

Historic Resources Survey and Inventory Update
TOWN OF CARY, NORTH CAROLINA



Prepared for:

Town of Cary Planning Department

Prepared by:



September 2014

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1. Introduction

In March 2011 the Town of Cary issued an RFP for a Historic Resources Survey and Inventory Update. The project overview described the project thus: "The goal of this project is to survey the town's planning area comprehensively in order to update and flesh out Cary's inventory of historic architectural resources. The survey and inventory will support land use planning and economic development efforts in the town, will assist in the preparation of National Register nominations and Cary landmark nominations and in the establishment of preservation priorities. This project will also serve to update Cary's portion of the Wake County Architectural and Historic Inventory, which is itself a subset of the North Carolina Statewide Inventory. This project is being funded and managed by the Town of Cary Planning Department, but is being coordinated with the State Historic Preservation Office and will follow the State HPO survey standards and data collection methods."

Circa Inc. was selected to perform the survey. The methodology involved dividing the town's study area into four distinct quadrants. Circa Inc. did not complete the project; however, it did produce survey materials for Quadrants 1–3 (Figure 1).

In October 2012, Hanbury Preservation Consulting was hired to complete the project. The scope of work involved reviewing the previous survey work; developing three historic contexts (Cary as a Transportation Corridor, African American Life in Cary, Impact of RTP on Growth of Cary [ca. 1959–1970]); surveying 51 new properties in Quadrant 4 and preparing survey materials per HPO standards; updating existing survey files for 20 properties within Quadrant 4; resolving concerns for 10 properties previously surveyed in Quadrants 1–3; conducting five intensive surveys; developing a written final report; and participating in meetings and providing interim reports.

This report provides an overview of survey methodology and findings from both survey efforts (as possible) and relates the historic contexts developed for the project.

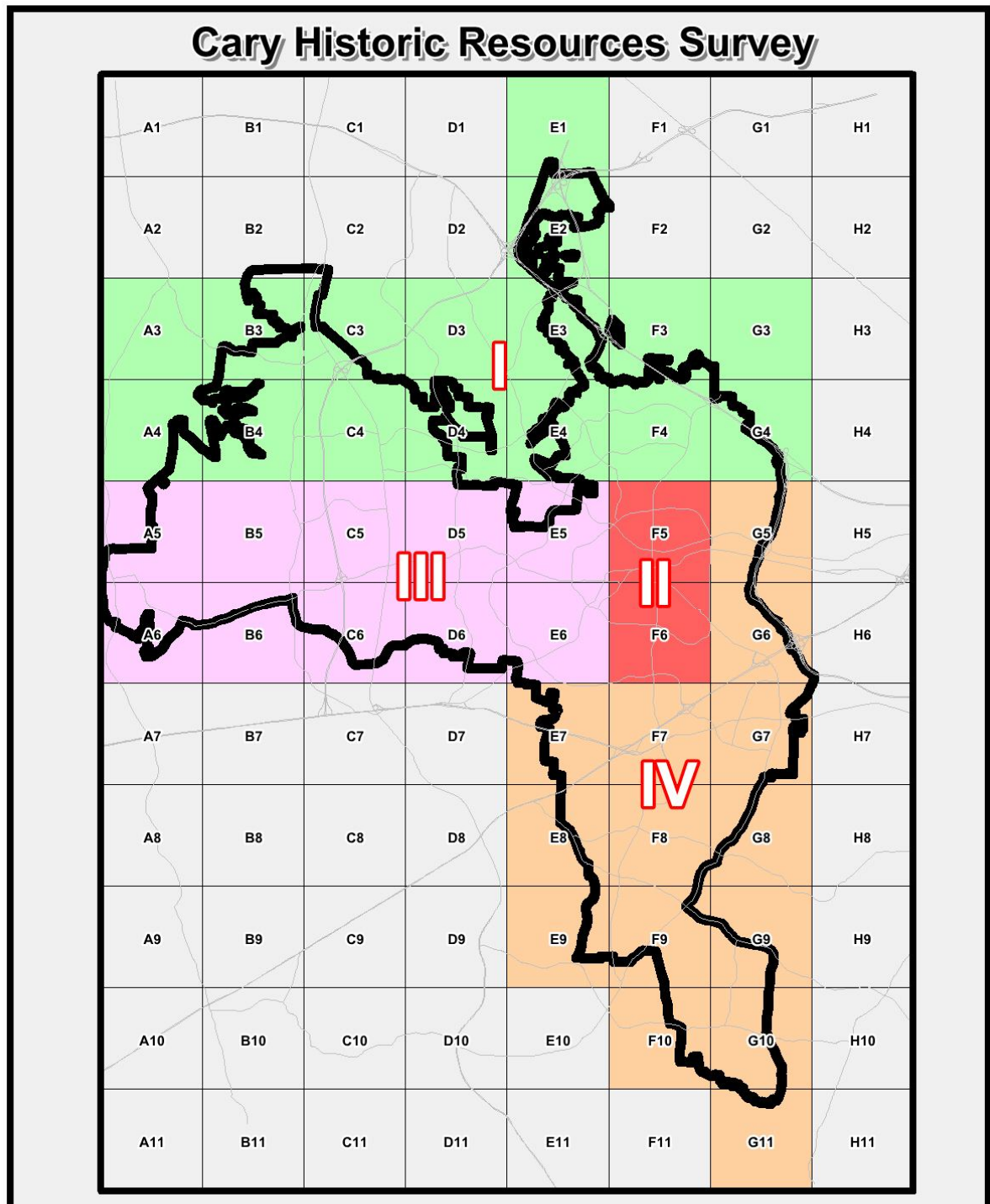


Figure 1. Location of survey quadrants.

2. Background, Scope, and Methodology

Previous Survey

In 1991, Kelly Lally performed a comprehensive survey of Wake County that encompassed all but the resources within the 1988 corporate limits of the City of Raleigh. Although 2,008 files were produced, the actual number of properties surveyed was greater as some files contained multiple resources and blockface entries. Surveyed properties were categorized as Farm Complexes and Houses (ca. 1770–1865, 1865–1918, and 1919–1941), Outbuildings, Institutional Buildings (churches, schools, lodges, and the original Wake Forest College campus), Commercial and Transportation-related Buildings and Structures, and Recreational Buildings and Sites.

In 2005, Edwards Pittman Environmental was hired to perform a survey update for Wake County. The project team reviewed all of the previously surveyed resources except those within the City of Raleigh and the Town of Wake Forest to confirm they were still extant; map-coded or surveyed any resources that had become fifty years of age since 1991; surveyed previously unrecorded resources that merited recordation; updated survey maps; and entered data in the North Carolina HPO survey database.

Scope and Methodology

During the first phase of this project, Circa, Inc. conducted a windshield survey of all four quadrants in the study area. In Quadrants 1–3, they were contracted to survey 150 new properties and update 175 existing files. Resources were photographed from the public right-of-way and survey data was entered into the HPO survey database prepared for the Town of Cary under the standards within the *North Carolina State Historic Preservation Office, Manual for Data Entry, Historic Properties and Districts Survey Forms, October 2009*.

Photographs were labeled according to HPO standards, and both digital photos and hard copies were produced. Site plan maps were created and each property was given a survey site number with the prefix "WA" from a list provided by the HPO. Property Identification Numbers for all surveyed resources were included in the survey database in order to facilitate coordination with the local GIS mapping and data systems. All properties were categorized within their text box descriptions with the historic context with which they could be associated.

For the second phase of this Cary Survey, Hanbury Preservation Consulting used maps of Quadrant 4 provided by the Town of Cary that were color-coded by parcel based on real estate tax data to indicate the age of the resources. The maps also had previously recorded/surveyed properties indicated and had field notes from Circa Inc.'s initial windshield survey. From these maps, HPC determined which 51 previously undocumented resources (per the project budget) should be surveyed. Resources were photographed from the public right-of-way and survey data was entered into the HPO survey database prepared for the Town of Cary under the

standards within the *North Carolina State Historic Preservation Office, Manual for Data Entry, Historic Properties and Districts Survey Forms, October 2009*. Photographs were labeled according to HPO standards and both digital photos and hard copies were produced. Site plan maps were created using both the Town of Cary's and Wake County's online GIS program in the aerial photo view when available. Each property was given a survey site number with the prefix WA from a list provided by the HPO.

Twenty previously recorded resources in the Quadrant 4 were revisited and photographed from the right-of-way. Previous survey data from the physical HPO files was entered into the Microsoft Access survey database, as well as current information about condition of the resource and often an expanded physical description.

Working in consultation with the Cary Survey Committee, five properties were selected for intensive survey. All five had been previously recorded at the reconnaissance level. Intensive survey involved taking both exterior and interior photographs, creating a sketch floor plan of the property and a photo key, interviewing property owners, conducting title research and primary source research at the Page-Walker collection, and providing an expanded physical description and statement of significance.

In anticipation of a possible expansion of Cary's town historic preservation program, Circa Inc. and Hanbury Preservation Consulting indicated which properties should be considered as potential "Cary priorities." They included properties notable for their historic associations, design, and style and also reflected the scarcity or threatened nature of resource types.

Property Identification Numbers for all surveyed resources were included in the survey database in order to facilitate its coordination with the local GIS mapping and data systems.

All properties were categorized within their text box descriptions with the historic context with which they could be associated.

3. Historical Contexts

The previously established contexts for Wake County at the onset of this project were:

- British and Africans Shape an Agrarian Society (Colonial Period to 1860)
- Civil War, Reconstruction, and Shift to Commercial Agriculture (1861–1885)
- Populism to Progressivism (1885–1918)
- Boom, Bust, and Recovery Between the World Wars (1919–1941)
- 1941–1957

As part of this survey, three additional contexts were developed for the Town of Cary: Cary as a Transportation Corridor, African American Life in Cary, and Impact of RTP on Growth of Cary (ca. 1959–1970). These contexts follow.

Cary as a Transportation Corridor

Transportation has played a key role in the development of the Cary area. Builders of colonial roads and later railroads favored the relatively level, high ground that ran between the tributaries of Crabtree Creek to the north and west, Swift Creek to the south, and Walnut Creek to the southeast. More than a century before the incorporation of Cary in 1871, the junction of east-west transportation routes determined the location of a roadside ordinary for travelers at what is now the town center. In the second half of the nineteenth century, the transportation revolution of the railroad led to the establishment of a saw mill convenient to shipping out local timber by train. The commercial center at the heart of the historic downtown grew with the demand for services from through-travelers as well as local farmers converging to ship their crops via rail to regional and national markets. In the early twentieth century, with widespread access to automobiles and improved national road networks, a tourism industry grew along major routes such as U.S. Route 1 (modern day Chatham Street and Old Apex Road). Beginning in the mid-1920s, numerous businesses such as service stations, motels, and restaurants sprang up to serve motorists traveling along this corridor, which now skirts the southern edge of the historic downtown. Also in the 1920s, improved, paved roads connecting with the state's capital, ten miles to the east, allowed the town's first commuters to live in Cary neighborhoods and work in Raleigh. Major transportation developments of the second half of the twentieth century, such as the construction of Raleigh/Durham International Airport immediately to the north (1940) and the establishment of the interstate highway system (1960s) have continued to influence the growth and development patterns of Cary. At the beginning of the twenty-first century, Cary's sprawling growth prompted annexation of small communities to the west. Like Cary, the villages of Carpenter and Green Level grew from the junction of important rail and road corridors. As detailed below, the Transportation theme is one of the key contexts relevant to the significance of historic resources in Cary.

COLONIAL ROADS

Following more than 10,000 years of human settlement in the surrounding region, the native tribe that occupied the Cary area prior to European settlement was the Tuscarora. After English colonists were victorious in the Tuscarora War of 1711–1714, the local members of this Iroquois-speaking tribe fled northward to the New York area to join other Iroquois groups. By the mid-eighteenth century, European settlers began to claim land grants in the area that would become Cary. The first was Francis Jones, who took up 640 acres along Crabtree Creek in 1749. Over the course of the next half-century, a dozen families claimed and settled land in the area (Byrd 1994:1–2).

As settlement pushed farther into the western reaches of North Carolina in the 1750s, a road through the Cary area connected the colony's two leading towns. The road extended from New Bern, the capital in the coastal plain, and Hillsborough, established in 1754 along the Great Indian Trading Path some 30 miles northwest of present Cary. Governor William Tryon led his troops along this route from Hunter's Lodge (in what is now South Raleigh) through present Cary to victory at the Battle of Alamance (Byrd 1994:2). This decisive battle put an end to the Regulator Movement (1764–1771) during which western settlers resisted taxation by corrupt local officials representing the colonial government (Rohe 2011:21).

As settlement increased during the final decades of the century, Wake County was formed (1771), and new roads converged at the present center of Cary. A road leading west from the newly established capital at Raleigh (1792) crossed the New Bern-Hillsborough Road and then headed southwest to the town of Haywood in southwestern Chatham County. A little farther up the Hillsborough Road (near present Morrisville), a road branched off to "the New Hope Chapel Hill," selected as the site for the University of North Carolina in 1789 (Rohe 2011:29). Recognizing the potential for business from travelers at this important junction of major roads, John Bradford obtained a license to run an ordinary on a site now occupied by the Cary Town Hall. In addition to owning the ordinary (the eighteenth-century name for a tavern that also served food), Bradford owned large tracts in the area totaling more than 3,000 acres. The ordinary operated until the turn of the nineteenth century, when Bradford lost most of his property to debtors (Byrd 1994:3–4). The business remained a landmark, labeled on North Carolina's first state map, the Price and Strothers map of 1808.

In 1838, Eli Yates acquired 706 acres comprising what is now downtown Cary. His son Pharis lived where Bradford's Ordinary had stood, and probably ran an inn at this location in the 1840s. Pharis and his brother Alvis took advantage of the flow of the surrounding creeks to operate several sawmills and gristmills (Byrd 1994:4).

RAILROADS

The passage of major transportation routes through the Cary area continued with the construction of North Carolina's railroads in the second quarter of the mid-nineteenth century.

In the antebellum period, the transportation network that would undergird the next century of economic growth was substantial but not yet complete.

As a capstone on the network of the state's railroads, the North Carolina Railroad (NCRR) would be the most important. Completed in 1856, the NCRR bridged the gap between major lines in the eastern and the western parts of the state. In the east, the new line connected to the Wilmington & Weldon Railroad at Goldsboro. From there, the NCRR ran in an arcing route through Raleigh, forming a junction with the Raleigh & Gaston, and then through the gentle topography of the Cary area (Molloy 2000:12–13). Just as in large-scale farming operations, large capital works projects such as these were carried out for the most part with slave labor. Veering to the southwest, the line joined the Charlotte & South Carolina. This new route would forge together a seamless network through the center of the state, carrying passengers and freight on to the railroads of South Carolina and Virginia and beyond (Byrd 1994:17).

The NCRR route ran alongside the Raleigh-Hillsborough road, directly in front of the former site of Bradford's Ordinary and the Yates House. At this early stage, the closest station was in Morrisville, to the northwest. The only other station between Raleigh and Hillsborough, named Durham for the doctor who donated land for a station, became the nucleus of the later tobacco industry town (Byrd 1994:17–18).

In the early 1850s, a capable entrepreneur named Allison Francis (Frank) Page recognized the potential created by the Cary area's transportation developments. Born in Wake County, Page had made his living in the lumber industry near Fayetteville and supplied wooden rails to the Gaston and Raleigh Railroad. In 1854, the same year that the NCRR began work on the segment of track west of Raleigh, Page purchased 300 acres on both sides of the Raleigh-Hillsborough Road and made his home in what had been part of the Bradford's Ordinary buildings. Although he continued his lumber business with the construction of a saw mill on the property in 1860, he also operated an inn and a store at the well-traveled crossroads where a train track would soon pass through as well. In 1863 he replaced the water-powered mill with a steam-powered one that he built conveniently near his house and the tracks (Byrd 1994:20).

Page's enterprises continued to expand into a community of their own. In fact, by 1856, a post office opened. As postmaster, Page must have proposed the name Cary Post Office to the federal government. Page expressed his avid support of temperance by honoring Samuel F. Cary, an Ohio congressman who was one of the movement's prominent national leaders (Town of Cary 2010:8).

In 1860, Cary's importance increased with the NCRR's construction of a siding, where oncoming trains could wait to pass each other. With trains slowing down or stopping here, passengers could climb aboard, and small items of freight could be loaded or dropped off, even though there was still no station or depot. The location became known as Page's Turnout or Page's Siding (Byrd 1994:21).

During the Civil War, the only fighting in the immediate vicinity was a small battle at Morrisville Station (April 13–15, 1865). It was not until the final days of the conflict that a Union army under Maj. Gen. William T. Sherman entered central North Carolina in pursuit of Gen. Joseph Johnston's forces (Van Scoyoc 2009:30). On April 16, 1865, news of the surrender of Gen. Robert E. Lee at Appomattox reached Confederate forces in Raleigh. Following their surrender, the XVII Corps under Maj. Gen. Francis Blair occupied Cary. Unlike towns in South Carolina and Georgia that had been laid waste in the late stages of the war, Cary was spared from damage and looting thanks to specific orders by Blair, who had studied at the University of North Carolina and had a fondness for the area (Town of Cary 2010:8).

The local agricultural economy slowly rebounded from wartime hardships, as the farmers who had depended on slavery factored in the costs of a free labor force. With greater access to national markets provided by the railways, farmers carried their products to transportation nodes that developed along the rail lines, such as depots and junctions. As a result of increased traffic to these points, small towns developed as market centers with various artisans, financial services, and mercantile offerings for the farmers who gathered there periodically with their agricultural freight.

A prime example of this phenomenon of towns that grew around the capital is Cary. It was among several towns established as the hard years of the immediate postbellum economy slowly gave way to growth in the agricultural sector. Cary's establishment marks the beginning of period between 1871 and 1927 that saw the rise of sixteen new towns around Wake County (Lally 1994:77).

Already emerging as a small commercial hub in the 1850s, Cary's future as a town was secured with the arrival of a second railroad. Connecting Raleigh with the coalfields of Chatham County, the new railroad joined the NCRR tracks at Cary in 1868. Whereas the NCRR's only additional infrastructure at Cary was a siding, within three years the Chatham Railroad Company had erected a warehouse complete with a passenger waiting room. To serve these passengers, Frank Page built a hotel during the period, probably in 1869 (Town of Cary 2010:9). The impressive Second Empire-style building boasts a two-story porch, pedimented dormers, and paneled chimneys with corbels. After Page sold the hotel to Jacob R. Walker in 1884, it became known as the Page-Walker Hotel. The restored building remains a Cary landmark and now serves as the town cultural center (Byrd 1994:46).

Following these rapid developments, in 1871 a one-square-mile area centered on the Chatham Railroad's warehouse/depot was incorporated as the Town of Cary. Frank Page's strong temperance convictions were written into the Act of Incorporation, which prohibited any establishments that served alcoholic beverages within a two-mile-wide perimeter. During this first decade, the town added several businesses and institutions, including three general stores, a short-lived tobacco warehouse opened by Frank Page, and a Baptist and a Methodist church (Town of Cary 2010:9).

The most enduring and historically significant institution established during this period was the Cary Academy. Built by Frank Page, Adolphus Jones, and Rufus Jones in 1870, this private school quickly gained a reputation for excellence and attracted scholars from the surrounding region, including several who boarded in the two-story wooden building (Byrd 1994:61; Town of Cary 2010:9). The proximity of rail and wagon routes converging at Cary would have enhanced the academy's ability to attract students from a wide area. Some students boarded by the week, returning home on weekends (Van Scoyoc 2009:16). In 1900, the student body consisted of 171 local children and 77 boarders. The school existed alongside a system of free public schools, at least through the elementary level. At the turn of the twentieth century, the State of North Carolina pushed forward with a major expansion of public education. In 1907, the General Assembly approved public funding for high schools. The owners of Cary Academy sold the institution to the County School Board, making it the first public high school in North Carolina (Byrd 1994:61–62).

Despite the importance of the railroads, the highways that ran through town remained commercially important. One commodity that passed along the Chatham Road in the late nineteenth century was livestock. Before the age of widespread refrigeration, fresh meat could not be transported long distances. Instead, farmers would drive their herds of cattle and flocks of turkeys to large towns like Raleigh, where they would be butchered at slaughterhouses. Cary was a convenient stop along the route. Esther Ivey, born in 1890, remembered livestock drivers stopping in front of her house on Chatham Street to water their animals at her family's well. Sometimes, they camped for the night across the street, parking their Conestoga wagons under a broad oak tree (Van Scoyoc 2006:21–22).

In the late nineteenth century, a series of changes occurred in the use of the Chatham and NCR lines. Although the NCR still exists and is owned by the State of North Carolina, it leased its track to the Richmond & Danville in 1871 and then to the Southern Railway (now Norfolk Southern) for 99 years beginning in 1895. The Chatham underwent a name change in 1893 when it was purchased by the Seaboard Air Line. It remained in the ownership of various successor companies and is now part of CSX. In the late nineteenth to early twentieth century, the Southern Railway and Seaboard Air Line each had a station in town. By 1913, both lines were served by a union depot owned by the Seaboard (Byrd 1994:50, 68–69).

ROAD IMPROVEMENTS

Following the initial surge of development, Cary experienced modest growth into the early twentieth century. In the 1920s, however, the increasing popularity and accessibility of the automobile led to watershed in Cary's growth. To better accommodate the use of automobiles, it became more common to pave roads. In 1917, a new paved road called the Western Wake Highway led to the transformation of Cary's population and a trend toward steady growth that has continued into the twenty-first century. Only seven years earlier there had been only 2,400 cars in North Carolina, but by the time the paved road was built, there were 100,000 (Byrd

1994:76). Now known as Western Boulevard, the highway allowed commuters to live in Cary and drive to work in the much larger capital city. Whereas Cary had begun as a cluster of families employed locally in commerce, lumbering, local service, or transportation-related jobs, increasing numbers of residents worked outside Cary. To meet the demand for new housing, owners of large farm tracts sold property to developers who created subdivisions of single-family homes (Town of Cary 2010:12).

The Western Wake Highway had the unique distinction of being funded by a specially created highway district that encompassed all properties along its corridor. The experiment proved attractive to residents of Cary (population 700) and Method (population 300, located between Raleigh and Cary). On the other hand, farmers along the route, who owned large tracts, balked at paying the lion's share of the tax levy. As an alternative to this unpopular method of funding roads, the General Assembly created the State Highway Commission with the passage of the Highway Act of 1921 (Byrd 1994:76–77). Consequently, area road improvements accelerated, with more paving of roads connecting Cary, Durham, and Apex. In 1923, the Central Highway was completed between Cary and Durham. Most of it is now part of Chapel Hill Road, Highway 54. During the paving of the National Capitol Highway to Apex in 1926, a realignment moved the highway through West Chatham Street, while the old portion became part of what is now Old Apex Road (Byrd 1994:79–80).

The passage of these improved roadways through downtown Cary resulted in a thriving commercial district along Chatham Street. Local business owners were eager to attract customers on their way to or from work in Raleigh, or even on their way into the capital to go shopping (Town of Cary 2010:12). The original business area along unpaved Railroad St. (now Cedar St.) became a commercial backwater. The road improvements proved to be a double-edged sword, however, as merchants competed with shopping areas in Raleigh, now so conveniently accessible by car. According to one resident, after this initial surge, commercial growth leveled off, while the population grew steadily through the twentieth century (Byrd 1994:81, 83).

Initially, residential growth was slow to develop through planned subdivisions. The maze of planned neighborhoods that characterizes Cary today did not begin to emerge until the mid-twentieth century. Commuter residents initially purchased homes in a property subdivided by the heirs of the Rev. A. D. Hunter, then in a second less dense subdivision along Durham Highway, and in a third along present North Dixon Street. However, in the 1920s there were several failed attempts at suburban-style planned neighborhoods including Page Park on present South Harrison Avenue and Mountclair, which instead served as a dairy farm until lots began to sell in the 1940s (Byrd 1994:83).

Route 1

In addition to revolutionizing where people lived and worked, automobiles transformed leisure as well. Soon a network of national roads developed not only for commercial transportation but

primarily as a response to a burgeoning automobile tourism industry. Beginning in the mid-1920s, numerous businesses such as service stations, motels, and restaurants sprang up to serve motorists traveling along the US 1 corridor, which followed the route of modern day Chatham Street through downtown and on to Old Apex Road until a major realignment of Route 1 in 1963 carried through-travelers far to the south of town (Van Scoyoc 2009:22). During the 1950s and early 1960s, with a Route 1 passing through the heart of downtown, Ashworth Drug also served as a Greyhound Trailways passenger stop. The owners sold tickets and accepted small freight to load onto the buses. Complete with a traditional soda fountain, the store is still owned and operated by the Ashworth family at the same location (Van Scoyoc 2009:14).

Following a period of stagnation in the Depression years of the 1930s, a major development occurred just northwest of Cary on the eve of World War II. In 1940, Raleigh, Durham, and Wake and Durham counties together purchased 892 acres for an airport. With the onset of war, the U.S. government assumed control and took on the expense of building the infrastructure. The U.S. Army developed a major airfield that became Raleigh/Durham International Airport when transferred to civilian use in 1946 (Byrd 1994:90; Town of Cary 2010:13). Proximity to a hub of the late twentieth century's preferred mode of long-distance travel later would further enhance Cary's attractiveness as a convenient site for large corporations.

With the development of interstate highways such as I-40 in the 1970s and 1980s, Cary continued to benefit from favorable siting near major high-speed, long-distance corridors. Concurrent with and following completion of the interstate, the North Carolina Department of Transportation has configured local roads to lead efficiently to the interstate from the town center as well as Cary's numerous planned neighborhoods (Byrd 1994:165).

TRANSPORTATION AND THE EARLY DEVELOPMENT OF ANNEXED COMMUNITIES

When Cary expanded westward to encompass the crossroads hamlets of Carpenter and Green Level at the dawn of the twenty-first century, their histories became part of the greater Cary story. Similar to Cary, these communities grew around transportation routes, albeit far more modestly and slowly. In 1905, the Durham and Southern Railroad ran a track through the Carpenter area. The route connected two important economic hubs: Apex, with a large tobacco warehouse, and Durham, North Carolina's largest tobacco market and the center of the state's tobacco processing industry. Carpenter's development began with the railroad's construction of a coal chute and water tower to supply the steam engines. Despite the loss of a rail connection and several businesses in the 1930s, the low-density rural community remained viable with continued demand for tobacco from its farms into the late twentieth century (Town of Cary 2010:19–20).

Farther west, the small community of Green Level grew slowly over the course of the nineteenth century in an area of cotton farms. Similar to Carpenter, Green Level developed near a crossroads, in this case where the road from Durham to Pittsboro crossed over the Holly

Springs to Hillsborough Road (Molloy and Little 2001). Residents of the surrounding farms depended on Green Level as their commercial and social hub, making use of the post office, cotton gin, sawmills, gristmills, stores, a Baptist church, and a masonic lodge (Town of Cary 2010:21).

African American Life in Cary

THE AGE OF SLAVERY

African American presence in the Cary area may extend back to the 1730s, when English and Scots-Irish settlers arrived with slaves in what is now Wake County, claiming tracts of backcountry land. Prior to internal transportation improvements, which began in earnest in central North Carolina in the 1840s, there was only limited access to broad regional markets (Lally 1993:E7). With the exception of a number of large plantations, agriculture consisted mostly of family farms that sold any surpluses locally in order to buy basic household goods that were impractical to make at home. Unlike its neighbors to the north and south, North Carolina lacked the large, navigable rivers reaching far into the backcountry for transporting bulky crops like tobacco and cotton long distances to major ports. With little demand for slave labor, the local African American population remained relatively small.

Nevertheless, in 1790 African American slaves made up one-fourth of Wake County's population, with the majority living east of the Cary area. It is difficult to isolate census data collected in the western and central portions of the county where Cary is located. By 1840, there were 8,000 slaves in the county, comprising two-fifths of the population (Lally 1993:E15).

A decade later, demand for cotton transformed the agricultural economy of the South. However, in central North Carolina, this did not translate to farmers switching to cotton and owning more slaves. Instead, the slave population declined. As labor-intensive cotton cultivation spread across the Deep South, the demand for slaves and their costs increased, prompting some local planters to sell at least some of their slaves through dealers to the planters in these newly settled areas. Likewise, the number of slaveholders declined in the 1850s from one-half of all farmers to one-third (Lally 1993:15).

Although the vicinity of Cary consisted mainly of modest-sized farms with a small number of slaves, some of whom worked alongside their owners, a few prominent families held large tracts that depended on slave labor. In 1850, Wesley Jones owned 37 slaves who farmed his 1,720-acre plantation. Jones's dwelling was located in an area now along Walnut Street in Cary. Wesley's brother, Alfred, had an even larger tract of 3,860 acres worked by dozens of slaves (Byrd 1994:5–6). The principal cash crop was cotton until into the twentieth century. Nathaniel Jones owned more than 10,000 acres on the east side of Cary. Due to the snow-white appearance of his fields before harvest, Jones named his property White Plains. Even though Jones had a large labor force of slaves, he flouted tradition and the law by writing a will that called for their emancipation on moral and humanitarian grounds. Today, the White Plains

Cemetery, burying place of the Joneses, remains on Tolliver Drive in the Maynard Oaks neighborhood (Byrd 1994:9–10).

Besides laboring on local farms and plantations, African American slaves provided most of the labor that built the NCRR through Cary in 1856 (Byrd 1994:18). More than any other factor, the close proximity of the railroad to an intersection of major roads was responsible for Cary's early growth and success. Thus, African American slaves played a key role in the history of this community.

During the Civil War, North Carolina avoided the widespread, unrelenting military action that devastated so many towns and agricultural lands of its northern neighbor, Virginia. Until the last months of the conflict, fighting concentrated in the eastern half of North Carolina as occupying Union forces near the coast conducted raids from their base of operations at New Bern. It was not until the final month of the war that Maj. Gen. William T. Sherman's army pursued Gen. Joseph E. Johnston's forces through the capital region, including the Cary area (Byrd 1994:29–31). Only one small battle occurred in the immediate vicinity, at Morrisville Station (April 13–15, 1865), when Union cavalry and artillery forced Confederate forces to abandon supplies as they fled westward to Greensboro. On April 17, negotiations began that led to the surrender of Johnston's army.

Despite escaping much of the looting and destruction of marauding armies, Cary and the rest of Wake County suffered economic decline with wartime disruptions to transportation networks and access to regional markets and shortages of imported items restricted by the blockade of Southern ports. The absence, maiming, and deaths of thousands of white conscripts and volunteers further drained the local economy of its productive capacity (Lally 1993:E31).

Following the Civil War, many former slaves in the Cary area became sharecroppers or paid employees on plantations where they previously had served in bondage. During this period of Reconstruction, however, some local African Americans and others who moved to Cary after their emancipation took advantage of depressed land prices to buy modest-sized tracts and forge independent lives.

AFRICAN AMERICAN NEIGHBORHOODS, LANDOWNERS, AND BUSINESSES

As the African American population transitioned from a mix of free blacks and slaves to an all-free population in the aftermath of the Civil War, black enclaves became established within Cary. During the first two decades after the Civil War, properties owned and/or occupied by African Americans tended to be concentrated south of the railroad tracks.

African Americans began to acquire a significant amount of land in the Cary area after the Civil War. James Rodgers was reportedly one of the earliest black landowners. Beginning about 1860, he lived in a house (not extant) located where East Park Street now runs, and his 60-acre property extended along Cornwall Road (an area now dominated by late-twentieth-century

commercial development (Williams-Vinson 1996:1). Also among these early black landowners was Alfred Arrington. Born in Warren County as the son of a slave owner and a slave in 1829, Arrington was set free by his second owner. Rather than farming, he engaged in a variety of trades and settled in Cary ca. 1870. He purchased property on the western end of Walnut Street and built a modest house (no longer extant) (Williams-Vinson 2001:124).

Following this first period of land ownership, African Americans also began to acquire property in the north half of Cary. Alfred Arrington's son, Arch, purchased a 4-acre lot at the corner of N. Academy Street and East Johnson Street. There he built a handsome one-story dwelling with a wraparound porch (Williams-Vinson 2001:124, 146). In the 1920s, Arrington was elected to the town council. According to one descendant, Arrington also served as the mayor of Cary. Unfortunately, contemporary documentary evidence is lacking due a fire that destroyed all town records during that period. Until his death in 1933, Arrington ran a barbershop with Nazareth Jones, catering to both blacks and whites (Williams-Vinson 1996:15). In addition to cutting hair, both men repaired shoes (Williams-Vinson 2001:163).

Other prominent black landowners in North Cary included E. B. Ferrell and Goelet Arrington, who owned property where Kingswood Elementary School now stands; and Connie and Lillian Reaves on West Johnson Street. Along Old Apex Road, Willis Turner, Norfelt Evans, and Tildon Evans owned several large tracts (Williams-Vinson 1996:2).

The area along what is now Evans Road became an African American enclave within Cary after the Evans family acquired large tracts there in the early twentieth century. Clyde Evans (1893–1985) purchased a 200-acre tract as part of a foreclosure sale. In addition to farming on the tract, Evans operated a pulpwood business. Eventually, he sold residential lots from his property to other African Americans, and his family later developed the entire property into the Evans Estates subdivision. In 1966 Clyde Evans donated an acre of land on the west side of Evans Road to Cary Christian Church, and the congregation erected a building on the site in 1968. Farther south on the east side of Evans Road, Lovelace Evans sold property to Wake County for the site of Cary's first African American high school, now West Cary Middle School (Williams-Vinson 2001:63–64).

CHURCHES AND SCHOOLS

In the five years following the Civil War, African Americans achieved a remarkable degree of freedom and civil rights compared to their prewar status, whether enslaved or not. Passage and ratification of Amendments 13, 14, and 15 of the U.S. Constitution abolished slavery, granted blacks full citizenship, and guaranteed black males the right to vote. Initially, numerous African Americans were elected to state and national office across the South, including North Carolina. However, entrenched prejudice encouraged by centuries of white supremacy through the institution of slavery led to the erosion of those newly gained rights. Discrimination and denial of equal treatment became enshrined in law through the Supreme Court's Plessy vs. Ferguson decision in 1896. In this atmosphere of exclusion or second-class treatment, African Americans

rallied around their own separate churches and schools, which became key institutions within their communities. This was no less true in Cary than in other parts of the South.

Before the war, whites, slaves, and free blacks had worshipped in the same churches with separate seating arrangements. With new-found freedoms, in the late 1860s African Americans chose to organize their own churches where they could hold leadership roles that would have been denied to them in mixed congregations.

The first black congregation organized what was still only the third church in Cary (Byrd 1994:54). The Colored Christian Church first met on a property along Cornwall Road that eventually became the church's cemetery. Before the congregation could construct a church building, they met under the shelter of a "bush harbor," boughs woven together into a shady arbor (Williams-Vinson 1996:1). North Carolina's black Christian Church congregations were among the earliest to organize themselves within this relatively new denomination, started in Vermont in 1801. In 1867, a group of former slaves established the North Carolina Colored Christian Conference (United Church of Christ n.d.). By 1883, worship convened at a frame church erected on a lot donated by Frank Page next to the (white) Hillcrest Cemetery and Cary High School (Byrd 1994:54). Next to this lot, the congregation also established an early black elementary school (Williams-Vinson 1996:33). The church acquired the property where the bush harbor had been located for use as a cemetery. It was located about 600 yards south of the 1883 church (Byrd 1994:54). Later, the church changed its name to Cary Congregational Christian Church, then Cary United Church of Christ in 1992. Its current name, Cary First Christian Church (since 2004), pays homage to its early beginnings on Cornwall Road (Cary First Christian Church 2011). As noted above, the Cary First Christian Church now occupies a property on the west side of Evans Road in the northern part of Cary.

Two other African American churches were founded in the late nineteenth and early twentieth century. In 1898, the Rev. Addison Blake established Cary's Union Bethel African Methodist Episcopal (AME) Church. The church building stands at 514 North Academy Street (Williams-Vinson 2001:210). The third black congregation with roots in the late nineteenth century is Mt. Zion Baptist. Reportedly formed in 1867, the church now meets in a building erected about the time of World War II at 316 Allen Lewis Drive (Byrd 1994:54; Williams-Vinson 2001:213).

After living under antebellum laws that prohibited black literacy, African Americans sought formal education. It is not surprising that religious institutions were seeding grounds for early black schools as the most educated members of the community were ministers whose occupation typically required a degree of learning. Accordingly, in Cary, the first African American school was erected in 1893 on property adjacent to the Colored Christian Church. The minister of the adjacent Colored Christian Church, the Rev. J. W. Meadows, served as principal and teacher in the modest frame building from 1900–1935. Later, Miss Dora Stroud joined the minister and worked as a teacher from 1919–1935 and Mrs. Ada Ruffin taught from 1909 to

1923. At least three black families, the Beckwiths, the Stevensons, and the Cottons, lived in this area near the school and church (Green n.d; Williams-Vinson 1996:25).

The fact that both Meadows and Stroud taught at the school until 1935 is no coincidence. In fact, that year the school burned under mysterious circumstances, which some have interpreted as malice toward the presence of a black school in downtown Cary, not far from Cary Academy (Williams-Vinson 2001:243).

Following the demise of this school, the community was determined to have it replaced as soon as possible. In the same year as the fire, the New School for Colored Children Committee was formed. Active members, such as Arch Arrington Jr. (1898–1953) (chairman) and Millie Hopson, managed to generate enough support to open a new school in 1937 (Williams-Vinson 1996:18, 21). This new facility was built in the northern half of the town, away from the old Cary Academy and, like the 1893 school, was part of the public school system (Williams-Vinson 2001:248–249). Following the transition from Cary Academy to public Cary High School in 1907, there was no white elementary school; instead it was combined into Cary High, which included grades 1–12. As this school did not need to be distinguished from a white elementary school, it was known simply as East Cary Elementary School (Williams-Vinson 2001:250).

Following the Brown vs. the Board of Education Supreme Court decision of 1954, school districts across the nation were required to desegregate. In Cary, desegregation occurred between 1963 and 1970. The first African Americans who attended Cary High School in 1963 endured cruel racial taunts. However, by 1970, the school system in Cary was fully integrated and had avoided the upheavals of “massive resistance” experienced elsewhere (Green n.d.; Williams-Vinson 2001:252).

Local African Americans did not just face segregation and differential treatment in schools but also in shopping, services, recreation, and entertainment. For example, the 1,335-acre Crabtree Creek State Park (built in the 1930s by the CCC and renamed Umstead State Park in 1955) had separate areas for blacks and whites, just like most parks across the South. In this case, African Americans could only enter a large area known as the Reedy Creek section that made up roughly the southern third of the park. To ensure that African American visitors would not have superior facilities, state officials destroyed a swimming pool that the CCC had built for its camp in the Reedy Creek section (Byrd 1994:89). Many businesses, too, insisted that African Americans enter by entrances that were separate from white entry points, usually at the side or rear of the building. A survival of this phenomenon can be found at the medical practice of Dr. F. R. Yarborough. He observed the letter of Jim Crow laws by having two identical front porches, but spared his black patients the humiliation of using a side or rear entrance (Williams-Vinson 2001:159). Eating and drinking establishments, on the other hand, were off-limits to blacks other than for pick-up service. Under these circumstances, it is not surprising that Clyde Evans transformed the basement of his suburban ranch house into a nightclub with a bar and small stage for performing acts. This building was recently demolished, but photographs illustrate

interesting vernacular decorative techniques, including a bar and an exterior wall built of bottles cemented together with the exposed ends displaying colorful patterns (Town of Cary 2009).

African Americans remain a vital community within Cary, though a minority demographic due to the influx of outsiders and tremendous growth. The 1960s Civil Rights legislation eventually eliminated separate facilities based on racial lines. Starting with the most crucial arena—education—Cary’s African Americans eventually also achieved protection from discrimination, segregation, and substandard facilities in housing, retail, and entertainment.

Impact of Research Triangle Park on the Growth of Cary (ca 1959–1970)

After a period of modest residential growth spurred by the first generation of automobile commuting in the 1920s, Cary underwent a long period of stagnation in the 1930s. Under the shadow of high unemployment and economic contraction, Cary residents did their best to survive the Great Depression. One of the biggest local casualties was the Bank of Cary, which failed in 1931, wiping away some \$22,000 of local residents’ deposits. As in many communities, the main infrastructure projects during this period were the result of federal programs. Cary benefited from federal investment when the Civilian Conservation Corps and Works Progress Administration established Crabtree Creek Recreational Demonstration Area (later Crabtree Creek State Park and now Umstead State Park) about three miles northeast of town. One of the few major buildings erected through private funding was the Mason Lodge, built by the Freemasons at the corner of Chatham and West Academy Streets, now the only building from that era on the block and still home to a Cary landmark, Ashworth Drugs (Byrd 1994:87–88).

It was not until World War II had ended that Cary could resume the growth as a commuter community that had begun twenty years earlier. With the American homeland emerging unscathed from the devastation of war, the economy would expand rapidly. An end to gas rationing meant that workers in Raleigh could commute cheaply by car to Cary’s peaceful setting. Whereas some of the developments in the 1920s had languished with too many unsold lots, a surge of returning veterans increased the demand for housing. Early neighborhoods developed by Russell Heater (who also owned a successful Cary-based well-drilling company) include Veteran Hills and Russell Hills. Numerous other developments such as Walnut Hills, Irongate, and Pine Valley began during this early period (Byrd 1994:97).

Building of postwar subdivisions increased Cary’s population substantially. Yet in terms of overall size, Cary remained a small town. During the 1940s (including four years of unprecedented wartime mobilization) the population increased by 31.1 percent. The following decade, the population of Cary rose from 1,496 in 1950 to 3,356 in 1960, marking an increase of 124.3 percent (Town of Cary 2010:1).

The twentieth-century development that most thoroughly transformed Cary was the establishment and continuing success of the Research Triangle Park (RTP). A brief overview of the RTP's history helps explain the chronology of Cary's transformation—from a Southern rural crossroads town, to a growing bedroom community of a state capital, to a sprawling city with a large proportion of well-educated residents employed in a high-technology jobs.

In his 2011 book, *The Research Triangle: From Tobacco Road to Global Prominence*, William Rohe points to the unique conditions that created one of the nation's most intensively knowledge-based local economies and patterns of growth on the doorstep of Cary. Above all, the triangular area defined by Raleigh, Durham, and Chapel Hill had the unique distinction of being a largely open landscape with a major university at each of its vertices, which are separated from each other by only eight to twenty-six miles. With transportation improvements, the cluster of communities had the potential to be forged into a single metropolitan area.

Despite the boom of the postwar years, central North Carolina and the South in general remained largely agricultural. Indeed, in 1950 only 16 percent of the nation's manufacturing jobs were found across the southern states, and those generally in industries like textiles with relatively low wages. Under these conditions, the region began to lose young people who sought work in the Northeast, the Midwest, and California (Rohe 2011:63).

To counter this lag in development, a promoter of industrial growth named Romeo Guest had the brilliant idea to market the relatively small urban area (population 238,000 in 1950) with the unique asset of three major institutions of higher education—University of North Carolina, North Carolina State College (now North Carolina State University), and Duke University, along with several small colleges. As the prospect of luring northern textile manufacturing from New England diminished, Guest promoted industrial research as the growth economy in the local area (Rohe 2011:64–65).

Governor Luther H. Hodges supported the idea by forming the Research Triangle Development Council in 1955, later incorporated as the Research Triangle Development Committee. This was followed by the creation of the Research Triangle Institute, a non-profit organization that collected data about local universities for marketing and served as a liaison between academic and industrial research entities (Rohe 2011:65–67).

A final component of this innovative concept was of course a suitably located site. Retired textile executive Karl Robbins started Pinelands Incorporated to acquire land and contributed \$1 million to the effort (Rohe 2011:67). To raise funds directly from corporate contributions, the Research Triangle Committee became the Research Triangle Foundation. By the time Governor Hodges announced the creation of the RTP in September 1957, more than 4,000 acres of land had been purchased in the area half-way between Raleigh and Durham and located near the Southern Railway, N.C. Route 54 and US Route 70-A, and Raleigh-Durham

Airport. In 1957, the non-profit Research Triangle Institute was formed to anchor the new development (Rohe 2011:67–68).

In 1958–1959, a renowned University of North Carolina statistical research center relocated to the institute's facilities and a synthetic fiber manufacturer called Chemstrand moved its research arm to facilities it built in the park. After this auspicious start, however, development languished until 1965 when the National Institute for Environmental Health Sciences Center moved to RTP, soon followed by IBM. The computer firm's impressive commitment to develop a 600,000-square-foot research facility on a 400-acre site in the park attracted further private investment. Since then, the park has grown to nearly 7,000 acres, with steady growth in the number of companies locating research facilities there: 21 companies in the 1960s, 17 in the 1970s, 32 in the 1980s, and 42 in the 1990s. Over the course of its development, the number of workers in the park has grown to 39,000, the size of a fourth small city composed entirely of research and development offices and lab space (Rohe 2011:71–75).

Cary did not have to wait until the steady growth that began at RTP in the mid-1960s to experience a major influx of new residents. As Tom Byrd (1994:95–96) pointed out in his history of Cary, a large proportion of employees working in the RTP immediately took up residence in the town's subdivisions. In fact, one-third of the 205 families associated with Chemstrand, the first private corporation established in the park, chose to live in Cary. Some of the subdivisions that developed rapidly to accommodate new residents working in the RTP include Meadowmont and Tanglewood (1960s), and Northwoods (1960s and 1970s).

Many of the homes built in the accelerated development of the period followed a few standard designs. An interview with architect Jerry Miller, who designed about 85 percent of the houses in Greenwood Forest, Pine Valley, and Meadowmont, revealed his typical practices for new home construction. When he ran his architectural firm from the 1950s through early 1970s, Miller combined about five floor plans with about five elevations to create a large number of variations on ranch-style designs that were popular during the period. Typically, the construction materials were inexpensive (concrete block for a basement supporting a frame structure covered with brick veneer), while homeowners could customize interiors with choices of cabinets, linoleum, and tile. During the early 1960s, Miller houses in subdivisions like Greenwood Forest typically cost \$17,500–\$20,000 (Miller 2011).

In contrast, Macgregor Downs, built in the 1960s and 1970s in conjunction with more rapid growth of RTP, offered more upscale houses. The 700-acre subdivision also boasted Cary's first country club and golf course (Byrd 1994:98–99).

Subdivisions spread relentlessly around the perimeter and especially north and west of Cary as the number of RTP employees increased. A steady influx of new residents contributed to Cary's growth, which had begun with the arrival of the RTP's first anchor companies. Each decade since 1960 has similarly seen more than 100 percent growth, with 127.7 percent in the 1960s, 184.9 percent in the 1970s, 101.5 percent in the 1980s, and 115.6 percent in the 1990s

(Town of Cary 2010:1). From a small town of less than 1,200 people in 1940, Cary has expanded into a medium-sized city of 139,633 as of 2011, comprising 15 percent of the population of Wake County (U.S. Census 2011 data).

Of course, this population could not be contained within the town's original one-square-mile boundary created at incorporation in 1871. As new subdivisions sprang up along the perimeter of Cary, the shift from agriculture to higher density development required additional municipal services. Therefore, the town of Cary has gradually annexed additional land from Wake County. In 1960, Cary's population of 3,356 comprised only two percent of Wake County's and inhabited six square miles. Over the course of half a century, Cary has expanded incrementally to encompass 55 square miles (Town of Cary 2013).

Although suburban residential development related to the RTP has been the most apparent trend, over the last forty years Cary also has benefitted from tremendous growth in commercial, industrial, and planned unit development. The presence of a large, well-educated, affluent population has made the area attractive and a good risk to investors. Since annexing the area surrounding the South Hills Mall in 1972, Cary has steadily added new shopping centers and malls so that by the decade from 1984 to 1993, two to three such developments were added annually. Through deliberate planning, known as the Cary Economic Policy of 1977, the town has attracted a corporate tax base to offset the large costs of municipal services and schools created by residential development. Prominent industrial development includes such companies as SAS, American Airlines, IBM, Verizon, Oxford University Press, and Hewlett Packard, among others. In addition to individual companies locating operations in Cary, developers have invested in large industrial parks such as MacGregor Park (400 acres) and Weston (900 acres) (Byrd 1994:138–139, 144–145, 162–163).

4. Results of the Reconnaissance Survey Update

By entering data from the reconnaissance survey (including location, estimated date of construction, use, style and an architectural description) into the Microsoft Access database, one can easily retrieve important information about the surveyed properties. The most significant results from the reconnaissance survey are as follows:

- Principal resources previously surveyed that have since been demolished: 58 (This number indicates the principal resource has been lost and does not include the demolition of ancillary buildings such as outbuildings on a farm.)
- Principal resources previously surveyed that have since deteriorated significantly: 8
- Principal resources previously surveyed that have since been altered considerably: 37 (This number includes those farms that have experienced the loss of one or more major outbuildings.)
- Principal Resources previously surveyed that have been rehabilitated: 5
- Principal resources that were previously surveyed, but that were not field-checked because they could not be located or access to them was prohibited (status is categorized as unknown): 6
- Resources recommended as potential Cary Priorities: 137

Cumulatively, through both phases of the project, 188 new properties were added to the survey. Many of these date from 1950 onward, representing the survey design that emphasized more inclusion of younger properties not only to reflect the new context—Impact of RTP on the Growth of Cary (ca. 1959–1970)—but also to anticipate newer properties' eventual maturity to fifty years of age, a benchmark for many designation programs.

Two hundred and forty-five properties were updates of existing records. This includes seventy-one properties previously recorded as "blockfaces," or properties previously surveyed as part of a contiguous group and collectively given a single record and survey number (Figures 2–4) show examples. By surveying these resources individually, the Town has a more accurate understanding of the number of individual properties documented and can produce more sophisticated reports and queries for specific property attributes.

While 174 (245 minus the 71 blockface records) may seem like a high number for re-surveys, most of these properties were documented prior to the implementation of the state's database and digital photography policies. As part of the survey updates, older handwritten survey forms were transcribed and entered into the database along with current property descriptions and status evaluations. Thus, a more complete record can be accessed digitally and the history of



Figure 2. WA4889, 208 S. Harrison Avenue (formerly part of the WA4204 blockface survey).



Figure 3. WA4890, Cary 302 S. Harrison Avenue (formerly part of the WA4204 blockface survey).



Figure 4. WA4891, James Batts, Jr. House (formerly part of the WA4204 blockface survey).

the building from its first survey to the most recent is now available in a single location. The most recent photos are digital and allow users to view and share images quickly and easily. Additionally some properties that had technically not been surveyed but had been previously documented in some form were re-classified as updates.

In terms of thematic representation, most newly surveyed resources fell into themes from the mid-twentieth century and none before the late nineteenth century. WA6350, a farmstead at 2418 Stephens Road (Figure5); WA6409, House 4029 Dutch Harbor Court (Figure 6); WA6405, House 4001 West Lake Road; and WA6403, House 9225 Holly Springs Road are in the Populism to Progressivism (1885–1918) theme. Though many resources in this theme are simple vernacular single dwellings, the newly surveyed resources add a farmstead (WA6350) and a stylistically interesting single dwelling with outbuildings (WA6409).

Slightly more newly surveyed resources were found in the Boom, Bust, and Recovery between the World Wars (1919–1941) theme. These are generally vernacular single family houses though one has been adapted as a church (WA6435) and one a nursery (WA6418). These resources also include a good example of a Triple A Cottage (WA6400, Figure 7) and the Keisler House (WA6437), which was associated with Kildaire Farm, a large dairy operation.



Figure 5. WA6350, 2418 Stephens Road.



Figure 6. WA6409, House, 4029 Dutch Harbor Court.



Figure 7. WA6400, House, 8301 Lawdraker Road.

The majority of newly surveyed resources fell squarely into the Post–World War II Era: Rural Life Transformed (1942–1960) or straddled that theme and The Impact of RTP on the Growth of Cary (1959–1970) theme. Predominantly single-family dwellings, these properties document the transition to ranches (WA6402) and modernist houses (WA6436) (Figures 8 and 9).



Figure 8. WA6402: House, 8901 Holly Springs Road.



Figure 9. WA6436: 2112 Piney Plains Road.

Within the Impact of RTP on the Growth of Cary (1959–1970) theme, ranches continue to be a dominant form. However, there is some variety with a small modernist office building, the architect of which is yet undetermined (WA6438).

Potential Cary Priorities

As part of both phases of this project, the consultants were asked to flag properties that could potentially be "Cary Priorities." The list will provide baseline data for possible designations or incentives and other preservation programs yet to be developed by the Town. These properties merit attention because of their design, history, and/or rarity. They include National Register properties, properties that are on the state's National Register Study List or are potential additions to the Study List, local landmarks, and properties "perceived locally as having cultural value but may not be eligible for National Register or local landmark listing." One hundred and thirty-eight properties were flagged and are listed in Appendix A. They range in date from the early nineteenth century (Yates Farm, WA0987, ca. 1800. Figure 10; Nancy Jones House, WA0187, ca. 1803, Figure 11) to the second half of the twentieth century (WA7198, House, 7505 Carpenter Fire Station Road, ca. 1970; WA7334, Jefferson Sugg House, ca. 1965).



Figure 10. WA0987, Yates Farm.



Figure 11. WA0187, Nancy Jones House.

Although most are houses or farmsteads (WA6412, Farm, 3724 Ten Ten Road, Figure 12), they also include a movie theater (WA7172, 122 East Chatham Street, Figure 13), churches (e.g., WA0677, Oak Grove Primitive Baptist Church, Figure 14), cemeteries (e.g., WA7333, Cary Christian Church Cemetery, Figure 15), stores (e.g., WA0894, Everybody's Store, Figure 16) , commercial buildings (WA6438, Offices, 100 Trinity Road, Figure 17), a gas station (WA7171, 107 East Chatham St., Figure 18), a school (WA0912, former Cary High School Figure 19), and a radio transmitter building (WA2257, WPTF Radio Transmitter Building, Figure 20).

Potential Cary Priorities include all resources surveyed or re-surveyed that are on the National Register Study List: John D. Horton Farm (CH0250), William Marcom Farm (CH0251), G.H. Baucom House (WA0767), Green Level Baptist Church and Cemetery (WA1005), Horton-Upchurch Farm (WA0764), Oak Grove Primitive Baptist Church (WA0677), Luther Barbee House (WA0768); James A. Edwards Farm (WA0769), George Upchurch Farm (WA0772), R. Merriman Upchurch House (WA0773), Captain Harrison P. Guess House (WA0906), WPTF Radio Transmitter Building (WA2257), Yates Farm (WA4799), and Bartley Yates Farm (WA0988). Also included are properties already listed in the National Register: the Nancy Jones House (WA0187), the Utley-Council House (WA0599), the Page-Walker Hotel (WA0037), and the Ivey-Ellington House (WA0926), as well as most of the contributing properties in the Cary, Green Level, and Carpenter National Register Districts.



Figure 12. WA6412, House, 3724 Ten Ten Road.



Figure 13. WA7172, Cary Theater, 122 East Chatham Street.



Figure 14. WA0677, Oak Grove Primitive Baptist Church at 10530 Penny Road.

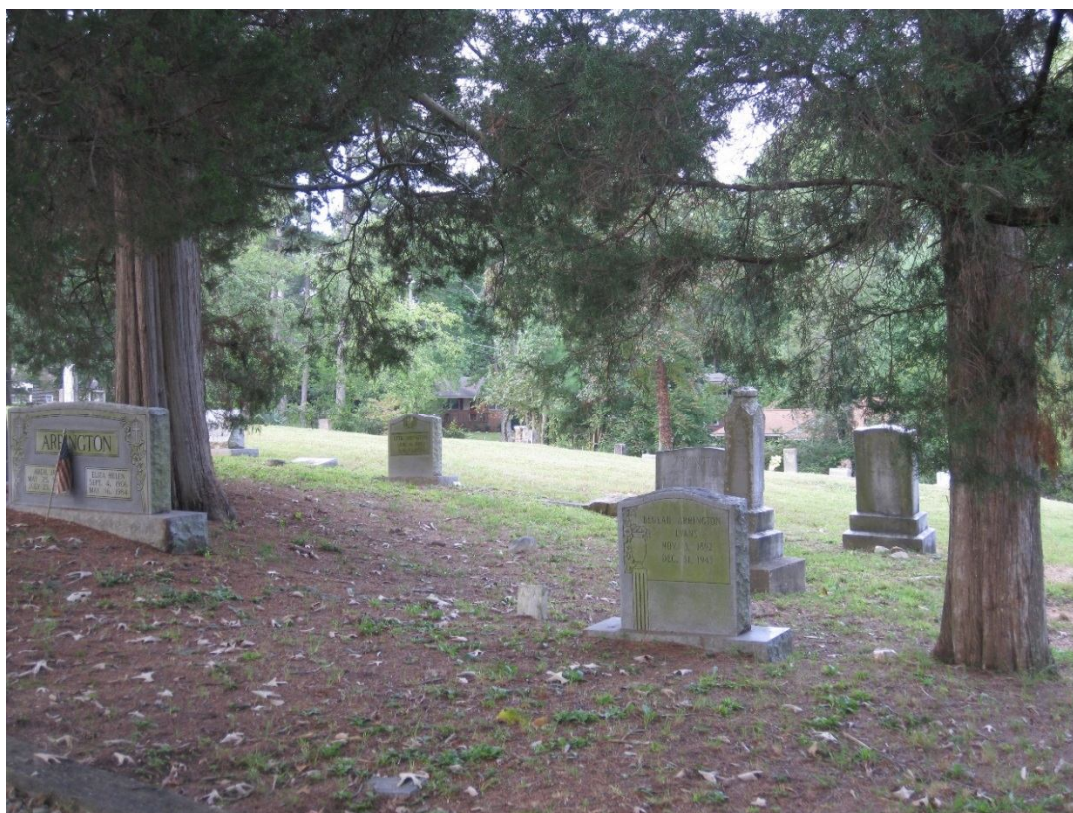


Figure 15. WA7333, Cary Christian Church Cemetery.



Figure 16. WA0894, Everybody's Store at 122 W. Chatham Street.



Figure 17. WA6438, Offices at 1000 Trinity Road.



Figure 18. WA7171, Gas Station at 107 East Chatham Road.



Figure 19. WA0912, former Cary High School.

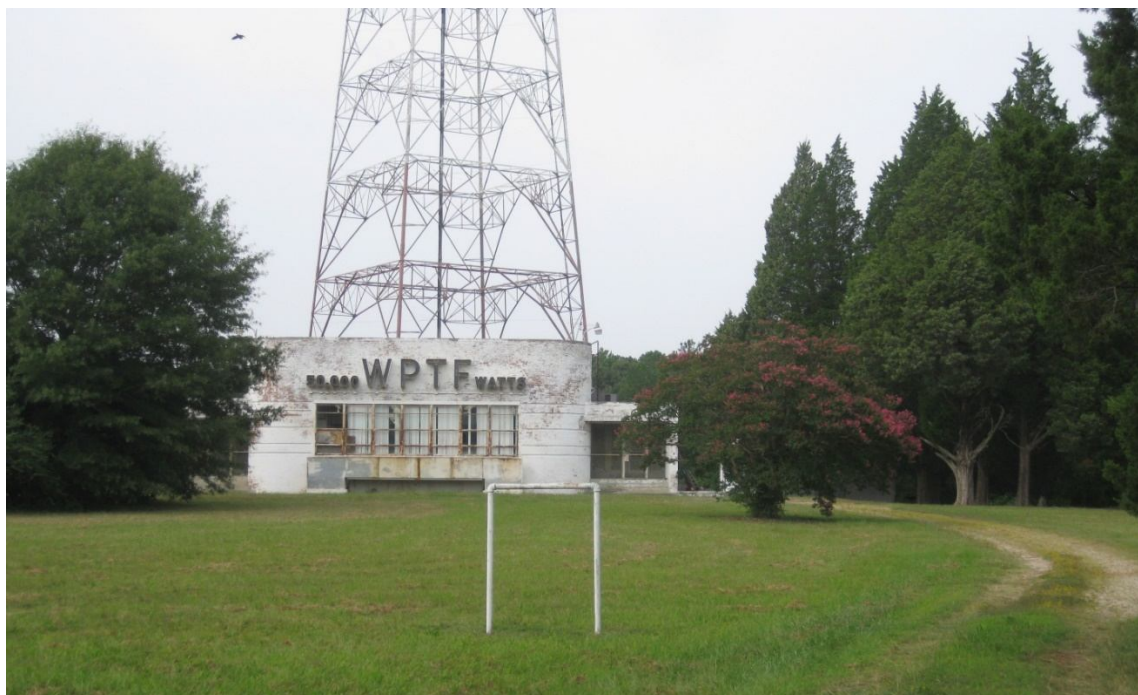


Figure 20. WA2257, WPTF Radio Transmitter Building at 833 East Chatham Street.

Study List Recommendations

Thirty-one of the 138 properties recommended as possible Cary Priorities may be suitable additions to the North Carolina National Register Study List (see Appendix B). The Study List is a preliminary step in the review of potential nominations to the National Register of Historic Places that screens out properties that are clearly not eligible or that are highly unlikely to be eligible for the National Register. For those properties that appear likely to be eligible for the National Register, placement on the Study List gives the green light to proceed with a formal National Register nomination with reasonable assurance that the property can be successfully nominated. The scope of work for this project did not allow for the additional research and documentation of building interiors that are required for a full Study List examination or presentation; however, the recommendations can be found in Appendix B.

Two of the driving motivations for a Cary survey were the growth and development pressures in the town that continue to spur rapid and constant change. With that in mind, certain properties that are included as possible Study List candidates merit note. Although the property at CH0251 could not be accessed, recent photos taken by Capital Area Preservation Inc. support its inclusion in this list. As of this writing, WA6437, the Keisler property, remains; however, the parcel has been rezoned recently, and it appears that the house will be demolished. Likewise, the parcel for WA0987 is being marketed for residential redevelopment. The opening of I-540 has greatly changed the context for the Mills House (WA1009), and the site may be re considered for commercial zoning (Figure 21). The barn for the dairy operation at WA0927 has

been partially gutted and the masonry openings are open with no windows, contributing to the deterioration of the building. The old Franklin House (WA1293) is a rare extant Carolina Cottage, though in poor condition (Figure 22). The land is being considered for rezoning, and there are some plans to move the house to a new lot. The parcel for the Richards House (WA0719) has been rezoned for higher density residential development; however, the rezoning was conditioned on the house being put under easement (Figure 23). The Robert Mayton House (WA7180) is owned by the Town of Cary, though it may be sold (Figure 24).



Figure 21. WA1009, Mills House.



Figure 22. *WA1293, Franklin House.*



Figure 23. *WA0719, Richards House.*



Figure 24. WA7180, Robert Mayton House.

Recommendations

In May 2010, the Town of Cary adopted a Historic Preservation Plan which included in its objectives: **Maintain a complete, up-to-date survey of Cary's historic resources.** This survey was conducted in order to satisfy one of the action steps under this objective: **Undertake a comprehensive, local survey of historic resources fifty years or older resulting in streamlined and accessible survey data; make recommendations for Study List and National Register eligibility.** By categorizing some properties as potential Cary Priorities, it also addressed a second action step under this objective: **Following the completion of a comprehensive survey, categorize resources determined to be historically significant into levels of priority (designation, protection, purchase, etc.).**

Many of the plan's additional objectives and actions are viable recommendations in consideration of the completion of this project and are repeated here (in no specific order).

- Using established standards, develop for Town Council clear criteria for determining historic significance of structures and other resources.

- Undertake a survey of all subdivisions platted and developed from 1960 to 1970 within the Maynard Loop; identify individual properties that may be of architectural or historical interest.
- Identify areas meeting qualifications for new or expanded National Register Historic District designations; prepare nomination(s) with owner support.
- Following the recommendations made in the comprehensive survey, contact property owners of National Register-eligible properties to explain the process and benefits of designation; pursue designation for properties when there is owner support.
- Continue to identify properties eligible for local landmark designation; contact property owners; pursue designation for properties with owner support.
- Begin periodic informational meetings for interested property owners to explain the process and benefits of historic district zoning.
- Develop and maintain an inventory of cemeteries and known archaeological sites.
- Develop a policy for review and adoption by which the Town, prior to its purchase of properties with potential historic significance, completes an assessment to determine the historic and archaeological value of the site and its existing structures.
- Begin preparing preservation and stewardship plans for each historic resource (structural and non-structural) owned by the Town; continue as resources are acquired.
- Develop a process by which proposed changes to, demolition, or moving of historically significant Town-owned properties be reviewed first by a historic preservation commission.
- Develop and maintain a historic preservation web page; periodically explore new internet technologies to promote preservation.
- Publish a paper inventory of Cary's historic properties following the completion of a comprehensive survey.
- Expand house marker programs throughout historic areas such as downtown, Carpenter, and Green Level, as well as individual resources.
- Periodically post a feature article on a local historic property and its owner on a Town Historic Preservation web page.
- Continue to provide guidance to historic home owners in obtaining chain-of-title research, ownership history, biographical data, etc.
- When a comprehensive historic/architectural survey is completed or updated, distribute copies to owners whose properties are included in the survey.

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Appendix A. Potential Cary Priorities

NR = NATIONAL REGISTER; SL = STUDY LIST; DOE = DETERMINATION OF ELIGIBILITY; LD = LOCAL DESIGNATION;
NRHD = NATIONAL REGISTER HISTORIC DISTRICT (CARY = C; GREEN LEVEL = GL; CARPENTER = CR)

SSN	Property Name	Property Address	Designation
CH0249	Buck and Myrtle High House	240 Granny's Acres	
CH0250	John D. Horton Farm	719 Pittard Sears Rd.	DOE
CH0251	William Marcom Farm	2287 New Hope Church Rd.	SL, DOE
CH0256	Henry B. Barbee Farm Complex	1289 O'Kelly Chapel Rd.	
CH0821	Yates House	2834 New Hope Church Rd.	
CH0823	Batchelor Cemetery	New Hope Church Rd.	
WA0037	Page-Walker Hotel	119 Ambassador Loop	NR, LD
WA0187	Nancy Jones House	9391 Chapel Hill Rd.	NR
WA0599	Utley-Council House	4009 Optimist Farm Rd.	NR
WA0603	Utley-Pierce House	9100 Holly Springs Rd.	
WA0662	House	3401 Arthur Pierce Rd.	
WA0677	Oak Grove Primitive Baptist Church	10530 Penny Rd.	SL
WA0679	Barnabus Jones House	9701 Penny Rd.	
WA0684	Piney Plains Christian Church	2803 Piney Plains Rd.	
WA0719	Richards House	9475 Chapel Hill Rd.	
WA0734	Will Sorrell House	1605 N. Harrison Ave.	
WA0742	C. F. Ferrell Farm	1200 Morrisville-Carpenter Rd.	NRHD-CR
WA0744	A.M. Howard Farm	1580 Morrisville-Carpenter Rd.	NRHD-CR
WA0745	Bill Sears House	1600 Morrisville-Carpenter Rd.	NRHD-CR
WA0749	Byrd-Ferrell House	6700 Carpenter Fire Station Rd.	NRHD-CR
WA0752	Carpenter Farm Supply Store Building	1933 Morrisville-Carpenter Rd.	NRHD-CR, LD
WA0753	Adelaide Carpenter Page House	3048 Carpenter-Upchurch Rd.	NRHD-CR
WA0754	William Henry Carpenter House	3040 Carpenter-Upchurch Rd.	NRHD-CR
WA0755	William Henry Carpenter Boarding House	3041 Carpenter-Upchurch Rd.	NRHD-CR
WA0756	(former) Carpenter Farmer's Cooperative	1933 Morrisville-Carpenter Rd.	NRHD-CR, LD
WA0757	Ferrell Warehouses	1928 Morrisville-Carpenter Rd.	NRHD-CR
WA0758	C.F. Ferrell Store	1928 Morrisville-Carpenter Rd.	NRHD-CR
WA0759	D. Judson Clark Machine Shop & Garage	1929 Morrisville-Carpenter Rd.	NRHD-CR
WA0763	William Upchurch Farm	2132 Carpenter-Upchurch Rd.	
WA0764	Horton-Upchurch Farm	2002 Carpenter-Upchurch Rd.	SL, DOE
WA0767	Green H. Baucom House	2421 High House Rd.	SL
WA0768	Luther Barbee House	2836 Davis Drive	DOE
WA0769	James A. Edwards Farm	2737 Davis Drive	DOE
WA0772	George Upchurch Farm	1024 Waldo Rood Blvd.	SL, DOE
WA0892	Ivey-Ellington House	135 W. Chatham St.	NR
WA0894	Everybody's Store	122 W. Chatham St.	
WA0895	Scott Dry Goods Store, Grocery Store	125-127 W. Chatham St.	

SSN	Property Name	Property Address	Designation
WA0896	Ashworth Drugstore	105 W. Chatham St.	
WA0897	First United Methodist Church	117 S. Academy St.	
WA0899	First Baptist Church	218 S. Academy St.	
WA0900	Esther Ivey House	302 S. Academy St.	NRHD-C
WA0901	Jones House	324 S. Academy St.	NRHD-C
WA0905	Pasmore House	307 S. Academy St.	NRHD-C
WA0906	Captain Harrison P. Guess House	215 S. Academy St.	SL, NRHD-C, LD
WA0912	(former) Cary High School	101 Dry Ave.	NRHD-C
WA0913	Marcus Baxter Dry House	400 Faculty Ave.	NRHD-C
WA0917	Holleman-Woodlief House	400 S. Harrison Ave.	NRHD-C
WA0918	J.F. Coggins House	326 S. Harrison Ave.	NRHD-C
WA0921	Frank Page Smokehouse	316 N. Academy St.	NRHD-C
WA0927	(former) Mitchell Dairy Farm Buildings	301-303 S. Dixon St.	
WA0928	Hillcrest Cemetery	608 Page St.	LD
WA0987	Yates Farm	500 Futrell Drive	
WA0988	Bartley Yates Farm	10209 Morrisville Parkway	SL
WA1001	William Lewter House	3800 Green Level West Rd.	
WA1002	A.C. and Helon Council House	3608 Green Level West Rd.	NRHD-GL
WA1004	Alious and Daisey Mills Farm and Store	3529 Beaver Dam Rd.	NRHD-GL
WA1005	Green Level Baptist Church & Cemetery	8509 Green Level Church Rd.	SL, NRHD-GL
WA1009	Mills House	3208 Green Level West Rd.	
WA1231	Adolphus Sorrell House	8626 Manns Loop Rd.	
WA1252	Bell-Pierce Farm	5508 Ten Ten Rd.	
WA1292	Franklin-Jones Farm	6405 Holly Springs Rd.	
WA1293	Franklin House	6405 Holly Springs Rd.	
WA1667	Yates-Carpenter House	1116 White Oak Church Rd.	
WA2054	State Laboratory of Hygiene	950 E. Chatham St.	
WA2257	WPTF Radio Transmitter Building	833 E. Chatham St.	SL
WA3040	Nathaniel Jones Graveyard	0 Tolliver Ct.	
WA4207	Durham & Southern Railroad Tracks		NRHD-CR
WA4208	Byrd Farm Tenant House	6720 Carpenter Fire Station Rd.	NRHD-CR
WA4209	Mallie & Cora Butts Farm	1604 Morrisville-Carpenter Rd.	NRHD-CR
WA4239	Kenneth and Reba Mills House	8425 Green Level Church Rd.	NRHD-GL
WA4770	8532 Manns Loop Road	8532 Manns Loop Rd.	
WA4799	Yates Farm	10109 Morrisville Parkway	SL
WA4800	Daniel and Vallie Matthews House	2506 Trenton Rd.	
WA4884	Henry and Ethel Adams House	320 S. Academy St.	NRHD-C
WA4885	House	209 S. Academy St.	NRHD-C
WA4886	Dr. Frank W. Yarborough House #2	219 S. Academy St.	NRHD-C
WA4888	Dr. John Pullen Hunter House	311 S. Academy St.	NRHD-C, LD
WA4889	House	208 S. Harrison Ave.	NRHD-C

SSN	Property Name	Property Address	Designation
WA4890	House	302 S. Harrison Ave.	NRHD-C
WA4891	James Batts House	307 S. Harrison Ave.	NRHD-C
WA4892	House	116 W. Park St.	NRHD-C
WA4893	House	120 W. Park St.	NRHD-C
WA4894	House	107 W. Park St.	NRHD-C
WA4895	House	111 W. Park St.	NRHD-C
WA4896	House	115 W. Park St.	NRHD-C
WA4898	House	106 Dry Ave.	NRHD-C
WA4899	Baxter Jones House	110 Dry Ave.	NRHD-C
WA4900	Dr. Frank W. Yarborough House #1	112 Dry Ave.	NRHD-C
WA4901	Ian Meacham House	114 Dry Ave.	NRHD-C
WA4902	Russell and Jessie Heater House #2	120 Dry Ave.	NRHD-C
WA4903	J. Glenn and Jean Hobby	115 Dry Ave.	NRHD-C
WA4904	Russell and Jessie Heater House #1	119 Dry Ave.	NRHD-C
WA4905	Clarence and Syble Beddingfield House	121 Dry Ave.	NRHD-C
WA6350	Farmstead	2418 Stephens Rd.	
WA6395	Farm	3321 Arthur Pierce Rd.	
WA6400	House	8301 Lawdraker Rd.	
WA6403	House	9225 Holly Springs Rd.	
WA6405	House	4001 West Lake Rd.	
WA6406	House	3909 West Lake Rd.	
WA6409	House	4029 Dutch Harbor Ct.	
WA6412	Farm	3724 Ten Ten Rd.	
WA6436	House	2112 Piney Plains Rd.	
WA6437	Keisler House	1695 Kildaire Farm Rd.	
WA6438	Building	1000 Trinity Rd.	
WA7151	House	309 N. West St.	
WA7153	House	306 Wood St.	
WA7159	House	226 Hillsboro St.	
WA7163	House	213 Hillsboro St.	
WA7171	Gas Station	107 E. Chatham St.	
WA7172	Movie Theater	122 E. Chatham St.	
WA7173	Rogers Motel	149 E. Chatham St.	
WA7176	House	226 E. Chatham St.	
WA7180	Robert Mayton House	204 S. Academy St.	
WA7184	Dr. S.P. Waldo House	122 E. Park St.	
WA7185	Yates Grocery & Farm Supply	1400 Yates Store Rd.	
WA7193	House	808 Reedy Creek Rd.	
WA7194	Excel and Elsie Green Farm	11724 Green Level Church Rd.	
WA7198	House	7505 Carpenter Fire Station Rd.	
WA7207	House	109 Woodland Drive	
WA7213	West Cary High School	1000 Evans Rd.	

SSN	Property Name	Property Address	Designation
WA7223	House	9266 Chapel Hill Rd.	
WA7240	Motel	607 E. Chatham St.	
WA7267	May Pleasants Jones House	300 E. Chatham St.	
WA7270	House	318 E. Chatham St.	
WA7273	W.B. Keener House	314 Keener St.	
WA7282	Office Building	145-161 W. Chatham	
WA7314	Radio and Communications Company	8035 Chapel Hill Rd.	
WA7318	William Royal Martin House	8727 Chapel Hill Rd.	
WA7319	House	8721 Chapel Hill Rd.	
WA7320	House	8637 Chapel Hill Rd.	
WA7321	House	8635 Chapel Hill Rd.	
WA7322	House	237 Adams St.	
WA7333	Cary Christian Church Cemetery	300 W. Cornwall Rd.	LD
WA7334	Jefferson Sugg House	605 Page St.	
WA7335	Maynard-Stone House	123 Harmony Hill Lane	
WA7336	R. Merrimon Upchurch House	1600 Jenks Carpenter Rd.	SL
WA7337	Annie Lee Yates House	310 Williams St.	

Properties designated as having a **Determination of Eligibility (DOE)** are properties that have not been listed in the National Register of Historic Places but have been evaluated through the environmental review process for a federal undertaking under Section 106 of the National Historic Preservation Act and found, in concurrence between the State Historic Preservation Office and the federal project agency, to be eligible for listing in the National Register.

The **Study List** is a preliminary step in the state-level review of potential nominations to the National Register of Historic Places that screens out properties clearly not eligible for listing in the National Register or highly unlikely to be eligible. For those properties that appear likely to be eligible for the National Register, placement on the Study List gives the green light to proceed with a formal National Register nomination with reasonable assurance that the property can be successfully nominated. Inclusion in the Study List is not an absolute guarantee of eligibility, however. Over time properties may require reevaluation due to changes or deterioration. If a property has been on the Study List for more than two to three years, a sponsor interested in proceeding with a nomination should contact State Historic Preservation Office staff for a reevaluation to ensure that the property retains sufficient historic integrity required for National Register eligibility.

For more information on historic designations -- National Register, Determination of Eligibility, Study List, and Local Designation -- please see the N. C. State Historic Preservation Office web site: <http://www.hpo.ncdcr.gov/>.

Appendix B. Study List Recommendations

SSN	Property Name	Property Address
CH0249	Buck and Myrtle High House	240 Granny's Acres
CH0250	John D. Horton Farm	719 Pittard Sears Road
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WA6400	House	8301 Lawdraker Road
WA6409	House	4029 Dutch Harbor Court
WA6412	Farm	3724 Ten Ten Road
WA6436	House	2112 Piney Plains Road
WA6437	Keisler House	1695 Kildaire Farm Road
WA6438	Building	1000 Trinity Road
WA7159	House	226 Hillsboro St.
WA7180	Robert Mayton House	204 S. Academy St.
WA7185	Yates Grocery & Farm Supply	1400 Yates Store Road
WA7198	House	7505 Carpenter Fire Station Road
WA7207	House	109 Woodland Drive
WA7214	West Cary High School	1000 Evans Road
WA7240	Motel	607 E. Chatham St.
WA7270	House	318 E. Chatham St.
WA7273	W.B. Keener House	314 Keener St.
WA7318	William Royal Martin House	8727 Chapel Hill Road
WA7334	Jefferson Sugg House	605 Page St.

