

NATIONAL REGISTER OF HISTORIC PLACES

Depot Historic District Boundary Increase

Raleigh, Wake County, WA7774, Listed 09/18/2017

Nomination by Frances Alexander and Richard Mattson

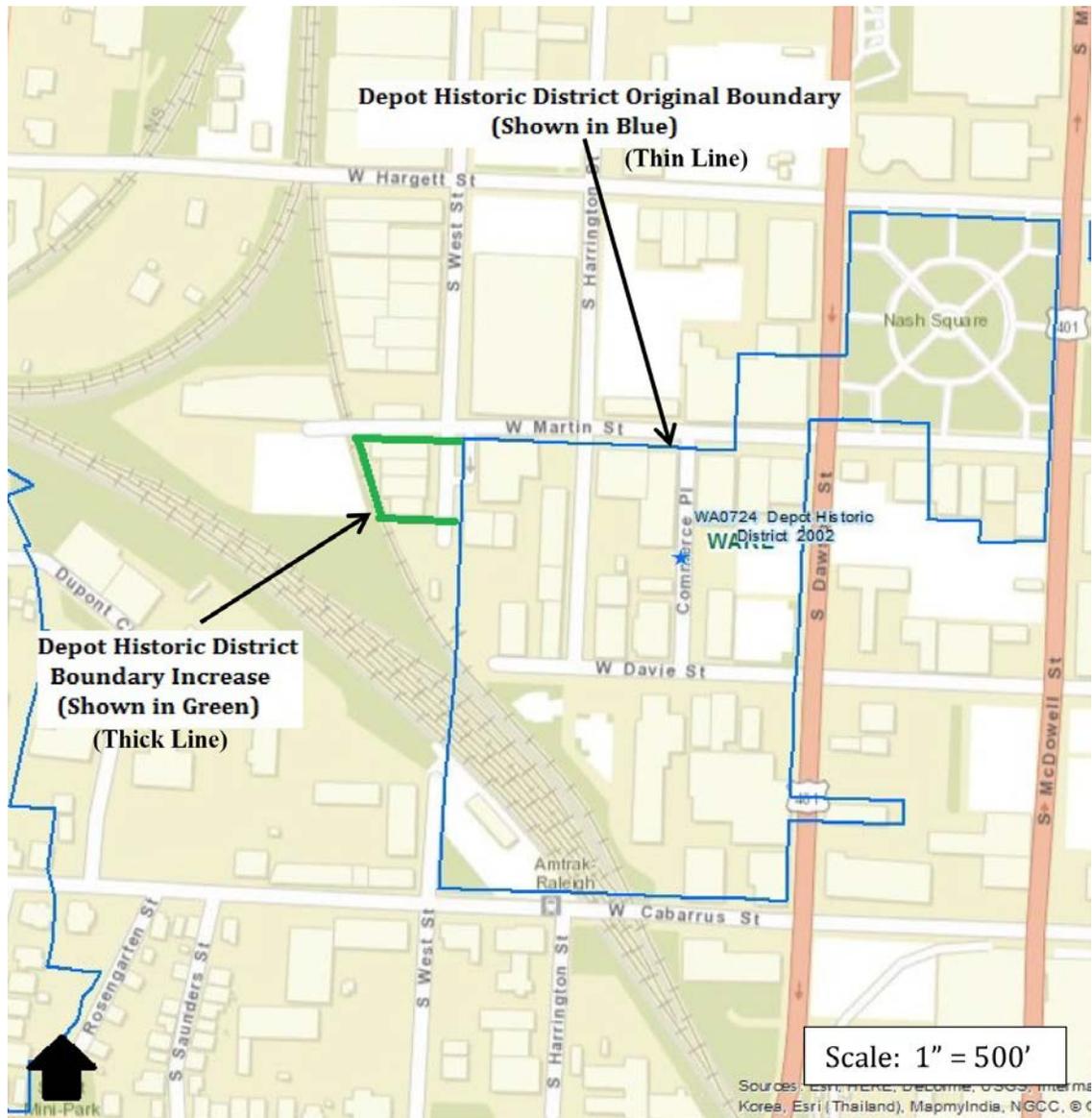
Photographs by Mattson, Alexander and Associates, Inc., November 2016



Southwest view of Boundary Increase



Northwest view of Boundary Increase



Map showing original boundary and boundary increase

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic name: Depot Historic District Boundary Increase

Other names/site number: Warehouse District, Westside Area

Name of related multiple property listing:
N/A

(Enter "N/A" if property is not part of a multiple property listing)

2. Location

Street & number: 302-310 South West Street

City or town: Raleigh State: North Carolina County: Wake

Not For Publication: N/A Vicinity: N/A

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

national statewide local

Applicable National Register Criteria:

A B C D

<p>_____ Signature of certifying official/Title: <u>North Carolina Department of Natural and Cultural Resources</u> State or Federal agency/bureau or Tribal Government</p>	<p>_____ Date</p>
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<p>In my opinion, the property <input type="checkbox"/> meets <input type="checkbox"/> does not meet the National Register criteria.</p>	
<p>_____ Signature of commenting official:</p>	<p>_____ Date</p>
<p>_____ Title :</p>	<p>_____ State or Federal agency/bureau or Tribal Government</p>

Depot Historic District Boundary Increase
Name of Property

Wake County, North Carolina
County and State

4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:) _____

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

Category of Property

(Check only **one** box.)

- Building(s)
- District
- Site
- Structure
- Object

Depot Historic District Boundary Increase
Name of Property

Wake County, North Carolina
County and State

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>3</u>	<u>0</u>	buildings
<u>0</u>	<u>0</u>	sites
<u>0</u>	<u>0</u>	structures
<u>0</u>	<u>0</u>	objects
<u>3</u>	<u>0</u>	Total

Number of contributing resources previously listed in the National Register 29

6. Function or Use

Historic Functions

(Enter categories from instructions.)

Commerce/Trade

Current Functions

(Enter categories from instructions.)

Work in Progress

Depot Historic District Boundary Increase
Name of Property

Wake County, North Carolina
County and State

7. Description

Architectural Classification

(Enter categories from instructions.)

Other: vernacular commercial

Materials: (enter categories from instructions.)

Principal exterior materials of the property: brick

Foundation: brick

Roof: asphalt; metal

Walls: brick; wood

Other: concrete

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Narrative Description

Section 7. Narrative Description

The Depot Historic District, which was listed in the National Register in 2002, is located in the southwest quadrant of the original Raleigh (Wake County, North Carolina) town plan of 1792. The historic district encompasses approximately five city blocks of brick commercial and industrial buildings that date from the 1880s to the early 1950s. The period of significance extends from the 1880s to ca. 1952. These buildings comprise the only locally significant collection of rail-related buildings, factories, and warehouses dating to the period when the railroads predominated in freight transportation. By contrast, the other three quadrants of the 1792 plan developed as largely residential zones. Fayetteville Street, the main commercial street of Raleigh, lies two blocks east of the district. The historic district contains thirty-eight total resources, twenty-nine are contributing resources. There are twenty-seven contributing buildings. The district also includes one contributing site, Nash Square, an original feature of the 1792 town plan that was redesigned in 1940 by the Works Progress Administration (WPA). A ca. 1920 Southern Railway crane, associated with

Depot Historic District Boundary Increase

Wake County, North Carolina

Name of Property

County and State

the Southern Railway Freight Depot, is a contributing structure in the district, and there are eight noncontributing resources. Two of the noncontributing properties were constructed after 1952, and thus postdate the period of significance, and the other six buildings no longer have the integrity needed for contributing status.

The Depot Historic District Boundary Increase expands the district to the west to include most of a roughly triangular-shaped city block. This block is generally defined by the former Southern and Seaboard Air Line Railway corridors to the west and south, West Martin Street to the north, and South West Street to the east. This area was part of a boundary expansion proposed during the environmental studies conducted for the Raleigh Station project (North Carolina Department of Transportation, Rail Division, TIP No. P-3803, 2013). The 2013 consensus determination of eligibility for the boundary expansion also encompassed city blocks north of West Martin Street. However, the north side of West Martin Street has been redeveloped since 2013 and no longer has sufficient integrity to be included in this boundary increase.

The boundary increase adds three resources to the historic district. The three buildings are situated on two tax parcels. The northern boundary of the increase is defined by the road right-of-way along West Martin Street, and the western border follows the railroad right-of-way. The southern boundary follows the tax parcel line that separates the southernmost resource (310 South West Street) from a new road leading from South West Street to the new Raleigh Train Station complex. The new access road is similar to the historic configuration shown in a ca. 1960 photograph from the *News and Observer* Collection (Raleigh, North Carolina). In the photograph, a driveway on the south side of the buildings led from South West Street underneath a railroad bridge to the older station. As part of the modern Raleigh Station, West Martin Street is also being widened, to the north, for ease of access (*News and Observer* Collection, State Archives of North Carolina).

Swift and Company Warehouse, 302 South West Street, ca. 1914, ca. 1950 additions and alterations, Contributing Building

Constructed ca. 1914, this one-story, common-bond brick warehouse has rectangular massing and a three-bay façade. The flat parapet is lined with terra cotta coping. Added ca. 1950, the flat-roofed, full-width, raised porch has a brick foundation. The porch is supported by metal poles and has a simple, metal balustrade and a concrete deck with a brick planter box on the north side. Above the porch roof is a metal sign plate. Centrally placed, metal steps lead up to the porch and a central freight entrance with double-leaf, metal doors. In the north bay is a modern, metal pedestrian door. A steel-sash factory window with twenty lights is found on the facade. On the side (north) elevation are infilled, segmental-arched and flat-arched window openings. Separated from its neighbor to the south by only a few feet, the side (south) elevation also has infilled window bays. The rear (west) elevation has one large, loading bay with a modern overhead door on the north side and a single-leaf pedestrian door on the south side. The interior was inaccessible.

A 1947 photograph from the State Archives of North Carolina shows the façade with a central, stepped parapet and a shed-roofed porch, supported by wooden piers, covering a wooden deck. A glazed and paneled door was shown in the north bay with a center loading bay flanked by two windows, suggesting that the façade openings and parapet were reworked during the ca. 1950 remodeling (N.53.15.306, From the Albert Barden Collection, State Archives, Raleigh, North Carolina).

Depot Historic District Boundary Increase

Wake County, North Carolina

Name of Property

County and State

Swift and Company Warehouse No. 2, 304 South West Street, ca. 1914, Contributing Building¹

Detached from its neighbor at 302 South West Street, this running-bond brick warehouse was also occupied by Swift and Company for much of its history. Built ca. 1914, the two-story warehouse has rectangular massing, a front-gable roof hidden behind a tall, stepped parapet with concrete coping, decorative corbelling at the corners, and an inset name plate in the top step of the parapet. The façade has segmental-arched window openings of varying sizes with fixed-light replacements. In the center of the parapet is a segmental-arched vent. The large loading bay in the south bay is shown in a 1947 photograph from the State Archives of North Carolina, but its overhead door is modern. A segmental-arched loading bay in the north bay is original, but a fixed-light window has now replaced the original double-leaf, five-panel doors. The center bay contains one segmental-arched, fixed-light window. The 1947 photographs show a low, wooden deck extending across the two north bays and simple, wooden, double-leaf doors in the south bay. The segmental-arched windows on the side (north and south) elevations have been infilled, but the timber lintels remain. From the interior, there is evidence on the upper floor of a rear loading bay that faces the railroad tracks. The bay is now boarded over. A small, segmental-arched window remains on the south side of the loading bay (N.53.15.306, From the Albert Barden Collection, State Archives, Raleigh, North Carolina)².

The interior reveals two largely open floors with heavy timber construction, triangular brackets, exposed brick walls, and a rear cold room on the ground level. The cold room retains original cork walls, ceiling, and a thick, cork-backed door. Also on the ground floor is a sloping loading dock along the south elevation.

Caveness Produce Company Warehouse, 310 South West Street, ca. 1918, ca. 1955 addition, Contributing Building

Attached to the south wall of Swift and Company Warehouse No. 2, the ca. 1918, one-story, running-bond brick building has a central stepped parapet with terra cotta coping and an unadorned, asymmetrical façade with six bays. The doors occupy the second and third bays from the north. The flat-arched windows now have fixed-light replacements, and the metal doors, including one recessed entrance, are modern. The current façade configuration is shown in a ca. 1960 aerial photograph from the *News and Observer* (Raleigh, North Carolina) archives. The rear elevation has a canted wall that corresponds to the alignment of the adjacent rail corridor. The flat parapet is lined in terra cotta coping, and all the openings have been infilled. Flat-arched window openings in what is now the shared wall with the addition to the south have also been brick infilled. Although the interior has modern partition walls, its original open interior is still evident with steel I-beams and metal poles (*News and Observer* Collection, State Archives of North Carolina).

Off the south elevation of the Caveness Produce Company Warehouse is a steel-framed warehouse addition that does not appear on the 1950 Sanborn Map but is shown in the ca. 1960 aerial photograph of the area. The addition has a front-gable, corrugated-metal roof and a three-foot tall,

¹ Swift and Company Warehouse No. 2 occupied its own tax parcel at 304 South West Street until recently when the property was combined with the adjacent tax parcel to the south under one address, 310 South West Street.

² The Caveness Produce Company later became Foster-Caviness, Inc., and sometime after the 1950s, the spelling of Caveness was changed to Caviness.

Depot Historic District Boundary Increase

Wake County, North Carolina

Name of Property

County and State

concrete base wall above which is composition siding that looks like brick. The façade of the addition is recessed a single bay from the line of buildings to the north. The modern, double-leaf doors in the center bay of the façade are the only openings in the warehouse. The exposed side (south) elevation is covered in prefabricated wood paneling. The west elevation was inaccessible. The open interior reveals the original pre-engineered, rigid-frame structure with steel cross beams and walls framed with small I-beam grids. A composition, or possibly a fiberglass, siding fills the grids.

Integrity Assessment

The three buildings within the boundary increase have the seven aspects of integrity needed for National Register eligibility. The three retain their integrity of location, setting, feeling, and association. They all occupy their original trackside properties within the street grid system of the original Raleigh town plan and are bounded by the railroad corridor that made this area advantageous for warehouses, factories, and rail-related buildings. The three properties also have integrity of design, workmanship, and materials. The small-scale, masonry buildings have generally utilitarian designs and open interiors befitting their function as wholesale commercial warehouses. The two Swift and Company warehouses (302-304 South West Street) retain loading bays on the front (east) elevations for truck loading as well as on the rear (west) elevations facing the railroad tracks. Elements of style are largely limited to flat and stepped parapets and the corbeling found on 304 South West Street. The buildings all have segmental and flat-arched window openings although not unlike many of the buildings in the existing district, most of these openings have brick infill or replacement sash. The warehouse at 302 South West Street has early 1950s façade alterations, but these modifications occurred during the period of significance and do not detract from the integrity of the building. A prefabricated, steel-framed building was added to the Caveness Produce Company Warehouse at 310 South West Street ca. 1955, just after the period of significance. The façade of the addition is recessed from the front wall plane of the other buildings, and the Caveness warehouse continues to read as a clearly distinct and intact building. The three buildings are all consistent in scale, form, construction, and degree of integrity with the contributing resources within the Depot Historic District.

General Statement of Archaeological Potential

The structure is closely related to the surrounding environment. Archaeological remains, such as trash pits, wells, privies, and structural remains which may be present, can provide information valuable to the understanding and interpretation of the structure. Information concerning land use patterns, social-political-economic standing and mobility as well as structural details is often only evident in the archaeological record. Therefore, archaeological remains may well be an important component of the significance of the structure.

Depot Historic District Boundary Increase
Name of Property

Wake County, North Carolina
County and State

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

Depot Historic District Boundary Increase
Name of Property

Wake County, North Carolina
County and State

Areas of Significance

(Enter categories from instructions.)

Industry
Commerce
Architecture

Period of Significance

1880s-ca. 1952

Significant Dates

ca. 1914
ca. 1918

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Unknown

Depot Historic District Boundary Increase

Name of Property

Wake County, North Carolina

County and State

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

Summary

The Depot Historic District was nominated to the National Register in 2002 under Criterion A for industry and commerce and under Criterion C for local architectural significance in industrial, commercial, and railroad-related architecture. Because of the WPA design of Nash Square, the Depot Historic District also has local significance under Criterion C for community planning. The period of significance for the historic district extends from the 1880s to ca. 1952.

The Depot Historic District Boundary Increase adds three properties to the existing historic district. The three buildings are located on the east side of the former Seaboard Air Line Railway corridor in the southwest quadrant of the original town plan for Raleigh. The three resources date to the existing period of significance for the historic district and contribute under the nominated criteria and areas of significance—Criterion A for industry and commerce and Criterion C for architecture. All three are wholesale distribution warehouses built for national companies and dating to the 1910s when Raleigh emerged as a regional distribution center and the railroads predominated in the movement of freight. The clustering of freight depots made the southwest side of Raleigh a logical warehouse and freight transfer district.

It is not known why these buildings were excluded from the original district boundaries. Architecturally, the three buildings are similar in form, construction, materials, and scale to the other resources in the existing historic district, typifying the small-scale, masonry industrial buildings of the period with their largely unadorned exteriors and open, utilitarian interiors. These three properties are the only intact warehouses in this former industrial area that remain unlisted. The boundary increase thus completes the district and extend the historic district west to the railroad corridor, which emphasizes the historic association between the warehouses and the railroad.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Historical Background

The area within the Depot Historic District developed as the wholesale distribution center of Raleigh during the period of significance because of its proximity to the railroads that skirted the west side of Raleigh and their associated freight depots. By the 1910s and 1920s, Raleigh was served by the Southern, Seaboard Air Line, and Norfolk and Southern rail lines, and the city had seventy-six distribution businesses by 1929. Many of these wholesale operations were located along the railroad sidings in the Depot Historic District where they distributed an array of products that included millinery, candy, drugs, building supplies, groceries, automobile tires, flour, athletic goods, vegetables, cotton, and tobacco products. With this industrial and commercial development, the single-family houses that had once lined the gridded streets of the district were replaced with warehouses, commercial buildings, and factories. The district peaked as Raleigh's distribution

Depot Historic District Boundary Increase

Wake County, North Carolina

Name of Property

County and State

center between the 1920s and 1940s. By the 1950s, trucks were displacing the rail lines as the predominant means of transporting freight, and consequently, industrial and warehousing operations began relocating their facilities to suburban locales away from downtown congestion and closer to highways. With the movement of businesses to the city's periphery, the area within the Depot Historic District went into decline as the buildings no longer housed their original functions, and downtown Raleigh became almost exclusively a governmental center. In recent years, this trend has reversed itself as commercial and residential development has accelerated in the center city, and retailers, restaurants, and professional offices now occupy many of the former warehouses and stores in the historic district (Longleaf Historic Resources 2002: Section 8, page 15; Mattson, Alexander and Associates, Inc. 2013).

Like the existing contributing buildings, the three buildings within the boundary increase exemplify this pattern of development. All three served as warehouses for the regional operations of national or international, companies. Two of the properties—302 and 304 South West Street—housed Swift and Company, an international distributor of meat products founded in the 1850s in Massachusetts. The company was later incorporated in 1875 following its relocation to Chicago. The third, at 310 South West Street, was associated with both the Caveness Produce Company, a Greensboro-based fruit and vegetable company formed in 1902, and later with American News Company, a national magazine distribution firm (Chandler 1977: 300-302; www.foster-caviness.com).

The Swift and Company Warehouse sits at 302 South West Street, the southwest corner of West Martin and South West streets, on a parcel that was part of larger holdings owned during the period of significance by the Seaboard Air Line Railway. Built ca. 1914, the property appears on the 1914 Sanborn map with the label, "(From Plans) To Be Warehouse", and within a few years, the city directory lists the building as a wholesale grocery warehouse for meat distributor, Swift and Company. Swift remained at this location until the late 1920s. By 1930, Capital Feed and Grocery Company had moved into the building from its original location on the north side of West Martin Street, and Swift had moved next door to the south (304 South West Street). Capital Feed and Grocery remained in the corner building (302 South West Street) until the late 1940s, but by 1950, Statesville Flour Mill Company occupied this address and remained here until the late 1950s. The building was subsequently vacant for a number of years. (The 1950 Sanborn map still shows Swift still at 302 South West Street in 1950, but Statesville Flour Mills appears in the 1950 city directory at this address.) The Seaboard Air Line Railway had long owned the rail-frontage parcels on South West Street, but in 1957 the rail line sold this warehouse and the original Capital Feed and Grocery Company Building at 230 South West Street (now demolished) to Dillon Supply Company (Hill Directory Company 1909-1910, 1917, 1919-1920, 1925, 1930, 1940, 1945, 1950, 1952, 1956-1960; Wake County Deed Books 1299: 257, 11197: 1478).

Swift and Company Warehouse No. 2 at 304 South West Street was also built ca. 1914 and according to the 1914 Sanborn map was a hay, grain, and feed warehouse. City directories from the early 1920s indicate that the Seaboard Air Line was leasing the building to the Wyatt-Burruss Fuel Company. In 1927, the railway sold the property to Caveness Produce Company, but by 1930, the Caveness had lost the property in foreclosure. Swift bought the building in 1930 and remained at this address into the 1950s (Hill Directory Company, Raleigh, 1909-1910, 1917, 1919-1920, 1925, 1930, 1940, 1945, 1950; Wake County Deed Books 535: 32, 686: 491, 622: 307, 536: 80).

Caveness Produce Company Warehouse at 310 South West Street does not appear on the 1914 Sanborn map, but the 1920 city directory lists Caveness at this address. Caveness purchased the

Depot Historic District Boundary Increase

Wake County, North Carolina

Name of Property

County and State

property, along with Swift and Company Warehouse No. 2 to the north, in 1927 from the Seaboard Air Line Railway. Despite Caveness's foreclosure in 1930, the company remained at this location (310 South West Street) for a few years although the property was vacant by 1934. In the 1940s and early 1950s, the warehouse was used by the American News Company (Raleigh Division) for magazine distribution. According to the city directories, American News Company was still at this address in 1952, the end of the period of significance, and Cal-Tone Paint Manufacturers moved into the building in the mid-1950s. It is not known whether American News or Cal-Tone built the steel-framed storage building addition to the south although it seems likely that Cal-Tone added the storage building. The addition is not shown on the 1950 Sanborn Map but does appear in the ca. 1960, *News and Observer* aerial photograph of the area (Hill Directory Company 1909-1910, 1917, 1919-1920, 1925, 1930, 1932, 1934, 1940, 1945, 1950, 1952, 1956-1960; Wake County Deed Books 535: 32, 629: 12, 622: 307, 536: 80; Sanborn Map Company 1914, 1914-1950 (*News and Observer* Collection, State Archives of North Carolina).

Depot Historic District Boundary Increase
Name of Property

Wake County, North Carolina
County and State

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

Albert Barden Collection. State Archives of North Carolina, 1947. Negatives N.53.15.5862 and N.53.15.306. Raleigh, North Carolina.

Caveness Produce Company. Accessed: 5 December 2016. www.foster-caviness.com.

Chandler, Alfred D., Jr. *The Visible Hand: The Managerial Revolution in American Business*. Cambridge, Massachusetts: Harvard University Press, 1977.

Hill Directory Company. *Hill's Raleigh City Directories, 1909-1970*. Richmond, Virginia: Hill Directory Company.

Longleaf Historic Resources. *Depot Historic District*. Nomination to the National Register of Historic Places. 2002.

Longleaf Historic Resources. *The Development of Modernism in Raleigh, 1945-1965*. Prepared for the Raleigh Historic Districts Commission. 2006.

Mattson, Alexander and Associates, Inc. *Historic Architectural Resources Survey Report. Raleigh Train Station and Track Configurations (TIP No. P-3803)*. Prepared for the North Carolina Department of Transportation, Rail Division, and Stantec, Inc. 11 February 2013.

The News and Observer Collection. State Archives of North Carolina, ca. 1960. Negatives N.53.15.5109, NO.Aerials.P-1.Fr0.16-Fr021. Raleigh, North Carolina.

Sanborn Map Company. *Raleigh, Wake County, North Carolina*. New York: Sanborn Fire Insurance Company, 1909, 1914, updated 1950.

Wake County Register of Deeds. Real Estate Online Records Search.

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____
- recorded by Historic American Landscape Survey # _____

Depot Historic District Boundary Increase
Name of Property

Wake County, North Carolina
County and State

Primary location of additional data:

State Historic Preservation Office

Other State agency

Federal agency

Local government

University

Other

Name of repository: _____

Historic Resources Survey Number (if assigned): WA7774

10. Geographical Data

Acreege of Property 0.41

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates (decimal degrees)

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

1. Latitude: 35.776931 Longitude: -78.646390

2. Latitude: Longitude:

3. Latitude: Longitude:

4. Latitude: Longitude:

Or

UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

Depot Historic District Boundary Increase

Wake County, North Carolina

Name of Property

County and State

- | | | |
|----------|-----------|-----------|
| 1. Zone: | Easting: | Northing: |
| 2. Zone: | Easting: | Northing: |
| 3. Zone: | Easting: | Northing: |
| 4. Zone: | Easting : | Northing: |

Verbal Boundary Description (Describe the boundaries of the property.)

The Depot Historic District Boundary Increase consists of the two tax parcels shown on the accompanying Wake County tax map at a scale of one inch equals approximately 200 feet. The boundary increase extends the historic district west from its boundary along the east side of South West Street to the railroad right-of-way. Specifically, the northern border of the boundary increase extends west from the southeast corner of South West and West Martin streets to the railroad right-of-way, following the road right-of-way along West Martin. The western border follows the railroad right-of-way from West Martin Street south to the dividing line between the two parcels containing 310 and 314 South West Street. From this location, the boundary turns east to follow the parcel line to meet the original historic district boundary on the east side of South West Street. Encompassing three buildings, the boundary increase adds roughly 0.41 acre, contained within two tax parcels, to the total acreage of the historic district.

Boundary Justification (Explain why the boundaries were selected.)

The boundary increase conforms to the original boundary justification which stated that the historic district was drawn to "...encompass the densest concentration of historic buildings that retain integrity". Section 7 of the nomination also noted, "The boundaries were drawn to include as many as possible of the historic warehouses and railroad-related buildings in this section of Raleigh". By extending the historic district west to the railroad corridor, which defined the warehousing and distribution center of Raleigh, the boundary increase completes this collection of historic warehouses and emphasizes the historical relationship between the warehouses and the railroad. The three masonry warehouses within the boundary increase date to the 1910s and match the architecture and scale of the buildings found within the historic district (Longleaf Historic Resources 2002: Section 10, page 22).

It is not known why the boundary of the original historic district did not include the three buildings found within the boundary increase. Brogden Produce Company Warehouse, which sits at the corner of South West Street and West Martin Street opposite the three, was a noncontributing building at the time of the nomination because of alterations, and it may have been decided not to extend the boundary beyond a noncontributing resource. The Brogden building has since undergone a certified rehabilitation and is now a contributing resource.

Depot Historic District Boundary Increase
Name of Property

Wake County, North Carolina
County and State

11. Form Prepared By

name/title: Frances Alexander and Richard Mattson
organization: Mattson, Alexander and Associates, Inc.
street & number: 2228 Winter Street
city or town: Charlotte state: NC zip code: 28205
e-mail fpalexander@att.net
telephone: 704-358-9841
date: March 27, 2017

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Depot Historic District Boundary Increase
Name of Property

Wake County, North Carolina
County and State

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Depot Historic District Boundary Increase

City or Vicinity: Raleigh

County: Wake

State: North Carolina

Photographer: Mattson, Alexander and Associates, Inc.

Date Photographed: November 2016

Description of Photograph(s) and number, include description of view indicating direction of camera:

1. Overall View of Boundary Increase, Looking Southwest from Intersection of West Martin Street and South West Street.
2. Overall View of Boundary Increase, Looking Northwest.
3. Swift and Company Warehouse No. 2 and Caveness Produce Company Warehouse, Façades, Looking Northwest.
4. Swift and Company Warehouse No. 1, Facade, Looking West.

Property Owners:

Patterson Holdings, LLC – 302 South West Street
P.O. Box 10007
Raleigh, North Carolina 27605

MMP Junction West, LLC – 310 South West Street
2426 Lake Drive
Raleigh, North Carolina 27609

Depot Historic District Boundary Increase
Name of Property

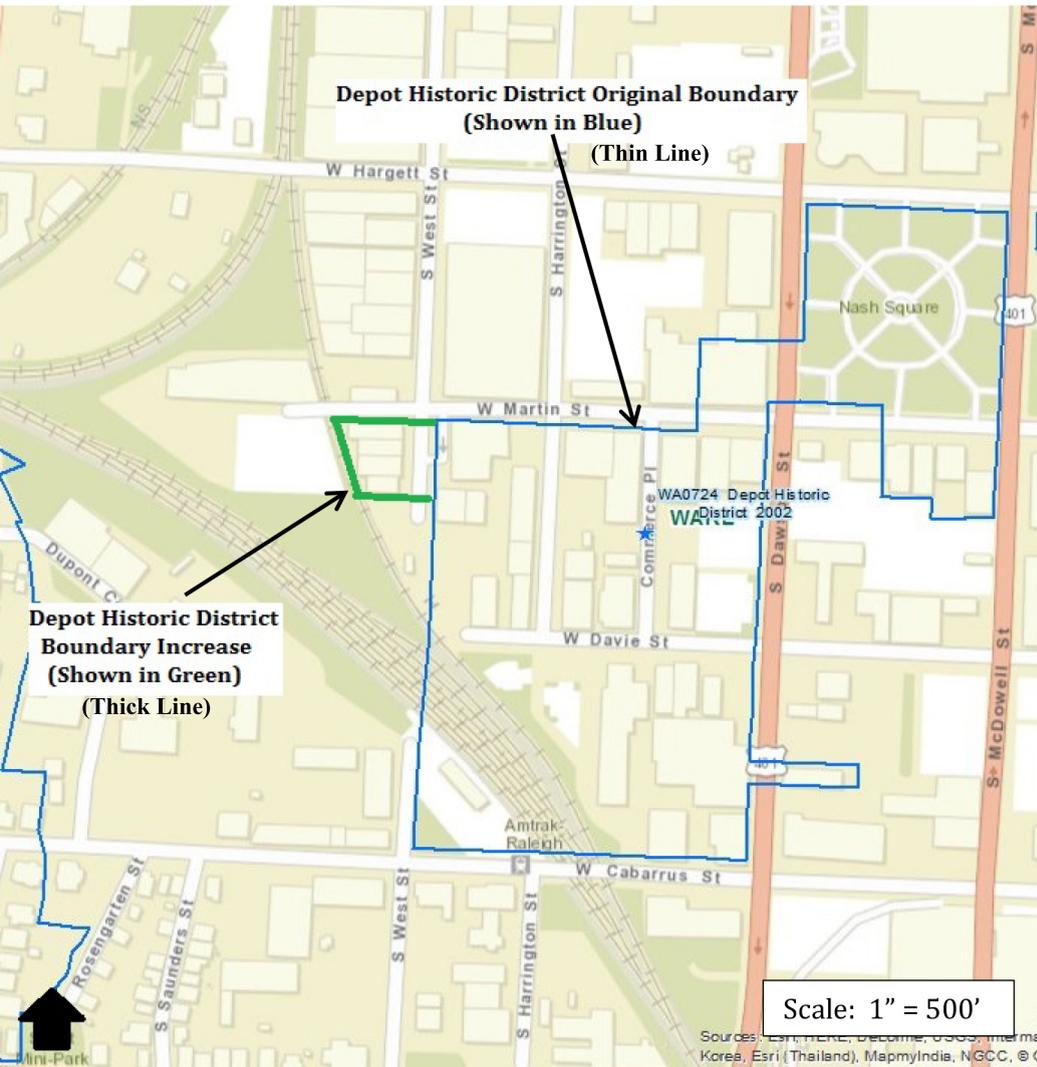
Wake County, North Carolina
County and State

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

Depot Historic District Boundary Increase Raleigh, Wake County, North Carolina

Map Showing Original Boundary and Boundary Increase



Depot Historic District Boundary Increase Raleigh, Wake County, North Carolina

Boundary Map

