



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

Ramona M. Bartos, Administrator

Pat McCrory, Governor
Susan W. Kluttz, Secretary
Kevin Cherry, Deputy Secretary

Office of Archives and History
Division of Historical Resources
David Brook, Director

January 10, 2013

MEMORANDUM

TO: Marc Hamel
Rail Division
NC Department of Transportation

FROM: Ramona M. Bartos *RMB for Ramona M. Bartos*

SUBJECT: Draft Historic Architectural Resources Survey Report, Rail Union Station-Phase I and Track Improvements, P-3803, Wake County, ER 12-0560

Thank you for your letter of November 30, 2012, transmitting the above draft report.

For the purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the following properties are currently listed in, and remain eligible for listing in, the National Register of Historic Places under the criteria cited, and that the existing National Register boundaries remain appropriate:

- **Boylan Heights Historic District** (WA 0195), Criterion A for community planning and education, Criterion B for its associations with Frank Ellington and J. Stanhope Wynne, and Criterion C for architecture;

We concur that the following properties are eligible for listing in the National Register and that the proposed boundaries appear appropriate:

- **Raleigh Hosiery Mill** (WA 2590), Criterion A for industry;
- **North Carolina School Book Depository** (WA 2860), Criterion A for commerce;
- **Governor Morehead School Historic District** (WA 3719), with statewide significance under Criterion A for education and Criterion C for architecture;
- **North Carolina State College Historic District** (WA 4426) as expanded to include the Thompson Tunnel, Criterion A for education and Criterion C for architecture;
- **Governor Morehead School, Colored Department, Historic District** (WA 2461), with statewide significance under Criterion A for African American heritage, education, and social welfare and Criterion C for architecture;
- **Auburn Christian Church** (WA 0313), Criterion C for architecture and meets Criteria Consideration A for religious properties; and,
- **William Watt House** (WA 0308), Criterion C for architecture.

We concur that the **Depot Historic District** (WA 0724), and its proposed expansion, are eligible for listing in the National Register under Criterion A for industry, commerce, and transportation, and Criterion C for architecture. However, we believe that the Noland Company Building (Building No. 12) should be considered as a non-contributing resource due to alterations. We also note that the Caveness Produce Company Warehouse (Building No. 17) does not appear on the 1914 Sanborn map, but rather on the 1950 "paste-over."

We concur that the **White Dairy Product Building** (WA 3018) is eligible for listing in the National Register under Criterion A for industry and commerce and Criterion C for architecture. However, we recommend that the National Register boundaries be limited to the building's footprint as much of the property is now a modern asphalt parking lot.

We also concur that the following properties are *not* eligible for listing in the National Register:

- **Old Fourth Ward Historic District** (WA 4082);
- **George W. Randall Administration Building**;
- **Martin Millwork Company-Woodworking Shop**;
- **Auburn** (WA 0304); and,
- The 50 properties listed in **Appendix A**.

We are unable to concur with the findings regarding the **Commercial Block** (WA 2883). The storefronts and interior have been heavily altered since 1963, when according to the Hill's Directory, separate businesses occupied 528-530, 526, and 524 Hillsborough. The Criterion C argument is undercut by this loss of integrity of design, materials, and association. The property's evaluation under Criterion A for commerce does not explain how this building is *significant* to the growth of Raleigh's western suburbs, merely that it illustrates this growth.

The proposed **Park Avenue-Ashe Avenue Historic District** today is less than one-third the size of the neighborhood when it was first developed, having lost more than two dozen homes as a result of the construction of the YMCA, Velvet Cloak Inn, and the Doubletree Hotel. While the historic integrity of some individual houses may remain, the neighborhood overall has lost too much fabric to be eligible for listing in the National Register.

The altered fenestration, replacement windows, and reconfigured entrance of the **Watts Store and House** (WA 0314) suggest that the building may have been altered on the interior since the 1993 determination of eligibility. Without more information on the condition of the interior, we cannot concur with the finding regarding this property at this time.

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, please contact Renee Gledhill-Earley, environmental review coordinator, at 919-807-6579. In all future communication concerning this project, please cite the above-referenced tracking number.

cc: Mary Pope Furr, NC DOT, mfurr@ncdot.gov

**HISTORIC ARCHITECTURAL RESOURCES SURVEY REPORT
RALEIGH TRAIN STATION AND TRACK CONFIGURATIONS
WAKE COUNTY
NCDOT TIP NO. P-3803**

Prepared for:

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11 February 2013

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Frances P. Alexander

11 February 2013

Frances P. Alexander, M.A.

Date

Richard L. Mattson, Ph.D.

Date

North Carolina Department of Transportation

Date

MANAGEMENT SUMMARY

This North Carolina Department of Transportation (NCDOT), Rail Division, City of Raleigh, and Federal Railroad Administration project is entitled, *Raleigh Train Station and Track Configurations (TIP No. P-3803)* and is located in Wake County. These three agencies propose to construct a new train station and associated track improvements in downtown Raleigh. The proposed station and adjacent track improvements would be located in the southern part of downtown within the "Boylan Wye". (The Boylan Wye is the convergence of three rail lines in a triangular configuration). The project would also include the evaluation of potential siding locations with options in either South Raleigh (crossing Tryon Road) or the Greenfield Parkway area (from I-40 to near Auburn Road) in Wake County. The siding locations are being evaluated as a solution to the loss of Cabarrus Yard, an existing freight car storage facility which will be displaced by the project. The proposed sidings would also improve rail operations, specifically the interaction of passenger and freight rail in the station vicinity. Inclusion of a new siding would replace rail car storage capacity that would be lost in the Boylan Wye because of proposed station platforms. The project location is depicted in **Figure 1**. This report represents documentation of historic properties located within the three areas of potential effects (APE) for the station site in downtown Raleigh, the South Raleigh siding alternative, and the siding near Greenfield Parkway.

In response to a request for input, architectural historians surveyed the entire APE, defined as the geographic area or areas within which a project may cause changes to the character or use of historic properties, if any such properties exist. The APE for this project was determined during the initial field surveys and generally includes those properties adjacent to the railroad corridor in the three project areas. The APE is also shaped by modern development, woodland, and sharp changes in topography that serve as effective physical and visual buffers to the proposed project. This architectural resources investigation consisted of background research into the historical and architectural development of the study area and field surveys of the APE. The APE is shown on **Figures 2A-2D**. Resources identified during the field surveys are shown on detailed maps of the APE located in **Appendix B**.

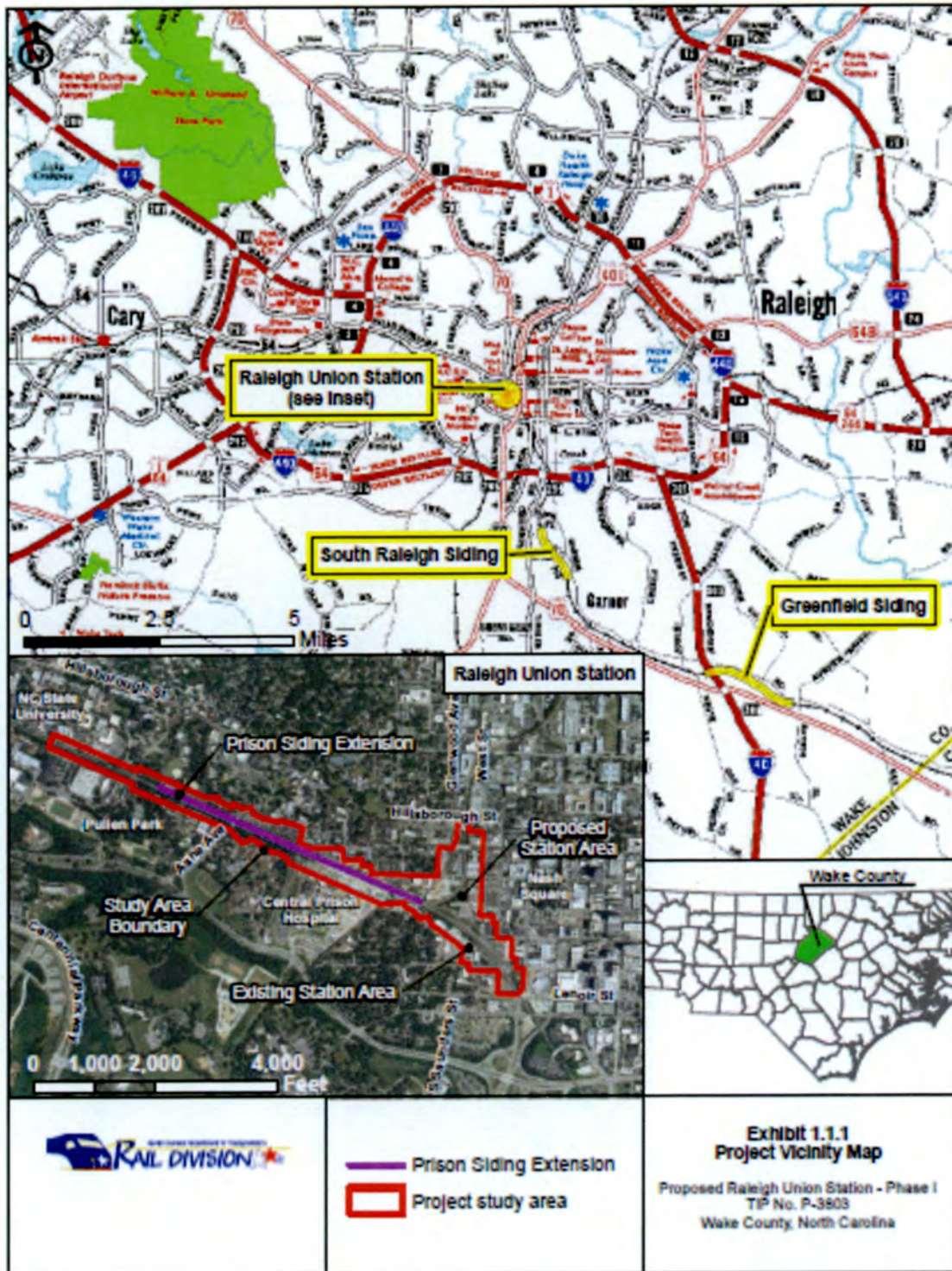
The March and April 2012 survey of the APE resulted in the identification of a total of ninety (90) individual resources and potential historic districts that were built prior to 1963. These findings were presented to the North Carolina Historic Preservation Office (NCHPO) on 11 July 2012. Nine (9) individual properties and eight (8) historic districts required intensive-level evaluation to determine National Register eligibility. Following in-depth investigations of these resources, five (5) individual properties and five (5) historic districts were recommended as eligible for the National Register of Historic Places. Boundary amendments are recommended for both the Depot Historic District (National Register) and the North Carolina State College Historic District (Determination of Eligibility). The following properties are recommended eligible:

- Depot Historic District and Proposed Boundary Amendment (WA0724) (National Register 2002)
- Boylan Heights Historic District (WA0195, WA3996) (National Register 1985; Local Historic District 2001)
- Raleigh Hosiery Company Building (WA2590) (Determination of Eligibility 1990, 2005; Study List 1991)
- North Carolina School Book Depository (WA2860) (Determination of Eligibility 2005)
- White Dairy Products Building (WA3018)
- Governor Morehead School Historic District (WA3719) (Study List 1985)

North Carolina State College Historic District and Proposed Boundary Amendment
(WA4426) (Determination of Eligibility 2004)
Governor Morehead School, Colored Department, Historic District (WA2461) (Study List
1983)
Auburn Christian Church (WA0313)
William Watts House (WA0308)

The inventory list and photographs of the surveyed properties that did not warrant further investigation are found in **Appendix A**.

Figure 1
Project Location Map



Source: NCDOT, Rail Division

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II. INTRODUCTION

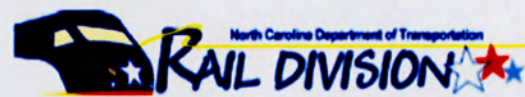
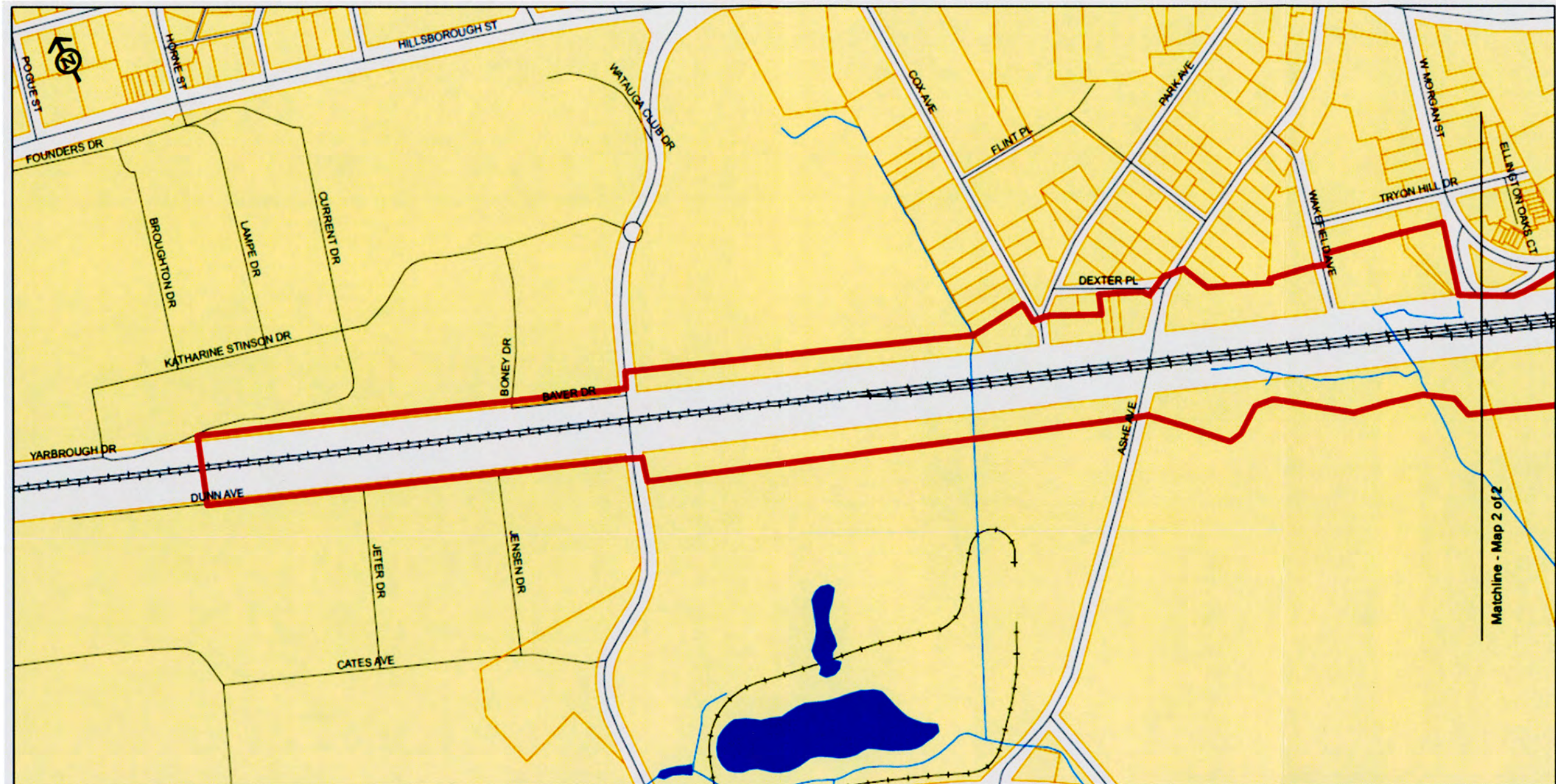
The North Carolina Department of Transportation (NCDOT), Rail Division, the City of Raleigh, and the Federal Railroad Administration propose to construct a new train station and associated track improvements in downtown Raleigh. The proposed station and adjacent track improvements would be located in the southern part of downtown within the "Boylan Wye". (The Boylan Wye is the convergence of three rail lines in a triangular configuration). The project would also include the evaluation of potential siding locations with options in either South Raleigh (crossing Tryon Road) or the Greenfield Parkway area (from I-40 to near Auburn Road) in Wake County. The siding locations are being evaluated as a solution to the loss of Cabarrus Yard, an existing freight car storage facility which will be displaced by the project. The proposed sidings would also improve rail operations, specifically the interaction of passenger and freight rail in the station vicinity. Inclusion of a new siding would replace rail car storage capacity that would be lost in the Boylan Wye because of proposed station platforms. NCDOT conducted a survey and compiled this report in order to identify historic architectural resources located within the three areas of potential effects (the station site in downtown Raleigh and the two siding locations in South Raleigh and near Greenfield Parkway). The survey is part of the environmental studies performed by NCDOT, Rail Division and documented by an environmental assessment (EA). This report is prepared as a technical appendix to the EA and is part of the documentation of compliance with the National Environmental Policy Act (NEPA) of 1969 and the National Historic Preservation Act of 1966, as amended. Section 106 of the NHPA requires federal agencies to take into account the effect of federally funded, licensed, or permitted projects on properties listed on or eligible for listing on the National Register of Historic Places and to afford the Advisory Council on Historic Preservation a reasonable opportunity to comment. This report is on file at NCDOT, Rail Division and is available for review by the public.

III. METHODOLOGY

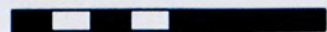
The architectural survey for this federally-funded project was undertaken in accordance with the provisions of FHWA Technical Advisory T 6640.8A (Guidance for Preparing and Processing Environmental and Section 4(f) Documents) and the Secretary of the Interior's Standards and Guidelines for Archaeological and Historic Preservation (48 CFR 44716); 36 CFR Part 800; 36 CFR Part 60. This survey and report meet NCDOT and National Park Service guidelines.

This survey was conducted with the following goals: 1) to determine the APE; 2) to identify all resources at least fifty years of age within the APE; and 3) to evaluate these resources according to the National Register of Historic Places criteria. The APE boundary is shown in **Figures 2A-2D**. Detailed APE maps showing the locations of the surveyed properties are found in **Appendix B**.

An APE for each of the three project areas was delineated during the initial field survey conducted in March and April 2012. This survey identified a total of ninety (90) individual resources and potential historic districts that were built prior to 1963. These findings were presented to the North Carolina Historic Preservation Office (HPO) on 11 July 2012. Nine (9) individual properties and eight (8) historic districts required intensive-level evaluations to determine National Register eligibility. This report contains the evaluations of eligibility for these nine (9) individual properties and eight (8) historic districts.



330 165 0 330 Feet



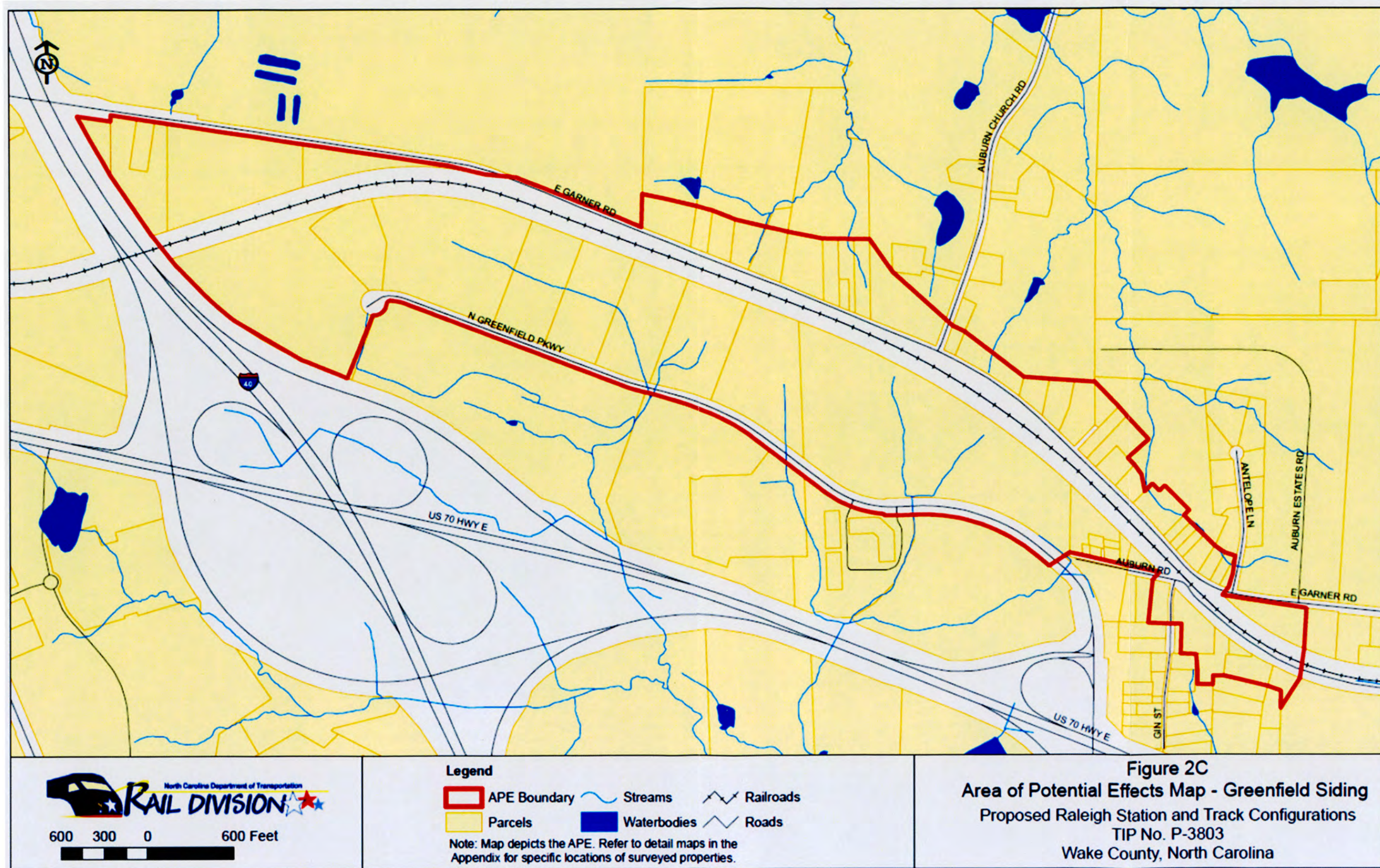
Legend

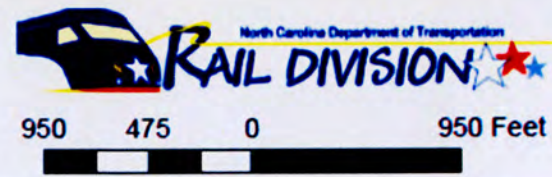
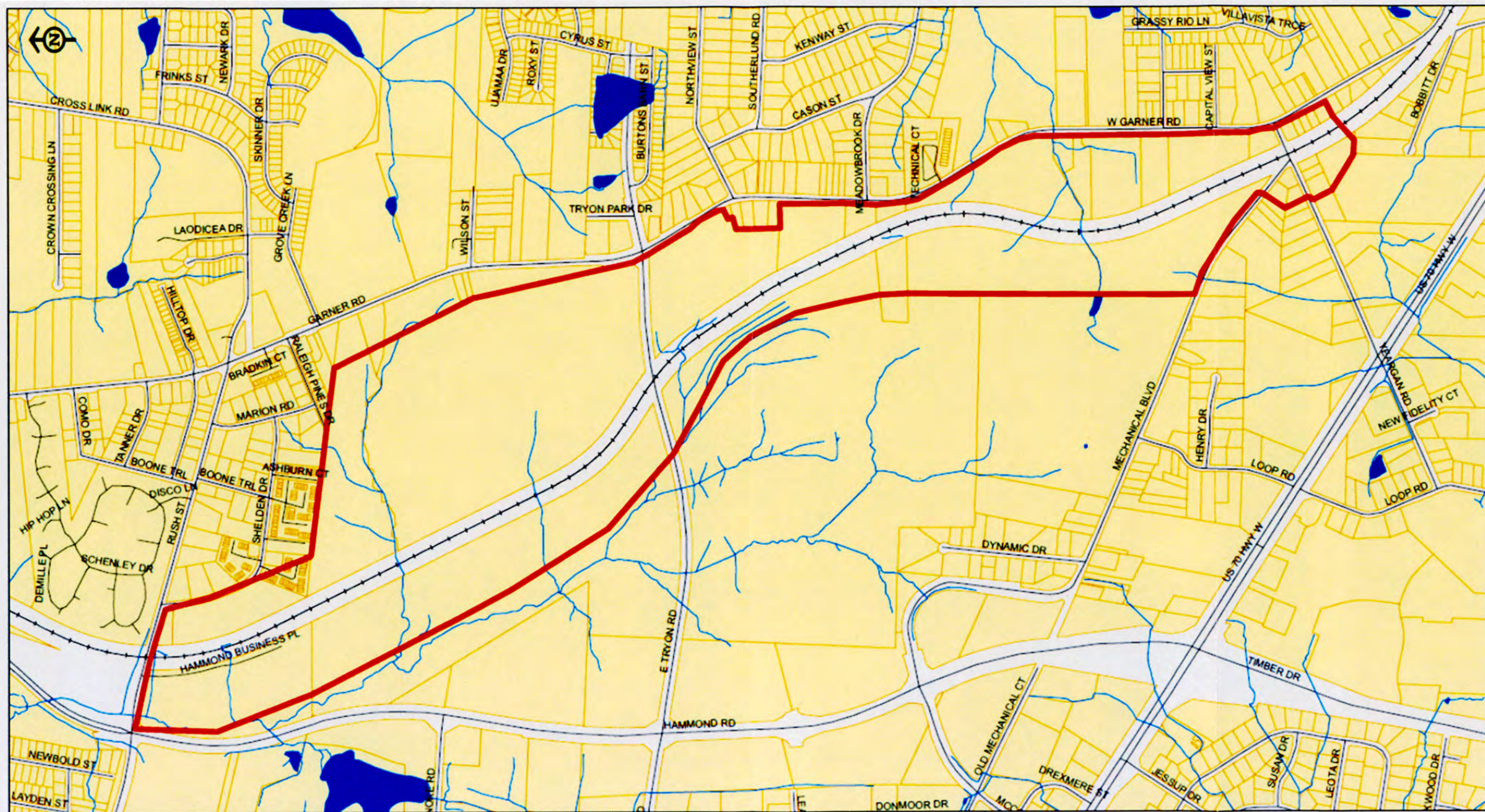
- APE Boundary
- Parcels
- Streams
- Waterbodies
- Railroads
- Roads

Note: Map depicts the APE. Refer to detail maps in the Appendix for specific locations of surveyed properties.

Figure 2A
Area of Potential Effects Map 1 of 2
Raleigh Train Station

Proposed Raleigh Station
 and Track Configurations
 TIP No. P-3803
 Wake County, North Carolina





Legend

APE Boundary	Streams	Railroads
Parcels	Waterbodies	Roads

Note: Map depicts the APE. Refer to detail maps in the Appendix for specific locations of surveyed properties.

Figure 2D
 Area of Potential Effects Map - South Raleigh Siding
 Proposed Raleigh Station and Track Configurations
 TIP No. P-3803
 Wake County, North Carolina

Background research was conducted to trace the architectural and historical development of the three discrete study areas which are located in central Raleigh, south Raleigh, and the Auburn community of Wake County. Both primary and secondary sources were examined including the Wake County architectural survey files at NCHPO in Raleigh and previous environmental documents. Sponsored by the HPO, a comprehensive survey of rural Wake County was conducted by Kelly A. Lally between 1988 and 1991. This inventory resulted in the National Register Multiple Property Documentation Form for Wake County (1991) and the publication, *The Historic Architecture of Wake County, North Carolina* (1994), both of which were produced by Lally. Also useful was the 2006 architectural survey of Modernist architecture in Raleigh conducted by M. Ruth Little (Longleaf Historic Resources). Prepared for the Raleigh Historic Districts Commission, Little's study, *The Development of Modernism in Raleigh, 1945-1965*, provided both historical and architectural information on the Modernist movement in Raleigh. Also prepared by Little was the National Register nomination for the Depot Historic District (2002) which is located within the APE for the project. Triangle Transit Authority prepared an environmental impact statement (EIS) (2002) for the Regional Rail System project which included several resources found in the current APE. In particular, the EIS and the Depot Historic District National Register nomination provided useful historical information on the industrial and rail-related properties near the Boylan Wye. Similarly, the site assessment prepared by URS Corporation in 2003 for the *Triangle Regional Rail Project, Downtown Raleigh Station* was also valuable. A Phase II investigation undertaken by Edwards-Pitman, Inc. in 2004 for the NCDOT project, *Hillsborough Street Improvement Project No. 1* (TIP U-4447), identified a large historic district covering portions of the North Carolina State University campus and Pullen Park which are located within the APE for this project. Finally, property owners were helpful in providing access to, and information on, specific resources.

IV. PHYSICAL ENVIRONMENT

The proposed project covers undertakings in three Wake County locations: downtown Raleigh; northwest Garner (South Raleigh Siding); and Auburn (Greenfield Siding). The downtown Raleigh alternative follows the Southern Railway and CSX corridors through the south and southwest sections of the center city. This project area generally extends from the center of the North Carolina State University (NCSU) campus southeastward, past the junction of the Southern and CSX rail lines (the Boylan Wye), to West Lenoir Street. The APE for the downtown Raleigh project area contains a variety of residential neighborhoods dating to the early twentieth century, warehouses, small-scale industrial buildings, retail buildings, and public facilities. The campuses of North Carolina State University (Determination of Eligibility 2004) and the 1920s Governor Morehead School (Study List 1985) for blind white students are both located within the downtown Raleigh APE. Pullen Park, a public park adjacent to the university, is also within this APE. Farther to the east is Boylan Heights (National Register 1985; Local Landmark 2001) which developed soon after the turn of twentieth century as one of Raleigh's earliest middle-class suburbs. The eastern end of the downtown Raleigh APE, near the Boylan Wye, includes the Depot Historic District (National Register 2002) which illustrates the role that Raleigh played as a major regional warehousing and distribution center in the late nineteenth and early twentieth centuries.

Located in northwest Garner, the South Raleigh Siding alternative runs roughly from Rush Street southward to Yeargan Road. This area includes large, modern office buildings and warehouses as well as the modern Wake County Detention Center Annex on Hammond Road, west of the railroad corridor. This correctional facility is sited on the grounds of the former Governor Morehead School,

Colored Department (Study List 1983). This school was established here in 1929 to serve African American blind and deaf students. The heart of the Governor Morehead School campus is located east of the railroad tracks within this APE. The southern terminus of the South Raleigh Siding alternative is near the junction of Yeargan Road and Mechanical Boulevard. This small residential and commercial node includes mostly mid-to-late twentieth century warehouses and several blocks of mid-twentieth century, one-story dwellings on small lots.

The Greenfield Siding alternative extends through the unincorporated Auburn community in rural eastern Wake County. Interstate Highway 40 generally marks the west side of the project, and Auburn-Knightdale Road, the east side. East Garner Road follows the railroad corridor through this area. Within the APE, East Garner Road is lined primarily with simple, altered, one-story, frame dwellings erected throughout the twentieth century. Some of these houses were originally the seats of small farms that have been subdivided for modern residential subdivisions. The small Auburn community within the APE developed along the railroad line and East Garner and Auburn roads during the late nineteenth and early twentieth centuries. Auburn today consists mainly of one-story, frame dwellings on small lots. Many of these houses were built in recent decades for residents who commute to work outside the community. Modern warehouses now occupy land near Auburn's center. The community also retains Auburn Christian Church (circa 1888) and the William Watts House (circa 1890) which are both sited within the APE.

V. PROPERTY EVALUATIONS OF ELIGIBILITY

A. National Register Properties

- No. 18 Depot Historic District (WA0724)
(National Register 2002)**
South Dawson, West Cabarrus, West
Hargett, and South McDowell streets
Raleigh, Wake County



Summary Statement of Significance

As noted in the 2002 National Register nomination:

The Depot Historic District occupies an area west of the center city that served as Raleigh's rail transportation and warehouse zone from the mid-nineteenth century to the 1950s. With its locally significant collection of industrial, commercial, and railroad-related architecture dating from the 1880s to 1952, the Depot Historic District was listed in the National Register under Criterion C for architecture. The district also encompasses Nash Square which was designed in 1940 by the Works Progress Administration (WPA), one of the federal New Deal programs. Because of the WPA design of Nash Square, the Depot Historic District also has local significance under Criterion C for community planning.

Finally, this historic district was listed in the National Register under Criterion A for industry, transportation, and commerce. The area served as the city's wholesale distribution center from the 1880s to the early 1950s, making use of its proximity to the rail lines that skirted the west side of Raleigh. The district contains the only significant collection of rail-related buildings, factories, and warehouses in Raleigh that date to the period when the railroads predominated in freight transportation. By contrast, the other three quadrants that formed the original town of Raleigh were largely residential in character. The period of significance for the historic district dates from the 1880s, when the earliest extant buildings were erected, to circa 1952.

Physical Description (Plates 1-9; Figure 3)

Crossed by the Norfolk and Southern Railway corridor, this National Register historic district illustrates the transformation of a downtown residential neighborhood into an industrial zone and transportation center between the 1880s and 1950s. Within the district are the 1912 Southern Railway Freight Depot, the 1891 Romanesque Revival Union Depot, and the 1949 Colonial Revival Southern Railway Passenger Station. An array of brick, wholesale warehouses, processing facilities, and distributors, such as the U.S. Rubber Company Building, the Raleigh Blue Printers Building, and the Firestone Tire and Rubber Company building, also remain. The district retains remnants of the hotels and restaurants that once served the workers and travelers employed in or passing through the area. Comprising all or parts of seven blocks and thirty-eight resources, the Depot Historic District has seven resources (five contributing, two noncontributing) that are located within the APE for this project.

Listed on the Study List in 1991, the Southern Railway Freight Depot (No. 19) (WA2574) is situated at 327 West Davie Street. The Southern Railway erected this red-brick, one-story freight depot on the east side of the railroad tracks in 1912. The long, rectangular building has both arched and square windows and a façade capped by a stepped parapet. The building is a contributing resource within the Depot National Register Historic District. Since the National Register listing in 2002, the building has been renovated into a restaurant using historic preservation tax credits.

At 319 South West Street is the Warehouse (No. 20), built circa 1940 as a two-story, frame addition to the Raleigh Cotton Oil Mill and Fertilizer Company Warehouse at 310 South Harrington Street (outside the APE). The building has a gable roof, brick end wall, and original corrugated-metal siding. The warehouse is a contributing resource to the Depot Historic District.

Next door at 318 South Harrington Street is Warehouse (No. 21) that was erected circa 1930 but remodeled circa 1986 with a stuccoed façade and French doors to accommodate retail use. Because of this loss of integrity, the building is a noncontributing resource to the Depot Historic District.

Built in the 1880s, the Raleigh Cotton Oil and Fertilizer Company Warehouse (Sperry Building) (No. 22) (WA2591) occupies 320-324 South Harrington Street. Originally a one-story warehouse for storing cotton oil and fertilizer, the brick Sperry Building was raised to two stories in the 1940s and heavily remodeled again in 1986. The Sperry Building is listed as noncontributing to the Depot Historic District. Adjacent at 320 South Harrington Street is a two-story, brick commercial building that dates to 1915. The building has a flat parapet, steel-sash factory windows, and an added round-arched entrance.

A second building associated with the Raleigh Cotton Oil and Fertilizer Building (No. 23) (WA2576) is located at 406 West Davie Street. This two-story, brick, flat-roofed building was erected circa 1885 as the press room for the cotton seed oil plant. The segmental-arched windows have been infilled, and there are early twentieth century façade additions. Behind the front addition, the decorative brick cornice of the earlier façade remains visible. The first story is punctuated only by circa 1960, metal-sash glass doors. The building is a contributing resource within the Depot Historic District.

The Schafer and Son Beer Distributors (No. 24) (WA2569), sited at 316 West Cabarrus Street, was built circa 1949. The one-story, brick commercial building has a stepped parapet and a four-bay façade that includes two storefronts, a garage bay, and an office bay. The building is a contributing resource to the Depot Historic District.

The Southern Railway Passenger Station (No. 25) (WA2570), at 320 West Cabarrus Street, is a contributing resource to the Depot Historic District. Designed in the Colonial Revival style, the 1949, brick-veneered passenger station has a gable-roofed main block with flanking, gable-roofed wings. The station has a slate-shingled roof and a pedimented main entrance supported by Tuscan columns. To the rear is a long, flat-roofed platform with metal posts that also dates to the original 1949 construction. The station now has modern, glass and brick appendages on the side elevations.



Plate 1. Depot Historic District, Southern Railway Freight Depot (No. 19) (WA2574), Looking South.



Plate 2. Depot Historic District, Warehouse (No. 20), Looking South.



Plate 3. Depot Historic District, Warehouse (No. 21), Looking West.



Plate 4. Depot Historic District, Raleigh Cotton Oil and Fertilizer Company Warehouse (Sperry Building) (No. 22) (WA2591), Looking Southwest.



Plate 5. Depot Historic District, Raleigh Cotton Oil and Fertilizer Company Building (No. 23) (WA2576), Looking Northwest.



Plate 6. Depot Historic District, Schafer and Son Beer Distributors (No. 24) (WA2569), Looking North.



Plate 7. Depot Historic District. Southern Railway Passenger Station (No. 25) (WA2570), Looking Northeast.



Plate 8. Depot Historic District, Looking West Along West Martin Street (Outside the APE).



Plate 9. Depot Historic District, Nash Square (Outside the APE), Looking North.

Historical Background

The capital city of Raleigh was laid out in 1792 with quadrants surrounding the focal point of Capitol Square. An urban park formed the center of each quadrant. The business district emerged gradually along Fayetteville Street between the two southern quadrants. In the 1850s, warehouses, small factories, and wholesale operations began to congregate in the southwest quadrant following the construction of the North Carolina Railroad which skirted the southwest corner of town on its way to the west. In 1854, the railroad built a wood-frame depot (now demolished) at the intersection of W. Cabarrus and S. Harrington streets which served as the main rail station for Raleigh until the late 1800s. Despite the proximity of the railroad and the nascent industrial growth it fostered, the area remained largely residential into the early twentieth century (Longleaf Historic Resources 2002: 8-13).

By the 1910s and 1920s, Raleigh was served by three rail lines, and the city had become a regional wholesale distribution center with seventy-six distribution businesses. Many of these wholesale operations were located along the railroad sidings in the Depot Historic District where they distributed an array of products from millinery, candy, drugs, building supplies, and groceries to automobile tires, flour, athletic goods, vegetables, cotton, and tobacco products. With this industrial and commercial development, the single-family houses that had lined the gridded streets of the district were replaced with warehouses, commercial buildings, and factories. The district had its peak as Raleigh's distribution center from the 1920s to the 1940s. By the 1950s, trucks were displacing the rail lines as the predominant means of transporting freight, and industrial and warehousing operations began relocating their facilities to suburban locales away from downtown congestion and near easy highway access. With this movement of businesses to the city's periphery, the Depot Historic District underwent a decline as the buildings no longer housed their original functions, and downtown Raleigh became almost exclusively a governmental center. In

recent years, this trend has started to reverse itself as commercial and residential development has accelerated in the center city, and retailers, restaurants, and professional offices now occupy many of the former warehouses and stores in the historic district (Longleaf Historic Resources 2002: 8-15).

The earliest extant buildings in the historic district are the brick buildings associated with the Raleigh Cotton Oil and Fertilizer Company (Nos. 22-23) (WA2591 and WA2576) at 320-324 South Harrington Street and 406 West Davie Street. Located within the APE, these buildings were erected circa 1885 one block north of the now demolished Central Depot. Across the street is the extant Southern Railway Freight Depot (WA2574), which was built in 1912 adjacent to Central Depot. The freight depot has undergone a certified rehabilitation in recent years. One of the latest contributing resources in the district is the 1949 Southern Railway Passenger Station (WA2570), situated within the APE at 320 West Cabarrus Street. The station was designed by the Washington, D.C., offices of the railway in the Southern Colonial Revival style with a one and one-half story, gabled block flanked by smaller wings (Longleaf Historic Resources 2002: 7-2; 8-20).

Outside the APE for the project is Nash Square, a resource unique within this historic district of warehouses, stores, factories, and rail-related buildings. Although part of the original city plan, Nash Square was redesigned in 1939 by Arnold Peterson, a civil engineer and former superintendent of the North Carolina State College grounds, and was completed using WPA funding. Peterson kept the earlier Beaux Arts plan for the city square but embellished the design with planting beds at the corners, low curvilinear walls marking park entrances, and curvilinear shrub borders along the walkways and perimeter. Nash Square is one of two extant squares that survive from Raleigh's original plan and was one of several WPA parks undertaken in Raleigh during the New Deal (Longleaf Historic Resources 2002: 8-13).

National Register Criteria Evaluation

The Depot Historic District was listed in the National Register in 2002, and for purposes of compliance with Section 106 of the National Historic Preservation Act (NHPA), the historic district remains **eligible** for the National Register under Criterion A for industry, commerce, and transportation and under Criterion C for architecture and community planning. The period of significance extends from the 1880s to circa 1952.

As a result of the Phase II survey for this project, the principal investigators recommend that the boundary of the Depot Historic District be expanded to encompass ten warehouses and commercial buildings located just outside the existing National Register boundary along South West and West Martin streets. The intensive-level evaluation of eligibility for these resources is found on page 34.

Integrity

The Depot Historic District has not changed significantly since its 2002 National Register listing under Criteria A and C. The historic district retains its integrity of location, feeling, setting, and association. The district occupies its historic location in the southwest quadrant of the city that emerged as the rail and industrial zone of Raleigh after the construction of the railroads in the mid-nineteenth century. The warehouses, railroad station, freight depot, factories, commercial buildings, and rail lines that provide the setting, feeling, and association for the district all remain intact. The Depot Historic District also retains its integrity of design, materials, and workmanship.

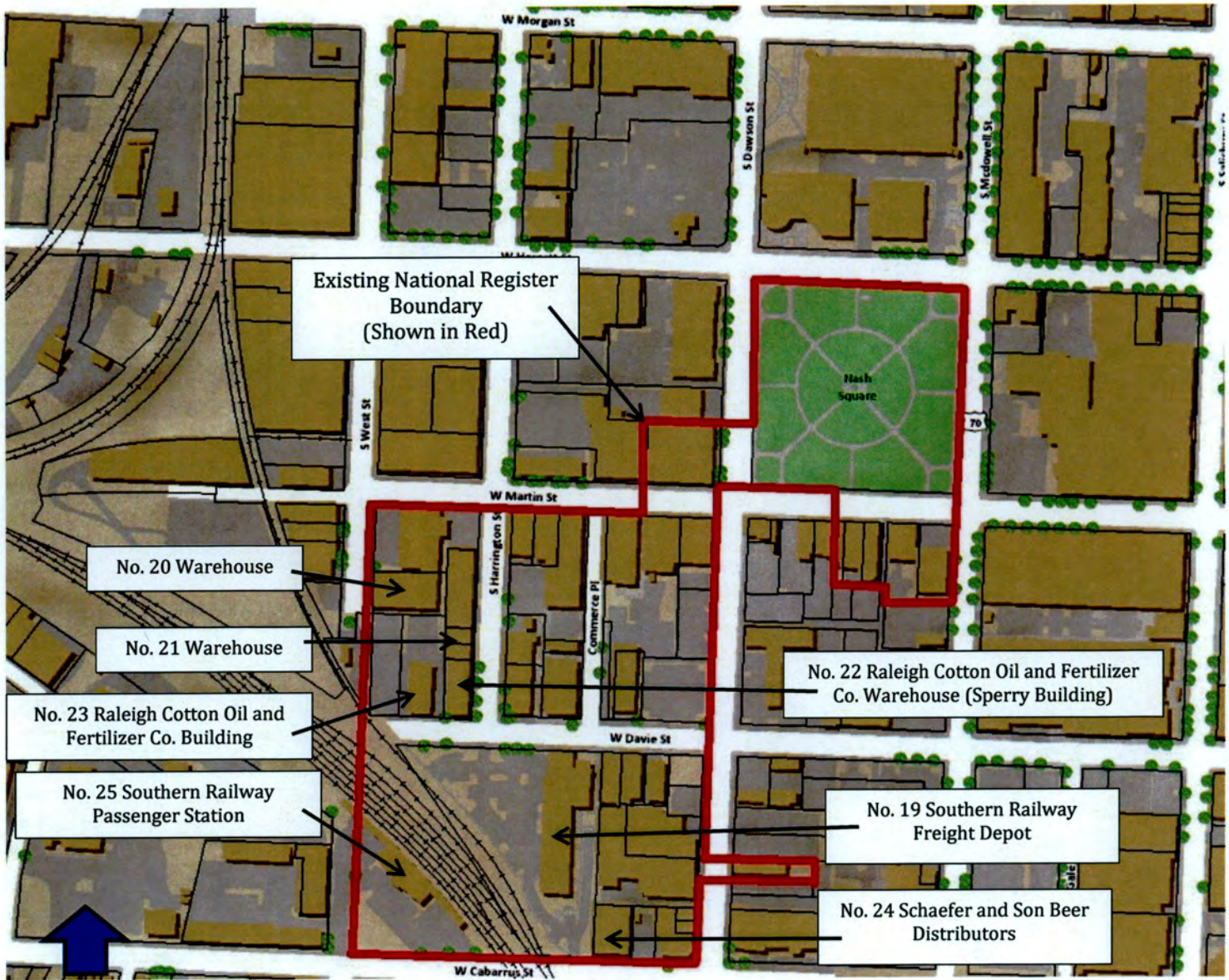
The contributing resources within the APE—notably the freight depot and the passenger station—are well-preserved. Most of the noncontributing resources are also one to two-story, brick-veneered buildings that in their rectangular forms and simple exteriors reflect the character of the district and do not detract from its overall integrity. Within the APE, there are two noncontributing properties: the Raleigh Cotton Oil and Fertilizer Company Warehouse (Sperry Building) (No. 22) (WA2591) and Warehouse (No. 21). As stated in the 2002 nomination, these noncontributing resources date to the period of significance but are noncontributing because of a loss of integrity through alterations.

National Register Boundary Description and Justification

The Depot Historic District encompasses Nash Square, the Southern Railway Freight Depot, the Southern Railway Passenger Station, the Raleigh Cotton Oil and Fertilizer Company buildings as well as other historic commercial and industrial buildings within a roughly twenty-one acre area. The following five properties located within the APE remain contributing resources: the Southern Railway Freight Depot (No. 19) (WA2574); Warehouse (No. 20); Raleigh Cotton Oil and Fertilizer Company Building (No. 23) (WA2576); Schafer and Son Beer Distributors (No. 24) (WA2569); and the Southern Railway Passenger Station (No. 25) (WA2570).

The existing National Register boundary and the five contributing properties located within the APE are shown on **Figure 3**. A map showing the proposed boundary amendment (**Figure 7**) is found on page 52.

Figure 3
Depot Historic District
National Register Boundary



Source: Wake County Tax Map

Scale: 1" = 275'

Depot Historic District—Proposed National Register Boundary Amendment

No. 9 Dillon Supply Company, Farm Machinery Warehouse, (PIN 1703488736)
110 South West Street

No. 10 Peden Steel Works (PIN 1703488631)
120 South West Street

**No. 11 Commercial Building (WA 3199)
(PIN 1703488450)**
200 South West Street

No. 12 Noland Company Building (No. 12) (PIN 1703488314)
206 South West Street

No. 13 Dillon Supply Company Warehouse (PIN 1703488250)
210 South West Street

No. 14 Capital Feed and Grocery Company Building (PIN 1703478969)
230 South West Street

No. 15 Swift Meat Company Warehouse (PIN 1703478972)
302 South West Street

No. 16 Swift Meat Company Warehouse No. 2 (PIN 1703478878)
304 South West Street

No. 17 Caveness Produce Company Warehouse (PIN 1703478883)
310 South West Street



Physical Description (Plates 10-21; Figures 4-7)

These one and two-story, brick distribution warehouses and commercial buildings line South West Street with their rear elevations adjacent to the former Seaboard Air Line Railway (now CSX Railway) corridor. In addition to the nine properties located within the APE, there is another warehouse on the east side of South West Street that lies outside the APE for this project but is also recommended for inclusion in the amended Depot Historic District.

Dillon Supply Company, Farm Machinery Warehouse (No. 9) at 110 South West Street is a large, one-story, brick warehouse that was built circa 1939. The façade has a largely utilitarian appearance with a flat parapet capped by concrete coping and a recessed, central entrance flanked by flat-arched display windows. The entrance has been altered, and the windows appear to be modern replacements. A loading bay, with a modern overhead door, is located in the southern end bay, and two infilled windows are found in the northern end bay. The side (north) elevation has a corbelled cornice and a roof monitor hidden by a stepped parapet.

Peden Steel Works (No. 10) at 120 South West Street is a large, two-story complex with a brick exterior and steel framing that was probably built in the 1940s with later renovations. The steel plant has three sections and extends to the corner. The two center sections have flat parapets lined with terra cotta coping, steel-sash factory windows, and a single loading bay. The corner section also has a flat parapet, but the recessed entrances are sheltered by a steel, cantilevered canopy and the narrow, recessed, steel sash windows. Operable, awning-style windows are found in the lower sections of the openings, and otherwise the windows have fixed lights. This section also has two loading bays. The side (south) elevation is more utilitarian in appearance with rows of steel-sash factory windows.

Commercial Building (No. 11) at 200 South West Street is a two-story building (circa 1925) with a rough-cut brick exterior, flat parapet, and a decorative brick cornice. The building has two mirror-image storefronts that remain intact with original display windows and multiple-light transoms. One of the entrances is also intact with a single-leaf, wood and glass door capped by a transom. The second entrance has been remodeled, and the other windows are all replacements except on the rear (track-side) elevation where the steel-sash factory windows are intact. Storefronts and loading bays are found on the side (north) elevation of the building.

Located at 206 South West Street, the Noland Company Building (No. 12) is a two-story, brick commercial building was built circa 1925 but has been altered in recent decades. The building has a flat parapet with concrete coping, but the cornice has been removed, and the upper story windows are now brick-infilled. The storefront windows have also been altered either with modern replacements or brick infill, and the recessed entrance is also a later modification.

Dillon Supply Company Warehouse (No. 13) is a two-story, brick-veneered warehouse that dates from the late 1940s although the building may incorporate vestiges of earlier buildings. Sited at 210 South West Street, the building has multiple units, a flat parapet, steel-sash factory windows, loading bays, and several storefronts sheltered by a cantilevered, copper canopy. The recessed office entrance appears original with brick reveals and double leaf, glass and metal doors capped by a transom. The simple, metal-sash storefront windows and metal and glass doors also appear original.

Capital Feed and Grocery Company Building (No. 14) at 230 South West Street is a circa 1918, one-story, warehouse with a brick exterior, a flat parapet lined with terra cotta coping, steel-sash factory windows, and a single loading bay. A cantilevered canopy extends across the façade.

Swift Meat Company Warehouse (No. 15) at 302 South West Street was built between 1910 and 1914. This one-story, brick warehouse has a flat parapet lined with terra cotta coping, steel-sash factory windows, two altered entrances, and a raised deck sheltered by a later, flat-roofed porch.

Sited next door at 304 South West Street is the second warehouse associated with the Swift Meat Company (No. 16). The brick warehouse was built circa 1914 with a tall, stepped parapet with decorative corbelling and segmental-arched windows. The windows are now fixed-light replacements, and a large loading bay has a modern overhead door.

Caveness Produce Company No. 17 was built circa 1925 at 310 South West Street. The brick building has a stepped parapet and an unadorned façade. The flat-arched windows are now fixed-light replacements, and the doors are modern. A modern, front-gable wing has been added to the south elevation.

Located outside the APE on the northeast corner of South West and West Martin streets is a large warehouse that is also recommended for inclusion in the proposed expansion to the Depot Historic District. Built by Dillon Supply Company circa 1950, the property is comprised of three contiguous buildings that fill most of the block bounded by South West, West Martin, South Harrington, and West Hargett streets. The warehouse has both one and two-story sections, a brick exterior, and steel-sash factory windows. The well-preserved building has flat and stepped parapets with terra cotta coping and large overhead doors.



Plate 10. Depot Historic District, Proposed Amendment, Dillon Supply Company, Farm Machinery Warehouse (No. 9), Looking West.



Plate 11. Depot Historic District, Proposed Amendment, Peden Steel Works (No. 10), Looking Southwest.



Plate 12. Depot Historic District, Proposed Amendment, Peden Steel Works (No. 10), Looking Southwest.



Plate 13. Depot Historic District, Proposed Amendment, Commercial Building (No. 11), Looking West.



Plate 14. Depot Historic District, Proposed Amendment, Noland Company Building (No. 12), Looking West.



Plate 15. Depot Historic District, Proposed Amendment, Dillon Supply Company Warehouse (No. 13), Looking Southwest.



Plate 16. Depot Historic District, Proposed Amendment, Dillon Supply Company Warehouse (No. 13), Looking Southwest.



Plate 17. Depot Historic District, Proposed Amendment, Capital Feed and Grocery Company Building (No. 14), Looking Northwest.



Plate 18. Depot Historic District, Proposed Amendment, Swift Meat Company Warehouse (No. 15), Looking West.



Plate 19. Depot Historic District, Proposed Amendment, Swift Meat Company Warehouse No. 2 (No. 16), on Right, and Caveness Produce Company Warehouse (No. 17), on Left, Looking Southwest.



Plate 20. Depot Historic District, Proposed Amendment, Caveness Produce Company Warehouse (No. 17), on Left, and Swift Meat Company Warehouse No. 2 (No. 16), on Right, Looking Southwest.



Plate 21. Depot Historic District, Proposed Amendment, Dillon Supply Company Warehouse No. 2, Looking Northeast.

Historical Background

The APE for the current project overlaps the APE for the Triangle Transit Authority, Regional Rail System project which was undertaken in the late 1990s. The Phase II historic resources technical report for that project (1999) discussed the Depot Historic Overlay District, a proposed local historic district, but this designation was never implemented. At the time of the Regional Rail project, the Depot Historic District had also not been listed in the National Register. As a result of the Regional Rail project, the roughly five-block Depot Historic Overlay District was determined eligible for the National Register eligibility under Criterion A for industry and transportation and under Criterion C for architecture. The Final Environmental Impact Statement, prepared in 2002, found that the Regional Rail project would have no effect on the Depot Historic Overlay District (DOE) (Triangle Transit Authority 2002, Vol. 1, page 5-80). The proposed local overlay district included Resource Nos. 15-17 as contributing resources within its proposed boundary, but when nominated to the National Register in 2002, the Depot Historic District was smaller and did not encompass any of the following ten resources along South West Street (Mattson Alexander and Associates, Inc. 1999: Figure 27; Longleaf Historic Resources 2002).

Dillon Supply Company, Farm Machinery Warehouse (No. 9), was built circa 1939 after the wholesale distribution company purchased the property from Helen A. and Preston Rodgers that year. The land had been part of what was known as the Allen Home Place and had evidently been inherited by Helen Rodgers from her mother, Helen Allen. The property line between this warehouse and the Peden Steel Works complex to the south was reconfigured in 1942, and the 1942 survey map noted that the new property line would follow "...the center line of a 17-inch brick party wall between the property of J. M. Peden and wife and the property of Dillon Supply Company..." (Dillon Supply Company, Farm Machinery Warehouse No 9). Dillon owned the site

from 1939 until 1977 when the Southeastern Development Corporation acquired the warehouse. In 2005, the property was conveyed to Triangle Transit Authority (Sanborn Map Company 1909, 1914, 1914-1950; Wake County Deed Books 89: 144, 799: 251, 2537: 203, 11357: 1851; Wake County Map Book 1942: 5).

Peden Steel Works (No. 10) at 120 South West Street sits at the northwest corner of South West and West Hargett streets on a site occupied in the early twentieth century by the Raleigh Iron Works. The iron works went bankrupt in 1919, and the property was conveyed to William T. Harding. Harding died bankrupt, and Wachovia Bank took over the property from his estate in December 1932. Subsequently, the bank sold an interest in the tract to James and Annie Peden, who operated Peden Steel Works on the former Raleigh Iron Works site until the 1960s. In 1942, Peden expanded his steel company, probably because of increasing production during World War II, and the extant building may date to this time. In 1965, Dillon Supply purchased the property from James and Annie Peden for its own steel operations, and the site is now owned by Triangle Transit Authority (Wake County Deed Books 700: 78, 338: 23, 348: 148, 648: 123; Sanborn Map Company 1909, 1914, 1914-1950; Hill Directory Company 1951; URS Corporation 2003: 5-32).

The tax records state that the extant building was built in 1969, four years after Dillon bought the property. However, the architecture of the building and the 1965 deed between Dillon and Peden suggest an earlier date of construction. The deed notes that Dillon retained its rights to occupy the "...two story brick building containing approximately 10,300 square feet of floor space located on the above described land at the northwest corner of West Hargett Street and South West Street..." indicating that the building predates 1965. (Peden Steel Company had already built a new plant on Capital Boulevard in 1962, and Dillon was occupying 120 South West Street for several years before purchasing the property.) Although evidence suggests that the building was erected before the late 1960s, the property did undergo alterations, particularly to the section of the façade near the corner with West Hargett Street. These modifications may date to the late 1960s. Aerial photographs of the area (circa 1950) indicate that during this later remodeling some of the upper-level windows on the façade (east elevation) were enclosed, and a second vehicular entry bay was added just north of the entrance. The narrow window bays at the southeast corner may also have been added at that time. Otherwise, the utilitarian brick exterior, flat parapets lined with terra cotta coping, and steel-sash factory windows are all in keeping with the surrounding properties that date from the 1940s to early 1950s (Wake County Deed Book 1670: 455; Sanborn Map Company 1914, 1914-1950; Wake County Map Book 1942: 5; Longleaf Historic Resources 2009: E-16; URS Corporation 2003: Appendix B).

The block bounded by West Hargett and West Martin streets which contains Nos. 11-13 was acquired in the early twentieth century by E. C. Hillyer, a native Californian, who owned the Raleigh Ice and Electric Company as well as a company that manufactured ice-making and refrigeration equipment. The commercial building (No. 11) at 200 South West Street occupies a lot that in the early twentieth century was part of a larger tract containing the Johnson and Johnson Electric and Ice Company plant and a one-story house presumably used by the ice plant owner or manager. The larger tract had been purchased in 1915 by D. T. Poindexter who, within a few months, sold the property to industrialist, E. C. Hillyer. Hillyer's widow, Gussie, inherited the property from her husband, and at her death in 1945, the building went to her nephew, Richard A. Trice, and his wife. The commercial building appears to have been built by the Hillyers circa 1925. The city directory of 1924 indicates that a house still sat on this corner lot, but by 1927, a wholesale automobile parts store occupied the commercial building. The property changed hands a number of times in the postwar period before being conveyed to Triangle Transit Authority in 2004 (Wake County Deed

Books 290: 320, 307: 153, 981: 638, 10852: 2477-2481; Sanborn Map Company 1914; Hill Directory Company 1924, 1927).

The Noland Company Building (No. 12), at 206 South West Street, was occupied by the wholesale plumbing and heating supply company from its circa 1925 construction until the postwar era. The lot was part of the larger Hillyer family holdings, and the Hillyers evidently constructed the commercial building in the mid-1920s when they built the adjacent commercial building to the north. (This location was still residential in 1921.) Noland remained in this building and eventually bought the property from Gussie Hillyer's heirs in 1946. (The deed, conveying the property to Noland also mentions the Dillon Supply Company building to the south.) Noland sold the building to Dillon in 1961, and the property became part of the Triangle Transit Authority holdings in 2005 (Wake County Deed Books 957: 475, 1443: 349, 11197: 1478; Hill Directory Company 1921, 1927).

Dillon Supply Company Warehouse (No. 13) at 210 South West Street occupies a large tract of land that extends more than half the block. The northernmost section of the building appears to sit on a separate tract that, in 1905, William and Sarah Ann Brierly of England subdivided from their larger holdings and sold to E. C. Hillyer. Hillyer and his wife, Gussie, sold the parcel to Campbell-Warner Company, a monuments company, in 1918 although the company had occupied the site since at least 1914. In 1915, a Coca-Cola bottling plant and the Nabisco warehouse were located south of Campbell-Warner with houses interspersed among these three businesses. By 1920, Dillon Supply Company was occupying the former Coca-Cola and Nabisco locations (Sanborn Map Company 1909, 1914; Hill Directory Company 1910, 1914).

The Campbell-Warner property became the sole property of Lola Campbell in 1931, and she, in turn, sold the parcel to Dillon Supply Company in 1938. The extant building may incorporate portions of Campbell property, but the Dillon Supply building took its final form between 1945 and 1951. In 1945, the block still had a few houses and vacant lots interspersed among these businesses. By 1951, Dillon occupied the block south of Noland to the rail line, and the continuous façade and probably infill occurred between World War II and 1951. Dillon remained at this location until 2005 when Triangle Transit Authority took possession of the property (Wake County Deed Books 624: 60, 783: 369, 197: 158, 324: 357; Hill Directory Company 1910-1911, 1915-1916, 1919-1920, 1924, 1927, 1935, 1940, 1945, 1951).

The Capital Feed and Grocery Company Building (No. 14), a wholesale distributor, first appears at 230 South West Street in the 1918 city directory. The company remained at this location until the late 1920s. (The 1914 Sanborn map shows a National Biscuit Company (Nabisco) warehouse at the rear of the site.) The building remained a grocery warehouse until 1957 when Dillon Supply purchased the property from the Seaboard Air Line Railway. Triangle Transit Authority acquired the parcel in 2005 (Hill Directory Company 1909-1910, 1917, 1919-1920, 1925, 1930, 1940, 1945, 1950; Wake County Deed Books 1299: 257, 11197: 1478).

Swift Meat Company Warehouse (No. 15) at 302 South West Street, the southwest corner of West Martin and South West streets, was apparently built between 1910 and 1914. The property appears on the 1914 Sanborn as a wholesale warehouse for the national Swift Meat Company, and Swift remained in this location until the late 1920s. By 1930, Capital Feed and Grocery Company had moved into the building from its original location on the north side of West Martin Street, and Swift moved next door to the south where Swift Meat Company Warehouse No. 2 (Resource No. 16) is located. Capital Feed and Grocery remained here until the late 1940s, but by 1950, Statesville

Flour Mill Company occupied this address. The Seaboard Air Line Railway had apparently continued to own these parcels until 1957 when this warehouse and No. 14 were sold to Dillon Supply Company (Hill Directory Company 1909-1910, 1917, 1919-1920, 1925, 1930, 1940, 1945, 1950; Wake County Deed Books 1299: 257, 11197: 1478).

Swift Meat Company Warehouse No. 2 (No. 16), at 304 South West Street, was built circa 1914. The building is labeled on the 1914 Sanborn as "To be Warehouse (From Plans)". According to the Raleigh city directories, the building was occupied by Wyatt-Burruss Fuel Company in 1925, but the Swift Meat Company had moved to this location by 1930 and remained in this building into the 1950s. According to deeds, the parcel had been part of larger holdings that the Seaboard Air Line had owned. The railway sold to Caveness Produce Company in 1927, but in 1930, the lot was sold in foreclosure and changed hands a number of times over the subsequent decades (Hill Directory Company, Raleigh, 1909-1910, 1917, 1919-1920, 1925, 1930, 1940, 1945, 1950; Wake County Deed Books 535: 32, 686: 491, 622: 307, 536: 80).

Caveness Produce Company Warehouse (No. 17) at 310 South West Street does not appear on the 1914 Sanborn map, but the 1925 city directory lists Caveness as the occupant of this address. Caveness purchased the property, along with No. 16 to the north, in 1927 from the Seaboard Air Line. Despite Caveness's foreclosure in 1930, the company remained at this location into the early 1930s, but by 1934, the property was vacant. In the 1940s and 1950s, the warehouse was used by the American News Company (Raleigh Division) for magazine distribution (Hill Directory Company 1909-1910, 1917, 1919-1920, 1925, 1930, 1932, 1934, 1940, 1945, 1950; Wake County Deed Books 535: 32, 629: 12, 622: 307, 536: 80; Sanborn Map Company 1914, 1914-1950).

The three attached buildings that comprise Dillon Supply Company Warehouse No. 2 occupy three tracts on the east side of South West Street. The buildings were built circa 1950 soon after Dillon acquired the tracts between 1945 and 1950. The tract at 218 South Harrington Street had been owned by two sisters named Stunkel, who sold the tract to Dillon Supply in 1949. The deed notes that this small lot was surrounded by tracts, including 223 South West Street, that the Stunkels had already sold to Dillon between 1945 and 1948. The parcel at 410 West Martin Street had been part of the Union Station site and was among five parcels conveyed by the North Carolina Railroad, the Seaboard Air Line Railroad, and the Southern Railway to Dillon Supply in May 1950 when all the Union Station properties were sold. The map accompanying the deed indicates that Dillon already owned the tract to the north (223 South West Street as well as No. 13 across the street at 210 South West) (Wake County Deed Books 01044: 404, 1013: 384, 925: 615, 984: 523; Wake County Map C-1386, January 25, 1949, Wake County Map Book 1949: 113).

National Register Criteria Evaluation

For purposes of compliance with Section 106 of the National Historic Preservation Act (NHPA), nine of the ten resources—Dillon Supply Company, Farm Machinery Warehouse (No. 9), Peden Steel Works (No. 10), Commercial Building (No. 11), the Dillon Supply Company Warehouse (No. 13), Capital Feed and Grocery Company Building (No. 14), Swift Meat Company Warehouse No. 1 (No. 15), Swift Meat Company Warehouse No. 2 (No. 16), and the Caveness Produce Company Warehouse (No. 17), and the Dillon Supply Company Warehouse No. 2—are recommended **eligible** for the National Register as contributing resources to an expanded Depot Historic District. These resources all contribute under the nominated criteria—Criterion A for industry, transportation, and commerce and under Criterion C for architecture. All the buildings were constructed before circa

1952 and thus fall within the existing period of significance for the Depot Historic District. The Dillon Supply Company, Farm Machinery Warehouse (No. 9) was built circa 1939; the Peden Steel Works (No. 10) dates to the mid-1940s with later alterations; and the Commercial Building (No. 11) was constructed circa 1925 for retail operations. The last alterations to the large Dillon Supply Company Warehouse (No. 13) were made circa 1950. The Capital Feed and Grocery Company Building (No. 14) was constructed circa 1918 while Swift Meat Company Warehouse (No. 15) was built between 1910 and 1914. The second warehouse associated with Swift Meat Company (No. 16) was built circa 1914, and the Caveness Produce Company Warehouse (No. 17) was erected circa 1925. Located outside the APE, the large warehouse complex associated with Dillon Supply was built circa 1950. Of the ten properties, the Noland Company Building (No. 12) is the only noncontributing resource. Built circa 1925 as a warehouse for the wholesale plumbing supply distributor, the building has lost its integrity through alterations and thus does not contribute to the historic district.

Integrity

Nine of the ten resources retain the seven aspects of integrity needed for National Register eligibility. All retain integrity of location, having occupied their sites between the former Raleigh and Gaston Railroad (later the Seaboard Air Line Railway and now CSX) corridor and South West Street or between South West and South Harrington streets since their construction during the early to mid-twentieth century. The buildings also have integrity of setting, feeling, and association. All are either attached or separated only by alleys and front directly on the street, creating a comparatively dense urban and industrial setting, feeling, association, and rhythm either along or near the rail corridor. Nine of the ten warehouses and commercial buildings also retain their integrity of design, materials, and workmanship. The substantial, one-story and two-story, brick buildings have the rectangular forms, flat roofs, and simple ornamentation limited to the façades typical of early to mid-twentieth century industrial and commercial designs. Only the Noland Company Building (No. 12) has lost its integrity of design, materials, and workmanship through alterations.

Criterion A

The nine properties are **eligible** for the National Register as contributing resources under Criterion A (Event). To be eligible under Criterion A, the property must retain integrity and must be associated with a specific event marking an important moment in American prehistory or history or a pattern of events or historic trend that made a significant contribution to the development of a community, a state, or a nation. Furthermore, the property must have existed at the time and be documented to be associated with the events. Finally, the property's specific association must be important as well (National Park Service, *National Register Bulletin 15: 12*).

The additional industrial and commercial properties contribute to the significance of the Depot Historic District under Criterion A for industry, transportation, and commerce. The Depot Historic District was nominated for its significance in the areas of industry and commerce as the city's wholesale distribution center from the 1880s to the early 1950s. The nine newly surveyed resources are wholesale warehouses and commercial buildings that are similar in design, scale, materials, and function to those found within the existing district, and the new properties date to the same period of significance. Furthermore, the Depot Historic District contains the only significant collection of rail-related buildings, factories, and warehouses in Raleigh that date to the

period when the railroads predominated in freight transportation, and the additional properties share these characteristics and strengthen the significance of this collection.

Criterion B

The resources within the recommended boundary expansion are **not eligible** for the National Register under Criterion B (Person). For a property to be eligible for significance under Criterion B, it must retain integrity and 1) be associated with the lives of persons significant in our past, i.e. individuals whose activities are demonstrably important within a local, state, or national historic context; 2) be normally associated with a person's productive life, reflecting the time period when he/she achieved significance; and 3) should be compared to other associated properties to identify those that best represent the person's historic contributions. Furthermore, a property is not eligible if its only justification is that it was owned or used by a person who is or was a member of an identifiable profession, class, or social or ethnic group (National Park Service, *National Register Bulletin 15: 14*).

These properties are not eligible under Criterion B because they are not associated with individuals whose activities were demonstrably important within a local, state, or national historic context.

Criterion C

The nine warehouses and commercial buildings are **eligible** for the National Register under Criterion C (design/construction). For a property to be eligible under this criterion, it must retain integrity and either 1) embody distinctive characteristics of a type, period, or method of construction; 2) represent the work of a master; 3) possess high artistic value; or 4) represent a significant and distinguishable entity whose components may lack individual distinction (National Park Service, *National Register Bulletin 15: 17*).

The Depot Historic District was listed in the National Register under Criterion C because this area, west of the center city, has a locally significant collection of industrial, commercial, and railroad-related architecture dating from the 1880s to 1952. The additional warehouses and commercial buildings on the east side of the rail corridor add to the architectural significance and cohesion of the district.

Criterion D

The resources are **not eligible** for the National Register under Criterion D (potential to yield information). For a property to be eligible under Criterion D, it must meet two requirements: 1) the property must have, or have had, information to contribute to our understanding of human history or prehistory; and 2) the information must be considered important (National Park Service, *National Register Bulletin 15: 21*).

The resources within the amended boundary are not eligible under Criterion D because they are not likely to yield any new information pertaining to the history of building design or technology.

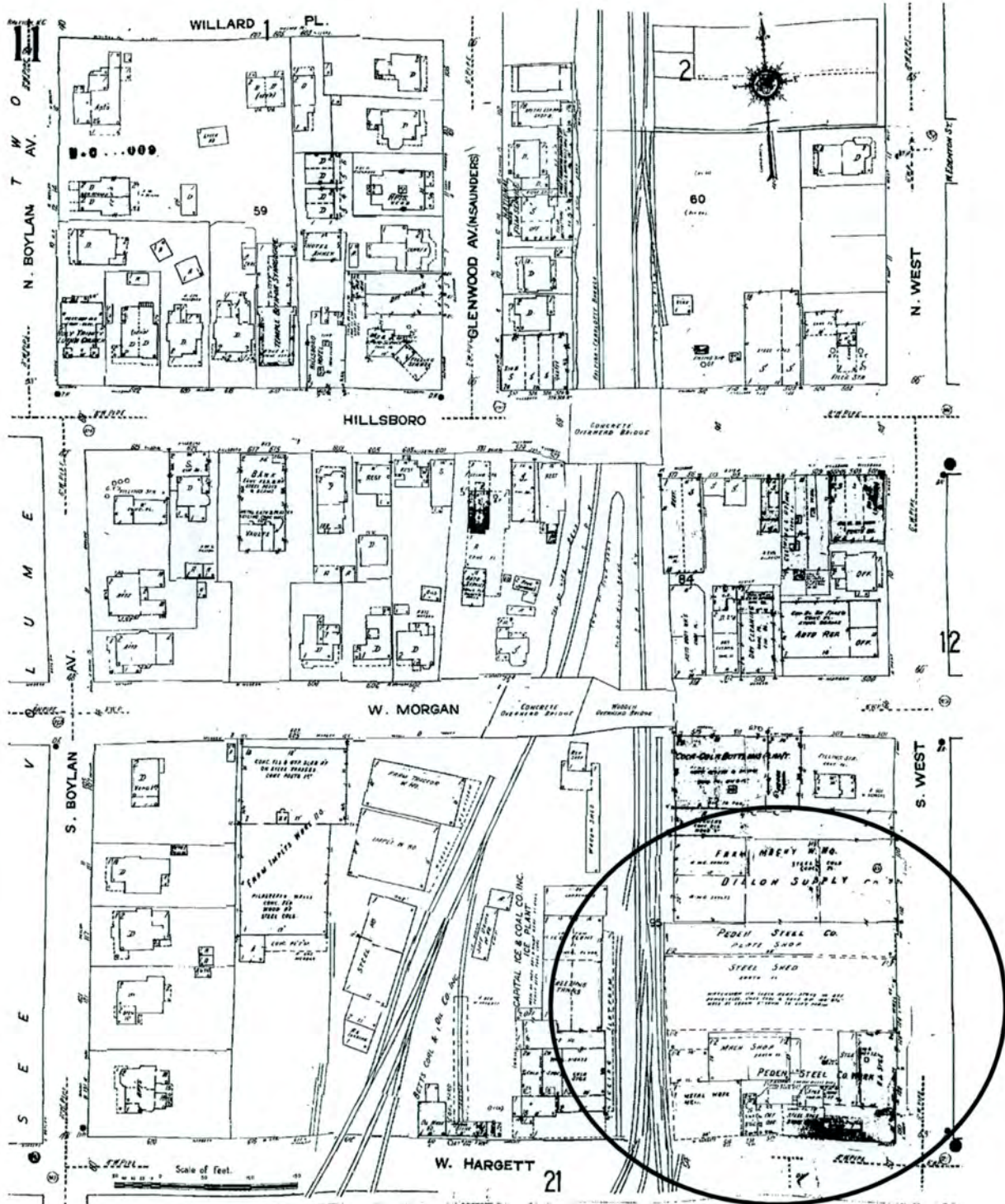
Proposed National Register Boundary Amendment – Description and Justification

The proposed National Register boundary amendment for the Depot Historic District has been drawn according to the guidelines of National Register Bulletin 21, *Defining Boundaries for National Register Properties*.

The proposed National Register boundary amendment to the Depot Historic District encompasses ten warehouses and commercial buildings and their associated tax parcels (PINs 1703488736, 1703488631, 1703488450, 1703488314, 1703488250, 1703478969, 1703478972, 1703478878, 1703478883, 1703581004, 1703580296, and 1703581165) covering a total of approximately 6.5 acres. The area of expansion abuts the northwest side of the existing historic district. Nine of the ten properties form a cohesive collection of resources that would contribute to the industrial and commercial significance of the historic district during its period of significance. The expanded boundary would add only one noncontributing resource, the Noland Company Building (No. 12), to the historic district. Depicted in **Figure 7**, the recommended boundary amendment would follow the CSX Railway right-of-way (which forms the rear property lines for the resources on the west side of South West Street) and the street rights-of-way along South West, West Hargett, and South Harrington streets.

Figure 4

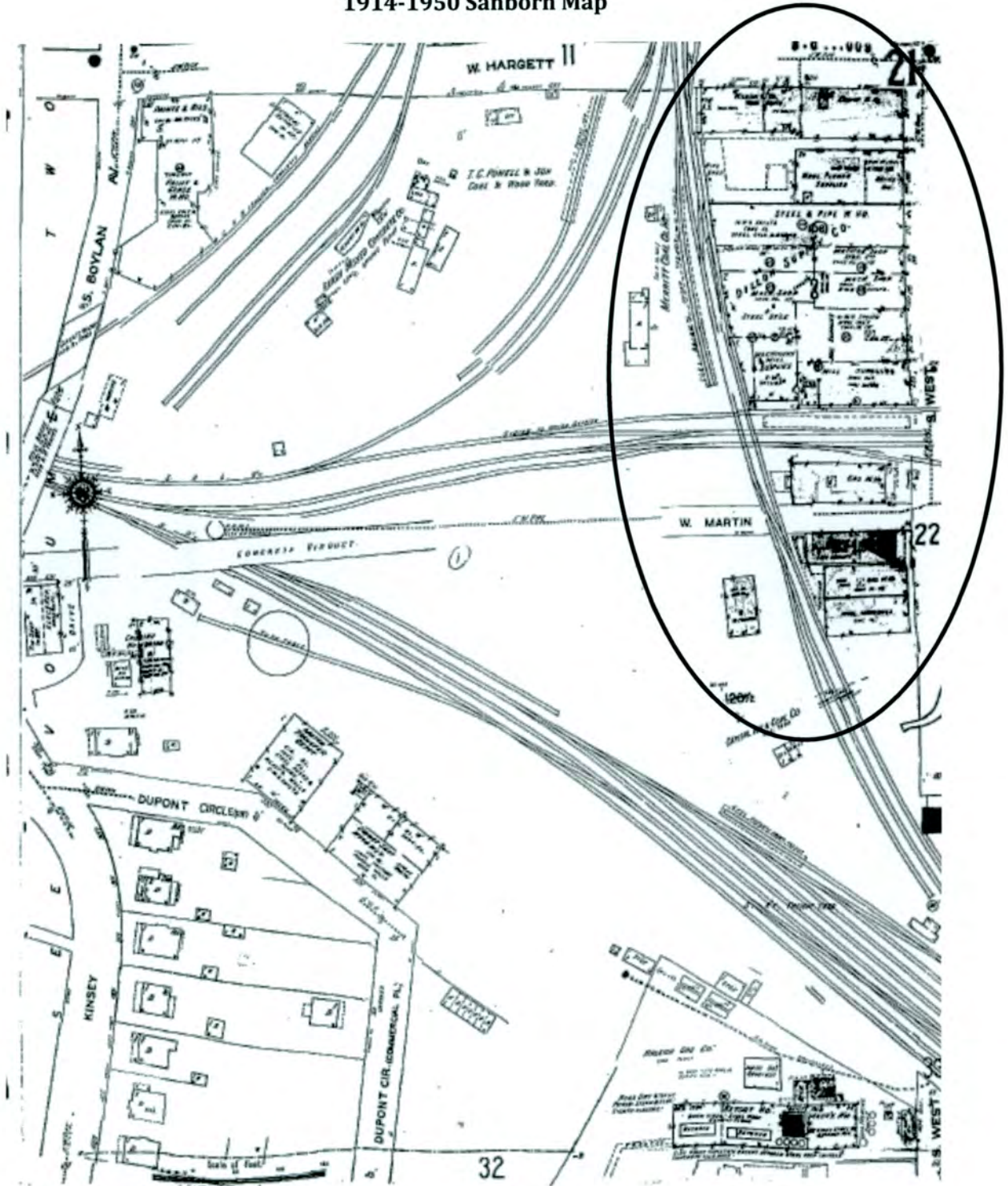
Depot Historic District - Properties Within Area of Proposed Expansion - Map 1 of 2
1914-1950 Sanborn Map



Source: Sanborn Map Company

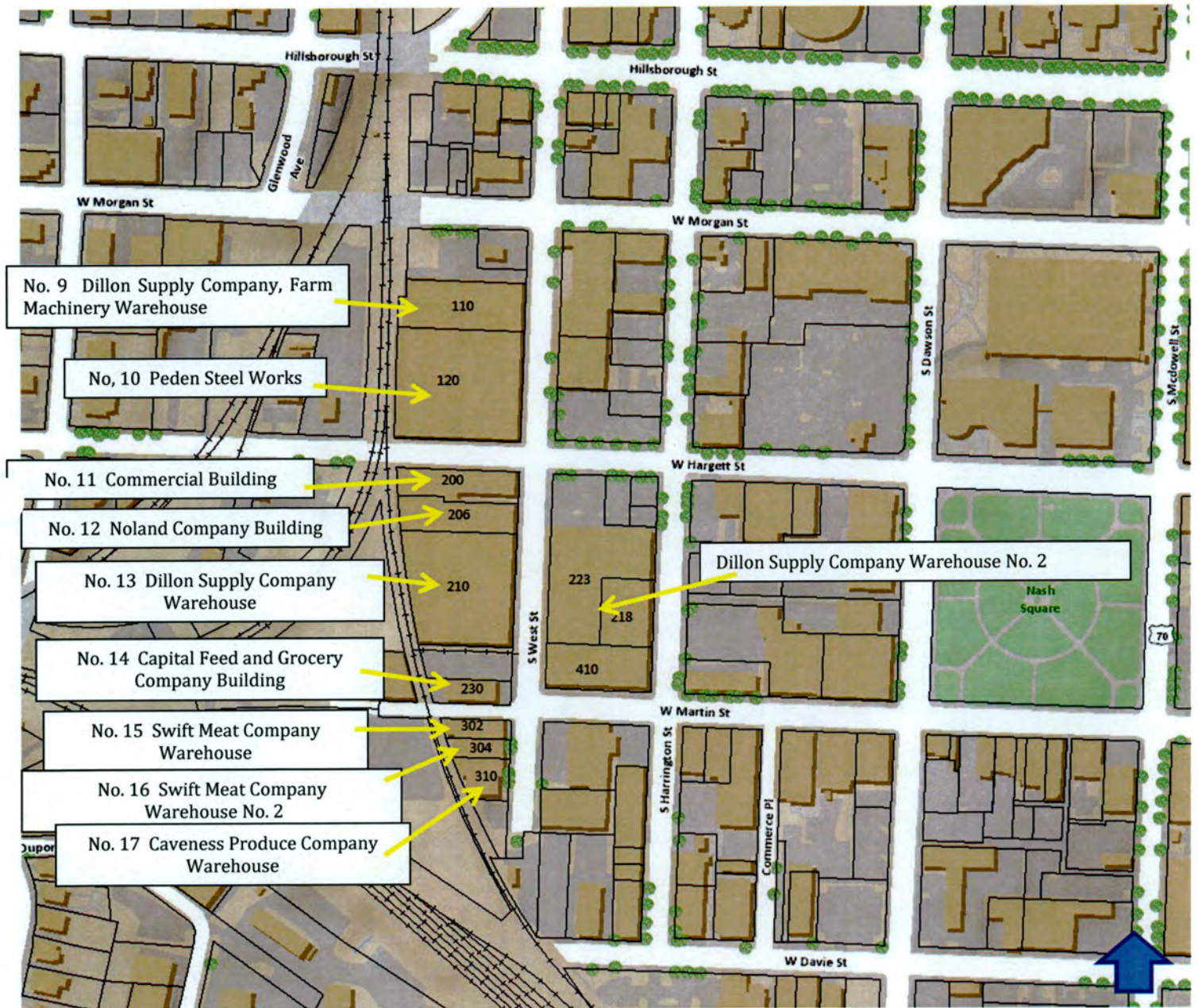
Figure 5

Depot Historic District - Properties Within Area of Proposed Expansion - Map 2 of 2
1914-1950 Sanborn Map



Source: Sanborn Map Company

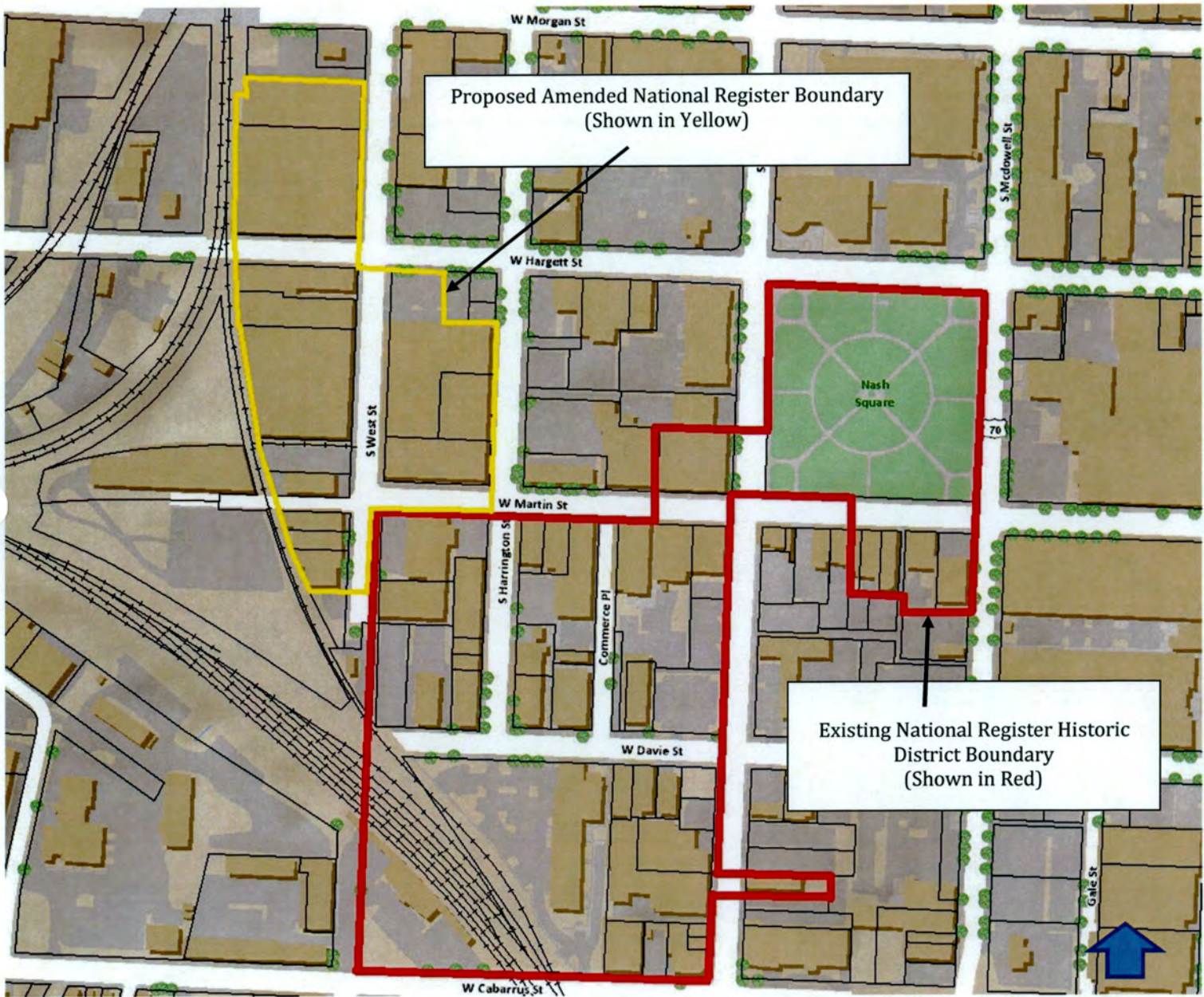
Figure 6
Depot Historic District
Site Plan within Area of Proposed Expansion



Source: Wake County Tax Map

Scale: 1" = 275'

Figure 7
Depot Historic District
Proposed National Register Boundary Amendment

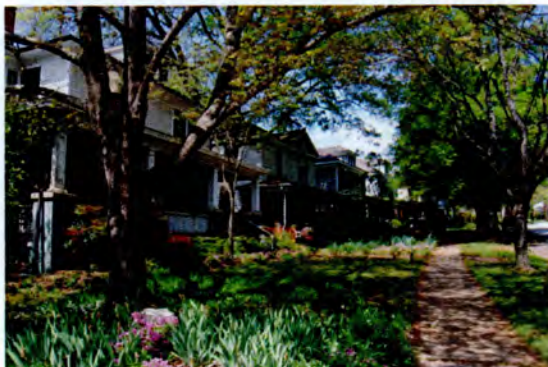


Source: Wake County Tax Map

Scale: 1" = 275'

No. 35 Boylan Heights Historic District (WA0195; WA3996) (National Register 1985; Local Historic District 2001)

Bounded roughly by Montford Street, Martin Street, Dupont Alley, Florence Street, Dorothea Drive, and the Norfolk Southern Railway
Raleigh, Wake County



Summary Statement of Significance

The Boylan Heights Historic District was nominated to the National Register in 1985 under Criterion A for both community planning and education, under Criterion B for its associations with prominent Raleigh developers and civic leaders, Frank Ellington and J. Stanhope Wynne, and under Criterion C for architecture. Boylan Heights survives as one of Raleigh's first twentieth-century suburbs, and in its layout and architecture, the neighborhood exemplifies suburban development in the emerging urban centers of the state during the early twentieth century. The neighborhood had its beginnings in 1907 when the heirs of Williams Montfort Boylan sold the 1858 Italianate villa, Montfort Hall (National Register 1978) and its surrounding 180 acres to the Greater Raleigh Land Company, owned by Frank Ellington and J. Stanhope Wynne. The syndicate hired the firm of Kelsey and Guild of Boston to develop the hilly site as a residential suburban neighborhood. With Raleigh's expanding middle class in need of housing, Boylan Heights was quickly successful, and by 1915 all lots had been sold. Because the new neighborhood was populated with numerous young families, a public elementary school was built on the site of the neighborhood park in 1926. Boylan Heights has survived remarkably intact, and the substantial Colonial Revival, Neoclassical Revival, and picturesque dwellings lining Boylan Avenue near Montfort Hall and the smaller bungalows and cottages found on side streets illustrate nationally popular domestic designs of the period.

The Boylan Heights National Register Historic District contains 280 resources within all or parts of the twenty-two blocks found within its limits. Only two of the 280 properties, are located within the APE for this project. Commercial Building (No. 36) at 301 Kinsey Street contributes to the historic district while Warehouse (No. 37) postdates the period of significance and is a noncontributing resource. The period of significance for the historic district dates from circa 1900 to 1935.

In 2001, Boylan Heights was also designated as a local historic district, but its boundary lie entirely outside the APE for this project. The boundary of the local historic district conforms generally to those of the National Register except at the north end of the district near the project area. Here, the local boundary are slightly smaller and eliminate both 301 and 303 Kinsey Street altogether.

Physical Description (Plates 22-25; Figure 8)

Occupying a rolling, shady setting south of the rail corridor and just west of the city center, the Boylan Heights Historic District illustrates the emergence of residential suburbs on the western outskirts of Raleigh during the early twentieth century. Within the district are the 1858 Italianate villa, Montfort Hall, and curvilinear streets lined with substantial Colonial Revival, Neoclassical

Revival, and picturesque dwellings as well as bungalows, all situated on irregularly shaped lots. In addition, the district encompasses a brick, Neoclassical Revival elementary school, built in the mid-1920s on the site of the original Boylan Springs Park (outside the APE), and several neighborhood stores, including Commercial Building (No. 36), which is situated within the APE. This circa 1920, brick commercial building consists of two storefronts with intact display windows, transoms, and double-leaf entries. The one-story façade is capped by a flat parapet delineated by a brick cornice. Sited on the sharply sloping lot, the building rises to two full stores at the rear. The store was built to face north onto an extension of Martin Street that crossed the railroad tracks, and at the time of the National Register designation, the address of this store was 633 Martin Street. Martin Street no longer crosses the railroad, and the store now has a Kinsey Street address. A contributing resource to the National Register historic district, this store sits outside the boundary of the local historic district.

Warehouse (No. 37) at 303 Kinsey Street is also located within the APE for the project. This circa 1950, brick warehouse has a simple two-story, square form capped by a flat roof. The building has square, steel-sash windows, and modified doorways. Built after the period of significance, the building was listed as a noncontributing resource in the National Register nomination for the Boylan Heights Historic District and was excluded from the local historic district boundary.

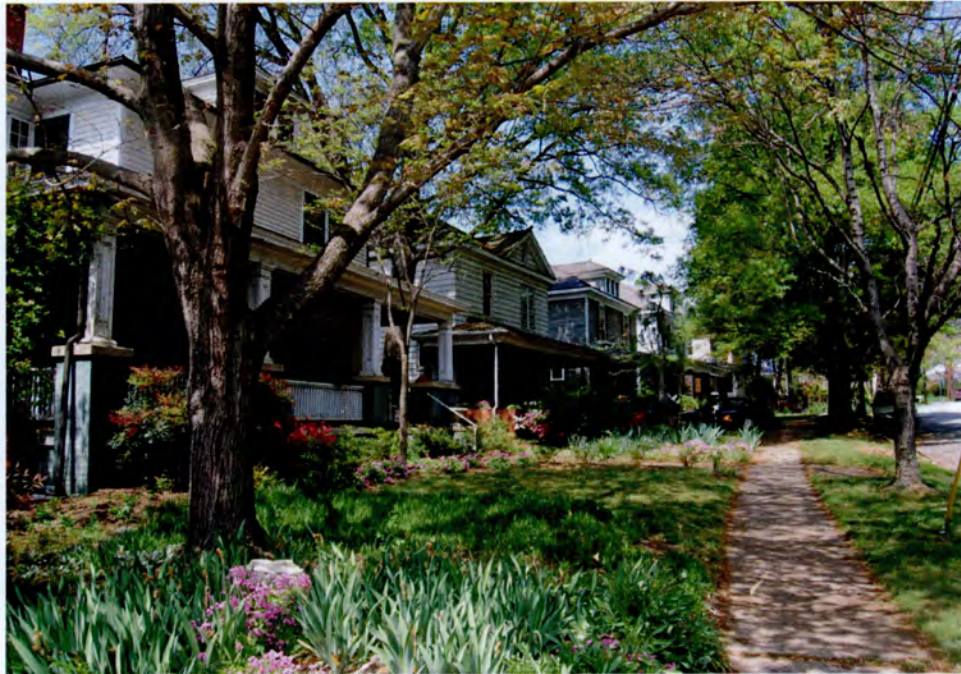


Plate 22. Boylan Heights Historic District, Streetscape, Looking North Along Boylan Avenue (Outside APE).



Plate 23. Boylan Heights Historic District, Streetscape, Looking North Along Boylan Avenue (Outside APE).



Plate 24. Boylan Heights Historic District, Commercial Building (No. 36), 301 Kinsey Street (Within APE), Looking South.



Plate 25. Boylan Heights Historic District, Warehouse (No. 37), 303 Kinsey Street (Within APE), Looking Southeast.

Historical Background

Boylan Heights had its beginnings in 1907 when the heirs of William Montfort Boylan sold the imposing Montfort Hall, built in 1858, and 180 acres to a development company called the Greater Raleigh Land Company. Abutting the city limits to the west, the land had originally been part of Wakefield, the plantation of Joel Lane, who had sold a portion of his land for the site of a permanent state capital. The Greater Raleigh Land Company had been organized soon after the turn of the twentieth century to acquire and subdivide large suburban tracts. The company had been established by Frank K. Ellington (1870-1925), a prominent Raleigh businessman and authority on real estate in North Carolina, and his partner, J. Stanhope Wynne (1849-1934), a mayor of Raleigh and a member of one of the city's leading families. The Boston firm of Kelsey and Guild was hired to plat the property, and the curvilinear street pattern used by the firm enhanced the picturesque quality of the naturally rolling site. To ensure its appeal to Raleigh's expanding middle class, the new suburb had water and sewer service, sidewalks, and a large park as its centerpiece. The development of the neighborhood was carefully organized by Ellington and Wynne with covenants and deed restrictions that required the grandest houses in the neighborhood to be built along Boylan Avenue, the main street through the neighborhood, near Montfort Hall. Smaller houses lined the side streets off Boylan Drive, and even more modest homes were restricted to the periphery of the neighborhood. Boylan Heights was so successful that by 1915, all the lots had been sold, and by the mid-1920s, the area needed an elementary school which was built on the site of the original park. Despite its initial popularity, the Depression took its toll on the neighborhood, and after World War II, middle-class families were increasingly drawn to the city's newer, farther-flung suburbs, such as Hayes Barton. The decline continued throughout the postwar period when many of the larger houses in Boylan Heights were subdivided into apartments, and others stood vacant. After long years of decline, the neighborhood's fortunes began to rise in the 1970s and 1980s with

the renewed interest in urban living. Today, Boylan Heights survives intact to illustrate the early phases of suburban development in Raleigh (Bishong 1985: 8-1 through 8-4; Sanborn Map Company 1914).

National Register Criteria Evaluation

The Boylan Heights Historic District was listed in the National Register in 1985, and for purposes of compliance with Section 106 of the National Historic Preservation Act (NHPA), the historic district remains **eligible** for the National Register under Criterion A for community planning and education, under Criterion B for its associations with prominent Raleigh developers and civic leaders, Frank Ellington and J. Stanhope Wynne, and under Criterion C for architecture. The period of significance extends from circa 1900 to 1935. The boundary for the local Boylan Heights historic district does not extend into the APE for this project.

Integrity

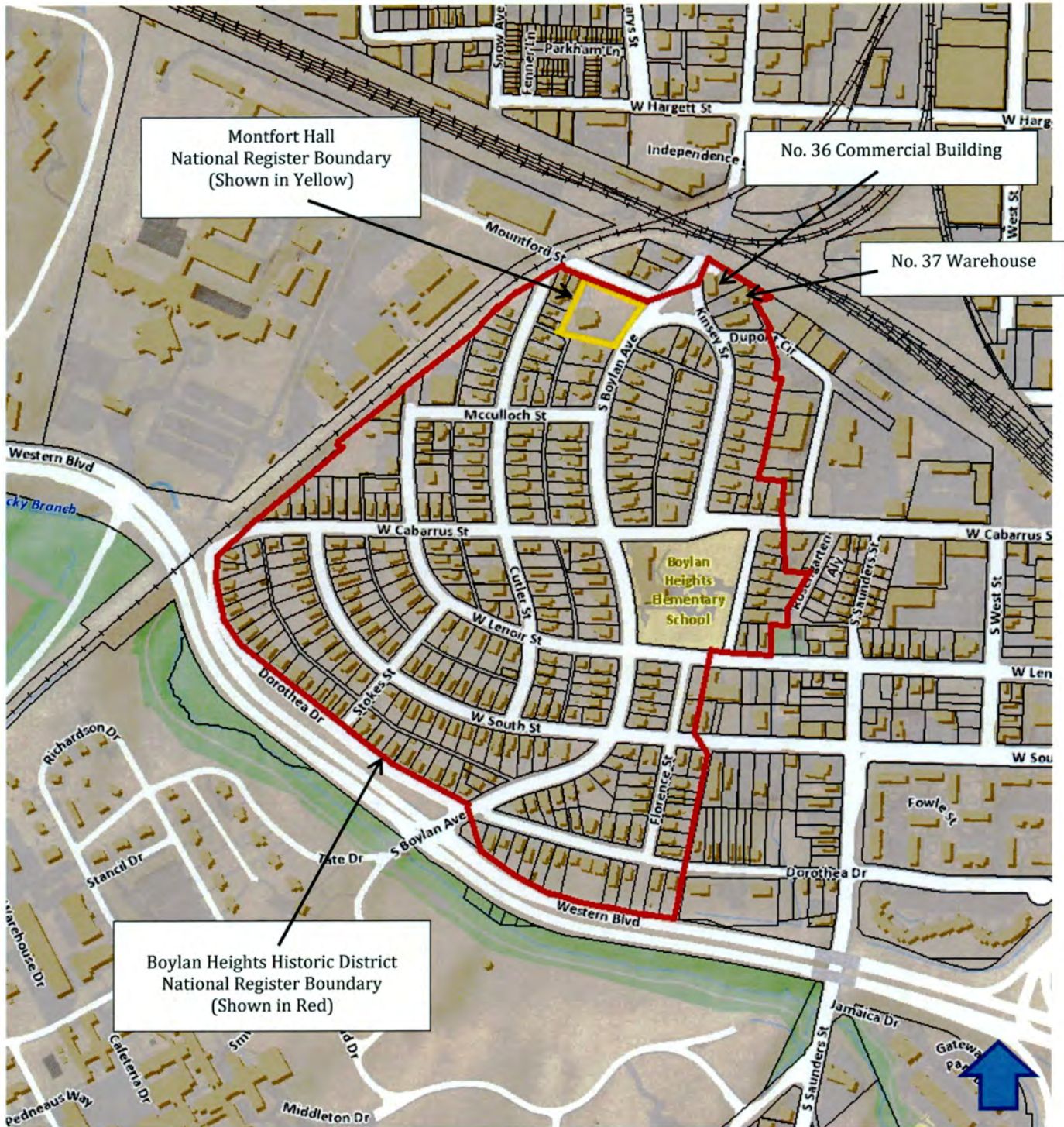
The Boylan Heights Historic District has not changed significantly since its 1985 National Register listing under Criteria A and C. The historic district retains its integrity of location, feeling, setting and association. The district occupies its historic location just west of the center city and south of the North Carolina Railroad. Its tree-shaded, curvilinear streets, rolling topography, and houses designed in nationally popular styles of the period all provide the setting, feeling, and association for the district. Boylan Heights also retains its integrity of design, materials, and workmanship. The contributing resources within the APE—notably the Italianate Montfort Hall (National Register), the 1926 Neoclassical Revival school, the streets of primarily frame, Colonial Revival, Neoclassical Revival, picturesque, and Craftsman-style houses, and a few brick neighborhood stores—remain remarkably intact. The district contains few noncontributing resources. Most of these are one to two-story, frame or brick-veneered houses or small-scale commercial buildings that in their forms, scale, and materials do not detract from the overall integrity of the district. Within the APE, there are two properties, Commercial Building (No. 36) and Warehouse (No. 37), that are located within the historic district. The one-story, brick commercial building is a contributing resource that remains well preserved and contributing, and the two-story, brick warehouse was listed as a noncontributing resource. The warehouse postdates the period of significance and does not contribute to the significance of Boylan Heights under any of the nominated criterion.

National Register Boundary Description and Justification

The Boylan Heights Historic District encompasses individually listed Montfort Hall and curvilinear, tree-shaded streets of remarkably intact houses, a school, and a few neighborhood stores within a roughly 100-acre area. Commercial Building (No. 36) (PIN 1703379838) at 301 Kinsey Street is the only contributing property within the historic district that is located within the APE, and the well-preserved building remains contributing. On the north end, the historic district boundary follows the railroad right-of-way.

The Boylan Heights Historic District retains its architectural integrity and remains eligible for the National Register as nominated in 1985. The National Register boundary is shown on **Figure 8**.

Figure 8
Boylan Heights Historic District
National Register Boundary



Source: Wake County Tax Map

Scale: 1" = 400'

A. Properties Evaluated as Eligible for the National Register

**No. 44 Raleigh Hosiery Company Building
(WA2590) (Determination of
Eligibility 1990, 2005; Study List 1991)
(PIN 1703380620)**
220 Snow Avenue
Raleigh, Wake County



Physical Description (Plates 26-29; Figures 9-10)

Built along the Southern Railway circa 1903, this substantial, red-brick hosiery mill stands near the southwest corner of Snow Avenue and West Hargett Street. The building occupies the southwest portion of the L-shaped parcel with parking spaces and driveway filling the area to the northeast. A modern office located on the parcel north of the mill was originally part of the mill property.

The Raleigh Hosiery Company Building is a rectangular, flat-roofed building with a three-story main block and a one-story wing on the east elevation. Erected as a knitting mill, the building originally included a one-story, brick dye house attached to the north side of the one-story wing. The mill building has been converted to warehouse use by the 1910s, and the dye house as well as free-standing, one-story brick warehouse north of the dye house may have been demolished in the 1910s. Both are labeled “vacant” on the 1914 Sanborn Map of the property, and neither structure exists on the 1914-1950 Sanborn Map. As shown on the 1903 Sanborn Map, the property also originally contained several small, frame ancillary buildings, a frame loading platform near a railroad spur, and a water tower. None of these resources remains. During the 1940s, a concrete block storage building with a barrel vaulted, corrugated-metal roof was built south of the mill alongside the railroad tracks. The storage building remains on its original site south of the current tax parcel and within the railroad right-of-way.

The hosiery mill building is punctuated by rows of tall, twelve-over-twelve light, aluminum-sash windows reflecting the circa 2000 renovation of the building. These windows have original jack arches and brick sills. Some of the windows on the first and second floors of the north and south elevations have brick infill, but the jack arches remain. The loading bays on the first story have segmental-arched openings, and one of the original double-leaf, metal-clad loading doors is intact at what is now the principal entrance. On the rear (south) elevation, these openings have been converted to windows with modern glazing. The principal investigators did not gain full access to the interior which has been modernized for use as a state-owned, human services facility. Original open spaces with high ceilings have been subdivided with sheetrock walls and acoustic-tile ceilings. However, the interior retains its heavy, timber structural members, illustrating the original mill construction of the building.



Plate 26. Raleigh Hosiery Company Building, Side (West) and Front (North) Elevations, Looking East.



Plate 27. Raleigh Hosiery Company Building, Front (North) Elevation, Looking Southwest.



Plate 28. Raleigh Hosiery Company Building, Rear (South) Elevation, Looking Northwest.



Plate 29. Raleigh Hosiery Company Building, Storage Building (1940s) in the Railroad Right-of-Way, Looking South.

Historical Background

The Raleigh Hosiery Company was established along the Southern Railway in Raleigh in 1903. The knitting mill opened during the rise of rail-oriented manufacturing and commercial warehousing in Raleigh during the late nineteenth and early twentieth centuries. By the early twentieth century, Raleigh had a collection of relatively small-scale cotton and hosiery plants as well as a variety of warehouses along the Southern Railway, Seaboard Air Line, and Norfolk Southern Railroad corridors. In 1907, the city contained five cotton mills and three knitting mills including Melrose Hosiery (1900), Martin Hosiery (1902), and the Raleigh Hosiery Company. During the 1910s and 1920s, Raleigh also emerged as a regional distribution center with myriad warehouses appearing along the rail lines, particularly in the western section of the city (Bishir and Southern 2001: 104-105, 120; *Annual Report of Manufacturers* 1907: 238-239, 242-243; Sanborn Map Company 1909; Wake County Deed Book 177: 113; Longleaf Historic Resources 2002).

In 1903, Raleigh Hosiery Company acquired the existing rail-side parcel in the western suburbs of Raleigh. S. A. Ashe, Sr. was president of the firm, and S. A. Ashe, Jr. served as vice-president. As with the city's other knitting mills, Raleigh Hosiery was a relatively small-scale operation, employing fewer than 100 workers and with capital stock worth \$29,300. In 1907, the Raleigh Hosiery Company was listed as a steam-powered plant that employed eighty-five workers (thirty men and fifty-five women) operating seventy-six knitting machines. The 1903 and 1909 Sanborn Maps of Raleigh depict the mill at the corner of Yarn Street (Snow Avenue) and Mill Street (West Hargett Street). The three-story brick mill included knitting operations on the first floor and finishing operations above. The one-story wing on the east elevation was the engine house. A one-story, brick dye house extended from the north side of the engine house, adjacent to a free-standing brick warehouse (*Annual Report of Manufacturers* 1907: 238-239, 242-243; Sanborn Map Company 1903, 1909; Wake County Deed Book 177: 113).

The Raleigh Hosiery Company ceased operations about 1912 and sold the property that year to S. A. Ashe's wife, Hannah Ashe. The building was then leased to the Southern Manufacturing Company, makers of office furniture, until 1924. The 1914 Sanborn map labeled the former dye house and the adjacent warehouse as "vacant", and both may have been demolished soon after the map was published. In 1922, the building was purchased by the Job P. Wyatt and Son Company, a wholesale hardware and farm equipment enterprise. Two years later, the White Dairy Products Company purchased the property as a warehousing and distribution facility. In 1942, the property was acquired by the Wake County Board of Alcoholic Control which used facility for both storage and sales. The 1914-1950 Sanborn map labels the three-story section of the building, "Whiskey Warehouse", and the concrete-block storage building had been constructed within the railroad right-of-way south of the property. The 1914-1950 Sanborn map also labels this building, "Bldg Materials", and the storage building does not appear to have been directly associated with the operations of the Wake County Board of Alcoholic Control. Since 1993, the former hosiery mill property has functioned as a homeless services shelter (Sanborn Map Company 1914, 1914-1950; Wake County Deed Books 438: 132, 386: 407, 891: 12, 1748: 538; Mattson, Alexander and Associates, Inc. 2005).

National Register Criteria Evaluation

The Raleigh Hosiery Company Building was determined eligible in 2005 as part of the environmental studies for the North Carolina Department of Transportation project, *Southeast High Speed Rail (SEHSRR) Corridor from Petersburg, Virginia (Collier Yard), to Raleigh, North Carolina (Boylan Wye)* (TIP No. P-3819). For purposes of compliance with Section 106 of the National Historic Preservation Act (NHPA), the property remains **eligible** for the National Register under Criterion A for both industry and commerce. The former mill/warehouse has not changed significantly since its 2005 determination of eligibility.

Integrity

The Raleigh Hosiery Company Building possesses the seven aspects of integrity needed for National Register eligibility. The property has integrity of location, having occupied this track-side site since its construction in 1903. The mill also has integrity of setting, feeling, and association within a district of former warehouses and small industrial plants southwest of downtown Raleigh. The design, materials, and workmanship of the building remain substantially intact. The imposing, three-story, brick building with its one-story section remains well-preserved. The original one-story dye house wing was probably removed in the 1910s. Although the interior has been partitioned into modern offices, the original timber structure is intact. The windows were updated with modern aluminum cladding, but the original scale, form, and materials of the building also remain substantially intact.

Criterion A

The Raleigh Hosiery Company Building is **eligible** for the National Register under Criterion A (Event). To be eligible under Criterion A, the property must retain integrity and must be associated with a specific event marking an important moment in American prehistory or history or a pattern of events or historic trend that made a significant contribution to the development of a community, a state, or a nation. Furthermore, the property must have existed at the time and be documented to be associated with the events. Finally, the property's specific association must be important as well (National Park Service, *National Register Bulletin 15: 12*).

Determined eligible for the National Register in 2005, the Raleigh Hosiery Company Building has significance under Criterion A for industry, reflecting the beginnings of rail-oriented textile manufacturing in Raleigh during the years before and after 1900. Also significant in the area of commerce, the property later served as a warehouse for local businesses, illustrating the rise of the city as a regional distribution hub during the early twentieth century.

Criterion B

The Raleigh Hosiery Company Building is **not eligible** for the National Register under Criterion B (Person). For a property to be eligible for significance under Criterion B, it must retain integrity and 1) be associated with the lives of persons significant in our past, i.e. individuals whose activities are demonstrably important within a local, state, or national historic context; 2) be normally associated with a person's productive life, reflecting the time period when he/she achieved significance; and 3) should be compared to other associated properties to identify those that best represent the person's historic contributions. Furthermore, a property is not eligible if its only

justification is that it was owned or used by a person who is or was a member of an identifiable profession, class, or social or ethnic group (National Park Service, *National Register Bulletin 15: 14*).

The property is not eligible under Criterion B because it is not associated with individuals whose activities were demonstrably important within a local, state, or national historic context.

Criterion C

The Raleigh Hosiery Company Building is **not eligible** for the National Register under Criterion C (design/construction). For a property to be eligible under this criterion, it must retain integrity and either 1) embody distinctive characteristics of a type, period, or method of construction; 2) represent the work of a master; 3) possess high artistic value; or 4) represent a significant and distinguishable entity whose components may lack individual distinction (National Park Service, *National Register Bulletin 15: 17*).

The former hosiery mill is not considered eligible under Criterion C. With the modernization of the interior and the replacement windows, the building does not possess the level of architectural significance and integrity needed for eligibility under Criterion C.

Criterion D

The Raleigh Hosiery Company Building is **not eligible** for the National Register under Criterion D (potential to yield information). For a property to be eligible under Criterion D, it must meet two requirements: 1) the property must have, or have had, information to contribute to our understanding of human history or prehistory; and 2) the information must be considered important (National Park Service, *National Register Bulletin 15: 21*).

The property is not eligible under Criterion D because it is not likely to yield any new information pertaining to the history of building design or technology.

National Register Boundary Description and Justification

The National Register boundary for the Raleigh Hosiery Company Building has been drawn according to the guidelines of National Register Bulletin 21, *Defining Boundaries for National Register Properties*.

The National Register boundary generally conforms to the existing tax parcel of 0.53 acres on which the building is located. However, on the west side, where the hosiery mill property borders the North Carolina School Book Depository (No. 45) site, the shared tax parcel line clips the southeast corner of the book depository building. Here, the National Register boundary has been adjusted slightly to the east by roughly seven feet to exclude the school book depository building from the National Register boundary for the hosiery mill. On the south side, the boundary follows the railroad right-of-way line. The National Register boundary excludes the 1940s storage building that sits within the railroad right-of-way. This resource is located outside the hosiery mill tax parcel and was not directly associated with the operations of the mill. **Figure 10** shows the National Register boundary.

Figure 10
Raleigh Hosiery Company Building
National Register Boundary



Source: Wake County Tax Map

Scale: 1" = 70'

No. 45 North Carolina School Book Depository (WA2860) (Determination of Eligibility 2005) (PIN 1703288697)
811 West Hargett Street
Raleigh, Wake County



Physical Description (Plates 30-34; Figure 11)

Renovated in 1998, the circa 1923 North Carolina School Book Depository is a one-story, brick warehouse with a simple, utilitarian exterior. The building's sloping site accommodates a raised basement to the rear. The rectangular warehouse has a flat roof with a flat parapet along the seven-bay façade and stepped parapets on the side elevations. The parapets have terra cotta coping. A tall, brick chimney stack pierces the roof, and the building retains its original steel-sash, factory windows. The front elevation has a bricked-in-filled loading door in the east bay. During the 1998 remodeling, several large, steel-sash windows were installed in window bays at the corner of the front (north) and side (west) elevations. The window bays had formerly been infilled with brick. A corbeled cornice line is found on the front elevation. The west elevation has the original entrance near the north end although the door, railing, and metal canopy are later modifications. The original loading door on this elevation is now enclosed with modern metal siding. The painted sign, "N.C. School Book Depository, Inc.", remains at the north end of the west elevation, above the doorway. At the rear of the building a modern wooden stair leads from the ground floor to a modern door on the main level. The interior of the building has been updated for use as professional offices although original wood posts and beams and wood flooring remain intact.



Plate 30. North Carolina School Book Depository, Looking Southwest.



Plate 31. North Carolina School Book Depository, Side (West) Elevation, Looking East.



Plate 32. North Carolina School Book Depository, Side (East) Elevation, Looking Northwest.

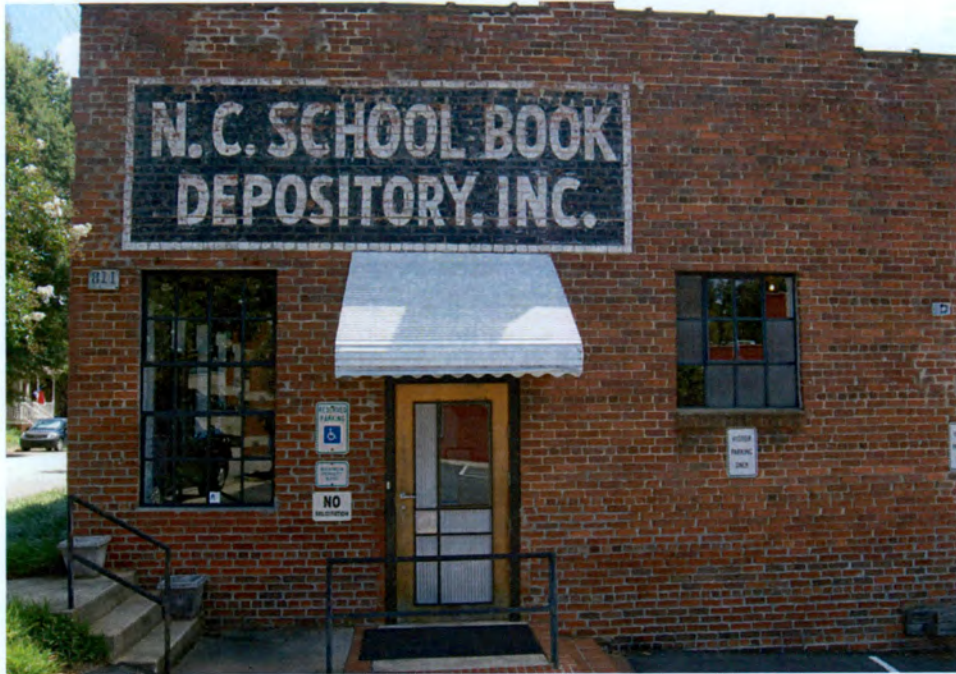


Plate 33. North Carolina School Book Depository, Entrance on West Elevation, Looking East.



Plate 34. North Carolina School Book Depository, Rear (South) Elevation, Looking Northeast.

Historical Background

In 1923, the North Carolina School Book Depository, Inc. purchased land along West Hargett Street and the Southern Railway in southwest Raleigh and constructed this warehouse for storing textbooks. Constructed during Raleigh's growth as a regional distribution center, the school book depository also exemplifies the companies that were formed to serve the state's school consolidation campaign of the 1920s. During the 1920s, a host of private companies opened centralized school supply warehouses in key urban distribution centers across North Carolina. They were a commercial response to the expansion of the statewide public school system and the growing efficiency and standardization of that educational system. Textbooks were shipped to these depositories by rail and then transported by delivery trucks to nearby schools. In 1952, the North Carolina School Book Depository, Inc. sold this building to Alfred and B. Grimes Williams. The building continued to serve as a warehouse into the latter twentieth century, but in 1998, the warehouse was renovated and updated for professional offices. Currently, the building is occupied by an architectural firm (NCHPO Files; Wake County Deed Book 414: 156, 1089: 326, 6343: 671; Mattson, Alexander and Associates, Inc. 2005).

National Register Criteria Evaluation

The North Carolina School Book Depository was determined eligible in 2005 as part of the environmental studies undertaken for the North Carolina Department of Transportation project, *Southeast High Speed Rail (SEHSRR) Corridor from Petersburg, Virginia (Collier Yard), to Raleigh, North Carolina (Boylan Wye) (TIP No. P-3819)*. For purposes of compliance with Section 106 of the National Historic Preservation Act (NHPA), the North Carolina School Book Depository remains **eligible** for the National Register under Criterion A for commerce. The former warehouse has not changed significantly since its 2005 determination of eligibility.

Integrity

The North Carolina School Book Depository possesses the seven aspects of integrity needed for National Register eligibility. The property has integrity of location, having occupied this site since its 1923 construction. Although the building is no longer a warehouse, it retains its setting alongside one of the major railroad corridors in Raleigh and also retains its industrial association and feeling within a district of former warehouses and small industries southwest of downtown Raleigh. Most significantly, the design, materials, and workmanship of the building remain well-preserved. The warehouse retains its original utilitarian design with its substantial brick exterior, steel-sash, factory windows, terra-cotta coping, and a simple, corbeled brick cornice along the facade. The interior retains the original open plan, timber framing, and wood flooring.

Criterion A

The North Carolina School Book Depository is **eligible** for the National Register under Criterion A (Event). To be eligible under Criterion A, the property must retain integrity and must be associated with a specific event marking an important moment in American prehistory or history or a pattern of events or historic trend that made a significant contribution to the development of a community, a state, or a nation. Furthermore, the property must have existed at the time and be documented to

be associated with the events. Finally, the property's specific association must be important as well (National Park Service, *National Register Bulletin 15: 12*).

Determined eligible in 2005, the North Carolina School Book Depository stands as a substantially intact example of the commercial warehouses that represented the emergence of Raleigh as a regional distribution center in the first half of the twentieth century. The building also represents the school supply warehouses that appeared in the state's major distribution centers during the school consolidation movement of the 1920s.

Criterion B

The North Carolina School Book Depository is **not eligible** for the National Register under Criterion B (Person). For a property to be eligible for significance under Criterion B, it must retain integrity and 1) be associated with the lives of persons significant in our past, i.e. individuals whose activities are demonstrably important within a local, state, or national historic context; 2) be normally associated with a person's productive life, reflecting the time period when he/she achieved significance; and 3) should be compared to other associated properties to identify those that best represent the person's historic contributions. Furthermore, a property is not eligible if its only justification is that it was owned or used by a person who is or was a member of an identifiable profession, class, or social or ethnic group (National Park Service, *National Register Bulletin 15: 14*).

The property is not eligible under Criterion B because it is not associated with individuals whose activities were demonstrably important within a local, state, or national historic context.

Criterion C

The North Carolina School Book Depository is **not eligible** for the National Register under Criterion C (design/construction). For a property to be eligible under this criterion, it must retain integrity and either 1) embody distinctive characteristics of a type, period, or method of construction; 2) represent the work of a master; 3) possess high artistic value; or 4) represent a significant and distinguishable entity whose components may lack individual distinction (National Park Service, *National Register Bulletin 15: 17*).

With its simple utilitarian design, the circa 1923, brick warehouse is typical of the numerous, small-scale warehouses built in the towns and cities across North Carolina during the early twentieth century. This warehouse does not possess the level of architectural significance needed for eligibility under Criterion C.

Criterion D

The North Carolina School Book Depository is **not eligible** for the National Register under Criterion D (potential to yield information). For a property to be eligible under Criterion D, it must meet two requirements: 1) the property must have, or have had, information to contribute to our understanding of human history or prehistory; and 2) the information must be considered important (National Park Service, *National Register Bulletin 15: 21*).

The property is not eligible under Criterion D because it is not likely to yield any new information pertaining to the history of building design or technology.

National Register Boundary Description and Justification

The National Register boundary for the North Carolina School Book Depository has been drawn according to the guidelines of National Register Bulletin 21, *Defining Boundaries for National Register Properties*.

The National Register boundary encompasses the existing tax parcel of 0.24 acres on which the building is located. However, because the north (front) elevation of the building extends beyond the tax parcel, the proposed northern boundary follows the curb along West Hargett Street which is separated from the façade by an approximately six-foot strip of grass. (There is no sidewalk between the building and the street curb.) The boundary follows the existing tax parcel on the west and south sides, but on the east side, the southeast corner of the building extends beyond the tax parcel line approximately seven feet into the property of the former Raleigh Hosiery Company Building (No. 44). Here, the proposed National Register boundary extends roughly seven feet to the east into the hosiery mill parcel to encompass the footprint of the school book depository building. On the south side, the boundary also conforms to the railroad right-of-way. The National Register boundary is shown in **Figure 11**.

Figure 11
North Carolina School Book Depository
National Register Boundary



Source: Wake County Tax Map

Scale: 1" = 75'

**No. 49 White Dairy Products Building
(WA3018) (PIN 1703199251)
861 West Morgan Street
Raleigh, Wake County**



Physical Description (Plates 35-51; Figures 12-16)

Although the 1929 White Dairy Products Building now serves as a nightclub, the building's stylish exterior remains remarkably well preserved. Erected for an ice cream manufacturer, the building features a cream-colored brick façade with a round-arched, central entrance, framed by decorative brickwork and a keystone, and flanked by wood-sash display windows with five-light transoms. The three-bay façade is defined by brick pilasters that rise slightly above a flat parapet. Influenced by the Art Deco style, the façade features decorative brickwork in a variety of stylized geometric patterns including zigzag brickwork, corbelling, raised brick stretchers, and diamond-shaped brick motifs with glazed blue tiles. On the second story, the ornamented center bay has a tripartite window in the center bay flanked by banks of windows in the outer bays. These one-over-one light, double-hung, wood-sash windows are framed by a continuous, concrete lintel and sill. The principal exterior alteration is to the main entrance. The original double-leaf, glazed doors are now gone, exposing the foyer. Modern doors within the foyer open to the interior.

The functional side and rear elevations have simpler, red-brick exteriors and steel-sash windows arranged asymmetrically. The building is sited on land that slopes east to west, and the south and west (rear) elevations have exposed basement levels. The rear of the building is a full three stories tall and has a modern, metal fire escape.

The north elevation is attached to a one-story, brick building erected circa 1930 by an ice and fuel company (**Figure 12**). This attached building is located on a separate tax parcel that is situated outside the APE. The exterior remains largely intact although the interior now operates as part of the nightclub in the White Dairy Products Building (Sanborn Map Company 1914-1950; Hill Directory Company 1929-1930; NCHPO Files).

The principal investigators gained limited access to the inside and were able to inspect the basement level and the current ticket office (south front room) on the main floor. These areas—as well as other rooms in the building—have undergone some remodeling for use as a nightclub which has been located here since 1983. However, original elements survive. The basement level was historically a utilitarian space that included rooms for storage tanks, refrigerated brine tanks, and freezers for ice cream manufacturing. Although it has been remodeled for a restaurant/bar and kitchen, this area also retains original concrete and glazed-tile flooring, exposed ceiling beams, metal-clad fire doors, and some original machinery (White Dairy Products Company 1945: 5-12).

On the main level, the current ticket office (south front room) was the original receptionist's office. Documentary photographs (circa 1945) of this room and other company offices show simple, functional spaces with unadorned plaster walls. The former office retains its glazed-tile flooring, plaster walls, molded window and door surrounds, baseboards, and a large transom over the doorway. Views of the remainder of the main-floor interior from the outside show an open space with a central bar and surrounding seating areas. Concrete flooring, exposed brick walls, and

exposed steel posts and girders survive. Tax records show that a remodeling of the second floor occurred around 1985 (White Dairy Products Company 1945: 5-12).



Plate 35. White Dairy Products Building, Façade (East Elevation) and Side (South) Elevation, Looking Northwest.



Plate 36. White Dairy Products Building, Façade (East Elevation) and Side (North) Elevation, Looking Southwest.

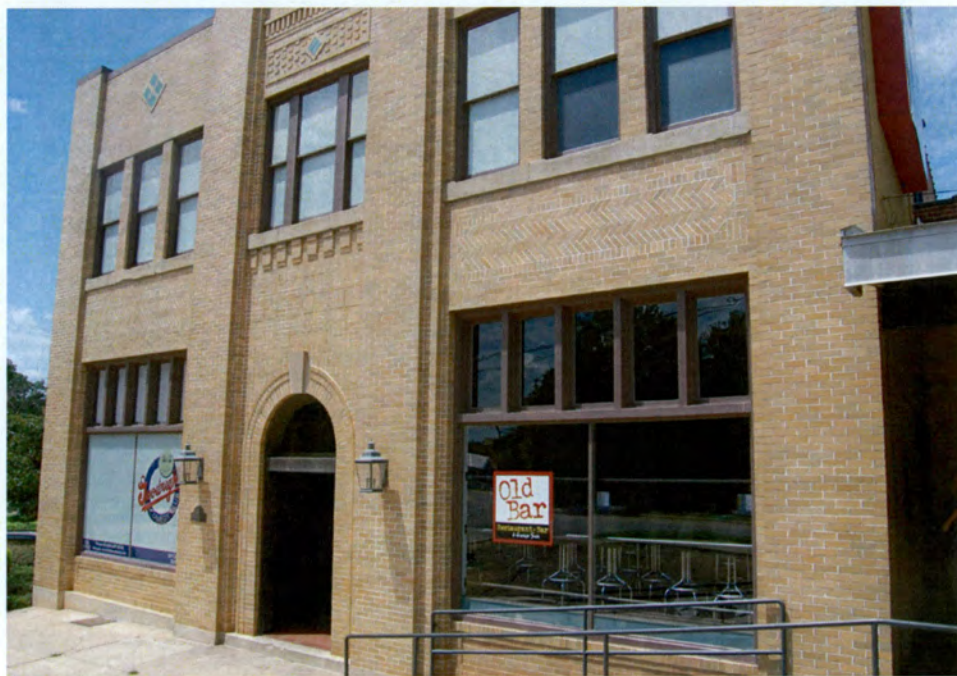


Plate 37. White Dairy Products Building, Façade (East Elevation), Looking Southwest.



Plate 38. White Dairy Products Building, Façade, First-Story Window, Looking Southwest.



Plate 39. White Dairy Products Building, West (Rear) Elevation, Looking East.



Plate 40. White Dairy Products Building, Side (South) Elevation, Looking North.



Plate 41. White Dairy Products Building, City Ice and Fuel Building (Right), Looking Southwest.



Plate 42. White Dairy Products Building, City Ice and Fuel Building, Attached to Side (North) Elevation of White Dairy Products Building, Looking Northwest.



Plate 43. White Dairy Products Building, City Ice and Fuel Building, Rear (West) Elevation, Looking Northeast.

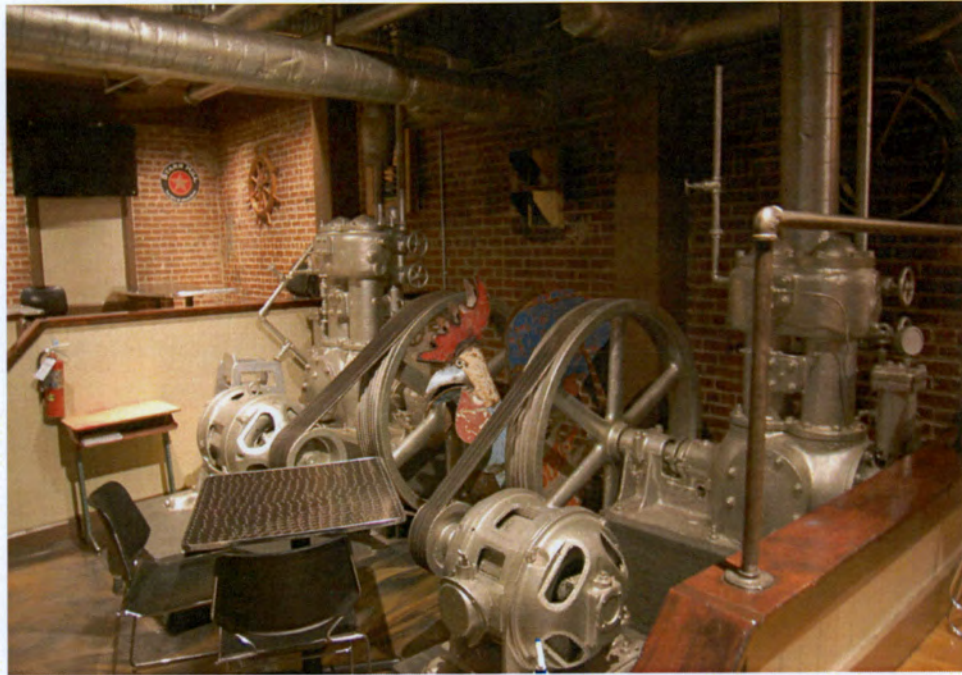


Plate 44. White Dairy Products Building, Interior, Original Machinery in Basement.



Plate 45. White Dairy Products Building, Interior, Basement.

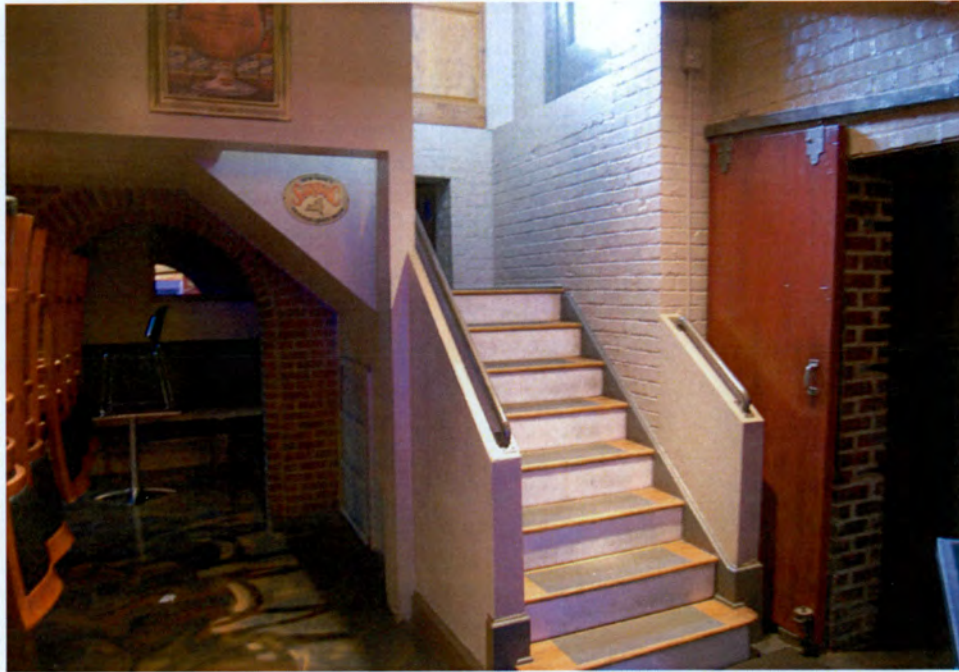


Plate 46. White Dairy Products Building, Interior, Basement, Staircase.

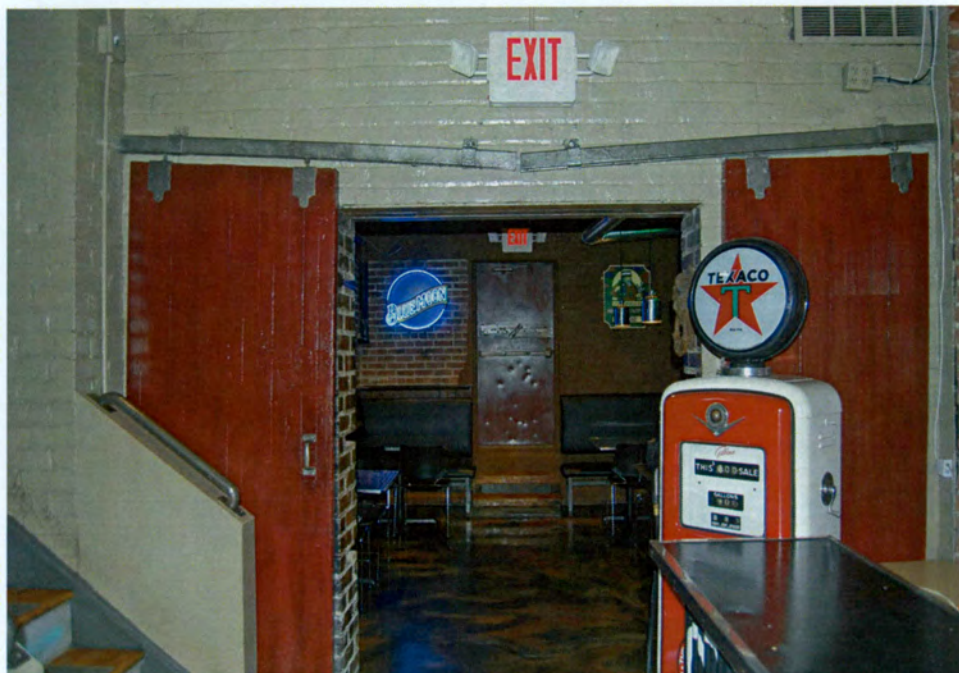


Plate 47. White Dairy Products Building, Interior, Basement, Original Fire Doors.



Plate 48. White Dairy Products Building, Interior, Basement, Ceiling Beam.



Plate 49. White Dairy Products Building, Interior, Former Receptionist's Office, Original Plaster Walls and Window Surround.



Plate 50. White Dairy Products Building, Interior, Former Receptionist's Office, Door to Entrance.



Plate 51. White Dairy Products Building, Interior, Former Receptionist Office, Original Tile Flooring.

Historical Background

In 1929, the White Dairy Products Company, manufacturers and distributors of ice cream, moved into this new building on West Morgan Street. Owned by George L. H. White, the business began in Raleigh in 1911 at the southeast corner of East Hargett and South Salisbury streets. The company then moved to a larger building on South Wilmington Street that is reputed to have included the first mechanical refrigeration equipment in the region. The 1929 White Dairy Products Building on West Morgan Street was constructed amidst the rapid expansion of dairy production and sales in Wake County. As Raleigh's population grew between the two world wars, the demand for fresh dairy products soared. Pine State Creamery, the largest of the city's commercial creameries, opened in Raleigh in 1919 and constructed its stylish, Moderne building (National Register 1997) in 1928. During the 1920s, the volume of milk sold in Wake County quadrupled to nearly one million gallons, and the county led the state in dairy production. Between 1920 and 1940, the number of farms selling cream and butter skyrocketed from approximately 200 to 900. In 1930, the year following the completion of the White Dairy Products Building, Raleigh had five commercial creameries. The White Dairy Products Company distributed its ice cream to groceries and restaurants throughout central North Carolina. The firm's half-page advertisement in the 1930 business directory read, "Demand White's Ice Cream, 'Surety of Purity'" (White Dairy Products Company 1945: 5-12; Hill Directory Company 1929-1930; Lally 1994: 140-141; NCHPO Files).

About 1930, the City Ice and Fuel Company constructed its one-story, brick building along the north elevation of the White Dairy Products Building. Independently owned and operated, the City Ice and Fuel Company presumably supplied the White Dairy with manufactured ice. White Dairy Products' 1945 company history/promotional publication, *An Illustrated Story of Achievement*, depicted its modern fleet of refrigerated ice cream trucks as well as an array of state-of-the-art freezer tanks, conveyors, ammonia compressors, and automatic cup-filling equipment (**Figures 13-15**). The White Dairy Products Company operated in this building into the latter twentieth century. Since 1983, the building has been used as a nightclub (Wake County Deed Book 2589: 538; White Dairy Products Company 1945; Hill Directory Company 1930-1931).

National Register Criteria Evaluation

For purposes of compliance with Section 106 of the National Historic Preservation Act (NHPA), the White Dairy Products Building is recommended **eligible** for the National Register under Criterion A for industry and commerce and under Criterion C for architecture.

Integrity

The 1929 White Dairy Products Building possesses the seven aspects of integrity needed for National Register eligibility. Occupying its original site on West Morgan Street, the building retains its integrity of location, setting, feeling, and association. Furthermore, the exterior of the adjacent building, the circa 1930 City Ice and Fuel Building, remains intact to illustrate the historic association of the two properties. (The City Ice and Fuel Building is located on a separate tax parcel outside the APE for this project and was therefore not evaluated in this report.)

The White Dairy Products Building also retains important elements of its original design, materials, and workmanship. The exterior is remarkably intact and retains its decorative brickwork inspired

by the Art Deco style, its embellished, round-arched entrance, and original windows. Although the interior is now used as a nightclub, a number of original features remain including concrete and glazed-tile flooring, exposed brick walls, exposed steel piers and beams, metal-clad fire doors, and some original machinery.

Criterion A

The White Dairy Products Building is **eligible** for the National Register under Criterion A (Event). To be eligible under Criterion A, the property must retain integrity and must be associated with a specific event marking an important moment in American prehistory or history or a pattern of events or historic trend that made a significant contribution to the development of a community, a state, or a nation. Furthermore, the property must have existed at the time and be documented to be associated with the events. Finally, the property's specific association must be important as well (National Park Service, *National Register Bulletin 15: 12*).

Reflecting the significance of Raleigh as a center for both the manufacture and distribution of dairy products after World War I, the building is eligible in the areas of industry and commerce. The White Dairy Products Building is one of only two creamery buildings remaining in Raleigh from the early twentieth century. The other plant is the 1928 Pine State Creamery (National Register 1997), located on Glenwood Avenue.

Criterion B

The White Dairy Products Building is **not eligible** for the National Register under Criterion B (Person). For a property to be eligible for significance under Criterion B, it must retain integrity and 1) be associated with the lives of persons significant in our past, i.e. individuals whose activities are demonstrably important within a local, state, or national historic context; 2) be normally associated with a person's productive life, reflecting the time period when he/she achieved significance; and 3) should be compared to other associated properties to identify those that best represent the person's historic contributions. Furthermore, a property is not eligible if its only justification is that it was owned or used by a person who is or was a member of an identifiable profession, class, or social or ethnic group (National Park Service, *National Register Bulletin 15: 14*).

The building is not eligible under Criterion B because it is not associated with individuals whose activities were demonstrably important within a local, state, or national historic context.

Criterion C

The White Dairy Products Building is **eligible** for the National Register under Criterion C (design/construction). For a property to be eligible under this criterion, it must retain integrity and either 1) embody distinctive characteristics of a type, period, or method of construction; 2) represent the work of a master; 3) possess high artistic value; or 4) represent a significant and distinguishable entity whose components may lack individual distinction (National Park Service, *National Register Bulletin 15: 17*).

With its highly embellished façade, the White Dairy Products Building is the only recorded Art Deco manufacturing building in Raleigh. The stylish building remains well preserved. Although the original front doors are now gone, other key architectural elements, including the windows and decorative brickwork, are original. As with the historic Pine State Creamery (National Register

1997), the White Dairy Products Company used its architecture to market its ice cream. The stylish design of the building and the cream color of the brick façade symbolized modernity and up-to-date production techniques.

Criterion D

The White Dairy Products Building is **not eligible** for the National Register under Criterion D (potential to yield information). For a property to be eligible under Criterion D, it must meet two requirements: 1) the property must have, or have had, information to contribute to our understanding of human history or prehistory; and 2) the information must be considered important (National Park Service, *National Register Bulletin 15: 21*).

The property is not eligible under Criterion D because it is not likely to yield any new information pertaining to the history of building design or technology.

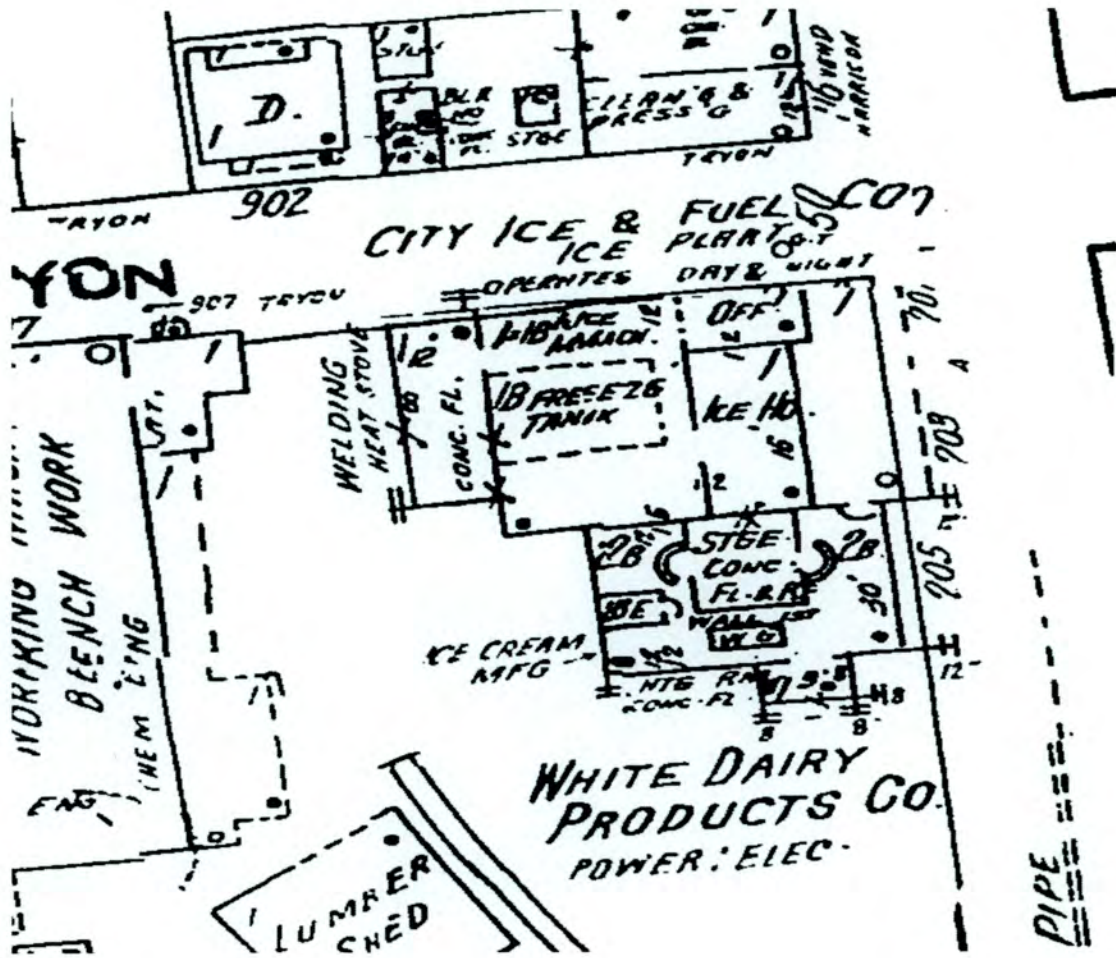
National Register Boundary Description and Justification

The National Register boundary for the White Dairy Products Building has been drawn according to the guidelines of National Register Bulletin 21, *Defining Boundaries for National Register Properties*.

The boundary encompasses roughly 0.15 acre of the existing 0.46-acre tax parcel, conforming to the tax parcel lines along the north and east sides. The National Register boundary includes the footprint of the historic resource but excludes the modern parking areas to the west and south. The proposed boundary also excludes the City Ice and Fuel Building that occupies the adjoining tax parcel to the north. The boundary follows the West Morgan Street right-of-way on the east side (**Figure 16**).

Figure 12

White Dairy Products Company Building
1914-1950 Sanborn Map



Source: Sanborn Map Company

Figure 13

White Dairy Products Building, Circa 1945

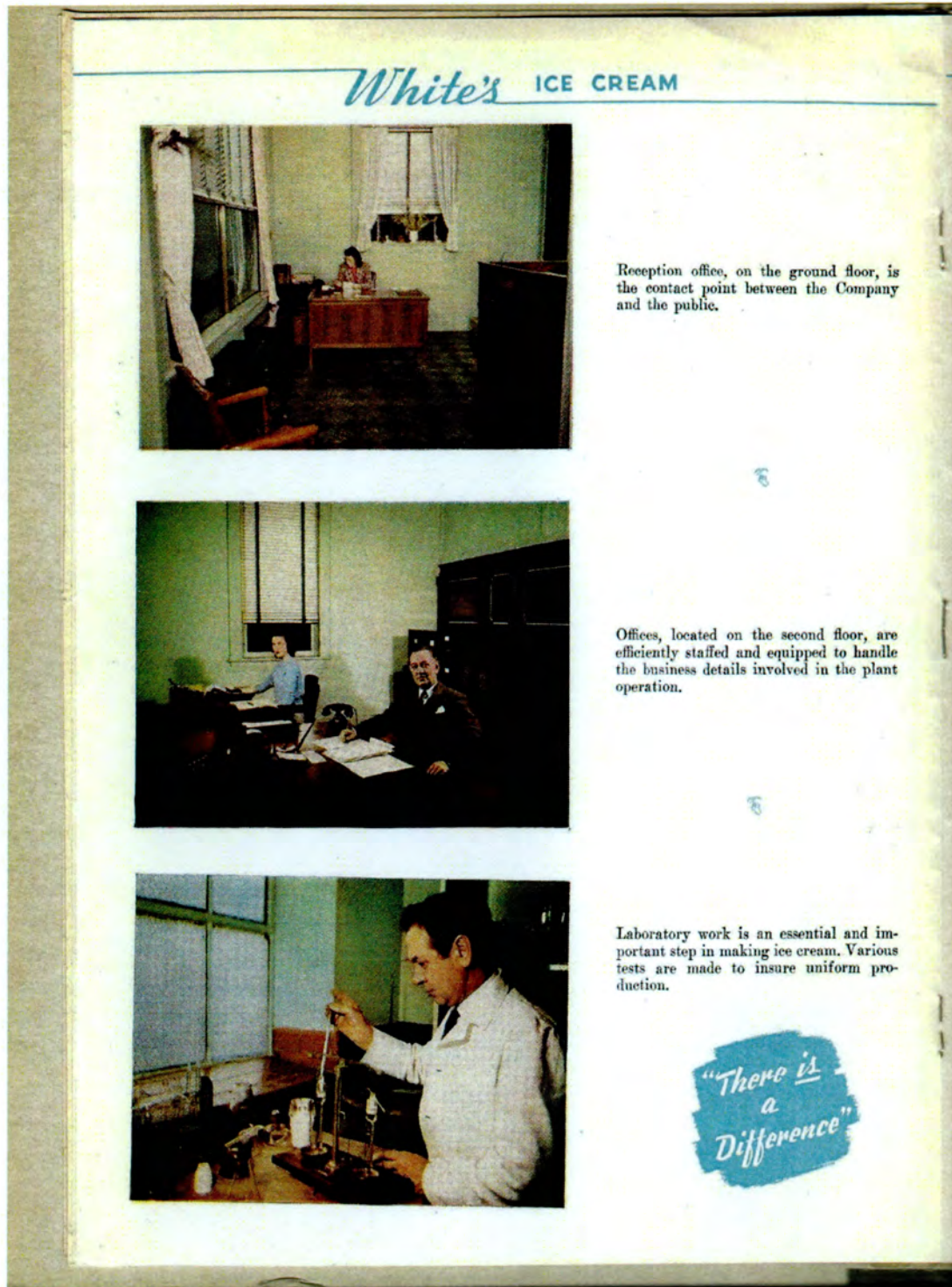


THIS is the pictured story of White Dairy Products Company ... makers of quality ice cream. The present plant, erected in 1929, is well equipped to manufacture and distribute the ice cream for which "White's" is well

Source: *An Illustrated Story of Achievement, White Dairy Products Co., 1945.*

Figure 14

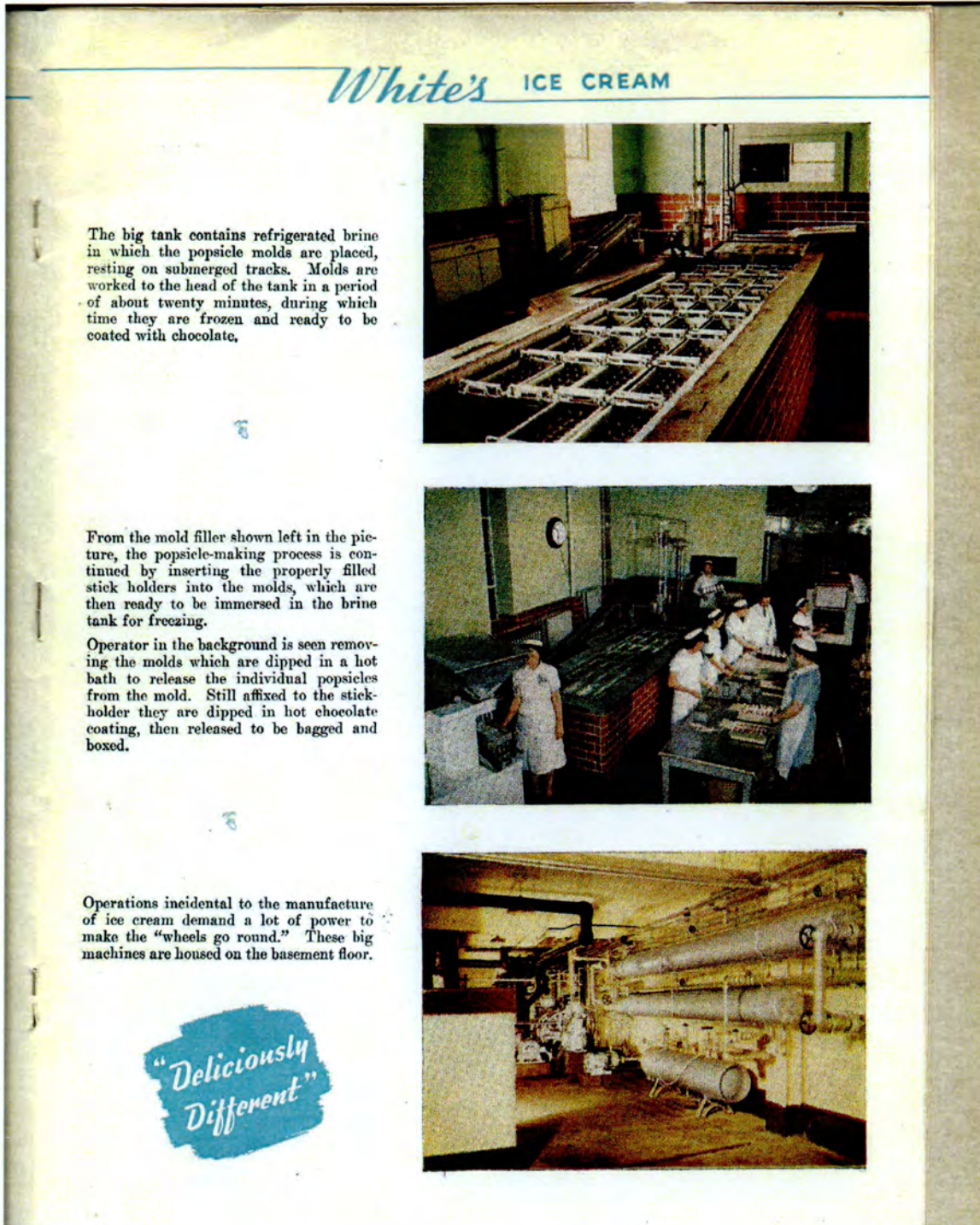
White Dairy Products Building, Interior, circa 1945



Source: *An Illustrated Story of Achievement, White Dairy Products Co., 1945.*

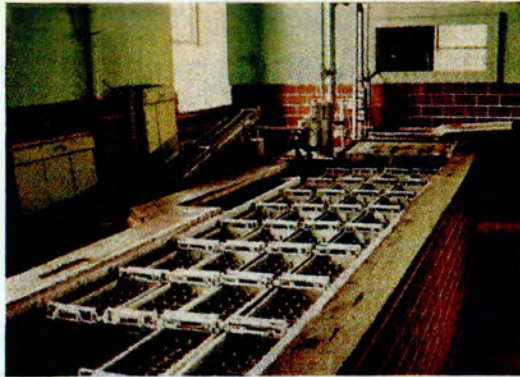
Figure 15

White Dairy Products Building, Interior, circa 1945



White's ICE CREAM

The big tank contains refrigerated brine in which the popsicle molds are placed, resting on submerged tracks. Molds are worked to the head of the tank in a period of about twenty minutes, during which time they are frozen and ready to be coated with chocolate,

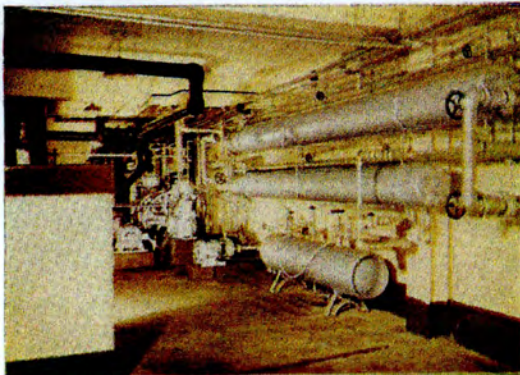


From the mold filler shown left in the picture, the popsicle-making process is continued by inserting the properly filled stick holders into the molds, which are then ready to be immersed in the brine tank for freezing.



Operator in the background is seen removing the molds which are dipped in a hot bath to release the individual popsicles from the mold. Still affixed to the stick-holder they are dipped in hot chocolate coating, then released to be bagged and boxed.

Operations incidental to the manufacture of ice cream demand a lot of power to make the "wheels go round." These big machines are housed on the basement floor.



"Deliciously Different"

Source: *An Illustrated Story of Achievement, White Dairy Products Co., 1945.*

Figure 16
White Dairy Products Building
Proposed National Register Boundary



Source: Wake County Tax Map

Scale: 1" = 75'

No. 51 Governor Morehead School Historic District (WA3719) (Study List 1985) (PIN 1703180347)
301 Ashe Avenue
Raleigh, Wake County



Physical Description (Plates 52-68; Figures 17-19)

Established at this location in 1923, the Governor Morehead School Historic District is situated on an approximately tree-shaded, forty-acre tract west of downtown Raleigh. The property is bounded by Ashe Avenue (west), Central Prison (east), the former Southern Railway corridor (north), and Western Boulevard (south). The grounds of Dorothea Dix Hospital are located south of Western Boulevard. Originally encompassing seventy-five acres, the Governor Morehead School campus was increased to eighty-five acres during the late 1920s, but roughly half of this historic acreage was surrendered over the years with the modern expansion of Central Prison and the acquisition of the school's small dairy farm for Dorothea Dix. The existing forty-acre parcel contains the main campus with its well-preserved collection of Colonial Revival buildings associated with the formation and development of the school. The APE for this project cuts through the northern edge of the campus, and only one building, the 1920s library, is located within the APE.

The campus comprises twenty-seven buildings oriented to Ashe Avenue or one of several roadways that wind through the forty-acre grounds. The school's first major phase of construction was completed in the early 1920s and was characterized by red-brick, Colonial Revival buildings. The 1914-1950 Sanborn map of the Governor Morehead School notes their "fire-proof construction" of brick exteriors and reinforced-concrete framing, floors, and ceilings (**Figure 17**). The brick auditorium behind the administration building was constructed with a steel-truss roof. Most of the principal buildings from this initial construction campaign remain well preserved and include the original administration building, library, five dormitories, the superintendent's house, gymnasium, infirmary, home economics building, and boiler plant. The campus's original plan also remains largely intact with buildings loosely arranged along winding roads and pathways in a picturesque, park-like setting. A 1929 dormitory, kindergarten house, and vocational house no longer survive. Several frame dwellings for school staff as well as the small dairy farm complex (south of present Western Boulevard) have also been demolished over the decades. Subsequent building expansion campaigns that occurred during the late twentieth century introduced new classrooms, dormitories, offices, staff cottages, and a dining hall. These facilities are primarily restrained, one-story and two-story, red-brick buildings with gable or hip roofs that do not detract from the architectural character of the Colonial Revival campus. Several mid-century, concrete-block cottages are located at the south end of the campus adjacent to 1960s brick-veneered cottages that were erected for employees.

The two-story, brick administration building (Lineberry Hall) (circa 1922) near the north end of the campus is the school's most prominent structure. Capped by a hip roof covered in pantiles, the building has a broad, nine-bay façade with such hallmarks of the Colonial Revival style as brick quoins, a modillioned cornice, and a flat-roofed, full-height portico supported by Tuscan columns. There are arched, paired, six-over-six light, double-hung, wood sash windows. North of Lineberry Hall near the main entrance is the original one-story library (now used for administrative

purposes) that features a central, pedimented portico with a lunette window and bold Tuscan columns. Dentils embellish the cornices of the building. The four original dormitories and the superintendent's house all neatly express the 1920s Colonial Revival in their pantile roofs, red-brick exteriors, symmetrical facades, and spacious front porches with heavy classical columns or square, brick piers. The red-brick infirmary features a temple-front design with flanking wings. The school's only surviving frame building from the 1920s is the one-story Home Economics House. Now vinyl-sided, the building combines Craftsman-style and classical traits including battered porch piers that sit on brick pedestals and a center entrance flanked by sidelights and capped by a fanlight.



Plate 52. Governor Morehead School Historic District, Library (Left) (Within the APE) and Administration Building (Lineberry Hall) (Outside APE), Looking Southeast.



Plate 53. Governor Morehead School Historic District, Administration Building (Lineberry Hall), Looking Southeast.



Plate 54. Governor Morehead School Historic District, Library (Within APE), Side (East) Elevation, Looking West.



Plate 55. Governor Morehead School Historic District, Dormitories (Fisher Building and Cooke Building), Looking West.



Plate 56. Governor Morehead School Historic District, Dormitory (Simpson Building), Looking North.



Plate 57. Governor Morehead School Historic District, Boiler Plant/Laundry, Looking North.



Plate 58. Governor Morehead School Historic District, Dormitory (Cox Building), Looking East.



Plate 59. Governor Morehead School, Dormitory (Milsap Building), Looking South towards Boiler Plant/Laundry.



Plate 60. Governor Morehead School Historic District, Infirmiry, Looking West



Plate 61. Governor Morehead School Historic District, Home Economics House, Looking West.



Plate 62. Governor Morehead School Historic District, 1950s Cottages at South End of Campus, Looking Northwest.



Plate 63. Governor Morehead School Historic District, South End of Campus, Looking North.



Plate 64. Governor Morehead School Historic District, Modern Offices (Penland Building), Looking West.



Plate 65. Governor Morehead School Historic District, Modern Dining Hall (Weathers Hill Building), Looking South.



Plate 66. Governor Morehead School Historic District, Modern Classroom Building (Gladys Currin Building), Looking South.



Plate 67. Governor Morehead School Historic District, Proposed Eastern National Register Boundary along Driveway and Fence with Central Prison, Looking South.



Plate 68. Governor Morehead School Historic District, Proposed Eastern National Register Boundary along Driveway and Fence with Central Prison, Looking North.

Historical Background

The North Carolina Institution of the Deaf and Dumb and Blind (now the Governor Morehead School) opened in Raleigh in 1845. Limited to white students only, the first school was established in a building two blocks west of the Capitol. Initially, the school had four teachers and twenty-three deaf students between the ages of eight and thirty-two, and by 1858, the school served thirty-nine deaf and eighteen blind pupils. A "colored department" was opened in downtown Raleigh in 1869 as the country's first institute for visually and aurally impaired African American students. In 1897, the expanding white school was relocated to three buildings facing Caswell Square. Both the white and the African American departments taught vocational skills as well as reading, writing, mathematics, history, geography, the arts, and the Bible (NCHPO Files, Powell 1989: 282; Crockett and Dease 1991: 2-14).

By the late nineteenth century, social reformers nationwide were promoting educational facilities that separated deaf students from blind students. In 1891, the North Carolina General Assembly passed an act and appropriated money for the creation of a school specifically for deaf white pupils. Three years later, the North Carolina School for the Deaf and Dumb was opened in Morganton, North Carolina. White blind students and both deaf and blind African American students remained at their respective Raleigh schools. All three programs were run by John E. Ray, who was named superintendent in 1896. During Ray's administration, the school system expanded to serve 535 students by 1912, the largest such facility in the United States (Powell 1989: 442; Crockett and Dease 1991: 13-14; Governor Morehead School 2009).

In 1918, G. E. Lineberry, a Wake Forest graduate, replaced Ray as superintendent of the school system. During Lineberry's long tenure, which ended in 1945, major construction campaigns transformed both the white and African American departments in Raleigh. By 1923, \$1,000,000 had been raised to relocate the school for white blind students to an eighty-five-acre campus along Ashe Avenue in Raleigh. In 1929, funds were approved for a new African American campus on Garner Road southeast of the city (NCHPO Files; Governor Morehead School 2009).

At the time of its acquisition, the Ashe Avenue campus near Pullen Park consisted of an oak grove and meadows along the Southern Railway. During the early 1920s, a grouping of red-brick scholastic buildings designed primarily in the Colonial Revival style formed the original campus. The structures included a two-story administration building with an auditorium and music rooms; six dormitories ("cottages") for students, teachers, and officers; a kindergarten building; a boys' vocational and industrial arts building; a gymnasium and swimming pool; an infirmary; a heating plant; and the superintendent's house. Several frame buildings were built to house the school's engineer and domestic help. A railroad spur line extended along the east side of the property, running past a small dairy farm in the pasture at the southeastern edge of the complex (NCHPO Files; Governor Morehead School 2009; Crockett and Dease 1991: 17-30; Governor Morehead School 2009).

With Superintendent Lineberry in charge, the educational standards of both the white and African American departments steadily improved through the first half of the twentieth century. Increased salaries drew qualified teachers from four-year colleges. A systematized course of study was developed for kindergarten through the twelfth grades. Federal funds supported a growing collection of braille and ink-print books at both departments which also employed professional librarians (NCHPO Files; Crockett and Dease 1991: 21-23; 105).

In 1945, Egbert N. Peeler followed Lineberry as school superintendent. During his administration, both campuses continued to modernize and expand. At the Ashe Road campus, in the early 1960s the state legislature appropriated nearly \$400,000 for the building and remodeling of dormitories; building a modern vocational and industrial arts facility; erecting an annex to the administration building for classrooms; constructing three houses for employees; and building new quarters for the superintendent. In 1963, the entire institution was renamed the Governor Morehead School in honor of Governor John Motley Morehead, who had been instrumental in the establishment of the original 1845 institute (NCHPO Files; Crockett and Dease 1991: 54-57).

Confronted with federal legislation in the 1960s enforcing the integration of public schools and other public facilities, the school's Board of Directors began exploring plans to combine the two racially segregated campuses. In 1967, blind African American and white students started attending classes at both campuses, and deaf African American students were transferred to the Morganton school. While the last class of African Americans graduated from the Garner Road school in 1970, students continued to be instructed at both campuses until 1976. In that year, all classes were unified at the Governor Morehead School on Ashe Avenue. Today, the Governor Morehead School is the state's principal school for the visually impaired, teaching and housing blind students to the age of twenty-one (NCHPO Files; Crockett and Dease 1991: 186-188).

National Register Criteria Evaluation

For purposes of compliance with Section 106 of the National Historic Preservation Act (NHPA), the Governor Morehead School Historic District is recommended **eligible** for the National Register with statewide significance under Criterion A for education and social welfare and under Criterion C for architecture. The period of significance extends from circa 1923 when the first buildings on the new campus were constructed to circa 1962, when the last buildings at the segregated campus were built.

Integrity

The Governor Morehead School Historic District retains the seven aspects of integrity needed for National Register eligibility. Sited at this location since 1923, the forty-acre campus retains its integrity of location, setting, feeling, and association. The original park-like setting of the campus and the array of notable Colonial Revival buildings all remain well preserved. As a collection, the buildings clearly illustrate the historical development of this significant school for the blind in North Carolina. These buildings also retain sufficient integrity of design, workmanship, and materials for eligibility under Criterion C for architecture. Most of the modern buildings on campus are low-scale, red-brick buildings that respect the original configuration of the campus and thus do not detract from the overall architectural integrity of the school.

Criterion A

The school is **eligible** for the National Register under Criterion A (Event). To be eligible under Criterion A, the property must retain integrity and must be associated with a specific event marking an important moment in American prehistory or history or a pattern of events or historic trend that made a significant contribution to the development of a community, a state, or a nation. Furthermore, the property must have existed at the time and be documented to be associated with

the events. Finally, the property's specific association must be important as well (National Park Service, *National Register Bulletin 15: 12*).

The school has statewide significance under Criterion A for education and social welfare for its role in the education and welfare of blind, white students in North Carolina. The Governor Morehead School Historic District was established at this location in the 1920s as the state's premier facility for educating white girls and boys with visually impairments. The assemblage of substantial, Colonial Revival scholastic buildings erected mainly in the 1920s, as well as its tree-lined pathways, open space, and recreational fields, illustrate the school's major role in the education and care of the state's blind, white students.

Criterion B

The Governor Morehead School Historic District is **not eligible** for the National Register under Criterion B (Person). For a property to be eligible for significance under Criterion B, it must retain integrity and 1) be associated with the lives of persons significant in our past, i.e. individuals whose activities are demonstrably important within a local, state, or national historic context; 2) be normally associated with a person's productive life, reflecting the time period when he/she achieved significance; and 3) should be compared to other associated properties to identify those that best represent the person's historic contributions. Furthermore, a property is not eligible if its only justification is that it was owned or used by a person who is or was a member of an identifiable profession, class, or social or ethnic group (National Park Service, *National Register Bulletin 15: 14*).

The property is not eligible under Criterion B because it is not associated with individuals whose activities were demonstrably important within a local, state, or national historic context.

Criterion C

The Governor Morehead School Historic District is **eligible** for the National Register under Criterion C (design/construction). For a property to be eligible under this criterion, it must retain integrity and either 1) embody distinctive characteristics of a type, period, or method of construction; 2) represent the work of a master; 3) possess high artistic value; or 4) represent a significant and distinguishable entity whose components may lack individual distinction (National Park Service, *National Register Bulletin 15: 17*).

The school's well-preserved collection of Colonial Revival scholastic architecture possesses the integrity of design, materials, and workmanship needed for eligibility under Criterion C. Erected during the school's original construction phase in the 1920s, the administration building, dormitories, library, home economics building, and gymnasium are all notable, well-preserved expressions of the Colonial Revival style as adapted for educational facilities.

Criterion D

The Governor Morehead School Historic District is **not eligible** for the National Register under Criterion D (potential to yield information). For a property to be eligible under Criterion D, it must meet two requirements: 1) the property must have, or have had, information to contribute to our understanding of human history or prehistory; and 2) the information must be considered important (National Park Service, *National Register Bulletin 15: 21*).

The property is not eligible under Criterion D because it is not likely to yield any new information pertaining to the history of building design or technology.

National Register Boundary Description and Justification

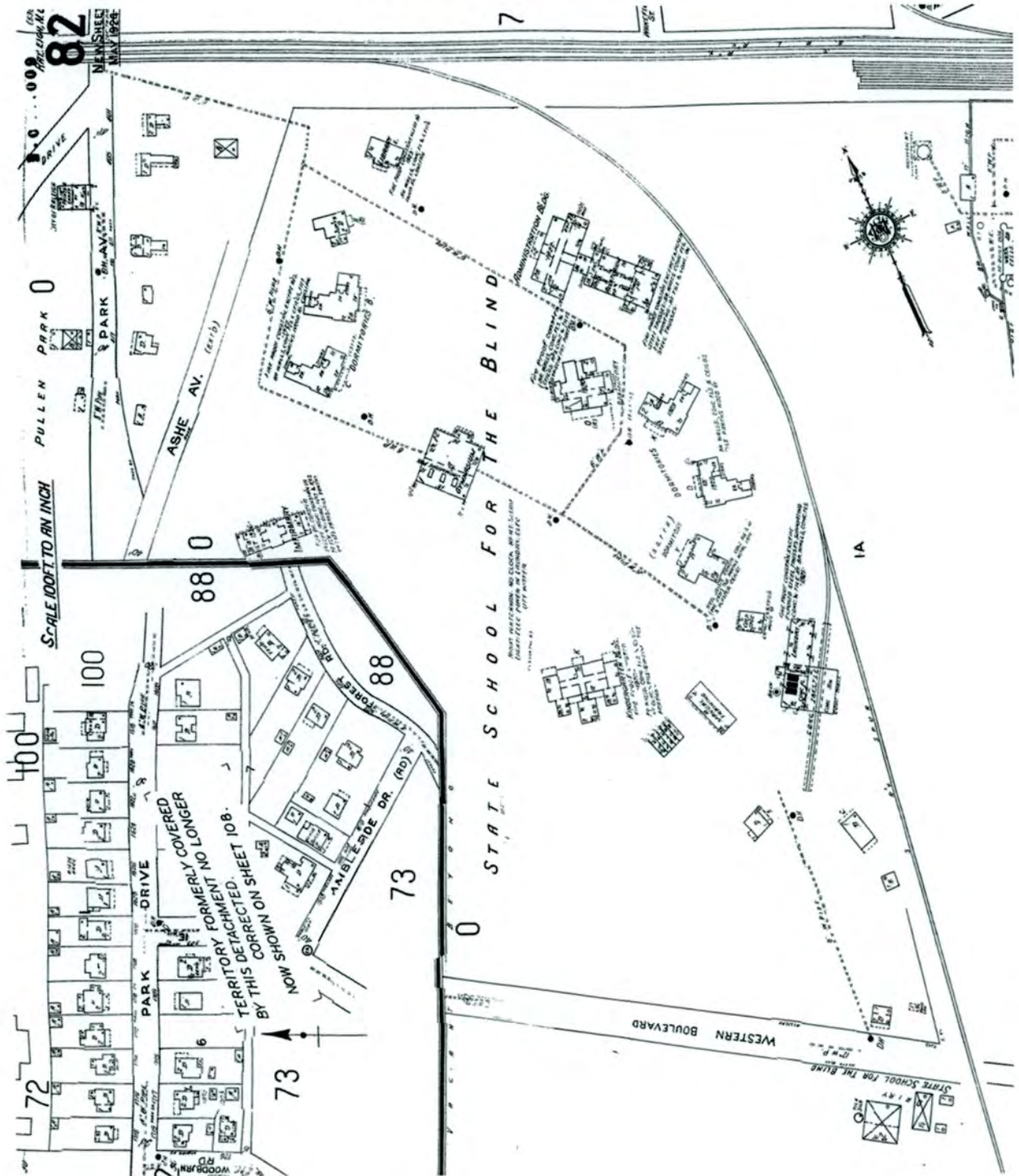
The National Register boundary for the Governor Morehead School Historic District has been drawn according to the guidelines of National Register Bulletin 21, *Defining Boundaries for National Register Properties*.

Encompassing approximately forty, tree-shaded acres of buildings and winding roadways within a park-like setting, the proposed National Register historic district boundary encompasses the resources associated with the development of the Governor Morehead School. The library is the only building associated with the Governor Morehead School located within the APE for this project. The library is a contributing resource to the historic district.

Depicted in **Figure 19**, the recommended boundary follows the existing tax parcel boundaries along the north and west sides—adhering to the rights-of-way along the Southern Railway (north) and Ashe Avenue (west). The proposed boundary also follows generally the tax parcel line along Western Boulevard (south) except at the southwest corner of the parcel. Here, at the intersection of Ashe Avenue and Western Boulevard, the boundary is drawn to exclude a small corner of the parcel, now separated from the main section of the campus by a modern cut-off road from Western Boulevard to Ashe Avenue. Along the east side of the school campus, the recommended National Register boundary does not follow the tax parcel line which extends into Central Prison property. The proposed historic district boundary follows the roadway that skirts the perimeter of the school campus and generally conforms to the route of the original railroad spur line on the property. A metal fence along the roadway is a barrier between the Governor Morehead School Historic District and Central Prison. The eastern boundary excludes all prison property as well as a North Carolina Department of Agriculture building that occupies the southeast corner of the tax parcel.

Figure 17

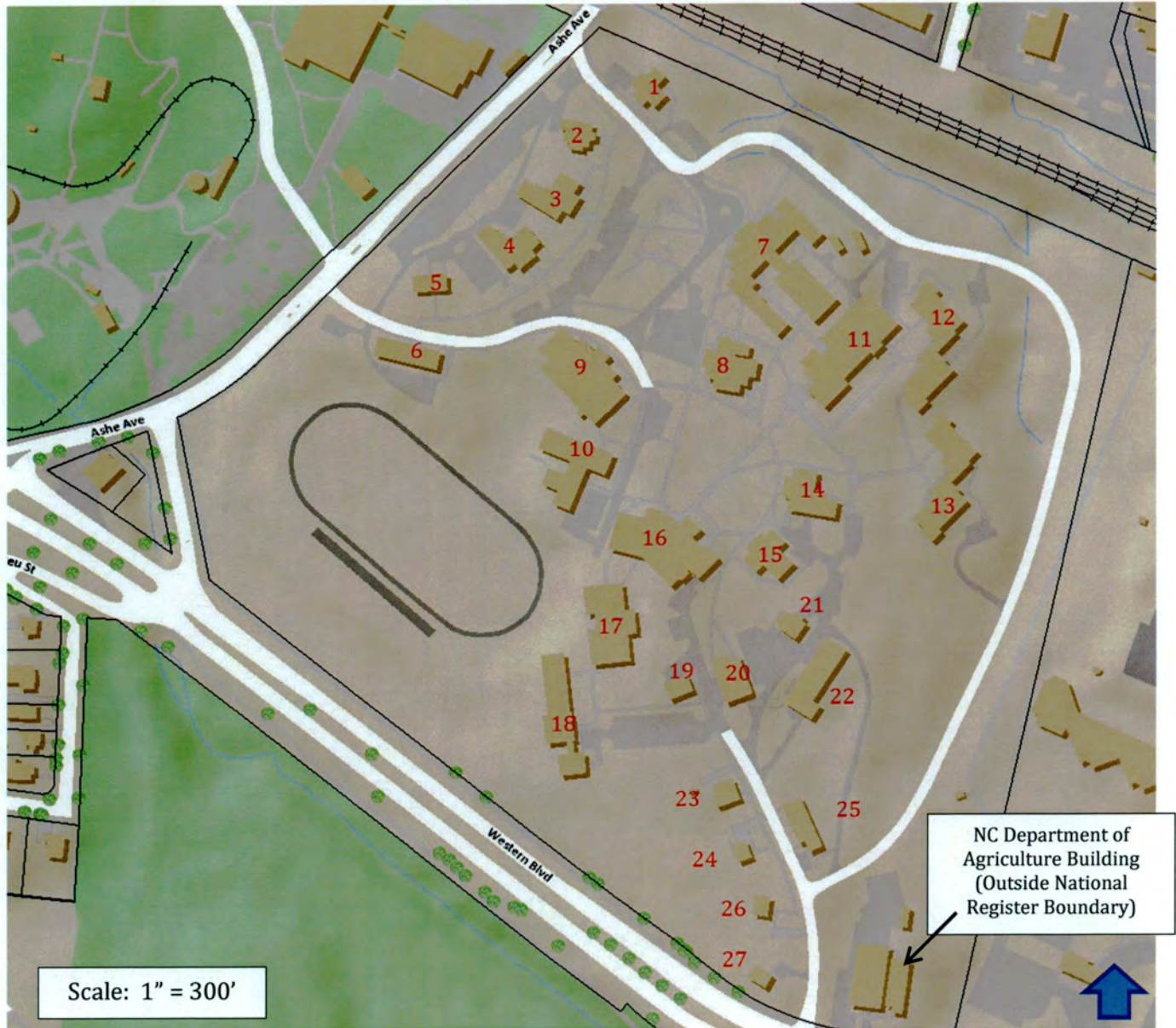
**Governor Morehead School Historic District
1914-1950 Sanborn Map**



Source: Sanborn Map Company

Figure 18

Governor Morehead School Historic District
 Site Plan

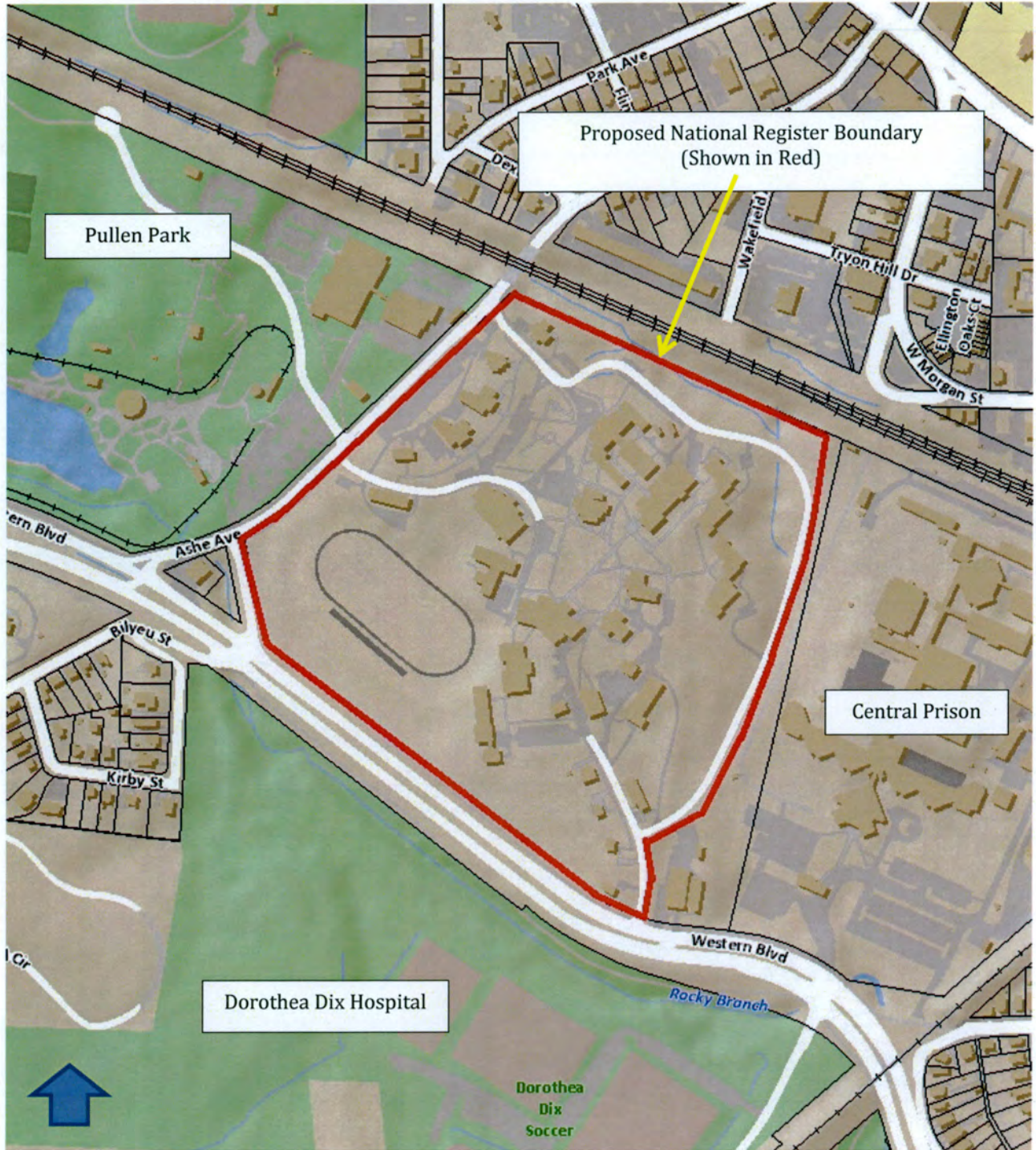


Key

- | | | |
|------------------------------------|---------------------------------------|----------------------------------|
| 1. Library (1920s) | 9. Gymnasium (1920s) | 17. Currin Building (1970s) |
| 2. Cole Dormitory (1920s) | 10. Penland Building (1970s) | 18. Cathey Building (1960s) |
| 3. Fisher Dormitory (1920s) | 11. Crockett-Peeler Building (1970s) | 19. Manual Arts Bldg. (1920s) |
| 4. Cooke Building (1920s) | 12. Dormitories C & D (1970s) | 20. Maintenance Building (1970s) |
| 5. Principal's House (1950s) | 13. Dormitories A & B (1970s) | 21, 22. Heating Plant (1920s) |
| 6. Infirmary (1920s) | 14. Cox Dormitory (1920s) | 23. Home Economics Bldg. (1920s) |
| 7. Administration Building (1920s) | 15. Milsap Dormitory (1920s) | 24, 26-27. 1950s Cottages |
| 8. Simpson Dormitory (1920s) | 16. Weathers-Hill Dining Hall (1970s) | 25. South Building (1960s) |

Figure 19

**Governor Morehead School Historic District
Proposed National Register Boundary**



Source: Wake County Tax Map

Scale: 1" = 550'

No. 55 North Carolina State College Historic District (WA4426) (Determination of Eligibility 2004)

Hillsborough Road; Pullen Park east of Pullen Road; North Carolina State University Campus west of Pullen Road and north of railroad tracks
Raleigh, Wake County



Physical Description (Plates 69-76; Figures 20-24)

The North Carolina State College Historic District was determined eligible for the National Register in 2004 as part of the environmental studies for the North Carolina Department of Transportation project entitled, *Hillsborough Street Improvement Project No. 1, Wake County* (TIP U-4447). The DOE historic district contains the original campus for North Carolina State College (now known as North Campus) which developed on the south side of Hillsborough Street, north of the railroad tracks, at the intersection with Pullen Road. Hillsborough Street is one of major east-west roads leading into downtown Raleigh, and this intersection served as the formal entrance to both the university and Pullen Park. This crossing has now been reconfigured with a round-about, but new landscaping and Memorial Bell Tower (1921-1926/ 1935-1937) (Local Landmark), which stands on the southwest side of the round-about, continue to define this as the principal entrance to the university and the park. The historic district retains a host of well-preserved, Romanesque Revival, Neoclassical Revival, and Modernist scholastic buildings arranged in collegiate quadrangles and erected during the period of significance between 1889 and 1961. The oldest university buildings overlooked the park from the west side of Pullen Road, and most were designed in the popular Romanesque Revival and Neoclassical Revival styles. Among these are Holladay Hall (1889) (WA0157) (Local Landmark 1969), Tompkins Hall (1901, 1914), Primrose Hall (1896), Watauga Hall (1896/1902), Winston Hall (1910), and Leazar Hall (1912). The first university library, the imposing Brooks Hall (1926) was also situated on the west side of Pullen Road with views of the park.

The district also contains the northern section of Pullen Park. The park is bisected by the railroad into two roughly equal sections between Hillsborough Street (north) and Western Boulevard (south). The northern half of Pullen Park contains mature trees and landscaping as well as historic circulation patterns, ball fields, and a number of buildings dating to the historic period. Of particular note are the Chancellor's House, erected in 1930, and the North Carolina Armory, built by the WPA in the late 1930s and now used by Theatre in the Park.

The 2004 investigation excluded the section of Pullen Park south of the railroad corridor from National Register evaluation because of its distance from the project area along Hillsborough Street. The APE for the current investigation extends into both sections of the park, and the area south of the railroad is assessed for National Register eligibility in this report.

The southern section of the park contains areas of rolling, tree-shaded parkland, but the original circulation pattern through this area is now largely gone, and recreational land uses now predominate. Many of these amusement center facilities were updated or rebuilt during a comprehensive master plan redevelopment in 2010 and 2011. Lake Howell, the historic carousel (National Register 1976), the new playground (2010-2011), the miniature train (1950/updated

2010-2011), the new spray field (2010-2011), the aquatic center (1992), community center (built in the 1960s as a Carolina Power and Light Company office building), tennis courts, picnic areas, and associated parking lots cover much of the area south of the railroad.

On the NCSU campus, the APE for the current project follows the railroad right-of-way, generally along Yarbrough and Baver drives. Only one resource within the historic district, the 1936 Field House for Riddick Stadium (1906/now gone) at 201 Boney Drive, lies within the project APE. The two-story, stuccoed, Neoclassical Revival building (1936) has a hip roof, molded box eaves, a molded cornice, and a decorative pediment. The seven-bay façade has an open passageway in the center bay that once led to the stadium. Two modern glass and metal doors flank the passage, and the windows are steel-sash casements topped by decorative jack arch and keystone caps. Recessed spandrels delineate the two stories. The Yarbrough Heating Plant (1925) (WA0169), which was determined individually eligible for the National Register in 1997 and is a contributing resource to the district, lies just north of the APE (see NCHPO concurrence letter dated 23 September 2004, Edwards-Pitman 2004).

In addition to the field house, the APE contains several tunnels that run under the rail corridor to connect the north and central campuses. The tunnels were designed to provide safe pedestrian access between campuses, but only one was built during the historic period. The others are modern. The historic tunnel is situated just south of Riddick Field House and was built by the WPA in 1939. The reinforced-concrete structure measures approximately fifty-feet long and is divided into two round-arched sections for foot traffic in each direction. In 2005-2006, concrete handicap ramps were installed, and the tunnel also has modern lighting.



Plate 69. North Carolina State College Historic District, Brooks Hall (1926), Looking Northwest.



Plate 70. North Carolina State College Historic District, Pullen Park, North of the Rail Corridor, Looking East.



Plate 71. North Carolina State College Historic District, Riddick Field House (Left) (Within APE), Looking West.



Plate 72. North Carolina State College Historic District, North Campus, Riddick Field House (Within APE), Looking South.



Plate 73. North Carolina State College Historic District, North Campus, Syme Residence Hall (1916), Looking West.



Plate 74. North Carolina State College Historic District, Rail Corridor Dividing North and Central Campuses, Looking West.



Plate 75. North Carolina State College Historic District, Pedestrian Tunnel (Within APE), Looking South from Riddick Field House.



Plate 76. North Carolina State College Historic District, Pedestrian Tunnel (Within APE), Looking North.

Historical Background

The land within the historic district was part of a tract of former farmland that local businessman Richard Stanhope Pullen (1822-1895) donated to the City of Raleigh in 1887. Pullen specified that a portion of the land would be used as a public park, and another was set aside for the newly authorized land-grant college that would emphasize agriculture, engineering, and other practical subjects as well as classical training. During its early days, the small campus was concentrated on the northeastern side overlooking the emerging city park (Edwards-Pitman 2004: 39).

The North Carolina State College campus continued to grow during the early twentieth century. One early addition to the campus was Riddick Stadium, built in 1907 as a dedicated athletic facility. Before its construction, college teams had played at Red Diamond in Pullen Park. Although the stadium is now gone, its field house (1936) is located within the APE. A building campaign begun in the 1920s led to the expansion of North Campus, as the original college site became known, with new, Neoclassical Revival dormitories and classroom buildings. Memorial gates, built in 1928 to honor Pullen, offered a formal entry to both the park and the growing campus. By the 1930s, the park blended nearly seamlessly with the campus's grassy quadrangles and embowered pathways (Edwards-Pitman 2004: 39-40; 1906; NCSU Historic Campus Maps 1906, 1907; Sanborn Map Company 1914) (**Figure 20**).

The Depression slowed construction, but in 1939 and 1940, the Work Progress Administration (WPA) undertook a number of projects that included additional dormitories and classrooms as well as a dairy facility and the remodeling and expansion of several existing buildings. As enrollment swelled in the aftermath of World War II, and specialized academic programs were instituted, new buildings and facilities were also added to the campus. The School of Architecture was established

in 1946 and the School of Forestry in 1950. A new library was completed in the early 1950s. In 1953, Burlington Nuclear Laboratory, a Modernist building designed by G. Milton Small, was erected. Other Modernist-inspired projects followed including Harrelson Hall, Mann Hall, and the north wing of Brooks Hall (Edwards-Pitman 2004: 41).

One WPA project on the North Carolina State College campus was the 1939 construction of a pedestrian tunnel under the former Southern Railway rail line. The tunnel was constructed to permit the safe movement of pedestrians between the classrooms and main plaza on the North Campus (within the historic district) and the newly built residential halls on the Central Campus (outside the historic district and the APE), south of the railroad corridor. The structure is known informally as the Thompson Tunnel. The two other tunnels, including Free Expression Tunnel, are modern structures (Edwards-Pitman 2004: 41).

As North Carolina State University began to take shape so did Pullen's vision of a nearby pleasure ground and recreational facility, creating the first public park in North Carolina. In 1888, Pullen hired park keeper, Wiley A. Howell, and the two developed the original design for the park. They selected and planted most of the trees (many of which remain) and shrubs, built bridges over the railroad tracks and Rocky Branch, erected a circular pavilion for public entertainment, and constructed a circular fountain. In 1891, they also installed the city's first swimming pool, a wooden structure reserved only for men. A swimming pool for women and girls followed four years later. By the 1910s, a system of curvilinear roadways and paths connected both the north and south sides of the park via bridges over the railroad. Between 1914 and 1938, Rocky Branch was dammed to form Lake Howell, and in 1934, a swimming pool and adjacent bathhouse were built by the Emergency Relief Administration (Sanborn Map Company 1914, 1914-1950; U.S. Department of Agriculture Aerial Map 1938; North Carolina Emergency Relief Administration 1934-1936) (**Figure 21**).

Pullen Park has undergone repairs and alterations over the decades which included a development in the 1970s and 1980s by prominent NCSU landscape architecture professor, Richard C. Bell. In more recent years, the City of Raleigh has undertaken a new master plan for the park which was completed in 2011. On the north side of the park (within the historic district), additional theatre parking was built and ball fields added, but most of the recent work was focused on the area south of the railroad, driven by the need to update and improve the amusement center and the house for the Pullen Park Carousel, the signature feature of the park. Added in 1921 to replace a steam-powered merry-go-round, the carousel was built in 1900 by master carver, Salvatore Cernigliaro, for the renowned Dentzel Carousel Company. Listed individually in the National Register in 1976, the carousel was restored between 1977 and 1982. During the recent redevelopment, the carousel was relocated to a new climate-controlled house. According to the National Amusement Park Historical Association, Pullen Park is among the oldest amusement parks in the world (NCHPO 1976: 8-2; Sanborn Map Company 1914, 1914-1950; NCSU Historic Campus Maps 1910, 1955).

While the circulation system on the north side of the park remains largely intact, the system of roadways and paths on the south side has given way over the years to the lake and other added recreational facilities, many of which have been altered or replaced during the 2010-2011 master plan redevelopment. The south side of the park contained a zoo that is now gone but which operated between 1899 and 1938, paddle boats, welcome center and concession stands (replaced in 2010-2011), picnic areas, an aquatic center (1992), a community center (1960s), and tennis courts. A miniature train was added in 1950 and rebuilt in 2010 and 2011. A spray field and new

playground were also added during the recent renovation (Pullen Park Map at www.raleighnc.gov (Figure 22).

National Register Criteria Evaluation

The North Carolina State College Historic District was determined eligible for the National Register in 2004 as part of the environmental studies for the North Carolina Department of Transportation project entitled, *Hillsborough Street Improvement Project No. 1, Wake County* (TIP U-4447). The district has not changed significantly since its determination of eligibility, and for purposes of compliance with Section 106 of the National Historic Preservation Act (NHPA), the historic district remains **eligible** under Criterion A for education and under Criterion C for architecture. At the time of the 2004 investigation, the district also satisfied Criteria Consideration G because the Modernist buildings in the district had the exceptional significance needed by properties less than fifty years of age. These buildings were erected on the North Campus between 1955 and 1961. The period of significance extends from 1889 to 1961.

As a result of the Phase II survey for this project, the principal investigators recommend that the boundary of the North Carolina State College Historic District be expanded to encompass the 1939 WPA tunnel which extends under the rail corridor to link North Campus and Central Campus. Built to provide safe access between campuses, the tunnel reflects the growth of the university during the historic period and the constraints placed on campus expansion by the rail corridor (Figure 23).

The section of Pullen Park south of the rail corridor was not included in the DOE historic district in 2004. Surveyed during this investigation, the south side of Pullen Park is recommended **not eligible** for the National Register either individually as part of the larger park property or as an addition to the North Carolina State College Historic District. This area of the park has recently undergone extensive renovations and no longer has the integrity to merit National Register eligibility under any criterion.

Integrity

The North Carolina State College Historic District possesses the seven aspects of integrity needed for National Register eligibility. The historic district retains its integrity of location. The campus and park contained within the district have occupied their locations on the south side of Hillsborough Street since their creation following the 1887 donation of land by local benefactor, Richard Stanhope Pullen. The tree-shaded campus, with its scholastic buildings executed in a range of architectural styles and arranged in quadrangles, remains intact to provide much of the setting, feeling, and association for the district. Furthermore, the northern section of Pullen Park also survives substantially intact to illustrate the historic association of the park and neighboring university campus. Finally, the historic district retains its integrity of design, materials, and workmanship. The brick, Romanesque Revival and Neoclassical Revival buildings and the later Modernist buildings, with their glass curtain walls, experimental plans, or concrete-frame construction, remain well preserved to illustrate the development of the university during the period of significance. The northern half of Pullen Park also contributes to the integrity of design, materials, and workmanship of the historic district. This area contains original fields, mature trees and other landscape elements, historic circulation patterns, the 1930 Chancellor's House, and the North Carolina National Guard Armory (late 1930s).

One resource within the existing historic district Riddick, Field House, lies within the APE. The 1936 Neoclassical Revival building remains substantially intact and contributes to the district. The 1939 WPA tunnel, located within the proposed boundary expansion area, also remains intact and would contribute to the historic district.

In contrast, the area of the park south of the railroad line does not retain the seven aspects of integrity. The area occupies its historic location between the railroad and Western Boulevard, but its setting, feeling, and association has been compromised in recent years by the redevelopment of the recreational facilities that now define this section. Although this area retains some rolling, tree-shaded parkland, some historic tennis courts and picnic areas, as well as Lake Howell, the area has also lost much of its integrity of design, materials, and workmanship. The historic circulation pattern through this section is no longer intact, having given way to an expanding amusement facility that includes a modern aquatic center (1992), community center (1960s), and additional parking lots as well as the new carousel house, playground, miniature railroad, and service buildings, added during the 2010-2011 redevelopment.

Criterion A

The North Carolina State College Historic District remains **eligible** for the National Register under Criterion A (Event). To be eligible under Criterion A, the property must retain integrity and must be associated with a specific event marking an important moment in American prehistory or history or a pattern of events or historic trend that made a significant contribution to the development of a community, a state, or a nation. Furthermore, the property must have existed at the time and be documented to be associated with the events. Finally, the property's specific association must be important as well (National Park Service, *National Register Bulletin 15: 12*).

Determined eligible for the National Register in 2004, the historic district has significance under Criterion A for education. The district encompasses much of the historic campus associated with the development of North Carolina's land grant college and illustrates the prominent role of the college in educating students in agriculture, engineering, architecture, and textiles.

Criterion B

The historic district is **not eligible** for the National Register under Criterion B (Person). For a property to be eligible for significance under Criterion B, it must retain integrity and 1) be associated with the lives of persons significant in our past, i.e. individuals whose activities are demonstrably important within a local, state, or national historic context; 2) be normally associated with a person's productive life, reflecting the time period when he/she achieved significance; and 3) should be compared to other associated properties to identify those that best represent the person's historic contributions. Furthermore, a property is not eligible if its only justification is that it was owned or used by a person who is or was a member of an identifiable profession, class, or social or ethnic group (National Park Service, *National Register Bulletin 15: 14*).

The North Carolina State College Historic District is not eligible under Criterion B because it is not associated with individuals whose activities were demonstrably important within a local, state, or national historic context.

Criterion C

The North Carolina State College Historic District is **eligible** for the National Register under Criterion C (design/construction). For a property to be eligible under this criterion, it must retain integrity and either 1) embody distinctive characteristics of a type, period, or method of construction; 2) represent the work of a master; 3) possess high artistic value; or 4) represent a significant and distinguishable entity whose components may lack individual distinction (National Park Service, *National Register Bulletin 15: 17*).

Dating from 1889 to 1961, the collection of brick, scholastic buildings found in the historic district illustrates the development of collegiate architectural styles during this period. Of note are the Modernist buildings that reflect the influence of School of Design faculty members on the postwar expansion of the campus.

Criterion D

The North Carolina State College Historic District is **not eligible** for the National Register under Criterion D (potential to yield information). For a property to be eligible under Criterion D, it must meet two requirements: 1) the property must have, or have had, information to contribute to our understanding of human history or prehistory; and 2) the information must be considered important (National Park Service, *National Register Bulletin 15: 21*).

The historic district is not eligible under Criterion D because it is not likely to yield any new information pertaining to the history of building design or technology.

Criteria Consideration G: Properties That Have Achieved Significance Within the Last Fifty Years

The North Carolina State College Historic District was determined **eligible** for the National Register under Criteria Consideration G: Properties That Have Achieved Significance Within the Last Fifty Years. For a property to be eligible under Criteria Consideration G, it must have exceptional importance.

At the time of the 2004 determination of eligibility, the district also satisfied Criteria Consideration G because the Modernist buildings in the district had the exceptional significance needed by properties less than fifty years of age. Built between 1955 and 1961, these buildings no longer need to meet Criteria Consideration G because the ending date for the period of significance (1889 to 1961) is now more than fifty years ago.

Proposed National Register Boundary Amendment – Description and Justification

The North Carolina State College Historic District is largely unchanged from its 2004 determination of eligibility and remains eligible under the specified criteria A (education) and C (architecture). Within the DOE boundary of sixty-seven acres are the North Carolina State University, North Campus, and the northern half of Pullen Park, situated across Pullen Road from the university. Riddick Field House, the only resource located within the APE for this project, remains a contributing property. The southern boundary of the historic district extends into the railroad right-of-way and generally follows the northern edge of the cut through which the railroad was

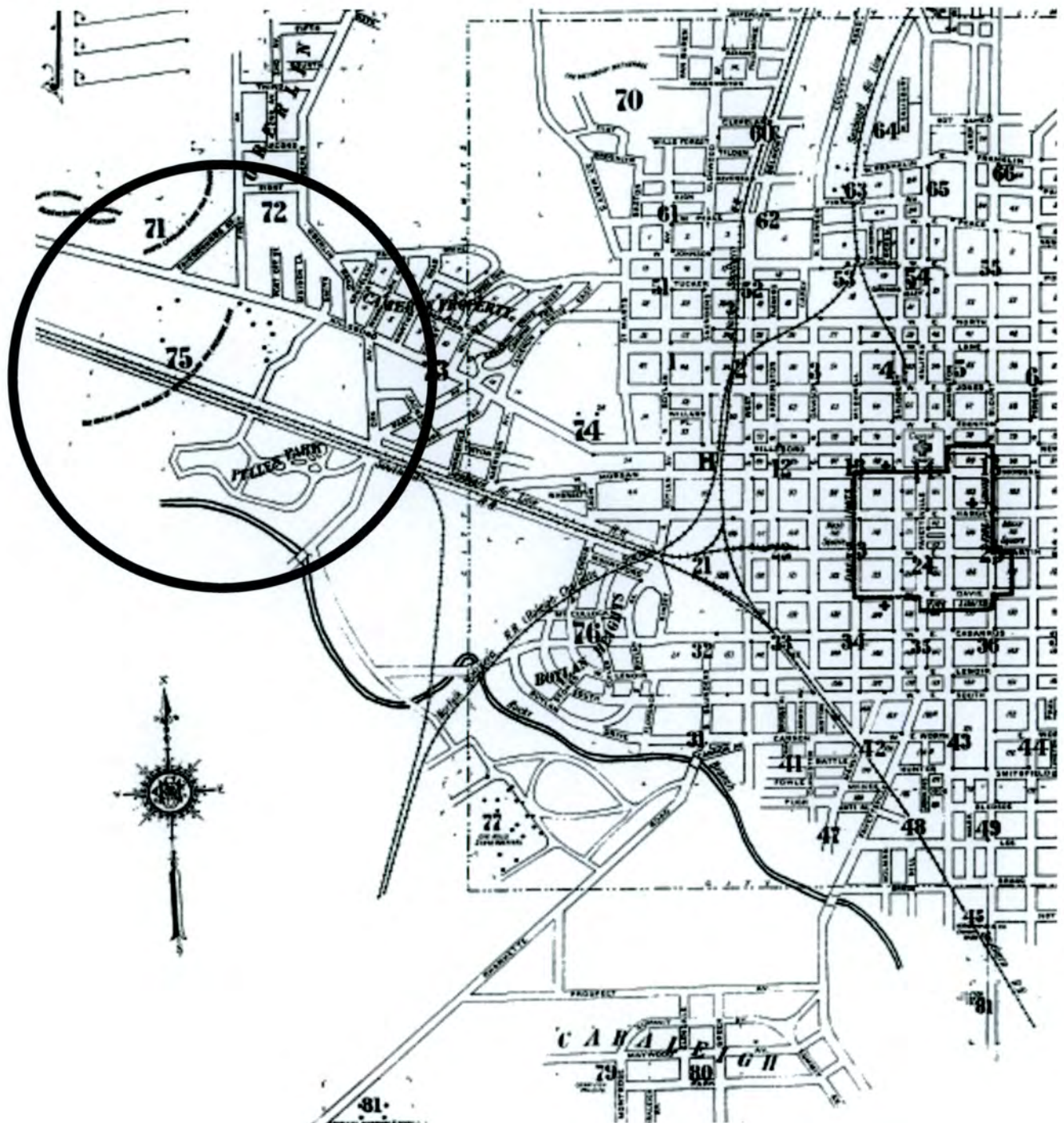
built. However, the 2004 Phase II report stated that the southern boundary for the historic district was only loosely defined because this area of the district was outside the APE for the project. The DOE boundary is shown on **Figure 24**.

As a result of this survey, the principal investigators recommend that the historic district boundary should be amended to encompass the 1939 pedestrian tunnel which was constructed by the WPA under the rail corridor. The tunnel dates to within the existing period of significance and would contribute to the significance of the historic district.

The proposed National Register boundary amendment for North Carolina State College Historic District was drawn according to the guidelines of National Register Bulletin 21, *Defining Boundaries for National Register Properties*. The proposed boundary conforms to the 2004 DOE boundary except where extended south into the rail corridor to include the 1939 pedestrian tunnel and its immediate footprint. The amended boundary is also shown on **Figure 24**.

Figure 20

North Carolina State College and Pullen Park, 1914



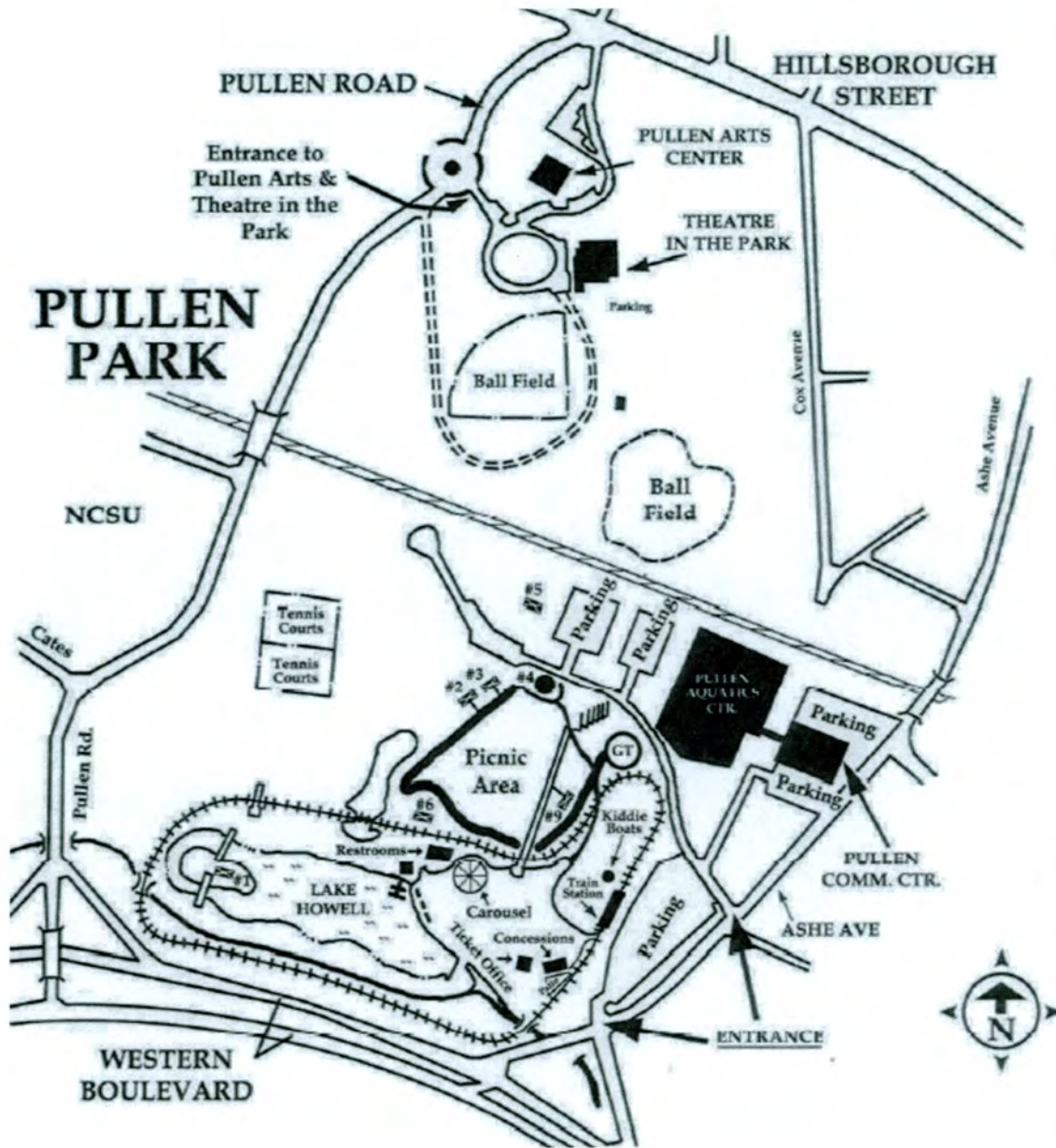
Source: Sanborn Map Company

Figure 21
Pullen Park-South of the Railroad
1938 Aerial View

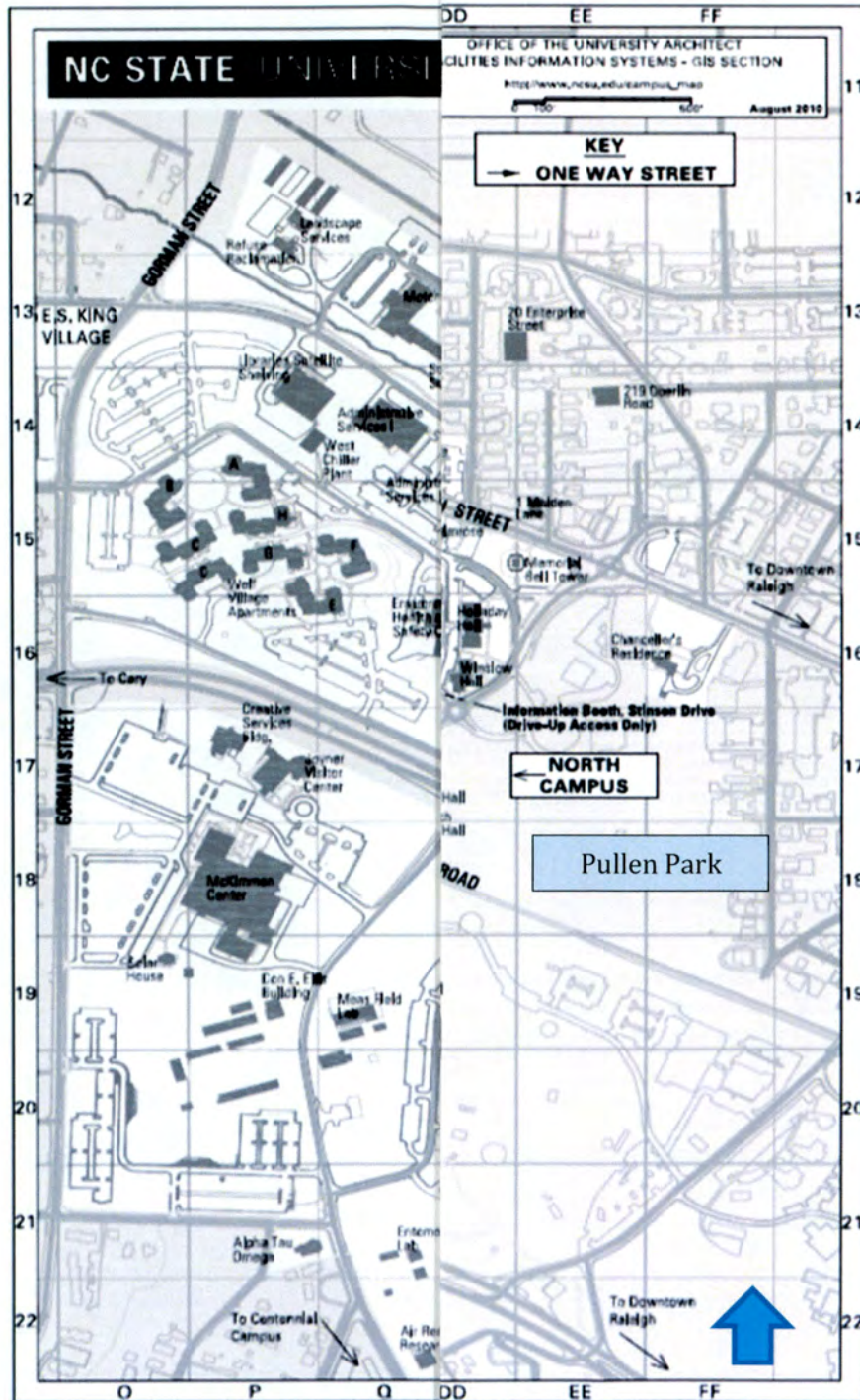


Source: United States Department of Agriculture, April 1938

Figure 22
Pullen Park
Current Site Plan



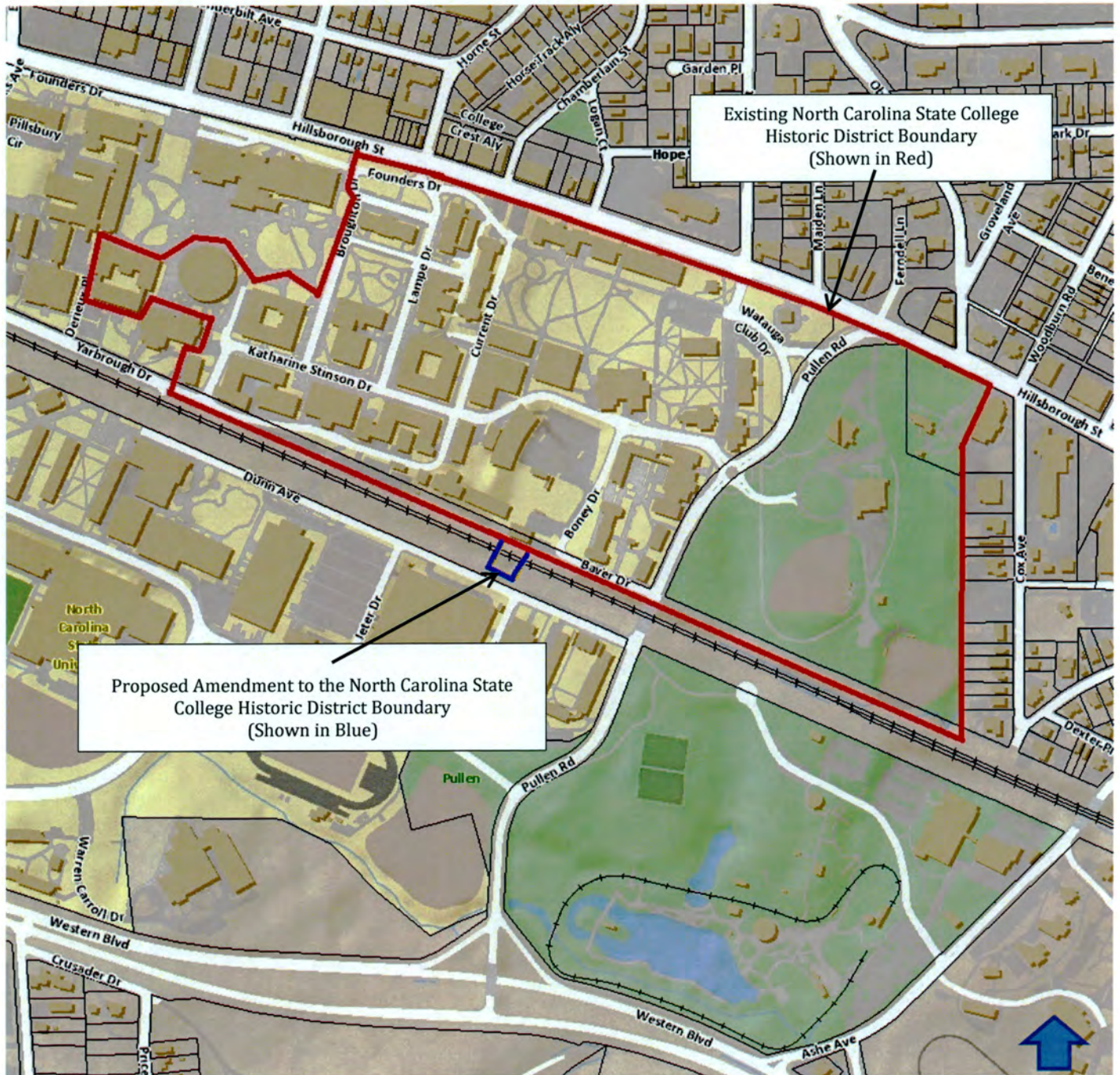
Source: www.raleighnc.gov



Source: www.ncsu.edu

Figure 24

North Carolina State College Historic District
DOE Historic District Boundary and Proposed Boundary Amendment



Source: Wake County Tax Map

Scale: 1" = 500'

No. 57 Governor Morehead School, Colored Department, Historic District (WA2461) (Study List 1983) (PIN 1702812547)
404 East Tryon Road
Garner, Wake County



Physical Description (Plates 77-98; Figures 25-27)

The Governor Morehead School, Colored Department, Historic District sits on a 128-acre tract that spans the former Southern Railway corridor in Garner. Most of the property is currently used as a training center for the State Bureau of Investigation and the Highway Patrol. Originally located in downtown Raleigh, the school was relocated to this campus in 1929, and by the early 1930s, the property encompassed approximately 345 acres with a complex of mainly brick-veneered, reinforced concrete buildings with Colonial Revival elements of style. The newly formed school campus also incorporated an existing dairy farm. The school was permanently closed in 1976, and much of this historic acreage was acquired for modern warehouses, offices, and residential subdivisions. Of the existing 128 acres, the fifty-five-acre portion bordered by East Tryon Road (south), the railroad corridor (west), and Garner Road (east) encompasses the school campus and elements of the earlier farm including two frame dwellings, several frame agricultural buildings, and an adjoining field. The remaining seventy-three acres have been developed in recent decades with warehouses and offices located south of East Tryon Street and a modern State of North Carolina correctional facility located west of the Southern Railway corridor. Almost all of the historic school campus, comprising approximately twenty-five buildings, is situated within the APE for this project.

The school campus on the fifty-five-acre tract remains well preserved. The complex includes a notable collection of red-brick, Colonial Revival buildings erected during the first phase of construction around 1930 as well as Modernist-inspired buildings and additions completed during a later construction campaign in the early 1960s.

A formal, tree-lined drive leads from East Garner Road to the imposing Administration Building which forms the centerpiece of a quadrangle defined by eight, freestanding buildings, all erected circa 1930. In addition to the Administration Building; this original complex included Deaf Boys' and Blind Boys' Cottages (dormitories); Deaf Girls' and Blind Girls' Cottages; the Council Dining Hall; Infirmary; and the heating plant. As shown in a circa 1930 bird's-eye-view of the campus, these buildings survive in place and well preserved. The principal exterior modification to the circa 1930 Colonial Revival buildings are replacement, six-over-six light, double-hung, wood-sash windows that replicate the originals. A number of the later buildings on campus also have replacement window sash although the Modernist-inspired classrooms and dormitories retain their original metal-sash windows. The buildings that are no longer extant from this period are primarily frame buildings such as the dairy barn, an assortment of smaller classroom buildings, and one-story and two-story housing for staff (**Figure 25**).

Topped by a low hip roof with a center cupola, this two-story rectangular building has a symmetrical façade of twenty-four bays with a center entrance and replacement six-over-six light, double-hung, wood-sash windows. The Colonial Revival detailing includes a slightly projecting entrance bay that has a low hip roof and bold, cast-stone surrounds executed to look like stone. The

cast-stone frieze is embellished with two triglyphs. The metal and glass doors are mid-century replacements. The adjacent Council Dining Hall has a gable-front form with gable returns, brick quoins, molded box eaves, a fanlight over the entrance, and an ocular window with cast-stone keystones. The decorative stained glass in the fanlight and ocular window are later modifications. The two pairs of matching two-story, hip-roofed dormitories are located at the north and south sides of the original quadrangle. Now connected by circa 1960 hyphens, the pairs of dormitories have low hip roofs, symmetrical facades with central entrances, double-hung, wood-sash windows, and alternating, raised, brick soldier courses suggesting dentils below the cornice lines. The entrances have Colonial Revival detailing executed in cast-stone. The one-story infirmary is topped by a largely flat parapet above a molded cornice line. The parapet is gabled to mark the center entrance bay which is flanked by brick quoins. The Colonial Revival entrance is embellished with pilasters, engaged columns, sidelights, and a transom.

The campus's mid-century Modernist buildings were added across the campus, within the quadrangle and to areas west of the quadrangle and north of the infirmary. During this expansion campaign, new dormitories, a dining hall, a vocational building, an auditorium wing, a gymnasium, and additional classrooms were erected. The Principal's Cottage, a brick-veneered ranch house, is located at the northwest corner of the campus. Most of these buildings display the influence of the Modernist movement in their flat-roofed, horizontal designs, often with bands of metal-sash awning windows shaded by cantilevered canopies. Notable are the long, one-story, classroom buildings and dining hall with walls filled with ribbon windows. On the north side of the campus, the William Young Cottage, a girl's dormitory, is a two-story, flat-roofed rectangle with horizontal bands of metal-frame windows on both floors. The east and west end walls are unadorned and unfenestrated. The 1964 Primary School Building, the last of the Modernist classroom buildings, retains its distinctive linear form with flat roof and walls of awning windows. However, a later red-brick addition now fills the center bay.

Buildings associated with the school's dairy operation also still stand at the southern and western edges of the campus. The dairy farm pre-dated the school, and two frame farmhouses from the early twentieth century remain in poor but stable condition near the railroad corridor. Probably built for farm tenants, they were later used by dairy workers for the school. Although the dairy barn is no longer extant, several one-story, frame, side-gable agricultural buildings survive. They appear to have been constructed in the 1920s or 1930s after the opening of the school. The open space south and west of these buildings was originally pasture.



Plate 77. Governor Morehead School, Colored Department, Historic District, Administration Building (circa 1930), Looking West.



Plate 78. Governor Morehead School, Colored Department, Historic District, Administration Building, Entrance.



Plate 79. Governor Morehead School, Colored Department, Historic District, Administration Building, Rear (West) Elevation, Looking Northeast.



Plate 80. Governor Morehead School, Colored Department, Historic District, Council Dining Hall (circa 1930), Looking West.



Plate 81. Governor Morehead School, Colored Department, Historic District, Deaf Boys' and Blind Boys' Cottages circa 1930/circa 1960 Infill), Front (South) Elevation, Looking East.



Plate 82. Governor Morehead School, Colored Department, Historic District, Deaf Girls' and Blind Girls' Cottages (circa 1930/circa 1960 Infill), Rear (South) Elevation, Looking North.



Plate 83. Governor Morehead School, Colored Department, Historic District, Deaf Girls' and Blind Girls' Cottages (circa 1930/circa 1960 Infill), Front (North) Elevation, Looking Southwest.



Plate 84. Governor Morehead School, Colored Department, Historic District, Infirmary (circa 1930), Front (North) Elevation, Looking Southwest.



Plate 85. Governor Morehead School, Colored Department, Historic District, Heating Plant (circa 1930), West Elevation, Looking East.



Plate 86. Governor Morehead School, Colored Department, Historic District, Gymnasium (circa 1960), North Elevation, Looking South.



Plate 87. Governor Morehead School, Colored Department, Historic District, William Young Cottage (Girls' Dormitory) (circa 1960), South Elevation, Looking North.



Plate 88. Governor Morehead School, Colored Department, Historic District, Classroom Building on the Quadrangle (circa 1960), Looking West from Council Dining Hall.



Plate 89. Governor Morehead School, Colored Department, Historic District, Classroom Building and Gymnasium (circa 1960) on the Quadrangle, Looking North.



Plate 90. Governor Morehead School, Colored Department, Historic District, Principal's House (circa 1960), Looking Northwest.



Plate 91. Governor Morehead School, Colored Department, Historic District, Joel Jackson Cottage (Boys' Dormitory) (circa 1960), Looking South.



Plate 92. Governor Morehead School, Colored Department, Historic District, Primary School Classroom Building (1964) with Modern Brick Center Bay, South Elevation, Looking North.



Plate 93. Governor Morehead School, Colored Department, Historic District, Houses for Agricultural Workers on Dairy Farm (circa 1900), Looking West toward Railroad Corridor.



Plate 94. Governor Morehead School, Colored Department, Historic District, House for Agricultural Workers on Dairy Farm (circa 1900), Looking West toward Railroad Corridor.



Plate 95. Governor Morehead School, Colored Department, Historic District, Agricultural Building on Dairy Farm, Looking Northwest.



Plate 96. Governor Morehead School, Colored Department, Historic District, Agricultural Buildings on Dairy Farm, Looking South.



Plate 97. Modern North Carolina Correctional Facility West of Railroad Corridor (Excluded from Proposed National Register Boundary), Looking West.



Plate 98. Modern Office Building South of East Tryon Road (Excluded from Proposed National Register Boundary), Looking West.

Historical Background

Under the leadership of Governor John Motley Morehead, the North Carolina Institution of the Deaf and Dumb and Blind (now the Governor Morehead School) opened in Raleigh in 1845. For white students only, the first facility was established two blocks west of the Capitol for employed four teachers for the twenty-three deaf students who were between the ages of eight and thirty-two. By 1858, the school served thirty-nine deaf and eighteen blind pupils. A branch of the school for African American students, known as the Colored Department, was opened in downtown Raleigh in 1869. The country's first institute for visually and aurally impaired African American students, the school began in a building rented from the American Missionary Association, and the first class counted twenty-one deaf and seven blind students. In 1873, the North Carolina General Assembly appropriated \$5,000 for a new building for the Colored Department which opened on South Bloodworth Street the following year. The student in both the white and the African American departments were taught vocational skills as well as reading, writing, mathematics, history, geography, the arts, and the Bible. An 1873 report by the school's principal noted that the Bloodworth Street facility had eight faculty teaching the deaf pupils and six teaching the blind. According to the principal's report, the course of study there "embraced all the English branches" and took eight years to complete (NCHPO Files, Powell 1989: 282; Crockett and Dease 1991: 2-14).

Reflecting a national trend towards separate institutions for deaf and blind students, a new campus was opened for deaf white pupils in Morganton, North Carolina, in 1894. White blind students and both deaf and blind African American students remained at their respective Raleigh schools. All three programs were run by John E. Ray, who was named superintendent in 1896. During Ray's administration, the school system expanded to serve 535 students in 1912, the largest such facility in the United States (Powell 1989: 442; Crockett and Dease 1991: 13-14; Governor Morehead School 2009).

In 1905, the institution changed its name to the State School for the Blind and Deaf. Under the direction of school superintendent, G. E. Lineberry, whose tenure extended from 1918 to 1945, fund-raising campaigns led to major building improvements for both the white and African American departments. By the early 1920s, \$1,000,000 had been raised to relocate the school for white blind students to a modern, eighty-acre campus along Ashe Avenue in Raleigh (NCHPO Files; Governor Morehead School 2009).

In 1929, the General Assembly approved \$250,000 for a new school for the Colored Department, located five miles southeast of Raleigh on Garner Road. Lineberry enlisted a soil specialist from the State College of Agriculture and Engineering (now North Carolina State University) to help select the site which encompassed 234 acres. The state legislature soon appropriated additional funds to expand the property to 346 acres to include an existing dairy farm with milk cows and hogs. A farm manager and other workers were hired to operate the dairy, tend the livestock, and raise vegetables to feed both the white and African American departments. The African American students were required to harvest the vegetables and to assist in the dairy. By the early 1930s, the Garner Road facility included forty-six teachers, 166 deaf pupils (77 girls and 89 boys) and 184 blind pupils (77 girls and 108 boys) (NCHPO Files; Governor Morehead School 2009; Crockett and Dease 1991: 17-30).

By the 1930-1931 academic year, the Garner Road complex contained a quadrangle of red-brick, Colonial Revival buildings with frame agricultural buildings around the southern periphery. The principal scholastic buildings included the administration building for classrooms and

administrative offices, four dormitories (“cottages”) for the blind girls, blind boys, deaf girls, and deaf boys, an infirmary, dining hall/kitchen, and boiler room. There was also a two-story, frame building for worker housing and three metal-sheathed shops for the vocational classes (**Figures 25-26**).

During Lineberry’s long tenure, the educational standards of the school steadily increased. Federal funds supported a growing acquisition of braille and ink-print books. Trained librarians were in charge of both libraries on the two campuses. Increased salaries attracted qualified teachers from four-year colleges. A standardized curriculum was developed for kindergarten through the twelfth grades. However, vocational training rather than academic scholarship was emphasized for African Americans students. Blind girls were trained in basketry, knitting, weaving and domestic science. Deaf girls studied cooking, cosmetology, and crafts. Blind boys were trained in chair caning, and making brooms and mattresses. Deaf boys learned shoe repair, carpentry, cabinet-making, and dairy farming (NCHPO Files; Crockett and Dease 1991: 21-23; 105).

In 1945, Egbert N. Peeler replaced Lineberry as school superintendent. During the 1950s and early 1960s, Peeler orchestrated major physical improvements to both campuses. For the African American students, two dormitories were erected for the older students and a third dormitory was built for the younger boys. An auditorium was constructed that attached to the rear elevation of the administration building. Other improvements included new vocational shops, classroom wings, a gymnasium, a modern heating plant, and a three-bedroom ranch house for the principal and his family. In 1963, as a capstone to the myriad physical improvements to the campuses, the entire institution was renamed the Governor Morehead School (NCHPO Files; Crockett and Dease 1991: 54-57).

While Peeler’s ambitious building program was being completed in the early 1960s, the school’s Board of Directors was also exploring plans to combine the two racially segregated facilities. The integration of the African American and white departments began slowly in 1967 when blind African American and white students started attending classes at both campuses, and deaf African American students were transferred to the Morganton school. The last African American graduating class at the Garner Road school was 1970. However, students continued to be instructed at both campuses until 1976 when all classes were unified at the Governor Morehead School on Ashe Avenue. The Garner Road complex is currently used as a training facility for the State Bureau of Investigation and the Highways Patrol (NCHPO Files; Crockett and Dease 1991: 186-188).

National Register Criteria Evaluation

For purposes of compliance with Section 106 of the National Historic Preservation Act (NHPA), the Governor Morehead School, Colored Department, Historic District, is recommended **eligible** for the National Register with statewide significance under Criterion A for African American heritage, education, and social welfare and under Criterion C for architecture. The period of significance extends from circa 1930 when the East Garner Road campus of the school was established and 1964 when the last building, the Primary Classroom Building, was added to the campus.

Integrity

The Governor Morehead School, Colored Department, Historic District, retains its integrity of location, having occupied this site between East Garner Road and the former Southern Railway since its establishment circa. 1930. The school also has integrity of setting, feeling, and association. The expansive, fifty-five-acre campus setting retains its formal, tree-lined drive leading to the administration building, grassy lawns, its open quadrangle of scholastic buildings erected during the original construction campaign around 1930, and the buildings associated with its expansion in the late 1950s and early 1960s. Several agricultural buildings and adjoining open pastureland also remain to convey the historic association of the dairy farm operation to the school. The buildings retain their integrity of design, workmanship, and materials. Both the red-brick, Colonial Revival buildings of the original construction campaign and the Modernist buildings of the postwar expansion remain well preserved and on their original locations. The quadrangle plan remains evident although several 1960s classrooms and an auditorium were constructed within the quadrangle and partially obscure the original view between the dormitories on the north and south sides of the campus.

Criterion A

The school is **eligible** for the National Register under Criterion A (Event). To be eligible under Criterion A, the property must retain integrity and must be associated with a specific event marking an important moment in American prehistory or history or a pattern of events or historic trend that made a significant contribution to the development of a community, a state, or a nation. Furthermore, the property must have existed at the time and be documented to be associated with the events. Finally, the property's specific association must be important as well (National Park Service, *National Register Bulletin 15: 12*).

The Governor Morehead School, Colored Department, Historic District, is eligible under Criterion A for education, African American heritage, and social welfare. The school has statewide significance for its role in the education and welfare of deaf and blind, African American students in North Carolina. The school arose as the major and only publicly operated educational facility for such students in the state. The collection of well-designed and well-preserved Colonial Revival and Modernist scholastic buildings, situated on generous grounds with a tree-lined entrance, illustrate the development of this educational facility for deaf and blind African Americans in North Carolina.

Criterion B

The Governor Morehead School, Colored Department, Historic District, is **not eligible** for the National Register under Criterion B (Person). For a property to be eligible for significance under Criterion B, it must retain integrity and 1) be associated with the lives of persons significant in our past, i.e. individuals whose activities are demonstrably important within a local, state, or national historic context; 2) be normally associated with a person's productive life, reflecting the time period when he/she achieved significance; and 3) should be compared to other associated properties to identify those that best represent the person's historic contributions. Furthermore, a property is not eligible if its only justification is that it was owned or used by a person who is or was a member of an identifiable profession, class, or social or ethnic group (National Park Service, *National Register Bulletin 15: 14*).

The school is not eligible under Criterion B because it is not associated with individuals whose activities were demonstrably important within a local, state, or national historic context.

Criterion C

The Governor Morehead School, Colored Department, Historic District, is **eligible** for the National Register under Criterion C (design/construction). For a property to be eligible under this criterion, it must retain integrity and either 1) embody distinctive characteristics of a type, period, or method of construction; 2) represent the work of a master; 3) possess high artistic value; or 4) represent a significant and distinguishable entity whose components may lack individual distinction (National Park Service, *National Register Bulletin 15: 17*).

The school's well-preserved Colonial Revival and Modernist-inspired architecture possesses the integrity of design, materials, and workmanship needed for eligibility under Criterion C. Erected during the school's first construction phase, the school's circa 1930 administration building, dining hall, boys' and girls' dormitories, and infirmary are well-preserved expressions of the Colonial Revival style as adapted for educational facilities. Their red-brick exteriors, cast-stone decorative elements, and reinforced-concrete structural systems all remain intact. The fireproof concrete framing is also noteworthy, illustrating the particular concern given to providing safe environments for handicapped children. Primarily influenced by the Modernist movement, the late 1950s and early-1960s buildings and wings are also well preserved with such Modernist hallmarks as flat-roofed, horizontal designs and glass-walled elevations.

Criterion D

The Governor Morehead School, Colored Department, Historic District, is **not eligible** for the National Register under Criterion D (potential to yield information). For a property to be eligible under Criterion D, it must meet two requirements: 1) the property must have, or have had, information to contribute to our understanding of human history or prehistory; and 2) the information must be considered important (National Park Service, *National Register Bulletin 15: 21*).

The property is not eligible under Criterion D because it is not likely to yield any new information pertaining to the history of building design or technology.

National Register Boundary Description and Justification

The National Register boundary for the Governor Morehead School, Colored Department, Historic District, has been drawn according to the guidelines of National Register Bulletin 21, *Defining Boundaries for National Register Properties*.

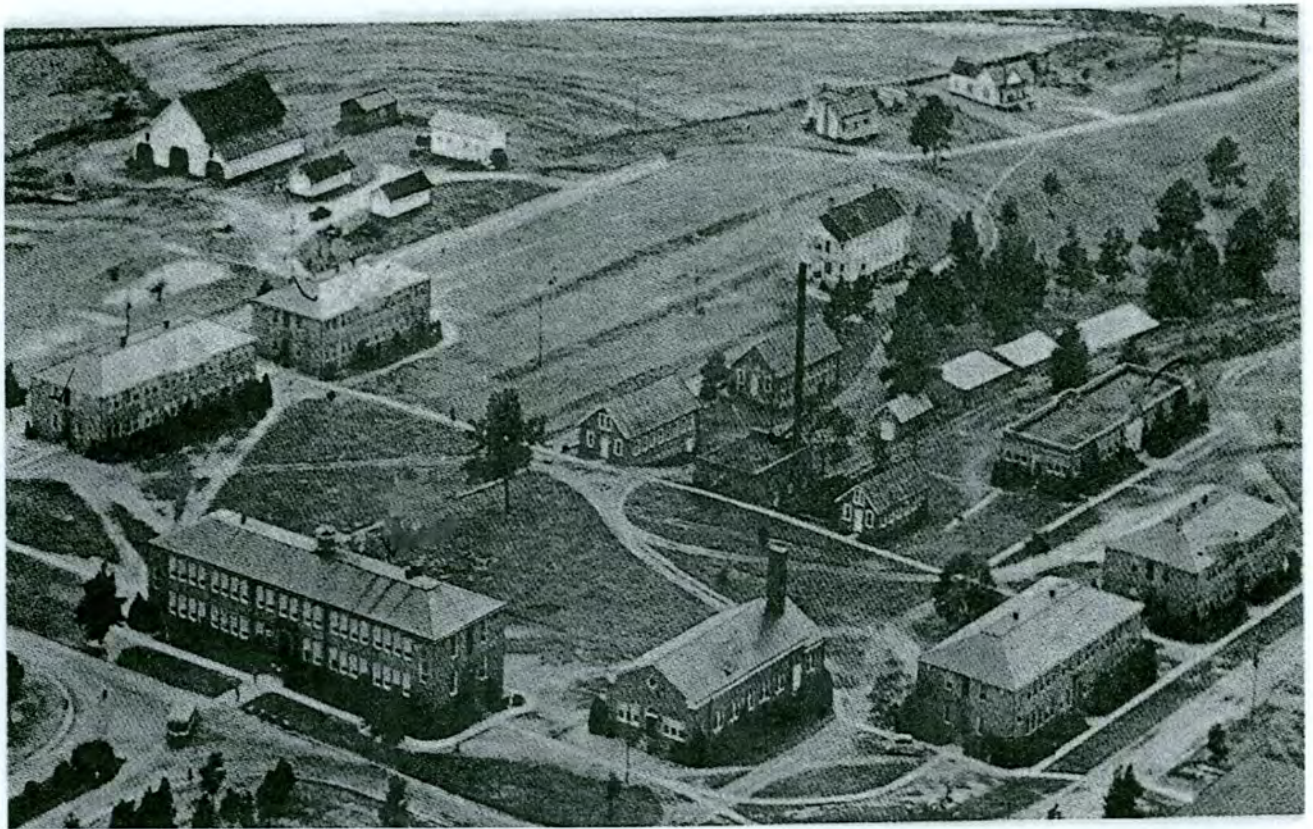
The proposed National Register historic district boundary encompasses a roughly fifty-five-acre tract within the larger tax parcel that contains the historic campus associated with the Governor Morehead School, Colored Department. Depicted in **Figure 27**, this tract encompasses the spacious campus grounds as well as the school's complex of academic and supporting buildings most of which were built either circa 1930 during the original school construction campaign or during the campus-wide improvements of the late 1950s and early 1960s. Vestiges of an existing farm dating to the turn of the twentieth century were incorporated into the campus, and these buildings also

survive although the two farmhouses are in poor condition. All the buildings, with the exception of the modern dog kennel (No. 19 on the following site plan) are considered contributing resources. The proposed boundary excludes those sections of the existing tax parcel located on the west side of the former Southern Railway corridor and south of East Tryon Road. These two areas now contain only modern construction unrelated to the development of the school. The proposed boundary also excludes two small, tax parcels (PINs 1712022754 and 1712022669) on the west side of East Garner Road that were subdivided from the campus tract.

The recommended National Register boundary follow the existing tax parcel along the northern boundary between the Garner Road right-of-way (east) and the railroad right-of-way (west). The eastern boundary then follows the tax parcel southward along the Garner Road right-of-way to East Tryon Road. The western boundary follows the railroad right-of-way southward to the East Tryon Road. The southern boundary follows the East Tryon Road right-of way between the railroad corridor and Garner Road.

Figure 25

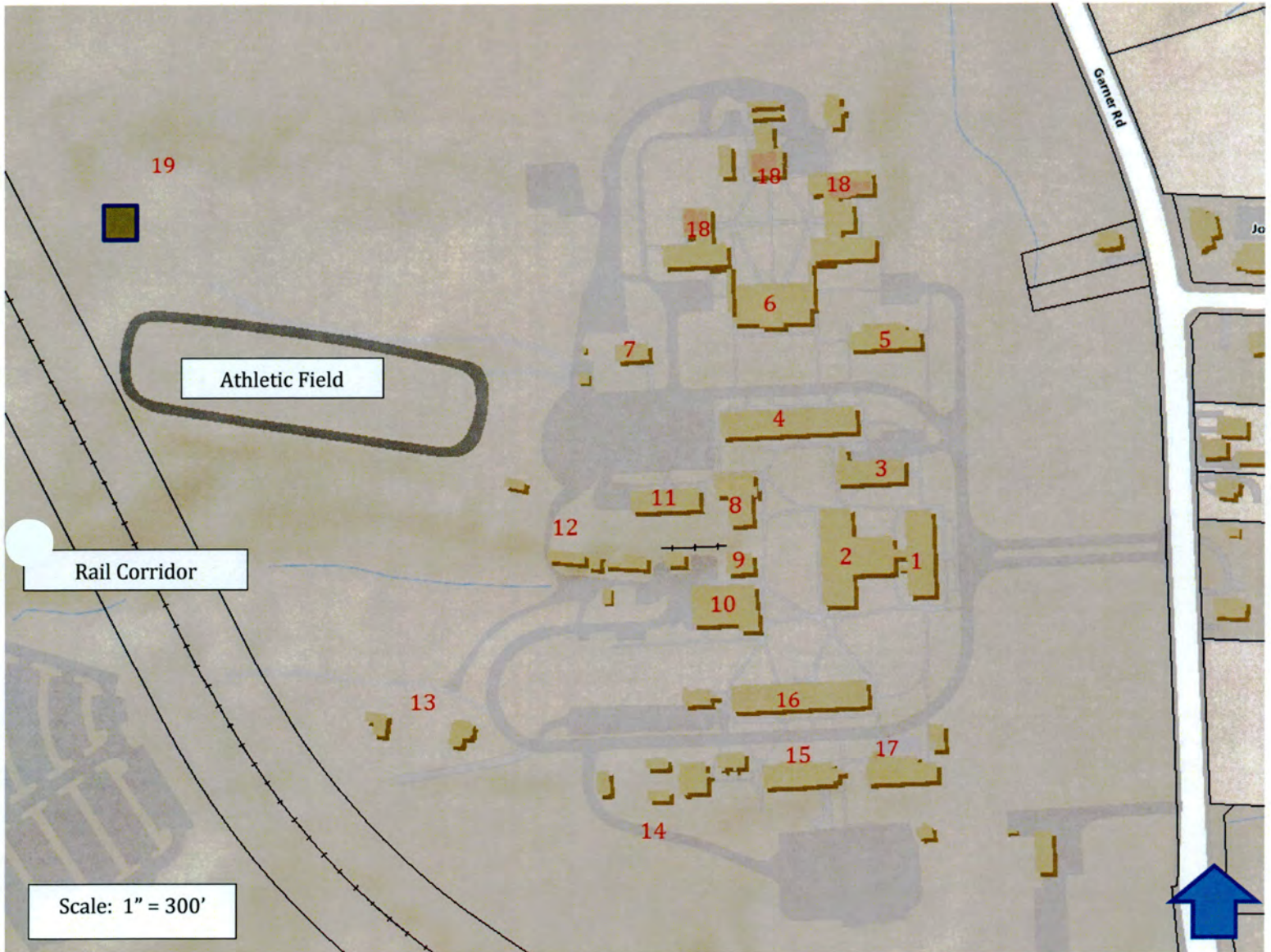
**Governor Morehead School, Colored Department, Historic District
School Campus, circa 1930**



Source: Crockett and Dease, 1991

Figure 26

Governor Morehead School, Colored Department, Historic District
Site Plan

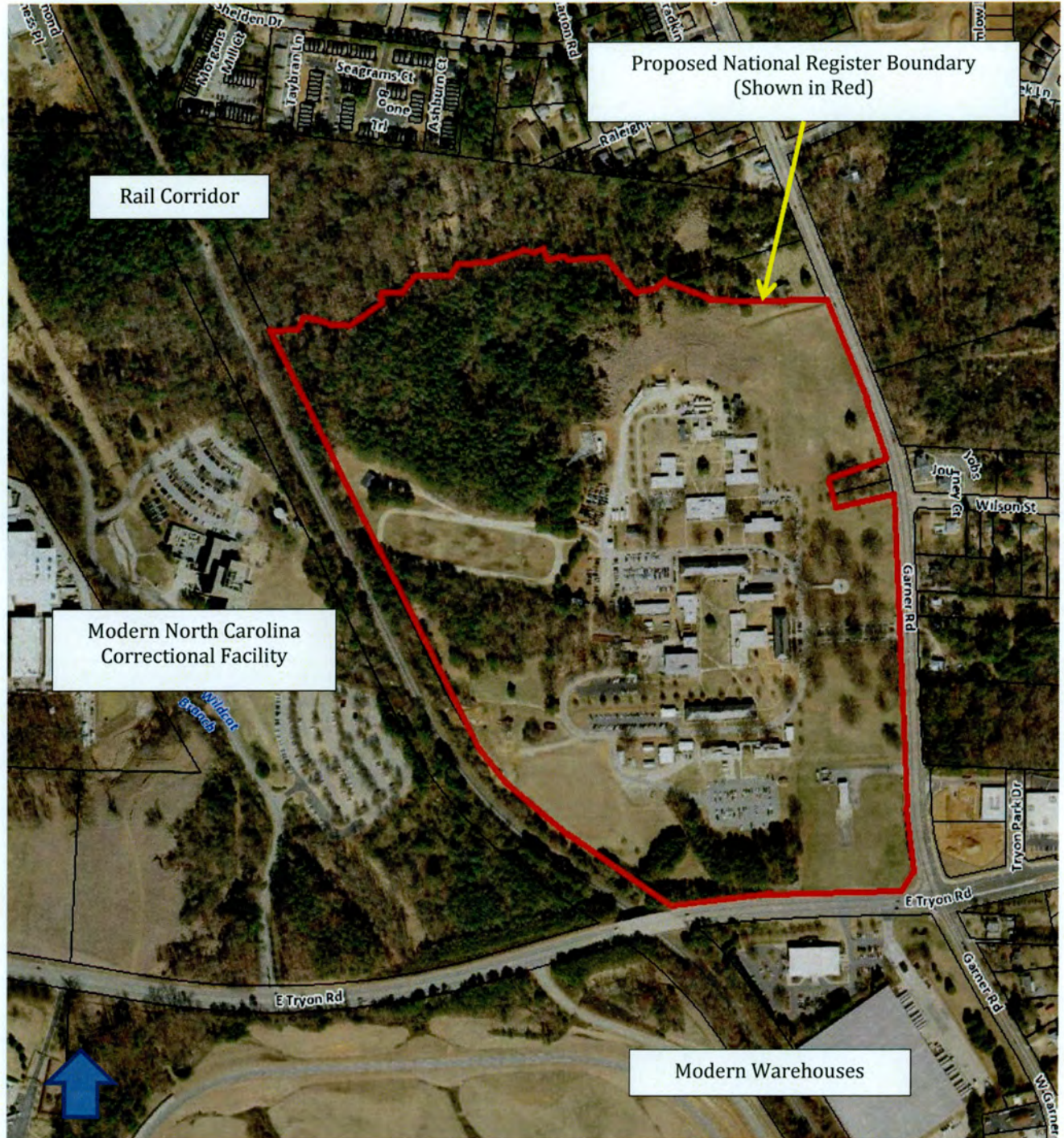


Key:

- | | | |
|---------------------------------------|--|-------------------------------------|
| 1. Administration Building (ca. 1930) | 8. Classroom Building (ca. 1960) | 15. Joel Jackson Cottage (ca. 1960) |
| 2. Auditorium Wing (ca. 1960) | 9. Heating Plant (ca. 1930) | 16. Boys' Dormitories (ca. 1930) |
| 3. Council Dining Hall (ca. 1930) | 10. Gymnasium (ca. 1960) | 17. Boys' Dormitory (ca. 1960) |
| 4. Girls' Dormitories (ca. 1930) | 11. Infirmary (ca. 1930) | 18. Classroom Buildings (ca. 1960) |
| 5. William Young Cottage (ca. 1960) | 12. Service Sheds (ca. 1960) | 19. Modern Dog Kennel |
| 6. Primary Classroom Bldg. (1964) | 13. Farmhouses (ca. 1900) | |
| Principal's House (ca. 1960) | 14. Agricultural Outbuildings (ca. 1900) | |

Figure 27

**Governor Morehead School, Colored Department, Historic District
Proposed National Register Boundary**



Source: Wake County Tax Map

Scale: 1" = 500'

**No. 71 Auburn Christian Church (WA0313)
(PIN 1730184702)**
1837 East Garner Road
Garner vicinity, Wake County



Physical Description (Plates 99-106; Figure 28)

Erected circa 1888, Auburn Christian Church sits on a 1.74-acre tract and faces south toward East Garner Road. The church is sited at the southeast corner of the parcel with a simple, gravel parking lot on the west side and a small cemetery to the north and northwest. Mature trees border the northern boundary. The church is a frame, gable-front, three-bay edifice resting on a fieldstone foundation with restrained Gothic Revival elements. The prominent entrance tower projects from the center of the elevation and is capped by a pinnacled, pyramidal roof with four small cross gables. Covered with weatherboard siding, the church has four-over-four light, double-hung, wood-sash windows with colored glass. The upper panes are rounded to resemble arched windows. Other exterior elements include gable returns, and corner boards. The double-leaf, horizontal-paneled doors are capped by a four-light transom. The doors appear to have been added in the 1920s. The concrete front steps and metal railing are modern.

There are two consecutive, one-story rear additions. The first addition, erected in the early twentieth century to increase seating space, has a side-gable roof and four-over-four light, wood-sash, double-hung windows, one of which dates to the early twentieth century and the other to recent decades. The second, classroom and fellowship hall addition was built in the 1970s and has a low, gable-front roof, vinyl siding, six-over-six light, double-hung windows, and a wooden handicap ramp along the west side.

The interior of the circa 1888 church retains its narthex and transept plan with a center aisle to the chancel. Hardwood floors and ceiling survive beneath later carpeting and acoustic-tiles. The plaster walls are original or were added in the early twentieth century. The church retains its original woodwork including paneled wainscoting; a wood-paneled transom above the entryway; and molded window and door surrounds. Probably added in the 1920s, Craftsman-style doors lead from the narthex to the nave. Other interior changes include an archway added between the chancel and nave; wood pews installed in the 1960s; a modern pulpit, communion table, and other chancel furniture; and modern light fixtures suspended from the ceiling. The 1970s rear addition houses a fellowship hall, classrooms, and a small kitchen. The fellowship hall has linoleum floors and wood-paneled wainscoting (Atwood 2012).

The church cemetery has approximately fifty-five gravestones that date from the 1930s to the present. The markers are simple and generally reflect national trends in gravestone designs. Several of the grave sites are marked with concrete, cylindrical head and foot markers (NCHPO files; Lally 1994: 416).



Plate 99. Auburn Christian Church, Looking Northeast.



Plate 100. Auburn Christian Church, West Elevation, Looking East.



Plate 101. Auburn Christian Church, Front (South) and Side (East) Elevations, Looking Northwest.



Plate 102. Auburn Christian Church, Side (East) Elevation Windows, Looking West.



Plate 103. Auburn Christian Church, Rear (North) Elevation, Modern Rear Addition, Looking South.



Plate 104. Auburn Christian Church, Interior, Nave, Looking Towards Entrance.



Plate 105. Auburn Christian Church, Interior, Doorway from Narthex to Nave.

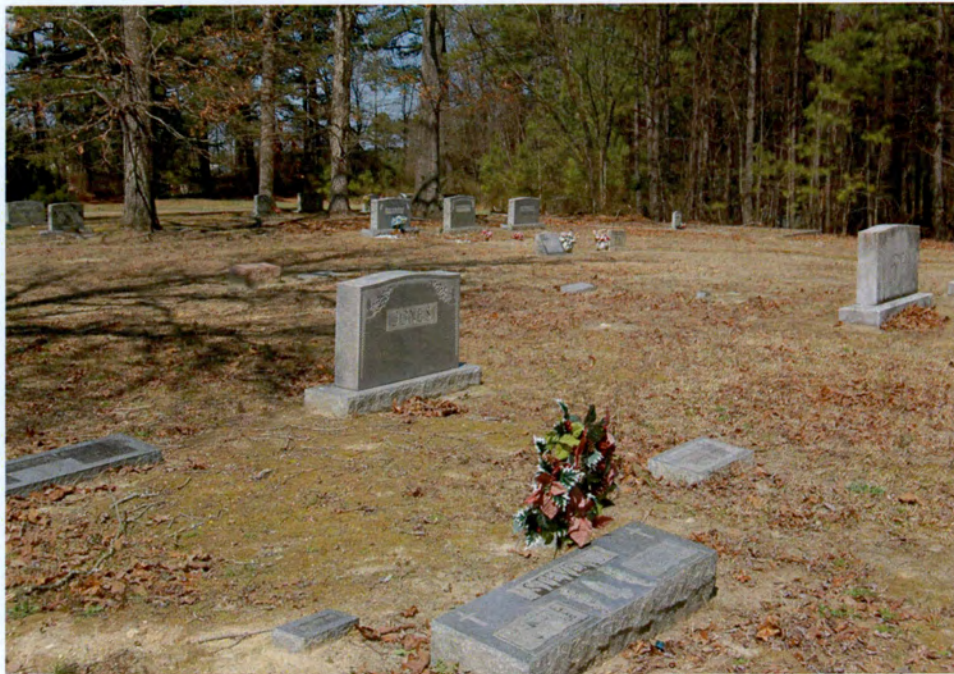


Plate 106. Auburn Christian Church, Cemetery, Looking South.

Historical Background

In December 1887, the North Carolina and Virginia Christian Conference purchased this tract of land in the Auburn community from William Watts. The congregants of Auburn Christian Church, which had been formed in 1884, probably erected the new edifice shortly after the purchase. The new church reflected the rapid growth in church membership in Wake County between the late nineteenth and early twentieth centuries, fueled by revivalism and the expansions of towns and villages. Located at the western edge of Auburn, the church served residents of this expanding settlement as well as surrounding farming families. The church cemetery reveals that its principal early members included the Pooles, Baileys, Fords, and Walkers. Auburn Christian Church remains active in St. Mary's Township (Lally 1993: E-61; Lally 1994: 416; Wake County Deed Books 101: 595, 2814: 402).

National Register Criteria Evaluation

For purposes of compliance with Section 106 of the National Historic Preservation Act (NHPA), Auburn Christian Church is recommended **eligible** for the National Register under Criterion C for architecture and under Criterion Consideration A: Religious Properties.

Integrity

Auburn Christian Church retains the seven aspects of integrity needed for National Register eligibility. The church has integrity of location, having occupied this site since its circa 1888 construction. The church grounds, including the cemetery and mature trees, preserves the historic rural feeling, association, and setting of the property. The design and workmanship of the church also remain essentially intact with its gable-front form; imposing tower capped by a pyramidal roof with cross gables; weatherboard siding; and original four-over-four light, double hung, wood-sash windows with rounded upper panes. The two later wings, constructed at the rear of the church and below the main roof ridge, are both distinct from and subordinate to the main block of the church building and do not detract from the historic form and design. The interior of the church retains its transept plan; paneled woodwork, and hardwood flooring and ceiling beneath modern coverings.

Criterion A

Auburn Christian Church is **not eligible** for the National Register under Criterion A (Event). To be eligible under Criterion A, the property must retain integrity and must be associated with a specific event marking an important moment in American prehistory or history or a pattern of events or historic trend that made a significant contribution to the development of a community, a state, or a nation. Furthermore, the property must have existed at the time and be documented to be associated with the events. Finally, the property's specific association must be important as well (National Park Service, *National Register Bulletin 15*: 12).

The church is not eligible under Criterion A because it is not associated with a specific event or patterns of events that make a significant contribution to the development of Wake County.

Criterion B

Auburn Christian Church is **not eligible** for the National Register under Criterion B (Person). For a property to be eligible for significance under Criterion B, it must retain integrity and 1) be associated with the lives of persons significant in our past, i.e. individuals whose activities are demonstrably important within a local, state, or national historic context; 2) be normally associated with a person's productive life, reflecting the time period when he/she achieved significance; and 3) should be compared to other associated properties to identify those that best represent the person's historic contributions. Furthermore, a property is not eligible if its only justification is that it was owned or used by a person who is or was a member of an identifiable profession, class, or social or ethnic group (National Park Service, *National Register Bulletin 15: 14*).

The church is not eligible under Criterion B because it is not associated with individuals whose activities were demonstrably important within a local, state, or national historic context.

Criterion C

Auburn Christian Church is **eligible** for the National Register under Criterion C (design/construction). For a property to be eligible under this criterion, it must retain integrity and either 1) embody distinctive characteristics of a type, period, or method of construction; 2) represent the work of a master; 3) possess high artistic value; or 4) represent a significant and distinguishable entity whose components may lack individual distinction (National Park Service, *National Register Bulletin 15: 17*).

Constructed circa 1888, Auburn Christian stands out in Wake County as a rare and substantially intact rural church from the late nineteenth century. In its form, plan, materials, and stylistic elements, the church represents a popular church design in rural Wake County during this period. Between the late 1870s and the early years of the twentieth century, rural congregations increasingly favored new, frame churches with design elements inspired by the Gothic Revival. While the traditional gable-front form and nave plan prevailed, these churches typically featured such hallmarks of the Gothic style as pointed-arch windows, vents, or doors, and pyramidal towers or steeples. As with Auburn Christian Church, many also were later expanded with rear additions for added seating and classroom space (Lally 1993: E-145 through E-146; Lally 1994: 114-117).

A small collection of such rural churches survive in the county. Two notable examples in the New Hill community are the 1888 New Hill Baptist Church (Study List 1990), built for white residents of the community, and the circa 1900 New Hill Missionary Baptist (Study List 1990), erected for its black residents. The two churches have similar designs with a central, pyramidal tower, pointed-arch windows and vents, and a pointed-arch transom over the main doorway. Other notable examples include the circa 1900 Collins Grove Baptist Church (Study List 1990) at Holleman's Crossroads and the 1876 Oak Grove Methodist Church on the Walnut Hill Plantation (Study List 1990) (Lally 1993: E-145 through E-146; Lally 1994: 231-232; 370-371).

Criterion D

Auburn Christian Church is **not eligible** for the National Register under Criterion D (potential to yield information). For a property to be eligible under Criterion D, it must meet two requirements: 1) the property must have, or have had, information to contribute to our understanding of human

history or prehistory; and 2) the information must be considered important (National Park Service, *National Register Bulletin 15*: 21).

The property is not eligible under Criterion D because it is not likely to yield any new information pertaining to the history of building design or technology.

Criteria Consideration A: Religious Properties

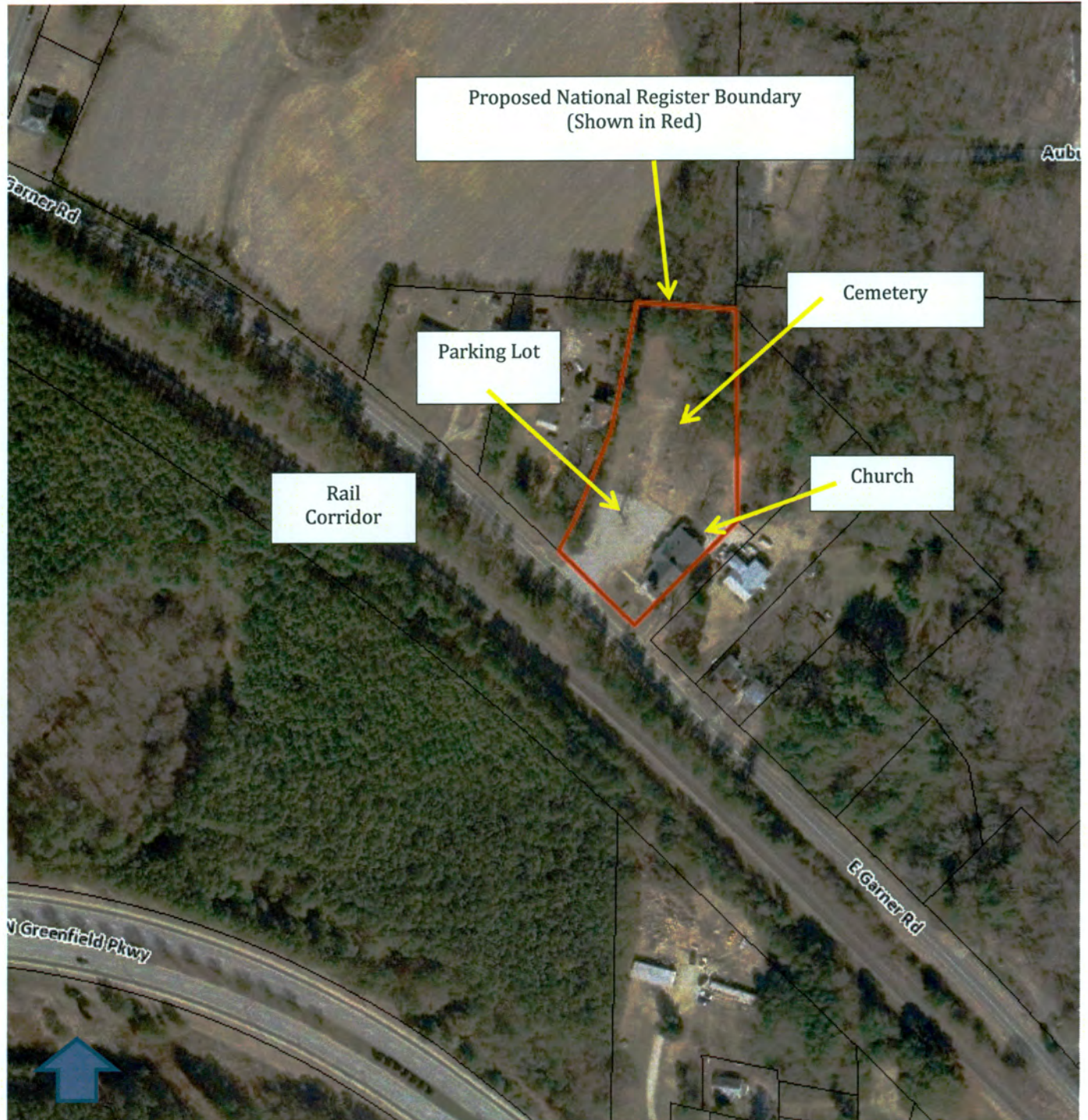
Auburn Christian Church is **eligible** for the National Register under Criteria Consideration A: Religious Properties. To be eligible under Criteria Consideration A, a religious property must derive its primary significance from architectural or artistic distinction or historical importance (National Park Service, *National Register Bulletin 15*: 26).

The church meets the eligibility thresholds set for religious properties under Criteria Consideration A. The church is primarily significant for its architectural merit. As noted above under Criterion C, Auburn Christian Church is a rare surviving rural church in Wake County that date to the late nineteenth century. The church retains its original form, materials, workmanship, plan, and key elements of design.

National Register Boundary Description and Justification

The proposed National Register boundary for Auburn Christian Church has been drawn according to the guidelines of National Register Bulletin 21, *Defining Boundaries for National Register Properties*. Shown on **Figure 28**, the boundary encompasses the 1.74-acre tax parcel historically associated with the church. The parcel encompasses the church and cemetery which are both contributing resources. The National Register boundary follows the right-of-way along East Garner Road.

Figure 28
Auburn Christian Church
Proposed National Register Boundary



Source: Wake County Tax Map

Scale: 1" = 180'

No. 78 William Watts House (WA0308)
(PIN 1730277241)
2036 East Garner Road
Garner vicinity, Wake County



Physical Description (Plates 107-114; Figure 29)

Located along the railroad corridor near the center of Auburn, the William Watts House faces north towards East Garner Road. Built in the late nineteenth century, the house occupies a 3.38-acre site that is now partially overgrown. No outbuildings survive on the tract.

The Watts House is a well-preserved, one and one-half story, frame dwelling with picturesque elements of design. The double-pile house has a cross-gable roof and retains its weatherboard siding, four-over-four light, double-hung, wood-sash windows, and hip-roofed front porch. The highly ornamented porch features elaborate spandrels at the tops of thin, paired posts, a frieze of fleur-de-lis pendants, and cutout balusters. The double-leaf front door has round-arched windows above square panels and is topped by a transom. The house has two interior, brick chimneys. The west brick chimney stack is a mid-twentieth century replacement with deteriorated brick corbelling. The east stack has been removed. Other exterior changes include a modern, standing-seam, metal roof and a rear shed appendage with asbestos shingles that was added in the mid-twentieth century. A door, centered on the east elevation, was probably added in the mid-twentieth-century. This entry has a concrete floor and is sheltered by a one-bay, hip-roofed porch supported by decorative metal supports.

The principal investigators did not gain access to the interior. Views from the front porch indicate that the inside is well-preserved. The house has a center-hall plan, original four-panel doors with molded surrounds, and picturesque mantels with ornately carved frieze boards.



Plate 107. William Watts House, Façade (North Elevation), Looking South.



Plate 108. William Watts House, Entrance and Porch, Looking South.



Plate 109. William Watts House, Porch Detail, Looking Southwest.



Plate 110. William Watts House, Façade (North Elevation) and Side (East) Elevation, Looking Southwest.



Plate 111. William Watts House, Side (East) Elevation, Looking West.



Plate 112. William Watts House, Detail of Cornice and Eaves, West Elevation, Looking East.



Plate 113. William Watts House, Window, Side (West) Elevation, Looking East.



Plate 114. William Watts House, Rear Appendage, Looking West

Historical Background

This house was constructed in the late nineteenth century by merchant and farmer, William Watts (1848-1928). Watts was born in Plymouth, England and in 1872 migrated with his brother Samuel to St. Mary's Township in Wake County. The brothers opened Watts Store in Auburn in 1880. In addition to running the store, William Watts also acquired farmland around the Auburn community. According to the 1891 *Branson's Directory of Raleigh and Wake County*, Watts possessed 189 acres valued at \$1,000. By 1900, he had quit the mercantile business to become a full-time farmer. Watts and his wife, Emma (1852-1939), had no children, but the house remains in the Watts family (NCHPO File; Lally 1994: 415-416; Wake County Deed Book 533: 46; William Watts, <http://www.findagrave.com> 2009; Branson 1891).

National Register Criteria Evaluation

For purposes of compliance with Section 106 of the National Historic Preservation Act (NHPA), the William Watts House is recommended **eligible** for the National Register under Criterion C for architecture.

Integrity

The William Watts House retains its integrity of location, feeling, association, and setting. The house occupies its original location in the Auburn community, and its trackside site maintains its historic association with the railroad that runs through the community. Although no outbuildings remain and a portion of the property is now overgrown, the house still has its rural feeling and setting, occupying a three-acre tract shaded by mature trees. The house also has integrity of design, workmanship, and materials. The Watts house retains its original double-pile form; weatherboard siding; cross-gable roof; four-over-four light, double-hung, wood-sash windows; and highly embellished, picturesque front porch. The interior plan and woodwork, including mantels and principal doors, also appear to remain intact.

Criterion A

The William Watts House is **not eligible** for the National Register under Criterion A (Event). To be eligible under Criterion A, the property must retain integrity and must be associated with a specific event marking an important moment in American prehistory or history or a pattern of events or historic trend that made a significant contribution to the development of a community, a state, or a nation. Furthermore, the property must have existed at the time and be documented to be associated with the events. Finally, the property's specific association must be important as well (National Park Service, *National Register Bulletin 15: 12*).

The house is not eligible under Criterion A because it is not associated with a specific event or patterns of events that make a significant contribution to the development of Wake County or the region. The property's farmland and agricultural outbuildings no longer remain intact to illustrate significant agricultural patterns in Wake County during the late nineteenth and early twentieth centuries.

Criterion B

The William Watts House is **not eligible** for the National Register under Criterion B (Person). For a property to be eligible for significance under Criterion B, it must retain integrity and 1) be associated with the lives of persons significant in our past, i.e. individuals whose activities are demonstrably important within a local, state, or national historic context; 2) be normally associated with a person's productive life, reflecting the time period when he/she achieved significance; and 3) should be compared to other associated properties to identify those that best represent the person's historic contributions. Furthermore, a property is not eligible if its only justification is that it was owned or used by a person who is or was a member of an identifiable profession, class, or social or ethnic group (National Park Service, *National Register Bulletin 15: 14*).

The Watts House is not eligible under Criterion B because it is not associated with individuals whose activities were demonstrably important within a local, state, or national historic context.

Criterion C

The William Watts House is **eligible** for the National Register under Criterion C (design/construction). For a property to be eligible under this criterion, it must retain integrity and either 1) embody distinctive characteristics of a type, period, or method of construction; 2) represent the work of a master; 3) possess high artistic value; or 4) represent a significant and distinguishable entity whose components may lack individual distinction (National Park Service, *National Register Bulletin 15: 17*).

A conservative blend of symmetrical form with picturesque detailing, this dwelling remains a well-preserved and stylish example of the houses erected for successful farmers and merchants in the late nineteenth century in rural Wake County. These houses typically combined conservative, traditional forms and plans with stylish ornamentation inspired by the national picturesque movement. The adoption of popular motifs was facilitated by the growing reach of the railroads, the proliferation of architectural pattern books, and the growth of lumber mills and sash-and-blind factories in and around Raleigh. Intact expressions of these houses are now rare in Wake County. Notable examples near Auburn include the Pool House at Hickory View Farm (Study List 1990), the Penny House (DOE 2012) in the Mount Moriah community, and the William Poole House (Study List 1990). Intact small-town examples include the James Pugh, Page-Hamilton, and Williamson Page House in Morrisville. As with the William Watts House, all these houses feature nearly identical picturesque sawnwork, suggesting a common manufacturer whose millwork was shipped into Morrisville and Auburn via the North Carolina Railroad (Lally 1993: E-133 through E-134; Lally 1994: 99-101, 323-324, 416).

Criterion D

The William Watts House is **not eligible** for the National Register under Criterion D (potential to yield information). For a property to be eligible under Criterion D, it must meet two requirements: 1) the property must have, or have had, information to contribute to our understanding of human history or prehistory; and 2) the information must be considered important (National Park Service, *National Register Bulletin 15: 21*).

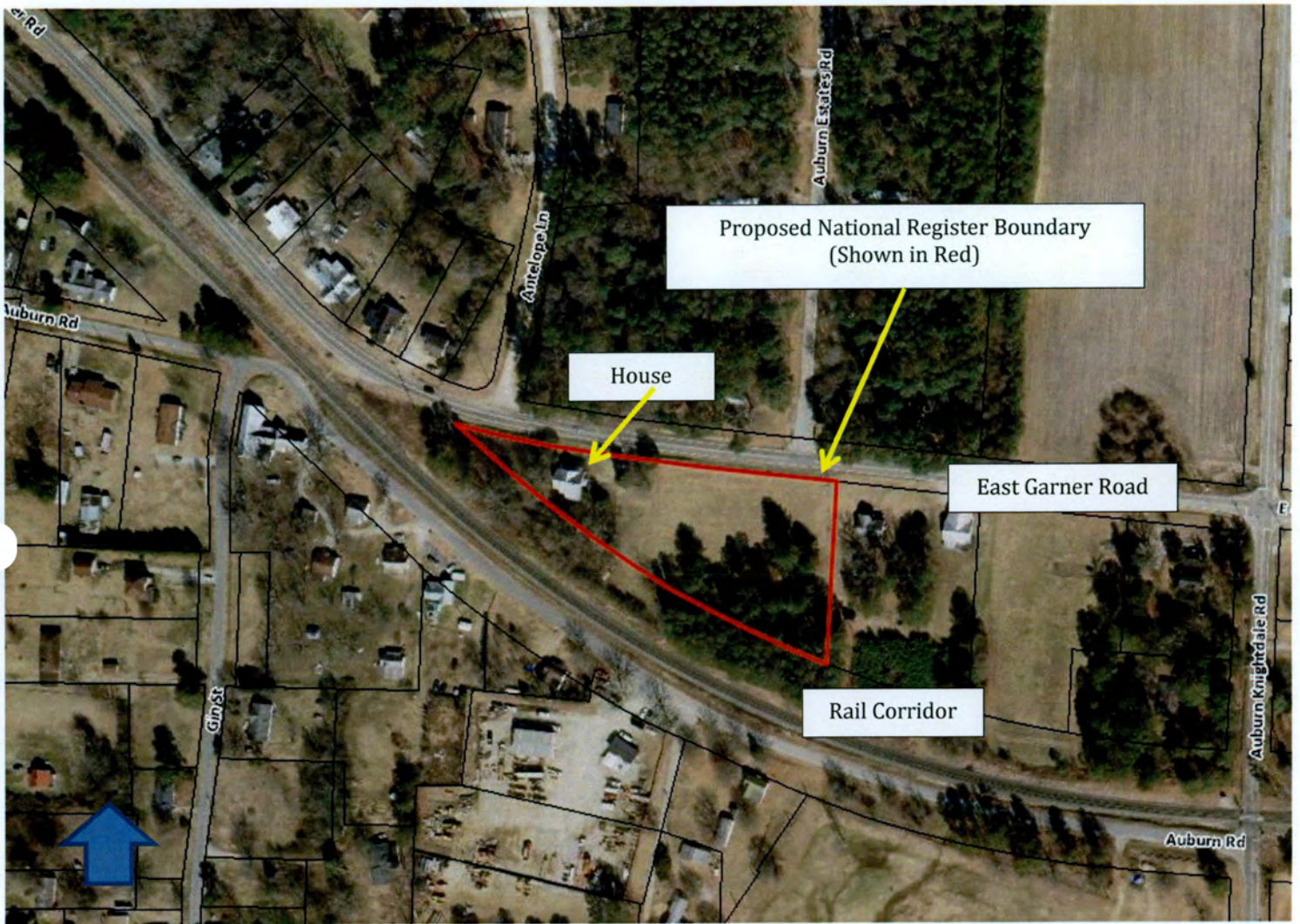
The property is not eligible under Criterion D because it is not likely to yield any new information pertaining to the history of building design or technology.

National Register Boundary Description and Justification

The National Register boundary for the William Watts House has been drawn according to the guidelines of National Register Bulletin 21, *Defining Boundaries for National Register Properties*.

The proposed National Register boundary conforms to the existing 3.38-acre tax parcel on the house sits. The house is the only resource on the site. Depicted in **Figure 29**, the recommended boundary follows the rights-of way along the rail corridor and East Garner Road.

Figure 29
William Watts House
Proposed National Register Boundary



Source: Wake County Tax Map

Scale: 1" = 300'

C. Properties Evaluated as Not Eligible for the National Register

No. 1 Commercial Block (WA2883)
(Determination of Eligibility 1994)
(PIN 1703496306)
530 Hillsborough Street
Raleigh, Wake County



Physical Description (Plates 115-119; Figures 30-31)

This two-story, brick commercial block faces south onto Hillsborough Street at its intersection with Glenwood Avenue. The Norfolk Southern Railway corridor defines the east side of the site. Constructed circa 1915, the free-standing building reflects the Colonial Revival style in its deep, modillioned cornice below a flat roof parapet with cast stone coping. A cornice of cast stone and corbelled brickwork also separates the first and second stories. On the front and west (facing Glenwood Avenue) elevations, the second story is divided into large, recessed panels defined by brick pilasters and brick corbeling atop soldier courses. These recessed panels enclosed the window bays which are primarily three-over-one light, double-hung, wood-sash replacements with original cast-stone sills and lintels of brick soldier courses. Large, steel-sash display windows, divided by brick pilasters, now extend across the first story of the front elevation, wrapping around the west elevation before terminating at an exterior staircase to the basement. The storefront appears to date to a mid-century remodeling. A secondary entrance in the northernmost bay of the west elevation also underwent this same mid-century alteration. The front and west elevations also feature decorative cast-stone, diamond motifs. The east elevation, which faces the railroad corridor, has a simpler exterior. Here the modillioned cornice wraps around from the front elevation to terminate at the southernmost bay where a stepped parapet then continues across the elevation. Simple, brick stringcourses on this elevation also mark the lines of the more elaborate cornices found on the principal elevations. The utilitarian rear elevation has segmental-arched windows with replacement sash and both original segmental-arched doorways with transoms and modern flat-arched entrances. Several original windows have been bricked infilled.

The principal investigators did not gain access to the interior. However, views from the ground-floor display windows reveal an open plan that accommodates its current use as adaptable office space. Until at least 1963, the first floor was divided into four storefront units. A rear stairway in the northwest corner leads to second-story offices.



Plate 115. Commercial Block, Front (South) Elevation, Looking North.



Plate 116. Commercial Block, Side (West) Elevation, Looking East.



Plate 117. Commercial Block, Side (East) Elevation, Looking West.

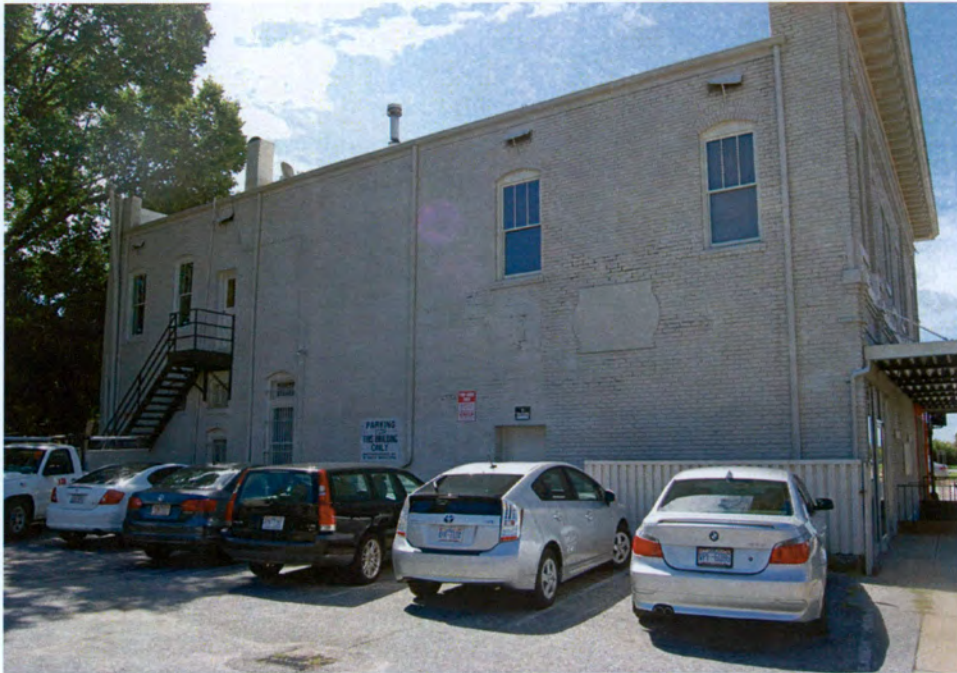


Plate 118. Commercial Block, Rear (North) Elevation, Looking South.



Plate 119. Commercial Block, First Story of Front Elevation, Looking West along Hillsborough Street.

Historical Background

In 1914, Alexander Webb purchased this parcel of land from the Norfolk Southern Railway. A prominent Raleigh businessman, Webb was an executive with the North Carolina Home Insurance Company and president of the Raleigh Chamber of Commerce. The building was constructed circa 1915, replacing a house on the property. In the early twentieth century, Hillsborough Street was a major residential thoroughfare served by an east-west streetcar line linking the center city with western suburbs. With the growth of the predominantly middle-class subdivisions of Boylan Heights (1907) and Cameron Park (1910) west of downtown, this substantial retail block profited from its advantageous location at the corner of Hillsborough Street and Glenwood Avenue. In ensuing decades, with the rise of the automobile and the steady growth of western Raleigh, Hillsborough Street was transformed into a commercial artery. While houses were often replaced with automobile-oriented land uses, this commercial block, with its traditional retail form and the absence of off-street parking, expressed the area's early phase of commercial growth that was geared to the trolley and pedestrian traffic (NCHPO Files; Wake County Deed Book 283: 535; Brown 1983: 31-42; Bishir and Southern 2003: 116, 123, 125.).

According to the 1915-1916 Raleigh business directory, a grocery store (the Hillsboro Street Market) was located in the newly opened commercial block. The building soon contained three stores, a corner pharmacy and two groceries. The second floor housed offices. By the mid-twentieth century, the first floor had four stores including a corner drugstore, a variety of retail shops, and a restaurant on the east side. Since 1963, the partitions between the units have been removed to create an open interior. The building currently contains professional offices (Hill Directory Company 1915-1916, 1963).

National Register Criteria Evaluation

This circa 1915 commercial block was evaluated and determined eligible for the National Register in 1994. However, for purposes of compliance with Section 106 of the National Historic Preservation Act (NHPA), the commercial block is now considered **not eligible** for the National Register under any criterion because of a loss of integrity. The building storefronts and interior have been heavily altered since 1963.

Integrity

The commercial block no longer possesses the seven aspects of integrity needed for National Register eligibility. The property retains its integrity of location and setting, having occupied this site on Hillsborough Street between Glenwood Avenue and the railroad since its circa 1915 date of construction. However, the building has lost much of its integrity of association, feeling, design, materials, and workmanship through extensive alterations. The building retains some elements of its original Colonial Revival design, including its rough-cut brick exterior, modillioned cornice, decorative brickwork, and both segmental-arched and flat-arched window bays. However, the first-story storefronts were completely remodeled after 1963 with full-height, metal-sash display windows and metal-sash glass doors. In addition, the interior, which originally contained separate storefront units, now has a single, open plan with exposed steel posts and beams.

Criterion A

The commercial block is **not eligible** for the National Register under Criterion A (Event). To be eligible under Criterion A, the property must retain integrity and must be associated with a specific event marking an important moment in American prehistory or history or a pattern of events or historic trend that made a significant contribution to the development of a community, a state, or a nation. Furthermore, the property must have existed at the time and be documented to be associated with the events. Finally, the property's specific association must be important as well (National Park Service, *National Register Bulletin 15: 12*).

The Commercial Block is not eligible under Criterion A because it is not associated with a specific event or patterns of events that make a significant contribution to the development of Raleigh and Wake County. The property no longer has the integrity to illustrate the changing patterns of commercial development in Raleigh during the early twentieth century.

Criterion B

The commercial block is **not eligible** for the National Register under Criterion B (Person). For a property to be eligible for significance under Criterion B, it must retain integrity and 1) be associated with the lives of persons significant in our past, i.e. individuals whose activities are demonstrably important within a local, state, or national historic context; 2) be normally associated with a person's productive life, reflecting the time period when he/she achieved significance; and 3) should be compared to other associated properties to identify those that best represent the person's historic contributions. Furthermore, a property is not eligible if its only justification is that it was owned or used by a person who is or was a member of an identifiable profession, class, or social or ethnic group (National Park Service, *National Register Bulletin 15: 14*).

The property is not eligible under Criterion B because it is not associated with individuals whose activities were demonstrably important within a local, state, or national historic context.

Criterion C

The commercial block is **not eligible** for the National Register under Criterion C (design/construction). For a property to be eligible under this criterion, it must retain integrity and either 1) embody distinctive characteristics of a type, period, or method of construction; 2) represent the work of a master; 3) possess high artistic value; or 4) represent a significant and distinguishable entity whose components may lack individual distinction (National Park Service, *National Register Bulletin 15: 17*).

The Commercial Block is not considered eligible under Criterion C. With the modernization of its storefronts and interior, the building no longer has the integrity to illustrate Colonial Revival commercial architecture in Raleigh during the early twentieth century.

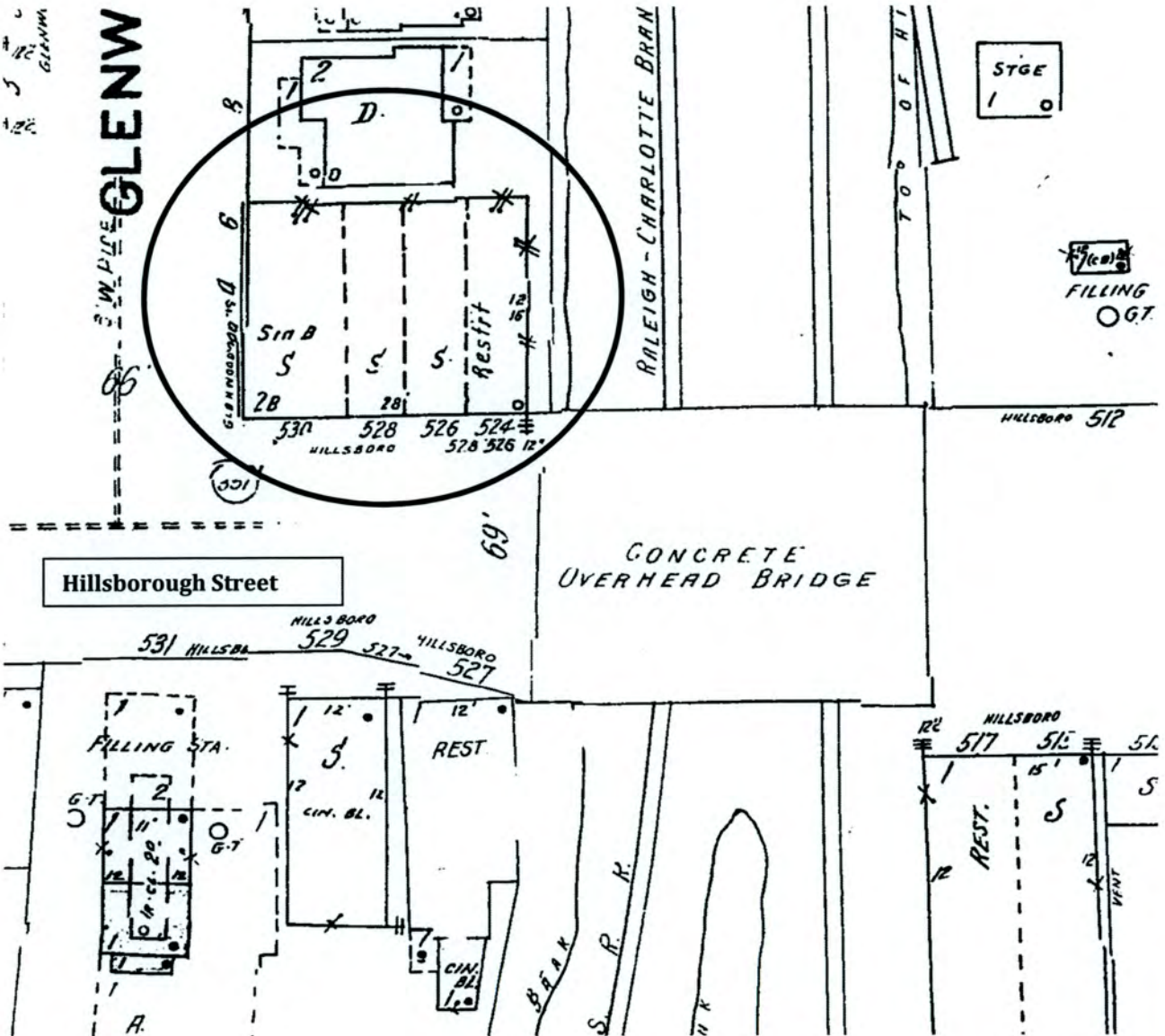
Criterion D

The commercial block is **not eligible** for the National Register under Criterion D (potential to yield information). For a property to be eligible under Criterion D, it must meet two requirements: 1) the property must have, or have had, information to contribute to our understanding of human history or prehistory; and 2) the information must be considered important (National Park Service, *National Register Bulletin 15: 21*).

The property is not eligible under Criterion D because it is not likely to yield any new information pertaining to the history of building design or technology.

Figure 30

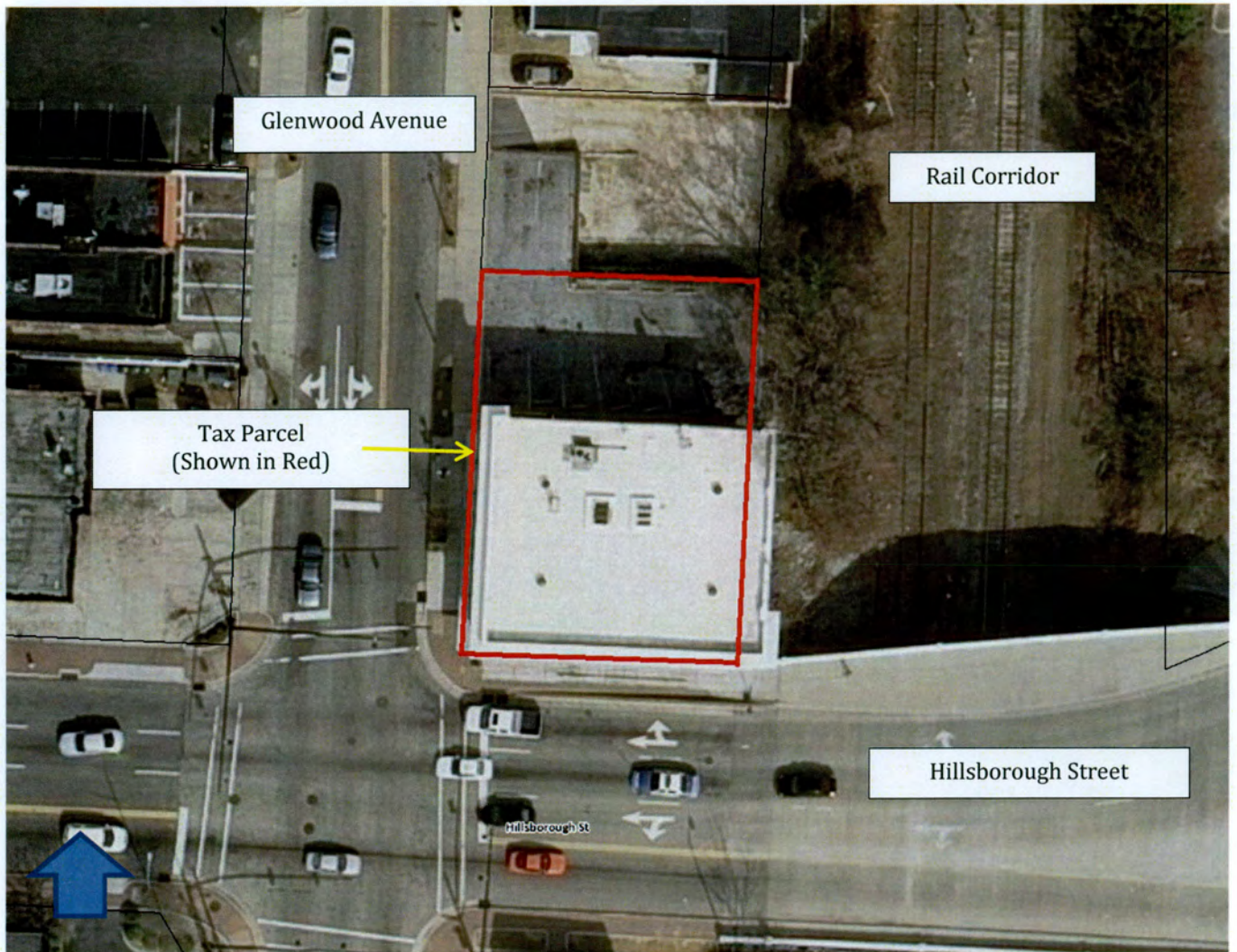
Commercial Block
1914-1950 Sanborn Map



Source: Sanborn Map Company

Figure 31

Commercial Block
Site Plan



Source: Wake County Tax Map

Scale: 1" = 50'

**No. 29 Old Fourth Ward Historic District
(WA4082) (Study List 1989)**

West Cabarrus Street, West Lenoir Street,
West South Street, Dorothea Drive, and
Rosengarten Street
Raleigh, Wake County



Physical Description (Plates 120-127; Figures 32-35)

Located southwest of center-city Raleigh, the Old Fourth Ward Historic District contains a variety of frame houses dating from the late nineteenth to the early twentieth centuries; mid-twentieth century warehouses; and modern residential and commercial construction. Much of Raleigh's Fourth Ward was demolished during the urban renewal campaigns in the 1970s, but the most intact surviving section of the ward was placed on the Study List in 1989. This area includes all or parts of seven blocks and is loosely defined by West Cabarrus Street (north), Dorothea Drive (south), South West Street (east), and Rosengarten Street and the rear parcel lines of properties facing Florence Street (west). The northern end is now known as Rosengarten Park, and new houses following residential designs popular in the early twentieth century fill narrow Rosengarten Street (Alley) and individual parcels along adjoining streets.

The APE skirts the north side of this Study List historic district along West Cabarrus and South West streets. Within the area where the APE and the Old Fourth Ward Historic District boundary overlap are two properties, both warehouses, that are fifty years of age or older. Located at 505 and 518 South West Street, the two inventoried warehouses were determined not individually eligible for the National Register (see Resource Nos. 30-31 in the Inventory List, Appendix A).

After consultation, the NCHPO decided that only the northeast corner of the Old Fourth Ward Historic District, where the APE crosses into the district, would be evaluated for eligibility. Depicted in **Figure 35**, this area of the Study List historic district is defined by South West Street (east); West Lenoir Street (south), South Saunders Street (west), and West Cabarrus Street (north). An examination of the 1914 and 1914-1950 Sanborn maps reveals that this area developed primarily during the early and middle decades of the twentieth century (**Figures 32-33**). Mostly residential, the area contained blocks of closely spaced, frame dwellings occupied by African American families. By 1950, the two inventoried warehouses on South West Street had replaced dwellings.

This northeast portion of the Old Fourth Ward Historic District has changed significantly since the 1989 Study List. The 500 block of South West Street, historically lined with the homes of African Americans, has been largely redeveloped with parking lots and warehouses. Only two houses dating to the historic period remain within this block of South West Street. The south side of the 400 and 500 blocks of West Cabarrus Street, which also contained dwellings occupied by African Americans in 1914 and a mix of dwellings and warehouses in the 1950s, is now only warehouses and parking lots.

The most intact areas in this northeast corner are south and west of the APE within the 500 blocks of West Lenoir Street and South Saunders Street. They remain characterized by one-story, frame

dwellings built for African Americans in the 1910s. Typical of most of the surviving early twentieth century dwellings in the Old Fourth Ward Historic District, they have been remodeled with modern replacement siding, windows, and porch posts. Nonetheless, they retain original forms, scale, settings, and associations, and express original patterns of development. The north side of the 500 block of West Lenoir Street includes a row of five circa 1910 dwellings (516-524 West Lenoir Street). They have traditional rectangular, single-pile forms with three-bay facades and side-gable roofs. The 500 block of South Saunders Street clearly illustrates the one-story, single-pile and double-pile house types and densely packed pattern of construction that characterized the historical geography of the Fourth Ward.



Plate 120. Old Fourth Ward Historic District, Warehouse (No. 30), 505 South West Street (Within the APE), Looking South.



Plate 121. Old Fourth Ward Historic District, Warehouse (No. 31), 518 South West Street (Within the APE), Looking West.



Plate 122. Old Fourth Ward Historic District, Modern Warehouse within the APE, South Side, 400 Block of West Cabarrus Street, Looking East towards South Harrington Street.



Plate 123. Old Fourth Ward Historic District, Parking Lot, West Side, 500 Block of South West Street, Looking South.



Plate 124. Old Fourth Ward Historic District, 500 Block of South Saunders Street, Looking North.



Plate 125. Old Fourth Ward Historic District, 500 Block of South Saunders Street, Looking North from West Lenoir Street.



Plate 126. Old Fourth Ward Historic District, 513-515 South Saunders Street, Looking East.



Plate 127. Old Fourth Ward Historic District, North Side, 500 Block of West Lenoir Street, Looking Northwest.

Historical Background

Raleigh's Fourth Ward took shape as a predominately African American neighborhood in the years after the Civil War. Located southwest of the center city, the neighborhood encompassed the subdivided Robert Cannon estate and the African American neighborhood of Hayti. Hayti boasted four churches and the Washington Graded School for African American students. In 1924, Washington High School for African Americans was also constructed in Fourth Ward. With Jim Crow laws in the late nineteenth and early twentieth centuries, this area became a center of African American life in Raleigh. At its height, Fourth Ward comprised over 600 houses, a commercial enclave, churches, lodges, and schools. At the turn of the twentieth century, sixty-six percent of its 3,000 residents were African American, the highest percentage among the city's four wards. In the early decades of the twentieth century, white developer and landlord, Milford Gurney, owned a number of the dwellings in Fourth Ward. Representing common house types throughout this neighborhood and other African American areas of the city, they were typically shotgun houses and double-shotguns sited on narrow lots (Mattson 1988: 14-16).

Within the APE, two inventoried warehouses stand in the northeast corner of the Old Fourth Ward Historic District. Both have been determined not individually eligible for the National Register (see Resource Nos. 30-31 in the Inventory List, Appendix A). The warehouse at 505 South West Street was erected in the 1920s by R. H. Ray and was owned by the Farris Antone family between 1933 and 1973. The warehouse at 518 South West Street was built in the mid-1940s, and by 1950 was owned by the Electric Motor and Repair Company with R. E. Ward as president. Oriented to the railroad corridor and distribution activities just north of Fourth Ward, both warehouses were owned by white businessmen and replaced dwellings occupied by African Americans (Sanborn Map

Company 1914, 1914-1950; Hill Directory Company 1950; Wake County Deed Books 1078: 486, 1439: 263).

In the northeast corner of Fourth Ward, south and west of the APE, rows of primarily one-story, frame rental houses for African Americans filled West Lenoir, South Saunders, and South West streets by the early twentieth century. Raleigh's city directories of the 1910s record these residents. For example, in 1917, laborers John Reinshaw, Fredrick Douglas, George Davis, and Isaac Douglas, and driver G. L. Smith lived in the houses at 516-542 West Lenoir Street. The dwellings at 505-515 South Saunders were inhabited by laborers, Frank Crosson, Charles Hilliard, Albert Chapman, Coleman Davis, and William Evans, and railroad fireman, Elmer Burt (Hill Directory Company 1917; Sanborn Map Company 1914).

Although a great deal of historic Fourth Ward was demolished during 1970s urban renewal projects, several blocks around the heart of the ward retain closely arranged, frame dwellings erected primarily in the early twentieth century. New houses that reflect early twentieth century residential designs now fill Rosengarten Alley and portions of other streets. The historic Fourth Ward neighborhood is now known as Rosengarten Park (Wiggins 2010; Rosengarten Park. www.bythewye.com. 20 October 2010).

National Register Criteria Evaluation

The Old Fourth Ward Historic District was placed on the Study List in 1989. Because only a small portion of the historic district overlaps with the APE for this project, the NCHPO decided that the current evaluation of eligibility would be limited to this area of overlap at the northeast corner of the historic district. For purposes of compliance with Section 106 of the National Historic Preservation Act (NHPA), the portion of the historic district boundary within the APE has been reduced one block south from the original 1989 Study List boundary along West Cabarrus Street to West Lenoir Street. The dwellings along the 500 block of West Lenoir, as well as along the 500 block of South Saunders Street remain substantially intact. As represented by the surviving houses along these blocks, the historic district is recommended **eligible** for the National Register under any Criterion A for African American heritage and Criterion C for architecture. However, as noted above, this report does not evaluate the eligibility of the entire historic district, most of which is located well beyond the current APE.

Integrity

As defined for the 1989 Study List, the entire northeast section of the Old Fourth Ward Historic District no longer possesses the seven aspects of integrity needed for National Register eligibility. The blocks of houses illustrated in the 1914 Sanborn map of the area have been demolished and replaced mostly by modern commercial buildings and parking lots. At present, the most substantially intact blocks in this section are the 500 blocks of West Lenoir and South Saunders streets. A number of dwellings erected in the early twentieth century survive within these blocks, illustrating the development of the Fourth Ward as a significant African American neighborhood in Raleigh. Although modernized with replacement sidings, windows, and porch posts, these houses retain their original forms, key design elements, and spatial patterns of development.

Criterion A

As represented by the 500 blocks of West Lenoir and South Saunders streets, the Old Fourth Ward Historic District is **eligible** for the National Register under Criterion A (Event), for African American heritage. To be eligible under Criterion A, the property must retain integrity and must be associated with a specific event marking an important moment in American prehistory or history or a pattern of events or historic trend that made a significant contribution to the development of a community, a state, or a nation. Furthermore, the property must have existed at the time and be documented to be associated with the events. Finally, the property's specific association must be important as well (National Park Service, *National Register Bulletin 15: 12*).

The rows of tightly spaced, frame dwellings erected for African Americans along West Lenoir and South Saunders streets clearly represent the rise of Fourth Ward as a premier African American neighborhood in Raleigh during the early twentieth century.

Criterion B

The Old Fourth Ward Historic District is **not eligible** for the National Register under Criterion B (Person). For a property to be eligible for significance under Criterion B, it must retain integrity and 1) be associated with the lives of persons significant in our past, i.e. individuals whose activities are demonstrably important within a local, state, or national historic context; 2) be normally associated with a person's productive life, reflecting the time period when he/she achieved significance; and 3) should be compared to other associated properties to identify those that best represent the person's historic contributions. Furthermore, a property is not eligible if its only justification is that it was owned or used by a person who is or was a member of an identifiable profession, class, or social or ethnic group (National Park Service, *National Register Bulletin 15: 14*).

The historic district as represented by the 500 blocks of West Lenoir and South Saunders streets is not eligible under Criterion B because it is not associated with individuals whose activities were demonstrably important within a local, state, or national historic context.

Criterion C

As represented by the 500 blocks of West Lenoir and South Saunders streets, the Old Fourth Ward Historic District is **eligible** for the National Register under Criterion C (design/construction). For a property to be eligible under this criterion, it must retain integrity and either 1) embody distinctive characteristics of a type, period, or method of construction; 2) represent the work of a master; 3) possess high artistic value; or 4) represent a significant and distinguishable entity whose components may lack individual distinction (National Park Service, *National Register Bulletin 15: 17*).

The blocks of frame dwellings along West Lenoir and South Saunders streets dating to the early twentieth century clearly illustrate the prevalent house types erected in Raleigh's African American neighborhoods during this period. The houses possess intact forms on typically narrow lots and illustrate original methods of construction. Although many of the houses have been modernized with replacement sidings, windows, and porch posts, their original forms and spatial patterns survive intact.

Criterion D

The Old Fourth Ward Historic District, as represented by the 500 blocks of West Lenoir and South Saunders streets, is **not eligible** for the National Register under Criterion D (potential to yield information). For a property to be eligible under Criterion D, it must meet two requirements: 1) the property must have, or have had, information to contribute to our understanding of human history or prehistory; and 2) the information must be considered important (National Park Service, *National Register Bulletin 15: 21*).

The historic district along these streets is not eligible under Criterion D because it is not likely to yield any new information pertaining to the history of building design or technology.

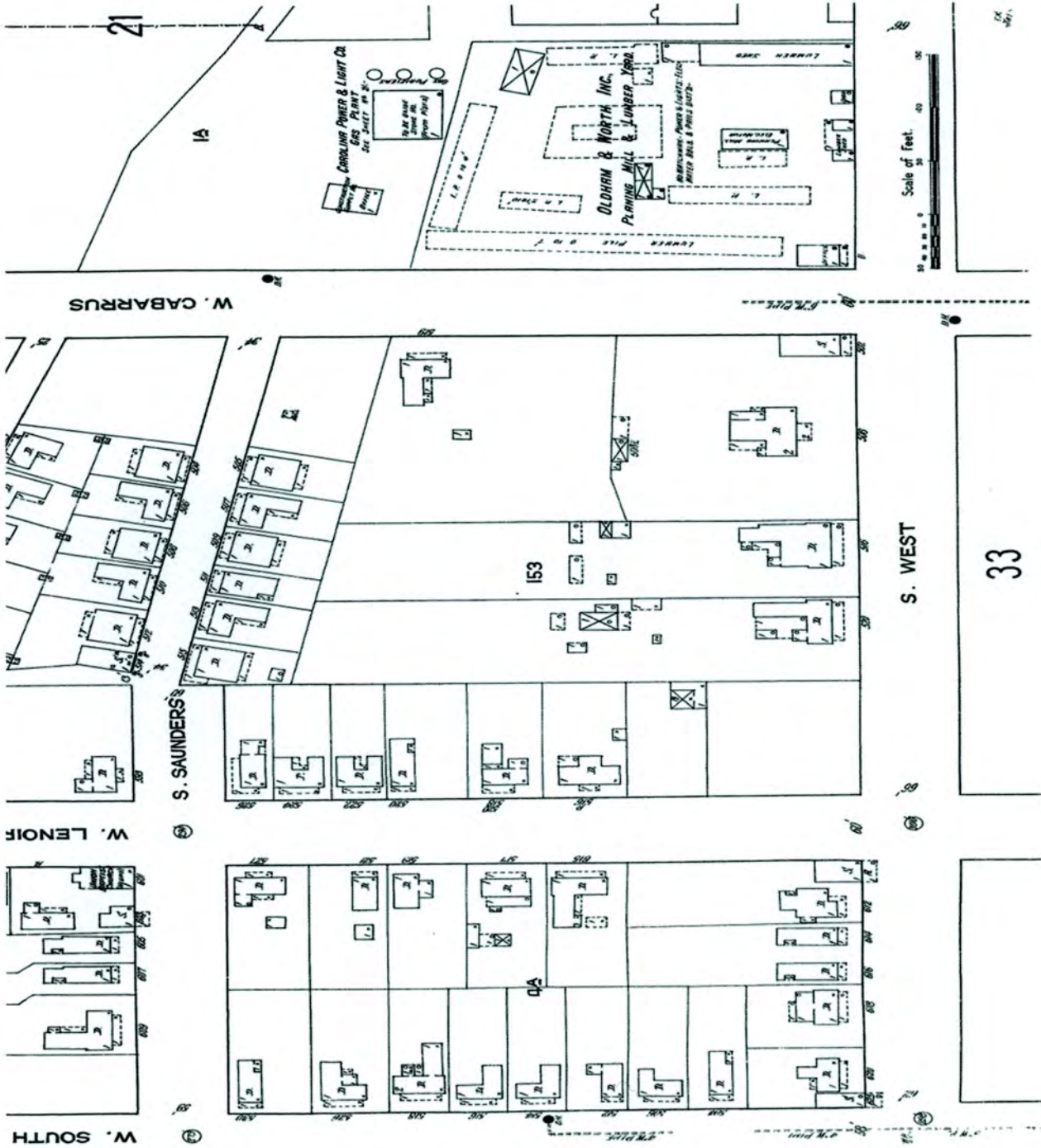
Proposed National Register Boundary Amendment – Description and Justification

The National Register boundary amendment for the northeast corner of the Old Fourth Ward Historic District North has been drawn according to the guidelines of National Register Bulletin 21, *Defining Boundaries for National Register Properties*.

Based on the current field investigation, the principal investigators recommend a National Register boundary reduction on the northeast side of the Old Fourth Ward Historic District (see **Figure 34** for 1989 Study List Boundary). Specifically, the boundary would be moved one block south to West Lenoir Street from its former border along West Cabarrus Street. Because of demolitions and modern construction since 1989, the area between West Lenoir and West Cabarrus streets no longer possesses sufficient architectural integrity for National Register eligibility. Depicted in **Figure 35**, the amended boundary would encompass the properties on the north side of the 500 block of West Lenoir Street and the two houses remaining on the east side of South West Street. An evaluation of the remainder of the 1989 Study List historic district, beyond the scope of this project, would be necessary to confirm or redefine the overall boundary of the district.

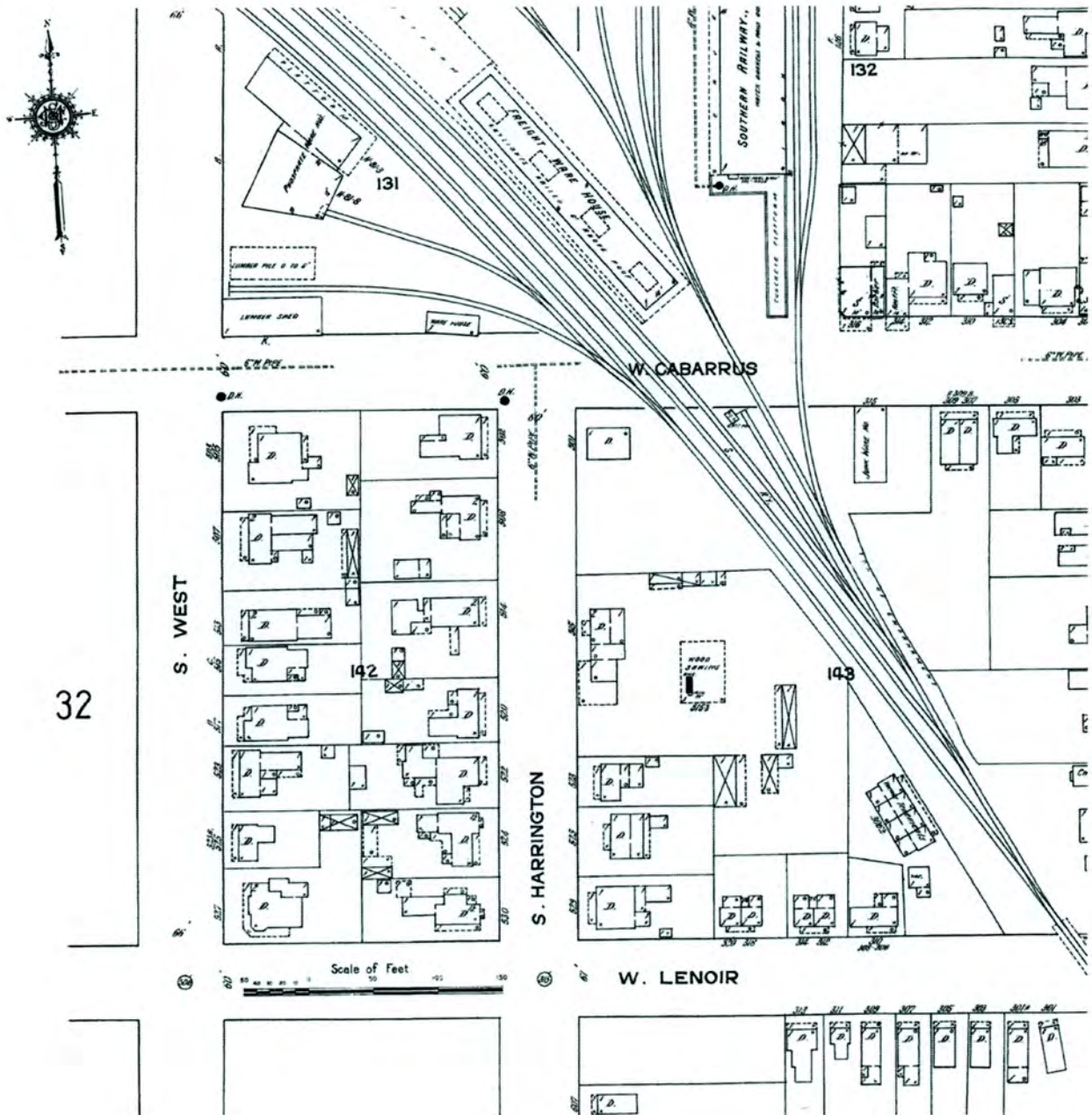
Figure 32

Old Fourth Ward Historic District, Northeast Section
1914 Sanborn Map
Map 1 of 2



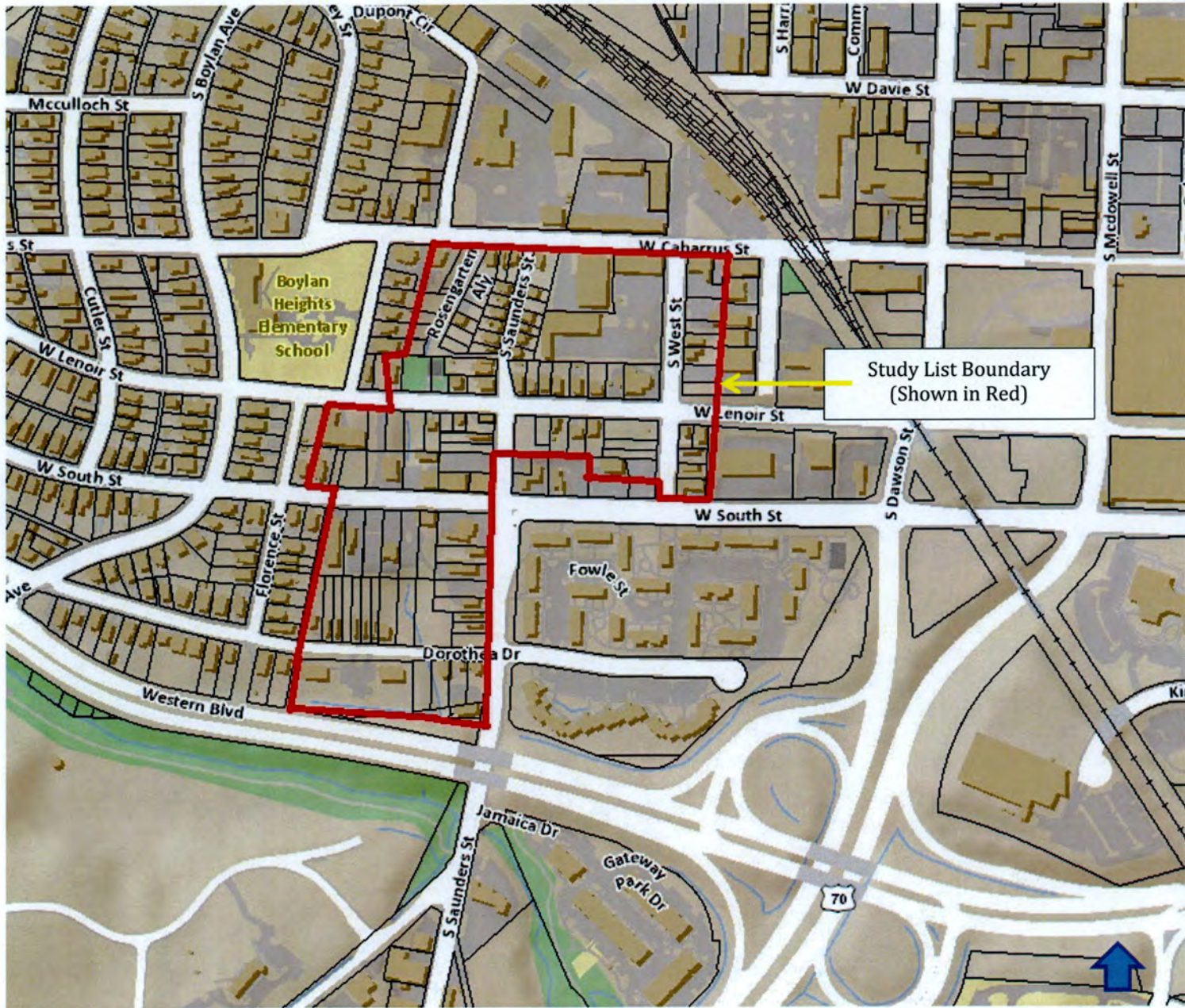
Source: Sanborn Map Company

Figure 33
Old Fourth Ward Historic District, Northeast Section
1914 Sanborn Map
Map 2 of 2



Source: Sanborn Map Company

Figure 34
Old Fourth Ward Historic District
Study List Boundary

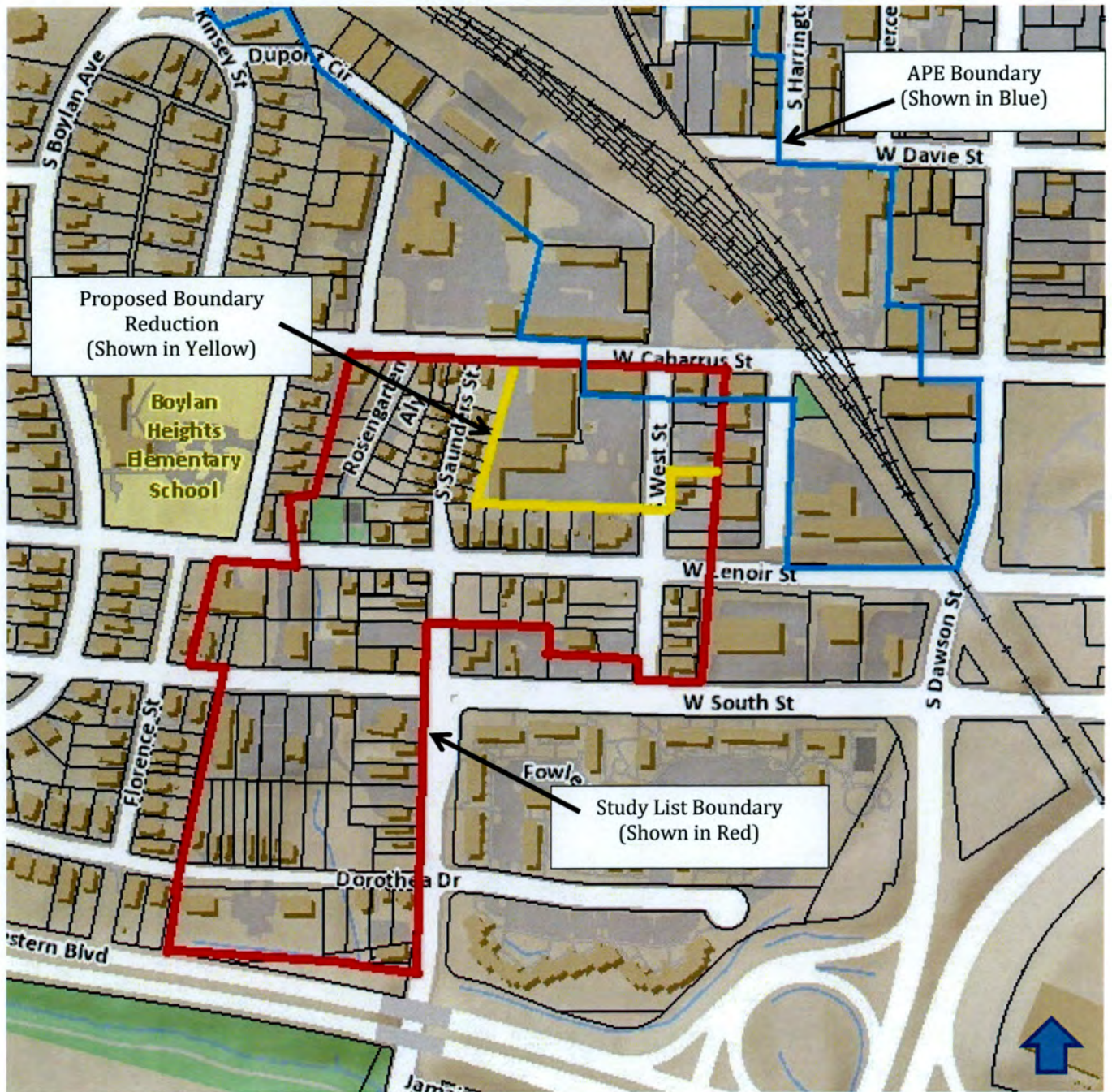


Source: Wake County Tax Map

Scale: 1" = 400'

Figure 35

Old Fourth Ward Historic District
Proposed National Register Boundary Amendment



Source: Wake County Tax Map

Scale: 1" = 400'

No. 47 George W. Randall Administration Building, North Carolina Department of Correction (PIN 1703285825)
831 West Morgan Street WA 7417
Raleigh, Wake County



Physical Description (Plates 128-134; Figure 36)

The 1957 George W. Randall Administration Building, which contains offices for the North Carolina Department of Correction, faces north toward West Morgan Street. The building stands north of the former Southern Railway corridor which separates the administration building from the large, modernized North Carolina Central Prison complex to the south. The three-story, flat-roofed, brick building consists of a rectangular main block with a rear wing that gives the building an L-shaped plan. Sited on land that slopes north to south, the building has a raised basement in the front (north) and a full four stories on the rear side. The simple Modernist-inspired design of the building is expressed in bands of aluminum-sash, awning windows with pebbledash spandrels and smooth, cast-stone belt courses defining the cornice line and the ground floor. Vertical brick bands define the ten-bay façade and the six bays of the side (east) elevation. A built-in, brick planter extends from the northwest corner of the facade. The symmetrical façade has a center entrance as well as a recessed entry at the southeast corner of the wing. Sheltered by a flat-roofed, cast-concrete porch, the main entrance has double-leaf, metal and glass doors with metal sash sidelights and transom. A concrete ramp now provides handicapped access to the raised, concrete porch deck. The side entrance on the east elevation also has double-leaf, metal and glass doors. The rear elevation of the main block has cantilevered, cast-concrete window hoods. The main entrance opens into a broad foyer off which is a double-loaded, transverse corridor of offices. The interior is largely intact with blond office doors topped by louvered transoms. A cantilevered staircase with aluminum railings is located on the east side of the foyer.



Plate 128. George W. Randall Administration Building, Front (North) and Side (West) Elevations, Looking East.



Plate 129. George W. Randall Administration Building, Front (North) Elevation, Looking Southeast.



Plate 130. George W. Randall Administration Building, Main Entrance, Looking South.



Plate 131. George W. Randall Administration Building, Side (East) and Rear (South) Elevations of Rear Wing, Looking Northwest.



Plate 132. George W. Randall Administration Building, Rear (South) Elevation of Main Block with Cantilevered Window Hoods, Looking Northeast.



Plate 133. George W. Randall Administration Building, Interior, First-Floor Corridor.



Plate 134. Modernized Central Prison, Looking South from George W. Randall Administration Building Across Rail Corridor.

Historical Background

In 1901, the State Prison of North Carolina purchased this one-acre tract as part of a larger land acquisition from William Boylan and R. L. Green. The parcel is located north, across the former Southern Railway tracks, from Central Prison which had been completed in 1884. The George W. Randall Administration Building was erected here in 1957 as the headquarters of the Division of Prisons, North Carolina Department of Correction. The building was named in honor of Randall, who had served as director of the State Prison Department from 1960 to 1965 (Wake County Deed Book 166: 671).

National Register Criteria Evaluation

For purposes of compliance with Section 106 of the National Historic Preservation Act (NHPA), the George W. Randall Administration Building is recommended **not eligible** for the National Register under any criterion. The building does not have the level of architectural or historical significance necessary for National Register eligibility.

Integrity

Although the property lacks historical or architectural significance, the 1957 George W. Randall Administration Building remains substantially intact and possesses four of the seven aspects of integrity. The building occupies its original location across the railroad tracks from the main

Central Prison complex. Both the exterior and interior also remain well-preserved, and the building retains its integrity of materials, design, and workmanship. However, its integrity of feeling, setting, and association with the main Central Prison complex have been compromised by the extensive modernization that Central Prison has undergone in recent years.

Criterion A

The George W. Randall Administration Building is **not eligible** for the National Register under Criterion A (Event). To be eligible under Criterion A, the property must retain integrity and must be associated with a specific event marking an important moment in American prehistory or history or a pattern of events or historic trend that made a significant contribution to the development of a community, a state, or a nation. Furthermore, the property must have existed at the time and be documented to be associated with the events. Finally, the property's specific association must be important as well (National Park Service, *National Register Bulletin 15: 12*).

The building is not eligible under Criterion A because it does not represent a major event or pattern of events in the history of Raleigh or the North Carolina Division of Prisons, Department of Correction.

Criterion B

The George W. Randall Administration Building is **not eligible** for the National Register under Criterion B (Person). For a property to be eligible for significance under Criterion B, it must retain integrity and 1) be associated with the lives of persons significant in our past, i.e. individuals whose activities are demonstrably important within a local, state, or national historic context; 2) be normally associated with a person's productive life, reflecting the time period when he/she achieved significance; and 3) should be compared to other associated properties to identify those that best represent the person's historic contributions. Furthermore, a property is not eligible if its only justification is that it was owned or used by a person who is or was a member of an identifiable profession, class, or social or ethnic group (National Park Service, *National Register Bulletin 15: 14*).

The building is not eligible under Criterion B because it is not associated with individuals whose activities were demonstrably important within a local, state, or national historic context.

Criterion C

The George W. Randall Administration Building is **not eligible** for the National Register under Criterion C (design/construction). For a property to be eligible under this criterion, it must retain integrity and either 1) embody distinctive characteristics of a type, period, or method of construction; 2) represent the work of a master; 3) possess high artistic value; or 4) represent a significant and distinguishable entity whose components may lack individual distinction (National Park Service, *National Register Bulletin 15: 17*).

Although the 1957 building illustrates the popularity of Modernism for commercial office buildings in Raleigh after World War II, the city contains a number of examples that are more complete expressions of the Modernist Movement. The 2006 inventory of Raleigh's Modernist architecture identified a collection of notable examples both within the center city and in suburban locations. Erected in the 1950s and early 1960s primarily for banks and insurance companies, the high-rise versions include the First Federal Bank Building on Salisbury Street, the Wachovia Bank, North

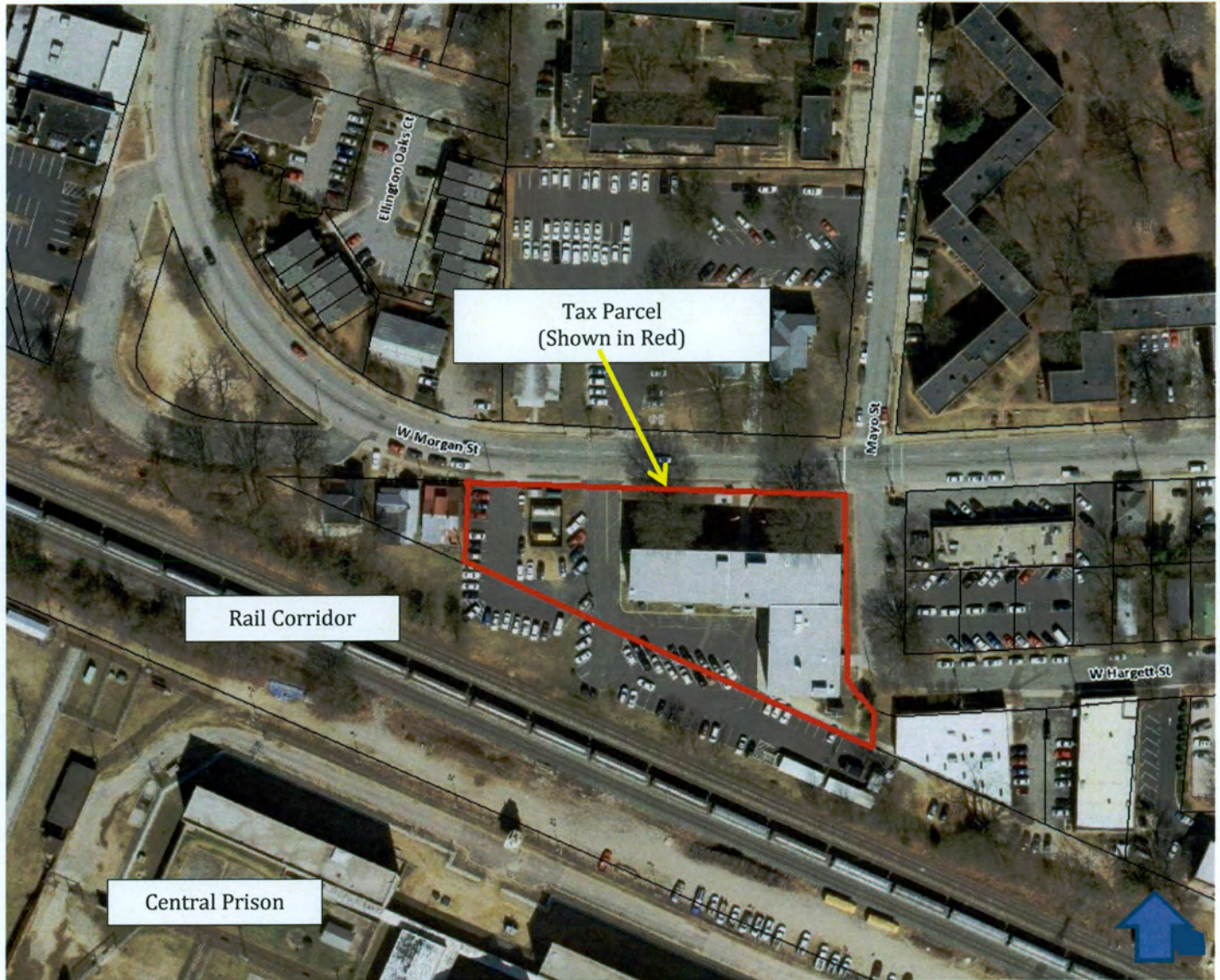
Carolina National Bank (NCNB), and Branch Bank and Trust Company (BB&T) towers along Fayetteville Street, and the Occidental Life Insurance Building (National Register 2003) at 1001 Wade Avenue. These buildings clearly illustrate the Modernist Movement in their key elements of design and construction with such emblematic features as glass curtain walls; slender, pre-cast panels; sunken lobbies; and open, steel-framed arcades. The 2006 inventory did not examine the George W. Randall Administration Building (Longleaf Historic Resources 2006: 32-34)

Criterion D

The George W. Randall Administration Building is **not eligible** for the National Register under Criterion D (potential to yield information). For a property to be eligible under Criterion D, it must meet two requirements: 1) the property must have, or have had, information to contribute to our understanding of human history or prehistory; and 2) the information must be considered important (National Park Service, *National Register Bulletin 15*: 21).

The property is not eligible under Criterion D because it is not likely to yield any new information pertaining to the history of building design or technology.

Figure 36
George W. Randall Administration Building
Site Plan



Source: Wake County Tax Map

Scale: 1" = 150'

No. 50 **Martin** **Millwork** **Company-**
Woodworking Shop (PIN 1703197269)
905 Tryon Hill Drive *WA 7418*
Raleigh, Wake County



Physical Description (Plates 135-140; Figures 37-39)

This one-story, brick woodworking shop was probably constructed circa 1928 as an addition to a larger, circa 1910 planing mill (demolished circa 1990) that had been built by the Ellington Lumber Company. The woodworking shop appears in the 1914-1950 Sanborn map as an addition to the southwest corner of the planing mill. As depicted in the 1914 and 1914-1950 Sanborn maps, the original lumber planing mill was a one-story, rectangular brick building, approximately 50 feet by 150 feet (**Figures 37-38**). The two-acre tract also included frame lumber sheds and other ancillary buildings south of the mill along a rail spur line to the Southern Railway. The sheds and other outbuildings are now gone, and the building's lot has been paved for parking. The property slopes east to west, and the woodworking shop has a raised basement along the west and south elevations. Because of this change in topography, the 1914-1950 Sanborn map recorded the building as having two stories. The east and north elevations are one-story tall.

The woodworking shop is constructed of concrete block with a later stucco veneer that appears to have been applied during a 1990 remodeling. The building has a barrel-vaulted roof with stepped parapets on the north and south end walls. The side (east and west) elevations have ten bays; the rear (south) elevation has nine bays. The front (north) elevation has been heavily remodeled with a streamlined, stuccoed entrance bay. The windows on the side and rear elevations are primarily six-over-six light, double-hung, wood sash. Later single-light, fixed-sash windows are found on the upper level of the south elevation and on the ground level of the west elevation. The west elevation also has an entry with double-leaf, metal doors and a truck entrance with a modern, metal, roll-up door. The principal investigators did not gain access to the interior.



Plate 135. Martin Millwork Company-Woodworking Shop, Overall View, Looking Northwest.



Plate 136. Martin Millwork Company-Woodworking Shop, Side (East) Elevation and Modern Entrance Addition, Looking West.



Plate 137. Martin Millwork Company-Woodworking Shop, Side (West) Elevation, Looking East.



Plate 138. Martin Millwork Company-Woodworking Shop, Rear (South) Elevation, Looking Northwest.



Plate 139. Martin Millwork Company-Woodworking Shop, North Elevation, Modern Entrance Addition, Looking South.



Plate 140. Martin Millwork Company-Woodworking Shop, Modern Entrance Addition, Looking West.

Historical Background

About 1910, William J. Ellington relocated the Ellington Lumber Company from the 100 block of North West Street to this larger tract beside the Southern Railway in Raleigh's western suburbs. By the 1920s, the business was owned by the Raleigh Building Supply Company, managed by John Carroll. In 1928, W. D. Martin purchased the property and established the Martin Millwork Company. The complex included the Ellington planing mill as well as the attached woodworking shop which was probably constructed soon after Martin's acquisition. Martin ran his lumber business until his death in 1960. About 1990, the planing mill was demolished, and the surviving woodworking shop was converted to commercial purposes. Currently, the building houses a catering business (Wake County Deed Books 560: 8, 1911: 113; Hill Directory Company 1913, 1925, 1930; Sanborn Map Company 1909; 1914; 1914-1950).

National Register Criteria Evaluation

For purposes of compliance with Section 106 of the National Historic Preservation Act (NHPA), the Martin Millwork Company-Woodworking Shop is recommended **not eligible** for the National Register eligibility under any criterion. The woodworking shop was remodeled circa 1990 and is the sole vestige of a lumber mill yard that once included a planing mill, lumber sheds, and other ancillary buildings. With the loss of all the other components of the lumber mill and the modern alterations to the woodworking shop, the property lacks the integrity needed for eligibility under any criterion.

Integrity

The Martin Millwork Company-Woodworking Shop does not possess the seven aspects of integrity needed for National Register eligibility. While the circa 1928 shop building remains on its original site near the Southern Railway tracks, and thus retains its integrity of location, its setting has been heavily altered. In 1990, the circa 1910 planing mill, the principal building on the site, and the associated lumber sheds and other outbuildings associated with the lumber mill were all demolished. Now surrounded by a paved parking lot, the woodworking shop has also lost its integrity of feeling and association. Furthermore, the building no longer retains its integrity of design, materials, and workmanship. The concrete-block building has a later stucco veneer and a circa 1990 entrance addition.

Criterion A

The Martin Millwork Company-Woodworking Shop is **not eligible** for the National Register under Criterion A (Event). To be eligible under Criterion A, the property must retain integrity and must be associated with a specific event marking an important moment in American prehistory or history or a pattern of events or historic trend that made a significant contribution to the development of a community, a state, or a nation. Furthermore, the property must have existed at the time and be documented to be associated with the events. Finally, the property's specific association must be important as well (National Park Service, *National Register Bulletin 15: 12*).

The woodworking shop is the only remaining building on this former lumber mill tract which originally included a larger planing mill and associated lumber sheds and outbuildings. The

principal building, the planning mill, and all the other auxiliary buildings on the site have been demolished. The woodworking shop does not have the significance by itself to illustrate important patterns of industrial development in Raleigh during the early twentieth century.

Criterion B

The Martin Millwork Company-Woodworking Shop is **not eligible** for the National Register under Criterion B (Person). For a property to be eligible for significance under Criterion B, it must retain integrity and 1) be associated with the lives of persons significant in our past, i.e. individuals whose activities are demonstrably important within a local, state, or national historic context; 2) be normally associated with a person's productive life, reflecting the time period when he/she achieved significance; and 3) should be compared to other associated properties to identify those that best represent the person's historic contributions. Furthermore, a property is not eligible if its only justification is that it was owned or used by a person who is or was a member of an identifiable profession, class, or social or ethnic group (National Park Service, *National Register Bulletin 15: 14*).

The woodworking shop is not eligible under Criterion B because it is not associated with individuals whose activities were demonstrably important within a local, state, or national historic context.

Criterion C

The Martin Millwork Company-Woodworking Shop is **not eligible** for the National Register under Criterion C (design/construction). For a property to be eligible under this criterion, it must retain integrity and either 1) embody distinctive characteristics of a type, period, or method of construction; 2) represent the work of a master; 3) possess high artistic value; or 4) represent a significant and distinguishable entity whose components may lack individual distinction (National Park Service, *National Register Bulletin 15: 17*).

The circa 1928, concrete-block woodworking shop was originally an addition to a larger planing mill that had been built circa 1910. The planing mill was demolished circa 1990. The woodworking shop itself has been altered with the addition of a modern stucco exterior, stuccoed window bays on the south elevation, and, most significantly, by a modern addition to the entrance on the north elevation. Thus, the shop does not the integrity for eligibility under Criterion C.

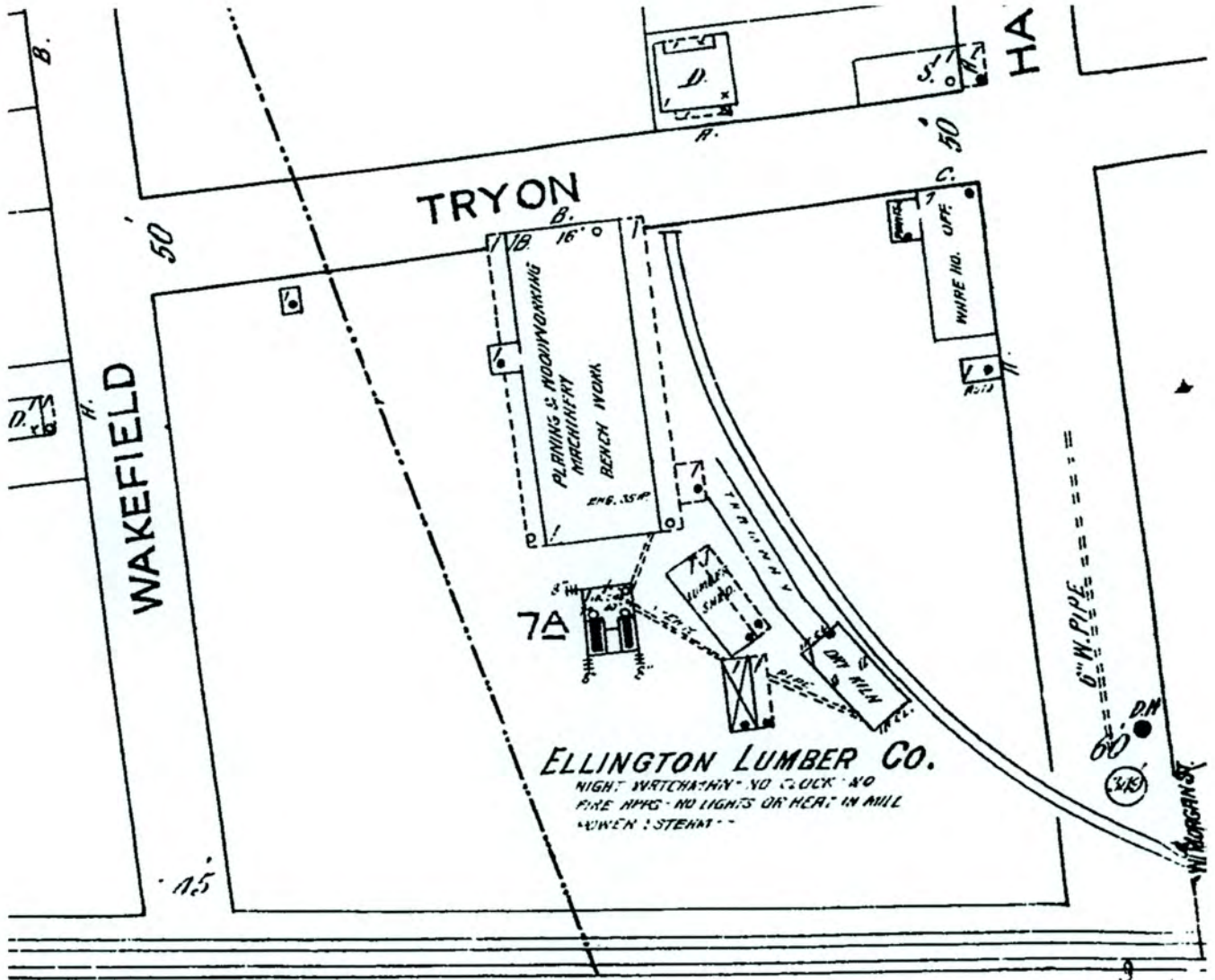
Criterion D

The Martin Millwork Company-Woodworking Shop is **not eligible** for the National Register under Criterion D (potential to yield information). For a property to be eligible under Criterion D, it must meet two requirements: 1) the property must have, or have had, information to contribute to our understanding of human history or prehistory; and 2) the information must be considered important (National Park Service, *National Register Bulletin 15: 21*).

The property is not eligible under Criterion D because it is not likely to yield any new information pertaining to the history of building design or technology.

Figure 37

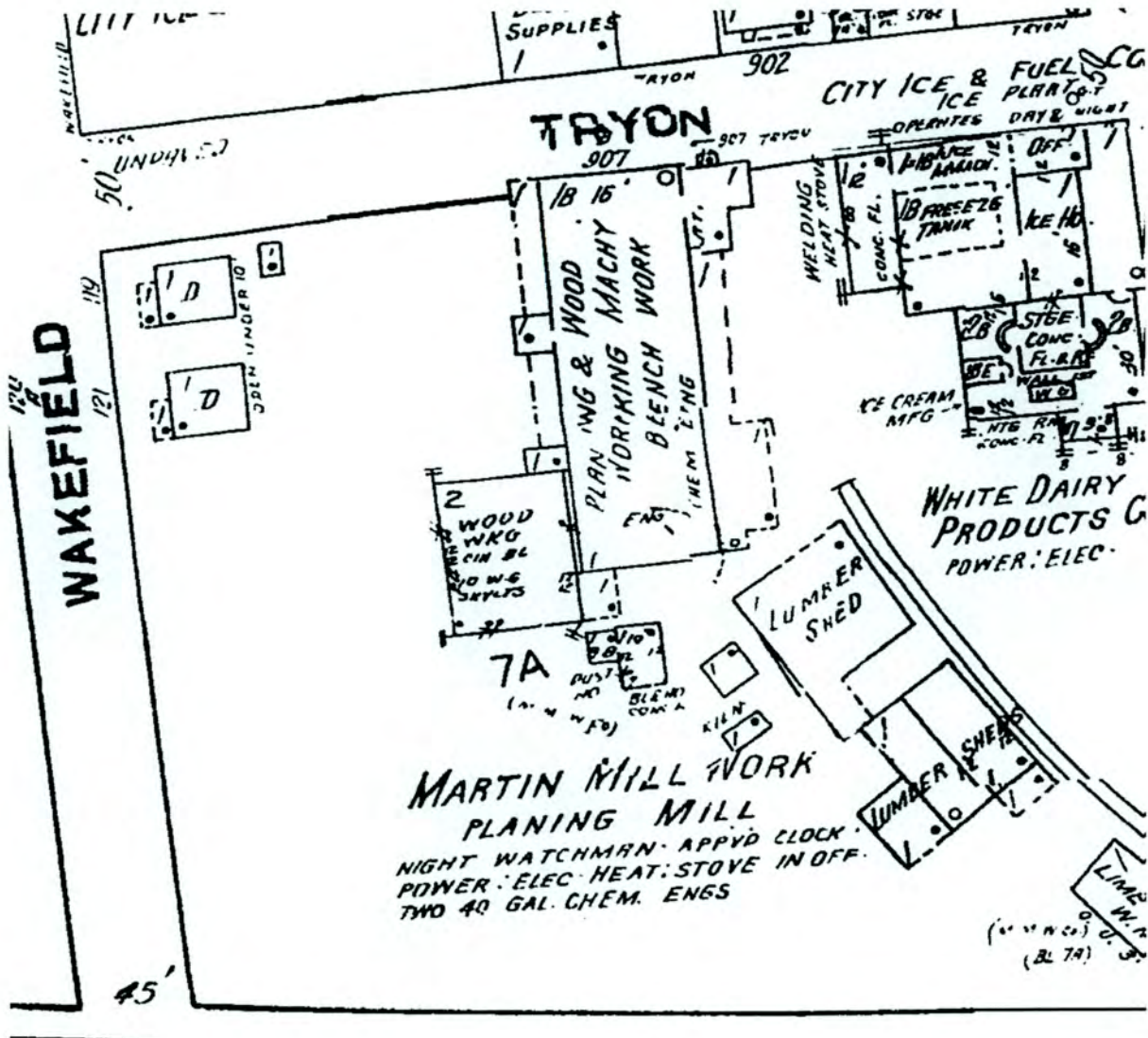
**Ellington Lumber Company
(Later Martin Millwork Company)
1914 Sanborn Map**



Source: Sanborn Map Company

Figure 38

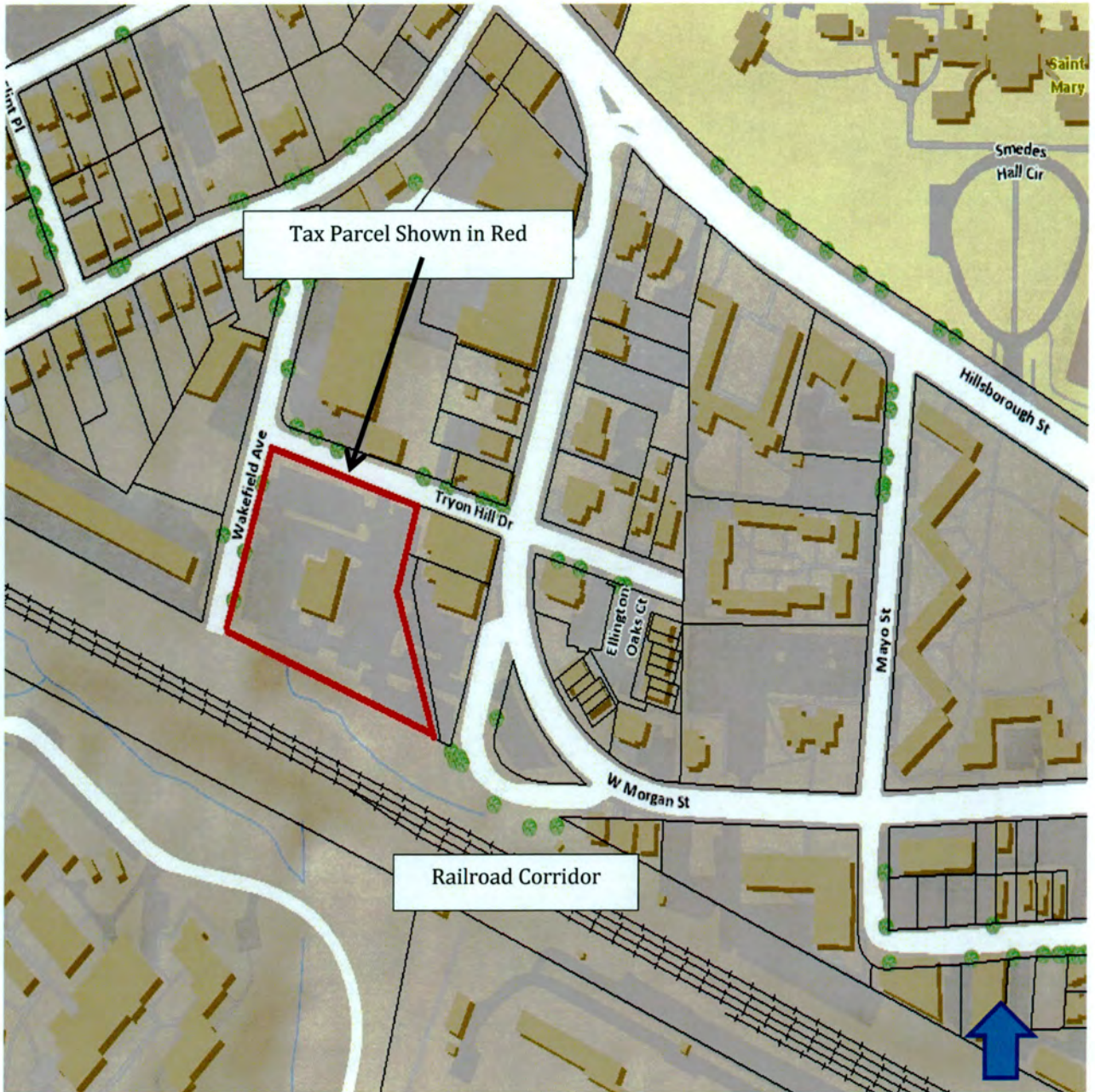
**Martin Millwork Company
(Woodworking Shop at Southwest Corner)
1914-1950 Sanborn Map**



Source: Sanborn Map Company

Figure 39

**Martin Millwork Company-Woodworking Shop
Site Plan**



Source: Wake County Tax Map

Scale: 1" = 250'

Nos. 52-54 Park Avenue-Ashe Avenue Historic District

WA 6389

Park Avenue, Ashe Avenue, Dexter Place, Cox Avenue, Flint Place
Raleigh, Wake County



Physical Description (Plates 141-153; Figures 40-44)

The Park Avenue-Ashe Avenue Historic District consists of all or portions of six blocks that form the vestige of a small residential neighborhood that developed in the early twentieth century. Originally bounded by Hillsborough Street (north), the former Southern Railway (south), Pullen Park (west), and Wakefield Street (east), the neighborhood has been greatly reduced in size by modern construction, primarily around the northern and western peripheries. Within the district, later construction has been rare and consists mainly of one-story and two-story, brick-veneered apartment buildings built after World War II that maintain the domestic scale and character of the neighborhood.

Running north-south, Park Avenue and Ashe Avenue are the two major streets in the neighborhood. They were also the focus of the 1906 subdivision plat of this area (“Map of Martin Lots and Land”) that launched its development (**Figure 40**). Houses along the adjoining 200 block of Cox Avenue, 1300 block of Flint Place (originally Jackson Street), and 200 block of Dexter Street complete the district. Although not included in the original 1906 plat of the Martin estate, they were developed during the same period as Park and Ashe avenues and share similar architectural styles. As with Park and Ashe avenues, both Flint and Dexter places and the south end of Cox Avenue were platted on Martin land shortly after the 1906 subdivision.

The Park Avenue-Ashe Avenue Historic District took shape in the early twentieth century and is characterized by one-story and two-story, frame houses influenced by the Queen Anne, Colonial Revival and Craftsman styles. Mature trees line portions of Park and Ashe avenues. Houses along sections of these two avenues and the north side of Dexter Place occupy raised lots that are lined with stone retaining walls. The majority of dwellings are substantial structures built between 1906 and the 1910s although one-story, gable-front bungalows and two-story Craftsman-style residences were constructed on available lots during the 1920s and early 1930s. Several of these houses were built as duplexes. The historic district also includes a small number of one-story and two-story apartment buildings built in the 1950s. They are simple, brick-veneered buildings with side-gable or hip roofs that conform to the residential character and scale of the neighborhood. In common with other Raleigh neighborhoods of the period, some of the houses in the historic district have replacement sidings, porch posts, and window sash. Others remain remarkably well preserved with their key original elements of design intact.

The APE extends into the south side of the historic district, specifically along the south side of Dexter Place and the southern terminus of Park Avenue. Three resources in the historic district—(No. 52) at 217 Dexter Place, No. 53 at 219 Dexter Place, and No. 54 at 303 Park Avenue—are located within the APE. None of the three is considered individually eligible for the National Register. The frame, gable-front bungalow (No. 52) at 217 Dexter Place has been heavily remodeled in recent years as a professional office and is not considered eligible for the National Register because of its loss of integrity. The porch now has replacement metal-pipe porch supports,

and the porch floor has been entirely removed. The original brick chimney has been replaced by a boxed chimney flue on the east elevation. Original double-hung windows have been replaced by single-light windows, and the rear elevation is almost entirely glazed with doors opening onto a modern deck. The remodeled interior now has a modern, open plan. The dwelling's bracketed eaves, hipped porch roof, and Craftsman-style door remain.

Built in the 1920s, the house (No. 53) at 219 Dexter Place is a frame, two-story dwelling that retains key elements of its original Craftsman-style design including its boxy, hip-roofed form, battered porch piers on brick pedestals, exposed rafters, and six-over-one light, double-hung, wood-sash windows. The house has been aluminum sided. The large, two-story house (No. 54) at 303 Park Avenue was constructed as a one-story, single-pile dwelling in the early 1900s but was remodeled and enlarged to its present two-story, double-pile form with full-height, gable-roofed wing during the 1920s. The house has been vinyl sided and converted to apartments, but the Colonial Revival-inspired house retains its boxy, three-bay, hip-roofed form from the 1920s with its hip-roofed porch. The porch has paneled box piers and a pedimented entry bay. There are original six-over-one light, double-hung, wood-sash windows on the main block and gabled wing, and a transom tops the center entrance.



Plate 141. Park Avenue-Ashe Avenue Historic District, 100 Block of Ashe Avenue, Looking South.



Plate 142. Park Avenue-Ashe Avenue Historic District, 206-208 Ashe Avenue, Looking West.



Plate 143. Park Avenue-Ashe Avenue Historic District, 1300 Block of Flint Place, Looking East.



Plate 144. Park Avenue-Ashe Avenue Historic District, 121-123 Park Avenue, Looking Northeast.



Plate 145. Park Avenue-Ashe Avenue Historic District, 201 Park Avenue, Looking East.



Plate 146. Park Avenue-Ashe Avenue Historic District, 207-211 Park Avenue, Looking East.



Plate 147. Park Avenue-Ashe Avenue Historic District, 222 Park Avenue, Looking North.



Plate 148. Park Avenue-Ashe Avenue Historic District, 1950s Apartment Building, 219 Park Avenue, Looking North.



Plate 149. Park Avenue-Ashe Avenue Historic District, Modern Construction near Hillsborough Street, Looking North along Ashe Avenue.



Plate 150. Park Avenue-Ashe Avenue Historic District, Houses (Nos. 52-53), 217-219 Dexter Place (Within APE), Looking South.



Plate 151. Park Avenue-Ashe Avenue Historic District, House (No. 52), 217 Dexter Place (Within APE), Looking South.



Plate 152. Park Avenue-Ashe Avenue Historic District, House (No. 52), 217 Dexter Place (Within APE), Side (East) Elevation and Façade (North Elevation), Looking West.



Plate 153. Park-Ashe Avenue Historic District, House (No. 54), 303 Park Avenue (Within APE), Looking East.

Historical Background

The Park Avenue-Ashe Avenue neighborhood was established amidst the widespread development of Raleigh's western suburbs in the early twentieth century. Between the early 1900s and 1920s, sizable subdivisions were platted and developed on the western and northwestern outskirts of the city. Cameron Park (1910) took shape just north of the Park Avenue-Ashe Avenue neighborhood while Boylan Heights (1907) had been laid out to the east. Located immediately to the west, Pullen Park (1887), a sylvan civic park, was improved steadily through the early twentieth century. All of these places were served by the Hillsborough Street trolley line that ran westward from the center city (Brown 1983: 31-42; Bishir and Southern 2003: 116, 123, 125, 127).

The Park Avenue-Ashe Avenue neighborhood took shape after 1906. In that year, the Park Avenue Company was formed to subdivide and market a tract of land owned by the heirs of Henrietta P. Martin at the western edge of Raleigh. The area was platted by Riddick and Mann, who also laid out the Cameron Park neighborhood to the north in 1910. The Park Avenue Company was run by B. S. Jerman, a prominent Raleigh businessman and bank executive. House lots were mainly sold individually to white, middle-class families who erected dwellings. The 1906 plat map of the property, "Map of Martin Lots and Land," shows a compact collection of subdivided lots oriented to Park and Ashe avenues and the 1300 block of Hillsboro Road (today Hillsborough Street) (**Figure 40**). Park Avenue was originally Avent Ferry Road, but was renamed to serve its new role as a middle-class residential street. North of Hillsboro Road in Cameron Park, Park Avenue was called Park Drive (Wake County Deed Book 219: 557; Wake County Map Book 1889: 62).

While the 1906 plat formed the heart of the neighborhood, the adjoining south end of Cox Avenue, Jackson Street (today Flint Place), Dexter Place, and the west side of Park Avenue were also platted and developed between the 1900s and 1920s. Their development reflected the growth of the area as a whole. As with the platted lots on Park and Ashe avenues and Hillsboro Road, these streets attracted white residents primarily of the middle class who built houses in the popular styles, particularly Queen Anne, Colonial Revival, and Craftsman designs. The Martin family also owned most of this land, and in the early 1900s sold house parcels along the west side of Park Avenue and the south end of Cox Avenue and Dexter Place south of the 1906 plat (e.g. Wake County Deed Books 197: 268 and 273, 235: 550, 368: 44).

By the 1914 Sanborn map, the residential development of the neighborhood was nearly complete, and by the 1920s bungalows and boxy, two-story Craftsman houses filled most of any remaining vacant lots (**Figures 41-43**). Park and Ashe avenues featured many of the largest houses that mimicked the residential designs found in nearby Cameron Park, Boylan Heights, and Glenwood. After World War II, several simple, one-story and two-story, brick-veneered apartment buildings appeared in the neighborhood to serve the burgeoning growth at nearby North Carolina State University. While multiple-family, these buildings preserved the domestic scale and character of the area. However, in recent decades, a YMCA, larger apartment complexes, and hotels have encroached on the northern and western sections of the neighborhood, replacing more than two dozen early-twentieth-century houses. The south side of the neighborhood remains largely well preserved and residential. Today, the area is known informally as the Pullen Park Neighborhood and has a neighborhood association and a variety of planned annual events (Sanborn Map Company 1914, 1914-1950).

National Register Criteria Evaluation

For purposes of compliance with Section 106 of the National Historic Preservation Act (NHPA), the Park Avenue-Ashe Avenue Historic District is recommended **not eligible** for the National Register under any criterion because of a loss of integrity. With expanding commercial, multiple-family, and institutional development on its north and west sides, the neighborhood has lost more than two dozen houses dating to the early twentieth century and is only one-third its historic size.

Integrity

The Park Avenue-Ashe Avenue Historic District no longer possesses the seven aspects of integrity needed for National Register eligibility. The area's integrity of location, which was defined historically by the rail corridor, Pullen Park, and Hillsborough Street, and its integrity of association, feeling, and setting have all been compromised by the modern, large-scale development that has transformed the north and west sides of the neighborhood. Although individual houses, particularly on the south side, retain integrity of design, materials, and workmanship, the neighborhood as a whole now survives as only a vestige of the original development. At one-third its original size, the neighborhood no longer has the historic fabric to illustrate its character, design, materials, and workmanship during the historic period.

Criterion A

The Park Avenue-Ashe Avenue Historic District is **not eligible** for the National Register under Criterion A (Event), for community planning and development. To be eligible under Criterion A, the property must retain integrity and must be associated with a specific event marking an important moment in American prehistory or history or a pattern of events or historic trend that made a significant contribution to the development of a community, a state, or a nation. Furthermore, the property must have existed at the time and be documented to be associated with the events. Finally, the property's specific association must be important as well (National Park Service, *National Register Bulletin 15: 12*).

Having lost dozens of houses to modern development, this subdivision is now only one-third its original size and no longer has the integrity needed for eligibility as a historic district under Criterion A. Specifically, the neighborhood lacks the historic fabric and cohesion to illustrate patterns of suburban development in Raleigh during the early twentieth century. Furthermore, the city retains a number of other neighborhoods, including Cameron Park, Boylan Heights, and Glenwood, that better illustrate these historic trends.

Criterion B

The Park Avenue-Ashe Avenue Historic District is **not eligible** for the National Register under Criterion B (Person). For a property to be eligible for significance under Criterion B, it must retain integrity and 1) be associated with the lives of persons significant in our past, i.e. individuals whose activities are demonstrably important within a local, state, or national historic context; 2) be normally associated with a person's productive life, reflecting the time period when he/she achieved significance; and 3) should be compared to other associated properties to identify those that best represent the person's historic contributions. Furthermore, a property is not eligible if its

only justification is that it was owned or used by a person who is or was a member of an identifiable profession, class, or social or ethnic group (National Park Service, *National Register Bulletin 15: 14*).

The historic district is not eligible under Criterion B because it is not associated with individuals whose activities were demonstrably important within a local, state, or national historic context.

Criterion C

The Park Avenue-Ashe Avenue Historic District is **not eligible** for the National Register under Criterion C (design/construction). For a property to be eligible under this criterion, it must retain integrity and either 1) embody distinctive characteristics of a type, period, or method of construction; 2) represent the work of a master; 3) possess high artistic value; or 4) represent a significant and distinguishable entity whose components may lack individual distinction (National Park Service, *National Register Bulletin 15: 17*).

The neighborhood no longer has the integrity needed for National Register eligibility as a historic district under Criterion C. The Park Avenue-Ashe Avenue subdivision has lost well over half its original land area and dozens of houses dating to the early to mid-twentieth century. The remnant of the neighborhood that survives contains examples of Queen Anne, Colonial Revival, and Craftsman-style domestic architecture, but these nationally popular styles are well represented in a number of other, more intact Raleigh neighborhoods from the period, including Boylan Heights, Glenwood, and Hayes-Barton.

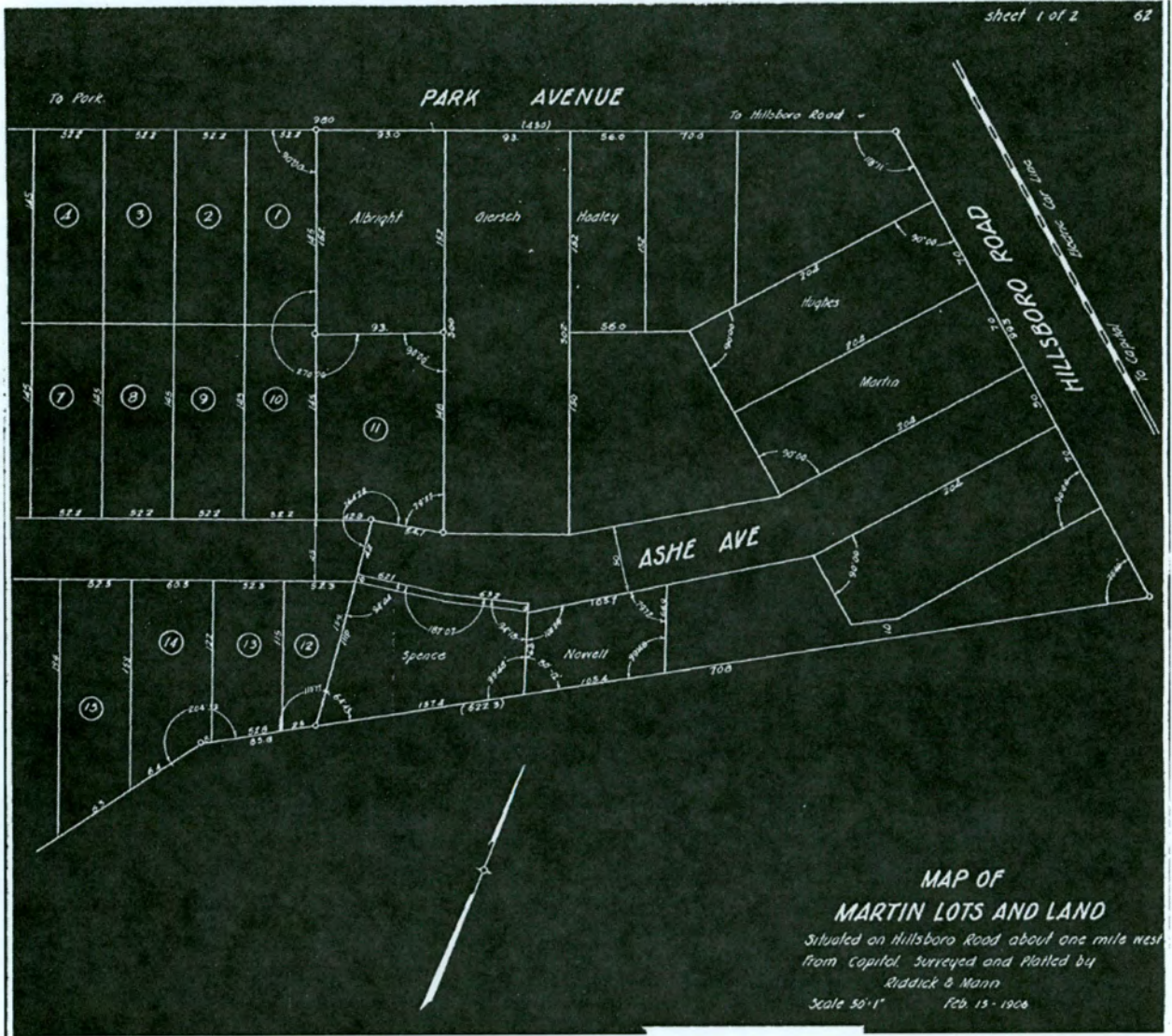
Criterion D

The Park Avenue-Ashe Avenue Historic District is **not eligible** for the National Register under Criterion D (potential to yield information). For a property to be eligible under Criterion D, it must meet two requirements: 1) the property must have, or have had, information to contribute to our understanding of human history or prehistory; and 2) the information must be considered important (National Park Service, *National Register Bulletin 15: 21*).

The historic district is not eligible under Criterion D because it is not likely to yield any new information pertaining to the history of building design or technology.

Figure 40

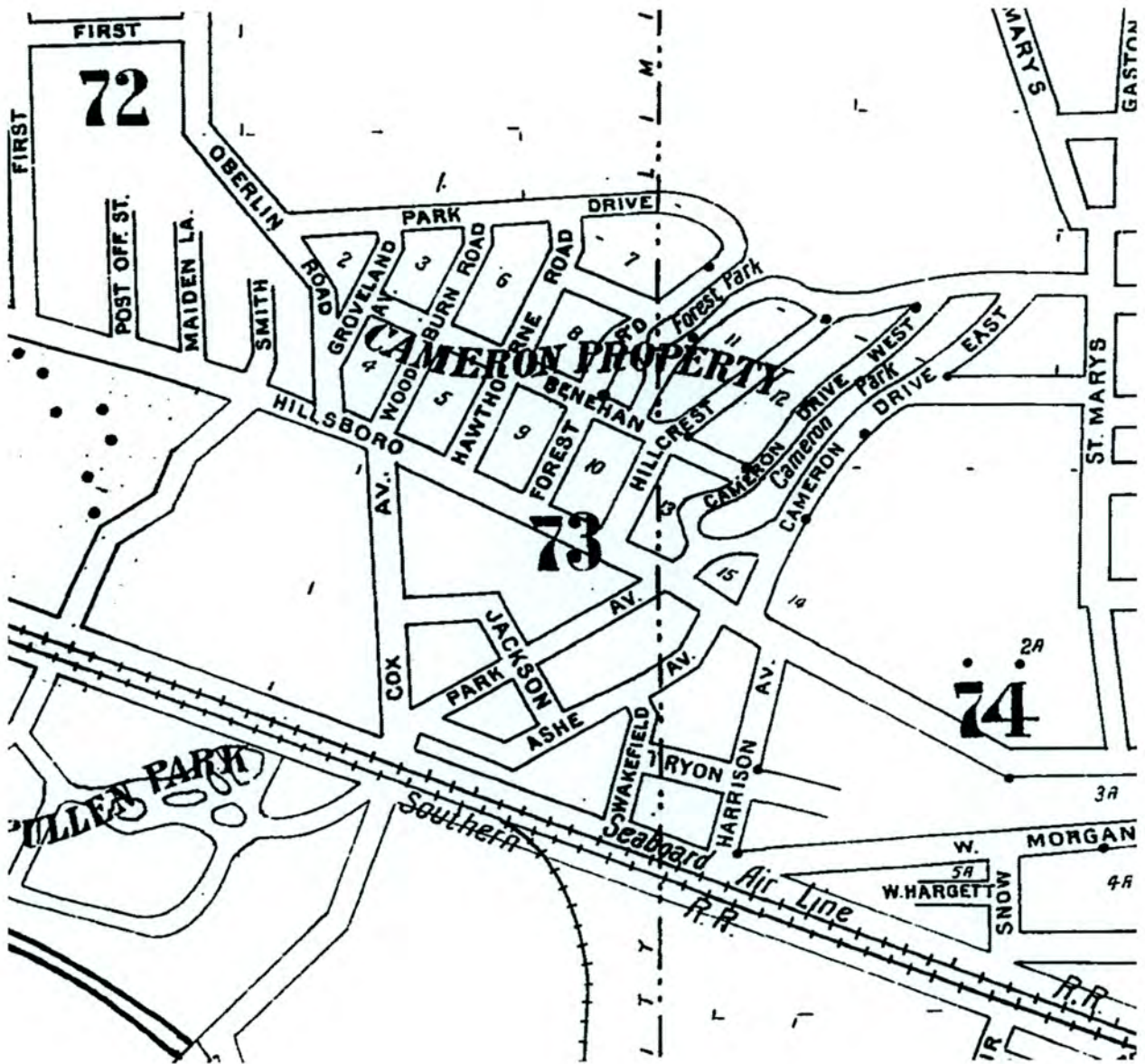
"Map of Martin Lots and Land"
1906 Plat of Neighborhood



Source: Park Avenue Company, 1906

Figure 41

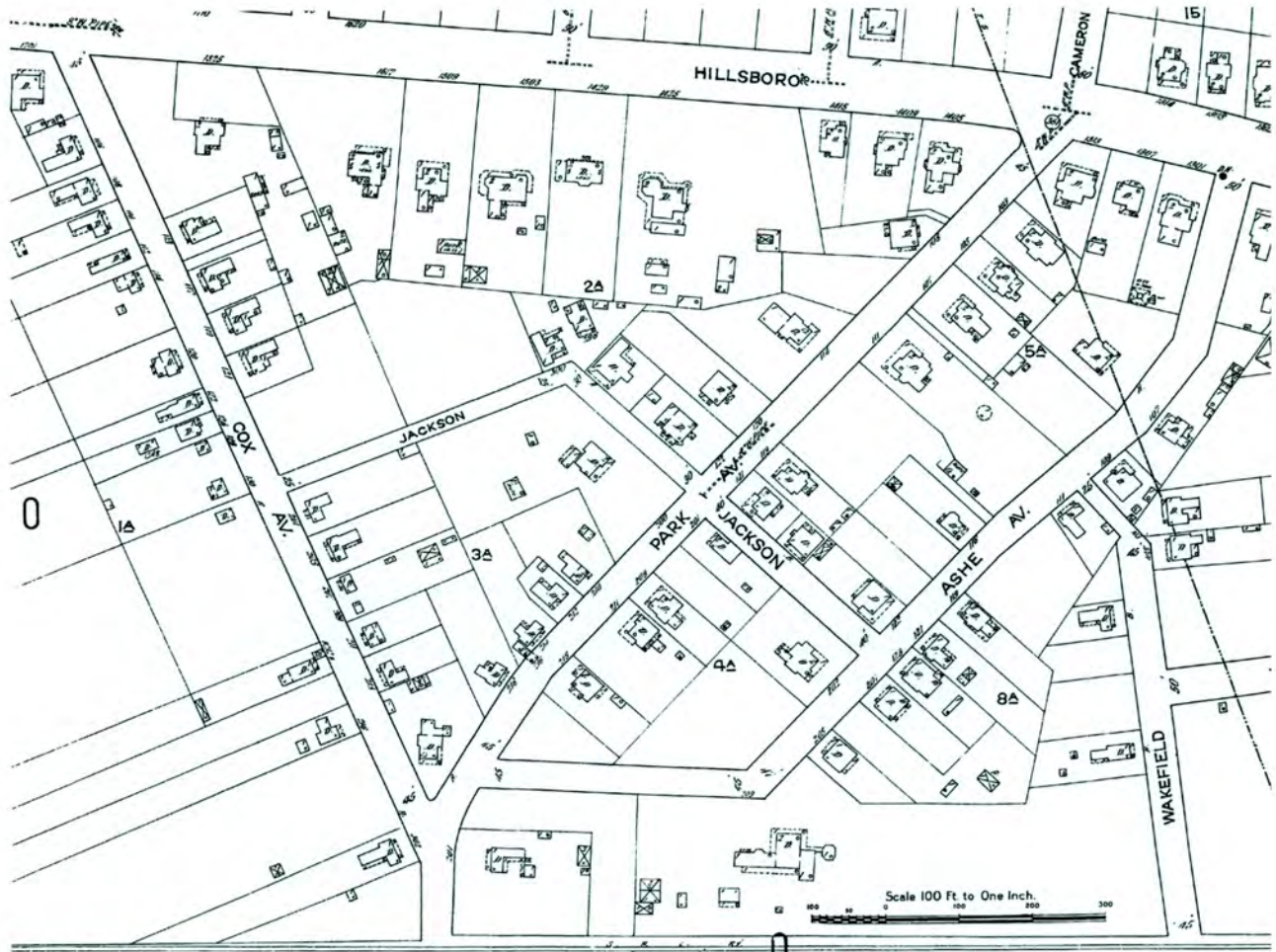
Park Avenue-Ashe Avenue Historic District
1914 Sanborn Index Map



Source: Sanborn Map Company

Figure 42

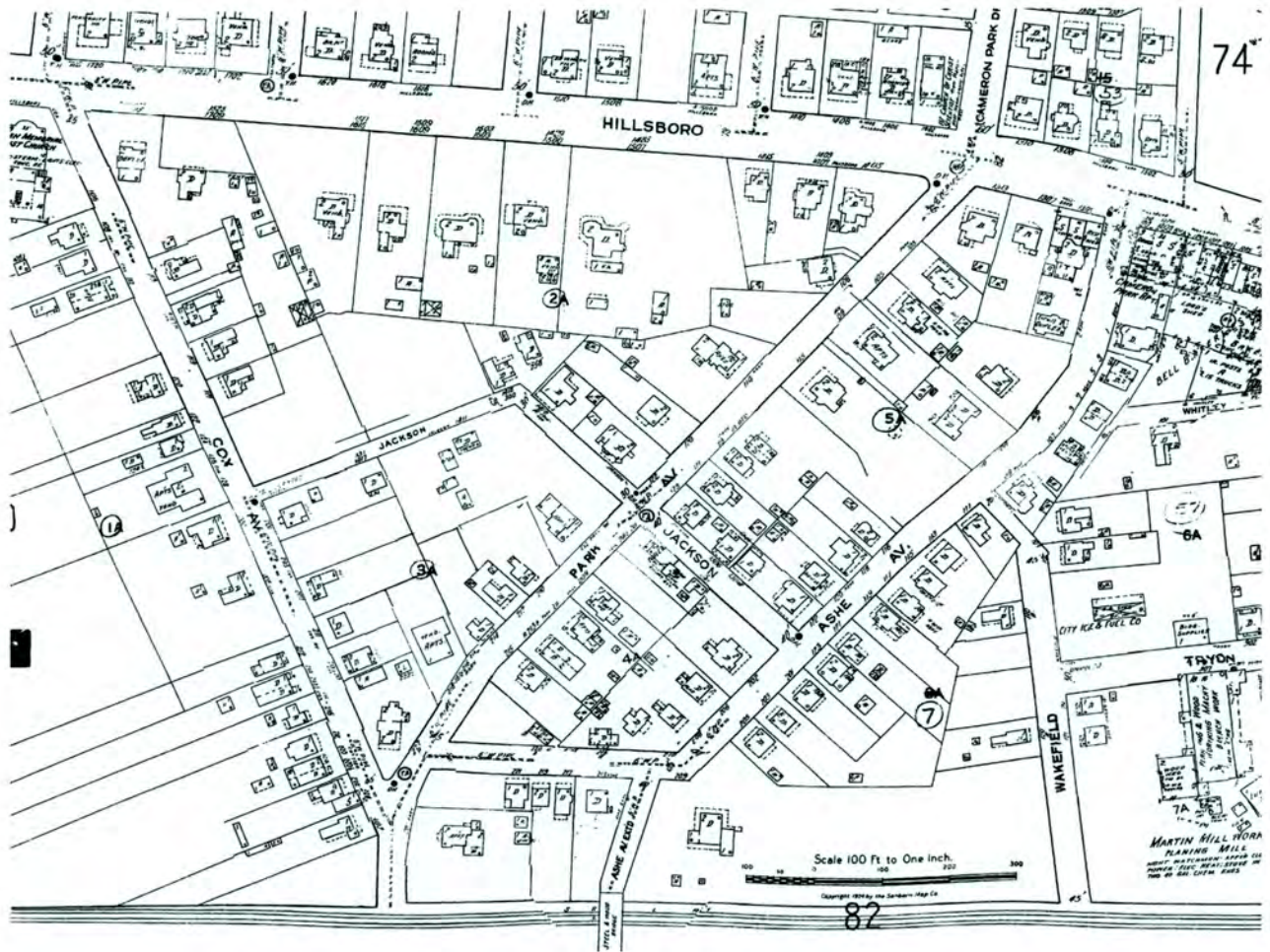
Park Avenue-Ashe Avenue Historic District
1914 Sanborn Map



Source: Sanborn Map Company

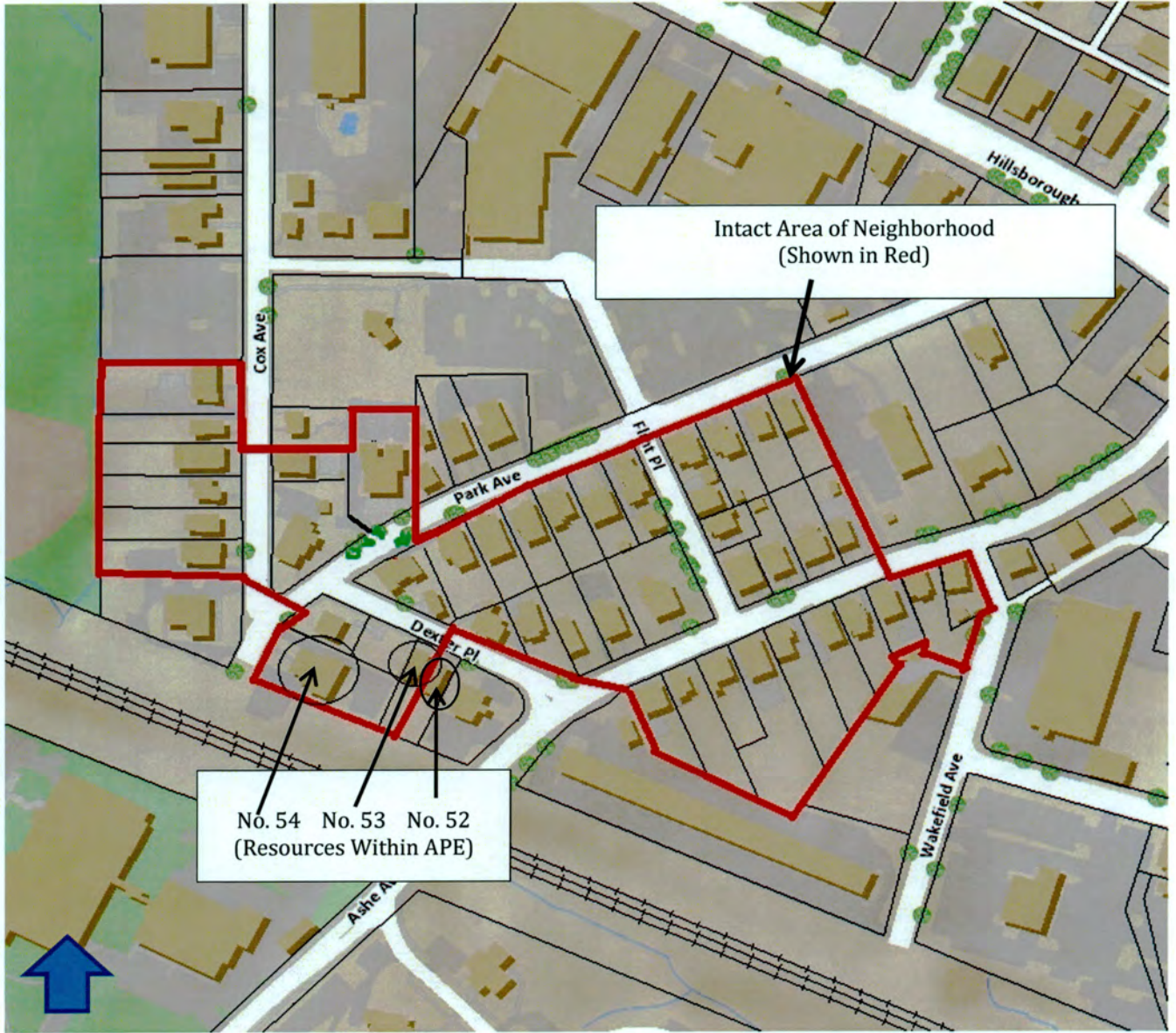
Figure 43

**Park Avenue-Ashe Avenue Historic District
1914-1950 Sanborn Map**



Source: Sanborn Map Company

Figure 44
Park Avenue-Ashe Avenue Historic District
Site Plan



Source: Wake County Tax Map

Scale: 1" = 300"

**No. 86 Watts Store and House (WA0314)
(Determination of Eligibility 1993;
Study List 1990) (PIN 1730271142)**
2100 Auburn Road
Garner vicinity, Wake County



Physical Description (Plates 154-165; Figure 45)

The Watts Store and House is located at the northeast corner of Auburn Road and Gin Street near the center of the Auburn community. The building faces north towards the railroad corridor (originally the North Carolina Railroad). This resource consists of a mid-1870s store and an attached dwelling that is contemporary with the store. The one-story store is a frame, gable-front building with weatherboard siding. The standing-seam metal roof includes gable returns of the cornices on the front (north) and rear (south) elevations. The three-bay facade has a center entrance topped by a transom. The entrance is flanked by large windows with paneled shutters. A matching shuttered window is located in the gable. The loading dock on the west elevation has been removed although the loading bay remains.

Store

The store has undergone changes since its 1993 determination of eligibility. The original double-leaf, paneled doors at the main entrance have been replaced by a modern, single-leaf door, and the original double-leaf, batten doors on the side (west) elevation have been replaced by plywood. An early-twentieth-century, brick flue has also been removed from the west elevation. New vinyl-sash windows have been added to the east and west elevations which had been unfenestrated. The rear elevation has two later windows on the main level that were installed prior to 1993, and an upper gable window which appears to be original.

The principal investigators were unable to gain access to the interior. The 1993 NCHPO files and 1994 published architectural survey of Wake County record that the store contained a segmental-arched doorway with sliding doors that separated the merchandise area from the rear storage room. The front section was lined with shelves and had post office boxes. In recent years, the former store has been converted to a church and has been used by several different denominations. In a telephone interview, a member of a denomination that occupied the building several years ago stated that the original shelving and two-room plan were intact at that time. A new church has since moved into the former store (NCHPO files; Lally 1994: 415; Wiggins 2012).

House

The attached 1870s house is a one-story, frame, cross-gable dwelling with an east wing that dates to the 1890s. The house retains its weatherboard siding and a recessed porch with turned posts and sawnwork brackets. The decorative cut-out balustrade, which was a replica of the original and was extant in 1993, has been removed subsequently. The rear of the house includes two partially enclosed and screened, shed-roofed porches. The dwelling has original two-over-two, wood-sash, double-hung windows although the 1890s east wing has a modern, horizontal-sash window on the north (front) elevation. This wing also includes a modern entry on the north elevation. The principal investigators did not gain access to the interior of the house although the 1993 NCHPO files noted that the house contained eight original post-and-lintel mantels and four-panel doors.

Views of the interior from the front porch revealed original mantels in the front rooms (NCHPO files; Lally 1994: 415).

The building occupies a two-acre lot that also includes four altered, one-story, early-to-mid-twentieth-century frame houses and several frame outbuildings. These other resources were determined not eligible for the National Register (see Resource Nos. 82-85 in the Inventory List, Appendix A).



Plate 154. Watts Store and House, Overall View, Looking South.



Plate 155. Watts Store and House, Front (North) and Side (East) Elevations, Looking Southwest.



Plate 156. Watts Store and House, Store Façade (North Elevation), Looking South.



Plate 157. Watts Store and House, Store and House Façades (North Elevations), Side (West) Elevation of Store, Looking Southeast.



Plate 158. Watts Store and House, Side (West) Elevation of Store, New Windows.



Plate 159. Watts Store and House, Side (West) and Rear (South) Elevations of Store, Looking South.



Plate 160. Watts Store and House, Front (North) Elevation of House and Late Nineteenth Century Wing, Looking South.



Plate 161. Watts Store and House, Side (East) Elevation of House (Late Nineteenth Century Wing), Looking West.



Plate 162. Watts Store and House, Rear (South) Elevations, Looking Northwest.



Plate 163. Watts Store and House, Rear Porch of House (Late Nineteenth Century Wing), Looking North.



Plate 164. Watts Store and House, Rear Porch at junction of Store and House, Looking West.



Plate 165. Watts Store and House, Other Houses on Tax Parcel, Looking West.

Historical Background

In 1875, Samuel Watts (1850-1933) purchased this lot from Candace Johns along the North Carolina Railroad in Auburn. Soon after the acquisition, Samuel and his brother, William Watts (1848-1928), opened Watts Store on the parcel. The two brothers were born in Plymouth, England, and in 1872 migrated to Auburn. Partly in response to the state's 1867 crop lien law, general stores proliferated in Wake County after the Civil War. These businesses offered credit to local farmers and sold them agricultural supplies and groceries in exchange for liens on their cash crops, mainly cotton or tobacco. By the early 1870s, Wake County boasted having over eighty general stores. In common with other rural stores, Watts Store sold feed and seed, fertilizers, and groceries, and also served as the Auburn post office. By 1900, Williams Watts had left the mercantile business to become a full-time farmer. Samuel Watts continued to own the store until his death in 1933, and the business operated until 1962. The property remained in the Watts family until 2003. The building now serves as a church (NCHPO Files; Lally 1993: E-36, F-155; Lally 1994: 415-416; Wake County Deed Books 42: 787, 10456: 1735; Samuel Watts, <http://www.findagrave.com> 2009).

National Register Criteria Evaluation

The Watts Store and House was determined eligible for the National Register in 1993. However, for purposes of compliance with Section 106 of the National Historic Preservation Act (NHPA), the Watts Store and House is now considered **not eligible** for the National Register because of a loss of integrity. The building has undergone significant alterations since its 1993 determination of eligibility.

Integrity

The Watts Store and House no longer retains the seven aspects of integrity needed for National Register, having undergone significant alterations since its 1993 determination of eligibility. The building retains its integrity of location and setting, occupying its prominent site in the center of Auburn facing the railroad tracks. However, the frame store and house has lost much of its integrity of design, feeling, association, workmanship, and materials. Vinyl-sash windows have been installed on side elevations that were originally unfenestrated, and double-leaf, batten loading doors and a brick flue have been removed. The main entrance has been reconfigured and now has a modern replacement door. The principal investigators did not inspect the store interior, but its conversion to a church and its recent remodeling suggest that the interior has probably been altered as well. The attached house has only marginal integrity of design, materials, and workmanship. Some design elements survive, including weatherboarded exterior, the turned-post front porch, and a few fireplace mantels, but the porch balustrade is gone, and the house has some replacement windows.

Criterion A

The Watts Store and House is **not eligible** for the National Register under Criterion A (Event). To be eligible under Criterion A, the property must retain integrity and must be associated with a specific event marking an important moment in American prehistory or history or a pattern of events or historic trend that made a significant contribution to the development of a community, a state, or a nation. Furthermore, the property must have existed at the time and be documented to be associated with the events. Finally, the property's specific association must be important as well (National Park Service, *National Register Bulletin 15: 15*).

The Watts Store and House no longer has the integrity needed for National Register eligibility under Criterion A for commerce. Although general stores in rural Wake County are now rare, the Watts Store and House is now too altered to illustrate the commercial operations that were once commonplace in farming communities of the period. Notably, the double-leaf loading doors that provided access to the rear storeroom have been boarded over, and the long, unfenestrated side elevations that allowed for walls of full-height shelving are now punctuated by modern windows.

Criterion B

Watts Store and House is **not eligible** for the National Register under Criterion B (Person). For a property to be eligible for significance under Criterion B, it must retain integrity and 1) be associated with the lives of persons significant in our past, i.e. individuals whose activities are demonstrably important within a local, state, or national historic context; 2) be normally associated with a person's productive life, reflecting the time period when he/she achieved significance; and 3) should be compared to other associated properties to identify those that best represent the person's historic contributions. Furthermore, a property is not eligible if its only justification is that it was owned or used by a person who is or was a member of an identifiable profession, class, or social or ethnic group (National Park Service, *National Register Bulletin 15: 14*).

The property is not eligible under Criterion B because it is not associated with individuals whose activities were demonstrably important within a local, state, or national historic context.

Criterion C

Watts Store and House is **not eligible** for the National Register under Criterion C (design/construction). For a property to be eligible under this criterion, it must retain integrity and either 1) embody distinctive characteristics of a type, period, or method of construction; 2) represent the work of a master; 3) possess high artistic value; or 4) represent a significant and distinguishable entity whose components may lack individual distinction (National Park Service, *National Register Bulletin 15: 17*).

Given the alterations to both the Watts store and the attached Watts residence, the property is not recommended for eligibility under Criterion C. The store has added windows on the side elevations, replacement windows on the rear elevations, and a reconfigured entrance with a modern door. The house has some replacement windows, and the cut-out balustrade is no longer extant.

Criterion D

Watts Store and House is **not eligible** for the National Register under Criterion D (potential to yield information). For a property to be eligible under Criterion D, it must meet two requirements: 1) the property must have, or have had, information to contribute to our understanding of human history or prehistory; and 2) the information must be considered important (National Park Service, *National Register Bulletin 15: 21*).

The property is not eligible under Criterion D because it is not likely to yield any new information pertaining to the history of building design or technology.

Figure 45

Watts Store and House
Site Plan



Source: Wake County Tax Map

Scale: 1" = 125'

No. 90 Auburn (WA0304)
East Garner Road, Auburn Road, Auburn-
Knightdale Road
Wake County



Physical Description (Plates 166-175; Figure 46)

The rural Auburn community is located in eastern Wake County, southeast of Raleigh. Auburn contains a collection of houses, two former stores, and a church oriented to the railroad tracks (originally the North Carolina Railroad) and East Garner, Auburn, and Auburn-Knightdale roads. The houses are primarily simple, one-story, frame dwellings built during the early and middle decades of the twentieth century. Most have been altered in recent decades with replacement sidings, windows, and front porches. The unincorporated community extends along East Garner Road for nearly two miles between Interstate 40 and Auburn-Knightdale Road with houses separated by vacant tracts and modern construction. A notable property on the north side of East Garner Road within the APE is Auburn Christian Church (WA0313). Built in the late nineteenth century, the frame church has Gothic Revival elements. The church is evaluated separately in this report (see page 171).

The historic core of Auburn sits east of this church within the APE and includes sections of East Garner Road north of the tracks and Auburn Road south of the tracks. Auburn Depot (WA0312) once stood in the center of the community, but has been relocated outside the area. Today, the core of the community contains dwellings from the early to mid-twentieth century as well as modern houses and warehouses. The settlement's Masonic lodge, bank, school, cotton gin, gristmill, and sawmill no longer survive. The previously surveyed Vernie Poole House (WA0309), a circa 1900, one-story, L-plan dwelling, is also now gone.

Among the surviving resources within the APE are the Watts Store and House (WA0314) (Determination of Eligibility 1993; Study List 1990), a late nineteenth century, frame, crossroads store with an attached dwelling, and the William Watts House (WA0308), a frame dwelling with intact picturesque elements. As with Auburn Christian Church, these two buildings are evaluated separately in this report (see pages 180 and 189).

Outside the APE, the eastern section of Auburn is now characterized by modern residences and subdivisions that have replaced farmland near north-south Auburn-Knightdale Road. This section of Auburn encompasses the circa 1911 Wayland E. Poole House (National Register 2003), a well-preserved, one-story, frame, L-plan farmhouse. Nearby is the Leland Poole House (WA0305), a circa 1900, frame, asbestos-sided I-house, and the Holland Smith Store (WA0306), a one-story, brick, crossroads store that dates to the 1920s and is now deteriorated and abandoned. Both are located east of the East Garner Road-Auburn-Knightdale Road intersection outside the APE. Two previously surveyed resources in this section, the Julius Lane House (WA0316) and the Watts Gulf Service Station and Garage (WA0307) are no longer extant.



Plate 166. Auburn, Auburn Road, Looking West.



Plate 167. Auburn, Modern Warehouses on Auburn Road, Looking South.



Plate 168. Auburn, Modern Houses on Auburn Road, Looking East.



Plate 169. Auburn, Houses on Auburn Road (Within APE), Looking East.



Plate 170. Auburn, Houses on East Garner Road (Within APE), Looking Northeast.



Plate 171. Auburn, Modern Houses on East Garner Road (Outside APE), Looking North.



Plate 172. Auburn, Auburn Christian Church (No. 71), Looking Northwest.



Plate 173. Auburn, William Watts House (No. 78), Looking South.



Plate 174. Auburn, Holland Smith Store (WA0306) (Outside APE), Looking West.



Plate 175. Auburn, Leland Poole House (WA0305) (Outside APE), Looking East.

Historical Background

The Auburn community began in the early nineteenth century along the stage road between Raleigh and the coastal town of New Bern. Originally known as Busbee's Store, the community was centered around a general store and cotton gin owned by the Busbee family. The store was a polling place and in 1833 included a post office. The post office was closed in 1843 when the Busbee plantation was divided and sold. Thomas Loring purchased the land and renamed the settlement Auburn. The community subsequently expanded with the arrival of the North Carolina Railroad in 1854. A depot was erected, and Auburn grew as a farming community and marshaling point for agricultural goods. By the late nineteenth century, Auburn included several general stores and churches, a sawmill, gristmill, cotton gin, bank, Masonic Lodge, and school. Auburn Christian Church (WA0313) was established along East Garner Road in 1884 while African Americans formed Springfield Baptist Church (WA0317) along Auburn-Knightdale Road (outside the APE) in 1866. Springfield Baptist Church was remodeled with a brick veneer and new windows in 1955. Auburn remained a thriving farming community into the latter twentieth century. Although the community still retains the two churches and two stores (one abandoned; the other converted to a church), the community has lost a number of its key architectural resources, and much of the community is now characterized by modern residential and commercial construction (Lally 1994: 415).

National Register Criteria Evaluation

For purposes of compliance with Section 106 of the National Historic Preservation Act (NHPA), Auburn is recommended **not eligible** for National Register eligibility. The community no longer has the integrity needed for eligibility under any criterion.

Integrity

Auburn does not possess the seven aspects of integrity needed for National Register eligibility. Although the buildings that now comprise Auburn occupy their original locations oriented to the railroad tracks and roadways, and thus have integrity of location, the historic feeling, association, and setting of the settlement no longer remain. This former farming community has been significantly altered by modern construction and the loss or alteration of architectural resources and landscapes. Farmhouses and agricultural fields that once marked sections of Auburn have been lost to recent development. While a collection of key properties remain substantially intact, including Auburn Christian Church, Watts Store and House, and the Wayland Poole House (outside the APE), many important resources that once defined this farming community are gone. Among these are the cotton gin, the rail depot, the grist and saw mills, the Masonic Lodge, the bank and the school. Furthermore, Auburn has lost its integrity of design, materials, and workmanship. In addition to the intrusion of modern warehouses and new residential construction, many of the early twentieth century, frame dwellings that formed the heart of Auburn have been altered with additions, replacement sidings, replacement windows, and new porch posts.

Criterion A

Auburn is **not eligible** for the National Register under Criterion A (Event). To be eligible under Criterion A, the property must retain integrity and must be associated with a specific event marking an important moment in American prehistory or history or a pattern of events or historic trend that

made a significant contribution to the development of a community, a state, or a nation. Furthermore, the property must have existed at the time and be documented to be associated with the events. Finally, the property's specific association must be important as well (National Park Service, *National Register Bulletin 15: 12*).

Auburn has experienced significant modern development and the loss of defining historic resources. The community no longer has the cohesion and integrity to illustrate the development of farming communities in Wake County during the nineteenth and early twentieth centuries.

Criterion B

Auburn is **not eligible** for the National Register under Criterion B (Person). For a property to be eligible for significance under Criterion B, it must retain integrity and 1) be associated with the lives of persons significant in our past, i.e. individuals whose activities are demonstrably important within a local, state, or national historic context; 2) be normally associated with a person's productive life, reflecting the time period when he/she achieved significance; and 3) should be compared to other associated properties to identify those that best represent the person's historic contributions. Furthermore, a property is not eligible if its only justification is that it was owned or used by a person who is or was a member of an identifiable profession, class, or social or ethnic group (National Park Service, *National Register Bulletin 15: 14*).

Auburn is not eligible under Criterion B because it is not associated with individuals whose activities were demonstrably important within a local, state, or national historic context.

Criterion C

Auburn is **not eligible** for the National Register under Criterion C (design/construction). For a property to be eligible under this criterion, it must retain integrity and either 1) embody distinctive characteristics of a type, period, or method of construction; 2) represent the work of a master; 3) possess high artistic value; or 4) represent a significant and distinguishable entity whose components may lack individual distinction (National Park Service, *National Register Bulletin 15: 17*).

While a small collection of surviving buildings in Auburn have individual architectural merit, most of Auburn's surviving architectural resources have undergone numerous alterations. The great majority of the community's dwellings from the historic period have later additions as well as replacement sidings, porches, and fenestration. The community, as a whole, no longer has the integrity for eligibility under Criterion C.

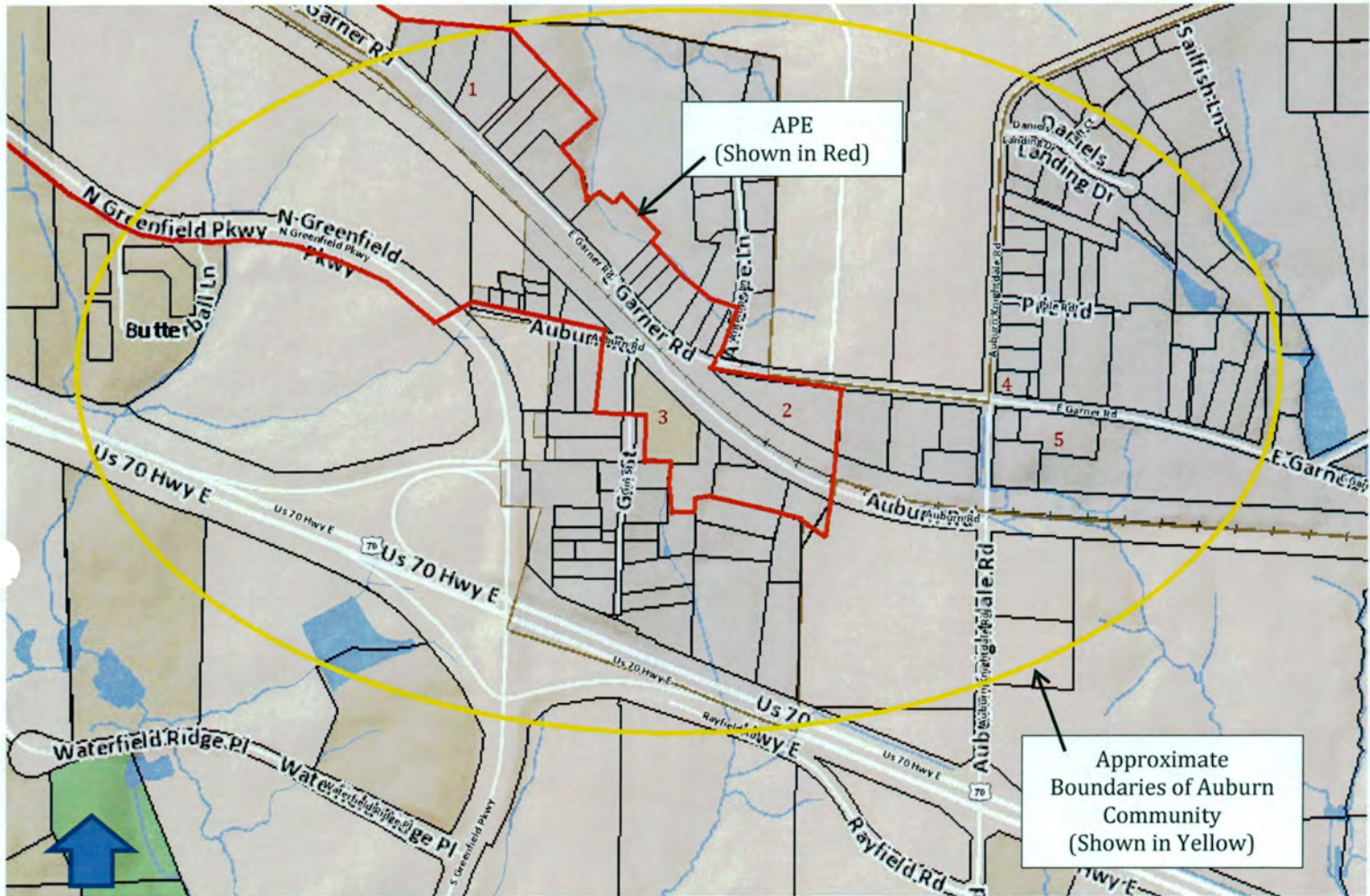
Criterion D

Auburn is **not eligible** for the National Register under Criterion D (potential to yield information). For a property to be eligible under Criterion D, it must meet two requirements: 1) the property must have, or have had, information to contribute to our understanding of human history or prehistory; and 2) the information must be considered important (National Park Service, *National Register Bulletin 15: 21*).

The community is not eligible under Criterion D because it is not likely to yield any new information pertaining to the history of building design or technology.

Figure 46

Auburn
Site Plan



Key:

1. Auburn Christian Church (Recommended Individually Eligible)
2. William Watts House (Recommended Eligible)
3. Watts Store and House (Recommended Eligible)
4. Holland Smith Store (Located Outside APE)
5. Leland Poole House (Located Outside APE)

Source: Wake County Tax Map

Scale: 1" = 650'

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APPENDIX A

Concurrence Form
Inventory List of Ineligible Resources
Photographs of Ineligible Resources

Concurrence Form



North Carolina Department of Cultural Resources State Historic Preservation Office

Ramona M. Bartos, Administrator

Pat McCrory, Governor
Susan W. Kuntz, Secretary
Kevin Cherry, Deputy Secretary

Office of Archives and History
Division of Historical Resources
David Brook, Director

January 10, 2013

MEMORANDUM

TO: Marc Hamel
Rail Division
NC Department of Transportation

FROM: Ramona M. Bartos *Res. for Ramona M. Bartos*

SUBJECT: Draft Historic Architectural Resources Survey Report, Rail Union Station-Phase I and Track Improvements, P-3803, Wake County, ER 12-0560

Thank you for your letter of November 30, 2012, transmitting the above draft report.

For the purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the following properties are currently listed in, and remain eligible for listing in, the National Register of Historic Places under the criteria cited, and that the existing National Register boundaries remain appropriate:

- **Boylan Heights Historic District** (WA 0195), Criterion A for community planning and education, Criterion B for its associations with Frank Ellington and J. Stanhope Wynne, and Criterion C for architecture;

We concur that the following properties are eligible for listing in the National Register and that the proposed boundaries appear appropriate:

- **Raleigh Hosiery Mill** (WA 2590), Criterion A for industry;
- **North Carolina School Book Depository** (WA 2860), Criterion A for commerce;
- **Governor Morehead School Historic District** (WA 3719), with statewide significance under Criterion A for education and Criterion C for architecture;
- **North Carolina State College Historic District** (WA 4426) as expanded to include the Thompson Tunnel, Criterion A for education and Criterion C for architecture;
- **Governor Morehead School, Colored Department, Historic District** (WA 2461), with statewide significance under Criterion A for African American heritage, education, and social welfare and Criterion C for architecture;
- **Auburn Christian Church** (WA 0313), Criterion C for architecture and meets Criteria Consideration A for religious properties; and,
- **William Watt House** (WA 0308), Criterion C for architecture.

We concur that the **Depot Historic District** (WA 0724), and its proposed expansion, are eligible for listing in the National Register under Criterion A for industry, commerce, and transportation, and Criterion C for architecture. However, we believe that the Noland Company Building (Building No. 12) should be considered as a non-contributing resource due to alterations. We also note that the Caveness Produce Company Warehouse (Building No. 17) does not appear on the 1914 Sanborn map, but rather on the 1950 "paste-over."

We concur that the **White Dairy Product Building** (WA 3018) is eligible for listing in the National Register under Criterion A for industry and commerce and Criterion C for architecture. However, we recommend that the National Register boundaries be limited to the building's footprint as much of the property is now a modern asphalt parking lot.

We also concur that the following properties are *not* eligible for listing in the National Register:

- **Old Fourth Ward Historic District** (WA 4082);
- **George W. Randall Administration Building**;
- **Martin Millwork Company-Woodworking Shop**;
- **Auburn** (WA 0304); and,
- The 50 properties listed in **Appendix A**.

We are unable to concur with the findings regarding the **Commercial Block** (WA 2883). The storefronts and interior have been heavily altered since 1963, when according to the Hill's Directory, separate businesses occupied 528-530, 526, and 524 Hillsborough. The Criterion C argument is undercut by this loss of integrity of design, materials, and association. The property's evaluation under Criterion A for commerce does not explain how this building is *significant* to the growth of Raleigh's western suburbs, merely that it illustrates this growth.

The proposed **Park Avenue-Ashe Avenue Historic District** today is less than one-third the size of the neighborhood when it was first developed, having lost more than two dozen homes as a result of the construction of the YMCA, Velvet Cloak Inn, and the Doubletree Hotel. While the historic integrity of some individual houses may remain, the neighborhood overall has lost too much fabric to be eligible for listing in the National Register.

The altered fenestration, replacement windows, and reconfigured entrance of the **Watts Store and House** (WA 0314) suggest that the building may have been altered on the interior since the 1993 determination of eligibility. Without more information on the condition of the interior, we cannot concur with the finding regarding this property at this time.

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, please contact Renee Gledhill-Easley, environmental review coordinator, at 919-807-6579. In all future communication concerning this project, please cite the above-referenced tracking number.

cc: Mary Pope Furr, NC DOT, mfurr@ncdot.gov

yellow brick, and the storefronts appear original. The commercial building is located at the south end of the Central Raleigh Historic District (Determination of Eligibility 1998), but this district has been heavily altered in recent years with modern construction. In 2009, the district was determined not eligible for the National Register. Although intact, the commercial building does not have the significance to merit further survey as an individual resource.

- No. 6 Commercial Building (PIN 1703499156)** WA 2882 (black file)
503 Hillsborough Street WA 7388
Raleigh, Wake County

This 1954, one-story commercial building has a brick exterior laid in Flemish bond and a variety of Colonial Revival elements of style including molded door and window surrounds, divided-light windows, and cornices, pediments, and pilasters around the doorways. The commercial building is located at the south end of the Central Raleigh Historic District (Determination of Eligibility 1998), but this district has been heavily changed in recent years with modern construction. In 2009, the district was determined not eligible for the National Register. Although intact, the commercial building does not have the significance to merit further survey as an individual resource.

- No. 7 Commercial Building (PIN 1703499022)** WA 7389
502 West Morgan Street
Raleigh, Wake County

This utilitarian commercial building was built in 1950 as an automotive service shop. The building has a flat roof and a façade that once had large display windows above a brick shirt, but the windows are now covered in wood panels. The side and rear elevations are concrete block. There is a large, drive-in bay in the center of the main (south) elevation. The building has only marginal integrity and lacks the significance needed for further survey.

- No. 8 Gas Station (WA3008) (PIN 1703489817)** WA 3008
501 West Morgan Street GONE c. 2013
Raleigh, Wake County

This 1950, modernist gas station has a metal-paneled exterior and steel-sash, International Style windows at the corner of the office. Above the garage bays and the office canopy is a streamlined cornice that extends around the building below the flat parapet. Although intact, the building lacks the significance needed for further investigation.

- No. 26 Warehouse (PIN 1703565940)** WA 7400
301 West Cabarrus Street
Raleigh, Wake County

This circa 1957, concrete-block, one-story warehouse is capped by a canted roof with deep eaves. The bays appeared to have been infilled with concrete block in recent years. The building lacks the significance needed for intensive-level investigation.

- No. 27 Warehouse (PIN 1703560984) WA 7401**
401 West Cabarrus Street
Raleigh, Wake County

This one-story, flat-roofed, brick-veneered warehouse (circa 1960) has narrow, glass-block windows on the north and east elevations. The window bays are embellished with decorative brickwork. The building does not have the significance needed for further survey.

- No. 28 Warehouse (PIN 1703478178) WA 7402**
400 South West Street
Raleigh, Wake County

This gable-roofed warehouse was built in 1956 but remodeled in recent years with corrugated-metal walls, a corrugated-metal roof, and modern, metal-sash windows. Now owned by Amtrak, the building does not have the integrity or the significance to merit intensive-level investigation.

- No. 32 Warehouse (PIN 1703473624) WA 7405**
324 Dupont Circle
Raleigh, Wake County

This utilitarian warehouse (circa 1945) has a rectangular, gable-roofed form with concrete-block walls and steel-sash factory windows. The building does not have the significance to merit intensive-level evaluation.

- No. 33 Warehouse (PIN 1703472668) WA 7406**
328 Dupont Circle
Raleigh, Wake County

Utilitarian in its design, this one-story, flat-roofed, brick-veneered warehouse has a rectangular form and steel-sash factory windows. Erected circa 1950, the building does not have the significance to merit further (intensive-level) evaluation.

- No. 34 Warehouse (PIN 1703472722) WA 7407**
330 Dupont Circle
Raleigh, Wake County

Built circa 1950, the warehouse has a brick façade and concrete-block side and rear walls. The flat-roofed, rectangular building has steel-sash factory windows and a large garage door on the façade. The building does not have the significance to warrant intensive-level evaluation.

- No. 38 Garage (PIN 1703377957) WA 7410**
234 South Boylan Avenue
Raleigh, Wake County

This altered garage was built in 1932 and retains its original, brick-veneered main block with steel-sash windows and paneled, brick pilasters. A modern, metal addition has been built on the north elevation with two garage bays. The building lacks the integrity to merit intensive-level investigation.

No. 39 Commercial Building (PIN 1703481308) WA 7411
629 West Hargett Street
Raleigh, Wake County

This one-story, brick commercial building was constructed circa 1950. Reflecting the influence of mid-century Modernism, the building has a flat roof that overhangs the front which is defined by the steel framing and glass walls. The off-center entrance is also embellished with brick planter boxes. The side and rear elevations are more utilitarian in their appearance. The building has been converted into a restaurant in recent years. The building lacks the significance needed for further survey.

No. 40 Commercial Building (PIN 1703482402) WA 7412
615 West Hargett Street
Raleigh, Wake County

The front-gable, frame and masonry commercial building was erected circa 1940, but has been altered with modern board-and-batten siding, replacement diamond-paned windows, and the installation of a modern garage door. The rear warehouse has concrete-block walls. The building lacks the integrity to warrant intensive-level investigation.

No. 41 Commercial Building (PIN 1703483864) WA 7413
607 West Morgan Street
Raleigh, Wake County

Built circa 1937, this one-story, brick-veneered retail store has a stepped parapet with concrete coping and a flat, concrete belt course above the symmetrical, seven bay façade. The rear storage and loading areas appear largely intact with a loading dock and garage wing. The building does not have the significance to merit further investigation.

No. 42 Commercial Building (PIN 1703384404) WA 7414
731 West Hargett Street
Raleigh, Wake County

This 1962 warehouse has a functional flat-roofed, rectangular form and jumbo-brick exterior. There are replacement windows on the front elevation. The building has only marginal integrity and lacks the historical or architectural significance needed for intensive-level investigation.

**No. 43 Commercial Building (PIN 1703383445) Carolina Washboard Company
WA 2859**
733 West Hargett Street
Raleigh, Wake County

Built circa 1925 and expanded in the mid-twentieth century, this two-story, brick commercial building has a center, double-leaf entrance and boarded-over windows on the upper story and side elevations. A mid-century canopy shelters the entrance which is flanked by replacement, fixed-light windows. A mid-century, one-story, brick extension was added to the west elevation. The building does not have the historical or architectural significance to warrant further (intensive-level) survey.

No. 46 Warehouse (PIN 1703287689) WA 7416
819 West Hargett Street
Raleigh, Wake County

Constructed circa 1950, this simple, one-story, flat-roofed, brick warehouse now has modern, metal-sash windows. The building does not have the historical or architectural significance to merit further investigation.

No. 48 Houses (WA3016) (PIN 1703282980)
849-853 West Morgan Street
Raleigh, Wake County

Three one-story, frame dwellings occupy this tax parcel on the south side of West Morgan Street. The 1920s bungalow on the east end (849 West Morgan) is a simple, side-gable house with a shed-roofed dormer and an engaged front porch. The porch is supported by battered porch piers sitting on brick pedestals. The bungalow retains its weatherboard siding, wood shingles in the gables, and exposed rafters under deep eaves. The balustrade is a later addition.

The circa 1905, L-plan dwelling (851 West Morgan) to the west of the bungalow has asbestos shingles in the front wing and replacement windows. A modern ramp leads to the front porch which has later balusters. The turned porch posts and decorative sawnwork are original.

The circa 1905, L-plan dwelling (853 West Morgan) at the west end of the group has vinyl siding and replacement windows, including a bay window in the front wing. The porch appears to have later piers although the sawnwork brackets may be original. A modern ramp leads to the front porch. None of these three dwellings possesses the historical or architectural significance needed for intensive-level investigation either individually or as a small district.

South Raleigh Siding

No. 58 Commercial Building (PIN 1711164214) WA 7422
1343 West Garner Road
Garner, Wake County

Built in 1947, this commercial property houses two storefronts that face West Garner Road with an automotive repair shop to the rear. The commercial strip has a Roman brick veneer and is sheltered by a hip-roofed porch. To the rear is a utilitarian, concrete-block building with multiple car bays opening onto Yeargan Road and a flat parapet capped with terra cotta coping. The building does not have the historical or architectural significance to merit intensive-level examination.

No. 59 House (PIN 1711165004) WA 7423
1331 West Garner Road
Garner, Wake County

This one-story, brick-veneered, hip-roofed house was built in 1941. The house has a front-gable entry porch and six-over-six light, double-hung, wood-sash windows. An addition was built along the side (north) elevation. Behind the house, facing Yeargan Road, is a small, brick-veneered, commercial or industrial building. The building has an arched parapet and a central entrance

flanked by large display windows. The entrance is embellished with streamlined reveals and glass-block side lights, but the double-leaf doors are replacements. A shed-roofed porch has also been added across the entrance. The house and commercial building lack the historical or architectural significance needed for intensive-level investigation.

No. 60 **House (PIN 1711155945)** WA 7424
1329 West Garner Road
Garner, Wake County

The side gable dwelling (circa 1948) has a shed-roofed porch extending across the façade and six-over-six light, double-hung, wood-sash windows. The frame house now has vinyl siding, replacement porch posts and balustrade, and a side (south) addition. The house does not possess the significance or the integrity to merit intensive-level survey.

No. 61 **House (PIN 1711155970)** WA 7425
1327 West Garner Road
Garner, Wake County

The post-war, side gable dwelling (circa 1948) has a front-gable porch sheltering the entrance and six-over-six light, double-hung, wood-sash windows. The frame house has been vinyl sided. The property does not possess the significance to warrant intensive-level survey.

No. 62 **House (PIN 1711156803)** WA 7426
1325 West Garner Road
Garner, Wake County

The post-war, pyramidal-roofed house (circa 1957) has horizontal-sash windows and asbestos-shingle siding. The property does not possess the significance to warrant intensive-level survey.

No. 63 **House (PIN 1711156756)** WA 7427
1323 West Garner Road
Garner, Wake County

Built circa 1953, the post-war, hip-roofed house has steel-sash, casement windows and a brick veneer with tongue-and-groove paneling used decoratively around a bedroom window. The property does not possess the significance to warrant intensive-level survey.

No. 64 **House (PIN 1711059988)** WA 7428
104 Yeargan Road
Garner, Wake County

The frame, front-gable dwelling was built circa 1949 and has eight-over-eight light, double-hung, wood-sash windows and a flat-roofed porch. The house now has vinyl siding, and a modern balustrade has been added to the porch roof. The property includes a frame, front-gable garage. The house lacks the architectural or historical significance needed for intensive-level investigation.

- No. 65 Church (PIN 1711150840) WA 7429**
105 Yeargan Road
Garner, Wake County

Dating to circa 1954, this front-gable church is constructed of concrete block and has a projecting, front-gable narthex and a small, front addition. The educational wing extends across the rear of the church building. The church lacks the historical and architectural significance needed for further investigation.

Greenfield Siding

- No.66 House (WA0323) (PIN 1721900562)**
0 East Garner Road
Garner vicinity, Wake County

Now abandoned and in disrepair, this frame dwelling (circa 1910) consists of a side-gable, single-pile main block with a parallel side-gable kitchen wing connected by a hyphen. Covered with weatherboards, the dwelling has a deteriorated wraparound porch with turned posts on the main block. There is a simple, later porch along the hyphen and kitchen wing that is now ruinous. A collection of simple, deteriorated equipment sheds are located behind the house. The property does not have the integrity or the significance to warrant intensive-level investigation.

- No. 67 House (PIN 1720898836) WA 7430**
1501 East Garner Road
Garner vicinity, Wake County

Built circa 1945, this simple one-story, hip-roofed house has a double-pile form and brick veneer. The windows are replacements, and modern square posts support the shed-roofed porch. The property does not have the integrity or significance to merit further survey.

- No. 68 House (PIN 1720997510) WA 7431**
1671 East Garner Road
Garner vicinity, Wake County

This L-plan ranch house was built in 1960, following a common design. The one-story house has a brick veneer, deep eaves, and six-over-six light, double-hung, wood-sash windows as well as a three-part picture window. The entry porch is supported by a metal post. The house does not have the historical or architectural significance to warrant further investigation.

- No. 69 House (PIN 1720998630) WA 7432**
1701 East Garner Road
Garner vicinity, Wake County

Heavily altered with replacement sidings, windows, and doors, this circa 1945 house has a double-pile form capped by a side-gable roof. The house does not have the integrity to merit intensive-level survey.

No. 70 House (PIN 1730094147) WA 7433
1801 East Garner Road
Garner vicinity, Wake County

Vinyl siding covers this circa 1910, one-story, double-pile, hip-roofed dwelling. The house has six-over-one light-double-hung, wood-sash windows and a replacement front door. The slender porch posts, balustrade, and handicap ramp are modern additions. The house does not have the integrity or significance to warrant further investigation.

No. 72 House (PIN 1730186541) WA 7434
1905 East Garner Road
Garner vicinity, Wake County

Now covered primarily with masonite siding, this circa 1901, frame, one-story dwelling has an L-shaped plan with an altered bay window in the front gable. The porch has turned posts and balustrade, which may be original, and six-over-six light, double-hung, wood-sash windows. The window in the east gable is now covered in masonite siding. The property encompasses a modern garage, and the barn behind the house is ruinous. The house does not have the integrity or the significance to merit further survey.

No. 73 House (PIN 1730270815) WA 7435
2009 East Garner Road
Garner vicinity, Wake County

This circa 1940, frame, one-story house has a side-gable, double-pile form with a decorative gable above the shed-roofed porch. The house retains its German siding, but the one-over-one sash windows and the porch piers are replacements. The house does not have the integrity or the significance needed to merit intensive-level investigation.

No. 74 House (PIN 1730270759) WA 7436
2013 East Garner Road
Garner vicinity, Wake County

Capped by a clipped front gable roof, this 1940s, frame bungalow now has aluminum siding, replacement windows, and later metal porch supports atop original brick pedestals. The house does not have the integrity or the significance to merit further investigation.

No. 75 House (PIN 1730271676) WA 7437
2021 East Garner Road
Garner vicinity, Wake County

Now altered, this circa 1909, L-plan dwelling has replacement windows and a later balustrade, and the main entrance is covered with weatherboards. The house retains its weatherboard siding, gable returns, and chamfered porch posts with decorative brackets. Two brick, interior chimneys, with decorative paneling, pierce the roof. The house rests on a brick pier foundation with concrete-block infill. The house does not have the integrity or the significance to warrant further survey.

No. 76 Auburn Store and Bank (WA0310) (PIN 1730172650)
2025 East Garner Road
Garner vicinity, Wake County

This circa 1920, frame, one-story, double-pile house is capped by a metal-shingled hip roof with a front-gable dormer. The house retains its bungalow-inspired front porch, but modern additions now extend from the side elevations. The dwelling does not have the integrity or the significance needed to merit intensive-level investigation.

No. 77 House (PIN 1730273527) WA 7438
2029 East Garner Road
Garner vicinity, Wake County

Asbestos shingles covered this simple one-story, frame house that dates to the mid-twentieth century. The house has a three-bay façade, side-gable, double-pile form, and a front-gable entry porch. The dwelling does not have the historical or architectural significance needed for further survey.

No. 79 House (PIN 1730267832) WA 7439
2300 Auburn Road
Garner vicinity, Wake County

Similar to a cluster of simple, early-twentieth-century dwellings on the south side of the tracks in Auburn, this circa 1910, one-story, frame, three-bay house has a traditional single-pile form and a side-gable roof. The dwelling has been heavily modified with aluminum siding, replacement entry porch, and replacement windows. The house does not have the integrity or the significance to merit further survey.

No. 80 House (PIN 1730264949) WA 7440
2208 Auburn Road
Garner vicinity, Wake County

This circa 1910, one-story, frame, three-bay house has a single-pile, side-gable form and shed-roofed porch. The dwelling has been modified with vinyl siding, replacement porch posts, and a shed addition on the west elevation. The house no longer has the integrity to merit further investigation.

No. 81 House (PIN 1730262960) WA 7441
2112 Auburn Road
Garner vicinity, Wake County

This one-story, frame, L-plan house dates to circa 1910 but has been extensively altered with vinyl siding, an enclosed and remodeled front porch, and replacement windows. The house no longer has the integrity to warrant further study.

- No. 82** **House (PIN 1730271142)** WA 7442
2110 Auburn Road
Garner vicinity, Wake County

This one-story, frame, three-bay house (circa 1910) has a traditional single-pile, side-gable form. The dwelling has been extensively altered with aluminum siding, an enclosed and remodeled porch, and replacement windows. The house does not have the integrity or the significance to merit intensive-level investigation.

- No. 83** **House (PIN 1730271142)** WA 7443
2108 Auburn Road
Garner vicinity, Wake County

Now heavily remodeled, this circa 1910, one-story, frame, three-bay house has a traditional single-pile form and a side-gable roof. The dwelling has been altered with asbestos-shingle siding, an enclosed porch, an added entry porch, and replacement windows. The house does not have the integrity or the significance to merit intensive-level investigation.

- No. 84** **House (PIN 1730271142)** WA 7444
2106 Auburn Road
Garner vicinity, Wake County

Erected circa 1950, this simple one-story, frame dwelling has a side-gable roof, double-pile form, and horizontal-sash windows. The three-bay façade has a front-gable entry porch. The house does not have the historical or architectural significance needed for further evaluation.

- No. 85** **House (PIN 1730271142)** WA 7445
2104 Auburn Road
Garner vicinity, Wake County

This circa 1950, frame dwelling has a side-gable roof, double-pile form, and three-bay façade. The house has asbestos-shingle siding and metal-sash casement windows. The dwelling does not have the historical or architectural significance to merit further investigation.

- No. 87** **House (PIN 1730177672)** WA 7446
2029 Auburn Road
Garner vicinity, Wake County

Heavily modernized, this circa 1910, L-plan dwelling now has vinyl siding, replacement windows, replacement porch posts, and later additions on the side and front elevations. The house does not have the integrity to merit further study.

- No. 88** **House (PIN 1730276649)** WA 7447
2025 Auburn Road
Garner vicinity, Wake County

This simple, circa 1960 house is a one-story, frame, cross-gable dwelling with a picture window in the front gable and metal porch supports. The house does not have the significance to merit intensive-level investigation.

No. 89 **House (PIN 1730175657) VA 7448**
2021 Auburn Road
Garner vicinity, Wake County

Constructed circa 1960, this modest, frame, side-gable house has a rectangular form and an enclosed front porch. The house does not have the significance or integrity to merit further investigation.

PROPERTIES DETERMINED NOT ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES THROUGH HPO CONCURRENCE ON JULY 11, 2012



No. 2 Bridge No. 910528, Hillsborough Street, Raleigh, Wake County



No. 3 Commercial Building (PIN 1783495196), 527 Hillsborough Street, Raleigh, Wake County



No. 4 Commercial Building (PIN 1703498135), 513 Hillsborough Street, Raleigh, Wake County



No. 5 Commercial Building (PIN 1703498193), 509 Hillsborough Street, Raleigh, Wake County



No. 6 Commercial Building (PIN 1703499156), 503 Hillsborough Street, Raleigh, Wake County



No. 7 Commercial Building (PIN 1703499022), 502 West Morgan Street, Raleigh, Wake County



No. 8 Gas Station (PIN 1703489817),
501 West Morgan Street, Raleigh, Wake County



No. 26 Warehouse (PIN 1703565940), 301
West Cabarrus Street, Raleigh, Wake County



No. 27 Warehouse (PIN 1703560984), 401 West
Cabarrus Street, Raleigh, Wake County



No. 28 Warehouse (PIN 1703478178), 400 South
West Street, Raleigh, Wake County



No. 32 Warehouse (PIN 1703473624),
324 Dupont Circle, Raleigh, Wake County



No. 33 Warehouse (PIN 1703472668),
328 Dupont Circle, Raleigh, Wake County



No. 34 Warehouse, (PIN 1703472722),
330 Dupont Circle, Raleigh, Wake County



No. 38 Garage (PIN 1703377957), 234 South
Boylan Avenue, Raleigh, Wake County



No. 39 Commercial Building (PIN 1703481308),
629 West Hargett Street, Raleigh, Wake County



No. 40 Commercial Building (PIN
1703482402), 615 West Hargett Street, Raleigh,
Wake County



No. 41 Commercial Building, (PIN 1703483864)
607 West Morgan Street, Raleigh, Wake County



No. 42 Warehouse (PIN 1703384404), 731 West
Hargett Street, Raleigh, Wake County



No. 43 Warehouse (PIN 1703383445), 733 West Hargett Street, Raleigh, Wake County



No. 43 Warehouse (PIN 1703383445), 733 West Hargett Street, Raleigh, Wake County



No. 46 Warehouse (PIN 1703287689), 819 West Hargett Street, Raleigh, Wake County



No. 48 Houses (PIN 1703282980; PIN 1703282980; 1703282980), 849-853 West Morgan Street, Raleigh, Wake County



No. 48 Houses (PIN 1703282980; PIN 1703282980; 1703282980), 849-853 West Morgan Street, Raleigh, Wake County



No. 48 Houses (PIN 1703282980; PIN 1703282980; 1703282980), 849-853 West Morgan Street, Raleigh, Wake County



No. 56 North Carolina State College Historic District (WA4426), Proposed Expansion, Raleigh, Wake County



No. 56 North Carolina State College Historic District (WA4426), Proposed Expansion, Raleigh, Wake County



No. 58 Commercial Building (PIN 1711164214), 1343 East Garner Road, Garner, Wake County



No. 59 House (PIN 1711165004), 1331 East Garner Road, Garner, Wake County



No. 59 House (PIN 1711165004), Other Building, 1331 East Garner Road, Garner, Wake County



No. 60 House (PIN 1711155945), 1329 East Garner Road, Garner, Wake County



No. 61 House (PIN 1711155970), 1327 East Garner Road, Garner, Wake County



No. 62 House (PIN 1711156803), 1325 East Garner Road, Garner, Wake County



No. 63 House (PIN 1711156756), 1323 East Garner Road, Garner, Wake County



No. 64 House (PIN 1711059988), 104 Yeargan Road, Garner, Wake County



No. 65 Church (PIN 1711150840), 105 Yeargan Road, Garner, Wake County



No. 66 House (WA0323) (PIN 1721900562), 0 East Garner Road, Garner Vicinity, Wake County



No. 66 House (WA0323) (PIN 1721900562),
0 East Garner Road, Garner Vicinity, Wake County



No. 67 House (PIN 1720898836), 1501 East
Garner Road, Garner Vicinity, Wake County



No. 68 House (PIN 1720997510), 1671 East
Garner Road, Garner Vicinity, Wake County



No. 69 House (PIN 1720998630), 1701 East
Garner Road, Garner Vicinity, Wake County



No. 70 House (PIN 1730094147), 1801 East
Garner Road, Garner Vicinity, Wake County



No. 72 House (PIN 1730186541), 1905 East
Garner Road, Garner Vicinity, Wake County



No. 73 House (PIN 1730270815), 2009 East
Garner Road, Garner Vicinity, Wake County



No. 74 House (PIN 1730270759), 2013 East
Garner Road, Garner Vicinity, Wake County



No. 75 House (PIN 1730271676), 2021 East
Garner Road, Garner Vicinity, Wake County



No. 76 House (PIN 1730172650), 2025 East
Garner Road, Garner Vicinity, Wake County



No. 77 House (PIN 1730273527), 2029 East
Garner Road, Garner Vicinity, Wake County



No. 79 House (PIN 1730267832) 2300 Auburn
Road, Garner Vicinity, Wake County



No. 80 House (PIN 1730264949), 2208 Auburn Road, Garner Vicinity, Wake County



No. 81 House (PIN 1730262960), 2112 Auburn Road, Garner Vicinity, Wake County



No. 82 House (PIN 1730271142), 2110 Auburn Road, Garner Vicinity, Wake County



No. 83 House (PIN 1730271142), 2108 Auburn Road, Garner Vicinity, Wake County



No. 84 House (PIN 1730271142), 2106 Auburn Road, Garner Vicinity, Wake County



No. 85 House (PIN 1730271142), 2104 Auburn Road, Garner Vicinity, Wake County



No. 87 House (PIN 1730177672), 2029 Auburn Road, Garner Vicinity, Wake County



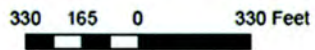
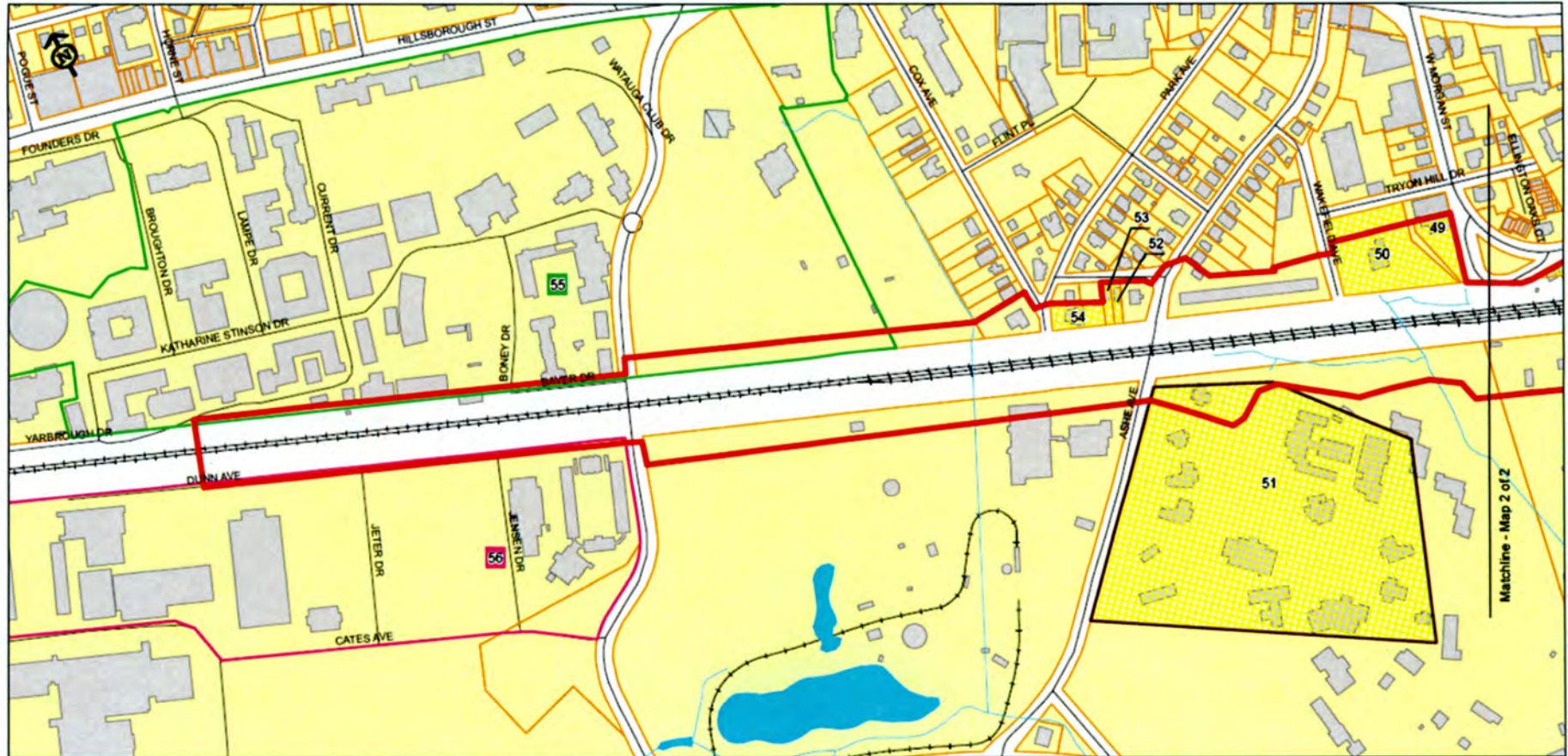
No. 88 House (PIN 1730276649), 2025 Auburn Road, Garner Vicinity, Wake County



No. 89 House (PIN 1730175657), 2021 Auburn Road, Garner Vicinity, Wake County

APPENDIX B:

Area of Potential Effects (APE) Maps

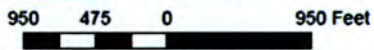
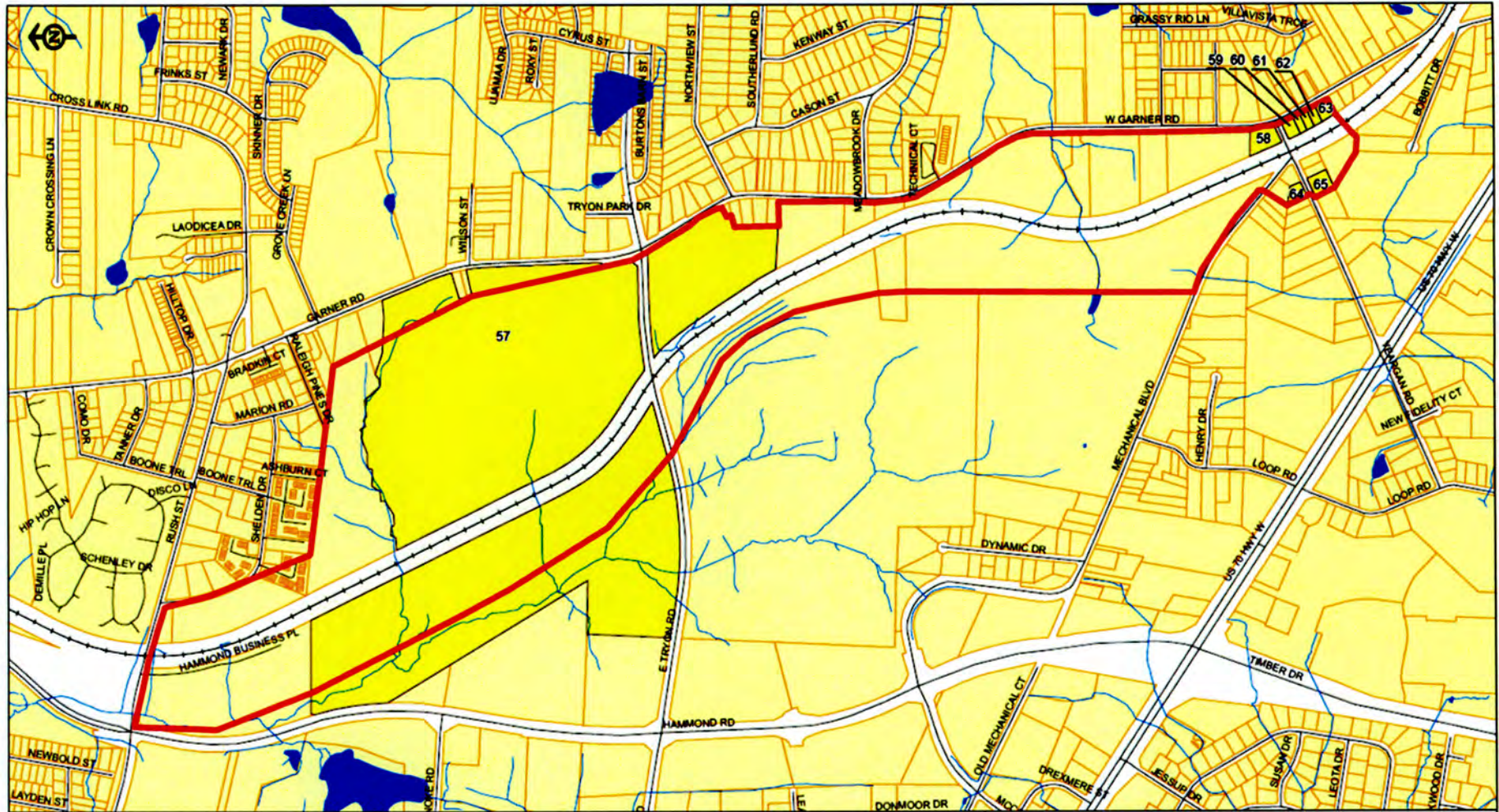


Legend

- | | |
|---------------------|--|
| APE Boundary | Boylan Heights Historic District 35 |
| Surveyed Properties | Depot Historic District 18 |
| Streams | Governor Morehead School Historic District 51 |
| Waterbodies | North Carolina State College Historic District 55 |
| Roads | NC State College Historic District Proposed Expansion 56 |
| Railroads | Old Fourth Ward Historic District 29 |
| Parcels | Building Footprints |

**Area of Potential Effects Map 1 of 2
 Raleigh Train Station**

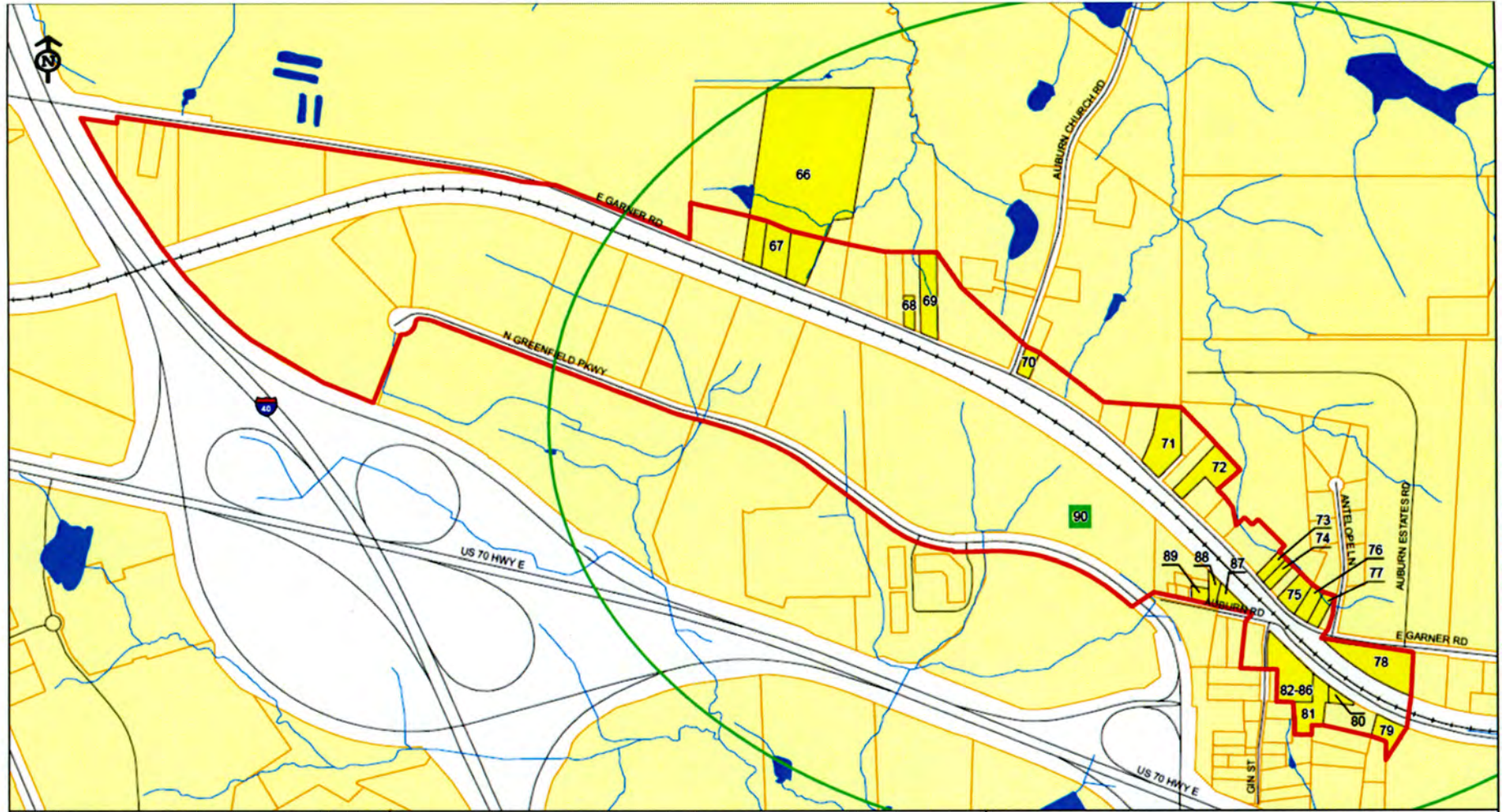
Proposed Raleigh Station
 and Track Configurations
 TIP No. P-3803
 Wake County, North Carolina



Legend

- APE Boundary
- Surveyed Properties
- Parcels
- Streams
- Waterbodies
- Railroads
- Roads

Area of Potential Effects Map - South Raleigh Siding
 Proposed Raleigh Station and Track Configurations
 TIP No. P-3803
 Wake County, North Carolina



600 300 0 600 Feet

Legend

- APE Boundary
- Parcels
- Railroads
- Auburn Community 90
- Streams
- Roads
- Surveyed Properties
- Waterbodies

Area of Potential Effects Map - Greenfield Siding
 Proposed Raleigh Station and Track Configurations
 TIP No. P-3803
 Wake County, North Carolina

APPENDIX C:

Professional Qualifications

Richard L. Mattson, Ph.D.
Historical Geographer

Education

- 1988 Ph.D. Geography
 University of Illinois, Urbana, Illinois
- 1980 M.A. Geography
 University of Illinois, Urbana, Illinois
- 1976 B.A. History, Phi Beta Kappa
 University of Illinois, Urbana, Illinois

Relevant Work Experience

- 1991-date Historical Geographer, Mattson, Alexander and Associates, Inc.
 Charlotte, North Carolina
- 1991 Visiting Professor, History Department, Queens College
 Charlotte, North Carolina
- 1989-1991 Mattson and Associates, Historic Preservation Consulting
 Charlotte, North Carolina
- 1988 Visiting Professor, Department of Urban and Regional Planning,
 University of Illinois, Urbana, Illinois
- 1984-1989 Private Historic Preservation Consultant,
 Raleigh, North Carolina
- 1981-1984 Academic Advisor, College of Liberal Arts and Sciences, University of Illinois,
 Urbana, Illinois
- 1981 Instructor, Department of Geography, University of Illinois, Urbana, Illinois
- 1978-1980 Private Historic Preservation Consultant, Champaign, Illinois

Frances P. Alexander
Architectural Historian

Education

- 1991 M.A. American Civilization-Architectural History
George Washington University
Washington, D.C.
- 1981 B.A. History with High Honors
Guilford College
Greensboro, North Carolina

Relevant Work Experience

- 1991-date Architectural Historian, Mattson, Alexander and Associates, Inc.
Charlotte, North Carolina
- 1988-1991 Department Head, Architectural History Department
Engineering-Science, Inc., Washington, D.C.
- 1987-1988 Architectural Historian, Historic American Buildings Survey/Historic American
Engineering Record, National Park Service, Washington, D.C.
- 1986-1987 Historian, National Register of Historic Places, National Park Service,
Washington, D.C.
- 1986 Historian, Historic American Engineering Record, National Park Service,
Chicago, Illinois