



**North Carolina Department of Cultural Resources
State Historic Preservation Office**

David L. S. Brook, Administrator

Michael F. Easley, Governor
Lisbeth C. Evans, Secretary
Jeffrey J. Crow, Deputy Secretary

Division of Historical Resources
David J. Olson, Director

January 9, 2003

MEMORANDUM

TO: Greg Thorpe, Manager
Project Development and Environmental Analysis Branch
NCDOT Division of Highways

FROM: David Brook *for David Brook*

SUBJECT: Historic Architectural Resources Survey Report, Widen NC 55 from NC 147 to US 70 Business/NC 98, Federal Aid No. STP-55(20), T.I.P. No. U-3308, State Project No. 8.1352801, Durham County, ER02-9726

Thank you for your letter of December 19, 2002, transmitting the survey report by Ms. Cynthia de Miranda of Edwards-Pittman Environmental, Inc.

For purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the following property is not eligible for listing in the National Register of Historic Places:

Pettigrew Street Bridge because it lacks design and technological distinction, and is not located in an area with sufficient concentration of historic structures to form a district.

The following properties are on the State Study List and are eligible for the National Register:

DH 1642 Branson Methodist Church, located at 201 South Alston Avenue, under Criteria A and C in social history for its association with the surrounding mills and mill villages, and as a good example of Neoclassical Revival ecclesiastical architecture. Also DOE'd as Asbury Temple Methodist Church 1999

DH 2663 Pure Oil Filling Station, located at the southeast corner of Alston Avenue and East Main Street, under Criteria A and C in the areas of commerce and transportation for its association with the development of the surrounding residential area, and as an intact example of a typical Pure Oil station.

SL as Mill Park Service Station Bldg. 2001

Holloway Street Historic District Boundary Expansion, including blocks 700 and 800 of Holloway Street, and lots 808 and 809 of Holloway Street, under Criterion A for its association with the development of the 500 and 600 blocks of Holloway Street, already listed in the National Register.

NOT TO BE CONFUSED WITH ASBURY METHODIST CHURCH DH 429 1600 W. Markham Ave in Trinity HD (NR)

	Location	Mailing Address	Telephone/Fax
Administration	507 N. Blount St, Raleigh	4617 Mail Service Center, Raleigh 27699-4617	(919) 733-4763 • 715-8653
Restoration	515 N. Blount St, Raleigh	4613 Mail Service Center, Raleigh 27699-4613	(919) 733-6547 • 715-4801
Survey & Planning	515 N. Blount St, Raleigh	4618 Mail Service Center, Raleigh 27699-4618	(919) 733-4763 • 715-4801

Greg Thorpe
January 9, 2003
Page 2

The following property is listed in the National Register of Historic Places:

Golden Belt Historic District, bounded by East Main Street and Morning Glory Avenue on the south; Holman Street on the east; the south-facing block of Taylor Street on the north; and the Norfolk & Western Railroad tracks on the west. The district is eligible under Criteria A, B, and C for its association with Durham's industrial economy of early twentieth-century, and with industrialist Julian S. Carr. The district is architecturally significant as a mixture of industrial, commercial and small residences reflecting the organization and character of the Golden Belt Mill Village.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763. In all future communication concerning this project, please cite the above referenced tracking number.

DB:doc

cc: Mary Pope Furr
Cynthia de Miranda
Steve Cruse

bc: Brown/McBride/106/County

**Historic Architectural Resources Survey Report
Phase II Intensive**

Widen NC 55 from NC 147 to US 70 Business/NC 98
Durham County
North Carolina Department of Transportation
TIP No. U-3308
State Project No. 8.1352801
Federal Aid No. STP-55(20)

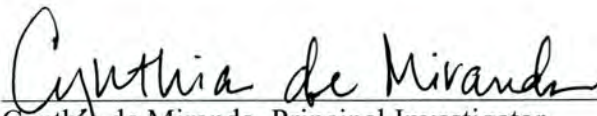
Prepared by:

Edwards-Pitman Environmental, Inc.
5400 Glenwood Avenue, Suite 412
Raleigh, North Carolina 27612-3228
919-785-9703

Prepared for:

Project Development and Environmental Analysis Branch
North Carolina Department of Transportation
1548 Mail Service Center
Raleigh, North Carolina 27601
919-733-7844

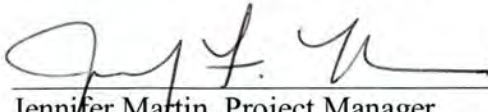
December 2002



Cynthia de Miranda, Principal Investigator
Edwards-Pitman Environmental, Inc.

12-18-02

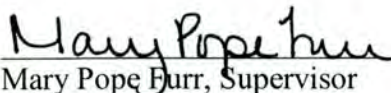
date



Jennifer Martin, Project Manager
Edwards-Pitman Environmental, Inc.

12/18/02

date



Mary Pope Furr, Supervisor
Historic Architecture Section
North Carolina Department of Transportation

12-19-02

date

Management Summary

The North Carolina Department of Transportation (NCDOT) proposes to widen NC 55 (Alston Avenue) from NC 147 (Durham Freeway) to US 70 Business/NC 98 (Holloway Street).

Edwards-Pitman Environmental, Inc. (EPEI) conducted a Phase II intensive-level historic resources survey to determine the Area of Potential Effects (APE) and to identify and evaluate all structures over fifty years of age within the APE according to the National Register of Historic Places Criteria for Evaluation. Two EPEI historians conducted the field survey by automobile and on foot in September 2002, covering 100 percent of the APE. Investigators photographed, mapped, and evaluated every property over fifty years of age. Those properties considered worthy of further analysis were intensively surveyed and evaluated in October 2002.

In addition to the field survey, EPEI reviewed the survey files at the North Carolina State Historic Preservation Office (HPO) in Raleigh, as well as the National Register and Study List files. Investigators also did research at the Durham County Public Library and contacted the Historic Preservation Society of Durham and the Durham City-County Planning Department for additional information.

EPEI staff historians delineated the APE on a map generated by the City of Durham/Durham County. The APE was reviewed and refined during the Phase II intensive-level survey. The APE extends along both sides of existing Alston Avenue and generally includes lots that border Alston Avenue. A few additional lots on intersecting streets were included as well. The APE includes areas that may be physically and/or visually affected by the road widening. The APE is shown on the Area of Potential Effects Map in Appendix A.

EPEI historians identified thirty-five properties that are fifty years old or older within the APE during the field survey. The APE passes through one historic district listed in the National Register of Historic Places: the Golden Belt Historic District (#28). Three properties are included on the North Carolina State Study List: Branson Methodist Church (#15); the Pure Oil Filling Station (#23); and houses at 808 and 809 Holloway Street, included as part of a possible Holloway Street Historic District expansion (#35). Of the remaining thirty-one surveyed properties, thirty were determined to be ineligible by NCDOT and the HPO. The single remaining property, the Pettigrew Street bridge over Alston Avenue, was intensively surveyed and evaluated. The bridge is recommended as not eligible for the National Register.

Properties Listed in the National Register

Golden Belt Historic District (DH 522), Roughly bounded by the Norfolk & Western Railroad line on the west, the south-facing lots fronting Taylor Street on the north, Holman Street on the east, and Worth Street, Morning Glory Avenue, and Main Street on the south. Alston Avenue bisects the east half of the district. (#28)

Properties on the State Study List for the National Register of Historic Places

Branson Methodist Church (DH 1642), 201 South Alston Avenue (#15)

Pure Oil Filling Station (DH 1596), 1200 East Main Street (#23)

Holloway Street Historic District Boundary Expansion (DH 2181) (#35)

House, 808 Holloway Street

House, 809 Holloway Street

Some ss Asbury Temple
Methodist Church DOE 1999
Some ss Mill Park Service Station
SL 2001
NR 2009

Properties Evaluated and Considered Not Eligible for the National Register of Historic Places

Pettigrew Street Bridge over Alston Avenue, 1951 (#6)

Properties Determined Not Eligible for the National Register of Historic Places and Not Worthy of Further Evaluation

See Appendix B

Table of Contents

I.	List of Maps, Photographs, and Illustrations	5
II.	Introduction	6
III.	Physical Environment	8
IV.	Methodology	9
V.	Background Information and Historic Contexts	11
VI.	Property Inventory and Evaluations	14
	A. Properties Listed in the National Register of Historic Places	15
	B. Properties on the State Study List for the National Register of Historic Places	26
	C. Properties Evaluated and Considered Not Eligible for the National Register of Historic Places	37
VII.	Bibliography	40

Appendices

A.	Area of Potential Effects (APE) Map	A-1
B.	Properties Not Eligible for the National Register (with Concurrence Form)	B-1
C.	Professional Qualifications	C-1

I. List of Maps, Photographs, and Illustrations

Figure 1.	Project Location Map	7	
Figure 2.	Historic Resources Survey Map	10	
Photographs and Boundary Maps			
<i>Properties Listed in the National Register</i>			
Golden Belt Historic District			
	Photographs	17	
	Boundary Map	25	
<i>Properties on the State Study List for the National Register</i>			
Branson Methodist Church			
	Photograph	27	
	Boundary Map	28	
Pure Oil Filling Station			
	Photograph	31	
	Boundary Map	32	
Holloway Street Historic District Boundary Expansion			
	Photographs	35	
	Boundary Map	36	
<i>Property Evaluated and Considered Not Eligible for the National Register</i>			
Pettigrew Street Bridge			
	Photographs	38	
	Boundary Map	39	
Area of Potential Effects Map			A-2
Survey Map			B-7
Photographs of Properties Previously Determined Not Eligible			B-8

II. Introduction

The North Carolina Department of Transportation (NCDOT) proposes to widen NC 55 (Alston Avenue) from NC 147 (Durham Freeway) to US 70 Business/NC 98 (Holloway Street).

Edwards-Pitman Environmental, Inc. (EPEI) conducted a Phase II intensive-level historic resources survey to determine the Area of Potential Effects (APE) and to identify and evaluate all structures over fifty years of age within the APE according to the National Register of Historic Places Criteria for Evaluation. Two EPEI historians conducted the field survey by automobile and on foot in September 2002, covering 100 percent of the APE. Investigators photographed, mapped, and evaluated every property over fifty years of age. Those properties considered worthy of further analysis were intensively surveyed and evaluated in October 2002.

In addition to the field survey, EPEI reviewed the survey files at the North Carolina State Historic Preservation Office (HPO) in Raleigh, as well as the National Register and Study List files. Investigators also did research at the Durham County Public Library and contacted the Historic Preservation Society of Durham and the Durham City-County Planning Department for additional information.

EPEI staff historians delineated the APE on a map generated by the City of Durham/Durham County. The APE was reviewed and refined during the Phase II intensive-level survey. The APE extends along both sides of existing Alston Avenue and generally includes lots that border Alston. A few additional lots on intersecting streets were included as well. The APE includes areas that may be physically and/or visually affected by the road widening. The APE is shown on the Area of Potential Effects Map in Appendix A.

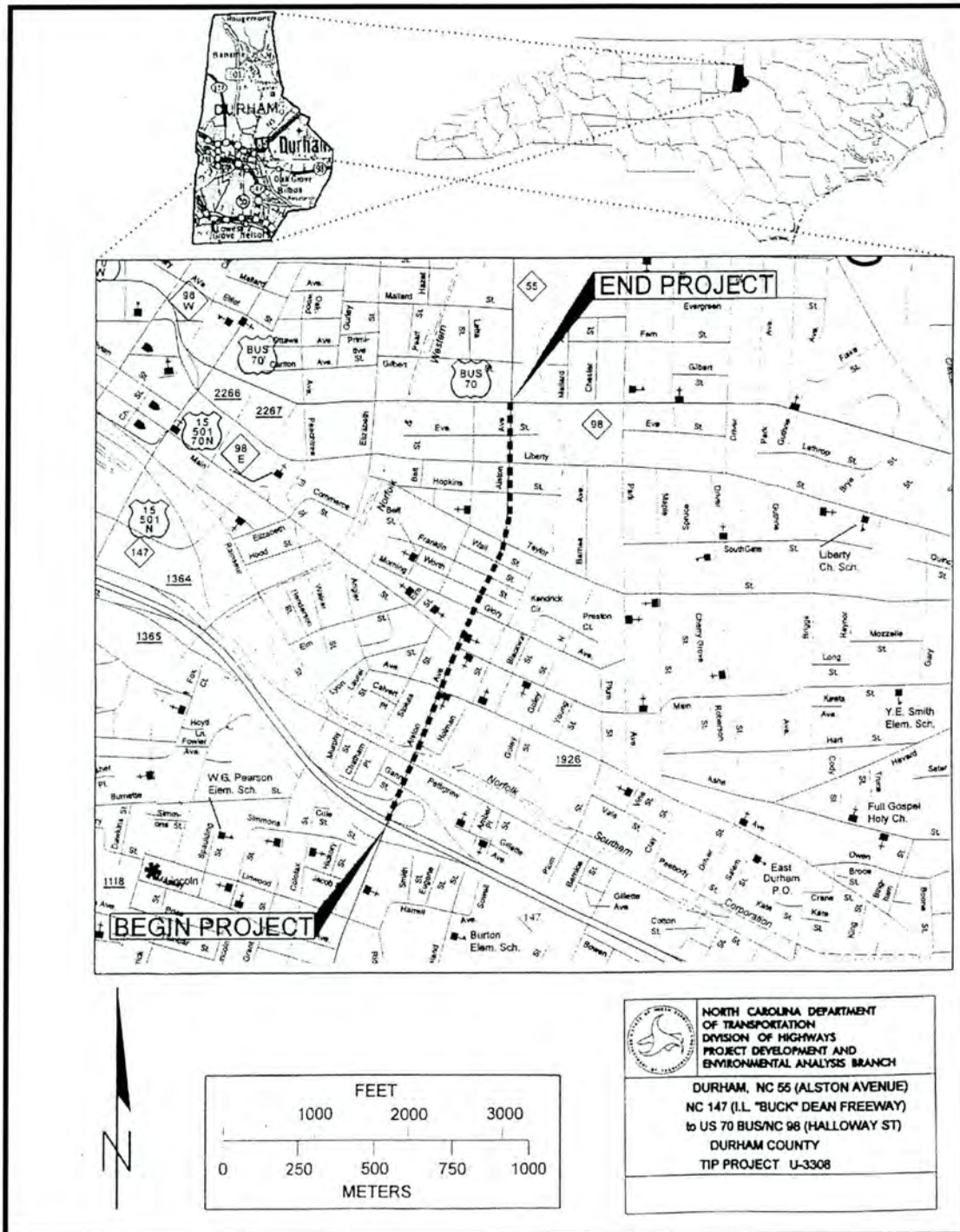


Figure 1. Project Location Map

III. Physical Environment

The project area for the proposed widening of NC 55 (Alston Avenue) is an urban corridor located approximately three-quarters of a mile east of the central business district of Durham, North Carolina. The corridor runs roughly north-south between NC 147 at the south end to US 70 Business/NC 98 (Holloway Street) on the north end. The project area is approximately eight-tenths of a mile long and generally consists of lots adjacent to Alston Avenue.

The topography of Alston Avenue through the project area consists of gently rolling terrain. Land to the west of Alston is generally at a higher elevation, which drops as you travel east toward Goose Creek, located just east of Alston. The creek parallels Alston Avenue from the north end of the project area as far south as Taylor Street.

From NC 147, Alston Avenue proceeds roughly northeast to Taylor Street, then turns slightly to continue north. Below Taylor Street, Alston's surrounding streets form a grid system tilted toward the northeast; above Taylor Street, the grid aligns along compass points.

This portion of Alston Avenue is an urban corridor with a mixture of commercial, institutional, and residential properties. Commercial and institutional properties tend to appear at street corner locations while residential properties, including single-family homes, duplexes, and apartment buildings, occupy both corner and mid-block locations. Much of the development fronts Alston Avenue, although properties in the Golden Belt Historic District only face the intersecting streets.

Durham city directories and Sanborn fire insurance maps reveal that, in the late nineteenth century, Alston Avenue only ran south from the railroad tracks at the south end of the project area. The road was extended northward in stages as the area became more populated in the early twentieth century. As late as 1913, Alston Avenue stopped just south of Morning Glory Avenue; a couple of blocks near Holloway Street at the north end of the project area had also been established. The road remained unpaved as late as 1950, and Alston Avenue does not appear to have been widened since it was established through the project area.

Many visible reminders of the early twentieth century remain in the project area, but they are interspersed with later twentieth-century development such as apartment buildings and commercial structures that do not employ the traditional pedestrian-oriented setbacks and placement of the earlier structures.

IV. Methodology

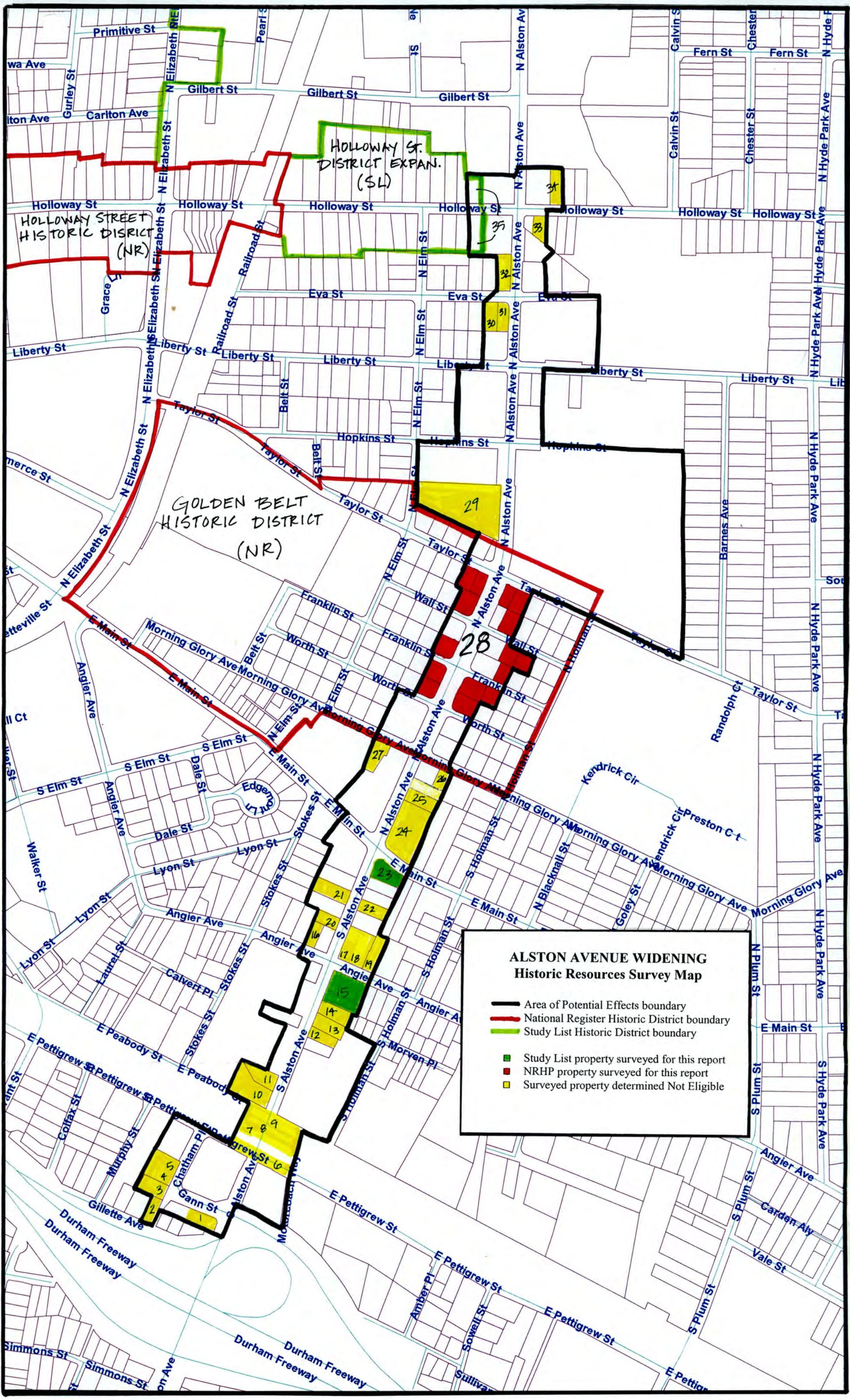
Edwards-Pitman Environmental, Inc. conducted a Phase II intensive-level historic resources survey with the following goals: (1) to determine the Area of Potential Effects, defined as the geographic area or areas within which a project may cause changes in the character or use of historic properties, if any such properties exist; (2) to identify all resources over fifty years of age within the APE; and (3) to evaluate these resources according to the National Register of Historic Places criteria. Two EPEI historians conducted the field survey by automobile and on foot in September 2002, covering 100 percent of the APE. The investigators photographed, mapped, and evaluated every property over fifty years of age. Those properties considered worthy of further analysis were intensively surveyed and evaluated in October 2002.

In addition, EPEI reviewed the survey files at the North Carolina State Historic Preservation Office in Raleigh, as well as the National Register and Study List files. Investigators also did research at the Durham County Public Library and contacted the Historic Preservation Society of Durham and the Durham City-County Planning Department for additional information.

EPEI staff historians delineated the APE on a map generated by the City of Durham GIS Department (see Appendix A). The APE was reviewed and refined during the Phase II survey. The APE extends along both sides of Alston Avenue and generally includes lots fronting Alston Avenue. A few additional lots on intersecting streets were included as well. The APE encompasses areas that may be physically and/or visually affected by the road widening.

The Phase II intensive-level historic resources survey was conducted and the report prepared in accordance with the provisions of FHWA Technical Advisory T6640.8A (Guidance for Preparing and Processing Environmental and Section 4(f) Documents); the Secretary of the Interior's Standards and Guidelines for Archaeological and Historic Preservation (48 FR 44716); 36 CFR Part 800; 36 CFR Part 60; and the NCDOT document entitled *Historic Architectural Resources: Survey Procedures and Report Guidelines (1994)*.

Several secondary sources, both published and unpublished, were especially useful in compiling and preparing research material for this report. In the late 1970s, students at Durham Technical Institute surveyed and reported on the Edgemont and East Durham neighborhoods; the resulting 1980 report, edited by Ruth Little and Pat Dickinson, contained helpful information relating to the development of the several mill villages that intersected in the project area. *The Durham Architectural and Historic Inventory* (Durham: City of Durham, 1982), principally authored by Claudia Roberts [Brown] at the conclusion of the 1980-1981 Durham architectural survey, provided excellent contextual as well as specific information, as did Brown's 1984 Golden Belt Historic District National Register of Historic Places nomination and 1985 Historic Resources of Durham Inventory for the National Register of Historic Places. Other useful unpublished documents include: the National Register of Historic Places nomination for the Holloway Street Historic District (1984); North Carolina State Study List applications for the Branson Methodist Church, the Pure Oil [Mill Park] Gas Station, and the Holloway Street Historic District expansion (all 2001); and the survey site files at the Division of Archives and History in Raleigh.



**ALSTON AVENUE WIDENING
Historic Resources Survey Map**

- Area of Potential Effects boundary
- National Register Historic District boundary
- Study List Historic District boundary
- Study List property surveyed for this report
- NRHP property surveyed for this report
- Surveyed property determined Not Eligible

V. Background Information and Historic Contexts

In the 1850s, during construction of a rail line from Goldsboro to Charlotte, the North Carolina Railroad scouted locations for a depot between Morrisville and Hillsborough, in what was then eastern Orange County. A small travelers' stop known as Prattsburg existed in the area and the railroad attempted to obtain some of Old Billy Pratt's land. Prattsburg's diverse economy in the 1850s consisted of a store, a blacksmith shop, a cotton gin, and a tavern, but Old Billy priced the railroad out of the Prattsburg market. Dr. Bartlett Snipes Durham stepped in and offered the railroad four acres of his land, located about two miles west of Prattsburg. In 1854, the railroad established Durhamville Station at what is now the corner of Corcoran and Peabody Streets. In the decades after the Civil War, Durhamville Station, later just Durham, quickly grew into a thriving industrial city. Prattsburg did not¹.

Durham has tobacco and thievery to thank for its rapid industrialization and growth. While General Joseph E. Johnston negotiated terms of a Confederate troop surrender to General William T. Sherman at the Bennett home in 1865, troops from both sides waited some miles south at the Durham Depot. John Green's small tobacco factory stood near the depot. Green produced a high-quality smoking tobacco and had found customers in the University of North Carolina students who passed through town on the train. During the armistice, troops looted the factory and, after the surrender, headed home with Green's tobacco. Soon, orders for more tobacco flooded Green's modest factory from all over the country. Green promptly dubbed his product Durham Smoking Tobacco and began using a bull as its trademark.²

In 1867, Green took William T. Blackwell of Kinston as a partner in his tobacco manufacturing business. After Green's death two years later, Blackwell formed a partnership with James R. Day. By then, there were four other tobacco companies in town, including that of Brodie Duke, the eldest of Washington Duke's four children. Washington Duke, meanwhile, was producing tobacco on his farm north of town. He and his two younger sons joined Brodie in town in 1874.³

Blackwell and Day soon took another partner, one who would have a great effect on both the company and the city. Julian S. Carr, from an established Chapel Hill mercantile family, joined the W. T. Blackwell Company in 1871. Around the same time, the company secured the Bull Durham name and trademark and opened a warehouse to establish Durham as a tobacco market. From the first day, the warehouse was too small to contain the tobacco that farmers brought to the new market; within a year, the Blackwell company had another warehouse. Between 1873 and 1885, more than a dozen new factories and sales warehouses were built, all in central Durham near the rail line.⁴

¹ Claudia P. Roberts, Diane E. Lea, and Robert M. Leary, *The Durham Architectural and Historic Inventory* (Durham: City of Durham, 1982), 305.

² *Ibid.*, 308-309.

³ *Ibid.*, 310-311.

⁴ *Ibid.*, 311-313.

Durham's new tobacco barons built fashionable homes east of the emerging central business district. Along East Main Street and its intersecting streets, Durham's industrialists built large, ornate houses in the Queen Anne and Second Empire Styles. Dillard Street, which intersected East Main Street as it ran northeast from the rail line, became the heart of the residential district, and its collection of houses garnered the nickname "Mansion Row." The neighborhood continued to grow in the early twentieth century and, as development moved north and east, the population diversified to include entrepreneurs, merchants, and laborers. While few of the earliest, most elaborate homes from this neighborhood have survived, the area of later development was designated the Holloway Street Historic District in 1984.⁵

As Durham's industries grew and diversified, industrial development spread southeast, past Mansion Row and beyond the city limit near the area once known as Prattsburg. In 1885, Carr and others started the Durham Cotton Manufacturing Co. in a new factory on Pettigrew Street. Around it, the company built dozens of identical frame houses for its laborers. By 1891, the mill and its environs constituted enough of a settlement that it was depicted in an inset to the "Bird's-Eye View of Durham, North Carolina." A commercial district developed nearby by the mid 1890s, in addition to at least three other mills or manufacturing plants. Brodie Duke started the Commonwealth Cotton Manufacturing Company in 1893, occupying a plant built a few years earlier for the Durham Bobbin and Shuttle Mill, which had not been successful. Commonwealth stood just north and west of the Cotton Manufacturing Company, and Duke also built modest, frame worker housing on the streets surrounding the mill.⁶

The growth of what was now known as East Durham continued in this fashion: establishment of a new mill and surrounding workers' village prompted commercial and institutional development in adjacent areas. The Durham Hosiery Mill and its village of Edgemont located between the developed parts of East Durham and the railroad tracks at the east edge of the city of Durham. The Golden Belt Manufacturing Company, built in 1901 northeast of the intersection of East Main Street with the rail line, established a mill village that spread west of the manufacturing complex. Individuals also built houses to rent to mill workers or to live in themselves; these houses added variety to the groups of identical houses built by the mills. Eventually the mill villages began to merge and overlap.⁷

In 1902, Durham's trolley system was extended to East Durham, probably to serve the East Durham residents who worked in Durham's central business district rather than at the nearby mills. The availability of land attracted buyers who purchased large tracts and later subdivided or built rental property as the empty blocks of East Durham filled up. Development spread east across Holloway Street in the 1910s, moving down the hill from the railroad tracks toward Goose Creek. Around the same time, brick commercial districts were established along Main Street near

⁵ Roberts, Lea, and Leary, 63-65; Claudia Roberts, Holloway Street Historic District National Register of Historic Places Nomination (1984).

⁶ Ruth Little-Stokes and Pat Dickinson, eds, *An Inventory of Edgemont and East Durham Early Textile Mill Villages* (Durham: Durham Technical Institute, 1980), H1-8; Roberts, Lea and Leary, 83-85.

⁷ Claudia Roberts Brown, Golden Belt Historic District National Register of Historic Places Nomination (1984); Sanborn Map Company fire insurance maps of Durham (New York: Sanborn Map Company, 1907-1950).

Golden Belt and along Driver Street near the Durham Cotton Manufacturing Company. Around 1920, the largest East Durham commercial area developed around the intersection of Driver and Angier Streets. By the 1930s, much of the area between Holloway, Pettigrew, and Driver Street was developed.⁸

East Durham's mix of residential, commercial, and industrial uses remained through the end of the twentieth century, although plants did shut down one by one until manufacturing at the Golden Belt plant ceased in the mid 1990s. The mills had sold their housing by the 1950s, some of which remained rental property, owned by individuals rather than the manufacturing companies. In the 1950s, the nearby Few Gardens housing project was erected, and other small groups of mill housing were demolished to accommodate various apartment buildings and complexes. In the 1970s, construction of NC 147 separated East Durham from neighborhoods to the south.⁹

⁸ Roberts, Lea, and Leary, 83-86; Sanborn maps.

⁹ Golden Belt Nomination; other information from the survey site files at the Division of Archives and History in Raleigh.

VI. Property Inventory and Evaluations

EPEI historians identified thirty-five (35) properties located within the APE during the field survey. The APE itself passes through one historic district listed in the National Register of Historic Places: the Golden Belt Historic District (#28). Three properties are included on the North Carolina State Study List: Branson Methodist Church (#15); the Pure Oil Filling Station (#23); and houses at 808 and 809 Holloway Street, as part of a possible Holloway Street Historic District expansion (#35). Of the remaining thirty-one (31) surveyed properties, thirty (30) were determined to be ineligible by NCDOT and the HPO. The single remaining property, the Pettigrew Street bridge over Alston Avenue, was intensively surveyed and evaluated. The bridge is recommended not eligible for the National Register.

Properties Listed in the National Register

Golden Belt Historic District (DH 522), Roughly bounded by the Norfolk & Western Railroad line on the west, the south-facing lots fronting Taylor Street on the north, Holman Street on the east, and Worth Street, Morning Glory Avenue, and Main Street on the south. Alston Avenue bisects the east half of the district. (#28)

Properties on the State Study List for the National Register of Historic Places

Branson Methodist Church (DH 1642), 201 South Alston Avenue (#15)
Pure Oil Gas Station (DH 1596), 1200 East Main Street (#23)
Holloway Street Boundary Expansion (DH 2181) (#35)
House, 808 Holloway Street
House, 809 Holloway Street

Property Evaluated and Considered Not Eligible for the National Register of Historic Places

Pettigrew Street Bridge over Alston Avenue (NC 55), 1951 (#6)

A. PROPERTIES LISTED IN THE NATIONAL REGISTER OF HISTORIC PLACES

28. Golden Belt Historic District (DH 522)

Location: The Golden Belt Historic District occupies nearly forty acres just east of Durham's central business district. The Golden Belt district is generally bounded by East Main Street and Morning Glory Avenue on the south; Holman Street on the east; the south-facing block of Taylor Street on the north; and the Norfolk & Western Railroad tracks on the west. Alston Avenue bisects the five east-west streets that compose the residential section of the district.

Description: The Golden Belt Historic District comprises three clearly defined areas: the industrial complex of the Golden Belt Manufacturing Company on the district's west side; the commercial area along the southwest edge; and the mill village that occupies eleven and one-half blocks on the east side of the district.

According to the Golden Belt National Register of Historic Places nomination, there were two phases of residential construction; both phases are represented in the project area. The nomination also identifies six principal house types in the historic district. Only five of those types occur in the project area:

- single-story with triple-A roof and rear ell (1206 Franklin Street, 1111 Wall Street, 1203 Wall Street);
- two-story with side-gabled roof, single-story rear ell, three-bay façade, and shed-roof front porch (1109 Worth Street)
- single-story, gabled L with shed-roofed front porch and recess at rear (1203 Franklin Street, 1204 Franklin Street, and 1203 Worth Street);
- single-story, gabled T with shed-roofed front porch in recess and subsidiary gable over porch (1110 Franklin Street, 1206 Wall Street); and
- single-story hip-roof bungalow (1109 Franklin Street, 1208 Wall Street, 1109 Taylor Street, 1110 Taylor Street, 1112 Taylor Street, 1202 Taylor Street, 1204 Taylor Street).

Houses in the mill village never fronted Alston Avenue. The Sanborn fire insurance maps show that Alston ended south of Morning Glory Avenue when the village was established. A few empty lots remained as late as 1950.

Historical Background: The Golden Belt Manufacturing Company originated in a section of the W. T. Blackwell & Co. Bull Durham factory in the late 1800s as a manufacturer of cloth pouches for tobacco products. Owner Julian S. Carr expanded Golden Belt operations and built a separate complex for the company when he diversified operations at the Bull Durham factory around 1900. The Golden Belt company also diversified and began manufacturing cloth and eventually

paper packaging for tobacco products and hosiery. To accommodate operations, Carr expanded the complex in the late 1910s and again in the 1920s.¹⁰

While the earliest sections of the manufacturing complex were under construction, the Golden Belt company also built the first of what would be two phases of the residential mill village. The original village consisted of more than fifty houses on nearly twenty acres divided by four east-west streets known as Avenues A, B, C, and D (later renamed Morning Glory Avenue and Worth Street, Franklin, and Wall Streets, respectively). The second phase, coincident with the factory expansion of the late 1910s, added more than forty bungalows at the east edge of the village and on Taylor Street, a new street just north of the original section. Golden Belt rented the houses to employees until the 1954, when the company sold them all at ten percent under market rate. Many residents purchased the houses they occupied, although a significant number have again become rental property.¹¹ The Golden Belt plant continued in operation until late in the twentieth century.

Evaluation: The Golden Belt Historic District was listed in the National Register of Historic Places in 1985. The property is eligible under Criteria A, B, and C in the areas of Architecture and Industry. The Golden Belt Historic District reflects the industrial economy and sizable workforce that generated so much wealth and growth in early twentieth-century Durham. The district is associated with the work of industrialist Julian S. Carr and with other mill administrators and employees. Architecturally, the district contains imposing brick industrial structures, modest early-twentieth century commercial buildings, and small houses that reflect turn-of-the-twentieth-century rural types and 1910s bungalow styles. The proximity of these three disparate areas reflects the organization of the Golden Belt mill village and the surviving concentration of structures within them conveys the district's historic character.¹²

Both prior to and since listing the district, individual houses have been altered with changes that have obscured or removed original fabric. Their basic form and orientation, however, remain intact and they collectively convey the historic character of the residential portion of the village.

Boundary Description and Justification: The historic district comprises the Golden Belt manufacturing complex, the adjacent mill village, and the commercial district historically associated with the mill village. The district is bounded by the Norfolk & Western Railroad line on the west, the south-facing lots fronting Taylor Street on the north, Holman Street on the east, and Worth Street, Morning Glory Avenue, and Main Street on the south. Alston Avenue bisects the east half of the district.¹³ The properties included in the project area are depicted below.

¹⁰ Claudia Roberts Brown, Golden Belt Historic District national Register of Historic Places Nomination (1984).

¹¹ Ibid.

¹² Ibid.

¹³ Ibid.



Golden Belt Historic District—House, 1109 Worth Street



Golden Belt Historic District—House, 1203 Worth Street



Golden Belt Historic District—House, 1110 Franklin Street



Golden Belt Historic District—House, 1204 Franklin Street



Golden Belt Historic District—House, 1206 Franklin Street



Golden Belt Historic District—House, 1109 Franklin Street



Golden Belt Historic District—House, 1203 Franklin Street



Golden Belt Historic District—House, 1206 Wall Street



Golden Belt Historic District—House, 1208 Wall Street



Golden Belt Historic District—House, 1111 Wall Street



Golden Belt Historic District—House, 1203 Wall Street



Golden Belt Historic District—House, 1110 Taylor Street



Golden Belt Historic District—House, 1112 Taylor Street



Golden Belt Historic District—House, 1202 Taylor Street



Golden Belt Historic District—House, 1204 Taylor Street



Golden Belt Historic District—House, 1109 Taylor Street



Golden Belt Historic District—tax map showing district boundary

B. PROPERTIES ON THE STATE STUDY LIST FOR THE NATIONAL REGISTER OF HISTORIC PLACES

15. Branson Methodist Church

Location: Located at 201 South Alston Avenue, Branson Memorial Church sits on the southeast corner of Alston Avenue's intersection with Angier Avenue. The lot is elevated a few feet above the grade of the street, and concrete steps with cheek walls lead from the street to the lot.

Description: Branson Memorial Church is a brick Neoclassical Revival building oriented to the street corner with a curved entrance façade. The church stands on a raised basement and an elevated lot and makes an imposing presence on the corner. The building's curved main facade links a pair of pedimented facades, each facing one of the intersecting streets. The central convex façade is divided into three bays by fluted columns and pilasters that have the appearance of supporting a drum and saucer dome above. The two pedimented facades are each divided into thirds by brick pilasters. The lower course of windows are one-over-one double-hung sash with concrete sills and brick soldier lintels; the course above, which are also one-over-one with concrete sills, are differentiated by roman arches with keystones. Windows and doors hold stained glass. Inside, the sanctuary has a raked floor and pews aligned in an arc to reflect the shape of the structure.

Historical Background: Branson's original congregation, many of whose members worked at the Commonwealth Cotton Manufacturing Company, organized in the 1880s as the Commonwealth Methodist Episcopal Church. Around 1904, the congregation changed its name as a memorial to W. H. Branson, a director of the Durham Cotton Manufacturing Company and Pearl Cotton Mills, after his death in an industrial accident.¹⁴

The brick church building at Alston and Angier is not the first structure used for worship by the Branson congregation. An earlier, frame building with a shingle roof and thirty-foot tall spires on either end of the main façade stood a few lots south of the corner of Alston and Angier Avenues in the early 1910s; that building is no longer extant. The Neoclassical Revival church building was erected around 1925, probably to accommodate a growing congregation. In addition to a sanctuary, the building also holds offices and classrooms in the rear sections.¹⁵

Evaluation: The Branson Methodist Church is eligible for the National Register of Historic Places under Criterion A in the area of social history for its association with surrounding mills and mill villages. The church is eligible for the National Register under Criterion C for its architecture as a good example of Neoclassical Revival ecclesiastical architecture, which is uncommon in Durham. The church building meets Criteria Consideration A for a property

¹⁴ Roberts, Lea, and Leary, 102.

¹⁵ Ibid; 1913 Sanborn, 65.

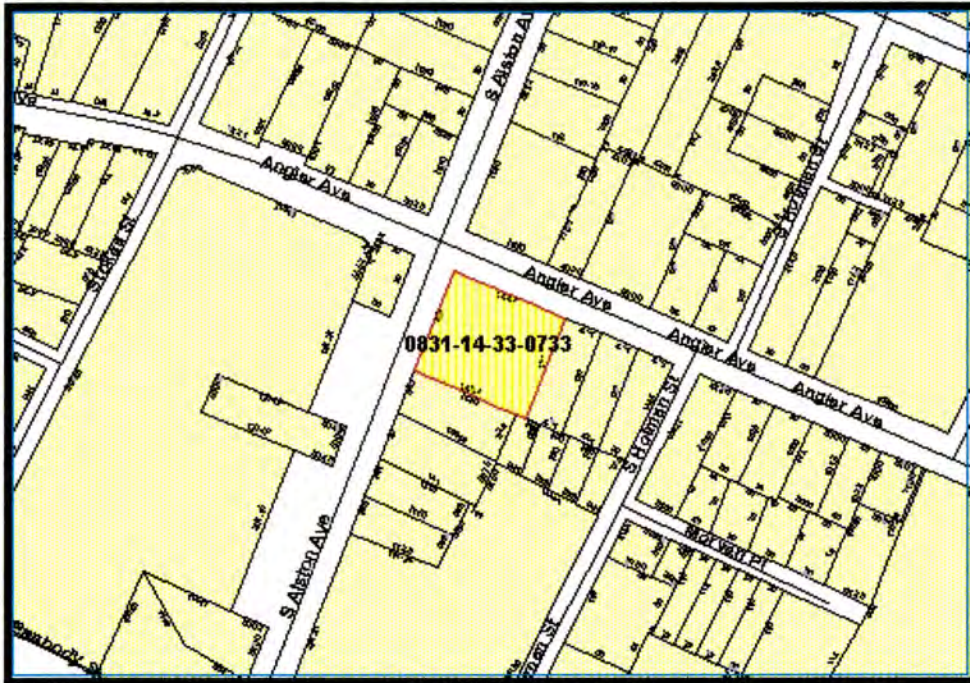
owned by a religious institution or used for religious purposes, but which derives its primary significance from historical importance or architectural distinction.

The property is not eligible under Criterion B for association with significant persons. Although the congregation changed its name in honor of W. H. Branson, this building was constructed more than twenty years after the name change. The property is not eligible under Criterion D for its potential to yield important information that contributes to the understanding of human history or prehistory.

Boundary Justification: The eligible boundary of the Branson Methodist Church encompasses the entire .439-acre parcel historically associated with the church. According to the City of Durham Transportation Department, the right of way ends approximately five feet east of the sidewalk's east edge.



Branson Methodist Church, 201 South Alston Avenue



Branson Methodist Church—tax map showing eligible boundaries

23. Pure Oil Filling Station

Location: The Pure Oil Filling Station stands at the southeast corner of Alston Avenue and East Main Street about a mile east of the central business district in Durham. The property has been referred to as the Mill Park Gas Station in previous studies; however, the Durham city directories record the location of the Mill Park Filling Station as the corner of East Main and Elm Streets.

Description: The gas station sits on a paved lot with curb cuts from both Alston Avenue and East Main Street that lead to the building's three garage bay openings. The station is built of brick and is painted white. The main block of the building faces the street corner and is flanked by two wings. Wings meet the main section at oblique angles oriented toward the rear of the lot. The center block has a steeply pitched side-gabled roof covered in blue ceramic tile and a chimney centered in each gable wall. A personnel door and large plate-glass window fill most of the front façade. The wing that faces East Main Street has a less steeply pitched side-gabled roof, also covered in blue ceramic tile. That wing holds two garage bays, one slightly lower than and projecting a few feet beyond the other; the taller, recessed bay is a slightly later addition. The addition is differentiated by its proportions and lack of clinker brick, which is seen in the rest of the building. The tile roof, however, is continuous across both sections. The original bay appears to have its original overhead-lifting glazed garage door; the bay in the addition has a replacement garage door. On the wing fronting Alston Avenue, a similar end-gable roof form is interrupted at the south end with a very steeply pitched intersecting front gable. That gable wall holds an opening for the garage bay within, as well as an apparently original glazed overhead-lifting door. The rest of the wing, situated between the garage bay and the gas station building's central block, holds another personnel door and smaller windows.

Historical Background: The Pure Oil Filling Station building on Alston Avenue is one of the Pure Oil Company's typical English Cottage gas stations, identifiable by the blue-and-white color scheme, the residential appearance, and most importantly by the steeply pitched gable roof forms. Pure Oil developed this style in 1927 to combat increasing competition by establishing a compelling corporate identity along the roadside. The choice of a domestic architectural language for the stations reflects the company's effort to locate stations in residential areas (without objection by residents) and to appeal to customers with middle-class, suburban aspirations. As John Jackle and Keith Sculle write in their history of American gas stations, the English Cottage station was designed to help Pure Oil customers "feel comfortable in a homelike environment that had implications of class and status rooted in domestic tradition."¹⁶

The neighborhoods in the project area developed around the turn of the twentieth century as pedestrian-oriented mill villages. While some automobile-related businesses opened in Durham as early as 1909, according to listings in the annual city directories, service stations did not begin to populate the east mill village area until 1919 when the East Durham Garage opened on Angier Avenue near Watts Street (present-day Clay Street, east of the southern portion of the project

¹⁶ John A. Jackle and Keith A. Sculle, "Gas Station Design—The Large Corporation," in *The Gas Station in America* (Baltimore: Johns Hopkins University Press), 169, 163-181.

area). The first mention of service stations on East Main Street occurs in the 1932 city directory: the Mill Park Gas Station at East Main and Elm Streets, and the Harris Filling Station at the southwest corner of East Main Street and Alston Avenue. Not until 1936 does the city directory list a structure at the southeast corner of East Main Street and Alston Avenue; that structure is a filling station for the Pure Oil Co. of the Carolinas,¹⁷ The 1937 Sanborn map shows the footprint of the original portion of the building, along with three gas tanks near the corner.

The station on Alston Avenue followed the establishment of a Pure Oil bulk distribution center, first listed in 1933 on Hillsborough Road, west of downtown. The building and oil tanks remain at 2907 Hillsborough, and the building has the characteristic form of a Pure Oil English Cottage station. The roof, however, has been recently replaced with brown asphalt shingles, so the building does not retain the blue and white color scheme.

By 1938, the station at the southeast corner of East Main Street and Alston Avenue is no longer listed as a Pure Oil Station; rather, the city directory lists it as the Edgemont Filling Station. Upon severing its connection with Pure Oil, a dealer with an English Cottage station had to remove or change certain design elements.¹⁸ What elements may have been removed from this building, other than presumably a Pure Oil sign, are unknown.

The location of service stations along Alston Avenue and East Main Street reflects the evolution of the project area from a collection overlapping mill villages to a neighborhood within the city. The stations also mark the private automobile ownership stage in the evolution of transportation systems in the area.

Evaluation: The Pure Oil Filling Station is eligible for the National Register under Criterion A in the areas of commerce and transportation for its association with the development of the surrounding residential neighborhood and under Criterion C for architecture as an intact, representative example of a typical Pure Oil station that was reproduced around the country.

The property is not eligible under Criterion B for association with significant individuals or under Criterion D for potential to yield important information that contributes to the understanding of human history or prehistory.

Boundary Justification: The eligible boundary of the Pure Oil Gas Station encompasses the entire .191-acre parcel historically associated with the building. According to the City of Durham Transportation Department, the right of way ends at the east edge of the sidewalk along Alston Avenue.

¹⁷ *Durham (N.C.) Directory* (Richmond: Hill Publishing Company, 1909-1940) (microfilm), Durham County Public Library.

¹⁸ Jackle and Sculle, 176.



Pure Oil Filling Station, 1200 East Main Street

35. Holloway Street Historic District Boundary Expansion

Location: The Holloway Street Historic District is listed in the National Register of Historic Places and consists of the 500 and 600 blocks of Holloway Street, the two westernmost houses on the 700 block of Holloway Street, and two Dillard Street structures, which form the southwest corner of the district. The existing district's closest boundary to the project area is about one block west of the APE.

The Holloway Street Boundary Expansion was added to the state Study List in 2001. The proposed expansion would extend the east edge of the National Register district nearly to Alston Avenue, incorporating the remainder of the 700 block and most of the 800 block of Holloway Street. If expanded, the east edge of the district would include the lots addressed as 808 and 809 Holloway Street, which are both adjacent to the corner lots on the eastern half of the intersection of Holloway Street with Alston Avenue. The boundary expansion would also affect the north edge of the existing district, an area about three blocks removed from the Alston Avenue project area.

Description: The National Register-listed portion of the Holloway Street Historic District is residential in character and reflects a fashionable Victorian neighborhood of the late nineteenth-century and the expansion and diversification of that neighborhood through the early decades of the twentieth century.¹⁹ The neighborhood is at a higher elevation than the mill villages to its south and east. The proposed, Study-Listed expansion area along Holloway Street would include smaller, newer houses that also display architectural detailing, such as early twentieth-century Craftsman bungalows.

Historical Background: By the early 1870s, Durham's burgeoning manufacturing industries enabled the owners and investors to build large residences on East Main and Dillard Streets at the east edge of the central business district. The fine Second Empire and Queen Anne houses that lined the Dillard Street prompted the nickname "Mansion Row," and the neighborhood spilled out along East Main, Liberty, and Queen Streets and Roxboro Road. When downtown's Holloway Street was extended east past the business district in the 1890s, development continued down that street as well. The area west of the railroad tracks was completely developed by about 1920, at which point the streetcar suburb of Morehead Hill, situated southwest of downtown, became the fashionable neighborhood for the upper class.²⁰ That move left the eastern blocks of Holloway Street to the middle and working classes.

East of the railroad tracks on Holloway Street, continuing down the hill, residential development had begun by the early 1910s, as depicted in the Sanborn fire insurance maps. According to city directory listings, this section of the neighborhood was populated by a mix of small business owners, salesmen, police officers, machinists, and mill hands. The Craftsman bungalow at 809

¹⁹ Claudia Roberts Brown, Holloway Street Historic District National Register of Historic Places Nomination (1984).

²⁰ Ibid.

Holloway Street is first listed in the 1921 city directory, occupied by a mill hand named J.M. Hough and his three unmarried sisters. The similar bungalow at 808 Holloway Street was first listed in 1928 and first occupied in 1929 by machinist Otis A. Barbee and his wife Narcissus.

The change housing stock reflects the change in socioeconomic status and later date of development as you move down the hill. The Craftsman bungalows built along this section were smaller and simpler than the Queen Anne houses on the hill, but larger and with more architectural detail than the early mill houses built south of Holloway Street. In terms of style and scale, the 700 and 800 blocks of Holloway Street create a transition zone between the Victorian mansions on the hill and the simple mill houses and duplexes that occupy the lower ground to the southeast.

Evaluation: The 700 and 800 blocks of Holloway Street are eligible for the National Register of Historic Places under Criterion A for their association with the development of the 500 and 600 blocks of Holloway Street, which are already listed in the National Register of Historic Places. The 700 and 800 blocks compose a transitional neighborhood between the prestigious residences to the east, built by the city's industrialists and financiers, and the vernacular houses to the south, built for those who worked in the local industrial concerns.

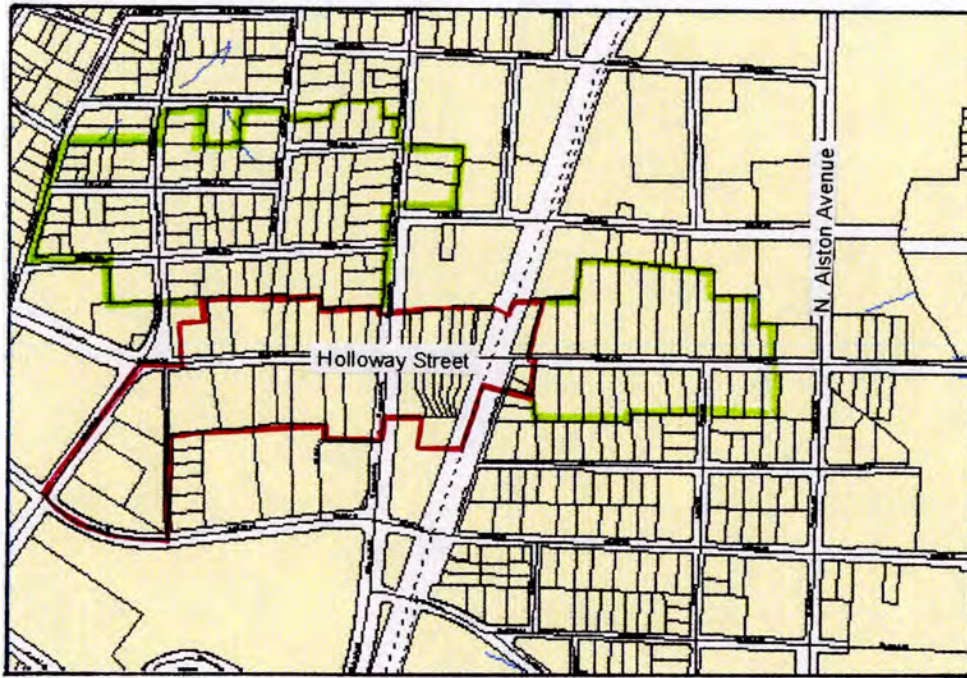
Boundary Justification: The eastern portion of the Holloway Street Historic District boundary expansion consists of the blocks occupied by residential structures on the 700 and 800 blocks of Holloway Street.



South side of 800 block of Holloway Street, showing some area of possible district expansion, particularly 808 (left) and 806 (right) Holloway Street



809 Holloway Street (northeasternmost property in Study Listed Holloway Street Historic District boundary expansion)



Holloway Street Historic District
(red lines show National Register-listed boundaries; green lines show Study List
boundaries for expansions)

**C. PROPERTY EVALUATED AND CONSIDERED NOT
ELIGIBLE FOR THE NATIONAL REGISTER OF
HISTORIC PLACES**

6. Pettigrew Street Bridge

Location: The Pettigrew Street Bridge spans NC 55 (South Alston Avenue) between the street's 200 and 300 blocks. Located one-tenth of a mile north of NC 147, which was built in the 1970s, the bridge stands between a recently built gas station to the south and three railroad bridges to the north. [The railroad bridges are included in this survey (properties #7-9). Those bridges are not discussed in depth, having been determined not eligible at an earlier meeting due to their lack of architectural and historical significance.]

Description: The bridge is a four-span steel stringer bridge that carries three lanes and a sidewalk over NC 55 (Alston Avenue). Concrete balustrades serve as railings; they are finished with a modest stepped design at each end. Embedded bridge plates in the southwest and northeast ends of the rails read "Durham County State Project 4117. 1951."

Historical Background: As the plate indicates, the bridge was built in 1951 by the State Highway Commission to eliminate the grade crossing between a local street and a state highway. The bridge is a standard type frequently used by the highway commission: over 2,200 steel stringers were erected between the 1910s and 1961.²¹

Evaluation: The bridge is not eligible for the National Register of Historic Places under any criteria. The bridge lacks both design and technological distinction and is not located in an area with a sufficient concentration of historic structures to form a district.

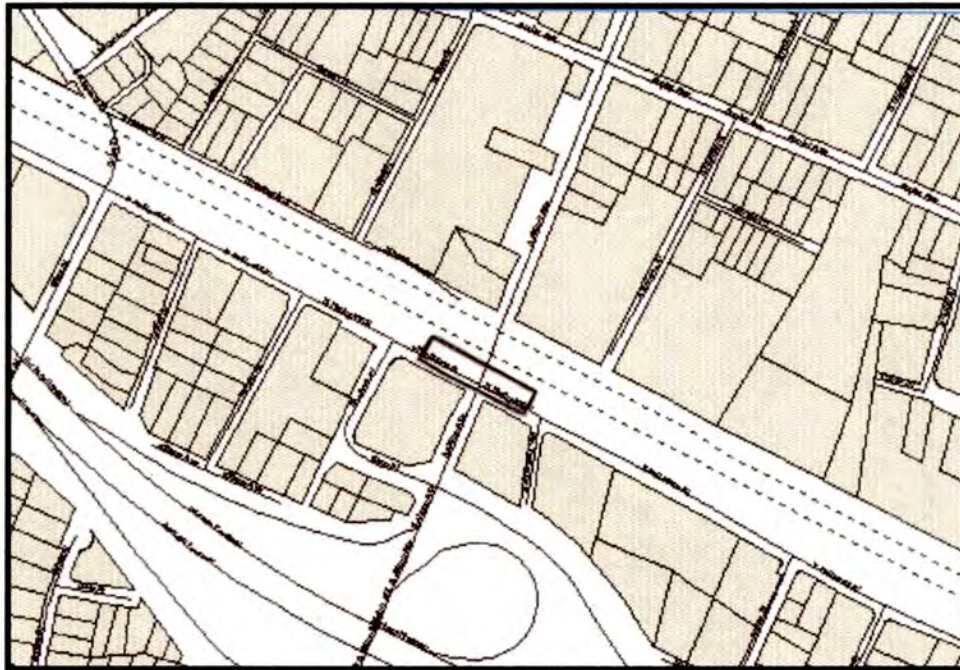
²¹ Lichtenstein Consulting Engineers, North Carolina Historic Bridge Inventory: Historic Context for Transportation Networks (DRAFT), May 2001.



Pettigrew Street Bridge over Alston Avenue



Railing endpost of Pettigrew Street Bridge over Alston Avenue



Pettigrew Street Bridge over Alston Avenue

VII. Bibliography

- Anderson, Jean Bradley. *Durham County*. Durham, N.C.: Duke University Press, 1990.
- Brown, Claudia Roberts. Golden Belt Historic District National Register of Historic Places Nomination. 1984.
- Brown, Claudia Roberts. Holloway Street Historic District National Register of Historic Places Nomination. 1984.
- Brown, Claudia Roberts. Historic Resources of Durham (Partial Inventory: Historic Architectural Properties) National Register of Historic Places Nomination. 1985.
- Durham City Directories, 1887-1940.
- Historic Preservation Society of Durham. Branson Memorial Church North Carolina Study List Application. 2001.
- Historic Preservation Society of Durham. Holloway Street Historic District Extension North Carolina Study List Application. 2001.
- Historic Preservation Society of Durham. Mill Park Gas Station North Carolina Study List Application. 2001.
- Lichtenstein Consulting Engineers. North Carolina Historic Bridge Inventory: Historic Context for Transportation Networks (DRAFT). May 2001.
- Little-Stokes, Ruth and Pat Dickinson, eds. *An Inventory of Edgemont and East Durham Early Textile Mill Villages* Durham: Durham Technical Institute, 1980.
- Roberts, Claudia P., Diane E. Lea, and Robert M. Leary. *The Durham Architectural and Historic Inventory*. Durham: City of Durham, 1982.
- Sanborn Fire Insurance Maps of Durham. New York: Sanborn Map Company, 1907-1951.

Appendix A

**Area of Potential Effects (APE)/
Historic Resources Survey Map**



Area of Potential Effects (APE) for NC 55 (Alston Avenue) widening

Appendix B

**Properties Not Eligible for the National Register
and Not Worthy of Further Evaluation
With Concurrence Form**

report req'd

Federal Aid # STP-55(20) TIP # U-3308 County: Durham

**CONCURRENCE FORM FOR PROPERTIES NOT ELIGIBLE FOR
THE NATIONAL REGISTER OF HISTORIC PLACES**

Project Description: Alston Avenue (NC 55) Widening
On 10/15/02, representatives of the

- North Carolina Department of Transportation (NCDOT)
- Federal Highway Administration (FHWA)
- North Carolina State Historic Preservation Office (HPO)
- Other

Reviewed the subject project at

- Scoping meeting
- Historic architectural resources photograph review session/consultation
- Other

All parties present agreed

- There are no properties over fifty years old within the project's area of potential effects.
- There are no properties less than fifty years old which are considered to meet Criteria Consideration G within the project's area of potential effects.
- There are properties over fifty years old within the project's Area of Potential Effects (APE), but based on the historical information available and the photographs of each property, the properties identified as 1-5; 7-14; 16-22; 23-27; 29-34 are considered not eligible for the National Register and no further evaluation of them is necessary.
- There are no National Register-listed or Study Listed properties within the project's area of potential effects.
- All properties greater than 50 years of age located in the APE have been considered at this consultation, and based upon the above concurrence, all compliance for historic architecture with Section 106 of the National Historic Preservation Act and GS 121-12(a) has been completed for this project.
- There are no historic properties affected by this project. (Attach any notes or documents as needed)

Signed:

Mary Pope 10.15.2002
Representative, NCDOT Date

[Signature] 10/16/02
FHWA, for the Division Administrator, or other Federal Agency Date

Mike Swallow 10/15/02
Representative, HPO Date

Renee Bledhill-Easley 10.15.02
State Historic Preservation Officer Date

If a survey report is prepared, a final copy of this form will be included.

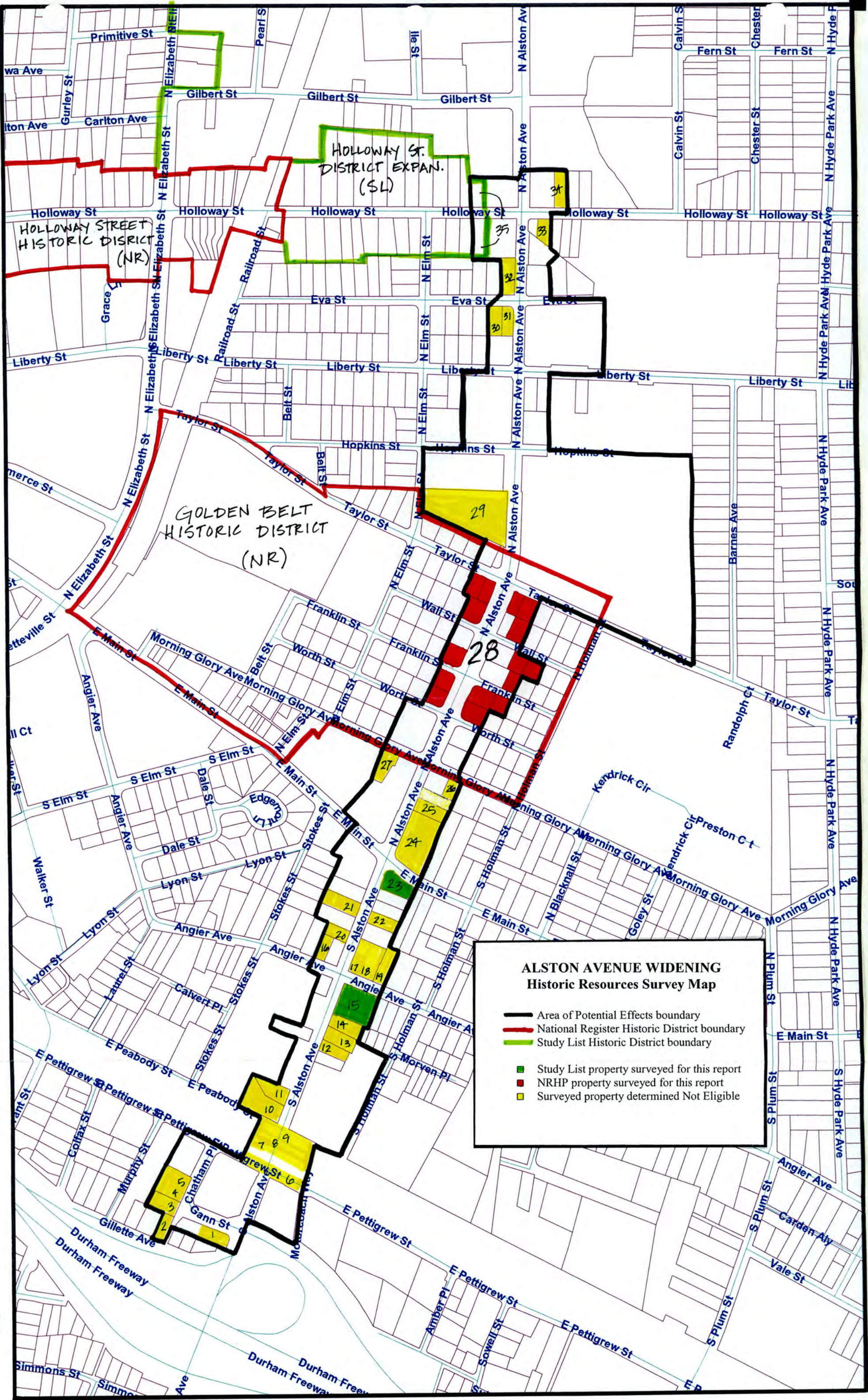
**PROPERTIES NOT ELIGIBLE FOR THE NATIONAL REGISTER AND NOT
WORTHY OF FURTHER EVALUATION
(Keyed to Survey Map)**

1. **Doug's Seafood Restaurant, ca. 1960**
314 South Alston Avenue
Single-story brick commercial building with storefront and warehouse. Not eligible due to lack of historical significance.
2. **House, ca. 1900**
1111 Gillette
One-story, side-gabled, L-shaped house with German siding. Rear porches enclosed. Not eligible due to lack of historical significance.
3. **House, ca. 1940**
314 Chatham Place
Single-story, side-gabled bungalow with intersecting front-gable porch and replacement metal porch posts. Not eligible due to lack of historical significance.
4. **House, ca. 1920**
312 Chatham Place
Single-story, hip-roofed duplex bungalow with German siding. Porch roof supported by 4x4 posts; openings covered with plywood. Not eligible due to lack of historical significance.
5. **House, ca. 1920**
310 Chatham Place
Single-story, front-gabled, L-plan house with two front doors and front-gabled porch. German siding, center corbelled chimney. Porch roof supported by 4x4 posts; openings covered with plywood. Not eligible due to lack of historical significance.
7. **Southern Railroad Bridge, 1913**
over South Alston Avenue at Pettigrew Street
Riveted plate girder with open timber deck. Not eligible due to lack of historical significance.
8. **Southern Railroad Bridge, 1913**
over South Alston Avenue at Pettigrew Street
Riveted plate girder with open timber deck. Not eligible due to lack of historical significance.

9. **Seaboard Air Line Railroad Bridge, 1915
over South Alston Avenue at Pettigrew Street**
Riveted plate girder with open timber deck. Not eligible due to lack of historical significance.
10. **House, ca. 1900
222 South Alston Avenue**
Single-story, side-gabled house with rear ell and wrap-around front porch. Vinyl siding, replacement windows, and metal porch posts and railings. Not eligible due to lack of historical significance.
11. **House, ca. 1900
218 South Alston Avenue**
Single-story, triple-A house with vinyl siding. Not eligible due to lack of historical significance.
12. **House, ca 1910
213 South Alston Avenue**
Single-story, side-gabled house with intersecting front-gable wing and L-shaped, hip-roofed front porch. Turned porch posts. Porch rail missing, replacement door. Not eligible due to lack of historical significance.
13. **House, ca. 1910
211 South Alston Avenue**
Single-story, side-gabled house with intersecting front-gable wing and L-shaped, hip-roofed front porch. Turned porch posts, some 2/2 wood DHS windows remain. Not eligible due to lack of historical significance.
14. **House, ca. 1910
209 South Alston Avenue**
One-and-one-half story, front-gabled Craftsman bungalow with German siding, exposed rafter tails, some original windows, and battered wood porch posts on brick piers. Not eligible due to lack of historical significance.
16. **House, c. 1900
1109 Angier Avenue**
Single-story, side-gabled house with intersecting front gable wing and shed-roofed porch. Aluminum siding. Not eligible due to lack of historical significance.
17. **Commercial building, 1921
1201-1203 Angier Avenue**
Single-story brick commercial building with two storefronts and recessed entry. Not eligible due to lack of historical significance.

- 18. Commercial building, 1924**
1205-1207 Angier Avenue
Single-story brick commercial building with recessed storefront and warehouse. Not eligible due to lack of historical significance.
- 19. Commercial building, ca. 1925**
1211 Angier Avenue
Single-story brick commercial building. Not eligible due to lack of historical significance.
- 20. House, ca. 1900**
114 South Alston Avenue
Single-story, triple-A house with turned porch posts and cutwork brackets Standing-seam metal roof. German siding. Replacement door and windows. Porch rail missing. Not eligible due to lack of historical significance.
- 21. House ca. 1900 and commercial building ca. 1930**
106 South Alston Avenue
Single-story side-gabled house with intersecting front-gable wing; L-shaped, hip-roofed front porch; and projecting front-gabled brick commercial addition. Not eligible due to lack of historical significance.
- 22. House, ca. 1900**
105 South Alston Avenue
Single-story, triple-gable house with German siding; turned porch posts and tulip spandrels; pointed arched lintels at windows and front door. Original windows, door, and porch railings removed. Not eligible due to lack of historical significance.
- 24. Fuller Memorial Presbyterian Church, ca. 1910; addition ca. 1950**
1201 East Main Street
Classical Revival red-brick church with temple front and frame cupola with vinyl siding. Stained-glass windows with Roman arches. Attached Sunday School addition is two-story on raised basement with pedimented front gable and pedimented front door. Not eligible due to lack of historical significance.
- 25. House, c 1920s**
114 North Alston Avenue
Single-story brick house with pyramid roof and hip-roof front dormer and exposed rafter tails. Front porch, originally recessed, now enclosed with brick walls. Not eligible due to lack of historical significance.

- 26. House, c. 1920s**
1204 Morning Glory Avenue
Single story Craftsman bungalow with pyramid roof, exposed rafter tails, and front dormer with hip roof. Porch enclosed with a series of doors; synthetic siding. Not eligible due to lack of historical significance.
- 27. Commercial building, ca. 1920**
1108 Morning Glory Avenue
Single-story brick commercial building; all fenestration replaced. Not eligible due to lack of historical significance.
- 29. Ecclesiastical House of Prayer ca. 1960**
601 North Alston Avenue
Two-story, concrete-block, front-gable building with brick front-gable section and steeple added at front. Not eligible due to lack of historical significance.
- 30. House, ca. 1900**
810 Eva Street
Single story, triple-A house with standing seam metal roof and turned porch posts. Central door and 6/1 DHS. Original porch rails missing. Not eligible due to lack of historical significance.
- 31. House, ca. 1910**
812 Eva Street
Single-story, hip-roofed bungalow with German siding and brick porch posts. Central door and 6/1 DHS. Porch pillars and rails are missing. Not eligible due to lack of historical significance.
- 32. House, ca. 1910**
811 Eva Street
Single-story, hip-roofed bungalow. Centered, front-gable dormer has shingle siding; fan window replaced with metal vent. Porch enclosed; vinyl siding. Not eligible due to lack of historical significance.
- 33. House, ca. 1910**
906 Holloway Street
Single-story, hip-roof bungalow with aluminum siding. Not eligible due to lack of historical significance.
- 34. House, ca. 1910**
907 Holloway Street
Single-story, front-gable bungalow with hip-roof porch. Brick porch piers with metal replacement columns. Aluminum siding. Not eligible due to lack of historical significance.



**ALSTON AVENUE WIDENING
Historic Resources Survey Map**

- Area of Potential Effects boundary
- National Register Historic District boundary
- Study List Historic District boundary
- Study List property surveyed for this report
- NRHP property surveyed for this report
- Surveyed property determined Not Eligible



1. Doug's Seafood Restaurant, 314 South Alston Avenue



2. House, 1111 Gillette Avenue



3. House, 314 Chatham Place



4. House, 312 Chatham Place



5. House, 310 Chatham Place



7., 8., and 9. Riveted plate-girder railroad bridges



10. House, 222 South Alston Avenue



11. House, 218 South Alston Avenue



12. House, 213 South Alston Avenue



13. House, 211 South Alston Avenue



14, 209 South Alston Avenue



16. House, 1109 Angier Avenue



17., 18., 19. Commercial buildings, 1201-1211 Angier Avenue



20. House, 114 South Alston Avenue



21. House, 106 South Alston Avenue



22. House, 105 South Alston Avenue



24. Fuller Memorial Presbyterian Church, 1201. East Main Street



25. House, 114 South Alston Avenue



26. House, 1204 Morning Glory Avenue



27. Commercial building, 1108 Morning Glory Avenue



29. Ecclesiastical House of Prayer, 601 North Alston Avenue



30. House, 810 Eva Street



31. House, 812 Eva Street



32. House, 811 Eva Street



33. House, 906 Holloway Street



34. House, 907 Holloway Street

Appendix C

Professional Qualifications

CYNTHIA DE MIRANDA

POSITION: Architectural Historian
Historic Preservation Planner

EDUCATION: B.A. Public Policy Studies (1991)
Duke University

Introduction to Section 106 of the
National Historic Preservation Act (1993)
Washington, DC

EXPERIENCE:

Ms. de Miranda is an Architectural Historian/Historic Preservation Planner for Edwards-Pitman Environmental, Inc. and is responsible for preparing documentation in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended, and various other state and federal environmental laws and regulations. Ms. de Miranda conducts field surveys to identify, evaluate, research, and document historic resources located in the area of potential effect for proposed projects. As part of her evaluation of historic structures, Ms. de Miranda delineates National Register boundaries and justifies those boundaries as part of Section 106 documentation. Ms. de Miranda prepares National Register nominations and coordinates reviews with local, state, and federal agencies as needed. She also conducts comprehensive architectural surveys for the State Historic Preservation Offices in South Carolina and North Carolina.

Prior to joining the firm, Ms. de Miranda worked as an architectural historian with Hess, Roise and Company of Minneapolis, Minnesota. During her employment there, she conducted historic resource surveys; prepared National Register nominations; documented properties for the Historic American Buildings Survey and Historic American Engineering Record; and created historical walking and driving tours for heritage tourism initiatives. Ms. de Miranda has also worked on the staff of the Raleigh Historic Districts Commission and the Advisory Council on Historic Preservation in Washington, DC.

Some projects Ms. de Miranda has been involved with are listed below.

- *North Carolina Department of Transportation Phase II Historic Architectural Evaluation, Scotland County, North Carolina (2002)*
- *North Carolina Department of Transportation Phase II Survey Report, NC 55 (Alston Avenue), Durham County, North Carolina (2002)*
- *Greenville (SC) Historic Resources Survey, Greenville County, South Carolina. Survey to identify properties eligible for National Register of Historic Places and eligible for local designation as part of a project funded partially by the National Park Service's Historic Preservation Fund and administered by the South Carolina Department of Archives and History. (2002-2003)*
- *North Carolina Historic Preservation Office Study List Application: Oriental Graded School and Oriental High School, Pamlico County, North Carolina (February 2002)*
- *Dakota, Minnesota & Eastern Railroad Corridor Study, Minnesota and South Dakota (1999)*
- *Kachess Dam HAER Documentation, Kittitas County, Washington (1998-1999)*

- *Spruce Shadows Farm Documentation*, Bloomington, Minnesota (1998-1999). Ms. de Miranda also published her findings as “Country Life in the Suburbs: Spruce Shadows Farm” in the Spring 1999 issue of *Hennepin History Magazine*.
- *Five Channels and Coline (Hodenpyl) Camps Archival and Literature Research*, Iosco and Manistee Counties, Michigan (1998)
- *Austin Airport Expansion Section 106 Compliance*, Austin, Minnesota (1998)
- *Minneapolis-Saint Paul International Airport (Wold-Chamberlain Field) HABS Documentation*, Hennepin County, Minnesota (1997-1999)
- *Preservation Management and Marketing Plan for Iron Range Resources and Rehabilitation Board/Northern Lights Tourism Alliance*, Northern Minnesota (1997)
- *Wisconsin's Great River Road Interpretive Plan*, Prescott to Sandy Hook, Wisconsin, for Wisconsin Department of Transportation (1996-1997)
- *Minnesota Statewide Historic Bridge Inventory* for Minnesota Department of Transportation (1995-1997)
- *Hardy Hydroelectric Plant HAER Documentation and National Register Nomination*, Newaygo County, Michigan (1995-1997). Ms. de Miranda presented her findings at an annual meeting of the Society for Industrial Archaeology and later published her research as “Safety and Showmanship: Corporate Requirements for the Hardy Hydroelectric Plant” in *IA: The Journal of the Society for Industrial Archaeology*.
- *Cooke Hydroelectric Plant HAER Documentation and National Register Nomination*, Iosco County, Michigan (1995)
- *Montgomery Ward & Company Northwestern Catalog House HABS Documentation*, Saint Paul, Minnesota (1995)
- *Universal Laboratories Building National Register Nomination*, Dassel, Minnesota (1995)
- *Starved Rock Lock and Dam HAER Documentation*, La Salle County, Illinois (1994-1995)
- *Minneapolis-Saint Paul International Airport AED Intensive-Level Cultural Resources Survey*, Hennepin County, Minnesota (1994-1995)
- *Minneapolis-Saint Paul Airport Site 3, Intensive-Level Cultural Resources Survey*, Dakota County, Minnesota (1994)

PUBLICATIONS:

“Safety and Showmanship: Corporate Requirements for the Hardy Hydroelectric Plant,” *IA: Journal of the Society for Industrial Archaeology* 26, 2: 19-30 (2000).

“Country Life in the Suburbs: Spruce Shadows Farm,” *Hennepin History Magazine* 58, 2: 20-29 (1999).

JENNIFER F. MARTIN

POSITION: Project Manager and Senior Architectural Historian

EDUCATION: M.A. History with Emphasis in Historic Preservation (1994)
Middle Tennessee State University

B.A. History and B.A. Sociology (1987)
University of South Carolina

Introduction to Section 106 of the
National Historic Preservation Act (2001)
University of Nevada, Reno

PROFESSIONAL AFFILIATIONS: Preservation North Carolina Board of Advisors
Vernacular Architectural Forum
National Trust for Historic Preservation
American Association for State and Local History

EXPERIENCE:

Ms. Martin currently serves as Project Manager and Senior Architectural Historian for Edwards-Pitman Environmental, Inc. She is responsible for preparing documentation in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended, and various other state and federal environmental laws and regulations. Ms. Martin conducts field surveys to identify, evaluate, research, and document historic resources located in the area of potential effect for proposed projects. Documentation includes the determination of National Register eligibility and areas of significance as well as the justification of proposed National Register boundaries. Ms. Martin prepares effects assessments and mitigation to minimize harm to historic resources. Ms. Martin prepares nominations to the National Register of Historic Places and conducts architectural surveys sponsored by the National Park Service.

Prior to joining the firm, Ms. Martin was employed with the North Carolina Division of Archives and History in Raleigh as the National Register Coordinator for the State Historic Preservation Office. She reviewed and processed all nominations to the National Register and coordinated meetings of the National Register Advisory Committee. In addition to her principal duties, she administered several program areas including environmental review, local preservation commissions, grant projects and Part 1 tax credit assessment. During her two-and-a-half year tenure as National Register Coordinator, 114 nominations were listed in the National Register of Historic Places. Prior to her promotion to National Register Coordinator, Ms. Martin served as Preservation Specialist in the Western Office of the North Carolina Division of Archives and History in Asheville.

Some projects Ms. Martin has been involved with are listed below.

- *Historic Structures Report on the Morganton Depot, Morganton, North Carolina: A Transportation Enhancement Grant (TEA-21) Project for the North Carolina Department of Transportation (September 2002)*
- *Historic Structures Report on the Marion Depot, Marion, North Carolina: A Transportation Enhancement Grant (TEA-21) Project for the North Carolina Department of Transportation (September 2002)*

- *Research on historic train stations for the NCDOT Rail Division at the National Archives in Washington, D.C.* In conjunction with the restoration of passenger rail service in North Carolina. (July 2002 to present; ongoing).
- *North Carolina Department of Transportation Phase I Survey Report, U.S. Highway 158 Corridor, Hertford County, North Carolina* (August 2002)
- *Dudley High School, National Register Nomination, Greensboro, Guilford County, North Carolina* (August 2002)
- *Mitchell College Historic District Boundary Expansion National Register Nomination, Statesville, Iredell County, North Carolina* (April 2002)
- *Architectural Survey of Wake County Public Schools Built Before 1956, Wake County, North Carolina* (March 2002)
- *North Carolina Department of Transportation Phase I Survey Report, U.S. Highway 52 Corridor, Forsyth County, North Carolina* (March 2002)
- *North Carolina Department of Transportation Phase II Survey Report, U.S. Highway 19 / 23, Buncombe and Haywood Counties, North Carolina* (March 2002)
- *City of Darlington Architectural Survey, Darlington County, South Carolina.* Conducted a survey of Darlington's existing National Register districts, potential new districts and areas of possible expansion of the current districts. (October 2001-June 2002)
- *Dare and Currituck Counties Architectural Survey, Dare and Currituck Counties, North Carolina* (2001-2002)
- *Phase I Survey for Improvements to Exit 33 on I-77, Iredell County, North Carolina* (December 2001-February 2002)
- *North Carolina Historic Preservation Office Study List Applications: Madison Schools Complex, Rockingham County; Clayton Mill, Johnston County and Clemmons School, Forsyth County.* (December 2001-January 2002)
- *Upper Richland County Architectural Survey, Richland County, South Carolina.* Conducted an intensive-level survey of the northern half of South Carolina's capital county. Documented and recorded over 700 historic resources as part of the project funded partially by the National Park Service's Historic Preservation Fund and administered by the South Carolina Department of Archives and History. (2001-2002)
- *Belmont Hosiery Mill National Register Nomination, Belmont, Gaston County, North Carolina* (January 2002)
- *Jean-Pierre Auguste Dalmas House National Register Nomination, Burke County, North Carolina* (October 2001)
- *Jesse Penny House and Outbuildings National Register Nomination, Wake County, North Carolina* (October 2001)
- *Apex Historic District Boundary Expansion II National Register Nomination, Wake County, North Carolina* (October 2001)

- *Historic Architectural Resources Survey Report: Replacement of Bridge No. 4 on SR 1565 over the Ivy River, Madison County, North Carolina* (August 2001)
- *Historic Architectural Resources Survey Report: Replacement of Bridge No. 56 on SR 1250 over Canoe Creek, Burke County, North Carolina* (August 2001)
- *Occoneechee Speedway National Register Nomination*, Orange County, North Carolina (October 2001)
- *Cowee-West's Mill Historic District National Register Nomination*, Macon County, North Carolina (October 2000)
- *Duplin County Architectural Survey*, Duplin County, North Carolina, Conducted an intensive-level survey of a rural eastern North Carolina county. Over 500 resources recorded and a *National Register Multiple Property Documentation Form* prepared a completion of project. Ms. Martin published her survey findings and research into the county's history in *Along the Banks of the Old Northeast: The Historical and Architectural Development of Duplin County, North Carolina*. (2000)

PUBLICATIONS:

"Biltmore Complex," "Biltmore Forest School" and "Appalachian Rustic Architecture" in *The Encyclopedia of Appalachia*. East Tennessee State University (expected publication 2002)

Along the Banks of the Old Northeast: The Historical and Architectural Development of Duplin County, North Carolina. Duplin County Historical Foundation, 2000.

A Guide to the Historic Architecture of Western North Carolina (co-author). University of North Carolina Press, 1999.

AWARDS:

Certificate of Commendation for *Along the Banks of the Old Northeast*. Presented by the American Association for State and Local History (AASLH), October 2001.

Griffin Award for Notable Research and Publication. Presented by the Preservation Society of Asheville and Buncombe County, 2000.