



North Carolina Department of Natural and Cultural Resources
State Historic Preservation Office

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August 21, 2020

Dr. Yvette Taylor
Regional Administrator
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RE: Proposed new transit facility located at 200 South West Street, 206 South West Street, and 210 South West Street, Raleigh, Wake County, ER 20-0299

Dear Dr. Taylor:

Thank you for your July 21, 2020, letter transmitting the Historic Architecture Survey Report, regarding the Raleigh Union Station, Phase II-RUS Bus Project, we concur with the report's findings for the reasons cited in the report.

The Depot Historic District (WA0724) and the Depot Historic District Boundary Increase (WA7774) retain eligibility for the National Register.

The Depot Historic District Expansion (WA6524) does not retain eligibility for the National Register.

The Dr. Hubert Royster House (WA3750) is eligible for the National Register.

The following resources are determined not eligible for the National Register:

- William Gibson Building (WA3007)
- James C. Green Realty and Insurance Building (WA4250)
- Office Building (WA6519)
- Northwestern Mutual Fire Association Office (WA6523)
- W.J. Hines Company Warehouse (WA7405)
- W.J. Hines Company Warehouse 2 (WA7406)
- Warren Brother's Transfer Warehouse (WA7407)
- EDS Equipment Design and Services Building (WA7411)
- U.S. National Youth Administration Warehouse (WA7412)
- Nash Square Fire Station (WA8078), is a contributing resource to the Depot Historic District
- City of Raleigh Offices (WA8312)
- Service Station (WA8313)
- Commercial Building (WA8314)
- Royal Typewriter Company Building (WA8315)

The report lacks a summary table listing each evaluated resource and their recommended eligibility status, but the report is thorough and well-written. Also note that the table on page 74 lists the Royster House as eligible under criteria A and C, but the report determined that the house was eligible under criteria B and C.

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

Thank you for your cooperation and consideration. If you have questions concerning the above comment, contact Renee Gledhill-Earley, environmental review coordinator, at 919-807-6579 or environmental.review@ncdcr.gov. In all future communication concerning this project, please cite the above referenced tracking number.

Sincerely,

A handwritten signature in cursive script that reads "Renee Gledhill-Earley".

A handwritten signature in cursive script that reads "Ramona Bartos".
Ramona Bartos,
Deputy State Historic Preservation Officer

Historic Architecture Survey for Raleigh Union Station, Phase II - RUS Bus Project

Wake County, North Carolina



New South Associates, Inc.

Historic Architecture Survey for Raleigh Union Station, Phase II – RUS Bus Project

Wake County, North Carolina

Report submitted to:

WSP • 434 Fayetteville Street • Raleigh, North Carolina 27601

Report prepared by:

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July 16, 2020 • **Final Report**
New South Associates Technical Report 4024

MANAGEMENT SUMMARY

New South Associates, Inc. (New South) completed a historic architecture survey for the proposed Research Triangle Regional Public Transportation (dba GoTriangle) Project in downtown Raleigh, Wake County, North Carolina. The proposed project, termed RUS Bus, would include the construction of a facility on three parcels (totaling approximately 1.72 acres) owned by GoTriangle at 200 South West Street, 206 South West Street, and 210 South West Street. The existing buildings on the parcels would be demolished as part of the project except for the westernmost wall adjacent to the railroad.

The prime consultant, WSP, is under contract with GoTriangle. The project is funded by the Federal Transit Authority (FTA) and, therefore, it must comply with the National Environmental Policy Act (NEPA) and the regulations of Section 106 of the National Historic Preservation Act (NHPA), as amended. The work adhered to the procedures and policies established by the North Carolina State Historic Preservation Office (HPO) for compliance with Section 106, as specified in 36 Code of Federal Regulation (CFR) 800.

The Area of Potential Effects (APE) for historic architecture incorporated all new project construction, including a proposed mixed-use facility that would include affordable housing, ground floor retail, and structured parking. The APE was defined by FTA in consultation with the North Carolina State Historic Preservation Office (HPO).

The APE contains portions of one district listed in the National Register of Historic Places (NRHP): the Depot Historic District (WA0724), which was expanded in 2017 with the Depot Historic District Boundary Increase (WA7774). An additional expansion area, the Depot Historic District Expansion (WA6524), was determined eligible for NRHP listing in 2013. A review of Wake County tax records and HPO survey files reveals that 13 previously surveyed properties and four newly identified properties that are 50 years old or older are located within the APE. The four newly identified resources were assigned HPO survey sites numbers in June 2020.

Of the surveyed resources, two are eligible for the NRHP: the Depot Historic District (WA0724), as expanded in 2017 with the Depot Historic District Boundary Increase (WA7774) remains eligible and the previously recorded, Dr. Hubert Royster House (WA3007) at 131 South Boylan Avenue is individually eligible for the NRHP. As a result of this study, one additional resource, the Nash Square Fire Station (WA8078) at 220 South Dawson Street is recommended eligible as a contributing resource to the Depot Historic District (WA0724). The Depot District Expansion (WA6524), identified in 2013, is no longer eligible for listing in the NRHP.

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I. INTRODUCTION

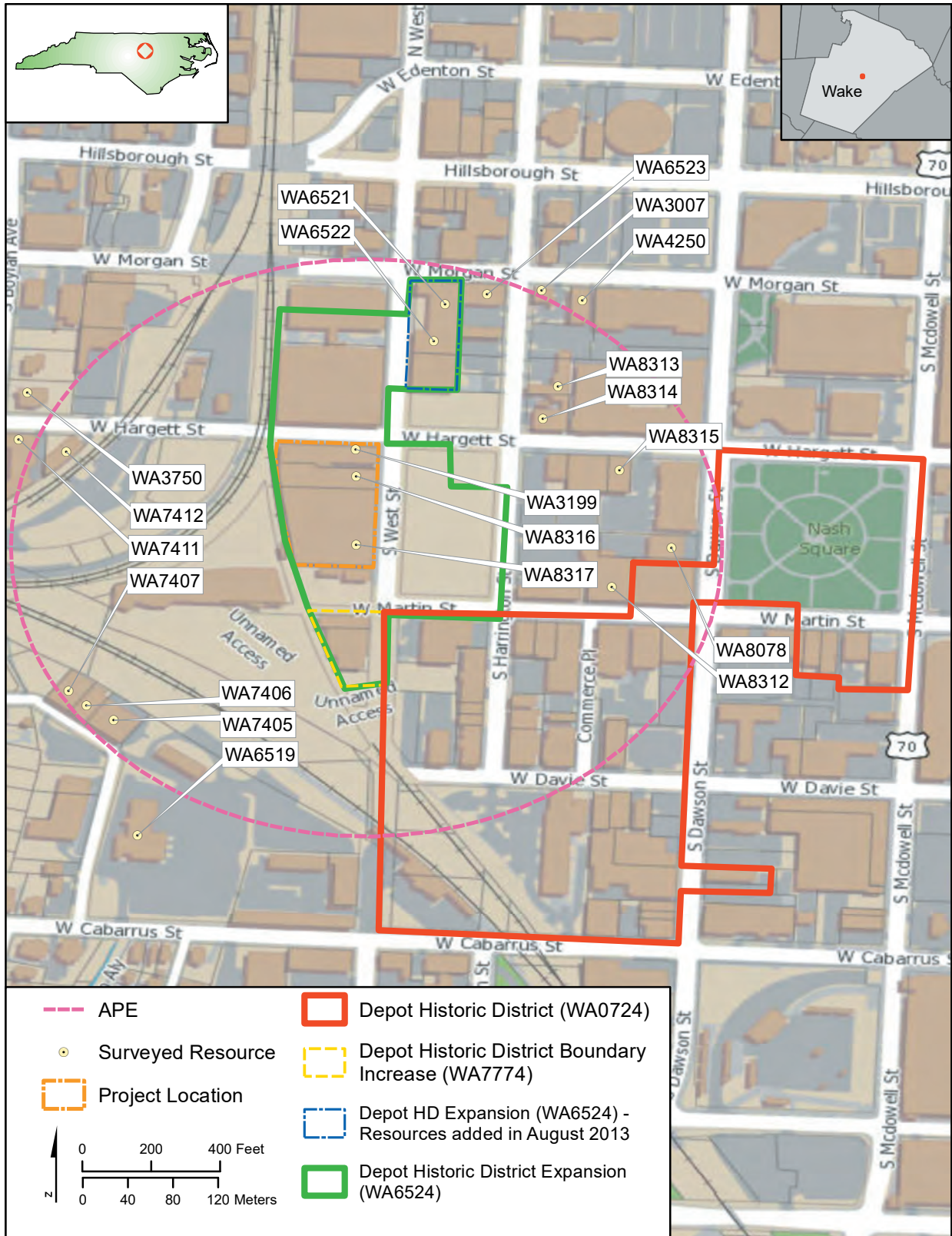
New South Associates, Inc. (New South) completed a historic architecture survey for the proposed Research Triangle Regional Public Transportation (dba GoTriangle) Project in downtown Raleigh, Wake County, North Carolina. The project is located on the west side of South West Street, between West Hargett Street and West Martin Street. Termed RUS Bus, the proposed undertaking would involve the construction of a facility on three parcels (totaling roughly 1.72 acres) owned by GoTriangle at 200 South West Street, 206 South West Street, and 210 South West Street. Three two-story twentieth-century brick warehouses would be demolished as part of the project, except for the westernmost walls adjacent to the railroad, which would remain in place. A pedestrian bridge would cross an existing railroad track to connect the planned facility with the existing Raleigh Union Station at 510 West Martin Street. The track is owned by the North Carolina Department of Transportation (NCDOT).

The prime consultant, WSP, is under contract with GoTriangle. The project receives funding from the Federal Transit Authority (FTA) and so must comply with National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended. The work adhered to the procedures and policies established by the North Carolina State Historic Preservation Office (HPO) for compliance with Section 106 of the NHPA as specified in 36 CFR 800.

The project's Area of Potential Effects (APE) was defined by FTA in consultation with the North Carolina HPO. The APE for historic architecture includes the parcels depicted in Figure 1 and incorporates all new project construction, including the proposed mixed-use facility, which would contain affordable housing, ground floor retail, and structured parking. It would also have an eight-bay bus transfer facility for local routes to stop downtown or to connect to bus and rail at Raleigh Union Station. The project would include a fully integrated on-street bus component that would include station infrastructure for a proposed BRT system.

The APE contains portions of one district listed in the National Register of Historic Places (NRHP): the Depot Historic District (WA0724), which was expanded in 2017 with the Depot Historic District Boundary Increase (WA7774). Another area, the Depot Historic District Expansion (WA6524), was determined eligible for NRHP listing in 2013. Wake County tax records and HPO survey files indicate that 13 previously surveyed properties and four newly identified properties that are 50 years old or older are located within the APE. The four newly identified resources were assigned HPO survey sites numbers in June 2020.

Figure 1.
Project Location, APE, and Location of Surveyed Resources in Raleigh



Source: ESRI Resource Data

Of the surveyed resources, two are eligible for the NRHP. The Depot Historic District (WA0724), expanded in 2017 with the Depot Historic District Boundary Increase (WA7774) remains eligible. The Dr. Hubert Royster House (WA3007) at 131 South Boylan Avenue is individually eligible. As a result of this study, one additional resource, the Nash Square Fire Station (WA8078) at 220 South Dawson Street is recommended eligible as a contributing resource to the Depot Historic District (WA0724). The Depot Historic District Expansion (WA6524), identified in 2013, is no longer eligible for listing in the NRHP.

II. PROJECT AREA CONTEXT

Prior to 1792, North Carolina had no permanent capital and lawmakers convened in various sites throughout the state. Leaders living west of the Cape Fear River backed establishing a capital in Fayetteville, while those in the east favored coastal locations such as New Bern (Perkins 1994:3). Following a robust debate in 1788, the state legislature concurred that the capital should be in a central location. Joel Lane offered a 1,378-acre tract of land near the Wake Court House. The tract was conveniently situated near the intersection of North Carolina's two major thoroughfares, the north-south route connecting Petersburg, Virginia and Charleston, South Carolina and the east-west route between Hillsborough and the coast (Perkins 1994:3).

In 1792 legislators purchased the wooded tract near Wake Court House and immediately afterwards, senator and surveyor, William Christmas, platted the city of Raleigh. According to his initial design, Raleigh would be a rectangular grid with Union Square at its axial center and four existing springs at its corners (Perkins 1994). A capitol building would be at the six-acre Union Square, while four additional four-acre squares radiating from the city center were earmarked for public use. Three of the four parks were named for the state's first governors, Caswell, Nash, and Burke, while the fourth park (modern-day Moore Square) was named for Attorney General Alfred E. Moore. The city's four primary thoroughfares extended from each side of Union Square and were named for the state's judicial districts: New Bern, Halifax, Fayetteville, and Hillsborough. These streets became the framework of a 400-acre grid system containing 276 one-acre lots that were auctioned to raise funds to for the state house and institutional buildings (Figure 2.1).

On December 31, 1792, the NC General Assembly adopted the new capital and named the city in honor of Sir Walter Raleigh (who intended to build a city bearing his name on Roanoke Island). In 1794, the city was officially chartered, and seven commissioners were chosen and tasked with creating city ordinances and appointing city officials (Perkins 1994). The original capitol was built on Union Square in 1794 and later that year, the North Carolina General Assembly held their first session. The selection of a permanent capital prompted government officials to move their offices and residences to Raleigh.

In 1819, the General Assembly oversaw a campaign to remodel the state house, which was completed in 1824. Within 10 years, in 1831, a devastating fire destroyed the remodeled building. Two years later, Governor David Lowry Swain laid the cornerstone of the replacement, the existing Greek Revival North Carolina State Capitol (WA0007), solidifying Raleigh as the state's

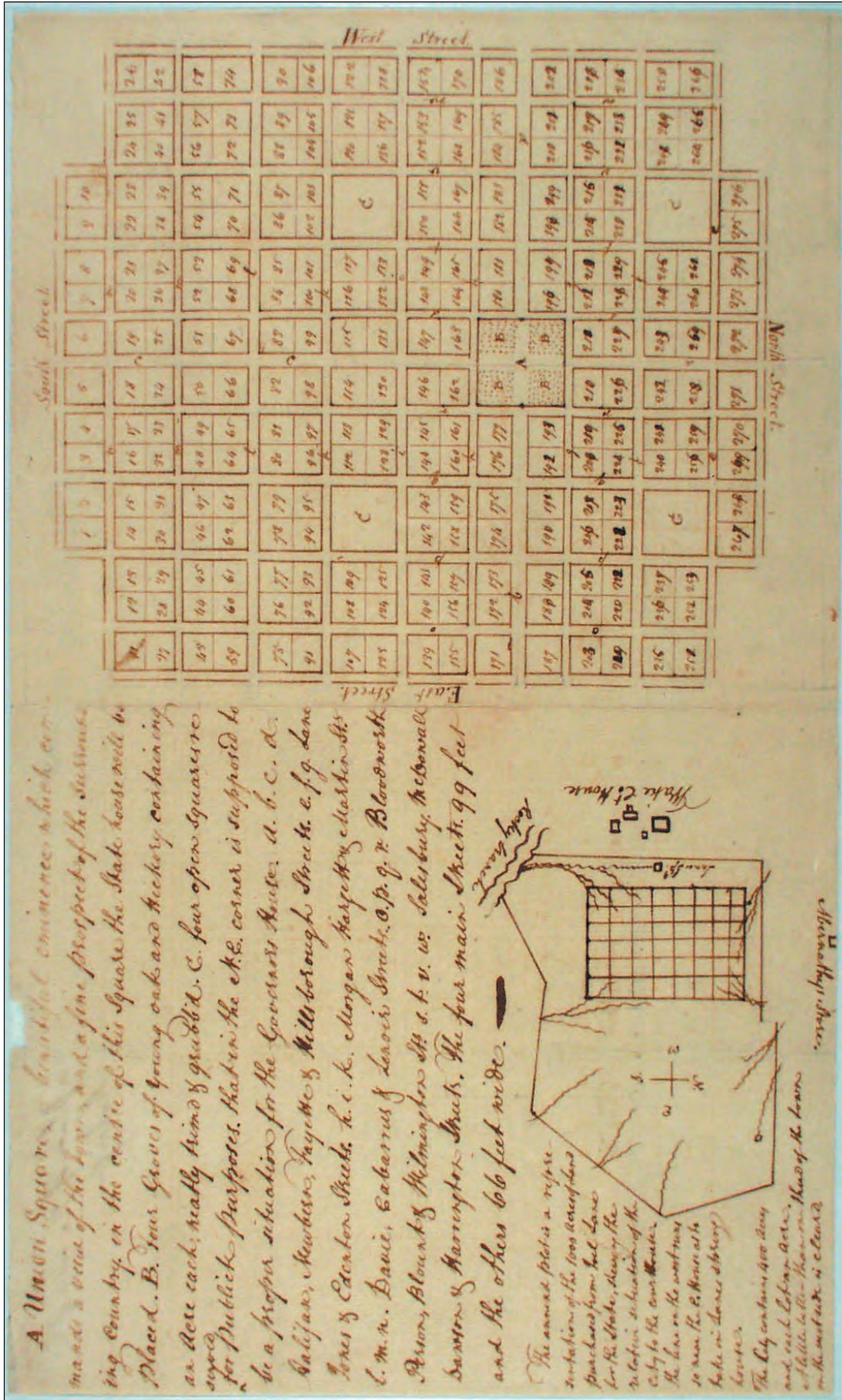


Figure 2.1. Christmas Plan for the City of Raleigh, 1792

governmental and institutional center. The Raleigh-Gaston Railroad was completed in March 1840, which improved connectivity in the region and bolstered the city's commercial potential (Perkins 1994). Industries arose around the railways, including foundries, repair shops, and warehouses that provided jobs for unskilled laborers. In 1857, city officials annexed a quarter-mile area surrounding the city, further encouraging growth (Mattson 1988:3).

CIVIL WAR AND RECONSTRUCTION

Though not physically destroyed like many southern capitals during the Civil War, Raleigh entered a period of financial instability during Reconstruction. The city was occupied intermittently by Federal troops from April 1865-1870 (de Miranda and Martin 2008). During this time all of the state's banks were shuttered. Raleigh's commercial district began to recover and diversify in the late 1870s as shopkeepers along Fayetteville Street and Hargett Street re-opened. In 1907, Raleigh's city limits were expanded north to roughly Glascock Street, east of Tarboro Road, south of Bragg Street, and west of the terminus of West Morgan Street (City of Raleigh Information Technology Department 2019). This expansion quadrupled the size of the city and encouraged further economic growth. The area on the west side of Moore Square became home to numerous retail businesses, including an agricultural implement company, shoe stores, and confectioners. Around 1910, the state legislature considered relocating the state capitol to Greensboro, as it had infrastructure better suited for large political gatherings. In response, the city of Raleigh campaigned to develop additional lodging facilities and an auditorium. Numerous sizable buildings, including the Montague Building and the 1914 Spanish Revival City Market, were constructed in hopes of bolstering the city's reputation (Bushong and Brown 1983).

Concurrently, the area along East Hargett Street between South Wilmington Street and South Blount Street became known as Raleigh's "Black Main Street," for its concentration of African American-owned and operated businesses. Its existence was due to institutional segregation that restricted African American access to most Raleigh businesses and mandated that racial groups use different facilities. This area housed the offices of African American physicians, attorneys, pharmacist, retailers, and barbers. Many African American professionals maintained offices at the Grand United Order of Odd Fellows Building (WA7241) at 115 East Hargett Street (Bushong and Brown 1983).

NINETEENTH-CENTURY RESIDENTIAL DEVELOPMENT

Commercial growth led to residential expansion at the city's periphery. Between 1886 and 1891, Raleigh's four-mile trolley system was installed with routes to the city's northern, western, and southern suburbs. In 1912, Carolina Power & Light opened an amusement park at the end of the line to increase ridership (Perkins 1994:108). Following this expansion, historic farmland,

including that of Moses Mordecai, commonly called “Mordecai Grove,” was subdivided into residential building lots. After the war, Mordecai began selling portions of his wooded tract (purchased in 1819) along present-day Oakwood Avenue for residential development. Members of Raleigh’s white professional class purchased 0.5- to 1.0-acre lots in this area, known as Oakwood. Mordecai also donated a portion of his property to the city for a Confederate cemetery, in use between 1880 and World War I (Black 1987).

The area east of Oakwood was similarly subdivided for residential use. From 1869-1900, John W. Cotton’s plantation, “Idlewild,” was sold and split into two residential neighborhoods on either side of New Bern Avenue: “Cotton Place” and “Idlewild.” Though likely intended for Raleigh’s white professional class, lots were primarily purchased by African Americans due to the area’s proximity to Saint Augustine’s College and the state fairgrounds, which housed the Freedmen’s Bureau Hospital during Reconstruction (Mattson 1988:11). Additionally, the Black-owned Raleigh Cooperative Land and Building Association was the primary developer for the Idlewild neighborhood. Chaired by James Henry Harris, a student of Oberlin College who moved back to Raleigh to chair the National Freedman’s Savings and Trust Company, the Raleigh Cooperative Land and Building Association worked to aid formerly enslaved people in purchasing property in and around the city (Quillin 2016). While Harris focused his efforts on the Oberlin neighborhood, northwest of the city center, he also aided in the sale of lots in the Idlewild and Hungry Neck neighborhoods east of the predominantly white Oakwood neighborhood (Mattson 1988:12).

Historically, Raleigh’s African American population was dispersed throughout the city with small enclaves of free men and women living in the East Ward prior to emancipation. The city’s freed population is often underrepresented in historic city records making it difficult to discern settlement and residential trends. As of 1855, a small portion of freed men and women owned taxable real estate that was recorded in Raleigh’s tax list, but contemporary census records did not list the addresses of households. Most freedmen lived on inexpensive tracts at the city’s periphery that were undesirable due to either topography or proximity to industrial sites such as rail yards. According to the 1860 U.S. Census, integrated working-class blocks were not unusual in Raleigh but the city’s eastern, southern, and northwestern areas contained small neighborhoods of free people (Mattson 1988:6). During Reconstruction, communities of freed men and women, such as Oberlin and Method, emerged northwest of the city center as African Americans from the state’s rural areas streamed into Raleigh seeking job opportunities and connections through the Freedman’s Bureau and Federal army. In the 1870 U.S. Census, freed men and women accounted for 50 percent of the city’s total population (Mattson 1988:8).

Large tracts of land on the west side of the city were also sold and subdivided. In 1907, the Greater Raleigh Land Company purchased the house and lands of William Montfort Boylan, just west of the city’s historic grid, from Boylan’s heirs. Previously part of a plantation owned by Joel Lane, this section of western Raleigh was defined by rolling topography bounded by the North Carolina

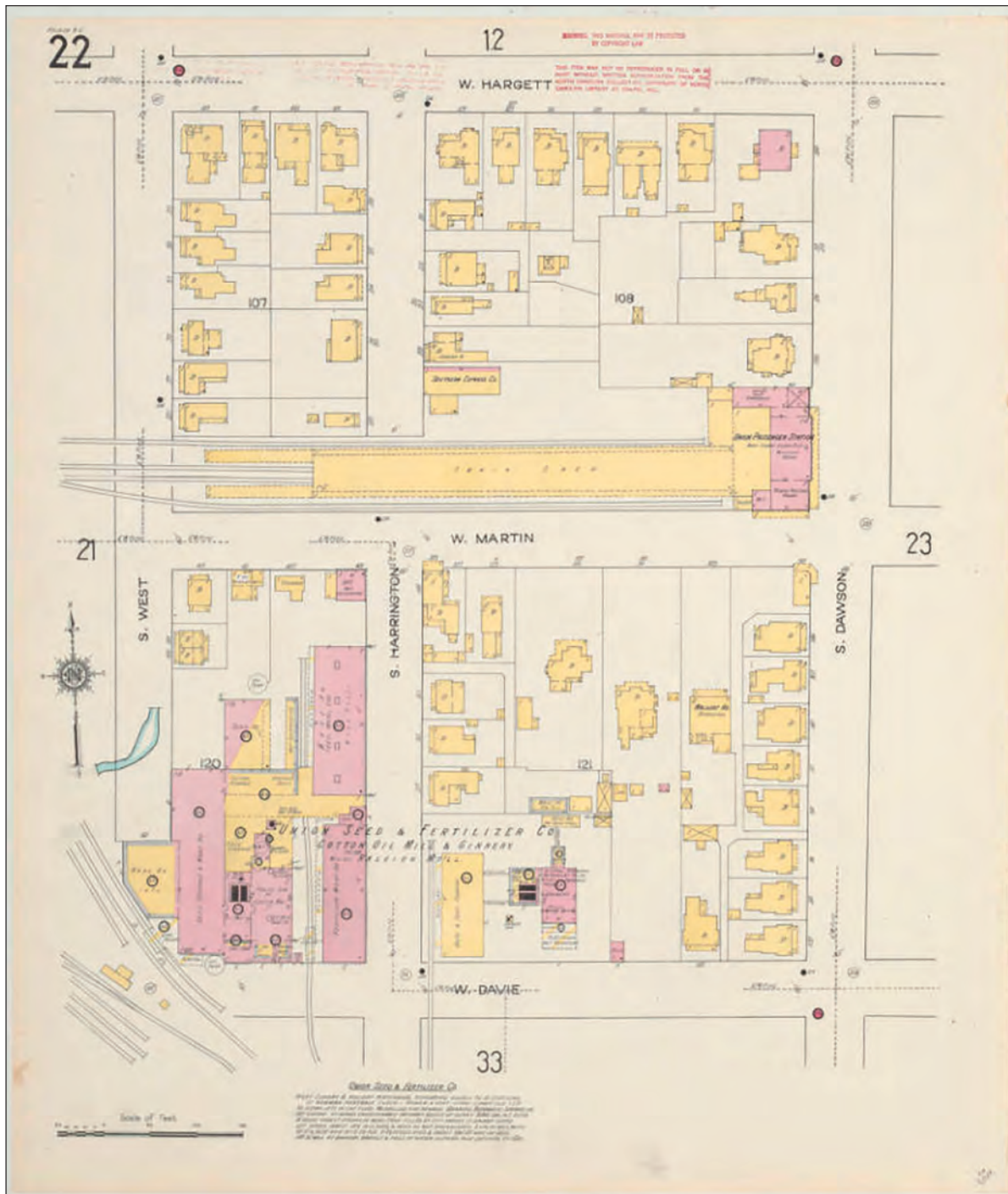
Railroad to the north and the grounds of the state asylum to the south. William Boylan purchased the property in the nineteenth century and lived there until his death in 1861. The land remained in the Boylan family until 1907 (Brown and Bushong 1982:1). Following the sale, the Greater Raleigh Land Company developed the area into a neighborhood of 0.10-acre residential lots known as Boylan Heights, all of the lots going to members of Raleigh's white professional class by 1915. Residents constructed one- to three-story frame dwellings in Queen Anne, Craftsman, and Revival styles. The land company carefully planned and dictated both the physical design of the neighborhood and its racial and socio-economic makeup. Deeds were saddled with restrictive covenants that placed a minimum value on construction costs (which varied depending on the section of the neighborhood) and forbade African Americans from owning or renting property except as live-in domestic help (Brown and Bushong 1982:2). Like many neighborhoods in Raleigh, Boylan Heights underwent a distinct evolution in the years following the Great Depression. Due to job loss, many families lost their homes and dwellings were divided into multi-family apartments. As noted in the NRHP nomination, Boylan Heights is a unique residential pocket in the southwestern corner of the city, a historically industrial and municipal node. As early as the nineteenth century, then-owner, William Montford Boylan, did not allow the city's streetcar lines to access his property and this area has remained relatively disconnected from the city's transportation infrastructure ever since (Brown and Bushong 1982:4)

COMMERCIAL AND INDUSTRIAL DEVELOPMENT IN SOUTHWEST RALEIGH

The North Carolina Railroad entered the southwest corner of Raleigh in 1854 and a frame depot was built near the intersection of West Cabarrus Street and South Harrington Street. The entrance of the railroad inspired a shift in in this formerly residential district. Between 1854 and 1910, dwellings were replaced with warehouses and other industrial facilities to manage freight (Figure 2.2). With a central location between industrial areas of the Piedmont and the agricultural areas in the east, Raleigh's position made it a natural distribution center. As of 1929, an average of 78 railroad cars per day passed through the city (Little 2002:14). The 2002 NRHP nomination for the Depot Historic District (WA0724) included a review of historic Raleigh City Directories, which revealed that warehouses near the depot and along the tracks stored and distributed a range of products from building materials, to food products, notions, and housewares (Little 2002). Throughout the 1930s and 1940s, the Depot Historic District bustled with passengers and goods arriving to the city. Delivery trucks crisscrossed the district picking up goods from the freight depot, warehouses, and bottling plants that operated in this area.

In keeping with national trends, the rising popularity and accessibility of the automobile altered the commercial landscape of southwest Raleigh. By the 1950s, the movement of freight shifted from rail to interstate trucking. Most companies moved their warehouses to the city's periphery

Figure 2.2.
1914 Sanborn Fire Insurance Map Depicting a Mix of Residential and Commercial Development
in Southwest Raleigh



to avoid congestion in the city center. Additionally, reliance on automobiles discouraged shoppers from traveling to downtown commercial districts because of parking constraints and increased traffic. Large suburban grocery stores went up around the city, further pulling the distribution economy to the city's outer reaches. Concurrently, the governmental presence in Raleigh expanded. Downtown Raleigh's industrial buildings, including many in the Depot Historic District, were converted to office, retail, or light industrial space (Little 2002). In the mid twentieth century, areas in southwest Raleigh, particularly near Nash Square, evolved from industrial and commercial use to extensions of the city's governmental headquarters. Between 1950 and 1986, the 1891 Union Station (WA3656) was significantly remodeled and expanded with a one-story brick wing added for office space (Little 2002). In keeping with this trend, a number of small one-to three-story offices were built south of West Morgan Street.

After World War II, Raleigh's economy began to shift and diversify. A hub for technological research, Research Triangle Park, was created west of the city in 1958, while the city's six universities began to expand. This growth spurred Raleigh city officials to improve infrastructure, including roads, schools, and water and sewer services, to accommodate growth (Little 2006:5). Limited residential construction during WWI and WWII resulted in an immediate need for housing for returning servicemen and their families. Dwellings representative of the Minimal Traditional and Ranch styles were built by development companies outside the city limits on well-ordered lots subdivided from former farmland (Little 2010). Sprawling residential development during the mid-twentieth century encouraged commercial growth at Raleigh's perimeter on a scale markedly different from its historic downtown commercial center. Linear shopping centers and malls were raised in emerging suburbs like Cameron Village, a mixed-use development on the northwest side of town, constructed between 1949 and the early 1950s. Cameron Village included six blocks of retail space and as of 1955, contained 58 offices and 46 shops (Little 2006).

Southwest Raleigh has undergone significant changes in recent years. Beginning in 2012, the construction of multi-family luxury condominiums including The Dillon at 401 West Hargett Street and large office complexes like the Citrix building at 120 South West Street, have shifted the area's character from largely industrial to mixed-use residential and commercial. Many former warehouses within the Depot Historic District (WA0724) have been adapted for use as restaurants, bars, and coffee shops that cater to office workers and the residential population.

ARCHITECTURAL CONTEXT

Raleigh's non-residential architecture has been documented in citywide surveys in 1989-1991, 1992, and 2006. In 2017-2018, the city's non-residential architecture built between 1945 and 1975 was surveyed and documented in a Multiple Property Documentation Form prepared by M. Ruth

Little of Longleaf Resources. Between 1945 and 1965, Raleigh's population almost doubled from 54,000 to 103,000 residents and substantially impacted the city's landscape and built environment (Little 2018a:3). Little's 2018 study indicates that industrial warehouses, bulk-distribution warehouses, fire stations, "single and multi-tenant stores," service garages, and service stations were among the most common property types from the era. A number of these resources are centered in southwest Raleigh near the former North Carolina Railroad line. As discussed above, Raleigh's emergence as rail and distribution center influenced its commercial landscape.

The oldest commercial buildings in southwest Raleigh show utilitarian designs that emphasize functionality over aesthetics and were built with cost-effective materials like brick, concrete block, and cast concrete that were both fire resistant and able to support large equipment. The buildings are similar in construction and design to commercial buildings in Raleigh's late nineteenth- and early twentieth-century commercial center along Fayetteville and South Wilmington Streets. These one- to three-story flat roof buildings are brick with brick and cast stone façade embellishments, corbeled brick cornices, prominent lintels, and stepped parapets (Figure 2.3). Many of these buildings have been listed in the NRHP as part of the Fayetteville Street Historic District (WA4309) (NRHP-listed in 2008) and the Moore Square Historic District (WA0192) (NRHP-listed in 1985). While these buildings differed in use from those in southwest Raleigh and were constructed with a public face in mind, the commercial styles of the era are evident in both locations. Buildings in both areas have simple rectangular forms that communicate their utilitarian functions and incorporate embellishments on their public-facing sides.

As stated above, southwest Raleigh experienced three major shifts in use from residential to industrial, from industrial to commercial and municipal, and back to mixed-use residential between 1880 and the present. During the mid-twentieth century, newly constructed buildings in southwest Raleigh were most often commercial or used for offices affiliated with city services, like the City of Raleigh Offices (WA8312) at 310 West Martin Street, or private companies such as the James G. Green Realty & Insurance Office (WA4250) at 115 South Mason Street and the Northwestern Mutual Fire Association Office (WA6523) at 100 South Harrington Street. The office and commercial buildings extant in southwest Raleigh feature flat roofs, plain exteriors, and linear window groupings typical of the Midcentury Modern and International styles. Influenced by the designs of European architects who emigrated to the United States around WWII, the International style emphasized functionalism and the use of new materials and technologies. These styles were particularly popular in commercial and administrative buildings, as they were perceived as physical representations of efficiency in design and use. Concurrently, interior air conditioning was becoming more accessible in the southeast, allowing architects to implement designs without consideration of the climate. This emphasis on efficiency is illustrated by simplified forms, streamlined fenestration, and absence of façade ornamentation.

Figure 2.3.
Views of the Moore Square Historic District (WA0192)



A. 200 Block of South Wilmington Street, Facing Southwest, 2019



B. 100 Block of East Hargett Street, Facing Northwest, 2019

These buildings are in-keeping with other administrative and commercial buildings constructed throughout Raleigh in the mid-twentieth century. The American Legion Building at 4 North Blount Street dates to 1958 and is a non-contributing resource in the Capitol Area Historic District (WA0053). This two-story brick veneer building features a streamlined façade with two ribbons of fixed windows encased in cast concrete that emphasize the building's horizontality (Figure 2.4). Similar elements are found at the circa 1970 North Carolina Department of Motor Vehicles building (WA390) at 1100 New Bern Avenue with its simple brick veneer, grouped fenestration, and wide, cast concrete cornice (Figure 2.5). A more modest commercial version of the movement is found at Honeycutt Cleaners (WA8008) a dry-cleaning business constructed in 1947 and modified around 1960 at 605 New Bern Avenue. This one-story, rectangular plan building has a simple brick veneer exterior and recessed corner entrance with steel-design fenestration (Figure 2.6).

Figure 2.4.
American Legion Building at 4 North Blount Street, Facing Northeast, 2019



Figure 2.5.
North Carolina Department of Motor Vehicles (WA390) at 1100 New Bern Avenue, Facing
Southeast, 2019



III. METHODS

BACKGROUND RESEARCH

Architectural survey involved background research, fieldwork, and analysis. Due to social distancing measures in place at the time of survey, New South conducted background research remotely through correspondence with the HPO. This research provided data on previous architectural surveys and recorded sites in the APE to assist in planning and developing contexts for interpretation and evaluation. Historic maps and local histories were reviewed to aid in locating and interpreting historic resources identified during the survey.

FIELD METHODS

On May 15, 2020, New South historian, Brittany Hyder, conducted a survey of the APE per regulations set forth in 36 CFR 800. Unless noted, all photographs were taken in May 2020.

Historic properties are evaluated based on criteria for NRHP eligibility specified in the Department of Interior Regulations 36 CFR Part 60: National Register of Historic Places. Cultural properties can be defined as significant if they “possess integrity of location, design, setting, materials, workmanship, feeling, and association,” and if they are 50 years of age or older and:

- A) are associated with events that have made a significant contribution to the broad patterns of our history (history); or
- B) are associated with the lives of persons significant in our past (person); or
- C) embody the distinctive characteristic of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that components may lack individual distinction (architecture); or
- D) have yielded, or may be likely to yield, information important in prehistory or history (archaeology).

Ordinarily, cemeteries, birthplaces or graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past 50 years are not considered eligible for the NRHP. However, such properties will qualify if they are integral parts of historic districts that do meet the criteria or if they fall within the following categories:

- Criterion Consideration A: a religious property deriving primary significance from architectural or artistic distinction or historical importance; or
- Criterion Consideration B: a building or structure removed from its original location, but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or
- Criterion Consideration C: a birthplace or grave of a historical figure of outstanding importance if there is no other appropriate site or building directly associated with his productive life; or
- Criterion Consideration D: a cemetery which derives its primary significance from graves or persons of transcendent importance, from age, from distinctive design features, or from association with historic events; or
- Criterion Consideration E: a reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan and when no other building or structure with the same association has survived; or
- Criterion Consideration F: a property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own historical significance; or
- Criterion Consideration G: a property achieving significance within the past 50 years if it is of exceptional importance.

IV. NRHP-LISTED RESOURCES

The Depot Historic District is comprised of about 40 commercial and industrial buildings constructed between 1880 and the early 1950s in Raleigh’s historic railroad distribution hub. The 21-acre district encompasses approximately five city blocks and also contains infrastructure associated with railroad-related industries that emerged in the late nineteenth century. By 1929, five rail companies serviced Raleigh and were the impetus for the construction of 76 warehouses and distribution businesses in the city limits (Alexander and Mattson 2017:10). Situated in the southwest corner of the city’s 1792 grid, the Depot Historic District contains a collection of warehouses and passenger-related buildings that create a distinct boundary between the city’s historic commercial and institutional center along Fayetteville Street and Capitol Square and the residential areas to the west. The district boundaries include a section of the Norfolk and Southern rail lines at the southwest corner and Nash Square, one of five public spaces laid out in the 1792 Christmas Plan of Raleigh (Little 2002).

In 2017, the Depot Historic District boundaries were expanded to include the Depot Historic District Boundary Increase (WA7774). This increase shifted the district’s western boundary to incorporate three additional contributing resources east of the former Seaboard Air Line tracks on South West Street: the 1914 Swift and Company Warehouses (WA7775 and WA7776) and Caveness Produce Company Warehouse (WA7777) constructed in 1918 and expanded circa 1955. The 2017 boundary expansion nomination states that it is unclear why these buildings were not included in the initial boundaries and “these three properties are the only intact warehouses in this former industrial area that remain unlisted. The boundary increase thus completes the district and extends the historic district west to the railroad corridor, which emphasizes the historic association between the warehouses and the railroad...” (Figures 4.1 and 4.2) (Little 2002).

While there are no individually NRHP-listed or NHL-designated resources within the district boundaries, four individual resources have been placed on the NC Study List. Two of these resources lie within the APE (Table 1).

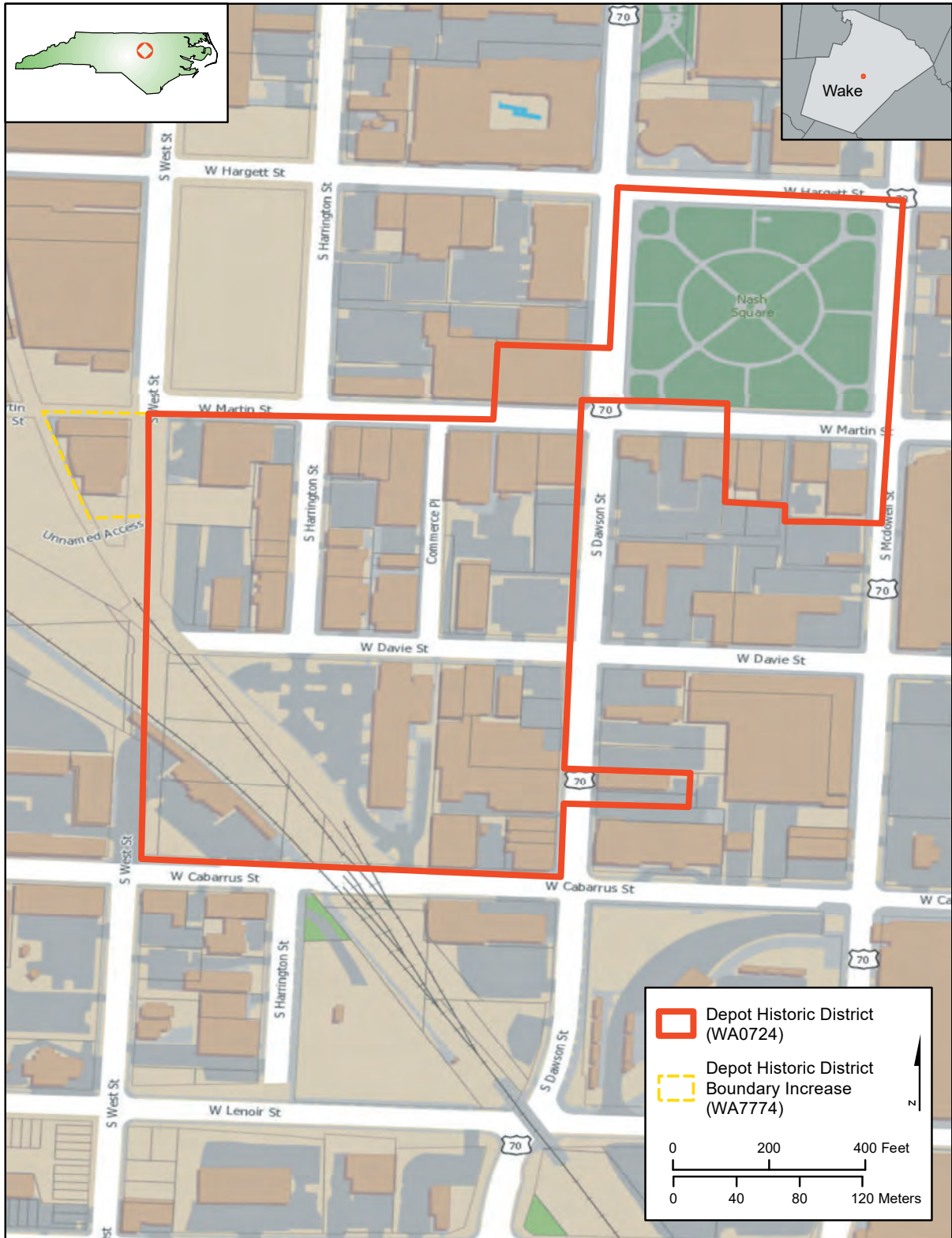
Table 1. Study Listed Resources in both the Depot Historic District and the Project APE

Property Name	Year Added	Address
U.S. Rubber Company (WA2981)	Study List (1991)	307-309 W Martin Street
B.F. Goodrich Rubber Company (WA2982)	Study List (1991)	311 – 313 W Martin Street

Figure 4.1.
Contributing Resources in the Depot Historic District Boundary Increase (WA7774), Facing Southwest



Figure 4.2.
NRHP Boundary of the Depot Historic District (WA0724) and the Depot Historic District
Boundary Increase (WA7774)



Source: ESRI Resource Data

HISTORY

The historical development of the Depot Historic District is discussed in Section II of this report.

DESCRIPTION

The Depot Street Historic District is anchored by Nash Square at the northeast corner and the former Seaboard Air Line and Norfolk Southern rail lines at the southwest corner. Initially intended for public use, Nash Square served several purposes throughout the nineteenth century, including space for a public school, a military campground, and a plant nursery. By 1929 the park was formally developed and featured walkways radiating from a central axis, landscaped beds, and a central pergola. Arnold Peterson, a local civil engineer, redesigned the square in 1939 and his design was implemented through Works Project Administration (WPA) funds in 1940. At this time, below ground drainage was installed, concrete benches were added, and the walkways were resurfaced (Little 2002). The remaining sections of the district consist of re-purposed, rail-related infrastructure and warehouse buildings dating to the area's industrial boom that followed the entry of five individual rail lines between 1910 and 1920.

The section of the Depot Historic District in the APE is characterized by utilitarian buildings that date between 1880 and 1950 and exhibit commercial styles ranging from restrained examples of the Italianate style, as seen at the 1917 B.F. Goodrich Rubber Company (WA2982) at 311 West Martin Street to the Streamline Moderne mode at 305 West Martin Street (Figure 4.3). Simple in form and construction, buildings in the district are between one- to three-stories high and built with load bearing brick. Most buildings are embellished with stepped parapets with cast stone and metal coping, variegated brick facades, and corbeled brick cornices above the storefronts (Figure 4.4). Enclosed garage bays or replacement windows and doors on many buildings indicate changes in use, but most retain their original fenestration patterns, massing, and orientation to the street (Figure 4.5A). At the time of listing in 2002, the district contained about 35 buildings, 27 of which were considered contributing to its overall historic character. Aerial imagery reveals that no buildings in the district have been demolished since its listing in 2002. Prior to the district's listing, key buildings including the circa 1891 Union Station (WA3656) at 224 South Dawson Street had been significantly altered (Figure 4.5B). Since 2002, a number of buildings have been adapted for new uses including the Brogden Produce Company (WA2984) building at 409 West Martin Street which was converted into the Contemporary Art and Design Museum of Raleigh (Figure 4.6A) and the 1920 Norfolk & Southern Depot (WA2574) at 327 West Davie Street (Figures 4.6B and 4.7A). While both buildings have been modified with the addition of replacement windows and added awning roofs, integrity requirements are less stringent for buildings in districts. These buildings, like many in the district, retain the massing and form of early twentieth-century industrial buildings, as well as character-defining exterior elements such as cast stone cornices, metal coping along the roofline, and parapets with stepped ends.

Figure 4.3.
Views of the Depot Historic District (WA0724), 1 of 6



A. B.F. Goodrich Rubber Company (WA2982) at 311 West Martin Street, Facing Southeast



B. 305 West Martin Street, D Facing Southwest

Figure 4.4.
Views of the Depot Historic District (WA0724), 2 of 6



A. 327 West Martin Street, Facing Southeast



B. 328 West Davie Street, Facing Northwest

Figure 4.5.
Views of the Depot Historic District (WA0724), 3 of 6



A. 24 Commerce Place, Facing Northwest



B. Union Station (WA2984), 224 South Dawson Street, Facing Northwest

Figure 4.6.
Views of the Depot Historic District (WA0724), 4 of 6



B. Brogden Produce Company (WA2954), 409 West Martin Street, Facing Southwest



A. Norfolk & Southern Depot (WA2574), 327 West Davie Street, Facing Southwest

Figure 4.7.
Views of the Depot Historic District (WA0724), 5 of 6



A. Norfolk & Southern Depot (WA2574), 327 West Davie Street, Facing Northeast



B. 320 Block of South Harrington Street, Facing Northeast

The Depot Historic District retains its original layout. Embellished facades are oriented toward the district's primary thoroughfares, West Martin Street and West Davie Street. Each building's more utilitarian features, including loading docks and garage bays, face the secondary streets and alleyways. The district retains its connection to the railroad and active rail lines bisect the southwest corner of the district (Figure 4.8).

NRHP EVALUATION

The Depot Historic District was listed in the NRHP in 2002. The district boundaries encompass approximately 41 buildings constructed between 1880 and the mid-1950s associated with Raleigh's rail-related industries and wholesale product distribution. Of these buildings, 32 are considered as contributing to the district's historic character. The Depot Historic District was listed in the NRHP under Criteria A and C for its significance in industry and commerce and as a significant concentration of industrial, commercial, and railroad-related architecture. The district's period of significance extends from the 1880s to circa 1952 (Alexander and Mattson 2017). The NRHP boundary includes approximately 21 acres roughly delineated by West Cabarrus Street to the south, South Dawson Street and Nash Square to the east, West Hargett Street and West Martin Street to the north and the former tracks of the Seaboard Air Line railroad to the west. The NRHP nomination states that the boundary was selected to encompass the "densest concentration" of historic buildings dating to the period of significance that retain integrity, following legal parcel lines. The boundaries were increased to include three additional warehouse buildings west of South West Street in 2017.

Field survey revealed that the district's existing boundaries are appropriate with one exception. Existing rail lines create a distinct southern boundary and the area directly east of the district boundaries and south of Nash Square, which was initially excluded from the district, have experienced a higher rate of attrition. This area contains intermittent empty lots and does not express the density or feel of a twentieth-century industrial center. Since 2017, the area directly north of West Martin Street has been significantly altered and re-developed. The district's northern boundary fronts The Dillon, a 2017 mixed-use condominium complex that occupies an entire city block. The western boundary fronts Raleigh's Union Station, built between 2016 and 2018. Additionally, the district's boundaries were reevaluated in 2017 when the Depot Historic District Boundary Increase was nominated for the NRHP. The HPO concurred that north side of West Martin Street had been extensively redeveloped and did not retain sufficient integrity to be included in the district boundaries (Figure 4.15) (Alexander and Mattson 2017).

Figure 4.8.
Views of the Depot Historic District (WA0724) 6 of 6



B. 310 Block of South Harrington Street, Facing Northeast



B. View of North of Rail Lines from the Southwest Corner of the Depot Historic District (WA0724)

As a result of this study Nash Square Fire Station (WA8078) at 220 South Dawson Street is recommended eligible for the NRHP as a contributing resource in the Depot Historic District. The building is associated with prominent Raleigh architect, F. Carter Williams and displays the one-to-three-story height of buildings within the district, retains its masonry veneer and fenestration, and has a bronze memorial that connects it spatially to the historic Nash Square (WA3903). This resource is discussed in greater detail and evaluated in Section VI of this report.

Though individual buildings in the historic district have been modified since the district's listing, the Depot Historic District retains integrity of location, design, setting, feeling, and association. The district retains its original footprint and most of the historic grid and circulation patterns associated with Raleigh's rail and industrial history are intact. Some of the buildings in the district have been updated with non-historic materials since 2002, but most retain their original massing, form, placement on the lot, and character-defining elements outlined in the 2002 nomination. Additionally, material integrity requirements are less stringent for resources contributing to a NRHP-listed district than for those individually eligible or individually listed in the NRHP. For these reasons, Depot Historic District retains sufficient integrity to retain its NRHP-listed status.

V. DEPOT HISTORIC DISTRICT EXPANSION (WA6524)

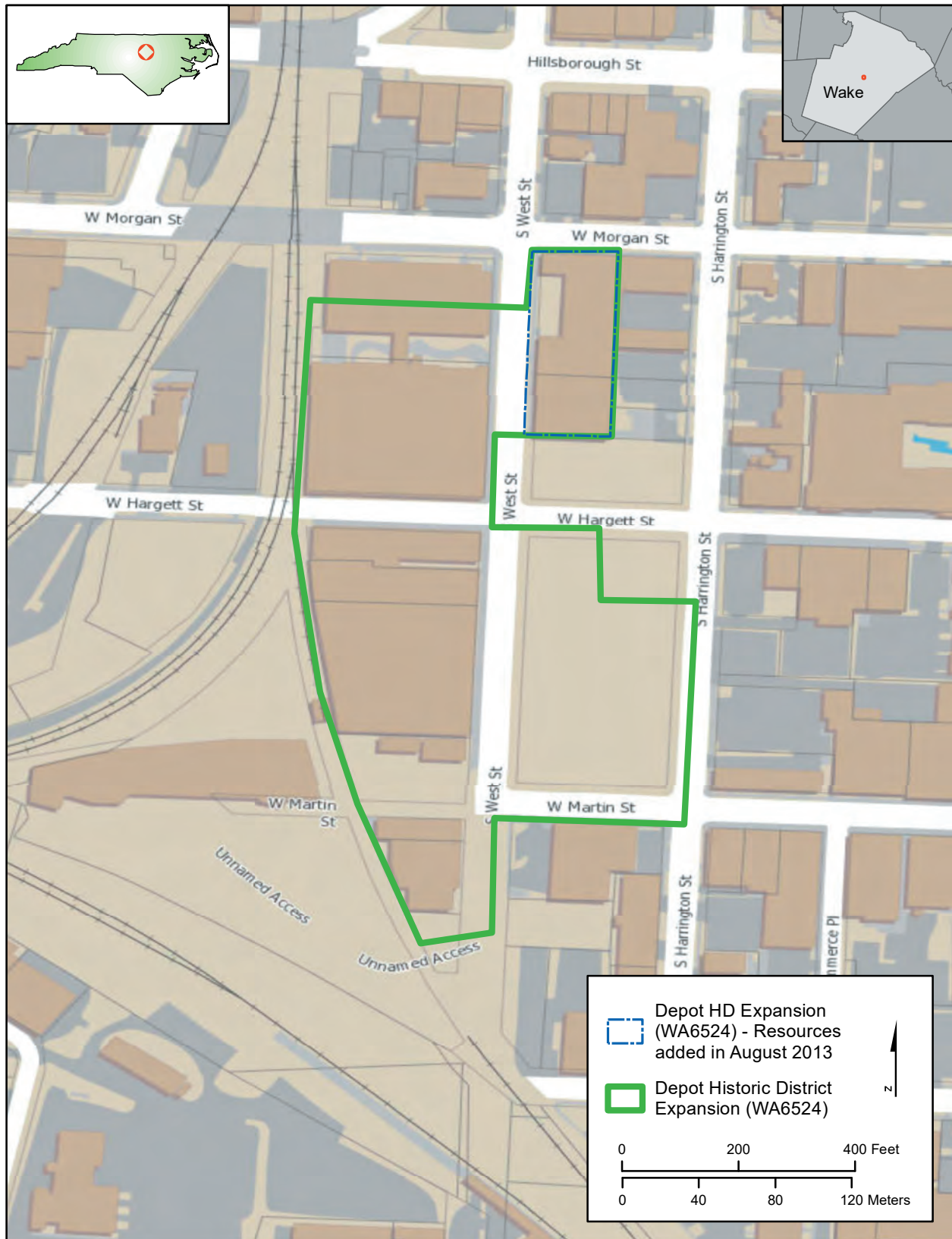
Determined eligible for the NRHP in 2013, the Depot Historic District Expansion (WA6524) is comprised of roughly 9.69 acres directly north of the Depot Historic District (WA0724). Spatially, the district reflects an urban grid anchored at the northeast and southwest corners by two rows of contiguous utilitarian industrial buildings constructed between 1910 and 1955. Three previously surveyed sites are within the district boundaries (Table 2). There are no individually NRHP-listed or NHL-designated resources within the proposed expansion boundaries.

Table 2. Resources within the Depot Historic District Expansion (WA6524)

Property Name	Address
United States Post Office (WA6521)	411 West Morgan Street
Capital Coca-Cola Bottling Company Auxiliary Garage (WA6522)	117 South West Street
Boylan’s Inc. (WA3199)	200 South West Street
Noland Company Building (WA8316)	206 South West Street
Dillon Supply Company Warehouse (WA8317)	210 South West Street

An expansion of the Depot Historic District (WA0724) and preliminary boundaries were proposed in a February 2013 report by Mattson, Alexander Associates, Inc. for Stantec, Inc. and the North Carolina Department of Transportation, Rail Division. The recommended boundaries added 10 additional contributing resources that fronted South West Street including the Dillon Supply Company and Peden Steel Company Office and Warehouses (WA4555), Swift and Company Warehouses (WA7775 and WA7776), Johnson & Johnson Company Warehouse (WA3200), Caveness Produce Company Warehouse (WA7777), Boylan’s Inc. (WA3199), the Capital Feed and Grocery Company Building, the Dillon Supply Company Warehouse (WA8317), and the Noland Company Building (WA8316). In a letter dated March 5, 2013, the HPO concurred with the recommendation that the district boundaries be expanded north to include these resources (Figure 5.1). The HPO concurred that this expansion area was eligible for the NRHP under Criterion A for industry, transportation, and commerce, and Criterion C for architecture (Mattson, Alexander and Associates, Inc. 2013a).

Figure 5.1.
Depot Street Historic District Expansion Area (WA6524) Area



Source: ESRI Resource Data

In 2013, Dovetail Cultural Resources Group conducted a historic architectural survey and documented buildings greater than 50 years old or older along South West Street, south of West Morgan Street, for Baker Engineering and the City of Raleigh. In a March 18, 2013, letter, the HPO concurred that the area within the 2013 expansion of the Depot Historic District remained eligible and requested additional research on two buildings, the United States Post Office Morgan Street Station (WA6521) at 411 West Morgan Street and Capital Coca-Cola Bottling Company Auxiliary Garage (WA6522) at 117 South West Street, to determine if they were eligible for inclusion in the expanded district boundaries (Dovetail Cultural Resources Group 2013). In a letter dated August 5, 2013, the HPO concurred with the firm’s recommendation that both buildings were eligible for listing in the NRHP as contributing resources in the expanded Depot Historic District (see Figure 5.1).

As addressed in Section IV of this report, the Depot Historic District’s NRHP boundaries were reevaluated in 2017 when the Depot Street Historic District Boundary Increase (WA7774) was listed in the NRHP. This increase shifted the district’s western boundary to include three additional contributing resources on South West Street, south of West Martin Street that were identified in the 2013 report. These resources were the 1914 Swift and Company Warehouses (WA7775 and WA7776) and the Caveness Produce Company Warehouse (WA7777). The 2017 boundary expansion nomination states that it is unclear why these buildings were initially excluded from the initial boundaries and “these three properties are the only intact warehouses in this former industrial area that remain unlisted. The boundary increase thus completes the district and extends the historic district west to the railroad corridor, which emphasizes the historic association between the warehouses and the railroad...” (Alexander and Mattson 2017).

The listed boundaries were dictated by significant developments that took place between 2013 and 2017. Between 2013 and 2014, the two buildings associated with the Peden Steel Works and the Farm Machinery Warehouse of the Dillon Supply Company at 110 and 120 South West Street were demolished and replaced with the three-and-one-half story Citrix office building and corresponding seven level parking deck (Figure 5.2). The Dillon Supply Company Warehouse No.2 at 223 South West Street was demolished in 2016-2017 for the construction of The Dillon, an 18-story mixed-use luxury condominium complex with an adjoining parking deck. This structure occupies the entire full city block bounded by West Hargett Street, South Harrington Street, South West Street, and West Martin Street (Figure 5.3). Between 2013 and 2017, the United States Post Office Morgan Street Station (WA6521) at 411 West Morgan Street was re-developed to house the Morgan Street Food Hall (Figure 5.4).

In 2017, the HPO concurred that north side of West Martin Street had been extensively redeveloped and the warehouses on the west side of the 200 block of South West Street did not retain sufficient integrity to be included in the district boundaries (Figure 5.5) (Alexander and Mattson 2017).

Figure 5.2.
Views of the Depot Historic District Expansion (WA6524) (1 of 2)



A. Citrix Office Building at 120 South West Street, Facing Northwest



B. Citrix Office Building Parking Deck at 120 South West Street, Facing Southwest

Figure 5.3.
Views of the Depot Historic District Expansion (WA6524) (2 of 2)



A. The Dillon at 223 South West Street, Facing North

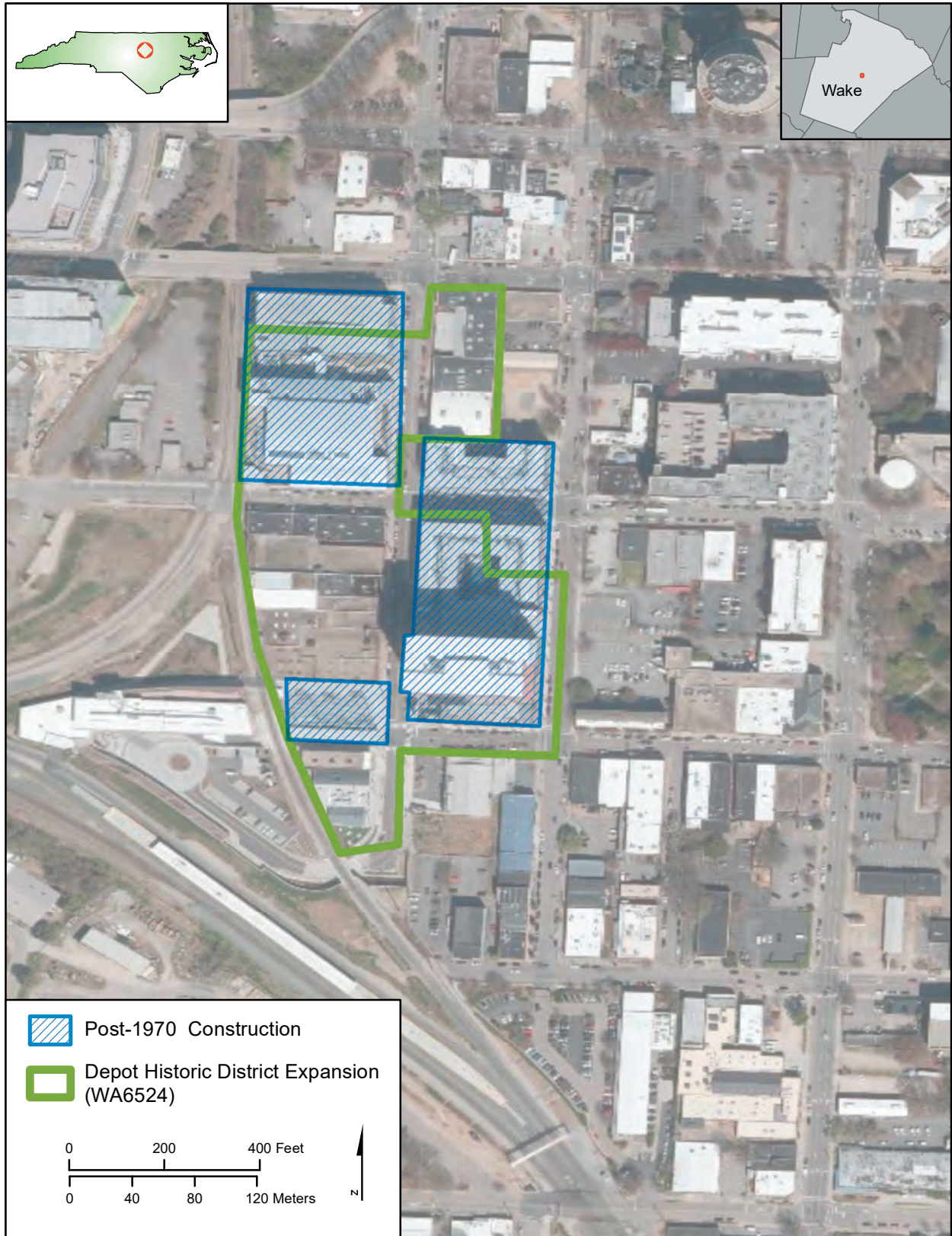


B. The Dillon at 223 South West Street, Facing Southeast

Figure 5.4.
USPO Morgan Street Station (WA6521) at 411 West Morgan Street, Depot Historic District
Expansion (WA6524), Facing Southeast



Figure 5.5.
Map Highlighting Post-1970 Construction in the Depot Historic District Expansion (WA6524)



Source: ESRI Resource Data

HISTORY

As discussed above in Section II, this section of Raleigh emerged as a warehouse and distribution center in the late 1880s. Prior to the advent of the North Carolina Railroad in 1854, the southwest corner of Raleigh was primarily residential. In the mid nineteenth century, a frame depot was erected near the intersection of West Cabarrus Street and South Harrington Street and catalyzed the area's evolution into an industrial distribution center. Between 1854 and 1910, houses were replaced with warehouses and other facilities taking advantage of the proximity of the rail lines. Raleigh's central location between industrial areas of the Piedmont and the agricultural areas in eastern North Carolina positioned it as natural distribution center. As of 1929, an average of 78 railroad cars per day passed through the southwest corner of the city (Little 2002:14).

The Depot Historic District Expansion shifted from residential to industrial use between 1914 and 1924. Sanborn Fire Insurance Maps from 1914 depict frame dwellings on the 220 block of South West Street abutting industrial development at the southeast corner of West Hargett Street and South West Street (Figures 5.6 and 5.7). The southwest corner of West Hargett Street and West Martin Street, historically associated with the Johnson and Johnson Electric Plant, was developed by E.C. Hillyer between 1925 and 1950 (Figure 5.8).

DESCRIPTION

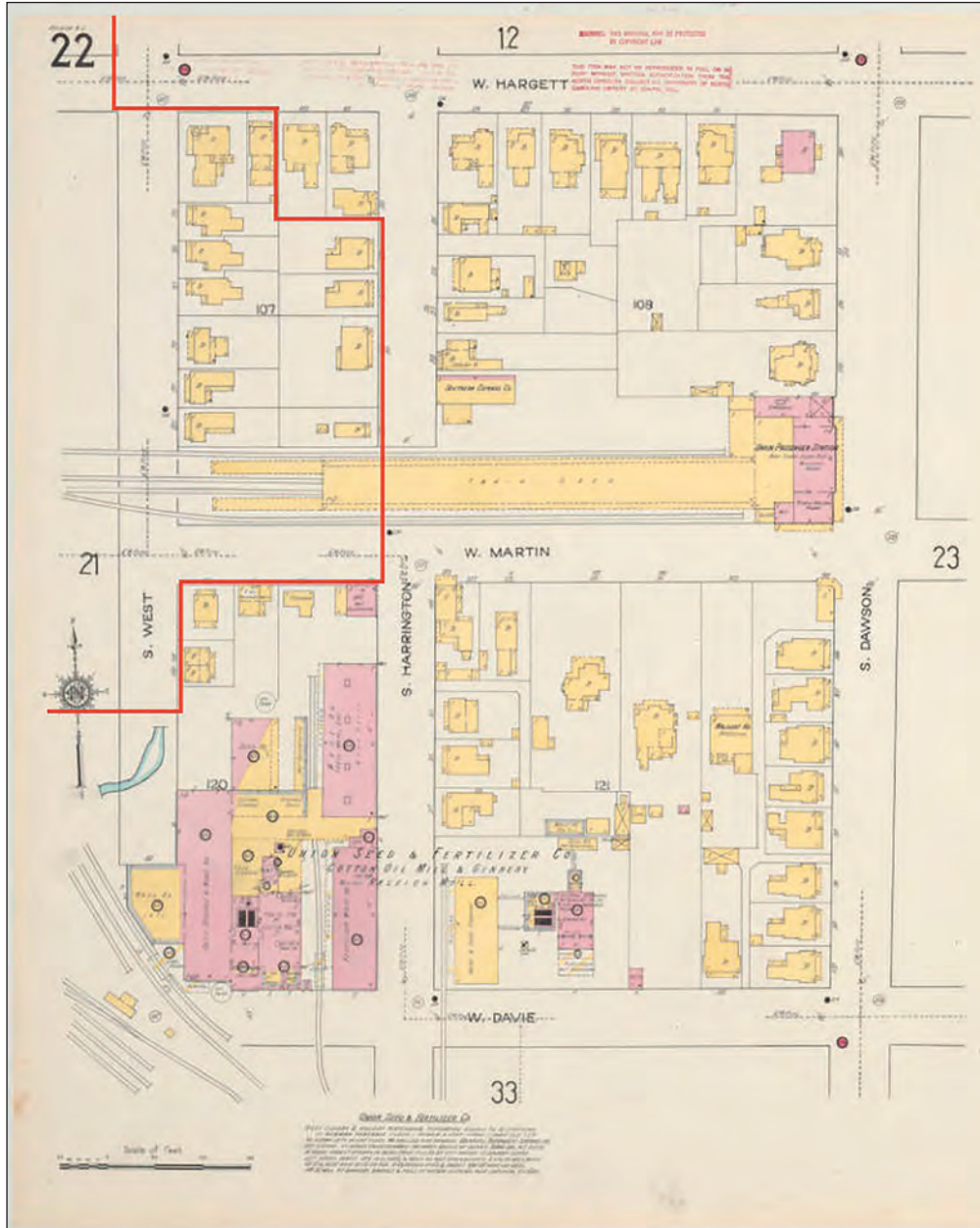
Eight individual properties 50 years old or older were identified in the Depot Historic District Expansion (WA65254) and determined eligible for the NRHP in 2013. Three have been listed in the NRHP as contributing resources in the 2017 Depot Historic District Boundary Increase (WA7774) and were addressed in Section IV of this report.

INDIVIDUAL PROPERTIES

BOYLAN'S INC. (WA3199)

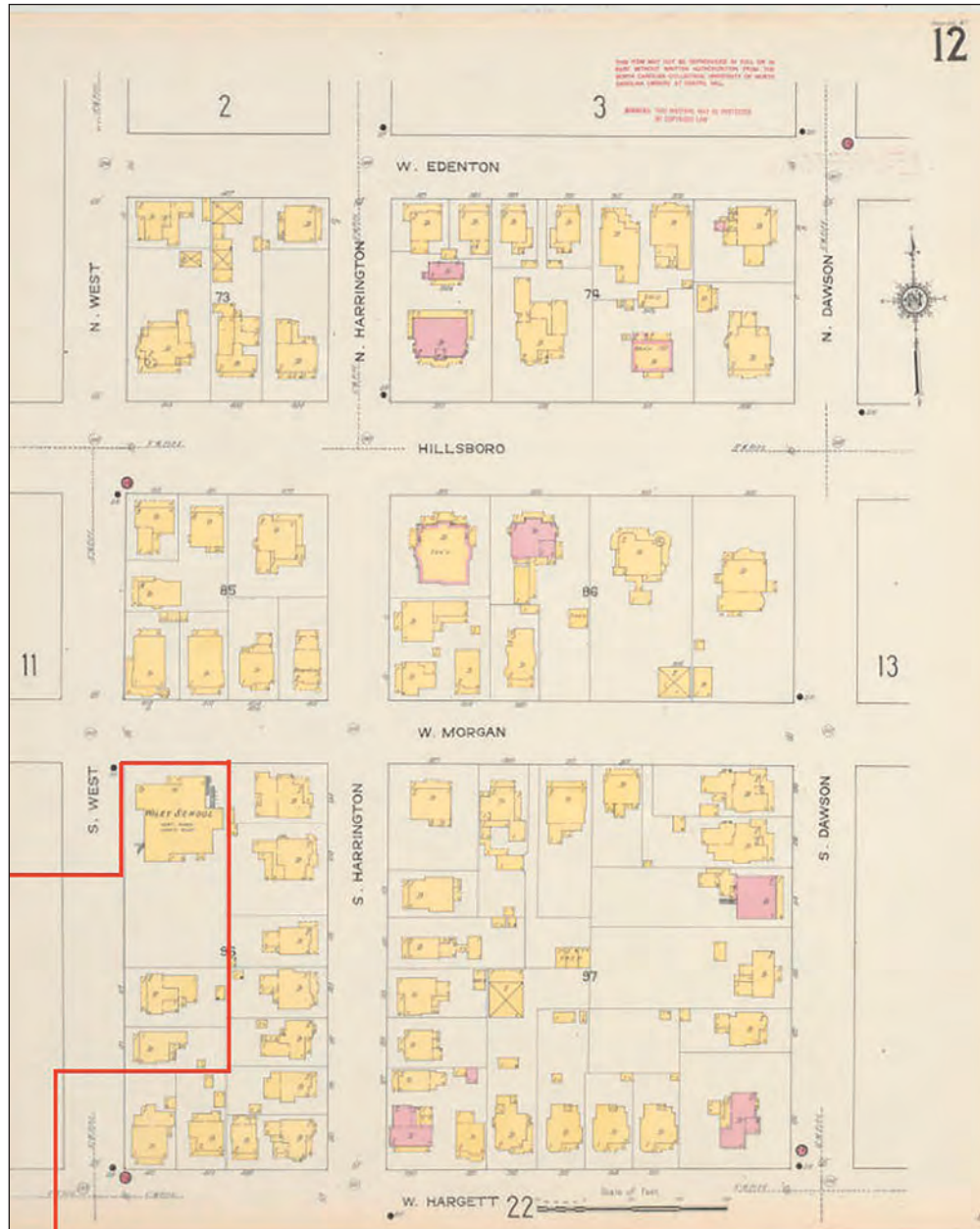
The Boylan's Incorporated building at 200 South West Street (PIN 1703488450) was built around 1925 at the northeast corner of a large lot containing the Johnson and Johnson Electric Plant. In 1915, D.T. Poindexter purchased the lot and quickly sold it to E.C. Hillyer, owner of the Raleigh Ice and Electric Company, a producer of refrigeration equipment. A dwelling occupied the lot until 1924, when this two-story flat roof commercial building replaced it. The parcel remained in the Hillyer family until 1945 and as early as 1925, the front half of the building was occupied by Boylan's Incorporated, a wholesale auto-parts store operated by William M. Boylan. The rear sections of the building were leased to various clients who required access to the rail lines abutting

Figure 5.6.
1914 Sanborn Fire Insurance Map Depicting Residential Construction at the Southeast Corner of
West Hargett Street and South West Street



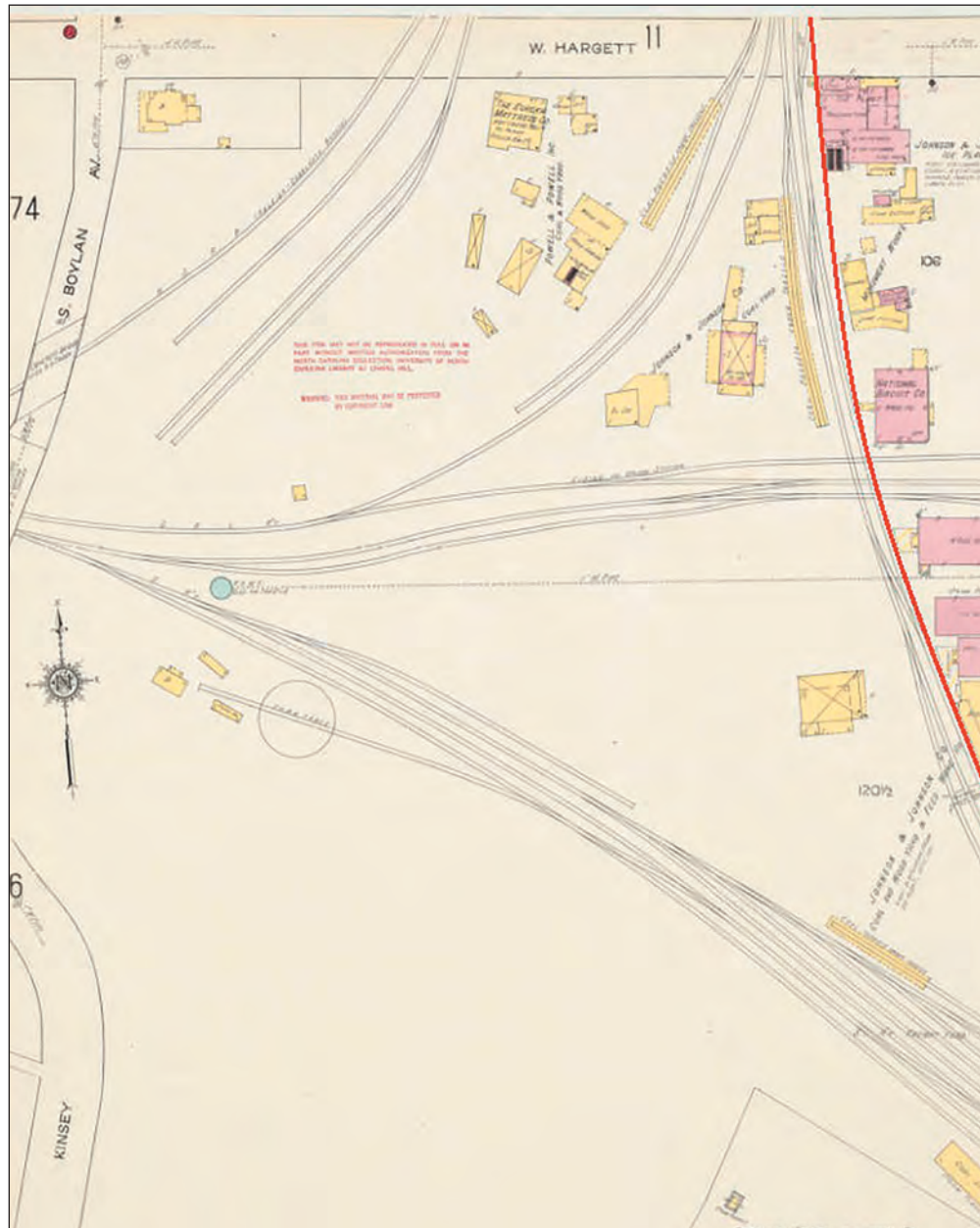
(Depot Historic District Expansion (WA6524) Outlined in Red)

Figure 5.7.
1914 Sanborn Fire Insurance Map Depicting Residential Construction at the Southeast Corner of
West Morgan Street and South West Street



(Depot Historic District Expansion (WA6524) Outlined in Red)

Figure 5.8.
1914 Sanborn Fire Insurance Map Depicting the Johnson and Johnson Electric Plan at the
Southwest Corner of West Hargett Street and South West Street



(Depot Historic District Expansion (WA6524) Outlined in Red)

the rear (western) property line. The building changed hands multiple times in the years following WWII and was purchased by the Triangle Transit Authority in 2004 (Mattson, Alexander and Associates, Inc. 2013b; Ross 1989a). At the time of the 2020 survey, the former Boylan's Incorporated offices in the east wing of the building appeared vacant. Five Star restaurant is located in the western half of the building with an entrance fronting West Hargett Street. Boylan's Incorporated was previously surveyed by the NC-SHPO in 1989.

This two-story flat roof commercial building is on a cast concrete foundation with visible formboard impressions. Clad in a brick in a six-to-one common bond, the building has a symmetrical façade with two mirroring storefronts. Photographs from the 1989 survey reveal that the southernmost façade and entrance were once enclosed. The southernmost entrance has single-pane glass and wood door with enclosed sidelights and a prismatic glass transom with a central operable pane. The doorway is flanked by a large two-pane fixed replacement window with a brick sill and original prismatic glass transom.

The northernmost bay has been altered since the 1989 survey. The original single-pane glass and wood door and multi-light transom have been replaced with a recessed entrance with a multi-panel solid wood door. This entrance is also flanked by a large two-pane fixed replacement window with a brick sill and original prismatic glass transom. Windows at the second level date to circa 2000 and consist of fixed single and double-pane metal-frame replacement sash with brick sills. A soldier course extends across the façade at the cornice level beneath a corbeled brick cornice with circa 2000 metal coping along the roofline (Figure 5.9).

The building's north elevation has been significantly altered since 1989. A number of the original entrances and loading bays have been enclosed with brick or replacement doorways including circa 2000 solid and single-pane steel-designs with fixed single-pane transoms. A large metal overhead track garage door, dating to circa 2000, is located almost centrally on the façade and all of the original windows have been replaced with six single and double-pane metal-frame windows. A third storefront window with fixed panes and an original prismatic transom is situated on the north elevation near the northeast corner of the building (Figures 5.10 and 5.11).

The rear (west) elevation retains an original brick and cast concrete loading platform beneath an aluminum awning. Windows on the west elevation are original 16-pane designs with operable eight-pane central sash and brick sills. Some windows have been enclosed with pressed wood and the rear entrance has been enclosed with metal sheets (Figure 5.11B).

Figure 5.9.
Boylan's Inc (WA3199), 200 South West Street, Facing Southwest



Figure 5.10.
Views of Boylan's Inc. (WA3199), 1 of 2



A. 200 South West Street, Facing Northwest



B. 200 South West Street, Facing Southwest

Figure 5.11.
Views of Boylan's Inc. (WA3199), 2 of 2



A. 200 South West Street, Facing Southeast



B. 200 South West Street, Facing East

USPSO MORGAN STREET STATION (WA6521)

The United States Post Office (USPO) Morgan Street Station (WA6521) at 411 West Morgan Street (PIN 1703580892) dates to about 1950. Until 1924, this lot was occupied by the circa 1900 Wiley Elementary School, which served this section of southwest Raleigh. After a new school was constructed in 1924, L. Conway and Louise B. Murchinson purchased and re-purposed the building as the Hotel Wiley and provided lodging and commercial space. The Morgan Street Branch of the USPO was built at this location about 1950, the L-shaped building appearing on a Sanborn Fire Insurance Map that year. As of November 1950, the building was owned by John and Thelma Coffey, who held a lease agreement with the federal government. Prior documentation reveals that John Coffey & Son General Contractors probably put up the building to accommodate the United States Postal Service. Coffey was active in Raleigh and in the late 1950s served on the City Council and chaired the public works committee. In 1960, the Coffeys purchased the lot directly south of Morgan Street Station, which contained a section of the Capital Coca-Cola Bottling Company garage and machine storage. At this time, USPS expanded into the adjacent building. The 1962 Raleigh City Directory indicates part of the building was used as a USPS garage but other sections were used by Midtown Roller Rink and, later, Wake County Sheltered Workshop and Vocational Training Center (Barile et al. 2013). The USPS used Morgan Street Station until around 1972, when the Coffeys sold the building to Fairmont Foods Company. The building changed hands multiple times in the late twentieth century and was re-purposed to accommodate a restaurant and outdoor bar. Between 2017 and 2018, Morgan Street Station was extensively renovated and converted into the Morgan Street Food Hall (opened in 2018), an open plan facility containing 16 vendors that share kitchen, office, and storage spaces (Khoury-Hanold 2019).

This U-shaped warehouse rests on a continuous concrete foundation and is clad in a variegated brick veneer. The main entrance is centrally located on the north façade and has two pairs of circa 2017 metal-frame glass doors with four-pane metal-frame transoms above. The doorways are recessed within a prominent entrance bay clad in Roman brick in a running bond. This shade and course of brick extends across the water table of the north elevation. A brick header course divides it from other sections of the north façade that are covered with brick in a five-to-one common bond. Ribbons of original horizontal-pane aluminum windows with operable upper sash extend across the north façade, flanking the main entrance bay (Figure 5.12).

The building's west elevation has been significantly altered since the building was adapted for commercial use in the mid-1970s and again in 2017. The original loading dock and bays on the west elevation have been modified to accommodate outside seating and are sheltered beneath a wood pergola added in 2017-2018. Corrugated metal shipping containers have been added to the loading dock and flank the seating area. During a previous evaluation, it was noted that the west elevation had been significantly altered and the historic loading area was filled prior to 2013.

Figure 5.12.
USPSO Morgan Street Station (WA6521), 411 West Morgan Street, Facing Southeast



Historic openings were closed with replacement brick and single-pane fixed metal windows and double doors (Barile et al. 2013). The south end of the west elevation, historically part of the Coca-Cola Bottling Company garage, is clad in brick laid in a five-to-one common bond and retains original 36-pane metal frame windows with central operable sash. Metal coping extends along the roofline (Figure 5.13).

The east elevation is faced in brick in a five-to-one common bond and has pairs of original 36-pane metal frame windows with operable central sash and brick sills. A stepped parapet with metal coping at the roofline blocks the flat roof from pedestrian view. Most of the original entrances, windows, and loading bays have been sealed with brick and pressed wood (Figure 5.14).

CAPITAL COCA-COLA BOTTLING COMPANY AUXILIARY GARAGE (WA6522)

The Capital Coca-Cola Bottling Company Auxiliary Garage (WA6522) at 117-121 South West Street (PIN 1703580676) was built around 1949. The Raleigh Coca-Cola Company sat across the street at 216 South West Street by 1913. In 1924, the company expanded and moved to the 500 block of West Morgan Street. It continued to expand after WWII and by 1947, the company purchased lots from L. Conway and Louise B. Murchinson at present-day 117 South West Street. A 1950 Sanborn Fire Insurance Map indicates that the company occupied a brick garage, warehouse, and office space at this location by 1949. In 1957 the company sold the garage and offices to Oil Corporation who quickly conveyed the property to booksellers B. Grimes Williams and Alfred Williams, who managed an office supply business, Alfred Williams & Co., which retained ownership of the building to 1988 (Barile et al. 2013). Since then, the lot has changed hands a number of times and is currently owned by Empire Properties LLC. Aerial imagery indicates that the southern half of the building near the northeast corner of South West Street and West Hargett Street was demolished between 1980 and 1993. A six-story condominium complex owned by Dillon Station LLC was built on this parcel in 2017.

This warehouse building rests on a continuous cast concrete foundation and is covered with brick laid in a six-to-one common bond. A stepped parapet with metal coping along the roofline hides the flat roof from pedestrian view. The symmetrical west façade has been significantly altered and the original mirroring garage bays have been enclosed with corrugated metal, solid steel pedestrian doors, and fixed metal frame windows in about 2000. Circa 2000 four-pane fixed metal frame windows with brick sills flank each bay (Figures 5.15 and 5.16A).

Windows at the rear (west) elevation have been covered with brick and metal louvered vents. A single pedestrian entrance with a solid steel-design door is at the southeast corner of the building and is accessed by a circa 2015 wood accessibility ramp (Figure 5.16).

Figure 5.13.
Views of USPSO Morgan Street Station (WA6521), 1 of 2



A. 411 West Morgan Street, Facing Southeast



B. 411 West Morgan Street, Facing Southeast

Figure 5.14.
Views of USPSO Morgan Street Station (WA6521), 2 of 2



A. 411 West Morgan Street, Facing Southwest



B. 411 West Morgan Street, Facing Northwest

Figure 5.15.
Capital Coca-Cola Bottling Company Auxiliary Garage (WA6522), 117-121 South West Street,
Facing Southeast



Figure 5.16.
Capital Coca-Cola Bottling Company Auxiliary Garage (WA6522)



A. 117-121 South West Street, Facing Northeast



B. 117-121 South West Street, Facing West

NOLAND COMPANY BUILDING (WA8316)

The Noland Company Building (WA8316) at 206 South West Street (PIN 1703488314) was constructed circa 1925. Like adjacent 200 South West Street, this parcel was associated with the Johnson and Johnson Electric Plant until 1915, when E.C. Hillyer, owner of the Raleigh Ice and Electric Company, bought it. From the time of its construction until circa 1960, the Noland Company, a wholesale plumbing and heating supply business, occupied the building. The company remained in the Hillyer family until 1946 when it was purchased by Noland, who retained the building until 1961 when the Dillon Supply Company purchased it. In 2005, the Triangle Transit Authority acquired it (Mattson, Alexander and Associates, Inc. 2013b).

This two-story commercial building has been significantly altered. It sits on a continuous cast concrete foundation and is clad in a running bond wire-brick veneer with a plain cast concrete cornice. The main entrance is recessed on the east façade and has a pair of circa 1970 metal frame glass doors with metal frame sidelights and a thin metal-frame transom. A fixed double-pane aluminum-frame window flanks the entrance to the north. The first-floor façade is divided by square brick pilasters and the remaining windows are filled with brick. The original awning, name plate, and cornice details on the façade have been removed (Figure 5.17).

The original six-to-one common bond brick cladding is visible on the north and rear (west) elevations. While the original loading bay has been enclosed with riveted metal sheets, the windows at the second level retain circa 1930 metal-frame six-pane operable central sashes with single-pane sashes above and below. The windows are obscured by metal security grates and have brick sills. Metal coping extends along the roofline (Figure 5.18).

DILLON SUPPLY COMPANY WAREHOUSE (WA8317)

The Dillon Supply Company Warehouse (WA8317) at 210 South West Street (PIN 1703488250) was built about 1910 and significantly expanded between 1945 and 1951. Owned by E.C. Hillyer by 1905, this parcel was occupied by the Campbell-Warner Company, a monument manufacturer, by 1914. Campbell-Warner bought the half-block parcel from E.C. and Gussie Hillyer in 1918 and shared it with a Coca-Cola bottling plant and Nabisco warehouse. A wholesale farm machinery distributor, the Dillon Supply Company, purchased the parcel in 1918 and between 1945 and 1951, modified the building to incorporate the sections used by Coca-Cola and Nabisco. Dillon started as a mill supply store on West Martin Street in 1914. Brothers C.A. and Grover L. Dillon founded the company, which, by 1964, had evolved to an industrial supply store with locations in Durham, Rocky Mount, Goldsboro, and Charlotte and more than 230 employees. The building on South West Street housed sections of the company's industrial supplies, boiler equipment, material handling, steel services, and pumps and irrigation divisions (Figure 5.19) (*The News and Observer* 1964). Dillon Supply operated at this location until Triangle Transit Authority purchased the property in 2005 (Mattson, Alexander and Associates, Inc. 2013b)

Figure 5.17.
Views of Nolan Company Building (WA8316), 1 of 2



A. 206 South West Street, Facing Northwest



B. 206 South West Street, Main Entrance, Facing West

Figure 5.18.
Views of Nolan Company Building (WA8316) (2 of 2)



A. 206 South West Street, Facing Southwest



B. 206 South West Street, Facing Southeast

Figure 5.19.
Historic Photograph of the Dillon Supply Company Warehouse (WA8317) at 210 South West
Street, Facing Northwest



Source: (The News and Observer 1964)

This two-story commercial building rests on a continuous cast concrete foundation. The 1945-1951 sections of the building front South West Street, are clad in a running bond brick veneer, and feature a tall brick parapet wall with cast concrete coping along the roofline that, as of 1964, supported Dillon Supply Company signage (*The News and Observer* 1964) (Figure 5.20). The recessed main entrance is centrally positioned on the east façade and retains a pair of original single-pane glass and wood doors with a single-pane transom above. “Dillon Supply Co. Main Office” is etched or painted onto the transom glass. The recessed entry is created by flanked, corbeled brick walls (Figure 5.21A). A garage bay enclosed with riveted metal sheets, a secondary pedestrian entrance with a circa 1950 single-pane glass and wood door, and two original steel-design windows with six-panel operable central sash and brick sills are north of the main entrance. All of the additional fenestration has been filled with plywood, while some of the windows on the second floor appear partially filled with brick (Figure 5.21B). A copper and vinyl-clad wood awning shelters all the first-floor fenestration on the south end of the façade (Figure 5.22).

The building’s south elevation includes sections of the circa 1910 Coca-Cola bottling plant and Nabisco warehouse. Faced in brick in a five-to-one common bond, this elevation features a parapet with stepped ends and metal coping along the roofline. The first floor windows were filled with brick and pressed wood by 1964. A circa 2000 fixed display window is at the southeast corner of the south elevation. Windows along the second level are circa 1935, 16-pane steel designs with operable eight-pane central sash and brick sills. Two garage bays with corrugated metal overhead-track doors are located at the west end of the south elevation (Figure 5.23).

The rear (west) elevation illustrates four distinct sections and the various building campaigns of the Dillon Supply Company Warehouse. The northernmost section is clad in brick laid in a six-to-one common bond and retains circa 1930 metal-frame windows with central operable sash and brick sills with metal security grates. An original loading bay at the southwest corner has been enclosed with brick and some windows have been covered with pressed wood. The second northernmost section has been extensively altered. These modifications include the windows at the second level, which are fixed metal-frame replacement sash with brick sills. An entrance loading bay has been enclosed with brick. The third section retains the most original material and probably made up part of the Coca-Cola bottling plant and Nabisco warehouse. While original windows and loading bays on the first level have been enclosed with brick and pressed wood, windows at the second level are circa 1930 10-light steel designs with operable four-pane central sash and brick sills. Metal coping extends along the roofline and an interior brick chimney rises above it. The southernmost portion of the building has a stepped parapet with metal coping along the roofline. Variations in brick coloration and pattern indicate that the second level was likely an addition. Multiple windows along the first level have been filled with pressed wood siding (Figure 5.35).

Figure 5.20.
Dillon Supply Company Warehouse (WA8317), 210 South West Street, Facing Northwest



Figure 5.21.
Views of Dillon Supply Company Warehouse (WA8317) (1 of 3)



A. 210 South West Street, Main Entrance, Facing West



B. 210 South West Street, Facing Northwest

Figure 5.22.
Views of Dillon Supply Company Warehouse (WA8317) (2 of 3)



A. 210 South West Street, Facing Northwest



B. 210 South West Street, Main Entrance, Facing Southwest

Figure 5.23.
Views of Dillon Supply Company Warehouse (WA8317) (3 of 3)



A. 210 South West Street, Facing Northwest



B. 210 South West Street, Southeast

DISTRICT CONTEXT

A review of HPOWEB revealed that as of June 2020, nine urban and suburban historic districts in the Raleigh City Limits have been listed in the NRHP. As discussed previously, southwest Raleigh emerged as a warehouse and distribution center in the late 1880s owing to its proximity to rail lines and the 1854 passenger depot. One NRHP-listed historic district and one district on the NC Study List have been recognized in southwest Raleigh for their association with rail-related industries. The 2002 NRHP nomination for the Depot Historic District (WA0724) describes it as “blocks of warehouses, factories, and commercial buildings, interspersed by vacant parcels used as parking lots for downtown workers.” Buildings range from “one to three-stories in height, are generally of load-bearing brick construction, with flat roofs, and utilitarian industrial or commercial design, with loading doors, small windows, and modest decorative brick details” (Little 2002). Since listing, the district has retained key buildings that communicate this area’s association with the rail industry, including the Norfolk & Southern Depot (WA2574) at 327 West Davie Street, which was placed on the NC Study List in 1991. In addition, extant buildings fronting West Davie Street and the south side of West Martin Street retain modest details typical of warehouse design, including corbeled brick cornices, stepped parapets, and cast concrete coping along the roofline. While many of the buildings have been adapted for other uses and have replacement windows, these alterations do not significantly detract from the area’s historic feel. Buildings retain their historic rhythms, massing, scale, and orientation to the street, which communicate the sense of an early twentieth-century industrial landscape. In 2017, the district was expanded to include three additional resources south of West Martin Street. Unlike the Depot Historic District Expansion (WA6524), the blocks south of West Martin Street are cohesive with few non-historic additions or open lots.

The National Park Service states that NRHP-listed historic districts must be “united historically or aesthetically by plan or physical development” (U.S. Department of the Interior 1997). Because of non-historic infill and alterations, the collection of buildings in the expansion boundaries are no longer physically or aesthetically united. Compared to the Depot Historic District, the expansion area does not communicate the historic feel of an early twentieth-century industrial zone.

The West Jones Street Railroad District (WA4083) is situated just north of West Morgan Street in west Raleigh and is bounded by North West Street to the east, South Glenwood Avenue to the west, North Street to the north, and West Morgan Street to the south. Placed on the NC Study List in 1991 and determined eligible for NRHP-listing in 1994, this district has also experienced a high rate of attrition and non-historic development in recent years, including the 2007 Glenwood Condominiums that occupies 1.51 acre, or nearly an entire city block, in the north half of the district. Placement on the NC Study List does not automatically nominate a district to the NRHP but confirms that it appears eligible for listing (North Carolina Department of Archives and History 2018). As of June 2020, HPOWEB indicated that the district’s eligibility was in question. Like the Depot Historic District, this district is bisected by the Norfolk & Southern rail lines and

contains rail-related and industrial resources like the Norfolk & Southern Railroad Freight & Passenger Depot (WA2946), the 1910 Raleigh Electric Company Power House (WA2945) (individually listed in the NRHP in 1997), and one-to-three-story brick commercial and warehouse buildings dating to the early through mid-twentieth century. This district has also experienced significant infill and is comparable to the Depot Historic District Expansion in both developmental history and existing historic fabric. A preliminary review of the West Jones Street Railroad District indicates that it is probably no longer eligible for listing in the NRHP.

NRHP EVALUATION

INTEGRITY

Properties may be eligible for listing in the NRHP if they possess integrity of location, design, setting, materials, workmanship, feeling, and association. While the Depot Historic District Expansion retains a majority of its original layout and connection to the railroad, the area has undergone extensive redevelopment since 2013. Four of the nine warehouse buildings identified in the district have been demolished and replaced since 2014 with seven to 18-story offices, mixed-use luxury condominiums, and parking decks. These sizable, non-historic intrusions have altered the scale and feel of the district and interrupted the connection between the two remaining areas of circa 1925-1950 industrial development. Additionally, the USPO Morgan Street Station (WA6521) at 411 West Morgan Street was extensively modified during a 2017-2018 redevelopment project that resulted in the replacement and filling of the building's historic windows and doors, and the partial enclosure of the loading dock on the building's west side. These alterations have detracted from the expansion area's integrity of setting, design, materials, and workmanship. There is only one remaining block of contiguous industrial and warehouse buildings in the Depot Historic District Expansion area. The west side of the 200 block of South West Street features three brick industrial buildings put up between 1915 and 1951. While one of the last vestiges of the block's industrial past, these buildings have been significantly altered with the addition of non-historic windows and doors and a majority of the fenestration has been enclosed with brick. Furthermore, none of the buildings retain their historic industrial use and association. These factors have further impacted the expansion area's integrity of materials, workmanship, feeling, and association.

EVALUATION

Properties can be eligible for listing in the NRHP under Criterion A if they are associated with events or patterns of events that have made a significant contribution to the broad patterns of our history at the local, state, or national level. While associated with the area's rail-related and wholesale industries, the extant buildings in the expansion area have lost their physical connection

and association with the Depot Historic District (WA0724) to the south. Additionally, individual buildings within the boundaries no longer retain features that would contribute to or strengthen the district's significance. Their association with the city's industrial past does not justify eligibility under Criterion A. The National Park Service states that NRHP-listed historic districts must be "united historically or aesthetically by plan or physical development" (U.S. Department of the Interior 1997). The collection of buildings within the expansion boundaries are no longer physically or aesthetically united and do not communicate the historic feel an early twentieth century industrial node. None of the extant buildings within the expansion area are recommended individually eligible for the NRHP under Criterion A or as contributing resources to the Depot Historic District (WA0724) listed in the NRHP in 2002 and expanded in 2017.

Properties can also be eligible for listing in the NRHP if they are associated with a person or persons that have made significant contributions to our past under Criterion B. Archival research did not reveal a connection an individual historically significant within local, state, or national historic contexts. Therefore, none of the extant buildings within the expansion are recommended individually eligible for the NRHP under Criterion B or as contributing resources to the Depot Historic District (WA0724) listed in the NRHP in 2002 and expanded in 2017.

Properties that embody distinctive characteristics of a type, period, or method of construction, represent the work of a master, or possess high artistic value can be eligible for listing in the NRHP under Criterion C. Since the expansion boundaries were identified in 2013, four industrial buildings have been demolished and replaced with offices, mixed-use luxury condominiums, and parking decks that have altered the scale and feel of the district and interrupted the connection to the two remaining areas of circa 1915-1950 industrial development. The extant industrial buildings in the Depot Historic District Expansion area have been significantly modified with the addition of non-historic windows and doors, and a majority of the remaining fenestration has been enclosed with brick. Further, none of the buildings retain their historic industrial use and association. Therefore, none of the extant buildings within the expansion are recommended individually eligible for the NRHP under Criterion C or as contributing resources to the Depot Historic District (WA0724) listed in the NRHP in 2002 and expanded in 2017.

In 2017, the HPO concurred that north side of West Martin Street had been extensively redeveloped and the warehouses on the west side of the 200 block of South West Street did not retain sufficient integrity to be included in the district boundaries (Alexander and Mattson 2017).

It is unlikely that additional study of these properties would yield any unretrieved data not discoverable through informant interviews and documentary sources. Therefore, the remaining buildings in the Depot Historic District Expansion boundaries are recommended not individually eligible for listing in the NRHP under Criterion D or as contributing resources to the Depot Historic District (WA0724) listed in the NRHP in 2002 and expanded in 2017.

VI. ADDITIONAL SURVEYED RESOURCES

THE WILLIAM H. GIBSON BUILDING (WA3007)

Resource Name	William H. Gibson Building
HPO Survey Site	WA3007
Location	324 West Morgan Street
PIN	1703583864
Date(s) of Construction	Circa 1900, 1985-1987
Recommendation	Not Eligible

Wake County tax records indicate that the William H. Gibson Building (WA3007), now used as office space, was constructed in 1929. The building was previously surveyed in 1989. The prior report states it was built about 1921 but notes that the building appears on a 1914 Sanborn Fire Insurance map and likely replaced a dwelling here (Ross 1989b). The 4,656-square foot office building occupies a 0.22-acre lot at 327 West Morgan Street on the corner at South Harrington Street and is west of the James C. Green Realty & Insurance Office (WA4250). The north facing building occupies the northwestern corner of the parcel, with shallow grassy areas and ornamental plantings surrounding the foundation and asphalt parking areas accessed from West Morgan Street in the southern and eastern parts of the parcel. Another parking area borders its southern boundary.

THE WILLIAM H. GIBSON BUILDING (WA3007)

The two-story former dwelling features elements of the Italianate style. It is three bays wide and three bays deep with a narrow-ridged hipped roof and two symmetrically placed interior chimneys. The original slate roof has been replaced with asphalt shingles (Ross 1989b). At the eave line there is a plain cornice and a rowlock course. The tall, narrow chimneys have running bond brick with corbelled caps. The building is clad with running bond brick and brick veneer with a soldier belt course at the water line encloses the foundation. The fenestration of this Italianate building is symmetrical with the second story having smaller windows than the first (Figure 6.1).

The building retains its historic six-over-six, double hung windows throughout. The narrow muntins and sash suggest a turn of the century construction date. The windows are deeply recessed into their frames, suggesting the brick veneer was added later. The façade's second story has three six-over-six windows with one centered over the entryway. On either side of the entryway, there

Figure 6.1.
Views of the William H. Gibson Building (WA3007), 1 of 2



A. Facing South



B. Facing Southwest

is a six-over-six window with a broad molded non-historic lintel. The entryway has a historic simple molded surround with a five-light transom and raised panels on either side of the door. The six-panel door is not historic. Sheltering the entryway is a metal, non-historic sloped hood supported by molded brackets. A brick stoop services the entryway and is accessed on the eastern elevation by a concrete accessibility ramp and on the western elevation by brick steps, both with metal balustrades.

The eastern elevation has no entryway but two smaller six-over-six windows on the second story and one longer window of the same type on the first story. There is a small window near the end wall of the elevator shaft, but a tree obscures its details (Figure 6.1B). The southern elevation has paired six-over-six windows on the second story and a single longer version of the same window type on the first story. No other windows are on the southern elevation, but the ghost lines of a former chimney are visible. The chimney could have been removed during renovation or when the at-ground stair that descends to the basement entryway was installed. The entryway door was obscured by the ground elevation (Figure 6.2A). Historical aerials show that between 1993 and 1998, an elevator shaft was added to the building's southeast corner (Google 2020). The western elevation has one single and one pair of six-over-six windows on the second story, while the first story has two narrow six-over-six windows (Figure 6.2B).

HISTORY

Theodore “Ted” Reaves Reynolds was a philanthropic lawyer who resided in Raleigh. A navy veteran of the Korean War, he graduated from University of North Carolina at Chapel Hill’s law school in 1957. In 1968, he purchased a two-story house at 316 West Edenton Street as an office for his law practice. He expanded in 1986 and constructed the Reynolds Building on the parcel (Legacy.com 2018; *The News and Observer* 1983). Instead of demolishing the two-story building, in 1985, he donated it to United Cerebral Palsy of North Carolina “if they could move it down the street (*The News and Observer* 1987a).” The non-profit moved the building three blocks to the southeast corner of South Harrington and West Morgan and spent the next two years renovating it. On June 18, 1987, the house was opened and dedicated to United Cerebral Palsy board member, William H. Gibson (*The News and Observer* 1987a). No photographs of the building before the relocation, renovation, or during the dedication could be found.

Notes from the 1989 architectural survey state that the building appeared on a 1914 Sanborn Fire Insurance map and had replaced a previous building (Ross 1989b). Contemporary news articles indicate that it was moved from its original location at “Edenton and Harrington” (*The News and Observer* 1987a). An untitled announcement in the News & Record from 1983 lists Ted Reynold’s

Figure 6.2.
Views of the William H. Gibson Building (WA3007), 2 of 2



A. Facing Northeast



B. Facing Southeast

law office at 316 West Edenton (*The News and Observer* 1983). The 1903, 1909, and 1914 Sanborn Fire Insurance maps reveal no two-story square-plan frame or brick houses at 316 West Edenton or the adjacent parcels during this period but there were two-story frame houses in the area (Carolina Digital Library and Archives 2020). The two-story building could have been moved to 316 West Edenton after 1914. The 1914 Sanborn Insurance map reveals that many buildings in central downtown Raleigh were clad with brick around this time and the circa 1900 house was probably sheathed then as well.

In April 2017, it was conveyed from one realty company, Arrowood & Williams Properties, LLC, to another, Mason Street, LLC. The Page Law firm occupies at least a portion of the building and other portions are for lease.

INTEGRITY

Properties may be eligible for listing in the NRHP if they possess integrity of location, design, setting, materials, workmanship, feeling, and association. In 1985, the building was moved from its original location. Over two years, the building received extensive renovations. Since then, the slate roof has been replaced with asphalt shingle, the cornice appears to be a replacement, a sloped hood has been added over the entryway, a replacement door was added, and a brick veneer curtain wall has been added to the foundation.

NRHP EVALUATION

Properties can be eligible for listing in the NRHP under Criterion A if they are associated with events or patterns of events that have made a significant contribution to the broad patterns of our history at the local, state, or national level. Constructed around 1900, the building was a part of a developing residential neighborhood. Although connected to a prominent Raleigh lawyer and philanthropist, the building has not been associated with any event that would justify its eligibility under Criterion A. Therefore, the William H. Gibson Building (WA3007) is recommended not eligible for listing in the NRHP under Criterion A.

Properties can also be eligible for listing in the NRHP if they are associated with a person or persons that have made significant contributions to our past at the local, state, or national level under Criterion B. While Ted Reynolds was a well-known and respected Raleigh lawyer who was supportive of community endeavors, the relocation, and unsympathetic renovations of the building in 1985 precludes it from being eligible under Criterion B. Therefore, the William H. Gibson Building (WA3007) is recommended not eligible for listing in the NRHP under Criterion B.

Properties that embody distinctive characteristics of a type, period, or method of construction, represent the work of a master, or possess high artistic value can be eligible for listing in the NRHP under Criterion C. The building is not known to have been designed by a master architect or received treatment from master craftspeople in its construction. The 1985 relocation and renovations have negatively impacted the building's material integrity. Therefore, the William H. Gibson Building (WA3007) is recommended not eligible for the NRHP under Criterion C.

It is unlikely that additional study of this property would yield any un-retrieved data not discoverable through informant interviews and documentary sources. Therefore, the William H. Gibson Building (WA3007) is recommended not eligible for the NRHP under Criterion D.

THE DR. HUBERT ROYSTER HOUSE (WA3750)

Resource Name	The Dr. Hubert Royster House
HPO Survey Site	WA3750
Location	131 Boylan Avenue
PIN	1703481557
Date(s) of Construction	1902
Recommendation	Eligible, Criteria A and C

This parcel was conveyed from James and Margaret Boylan to Hubert Royster on December 8, 1902 (Wake County Deed Book 177:230). The building occupies a 0.36-acre lot at 131 Boylan Avenue bounded by South Boylan Avenue to the west, another residential property to the north, a commercial area to the east, and West Hargett Street to the south. The 4,640-square-foot dwelling occupies most of the parcel and is surrounded by mature trees. The building has been used as a multi-family apartment since at least 1936 (*The News and Observer* 1936). This brick-clad Queen Anne was previously surveyed by Ruth Little of Longleaf Historic Resources in 1976, who noted that the building was significant, but did not specify where its significance lay (Little 1976).

THE DR. HUBERT ROYSTER HOUSE (WA3007)

The building has not changed significantly since the 1976 survey, except for the removal of one entryway screen door. This two-story brick-clad Queen Anne faces west and sits at the top of a slope, which allows for a finished basement. The house also has a finished attic, giving it substantial mass. The core roof is pyramidal, but there are several projecting window bays and rear additions with front gables or hip roofs (Figure 6.3). The house retains its slate roof, historic one-over-one windows, and historic main entryway door with transom and sidelights. Replacements and additions to the house were all made between the mid-1930s and mid-1940s when it was converted from a single-family house to apartments (*The News and Observer* 1936).

Figure 6.3.
The Dr. Hubert Royster House (WA3750)



Facing Southwest

The façade features a hipped-roof wrap-around porch supported on brick piers. A series of single and paired Tuscan columns support the porch roof. The heavy wooden balustrade features carved brackets and the porch's broad cornice is ornamented with dentils. This type of detail is evident across every elevation of the house with segmented windows, cantilevered brick quoins, and molded window surrounds. The porch deck is wood plank and with a historic wooden panel running above the brick foundation. A shallow cast-in-place concrete stair leads to the porch.

The façade also has a two-story bay with a cantilever front-gable roof that has a pair of arched single-pane windows. The gable end projects and rests upon a broad cornice with large block modillions and finials at the cornice ends. A distinctive pebble dash infill adorns the gable end. On the second story, all the windows are segmented. There are one-over-one windows in the projected bay, and a one-over-one window on the main façade set next to a pair of one-over-one windows. The first story façade also has historic segmented windows. The one-over-one windows of the bay have single-pane transoms. The one-over-one window next to the entryway has no transom. The entryway has a molded surround with a three-pane transom and single-pane sidelights on heavily molded recessed panels. The historic entryway door has a single-pane window with two heavily recessed panels. A historic six-panel door has replaced the side entryway door on the façade north of the main entryway and the historic screen door has been removed. The workmanship and materials of the door match those of the enclosed sunroom at the southwest corner of the porch. From the materials and style, the sunroom was probably added in the mid-1930s when the house was converted into apartments. The sunroom's western elevation has a 10-pane double door that opens to the porch and that is flanked by full-length 10-pane sidelights. The entryway door has a four-light transom and the sidelights have two-light transoms.

The southern elevation shows the vertical height of the building from basement to attic (Figure 6.4A). The wrap around porch extends to a three-story bay. Brick piers remain that once supported porch columns before the sunroom was added. There is a band of historic six-over-one windows on the sunroom, but one is boarded over. There is also boarding over the window's cornice and apron and some unsympathetic plaster has been applied to the foundation line of the sunroom. A cantilever front-gable with pebbledash crowns the bay. Like the bay on the façade it has a pair of single pane arched windows. It also has historic one-over-one segmented windows. The common bond brick pattern that covers the house is seen here with a belt line at the basement level. A historic ell drops from the three stories of the bay to two stories, including finished basement. The basement's brick cladding continues from the main form, but its second story is shiplap weatherboard and has no windows on this elevation. The southern entryway into the basement has an elaborate pedimented portico with molded raking cornice, dentils set onto the architrave, and is supported by Tuscan columns. The entryway door surround has historic fixed six-pane windows on either side and rest upon heavily molded recessed panels. A non-historic screen door covers the entryway door.

Figure 6.4.
Views of the Dr. Hubert Royster House (WA3750)

A. Facing Northwest



B. Facing Southeast

The northern elevation has a three-story, shallowly projected wing including the basement (Figure 6.4B). The wing is a half-bay wide with historic narrow segmented one-over-one windows on the façade. The wing's northern elevation is two bays wide with historic one-over-one segmented windows in the second and third stories. An entrance to the basement on this façade is set into the brick wall, which has been stuccoed at the basement level. The entryway is recessed, and the door is not visible from the public right-of-way. A concrete sidewalk leads from the Boylan Avenue sidewalk to concrete steps descending to the basement entrance. There is a metal balustrade and metal lamppost along the stairway. The eastern elevation was out of view from the right-of-way, but observation from the sidewalk suggested that the foyer and a side stairwell are intact.

HISTORY

Hubert Royster is considered one of the most significant doctors in North Carolina history, having practiced in Raleigh from 1897 to 1959. In 1901, Royster married Louise Page of Maryland. They moved into the South Boylan Avenue house around December 1902 (Wake County Deed Book [WCDB] 177:230). He was already a successful doctor when he met Louise, being the first general surgeon in the state to hold an advanced degree in surgery (University of North Carolina Southern Heritage Collection 2014). Royster was a gynecologist at Rex Hospital in 1897 as well as a founding member of St. Agnes Hospital, which served the African American community, in 1899, where he also served as Surgeon in Chief (Carroll 1994). A gynecologist in a hospital setting in the late 1890s was avant-garde; American medicine had just begun to embrace empiricism and develop pedagogy focused on treating illnesses related to women's physiology in a hospital setting (McGregor 1998).

The house at 131 South Boylan Avenue sits directly one mile south of the former site of Rex Hospital (WA5013) and one mile north of the Dorothea Dix Hospital (WA1990), where Royster served mentally ill patients free of charge (North Carolina State Historic Preservation Office 2020; University of North Carolina Southern Heritage Collection 2014). Royster built his house between these two centers of his work and while living there, became dean of the University of North Carolina School of Medicine in 1902. Royster partnered with the former dean, Dr. Richard H. Whitehead, to start the University Medical Department at Raleigh (Roberson 2010). In 1912, he became president of the Wake County Medical Society (Carroll 1994). In 1939, he taught general surgery at Wake Forest College and between 1941-42 he spent his off-time as president of the North Carolina Literary and Historical Association (Carroll 1994).

Mrs. Louise Page Royster was also well-respected in Raleigh and known for hosting parties where she entertained politicians, business owners, professors, poets, musicians, and doctors, and contributed to the success of her husband in social circles. She adeptly connected people to her

husband while on trips to such places as Washington, D.C. (*The News and Observer* 1911). In 1931 while living in their new home “Woodlawn,” she hosted Dr. Charles Mayo and Mrs. Mayo, the namesake of the famous Mayo Clinic in Minnesota, along with 31 doctors from around the country (*The News and Observer* 1931). She remained socially active and supported her husband’s endeavors, medical charities, and community projects through the 1940s (*The News and Observer* 1940).

A society man of many talents who sang in choirs and played flute, Dr. Royster was probably involved in the design of the house he and Louise made their home on South Boylan Avenue (*The News and Observer* 1896). The pebble dash infill in the bays was fashionable among the wealthy residents of the town of Asheville, where many Raleigh doctors traveled during the summer months to vacation and study at the various sanitariums. Several homes built between 1899 and 1900—including cottages on the Biltmore estates property—exhibited similar pebble dash treatment (Sluder 2019). The balustrade also has a crafted feel with the type of carved brackets and stile-like structure evocative of pastoral environments like those of western North Carolina.

Sometime before December 1931, the Roysters moved to 2318 Beechridge Road in Raleigh and named the house “Woodlawn” (*The News and Observer* 1931). The new house was 1,000 square feet larger, and had a more expansive lot where Louise established a much-admired garden (*The News and Observer* 1942). The house and grounds were able to accommodate the Royster’s social demands. The house is situated three parcels east of the Bloomsburg Historic District (WA4063). A review of HPOWEB reveals that Woodlawn has not been individually surveyed, but may have been part of the block face surveys along Beechridge Road when the boundaries were decided for the historic district (NCHPO 2020). Sometime between 1931 and 1936, the Boylan Avenue house was converted to apartments, like many in the nearby Boylan Heights neighborhood during the Great Depression (Brown and Bushong 1982).

INTEGRITY

Properties may be eligible for listing in the NRHP if they possess integrity of location, design, setting, materials, workmanship, feeling, and association. There have been no significant changes to the location, design, materials, and workmanship of the house since the 1976 evaluation. The house remains in its original location and setting. Outside the immediate surroundings of the parcel, the environment to the south and east has been disrupted by contemporary commercial development, but the house is located centrally on the parcel and is shielded from the non-historic development by mature trees. Other early twentieth-century residential buildings lie along the tree-lined street to the north. The building retains its historic design, cladding, windows, doors, transoms, and detailing, including dentils and finials. Some small areas of woodwork are in poor

condition, and there are minor reversible patchwork fixes. These areas are negligible when the house is viewed as a whole. The integrity of its setting, design, workmanship, and materials are clearly visible and strongly evoke the feeling and association with a turn of the century Queen Anne dwelling.

NRHP EVALUATION

Properties can be eligible for listing in the NRHP under Criterion A if they are associated with events or patterns of events that have made a significant contribution to the broad patterns of our history at the local, state, or national level. This house was one of many residential buildings constructed in the early twentieth century on the western edge of Raleigh when large farms were subdivided into residential lots. Research did not reveal this building to have associations with any event that would justify its eligibility under Criterion A. Therefore, the Dr. Hubert Royster House (WA3750) is recommended not eligible for the NRHP under Criterion A.

Properties can also be eligible for listing in the NRHP if associated with a person or persons that have made significant contributions to our past at the local, state, or national level under Criterion B. The building is associated with an individual whose activities were demonstrably important in the local and state historic contexts of North Carolina. Dr. Hubert Royster was a leading surgeon in the state who treated women, the mentally ill, and African Americans during a time when doing so was seen as progressive in the medical and community more generally. He served as president of various medical associations and was esteemed by physicians of national renown. The building at 131 South Boylan Avenue is associated with the beginning of Dr. Royster's medical career in Raleigh between 1902 and 1931 and served as his primary residence.

NRHP guidelines state that individuals' contributions must be compared to others in their field, they must be directly associated with the resource, and each property associated with the individual must be identified to ensure the resource is a good representation of the person's historic contributions.

Other buildings in Raleigh associated with Dr. Royster include his second residence, "Woodlawn," at 2318 Beechridge Road, where he lived from 1931 until he died in 1959; Rex Hospital (WA5013), surveyed only; and the local landmark, St. Agnes Hospital (WA0146), which was placed on the NC Study List in 1977 and determined eligible for NRHP-listing in 1979. A building on the Dorothea Dix Hospital Campus (WA1847), constructed in 1924, was named for him.

Royster spent the last 28 years of his life at Woodlawn. When he moved to this location in 1931 his career was well established and he remained an esteemed member of the medical community during this time. The house on South Boylan Avenue is tied to the beginning of his career and his first actions to advance gynecological and surgical practice across ethnic lines.

Royster practiced and gained influence in his field in the hospitals listed above. However, hospitals are massive institutions associated with several individuals. Often their significance is associated with the greater communities they serve—like Veteran Administration Hospitals—or with architectural distinction. There are undoubtedly many significant doctors who have practiced at Rex Hospital and St. Agnes Hospital. A founding member of Rex Hospital, Dr. Royster’s narrative could be added to any future survey of the hospital, but it is unlikely that the hospital gained its significance solely from Dr. Royster.

The Royster Building at the Dorothea Dix Hospital Campus (WA1847) was constructed in 1924. The building is currently in poor condition and has undergone extensive remodeling efforts that significantly altered the interior and replaced the roof and windows between 1987 and 2000 (The News and Observer 1987b, 1999). The 2005 Dorothea Dix Master Plan prepared by LandDesign, Inc. for the North Carolina State Property Office concluded that the building would be potentially eligible as a contributing building in the event the Dix Hill Historic District NRHP boundaries were expanded (Edwards-Pittman Environmental, Inc. 2005). Presently, the boundaries of the Dix Hill Historic District have not been expanded (Raleigh Historic Development Commission 2020). While the building was associated with Dr. Royster and carries his name, the building has suffered the loss of much of its historic materials (Figure 6.5).

For these reasons, the house at 131 South Boylan Avenue best represents the life and work of Dr. Hubert Royster. The house retains material integrity and is representative of Dr. Royster’s career beginnings in Raleigh.

As of June 2020, 43 NRHP-listed houses in North Carolina were associated with doctors. Of these, three are in Raleigh (North Carolina State Historic Preservation Office 2020). Royster had few local peers during the late nineteenth- and early twentieth centuries. He was the first general surgeon with an advanced degree in the state and was one of the first gynecologists practicing in a hospital in the state. He was one of the first general surgeons to serve the African American community and the mentally ill populations in Raleigh and was a founder of the American Board of Surgery and the American College of Surgeons.

A review of NRHP-listed properties associated with physicians in Raleigh reveals two individuals who made comparable contributions to the medical field. Dr. Hubert Benbury Haywood was a contemporary of Royster and shared the same alma mater, University of Pennsylvania medical school. Haywood was from a prominent medical family in North Carolina and had an illustrious career, serving as medical director of St. Mary’s College from 1924-1952, Peace College (1921-1957), and the North Carolina School for the Blind. President Harry S. Truman awarded him a

Figure 6.5.
The Royster Building at the Dorothea Dix Hospital Campus, Facing West



presidential citation for his work leading the U.S. Public Health Service during WWII (Griggs 1988). Haywood's contributions were locally significant and he held a national position during wartime. He did not bring new methodologies or epistemology to the practice of medicine in North Carolina as Royster did, but was a peer to Royster regardless. The Dr. Hubert Benbury Haywood House (WA4077), at the southwest corner of Pace Street and North Blount Street, is within the Blount Street Local Historic District (LHD) and was individually listed in the NRHP in 1995 under Criterion C for its unusual architectural style. A review of 2019 aerial imagery reveals that the 1916 Prairie School building is extant at this location (Google 2020).

Dr. Manassas Thomas Pope, the namesake of the Dr. M.T. Pope House (WA4169), was an African American doctor and surgeon at the turn of the twentieth century who received his MD from Shaw University in Raleigh. He partnered with other African American doctors and began the Queen City Drug Company in Charlotte. By 1899, he moved to Raleigh and finished the residence at 511 South Wilmington Street in 1900. He served the Black community in the prosperous Fourth Ward as a physician until his death in 1934 (Zogry 1999). Pope's experience as a Black doctor in the Jim Crow south is separate from Royster's experience. While Royster served the African American community, he did not have to endure the segregation and difficulties of living as a Black man in the early twentieth century. Pope was a peer to Royster, as his success and influence testify. The Dr. M.T. Pope House (WA4169) is situated at the northeast corner of South Wilmington Street and Stronachs Alley. This two-story front-gable brick building is extant as of 2019 and was listed in the NRHP in 1999 under Criterion A for its association with the history of African American healthcare (Google 2020).

Available sources concerning notable doctors in Raleigh revealed few contemporaries of Royster having a similar status as his. In 1872, Susan Dimock, a doctor but not a surgeon, was the first woman admitted into the North Carolina Medical Society (North Carolina Medical Society 2004). No previously surveyed resources are associated with her (NCHPO 2020). Dr. Edmund Burke Haywood, a surgeon who lived in Raleigh, was noted for providing amputations during the Civil War. He established a hospital for African Americans in Goldsboro and the Western State Hospital (Broughton) at Morganton (Haywood 1988). There are no resources in Wake County associated with him that have been surveyed (NCHPO 2020). In 1882, Henry Martin Tupper founded the Leonard Medical School at Shaw University, a historic African American university. Leonard Hall at Shaw University (WA2396) was listed in the NRHP in 2015 and part of the Shaw University Historic District that was recently placed on the Study List in 2018 (NCHPO 2020).

Raleigh has a deep connection to the medical services and education history of North Carolina. Institutions including Duke University, the University of North Carolina at Chapel Hill, Shaw University, Wake Forest College (previously in Wake County), Dorothea Dix Hospital, St. Agnes

Hospital, and Rex Hospital have made significant contributions to medical science and pedagogy. The success of Raleigh in this category does not dim the accomplishments of Royster and his significant contributions. Of surveyed properties reflecting physician's homes in Raleigh, there are only three that have been listed in the NRHP, two for architecture and one for social history. Dr. Royster's house stands on its own historic merit and would be a contribution to the historic medical narrative of Raleigh translated into physical form across the greater landscape. The Dr. Hubert Royster House (WA3750) is tied to the beginnings of his career and his pioneering efforts in women's health, serving the mentally ill, and the African American community through the period of significance of 1902-1931. Therefore, the Dr. Hubert Royster House (WA3750) is recommended eligible for listing in the NRHP under Criterion B.

Properties that embody distinctive characteristics of a type, period, or method of construction, represent the work of a master, or possess high artistic value can be eligible for listing in the NRHP under Criterion C. This building retains a significant amount of historic material and possesses distinctive characteristics for its type and period. The cantilevered front-gabled towers with pebbledash pediments and finials, the dentiled porch with carved brackets, the canted brick quoins, the pedimented side entrance with historic surround, and the heavily molded, facade entryway surround make this Queen Anne a noteworthy example of its building type. The house is distinctive when compared to the houses in the immediate vicinity and compared to those found in nearby historic districts. A review of the area surrounding 131 South Boylan Avenue indicated two nearby historic districts containing houses from the same period, and portions of downtown Raleigh through HPOWEB reveal that this is one of the last remaining two-story brick Queen Anne dwellings in Raleigh.

HPOWEB indicates that there are no previously identified Queen Anne dwellings within a six-block radius of the Dr. Hubert Royster House. The property is sited just north of the Boylan Heights Historic District (WA0195), listed in the NRHP in 1986, but is disconnected from the district boundaries by a railroad interchange. While the Boylan Heights Historic District contains examples of Queen Anne architecture, none of the extant dwellings appear to be of brick construction. A review of comparable Queen Anne dwellings in Raleigh reveals that most two-story examples of the style are of frame construction. The Ernest P. Maynard House (WA6656) at 106 North East Street is an example of frame Queen Anne dwellings constructed in early twentieth-century Raleigh (Figure 6.6). The dwelling was listed in the NRHP in 1988 as a contributing resource in the Oakwood Historic District South Amendment (WA0219). The Oakwood Historic District (WA0062) and neighboring South Amendment contain the highest concentration of previously surveyed two-story Queen Anne dwellings in Raleigh. No two-story brick Queen Anne dwellings were apparent during a desktop examination of the neighborhood.

Figure 6.6.
The Ernest P. Maynard House (WA6656), Facing East, 2019



Several multi-story dwellings representative of the Queen Anne style have been demolished or moved from their original locations. Two previously surveyed examples, the Middleton Rooming House (WA2878) on South McDowell Street and the Mansion Park Hotel (WA3862) are no longer extant. One of the last remaining brick Queen Anne buildings in Raleigh appears to be the Capehart House (WA0006). Situated almost a mile from the Dr. Hubert Royster House (WA3750), the Capehart House (WA0006) is an exemplary brick Queen Anne. It was listed in the NRHP 1974 for its architectural significance and was moved from its original location at 403 North Wilmington to North Blount Street (Survey and Planning Department, North Carolina Division of Archives and History 1974). Possibly one of only two surviving brick Queen Anne houses in Raleigh, the Dr. Hubert Royster House (WA3750) is now a rare example of its type.

The neighborhood once contained numerous turn-of-the-century houses, but these have been almost entirely replaced with commercial buildings. Most extant houses from the 1902-1931 period in a four-block area around the Dr. Hubert Royster House (WA3750) are frame and have had unsympathetic additions and alterations. Two exceptions include the frame house at 121 South Boylan (WA3007; previously WA2647), which borders the Royster House and has a high level of material integrity, such as original windows and shake siding, and exhibits a distinctive plan and port-cochere style porch. A frame house at 120 South Boylan Avenue also has a high level of integrity. While these two houses are distinctive and/or retain material integrity, most houses on this section of South Boylan Avenue have been altered and added onto. New South recommends that there are too few resources with integrity on this street to suggest a historic district.

The Dr. Hubert Royster House (WA3750) has distinctive characteristics for its type and period. In comparison to dwellings in its immediate vicinity and within NRHP-listed historic districts, the house stands out as an example of a brick Queen Anne dwelling that retains a high degree of material integrity. Although the single-family dwelling was converted into apartments in the 1930s, it retains key exterior character-defining features that communicate its significance as a rare example of a brick Queen Anne dwelling. The Dr. Hubert Royster House (WA3750), therefore, is recommended eligible for listing in the NRHP under Criterion C.

It is unlikely that additional study of this property would yield any un-retrieved data not discoverable through informant interviews and documentary sources. Therefore, the Dr. Hubert Royster House (WA3750) is recommended not eligible for listing in the NRHP under Criterion D.

The Dr. Hubert Royster House is recommended eligible for listing in the NRHP individually under Criteria B and C. The recommended period of significance extends from 1902-1931, spanning the date of the dwelling's construction to Royster's final year in residence. There are no additional visible buildings or objects on the parcel. The recommended boundaries for the Dr. Hubert Royster House encompass the entire 0.36-acre parcel at the northeast corner of West Hargett Street and South Boylan Avenue, and follow the existing parcel lines (Figure 6.7).

Figure 6.7.
Recommended NRHP boundaries for the Dr. Hubert Royster House (WA3750)



Source: ESRI Resource Data

JAMES C. GREEN REALTY & INSURANCE OFFICE (W4250)

Resource Name	James C. Green Realty & Insurance Office
HPO Survey Site	WA4250
Location	323 West Morgan Street
PIN	1703584832
Date(s) of Construction	1958
Recommendation	Not Eligible

Wake County tax records indicate that this two-story office building was constructed in 1956, although Ruth Little’s study of architect William H. Deitrick’s work notes that it was built in 1958 (Little 1997). The building occupies a 0.48-acre lot at 323 West Morgan Street bounded by the William H. Gibson Building (WA3007) and its parking area to the west, Morgan Street to the north, a five-story condominium building to the east, and a parking lot to the south. The 10,194-square-foot office building occupies the northern half of the parcel. Sidewalks, buildings, and parking areas with a few ornamental trees surround the building. The southern half of the parcel contains an asphalt-paved parking area that is accessed from West Morgan Street by a paved concrete driveway with berms. Little surveyed the office building in 1997 and returned for an update in 2018 (Little and Longleaf Historic Resources 2018) as part of the final addendum for the *Post-World War II and Modern Architecture in Raleigh* Multiple Property Documentation Form (MPDF) (Little 2018a).

JAMES C. GREEN REALTY & INSURANCE OFFICE (WA4250)

In the 2018 MPDF, Little refers to this resource as a “small, sleek, two-story, Modernist building (Little 2018a).” It still conveys its sleek profile as it sits slightly into the grade of its parcel (Figure 6.8). Ribbon windows on the second-story façade and the first and second stories of the east elevation accentuate the rectangular form. The interplay of glass panels and doors, concrete curtain walls, and clerestory windows of the façade’s first story contrast with the symmetry of the ribbon windows in the second story. The central entryway is deeply recessed under a concrete awning and the other two entryway doors are set flush on either side. All three doors are single-pane glass in metal frames. The historic cylindrical light fixtures accent the awning. There have been no changes to the building since the 2018 survey update.

Between 1997 and 2018, the lower sign lettering was removed, the awning windows replaced with ribbon windows, and the easternmost entrance was set one bay over and encased by panel windows and transoms. During the same period, the eastern elevation windows were replaced with window pairs set into a curtain and other entrances were removed. The neatly arranged and trimmed hedges

Figure 6.8.
The James C. Green Realty & Insurance Office (WA4250), Facing Southeast



were removed from the façade, leaving its engaged brick plant box empty. The building retains its running bond brick exterior on the remaining three elevations, emphasizing the focal point of the façade (Figure 6.9A). The southern exterior has four metal-sash one-over-one replacement windows centered symmetrically on the second story. The first story has three of the same type windows and a flat-roofed covered stoop supported by thin round metal posts set into a concrete stairway. The stairs have open-railed balustrades and lead to a single-pane glass door in a metal frame (Figure 6.9B).

HISTORY

The James C. Green Company was a prominent provider of insurance adjustment in Raleigh in the late 1950s and into the 1960s. The architect, William Henley “Polly” Deitrick, arrived in Raleigh in 1927 and after a few years of designing civic buildings, turned to much more innovative and unexpected forms. In the 1920s through the 1940s, Raleigh embraced “historically-based eclectic styles” (Little 1997). In the 1950s, several of his firm’s architects quit after Deitrick pursued work where he could explore Miesian modernist influences (NCModernist 2020b).

In 1947, he designed the modernist the Carolina Country Club with Matthew Nowicki, Stanislaw Nowicki, and G. Milton Small, Jr. that has since been destroyed by fire. In 1949, he designed the (no longer standing) Wake County Office Building and in 1950 he worked again with Matthew Nowicki, and his wife Siasia after Nowicki’s death, on the design for the internationally recognized J.S. Dorton Arena (WA0012) in Raleigh (Bishir et al. 2010). While the bold design is primarily associated with Nowicki, it received an American Institute of Architects Honor Award in 1953 (North Carolina Department of Natural and Cultural Resources 2020). The Dorton Arena was added to the NRHP on April 11, 1973.

Another premier example of Deitrick’s large-scale projects in Raleigh is the International Style News and Observer Building at 215 S. McDowell Street that he designed in 1954 with John Knight (WA7521). The two-story building is at least twice the mass of the James C. Green Realty & Insurance Office (WA4250). Vertical windows recessed deeply into projecting rows of vertical metal mullions cover the western and southern elevations of the building. The footprint of the first story is the same proportion of but smaller than the top stories, creating the appearance of the top stories resting upon a platform. The News and Observer Building (WA7521) is different in scale and in application of modernist elements compared to the James C. Green Realty & Insurance Office (WA4250). The building has been surveyed, but per HPOWEB, it has not been added to the NC Study List or had a Determination of Eligibility through an environmental review process (NCHPO 2020). The building no longer houses the News and Observer and has been recently purchased.

Figure 6.9.
Views of the James C. Green Realty & Insurance Office (WA4250)



A. Facing Southwest



B. Facing Northeast

The 1958 James C. Green Realty & Insurance Office (WA4250) is an example of Deitrick's Modernism on a smaller scale and was built after his reputation as an internationally acclaimed architect was secured. The company still occupies the space as an insurance adjuster. The scale of the office building reflects Deitrick's comfort with smaller spaces as he designed dozens of Raleigh's notable "banks, retail stores, insurance agencies, offices, and manufacturing facilities" (Little 1997).

INTEGRITY

Properties may be eligible for listing in the NRHP if they possess integrity of location, design, setting, materials, workmanship, feeling, and association. In 2018, Little described the James C. Green Realty & Insurance Office (WA4250) as being one of only a few post-war office buildings left in the central business district (Little 2018a). The building remains on its historic site surrounded by mostly contemporary commercial buildings. While these factors have strengthened the building's integrity of location and association, other factors have detracted from its integrity of design, workmanship, and materials. The office building has suffered the replacement of its windows and doors, as well as the closing of some of its entrances. While the replacement windows and doors have not changed the fenestration of the façade, the replacement of the original awning windows alters the historic spatial interplay. Especially when considering the changes in the northern elevation, the relationship between the façade and the other elevations has become less clear (Figure 6.10).

NRHP EVALUATION

Properties can be eligible for listing in the NRHP under Criterion A if they are associated with events or patterns of events that have made a significant contribution to the broad patterns of our history at the local, state, or national level. Constructed in 1956 for a prominent realty and insurance company, this building has not been associated with any event that would justify its eligibility under Criterion A. Therefore, the James C. Green Realty & Insurance Office (WA4250) is recommended not eligible for listing in the NRHP under Criterion A.

Properties can also be eligible for listing in the NRHP if they are associated with a person or persons that have made significant contributions to our past at the local, state, or national level under Criterion B. The James C. Green Realty & Insurance Office (WA4250) is associated with a significant person, but this person is an architect and so is considered under Criterion C. Available sources did not reveal the building's association with any other person who made significant local, state, or national contributions to history. Therefore, the James C. Green Realty & Insurance Office (WA4250) is recommended not eligible for listing in the NRHP under Criterion B.

Figure 6.10.
1997 Ruth Little Survey Photograph, Northwestern Oblique



Properties that embody distinctive characteristics of a type, period, or method of construction, represent the work of a master, or possess high artistic value can be eligible for listing in the NRHP under Criterion C. William H. Deitrick was an internationally recognized architect who worked in North Carolina for over four decades and designed over 80 buildings in Raleigh between 1926 and 1960 (Little 1997). The building was part of the refinement of the Modernist influence in Raleigh’s architecture in the late 1950s. The James C. Green Realty & Insurance Office (WA4250) stands out as one of his smaller-scale works compared to other large-scale commercial designs like the News & Observer Building (WA7521), but is one of the “largest surviving property types” of his portfolio in Raleigh (Little 1997), and the building is one of the few remaining post-war modernist commercial buildings in this portion of downtown Raleigh (Little 2018a).

Typically, a building without many peers left on the immediate landscape and designed by a lauded architect would be compelling factors in its eligibility recommendations. However, New South agrees with Little’s 2018 assessment that the building lacks sufficient material integrity to be listed in the NRHP. While designed by a master architect, the building does not retain its character-defining features. Once a noteworthy example of its type and period in downtown Raleigh, alterations such as the replacement of the original windows and doors have negatively impacted the building’s material integrity. Therefore, the James C. Green Realty & Insurance Office (WA4250) is recommended not eligible for listing in the NRHP under Criterion C.

It is unlikely that additional study of this property would yield any un-retrieved data not discoverable through informant interviews and documentary sources. Therefore, the James C. Green Realty & Insurance Office (WA4250) is recommended not eligible for listing in the NRHP under Criterion D.

OFFICE BUILDING (WA6519)

Resource Name	Office Building
HPO Survey Site	WA6519
Location	600 West Cabarrus Street
PIN	1703475257
Date(s) of Construction	1962
Recommendation	Not Eligible

Wake County tax records indicate that this one-story office building was constructed in 1962. The building occupies a 4.76-acre lot at 600 West Cabarrus Street bounded by Dupont Circle to the west, a segment of the South Railway lines to the north, commercial buildings in the 500 block of Cabarrus Street to the east, and West Cabarrus Street to the south. The 26,992-square-foot office

building occupies the western half of the parcel and is surrounded by an asphalt parking lot. An equipment shed constructed between 1968 and 1983 is situated near the rear parcel line in the northwest corner of the lot. The eastern half of the parcel contains a triangular gravel lot and an asphalt paved driveway extends north from West Cabarrus Street to the parking area and building. The driveway is flanked by landscaped areas with mature trees and shrubs, and a chain-link fence encloses the parcel. This office building was previously surveyed by Dovetail Cultural Resource Group, Inc in 2013. In a letter dated March 18, 2013 the HPO concurred that the building was not eligible for the NRHP (Barile et al. 2013). The building has not been substantially altered since then. The property was gated during the 2020 survey.

OFFICE BUILDING (WA6519)

Resting on a continuous cast-in-place, concrete foundation, the core of this one-story flat roof office building was constructed around 1960 and is covered with brick laid in a six-to-one common bond with a Flemish header row. A review of aerial imagery reveals that the building's east wing and front offices were added between 1983 and 1993. The flat-roofed office wing is clad in blonde brick in a running bond. The west elevation has replacement single-pane fixed windows with brick sills. The main entrance is centrally located on the south façade and recessed. It was obscured at the time of survey. An engaged landscaped garden bed extends from the south façade. A garage bay with a circa 1980 corrugated metal, overhead-track garage door is on the west elevation of the building's historic core. This garage bay is flanked by a pedestrian entrance with a solid steel door (Figure 6.11).

EQUIPMENT SHED

This multi-bay equipment shed was added between 1983 and 1993. Clad in corrugated metal on three sides, its flat metal roof is supported by steel beams that divide the building into five storage bays (Figure 6.12).

HISTORY

A review of Wake County Deed records does not reveal the original function of this building but aerial imagery indicates that its core was extant by 1965 and a large storage tank was situated at the southeast corner of the parcel from 1953 to 1999. A 1920 map showing the property of Raleigh entrepreneur Max Bane indicates that like the surrounding area, this parcel was industrial in the early twentieth century. By that year, the west side of the 500-600 block of West Cabarrus Street between present-day Dupont Circle and South West Street, was utilized by Carolina Power & Light Company and the east side contained the Oldham & Worth Lumber Yard until at least 1958 (Figure 6.13) (Hill Directory Company 1958; Raleigh Commissioner of Public Works 1920). By

Figure 6.11.
Office Building (WA6519)



A. Facing Northeast

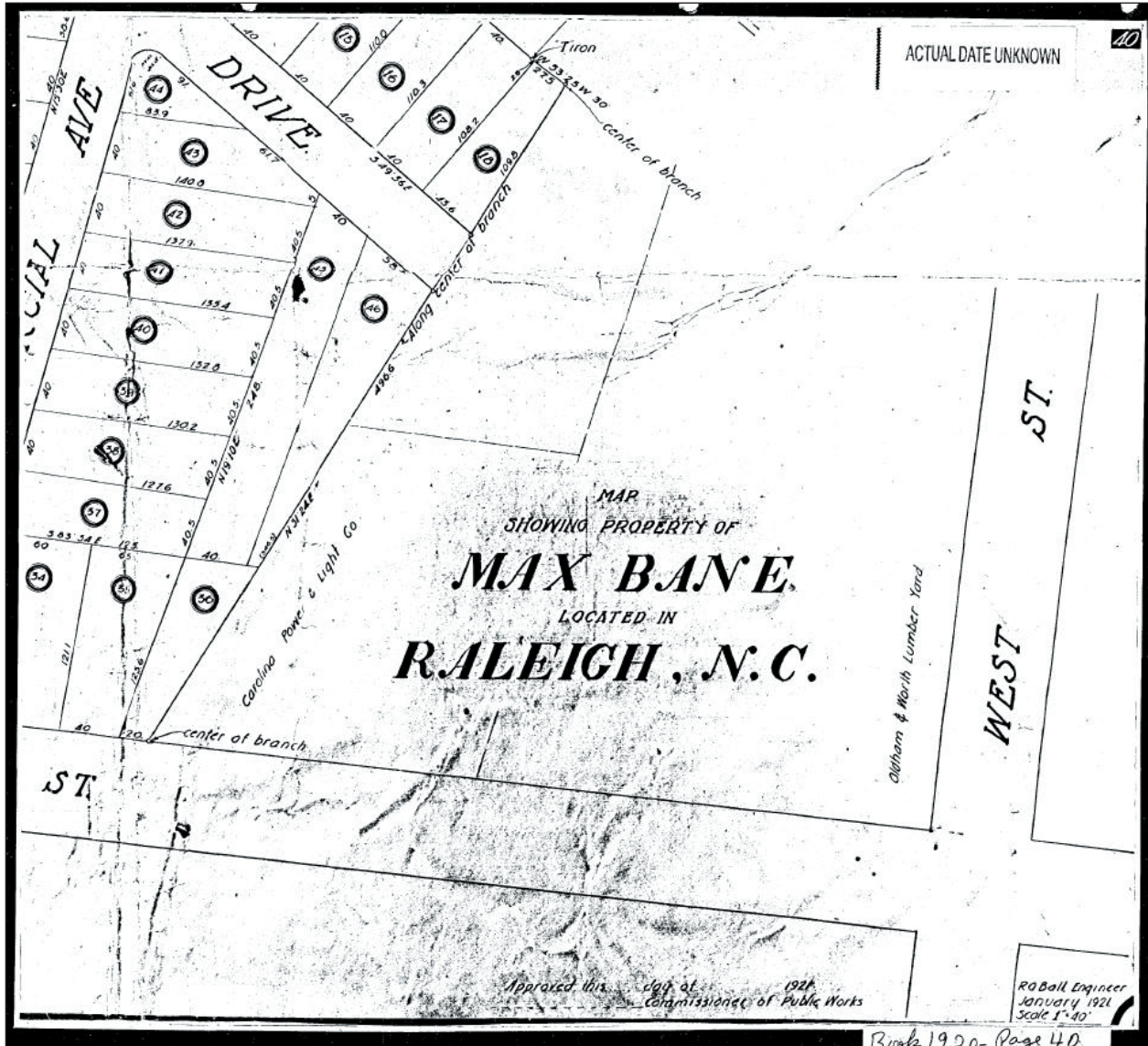


B. Facing Southeast

Figure 6.12.
Office Building (WA6519), Equipment Shed, Facing Northeast



Figure 6.13.
Map of Max Bane Property in Raleigh, North Carolina, 1920



Source: (Raleigh Commissioner of Public Works 1920)

1965, the parcel was associated with the Public Service Company of North Carolina Gas Plant located at 514 West Cabarrus Street (Hill Directory Company 1963). Clancy & Theys Construction Company purchased the building and lot at 600 West Cabarrus Street in 1988 along with the adjacent commercial buildings in the 500 block where they continue to operate their Raleigh office. Founded by brothers-in-law Ernest I. Clancy and John Theys in 1949, this company thrived during the city's post-WWII residential construction boom. It has since transitioned to commercial and office construction and maintains offices throughout the southeast (Clancy & Theys Construction Company 2020). In 2016, Clancy & Theys Construction conveyed the building at 600 West Cabarrus Street to 3119 Associates LLC (WCDB 01621:1201). The building is currently occupied by Haven House Services, a non-profit agency.

INTEGRITY

Properties may be eligible for listing in the NRHP if they possess integrity of location, design, setting, materials, workmanship, feeling, and association. Office Building (WA6519) remains on its historic site surrounded by contemporary commercial and industrial development. While these factors strengthened the building's integrity of location and association, other factors have detracted from its integrity of design, workmanship, and materials. This one-story office building was expanded with a front wing to the south and east between 1983 and 1993. Additionally, windows on the supporting elevations have been replaced with fixed synthetic sashes and corrugated metal garage doors have been added to garage bays.

NRHP EVALUATION

Properties can be eligible for listing in the NRHP under Criterion A if they are associated with events or patterns of events that have made a significant contribution to the broad patterns of our history at the local, state, or national level. Constructed in the mid-1960s, this building is one of many commercial and industrial buildings constructed in southwest Raleigh beginning in the early twentieth century due to the area's proximity to rail lanes and wholesale distributors. This particular office building is not associated with any event that would justify its eligibility under Criterion A. Therefore, Office Building (WA6519) is recommended not eligible for listing in the NRHP under Criterion A.

Properties can be eligible for listing in the NRHP if they are associated with person or persons that have made significant contributions to our past at the local, state, or national level under Criterion B. Archival research did not reveal any association with individuals whose activities were demonstrably important in a local, state, or national historic context. Therefore, Office Building (WA6519) is recommended not eligible for listing in the NRHP under Criterion B.

Properties that embody distinctive characteristics of a type, period, or method of construction, represent the work of a master, or possess high artistic value can be eligible for listing in the NRHP under Criterion C. While this office building retains a fair amount of historic material, it is not a distinctive or noteworthy example of its building type and was not found to embody the distinctive characteristics of a style, period, or method of construction. Alterations including the replacement of the original windows and doors, while the addition of the south and east wings between 1983 and 1993 have negatively impacted its material integrity. Relative to the comparable properties discussed in Section II of this report, the building does not stand out as a notable example of commercial or industrial architecture in Raleigh. Therefore, Office Building (WA6519) is recommended not eligible for listing in the NRHP under Criterion C.

It is unlikely that additional study of this property would yield any un-retrieved data not discoverable through informant interviews and documentary sources. Therefore, Office Building (WA6519) is recommended not eligible for listing in the NRHP under Criterion D.

NORTHWESTERN MUTUAL FIRE ASSOCIATION OFFICE (WA6523)

Resource Name	Northwestern Mutual Fire Association Office
HPO Survey Site	WA6523
Location	100 South Harrington Street
PIN	1703581892
Date(s) of Construction	1952
Recommendation	Not Eligible

The parcel at 100 South Harrington Street is occupied by two buildings: a 2,100 square foot office built in 1952 for the Northwestern Mutual Fire Association and a circa 1960 warehouse at the south end of the lot. Situated at the southwestern corner of West Morgan Street and South Harrington Street, the Northwestern Mutual Fire Association Office fronts South Harrington Street and is bounded to the north and east by paved sidewalks. The office sits approximately 10 feet directly south of West Morgan Street. An asphalt parking lot is situated between the office and 1960 warehouse, which abuts the southern (rear) property line. There is no formal landscaping on the parcel but there are two small trees near the South Harrington Street sidewalk. This resource was previously surveyed by Mattson Alexander & Associates in 2013. In 2013, the HPO concurred that the building was not eligible for listing in the NRHP (North Carolina Department of Archives and History 2013). The resource has not been substantially altered since the 2013 survey.

NORTHWESTERN MUTUAL FIRE ASSOCIATION OFFICE (WA6523)

Resting on a continuous concrete foundation, this one-story office is clad in red brick veneer laid in a six-to-one common bond with metal coping at the roofline. The main entrance is recessed in a diagonal bay on the east façade and has a circa 2000 metal-frame glass door with a single-pane transom. A set of stone-clad steps leads to the door, which is flanked by 10 single-pane metal windows below a standing seam metal awning. The south corner of the east façade is clad in a rusticated perma-stone veneer. A band of six-, three-, and two-pane metal-frame windows with cast concrete surrounds extends across the north elevation and is abutted by an original single-pane steel design pedestrian entrance (Figure 6.14).

WAREHOUSE

This one-story rectangular plan building was likely erected by the New River Building Company, which acquired the parcel in 1961. Sanborn Fire Insurance Maps and aerial imagery indicate that this building was constructed prior to 1965. Situated beneath a gable roof of corrugated metal, dating to circa 2000, this linear building adjoins the rear parcel line and USPSO Morgan Street Station (WA6521). Single six-over-six double-hung wood sash windows extend across the north and east elevations while the rear (south) elevation has no fenestration. Each window is topped with a soldier course lintel and has a brick sill (Figures 6.15).

HISTORY

According to the Wake County tax record, the one-story office building at 100 South Harrington Street was constructed between 1952 and 1953, shortly after the Northwestern Mutual Fire Association Inc., an insurance company, purchased three small lots at the southwest corner of South Harrington Street and West Morgan Street (WCDB 1104:228, 1121:558, 1128:396). Northwestern Mutual Fire Association and Northwest Casualty Company operated in Raleigh as early as 1937 and prior to 1952, maintained offices in the Security National Bank Building at 239 Fayetteville Street in Raleigh's central business district (Hill Directory Company 1952; The News and Observer 1947). The company set up offices on South Harrington Street in 1953 (Hill Directory Company 1952). Sanborn Fire Insurance Company maps indicate that before then, this part of the South Harrington Street was mostly residential. In 1950 the lot was occupied by a frame two-story house, while eight others were also on the block. The Northwestern Mutual Fire Association Office was built when this section of Raleigh shifted from residential to mainly commercial and industrial use. While southwest Raleigh, particularly the area bounding the railroad, evolved into an industrial center in the late nineteenth century, the area just north of West Morgan Street did not begin to change until after the construction of the Coca Cola Company Garage in 1949 and USPO Morgan Street Station in 1950 (Barile et al. 2013).

Figure 6.14.
Views of the Northwestern Mutual Fire Association Office (WA6523), 1 of 2



A. Facing Southwest



B. Facing West

Figure 6.15.
Views of the Northwestern Mutual Fire Association Office (WA6523), 2 of 2



A. Facing Southwest



B. Facing Northwest

Northwestern Mutual Fire Association conveyed the building and parcel to the New River Building Company in 1961. Aerial imagery reveals that the warehouse was present by 1965, indicating that it was likely constructed after New River Building Company took ownership. Drake Family LLC and Thornhill Investments purchased the buildings and lot in 2017 (WCDB 16782:1753). The office building in the northern half of the parcel appears to be unoccupied.

INTEGRITY

Properties may be eligible for listing in the NRHP if they possess integrity of location, design, setting, materials, workmanship, feeling, and association. The Northwestern Mutual Fire Association Office remains on its original site and is adjacent to contemporary industrial buildings. While this strengthens its integrity of location and association, other factors have detracted from its integrity of design, workmanship, and materials, including the replacement of the original windows.

NRHP EVALUATION

Properties can be eligible for listing in the NRHP under Criterion A if they are associated with events or patterns of events that have made a significant contribution to the broad patterns of our history at the local, state, or national level. Constructed between 1952 and 1965, the office and warehouse at 100 South Harrington Street are examples of the many commercial and industrial buildings that went up in southwest Raleigh during the mid-twentieth century, a period of significant commercial and industrial growth. These particular resources are not associated with any event that would justify eligibility under Criterion A. Therefore, the Northwestern Mutual Fire Association Office (WA6523) is recommended not eligible for listing in the NRHP under Criterion A.

Properties can also be eligible for listing in the NRHP if they are associated with person or persons that have made significant contributions to our past at the local, state, or national level under Criterion B. Archival research did not reveal any association between the building and individuals whose activities were demonstrably important within a local, state, or national historic context. Therefore, the Northwestern Mutual Fire Association Office (WA6523) is recommended not eligible for listing in the NRHP under Criterion B.

Properties that embody distinctive characteristics of a type, period, or method of construction, represent the work of a master, or possess high artistic value can be eligible for listing in the NRHP under Criterion C. While the office retains historic material, it is not a distinctive or noteworthy example of its building type and was not considered to embody the distinctive characteristics of a style, period, or method of construction. Further, the replacement of the original windows has

negatively impacted the building’s material integrity. When compared to analogous properties discussed in Section II, the building does not stand out as a notable example of commercial or industrial architecture in Raleigh. Therefore, the Northwestern Mutual Fire Association Office (WA6523) is recommended not eligible for listing in the NRHP under Criterion C.

It is unlikely that additional study of this property would yield any un-retrieved data not discoverable through informant interviews and documentary sources. Therefore, the Northwestern Mutual Fire Association Office (WA6523) is recommended not eligible for listing in the NRHP under Criterion D.

W.J. HINES COMPANY WAREHOUSE (WA7405)

Resource Name	W.J. Hines Company Warehouse
HPO Survey Site	WA7405
Location	324 Dupont Circle
PIN	1703473624
Date(s) of Construction	Circa 1945
Recommendation	Not Eligible

Wake County tax records indicate that this one-story warehouse was built about 1945. Containing 13, 275 square feet, the warehouse occupies most of the 0.25-acre parcel at 324 Dupont Circle and is bounded by the Southern Railway line to the north, Dupont Circle to the south, and an equipment shed at 600 West Cabarrus Street to the east. The warehouse shares a party wall with 328 Dupont Circle (WA7406) to the west and is accessed by an unpaved driveway shared with 600 West Cabarrus Street (WA6519) that is sheltered by mature trees. This warehouse was previously surveyed by Mattson, Alexander & Associates in March 2013. In a letter dated March 5, 2013, the HPO concurred that the building was not eligible for listing in the NRHP (Mattson, Alexander & Associates, Inc. 2013a). The building has not been significantly altered since the prior survey.

W.J. HINES COMPANY WAREHOUSE (WA7405)

Resting on a continuous, concrete foundation, this one-story warehouse is of concrete block construction and is sheltered beneath a metal gable roof dating to circa 2010. The main entrance is located centrally on the south façade, is reached by cast concrete stoop beneath a circa 2015 cloth awning. Windows on the south façade are original steel-designs with operable six-light central sash surrounded with fixed, six-pane sash above, three-pane sash below, and cast concrete sills. Two garage bays with circa 2000 metal overhead-track doors are located centrally on the east elevation beneath a circa 2010 cloth awning. The bays are each flanked by original steel-design windows (Figure 6.16).

Figure 6.16.
Views of W.J. Hines Company Warehouse (WA7405)



A. Facing Northwest



B. Facing Northwest

HISTORY

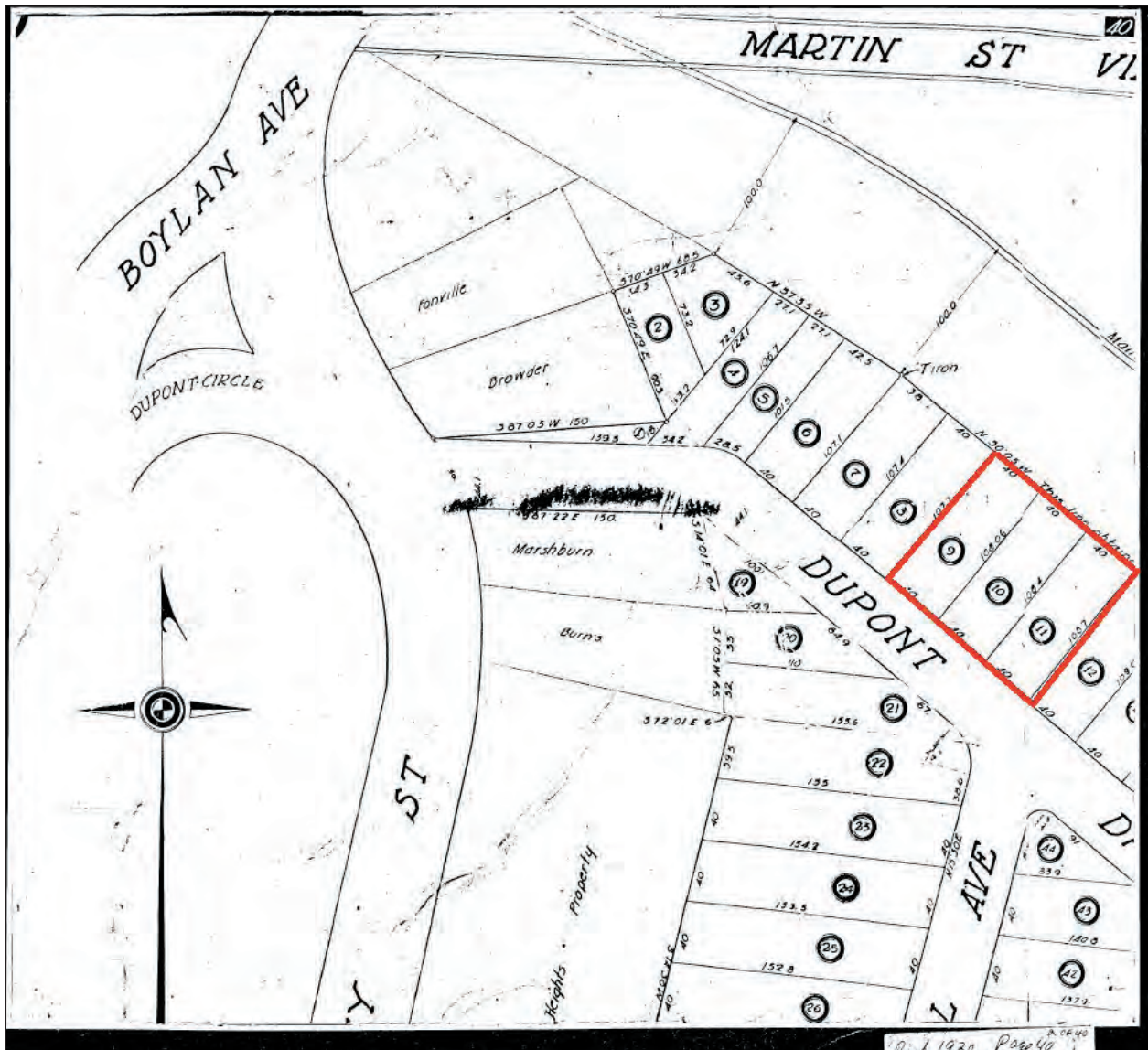
Wake County tax and deed records indicate that this warehouse was probably built about 1945 for the W.J. Hines Company, a maker and distributor of bank and office fixtures who operated at this location by 1948 (Hill Directory Company 1948). In the early twentieth century, this parcel, like most of southwest Raleigh, was industrial. In 1912 the Johnson and Johnson Company owned the property but it changed hands multiple times during the early twentieth century. By 1920, this parcel was part of an approximately 4.45-acre tract owned by Max Bane (1889-1973) that was directly east of the Boylan Heights neighborhood (Raleigh Commissioner of Public Works 1920). A Jewish immigrant, Bane moved to Raleigh from Lithuania in the early 1900s. According to the 1920 U.S. Federal Census, Bane defined his occupation as a “junk dealer” and worked on his own account while boarding on Martin Street (U.S. Census Bureau 1920). By 1935, Bane owned a home on New Bern Avenue where he lived with his wife, Dorthea, and three children (U.S. Census Bureau 1940).

Around 1920, Bane subdivided the 4.45-acre parcel, which was bisected by present-day Dupont Circle (previously Commercial Avenue), into approximately 45 lots. Present-day 324 Dupont Circle is situated on Lots 9 through 11 (Figure 6.17). In 1923, Bane conveyed a portion of these three lots to S.E. and Ruth I. Douglass (WCDB 424:298). Following Douglass’ death in 1938, the parcel was conveyed to F.V. and Mary Dayton Fonville in 1943 (WCDB 898:517). The couple lived nearby at 410 Boylan Avenue. It is unclear if the extant warehouse was constructed by Fonville, who manufactured washboards in 1935 and, by the mid twentieth century, operated the Carolina Washboard Company (U.S. Census Bureau 1940). In 1946, the Fonvilles conveyed the parcel to William J. Hines Sr. who operated the W.J. Hines Company at this location from 1948 to the 2000s. The 1960 Raleigh City Directory lists the W.J. Hines Company at 324 Dupont Circle and describes it as producing “All Kinds of Bank and Store Fixtures (Hill Directory Company 1960).” As early as 1953, Hine’s son, W.J. Hines Jr., worked as a cabinetmaker at the company. The building and parcel were owned by Inez Hines until 2008 when the title was transferred to JTH Holdings, the building appears to continue to operate as a warehouse or industrial space (WCDB 013295:423).

INTEGRITY

Properties may be eligible for listing in the NRHP if they possess integrity of location, design, setting, materials, workmanship, feeling, and association. The W.J. Hines Company remains on its historic site surrounded by contemporary industrial development. While this strengthens the building’s integrity of location and association, other factors have detracted from its integrity of design, workmanship, and materials. Alterations to the building include a replacement, corrugated-metal cap roof and over-head track garage doors dating to the early 2000s.

Figure 6.17.
Lots 9-11 on the Property of Max Bane in Raleigh, North Carolina



Source: (Raleigh Commissioner of Public Works 1920)

NRHP EVALUATION

Properties can be eligible for listing in the NRHP under Criterion A if they are associated with events or patterns of events that have made a significant contribution to the broad patterns of our history at the local, state, or national level. Constructed in the mid-1940s, this warehouse is one of many commercial and industrial buildings constructed in southwest Raleigh during the mid-twentieth century due to the area's proximity to rail lines. This particular warehouse is not associated with any event that would justify its eligibility under Criterion A. Therefore, the W.J. Hines Company Warehouse (WA7405) is recommended not eligible for listing in the NRHP under Criterion A.

Properties can also be eligible for listing in the NRHP if they are associated with person or persons that have made significant contributions to our past at the local, state, or national level under Criterion B. Research did not identify any association between the building and individuals whose activities were demonstrably important within a local, state, or national historic context. Therefore, the W.J. Hines Company Warehouse (WA7405) is recommended not eligible for listing in the NRHP under Criterion B.

Properties that embody distinctive characteristics of a type, period, or method of construction, represent the work of a master, or possess high artistic value can be eligible for listing in the NRHP under Criterion C. While this warehouse retains a fair amount of historic material, it is not a distinctive or noteworthy example of its building type and was not found to embody the distinctive characteristics of a style, period, or method of construction. Alterations, including the added roof and garage doors, have negatively impacted the building's material integrity. When measured against comparable properties discussed in Section II above, the building does not stand out as a notable example of commercial or industrial architecture in Raleigh. Therefore, the W.J. Hines Company Warehouse (WA7405) is recommended not eligible for listing in the NRHP under Criterion C.

It is unlikely that additional study of this property would yield any new retrieved data that could not be found through informant interviews and documentary sources. Therefore, the W.J. Hines Company Warehouse (WA7405) is recommended not eligible for listing in the NRHP under Criterion D.

W.J. HINES COMPANY WAREHOUSE 2 (WA7406)

Resource Name	W.J. Hines Company Warehouse 2
HPO Survey Site	WA7406
Location	328 Dupont Circle
PIN	1703472668
Date(s) of Construction	Circa 1945
Recommendation	Not Eligible

Wake County deed records indicate that the W.J. Hines Company Warehouse 2 (WA7406) was constructed circa 1945. This one-story building occupies the entirety of the 0.12-acre parcel at 328 Dupont Circle, which is bounded by Southern Railway lines to the north, Dupont Circle to the south, and shares eastern and western party walls with warehouses at 324 and 330 Dupont Circle. A paved sidewalk, curb, and gutter on Dupont Circle front the warehouse. This resource was previously surveyed by Mattson, Alexander & Associates in March 2013. The HPO concurred that the building was not eligible for listing in the NRHP on March 5, 2013 (Mattson, Alexander & Associates, Inc. 2013a). There have been no significant alterations since the previous survey.

W.J. HINES COMPANY WAREHOUSE 2 (WA7406)

Resting on a continuous, concrete foundation, this one-story warehouse is clad in brick laid in a five-to-one common bond. The rectangular plan building has a flat roof with metal coping along the roofline. The circa 2015 single-pane glass and metal door is at the east end of the south façade and is flanked by three original 36-pane steel design fixed windows with brick sills. The easternmost window and entrance are beneath a circa 2015 cloth awning (Figure 6.18).

HISTORY

County tax and deed records indicate that this warehouse was probably built around 1945 for the W.J. Hines Company, a maker and distributor of bank and office fixtures who operated on Dupont Circle by 1948 (Hill Directory Company 1948). This parcel, like most of southwest Raleigh in the early twentieth century, was industrial in character. The Johnson and Johnson Company owned the property in 1912 but it changed hands multiple times throughout early twentieth century. By 1920, this parcel was part of a roughly 4.45-acre tract owned by Max Bane (1889-1973) directly east of the Boylan Height neighborhoods (Raleigh Commissioner of Public Works 1920). Bane moved to Raleigh from Lithuania in the early twentieth century and the 1920 Federal Census listed him as a “junk dealer” who boarding on Martin Street (U.S. Census Bureau 1920). By 1935, Bane owned a home on New Bern Avenue where he lived with his wife, Dorthea, and three children (U.S. Census Bureau 1940).

Figure 6.18.
W.J. Hines Company Warehouse 2 (WA7406), Facing Northwest



Around 1920, Bane subdivided the 4.45-acre parcel, which was bisected by Dupont Circle (then known as Commercial Avenue), into approximately 45 lots. Present-day 328 Dupont Circle took up Lots 8 and 9 (Figure 6.19). In 1923, Bane conveyed a portion of these three lots to S.E. and Ruth I. Douglass (WCDB 424:298). After Douglass died in 1938, the parcel was conveyed to F.V. and Mary Dayton Fonville, who lived nearby at 410 Boylan Avenue, in 1943 (WCDB 898:517). It is unclear if the extant warehouse was constructed by Fonville, who manufactured washboards in 1935 and by the mid-twentieth century, operated the Carolina Washboard Company (U.S. Census Bureau 1940). In 1946, the Fonvilles conveyed the parcel to William J. Hines Sr. who operated the W.J. Hines Company at this location from 1948 until the 2000s. The 1960 Raleigh City Directory lists the company at 324 Dupont Circle and describes it as producing “All Kinds of Bank and Store Fixtures” (Hill Directory Company 1960). As early as 1953, Hine’s son, W.J. Hines Jr., worked at the company as a cabinetmaker. The building and parcel were owned by Inez Hines until 2008, when the title was transferred to JTH Holdings, the building appears to continue to operate as a warehouse or industrial space (WCDB 013295:423).

INTEGRITY

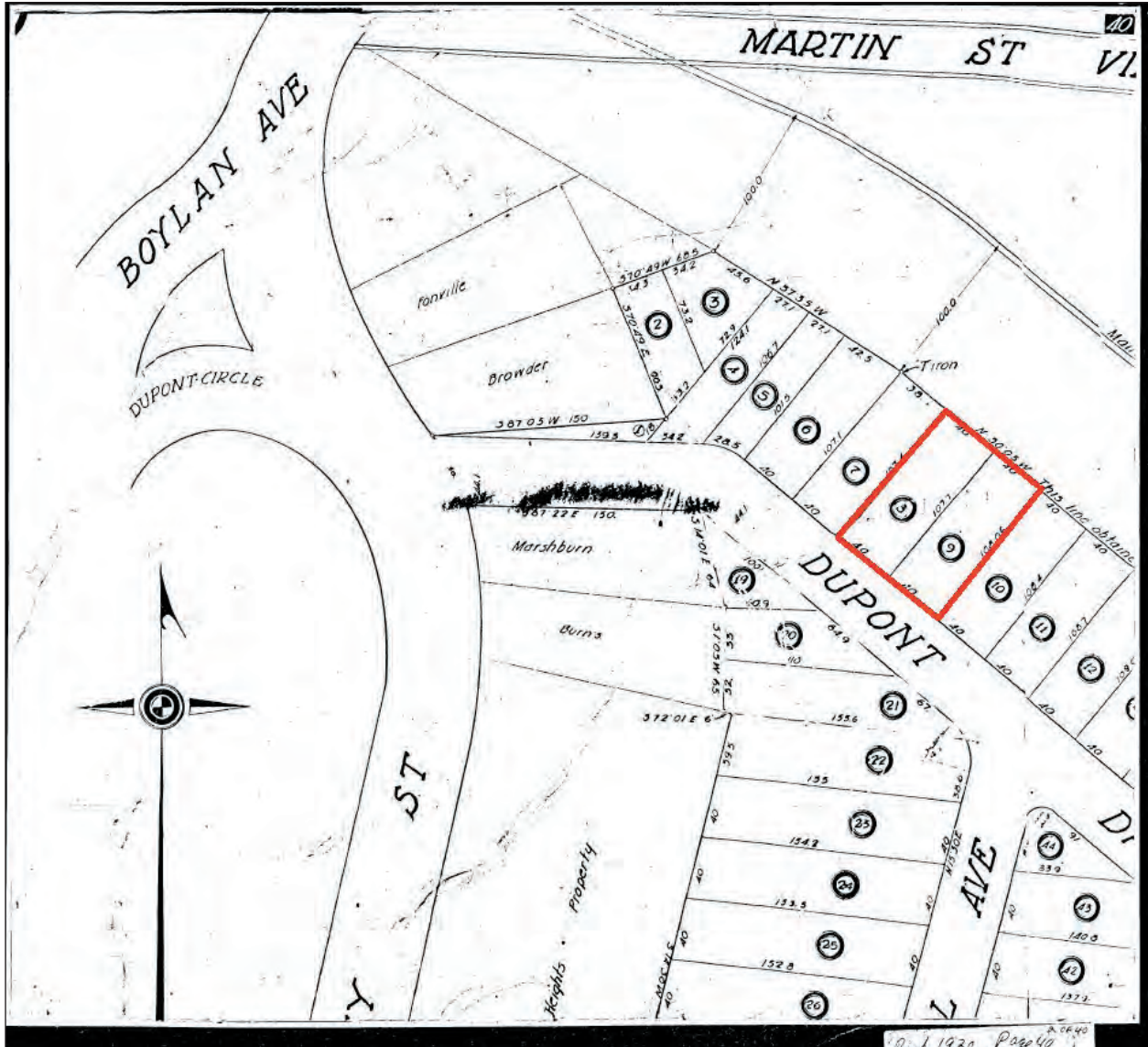
Properties may be eligible for listing in the NRHP if they possess integrity of location, design, setting, materials, workmanship, feeling, and association. The W.J. Hines Company Warehouse 2 remains on its historic site surrounded by contemporary industrial development. While this strengthens the building’s integrity of location and association, other factors detracted from its integrity of design, workmanship, and materials, such as the replacement of the main entrance on the south façade.

NRHP EVALUATION

Properties can be eligible for listing in the NRHP under Criterion A if they are associated with events or patterns of events that have made a significant contribution to the broad patterns of our history at the local, state, or national level. Built in the mid-1940s, this resource is one of many commercial and industrial buildings constructed in southwest Raleigh during the mid-twentieth century because of the proximity of rail transportation. This particular warehouse is not associated with any event that would justify its eligibility under this criterion and so the W.J. Hines Company Warehouse 2 (WA7406) is recommended not eligible for the NRHP under Criterion A.

Properties may be eligible for listing in the NRHP under Criterion B if they are associated with person or persons who have made significant contributions to our past at the local, state, or national level. No association was found between the building and individuals whose activities were demonstrably important in local, state, or national historic contexts. Therefore, the W.J. Hines Company Warehouse 2 (WA7406) is recommended not eligible for the NRHP under Criterion B.

Figure 6.19.
Lots 8-9 on the Property of Max Bane in Raleigh, North Carolina



Source: (Raleigh Commissioner of Public Works 1920)

Properties that embody distinctive characteristics of a type, period, or method of construction, represent the work of a master, or possess high artistic value can be eligible for listing in the NRHP under Criterion C. While this warehouse retains a fair amount of historic material, it is not a distinctive or noteworthy example of its building type and was not found to embody the distinctive characteristics of a style, period, or method of construction. When compared to the similar properties discussed in Section II, the building does not stand out as a notable example of commercial or industrial architecture in Raleigh. Therefore, the W.J. Hines Company Warehouse 2 (WA7406) is recommended not eligible for listing in the NRHP under Criterion C.

It is unlikely that additional study of this property would yield any un-retrieved data not discoverable through informant interviews and documentary sources. Therefore, the W.J. Hines Company Warehouse 2 (WA7406) is recommended not eligible for listing in the NRHP under Criterion D.

WARREN BROTHER’S TRANSFER WAREHOUSE (WA7407)

Resource Name	Warren Brother’s Transfer Warehouse
HPO Survey Site	WA7407
Location	330 Dupont Circle
PIN	1703472722
Date(s) of Construction	1949
Recommendation	Not Eligible

Wake County deed records indicate that the Warren Brothers Warehouse (WA7407) was constructed circa 1945. Located at 330 Dupont Circle, this one-story warehouse occupies the entirety of the 0.17-acre parcel bounded by Southern Railway lines to the north, Dupont Circle to the south, and shares an eastern party wall with the warehouse at 328 Dupont Circle (WA7406). A sidewalk, curb, and gutter on Dupont Circle front the building. This warehouse was previously surveyed by Mattson, Alexander & Associates in March 2013. The HPO concurred that the building was not eligible for the NRHP in a letter dated March 5, 2013 (Mattson, Alexander & Associates, Inc. 2013a). There have been no significant changes since then.

WARREN BROTHER’S TRANSFER WAREHOUSE (WA7407)

The one-story flat roof warehouse is of brick and concrete block construction on a continuous concrete foundation. The south façade is clad in a red brick veneer laid in a five-to-one common bond with metal coping along the roofline. A large garage bay with a soldier course lintel is almost centrally located on the south façade and has a replacement corrugated metal overhead-track door.

The garage bay is flanked to the east by three original windows with two-pane central operable sash surrounded by fixed single panes above and below, brick sills, and soldier course lintels. The windows were partially obscured by metal security grates. An original multi-pane, multi-panel glass and wood door flanks the garage bay to the west and a circa 2010 display window with two fixed panes, a brick sill, and soldier course lintel is at the building's southwest corner (Figure 6.20).

HISTORY

Wake County tax records indicate that this warehouse was constructed in 1949 for use by a section of the Warren Brother's Transfer Company, which the Warren family had operated by 1919 (*The News and Observer* 1919). Raleigh city directories indicate that as early as 1952, this building was used by Warren Transfer, run by Ernest L., Clyde W., and Lewis P. Warren (Hill Directory Company 1952). The brothers purchased the parcel at 330 Dupont Circle from F.V. and Mary Dayton Fonville in 1953 and worked at this location until 1974 when they sold the building to the W. J. Hines Company who owned the office furniture and fixture company in the adjoining buildings (WCDB 1121:406, 2248:397).

In the early twentieth century, this parcel, like most of southwest Raleigh, was industrial in character. The property was owned by the Johnson and Johnson Company in 1912, but changed hands multiple times during early twentieth century and by 1920, was part of a roughly 4.45-acre tract owned by Max Bane (1889-1973) (Raleigh Commissioner of Public Works 1920). Bane moved to Raleigh from Lithuania in the early twentieth century and was a "junk dealer," according to the 1920 U.S. Federal Census (U.S. Census Bureau 1920). By 1935, Bane owned a home on New Bern Avenue where he lived with his wife, Dorthea, and three children (U.S. Census Bureau 1940). Around 1920, Bane subdivided his 4.45-acre parcel in southwest Raleigh, which was bisected by Dupont Circle (then Commercial Avenue), into about 45 lots. Present-day 330 Dupont Circle corresponds to Lots 6 and 7 (Figure 6.21). Bane conveyed a portion of these three lots to S.E. and Ruth I. Douglass in 1923 (WCDB 424:298). Douglass died in 1938 and F.V. and Mary Dayton Fonville obtained the parcel in 1943 (WCDB 898:517).

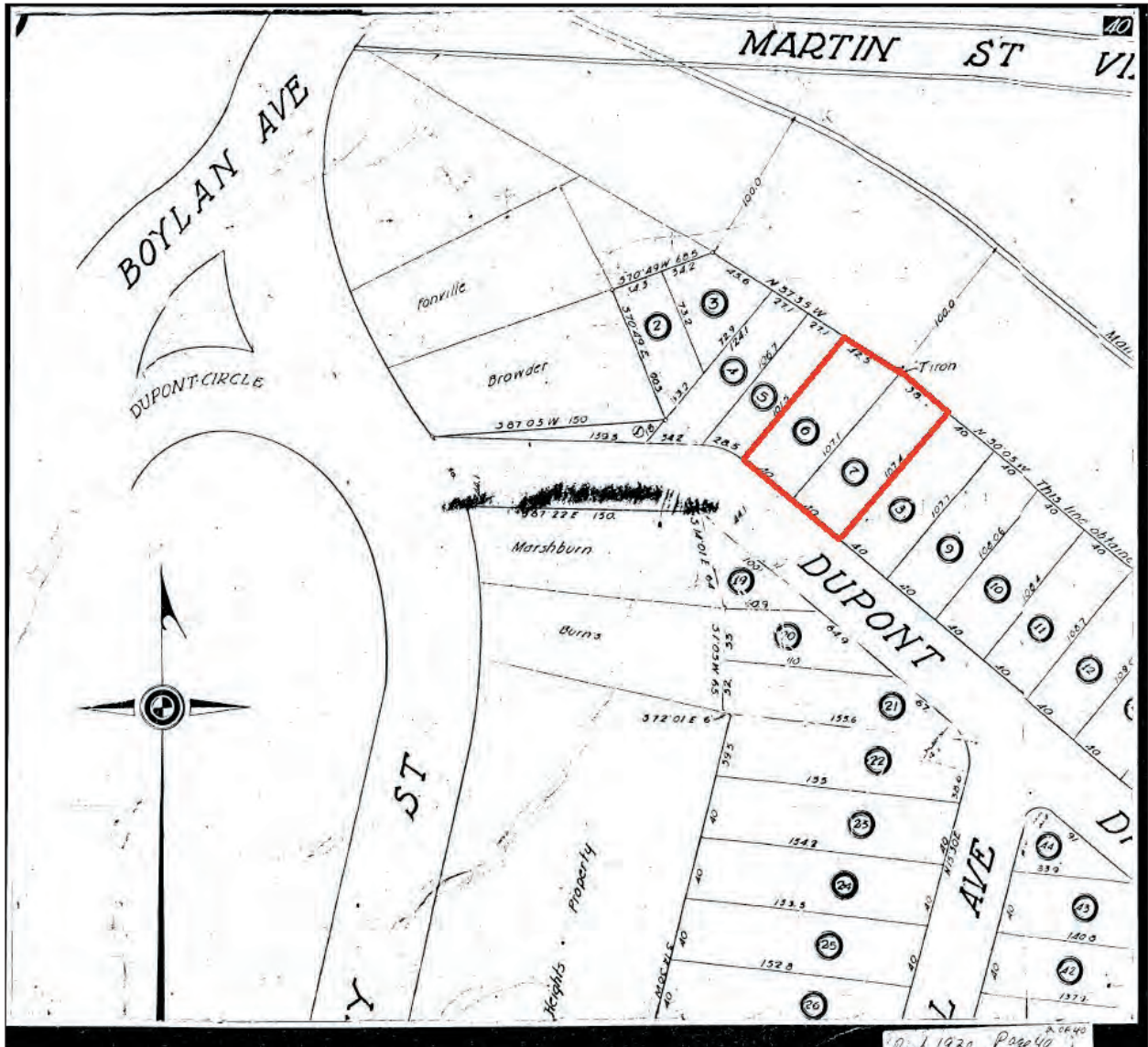
INTEGRITY

Properties may be eligible for listing in the NRHP if they possess integrity of location, design, setting, materials, workmanship, feeling, and association. The Warren Brother's Warehouse remains on its historic site surrounded by contemporary industrial development. While it has strong integrity of location and association, other factors have detracted from its integrity of design, workmanship, and materials. Significant alterations have taken place since circa 2000, including the replacement of the original garage door and the addition of the two-pane display window on the west end of the south façade.

Figure 6.20.
Warren Brother's Transfer Warehouse (7407), Facing Northeast



Figure 6.21.
Lots 6-7 on the Property of Max Bane in Raleigh, North Carolina



Source: (Raleigh Commissioner of Public Works 1920)

NRHP EVALUATION

Properties can be eligible for listing in the NRHP under Criterion A if they are associated with events or patterns of events that have made a significant contribution to the broad patterns of our history at the local, state, or national level. This 1949 warehouse is one of many commercial and industrial buildings constructed in southwest Raleigh during the mid-twentieth century because of proximity of rail lines. This particular warehouse is not associated with any event that would justify its eligibility under Criterion A. Therefore, the Warren Brother's Transfer Warehouse (WA7407) is recommended not eligible for listing in the NRHP under Criterion A.

Under Criterion B, properties can be eligible for listing in the NRHP if they are associated with person or persons who have made significant contributions to our past at the local, state, or national level. No links were identified between the building and individuals who were demonstrably important within local, state, or national historic contexts. Therefore, the Warren Brother's Transfer Warehouse (WA7407) is recommended not eligible for the NRHP under Criterion B.

Properties that embody distinctive characteristics of a type, period, or method of construction, represent the work of a master, or possess high artistic value can be eligible for listing in the NRHP under Criterion C. While this warehouse retains a fair amount of historic material, it is not a distinctive or noteworthy example of its building type and was not found to embody the distinctive characteristics of a style, period, or method of construction. Alterations including the replacement of the garage door and display windows have detracted from the building's material integrity. In comparison to the properties discussed in Section II, the building is not a notable example of commercial or industrial architecture in Raleigh. Therefore, the Warren Brother's Transfer Warehouse (WA7407) is recommended not eligible for listing in the NRHP under Criterion C.

It is unlikely that additional study of this property would yield new data not discoverable through informant interviews and documentary sources. Therefore, the Warren Brother's Transfer Warehouse (WA7407) is recommended not eligible for the NRHP under Criterion D.

EDS EQUIPMENT DESIGN & SERVICES BUILDING (WA7411)

Resource Name	EDS Equipment Design and Services Building
HPO Survey Site	WA7411
Location	629 West Hargett Street, 201 South Boylan Avenue
PIN	1703481308
Date(s) of Construction	c.1950
Recommendation	Not Eligible

Wake County tax records indicate that this one-story office building was constructed in 1950. The building occupies a 42-acre lot at 629 West Hargett Street on the southeast corner of West Hargett Street and South Boylan Street. The parcel is bounded by a segment of the North Carolina/Norfolk Southern Railroad to the southeast, West Hargett Street to the north, and another commercial building to the east. The 13,537-square-foot commercial building occupies the entire parcel with a paved concrete parking lot on the eastern side. There are a few ornamental trees lining the sidewalk at the northern and western elevations. The building was surveyed in 2006, 2013, and 2018 (Little and Longleaf Historic Resources 2006; 2018; Mattson, Alexander and Associates, Inc. and Alexander Mattson and Associates 2013). In a March 5, 2013 letter concerning ER 12-0560 County Report #563, the HPO concurred that the building was not eligible of listing in the NRHP (Mattson, Alexander and Associates, Inc. and Alexander Mattson and Associates 2013).

EDS EQUIPMENT DESIGN & SERVICES BUILDING (WA7411)

The flat roof commercial building is on a continuous concrete block foundation. Historic aerial photographs from 1950 and 1963 show it with the same form and mass as at present. The building has two sections. One is a two-story office space that sits into the grade on the corner to present one-story facing South Boylan Avenue. The attached one-story work area and warehouse expands south and east downgrade from the office building and lies next to the former North Carolina Railroad Company rail line. The office section is constructed of concrete block with common bond brick cladding. The brise-soleil that Little mentioned is extant but members are missing, as is most of the Carrera glass. The building retains its glass brick accent wall in the entryway. The façade is comprised of a window curtain with metal mullions, a recessed entryway with a non-historic single pane door, and low brick planter boxes. A detached metal-post rail spans the façade and a paved concrete entryway connects to the concrete sidewalk on South Boylan (Figure 6.22).

The office section's east elevation has a recessed entryway with non-historic metal-frame glass doors (Figure 6.23A). At the eastern elevation is a concrete paved seating area that spans nearly the full the length of the parcel. The seating area is accessed by concrete steps and is bounded by a brick running bond knee wall. A wooden pergola spans the eastern edge of the seating area.

The office section's northern elevation, visible from West Hargett Street, has four fixed-pane windows with brick surrounds on the first story. The decorative glass is no longer extant. From this same vantage point, the one-story working area and warehouse is visible. The building is constructed of unadorned concrete block (Figure 6.23B).

Figure 6.22.
The EDS Equipment Design & Services Building, Facing Southeast



Figure 6.23.
Views of the EDS Equipment Design & Services Building



A. Facing Northeast



B. Facing Southwest

HISTORY

1950 and 1963 historical aerial photographs show the building in its current location and form (USGS 2020). A 1993 newspaper advertisement indicates that the EDS Equipment Design and Services Building contents were sold and the building auctioned. In 2004, Eva J. Mettrety sold the building to Oistin, Inc. (WCDB 11136:591). A bar, Wye Hill, now occupies the space.

INTEGRITY

Properties can be eligible for listing in the NRHP if they possess integrity of location, design, setting, materials, workmanship, feeling, and association. The EDS Equipment Design and Services Building (WA7411) remains on its historic site and is surrounded by contemporary commercial and industrial development. While these factors strengthen its integrity of location and association, integrity of design, workmanship, and materials have been compromised. The Carrera glass, brise-soleil, and historic windows and doors identified in the previous survey have been removed. The formerly “most distinctive and contemporary of the small commercial buildings in Raleigh” has lost its material integrity and character defining features.

NRHP EVALUATION

Properties can be eligible for the NRHP under Criterion A if they are associated with events or patterns of events that have made a significant contribution to the broad patterns of our history at the local, state, or national level. Constructed in 1950, this building is one of many commercial and industrial buildings that went up in west Raleigh in the mid-twentieth century because of the area’s proximity to rail lines. The EDS Equipment Design and Services Building (WA7411) not associated with any event that was significant to broad patterns of history. Therefore, it is recommended not eligible for listing in the NRHP under Criterion A.

Properties can also be eligible for listing in the NRHP under Criterion B if they are associated with person or persons that have made significant contributions to our past at the local, state, or national level. Available avenues of research did not reveal that the building is associated with individuals whose activities were demonstrably important in local, state, or national historic contexts. Therefore, the EDS Equipment Design and Services Building (WA7411) is recommended not eligible for listing in the NRHP under Criterion B.

Properties that embody distinctive characteristics of a type, period, or method of construction, represent the work of a master, or possess high artistic value can be eligible for listing in the NRHP under Criterion C. The building lacks most of its historic material. The character defining features that Little thought made it distinctive and noteworthy in 2006 are no longer extant. Alterations, such as the replacement of the original windows and doors, have negatively impacted the

building’s material integrity and the building no longer embodies the characteristics of a style, or period, nor are its methods of construction distinctive. Compared to analogous properties discussed in Section II, the building does not stand out as a notable example of commercial or industrial architecture in Raleigh. Therefore, the EDS Equipment Design and Services Building (WA7411) is recommended not eligible for listing in the NRHP under Criterion C.

It is unlikely that additional study of this property would yield any un-retrieved data not discoverable through informant interviews and documentary sources. Therefore, the EDS Equipment Design and Services Building (WA7411) is recommended not eligible for listing in the NRHP under Criterion D.

U.S. NATIONAL YOUTH ADMINISTRATION WAREHOUSE (WA7412)

Resource Name	U.S. National Youth Administration Warehouse
HPO Survey Site	WA7412
Location	615 West Hargett Street
PIN	1703482402
Date(s) of Construction	Circa 1940
Recommendation	Not Eligible

Wake County deed records indicate that this one-story warehouse was constructed circa 1940 on a triangular parcel just north of a Norfolk Southern Railroad line. The U.S. National Youth Administration Warehouse is sited diagonally and occupies a majority of the 0.17-acre parcel at 615 West Hargett Street. The parcel is accessed by a paved drive that runs south and parallel to the rail line from West Hargett Street. A small gravel parking area and grass lawn are situated at the northwest corner of the parcel. The building is separated from West Hargett Street by a sidewalk and grass median. This warehouse was previously surveyed by Mattson, Alexander & Associates in March 2013. In a letter dated March 5, 2013, the HPO concurred that the building was not eligible for listing in the NRHP (Mattson, Alexander and Associates, Inc. 2013a). There have been no significant changes since the previous survey.

U.S. NATIONAL YOUTH ADMINISTRATION WAREHOUSE (WA7412)

This gable-roof warehouse is made up of two main sections. Aerial imagery reveals that it has been in its current form since at least 1965. The eastern end has a gable roof with asphalt shingles and rests on a continuous brick and concrete block foundation with two interior brick end-chimneys in the north side. At the east end, the original brick exterior was covered about 2000 with metal siding that mimics board and batten. The main entrance is located centrally on the east façade and has a circa 2000 synthetic door flanked by one-over-one simulated divided diagonal-pane vinyl

sash windows. A garage bay with a circa 2000 overhead-track metal garage door is on the south side of the east façade. Three original fixed 20-pane metal windows extend across the south elevation, the lower panes having been enclosed with corrugated metal (Figure 6.24). All of the windows on the north elevation have either been filled with metal board and batten siding or replaced with one-over-one vinyl sash windows. The western end of the warehouse is of concrete block construction with a gable roof of asphalt shingles with pressed wood siding in the gable fields. The south elevation has a single window with a running brick lintel that was enclosed with metal panels. Vegetation obscured the building's west end (Figure 6.25).

HISTORY

Raleigh city directories reveal that the building at 615 West Hargett Street housed the U.S. National Youth Administration's (NYA) warehouse from around 1940 to 1942 (Hill Directory Company 1942). A New Deal Agency, the NYA was part of the Works Progress Administration (WPA) from 1935-1943. NYA sought to provide vocational training for youth aged 16-25, based on financial need. The program offered general courses in subjects such as math, reading, and writing, and operated two programs: a training program for unemployed youth who were not attending school and the Student Aid Program which offered training to students enrolled in high school, college, and graduate school (Roosevelt Institute 2011). John A. Lang served as state administrator for the North Carolina branch of NYA, headquartered at 20 East Martin Street (offices demolished between 1983 and 1993). In addition to this warehouse, NYA built a training center on the NC State College campus. NYA and NC State entered into an agreement in December of 1938 that permitted NYA to construct a group of buildings near the present-day Miller Field and Jordan Hall Auditorium. These building were operated by NC State until 1944 and were demolished in 1959 (Figure 6.26) (The Living New Deal).

The warehouse at 615 West Hargett Street was vacant from 1942 until 1950, and then radio and appliance distributor Nash-Steele-Warren Incorporated moved in (Hill Directory Company 1950). The property changed hands multiple times in the late twentieth century and is currently occupied by Problem Solver, an office furniture, and supplies company.

INTEGRITY

Properties may be eligible for listing in the NRHP if they possess integrity of location, design, setting, materials, workmanship, feeling, and association. The NYA warehouse remains on its historic site surrounded by similar industrial development and the historic rail line. While this strengthens the building's integrity of location and association, other factors have taken away from its integrity of design, workmanship, and materials. Significant alterations including the construction of the western wing, replacement of the original windows with vinyl sash, and addition of circa 2000 entrances and metal siding have negatively impacted the material integrity.

Figure 6.24.
U.S. National Youth Administration Warehouse (WA7412), Facing Southwest



Figure 6.25.
Views of the U.S. National Youth Administration Warehouse (WA7412)



A. Facing Southeast



B. Facing Northwest

Figure 6.26.
U.S. National Youth Administration building on the campus of NC State College, 1939



Source: The Living New Deal n.d.

NRHP EVALUATION

Properties can be eligible for listing in the NRHP under Criterion A if they are associated with events or patterns of events that have made a significant contribution to the broad patterns of our history at the local, state, or national level. Constructed around 1940, this warehouse is one of many industrial spaces constructed in southwest Raleigh during the mid-twentieth century due to the area's proximity to rail lines. Though associated with the NYA, a WPA program active from 1935-1943, this building is one of a number of buildings constructed by NYA and was used as warehouse space. A review of property records and archival resources reveals that the associated FYA buildings are no longer extant, however, this resource does not best represent the work and impact of NYA in Raleigh and North Carolina. Since 1950, the NYA warehouse has been utilized by other industries and its presence does not justify its eligibility under Criterion A. Therefore, the U.S. National Youth Administration Warehouse (WA7412) is recommended not eligible for listing in the NRHP under Criterion A.

Properties can also be eligible for listing in the NRHP Criterion B if they are associated with person or persons that have made significant contributions to our past at the local, state, or national level under. Archival research did not reveal that the building is associated with individuals whose activities were demonstrably important within a local, state, or national historic context. Therefore, the U.S. National Youth Administration Warehouse (WA7412) is recommended not eligible for listing in the NRHP under Criterion B.

Properties that embody distinctive characteristics of a type, period, or method of construction, represent the work of a master, or possess high artistic value can be eligible for listing in the NRHP under Criterion C. This warehouse it is not a distinctive or noteworthy example of its building type and was not found to embody the distinctive characteristics of a style, period, or method of construction. Extensive alterations including the replacement of the original windows and roof, and addition of metal siding and a rear wing have significantly impacted the resource's material integrity. Therefore, the U.S. National Youth Administration Warehouse (WA7412) is recommended not eligible for listing in the NRHP under Criterion C.

It is unlikely that additional study of this property would yield any un-retrieved data not discoverable through informant interviews and documentary sources. Therefore, the U.S. National Youth Administration Warehouse (WA7412) is recommended not eligible for listing in the NRHP under Criterion D.

NASH SQUARE FIRE STATION (WA8078)

Resource Name	Nash Square Fire Station
HPO Survey Site	WA8078
Location	220 South Dawson Street
PIN	1703585194
Date(s) of Construction	1952
Recommendation	Not Individually Eligible; Recommended Contributing to the Depot District (WA0724)

The Nash Square Fire Station (WA8078) (historically known as the Central Fire Station, or Station No. 1 or Engine 1 by firemen) is a two-story brick building designed by F. Carter Williams that occupies a 0.37-acre parcel at 220 South Dawson Street. A five-story building to the north, a two-story building to the south, and open parking areas to the northwest and west border the fire station. The building to its south, Union Station (WA3656), was previously surveyed and part of the Depot District (WA0724). The Nash Square Station (WA8078) faces the historic green space Nash Square (WA3903) that holds a bronze fireman’s memorial dedicated in 2006.

NASH SQUARE FIRE STATION (WA8078)

The flat-roofed building is clad in common bond brick and has a concrete paved driveway that spans its entire façade to service a three-bay garage (Figure 6.27). A ribbon of replacement windows extends across the second-story façade that are set into metal frames in a three-seven-three sequence. Thick concrete and metal mullions separate the windows. The entryway is set into a slightly recessed surround on the façade and is adjacent the first garage bay. Three black metal panels rise above the entryway door to meet the second story. The entryway door is also black metal and has a narrow, vertical fixed security window. Two metal sashed one-over-one double-hung windows flank the door in the surround and are supported by a running bond brick knee-wall. The garage bays are separated by broad rectangular concrete columns. The replacement garage bay doors are rolling metal with three broad horizontal panes. The fire department most likely replaced the garage bay doors sometime around 1973 as they match the replacement doors at the Wake Forest Fire Department from the same year (Wake Forest Fire Department 2020). The building is slightly deeper than it is wide. The northern elevation’s first and second story each has a row of six windows and face an asphalt paved alley between the fire station and the five-story building.

Figure 6.27.
Nash Square Fire Station (WA8078), Facing Southwest



New South’s survey found no changes compared to the description and photos from Little’s 2018 survey (Little 2018b). At the time of the survey update in March 2018, the material integrity was high, its condition fair, and the building retained its original location. Little noted that the garage doors and windows had been replaced but otherwise the building had not changed. The survey file has “Nash” crossed out and “Central” written above it in pencil, most likely referencing the sign on the façade that reflects its historical name. The historic sign on the building says, “Central Fire Station” and retains its historic lettering. In her 2006 summary, Little noted that this fire station “set the tone for the other fire stations constructed around Raleigh for the next thirty years” (Little 2018b).

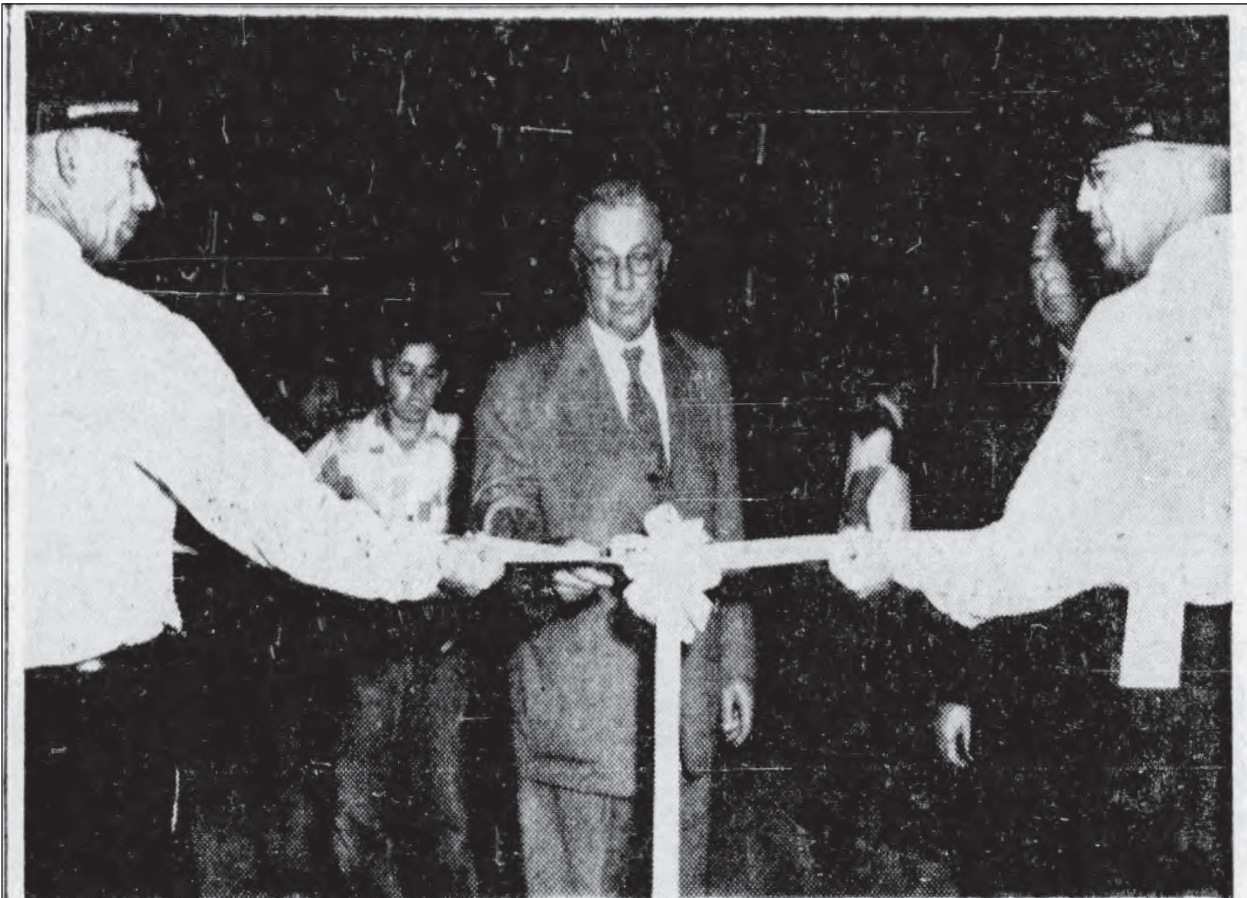
HISTORY

In 1950, Raleigh Fire Department served 10.9 square miles and 65,679 residents (Legeros 2020a). The department still had a 1926 American LaFrance reserve engine in use as of 1952, but after a fatal accident, the city quickly appropriated funds to improve fire-fighting capabilities (Legeros 2020a). The Nash Square Fire Station (WA8078), Fire Station No. 2 (WA4578), and Fire Station No. 3 (WA4557) were part of these efforts in the early 1950s through the late 1960s.

In 1952, the city engaged F. Carter Williams to design the new Nash Square Fire Station (WA8078) and announced a bid for construction (*The News and Observer* 1952). Three city mayors—Graham Andrews, P.D. Snipes, James Briggs and Mayor Fred B. Wheeler—supervised the project’s inception, design, and construction (*The News and Observer* 1953c). The Union Railroad Depot previously occupied the site of the station (*The News and Observer* 1953b). As the building neared completion in June 1953, the paper advertised bidding for “liquid chlorine, gasoline, furniture and fixtures for the new central fire station, and terra cotta or concrete pipe” (*The News and Observer* 1953a). The Clancy Construction Company built the station, Biemann & Rowell Plumbing & Heating company furnished those components, and Finch & Caldwell installed the electrical system. The building cost \$112,788.28, the land \$18,800, the driveway from Harrington Street \$4,164, and the furnishings cost \$5,352.75.

The News and Observer covered and photographed the ribbon cutting ceremony for the “new Central Fire Station,” the celebration also featuring a parade and activities for children (Figure 6.28) (*The News and Observer* 1953c). The pastor of Hayes Barton Baptist Church, Dr. John W. Kincheloe, Jr., gave the “invocation and dedicatory prayer” and the Ladies Auxiliary of the Raleigh Fire Department held an open house for public tours. From these public tours, we have a description of the interior:

Figure 6.28.
Nash Square Fire Station (WA8078) Ribbon Cutting, Monday, October 5, 1953



RIBBON-CUTTING—Mayor Fred Wheeler, center, cuts the ribbon opening Raleigh's new Central Fire Station, at the dedication ceremonies held yesterday. Holding the ribbon are, left, Capt. J. M. Hobby of Fire Station No. 5, and, right, Capt. J. M. Burnette, director of the fire prevention division at Central Station headquarters. Fire Chief A. B. Lloyd is near Burnette. The ceremonies followed a Fire Prevention Week parade. The over-all cost of the land, building, furnishings, and a driveway from Harrington Street, totalled \$142,106.03. The building is Raleigh's sixth fire station and will serve as headquarters for the Raleigh Fire Department. Open house was held at the station until 9 o'clock last night and many Raleigh citizens took advantage of the opportunity to inspect Raleigh's newest fire station.

On the first floor there is space for fire trucks, other fire equipment and for the department's offices. Sleeping quarters for personnel are on the second floor, which also houses a lounge, a shower and washrooms. Two companies will be housed at the station and will be headed by Captains R.C. Lassiter, C.L. Hayes, J.W. Godwin, and J.M. Blake. A.B. Lloyd is chief of the Raleigh Fire Department, and R.L. Matthews and J.M. Keeter are assistant chiefs (*The News and Observer* 1953c).

The Nash Square Fire Station (WA8708) was segregated. City officials' growing recognition of African American efforts toward equality are illustrated in a memo regarding the station before it was built. Most likely written by then Fire Chief Alvin Lloyd, the memo states (Legeros 2018):

We have under consideration the setting up of Negro Company and believe that this should be considered and kept in mind as the department develops. I could find no way in this budget to make the changeover at this time. I believe after the new Central Station is set up and the equipment is rearranged that such a company could very well fit into the department.

The history of African American contributions to the Raleigh Fire Department are also linked to Station No. 2, as discussed below.

The Nash Square Fire Station (WA8708) became the sixth station in the city and the Raleigh Fire Department headquarters (*The News and Observer* 1953c). A September 1953 *News and Observer* article details how the building was to house 42 firemen "most of them from Stations 1 and 2" (*The News and Observer* 1953b). Firemen and equipment were often transferred between stations depending upon the city's needs and resources at the time. The Nash Square Station (WA8078) has a close connection to the company at Fire Station No. 2 (WA4578).

ARCHITECTURAL CONTEXT

The Nash Square Fire Station (WA8078) is comparable to Raleigh Fire Stations No. 2 (WA4578) and No. 3 (WA4557), constructed between 1950 to 1970. Located at 263 Pecan Road, Fire Station No. 2 (WA4578) was built in 1970 and, as part of a federal grant provided to the city, was remodeled in stages between June and November 2017 by Davis Kane Architects, PA of Raleigh, a subconsultant of Stroud Pence and Associates. The remodel included new "restrooms, kitchen, offices, day room, dorms, exercise space, mechanical and plumbing systems, and new finishes throughout" (Davis Kane Architects, PA 2020). The intensive remodel also included "slab jacking and repair of cracked/settling masonry walls, and added steel structure ... [and] converting the station from a one back-in apparatus bay to two drive-through apparatus bays" (Davis Kane Architects, PA 2020).

Station No. 2 (WA4578) is a one-story building facing north to Pecan Road and sitting back on the parcel with mature trees surrounding it. The building's form is sectioned into thirds with the main rectangular mass having a broad low-pitched front-gable roof. There are two side-gable wings with low-pitched metal roofs that step down from the main mass. The building is clad in running bond roman brick with stack bond roman brick accent walls beneath bands of windows in either wing and in the apex of the gable-end of the main mass (Figure 6.29). The windows, doors, interior materials, and garage bay doors have been replaced. The building underwent extensive remodeling in 2017 and only retains its brick veneer and roof form (Legeros 2017a).

The front-gable section houses two bays for the fire engines. The stack bond brick above the garage doors was removed during the remodel and replaced with similar material (Legeros 2017a). The bay doors were replaced as well when the station was converted from a one- to two-engine station. The eastern wing has a recessed entryway with a metal-framed replacement door and transom. The door has a full-length, single pane window. Flanking the door to the east is a band of three replacement metal-sashed single-pane fixed windows. The western wing has a band of four replacement metal-sashed windows. Fixed single-pane windows about the central sliding single-pane windows. The western wing also displays the large, sans serif-lettered sign.

The historic maintenance garage's plan, exterior, and interior were extensively altered during the 2017 remodel. The rectangular building has a front-gable metal roof and is clad in running bond roman brick. The entryways have been switched to create a drive-thru bay for engine maintenance. Walls have been added and extended to make new living space (Legeros 2017a:2).

By 1970, Engine No. 2 had served Raleigh's citizens for over 90 years from several different locations. The engine's first home on Fayetteville Street was built in 1870 and demolished in 1913. In 1914 the station was at 412 South Salisbury Street. In 1932, the station moved into the bays beneath the Municipal Theatre and remained there until 1970.

In 1963, Station No.2 (WA4578) was based at the Municipal Theatre and housed the first African American firemen of the Raleigh Fire Department. From 1869 through 1963, African Americans organized volunteer companies who raised money to operate, with the Raleigh city government allocating some funds for engines and buildings (Legeros 2018). In 1963, Larry Gene Williams and six other African Americans were added to the department. Williams worked with five of them at Station No. 2 (WA4578), which was segregated with partitions added to bathrooms and living spaces (Legeros 2018). Between 1969 and 1972, no Black firemen were hired. In 1965, the African American firemen serving at Station No. 2 were "dispersed to other stations" (Legeros 2018). Station No. 2 remained at the Municipal Theatre until 1970 when the Pecan Street station opened and five years after the department was integrated (Legeros 2020b).

Figure 6.29.
Station No. 2 (WA4578), Facing South, 2019



Source: Google Street Images

In 1970, Engine No. 2 acquired a new building at 263 Pecan Road on the south side of Raleigh at the cost of \$95,282 and became Station No. 2 (*The News and Observer* 1970a). The building was to house one engine and a “six man staff” (*The News and Observer* 1970b). The firm of Small, Woodall and Associates, Inc., of Raleigh designed the building. The firm’s head, G. Milton Small, Jr. “was the leading practitioner of modernist architecture in the Miesian mode in North Carolina, especially in the Triangle area, in the 1950s and 1960s” (Black et al. 2014). Small partnered briefly with Charles “Charlie” Woodall, another well-esteemed Modernist architect in North Carolina, to design Station No. 2 (WA4578).

The News and Observer described the building as:

“a 6,980 square-foot building...masonry wall with steel bar joist supporting light-weight roof slab...exterior walls are a ten-inch cavity wall and twelve-inch solid masonry wall. Interior partitions are of concrete block and the ceilings are plaster, acoustical tile, and exposed bar joists. Floors to be concrete slab, ceramic tile, and quarry tile. Windows are steel and doors are wood and steel...foundations are reinforced concrete. The roof is 20-year build-up with copper flashing...” (*The News and Observer* 1968).

In 1969, the same newspaper reported that Raleigh firemen were involved in the construction and landscaping of the building. The firemen were reported as being in talks with their union representatives to consider a stoppage of regular paperwork if overtime pay was not approved for expected construction and landscaping tasks (*The News and Observer* 1969). The building was opened with a community celebration on Sunday, April 5, 1970, with Mayor Seby Jones, Fire Chief Jack Keeter, and City Manager W.H. Carper in attendance (Uzle and Uzzle 1970).

Nash Square Fire Station (WA8078), Station No. 1, and Station No. 2 (WA4578) exhibit dissimilar design in proportion, masonry course, fenestration, and signage, which illustrate the development of municipal design from the early 1950s to late 1960s. Station No. 2 was designed to be smaller than Station No. 1, having a staff of six people and space for one engine, versus the 42-person staff and three engines at Station No. 1. Station No. 2 included a maintenance garage (now used as storage for hazmat equipment) and living space (Legeros 2017a). Station No. 1 has running bond brick while Station No. 2 has roman brick and stack bond details under the windows. Station No. 2 is a one-story building, while Station No. 1 has two. Despite the differences, the buildings share the same minimal treatment, bands of windows, and red-brick veneer that was popular in the mid-century for municipal buildings.

Station No. 2 (WA4578) has suffered the removal of most of its historic materials except its cladding, roof type, basic form and mass, and historic sign. Fire Station No. 2's material integrity is low. Station No. 1 (WA8078) has also had its windows and bay doors replaced and retains its historic sign. Both buildings have a peripheral association to the African American history of the Raleigh Fire Department through the company serving Engine No. 2 and through official memos considering the new Central Station's role in integration. However, neither building has a physical connection to the spaces that housed Raleigh's first African American firemen.

Constructed in 1951, Fire Station No. 3 (WA4557) is a two-engine fire station located at 13 South East Street at the northwest corner of the City Cemetery (WA3905) (Figure 6.30). Station No. 3 (WA4557) is a two-story brick building that is four bays wide and five bays deep. Its southern parcel boundary abuts the City Cemetery (WA3905) and its northern parcel boundary abuts a parking lot. The rear (eastern) elevation contains mature trees, a small parking area, and an outbuilding. The flat-roofed building is clad in common bond brick. There is a ribbon of four pairs of replacement, two-pane, sliding windows on the second story set into a recessed surround with a decorative concrete accent. These windows are similar to those in Station No. 1 (WA8078) and may have been replaced at the same time. The garage bay doors are replacements and are also similar those of Station No. 1 (WA8078). Station No. 3 (WA4557) is reportedly one of only two fire stations in Raleigh that still has a fire pole (City of Raleigh 2019:3). The entryway is on the north side of the building. The metal-frame double-doors sit in a small recession in the end wall on the first story of this elevation. The second story has three metal-sashed sliding windows with two panes. The eastern elevation of the building has a flat-roofed porch with a balcony that has a wooden balustrade.

Station No. 1 (WA8078) and Station No. 3 (WA4557) were bid and constructed concurrently, although news and contractors paid far more attention to Station No. 1 (WA8078). The city was pursuing buyers for Station No. 1's former building at South Salisbury Street and for Station No. 2's former building at the corner of Hargett and Blount in the same advertisement. The city offered to rent the buildings from the prospective buyer if construction of both buildings was not completed in time (The *News and Observer* 1950a). A September, 1950, article states that the bidding for Station No. 3 would be extended until October 16 since "little interest has been shown in bidding on the work" and that building plans could be requested from the architect Albert "Al" Haskins (The *News and Observer* 1950b). Albert Haskins was based in Raleigh and worked individually and with other firms between 1945 through the 1980s. He was also an associate professor at the North Carolina State University school of architecture (NCModernist 2020a).

Figure 6.30.
Station No. 3 (WA4557), Facing Northwest, 2019



The lack documentation in newspapers of Station No. 3 (WA4557) was in part due to the contentious nature of Station No. 1’s location on the old Union Station grounds. Station No. 1’s controversial location kept it in the spotlight as some city residents fought hard against its demolition (Lee 1951). In 1951, Station No. 3 (WA4557) received a new American LaFrance 700 series Engine (Legeros 2020a). Available sources did not indicate when the station added its second engine.

Station No. 3’s (WA4557) original location at the northwest corner of South Blount and South Hargett is now a parking lot (Legeros 2020b). The 1951 station is the “oldest active engine house in the city” (Legeros 2017b).

Station No. 1 and No. 3 exhibit similarities in building proportion, masonry, fenestration, and signage. Station No. 3 was designed to be smaller than Station No. 1, with space for one engine, whereas Station No. 1 accommodated three. Station No. 3 (WA4557) has suffered the removal of its bay doors and windows like Station No. 1 (WA8078) but retains its cladding and historic sign. Fire Station No. 3’s material integrity is low. The replacement windows and garage bay doors make up a substantial percentage of the façade, reducing its feeling and association with a building of the 1950s.

INTEGRITY

Properties may be eligible for listing in the NRHP if they possess integrity of location, design, setting, materials, workmanship, feeling, and association. The Nash Square Fire Station (WA8078) remains on its historic site surrounded by contemporary and historical commercial development at the edge of the listed Depot District (WA3093). While these factors strengthen the building’s integrity of location and association, other factors detract from its integrity of design, workmanship, and materials. The second-story windows, garage bay doors, and entryway door and surround have all been replaced.

NRHP EVALUATION

Properties can be eligible for listing in the NRHP under Criterion A if they are associated with events or patterns of events that have made a significant contribution to the broad patterns of our history at the local, state, or national level. While Nash Square Fire Station (WA8078) is associated with Raleigh’s community planning and fire protection efforts, it is one of many stations constructed in the city during this era. Therefore, the Nash Square Fire Station (WA8078) is recommended not eligible for listing in the NRHP under Criterion A.

Properties can also be eligible for listing in the NRHP under Criterion B if they are associated with person or persons that have made significant contributions to our past at the local, state, or national level. F. Carter Williams is considered one of North Carolina's most prestigious architects. Among more than 600 buildings Williams designed, the Nash Square Fire Station (WA8078) does not possess architectural features or characteristics distinctive enough to consider it a premier example of his work. Research did not suggest any association of the building with another significant contributor of local, state, or national history. Therefore, the Nash Square Fire Station (WA8078) is recommended not eligible for listing in the NRHP under Criterion B.

Properties that embody distinctive characteristics of a type, period, or method of construction, represent the work of a master, or possess high artistic value can be eligible for listing in the NRHP under Criterion C. The building is associated with lauded North Carolina architect F. Carter Williams but is not among his landmark achievements and lacks the material integrity requisite for eligibility consideration. While the location of the fire station is intact, the replacement of the original garage bay doors, windows, and entryway have removed a substantial portion of the building's character-defining features. Therefore, the Nash Square Fire Station (WA8078) is recommended not eligible for individual listing in the NRHP under Criterion C.

Material integrity requirements are less rigorous for resources contributing to a NRHP-listed district than those for individually eligible or individually listed in the NRHP. Since the building is associated with F. Carter Williams, displays the one-to-three-story landscape feature characterized within the Depot Historic District to the south, retains its masonry veneer and fenestration, and has a bronze memorial that connects it spatially to the historic Nash Square (WA3903), it is recommended that the Nash Square Fire Station (WA8078) be included as a contributing building to the Depot Historic District (WA0724). This building would have been key in serving the surrounding industrial and commercial buildings within the Depot Historic District and was constructed at the end of the district's established period of significance in 1952.

It is unlikely that additional study of this property would yield any new data not discoverable through informant interviews and documentary sources. Therefore, Nash Square Fire Station (WA8078) is recommended not eligible for listing in the NRHP under Criterion D.

CITY OF RALEIGH OFFICES (WA8312)

Resource Name	City of Raleigh Offices
HPO Survey Site	WA8312
Location	310 West Martin Street
PIN	1703584097
Date(s) of Construction	1965
Recommendation	Not Eligible

Wake County tax records indicate that this office building dates to 1965 and it appears on a 1968 aerial. The building shares party walls to the north and east with the adjacent Dillon-McLeod Building (ca. 1950) and is constructed on this building’s former parking area. The Dillon-McLeod Building is a one-story brick extension of historic Union Station (WA3656) that was significantly modified in 1950 and the 1980s when it was converted to office space. A small building and parcel associated with the Nash Square Fire Station (WA8078) is located directly north. An asphalt parking area lined with mature trees and sidewalks is to the west. The 1997 Martin Place Condominiums are on the parcel to the west. This building has not been previously recorded.

CITY OF RALEIGH OFFICES (WA812)

This 1965 two-story rectangular plan building was constructed on a continuous cast-in-place concrete foundation. Clad in a running bond brick veneer, its flat roof features metal coping along the roofline and a smooth cast concrete cornice. The main entrance is centrally recessed on the south façade and has a pair of circa 1980 metal-frame glass doors with single-pane sidelights and a single-pane transom. The interior walls of the entrance bay are clad with polished-granite tiles and the bay is beneath an aluminum flat-roof awning topped with a multi-story 15-pane fixed window with extruded aluminum frames that extends to the cornice. Three bays of windows extend across the south façade, each with six single-pane fixed synthetic-frame windows with solid course lintels and brick sills. Individual windows are set within recessed brick bays that extend the height of the building. This fenestration rhythm is repeated on the west elevation and there is no fenestration on the east side of the building. The building includes sections of the circa 1950 Dillon-McLeod building on the rear (north) side (Figure 6.31).

HISTORY

Constructed in 1965 on a lot previously owned by the Dillon Supply Company, the City of Raleigh Offices at 310 West Martin Street is representative of southwest Raleigh’s evolution from an industrial and commercial center to an extension of the city’s downtown governmental

Figure 6.31.
City of Raleigh Offices (WA8312)



A. Facing Northeast



B. Facing Northwest

headquarters in the mid-twentieth century. Between 1950 and 1986, the adjacent 1891 Union Station (WA3656) was significantly remodeled and expanded with a one-story brick wing for office space (Little 2002). In keeping with this trend, the two-story building at 310 West Martin Street was constructed in 1965 and, by 1975, housed offices of the Great American Insurance Company (*The News and Observer* 1975). By the early 1980s, the building was utilized by the City of Raleigh as the office of the city engineer and later the city's Community Services Department and the Employee Health Center (*The News and Observer* 1981).

INTEGRITY

Properties may be eligible for listing in the NRHP if they possess integrity of location, design, setting, materials, workmanship, feeling, and association. This office building remains on its historic site and remains in use as office space. These factors strengthen the resource's integrity of location, setting, feeling, and association. In addition, the building retains a fair amount of material integrity. Beyond the replacement of the original windows and entrance, there have been few modifications to the building's exterior that have negatively impacted its integrity of design, materials, and workmanship.

NRHP EVALUATION

Properties can be eligible for listing in the NRHP under Criterion A if they are associated with events or patterns of events that have made a significant contribution to the broad patterns of our history at the local, state, or national level. Constructed around 1965, this office building is one a number of offices constructed in southwest Raleigh when the area shifted from an industrial center to a commercial hub. This particular resource is not associated with any event that would justify eligibility under Criterion A. Therefore, the City of Raleigh Offices (WA8312) are recommended not eligible for listing in the NRHP under Criterion A.

Under Criterion B, properties can be eligible for the NRHP if they are associated with person or persons that have made significant contributions to our past at the local, state, or national level. Archival research did not reveal any association with individuals whose activities were important within local, state, or national historic contexts. Therefore, the City of Raleigh Offices (WA8312) are recommended not eligible for listing in the NRHP under Criterion B.

Properties that embody distinctive characteristics of a type, period, or method of construction, represent the work of a master, or possess high artistic value can be eligible for listing in the NRHP under Criterion C. While the building retains many of its historic features, alterations including replacement of the original windows and doors have negatively impacted the building's material integrity. In addition, this building is not a distinctive or noteworthy example of its building type

and was not found to embody the distinctive characteristics of a style, period, or method of construction. Compared to similar properties discussed in Section II, the building does not stand out as a notable example of commercial or industrial architecture in Raleigh. Therefore, the City of Raleigh Offices (WA8312) are recommended not eligible for listing in the NRHP under Criterion C.

It is unlikely that additional study of this property would yield any additional data not discoverable through informant interviews and documentary sources. Therefore, the City of Raleigh Offices (WA8312) are recommended not eligible for listing in the NRHP under Criterion D.

SERVICE STATION (WA8313)

Resource Name	Service Station
HPO Survey Site	WA8313
Location	119 South Harrington Street
PIN	1703583653
Date(s) of Construction	1964
Recommendation	Not Eligible

Wake County tax records indicate that this automobile service station at 119 South Harrington Street was constructed around 1964. This L-shaped building abuts the eastern and southern property lines of the 0.26-acre parcel and is fronted by a paved parking area. A concrete block retaining wall divides the lot from an asphalt parking area to the north, which is on the parcel containing the James G. Green Realty & Insurance Office (WA4250). Another low brick retaining wall separates the parcel from the lot containing a 1958 Commercial Building (WA8314) to the south. The building's rear elevation abuts Hudson Residential, a mixed-use condominium complex built between 2008 and 2009 to the east. Sidewalks and a grass median with mature crepe myrtles separates the building from South Harrington Street. This building has not been previously recorded.

SERVICE STATION (WA813)

This one-story L-shaped former automobile service station is built of concrete block on a continuous cast concrete foundation. A review of aerial imagery indicates that the original L-shaped building was extended with a one-story section containing two garage bays between 1968 and 1983 (Figure 6.32). Only one of the original garage bays in the 1964 section of the building remains. This bay has a circa 2000 corrugated metal garage door. The former bay abutting it has

Figure 6.32.
Service Station (WA0813), Facing East



been replaced with solid wood doors to create a pedestrian entrance. The main entrance is located centrally on the north façade and has a pair of circa 2010 metal-frame glass doors accessed by a cast concrete accessibility ramp with a metal railing. A one-story shed roof wing projects from the interior corner of the L-shaped building and clad with vertical wood paneling. A continuous circa 1990, metal awning shelters all the fenestration on the north and west elevations (Figure 6.33A). A single, aluminum-frame ribbon window is on the west elevation (Figure 6.33B).

HISTORY

Tax records indicate this one-story automobile service station was built in 1964. The 1950 Sanborn Fire Insurance Map illustrates three one-story dwellings at this location, while aerial imagery from 1965 suggests that the service station was under construction or shared the lot with a building that has since been demolished (Barile et al. 2013). Raleigh city directories indicate that as early as 1963, Tire Sales and Service Company was located on the east side of the 100 block of South Harrington Street but deed records do not bear this out (Hill Directory Company 1963). W.B. Drake, president of the State Bank, purchased 119 South Harrington Street in 1955 (WCDB 1209:472). By 1942, he was president of the nearby Carolina Hotel and kept an office at 15 West Hargett Street (Hill Directory Company 1942). The property remained in the Drake family until the 1990s, when it was conveyed to Julia Edwards and W. Ward Marslender and later Madison Joint Venture LLC. The south end of the property currently houses View Bar and Gameroom and is affiliated with Legends Nightclub Complex at 330 West Hargett Street (WA8314).

INTEGRITY

Properties may be eligible for listing in the NRHP if they possess integrity of location, design, setting, materials, workmanship, feeling, and association. This former service station is on its original site and, while its commercial function is intact, most of the garage bays have been closed up and the building has been adapted for use as a nightclub. These factors detract from the resource's integrity of location, setting, feeling, and association. The building has also experienced a loss of material integrity. Almost all of the original fenestration has been replaced or enclosed, negatively impacting the building's integrity of design, materials, and workmanship.

NRHP EVALUATION

Properties can be eligible for listing in the NRHP under Criterion A if they are associated with events or patterns of events that have made a significant contribution to the broad patterns of our history at the local, state, or national level. This 1964 former service station is an example of the many commercial and industrial buildings constructed in southwest Raleigh during the mid-twentieth century period of significant commercial and industrial growth. This particular resource is not associated with any event that would justify eligibility under Criterion A. Therefore, Service Station (WA8313) is recommended not eligible for listing in the NRHP under Criterion A.

Figure 6.33.
Views of Service Station (WA0813)



A. Facing Southeast



B. Facing Northeast

Properties can be eligible for listing in the NRHP under Criterion B if they are associated with person or persons that have made significant contributions to our past at the local, state, or national level. Archival research did not indicate that this resource is associated with individuals whose activities were important in a local, state, or national historic context. Therefore, Service Station (WA8313) is recommended not eligible for listing in the NRHP under Criterion B.

Properties that embody distinctive characteristics of a type, period, or method of construction, represent the work of a master, or possess high artistic value can be eligible for listing in the NRHP under Criterion C. Since changing use, this building has been significantly altered. Most of the original garage bays and original fenestration has been enclosed., which has negatively impacted the building's material integrity. In addition, this building is not a distinctive or noteworthy example of its type and was not found to embody the distinctive characteristics of a style, period, or method of construction. With respect to comparable properties discussed in Section II, the building does not stand out as a notable example of commercial or industrial architecture in Raleigh. Therefore, Service Station (WA8313) is recommended not eligible for listing in the NRHP under Criterion C.

It is unlikely that additional study of this property would yield any unretrieved data not discoverable through informant interviews and documentary sources. Therefore, Service Station (WA8313) is recommended not eligible for listing in the NRHP under Criterion D.

COMMERCIAL BUILDING (WA8314)

Resource Name	Commercial Building
HPO Survey Site	WA8314
Location	330 West Hargett Street
PIN	1703583553
Date(s) of Construction	1958
Recommendation	Not Eligible

Wake County tax records indicate that the commercial building at 330 West Hargett Street was constructed in 1958. The building occupies the 0.24-acre parcel at the northeast corner of South Harrington and West Hargett Streets. The façade fronts West Hargett Street and is bounded to the east by Hudson Residential, a mixed-use condominium complex constructed between 2008 and 2009. Sidewalks and a grass median containing mature crepe myrtles separate the building from the surrounding streets. A small asphalt parking area occupies the western quarter of the parcel and a fenced seating area is behind (north of) the building. This building has not been previously recorded.

COMMERCIAL BUILDING (WA8314)

Resting on a continuous cast-in-place concrete foundation, this one-story commercial building is clad in red Roman brick laid in a five-to-one common bond. The building's flat roof has metal coping along the roofline. The south façade is comprised of two sections and has three entrances. The main entrance is centrally located on the west section of the façade and has a pair of circa 2000 metal-frame glass doors and a single-pane transom. A single, circa 2000, pedestrian entrance with a metal-frame door is located directly west of the double doors. Flanking display windows and fenestration have been enclosed with metal sheets. These entrances are accessed by cast concrete stairs and an accessibility ramp with circa 2010 metal railings. A secondary entrance is located in the easternmost bay of the south façade and a bank of display windows on this section have also been enclosed with metal sheets. The enclosed windows are topped with projecting I-beams, the only remnant of what appears to have been a flat roof awning (Figure 6.34).

HISTORY

Tax records indicate this one-story commercial building was constructed around 1958. In 1921, this parcel was owned by A.J. and Lottie Honeycutt, who sold it to Lena Lee Cox. Originally from Alabama, Cox resided on South Salisbury Street with her mother, Lena Cox, who worked as a fitter and hosted three lodgers (U.S. Census Bureau 1920). The property changed hands between the Cox and Williams family a number of times in the early 1920s (WCDB 638:183). In 1945, booksellers Alfred Williams and B. Grimes Williams purchased the parcel (WCDB 927:541). Until 1937, the brothers and their father operated the well-known bookseller, Alfred Williams & Co. Williams began selling books in Raleigh as early as 1870 and during the 1920 census, stated that he also sold "typist supplies" (U.S. Census Bureau 1870, 1920). Following his death in 1937, the brothers began selling office supplies under the company name. By 1957, they owned several commercial buildings in this section of Raleigh, including the Coca-Cola Bottling Company Warehouse two blocks north on South West Street. It is unclear if the brothers used the building at 330 West Hargett Street as a storefront or rental property (Barile et al. 2013). According to the 1955 Raleigh City Directory, the storefront at 330 West Hargett Street was occupied by Lee's Chinese Hand Laundry, which moved to 414 West Jones Street by 1958 (Hill Directory Company 1955, 1958). The 1950 Sanborn Fire Insurance Map depicts a one-story brick building at 330 West Hargett Street with a one-story porch on the south façade that was situated west of the present building (Barile et al. 2013). This building and the adjacent two-story brick building, which housed a neon sign business, were demolished between 1950 and 1958. Beginning in 1960, the one-story commercial building at 330 West Hargett Street housed Sure-Fit Seat Cover Center (Hill Directory Company 1960). The Williams family retained the building at 330 West Hargett Street until 1973, when Harold G. and Anna H. Bagwell purchased it (WCDB 2192:555). In 1998, Carolina Spirits purchased the parcel, which now houses a section of Legends Nightclub Complex.

Figure 6.34.
Views of Commercial Building (WA8314)



A. Facing Northeast



B. Facing Northwest

INTEGRITY

Properties may be eligible for listing in the NRHP if they possess integrity of location, design, setting, materials, workmanship, feeling, and association. This commercial building remains on its historic site but the surrounding one-story commercial buildings that adjoined the building from the mid-twentieth century to 2008 have been demolished. Because of this, the building no longer retains its historic setting and place in a mid-twentieth century commercial block. While the building's commercial function is intact, the removal of the adjacent buildings has detracted from the resource's integrity of location, setting, feeling, and association. The building has also experienced a loss of material integrity. Almost all of the original fenestration has been replaced or enclosed, detracting from the building's integrity of design, materials, and workmanship.

NRHP EVALUATION

Properties can be eligible for listing in the NRHP under Criterion A if they are associated with events or patterns of events that have made a significant contribution to the broad patterns of our history at the local, state, or national level. Constructed in 1958, the commercial building at 330 West Hargett Street is an example of the many commercial and industrial buildings erected in southwest Raleigh during the mid-twentieth century period of significant commercial and industrial growth. These particular resources are not associated with any event that would justify eligibility under Criterion A. Therefore, Commercial Building (WA8314) is recommended not eligible for listing in the NRHP under Criterion A.

Under Criterion B, properties can be eligible for the NRHP if they are associated with person or persons that have made significant contributions to our past at the local, state, or national level. Research did not reveal that the buildings are associated with individuals whose activities were demonstrably important within local, state, or national historic contexts. Therefore, Commercial Building (WA8314) is recommended not eligible for listing in the NRHP under Criterion B.

Properties embodying distinctive qualities of a type, period, or construction, that represent the work of a master, or possess high artistic value can be eligible for the NRHP under Criterion C. The building retains a fair amount of historic material, it is not a distinctive or noteworthy example of its type and does not embody the distinctive characteristics of a style, period, or method of construction. The replacement and enclosure of the original windows have negatively impacted its material integrity. Compared to properties discussed in Section II, the building does not stand out as a notable example of commercial or industrial architecture in Raleigh. Therefore, Commercial Building (WA8314) is recommended not eligible for the NRHP under Criterion C.

It is unlikely that additional study of this property would yield any new data not discoverable through other sources. Therefore, Commercial Building (WA8314) is recommended not eligible for listing in the NRHP under Criterion D.

ROYAL TYPERWRITER COMPANY BUILDING (WA8315)

Resource Name	Royal Typewrite Company Building
HPO Survey Site	WA8315
Location	313 W Hargett Street
PIN	1703585325
Date(s) of Construction	1940
Recommendation	Not Eligible

Wake County tax records indicate that the building at 313 W Hargett Street dates to about 1940. The building occupies the entire 0.13-acre parcel and is bounded to the east and south by an asphalt parking area for the adjacent condominiums and to the west by a gravel parking area with newly planted landscaped beds. The Royal Typewriter Company Building fronts West Hargett Street and is separated from the street by a paved sidewalk and grass median. The building previously shared a western party wall with an adjacent one-story contemporary building that was demolished between July 2019 and May 2020. This building has not been previously recorded.

ROYAL TYPEWRITER COMPANY BUILDING (WA8315)

Built on a continuous cast-in-place concrete foundation, this one-story commercial building is clad in red brick laid in a six-to-one common bond. A stepped parapet with metal coping on the east and west elevations shields the flat roof from pedestrian view and aluminum coping extends across the roofline of the north façade (Figure 6.35). A large open garage bay is central to the north façade and was closed at the time of survey with a circa 2000 metal security grate. Two large display windows with fixed 12-pane glass and synthetic replacements flank this central bay. Each opening is topped with a soldier course lintel and has a brick sill. A wide rubbed brick panel stretches across the north façade and contains the non-historic nameplate (Figure 6.36A).

Window openings on the west façade were enclosed with brick when the now-demolished adjacent building at 321 West Hargett Street went up around circa 1955 (Figure 6.36B). The east elevation retains two original windows with fixed four-pane metal sash and brick sills. The 12 remaining windows are paired and have been enclosed with brick.

HISTORY

According to tax records, this one-story commercial building was constructed circa 1940. Beginning in 1901, the parcels containing 313 -315 West Hargett Street were conveyed as a group and then changed hands several times in the early twentieth century. In 1945, the three parcels

Figure 6.35.
Royal Typewriter Company Building (WA8315), Facing Southwest



Figure 6.36.
Views of the Royal Typewriter Company Building (WA8315)



A. Facing Southeast



B. Facing Southeast

were purchased by booksellers, Alfred Williams and B. Grimes Williams (WCDB 927:274). Before 1937, the brothers and their father operated the bookselling business, Alfred Williams & Co. Williams had started selling books in Raleigh as early as 1870, while the 1920 census stated that he also sold “typist supplies” (U.S. Census Bureau 1870, 1920). Following Williams’ death in 1937, the brothers began selling office supplies under the company name. By 1957, they also owned a section of the Coca-Cola Bottling Company Warehouse two blocks north on South West Street. It is unclear if the brothers used the building at 313 West Hargett Street as a storefront or rental property (Barile et al. 2013). According to the 1950 Raleigh City Directory, the storefront at 313 West Hargett Street housed a section of the Royal Typewriter Company Incorporated (known as Royal McBee Typewriters by 1958) (Hill Directory Company 1950). The building remained in the Williams family to 1978, when Arthur B. Sperry Jr. and Paul R. Otto purchased it and operated a section of their marketing firm in the space (WCDB 2248:397). The property changed hands a few times in the early 2000s and is now occupied by a wine bar and art gallery.

INTEGRITY

Properties may be eligible for listing in the NRHP if they possess integrity of location, design, setting, materials, workmanship, feeling, and association. The Royal Typewriter Company Building remains on its historic site but the adjoining one-story commercial buildings from the mid-twentieth century to 2019 have been demolished. Owing to their removal, the building no longer retains its historic setting and place in a mid-twentieth century commercial block. The industrial space has been re-purposed to house a wine bar. While the building’s commercial function is intact, the removal of the adjacent buildings detracts from the resource’s integrity of location, setting, feeling, and association. The building has also experienced a loss of material integrity. Almost all of the original fenestration has been replaced or enclosed, which negatively impacts its integrity of design, materials, and workmanship.

NRHP EVALUATION

Properties can be eligible for listing in the NRHP under Criterion A if they are associated with events or patterns of events that have made a significant contribution to the broad patterns of our history at the local, state, or national level. Built about 1940, the commercial building at 313 West Hargett Street is an example of the many commercial and industrial buildings constructed in southwest Raleigh during the mid-twentieth century during a period of significant commercial and industrial growth. This particular resource is not associated with any event that would justify eligibility under Criterion A. Therefore, the Royal Typewriter Company Building (WA8315) is recommended not eligible for listing in the NRHP under Criterion A.

Properties can also be eligible for the NRHP under Criterion B if they are associated with person or persons that have made significant contributions to our past at the local, state, or national level. Archival research did not reveal any association with individuals whose activities were demonstrably important within local, state, or national historic contexts. Consequently, the Royal Typewriter Company Building (WA8315) is recommended not eligible for listing in the NRHP under Criterion B.

Properties that embody distinctive characteristics of a type, period, or method of construction, represent the work of a master, or possess high artistic value can be eligible for listing in the NRHP under Criterion C. While the building retains some historic material, it is not a distinctive or noteworthy example of its type and was not found to embody the distinctive characteristics of a style, period, or method of construction. The replacement and enclosure of the original windows have negatively impacted the building's material integrity. When compared to properties discussed in Section II of this report, the building does not stand out as a notable example of commercial or industrial architecture in Raleigh. Therefore, the Royal Typewriter Company Building (WA8315) is recommended not eligible for listing in the NRHP under Criterion C.

It is unlikely that additional study of this property would yield any un-retrieved data not discoverable through informant interviews and documentary sources. Therefore, Royal Typewriter Company Building (WA8315) is recommended not eligible for listing in the NRHP under Criterion D.

VII. SUMMARY

New South Associates, Inc. (New South) completed a historic architecture survey for the proposed Research Triangle Regional Public Transportation (GoTriangle) project on the west side of South West Street, between West Hargett Street and West Martin Street in downtown Raleigh, North Carolina. The proposed project, termed RUS Bus, would include the construction of a facility on three parcels (totaling approximately 1.72 acres) owned by GoTriangle at 200 South West Street, 206 South West Street, and 210 South West Street. As part of the project, the existing buildings on the parcels would be demolished except for the westernmost wall adjacent to the railroad. A proposed pedestrian bridge would connect the proposed facility with the existing Raleigh Union Station at 510 West Martin Street, crossing an existing railroad track.

The APE was defined by FTA in consultation with the North Carolina HPO. For historic architecture, the APE incorporates all new project construction, including the proposed mixed-use facility which would include affordable housing, ground floor retail, and structured parking. The proposed facility would have an eight-bay bus transfer facility for local bus routes and connections to bus and rail at the nearby Raleigh Union Station. The project would include a fully integrated on-street bus component that would include station infrastructure for a proposed BRT system.

The APE contains portions of one district listed in the NRHP: the Depot Historic District (WA0724), which was expanded with the Depot Historic District Boundary Increase (WA7774) in 2017. An additional expansion area, the Depot Historic District Expansion (WA6524), was determined eligible for NRHP listing in 2013. A review of Wake County tax records and HPO survey files reveals that 13 previously surveyed properties and four newly identified properties that are 50 years old or older are located within the APE. The four newly identified resources were assigned HPO survey sites numbers in June 2020.

Of the surveyed resources, two are eligible for the NRHP: the Depot Historic District (WA0724), expanded in 2017 with the Depot Historic District Boundary Increase (WA7774) remains eligible and the Dr. Hubert Royster House (WA3007) at 131 South Boylan Avenue is individually eligible. As a result of this study, one additional resource, the Nash Square Fire Station (WA8078) at 220 South Dawson Street is recommended eligible as a contributing resource to the Depot Historic District (WA0724). The Depot Historic District Expansion (WA6524), identified in 2013, is no longer eligible for listing in the NRHP.

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