

NORTH CAROLINA STATE HISTORIC PRESERVATION OFFICE
Office of Archives and History
Department of Cultural Resources

NATIONAL REGISTER OF HISTORIC PLACES

West Asheville – Aycock School Historic District

Asheville, Buncombe County, BN1839, Listed 8/9/2006
Nomination by Clay Griffith
Photographs by Clay Griffith, May 2006



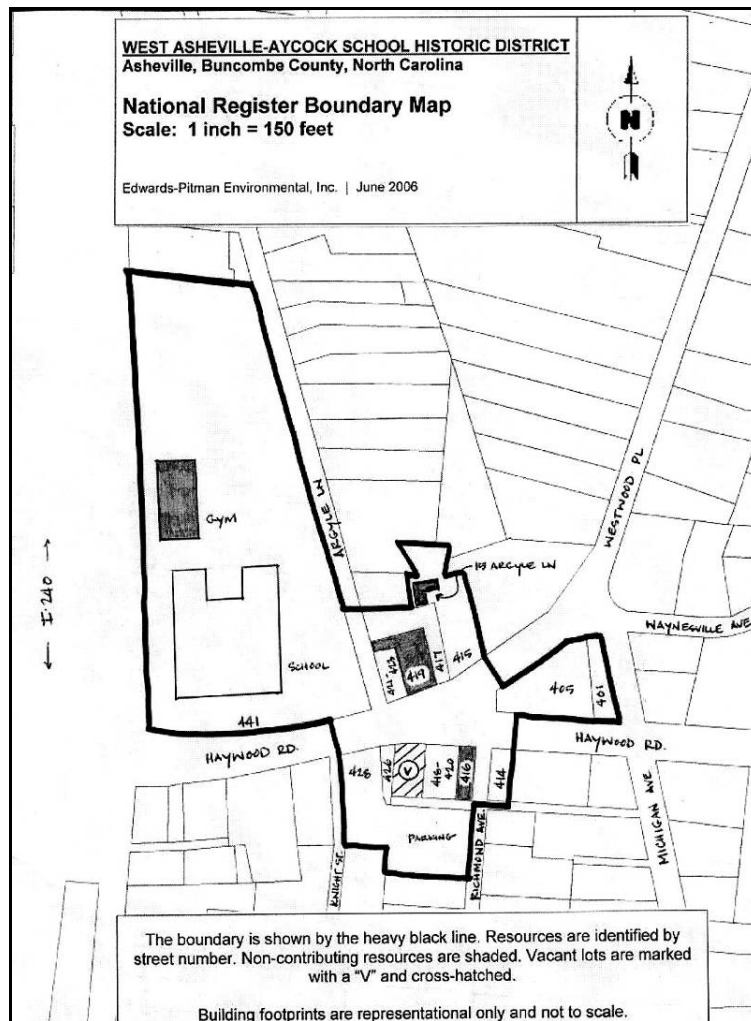
415-419 Haywood Road



405 Haywood Road



Aycock School



Historic District Map

United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name West Asheville-Aycock School Historic District
other names/site number N/A

2. Location

street & number 401-441 Haywood Road not for publication N/A
city or town Asheville vicinity N/A
state North Carolina code NC county Buncombe code 021 zip code 28806

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this X nomination/____ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property X meets ____ does not meet the National Register Criteria. I recommend that this property be considered significant ____ nationally ____ statewide X locally. (____ See continuation sheet for additional comments.)

Signature of certifying official _____ Date _____

North Carolina Department of Cultural Resources
State or Federal agency and bureau

In my opinion, the property ____ meets ____ does not meet the National Register criteria. (____ See continuation sheet for additional comments.)

Signature of commenting or other official _____ Date _____

State or Federal agency and bureau _____

4. National Park Service Certification

I, hereby certify that this property is:

Signature of the Keeper

Date of Action

- ____ entered in the National Register
- ____ See continuation sheet.
- ____ determined eligible for the National Register
- ____ See continuation sheet.
- ____ determined not eligible for the National Register
- ____ removed from the National Register
- ____ other (explain): _____

West Asheville-Aycock School Historic District
Name of Property

Buncombe County, North Carolina
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property
(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property
(Do not include previously listed resources in the count)

Contributing	Noncontributing	
10	4	buildings
0	0	sites
0	0	structures
0	0	objects
10	4	Total

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

N/A

Number of contributing resources previously listed
In the National Register

N/A

6. Function or Use

Historic Functions
(Enter categories from instructions)

- COMMERCE/TRADE/business
- COMMERCE/TRADE/specialty store
- COMMERCE/TRADE/financial institution
- EDUCATION/school
- EDUCATION/education-related
- GOVERNMENT/fire station
- GOVERNMENT/post office
- TRANSPORATION/auto related

Current Functions
(Enter categories from instructions)

- COMMERCE/TRADE/specialty store
- COMMERCE/TRADE/business
- EDUCATION/school
- EDUCATION/education-related
- VACANT/NOT IN USE

7. Description

Architectural Classification
(Enter categories from instructions)

- Commercial Style
- Classical Revival
- Mission
- Art Deco
- Modern Movement
- No style

Materials
(Enter categories from instructions)

- foundation BRICK
- roof ASPHALT
- walls BRICK
- OTHER/concrete block
- other WOOD/plywood
- OTHER/cast stone
- OTHER/Permastone

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

8. Statement of Significance

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

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

Criteria Considerations
(Mark "X" in all the boxes that apply.)

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or a grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance
(Explain the significance of the property on one or more continuation sheets.)

Areas of Significance
(Enter categories from instructions)

- Architecture
- Commerce
- Education
- _____
- _____
- _____
- _____

Period of Significance
Ca. 1915 - 1956

Significant Dates
N/A

Significant Person
(Complete if Criterion B is marked above)
N/A

Cultural Affiliation
N/A

Architect/Builder
Six Associates, Inc. – architect

9. Major Bibliographical References

Bibliography
(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

- Previous documentation on file (NPS):**
- ___ preliminary determination of individual listing (36 CFR 67) has been requested.
 - ___ previously listed in the National Register
 - ___ previously determined eligible by the National Register
 - ___ designated a National Historic Landmark
 - ___ recorded by Historic American Buildings Survey # _____
 - ___ recorded by Historic American Engineering Record # _____

- Primary Location of Additional Data**
- State Historic Preservation Office
 - ___ Other State agency
 - ___ Federal agency
 - ___ Local government
 - ___ University
 - Other
- Name of repository:
West Asheville Branch Library, Asheville, NC
Pack Memorial Library, Asheville, NC

West Asheville-Aycock School Historic District
Name of Property

Buncombe County, North Carolina
County and State

10. Geographical Data

Acreage of Property 10 acres (approx.)

UTM References

(Place additional UTM references on a continuation sheet)

A 17 356870 3938100
Zone Easting Northing
B 17 356780 3937970

C 17 356600 3938070
Zone Easting Northing
D 17 356580 3938380
 See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Clay Griffith

organization Edwards-Pitman Environmental, Inc. date April 24, 2006

street & number 825-C Merrimon Ave., #345 telephone (828) 281-3852

city or town Asheville state NC zip code 28804

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name multiple owners (see attached list)

street & number _____ telephone _____

city or town _____ state _____ zip code _____

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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National Park Service

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West Asheville-Aycock School Historic District
Buncombe County, North Carolina

Section 7. Narrative Description

Located in the West Asheville area of Asheville, North Carolina, the West Asheville-Aycock School Historic District is located on both sides of Haywood Road to the east of Interstate 240 and extending eastward to Michigan Avenue. The West Asheville-Aycock School Historic District, along with the West Asheville End of Car Line Historic District to the east, represents a rare concentration of historic commercial and civic buildings on Haywood Road, the established spine of the West Asheville community. Significant individual historic resources also remain along Haywood Road, including several churches and the former Friendly Grocery, but these are separated from the two districts and from one another by substantial gaps of modern infill buildings or heavily altered historic structures.

Built along the route of the old Western Turnpike from Asheville to Waynesville in Haywood County, Haywood Road takes its name from its western destination. West Asheville, an incorporated town through much of the 1890s and again in the 1910s, was annexed by the City of Asheville in 1917. Haywood Road developed as the principal commercial corridor in West Asheville, and beginning in 1911 it also served as the route of a streetcar line from Asheville's bustling Depot Street area. The streetcar turnaround point was located in the 700 block of Haywood Road until streetcar service ceased in 1934.

The majority of resources in the West Asheville-Aycock School Historic District are located around the intersection of Haywood Road with Westwood Place on the north and Richmond Avenue on the south. A one-story brick commercial building (#401) and a freestanding Art Deco style filling station (#405) occupy a triangular parcel bound by Haywood Road, Westwood Place, and Michigan Avenue that forms the eastern edge of the district. A planted median at the intersection of Westwood Place and Haywood Road serves as a focal point for the district's streetscapes. The row of historic one and two-story commercial buildings on the south side of Haywood Road is interrupted only by a gravel parking area located on the site of a two-story commercial building that was demolished around 1980. The imposing two-story Bank of West Asheville Building (#414) stands on the east side of Richmond Avenue at its intersection with Haywood Road and forms the eastern edge of the district on the south side of the road.

The compact district centers on the multi-pronged intersection with its dense development one and two-story brick civic and commercial buildings, dating from ca. 1915 to 1936. The 1953 Charles B. Aycock School and gymnasium (#441) occupy a large tract to the northwest of the commercial area. Built on the site of the earliest public school in West Asheville, Aycock School maintains the traditional educational function of the property and is associated with the civic character of other resources within the district, including the former West Asheville Post Office (#416) and West Asheville Fire Station (#421-423). Beyond the school property and central cluster of commercial buildings, residential neighborhoods extend to the north and south of the district. Interstate 240 clearly defines the western edge of the district, and two commercial buildings immediately east of I-240 on the south side of Haywood Road are excluded from the district boundary due to extensive physical alterations and a lack of architectural integrity. The commercial development along

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Haywood Road to the east of the district suffers from a lack of architectural integrity with heavily altered and newly built buildings.

The inventory list for the West Asheville-Aycock School Historic District is organized alphabetically by street name. The majority of entries are entered from east to west along Haywood Road, beginning with the north side and continuing on the south side of the road. The inventory entries provide the name, location, date(s) of construction, contributing or non-contributing status, and a brief summary of each resource within the district. Each property is named after its first, longest, or best known occupant of function during the period of significance. Construction dates have been determined as accurately as possible by correlating information from city directories, Sanborn fire insurance maps, newspaper articles, and deed research. Construction dates for the pre-1917 buildings are based primarily on deed research, plat maps, and newspaper articles due to a lack of documentation prior to 1917. The Haywood Road area does not appear on Sanborn fire insurance maps before 1917, when West Asheville was annexed into the city of Asheville, and the 1917 Sanborn maps show only the area immediately surrounding the intersection of Haywood and Brevard roads. Individual business and residential listings for Haywood Road first appear in the 1919 Asheville city directory.

The West Asheville-Aycock School Historic District contains ten contributing and four non-contributing resources. Resources that date to the period of significance and retain integrity are classified as contributing resources. Non-contributing resources are those that were constructed after the period of significance ended or no longer retain sufficient integrity due to alteration to the historic fabric of the buildings. The contributing resources consist of mostly one and two-story brick and concrete block commercial buildings dating from the 1910s to 1930, but also include an Art Deco filling station and the modernistic Aycock School. The four non-contributing resources include two heavily altered historic structures and two buildings that date to after the period of significance.

Classification key:	C-B	Contributing building
	C-S	Contributing structure
	NC-B	Non-contributing building
	NC-S	Non-contributing structure

Argyle Lane, east side

Commercial Building, 15 Argyle Lane. Ca. 1995. NC-B

Built ca. 1995, this one-story L-shaped building stands to the rear of the Buckner Building (#415). The building is constructed with concrete block rear walls, corrugated metal siding on the front and rear, a

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low-pitched gable roof, and one-over-one windows. Originally built as apartments, the building is now rented as commercial space.

Haywood Road, north side (east to west)

West Asheville Motor Company, 401 Haywood Road. Ca. 1925. C-B

The one-story painted brick commercial building features a flat parapet façade that steps down along the sides to the rear. The three bay façade contains replacement display windows flanking a center entrance bay with a replacement door and windows. Transoms above the bays have been covered. A wide rectangular panel is located in the upper section of the façade beneath a corbelled cornice. Arched window openings along the side elevations have been boarded up. The first opening on the east side (facing Michigan Avenue) contains a metal roll-up door. Built ca. 1925, the West Asheville Motor Company building replaced an earlier automobile garage at this location, but beginning in 1931, the building housed a Jax-Pax Grocery, which operated here through the early 1950s.

McGeachy Filling Station, 405 Haywood Road. Ca. 1936. C-B

The McGeachy Filling Station is a one-story flat-roof, streamlined Art Deco building constructed of concrete block with stucco exterior and stylized paneled pilasters. A taller, square block at the southwest corner originally served as the office, and two recessed service bays extend to the north. The garage openings to the service bays have been filled with aluminum frame glass doors and windows. A low, one-story, flat roof, concrete block addition was built across the rear of the building. The pump island and canopy were removed ca. 2000.

The triangular-shaped parcel now occupied by the filling station and a commercial building at 401 Haywood Street was the site of a dense commercial block through the 1910s and 1920s. The Brown-Carter Block, a two-story office building, and the Bank of West Asheville filled much of the block, while an auto garage stood at the rear of the lot, facing Michigan Avenue. W. Arthur McGeachy opened a filling station on the site around 1936, after the demolition of the earlier commercial buildings. By 1940, the station had changed to the Davis Service Station, which was one of several in the city to sell Shell gasoline. The building continued to operate as a gas station through the 1990s, but now functions as an alternative fuel station and convenience store.

Buckner Building, 415 Haywood Road. Ca. 1924. C-B

The ca. 1924 Buckner Building is a two-story commercial block with a poured concrete foundation, flat parapet roof with a terra cotta tile coping, and plain corbelled brick cornice. Two storefront openings are filled with replacement windows and doors, and each is topped by two single replacement one-over-one

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windows with cast stone lintels and sills. A recessed single-leaf entrance door on the west end of the façade opens into a stairwell with a single window opening at the second story. The east end elevation contains four second-story windows with replacement sash, while a few original first story openings have been bricked. The rear (north) elevation features two windows with replacement sash on both stories and a double-leaf metal door into the basement.

J. H. and Anna Buckner, who owned the whole block from Argyle Lane to Westwood Place, erected the building ca. 1924. A Great A&P Tea Company grocery store occupied the first story of the Buckner Building through the 1940s and the second story was rented for offices and apartments. The A&P store was replaced by locally-owned markets in the late 1940s and 1950s.

Sellers Building, 417 Haywood Road. Ca. 1915, ca. 1940. C-B

One of the earliest commercial buildings on Haywood Road, the two-story Sellers Building was constructed ca. 1915 with a brick façade and rock-face concrete block side and rear walls. The lower section of the façade is faced with a Permastone veneer added ca. 1970 framing a recessed entry. The four single windows on the second story have replacement sash, concrete sills, and an attached metal awning. The cornice displays corbelled brickwork in zig-zag patterns.

After completion the building housed a succession of grocery and dry goods stores through the 1920s and 1930s. Beginning ca. 1945, Paul Sellers opened the Sellers Cabinet Shop, which remained at this location through the 1960s. After the cabinet shop closed, Sellers Coin Shop became the main tenant and remained here through the end of the twentieth century. The Sellers family retains ownership of the building.

A one-story addition was built to the rear of the building ca. 1940. Constructed of concrete block and lit by large metal-frame industrial windows, the addition was used for auto repair and body work.

West Asheville Theater, 419 Haywood Road. Ca. 1920. NC-B

Originally built ca. 1920 as a two-story movie theater, the building was reduced to a single story between 1950 and 1970. The arcaded façade dates to 1975, further altering the appearance of the building. At present the building is a one-story, flat-roof brick structure with three round-arch openings in the façade flanked by two small round-arch windows and a terra cotta tile coping. Replacement aluminum-frame storefront windows and doors fill the arched openings.

In October 1925, J. H. and Anna Buckner entered into an agreement to lease the theater to Carolina Theatres, Inc. for a period of ten years. The lease allowed the theater company to utilize the existing moving picture equipment, chairs, and “other properties usually found in moving picture theatres and now contained in said premises” (Buncombe County Deed Book 317, page 366).

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West Asheville Fire Station, 421-423 Haywood Road. 1922. C-B

The 1922 West Asheville Fire Station is a two-story Mission Revival style brick building featuring a formally composed three-bay façade with a raised central parapet, round arches, and rose windows that are now covered. Brick pilasters with recessed vertical panels divide the façade into bays with two slender side bays flanking the central bay. The stepped parapet rises to a semicircular peak and is capped with a concrete coping. The central bay consists of a recessed former vehicular entrance with storefront windows, doors, and transom added in the 1980s, and a second story balcony with an arched opening, wood frame windows, and metal railing. The side bays contain single-leaf glazed and paneled doors topped by a transom and cast stone lintel. Large recessed-panel cast stone blocks divide the two levels of the bay with a covered rose window and round arch located above. The decorative paneled block mimics smaller recessed-panel cast stone blocks in the pilasters at the base and midpoints.

The twelve-bay side elevation facing Argyle Lane contains eleven single four-over-one double-hung windows with cast stone sills and one blind bay near the front of the building with an interior chimney rising above the parapet. The rear elevation consists of six window bays (three to each side for both stories) flanking an exterior brick chimney. A single-leaf door topped by a transom and cast stone lintel replaces one window bay on the first story. A shed roof porch supported by metal pipe columns shelters the rear entrance. The sidewalk on Argyle Lane adjacent to the building retains its original brick pavers.

Built in 1922, the West Asheville Fire Station was officially known as Asheville Fire Department Station No. 3 and housed Engine Company No. 4. J. H. and Anna Buckner, who owned the whole block between Argyle Lane and Westwood Place, sold the corner parcel to the City of Asheville in September 1922.

Charles B. Aycock School, 441 Haywood Road. 1953. C-B

Charles B. Aycock School is a modernistic one-story brick and concrete, flat roof building with a full lower level exposed under the west wing. A deep flat roof loggia supported by square concrete posts fronts the U-shaped building, and the double-leaf entrance with a tall blind transom is located at the east end of the loggia. The bold geometry of the building is accentuated by projecting blocks on all sides and a large brick chimney rising behind the facade. The one-story east wing of the building consists of classroom blocks—seven on the east side and three on the west—projecting at a 45-degree angle. The exposed walls contain metal-frame windows with horizontal muntins topped by large panels of structural glass block. The flat walls of the west wing contain long bands of metal-frame windows topped by large panels of structural glass block, and the west side of the building rests on poured concrete walls.

Designed by the prominent local architectural firm of Six Associates, Inc., the Charles B. Aycock School built in 1953 is the fourth school building to occupy this site in the past century. The West Asheville Graded School, as it was originally known, opened around the turn of the twentieth century as the first public school in West Asheville. The West Asheville School, along with the Burton Street and Buffalo Street

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schools and the new West Asheville High School under construction, became part of the Asheville City Schools during annexation in 1917. The West Asheville High School was built on the same site to the rear of the West Asheville Graded School building. The original one-story, four-room frame building was replaced in 1923 with a new two-story brick building, which was renamed in honor of former governor Charles B. Aycock (1900-1905), a strong advocate of education in North Carolina who died in 1912. In 1943, the school board razed the high school building, which had fallen into disrepair. Approval of school bonds in 1950 provided the funds for a new facility to be designed by Six Associates, Inc., an Asheville firm specializing in the design of institutional buildings in the mid-twentieth century.

Gymnasium. Ca. 1975. NC-B

A freestanding, flat-roof brick gymnasium stands to the rear of Aycock School and is connected to the main building by a covered open walkway. Raised brick pilasters divide the blind side walls of the gymnasium into eight bays and rise to a decorative brick cornice. Projecting lower shed roof wings at the north and south ends of the building are covered with raised seam copper roofing that extends along the roof slope and end wall to the ground. A modern wood enclosure has been built adjacent to the north wing of the gymnasium.

Haywood Road, south side (east to west)

West Asheville Bank and Trust Company, 414 Haywood Road. Ca. 1927. C-B

The stately West Asheville Bank and Trust Company Building, built ca. 1927, is one of the finest commercial buildings on Haywood Road. The two-story, blond brick building displays tasteful Neoclassical details and neat stone trim. Brick pilasters with stone capitals in a leaf-and-dart pattern frame the building's structural bays—a single bay façade on Haywood Road and six side bays on Richmond Avenue. The replacement storefront consists of plate glass windows flanking a double-leaf door with a transom, while the upper half of the storefront has been boarded over. Four double-hung replacement windows are grouped on the second story above the storefront. The first side bay consists of a partially boarded opening with a plate glass display window in the lower half. The remaining five bays have concrete infill replacing the first story windows. The triple one-over-one window transoms remain intact. The second story window pattern is repeated groups of three replacement nine-over-nine windows. The blind east wall is pierced by a single-window added on the second story.

Organized in 1915, the West Asheville Bank and Trust Company was West Asheville's first bank. The bank was originally located in a two-story building that occupied the triangular site across the street (location of present day #405). Not long after the bank erected its elegant new headquarters, the West Asheville Bank was forced to close its doors in 1932. The building has since been used for a succession of businesses and offices.

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West Asheville Post Office, 416 Haywood Road. Ca. 1915. NC-B

One of the earliest buildings in this section of Haywood Road, the one-story brick commercial building at the corner of Haywood Road and Richmond Avenue originally housed the West Asheville Post Office. The post office remained at this location until 1929, when a new West Asheville Post Office opened at 795 Haywood Road. The plain façade contains two tall door openings flanking a center window bay. The openings have all been bricked except for a replacement door at the east corner and a two-part plate glass display window. Each opening is topped by a recessed panel, while a corbelled cornice extends across the top of the façade. The east side elevation contains several arched door and window openings that have been bricked save a single opening with a replacement plate glass window.

A one-story flat-roof addition was built to the rear ca. 1919 and housed a barber shop. The addition, which faces Richmond Avenue to the east, presents blind front (east) and south side walls of brick, with only a replacement metal door at the northeast corner. The exposed rear (west) wall is composed of rock-face concrete blocks with two window openings filled with cinder blocks.

Commercial Building, 418-420 Haywood Road. Ca. 1915. C-B

One of the earliest commercial buildings on Haywood Road, the two-story, two-part Commercial Style building was constructed ca. 1915 and features a low stepped parapet with concrete coping and a decorative metal grille in the upper façade. Both storefronts have been altered with modern materials, but likely maintain the original configuration with windows flanking a central entrance. A single-leaf entrance at the east end of the façade provides access to the second story. Three groups of three one-over-one double-hung windows with concrete sills are on the second story.

Two early and long-term tenants of the building were the West Asheville Pharmacy (#418) and G. S. Baskerville Grocery (#420). The grocery opened at this location around 1920, and the second story contained apartments and offices.

Vacant lot [PIN 9638-15-54-4313]. Gravel parking area that was the site of the two-story brick Anderson Building, demolished ca. 1980.

DeLuxe Barber Shop, 426 Haywood Road. 1927. C-B

One-story brick Commercial Style building constructed to blend with the adjoining one-story building (see 428 Haywood Road below). The façade contains vertical brick panels flanking the replacement aluminum storefront. Decorative cast stone square and diamond blocks mimic the detailing of the adjoining building, which is now connected on the interior. Concrete coping with metal flashing tops a soldier course along the cornice. The east wall of the building, which was exposed after the demolition of the Anderson Building at 422-424 Haywood Road, is plain brick. The DeLuxe Barber Shop occupied this location from 1927 through the 1950s.

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Universal Motors, 428 Haywood Road. 1928. C-B

The one-story brick Commercial Style building erected for Universal Motors, a Ford and Lincoln automobile dealership, is topped by a stepped center parapet with concrete coping and a circular cast stone medallion and scroll brackets at its peak. The building's three storefronts include two modern replacements at the east and center bays and an older aluminum storefront with a recessed entrance and original leaded glass transom at the west end. The center bay entrance is also recessed to reveal original gray tile flooring. Decorative cast stone diamond blocks adorn the upper section of the façade, while a stone veneer apron frames the storefronts. The exposed west side elevation consists of large sixteen-light metal-frame industrial windows.

By the mid-1930s the building stood vacant, but in 1940, the Works Progress Administration has established a sewing project that utilized the building. By the late 1940s, the building was again used as an automobile dealership.

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Section 8. Statement of Significance

Summary

The West Asheville-Aycock School Historic District is a cohesive collection of commercial and civic buildings located in the 400 block of Haywood Road in West Asheville. Like the city of Asheville on the east side of the French Broad River, West Asheville began a fifty year period of growth and development beginning in the late nineteenth century with Haywood Road emerging as the principal commercial corridor west of the river. Edwin Carrier founded the West Asheville Improvement Company in 1887 to develop his land on the west side of the river and lay out commercial and residential lots. Carrier's company developed Haywood Road as the main commercial area with residential neighborhoods extending south toward the river and recreational facilities that the company also developed. Beginning in 1910, the city streetcar line was extended from the bustling Depot Street area on east side of the river across the new reinforced concrete West Asheville Bridge and along the Haywood Road corridor in West Asheville. The streetcars helped to support a thriving business community and surrounding residential neighborhoods in the early twentieth century, and Haywood Road was largely developed by the time streetcar service ended in 1934.

The West Asheville-Aycock School Historic District is locally significant under Criteria A and C in the areas commerce, community planning and development, education, and architecture. The buildings within the district and the businesses associated with them substantially contributed to the growth and development of West Asheville during the period of significance. The local businesses supported the growth of West Asheville's residential neighborhoods and contributed to the distinct character of the West Asheville community. The architecture of the buildings within the district is also representative of the styles, materials, and methods of construction typical of commercial buildings in the early twentieth century. The period of significance for the district begins ca. 1915 with the construction of the Sellers Building and ends in 1956. The post-1956 period is not of exceptional significance, and therefore the fifty year cut off is the end of the period of significance.

Historical Background: Development of West Asheville and Education Context

The North Carolina General Assembly officially formed Buncombe County in 1792, and the small village of Asheville, its county seat, was incorporated in 1797. Situated on a plateau on the east side of the French Broad River, Asheville remained a small settlement at the crossroads of old Cherokee trading paths until the completion of the Buncombe Turnpike in 1827. Commercial and residential development remained sparse until the arrival of the Western North Carolina Railroad in October 1880, which marked the beginning of an era of prosperity in Asheville and surrounding areas that continued nearly unabated for the next fifty

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years. The late nineteenth and early twentieth century development, sparked by the railroad connection and subsequent influx of tourists and health seekers, helped to create the city that exists today.¹

Since the mid-nineteenth century, Haywood Road has been the principal corridor for the land area on the west side of the French Broad River. The road followed the route of the Western Turnpike, the main route from Asheville to Haywood County and points west beginning in the 1850s. The old road originated as Haywood Street in downtown Asheville, passed on the north side of the old landmark Battery Park Hotel, which was razed in the 1920s, and extended westward down to the river, crossing at Smith's Bridge to the northeast of West Asheville. Originally Haywood Road came up from the river along present day Westwood Place (northwest of present Haywood Road) before turning west and following today's route. A nineteenth century road to Brevard in Transylvania County (present day Brevard Road) turned off to the south farther west along Haywood Road. A second road (present day Sand Hill Road) split off in the direction of the Sulphur Springs Hotel (no longer extant), a mid-nineteenth century resort several miles west of Asheville. The hotel was run by Colonel Rueban Deaver, son-in-law of Robert Henry, who discovered the springs in 1827 and became West Asheville's first settler.²

In 1885, Edwin Carrier, a lumber baron, settled in Asheville and began buying land on the west side of the French Broad River. Carrier founded the West Asheville Improvement Company in 1887 to develop his property and lay out commercial and residential lots. The company developed its land along the Haywood Road corridor as the main commercial area with the residential areas extending south toward the river, where a horse track and fairgrounds were located. On the site of the Sulphur Springs Hotel, which burned in 1862, Carrier erected the Hotel Belmont along with a racetrack and athletic field nearby. By 1889, a small dam and powerhouse on Hominy Creek to the southwest provided electrical service to West Asheville, which was incorporated as a separate town on February 9, 1889. For reasons that are unclear to historians, the incorporation charter was repealed on March 8, 1897.³

The Asheville Street Railway Company began operation in 1889, when the first electric street car made its two mile run along Southside Avenue between Pack Square and Depot Street. The Asheville street car system was reputedly the second electric street car system in the United States after Richmond, Virginia. The elevation change between Pack Square and the low-lying depot area presented a challenge for arriving passengers wanting to reach downtown. Other railway companies were formed to transport passengers to various neighborhoods and resorts around the city, including Carrier's West Asheville and Sulphur Springs Railway, which traveled along the low-lying banks of the French Broad River to the Hotel Belmont. The line

¹ Douglas Swaim, ed., *Cabins & Castles: The History and Architecture of Buncombe County, North Carolina* (Asheville, NC: City of Asheville, County of Buncombe, and North Carolina Division of Archives and History, 1981), 9-13. Ora Blackmun, *Western North Carolina and Its People to 1880* (Boone, NC: Appalachian Consortium Press, 1977), 203.

² Swaim, 16-19, and West Asheville History Project, "The Story of Haywood Road" Volume 1, Issue 1 (Winter 2001), 1-2.

³ West Asheville History Project, "The Story of the River" Volume 1, Issue 2 (Winter 2001), 1-3, and "The Story of Haywood Road", 1-2.

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operated from 1891 to 1895 and specifically served Carrier's hotel and recreational facilities. By 1900 most of the street railways were consolidated in to the Asheville Electric Company (Asheville Power and Light after 1912), the supplier of electricity to the city. In 1907, Asheville led the state with three million trips by streetcar passengers, which outpaced the Charlotte and Wilmington systems by a million riders.⁴

Streetcar service between Asheville and West Asheville began in early 1911, with streetcar lines running from downtown Asheville and across the new West Asheville Bridge over the French Broad River. Discussions about the West Asheville line began soon after the West Asheville and Sulphur Springs Railway went into receivership in 1895 and was subsequently acquired by the Asheville Electric Company. The idea to return trolley service to the old West Asheville line along the river was quickly abandoned because not enough people were living along the line. With the construction of the new bridge, a section of the old road from Westwood Place to the river was shifted to the southeast onto land donated by W. E. Logan so that Haywood Road would connect with the new bridge. The street car tracks were laid on the north side of Haywood Road and terminated at the intersection of Haywood and Brevard roads, where the street car turned north into an alley (present Dunwell Avenue). West Asheville was incorporated for a second time on March 13, 1913, and H. L. Bright was elected the first mayor in 1914, the same year that Haywood Road was paved for the first time.⁵

Asheville's street railway system reached its operating peak in 1915, with forty-three cars and eighteen miles of track. By 1916, the streetcars ran from Pack Square to the depot and West Asheville via Southside Avenue every fifteen minutes between 5:30 am and 11:00 pm. On Sundays the first cars from Pack Square to West Asheville left at 6:15, 7:00, and 8:30 am. The city of Asheville formally annexed West Asheville on June 9, 1917, nearly doubling the size of Asheville.⁶

Although West Asheville was well established before its consolidation with the city of Asheville, the area experienced a period of growth and development during the late 1910s and 1920s that greatly affected the appearance of Haywood Road. Settlement remained sparse in the first decade of the twentieth century, but during the second period of incorporation from 1913 to 1917, concentrations of civic and commercial buildings were built at the intersection of Haywood Road with present day Westwood Place and farther west with Brevard Road. In addition to several businesses, a post office, fire station, and the West Asheville Graded School were located around the multi-pronged intersection of Haywood Road, Westwood Place, and

⁴ David C. Bailey, Joseph M Canfield, and Harold E. Cox, *Trolleys in the Land of the Sky: Street Railways of Asheville, N.C. and Vicinity* (Forty Fort, PA: Harold E. Cox, 2000), 5-10, 14-15. Also see Walter R. Turner, "Development of Streetcar Systems in North Carolina," Manuscript posted on Charlotte-Mecklenburg Historic Landmarks Commission website, n.d. (<http://www.cmhpf.org/development%20of%20streetcar%20systems.htm>).

⁵ Bailey, et al, 23-24. "The Story of Haywood Road," 1-2.

⁶ Ibid, 1-2. Swaim, 79, 185. Also "West Asheville Was Once a Municipality of Its Own," *Asheville Citizen-Times* (October 23, 1993).

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Richmond Avenue. The property of Mrs. S. D. Patterson, whose home stood on the south side of Haywood Road, was divided into lots in 1915, with several tracts later sold for the post office (#416 Haywood Road) and other commercial buildings (#418-420). The triangular site at the intersection contained a large two-story bank and office building through the early 1920s.



Charles B. Aycock School, ca. 1924

[Source: *Drummond's Pictorial Atlas of North Carolina* (1924)]

Prior to the arrival of the railroad in Asheville, there was little need for a public school system, but as the population began to grow steadily by the late 1880s, the need for schools and school administration became more apparent. Asheville's public school system was officially created on July 28, 1887, with the appointment of a school board, and W. W. West was named the first chairman. The first action of the new school board was to purchase and renovate the old Asheville Military Academy building on Academy Street. The board also purchased a house on Beaumont Street to convert into a school for blacks. The school board then appointed Dr. Philender P. Claxton as superintendent of the school system. Despite the construction of several new neighborhood schools around the turn of the century, the need for schools at all levels persisted, and in 1915, voters approved school bonds in the amount of \$200,000. A new high school—David Millard High School—was completed to the east of downtown Asheville in 1919, but with the city population exploding the school was soon overcrowded. Construction of Hall Fletcher High School, located in West Asheville, began in 1925 in hopes of alleviating the crowded conditions. High school enrollment reached 1,400 before Hall Fletcher High School was completed, well above the 850-student capacity of David Millard High School. Planning for a larger, central high school began in 1926, and prominent local architect

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Douglas Ellington was selected to designed the facility. Opened to students in February 1929, Asheville High School (NR, 1996) continues to serve as the only high school for the Asheville city school system.⁷

The West Asheville Graded School, which opened around the turn of the twentieth century as the first public school in West Asheville, was originally part of the Buncombe County school system. The West Asheville School, along with the Burton Street and Buffalo Street schools and the new West Asheville High School under construction, became part of the Asheville City Schools during annexation in 1917. The West Asheville High School, the first to be called Aycock School, was built on the site of the graded school building. The original one-story, four-room frame building was replaced in 1923 with a new two-story brick building, which was renamed in honor of former governor Charles B. Aycock (1900-1905), a strong advocate of education in North Carolina who died in 1912. Aycock School was one of several elementary schools in the Asheville city school system, which fed into two middle schools, one junior high school, and the senior high school.⁸

The rapid population growth of the 1910s and 20s came to an abrupt halt with the bank failures and economic depression of the 1930s. By the 1940s, Aycock and other city schools were falling into disrepair and the deteriorating 1917 building was slated for demolition. The architectural firm of Six Associates, Inc. was contracted in 1953 to design a new building to replace the 1923 structure. Desegregation of the city schools began in 1961 and was completed in 1970. Aycock School remained one of the city's elementary schools until the turn of the twentieth-first century when it was designated as a preschool for Asheville City Schools.⁹

A second concentration of commercial buildings was located around the site of the nineteenth century Jarrett's Store (location of present day Penland Building, #729 Haywood Road) at the intersection of Brevard Road (West Asheville End of Car Line Historic District, 2006). The well-detailed ca. 1895 Thomas Jarrett House (NR, 1994) stands a short distance to the northeast on Louisiana Avenue, and some of the property belonging to J. N. Jarrett was divided into lots on the north side of Haywood Road in 1916. Jarrett's land adjoined property owned by R. M. Wells, who built the Wells Building (#728) at the southeast corner of Haywood and Brevard Roads in 1917. The property of R. M. Wells and H. A. Dunham was platted in 1914 on both sides of Dunwell Avenue, which extended north from Haywood Road before turning west to connect with Herren Avenue. H. J. Olive and George Jenkins ran adjacent general stores (#733 and 735, respectively) at the northeast corner of the Haywood Road-Dunwell Avenue intersection from the 1910s through the

⁷ Luther Shaw, "Asheville Public Schools Born 70 Years Ago," *Asheville Citizen-Times* (July 28, 1957). Asheville High School National Register of Historic Places Nomination, Asheville, NC, 1996.

⁸ Leonard P. Miller, *Education in Buncombe County, 1793-1965* (Asheville, NC: Leonard P. Miller and The Miller Printing Company, 1965), 9-18. W. H. Plemmons, *A History of the Public School System in Asheville, North Carolina* (Manuscript, North Carolina Collection, Pack Memorial Library, Asheville, NC, n.d.), 26. Also see George Carl Brown, *History of Public Education in the City of Asheville, North Carolina* (Master's thesis, University of Maryland, 1940), 54.

⁹ Plemmons, 70-74.

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1920s. Other development along Haywood Road in the early twentieth century included churches, commercial buildings, and a number of Queen Anne and Colonial Revival style dwellings.

The commercial fervor of Asheville in the 1920s, the peak of the city's boom years, was generated by a vigorous real estate market, growing industrial base, and the continuing strength of tourism. The real estate market in Asheville erupted in the 1920s as the Florida boom was waning and developers and promoters descended upon the growing mountain city. Manufacturers and various industries established themselves near the depot and rail yards along the river and in the county. The most notable was American Enka, a Dutch textile subsidiary, which built a large rayon plant with an accompanying residential community in Candler to the west of Asheville. Throughout the peak of Asheville's boom years tourism remained a cornerstone of the local economy, and the opening of the Great Smoky Mountains National Park in 1930 attracted an even broader range of visitors to the region and Asheville.



Haywood Road at intersection with Brevard Road and Dunwell Avenue, ca. 1930 postcard

(Source: West Asheville History Project)

The development of West Asheville was not limited to the commercial corridor along Haywood Road, although the commercial sections and working streetcar line clearly focused activity on the Haywood Road corridor. To some degree the streetcar line allowed West Asheville to develop as a suburb of Asheville by providing easy access across the river and into downtown, but the residential neighborhoods that developed on the north and south sides of the Haywood Road were also home to the many small business owners and employees living and working in West Asheville or in the industries located along the river. Architects, surveyors, real estate agents, automobile dealers, garages, barbers, bankers, physicians, building suppliers, grocers, restaurants, dressmakers, cleaners, photographers, and bakers were among the many types of businesses, professions, and services that lined Haywood Road. The distinct character of West Asheville

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is attributable to the close physical relationship of work and home found in the commercial areas of Haywood Road and the neighborhoods that lie adjacent to them.¹⁰

The city of Asheville was struck hard by the economic depression of the 1930s. Saddled with the enormous debt of municipal bonds used to fund civic projects in the late 1920s, Asheville entered a long period of stagnation that saw little new development until after World War II. The West Asheville community, with its close relationship of residential neighborhoods and businesses, emerged from the Depression relatively intact. Several local businesses, including May's Market (#747), Home Furniture Store (#797), and Fortune's Hardware (#729; formerly Ideal Paint & Hardware), successfully survived the economic hardships of the Depression and remained vital components of the community into the late twentieth century. Streetcar service ended in 1934, signaling a rise in automobile ownership and use that led to the changing character of West Asheville in the second half of the twentieth century.

Automobile and auto-related tourism helped reinvigorate Asheville's tourism economy after World War II, but changes to the landscape and transportation patterns necessitated by automobile traffic ultimately led to negative effects for Haywood Road. In the early 1950s, the French Broad River Bridge (also known as Smokey Park Bridge) was built high above the river and allowed Patton Avenue to be extended west from downtown Asheville. Westgate Shopping Center, the area's first strip mall with a large parking lot, was built at the west end of the new bridge. Patton Avenue, which ran roughly parallel to Haywood Road one mile to the north, as it reached into West Asheville became the new commercial strip in the 1950s, oriented to automobile traffic. The construction of Interstate 240 in the 1960s further cut into the fabric of West Asheville, literally cutting a north-south swath along Hanover Street and through Knollman's Sunken Gardens, which stood adjacent to Aycock School. The expressway joined Patton Avenue, crossed the bridge, and continued into downtown Asheville. While the new roads allowed a faster connection between West Asheville and downtown, they also served to divert traffic from Haywood Road, making it no longer the primary corridor.¹¹

Commercial Architecture Context

Much of the early architecture of Asheville, specifically structures dating from before 1880, has been lost in the intervening decades of prosperity and expansion. Developers and contractors built the city over more than once during Asheville's boom years. Whereas the earliest buildings were log structures, including the courthouse and jail, the frontier settlement of Asheville evolved into a small village of brick and frame

¹⁰ Asheville city directories.

¹¹ "The Story of Haywood Road," 1-2. Swaim, 96-98. Sue Greenberg and Jan Kahn, *Asheville: A Postcard History*. Volume II (Dover, NH: Arcadia Publishing, 1997), 60, 92.

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structures by the 1820s. The increasing number of wealthy visitors from the low country of South Carolina and Georgia in the mid-nineteenth century brought about a gradual refinement of Asheville's architecture, and by century's end the railroad had opened the city to a constant flow of outside influences.¹²

The commercial corridor of Haywood Road in West Asheville developed along the route of the Western Turnpike on the west side of the French Broad River. The scattered late nineteenth and early twentieth century buildings on Haywood Road were constructed of wood and brick. The mid-nineteenth century Reynolds House (NR, 1984) on Westwood Place, which was the route of Haywood Road prior to the 1910s, is a rare surviving brick dwelling from the early development of West Asheville. A 1903 map of Buncombe County shows several stores, including Jarrett's and Reynolds', two schools, and three churches located along Haywood Road. The nineteenth century commercial buildings were enlarged or replaced beginning in the 1910s, with the one and two brick and concrete block buildings that give the street its historic character.

Most of the brick buildings erected during the twentieth century development of West Asheville were executed in a relatively plain, utilitarian style interspersed among examples of the early twentieth century Commercial Style. Isolated examples of the Mission Revival and Art Deco styles within the district also help to enrich the streetscape. The Sellers Building (ca. 1915; #417) is a narrow two-story structure with a brick façade and rock-face concrete block side and rear walls. The lower section of the façade is faced with Permastone veneer added ca. 1970, but the recessed panels, brick stringcourses, and decorative cornice with corbelled brickwork in a zig-zag pattern are a holdover from the ornate nineteenth century Italianate style. Similarly, the West Asheville Motor Company (ca. 1925; #401) and the Buckner Building (ca. 1924; #415) are both typical examples of one and two story brick commercial buildings employing simple brick bands or corbelling and cast stone elements to enliven their facades. The 1922 West Asheville Fire Station (#421-423) features a lively Mission Revival style brick façade with a recessed center bay, raised central parapet, round arches, and rose windows (now covered). Pilasters define two slender side bays flanking the central bay, which was originally a recessed vehicular entrance. Although somewhat altered, the distinct architectural character of the fire station remains clearly evident.

Though not prevalent within the district, a small number of Commercial Style buildings are found among the more common utilitarian commercial buildings that define the streetscape of Haywood Road. The early twentieth century Commercial Style developed in response to the more ornate and textured Italianate and Romanesque style commercial buildings of the nineteenth century. The Commercial Style utilized simple and often structural details to enliven otherwise utilitarian buildings. Commercial Style buildings are

¹² Catherine W. Bishir, *North Carolina Architecture* (Chapel Hill, NC: University of North Carolina Press, 1990), 412. David R. Black, *Historic Architectural Resources of Downtown Asheville, North Carolina* (Asheville, NC: City of Asheville and North Carolina Department of Cultural Resources, 1979), 7-16; and Swaim, 51-2.

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typically rectangular plan brick buildings with flat roofs behind stepped or shaped parapets, patterned masonry, and large windows often arranged in groups.¹³

The Commercial Style is represented in the district by a row of buildings on the south side of Haywood Road to the west of Richmond Avenue. The building at 418-420 Haywood Road (ca. 1915) is a two-story brick structure with a low stepped parapet, concrete coping, and a decorative metal grille centered in the upper facade. Three groups of three one-over-one windows with concrete sills are located on the second story. The one-story Universal Motors building at 428 Haywood Road (1928) is topped by a stepped center parapet with a circular cast stone medallion and scroll brackets. Decorative cast stone diamond blocks also adorn the façade, and a stone veneer apron frames the storefronts. One of the three storefronts appears to be original with a recessed entrance and leaded glass transom. The adjacent DeLuxe Barber Shop (1929; #426) was constructed to blend with the façade of the Universal Motors building by utilizing cast stone square and diamond blocks set into its brick façade.

The ca. 1927 West Asheville Bank and Trust Company Building (#414) is one of the finest commercial buildings on Haywood Road. The two-story, blond brick Neoclassical style building with stone trim occupies a prominent corner site. A projecting stone cornice features egg-and-dart molding and a Greek key pattern. Brick pilasters with stone capitals in a leaf-and-dart pattern frame the narrow Haywood Road façade and define the six bays on the west side facing Richmond Avenue. Window openings on the first story are framed with stone capitals, corner blocks at the bases, and molded lintels. The second story openings are framed with brick and molded stone sills. Organized in 1915, the West Asheville Bank and Trust Company was the first bank in West Asheville. The company clearly enjoyed success during the 1920s, moving from the commercial block that stood on the triangular site across the street (present #405) into its fine new building around 1927. Documentary photographs show the two-story bank lobby was finished with marble wainscoting and dark-stained wood teller windows.

While the district is composed of mostly commercial buildings from the 1910s and 20s, two examples of twentieth century modern styles are also represented. The streamlined Art Deco style McGeachy Filling Station (#405) was built ca. 1936 on the prominent triangular parcel formed by the intersection Haywood Road and Westwood Place. The Art Deco style enjoyed a period of popularity in 1930s Asheville, due in large part to the influence of Douglas Ellington's S&W Cafeteria (1929; NR, 1977), and the McGeachy Filling Station presented a simplified variation of the style with its stucco-covered concrete block construction, stylized paneled pilasters, and geometric ornamentation.

The largest building in the district, the 1953 Charles B. Aycock School (#441) represents the modernistic mid-century work of Six Associates, a prominent Asheville-based architectural firm. After the

¹³ Richard Longstreth, *The Buildings of Main Street: A Guide to American Commercial Architecture* (Washington, DC: The Preservation Press, 1987), 16-19. *Good for Business, A Guide to Rehabilitating the Exteriors of Older Commercial Buildings* (Milwaukee, WI: Department of City Development, City of Milwaukee, 1985), 14-19.

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lean Depression years, five local architects and an engineer organized the firm in the early 1940s to compete for federal defense contracts. Six Associates enjoyed regional success and designed numerous governmental and institutional buildings, including many Asheville City and Buncombe County schools. The Aycock School, which was built on the site of West Asheville's first public school and replaced a 1920s two-story brick building, incorporates the unornamented wall surfaces, large bands of windows, bold geometric forms, and flat roofs commonly found on modernistic buildings at mid-century. The rambling one-story flat-roof brick and concrete building draws upon the firm's experience designing educational and institutional buildings in the 1940s and 50s, as well as their commercial and industrial work during the same period.

Although Haywood Road was largely developed by 1930, changes to the streetscape in the middle and late twentieth century reflect broader changes brought on by the increasing popularity of the automobile. The end of streetcar service in 1934 signaled a shift towards a more independently mobile population that was less reliant on public transportation. The appearance of growing numbers of gas and service stations like the McGeachy Filling Station and other automobile-related businesses was later complemented by new architectural styles and building types attuned to automobile traffic.

The construction of Interstate 240 through West Asheville in the 1950s, the Smokey Park Bridge over the French Broad River, and the development of Patton Avenue to the north of Haywood Road as a commercial strip all served to undermine the historic character of the Haywood Road commercial corridor. Preservation efforts in the past decade in West Asheville have led to the rehabilitation of many buildings and attracted new small businesses to the Haywood Road area. These efforts have also been successful at returning the upper stories of many buildings to apartments and offices and attracting new occupants. The result has been a renewed vitality for the Haywood Road corridor and the West Asheville community in the twentieth-first century.

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Section 10. Geographical Data

Verbal Boundary Description

The boundary of the West Asheville-Aycock School Historic District is shown by the heavy line on the attached Buncombe County tax map. It contains the concentration of historic resources in the 400 block of Haywood Road around the intersection of Haywood Road, Westwood Place, Richmond Avenue, and Argyle Lane. The boundary follows the rear lot lines of all the resources facing Haywood Road, and includes one unrelated modern building on the rear portion of the parcel for the Buckner Building (#415; PIN 9638-15-54-4569).

Boundary Justification

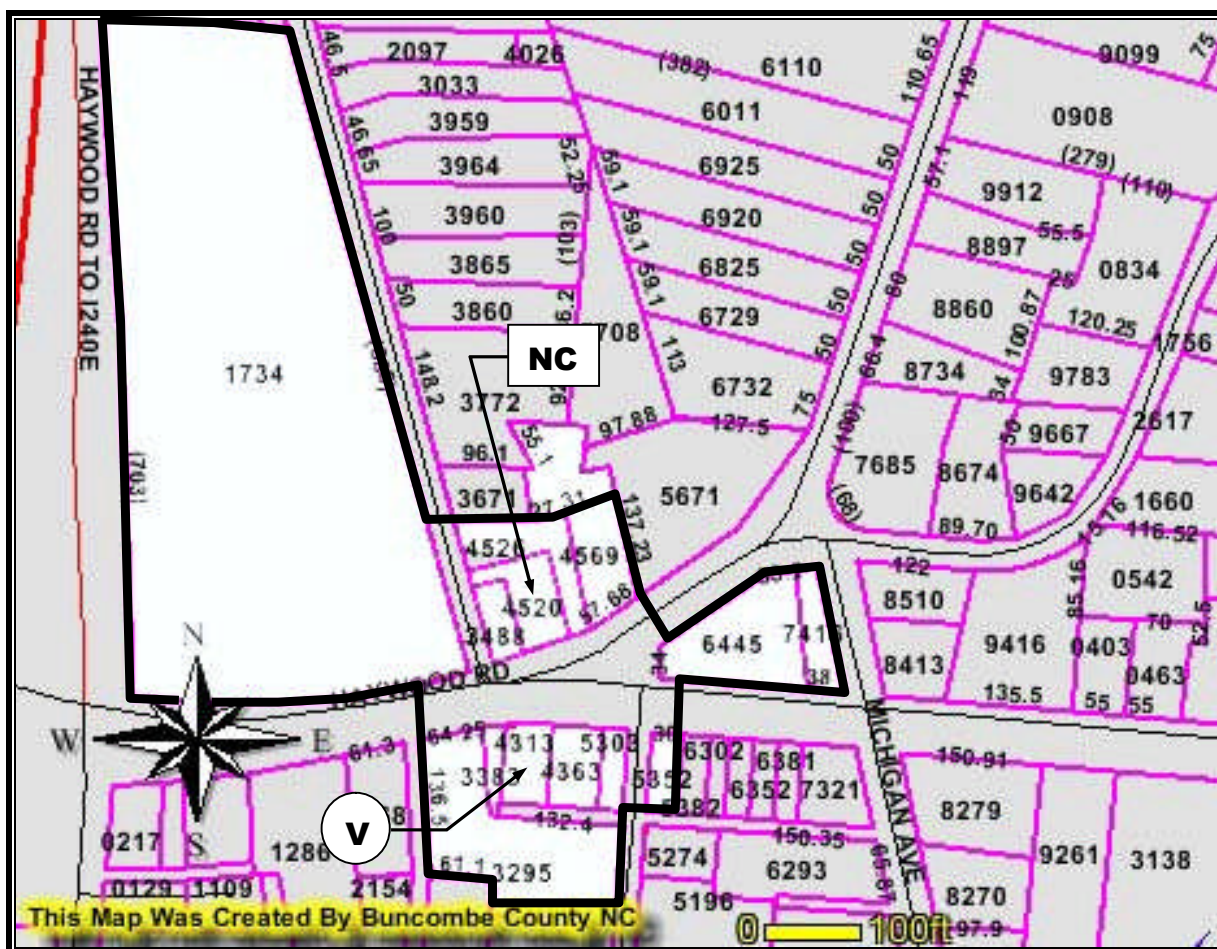
The boundary of the West Asheville-Aycock School Historic District encompasses the concentration of historic resources in the 400 block of Haywood Road around the intersection of Haywood Road, Westwood Place, Richmond Avenue, and Argyle Lane. The district includes properties on both sides of Haywood Road, which runs roughly east-west through the district. The west edge of the district boundary is anchored by the 4.2-acre parcel associated with the Charles B. Aycock School, which is situated on the north side of Haywood Road. The property has been the site of a public school since the beginning of the twentieth century. To east of the Aycock School the boundary includes the most intact concentration of historic commercial buildings on the north and south sides of Haywood Road, as well as the triangular area formed by Haywood Road, Westwood Place, and Michigan Avenue, which contains two contributing resources (#401 and 405). Beyond these boundaries to the north and south, the character of the area changes to residential development, and to the east and west of the boundary a marked loss of integrity in commercial development occurs as well as a change in development density. The right-of-way for I-240 adjacent to the Aycock School property provides a logical limit to the western edge of the district.

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West Asheville-Aycock School Historic District Boundary Map
(Source: Buncombe County GIS)

The National Register boundary is shown by the heavy line.