

**HISTORIC LANDMARKS - RALEIGH COTTON MILLS, GLENWOOD FIRE STATION
AND JOHN T. AND MARY TURNER HOUSE - HEARING - ORDINANCES ADOPTED**

A hearing to receive public comment on the proposed designation of the following properties as historic landmarks:

Raleigh Cotton Mills, 614 Capital Boulevard
Glenwood Fire Station, 505 Jefferson Street
John T. and Mary Turner House, 1002 Oberlin Road

Robin Quinn, Senior Planner representing the Wake County Historic Preservation Commission, explained the background, significance and history of the three items under consideration. The Mayor opened the hearing.

Daniel Maurer, representing Wake County Historic Preservation Commission, indicated they did research for the information on the Cotton Mill and Glenwood Fire Station. He indicated both of these are commercial buildings and they are trying to focus more on the preservation of historic commercial buildings. He stated the Turner House is a really significant house in that neighborhood. Eric Jackson, Chairperson of the Wake County Historic Preservation Commission, indicated they recommend the designation of the three landmarks. No one else asked to be heard, thus the hearing was closed. Mr. Scruggs moved adoption of ordinances designating the three locations as historic landmarks. His motion was seconded by Mayor Fetzer and a roll call vote resulted in all members voting in the affirmative. The Mayor ruled the motion adopted. See Ordinances 12, 13 and 14.

**HISTORIC LANDMARKS - RALEIGH COTTON MILLS, GLENWOOD FIRE STATION
AND JOHN T. AND MARY TURNER HOUSES - PUBLIC HEARING AUTHORIZED**

The Commission has recommended that Council consider the following properties for designation as historic landmarks:

Raleigh Cotton Mills, 614 Capital Boulevard
Glenwood Fire Station, 505 Jefferson Street
John T. and Mary Turner House, 1002 Oberlin Road

Recommendation: The next step is to hold a public hearing and it is recommended to be on November 19, 1996. Mr. Reeves moved the recommendation be upheld. His motion was seconded by Mr. Coble and a roll call voted resulted in all members voting in the affirmative. The Mayor ruled the motion adopted.

ORDINANCE NO. : (1996) 13

AN ORDINANCE DESIGNATING the Glenwood Fire Station, 505 Jefferson Street IN THE PLANNING JURISDICTION OF RALEIGH, NORTH CAROLINA, A HISTORIC LANDMARK.

WHEREAS, the General Assembly of the State of North Carolina authorized the creation of a countywide Historic Preservation Commission for Wake County and otherwise provided for the preservation of certain historic sites and buildings by the passage of Part 3C, Chapter 160A, Article 19 of the North Carolina General Statutes; and

WHEREAS, the City of Raleigh agreed to participate in the countywide Historic Preservation Commission through an interlocal agreement with Wake County; and

WHEREAS, the Wake County Historic Preservation Commission has made an investigation and recommended the following property be designated a historic landmark; and

WHEREAS, the North Carolina Department of Cultural Resources has made an analysis that the following property is eligible to be designated a historic landmark; and

WHEREAS, on the 19th of November, 1996 a public hearing was held in the City Council Chamber of the Municipal Building, Raleigh, by the City Council of the City of Raleigh to determine whether the hereinafter described property should be designated a historic landmark; and

WHEREAS, all requirements of Part 3C, Chapter 160A, Article 19 of the North Carolina General Statutes, preceding the adoption of this ordinance, have been met.

NOW, THEREFORE, BE IT ORDAINED BY THE RALEIGH CITY COUNCIL THAT:

Section 1. The property designated as the Glenwood Fire Station, owned by Donald E. and Laurie G. Stewart in the planning jurisdiction of Raleigh, North Carolina, be and is declared a Raleigh Historic Landmark. Said property being more particularly described as follows:

The Glenwood Fire Station, 505 Jefferson Street, Raleigh, (Wake County PIN # 1704.15 54 1416), approximately thirteen hundredths (.13) acre, including the entire parcel on which the building stands.

Section 2. Those elements that are integral to its historical, architectural, archaeological significance, or any combination thereof are as follows:

Exterior of the one-story bungalow style brick building, built c. 1925 to house Engine Company Number Four of the Raleigh Fire Department, as described in the designation report, including all of the parcel described in Section 1.

Section 3. No building, site, structure, or object that is designated in this ordinance located on the hereinbefore described site may be altered, restored, moved, remodeled, or reconstructed so that a change in design, material, or outer appearance occurs unless and until a certificate of appropriateness is obtained from the Wake County Historic Preservation Commission or its successors.

Section 4. No building, site, structure, or object that is designated in this ordinance located on the hereinbefore described site may be demolished unless and until either approval of demolition is obtained from the Wake County Historic Preservation Commission or a period of three hundred sixty-five (365) days has elapsed following final review by the Wake County Historic Preservation Commission of a request for demolition (or any longer period required by N.C.G.S. 160A-400.14 as it may be amended hereafter).

Section 5. All owners of the property hereinabove described, whose identity and addresses can be ascertained by the exercise of due diligence, shall be sent by certified mail a copy of this ordinance.

Section 6. This ordinance shall be indexed after the property owner's name in the grantor and grantee indexes in the Office of the Register of Deeds of Wake County.

Section 7. City administration and the Wake County Historic Preservation Commission are hereby authorized to have erected an appropriate sign on the site herein described setting forth the fact that said site has been designated a historic landmark by action of the Raleigh City Council and the Wake County Historic Preservation Commission.

Section 8. In the event any building, site, structure, or object is demolished in accordance with the ordinances of City of Raleigh, this ordinance may be repealed.

Section 9. Any violation of this ordinance shall be unlawful as by law provided.

Council Member Scruggs made a motion that the above ordinance be adopted. Council Member Fetzer seconded the motion, and upon vote, the motion carried this the 19th day of November 19, 1996.

Effective Date: 11/19/96

Distribution: City Council
City Manager
City Attorney
Planning Department (2)
Inspections Department (3)
Wake County Register of Deeds
Wake County Historic Preservation Commission (3)

WAKE COUNTY HISTORIC PRESERVATION COMMISSION
LANDMARK DESIGNATION APPLICATION

1. Name of Property

Engine Company Number 4, Station Number 4.

Historic Name: _____

Current Name: Glenwood Fire Station

2. Location

505 Jefferson Street

Street Address: _____

City/Town/Jurisdiction: Raleigh

NC PIN Number: 1704.15-54-1416

3. Owner Information (If more than one, list primary contact)

Name: Donald E. Stewart and Laurie G. Stewart

2410 White Oak Road, Raleigh, NC

Address/Phone: _____

919/787-9134

4. Applicant/Contact Person

Report prepared by: Langdon E. Oppermann

RALEIGH HISTORIC DISTRICTS COMMISSION, INC.
P.O. BOX 829, CENTURY STATION

Name: _____

1500 Overbrook Ave., Winston-Salem, NC 17104

RALEIGH, NC 27602

Address/Phone: _____

910/721-1949

832-7238

5. General Data/Site Information

A. Date of Construction and major additions/alterations: 1924

B. Number, type, and date of construction of outbuildings: none

C. Approximate lot size or acreage: 0.13 acre

D. Architect, builder, carpenter, and/or mason: _____

John F. Danielson, Builder.

E. Original Use: Fire Station

Unoccupied

F. Present Use: _____

6. Classification

A. Category (building(s), structure, object, site): Building

B. Ownership (private or public): Private

C. Number of Contributing and non-contributing resources on the property:

	<u>Contributing</u>	<u>Non-contributing</u>
Buildings	<u>1</u>	<u> </u>
Structures	<u> </u>	<u> </u>
Objects	<u> </u>	<u> </u>
Sites	<u> </u>	<u> </u>

Charlotte Brown, 1981

D. Previous field documentation (when and by whom):

E. National Register Status and date (listed, eligible, study list):

7. Signature of Applicant

8. Supporting Documentation (Attach to application on separate sheets. Please type or print.)

A. Photographs. Application must include current black and white photos of all facades of the main building and at least one photo of all other contributing and non-contributing resources. Photos must be identified in pencil with the name of the property, its address or location, and the date. Additional photographs of exterior views or details or of the interior of the property are helpful. Black and white or color photographs or color slides are acceptable for additional views.

B. Maps. Include a map showing the location of the property. Tax maps with the boundaries of the property are preferred, but sketch maps are acceptable. Please show street names and numbers and all structures on the property.

C. Boundary Description and Justification. Describe the property's designation boundary and justify the boundary chosen.

D. Architectural description and significance. Describe the property, including exterior architectural features, additions, remodelings, and alterations. Also describe significant outbuildings and landscape features. If any interior features are to be designated, describe them in detail and note their locations. Include a statement regarding the architectural significance of the property.

E. Historical Significance: Note any significant events, people, and/or families associated with the property. Include all major owners. Please include a bibliography of sources consulted.

FOR OFFICE USE ONLY

Date Received: 8-28-96

Received by: RMQ

**WAKE COUNTY HPC
LANDMARK DESIGNATION APPLICATION**

Item 8.A. Photographs. See attached black and white 5 x 7 photographs and color slides.

Item 8.B. Maps. See attached Tax Map and city Street Map.

Item 8.C. Boundary Description and Justification

The area to be designated is outlined in bold on the attached Wake County tax map (1704.15-54-1416). This area consists of the entire acreage (0.13 acre) which is historically and physically associated with Fire Station Number 4 and which today remains associated with the building.

**WAKE COUNTY HPC
LANDMARK DESIGNATION APPLICATION**

Item 8.D. Architectural Description and Significance

At first glance, the brick building at 505 Jefferson appears to be a typical modest bungalow, one-story high with pyramidal roof and with its porch, front yard and stone retaining wall much like others on the street. Several years ago there were two rocking chairs on the porch, often in use by the firemen who lived here.¹ For this was Engine Company Number Four, built in 1925 by the Raleigh Fire Department to serve this area of the fast-growing city of Raleigh.

The building was large enough only for one truck and the required number of men, generally four per shift. The front facade of the small brick building is separated into its two functions, one for men, one for the firetruck. On the left (east) side of the front is a projecting one-bay deck-hipped porch, supported by full-height square brick posts with basketweave "capitals." The porch roof repeats the overhang and beaded-board soffit of the main roof, though some have been replaced. At the front entrance is a half-glazed door with four-light transom; windows flanking the front door are four-over-four. Most other windows are six-over-six, with paired windows on the west on either side of a brick chimney. The building's fenestration is accented by soldier-course lintels and brick sills. The cement-floored porch and entrance dominate one side of the building's front facade. The other side is devoted to a large glazed four-part door, which opens to the truck bay, known to the firemen who lived there as "the Apparatus Floor." Rounded metal bollards protect the brick corners of this entrance.

Two chimneys and two flues project above the asphalt roof. One brick chimney opens to a fireplace in the east front room; a second chimney between the next two rooms serves two diagonal corner mantels. At the west side and back are cross gables, and a small rectangular bay with six-over-six window projects from the west side. A rear kitchen room was added to the southwest corner shortly after the building was constructed. Before then there was no kitchen, as firemen brought their meals to work with them.² A side door opens from the kitchen, giving access to the parking area behind the building where firemen parked their cars. Access from the street was by the alley immediately west of Station Number Four.

Interior

Inside, the functions of the building were clearly divided by a north-to-south partition. The east side was for the men. It remains apparently unchanged today. Interviews with several retired firemen stationed here indicate that the front room was used as a living room and probably housed the fire radio and telephone. The next two rooms, each with a corner fireplace, were sleeping quarters. Small stations such as Number Four generally housed an officer and three

¹ Interview, Chief Merton King.

² Interview, Donald Stewart.

men on each of two shifts, thus requiring an eight-bed station. The officer on duty generally had a separate bedroom with two beds, one for him and one for the officer on the alternate shift. The driver and firemen slept in other bedrooms, each in his own bed, with an equal number of beds remaining empty each night. In all the city's fire stations, men had their own beds with their own sheets. At Station Number Four, these rooms are finished with plaster walls, baseboards and typical 1920s door and window moldings. Behind these three bedrooms are a bathroom and a kitchen.

On the west side was the Apparatus Floor which housed the firetruck. Doorways from each of the five adjoining rooms open onto the Apparatus Floor and provided immediate access for fireman. Two four-over-four windows open as well from the Apparatus Floor to the added kitchen. Despite its purpose as a truck garage and its concrete floor, this room has a chairrail, plaster wainscot, and moldings around its six windows and five doors similar to those of the rooms to the east.

WAKE COUNTY HPC LANDMARK DESIGNATION APPLICATION

Item 8.E. Historical Significance

Historical Background

The small brick fire station on Jefferson Street is significant in the development of Raleigh's fire protection system. In 1870, Raleigh's first "modern" fire-fighting organization was founded. Known as the Rescue Steam Fire Engine Company, other companies were soon added, each with its own wagon and team of horses. It was also in the 1870s that all the companies were unified under a single Fire Department, with each company in its own firehouse manned by volunteers.³

The volunteer companies served the city until they were discontinued in 1912 by municipal ordinance, and Raleigh's first fully-paid Fire Department was organized. The department began with typical horse-drawn fire wagons and two motorized vehicles--a chemical hose wagon and a hook & ladder truck--with a force of 23 men and officers. The Morgan Street fire house was remodeled and given the name Number One Station. Two of the volunteer houses became Number Two and Number Three.⁴

The 1920s was a busy decade for the department. Annexation in 1920 increased Raleigh's area to about seven square miles, and by the middle of that decade, an estimated 10,000 new citizens had come into the city. And there were numerous fires.⁵ Thus 16 new firemen were hired, two more pumping engines bought, and two new fire stations constructed.⁶ One of these was Number Four at 505 Jefferson Street in the Glenwood suburb. The other was Number Five at 1914 Park Drive. The builder of both stations was John F. Danielson.⁷

³ Reid, "Fire Protection," p. 2. Volunteer companies included the old Rescue Company, the W.R. Womble Hook and Ladder, Capital Hose, Independent, Phoenix Chemical Companies, and two African-American units, the Bucket and Ladder Company, and Victor Company. In 1887 the fire department built the granite and brick water tower on W. Morgan Street, today occupied by the N.C. Chapter of the American Institute of Architects. It was part of a city-wide system of mains and hydrants and electric fire alarms.

⁴ Reid, "Fire Protection," pp. 3 & 4. No. 2 had been home of the old Rescue Company, and No. 3 was the former Victor Company's location.

⁵ Reid, "Fire Protection," page 4, and "Raleigh Fire Department," p. 11. Memorable fires in Raleigh around this period include the 1926 fire which destroyed the west wing of Dorothea Dix Hospital's main building, the 1928 destruction of the grand Theater on Fayetteville Street (it preceded The Ambassador), and the 1928 fire at the famous old Yarborough House whose site later became the downtown Hudson-Belk. In 1930 the City Auditorium on Davie Street at Fayetteville burned, ironically destroying many records of the fire department as it burned to the ground in 1.5 hours. When the new Memorial Auditorium was built to replace it, a fire station was included in the new building, and Company Number 2 moved here from Salisbury Street.

⁶ "Raleigh Fire Department," p. 11.

⁷ Interview, Joe Hobby.

Station Number Four first appears in Raleigh City Directories in 1925 under the Raleigh Fire Department heading with C.F. Gaston shown as captain that year. Oddly, the station is not listed under the Jefferson Street entry until 1927, although the 1926 listing of people shows Charles F. Gaston, Captain, Raleigh Fire Department, living at 505 Jefferson.

Changes were also made to the men's schedules in the 1920s. Fire Chief Lewis F. Hicks instituted a two-platoon system in 1924. This schedule put each of the 40 employed fireman on duty four days of 10-hour days and four nights of 14-hour shifts.⁸ Sleeping arrangements at the Glenwood station are described in Item D. above. Assignments to a particular station were generally short, most often for only one or two years. The Department made these short assignments so all firemen "would have a working knowledge of the whole town," and perhaps especially to keep them fresh.⁹

The Glenwood Station was built to serve the expanding northern area of the city; at that time the city limits ended at Five Points. Although Raleigh continued to grow, Number Four was not a busy station. As one fireman stationed there said, "it didn't do much." The station answered calls from the Hayes-Barton area and the Old County Home territory, and had few fires.

Twenty annexations in the 1950s brought the city's population to 94,000 with an area of 35 square miles. In 1958, the city's Planning Department undertook a study of fire station locations and equipment. The study had a great impact on the Glenwood station. At that time there were six stations serving the city. The study recommended that four of the stations be continued, that two be relocated, and that ten new stations be constructed before 1970. One of the stations recommended for relocation was Number Four of Jefferson Street, "...because growth patterns have caused an overlapping of service areas and changes in design trends have made the existing facilities outmoded and changes uneconomical." The study recommended that a new Station Number Four be located on the newly-completed Downtown Boulevard, finding that the thoroughfare created "new high-value areas" and access from Jefferson Street was inconvenient. Relocation of Number Four was recommended to provide better fire protection coverage for the Boulevard industrial area and for residential areas north of Number Four's service area.¹⁰

A construction boom was underway. The next year, in 1959, a new station, Number Seven, opened in northeast Raleigh. This was the first one-story fire station and marked the end of the traditional fireman's pole; all built since then have been one-story as well. In 1960 Engine Number Eight opened on Kent Road for the newly annexed Western Boulevard area. In that same year the original Station Number Five at Park Drive, which had opened the same year as the Glenwood station, was demolished and a new building constructed on its site. In 1963 three

⁸ "Raleigh Fire Department," p. 11.

⁹ Interviews, Joe Hobby and Chief Merton King.

¹⁰ 1958 planning study.

new stations were constructed: among these was a new Station Number Four, built at 2913 Wake Forest Road to replace the old Number Four of Jefferson Street.¹¹

So the small brick station on Jefferson Street was sold at public auction in April, 1963. The property was bought for \$6,550 by Donald E. Stewart and his wife, Laurie Gilbert Stewart, who own it still today. The Stewarts used the building for a few years to store vending machines for their company, Stewart Vending. Since that time the property has been used for storage; city directories show the building vacant from the mid-1960s until now.¹² The owner is preparing to convert the building into a residence.

Glenwood Suburb

The construction of Station Number Four took place in a significant period of urbanization in Raleigh's history. The neighborhood selected for the new station, Glenwood, had been laid out in the first decade of the 20th century. The development of the Glenwood suburb represents the rapidly growing population of early 20th century Raleigh, much as construction of Station Number Four attests to its continued expansion. Glenwood was known in 1907 as "the northern suburb, Glenwood."¹³ The scale and character of the neighborhood were determined at that time: lot size, setback, service alleys, sidewalks and trees, as well as the types and sizes of dwellings built in the neighborhood. As originally platted the lots were narrow and deep. Often, several lots were bought and used as one with the house in the center. The typical facade setback of only 20 feet gave the neighborhood's blocks an internal core of garden plots and open space.¹⁴ Station Number Four was built to complement the neighborhood's characteristics. It has the 50-foot frontage typical of this area of Jefferson and neighboring Filmore streets. The small brick bungalow follows the size and scale of the conservative, modest, well-built houses built for Glenwood's lower-middle and middle class inhabitants. The larger, more costly houses generally faced Glenwood Avenue.

The neighborhood remained fairly stable until about 1950, when commercial encroachment, increased traffic on Glenwood Avenue, and an increase of rental properties led to the neighborhood's decline. The architectural and visual coherence of the neighborhood remains and today there is increasing activity. Both the fire station and its lot retain a high level of architectural and historical integrity.

¹¹ "Raleigh Fire Department," p. 14, and interview with Joe Hobby, retired fireman. The 1963 No. 4 was closed about a year ago and is now used for storage.

¹² Deed book 1552/297, 4/10/1963; also, interviews, Donald Stewart, owner, and Chief R. Merton King. Stewart Vending was sold in 1967 to Premier Vending. For some reason, in 1970 there were 4 vacant houses on this block of only five houses: this was true in the early 1980s as well.

¹³ Brown, National Register nomination, p. 8-1.

¹⁴ Brown, National Register nomination, page 7-1. The alley adjoining Station No. 4 is said to be the only serviceable alley remaining in the neighborhood.

Bibliography

Brown, Charlotte. Glenwood Historic District, National Register nomination, 1981.

Department of Planning, "Fire Protection: A Study of Fire Station Locations and Equipment," bound report compiled by Planning Department for and with the aid of the Raleigh Fire Department, August, 1958.

Fowler, B.T., compiler. "Raleigh Fire Department, 1984, Raleigh, North Carolina." Raleigh: privately printed, 1984.

Murray, Elizabeth Reid. Wake, Capital County of North Carolina. Raleigh: Capital County Publishing Company, 1983.

Raleigh City Directories.

Reid, Elizabeth Davis. "Fire Protection, Raleigh, N.C.," untitled typed five-page report prepared for the Raleigh Planning Department, 1970.

Survey file, Survey & Planning Branch, NC Division of Archives & History.

Wake County Deed Books.

Wake County Property Record Data, County Tax Office.

Wake County Tax Map No. 1704.15-54-1416.

Interviews

District Fire Chief R. C. Atkinson.

B.T. Fowler, retired fireman and chairman of "Raleigh Fire Department" publication.

Joe Hobby, retired fireman.

Bill McRae, representative of Raleigh City Museums (and historian with NC Division of Archives & History).

Fire Chief R. Merton King.

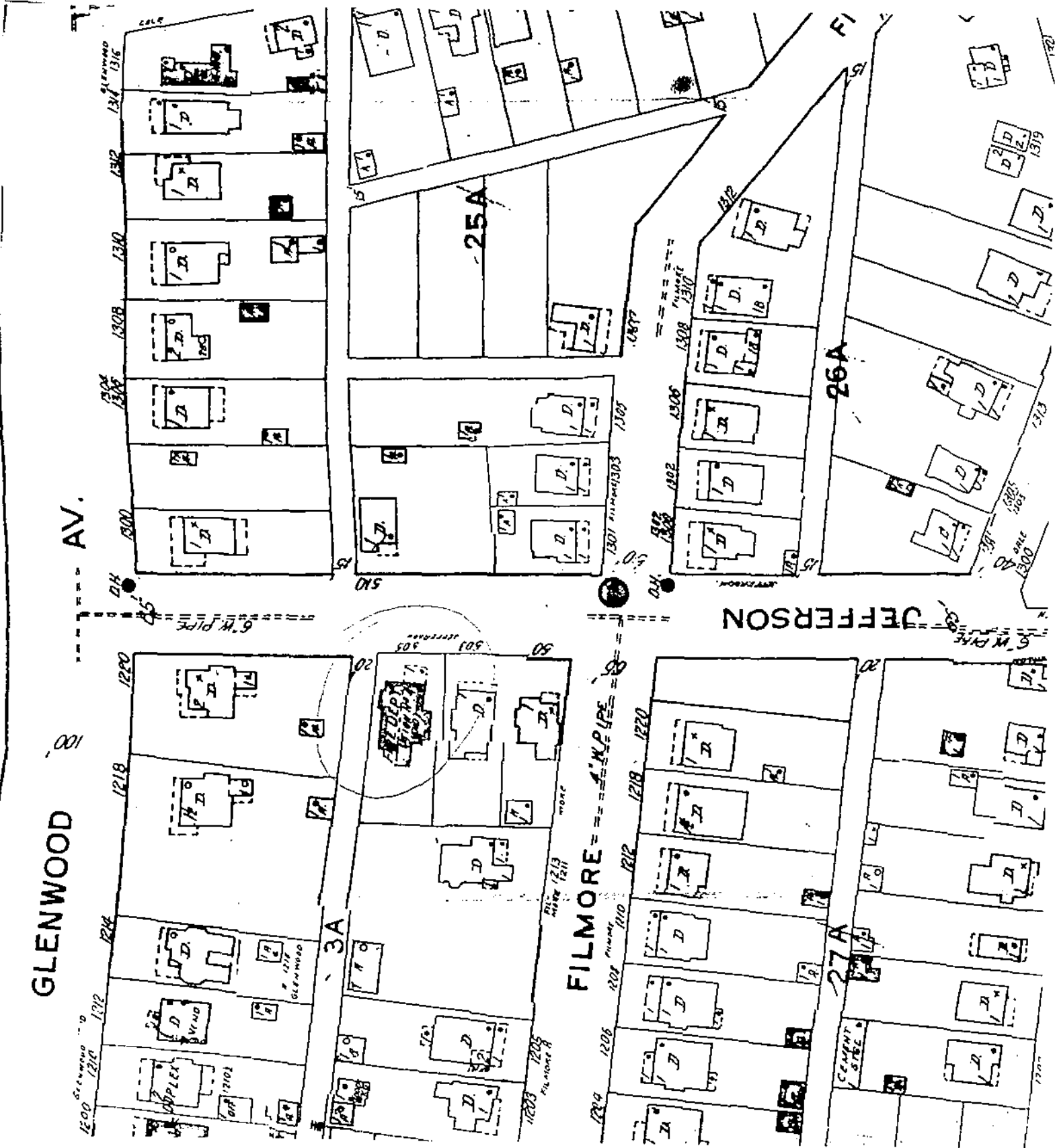
Chief Donnie L. Perry, Fire Chief and assistant chairman of "Raleigh Fire Department."

Donald E. Stewart, owner.

WAKE COUNTY HISTORIC PRESERVATION COMMISSION
LANDMARK DESIGNATION APPLICATION

Glenwood Fire Station No. 4
505 Jefferson Street
Raleigh, NC

1924 Sanborn Map (with updates from 1929 and 1949-1950)

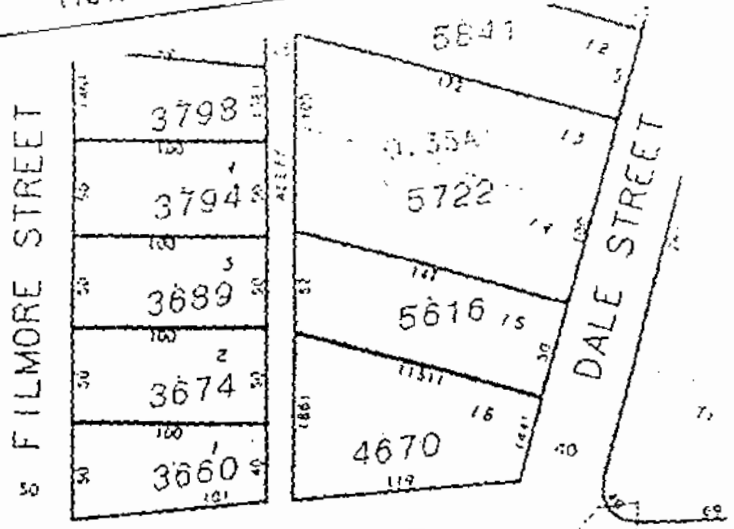
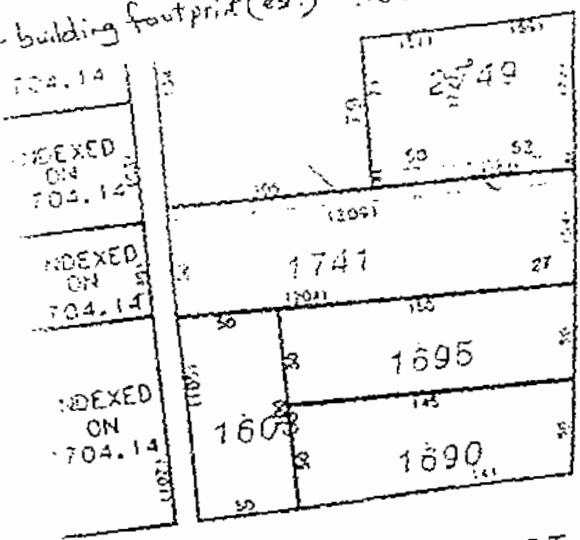


WAKE COUNTY HISTORIC PRESERVATION COMMISSION
 LANDMARK DESIGNATION APPLICATION

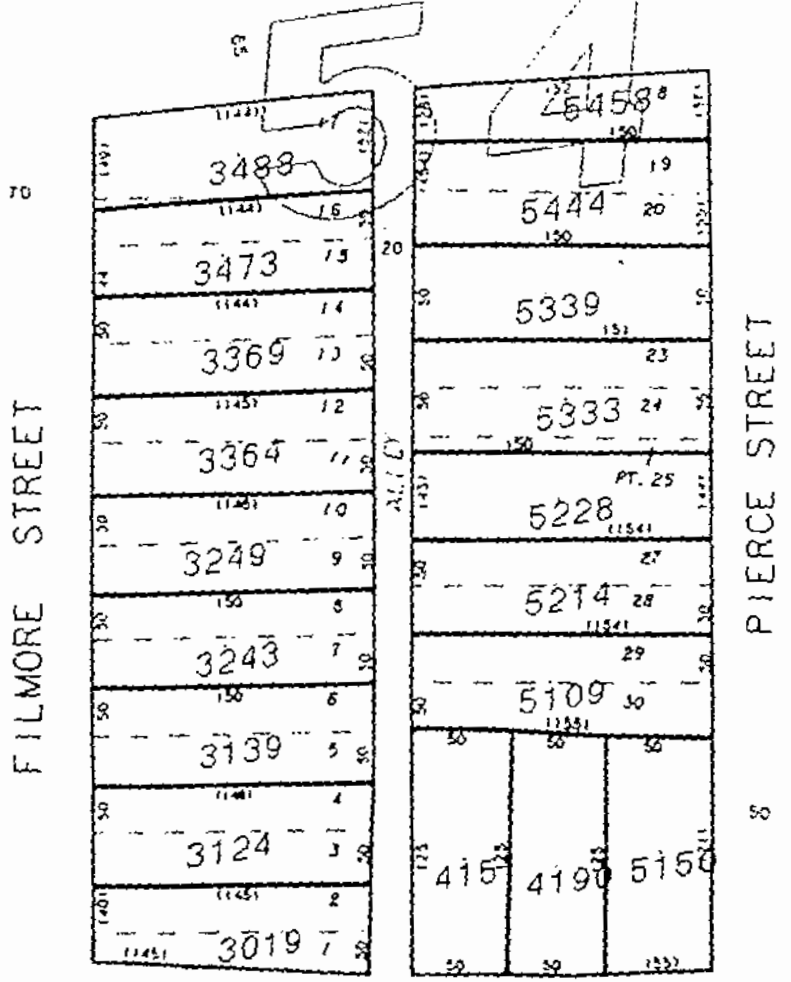
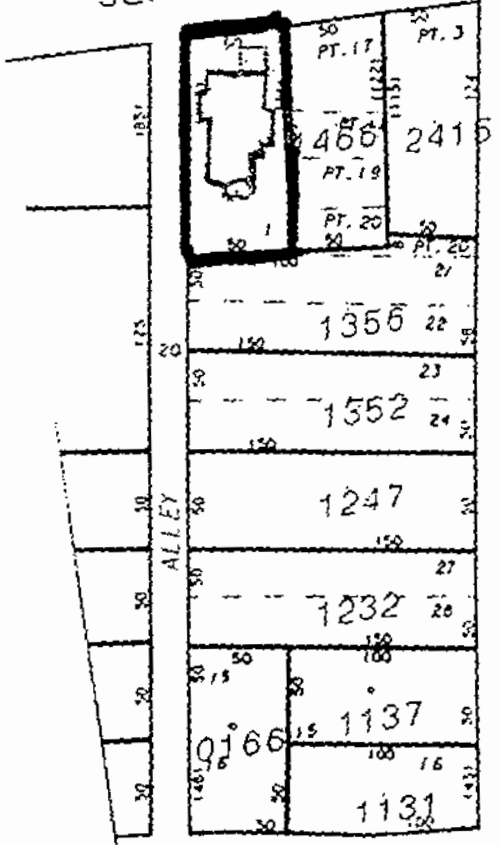
Glenwood Fire Station (Fire Station No. 4)
 505 Jefferson Street
 Raleigh, NC

— designation boundary
 — building footprint (est.)

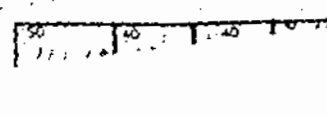
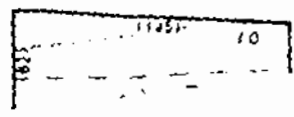
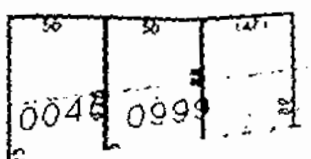
NC PIN Number 1704.15-54-1416



JEFFERSON STREET



ADAM'S STREET



GLENWOOD FIRE STATION

North (front) Elevation





North Carolina Department of Cultural Resources

James B. Hunt Jr., Governor
Betty Ray McCain, Secretary

Division of Archives and History
Jeffrey J. Crow, Director

October 3, 1996

Robin Quinn
Senior Planner
Wake County Historic Preservation Commission
P.O. Box 550
Raleigh, NC 27602

Re: Landmark designation report for the Engine Company Number 4 (also known as Station Number 4 and as Glenwood Fire Station), 505 Jefferson Street, Raleigh, Wake County

Dear Ms. Quinn:

Thank you for the report for landmark designation of the property referenced above. We have reviewed the information in the report and offer the following comments in accordance with N.C.G.S. 160A-400.6.

Built ca. 1925 and virtually intact today, Station Number Four, is significant as one of the first neighborhood firehouses constructed by Raleigh's municipal fire department, organized in 1912. Designed to complement the residential architecture of the Glenwood neighborhood, one of Raleigh's three early twentieth century suburban subdivisions, Station Number Four is a small, brick bungalow style building that follows the design, size, scale, materials, and setback of many of the modest, well-built dwellings in the neighborhood. This property is classified as contributing to the significance of the Glenwood Early Twentieth Century Neighborhood, a historic district listed in the National Register of Historic Places.

We think Station Number Four is an excellent candidate for designation as a landmark and is certainly most worthy of the recognition and protection designation will bring.

Thank you for giving us the opportunity to comment on this report. Our comments are advisory only and are not binding. Once the preservation commission and the local governing board have considered our comments and have held a joint public hearing or separate public hearings, the local governing



Ms. Quinn
October 3, 1996
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board may proceed with the designation decision. Should you have any questions, please feel free to contact me at 919-733-6545.

Sincerely,

A handwritten signature in cursive script, appearing to read "Melinda Coleman", with a long horizontal flourish extending to the right.

Melinda Coleman
Preservation Planner
State Historic Preservation Office

cc: Eric Jackson, Chairman, Wake County Historic Preservation Commission