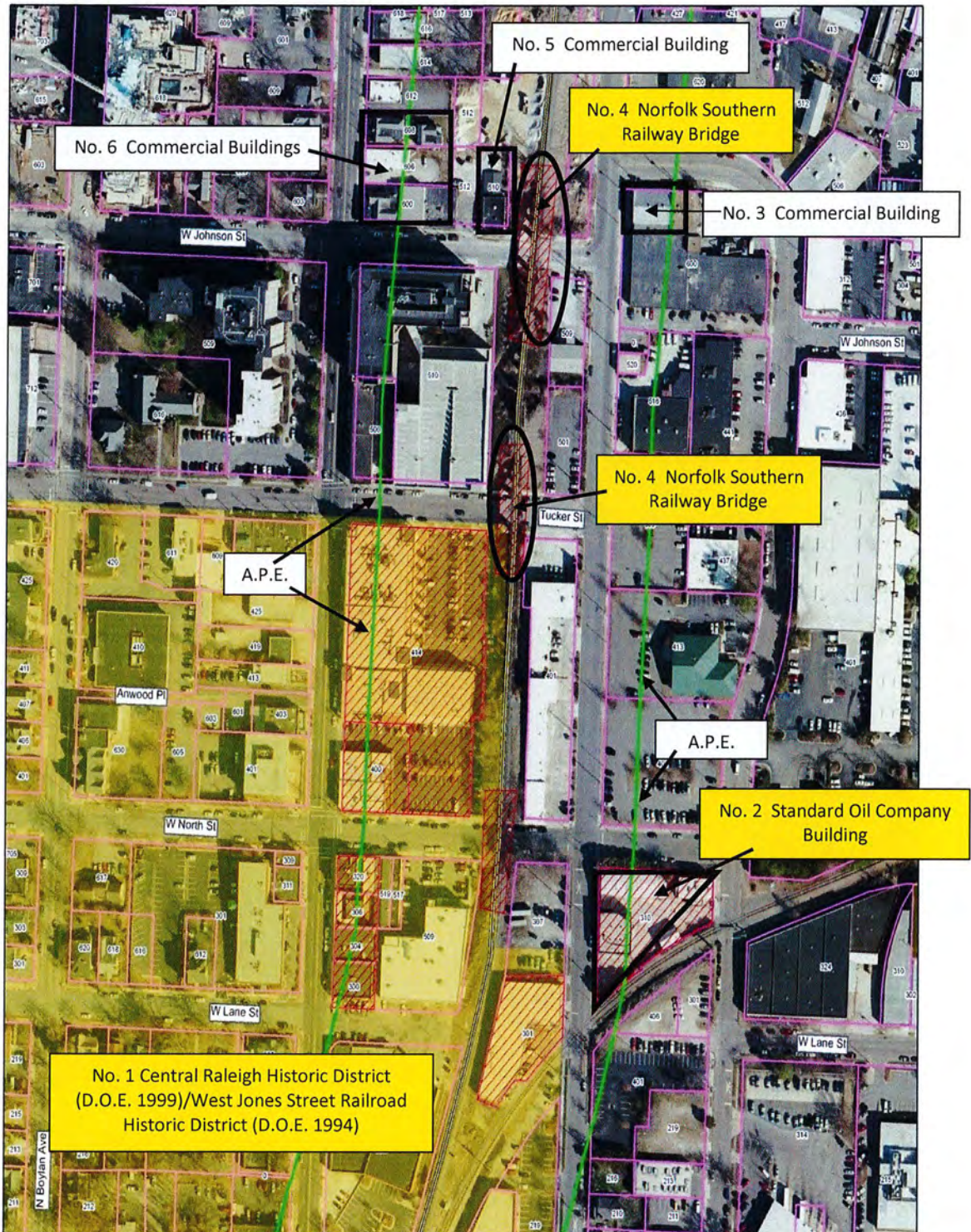


Figure 2C

A.P.E. Map

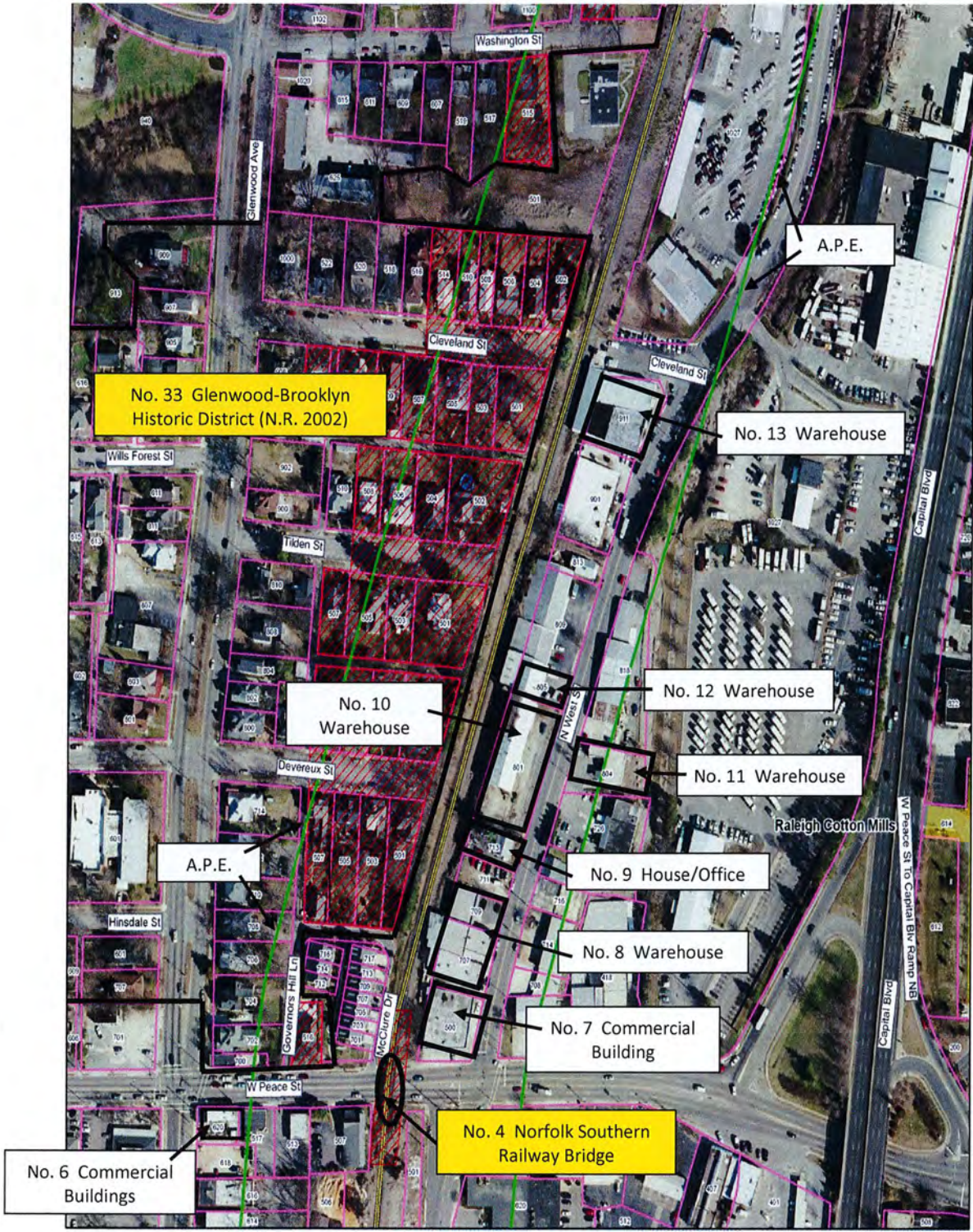


Figure 2D

A.P.E. Map



Figure 2E

A.P.E. Map

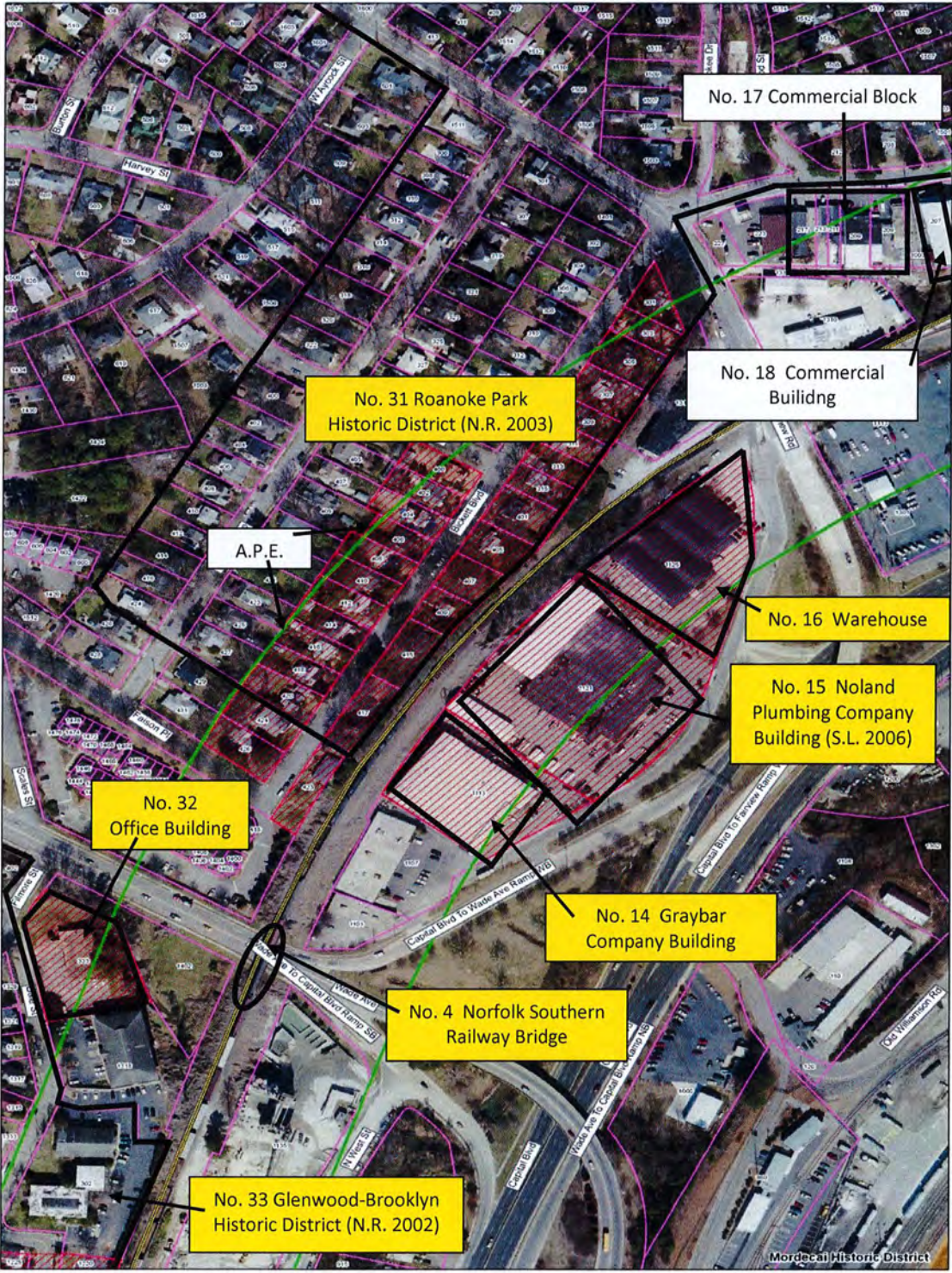


Figure 2F

A.P.E. Map

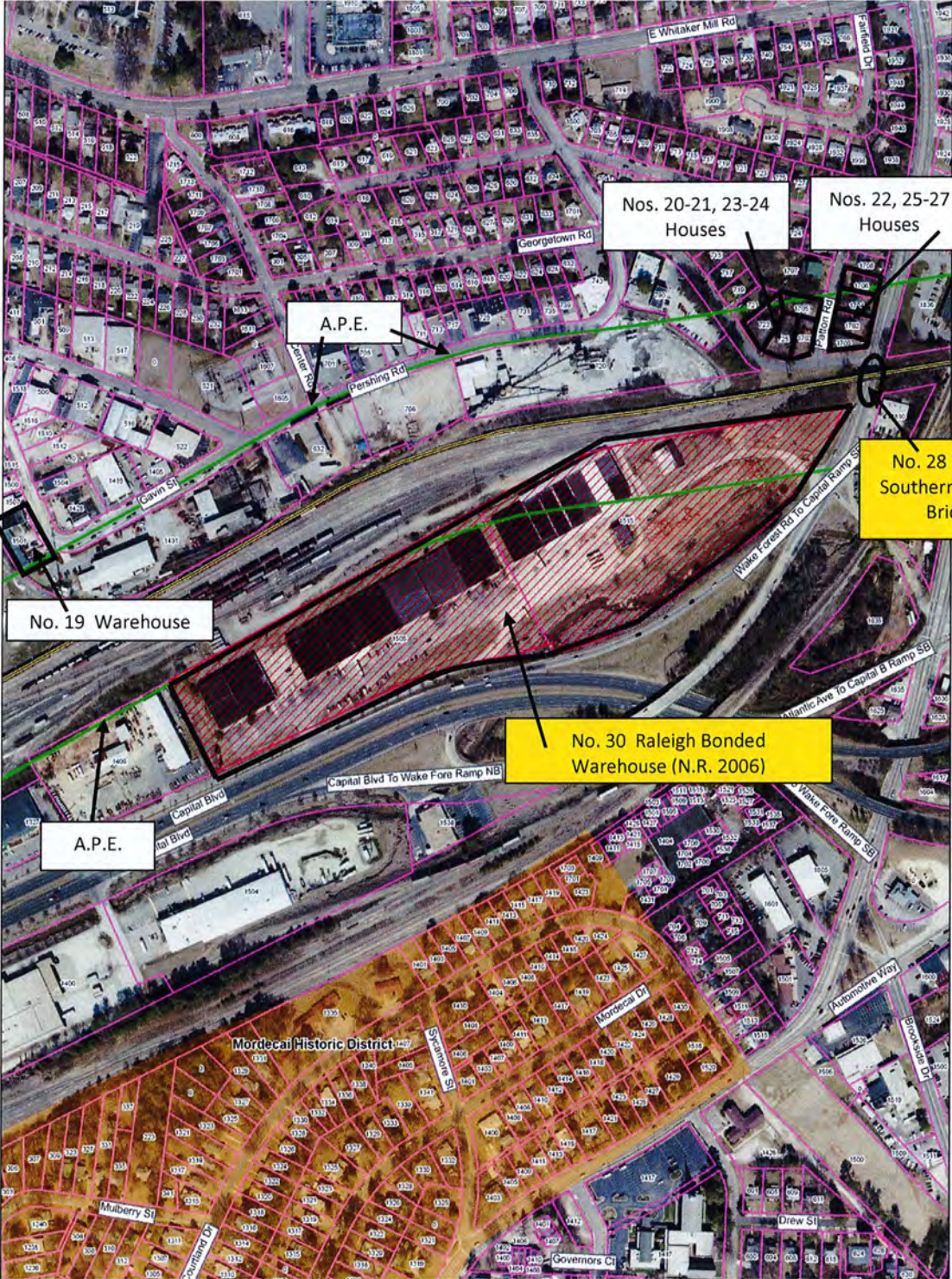


Figure 2G

A.P.E. Map



APPENDIX B

Resource Photographs



No. 1 Central Raleigh Historic District/West Jones Street Railroad Historic District.
West Jones Street, Looking East.



No. 1 Central Raleigh Historic District/West Jones Street Railroad Historic District.
Pine State Creamery, 414 Glenwood Avenue, Looking North.



No. 1 Central Raleigh Historic District/West Jones Street Railroad Historic District.
Automobile Service Building, North West Street at Railroad Tracks, Looking North.



No. 1 Central Raleigh Historic District/West Jones Street Railroad Historic District.
Automobile Service Building, North West Street at Railroad Tracks, Looking Northeast.



No. 1 Central Raleigh Historic District/West Jones Street Railroad Historic District.
Modern Apartment Building and Early Twentieth Century Commercial Buildings,
200 Block Glenwood Avenue, Looking South.



No. 2 Standard Oil Company Warehouse, 310 North West Street, Looking East.



No. 2 Standard Oil Company Warehouse, 310 North West Street, Looking North.



No. 3 Commercial Building, 510 North West Street, Looking North.



No. 4 Norfolk Southern Railway Bridges, Tucker Street, Looking West.



No. 4 Norfolk Southern Railway Bridges, West Johnson Street, Looking West.



No. 4 Norfolk Southern Railway Bridges, West Peace Street, Looking East.



No. 4 Norfolk Southern Railway Bridges, Wade Avenue, Looking West.



No. 5 Commercial Building, 510 West Johnson Street, Looking East.



No. 6 Commercial Block, 600 Block Glenwood Avenue, Looking North From 600 Glenwood Avenue.



No. 6 Commercial Block, 600 Block Glenwood Avenue, 606-610 Glenwood Avenue.



No. 6 Commercial Block, 600 Block Glenwood Avenue, 612 Glenwood Avenue.



No. 6 Commercial Block, 600 Block Glenwood Avenue, 620 Glenwood Avenue.



No. 7 Commercial Building, 500 West Peace Street, Looking West.



No. 8 Warehouse, 707-707 North West Street, Looking Northwest.



No. 9 House/Office, 713 North West Street, Looking Northwest.



No. 10 Warehouse, 715 North West Street, Looking Northwest.



No. 11 Warehouse, 804 North West Street, Looking East.



No. 12 Warehouse, 805 North West Street, Looking Northwest.



No. 13 Warehouse, 911 North West Street, Looking Northwest.



No. 14 Graybar Company Building, 1113 Capital Boulevard, Looking West.



No. 14 Graybar Company Building, 1113 Capital Boulevard, Looking Southwest.



No 15 Noland Plumbing Company Building, 1117 Capital Boulevard, Looking North.



No 15 Noland Plumbing Company Building, 1117 Capital Boulevard, Façade, Looking West.



No. 16 Warehouse, 1125 Capital Boulevard, Looking West.



No. 16 Warehouse, 1125 Capital Boulevard, Looking West.



No. 17 Commercial Block, 209-215 Bickett Boulevard, Looking North.



No. 18 Commercial Building, 207 Bickett Boulevard, Looking East.



No. 19 Warehouse, 1501 Sunrise Avenue, Looking South.



No. 20 House, 723 Georgetown Road.



No. 21 House, 725 Georgetown Road.



No. 22 House, 1700 Patton Road.



No. 23 House, 1703 Patton Road.



No. 24 House, 1705 Patton Road.



No. 25 House, 1706 Patton Road.



No. 26 House, 1704 Patton Road.



No. 27 House, 1702 Patton Road.



No. 28 Norfolk Southern Railway Bridge, Crossing Wake Forest Road, Looking Northeast.



No. 29 Harris Company Warehouse Building, 1836 Wake Forest Road, Looking South.



No. 30 Raleigh Bonded Warehouse, 1505 Capital Boulevard, Looking South.



No. 30 Raleigh Bonded Warehouse, 1505 Capital Boulevard, Looking South.



No. 31 Roanoke Park H.D., Bickett Boulevard at Doughton Street, Looking North.



No. 32 Office Building, 333 Wade Avenue, Looking Southeast.



No. 32 Office Building, 333 Wade Avenue, Looking Southeast.



No. 33 Glenwood-Brooklyn Historic District, Filmore at Washington Streets, Looking North.



No. 33 Glenwood-Brooklyn Historic District, 504 Washington Street, Looking North.



No. 33 Glenwood-Brooklyn Historic District, 500 Block Tilden Street, Looking North.



No. 33 Glenwood-Brooklyn Historic District, 500 Devereux Street, Looking North.



No. 33 Glenwood-Brooklyn Historic District, Glenwood Avenue at Devereux Street, Looking North.