

Raleigh Comprehensive Architectural Survey

Phases I and II  
1989-1991

FINAL REPORT

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## Methodology

This architectural and historical inventory of downtown Raleigh is a catalogue of the city's development between 1890 and 1941. Upon completion of the survey component approximately 3,100 properties were fully documented in the twenty-two month period between October 1989 and August 1991. Thirty rolls of color slides and over 300 rolls of black and white, thirty-six exposure film was shot. Phase I was composed of ten areas which had been identified as being the most fragile and endangered. They were: Downtown, Ashe-Cox-Morgan Avenues, Old Northwest Quadrant, College Crest, Wilmont, Fairmont, Mordecai, Oakdale, Roanoke Park and Georgetown. Increasing development pressure from public and private concerns may eradicate much of the built environment of early twentieth century Raleigh. As the new century fast approaches it is important to rediscover the growth patterns of the capital city.

Raleigh's early and mid twentieth century residential growth were the focus of the second year of the Raleigh Downtown Architectural Survey. The additional ten survey areas were Vanguard Park, Hayes Barton, Bloomsbury, Anderson Heights, Budleigh, College View, Watson Park, Longview Gardens, Caraleigh and Fuller Heights. Predominantly occupied by white and middle income persons, with the exception of Caraleigh, a mill workers' community, Raleigh's suburbs reinforced the mores and values of the inhabitants. Thus, for example, just before World War II, developers of Anderson Heights were still following tried and true formulae

from the 1920s. A November 1940 News and Observer advertisement proclaimed that the Federal Housing Authority planned and approved Fallon Subdivision "has property which is covered by proper restrictions for the protection of homeowners (and) is the only development in suburban Raleigh that has completely installed all necessary improvements before offering the lots to the people."

Following the North Carolina Historic Preservation survey manual guidelines, the study and documentation of the Phase I survey areas was straightforward. All historic resources were documented with a completed computer form, photographs, descriptive and analytical entry, and mapping. In recording clustered urban sites, a green (multiple structures) computer form was used for an entire block face. An urban block face contained between 4 to 25 buildings on one side of the street. However, Phase II methodological procedures varied slightly from the previous year in order to maximize the usefulness of the data. Neighborhoods were documented at one of two levels of intensity: "extensive" and "overview". The first category encompassed all building types, regardless of age. (This is especially pressing in light of the current trend of some homeowners who radically change the original form of pre- and post- World War II structures.) The second category identified an area with a thumbnail sketch of its development history, accompanied by several streetscape photographs. Another change in the recordation was greater utilization of the (green) multiple structures forms. More information was amassed on a single form -- a street or block as well as sin-

gle block faces and the documentation of each on a separate sheet. Individual (yellow) forms were completed for the most significant properties. An exception to this format was Hayes Barton due to its high degree of integrity and significance. Here, the dwellings that possessed the most unique features were catalogued individually, but all properties were surveyed on green forms as well and an inventory list was prepared.

With the exception of several significant post World War II structures, everything inventoried is fifty years or older. The survey was also limited to a man-made boundary, the circumferential freeway, the Cliff Benson Beltline. In order to maintain a tight schedule it was agreed that all previously inventoried properties and districts would not be restudied. Already the documentation of the downtown business district has aided city planners in the formulation of a comprehensive study which will decide the future image of the city.

A few additional individual properties were not surveyed. These include the Thad Eure, Sr. House on New Bern Avenue, the Clarence Poe House also on New Bern Avenue, the Coley Farm compound behind the United Carolina Bank, off Glenwood Avenue, and the WPTF Radio Station designed by William Henley Deitrick situated between Raleigh and Cary.

Before the Raleigh project, Helen P. Ross, the principal investigator, received a Master of Arts degree in American Civilization from the George Washington University. Miss Ross has an

extensive background in historic preservation including a stint with the City of Alexandria, Virginia, where she helped in the resurvey of the Old Town Historic District.

The 1989-1991 Raleigh Building Survey focused on areas not recorded in previous surveys of the city. These earlier projects were the 1978-1979 Raleigh Architectural Inventory conducted by Linda Harris and Mary Ann Lee which selectively documented key pre-1929 buildings; the North Carolina State University campus, (previously surveyed by David Brown); the early twentieth century suburbs Glenwood, Boylan Heights and Cameron Park, and the Moore Square area (recorded by Charlotte V. Brown in the early 1980s); and the 1988-1990 African-American Survey which covered the smallest and the largest neighborhoods where pre-World War II blacks resided.

The History and Architecture of Raleigh, North Carolina (1880-1970)

The expansion of Raleigh during the early twentieth century has created a city with two faces, an urbane and sophisticated downtown circled by a ring of introspective neighborhoods. In both spheres, the architecture is traditional in form and style. Although the character of the city is conservative, two aspects of its twentieth century development are decidedly progressive. The continual upgrading of the water system and the intensification of the railroad networks were two keys which permitted the city to maximize on its location as a distribution center. With another function besides government and education the city attracted a diversified labor force. As Raleigh became more populous, residential development began to spread out in all directions. The neighborhoods' architecture reflected mostly conservative styles and reinforced the social and cultural divisions in Raleigh society.

The Late Nineteenth Century: 1880-1900

After the city of Raleigh was surveyed and planned by William Christmas in 1792, it remained the size of one square mile until 1857 when the city limits were extended approximately three blocks on all sides.<sup>1</sup> Up to that time Raleigh's commercial expansion had been slow. Two railroad lines complemented each other by 1855, the Raleigh and Gaston Railroad and the North Carolina Railroad. The 1872 Birdseye View of the City of Raleigh

shows the arrangement of the community shortly after the Civil War. The commercial section emerged along Fayetteville Street, just south of the State Capitol. Foundries, factories and warehouses were located near the tracks on the north and west sides of town. The remaining spaces inside the city limits were occupied with boarding houses, private residences, and three hotels inhabited by poor and wealthy, black and white, young and old. In the final quarter of the nineteenth century, Raleigh's public and private sector leaders were determined to improve the cityscape to their advantage. Proximity to surface transportation spelled success for merchants in the form of shops and warehouses, stables and hotels. City alderman established streetcar lines and community leaders enlarged churches. Growth occurred in all directions as employment opportunities appeared in the form of the Water Works, 1887 (1800 block of Fayetteville Street), the North Carolina Agricultural Experiment Station, 1886 (2714 Vanderbilt Avenue), the Dormitory and Factory for the North Carolina School for the Blind and Deaf, 1898 (Caswell Square), and the Caraleigh Cotton Mill, 1891-1892 (421 Maywood Avenue). Businessmen endeavored to make Raleigh a prosperous city before the turn of the twentieth century.

A critical element to Raleigh's future growth was the provision of a stable, potable water supply. From its founding in 1792, until the municipal water works went into operation, Raleigh depended on springs, wells and cisterns for its water supply. The water works complex (1810 Fayetteville Street) was designed by civil engineer Arthur Winslow and constructed in 1887 by the



Raleigh Water Works. The red brick, slate covered, gable-roofed pumping station has corbelled brick cornices, and a central projecting pediment section. Situated to the west is the 1 1/2 story brick filter house erected in 1892. Filtered water was fed to the 2,500,000 gallon holding reservoir. A fourteen-inch main carried water to the city and elevated storage was provided by a water tower at 115 West Morgan Street. By the early 1900s, the water supply system had spread to cover the entire city, the N.C. College of Agriculture and Mechanic Arts, and the State Fair Grounds, then located at the present Raleigh Little Theatre and Rose Garden site. The pumping capacity was rated at five and one half million gallons per day and the filtering capacity was rated at two and one half million gallons per day.<sup>2</sup>

Besides the provision of water another amenity which was lauded by Raleigh's public and private sectors was transportation. The electrified streetcar in the capital city did not materialize until 1891, but for five years before this, mule-drawn, open-sided vehicles ran short routes in the square mile. Although Raleigh was one of the first cities in North Carolina to possess the technology for the creation of electric power, the City's system foundered repeatedly. In the 1890s and 1900s, streetcars, street lighting, and the power for newly located textile mills were the only uses to which electricity could be applied. Streetcars were a handy and relatively inexpensive justification for electrification requiring only a few large motors and auxiliary equipment plus the cost of generators and trunk lines.<sup>3</sup> The electric streetcar revolutionized transportation technology.

Traversing and skirting the central business district, the tracks opened up a suburban ring and enabled the electric trains to travel fast, about four times faster than the horse-drawn systems they replaced. By 1910, the Raleigh routes consisted of a downtown, a ten block circulator and three radial routes to the north, east, and west. Within the city limits main arteries such as North Blount, East and West Hargett, Fayetteville and Hillsborough streets had tracks embedded in them. The longest distance trips were west, along Hillsborough to the N.C. College of Agriculture and Mechanic Arts campus and north, along Glenwood Avenue to Bloomsbury Park.<sup>4</sup>

Other prime beneficiaries of the cheap electric power were the textile mills that settled in the city during the final decade of the nineteenth century. The founders of six new mills took advantage of nearby surface transportation systems and the opportunity to purchase power rather than generate it on site. One of the earliest and largest of such structures is the Caraleigh Cotton Mill built between 1891 and 1892, south of Raleigh, in close proximity to the Norfolk-Southern Railway tracks. Soon, a spur track was built off the main line, leading to the mill for ease in shipping and receiving. In 1896, the two-story, brick structure located at 421 Maywood Avenue, had 7,380 spindles and 268 looms. It and the Pilot Cotton Mill (c. 1894) were the only two mills in Raleigh that produced unfinished cotton sheets which were ultimately shipped to New England mills where the products were made into finished goods.<sup>5</sup>

Around the time that the Caraleigh mill began operations, the company also erected dwellings to house all of the mill workers, mainly along Thompson and Montrose streets. The foremen lived in a single-family units which were one-story, frame, gable roofed dwellings, while mill hands resided in single-story, brick, hip-roofed duplexes. The floor plans were similar with three rooms and a rear back porch.

There was no indoor plumbing until the mill village was incorporated by the City of Raleigh on January 1, 1958. Backyard out-houses were a common sight as were the water pumps in every front yard. The narrow tree-lined streets were unpaved, and deep runoff ditches ran adjacent to them.<sup>6</sup> The Caraleigh Cotton Mill, is the only textile facility that still functions in Raleigh, and its housing composes the last surviving mill village in the city.

In addition to being North Carolina's capital, Raleigh in the late nineteenth century had emerged as an educational center.<sup>7</sup> As early as 1872, Leonidas L. Polk had proposed the establishment of an agricultural and industrial college. Five years later, in 1877, the N.C. Agriculture Experiment Station was founded. The Experiment Station was joined with the North Carolina College of Agriculture and Mechanic Arts when the college was established March 7, 1887, by the General Assembly. The first classroom building, Holladay Hall, ca. 1889, is a large three-story, Romanesque structure. The earliest structure associated with the university, however, is the two-story, frame, cross-gable

roofed house located on 2714 Vanderbilt Avenue. Constructed in 1886, it served as the headquarters for the N.C. Agricultural Experiment Station. Still quite intact, it is now a private dwelling featuring an ornamental wooden roof ridge and upper gable and string course wood shingles.

One of the earliest public education facilities in Raleigh was the N.C. School for the Blind and Deaf (1848). Located on Caswell Square, the institution at the turn of the twentieth century boasted nine buildings. One of the final stages of construction occurred in 1898 with the dormitory and the broom and mattress shop. The dormitory, designed by Frank P. Milburn, a Washington, D.C. architect, is on the National Register of Historic Places.<sup>8</sup> Situated north of the dormitory, facing Dawson Street, is the broom and mattress shop. It is a two-story, painted brick, cross-gable roofed structure with a slate roof, and original 4/4 windows with brick segmental arches and rusticated

stone sills. At the turn of the century, the building housed a broom factory in the north wing, a mattress shop and boiler room in the center, and in the south wing were found a carpenter and store rooms. Students were able to contribute to society by manufacturing brooms and sewing mattresses for the local economy.<sup>9</sup>

In the closing decades of the nineteenth century, a few blocks to the east of the N.C. State for the Blind and Deaf, some of the city's leading educators such as Needham Broughton and Cary J.

Hunter lived in Oakwood, an area created from wooded land north-east of the city. The Oakwood neighborhood borrowed its name from the nearby cemetery, it was the first district in Raleigh solely created to be an exclusive residential suburb. Many prominent citizens, particularly George V. Strong and Marcellus Parker built and lived in the fine one-and two-story, frame and brick Victorian dwellings which reflect the primarily middle-class tastes of the era.<sup>10</sup> Residents of the neighborhood were employed in the banking and law firms in the central business district, the local and state governments, and the educational facilities of Peace College, St. Augustine's College, the Baptist Female University and the Raleigh Male Academy (demolished). Oakwood remained a bastion of the middle class through the early twentieth century.

Another district, "Smoky Hollow", was located in and beyond the north city limits. The area had existed before the Civil War, but grew in the 1870s and 1880s. The predominantly working class residents, both black and white, were employed by the nearby industries. These included the Raleigh and Gaston Railroad's machine shop, round house, foundry, and sawmill, the Standard Oil Company, the Foster Brothers Cotton Compress, the Ellington Royster and Company planing mill and the Ruffin Roles furniture factory. Although demolished in the 1960s, Smoky Hollow, which received its name from the train smoke that hung over the bottomlands, was a vibrant, mixed use neighborhood.<sup>11</sup>

In the southeast and southwest sections of the city, African-American neighborhoods such as Idlewild, College Park, Third and Fourth wards were experiencing tremendous expansion. The educational institutions such as Shaw University, St. Augustine's College and the Deaf and Dumb Asylum for Negroes attracted increasing numbers of students, staff and faculty to the area. Laborers and skilled workers were also drawn to Raleigh in search of employment. The domiciles that were constructed by and for these people are typical of those found throughout the Southern region of the country. The one and two-story frame houses situated in Raleigh's African-American neighborhoods include Queen Anne cottages, shotguns, and Triple-As.

As the nineteenth century drew to a close, Raleigh's urban center and increasingly segregated neighborhoods reflected the emergence of a modern Southern capital. With a utility infrastructure firmly entrenched, water, electricity and inexpensive transportation provided better living conditions. Proximity to utilities permitted industrial endeavors to locate in or near the city limits. The surface transportation and a centralized, semi-skilled urban labor force were additional incentives to attracting textile mills in the final decade of the nineteenth century. Raleigh's educational institutions for blacks and whites, men and women, and facilities for the handicapped attracted families to the city from other parts of the State. The influx of people necessitated the development of new or existing residential areas. Whether the architectural character reflected vernacular as did Caraleigh's mill workers duplexes, or popular styles as

Oakwood's middle class Victorian dwellings, the neighborhoods and their locations would dictate the placement of Raleigh's twentieth century suburbs.

#### The Early Twentieth Century: 1900-1920

Between 1900 and the advent of World War I, the composition of Raleigh's urban and suburban sections fluctuated as city leaders sought to mould the image of the capital city of North Carolina. The construction of hospitals, schools, churches, and residences added diversity to the urban fabric. Textile production and railroad traffic were expanding in Raleigh. In 1903 alone sixty-five buildings were under construction worth a total value of \$300,000.<sup>12</sup> Professionals such as educators, attorneys, physicians, entrepreneurs were enticed to the city as growth in commerce, health care and education increased. New tall office buildings of seven and ten stories such as the Masonic Temple and the Commercial National Bank buildings, began to tower above the nineteenth century two- and three-story stores downtown. Municipal responsibilities such as the provision of services were magnified to keep pace with the newly developing suburbs of Boylan Heights, Glenwood, and Cameron Park. Raleigh's residential growth was rapid as the population rose in 1920 to 24,418 persons, an increase of 10,775 from 13,643 in 1900 or sixty-eight percent.<sup>13</sup> This rise in Raleigh's population was accompanied by the development of a new industry, the distribution and storage of raw materials and finished products.

The maturation of a storage and distribution section occurred within close proximity to the Norfolk-Southern and Raleigh and Gaston railroad tracks in southwest Raleigh. Along Davie, Martin, West and Harrington streets, sand, gravel, and lumber lots intermingled with factories, warehouses and boarding houses. Through continual expansion, a few of the largest spaces were occupied by the more successful industrial enterprises such as Thomas Brigg's Sash and Blind Factory (1870s), and the North Carolina Cotton Oil Company (before 1888). The latter building is the earliest remaining structure in the area, at 406-412 West Davie Street. The New York-owned oil company continued to expand its operation between 1900 and 1914. Previously in 1896 the firm had converted from gas to electric lights and burned coal for fuel. The two-story, brick, flat-roofed structure housed the press room on the first floor and lint room on the second story. The same company owned the nearby guano warehouse which faces Harrington Street and had its gable-roof shaped attic space converted to a second story to facilitate the firm's operations.

Smaller firms also benefitted from the railroad vicinity. For example, the Johnson and Johnson Company warehouse located at 306 South West Street was erected between 1911 and 1912 by commission merchants. Up to that time the Johnson firm owned by two brothers operated from a nearby site that had one frame building and open storage space. By constructing a more substantial building, the company was investing in their future prosperity. The two-story, brick, high-stepped parapet gable-roofed structure originally functioned as a warehouse for hay, grain, and feed stor-



age. With a loading platform on the west side, there was no need to utilize any other depot which helped reduce costs. The building, now utilized by Cal-Tone Paints, is the earliest and most intact warehouse in Raleigh.

Another railroad-related area grew up northwest of the city center also on the Norfolk-Southern Railway line. Here, affirmation of the drawing power of the railroad and continued filling of the city's boundaries came in 1908 when the Norfolk-Southern Railway Company constructed a passenger and freight depot at 518 West Jones Street. The two-story, flat roofed, orange brick structure was strategically located at the corner of West Jones and Glenwood Avenue, then known as North Saunders Street. The area of West Jones Street between Glenwood Avenue and North Harrington Street grew to become a transportation and electrical convergence point. At this location, the two railroad companies' tracks were parallel for roughly eight hundred feet.<sup>14</sup> The transfer of goods and passengers took place here. In turn, the railroad companies had formed a lasting relationship with the electric streetcar utility which was owned by the Carolina Power and Light Company (CP&L). A block-long spur was built from the Hillsborough streetcar route, northwards to the passenger station. Thus, a traveller could alight from the railway train and walk to the electric streetcar or vice versa within a short distance.<sup>15</sup>

Conveniently located southeast of the railway depot was the 1,500 watt dynamo house and steam plant of CP&L. Previously, in 1905,

it had been purchased from the Raleigh Electric Company by the Electric Bond and Share Company of New York, who proceeded rapidly to enlarge the small electric facility. A new site was located in 1906, a 500-kilowatt vertical turbo generator was completed in 1908, and within a year a similar unit was added. Raleigh's electric service was preparing for rapid expansion by 1908, when CP&L came into existence.<sup>16</sup> The steam plant at 513-515 West Jones Street dates from 1910, and only the pair of three-story, brick, gable-roofed structures still survive, with well-executed brick corbelling in the upper gables. Just east on the same block as the dynamo house and steam plant stood the streetcar garage (at 115 North West Street), where cars were stored and repaired. Through the years as the streetcar system expanded, another car barn was constructed across the street from the original building. Still standing at 116 North West Street, the building has two levels, one for storage and the other for maintenance. With the exception of the south elevation which is completely void of openings, the other wall planes are composed of brick piers and dimpled glass pane windows.

While the industrial and distribution centers continued to develop, the downtown business section also experienced growth, which was most dramatic in the form of tall office buildings. From 1874 to 1907 the tallest structure besides the 85-foot-high water tower had been the Briggs Hardware Building, a four-story, red brick, flat-roofed, commercial building with stamped metal trim such as quoins, cornice and window surrounds, at 220 Fayetteville Street.<sup>17</sup> However, in Raleigh as in Chicago twenty years earli-

er, two forces began to reshape commercial building in the downtown business district. Technological changes and innovations completely modernized the traditional structure and arrangement of the building industry. In addition, alternative concepts of how buildings should appear radically affected their form and parts. The nineteenth century inventions such as the telephone, the typewriter, and the incandescent light bulb were basic tools of early twentieth century business communications and American urban culture. The technological advances in building materials such as iron, steel, and concrete combined with the rising land costs in centralized business districts and the increasing density of urban populations made the development of the tall, self-contained skyscraper desirable.<sup>18</sup>

Still standing at 133-135 Fayetteville Street is the Masonic Temple of 1908. The seven-story office building was the first structure in the state to utilize the new technology with reinforced concrete and steel. Designed by Columbia, South Carolina architect, Charles McMillan, the stone-faced skyscraper exemplifies the classic column with base, shaft and capital. This style of skyscraper architecture was begun in Chicago in the 1880s by Louis H. Sullivan and continued as a type into the mid twentieth century. The structure's base functions as retail space while the shaft is the middle five stories which are then crowned by the capital-like top floor. It is Raleigh's oldest tall office building.<sup>19</sup>

Several years later, the Commercial National Bank Building, rose at 14-20 East Martin Street. The ten-story building was designed by P. Thornton Marye, an Atlanta-based architect, and for two years, 1913 and 1914, it was Raleigh's tallest building. The elegant skyscraper, which featured rich Gothic Revival details such as pointed arch doorways and stone-carved heads and gargoyles, was destroyed by implosion on March 24, 1991.

Although tall office buildings were highly visible in a city where two and three story structures were the norm, they were also very costly. Only large and ambitious companies -- often banks -- could afford to erect structures of seven or more stories. In 1914, the Citizens National Bank Building supplanted the Commercial National Bank's status as the tallest building in Raleigh.<sup>20</sup> The classical, eleven-story structure occupied the northeast corner of Martin and Fayetteville streets until it was razed in the early 1960s. The skyscraper epitomized the business community's pursuit of a powerful corporate symbol which led ultimately to the conquest of the capital city's skyline. The increasing availability of downtown office space left some skeptics unsure if there would be enough business and people to fill the vacant buildings.<sup>21</sup>

But in fact the economy prospered, and people moved to the city to find employment and housing facilities. Many sought to rent living quarters and for many years could only rent rooms in private homes, live in hotels, boarding houses or rental properties. During the first decade of the twentieth century, as a

building type, the apartment house, did not exist in Raleigh as city directories indicate. Between 1911 and 1913, the Park (or Old Raleigh) Hotel formerly located at the corner of McDowell and Martin Streets overlooking Nash Square was converted into Raleigh's first apartment house. Although the building had not been designed as a multiple-family dwelling, it was a successful venture.<sup>22</sup>

Raleigh's first true apartment building is the five-story, yellow-brick, U-shaped, Capital Apartments at 127 New Bern Avenue. Each story has the same floor plan which consists of six apartments each, including both one- and two-bedroom units. Constructed in 1917 by C. V. York, the apartment house is virtually intact and retains its character. The Capital Apartments were extremely popular because of the provision of modern amenities and the convenience to downtown shopping and government and business offices.<sup>24</sup> Capital Apartments were soon followed by the construction of the Vance Apartments in 1920 (demolished in 1990).<sup>23</sup> Residential growth outward intensified to the west, as the Hillsborough Street streetcar line combined with the growth of the North Carolina College of Agriculture and Mechanic Arts to encourage residential development in "West Raleigh", which was until 1929 considered outside Raleigh proper. In the early twentieth century, the college expanded by constructing more classrooms and dormitories for its growing student body. This building campaign fostered additional employment opportunities for everyone from janitors to professors and created a demand for nearby housing. Fresh air and proximity to the State Fair-

grounds, which had relocated from the initial East Raleigh site in 1872, were additional selling points. Residential development began to occur just east of the college but beyond the 1907 city limits, along Ashe and Cox Avenues and north of Hillsborough Street behind Oberlin Road on Ferndell, Maiden Lane and Enterprise Street.<sup>24</sup> Typical of many was the house built at 4 Maiden Lane around 1900 by Samuel W. Brewer, an agricultural implements businessman. The two-story frame clipped gable roof dwelling has beaded novelty wood siding, 2/2 windows, and a wraparound front porch. Within the following fifteen years, more spacious houses appeared along Ferndell Lane, Enterprise and Hillsborough streets. Two professors in the engineering department lived in three houses at 8 Maiden Lane and 11 and 14 Enterprise Street: Lillian Lee Vaughan, professor of mechanical engineering, and Ross E. Shumaker, an associate professor of architecture in the department of civil engineering.<sup>25</sup>

A major chapter in Raleigh's early years of the twentieth century was the creation of three planned suburban neighborhoods, Glenwood, Cameron Park, and Boylan Heights. All three of these suburbs were platted between 1906 and 1910 on lands situated to the north, west, and southwest of the 1907 expanded city limits. Although the neighborhoods were designed to attract Raleigh's newly arrived or those newly ascended to the middle class, they vary in their layout, architecture, and topography. From the outset, these neighborhoods had water and sewer services, electric power and access to streetcar transportation which were vital amenities to the new city dwellers.<sup>26</sup>

In addition to the white suburbs, black residential expansion continued at an unprecedented rate in the south and east sections of Raleigh. South Park, bordered by Bledsoe, Wilmington, Hoke and East streets, was platted in 1907 by the white-owned Raleigh Real Estate and Trust Company. Soon after, in a twelve month period, 122 lots had been sold and were in various states of improvement. Farther to the north and east, around St. Augustine's College, two other black suburbs were created in the early 1910s. Battery Heights and College Park attracted skilled workers and a rising middle class sector. The domestic architecture consists of one and two story frame Triple A's and shotguns, cottages and I-houses decorated in a variety of styles. Although South Park, Battery Heights and College Park were in outlying areas, by 1920, streetcar service along Hargett Street was extended and an increased use of automobiles attracted would-be homeowners.<sup>27</sup>

Besides providing improved access to the outlying residential areas, the Carolina Power and Light Company (CP&L) sought to expand its ridership base. In 1911, the utility extended northward the Glenwood Avenue route to the Carolina Country Club which bordered a one hundred acre park. Bloomsbury Park opened in 1912 and featured an electric powered carousel, a roller coaster and a penny arcade. The general manager of CP&L reported, "we now have a long railway line for joy riders which terminates at the park and we are hopeful that the combination will prove most beneficial to us".<sup>28</sup> By 1915, however, Bloomsbury Park had ceased operations, terminated by CP&L. The carousel was bought by the

city and placed in Pullen Park. What was left along both sides of the rail lines was mainly farmlands filled with cultivated fields, fallow expanses, and woods that had been ogled by every paying passenger up to that time. In mid-decade, continued residential expansion occurred when large plots of land were purchased by Thomas Ruffin, James H. Pou, and others. Situated north of the Five Points intersection, the lands would beckon to prospective homeowners for several more years until the outbreak of World War I temporarily suspended development.

By the end of the 1910s, Raleigh's commercial, industrial and residential areas expanded into separate and distinct enclaves. The form of the commercial district had begun to change as early as 1907 when building technology and maximum space utilization allowed more floors and offices to be added to a building. The urban core became more dense and business activities intensified as education and government and commerce drew workers to the city. Industry pursued the valuable areas located near surface transportation networks. Raleigh supported six textile mills, two railroad companies and scores of factories, warehouses and livery stables. In addition to office workers, another kind of labor force skilled in mechanical operations and manual trades was necessary to keep pace with competing towns and cities. With the 1907 expansion of the city limits came a rush of citizens to populate the outer fringes of the central business district and industrial sections. The electric streetcar provided the impetus to develop outlying acreage in areas that were away from the



noise, pollution and crowding and that promoted living together in socially homogenous neighborhoods.

The Decade of the 1920s: 1920-1929

Soon after the end of World War I, Raleigh experienced increased residential and commercial development in almost boom proportions. Building upon city leaders' pre-World War I successful attempts to attract commerce and industry, growth was unabated in the 1920s. Expansion of Raleigh's distribution functions continued in the warehouse district, the CP&L Company and Norfolk-Southern Freight Depot along West Jones Street and northward on Wake Forest Road. Government and educational institutions also expanded in this era. State College erected several new buildings, mainly in a red-brick neoclassical style, and in 1925 Meredith College moved to a rural site three miles west of the Capitol where the college developed a campus of restrained red brick neoclassical buildings. By 1925, there were fifty-seven manufacturing enterprises, thirteen public schools, six buildings with over four stories, and 5,210 registered automobiles. In addition, a massive civic improvements campaign was undertaken to upgrade amenities such as 25 miles of paved roads, an expanded water system, and continued electrification of outlying areas. Besides the commercial development in the urban core, residential growth in the north, northwest, and west sections was influenced, in part, by the expansion of the city limits in 1920. During the most prolific stage of development, between 1922 and 1924, nearly seven hundred houses were erected.<sup>29</sup>

The majority of new homeowners were employed in Raleigh's mushrooming central business district where downtown office space doubled between 1920 and 1930. Besides numerous smaller structures, three tall commercial buildings erected between 1923 and 1924 effectively propelled downtown commercial development. They were the ten-story Odd Fellows Building (19 West Hargett Street), the eight-story Lawyers Building (320 South Salisbury Street), and the ten-story Sir Walter Hotel (400-412 Fayetteville Street). They continued the use of classical column organization of a tall building. The simply detailed, Federal Revival Lawyers Building boasted one hundred percent occupancy by 1925. The Odd Fellows Building and the Sir Walter Hotel are more elaborately Neo-Classical in style; the latter was designed by James A. Salter and constructed by C. V. York. The hotel was home to legislators and lobbyists who influenced the state's political history.<sup>30</sup>

Likewise essential to the city's commercial architecture are the smaller, one-, two-, and three-story store front buildings which still remain on parts of Hillsborough Street, South Salisbury Street, Wilmington Street, North Person Street, and Glenwood Avenue. The majority are flat-roofed and composed of masonry construction. Nestled downtown in one of the few remaining commercial blocks is the Parker-Hunter Realty Company building at 128 South Salisbury Street, which features a Neo-Classical store front with a carved stone cornice, pilasters, and window sills, crowned by a monogrammed medallion centerpiece. An example of a neighborhood commercial structure is situated in Five Points at

1801 Glenwood Avenue, the Flat Iron Building, ca. 1922. The two-story, painted brick structure derives its name from the wedge-shaped site and floor plan. Its original function is still maintained, with retail space on the first floor and six apartment units on the second story.

Auto-related commercial building types likewise stood near the central business district and at outlying intersection. Two early twentieth century auto showrooms remain: the Hoover Buick Company (now Raleigh Furniture), at 118 West Hargett Street, and the Sanders Ford (now Artspace, Inc.), at 201 East Davie Street. About a dozen filling and repair stations survive from the 1920s. One of the most intact is found at the corner of Oberlin and Fairview Roads--the Budleigh Service Station, c. late 1920s, a brick, flat roofed building with a pressed metal cornice and a porte cochere, adorned by the juxtaposition of cream and red bricks below the pier caps. The most ornate automobile-related structure is the Firestone Tire and Rubber Company garage at 201 West Martin Street. The garage, erected around 1928 by James Davidson, the local building contractor, has Art Deco style elements in the decoratively capped piers and striated bronze window surrounds. The striking design and prominent locations of such buildings were intended to attract passing drivers into the establishments. These two components were part of a pattern adhered to by national hotel, gasoline and restaurant chains, which became popular in the post World War II era.

The final grouping of commercial buildings erected during the 1920s construction boom are distribution and storage structures. In an effort to lure new and diversified manufacturing establishments, the city fathers continued to advance the idea of becoming a distribution center.<sup>31</sup> By providing increased transportation facilities, the Chamber of Commerce, among other interested parties, sought to encourage successful enterprises to locate their storage and distribution facilities in the capital. Three such establishments that settled in Raleigh during this time were the Pine State Creamery, the Gulf Petroleum Products Warehouse, and the Raleigh Bonded Warehouse -- all located on the Norfolk Southern Railroad line.

In 1927, the Pine State Creamery moved into its new dairy plant at 426 Glenwood Avenue. Although the company began in 1919 at a downtown location, the dairy had outgrown its capacity. The two-story, cream-colored brick, structure was constructed by James Davidson. Proximity to the Norfolk-Southern Railroad (NSRR) tracks provided the means to transport incoming raw and outgoing finished milk products. The processing plant has wide bays on the north elevation for the loading of trucks. The original structure has been incorporated into the larger site, suffered two fires, and had many openings bricked over.<sup>32</sup>

Locations of the oil and cotton warehouses also took advantage of the surface transportation networks. Two key examples stood north of the city limits near rail lines. The Raleigh Bonded Warehouse, at 1505 Capital Boulevard, was constructed in 1923

alongside the NSRR spur. The two and one-half story, brick and concrete structure has twelve storage bays, metal casement windows, and over one million cubic feet of storage space. When first constructed, the cotton warehouse was promoted to serve the market of the State's eastern cotton growers and the Piedmont's textile manufacturers. With future hopes of building a cotton compress, the Chamber of Commerce calculated that 60,000-70,000 bales of cotton would arrive annually in Raleigh. But as the annual size of the cash crop slowly dwindled, the company diversified in the 1930s and provided services such as the moving and crating of merchandise.<sup>33</sup> Within three years, another warehouse had been located close to the Seaboard Railway, just north of the Raleigh Bonded Warehouse--the Gulf Refining Company's bulk plant, ca. 1926, at 1930 Wake Forest Road. The company stored and distributed its petroleum products to area gasoline and oil service stations. Today, all that remains are two, convex-roofed brick structures: the warehouse near the railroad and the three-bay garage near the road.

One of the most dramatic manifestations of 1920s growth in Raleigh was residential development. Inside the new (1920) city boundaries, previously established suburbs were intensely built up, while vacant lands were targeted for a second wave of subdivisions. An example of the infill pattern is especially noticeable in Raleigh's south and east black-occupied neighborhoods. The old boundaries remained unchanged in this part of the city, yet many of the streets were paved and water and sewer lines were installed. These improvements combined with greater streetcar

access encouraged substantial building in the suburbs of South Park, Battery Heights, and College Park.<sup>34</sup> Subdivisions illustrating the expansive type of residential development are situated along the streetcar routes in north and west Raleigh, on land that had been cotton fields, cow pastures, and the grounds of the North Carolina State Fair. These areas are: Hayes Barton, begun in 1920, Roanoke Park and Mordecai, both 1922, to the north and College Crest, 1922, Wilmont, 1924, and Fairmont, 1926, in the west.

Northern suburbs flourished around the Five Points intersection in this era. Bloomsbury and Georgetown which had been platted before and after World War I, were the earliest settled neighborhoods. In Bloomsbury, the first roads carved out of the land were given names that instilled a sylvan image such as Myrtle, Woodland, and White Oak Forest (shortened to White Oak) roads. The electric streetcar provided fast access for the commuters who moved here. Between 1920 and 1922, thirteen dwellings had been erected inside and beyond the city boundary on either side of Glenwood Avenue, north of Five Points and past the older Glenwood neighborhood and the Methodist Orphanage. Five of them were located along the streetcar route. They are one- and one-half and two-story, frame and brick foursquares and gable-roofed bungalows. The owners and neighbors were upper management and businessmen. And yet, a five-or ten-minute walk away from Glenwood Avenue on the side streets of Alexander or Creston roads were found homeowners with occupations such as meat cutters and managers, foremen and clerks. The houses were brick and frame bunga-

lows and Colonial Revival houses with a wide range of architectural massing and details. Due to this mixture of inhabitants and dwelling designs, Bloomsbury grew to become an economically diverse neighborhood.

The other early 1920s residential development, situated east of Bloomsbury and north of the Norfolk-Southern Railroad tracks, was Georgetown. The land, owned by James H. Pou, developer of Glenwood, was platted in the 1910s. City Directories reveal that railroad workers occupied this stretch of the road. Significant examples of workers' housing still remain on Sunrise Avenue. One of the most intact is at 1512 Sunrise Avenue, a single-story, frame, gable front shotgun house with 2/2 windows, a brick foundation wall and two interior brick chimneys. During the 1920s, the adjacent vacant lands gave way to modest frame bungalows which were inhabited by tradesmen and working people. Within walking distance, nearby employers were the Wake County Home, Raleigh Bonded Warehouse, Gulf Warehouse, Pilot Mill, the Norfolk-Southern Railroad, and the Seaboard Air Line Railroad.

By contrast, the grandest of the second wave of suburbs is Hayes Barton, Raleigh's first twentieth century upper-class neighborhood. Bordered by Glenwood Avenue, Fairview Road, Williamson Drive, and St. Mary's Street, Hayes Barton is an exclusive residential district where pecan and willow oak trees shade Georgian and Colonial Revival houses along streets that bear the names of former North Carolina governors such as Jarvis, Reid, Stone, and Vance. The earliest house here dates back to June, 1920, when

the suburb developed by the Allen Brothers and the Fairview Realty Company began its transformation from the cotton fields of B. Grimes Cowper. Marketed specifically towards the high end of the economic scale, Hayes Barton was named for Sir Walter Raleigh's birthplace in Devon, England.

Hayes Barton is one of several upper and middle-income suburbs in North Carolina designed by Earle Sumner Draper, a distinguished landscape architect. His layout of Hayes Barton was similar in overall character to Myers Park in Charlotte; in 1911, John Nolen, a pioneering city planner, had created the Myers Park design which was a highly influential diagram for spatial and social organization throughout the south. There, Nolen formulated components for a successful suburban enclave such as curving streets, greenway parks, streetcar transportation, and a restricted number of entrances.<sup>35</sup> Hayes Barton appealed to the well-to-do with its promise of privacy, large wooded lots, and commuting distance to downtown Raleigh.

Soon after utility linkages and paved roads were installed, there was a rush to build on the 175 acres. The design of the 1920s housing stock followed traditional and popular tastes, mainly large Colonial Revival houses. The majority of dwellings are two stories tall, built of masonry, with gable roofs and handsome restrained classical details. A substantial proportion of the houses are custom designs by local architects such as Thomas W. Cooper, William H. Deitrick, Charles Atwood, Arthur C. Nash, and James A. Salter. The most prolific builders in Hayes Barton were



James A. Davidson, C. V. York, Howard Satterfield, John W. Coffey, and Roland Danielson. In some cases these men built from architects' designs, but some, such as Satterfield, designed as well as built houses. Nearly half of all the dwellings in Hayes Barton were erected during the 1920s; they were inhabited by insurance agents and bankers, physicians and attorneys, salesmen and administrators, many of whom were employed in downtown Raleigh. Hayes Barton was and is an area of impeccably manicured landscapes, and pristinely maintained residences which still house some of the capital city's political and social leaders.

Another form of residential growth came with an increase in the number of apartment buildings during the 1920s. By 1925 there were eleven such structures strategically located near busy intersections and in outlying suburban areas.<sup>36</sup> The apartment houses varied in size, fenestration and height. Downtown were the Vance Apartments (razed in 1990), sited at the corner of East Edenton and Wilmington Streets and built in 1920, and the Bailey Apartments, also on East Edenton Street, built in 1923. Following the westward trend of residential development, the Irene and the Hart Apartments, were built ca. 1922 and 1924, respectively, at 7-9, 11-15 Glenwood Avenue, and they took the form of brick rowhouses. In the late 1920s, the most westerly apartment building was the Wilmont Apartments at 3200 Hillsborough Street, a four-story, brick, U-shaped, flat-roofed structure that housed twenty-four one-and two-bedroom apartments. The Wilmont was the first of its type constructed west of the North Carolina State College campus and south of the newly created suburb, Wilmont,

from which it derives its name. Some of the occupants were white collar workers and employed downtown who relied upon private automobiles and public transportation for conveyance to and from their jobs. Others were associated with nearby State College and Meredith College.<sup>37</sup>

#### The Years Before World War II: 1930-1941

In January 1929 the nation seemed to be prosperous, but before the year ended economic disaster had begun with the stock market crash in October, which was followed by the Great Depression. In the decade between 1930 and 1941, the building economy plummeted, then gradually improved from extremely low levels of construction to an upward swing at the decade's end. Nationally, between 1928 and 1933, the construction of residential property declined by 95 percent and expenditures on home repairs fell by 90 percent. In Raleigh, between 1930 and 1936, the worst years of the Depression, an average of 125 permits were issued at an average total value per year of \$457,000. In 1930, 182 houses were erected: in 1931, only 54 dwellings were built, and in 1932, only 34. Recovery came between 1937 through 1941, when an average of 241 permits per year were issued and the average annual value of the new construction was worth \$2.5 million.<sup>38</sup> As these numbers indicate, the Recovery era buildings represent a tremendous proliferation of construction, and this resulted in rapid filling-in of suburban neighborhoods and inner-city areas as well as continued outward expansion of the city's suburbs.

The dominant residential form of the Recovery Era are houses which reflected economical use of materials and labor, recently termed "minimal traditional" dwellings. These typical Recovery era houses are characterized by their reduced architectural detailing, smaller scale and mass, and the facade treatment of modestly projecting entryways, gables and chimneys. These houses appear with regularity all over Raleigh, but are especially concentrated in Wilmont and Forest Hills (two subdivisions in West Raleigh) and Anderson Heights, Budleigh, and the northern edge of Bloomsbury. An especially fine collection of minimal traditional dwellings is found along the north and south sides of the 2700 block of Van Dyke Avenue in Forest Hills. Constructed on small lots between 1939 and 1940, twenty frame structures on this block are mainly one-story, simplified Colonial Revival houses with 6/6 windows, interior and exterior brick chimneys. In 1941, occupants of the housing were mainly newly hired State College faculty, office workers, and tradespeople.

New apartment houses were also erected in this era. Six were built between 1934 and 1939, on or near Hillsborough Street. Owners of the large Boylan and Cameron estates sold off large parcels of land which became the sites of Boylan Apartments, Cameron Court Apartments, Grosvenor Gardens Apartments, and the Raleigh Apartments. Also, located on Hillsborough Street are the St. Mary's Apartments, 8 St. Mary's Street and the Fincastle Apartments, 3109 Hillsborough Street. The U-shaped building at 1101 Hillsborough Street, Grosvenor Gardens Apartments, was the third of three large complexes constructed within a three-block

area along Hillsborough Street. The three-story, painted brick, gable roofed building represents the epitome of well-planned siting. The owner and developer, Sidney J. Wollman, originally from Westchester, New York, drew upon previous experience for the design. Wollman termed its style "Georgian Colonial" in a Raleigh Times article, and claimed it was the first time in Raleigh that the design had been employed on such a large scale. Local architect James M. Edwards, Jr. put the design on paper and G. Robert Derrick did the landscaping for the garden to complement the apartments.<sup>39</sup>

As the Grosvenor Gardens Apartments were nearing completion, the city's first federally-funded public housing projects, Chavis Heights - for blacks - and Halifax Court Apartments - for whites - were under construction. Designed by architect William H. Deitrick, these complexes share innovative features found in Clarence Stein and Henry Wright's celebrated Radburn, New Jersey, community of 1928-1929. The house rows were spaced to admit sunlight; and there were play areas for children and no through streets. Leland Roth wrote of the New Jersey prototype "though the housing itself had no radically innovative planning or stylistic treatment, it was well designed with a view to function and was solidly built". In addition, the Federal government-sponsored Halifax Court and Chavis Heights offered nursery school facilities, a community building for activities such as movies and dances, and proximity to transportation, shopping, employment and schools.<sup>40</sup>

Besides the public housing units, other federally-funded building projects of the Recovery Era are located in downtown Raleigh. The Education Building, 1938, at the corner of Edenton and Salisbury Streets and the Justice Building, 1940, at 10 East Morgan Street are the most elaborate Works Progress Administration-assisted structures. The largest cluster of Recovery era government buildings is located on Caswell Square, the former site of the North Carolina School for the Blind and Deaf. There are three utilitarian warehouses, the State Hygiene Laboratory, and the Caswell Office Building. The latter two buildings, constructed in 1939, demonstrate the juxtaposition of varying architectural styles. The Clarence A. Shore Laboratory of Hygiene Building is a three-and-one-half story, brick and stone-trimmed Georgian Revival building located at 214 West Jones Street. Next to it, at 200 West Jones Street, is the Caswell Office Building. Designed by local architect, Frank B. Simpson, the five-story, red brick, L-shaped building features restrained Art Deco motifs in its striated stone entry and the fluted stone capitals atop its four corner piers.<sup>41</sup>

There was also a resurgence in construction in the commercial sector. (The importance of Raleigh as a distributing center was verified when, in 1939, the heads of 131 out of 429 -- nearly one third -- newly relocated families were engaged in retail and wholesale distribution. Only 84 new household heads, or twenty percent, were employed in government agencies.) The established distribution and storage sites, the warehouse district and the West Jones Street area, slowly lost their monopoly to

Hillsborough Street, in particular the area between N.C. State College and Meredith College. By locating both inside and beyond the old city limits, the manufacturing and service industries had begun in the 1930s to take advantage of congestion-free downtown areas and the absence of zoning and building restrictions.<sup>42</sup> The North Carolina Equipment Company at 3101 Hillsborough Street started the advance to the west around 1934 erecting a substantial brick building, whose distinctive caterpillar sign atop the roof has been a favorite west Raleigh landmark since after World War II. By 1942, there were also an electrical equipment company, a laundry, a warehouse, a bakery, and a bottling plant. The most stylish of these industrial buildings is the latter structure, The Raleigh Nehi Bottling Plant, at 3210 Hillsborough Street. Designed by architect William H. Deitrick, the two-story, flat roofed Art Moderne building has a black Bakelite entryway and a glazed white brick facade.

During this time, in West Raleigh, the water supply was hard pressed to meet the demands of increased suburban and industrial development. Fortunately, after the Depression, plans were prepared by the engineering firm, W. C. Olsen, Inc., for new facilities at the old Walnut Creek treatment plant site. The new facilities, named after Raleigh's first water works superintendent, Ernest Battle Bain, were completed in 1940 and had the capacity to treat eight million gallons of water a day. The large, red brick and cast stone detailed structure has Art Deco design elements such as a strong vertical emphasis, inset windows, and striated brickwork patterns.<sup>43</sup>

ments. Families doubled up with relatives and friends and persevered with the shortages.

After the Japanese surrender brought the end of World War II in 1945, one of the most pressing problems of peacetime was to meet the housing shortage. The federal government responded by underwriting a sweeping residential construction campaign. The creation of two mortgage programs, one for the Federal Housing Administration and the other for the Veterans Administration, stimulated an unprecedented building boom. The number of national residential construction starts, which amounted to only 114,000 in 1944, had reached an all-time high by 1950 of 1,692,000. In Raleigh, the number of building permits spurted from only 41 in 1944, to 544 in 1946, to 857 in 1948, and 989 in 1950.<sup>44</sup>

The building of homes in Raleigh in the immediate postwar years occurred in neighborhoods inside and beyond the city limits. Pockets of FHA and VA housing were constructed in Oakdale, Mordecai, Georgetown, Vanguard Park, Anderson Heights, Budleigh, Wilmont, and College View. The houses range in size, form, and materials. For example in Georgetown, lining the north and south sides of New and Georgetown roads, are single story, frame, gable-roofed, VA houses with flush gables and diminutive facades. The lots are deep and narrow, only 50 to 55 feet wide at the building line. The houses share the same floor plan: kitchen, living room, two bedrooms and bath off a center hallway. The Georgetown houses were affordable - only \$200 down with the rest, \$6,000, financed by a government loan.<sup>45</sup>

By the beginning of World War II Americans had undergone a decade of hard times. In the first half of the 1930s the entire nation was in the grip of the Great Depression, as all aspects of life were radically affected in that employment and housing were scarce, and people went hungry. The mid and late 1930s, however, brought a period of recovery and economic rejuvenation as evidenced by industrial and office buildings and a growing supply of new housing. During these years the capital city had grown in size and population, reflected in city limit extensions in 1920, 1929, and 1941. The population had almost doubled from 24,418 people in 1920 to 46,897 citizens in 1940. The municipality had kept pace with the influx of people by improving capacities of the existing water, electrical, and road systems. By keeping abreast of business activities, the city fathers had succeeded in moulding Raleigh into a vital distribution hub as well as an educational and government center. Raleigh was well out of the depression when America entered World War II on December 7, 1941.

#### The Mid Twentieth Century: 1945 - 1970

During World War II, with shortages and rationing of food, labor and materials, construction again tapered off dramatically; for example in 1943, only 30 building permits were issued at a value of \$134,218, as compared to 81 permits issued in 1934, one of the worst years of the depression. Residents accommodated neighbors and newcomers by converting single-family dwellings into apart-



Farther from the railroad tracks in the sparsely populated neighborhoods of Anderson Heights, Budleigh, and Fallon Park, larger minimal traditional houses were rapidly constructed. These FHA dwellings differed from their VA counterparts in a crucial way: the FHA promoted the housing for the benefit of urban middle-income people. In order to achieve "neighborhood stability", the FHA succeeded in imposing construction and design controls. In effect, the character of a neighborhood depended primarily on the overt policies of racial segregation.<sup>46</sup> Consequently, in the south and east areas of Raleigh, the majority of housing was constructed with little, if any, assistance from private lenders or government loans.

In the years following World War II, an innovative and influential group of designers made their mark on Raleigh's architecture. During the 1950s, architects associated with North Carolina State College's newly established School of Design produced several important modern houses in the capital. These men included the dean of the School of Design, Henry L. Kamphoefner, as well as faculty members George Matsumoto, Edward W. Waugh, James W. Fitzgibbon, Eduardo Catalano, and Harwell H. Harris.

Several of these architects were influenced by the patriarch of modern American architecture, Frank Lloyd Wright, while a few, including George Matsumoto, as well as non-faculty architects G. Milton Small and to a lesser degree, William H. Deitrick, were affected by the International Style, whose advocates were Europeans Walter Gropius and Ludwig Mies van der Rohe. The hallmarks

of Wright's Prairie style are elements such as large stucco or wood panels, harmonious blending of natural materials, and cantilevered roof or porch planes. These qualities are evident in the house at 3060 Granville Drive which Kamphoefner designed for himself, especially in the rear porch. Similar themes appear in Fitzgibbon's house design for George Paschal. Built in 1950 and located at 3334 Alamance Drive, the dwelling is an exercise in the close relationship between the land and the structure. The very low unobtrusive roofline complements the hillside, and the naturalness of the landscape is reflected in the materials selected for the house. In contrast, the distinguishing features of the latter style are the ribbon windows and ground-floor piers. The International Style is based upon modern structural principles and materials. Concrete, glass and steel were the most commonly used materials.<sup>47</sup> The influence of Mies van der Rohe is particularly noticeable in the oeuvre of G. Milton Small where sharp geometry, restrained elegance, and good use and expression of materials are evident. The G. Milton Small and Associates Office, 1969, at 105 Brooks Avenue, remains unchanged in its appearance and is the epitome of Miesian architecture in Raleigh. Domestic architecture examples by Matsumoto, Catalano and Harwell enrich the palette of the School of Design era modern houses.

Paralleling thriving residential development in the suburban ring during the 1950s and 1960s was an intense focus on commercial building. Commercial architecture was characterized by a confident and enthusiastic desire to get on with the business of

progress. Consequently, architecture became an increasingly important form of public relations.<sup>48</sup> In postwar Raleigh, the largest embodiment of changing civic and social life while selling merchandise was the development of the region's first planned shopping center. In 1947, the last remaining 158 acres of the former Duncan Cameron estate were made available to C. V. York. Thus, the Cameron Village Shopping Center was created to serve the existing community. Chief architect Leif Valand designed the initial clusters of brick, flat roofed buildings on the north and south sides of Cameron Street, bordered by Daniels Street and Woodburn Road.<sup>49</sup> His work was patterned after the Country Club Plaza in Kansas City, Missouri, which was developed by J. C. Nichols in 1928. The layout of the shopping center was focused on six square blocks connected by intersecting streets.

In Raleigh's central business district, newly constructed buildings were easily recognizable because they stood apart from the visual order of their surroundings.<sup>50</sup> Three examples of modern urban structures have their roots in the International Style: the Wake County Social Services Building, 1950, 201 West Davie Street, designed by William H. Deitrick; the First Federal Building, 1961, 300 South Salisbury Street, designed by St. Louis architect Howard T. Musick; and the Char-Grill, 1960, at 618 Hillsborough Street, designer unknown. The buildings draw attention with such features as ribbon windows, multicolored glass panels or concave roof shapes. These particular examples are also remarkably intact making them some of the most pristine

instances of commercial architecture in the popularized International Style in the capital city.

The influences on Raleigh's modern architecture came from outside sources just as in previous decades when the Victorian style was in vogue. The style makers who came to North Carolina's capital brought with them the knowledge of the latest trends in the major cities such as Atlanta or Washington, D.C. But, Raleigh's public officials and private sector businessmen wavered between being architectural leaders of fashion or remaining followers. They desired the image of the fancy buildings from the large metropolises although toned down and with a little less polish. So, with little exception, the architects and designers, engineers and builders of Raleigh were adept followers, rather than leaders of fashion; they adhered to traditional and popular tastes of the period. In general, building designs were selected for their broad appeal and unique association, two good reasons for maintaining statewide respect as the capital city of North Carolina.

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- 5 Charlotte Abbate, Pilot Mill National Register of Historic Places nomination, 1989, Section 8, p.3, and Sanborn Insurance Company, Sanborn Insurance Map of Raleigh, 1896.
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- 20 Raleigh Times, February 28, 1925.
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- 26 Charlotte V. Brown, "Three Raleigh Suburbs: Glenwood, Boylan Heights, Cameron Park," in Catherine W. Bishir, and Lawrence S. Earley, eds. Early Twentieth Century Suburbs in North Carolina, (Raleigh: Archives and History, 1985), p.36.
- 27 Mattson, pp. 24, 25, and 27.
- 28 Riley, p.25, and Steven Solpen, Raleigh A Pictorial History, (Norfolk, Virginia: Donning Company), 1977, p. 129.
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## MULTIPLE PROPERTY TYPES DOCUMENTATION

### Introduction

Of the 3,100 historic resources documented in the 1989-1991 survey project in Raleigh, there are an overwhelming number of single family dwellings from the suburbanization period, 1920 through 1941. The most commonly used forms are the bungalow and the period revival house. Nearby, skirting the perimeter of populous residential areas are over three dozen multiple family dwellings -- either quadruplexes or middle and low income apartment buildings. All of these dwellings as a group parallel the development of early twentieth century neighborhoods which are found throughout the city. A rare surviving example of a textile mill village -- Caraleigh -- exists in the southern part of the city; here scores of small, single story brick and frame worker's housing line the streets in close proximity to the mill. The nonresidential buildings in the capital city are industrial, commercial and institutional structures. The industrial buildings are primarily situated near the railroad networks which date from the nineteenth century. The textile mills and warehouses and dairies moved outward as the city limits were extended. Many examples of commercial architecture are located downtown and along the major automobile routes. The last group were scattered throughout the city's early and mid twentieth century neighborhoods. Elementary schools and churches were focal points of the numerous communities found within the 1941 city limits.

Mentioned throughout the discussion of property types are historic resources which are listed on the National Register of Historic Places either as individual properties or as contributing buildings within historic districts. These will be referred to as (NR) or (NRHD). Another group of historic resources have been placed on the National Register Study List and will be designated as (SL) or (SLHD). At the end of the discussion an appendix has two rosters of Raleigh's National Register properties and National Register Study List resources through October 1991.

The following property types of 1890-1941 reflect the findings of the 1989-1991 survey.

- I. Single family private houses
  - A. Popular forms (1890s-1920s)
    1. Foursquares
    2. Tri-gable and pyramidal cottages
  - B. Suburbanization Period Houses (1920s-1941)
    1. Bungalows
    2. Period Revival Houses
    3. Minimal Traditional Dwellings
  - C. Early Modernist Houses (Post World War II)
- II. Multiple Family Dwellings
- III. Residential Neighborhoods
- IV. Industrial Villages

- V. Industrial and Commercial Buildings
  - A. Industrial Buildings
  - B. Commercial Buildings
- VI. Educational, Religious, and Government Buildings
  - A. Educational Buildings
  - B. Religious Buildings
  - C. Government Buildings

Property Type I-Single Family Private Houses

**DESCRIPTION:**

The previous architectural inventories of the city of Raleigh have documented housing trends from the nineteenth and early twentieth centuries. The 1989-1991 survey attempts to resume from the ending point of the earlier studies and provides insights into the residential forms of the early and mid-twentieth century. The houses of Raleigh resemble then-current domestic forms which were available nationwide. For example, when bungalows and, later, the Period Revival styles were the dominant types during the first third of the twentieth century, Raleigh builders embraced the styles, making adjustments to suit local tastes.

- A. Popular forms (1890s-1920s)
  - 1. Foursquares

Introduced in the late 1890s and built through the 1920s, Raleigh's foursquares are two-story houses, normally of wood frame construction, and with hip or pyramidal roofs. There is an inherent boxiness associated with the house form and they usually are two rooms deep with either a side hall or four room plan. They usually have three-bay facades although two and four bays are not uncommon. Single story, front or side porches are attached and sometimes wraparound porches. Another feature is the roof dormer, usually with hip or gable roof; they may occur in pairs or singly on each roof plane. Also characteristic is the wide roof eave which allows the opportunity for ornamentation mostly in the form of brackets. Combined with these elements are the variety of exterior wall coverings such as wood shingles, weatherboards, novelty wood siding, brick, and sometimes stone veneers.

The majority of foursquares found in Raleigh display plain and functional characteristics with little ornamentation or detail. Two of the most commonly seen styles are the Prairie and Craftsman styles. Such houses are found in the northern and western sectors of the city, especially in the city's first twentieth century suburbs of Glenwood, Cameron Park, and Boylan Heights (NRHDs), and in the Old Northwest Quadrant, Mordecai, Roanoke Park, Bloomsbury, Hayes Barton (SLHDs) and Fairmont. Although Craftsman and Prairie foursquares are predominant, other more ornate shapes exist but are less common. An early example of a Period Revival foursquare is at 200 Hawthorne Road in Cameron Park (NRHD). The house has wide eaves, ornamental exposed raf-

ters, a stucco finish, a terra cotta tile covered roof and one story porch. When the house was erected in the early 1910s, the Mission Style was popular amongst new homebuilders across the country but especially in California where it originated. A rare stone veneer foursquare stands at 1806 Glenn Avenue in Hayes Barton (SLHD). Built in 1921 for local civil engineer, William C. Olsen, the house has Colonial Revival style elements which are most evident in the colonnaded entryway and side porch, the symmetrical facade and the transom and sidelights.

## 2. Tri-gables and Pyramidal Cottages

The 1989-1991 survey uncovered pockets of late nineteenth and early twentieth century popular house forms such as tri-gables, and pyramidal cottages. The former account for a small percentage of recorded dwellings. The tri-gabled house is usually a frame dwelling one story, tall, three bays wide and one room deep with a center facade gable. Most often there is a center hall plan and an attached front porch. Some tri-gable dwellings are two stories tall. Surviving examples in Raleigh abound in Oakwood and in working class neighborhoods in the East Raleigh-South Park Historic District (NRHD). In fact the most dense concentration of tri-gable houses is in this area, the largest of Raleigh's historic districts. Here, tri-gable houses line one street after another, block by block, varying only in porch ornamentation and paint color. Outside of southeast Raleigh, tri-gables are found in the Old Northwest Quadrant, Caraleigh (SLHD), and Cox-Morgan-Ashe Avenues area. An exemplary tri-gable in excellent condition is the Jacob H. Fleming House, 700 West Jones Street. Built around 1900, it has a classicizing front porch with by fluted Doric columns and floor to ceiling length windows. Sometime in the first decade of the twentieth century, a two story tri-gable house was built at 333 Maywood Avenue in Caraleigh (SLHD). (The textile mill village is discussed in detail below at Property Type IV.) The Perry family resided in the frame, weatherboarded domicile for many years which may explain the numerous one and two story rear additions. Now covered with asbestos shingles, it still retains its original turned wood porch balustrades.

The presence of pyramidal cottages in Raleigh was also documented in the early working class neighborhoods of the Old Northwest Quadrant, Cox-Morgan-Ashe Avenues and Caraleigh (SLHD). These single-story, frame dwellings have a boxy form reflecting a plan with four rooms flanking a center hall. The distinguishing feature is the steeply pitched pyramidal roof which is sometimes flanked by two brick chimney stacks or, in other cases, pierced by a central stack. The pyramidal cottage with the most integrity is at 620 North Boylan Avenue in the old Northwest Quadrant. Norfolk-Southern Railroad employee, Buckner B. Brown lived in his pyramidal cottage from the early 1890s, when it was built, until the early 1920s. The house has 2/2 windows and original weatherboard siding. Another good example, modified somewhat, is the pyramidal cottage at 109 Ashe Avenue in the Cox-Morgan-Ashe Avenues area. Although it still has its ornamental porch posts

and balustrades, two frame gable roofed wings about the main section. This house was constructed in the first decade of the twentieth century.

## **B. Suburbanization Period Houses (1920s-1941)**

### **1. Bungalows**

The bungalow gained widespread popularity through the first quarter of the twentieth century, and slowly became unfashionable during the following ten years. In Raleigh, the bungalow was the most popular private dwelling form in the 1920s. It is characterized by such features as low pitched hip or gable roofs, wide roof eaves, exposed rafters, knee braces, and tapered porch posts set on tall plinths. Exterior wall surfaces are normally weatherboards, wooden shingles, brick and stone veneers, and many combinations of these. Additional ornamental treatments take the form of Oriental-inspired brackets, Craftsman wood shingles, and classical elements.

All of Raleigh's neighborhoods that were developing during the 1920s have very many bungalows. Possibly the earliest example (SL) was built in 1916 for North Carolina State College professor, William Hand Browne, Jr. Located at 2822 Van Dyke Avenue, in the neighborhood of Forest Hills, Pitysmont, as named by Mrs. Browne, is a one and one half story, frame, gable roofed dwelling covered with wood shingles. Additional elements are the lozenge paned windows, wide eaves and knee braces. A fine collection of workers' bungalows was documented in Mordecai (SLHD) along Courtland Drive. Constructed around 1923 by the Metropolitan Life Insurance Company, the ten single-story, brick bungalows share similar center hall floor plans, although three different designs were utilized. The richest variety of bungalows was found in Bloomsbury (SLHD) where a model house by Carolina Builders Company and a couple of mail order homes from the Sears, Roebuck and Company have been identified. Hundreds of bungalows inundate the hilly Five Points Neighborhood.

### **2. Period Revival Houses**

In Raleigh, as throughout the nation, the American public in the 1920s was enthralled with the historical spectrum of European and Colonial American housing styles such as the English Tudor, Spanish, Georgian, and Colonial Revival. These Period Revival houses are inspired by specific periods or lands, in contrast to the eclecticism of the Victorian era. The predominant revival style in Raleigh is the Colonial Revival. In conjunction with the bungalow, the majority of Raleigh's substantial 1920s housing is composed of these two types. The typical Colonial Revival dwelling, normally rectangular in shape, has elements such as frequently paired windows, usually double hung sash, symmetrical, two-story facades dominated by colonnaded entry porches with fanlights or sidelights. Exterior wall coverings are usually weatherboard siding in addition to brick veneer and to a lesser degree stone veneer.

In Raleigh, the epitome of the Colonial Revival style house is the Mount Vernon replica designed by architect Thomas W. Cooper in 1924. Located at 901 Holt Drive in Hayes Barton (SLHD) the two-story, frame, weatherboard clad dwelling has a copper standing seam metal roof, cupola, and two porticoed walkways which lead to secondary wings. The east facade overlooks the green space known as Potomac Park. Simpler versions of Colonial Revival style houses line the streets of Carr, Caswell, and Jarvis. An especially fine example of a masonry Colonial Revival house appears at 1532 Carr Street, the J. Everett Kennedy House. Constructed in the late 1920s, the dwelling has 6/6 and 8/8 windows with brick sills and lintels, a three-bay facade and a center hall plan. Down the hill at 905 Williamson Drive is the Sidney Smith House which was built in the late 1930s. The two-story classically-inspired domicile has a full facade colonnaded porch with fluted columns, two gable end chimneys and weatherboard siding.

Specific modes within the Colonial Revival included the Georgian and Neo-Classical Revival styles. The Georgian Revival style is characterized by brick quoins, elliptical fanlights, five bay wide facades and occasional use of Palladian style windows. The Neo-Classical Revival design hallmark is usually a facade dominated by a full height colonnaded porch with Ionic or Corinthian capitals.

A beautifully executed sample of the Georgian Revival style is sited at 930 Vance Street. Built by Howard E. Satterfield in the mid-1930s for physician William B. Dewar, the dwelling has Flemish brick bond, a slate covered gable roof, and an attached garage with a raking cornice. Another elaborately detailed version is the Governor J. Melville Broughton House at 929 Holt Drive. Designed by Charles Atwood and Arthur C. Nash in 1928, the house has three colonnaded porches, a five-bay facade, palladian-like dormers, and a center hall floor plan.

Less conservative and less popular are the Tudor Revival and Spanish Colonial Revival styles which were built in several versions in Raleigh. The Tudor Revival style is characterized by features associated with Tudor English houses--half-timbering contrasted with juxtaposition of textures such as stucco, brick, or stone. Other features include a steeply pitched gable roof, facade gables, lozenge paned windows and rusticated chimneys. The Spanish Revival style features tile covered roofs, flat rooflines, painted stucco finishes, bell towers, recessed porches, and patios. Most examples are one or one and one half stories, with irregular floor plans.

The greatest concentrations of the Tudor Revival style are found in Hayes Barton and Bloomsbury. Many modest Tudor Revival houses are situated along Byrd, Beechridge, and St. Mary's streets in Bloomsbury. An excellent rendering is at 2326 Byrd Street, built in the mid-1930s. It and others in the neighborhood share similar elements such as rusticated facade chimneys, extensive use of brick and sometimes the interplay of cladding materials. The



Hayes Barton neighborhood has the largest Tudor Revival houses which cost at least five thousand dollars to build. They include the C. V. York House at 1002 Cowper Street which is a copy of the Charles C. Hartmann-designed mansion for Greensboro insurance firm president, Julian Price. The York House is considerably smaller but the exterior is rich in details such as a multi-flued replica of one of Tidewater Virginia's Bacon's Castle chimneys, metal casement windows, an arcade porch and herringbone brick pattern in the second story facade. Located next door, at 1004, is another Tudor Revival dwelling with brick and stucco cladding and half timbered facade gables. Built in the late 1920s, the structure functioned as a guest house for visitors of the York family through the 1930s.

The same neighborhoods also contain scattered examples of the Spanish Colonial Revival style. These take two main forms. The more modest houses normally have one or one and one half stories with low pitched roofs, asymmetrical facades and red tile roofs. Only a handful exist in Raleigh of this type, two of which are found alongside one another in Vanguard Park (SLHD) at 2204 and 2206 Alexander Road. Both erected in the 1920s, they have stuccoed walls and arched entrances. The second type is a larger and more ornate as seen in the two-story Sears, Roebuck mail order house, "the Alhambra," at 1601 St. Mary's Street in Hayes Barton (SLHD). Built in the late 1920s the stuccoed house features curvilinear dormers and roof parapets. The grandest version of the second form of Spanish Colonial Revival in Raleigh is the Clifton B. Cheatham House at 845 Holt Drive in Hayes Barton (SLHD). It is a five bay wide, two story, hip roofed dwelling with red roof tiles, a wrap-around front porch with iron balustrades, lacy cast iron entry gates, and wide roof eaves.

### 3. Minimal Traditional Dwellings

In Raleigh during the late 1930s and early 1940s the bungalows and the Period Revival dwellings were replaced by a new variation of domestic architecture. The "Minimal Traditional" style, as named by Virginia and Lee McAlester in A Field Guide to American Houses was a simplified form loosely based on the Tudor and Colonial Revival styles from the 1920s and 1930s. As America emerged from the Depression, the new, economically built dwellings had reduced ornamentation, scale, and floor space. The houses are normally one and one half stories tall and have facade gables, chimney treatments, and flush eaves. Exterior wall coverings are normally weatherboard siding, though many feature brick and stone veneers. These houses first became popular in the late 1930s and were the dominant style in the late 1940s and early 1950s.

The rate of domestic building during the Recovery Era was phenomenal and with the exception of Old Downtown every survey area has numerous examples of minimal traditional houses. Dense concentrations are found in Wilmont, Fairmont, Forest Hills Georgetown, and Bloomsbury (SLHD). An example of a Colonial Revival minimal traditional domicile is at 2724 Van Dyke Avenue in Forest Hills. Like other dwellings that line both sides of the street, it is a

one-story house with low-pitched gable roofs and flush eaves. Some of the houses have Tudor and Colonial Revival stylistic elements. Another large collection of Recovery Era minimal traditional houses is found in Bloomsbury, along Byrd Street. The houses are somewhat more elaborately detailed, show a greater variety of floor plans, and are slightly larger. For example, at 2331 Byrd Street, building constructor John Beaman constructed for himself a two-story, frame, weatherboarded Neo-Classical Revival style dwelling with a three bay facade, an exterior chimney, and 8/8 windows. For the most part the Hayes Barton minimal traditional houses adhere to the Colonial and Georgian Revival styles of the 1920s but with the hallmark reduced scale and materials.

### C. Early Modernist Houses (Post World War II)

After World War II, despite the proliferation of minimal traditional style houses, there were also important examples of innovative modernist residential design. During the early 1950s, the handful of architects associated with the North Carolina State College's School of Design created an important collection of modern houses. Several of the architects were influenced by the patriarch of modern American architecture, Frank Lloyd Wright, while a few pursued the International Style whose advocates were Europeans, Walter Gropius and Ludwig Mies van der Rohe. The hallmarks of the Wrightian Prairie Style are elements such as large stucco or wood panels, harmonious blending of natural materials, and cantilevered roof or porch planes. These qualities are especially evident in James W. Fitzgibbon's design for George Paschal. Built in 1950 and located at 3334 Alamance Drive, the dwelling is an exercise in the close relationship between the site and the structure. The very low unobtrusive roofline complements the hillside and the naturalness of the landscape is reflected in the materials selected for the house. Another example of Wrightian-influenced modernism is the Kamphoefner House, built in 1950, at 3060 Granville Drive. Designed by Henry Kamphoefner, the dean of the School of Design, assisted by George Matsumoto, the two-bedroom house follows very closely the Wright formula for private space. Entrance is through a galley kitchen, which leads to a large living-dining room. The outdoor patio is the triumph of the design. It is at once very private and yet very open with a grand view facing onto a Carolina Country Club golf course green.

Besides the popular Wrightian style, the International Style made an impact upon School of Design architects Eduardo Catalano and George Matsumoto. An independent architect, G. Milton Small, followed in the footsteps of his Chicago Institute of Technology professor and mentor, Mies van der Rohe. The best example of Small's work is clearly revealed in his commercial and residential architecture where sharp geometry, restrained elegance and good use and expression of materials are evident. The G. Milton

Small House, 1951 with later additions, at 301 Lake Boone Trail, remains unchanged in its facade appearance and is the epitome of Miesian architecture in Raleigh. The single story structure is supported by a massive concrete foundation.

#### **SIGNIFICANCE:**

The significance of the private family dwellings in Raleigh lies in the rich diversity of their forms and shapes. The late nineteenth and early twentieth century dwellings reveal the variety of socio-economic patterns. In general, the surveyed domestic architecture of the previous century is more common and vernacular indicating the existence of ordinary citizens. As the new century slowly dawned, the dwellings take on the appearance of popular styles emulated from books and magazines. Hence, the 1920s and 1930s houses are less regional in character and style and more mainstream in appeal to the average homeowner.

Individually, the houses are not significant but as a collection of streetscapes, neighborhoods, and suburban development they take on greater meaning. The "American Dream" of individual home ownership was pursued on many levels by peoples of various means. The wide range of dwellings offered several kinds of specialized habitations for the poor and the wealth. In a sense, the diversity of the houses document the spatial differentiation of residential development of Raleigh society in the early twentieth century.

#### **REGISTRATION REQUIREMENTS:**

The majority of the popular and suburbanization period houses from the first half of the twentieth century form cohesive and recognizable residential sections surrounding the downtown business district. Many of the houses when viewed in clusters and streetscapes comprise separate and distinct residential areas. These individual districts have different characteristics from one another such as street layout, integrity, topography, scale, and cohesiveness. When these factors are taken together the existence of the houses and the context within which they were constructed will indicate critical aspects which will be important in determining their eligibility for the National Register.

In addition, a few dwellings are individually eligible for the National Register. The building must possess the minimum criteria such as being at least fifty years old, having a high degree of integrity of interior and exterior elements, and exhibiting enough features as to invoke a particular form or style. If selected for architectural significance, the domicile must be an outstanding example of its style or form and must possess integrity of stellar quality. The house should be relatively unaltered and if its style or form has been altered the quality of workmanship, design, and materials must be in keeping with the original structure. In addition if a dwelling is a rare surviving example

of a form or style, it may qualify even though it has a lower threshold of integrity. Lastly, a few houses will be eligible individually due to associations with historical events or important persons.

## Property Type II-Multiple Family Dwellings

### DESCRIPTION:

Of the nearly eighty multiple family dwellings built in Raleigh between 1890 and 1941, over a dozen are components of apartment complexes, around fifteen are two-story quadruplexes, and the remainder are duplexes. The apartment building as a building type was unknown in Raleigh until the World War I era while the quadruplex and the duplex have earlier precedents.

The most numerous multi-family structures, the duplexes, are found in roughly sixty percent of the survey areas in the city. The earliest documented examples are found in Caraleigh (SLHD), the textile mill village in south Raleigh (discussed below). The dozen houses along Montrose and Thompson streets are single story, brick, hip-roofed structures with two rooms each and a shared rear kitchen. Later examples of duplexes are located in the suburbs from the 1920s and 1930s. Many assume the appearance of single family dwellings and borrow from the popular styles such as Colonial Revival and Craftsman bungalows. For example, in Hayes Barton (SLHD), the two-story duplex at 1624-1626 Iredell Drive is camouflaged behind an asymmetrical facade. It has stuccoed walls, two screened porches, and design elements of the Dutch Colonial Revival style.

Quadruplexes appeared in the 1920s and 1930s. Designed to resemble two-story houses with symmetrical facades, they have individual entrances and separate porches. Normally, all four apartments have the same floor plan. Raleigh's quadruplexes usually have brick veneer construction with Colonial and Georgian Revival stylistic treatments. In the Old Northwest Quadrant, at 610 Willard Place, is the quadruplex known as the Guilford Apartments. Constructed in the late 1920s, the two-story structure features a two-story portico with fluted Doric columns, a pedimented gable with a fanlight, and an ornate second story balustrade.

The much larger apartment buildings predominantly date from the Recovery Era. Raleigh's first apartment house is the Capital Apartments at 127 New Bern Avenue (NRHD). The five-story, yellow brick, U-shaped structure was built by contractor C. V. York in 1917. There are a few apartment buildings from the 1920s, but not until the Recovery Era did a severe housing shortage prompt builders into constructing numerous low and middle income multiple housing units. The majority of the structures are based upon garden apartment designs wherein two and three-story, flat-roofed, brick buildings are clustered around open green spaces, and automobile parking lots are set on outskirts of the property. The best collection of these structures are found in the

700-1100 block of Hillsborough Street. The Boylan Apartments of 1934, the Cameron Court Apartments of 1938, and the Grosvenor Garden Apartments of 1938 (all SL) were rapidly occupied by middle income families and workers. The Chavis Heights and Halifax Court Apartments (both SL) mark the emergence of federally funded public housing units in Raleigh and are the largest complexes, each having eighteen buildings within their confines. The flat-roofed, two-story, two-tone brick buildings were designed by William H. Deitrick and constructed between 1938 and 1941. Chavis Heights originally housed the qualified low income black residents of Raleigh while the Halifax Court was built for occupancy by whites. The design of the units was likewise based on the garden apartment plan.

#### **SIGNIFICANCE:**

The multiple family dwellings are significant because they represent important new urban living trends in twentieth century Raleigh. The workers' duplexes in Caraleigh reflect the company's provisions for the well-being of their employees while the quadruplexes and the apartment buildings, marketed toward the middle class, suggest an urban character previously known only in large cities. Due to the rapid expansion of the apartment building type in the Recovery Era, the mere presence of a half dozen large buildings depicts the response to the housing shortage at the time. Several of the complexes are important because of their architectural character in Georgian and Colonial Revival style, while others are equally important because of their social significance. The apartment buildings and the mill workers duplexes are crucial in understanding the residential patterns of the city. The fact that the structures can house two or more families suggests that alternatives to the "American Dream" concept of one family for one house were not only being explored but indeed implemented.

#### **REGISTRATION REQUIREMENTS:**

Multiple-family dwellings found in Raleigh meet several National Register criteria. The mill workers duplexes are eligible as part of the mill village district. The quadruplexes and some apartment buildings are eligible as contributing buildings with in neighborhood districts. Several especially intact and architecturally noteworthy apartment buildings will qualify individually because of the architects associated with their designs and their significance in social history. A high degree of integrity is required and depends upon retention of interior and exterior elements, original landscape plantings and unaltered floor plans.

#### **Property Type III-Residential Neighborhoods**

#### **DESCRIPTION:**

Raleigh has a large number of late nineteenth and early twentieth century neighborhoods. The most intact late nineteenth and early

twentieth century neighborhoods identified are in previous surveys are National Register Historic Districts: Oakwood, East Raleigh-South Park, Glenwood, Cameron Park, and Boylan Heights.

In the 1989-91 survey, the earliest intact documented neighborhoods date from the 1920s. The residential areas placed on the study list are Mordecai and the Five Points neighborhoods. They share similar characteristics such as curvilinear streets, large shade trees, and in some places, terraced front lawns. Houses vary in size but usually occupy the center of the lot. Bungalows and period revival single family dwellings are the mainstay of the housing stock. Although small in acreage, Mordecai has a rich, diverse, collection of housing built between 1922 and 1941. The boundaries between the neighborhoods in Five Points are not distinctive yet differences in house and lot sizes and landscape features make class differentiations obvious. Sections of Vanguard Park and Roanoke Park have workers' houses near the Norfolk-Southern Railroad and the Wake County Home. The accommodation of the automobile is especially evident in the neighborhood of Hayes Barton (SLHD) where garages share architectural details with the main house. The design of this suburb and others from that era are curvilinear, and take advantage of the natural terrain.

#### **SIGNIFICANCE AND REGISTRATION REQUIREMENTS:**

The late nineteenth and early twentieth century neighborhoods provide evidence of the phenomenal residential growth in the capital city. Separate areas developed for different races and classes. Some early twentieth century neighborhoods in Raleigh are not eligible for the National Register due to later infill development and various degrees of alterations. The Five Points neighborhoods represent an excellent cross-section of middle and upper class white society in the 1920s in the selection and ornamentation of the diverse housing stock found amongst the four merging neighborhoods: Vanguard Park, Roanoke Park, Bloomsbury, and Hayes Barton. Elements such as original plantings, street curbs, drainage pipes and ditches, and signage all contribute to the built environment.

#### **Property Type IV-Industrial Village**

##### **DESCRIPTION:**

At the turn of the twentieth century there were six mills in Raleigh, but in 1991 only one was still in operation, Caraleigh. Only two company built mill communities are known to have existed in Raleigh. The grid iron plan Pilot Mills village, located north of present day Halifax Court and west of Mordecai housing remained until the 1980s, when the the workers' residences were razed. The sole surviving village is Caraleigh (SLHD) situated south of the city, just north of the Walnut Creek. The Caraleigh Cotton Mill was erected in 1891-1892 near a spur of the Norfolk Southern Railroad tracks. The company provided two kinds of workers' housing: single-story, hip roofed, brick duplexes for

the mill hands, and the other form is a single story, side gable roofed, frame houses for families of foremen. Montrose and Thompson streets are lined with the duplexes, while the single family dwellings are only on Thompson Street.

The company-built mill housing is still occupied by workers. Some of the residents carry with them vivid histories of family members who worked in the mill. The primary dwellings have a high degree of integrity although a small percentage have enclosed porches and numerous rear additions. In part because Caraleigh was not incorporated into Raleigh until 1958, many typical features of a mill village survive: dirt alleyways, hand-operated water pumps, and various frame outbuildings.

#### **SIGNIFICANCE AND REGISTRATION REQUIREMENTS:**

As a mill village which not only has its mill but also most of its worker housing, Caraleigh is eligible as an unique part of the industrial and residential composition of the city.

#### **Property Type V-Industrial and Commercial Buildings**

##### **DESCRIPTION:**

Intact examples of Raleigh's late nineteenth and early twentieth century industrial buildings survive primarily in the downtown and alongside the surface transportation networks. The majority of these structures are warehouses, utility plants, textile mills, and factories. A few stand empty but many retain a great deal of integrity including such features as metal signs, curved brick entryways, and loading platforms. In most cases enough fabric remains that the buildings' uses and roles can still be interpreted.

In downtown Raleigh, just south of the Capitol, a central business district emerged in the form of three and four story buildings after the Civil War although there were many earlier buildings, too. A few city blocks of late nineteenth and early twentieth century buildings are located inside two districts, the Capital Area Historic District (NRHD) and the Moore Square Historic District (NRHD). Numerous and noteworthy twentieth century buildings lie outside those boundaries, along major rail and highway arteries.

##### **A. Industrial Buildings**

The most intact nineteenth century industrial building in downtown Raleigh is the Raleigh Water Tower (NR) at 115 West Morgan Street. It provided elevated storage for the city's first potable water supply in the late 1880s. The large iron tank was removed in the early part of the twentieth century. All that remains is the unusual octagonal load-bearing brick support tower and two subsidiary masonry buildings.

Between 1890 and 1900, six electric-powered textile mills were constructed on large tracts of land near the railroad tracks and beyond Raleigh's boundaries. Four companies located to the north of the city, one situated in the west and the last placed to the south. The two largest mills, the Pilot Cotton Mill circa 1894 (NR) in the north and the Caraleigh Cotton Mill 1891-1892 (SLHD) at 421 Maywood Avenue, were the only mills in the city that produced unfinished cotton sheeting which was transported to New England mills where the manufacturing of finished products occurred. The Caraleigh Mill has always retained its primary function throughout its century of existence. Consequently, the structure has various additions and renovations which have not really reduced the character of the two story Italianate building. In contrast, the Pilot Mill grew by the construction of separate, free-standing buildings. The presence of the stylish ca. 1910 mill office makes the Pilot Mill the most architecturally significant textile mill complex in the capital.

Another source of employment besides the textile mills was the railroad. Among the earliest standing structures are two depots constructed for the Norfolk Southern Railroad between 1908 and 1910. The passenger and freight depot at 202 Glenwood Avenue (SLHD) is a two story, flat-roofed building with rubbed bricks, a pressed tin cornice which hugs three elevations and 6/6 double hung sash windows. It was at this location where the railroad tracks of Seaboard Air Line and Norfolk Southern Railroad ran parallel to one another before separating in different directions. The other building, the freight depot and cotton platform at 327 West Davie Street, ca. 1909 (SL) is more industrial-looking than the Glenwood Avenue depot (SLHD). The north elevation has a five bay facade which is dominated by a curved arch center doorway, a stepped parapet gable and cut stone lintels. This space housed the office while at the rear or south elevation, a raised platform, clerestory windows and a half dozen double doors demarcate an area for the distribution and storage of the cash crop, cotton. Both buildings illustrate the crucial role of the railroad in the storage and distribution industry of Raleigh.

Between World War I and World War II additional industrial structures were built in and beyond the city's boundaries, almost always along major transportation arteries. Hillsborough Street was such an artery where many establishments settled in the vicinity between North Carolina State University's western edge and the southern border of Meredith College. One firm, the Raleigh Nehi Bottling Plant at 3210 Hillsborough Street, is the most elegant industrial structure along the automobile route. Constructed with white glazed bricks, the facade has metal casement windows, a black Bakelite tile entrance, and a flat-roofed semi-circular porch. It was designed by local architect William H. Deitrick in 1937. The first industrial building which established the westward movement of such later structures was the A. E. Finley-owned North Carolina Equipment Company. Constructed in 1934, the two story, flat roofed, brick building has a post-World War II metal sign in the form of an earthmover at 3101 Hillsborough Street.



## B. Commercial Buildings

A commercial district was established south of the State Capitol as early as the founding of the city in 1792. As the city developed, and especially in the late nineteenth and early twentieth centuries, Fayetteville Street was the main north and south artery while Wilmington and Salisbury Streets, which ran parallel to Fayetteville, captured the additional businesses. Buildings which housed activities of all kinds such as hardware and building supplies, agricultural implements and banking transactions stood occupied through the mid 1960s. The late nineteenth century buildings--low rise brick with gabled and flat roofs--were razed in successive construction campaigns to accommodate tall multi-story office and bank buildings in the twentieth century. Surviving late nineteenth and twentieth century commercial buildings are located in and outside of the Moore Square and Capital Area historic district (both are NR) boundaries and exhibit a range of styles which include vernacular commercial, Italianate, Classical Revival and Art Deco.

The majority of the commercial buildings that were built before the turn of the century display simple architectural motifs such as plainly articulated facades, heights of two stories, flat roofs, and upper story windows with 2/2 sashes while the lower level spaces are devoted to large glass display windows which are punctuated by entryways. In the Moore Square Historic District the row of storefronts in 127-135 East Martin Street are typical examples of this style before 1900. An exception to the simple storefront style is the popular Italianate style which is most evident in storefronts with brackets, brick corbelled cornices and heavy window surrounds. The Briggs Building (NR) is a four story, red brick, flat roofed commercial structure with stamped metal trim such as quoins, cornice, and window surrounds. Situated at 220 Fayetteville Street, the hardware store survives intact along the original commercial artery. Another version of Italianate is the Heilig-Levine Furniture Store at 137 South Wilmington Street. In the Moore Square Historic District, the ca. 1872, three-story building has restrained window arches and cornice brackets.

In the first four decades of the twentieth century the downtown business district grew rapidly. As a result of this expansion many of the nineteenth century structures were demolished. The construction of churches, banks, hotels, stores and offices added diversity to the urban fabric. In addition, advanced building technologies transformed the scale of the cityscape from that of two to four-story buildings into a more varied environment with nine-and ten-story buildings looming above the sidewalks. The 1908 Masonic Temple (NR) at 133-135 Fayetteville Street stands seven stories tall and is built with a reinforced steel structure treated in restrained Classical style. The prosperous 1920s construction boom spawned additional tall office buildings. The best articulated example of Neo-Classical style is seen in 1923-1924 Commercial Building at 19 West Hargett Street (SL). The

ten-story, white brick and steel structure houses retail activity on the street level while the remaining stories are used as offices. Several years later, in 1930, the final eight stories were added to the Raleigh Building, next door to the Commercial Building at 5 West Hargett Street (SL). The east and north elevations are the most elaborate, evident in the moulded stone cornice and brick stringcourses.

Outside the central business district other examples of commercial architecture are found nestled amongst later structures along transportation routes. Several of these were constructed in rows after World War I along paved streets such as Hillsborough, Glenwood, and Wake Forest which catered to the fast growing automobile going public. Situated in close proximity to the roadways, the buildings are usually between one and four stories, of masonry construction, flat-roofed, and essentially utilitarian in character. Architectural details such as horizontal paned windows, brick panels, and cast stone copings are the extent of ornamentation in many of these buildings. The single story Saunders Street Pharmacy (now Sunflowers Sandwich Shop) and other shops at 309-315 Glenwood Avenue have these features. The former enterprise was built in the mid teens whereas, the latter stores were constructed in the late 1920s. The Art Deco style is observed in the Firestone Tire and Rubber Company (SL) at 201 West Martin Street. Erected by local building contractor, James Davidson in 1928, the multicolored brick garage has striated bronze window surrounds and vertical piers with stone caps. There are also several significant modern commercial buildings from the 1960s. One of the earliest is the First Federal building at 300 South Salisbury Street. In 1960, St. Louis architect Howard Musick designed it in a popular version of the International Style as seen in the strips of metal, various blue-tinted panels and large monolithic granite slab on the north elevation. More sophisticated is the office of architect G. Milton Small and Associates at 105 Brooks Avenue. Designed by Small and erected in 1969, the Meisian-influenced two story building shelters automobiles on the pedestrian level while the second story provides space for offices. Dark-colored glass panels are separated by vertical blends of metal strips.

#### **SIGNIFICANCE:**

Late nineteenth and early twentieth century industrial and commercial buildings are critical to understanding the phenomenal development of the state capital in those decades. The buildings of industry document the range of manufacturing located in and near the city limits. Structures such as the textile mills, railroad, depots, warehouses, and dairies represent the extent of manufacturing and distributing functions important to the city's economy. An integral component in that economy was the commerce generated from the central business district and neighboring arterial route locations of local shops and industry.

In addition to the historical and social contributions of the city's industrial and commercial structures, the architecture of

the buildings are equally important. The buildings of industry exhibit then-current design elements such as bracketed cornices and segmental-arched windows of the Italianate style or streamlined facades accented by Bakelite tiles of the Art Moderne style. The commercial architecture in Raleigh's downtown business district represents the range of particular styles such as the Italianate, Beaux Arts, Classical and Art Deco. About half of the commercial buildings lie within the borders of two historic districts.

#### **REGISTRATION REQUIREMENTS:**

For an industrial or commercial building to be eligible for the National Register, the building must be at least fifty years old and retain its architectural integrity. A late nineteenth century or early twentieth century industrial or commercial building that is well preserved and a typical example of its type might be eligible for the Register under Criterion C, for architectural significance if it is one of the most intact examples in the city, county, or state.

#### **Property Type VI-Educational, Religious, and Government Buildings**

##### **DESCRIPTION:**

Besides the primary function of government in the state capital, education played an important role from the early nineteenth century onward. Since that time, six colleges have been founded. As Raleigh's population has grown, so too have the number of religious denominations and congregation. The 1920s witnessed the rapid construction of religious buildings on the outskirts of the city limits where the new suburbs were located. When people moved from the downtown to outlying residential areas, the number of government buildings increased to accommodate the state's growing population. All of the educational, religious, and government buildings are either Neo-Classical, Gothic Revival, or Moderne in style.

##### **A. Educational Buildings**

All the large educational institutions in the city include structures or groups of buildings which represent significant aspects of architecture or history. St. Mary's College and Peace College, St. Augustine's College and Shaw University have buildings listed on the National Register while parts of the Governor Morehead School campus are on the Study List. The colleges of St. Mary's and Peace predate the Civil War, St. Augustine's and Shaw are Reconstruction era African-American schools, and the Governor Morehead campus dates from the 1920s. Freestanding, four-story buildings on the Peace and Shaw University grounds are respectively, the Main Building, c. 1860, multi-functional Greek Revival style structure with a projecting three bay portico, and Estey Hall, c. 1874, a Victorian cross-gable roofed red brick building erected as a women's dormitory. Although not listed in the National Register, North Carolina State University and

Meredith College also include several historic buildings. The earliest sections of the campus of the Governor Morehead School include numerous Colonial Revival buildings of the 1920s. The precursor to the Morehead School was the N. C. School for the Blind and Deaf, established in 1848. Situated on one of the original five squares from the Christmas Plan of 1792, Caswell Square, are two buildings from the late 1890s. The dormitory (NR) and the mattress and broom shop share similar materials and roof shapes. The dormitory was designed by Frank P. Milburn and is an excellent example of the Chateausque Style while the latter is utilitarian in treatment.

Early twentieth century Raleigh public school buildings number about a dozen. The earliest remaining school, the Caraleigh mill village school, was built in 1904, while the majority of schools were erected in the mid and late 1920s. The latter group are large two story, masonry, flat roofed buildings with Classical or Period Revival stylistic elements. Some of the schools lie within boundaries of historic districts such as Murphey School, 1916, at 443 North Person Street in the North Blount Street Historic District, Needham Broughton High School, 1929, at 723 St. Mary's Street and Wiley Elementary School, 1923, at 301 St. Mary's Street both in the Cameron Park Historic District. These educational facilities are still in active use.

The Fred A. Olds School, 1927, at 204 Dixie Trail (SL), the Myrtle A. Underwood School, 1926, at 1614 Glenwood Avenue (SLHD), the J. M. Barbee School, 1924, 1116 North Blount Street, and the Washington Grade and High School, 1924, 1000 Fayetteville Street, are typical examples of the school buildings erected in the mid 1920s, a result of a one million dollar school bond. They were strategically situated near newly established suburbs. With the exception of the Barbee School which has stucco exterior walls, a result of a recent modernization campaign, the remaining school buildings retain their original brick veneer walls which are accented by various window treatments and cut stone details.

## **B. Religious Buildings**

Raleigh's churches are found in the downtown and surrounding neighborhoods. Four key churches on street corners facing the State Capitol are located in the Capitol Area and Moore Square historic districts (NR). These churches are the most historic and architecturally important in Raleigh and illustrate a range of Gothic and Romanesque revival styles. One, Christ Church, is also recognized as a National Historic Landmark. Designed by Richard Upjohn and begun in 1848, the cruciform shaped granite building is an excellent example of the Early Gothic Revival style. The other three Union Square churches are First Presbyterian, 1900, 112 South Salisbury Street; First Baptist Church, 1859, at 99 North Salisbury Street; First Baptist Church, 1907, at 101 South Wilmington Street. Situated several blocks to the west of Union Square is St. Paul's AME Church (NR) at 402 West Edenton Street. Built in 1910, the gable-roofed brick church is a late example of the High Victorian Gothic Revival style which

is expressed in vivid details such as ornate brick work in the upper levels, a proliferation of pointed window arches and multi-colored windows. Other notable downtown churches in the Capitol Area Historic District (NR) include the Church of the Good Shepherd, 1875, 1899, at the corner of McDowell and Hillsborough streets, and the Sacred Heart Cathedral, 1917, at 226 Hillsborough Street. Tabernacle Baptist Church, 1881, at 219-223 East Hargett Street is a part of the Moore Square Historic District (NR).

The church buildings of the 1920s represent the outward movement of congregations in and outside the expanding city boundaries. The 1925 Hillyer Memorial Christian Church at 710 Hillsborough Street (SL), is built of local quarried stone, in Gothic Revival style; it stands near the corner of St. Mary's and Hillsborough streets. The 1926 Caraleigh Baptist church (SLHD) at 1400 Green Street is a brick Colonial Revival structure. After World War II, the churches in the outlying areas were enlarged and new ones were erected. One outstanding post World War II church is the Colonial Revival style White Memorial Presbyterian Church at 1703 Oberlin Road (SLHD), built in the late 1940s by contractor James Davidson.

### C. Government Buildings

Since 1792, when Raleigh was created as the seat of the state government, both local and state government bodies have erected government buildings in the city. The architecture tends to be monumental and classical. The earliest and principal example is the State Capitol Building (NHL and NRHD), a Greek Revival, stone edifice erected between 1833 and 1840. The Capitol Area Historic District also includes later state government buildings such as: the Supreme Court Building, 1888, at 10 West Edenton Street; the Ruffin Building, 1913, at the corner of Morgan and Salisbury streets; the Agriculture Building (NR) 1923, 2-20 West Edenton Street; the Revenue Building, 1927 with later additions, at the northwest corner of Morgan and Salisbury streets; and the Education Building, 1938, 1947, at the corner of Edenton and Salisbury streets.

Additional buildings housing government functions were erected beyond the Capitol Square in areas north and west of the city limits. To the north, at 401 East Whitaker Mill Road is the Wake County Home (SL), built in 1913. Designed by Charles Hartge, the symmetrical two-story, brick building has Neo-Classical Revival style elements including portico of four Tuscan columns. In 1926, the site of the North Carolina State Fairgrounds was moved to its third location at the corner of Blue Ridge Road and Hillsborough Street. In 1928 the Commercial and Educational buildings (NR) were constructed, the finest and largest examples of Spanish Mission style in Raleigh. Architects Charles Atwood and Howard Weeks designed the buildings, which feature paired square towers with pyramidal red tile roofs, stuccoed wall surfaces and scalloped gabled archways. During the Recovery Era,

Caswell Square was cleared of most of the buildings that comprised the N.C. School for the Blind and Deaf. Five Works Progress Administration-funded buildings were erected there between 1937 and 1941. Two of the buildings, the Clarence A. Shore Laboratory of Hygiene and the Caswell Office Building, demonstrate the juxtaposition of the Georgian Revival and Art Moderne styles.

#### **SIGNIFICANCE:**

Raleigh's status as state capital has produced numerous buildings which reflect its role as a government center. Equally important are the educational facilities and religious structures which are essential elements in the community. Many of the city's historically significant educational, religious and government buildings have already been listed in the National Register either as individual buildings or as parts of historic districts. All three categories of buildings are represented on the National Register or Study List, as well as two--Christ Church and the State Capitol--recognized as National Historic Landmarks.

#### **REGISTRATION REQUIREMENTS:**

Some twentieth century properties will qualify individually as examples of a style, particularly the Neo-Classical Revival and Moderne styles. In order to qualify as such, an individual building or complex must have been constructed more than fifty years ago and must retain a high degree of physical attributes which represent its period of establishment. The Wake County Home will qualify because of its integrity, its architecture, and its uniqueness. The public schools and churches will qualify either as contributing elements of residential areas or individually if integrity is present.

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**NATIONAL REGISTER LISTINGS IN RALEIGH  
(through April 8, 1992)**

<u>Name</u>	<u>Listed</u>
Agriculture Building (Raleigh)	06/16/76
Andrews-Duncan House (Raleigh)	01/20/72
Boylan Heights (Historic District) (Raleigh)	07/29/85
Briggs Hardware Building (Raleigh)	10/25/73
Cameron Park (Historic District)(Raleigh)	07/29/85
Capehart House (Raleigh)	01/17/75
Capital Club Building (Raleigh)	12/05/85
Capital Area Historic District (Raleigh)	04/15/78
Christ Church (NHL) (Raleigh)	07/28/70
Josephus Daniels House (Federal Nom) (NHL) (Raleigh)	12/08/76
Dix Hill (Raleigh)	11/07/90
Dodd-Hinsdale House (Raleigh)	11/12/72
J. S. Dorton Arena (Raleigh)	04/11/73
East Raleigh-South Park Historic District (Raleigh)	10/11/90
Elmwood (Raleigh)	10/29/75
Estey Hall (Shaw University) (Raleigh)	05/25/73
Falls of the Neuse Manufacturing Company (Raleigh)	09/19/83
Federal Building (Century Post Office) (Raleigh)	05/06/72
Glenwood (Historic District) (Raleigh)	07/29/85
Hawkins-Hartness House (Raleigh)	02/01/72
Haywood Hall (Raleigh)	07/28/70
Richard B. Haywood House (Raleigh)	07/28/70
Heck-Andrews House (Raleigh)	01/20/72
The Heck Houses (Raleigh)	04/13/73
Isabelle Bowen Henderson House and Gardens (Raleigh)	08/07/89
Crabtree Jones House (Raleigh)	06/04/73
Lane-Bennett House RELISTED 06/30/83 (Raleigh)	08/22/77
Joel Lane House (Wakefields) (Raleigh)	07/28/70
Lewis-Smith House (Raleigh)	12/11/72
Lumsden-Boone Building (Raleigh)	09/08/83
Marshall-Harris-Richardson House (Raleigh)	03/06/86
Masonic Temple Building (Raleigh)	05/03/84
Old Masonic Temple Building (Raleigh)	09/17/79
Merrimon House (Raleigh)	09/05/75
Montford Hall (Raleigh)	03/08/78
Moore Square Historic District (Raleigh)	08/03/85
Mordecai House (Raleigh)	06/01/70
N.C. State Fair Commercial and Education Buildings (Raleigh)	06/05/87
Norburn Terrace (Raleigh)	02/01/80
North Carolina Executive Mansion (Raleigh)	02/26/70
North Carolina School for the Blind and Deaf Dormitory (Raleigh)	08/11/76
North Carolina State Capitol (NHL) (Raleigh)	02/26/70
Oakwood Historic District (Raleigh)	06/25/74
Oakwood Historic District, Oakwood North Amendment (Raleigh)	01/09/89

<u>Name</u>	<u>Listed</u>
Oakwood Historic District, Linden Avenue Amendment (Raleigh)	10/21/87
Oakwood Historic District, Oakwood South Amendment (Raleigh)	10/21/87
Peace College Main Building (Raleigh)	06/19/73
Pilot Mill (Raleigh)	06/05/89
Leonidas L. Polk (Raleigh)	04/13/77
Professional Building (Raleigh)	09/08/83
Pullen Park Carousel (Raleigh)	09/08/76
Raleigh Water Tower (AIA Tower) (Raleigh)	12/16/71
Sir Walter Raleigh Hotel (Raleigh)	08/11/78
Rogers-Bagley-Daniels-Pegues House (Raleigh)	03/21/79
Seaboard Coast Line Railroad Company Office Building (Raleigh)	02/08/71
Spring Hill (Theophilus Hunter House) (Raleigh)	12/29/83
St. Augustine's College Campus (Historic District) (Raleigh)	03/28/80
St. Mary's Chapel (Raleigh)	11/20/70
St. Mary's College (Historic District) (Raleigh)	12/19/78
St. Paul A.M.E. Church (Raleigh)	11/05/87
State Bank of North Carolina (Raleigh)	06/01/70
Tucker Carriage House (Raleigh)	02/13/75
White-Holman House (Raleigh)	04/16/71
Leonidas R. Wyatt House (Raleigh)	07/05/90



**STUDY LIST ENTRIES IN RALEIGH**  
**(through April 8, 1992)**

<u>Name</u>	<u>Added to Study List</u>
E. B. Bain Water Works (Raleigh)	10/10/91
Blount Street Historic District (Raleigh)	09/08/77
Boylan Apartments (Raleigh)	10/10/91
Budleigh Service Station (Raleigh)	10/10/91
Cameron Court Apartments (Raleigh)	10/10/91
Cameron Park Apartments (Raleigh)	10/10/91
Caraleigh Mill Village (Raleigh)	10/10/91
Catholic Orphanage Dormitory and Holy Name Church (Raleigh)	07/14/77
Chavis Heights (Raleigh)	10/10/91
City Cemetery (Raleigh)	04/06/75
College Park Historic District (Raleigh)	07/13/89
Commerce Building (Raleigh)	10/10/91
William H. Deitrick House (Raleigh)	10/10/91
Durham Insurance Building (Raleigh)	10/10/91
Fincastle Apartments (Raleigh)	10/10/91
Firestone Tire & Rubber Company Building (Raleigh)	10/10/91
Five Points Neighborhoods Historic Districts (Raleigh)	10/10/91
Five Points Neighborhoods Historic District (Raleigh)	10/10/91
Gibbons ESSO Service Station (Raleigh)	10/10/91
G. F. Goodrich Rubber Company (Raleigh)	10/10/91
Grosvenor Garden Apartments (Raleigh)	10/10/91
Gulf Refining Co. Bulk Plant (Raleigh)	10/10/91
Halifax Court (Raleigh)	10/10/91
Hubert Benbury Haywood House (Raleigh)	07/11/91
Hillyer Memorial Christian Church (Raleigh)	10/10/91
Hungry Neck-Idlewild Historic District (Raleigh)	07/13/89
Andrew Johnson Birthplace (Raleigh)	09/19/69
Mary Elizabeth Hospital (Raleigh)	10/10/91
Method Historic District (Raleigh)	07/13/89
Mordecai Historic District (Raleigh)	10/10/91
Governor Morehead School District (Raleigh)	01/31/85
Harry Moser House (Raleigh)	10/10/91
Nazareth Historic District (Raleigh)	07/13/89
Negro School for Blind and Deaf (Former YMCA) (Raleigh)	07/14/77
Norfolk and Southern Freight Depot and Cotton Platform (Raleigh)	10/10/91
North Carolina Agricultural Experiment Station (Raleigh)	10/10/91
North Carolina State Fairground Keeper's House (Raleigh)	10/10/91
Oberlin Historic District (Raleigh)	07/13/89
Old Fourth Ward Historic District (Raleigh)	07/13/89
Fred A. Olds School (Raleigh)	10/10/91
V. Otis Parker House (Raleigh)	10/10/91
Pitysmont (Raleigh)	10/10/91
Raleigh Cotton Mill (Raleigh)	05/06/75
Raleigh National Cemetery (Federal Nom.) NEVER LISTED (Raleigh)	
Raleigh Building (Raleigh)	10/10/91
Raleigh Water Works (Raleigh)	10/10/91
Raleigh Nehi Bottling Works (Raleigh)	10/10/91
Raleigh Hosiery Company (Raleigh)	10/10/91
Raleigh Bonded Warehouse (Raleigh)	10/10/91

Raleigh Apartments (Raleigh)	10/10/91
Sion Roberts House (Raleigh)	07/11/91
Seaboard Railway Station (Raleigh)	10/10/91
Simpson Apartments (Raleigh)	10/10/91
St. Mary's Apartments (Raleigh)	10/10/91
Tatton Hall (Raleigh)	07/14/77
John W. Thompson House (Raleigh)	10/10/91
U. S. Rubber Company (Raleigh)	10/10/91
Wake County Home (Raleigh)	10/10/91
Washington Elementary School (Raleigh)	10/10/91
West Jones Street Railroad District (Raleigh)	10/10/91
Wilmont Apartments (Raleigh)	10/10/91

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## ALPHABETICAL LISTING

Alexander Road (1700 bl)	Bloomsbury
Alexander Road (2000 - 2200 bl)	Vanguard Park
Amtrak Railway Station	320 W. Cabarrus Street
Anderson Drive (2700-2900 bl)	Anderson Heights/Fallon Park
Arlington Street	Hayes Barton Terrace
Ashby, George M. House	124 St. Mary's Street
Ashe Avenue	Cox-Morgan-Ashe Avenues
Askew-Taylor Paints	110 Glenwood Avenue
Avon Drive	Vanguard Park
W. Aycock Street	Roanoke Park
B. F. Goodrich Rubber Company	311-313 W. Martin Street
Bagwell Avenue	Fairmont
Baker, William P. House	3201 Clark Avenue
Ball, J. G. Co. warehouse	320 W. Davie Street
Banbury Road	Budleigh
Barbee, J. M. School	1116 N. Blount Street
Bartmettler Street	Forest Hills
Bedford Avenue (2700, 2800 bl)	Fairmont
Bedford Avenue (3200 bl)	Wilmington
Beechridge Road 2421, 2501	Anderson Heights/Fallon Park
Benjamin Street	Oakdale
Berkshire Street	Budleigh
Bickett Boulevard	Roanoke Park
Blake Street	Old Downtown
N. Bloodworth Street	Oakdale
N. Blount Street	Mordecai
Blue Star Grocery Store	416 W. South Street
Blue Tower Restaurant	605 Hillsborough Street
Bluff Street	Caraleigh
Booker, W. Frank House	2604 Hillsborough Street
Boomhour, J. Gregory House	3402 Hillsborough Street
Boylan Apartments	753 Hillsborough Street
N. Boylan Avenue	Old Northwest Quadrant
S. Boylan Avenue	Cox-Morgan-Ashe Avenues
Boylan's Inc.	200 S. West Street
Breeze Road	Bloomsbury
Brogden Produce Co.	409 W. Martin Street
Brooks Avenue (100-500 bl)	Fairmont
Brooks Avenue (600-1100 bl)	Forest Hills
Broom & Mattress Shop	220 N. Dawson Street
Brown, Buckner B. House	620 N. Boylan Avenue
Bunn, Julian W. House	908 Williamson Drive
Burt Drive	College View
Burton Street	Roanoke Park
Byrd Street	Bloomsbury
Byrum Lumber Company outbuildings	730 W. Hargett Street

E. Cabarrus Street	Old Downtown
W. Cabarrus Street	Old Downtown
Cambridge Road	Budleigh
Cameron Court Apartments	783 Hillsborough Street
Cameron Park Apartments	1215 Hillsborough Street
Cameron Street, 1900	Cameron Village Shopping Center
Cameron Village Shopping Center	1900 Cameron Street
Cannon, D. Franklin, Jr. House	2201 White Oak Road
Canterbury Road (900 block)	Forest Hills
Canterbury Road (1600, 1700 blocks)	Budleigh
Capital Boulevard	Georgetown
Capital City Telephone Company	121 W. Morgan Street
Caraleigh Baptist Church	1400 Green Street
Carlton Avenue	College View
Carolina Country Club	2500 Glenwood Avenue
Carolina Power & Light Car Barn	116 N. West Street
Carolina Power & Light Generating Plt.	513 - 515 W. Jones St.
Carolina Storage & Distributing Co.	324 W. Lane Street
Carolina Washboard Co.	737 W. Hargett Street
Carr Street	Hayes Barton
Carroll Drive	Vanguard Park
Carson Street	Georgetown
Castleberry, Baxter S. Filing Station	227 South Person Street
Caswell Office Building	200 W. Jones Street
Caswell Street	Hayes Barton
Catalano, Eduardo House	1467 Ridge Road
Center Road	Georgetown
Chamberlain Street	Fairmont
Char-Grill	618 Hillsborough Street
Chavis Heights	700 S. Haywood Street
Cherokee Drive	Roanoke Park
Chester Road	Budleigh
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Claremont Road	Anderson Heights/Fallon Park
Clarendon Crescent	Longview Gardens
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Clark Avenue (3200-3500 bl)	Wilmington
Clement's Service Station	530 S. Salisbury Street
Coleman Street	Watson Park
College Grill	2420 Hillsborough Street
College View Tourist Inn	2306 Hillsborough Street
Collegeview Avenue	College View
Collins, Orren J. House	407 N. Boylan Avenue
Collins, Sylvester A. House	411 N. Boylan Avenue
Colonial Road	Hayes Barton Terrace
Combs, Joseph J. House	1101 Harvey Street

Commerce Building	19 W. Hargett Street
Commerce Place	Old Downtown
Commercial block	501 - 517 Hillsborough Street
Cooleemee Drive	Anderson Heights/Fallon Park
Cooper Apartments	17 Glenwood Avenue
Cotton Classing Building	225 N. McDowell Street
Country Club Drive	Bloomsbury
Courtland Drive	Mordecai
Cowper Drive (800-1200 bl)	Hayes Barton
Cowper Drive (2100 bl)	Bloomsbury
Cox Avenue	Cox-Morgan-Ashe Avenues
Craig Street (1600 bl)	Hayes Barton
Craig Street (1800, 1900 bl)	Hayes Barton Terrace
Crenshaw, William P. House	1809 Glenn Avenue
Crest Road	College View
Creston Road	Bloomsbury
Cromwell Road	Budleigh
Curfman Street	Fuller Heights
Daisy Street	Wilmington
Daladams Street	Fuller Heights
Daniels, Jonathan W. House	1540 Caswell Street
Darden, J. M. & Co., Inc.	126 Glenwood Avenue
Dare Street	Roanoke Park
W. Davie Street	Old Downtown
N. Dawson Street	Old Northwest Quadrant
S. Dawson Street	Old Downtown
Deitrick, William H. House	1900 McDonald Lane
Derby, William M. House	621 Brooks Avenue
Dexter Place	Cox-Morgan-Ashe Avenues
Diehl Street	Hayes Barton Terrace
Dillon, Grover L. House	1918 St. Mary's Street
Dixie Trail (0-200 bl even Nos)	Fairmont
Dixie Trail (300-700 bl odd Nos)	Forest Hills
Dixie Trail (0-700 bl odd Nos)	Wilmington
Doughton Street	Roanoke Park
Dr. Pepper Bottling Plant	416 S. Dawson Street
Duffy Place	Fuller Heights
Duncan Street	Roanoke Park
Durham Insurance Building	334-336 Fayetteville St.
Economy Cleaners	407 W. Peace Street
Edenton Street	Old Northwest Quadrant
Edwards & Broughton Printers	107 W. Hargett Street
Ellington, D. Donald, Jr. House	307 Furches Street
Ellington, Delma D. House	900 W. Morgan Street
Ellington, W. Jefferson House	864 W. Morgan Street
Emanuel, Judah L. House	2200 Beechridge Road
Enterprise Street	Fairmont
Eton Road	Budleigh
Everett Avenue	Fairmont
Exeter Circle	Budleigh

Fadum, Nancy House	3056 Granville Drive
Faircloth Street	Wilmington
Fairview Road (1500-1800 bl)	Roanoke Park
Fairview Road (2000-2400 bl odd nos)	Hayes Barton
Fairview Road (2000-2400 bl even nos)	Bloomsbury
Fairview Road (2500 block odd numbers)	Hayes Barton Terrace
Fairview Road (2600, 2700 blocks)	Budleigh
Fallon Oaks Court	Vanguard Park
Farmer, Rev. James S. House	202 Ashe Avenue
Fayetteville Street (100-300 bl)	Old Downtown
Fayetteville Street (1400-1800 bl even nos)	Caraleigh
Ferndell Lane	Fairmont
Fincastle Apartments	3109 Hillsborough Street
Firestone Tire and Rubber Company	201 W. Martin Street
First Federal Building	300 S. Salisbury Street
Flat Iron Building	1801 Glenwood Avenue
Fleming, Jacob H. House	700 W. Jones Street
Flint Place	Cox-Morgan-Ashe Avenues
Foreman's House	851 Tryon Street
Fouraker, Raymond S. House	601 Brooks Avenue
Frank Street	Oakdale
Fuller Street	Fuller Heights
Fulton, Bentley B. House	2730 Van Dyke Avenue
Furches Street	Wilmington
Gardner Street (100 block)	Fairmont
Gardner Street (500 block)	Forest Hills
Garrison, Robert H. House	914 Vance Street
Gaston Street	Old Northwest Quadrant
Georgetown Road	Georgetown
Gibbon's Esso Service Station	623 Hillsborough Street
Gibson, Milton R. House	1116 Cowper Drive
Gibson, William H. Building	327 W. Morgan Street
Gilbert Street	Caraleigh
Gilford Apartments	610 Willard Place
Glascock Street	Oakdale
Glenn Avenue	Hayes Barton
Glenwood Avenue (0-10 block)	Cox-Morgan-Ashe Avenues
Glenwood Avenue (0 - 600 bl)	Old Northwest Quadrant
Glenwood Avenue (1500 - 1600 bl even numbers)	Roanoke Park
Glenwood Avenue (1500 - 1600 bl odd numbers)	Hayes Barton
Glenwood Avenue (1800 - 2100 bl)	Bloomsbury
Godwin, Clarence I. House	803 Holt Drive
Gorman Street	College View
Governor J. Melville Broughton House	929 Holt Drive
Grady, Charles Grocers	801 W. Morgan Street
Granville Drive, 3056	Fadum House
Granville Drive, 3060	Kamphoefner House
Green, Robert L. House	712 W. North Street
Green Street	Caraleigh
Greenleaf Street	College View

Greenwood Drive  
Grissom Street  
Grosvenor Gardens Apartments  
Gulf Refining Bulk Plant  
warehouse

Hales Road  
Halifax Court  
Hall Place  
Hanover Street  
Harding Street  
Hardison, Joseph H. House  
E. Hargett Street  
W. Hargett Street (0-100 bl)  
W. Hargett Street (700, 800 bl)  
N. Harrington Street  
S. Harrington Street  
Harris, Harwell H. House  
Hart Apartments  
Harvey Street (500 - 700 bl)  
Harvey Street (900 - 1100 bl)  
Hayes Barton Baptist Church  
Hayes Barton United Methodist Church  
Hayes, Samuel J. House  
Haywood Building  
S. Haywood Street, 700  
Hazelwood Drive

Henderson Street  
Hicks, Henry T. House  
Hillsboro Manor Boarding House  
Hillsborough Street  
(200 - 700 bl even numbers)  
Hillsborough Street  
(200 - 500 bl odd numbers)  
Hillsborough Street  
(600 - 1200 bl odd numbers)  
Hillsborough Street  
(2300 - 2600 bl even numbers)  
Hillsborough Street  
(3000 - 3900 bl odd numbers)  
Hillsborough Street  
(3000 - 3900 bl even numbers)  
Hillyer Memorial Christian Church  
Hilton Street  
Holden Street  
Holt Drive  
Hoover Buick  
Hope Street  
Horne Street  
Howell, H. Clarence House  
Howell, Wiley A.  
Hudson Street

Roanoke Park  
Fuller Heights  
1101 Hillsborough Street  
1930 Wake Forest Road

Bloomsbury  
Halifax Court Apartments  
Wilmington  
Roanoke Park  
Oakdale  
915 Holt Drive  
Old Downtown  
Old Downtown  
Cox-Morgan-Ashe Avenues  
Old Northwest Quadrant  
Old Downtown  
122 - 124 Cox Avenue  
11 - 13 Glenwood Avenue  
Roanoke Park  
Hayes Barton  
1800 Glenwood Avenue  
2209 Fairview Road  
208 Bickett Boulevard  
205 Fayetteville Street  
Chavis Heights  
Anderson Heights/Fallon  
Park  
College Crest  
327 Hillsborough Street  
1115 Hillsborough Street  
Old Northwest Quadrant  
  
Old Downtown  
  
Cox-Morgan-Ashe Avenues  
  
Fairmont  
  
College Crest  
  
Wilmington  
  
710 Hillsborough Street  
Georgetown  
Oakdale  
Hayes Barton  
118 W. Hargett Street  
Fairmont  
Fairmont  
908 Vance Street  
303 Park Avenue  
Vanguard Park



Iredell Drive  
Irene Apartments  
Iseley, George A. House

Jarvis Street (1400 bl)  
Jarvis Street (1500 - 1700 bl)  
Johnson and Johnson Co. warehouse  
Johnson, Clarence A. House  
W. Johnson Street  
W. Jones Street  
Jordan, Walter E. House  
Jordan, Walter E. House  
Joslyn Apartments  
Joyner's Texaco Filling Station

Kamphoefner, Henry House  
Kelford Street  
Kennedy, Levi P. House  
Kilgore Avenue  
Kimbrough Street  
King Charles Road  
Kittrell Drive

Lake Boone Trail, 310  
Lake Wheeler Road  
W. Lane Street  
Lawrence, Benjamin House  
Lawyers Building  
E. Lenoir Street (800 bl)  
W. Lenoir Street (100 bl)  
Lewis Circle  
Lincoln Theatre  
Little, Mary House  
Lochmore Drive

Logan Court  
London Drive  
Lord Ashley Road  
Lord Berkely Road

MacCarthy, D. Edward House  
Maiden Lane  
Marcom Street  
W. Martin Street  
Mary Elizabeth Hospital  
Matsumoto, George House  
Maupin, Alfred M. House  
Mayview Drive  
Maywood Avenue  
McCarthy Street  
McCrorry's Store  
McDonald Lane  
N. McDowell Street  
S. McDowell Street  
McGinnis- Bagwell House

Hayes Barton  
7 - 9 Glenwood Avenue  
1601 St. Mary's Street

Hayes Barton Terrace  
Hayes Barton  
306 S. West Street  
109 N. Boylan Avenue  
Old Northwest Quadrant  
Old Northwest Quadrant  
902 Brooks Avenue  
2600 Mayview Drive  
705 W. Morgan Street  
431 S. McDowell Street

3060 Granville Drive  
College View  
115 N. Boylan Avenue  
Fairmont  
Georgetown  
Longview Gardens  
Anderson Heights/Fallon  
Park

Small House  
Fuller Heights  
Old Northwest Quadrant  
1021 Cowper Drive  
320 S. Salisbury Street  
Watson Park  
Old Downtown  
Budleigh  
126 E. Cabarrus Street  
602 W. Morgan Street  
Anderson Heights/Fallon  
Park  
Fairmont  
Budleigh  
Longview Gardens  
Longview Gardens

2400 Fairview Road  
Fairmont  
College View  
Old Downtown  
1100 Wake Forest Road  
821 Runnymede Road  
3512 Clark Avenue  
Forest Hills  
Caraleigh  
Vanguard Park  
230 Fayetteville Street  
Hayes Barton Terrace  
Old Northwest Quadrant  
Old Downtown  
931 Vance Street

Melrose Knitting Mill Company  
Merriman Avenue  
Methodist Home for Children  
buildings (2)  
Middleton Rooming House  
Mitchell, Joseph H. House  
Montgomery Street  
Montrose Street  
Mordecai Drive  
W. Morgan Street (100, 300, 500 bl)  
W. Morgan Street (700 - 900 bl)  
Moring Street  
Morrison Avenue  
Moser, Harry W. House  
Myrtle Avenue

N.C. Agricultural Experiment Station  
N.C. Equipment Company  
N.C. School Book Depository, Inc.  
N.C. State Fairground Keeper's House  
NSRR Cotton Platform  
NSRR Freight & Passenger Depot  
Nash Drive  
Neil Street  
New Bern Avenue  
Nicholson, George and Sarah House  
W. North Street

Oberlin Road  
Olds, Fred A. Elementary School  
Old Wake Forest Road  
Overbrook Drive

Oxford Hills Drive  
Oxford Road

Pace Street  
Pantops Street  
Park Avenue  
Parker, Linus M. House  
Parker, V. Otis House  
Pashal, George W., Jr. House  
W. Peace Street  
W. Peace Street, 1020  
Penny, Willard S. House  
Perry Street  
Pershing Road  
S. Person Street  
Phillips Apartments  
Phillips Apartments  
Pine Drive  
Pine State Creamery Company  
Pineview Street  
Pitysmont  
Pogue Street

301 W. North Street  
Wilmington  
Fletcher Park

201 Hillsborough Street  
710 W. North Street  
Wilmington  
Caraleigh  
Mordecai  
Old Downtown  
Cox-Morgan-Ashe Avenues  
Caraleigh  
Roanoke Park  
509 Dixie Trail  
Bloomsbury

2714 Vanderbilt Avenue  
3101 Hillsborough Street  
811 W. Hargett Street  
2501 Everett Street  
327 W. Davie Street  
518 W. Jones Street  
Roanoke Park  
College Crest  
Longview Gardens  
210 Faircloth Street  
Old Northwest Quadrant

Hayes Barton Terrace  
204 Dixie Trail  
Mordecai  
Anderson Heights/Fallon  
Park  
Vanguard Park  
Vanguard Park

Oakdale  
Caraleigh  
Cox-Morgan-Ashe Avenues  
820 Cowper Drive  
809 Rosemont Avenue  
3334 Alamance Road  
Old Northwest Quadrant  
Raleigh Apartments  
113 N. Boylan Avenue  
Roanoke Park  
Georgetown  
Old Downtown  
102 Logan Court  
700 - 704 W. Morgan Street  
Vanguard Park  
426 Glenwood Avenue  
Hayes Barton Terrace  
2822 Van Dyke Avenue  
Fairmont

Poindexter, Dabney T. House  
Poland, George House  
Pollock Place  
Poplar Street  
Potomac Park  
Price, William S. House  
Progressive Lithographic Company  
Prospect Avenue

Quarry Street

Raleigh Apartments  
Raleigh Bonded Warehouse, Inc.  
Raleigh Building  
Raleigh Electric Company  
Raleigh Hosiery Company  
Raleigh Nehi Bottling Company  
Raleigh Oil Mill & Fertilizer Co.  
Raleigh Water Works Co.  
Reaves Drive  
Reaves Street  
Reid Street  
Ridge Road, 1467  
Ridley Street  
Roast Grill  
Rosedale Avenue  
Rosemary Street  
Rosemont Avenue  
Rothstein, Philip House  
Royster Street

Ruffin Street  
Ruffin, Thomas W. House  
Runnymede Road, 821  
Russos, Gus Cleaners

St. Mary's Apartments  
St. Mary's Street (0 - 400 bl)  
St. Mary's Street (1500 - 2000 bl)  
St. Mary's Street (2100, 2200 bl)  
St. Saviour's Episcopal Church  
St. Saviour's Rectory  
S. Salisbury Street  
Sasser Street  
S. Saunders Street (1200 bl)  
S. Saunders Street (1400 - 1600  
bl even numbers)

Saunders Street Pharmacy & other shops  
Avenue  
Scales Street  
Semart Drive  
Seventh Day Adventist Church  
Shepherd Street  
Shore, Clarence A. House  
Shore, Clarence A. Laboratory  
of Hygiene  
Simpson Apartments

119 N. Boylan Avenue  
3120 Arrow Drive  
Wilmington  
Mordecai  
Hayes Barton  
2311 Byrd Street  
324 Commerce Place  
Caraleigh

Watson Park

1020 W. Peace Street  
1505 Capital Boulevard  
5 W. Hargett Street  
120 W. Lenoir Street  
801 W. Hargett Street  
3210 Hillsborough Street  
406 - 412 W. Davie Street  
1810 Fayetteville Street  
Vanguard Park  
Georgetown  
Hayes Barton  
Catalano House  
Georgetown  
7 S. West Street  
Forest Hills  
College Crest  
Forest Hills  
912 Williamson Drive  
Anderson Heights/Fallon  
Park  
Wilmington  
1001 Harvey Street  
Matsumoto House  
122 W. Martin Street

8 St. Mary's Street  
Old Northwest Quadrant  
Hayes Barton  
Bloomsbury  
616 Tucker Street  
618 Tucker Street  
Old Downtown  
Oakdale  
Fuller Heights  
Caraleigh

309 - 315 Glenwood  
Roanoke Park  
Old Northwest Quadrant  
208 St. Mary's Street  
Wilmington  
404 W. Whitaker Mill Road  
214 W. Jones Street  
2402 Clark Avenue

Small, G. Milton and Associates Office	105 Brooks Avenue
Small, G. Milton House	310 Lake Boone Trail
W. South Street	Old Downtown
Southern States Roofing Company	303 N. West Street
Stafford Avenue	Fairmont
Stanhope Street	College Crest
State Department of Revenue warehouse	225 W. Lane Street
State Street	Watson Park
State Textbook Commission warehouse	215 W. Lane Street
Staudt's Bakery	1201 Hillsborough Street
Stone Street	Hayes Barton
Stovall Drive	College View
Strickland's Service Station	501 W. Peace Street
Strother-McRary House	404 S. Dawson Street
Summit Avenue	Caraleigh
Sunrise Avenue (even numbers)	Georgetown
Sunrise Avenue (odd numbers)	Roanoke Park
Sunset Drive (1900 bl even numbers)	Vanguard Park
Sunset Drive (1900 bl odd numbers)	Bloomsbury
Sycamore Street	Mordecai
Tatton Hall	1625 Oberlin Road
Taylor, John T. House	2301 White Oak Road
Taylor Street	College Crest
Temple Beth Or	610 Hillsborough Street
Thompson, Elizabeth House	1001 Cowper Drive
Thompson, John W. House	1117 Hillsborough Street
Thompson Street	Caraleigh
Townsend Apartments	128 N. Harrington Street
Tryon Street	Cox-Morgan-Ashe Avenues
Tubercular Sanatorium	513 E. Whitaker Mill Road
Tucker Street	Old Northwest Quadrant
Turner, Mamie C. House	110 Brooks Avenue
Turner Street	College Crest
U.S. Rubber Company	307 - 309 W. Martin Street
Underwood, Myrtle Elementary School	1614 Glenwood Avenue
Union Seed & Fertilizer Company	310 - 314 S. Harrington Street
Vance Street	Hayes Barton
Vanderbilt Avenue	Fairmont
Van Dyke Avenue	Forest Hills
Varsity Drive	College View
Vaughan, Lillian L. House	11 Enterprise Street
Wake County Department of Social Services Building	201 W. Davie Street
Wake County Home	401 E. Whitaker Mill Road
Wake Forest Road (800 - 1500 blocks)	Oakdale
Wake Forest Road, 1930	Georgetown
Walker Street	Caraleigh

Warner Memorials, Inc.	3911 Hillsborough Street
Watauga Street	Oakdale
Waugh, Edward W. House	3211 Churchill Road
Westminster Presbyterian Church	301 E. Whitaker Mill Road
West Morgan Service Station	501 W. Morgan Street
N. West Street	Old Northwest Quadrant
S. West Street	Old Downtown
E. Whitaker Mill Road (100 - 300 bl odd numbers)	Vanguard Park
E. Whitaker Mill Road (100 - 700 bl)	Georgetown
W. Whitaker Mill Road (100 - 500 bl odd numbers)	Roanoke Park
W. Whitaker Mill Road (100 - 300 bl even numbers)	Vanguard Park
W. Whitaker Mill Road, 404	Bloomsbury
White Dairy Products Co.	861 W. Morgan Street
White, Howard House	1525 Carr Street
White Memorial Presbyterian Church	1704 Oberlin Road
White Oak Road (1800 bl even, 1800 - 2300 bl odd)	Bloomsbury
Wiggs Grocery Company	201 N. Harrington Street
Willard Place	Old Northwest Quadrant
Williams, Alfred Jr., House	901 Holt Drive
Williams, H. Page House	1015 Brooks Avenue
Williams, Truman G. House	910 Harvey Street
Williamson Drive (800, 900 bl)	Hayes Barton
Williamson Drive, 912	Rothstein House
Williamson Drive (1200, 1300 bl)	Hayes Barton Terrace
Wills Avenue	Roanoke Park
S. Wilmington Street	Old Downtown
Wilmington Apartments	3200 Hillsborough Street
Wilmington Service Station	3120 Hillsborough Street
Wilshire Avenue	Hayes Barton Terrace
Winston, Hubert W. House	302 Park Avenue
Womble, John M. House	122 St. Mary's Street
Woodell, Grover B. House	211 N. Harrington Street
Woodland Avenue	Bloomsbury
York, C. V. House	1002 Cowper Drive

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OLD DOWNTOWN

Blake Street	325 - 333
E. Cabarrus Street	125 - 127, 126 - 128
W. Cabarrus Street	316
Commerce Place	324
W. Davie Street	201, 320, 327, 328 - 330, 406 - 412
S. Dawson Street	404, 416 - 418, 417, 426 - 430
S. Fayetteville Street	112 - 114, 205, 222 - 230, 334 - 336
E. Hargett Street	306
W. Hargett Street	5, 19, 107, 118
S. Harrington Street	310 - 324
Hillsborough Street	201, 327, 401 - 415, 501 - 517
W. Lenoir Street	120
S. McDowell Street	418, 426 - 430
W. Martin Street	122, 201, 215 - 227, 303 - 313, 321 - 329, 409
W. Morgan Street	121, 327, 501
S. Person Street	227, 309, 311, 325
S. Salisbury Street	122 - 132, 300, 320, 432 - 436, 530
W. South Street	416
S. West Street	7, 10, 200, 302 - 310, 306
S. Wilmington Street	511

COX - MORGAN - ASHE AVENUES

Ashe Avenue	7 - 123, 116 - 122, 201 - 205, 202 - 208
S. Boylan Avenue	117 - 131, 118, 120
Cox Avenue	122 - 130, 203 - 213, 212 - 220
Dexter Pl.	216, 217, 219
Flint Pl.	1307, 1304, 1306
Glenwood Avenue	8
W. Hargett Avenue	716, 720, 730, 733 - 737, 801, 803, 811, 804 - 810
Hillsborough Street	605, 621, 623, 817, 1101, 1115, 1117, 1201, 1215
W. Morgan Street	705, 709, 700 - 704, 715 - 727, 801 - 811, 804, 840 - 864, 900 - 920
Park Avenue	103 - 119, 201 - 215, 222, 302, 303
Tryon Street	851 - 854

OLD NORTHWEST QUADRANT

N. Boylan Avenue	12, 109 - 122, 209 - 220, 303, 407, 411, 618, 620
N. Dawson Street	220
Edenton Street	409
Gaston Street	611, 613
Glenwood Avenue	7 - 17, 110 - 126, 221, 225, 309 - 315, 320, 322, 426, 603 - 609, 610, 620
Harrington Street	128, 201 - 211
Hillsborough Street	224 - 226, 530, 610, 618, 718
W. Johnson Street	610 - 616
W. Jones Street	200, 214, 513 - 515, 518, 617 - 628, 700 - 714
W. Lane Street	215, 225, 324, 612 - 620, 621, 623, 705 - 720
N. McDowell Street	225
W. North Street	301, 521, 605 - 613, 707 - 711, 710, 712
W. Peace Street	407, 501
Saint Mary's Street	8, 116 - 124, 208, 212, 222, 408 - 422
Semart Drive	707
Tucker Street	616, 618
N. West Street	116, 210, 303
Willard Place	605, 610, 615



COLLEGE CREST & WILMONT

Bedford Avenue	3201 - 3205, 3216 - 3220
Clark Avenue	3201, 3207, 3202 - 3208, 3301 - 3311, 3302 - 3318 3401, 3512
Daisy Street	6 - 10
Dixie Trail	7 - 27, 103, 201 - 207, 407 - 415, 509, 605
Faircloth Street	110 - 122, 210
Furches Street	13 - 15, 19, 200 - 228, 300 - 318, 323, 411, 413
Hall Place	3305
Henderson Street	3, 15, 18
Hillsborough Street	3001 - 3027, 3101 - 3120, 3200 - 3210 , 3402 - 3417 1/2, 3911
Merriman Avenue	3205, 2307, 3217 - 3219
Montgomery Street	103 - 123
Neil Street	3504, 3506, 3511
Pollock Place	3310 - 3314
Rosemary Street	2 - 12, 5 - 15
Ruffin Street	3004 - 3010, 3105, 3203, 3211, 3212, 3320, 3322, 3400 - 3406
Shepherd Street	20 - 34, 21 - 31, 102, 107, 110, 201 - 205, 307 - 327
Stanhope Street	3103 - 3151, 3128 - 3136
Taylor Street	210
Turner Street	12 - 18

FOREST HILLS & FAIRMONT

Bagwell Avenue	6 - 36, 27 - 39
Bartmettler Street	2701 - 2719, 2804 - 2830
Bedford Avenue	2705 - 2725, 2804 - 2815, 2816 - 2824
Brooks Avenue	110 - 125, 203 - 212, 301 - 306, 401 - 409, 601 - 621, 713, 902, 906, 911, 1003, 1015, 1100
Canterbury Road	900 - 910, 901, 909
Chamberlain Street	107 - 191, 201 - 205, 206 - 226, 306 - 312, 404 - 414, 407, 409
Clark Avenue	2305, 2402 - 2410, 2405, 2407, 2506 - 2514, 2515, 2601 - 2609, 2610 - 2612, 2701, 2714, 2718
Dixie Trail	4 - 28, 102 - 114, 204, 302, 304, 410 - 416, 508 - 522, 602 - 612, 700, 704
Enterprise Street	10 - 14, 17, 21
Everett Avenue	2403, 2411, 2503 - 2505, 2512, 2702 - 2716, 2703 - 2733, 2802, 2804, 2820, 2902 - 2906
Ferndell Lane	8
Gardner Street	137, 509 - 519

FOREST HILLS & FAIRMONT

Hillsborough Street	2306 - 2312, 2420, 2604
Hope Street	2200 - 2212, 2207, 2209
Horne Street	18, 100 - 188, 300 - 308, 402, 407 - 411
Kilgore Avenue	2704 - 2720, 2705, 2709, 2810 - 2814, 2821, 2823
Logan Court	23 - 25, 102 - 106
Maiden Lane	2 - 18, 3 - 13
Mayview Drive	2503, 2504, 2600, 2700 - 2702, 2701
Pogue Street	210 - 212, 308 - 312
Rosedale Avenue	2700 - 2714
Rosemont Avenue	809, 804 - 814
Stafford Avenue	2405 - 2409, 2501 - 2513, 2502 - 2512
Vanderbilt Avenue	2502 - 2512, 2605 - 2612, 2706 - 2718
Van Dyke Avenue	2501 - 2507, 2601 - 2627, 2700 - 2727, 2730, 2820, 2822

MORDECAI

N. Blount Street	1000, 1002, 1116
Courtland Drive	1206 - 1224, 1217 - 1229, 1308 - 1322, 1301, 1315 - 1331, 1401 - 1419, 1406, 1418, 1505 - 1515
Halifax Court	Halifax Court Apts.
Mordecai Drive	807 - 811, 1101 - 1113, 1104 - 1112, 1201 - 1227, 1210 - 1230, 1302 - 1332, 1307 - 1341, 1403 - 1419, 1406 - 1426
Poplar Street	207 - 211, 301, 308, 309
Sycamore Street	1405, 1406 - 1410
Old Wake Forest Road	206, 208, 1101 - 1115, 1201 - 1225, 1305 - 1325, 1403 - 1425

OAKDALE

Benjamin Street	1006
Bloodworth Street	816, 818
Frank Street	404 - 418, 405 - 419, 500 - 510, 501 - 511, 601, 603
Glascock Street	110, 209 - 231, 216 - 232, 301, 302 - 310
Harding Street	404 - 420, 500 - 510, 501 - 511
Holden Street	503 - 519, 504 - 516, 601, 603, 602 - 616, 704 - 714, 709 - 719
Pace Street	305, 306, 308
Sasser Street	508 - 516, 602, 606, 630, 704 - 716
Wake Forest Road	812 - 832, 1002 - 1006, 1100, 1300 - 1314, 1500
Watauga Street	808, 810, 1106

ROANOKE PARK

W. Aycock Street	101 - 413, 106 - 406, 501 - 707, 504 - 620
Bickett Boulevard	208, 301 - 415, 304 - 412, 1617 - 1811, 1720 - 1810
Burton Street	508, 510
Cherokee Drive	1505 - 1519
Dare Street	1603 - 1709, 1700 - 1708
Doughton Street	1411, 1506
Duncan Street	104 - 302, 107 - 309
Fairview Road	1506 - 1514, 1600 - 1904, 1601 - 1809
Glenwood Avenue	1614, 1550 - 1618
Greenwood Drive	1508 - 1524
Hanover Street	1502, 1524, 1513 - 1525
Harvey Street	500 - 700
Morrison Avenue	301 - 427, 310 - 424
Nash Drive	710 - 732
Perry Street	301 - 405, 302 - 404
Scales Street	1413 - 1711, 1420 - 1718
Sunrise Avenue	1519 - 1629
Sunset Avenue	1800 - 1810, 1803 - 1811
W. Whitaker Mill Road	101 - 503
Wills Avenue	1801 - 1811, 1804, 1806

GEORGETOWN

Capital Boulevard	1505
Carson Street	1511 - 1711, 1528 - 1714
Center Road	1704, 1706, 1707, 1709
Georgetown Road	103 - 127, 106 - 314
Hilton Street	1800
Kimbrough Street	700 - 728, 713, 717
Pershing Road	328 - 408
Reaves Street	1829 - 1849
Ridley Street	1805, 1807
Sunrise Avenue	1512 - 1630
Wake Forest Road	1930
E. Whitaker Mill Road	106 - 310, 401, 513, 705, 721 - 729

VANGUARD PARK

Alexander Road	2004 - 2216, 2009 - 2213
Avon Drive	206 - 320, 207 - 313
Camrose Street	2100 - 2124
Carroll Drive	1907 - 2127, 1908 - 2120
Fallon Oaks Court	2100 - 2124
Hudson Street	101 - 323, 104 - 320
McCarthy Street	1902 - 2012, 1907 - 2013
Oxford Road	2204 - 2324
Oxford Hills Drive	2201 - 2308
Pine Drive	1905 - 2151
Reaves Drive	1907 - 2115, 2008 - 2110
Sunset Drive	1906 - 1926
E. Whitaker Mill Road	101 - 317
W. Whitaker Mill Road	100 - 310
White Oak Road	1908 - 2024



HAYES BARTON

Carr Street	1508 - 1544, 1501 - 1553
Caswell Street	1505 - 1541, 1540
Cowper Drive	802 - 936, 1001 - 1217, 1002 - 1214
Craig Street	1600 - 1612, 1601 - 1621
Fairview Road	2001 - 2025, 2105 - 2417
Glenn Avenue	1806 - 1810, 1809
Glenwood Avenue	1515, 1615 - 1645
Harvey Street	1001 - 1127, 908 - 1134
Holt Drive	803 - 929
Iredell Drive	1500 - 1618, 1517 - 1609
Jarvis Street	1514 - 1612, 1515 - 1525, 1707
Potomac Park	
Reid Street	1913 - 1923, 1916, 1930
Saint Mary's Street	1512 - 2030, 1501 - 2027
Stone Street	1901 - 2011, 1902 - 2010
Vance Street	904 - 1016, 903 - 1027
Williamson Drive	802 - 926, 905 - 917

HAYES BARTON TERRACE

Arlington Street	1700 - 1824, 1801 - 1829
Colonial Road	1701 - 1709
Craig Street	1801 - 1933, 1910 - 1920
Diehl Street	1300 - 1320, 1301 - 1333
Fairview Road	2501 - 2525
Jarvis Street	1402
McDonald Lane	1701 - 1911, 1916 - 2024
Oberlin Road	1324 - 1822, 1323 - 1803
Pineview Street	1502 - 1802, 1501 - 1803
Williamson Drive	1206 - 1322, 1209 - 1323
Wilshire Avenue	1805 - 1841, 1808 - 1840

BLOOMSBURY

Alexander Road	1900 - 1930, 1903 - 1931
Beechridge Road	2200 - 2318, 2201 - 2319
Breeze Road	2100 - 2106, 2103 - 2211
Byrd Street	2201 - 2331, 2202 - 2330
The Circle	2203 - 2255, 2206 - 2280
Country Club Drive	2145, 2147
Cowper Drive	2104 - 2134, 2105 - 2143
Creston Road	2206 - 2224, 2211 - 2227
Fairview Road	2002 - 2410
Glenwood Avenue	1801 - 2113, 1800, 1810 - 2114
Hales Road	2214 - 2330, 2307 - 2351
Myrtle Avenue	2103 - 2111, 2108 - 2114
Saint Mary's Street	2100 - 2218, 2101 - 2217
Sunset Drive	1909 - 1925
W. Whitaker Mill Road	404
White Oak Road	1803 - 2301, 1806 - 1826
Woodland Avenue	2102 - 2126, 2105 - 2129

CARALEIGH

Bluff Street	104 - 108, 225
Fayetteville Street	1408 - 1518, 1810
Gilbert Street	8 - 328, 111 - 219
Green Street	1217 - 1601, 1304 - 1640
Maywood Avenue	101 - 409, 126 - 522
Montrose Street	1506 - 1636, 1501 - 1635
Moring Street	1400 - 1420
Pantops Street	4 - 26, 9 - 23
Prospect Avenue	101 - 210
S. Saunders Street	1400 - 1640
Summit Avenue	19 - 325, 46 - 348
Thompson Street	1600 - 1632, 1601 - 1625
Walker Street	212, 225

MISCELLANEOUS - OVERVIEW AREAS

Anderson Heights/Fallon Park

Anderson Drive	2733, 2813, 2815, 2817, 2822, 2903
Beechridge Road	2421, 2501
Claremont Road	2821, 2913, 2919
Cooleemee Drive	2602, 2705, 2710, 2721
Hazelwood Drive	2614, 2804
Kittrell Drive	2604
Lochmore Drive	2603 - 3713, 2606 - 2712
Overbrook Drive	2707, 2718, 2806
Royster Street	2607, 2611

Budleigh

Banbury Road	1804, 1913
Berkshire Street	104
Cambridge Road	2721, 2724, 2728
Canterbury Drive	1603, 1613, 1618, 1625, 1723, 1724
Chester Road	1810
Cromwell Road	2601, 27609
Eton Road	3006, 2106, 3115, 3131, 3132
Exeter Circle	2810, 2818, 2821, 2824, 2828, 2835, 2840
Fairview Road	2600, 2607, 2625, 2630, 2702, 2706, 2709, 2711

MISCELLANEOUS - OVERVIEW AREAS (Cont)

Lewis Circle	1912, 1914, 2000
London Drive	2600

College View

Burt Drive	3716 - 3718
Carlton Avenue	1919
Collegeview Avenue	1500 - 1500 1/2, 1609, 1620
Crest Road	1412, 1527, 1531, 1607
Gorman Street	1222 - 1224, 1308, 1513
Greenleaf Street	3805
Kelford Street	3807
Marcom Street	3800
Stovall Drive	1407
Varsity Drive	1402

Fuller Heights

Curfman Street	1319, 1336, 1408, 1411, 1432
Daladams Street	1220, 1244
Duffy Place	1234
Fuller Street	1117, 1118, 1142
Grissom Street	312, 1420
Lake Wheeler Road	1303, 1329 - 1331, 1409
S. Saunders Street	1200

MISCELLANEOUS - OVERVIEW AREAS (Cont)

Longview Gardens

Clarendon Crescent	301
King Charles Road	102, 111, 121, 303
Lord Ashley Road	132, 140, 311
Lord Berkley Road	109, 113, 304
New Bern Avenue	2209

Watson Park

Church Street	617 - 619, 739
Coleman Street	608, 641, 800
Lenoir Street	804
Quarry Street	608, 611 - 611a, 730A - 730B
State Street	706, 714, 733, 820, 821

MISCELLANEOUS - INDIVIDUAL SITES

Cameron Village Shopping Center	1900 Cameron Street
Carolina Country Club House	2500 Glenwood Avenue
Chavis Heights	700 South Haywood Street
Methodist Home for Children buildings	Fletcher Park
The Raleigh Apartments	1020 W. Peace Street
Catalano House	1467 Ridge Road
Fadum House	3056 Granville Drive
Kamphoefner House	3060 Granville Drive
Matsumoto House	821 Runnymede Road
Paschal House	3334 Alamance Road

MISCELLANEOUS - OVERVIEW/AREAS (Cont)

Poland House	3129 Arrow Road
Rothstein House	912 Williamson Drive
Small Office	105 Brooks Avenue
Small House	310 Lake Boone Trail
Waugh House	3211 Churchill Road

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