North Carolina Department of Cultural Resources

State Historic Preservation Office

Ramona M. Bartos, Administrator

Beverly Eaves Perdue, Governor
Linda A. Carlisle, Secretary
Jeffrey J. Crow, Deputy Secretary

Office of Archives and History
Division of Historical Resources
David Brook, Director

July 24, 2012

Rebecca Thompson
CDM Smith
5400 Glenwood Avenue, Suite 300
Raleigh, NC 27612

Re: Draft Historic Architectural Resources Report, River Arts District Transportation Project, Wilma Dykeman Riverway Project, Asheville, U-5019, Buncombe County, CH 11-0645

Dear Ms. Thompson:

Thank you for your e-mail of July 10, 2012, transmitting the above revised draft architectural survey report prepared by Mathews Architecture and CDM Smith for the City of Asheville.

For the purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the **Riverside Industrial Historic District** (BN 1827) is currently listed in, and remains eligible for listing in, the National Register of Historic Places under Criterion A for its association with commerce and industry and under Criterion C for its architecture. The proposed boundary expansion to include the **Texas Oil Company** (BN 5929) appears appropriate.

For the purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the following properties are eligible for listing in the National Register under the criteria cited, and that the proposed National Register boundaries appear appropriate:

- **Southern Railroad Bridge** (BN 5928), Criteria A and C;
- **Old Smoky Park Highway Bridge** (BN 2469), Criteria A and C;
- **Texas Oil Company** (BN 5929) Criterion C;
- **Hans Ree Tannery** (BN 0414), Criteria A and C; and,
- **Norfolk-Southern Roundhouse** (BN 0676), Criteria A and C.

However, at this time we cannot concur with the report's findings for the **(Former) Olive General Store Building** (BN 0530) and the **Fine Arts League of Asheville** (BN 3791). We believe that the Olive General Store is not eligible for listing in the National Register under Criterion A due to the lack of interior integrity. With the removal of the second floor and the complete renovation of the interior space, the property lacks the essential physical characteristics relating to both the general store and the clubs and associations that met upstairs. The alteration of the exterior, notably the bricked-in storefronts and the modern doors and windows, has compromised the integrity needed for eligibility under Criterion C. While the Fine Arts building retains better exterior integrity, we do not believe that its architectural significance rises to the level of a property individually eligible for listing in the National Register.

For the purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that, barring additional information to the contrary, the following properties are *not* eligible for listing in the National Register of Historic Places:

- **Asheville Auto Parts Buildings** (BN 5930);
- **Used Car Lot** (BN 5931);
- **(Former) Southern Coal Company Buildings** (BN 5934);
- **(Former) J. M. Westall Lumber Company Building** (BN 0339);
- **Asheville Cotton Mill/Cone Mills Office** (BN 0229/BN 5943);
- **Earle-Chesterfield Mill and Feed Company** (BN 0233);
- **Mill Workers House** (BN 5936);
- **Mill Workers House** (BN 5937);
- **Grey Eagle Tavern** (BN 5944);
- **Park Avenue Bridge** (BN 5950);
- **Commercial Structure** (BN 5945);
- **House** (BN 5946);
- **Plumbing Supply Company** (BN 3832/BN 3833)
- **Brick Warehouse** (BN 2263);
- **12 Bones Restaurant** (BN 5932);
- **The Soapy Dog** (BN 5947);
- **Parker Oil Company** (BN 5948);
- **(Former) Textile Manufacturing and Warehouse** (BN 3789);
- **J. A. Baker Packing Company** (BN 5938);
- **Nourish and Flourish Juice Bar** (BN 3784);
- **(Former) National Biscuit Company** (BN 3785);
- **(Former) Coffee Mill and Grocery** (BN 3786);
- **Condominiums** (BN 3790);
- **Asheville Greenworks** (BN 3787);
- **Glen Rock Hotel** (BN 0400);
- **Studio 375** (BN 3788);
- **Day's Tobacco Warehouse** (BN 0358);
- **Railroad Utility Building** (BN 5939);
- **Truck Repair Building** (BN 5933); and,
- **Carrier Bride** (BN 5940).

After taking into account comments from us and other parties, please transmit a letter containing the City of Asheville's final determinations of eligibility before continuing with consultation to assess what effects the undertaking may have on historic properties. When available, please forward two color hardcopies and one digital copy of the final report.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, please contact Renee Gledhill-Earley, environmental review coordinator, at 919-807-6579. In all future communication concerning this project, please cite the above-referenced tracking number.

Sincerely,

Renee Gledhill-Earley

for Ramona M. Bartos

cc: Dan Baechtold, City of Asheville, dbaechtold@ashevillenc.gov
Robert Ball, CDM Smith, ballrw@cdmsmith.com
Zahid Baloch, NC DOT, zbaloch@ncdot.gov
Michael Batuzich, FHWA, Michael.Batuzich@dot.gov
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Stacy Merten, Asheville & Buncombe County HRC, smerten@ashevillenc.gov
Rajit Ramkumar, CDM Smith, ramkumarr@cdmsmith.com

North Carolina Department of Cultural Resources

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Office of Archives and History
Division of Historical Resources
David Brook, Director

June 11, 2012

Rebecca Thompson
CDM Smith
5400 Glenwood Avenue, Suite 300
Raleigh, NC 27612

Re: Draft Historic Architectural Resources Report, River Arts District Transportation Project, Asheville, U-5019, Buncombe County, CH 11-0645

Dear Ms. Thompson:

Thank you for your e-mail of May 21, 2012, transmitting the above draft architectural survey report as prepared for the City of Asheville by Mathews Architecture and CDM Smith. We offer the following comments:

General

When evaluating properties, "The significance of a historic property can be judged and explained only when it is evaluated within its historic context."[1] Although the historic, architectural, or thematic contexts need not be reinvented (much of the context developed for, and included in, the Riverside Industrial Historic District National Register nomination is likely applicable here too), they must be incorporated here and each property evaluated against them as appropriate.

For any properties recommended as eligible for listing in the National Register, the evaluation must include a description of the proposed National Register boundary and a boundary justification. This justification must "explain how the boundaries were selected," and "clarify any issues that might raise questions, such as excluding portions of the historic property because of lost integrity."[2] When the proposed National Register boundary corresponds to existing property lines, please reference the parcel identification number and/or lot and block number.

Each visible elevation and any unique or architecturally significant features should be included in the description. Any information about the interior gained from site visits, photographs, interviews, or other resources should be included as well.

[1] Staff of the National Register of Historic Places. *National Register Bulletin: How to Apply the National Register Criteria for Evaluation.* National Park Service, 2002, 7.

[2] Seifert, Donne J. *National Register Bulletin: Defining Boundaries for National Register Properties.* National Park Service, 1997, 6.

For each property, photographs of each visible elevation should be included, as well as photographs showing details of construction, design, and any unique or architecturally significant exterior or interior elements. Photographs should be formatted such that they appear no smaller than 4″ by 3″ in the report. For more information on photograph requirements, including file naming conventions for the CD to be submitted with the final report, see Chapter 6 of the NCSHPO's Architectural Survey Manual.

Include a detailed site plan and/or aerial photograph in each property's evaluation and show any proposed National Register boundaries. An overall area map of the street network and parcels, in addition to the area aerial photograph, would be helpful.

Include a comprehensive bibliography and appropriate citations throughout the report as necessary.

Were the interiors accessed? If so, a written description of the interior's current condition, any information about its historic condition, and photographs should be included in this report. Interiors should be considered when evaluating the property's integrity. If interiors have not been accessed, property owners should be contacted; if interior access is denied, note this in the report.

Include the preparer(s) professional qualifications and/or resume as an appendix to the report.

Please add the newly assigned survey site numbers throughout the report. In general, it is preferred that each site is referred to by a name instead of just an address, even if it is as generic as "house" or "commercial building."

Chapter 1: Introduction

Adverse effects may also include effects that are cumulative in nature; please revise the last sentence of the first paragraph of page 6 accordingly.

A finding of "no historic properties affected" is reached when there are no historic properties identified within the Area of Potential Effect (APE); please revise the second paragraph of page 6 accordingly.

Chapter 2: Area of Potential Effects

The APE as defined here is incorrect. In 36 C.F.R. §800.16(d) the APE is defined as "the geographic area or areas within which an undertaking may directly *or indirectly* [emphasis added] cause alterations in the character or use of historic properties, if any such properties exist." Additional types of adverse effects (beyond direct effects and visual effects) are identified in 36 C.F.R. §800.5(a)(2). Please revise this chapter accordingly.

The second paragraph of Chapter 2 should be revised to read, "…the APE follows the centerline of the French Broad River."

Riverside Industrial Historic District (BN 1827)

Even though this historic district is presently listed in the National Register, this report must contain a description, historical background information, an evaluation using the National Register criteria, an evaluation of the district's historic integrity, and a description and justification of the National Register boundaries and any proposed changes thereto.

Is it more appropriate to consider the Texas Oil Company Buildings as potential contributing buildings to an expanded Riverside Industrial Historic District, rather than evaluating them individually?

Southern Railroad Bridge (BN 5928)
Is this bridge currently in use? Has it been altered at all since 1910? Did Riverside Drive and Emma Road exist when the bridge was built, or were the overpasses added later?

Please add the proposed linear limits of the National Register boundary—does it include any abutments or other ancillary features?

Old Smoky Park Highway Bridge (BN 2469)
For a thorough description of the bridge, please see NCDOT's *Historic Bridge Inventory*.

By "first major automobile crossing" is it meant that this was the first *highway* bridge across the French Broad River? If it can be shown that the bridge played a significant role in the development of West Asheville, the bridge may be eligible under Criterion A as well.

McKinney Welding Supply Company (BN 0530)
The site should be referred to using the name that "best reflects the property's historic importance or was commonly used for the property during the period of significance."[3] No reference to the McKinney Welding Supply Company is made in the description or evaluation.

The Buncombe County tax records for this parcel show a construction date of 1940. A building first appears on this site on the 1896 Sanborn map. However, it does not seem to be the same as the existing building. The 1907 Sanborn map indicates a club room is present on the second floor, with interior stairs located at the center-front of the building. Please confirm the construction date and provide supporting evidence. At the very least, the mission-style parapet seems unlikely to date from the turn of the twentieth century.

Provide more history on the clubs and schools that used the building and their relation to the surrounding mills. Why were these institutions significant?

Note specifically that the concrete block addition is a non-contributing addition.

Texas Oil Company Buildings (BN 5929)
The awning on the office should be described. Is it possible to discern when this was built/added?

The 1917 Sanborn map and the Buncombe County tax records show both buildings dating to 1916.

Is any information available about the oil tanks formerly located on the north side of the garage?

A gable-roofed addition to the rear of the garage is visible in aerial photographs. This addition should be included in the site description.

Glen Rock Hotel (BN0400)
In 2009, Mountain Housing Opportunities (MHO) submitted to the National Park Service (NPS) a draft National Register nomination as part of the Historic Preservation Certification Application (Part I of the federal historic rehabilitation tax credit review process). At that time, NPS determined that the Glen Rock Hotel in its present state was *not* eligible for listing in the National Register as the historic integrity was severely compromised by the in-filled storefronts. NPS and SHPO staff advised MHO that the building would only be eligible for listing if these storefronts were re-opened in a manner consistent with the *Secretary of the Interior's Standards for Rehabilitation.*

[3] Staff of the National Register of Historic Places. *National Register Bulletin: How to Complete the National Register Registration Form.* National Park Service, 1997, 8.

In 2011, we were notified by MHO that the project was no longer seeking historic rehabilitation tax credits, but that they would be utilizing federal funding. As such, we reviewed the project for compliance with Section 106 and again determined that the building was not eligible. The latest rehabilitation plans we have seen showed the in-filled storefronts to be removed and replaced with modern materials and in a design inconsistent with the *Standards*; thus, the property would remain ineligible after the conclusion of the project.

The storefronts, in their present condition, should be included in the site description and the discussion of the site's historic integrity. What remains of the storefronts on the interior behind the plywood and concrete block?

Typically only the home or studio of a prominent architect is eligible under Criterion B as they "usually are the properties with which they are most personally associated."[4]

Hans Ree Tannery (BN 0414)

All of the buildings and features of the site need to be included in the description. Several large metal-roofed buildings along the railroad tracks, the central storage yard, and the collapsing building northeast of the office need to be included in the description.

Include a description of the tanning process, what role each building played, tanning's role (and this facility's role in particular) in Asheville's history and economy, and why the tannery located here.

The present use of the site and/or individual buildings should be included.

Norfolk-Southern Roundhouse

Aerial photographs appear to show a 25-stall roundhouse, composed of an 18-stall section (all of which have been closed in with windows removed) with a 7-stall section (all open and currently in operation). Is this 7-stall section an addition, or is it original and just happens to be the only part that has been rehabilitated/maintained?

The rectangular wing on the north side of the roundhouse needs to be described and evaluated.

J. M. Westall Lumber Company Building (BN 0339)

The first draft of the architectural survey refers to this site as the "(Former) Henry J. Olive General Merchandise/J. M. Westall Lumber Company Building." Is the Olive name still applicable? If so, it should be included in the site history.

Other Properties

Is the Depot Street bridge over Nasty Branch (just north of the Glen Rock Hotel) fifty years old? If so, it should be included in the report.

When were the additions to the **J. A. Baker Packing Company** building made? Provide a description of these alterations, and what, if any, of the original structure and footprint remain.

What remains behind the awning at **362 Depot Street**? The awning is likely a reversible alteration, and the changes to storefront and replacement windows do not appear to severely compromise the building's integrity.

Based on aerial photographs, it appears that the art deco storefront at **375 Depot Street** was added on to an existing gable-front building. Please provide more information on the evolution of this building and its additions. The art deco additions may have their own significance now.

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[4] *National Register Bulletin: How to Apply the National Register Criteria for Evaluation*, 16.

Ineligible Properties
For the purpose of compliance with Section 106 of the National Historic Preservation Act, we concur that the following properties are *not* eligible for listing in the National Register:

- **Asheville Auto Parts Buildings** (BN 5930);
- **455 Riverside Drive** (BN 5931);
- **233 Riverside Drive** (BN 5934);
- **151 West Haywood Street**;
- **Asheville Cotton Mill** (remnants) (BN 0229);
- **Cone Mills Office** (BN 3846);
- **Earle-Chesterfield Mill and Feed Company**;
- **Mill Workers Houses** (BN 5936 and BN 5937);
- **Grey Eagle Tavern**;
- **Park Avenue Bridge**;
- **163 Park Avenue**;
- **200-220 Clingman Avenue**;
- **121 Lyman Street**;
- **12 Bones Restaurant** (BN 5932);
- **270 Depot Street**;
- **290 Depot Street**;
- **342-348 Depot Street**;
- **347 Depot Street**;
- **National Biscuit Company**;
- **351 Depot Street**;
- **352 Depot Street**;
- **357 Depot Street**;
- **Day's Tobacco Warehouse** (BN 0358);
- **Railroad Utility Building** (BN 5939);
- **Truck Repair Building** (BN 5933); and,
- **Carrier Bridge** (BN 5940).

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, please contact Renee Gledhill-Earley, environmental review coordinator, at 919-807-6579. In all future communication concerning this project, please cite the above-referenced tracking number.

Sincerely,

Renee Gledhill-Earley

for Ramona M. Bartos

cc: Dan Baechtold, City of Asheville, dbaechtold@ashevillenc.gov
Robert Ball, CDM Smith, ballrw@cdmsmith.com
Zahid Baloch, NC DOT, zbaloch@ncdot.gov
Michael Batuzich, FHWA, Michael.Batuzich@dot.gov
Mary Pope Furr, NC DOT, mfurr@ncdot.gov
Stacy Merten, Asheville & Buncombe County HRC, smerten@ashevillenc.gov
Rajit Ramkumar, CDM Smith, ramkumarr@cdmsmith.com

North Carolina Department of Cultural Resources

State Historic Preservation Office

Claudia Brown, Acting Administrator

Beverly Eaves Perdue, Governor
Linda A. Carlisle, Secretary
Jeffrey J. Crow, Deputy Secretary

Office of Archives and History
Division of Historical Resources
David Brook, Director

June 21, 2011

Rajit Ramkumar
Wilbur Smith Associates
421 Fayetteville Street, Suite 1303
Raleigh, NC 27601

Re: Historic Architectural Resources Report, Wilma Dykeman Riverway, Asheville, U-5019, Buncombe County, CH 11-0645

Dear Mr. Ramkumar:

Thank you for your letter of May 23, 2011, transmitting the architectural survey report for the above project.

All properties included in this survey must have a survey site number. Please contact Chandrea Burch at 919-807-7286 to obtain these numbers; use the existing numbers given below for previously surveyed sites, such as the Hans Ree Tannery and the Asheville Cotton Mill. After these site numbers are obtained, please submit a list containing the name, survey ID letter, and survey site number for each property, i.e., "Asheville Cotton Mill (Remnant Structures): BN 0229, Property H." Please include the survey site number for each property on any additional or revised submittals.

For the purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the following properties are listed in, and remain eligible for, the National Register of Historic Places, as contributing resources within the Riverside Industrial Historic District:

- **Asheville Cotton Mill Cloth Warehouse** (Property K);
- **Leemon Distributing Company Warehouse** (Property L);
- **Storage Supply Company** (Property M);
- **Kent Building** (Property N);
- **Pearce-Young-Angel Company** (Property O);
- **S. Sternberg Company** (Property Q);
- **Farmers Federation Building** (Property R);
- **Storage Warehouse** (Property S);
- **Standard Oil Company** (Property T), including the Office, Garage, Pump Building, Oil Warehouse, and Storage Building;
- **American Feed Milling Company** (Property U)
- **Asheville Mica Company/Carolina Coal and Ice Company** (Property V);
- **Scale Office (Carolina Coal and Ice Company)** (Property W); and,
- **Post Machinery Company Machine Shop** (Property X).

We concur that the following properties are eligible for listing in the National Register under the criteria cited:

- **Southern Railroad Bridge** across the French Broad River (Property A): Criterion A for its association with the history of travel and tourism in western North Carolina and Criterion C for its design and construction;
- **McKinney Welding Supply Company Building** (Property F): Criterion A for its association with several schools and organizations and Criterion C for its design and construction;
- **Texas Oil Company Buildings** (Property Y): Criterion C for their design and construction. However, we cannot concur with the determination that the property is eligible under Criterion A based on the evidence provided; and,
- **Hans Ree Tannery** (BN 0414, Properties AC, AD, and AE): Criterions A for its association with the tanning industry and Criterion C for its design and construction. These sites should be considered together and the National Register boundary should include the four parcels south of Day's Tobacco Warehouse, west of the railroad, and north and east of Lyman Street (exclusive of the Inspection Station parcel (Property ddd) and the parcel containing the modern warehouse at the south end of the site). Buildings 1, 3, and 4 and rear buildings 1, 2, 5, 6, 10, 11, and 12 are contributing resources, while the modern warehouse at the north end of the property is non-contributing.

We concur that the following properties are *not* eligible for listing in the National Register:

- **Asheville Auto Parts, Buildings 1, 2, and 3** (Property aaa);
- **455 Riverside Drive, Building 2** (Property bbb);
- **Smith Bridge** (Haywood/Craven Street Bridge) (Property E);
- **West Asheville Bridge** (Riverlink Bridge) (Property P);
- **12 Bones Restaurant** (Property ccc); and,
- **Inspection Station and Truck Repair** (Property ddd).

We do not concur with the finding that the **Southern Coal Company Buildings** (Property B) are eligible for listing in the National Register. There is not enough evidence provided to support the claim that these buildings "have made a significant contribution" to the history of the area, and the buildings are clearly associated with a larger industrial complex that does not appear to exist presently. Without this complex, these buildings lack the historical context and integrity of setting and association required for eligibility.

We do not concur with the finding that the **"Old" Smoky Park Highway Bridge** (Property C) is not eligible for listing in the National Register. The bridge was determined *eligible* for listing in the National Register under Criterion C for its design by the North Carolina Department of Transportation (NCDOT) in 2005 as part of its Historic Bridge Inventory. Thus, it remains eligible for the Register, barring information that it or its integrity has changed since 2005.

We do not concur with the finding that the **Henry J. Olive General Merchandise/J. M. Westall Lumber Company Building** (Property D) is eligible for listing in the National Register. Per the 1917 Sanborn maps, the Westall Lumber Company operated on what is now the block bound by Haywood, Riverside, Patton Avenue/I-240, and the railroad tracks. Do the buildings on Haywood, adjacent to the corner brick building, have any historical association with the Westall/Olive businesses? If so, all of these buildings need to be evaluated together as one site. If not, does the corner building alone possess sufficient significance and integrity to meet Criteria A and C?

We do not concur with the finding that the **Cone Mills Corporate Office** (Property G), the **Asheville Cotton Mill (Remnant Structures)** (Property H, BN 0229), and the **Chesterfield Mill Site** (Property I) are eligible for listing in the National Register. Page 36 of the report shows that the Asheville Cotton Mill was owned and operated by the Cone family from 1883 to 1949; presumably, the Corporate Office was related to the adjacent mill. If so, the two sites should be evaluated together. The cotton mill was placed on the State Study List—a preliminary step in the review of potential nominations to the National Register of Historic Places—in 1980, but burned in 1995. Because of this loss of integrity, in 2004, when the Riverside Industrial Historic District was listed in the National Register, the mill was excluded from the district. Likewise, the Chesterfield Mill Site was also excluded from the district based upon its loss of integrity.

We do not concur with the finding that the **Two Mill Houses** (Property J) are eligible for listing in the National Register. Altered mill houses have typically not been determined individually eligible for the National Register.

We do not concur with the finding that the **J. A. Baker Packing Company** (Property Z) is eligible for listing in the National Register. This site is heavily altered, and the few remaining circa 1925 features have been dwarfed by the large modern additions to the south and east.

We do not concur with the finding that the **Day's Tobacco Warehouse** (Property AA) is eligible for listing in the National Register. This site appears to be heavily altered and the large addition to the south has compromised the site's integrity.

We do not concur with the finding that the **Railroad Utility Building** (Property AB) is eligible for listing in the National Register. This building appears to be an accessory building to the Southern Railway Rail Yard and Roundhouse. The Roundhouse has since been demolished, and the Rail Yard has been heavily altered and many of the spur lines have been removed. Although the Utility Building appears unaltered, without the Roundhouse and Rail Yard it loses much of its historical context and integrity of setting and association required for eligibility.

We cannot concur with the finding that the **Carrier Bridge** (Property AF) is eligible for listing in the National Register, because the bridge was not determined eligible for listing in the National Register by NCDOT in 2005.

If you do not agree with the above findings, please address the above questions and concerns by providing additional information to make a stronger, more substantial case for their eligibility.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, please contact Renee Gledhill-Earley, environmental review coordinator, at 919-807-6579. In all future communication concerning this project, please cite the above-referenced tracking number.

Sincerely,

Renee Gledhill-Earley

for Claudia Brown

cc: Stacy Merten, smerten@ashevillenc.gov

Historic Architectural Resources Report

U-5019: River Arts District Transportation Project in Asheville, Buncombe County NC

Summary

This historic resources assessment for the River Arts District Transportation Improvement Project forms the basis for the Section 106 analysis and contains a discussion of eligibility of aboveground historic resources.

The City of Asheville is leading this effort to implement a multimodal transportation improvement project (TIP # U-5019) that will focus on a 2.2-mile section of the larger Wilma Dykeman Riverway. This includes the corridor of Lyman Street and a portion of Riverside Drive between Amboy Road (SR 3556) and Hill Street (SR 1231), parallel to the French Broad River through the River Arts District. The River Arts District was historically an industrial area that has been redeveloped with cafes, artist studios, and other attractions in recent years.

Within the Area of Potential Effects (APE), the Riverside Industrial Historic District is listed on the National Register of Historic Places (NRHP) and contains 28 contributing resources adjacent to the project. Five additional resources were identified as eligible for listing in the NRHP: the Southern Railroad Bridge, Old Smoky Park Highway Bridge, two Texas Oil Company buildings, the former Hans Rees Tannery, and the Norfolk-Southern Roundhouse. In addition, 32 other properties within the APE over 50 years in age were surveyed but determined not to meet the NRHP eligibility criteria.

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Historic Architectural Resources Report

U-5019: River Arts District Transportation Project in Asheville, Buncombe County NC

August 17, 2012

Chapter 1: Introduction

This historic architectural resources assessment for the River Arts District Transportation Improvement Project was undertaken to identify historic resources listed in or eligible for listing in the National Register of Historic Places (NRHP). This report forms the basis for the Section 106 analysis and contains the following sections:

- Chapter 1: Introduction
- Chapter 2: Definition of the Area of Potential Effects (APE)
- Chapter 3: Historic Context
- Chapter 4: Discussion of Eligibility of Aboveground Historic Resources

Key findings from this report will be included in the Environmental Assessment (EA) for the River Arts District Transportation Improvement Project to satisfy the requirements of the National Environmental Policy Act (NEPA). Archaeological resources are discussed in a separate report which includes an extensive description of the historic context of the River Arts District.

A. Project Description

The Wilma Dykeman Riverway is a planned 17-mile long corridor along the French Broad River and Swannanoa River in Asheville, North Carolina in Buncombe County. The riverway, described in the 2004 *Wilma Dykeman Riverway Master Plan*, will link areas along the two rivers into a "continuous multi-access parkway." The Plan divided the corridor into seven sections for concentrated development nodes. It is within one of these sections that the term 'River Arts District' was born to describe the area and the intended character of the district that has become the focus of this transportation improvement project. This is the first planning/environmental study undertaken on any of the seven sections identified in the Wilma Dykeman Riverway corridor overall.

Under the guidance of the Federal Highway Administration (FHWA), the City of Asheville is leading a study to implement a multimodal transportation improvement project (TIP # U-5019) that will focus on a 2.2-mile section of the larger Wilma Dykeman Riverway. This includes the corridor of Lyman Street (city street) and a portion of Riverside Drive (city street) between Amboy Road (SR 3556) and Hill Street (SR 1231) as shown in **Figure 1**. The streets run east of and parallel to the French Broad River through the River Arts District, historically an industrial area that has been redeveloped with cafes, artist studios, and other attractions in recent years. The project area is narrowly bounded between the river to the west and the Norfolk-Southern Railroad to the east. The majority of the area falls within the 100-year floodplain and floodway of the French Broad River.

RIVER ARTS DISTRICT TRANSPORTATION PROJECT

A Section of the Wilma Dykeman Riverway

STUDY AREA

Legend

Study Area

0 125 250 500 750 1,000 Feet

FIGURE 1

The primary purpose of the proposed transportation improvement project is:

1. To improve the existing roadway geometric deficiencies along Riverside Drive and Lyman Street in the River Arts District; and
2. To enhance the multimodal mobility and system linkages (vehicular, pedestrian, and bicycle) along Lyman Street and Riverside Drive by providing efficient and convenient access from Amboy Road to Hill Street.

The improvements would enhance safety and provide additional mode options for the traveling public and visitors to the River Arts District. These modal and service connections are expected to improve regional pedestrian and bicycle mobility.

A number of alternatives are being considered to address the purpose of and needs for the project. These include the No Build Alternative and combinations of two build alternatives, shown in **Figure 2**. The Yellow Alternative generally would widen the roadways while following the existing alignment, with some off-alignment improvements at key intersections. The Green and Purple/Cyan Alternatives would create new segments shifted east of the existing alignment.

B. Overview of the Section 106 Consultation Process

Cultural and historic resources are protected by various federal regulations. Most notably, Section 106 of the National Historic Preservation Act requires federal agencies to consider impacts to historic resources from their actions, and to balance preservation needs with the need for the proposed project. The Section 106 process "seeks to accommodate historic preservation concerns with the need of federal undertakings through consultation … The goal of the consultation is to identify historic properties potentially affected by the undertaking, assess its effects and seek ways to avoid, minimize, or mitigate any adverse effects on historic properties" (36 CFR 800.1(a)).

As part of the process, the project team will work through a three-step process with consulting parties to (1) identify historic properties that could be potentially affected by the project; (2) assess project effects on these resources; and (3) develop ways to avoid, minimize, or mitigate adverse effects on historic properties. A variety of organizations are eligible to participate in the consultation process, including the State Historic Preservation Office (SHPO), Indian Tribes, local governments, and other organizations/individuals with a demonstrated interest in the project or the affected properties. The consultation effort is discussed in more detail in **Chapter 7**.

RIVER ARTS DISTRICT TRANSPORTATION PROJECT

A Section of the Wilma Dykeman Riverway

PROJECT ALTERNATIVES

Legend

- Cyan Alternative
- Purple Alternative
- Green Alternative
- Yellow Alternative

0 125 250 500 750 1,000 Feet

FIGURE 2

Definition of the APE

Prior to historic resource identification efforts, the project team developed the APE in consultation with the SHPO. The APE defines the geographic area within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if such properties exist. Its boundaries are defined to encompass geographic areas where project effects may occur, independent of the presence of historic properties or districts. The APE is presented in **Chapter 2**.

Eligibility Determinations for Aboveground Historic Resources

Cultural historians then conducted research and field visits to identify properties which are listed in or eligible for listing in the NRHP. The NRHP is the nation's official list of properties recognized for their significance in American history, architecture, archaeology, engineering, and culture. It is maintained by the National Park Service and includes districts, sites, buildings, structures, and objects. To be eligible for listing in the NRHP, a property must meet at least one of four criteria:

A. Association with events that have made a significant contribution to broad patterns in history
B. Association with persons significant to the past
C. Embodiment of distinctive architectural design or construction characteristics
D. Potential to yield information important to history or prehistory (e.g. archaeological sites)

In addition, a property must also maintain a degree of integrity; that is, it must retain adequate integrity to convey the characteristics that make it significant. **Table 1** summarizes the seven aspects of integrity, defined in 36 CFR 60, which identifies procedures to evaluate properties for listing on the NRHP.

Table 1: Aspects of Integrity

Integrity	Definition
Location	Location is the place where the historic property was constructed or the place where the historic event occurred.
Design	Design is the combination of elements that create form, plan, space, structure and style of a property.
Setting	Setting is the physical environment of a historic property.
Materials	Materials are the physical elements that were combined or deposited during a particular period of a time and in a particular pattern or configuration to form a historic property.
Workmanship	Workmanship is the physical evidence of the crafts of a particular culture or people during any give period in history or prehistory.
Association	Association is the direct link between an important historic event or person and a historic property.
Feeling	Feeling is a property's expression of the aesthetic or historic sense of a particular period of time.

Determination of Effects

Once NRHP listed and eligible resources were identified, the project team relied on technical analyses to identify project impacts such as displacements, changes in noise levels, or alterations to the visual

environment. Impacts resulting from each alternative were examined to determine whether they would result in an adverse effect on aboveground historic resources.

Per the Advisory Council on Historic Preservation, an adverse effect is an "alteration to the characteristics of a historic property qualifying it for inclusion in or eligibility for the National Register of Historic Places" such that the property's location, design, setting, materials, workmanship, feeling, or association is diminished (36 CFR 800.5). This can include direct effects (caused by the action and occurring at the same time and place), indirect effects (reasonably foreseeable effects caused by the action but occurring later in time or farther removed), or cumulative effects (changes considered alongside effects from other projects).

A "No Adverse Effect" determination is found when the project's effects do not meet the criteria of the preceding paragraph, the undertaking is modified, or conditions are imposed to avoid adverse effects. A "No Effect" determination is found when the project will have no impact on a particular historic resource. A "No Historic Properties Affected" determination is found for the overall project when either there are no historic properties present or there are historic properties present but the project will have no impact on any of them.

Mitigating Adverse Effects

Once the project team has determined which historic resources (if any) are adversely affected by the project, the team will work with consulting parties to identify measures to avoid, minimize, and mitigate these impacts. As needed, commitments will be formalized in a Memorandum of Agreement between the City of Asheville, FHWA, and the SHPO.

Chapter 2: Area of Potential Effects

The APE for the River Arts District Transportation Improvement Project is shown in **Figure 3**. The APE contains areas that are likely to experience direct or indirect impacts from the project. The APE was developed in consultation with the SHPO; the boundary was identified based on the area's topography and other visual obstructions, including trees and buildings that help screen views of the proposed roadway improvements.

To the west, the APE follows the centerline of the French Broad River. Vegetation along the both sides of the River effectively blocks visibility to and from the project footprint. Where the Amboy Road bridge crosses the river, the APE includes the bridge itself. Again, vegetation blocks visibility at the west end of the bridge so the APE does not extend any further west than the bridge itself. South of the bridge, the western edge of the APE follows Meadow Road.

To the south, the APE follows Meadow Road as it curves eastward to the point it crosses the railroad. As the railway roundhouse and rail yard facilities are visible from the proposed road improvements, the entire parcel was included within the APE.

AREA OF POTENTIAL EFFECTS

Legend

Area of Potential Effects

0 125 250 500 750 1,000 Feet

FIGURE 3

For the eastern boundary, starting at the southern tip of the APE, it follows the east side of the existing rail line. Vegetation to the east of the railroad tracks blocks any visibility. The eastern boundary extends eastward to include a number of resources along Depot Street. Beyond Depot Street, vegetation provides a natural visual buffer. At the intersection of Lyman, Roberts, Clingman, and Depot Streets, the APE continues to the west along Lyman Street and then northward along Clingman Avenue to include the resources on both sides of Clingman Avenue, up to and including the former Dave Steel building. Following the western side of Clingman Avenue, the boundary extends up to the intersection of Clingman Avenue and Haywood Road and then follows Haywoood Road west to the roundabout. At this point, the proposed eastern boundary follows Roberts Street north to I-26/I-240. Once passing I-26/I-240, the eastern boundary follows the eastern side of the existing rail line. Just beyond the point the rail line crosses Riverside Drive, at the far northern end of the project, the eastern boundary would extend over to I-26.

The northern boundary extends from I-26 to the French Broad River just beyond the Asheville Auto property. Topography was the main determining factor for this portion of the boundary.

Chapter 3: Historic Context

This chapter summarizes the historic context of the River Arts District, including information developed for the NRHP nomination form for the Riverside Industrial Historic District and the 2010 *Archaeological Investigations in the River Arts District of the Proposed Wilma Dykeman Riverway* Report prepared for the project. The historic context section of the 2010 *Archaeological Investigations* report is included as **Appendix A** and provides a more lengthy discussion of the trends influencing the development of the area.

A. Regional Context

Much of the Wilma Dykeman project area, the larger area of Buncombe County, and the surrounding Appalachian Summit region has been witness to a rich and diverse history of human occupation. North Carolina and its mountain region were the setting for distinct periods of prehistoric habitation and their related cultures, from the Paleo-Indian (ca. 11,500 BC to 8000 BC), the Archaic (ca. 8000 BC to 700 BC), the Woodland (ca. 700 BC to 1000 AD), and the Mississippian periods (ca. 1000 AD to 1540) to the Protohistoric-Contact period (ca. 1540 AD to 1740). However, the 20th century use of much of the River Arts District corridor has been so extensive as to mask, if not erase, any sign of prehistoric occupation along this portion of the French Broad River.

The earliest contact between Native Americans and Europeans in the general project area dates to the expeditions of the Spanish during the middle part of the 16th century. Although early histories of the Euro-American and Native American interaction in the western mountains of North Carolina began as tales of trade and mutual cooperation, by the mid 18th century they had increasingly developed into open hostility.

By the close of the American Revolution, the North Carolina General Assembly approved new Land Act legislation that opened for sale vast tracts of western lands. Huge areas were offered as land grants to

individual farmers or farming families, some of whom were rewarded with land for their service during the war. Samuel Davidson, a former Colonel in the Revolutionary Army, is widely considered to have been among the first to attempt to settle west of the Blue Ridge and within the area that would become Buncombe County. Davidson built a small cabin in the fall of 1784 at the base of Jonas Mountain but was murdered shortly thereafter. Within a year, Davidson's family returned to settle just east of his original cabin. Others soon followed and the fertile valleys and moderate hills of the Asheville Basin began to include considerable numbers of new settlers where scarcely a year before there were none. Across the newly opened territories west of the Blue Ridge, countless other acres were purchased by land-hungry speculators. The influx of landholders to the area precipitated the creation of a new county barely eight years after the death of Samuel Davidson. Thus in 1792, the "State of Buncombe" was created including all or portions of present day Buncombe, Cherokee, Clay, Graham, Henderson, Jackson, Macon, Madison, Polk, Swain, Transylvania, and Yancey Counties. In 1794, John Burton created lots and sold tracts along North and South Main Streets in what would become Asheville in 1797.

Settlement and economic growth in the mountains and valleys of Buncombe County during the mid 19th century may be characterized as sporadic and shifting. The story of early white migration into the mountain region is often one that documents the path of those moving further west into the fertile valleys of Ohio, Tennessee, and Mississippi. The first trade routes followed paths and trails already established by the Cherokee and other tribes that formerly migrated through the region. These routes were transformed into turnpikes early in the 19th century.

The completion of the Buncombe Turnpike in 1827 was to be a major factor in the life and progress of western North Carolina for many years. The 75-mile long turnpike linked Greenville, Tennessee with Greenville, South Carolina and provided access southward to Augusta, Savannah, and Charleston. Each autumn, huge herds of livestock (cattle, hogs, and turkeys) were driven along the Buncombe Turnpike from as far west as Kentucky to larger markets in South Carolina and Georgia, leading to the development of stock stands along the routes. The turnpike provided an economic stimulus for the area: opening access to markets and providing an avenue for wealthy tourists during the summer months. It also brought hundreds of thousands of hungry animals to local farmers, who would sell their corn to feed the livestock as the herds continued along their journey. Made possible by the turnpike, the expansion of Asheville as a regional trade center and a tourist/resort destination increased the permanent resident population in the city and surrounding county.

The events of the American Civil War had little direct impact over the soils of Buncombe County. In the decades following the war, North Carolina witnessed profound demographic, economic, social, and political changes. Most evident among these changes was the shift from slavery and the plantation system to a new labor system based on sharecropping and cash rents. This shift led to scattered settlement patterns across the South, rather than centralized development common under the plantation system. Across the state, larger farms were increasingly divided into smaller tracts; the average size of farms decreased while total number of farms increased. Despite the privations and destruction wrought by war, agricultural production across the state rebounded with remarkable speed in the late 19th century. At least part of this success was likely the result of the new system of labor.

Cotton, oats, corn, hogs, beef, milk cows, potatoes, and tobacco production resumed. Cotton and tobacco became key products statewide.

Within the western North Carolina mountains, the coming of the railroad marked the beginning of a new era. If the heretofore rural and backward mountain family did not find this new union entirely necessary for its survival, the urban industrial machine very much did. It was the rich and often untapped resources of the late 19th century Appalachia that increasingly came to provide the fuel (water, timber, and materials) necessary to feed the appetite of capitalist expansion and industrial growth. To reach the mountains, the Southern Railway eventually extended from Goldsboro west to the Tennessee line through Asheville. In October 1880, the first train destined for Asheville crossed the Blue Ridge Mountains and effectively linked the mountain region with the more industrial east.

With the arrival of the railroad came an abrupt end to the autumn livestock drives through the southern mountains. Drovers were replaced by steam engines and stock cars that could transport animals with greater speed and safety, and at less cost. Asheville quickly became a regional hub for the Southern Railway in the late 1890s, with large passenger and freight depots, roundhouse, and extensive rail yards located in the floodplains where the Swannanoa and French Broad Rivers converge.

Throughout the state, expanding manufactures and new industries found themselves linked to traditional resource bases. The cotton and tobacco crops were increasing in production and found new markets and new factories for processing. Buncombe County was one of the top three producers of tobacco within the state and home to four different tobacco warehouses in the 1880s. A third developing industry in the late 19th century was furniture production: demand for affordable furniture was high; raw materials were plentiful, inexpensive, and nearby; and labor was cheap and local. Most of these manufacturers located near railroads; ancillary businesses (timber operations, sawmills, and makers of varnish and other supplies) sprang up to support the industry. The timber industry became the second largest industry statewide by 1900 but was largely over by 1920 with the creation of the National Forests.

During the last quarter of the 19th century, the railroad brought northern timber men and other industrialists to the region but it also brought a tremendous increase in the number of seasonal tourists. In the early 1920s, Asheville's population had risen to 28,000 residents; only ten years later, the population nearly doubled to 50,000 residents and as many as 250,000 visitors annually.

The commercial fervor of Asheville in the 1920s, the city's peak boom years, was generated by a vigorous real estate market, growing industrial base, and the continuing strength of tourism. Whereas the available water supply influenced the location of industry in the late 19th century, reliable rail service and the availability of level building sites attracted development to the present-day River Arts District corridor during the early 20th century, the site of Asheville's primary industrial and commercial district. The river district bustled with numerous manufacturing plants, textile mills, coal and lumber yards, wholesale businesses, and warehouses, along with various retail establishments and scattered dwellings.

B. River Arts District

The River Arts District represents a collection of industrial and commercial buildings located in the area between the French Broad River and the Southern Railroad tracks. Development began in earnest following the 1880 arrival of the railroad and continued through the first half of the 20th century.

Much of the French Broad River floodplain in the study area remained undeveloped as of 1886. Historic Sanborn mapping shows 15 dwellings, 15 larger structures that could have served as commercial establishments, and a freight depot within the study area. Neither Riverside Drive nor Lyman Street were apparent on the 1886 map; however, it is likely that an unimproved trace or some dusty farm road ran through the corridor to provide access to the existing buildings. By 1888, more structure begin to appear, including the Asheville Lumber and Manufacturing Company, the Asheville Milling Company (later the Chesterfield-Earle Mill), the C. E. Graham cotton mill complex (later the Asheville Cotton Mill), the H.T. Collins and Company Ice Factory, the French Broad Hotel, the Asheville Furniture Factory of Avery and Erwin.

An 1891 birds-eye view lithograph shows even more roadways and structures along the riverfront, including electric light plants, the Asheville Furniture Factory, a railway depot, the Glen Rock Hotel, a shoe factory and a planing mill. However, the last decade of the 19th century brought an economic downturn. Although the River Arts District continued to expand existing facilities and add new housing for riverside factory workers, by 1910 the study area included many of the same characters already established by the 1890s. New additions that appear in a 1912 birds-eye map include a new railroad bridge over the river, the new West Asheville Bridge along East Haywood Road, and the Hans Rees Tannery.

In addition to the major industries like the cotton mill and tannery, a number of other businesses vital to the daily operations of a growing city were established around the turn of the century including saw mills and lumber yards, coal yards, an ice factory, foundries and machine shops, and a bottling plant. General stores and groceries served by wholesalers were basic business types found in Asheville during this period. A number of municipal infrastructure companies also located within the area, including the Standard Oil Company of New Jersey, Asheville Power and Light Company, and a coal-fired gasworks. The production of ice was vital for cold storage, household use, and for summer tourists. A few heavy industries like Dave Steel Company and smaller automotive-related businesses located in the area as well.

Many buildings and businesses were destroyed in the July 1916 flood, resulting in a new cycle of development in the 1920s-1930s.

Although the fortunes of the city largely disappeared during the Depression of the 1930s, the industrial sector of Asheville fared relatively well. During the 1930s and early 1940s, some new buildings were constructed, including food distribution warehouses and a block of buildings along Clingman Avenue. Following World War II, larger manufacturers including the Asheville Cotton Mill and Hans Rees Tannery closed and the River Arts District began a period of slow deterioration. Decreasing railroad traffic also contributed to the area's decline.

In recent years, the area has undergone a transformation, rehabilitating historic buildings to serve as artists' studios, cafes, condos, and other modern retail establishments.

Chapter 4: Eligibility of Aboveground Resources

Architectural historians with Mathews Architecture and CDM Smith conducted field surveys of the APE during 2010-2012. As part of this effort, historians toured and photographed each structure in the APE. A variety of available databases and other sources were also consulted:

- Buncombe County Tax records were reviewed to identify parcel boundaries and estimated construction dates.
- Sanborn Insurance maps were consulted to identify when each property was developed and to determine when major alterations were made to structures.
- Relevant property survey and nomination forms were reviewed at the western office of the NC SHPO, the Historic Resources Commission of Asheville and Buncombe County, and the Preservation Society of Asheville and Buncombe County.
- Additional library materials were consulted as needed, including the Pack Memorial Library and the online Archives of UNC Asheville's D. H. Ramsey special collection.

The following subsections discuss previously listed NRHP resources (**Section 4.A**), additional resources determined eligible for NRHP listing (**Section 4.B**), and resources determined not eligible for NRHP listing (**Section 4.C**). **Figure 4** provides an overview of each of the structures over 50 years in age within the APE. **Appendix B** contains additional photographs of individual properties and individual parcel maps.

A. NRHP Listed Sites

There is one previously listed NRHP resource within the APE: the Riverside Industrial Historic District, listed on the NRHP in 2004 under Criteria A and C for its association with commerce, industry, and architecture. The period of significance extends from 1880 through 1954. The district is roughly bounded by Clingman Avenue, Lyman Street, Roberts Street, and Riverside Drive. The nomination includes 28 contributing resources and four non-contributing, as summarized in **Table 2**.

The district represents an intact collection of commercial and industrial buildings that developed on the flat, open space between the French Broad River and the Southern Railroad tracks. Proximity to a water source and the availability of level building sites lured the city's early industry to the river area; the development of the Southern Railroad and its depots stimulated further development of the area as Asheville's primary commercial and industrial district. Several early structures were destroyed during the 1916 flood, replaced by another period of construction during the 1920s-1930s.

See Figure 4A

See Figure 4B

See Figure 4C

See Figure 4D

RECOMMENDED ELIGIBILITY

Legend

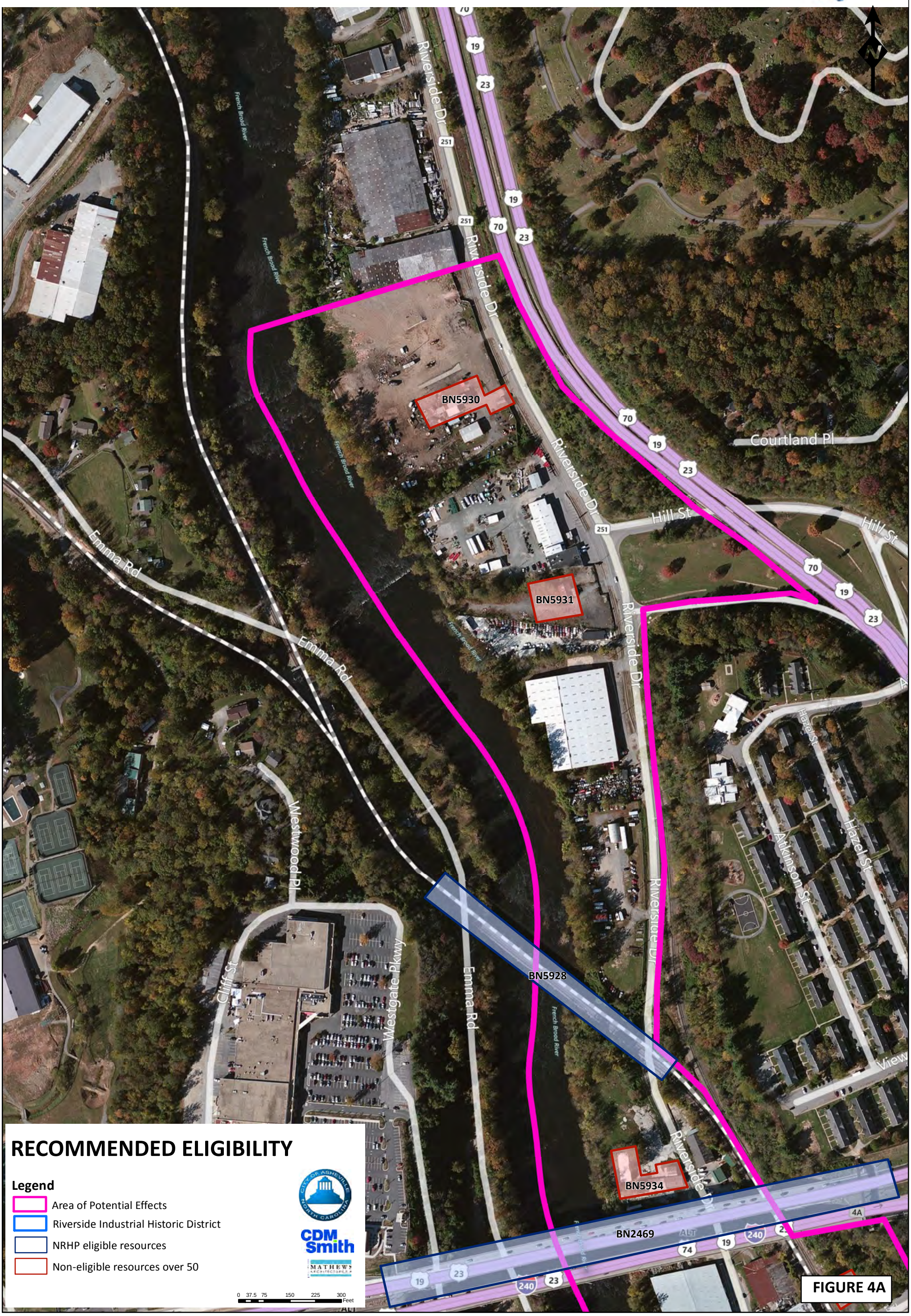
- Area of Potential Effects
- Riverside Industrial Historic District
- Recommended Extension of the Riverside Industrial Historic District Boundary
- Contributing resources within NRHP listed district
- NRHP eligible resources
- Non-eligible resources over 50
- Other Contributing Structure - Demolished in 2011

0 125 250 500 750 1,000 Feet

CDM Smith

MATHEWS ARCHITECTURE

FIGURE 4



RECOMMENDED ELIGIBILITY

Legend

- Area of Potential Effects
- Riverside Industrial Historic District
- NRHP eligible resources
- Non-eligible resources over 50

0 37.5 75 150 225 300 Feet

FIGURE 4A

RECOMMENDED ELIGIBILITY

Legend

- Area of Potential Effects
- Riverside Industrial Historic District
- Recommended Extension of the Riverside Industrial Historic District Boundary
- Contributing resources within NRHP listed district
- NRHP eligible resources
- Non-eligible resources over 50
- Other Contributing Structure - Demolished in 2011

0 37.5 75 150 225 300 Feet

CDM Smith

MATHEWS ARCHITECTURE

FIGURE 4B

BN3789
BN3784
BN3785
BN3786
BN3790
BN5938
BN3787
BN3791
BN3788
BN0400
BN5939
BN0358
BN0414
BN5933

Euclid Blvd
Lyman St
French Broad River
Old Lyman St
Depot St
Bartlett St
Livingston St
Murra
Ralp

RECOMMENDED ELIGIBILITY

Legend

- Area of Potential Effects
- Riverside Industrial Historic District
- Contributing resources within NRHP listed district
- NRHP eligible resources
- Non-eligible resources over 50

0 37.5 75 150 225 300 Feet

FIGURE 4C

RIVER ARTS DISTRICT TRANSPORTATION PROJECT

A Section of the Wilma Dykeman Riverway

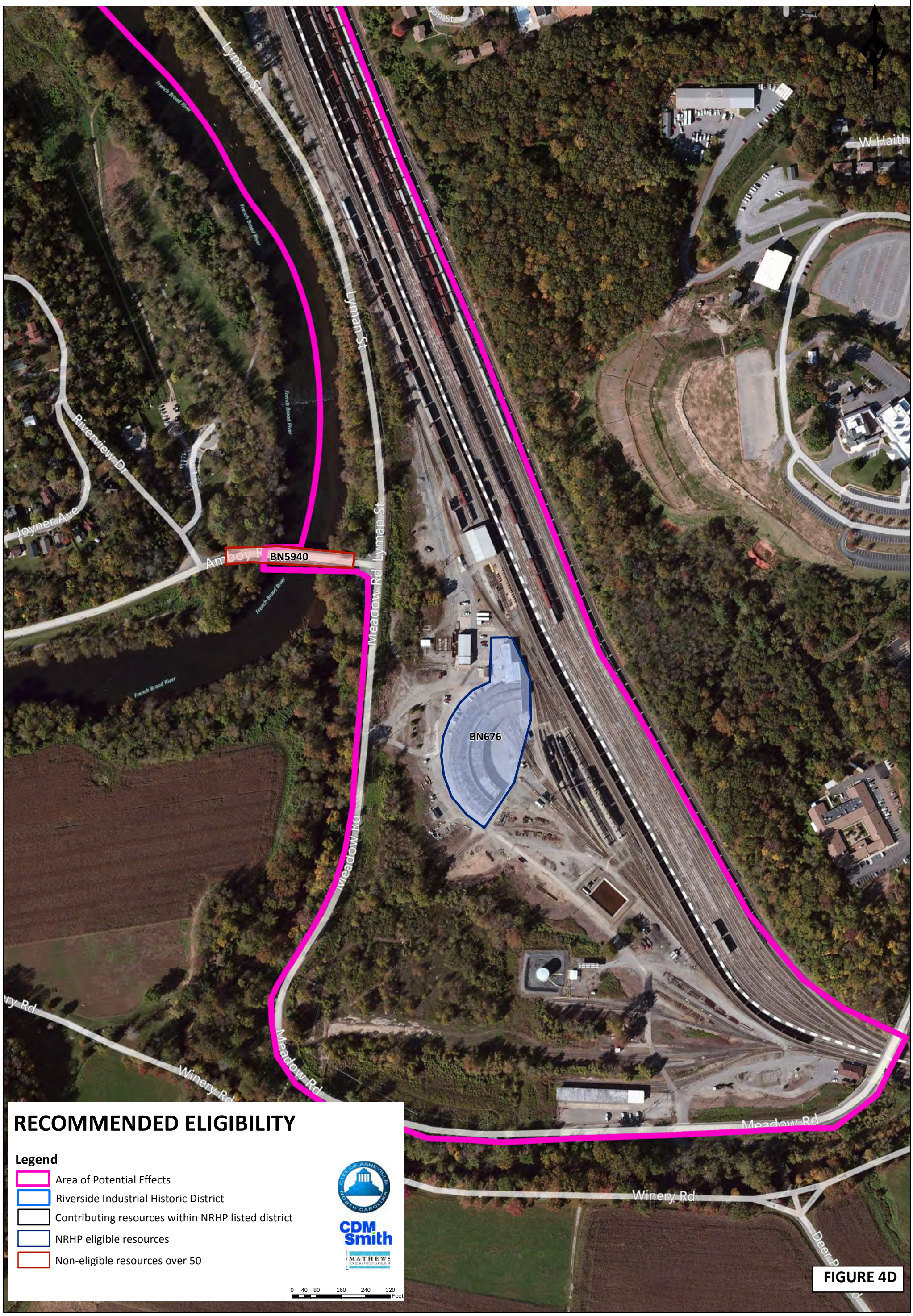


FIGURE 4D

Table 2: Properties within the Riverside Industrial Historic District

Status*	Resource	Address	Notes/Description
C	BN 2259: Southern Railway Tracks	n/a	Ca. 1880
NC	BN 2260: West Asheville/Riverlink Bridge	Haywood Rd	Constructed 1974
C	BN 2661: Keener House	144 Park Ave	1-story late Victorian cottage, ca. 1890
C	BN 2262: American Feed Milling Co.	170 Lyman St	2-story commercial bldg, ca. 1950
C	BN 3839/BN 3840: Post Machinery Co. Shop	167 Lyman St	1-story concrete block bldg, ca. 1937
C	BN 293: Carolina Coal & Ice Co.	175 Lyman St	2-story brick Italianate bldg, ca. 1905
C	BN 3838: Carolina Coal & Ice Co. Scale Office	171 Lyman St	1-story concrete block bldg, ca. 1950
C	BN 3842: Storage Warehouse	14 Riverside Dr	1-story brick bldg, ca. 1930
C	BN 3846: Asheville Cotton Mill Cloth Warehouse	122 Riverside Dr	2-story brick bldg, ca. 1900
NC	BN 3846: Shed	122 Riverside Dr	Constructed 1990
C	BN 3845: Leemon Co. Warehouse	110 Riverside Dr	1-story concrete block bldg, ca. 1954
C	BN 3844: Storage Supply Co.	90 Riverside Dr	2-3 story brick bldg, ca. 1906
C	BN 3843: Standard Oil Co. Office Standard Oil Co. Garage Standard Oil Co. Pump Bldg Standard Oil Co. Warehouse Standard Oil Co. Storage Bldg	6 Riverside Dr	 1-story brick bldg, ca. 1916 1-story brick bldg, ca. 1918 1-story brick bldg, ca. 1916 2-story brick bldg, ca. 1916 2-story brick bldg, ca. 1916
C	BN 3847: Kent Building	95-97 Roberts St	2-story brick bldg, ca. 1923
C	BN 3848: Pearce-Young-Angel Co.	109 Roberts St	2-story brick bldg, ca. 1928
C	BN 3849: S. Sternberg & Co.	111-119 Roberts St	1-2 story brick bldg, ca. 1916
C	BN 3850: Farmers Federation Bldg	123-129 Roberts St	2-story brick bldg, ca. 1920
C	BN 3851: Ball Concrete Block Plant	140A Roberts St	2-story concrete block bldg, ca. 1924
C	BN 3852: Asheville Grocery Co	140B-C Roberts St	1-story brick bldg, ca. 1928
NC	BN 3853: Garage	140D Roberts St	1-story concrete block bldg, ca. 1955
C	BN 3854: Dave Steel Co. Complex	Roberts/Clingman	Three 1-2 story metal bldgs, ca. 1929, demolished 2011
NC	BN 3854: Dave Steel Co. Office	Roberts St	1-story brick bldg, ca. 1960
C	BN 3830: Keener Grocery	Clingman Ave	1-story concrete block bldg, ca. 1929
C	BN 3831: Filling Station	Clingman Ave	1-story brick bldg, ca. 1938

Status*	Resource	Address	Notes/Description
C	BN 3834: Feed Seed Supply Co.	236 Clingman Ave	1-story brick bldg, ca. 1948
C	BN 3835: National Biscuit Co.	238 Clingman Ave	1-story brick bldg, ca. 1944
C	BN 3836: Davis Building	240 Clingman Ave	1-story brick bldg, ca. 1938
C	BN 3837: Davis Coal Co.	242 Clingman Ave	1-story brick bldg, ca. 1938
* NC = Non-Contributing Resource; C = Contributing Resource			

As stated in the nomination form:

> *"The Riverside Industrial Historic District represents the intact collection of industrial and commercial buildings located in the industrial area that developed near the French Broad River and Southern Railroad tracks in Asheville beginning in the late nineteenth century. With the arrival of the railroad to Asheville in 1880, the city began a fifty year period of remarkable growth as an economic center of the western North Carolina region. The availability of level, open building lots situated near the river and the railroad, attracted numerous manufacturing and wholesale businesses to the area west of downtown Asheville. Many buildings and businesses in the area were destroyed in the floods of 1916, resulting in a new cycle of development during the 1920s and 30s. The Riverside Industrial Historic District is locally significant under Criteria A and C in the areas commerce, industry, and architecture. The buildings within the district and the businesses associated with them substantially contributed to the growth and development of Asheville and the surrounding region during the period of significance. The local industries both supplied and supported the growth of the city's economy and served as a regional hub not only for transportation but also for business. The architecture of the buildings within the district is also representative of the styles, materials, and methods of construction typical of industrial and commercial structures. The period of significance for the district begins ca. 1880 with the construction of the first railroad line into Asheville and ends in 1954. The post-1954 period is not of exceptional significance, and therefore the fifty year cut off is the end of the period of significance."*

Since the nomination form was completed, the three metal warehouses that make up the Dave Steel Company complex have been demolished. The buildings were located along Clingman Avenue, just north of the intersection with Depot Street.

After reviewing the Riverside Industrial Historic District's nomination and visiting the resources within the district, it is the opinion of the consultant that the Historic District remains eligible under both Criteria A and C. The district is eligible under Criterion A for its association with the growth of commerce and industry and under Criterion C for its distinctive architecture relating to Asheville's late nineteenth to mid twentieth century industry and commerce. The Riverside Industrial Historic District retains most of its contributing resources and has only lost the three metal warehouses of Dave Steel. In regards to the seven aspects of integrity, the district retains a high degree in all seven categories.

Potential changes in the historic district boundary were reviewed and evaluated as part of this project. One area is recommended for expansion of the historic district's boundary. The Texas Oil Company Buildings located at 288 Lyman Street are recommended as eligible for the National Register of Historic Places (as discussed below). As they stand just outside the current district boundary and they fall within both the historic district's period and area of significance, they are recommended as contributing resources to the district and included within its boundary.

B. NRHP Eligible Sites

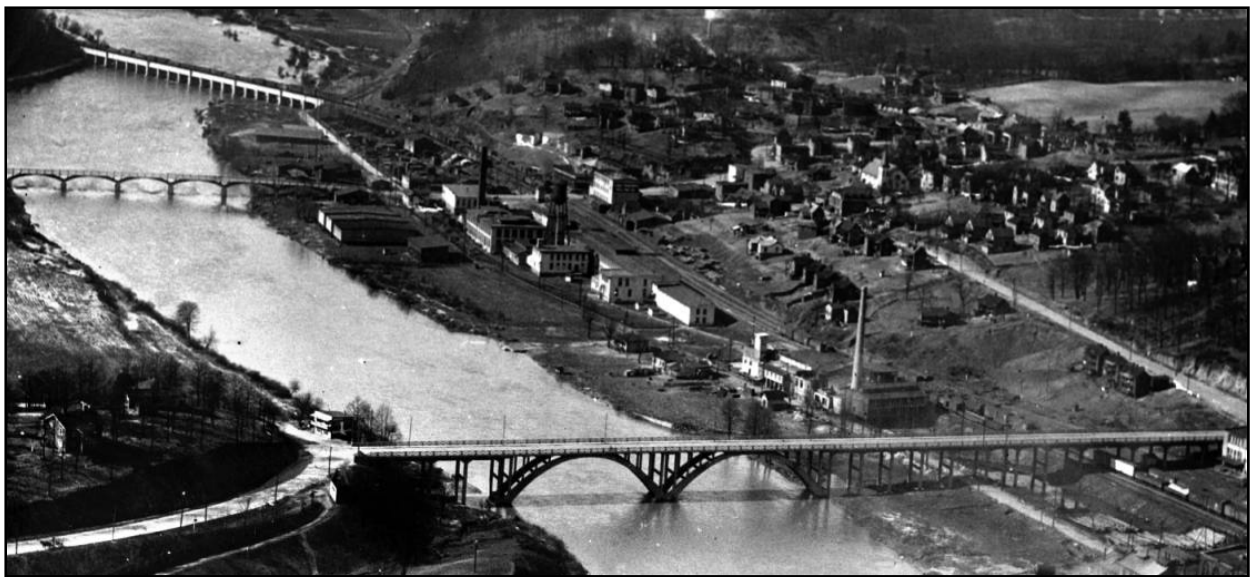
Within the APE, seven resources were identified as eligible for listing in the NRHP. The following sub-sections describe these properties, generally presented moving north to south along the study area corridor.

Southern Railroad Bridge (BN 5928)

The original bridge, built circa 1880 by the Western North Carolina Railroad, was the first bridge to span the French Broad River. It was built soon after the railroad arrived in Asheville from Old Fort in October 1880. It was called the Murphy Junction and appears on the November 1888 Sanborn Insurance Company map. The current concrete bridge was built next to the original in 1910 at a cost of $225,000. It spans the river at a skew angle and overpasses local roadways on either shore – Riverside Drive to the east and Emma Road to the west. The 1910 bridge is still in use today, providing a connection from Asheville to Tennessee.

The Southern Railroad Bridge was evaluated against Criteria A, B, and C. It has been determined eligible under Criteria A and C. Under Criterion A, it is associated with events that have contributed significantly to the broad patterns of local and regional history, namely the expansion of travel and tourism through western North Carolina and the connection to the railroads to the west and north. Archival research did not yield information associating the site with a significant person thus it is not recommended eligible under Criterion B. However, the bridge is also recommended eligible under Criterion C as it is an excellent example of reinforced continuous girder bridge architecture from the early twentieth century.

Above: Current views of the Southern Railroad Bridge



Above: c. 1918 view of three area bridges from Western North Carolina Heritage website of D. H. Ramsey Library Special Collection (UNC Asheville). Southern Railroad Bridge shown in top left corner.

In regards to the seven aspects of integrity, the bridge retains a high degree in the following categories:

- Location – The resource continues to occupy the place where it was constructed.
- Design – The bridge retains its original styling and pier configuration.
- Setting – The railroad bridge remains spanning the French Broad River, connecting the two sides.
- Materials – The bridge retains original materials from its construction.
- Workmanship – The bridge retains original workmanship and has not been altered in a way that diminishes or obscures the original craftsmanship.
- Feeling – Its unaltered state continues to express the feelings associated with its area of significance.
- Association – The bridge continues to express the historic significance of its association with the railroad industry.

Based upon the criteria by which the property is determined eligible for listing and its current surroundings, the proposed boundary includes the outside faces of the bridge and abutment footprints. **Figure 5** presents the proposed boundary on an aerial map from the Buncombe County GIS database.

Figure 5: Proposed NRHP Boundary for Southern Railroad Bridge (BN 5928)

Old Smoky Park Highway Bridge (BN 2469)

The Old Smoky Park Highway Bridge is the westbound span of the current I-240 bridge over the French Broad River. Construction began in 1948 and the bridge opened to traffic on October 23, 1950, carrying US 19/US 23 traffic over the river. It is 1,228 feet long and was built at a cost of $812,000. It has 10 total spans, including a 7-span continuous steel deck girder-floorbeam unit over the river, two T-beam approach spans on the east, and a prestressed concrete box beam approach on the west. Piers feature vertical scores and other geometric patterns in the Art Moderne style. The bridge underwent major repairs in 1969 when the eastbound span was built and again in 1985. Concrete piers support long steel I-beams, which are connected laterally by a network of smaller steel trusses. This is topped by steel decking and concrete pavement.

The Old Smoky Park highway bridge structure was a major automobile crossing of the French Broad River in Asheville. The Smoky Park Bridge was referred to as the Crosstown Expressway linking the west side of town to the Beaucatcher Tunnel which led east out of the city.[1] Construction of the bridge influenced development in West Asheville. One resulting change was an attempt to refocus the commercial district of West Asheville to the new corridor, starting with the development of the Westgate shopping center in 1956. Developer George Coggins invited major stores such as Bon Marche and WT Grant as well as some of the businesses along Haywood Street to come to the new shopping

[1] Langley, Joan & Wright. *Yesterday's Asheville.* Miama, FL: E.A. Seemann Publishing Inc, 1975. Page 188

center. This was to be the first off-street shopping center in the south.[2] Other changes resulting from the construction of the bridge were the construction of the Hillcrest Apartments on the east bank of the river as low-income housing and the widening of Patton Avenue through Asheville, resulting in homes being demolished in the African-American Clingman Avenue neighborhood.

Right: Current view of I-240 Bridges

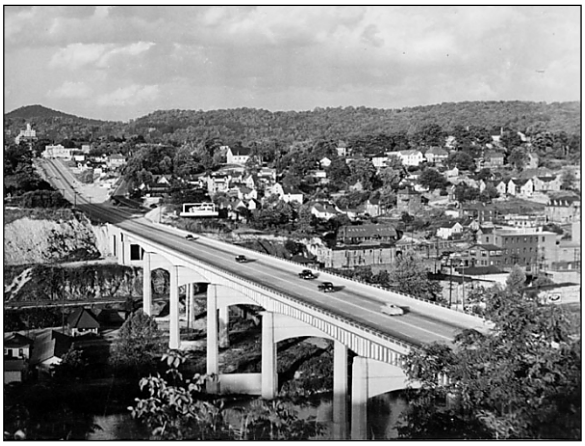
The bridge was determined eligible for listing in the NRHP by the NCDOT in 2005 under Criterion C for its design. It represents one of the state highway commission's earliest high profile urban bridge projects in the post WWII period. When built, the bridge was one of the longest applications of continuous design principles by the state bridge unit. The bridge is a historically and technologically significant example of the work of the state highway commission and its bridge unit in the postwar period. In comparison to other state-built bridges of the time, the Old Smoky Park Highway Bridge made rare concessions to the then-popular architectural style; Art Moderne details are unique among North Carolina's surviving pre-1961 highway bridges. In addition, the bridge is recommended eligible under Criterion A for its role in the growth and development of West Asheville as seen in the commercial expansion after its construction.

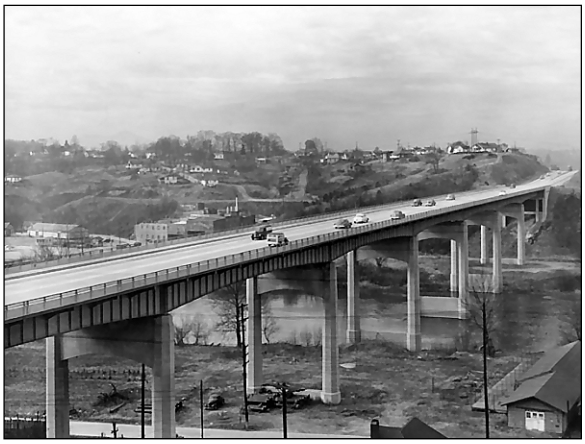
In regards to the seven aspects of integrity, the bridge retains a high degree in the following categories:

- Location – The resource continues to occupy the place where it was constructed.
- Design – The bridge retains its original styling and pier configuration.
- Setting – The bridge remains spanning the French Broad River, connecting the two sides.
- Materials – The bridge retains original materials from its construction. The main spans, eastern approach spans, piers, and abutments are original, although the railings and western approach span have been replaced.
- Workmanship – The bridge retains original workmanship and has not been altered in a way that diminishes or obscures the original craftsmanship.
- Feeling – Its unaltered state continues to express the feelings associated with its area of significance.
- Association – The ridge continues to express the historic significance of its association with the transportation industry.

There have been no changes which have adversely affected its integrity since the 2005 evaluation; thus the bridge still remains an eligible resource. Based upon the criteria by which the property is determined eligible for listing and its current surroundings, the proposed boundary includes the outside faces of the bridge and abutment footprints, as shown in **Figure 6**.

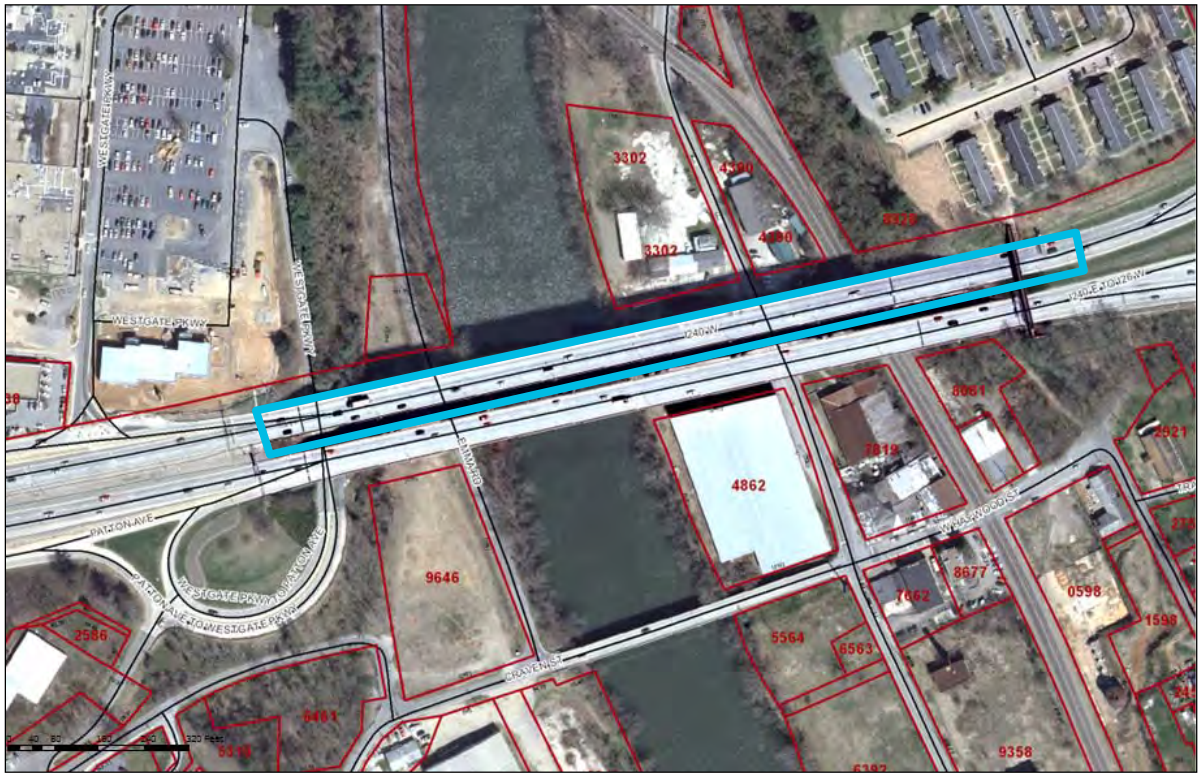
[2] Tessier, Mitzi S. *Asheville: A Pictorial History.* Virginia Beach, VA: The Donning Company, 1982. Page 202





Above: c. 1953 photos from Western North Carolina Heritage website of D. H. Ramsey Library Special Collection (UNC Asheville)

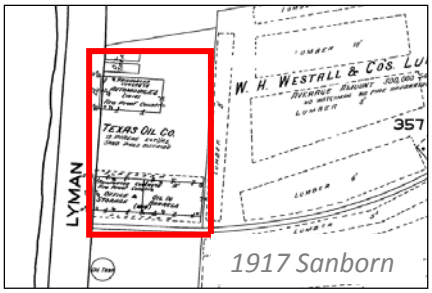
Figure 6: Proposed NRHP Boundary for Old Smoky Park Highway Bridge (BN 2469)



Texas Oil Company Buildings (BN 5929)

These two buildings, located at 288 Lyman Street, are one story load-bearing brick structures with flat roofs. The smaller building located to the north served as an automotive garage, while the larger building provided office and storage space. The two Texas Oil Company buildings first appear on Sanborn mapping in 1917.

The front façade of the Texas Oil Company office has a sloped, corrugated metal shed roof over the raised entry platform which is supported by inverted steel trusses at regularly spaced steel columns. The rear of the office building has an awning constructed of wood supported by regularly spaced wood posts.



The smaller of the two buildings contains four garage bays. A gable-roofed addition is present on its eastern elevation. The roof is covered in corrugated metal sheeting and the addition is frame with metal siding.

Above: current views of Texas Oil Company garage (left) and office (right) at 288 Lyman Street

The brick façades of both buildings have articulated recessed brick panels with a corbelled brick detail at the head of each panel. Large single two-over-two vertical wood double-hung windows are centered in each panel. Each window has a multi-brick header arch and has a concrete or stone sill. There is additional brick corbelling around the top of each building which creates a band centered between the top of the recessed window bays and the top of the flat roof.

Illustrated in Sanborn maps, there were two oil tanks located to the north of the two buildings; however nothing remains of them presently. No information concerning their construction dates or demolition was discovered during archival research.

Existing storage tanks, south of buildings

The Texas Oil Company buildings were evaluated against Criteria A, B, and C and have been determined eligible under Criterion C as an excellent example of early twentieth century industrial architecture in the aspects of their design and construction. Archival research did not yield information associating the site with a significant event or person; thus they are not recommended eligible under Criteria A or B.

In regards to the seven aspects of integrity, the buildings retain a high degree in the following categories:

- Location – The resource continues to occupy the place where it was constructed.
- Design – The structures retain their original styling.
- Setting – The buildings remain located within an industrial area.
- Materials – The buildings retain original materials from their construction.
- Workmanship – The buildings retain original workmanship and have not been altered in a way that diminishes or obscures the original craftsmanship.
- Feeling – Their unaltered state continues to express the feelings associated with its area of significance.

It is recommended that the Texas Oil Company Buildings be included with the current Riverside Industrial Historic District as these resources fall within the Period of Significance as well as the Areas of Significance of the district. The boundaries of the historic district should be expanded (as pictured in **Figure 4.B**) to include both Texas Oil Company buildings. **Figure 7** presents the proposed boundary on an aerial map from the Buncombe County GIS database.

Figure 7: Proposed NRHP Boundary for Texas Oil Company buildings (BN 5929)

Hans Rees Tannery Site (BN 0414)

The Asheville Tannery, or Hans Rees Tannery, is located at 191 Lyman Street. Hans Rees had established a tanning business in 1846 in New York, a focal point of the tanning industry in America at the time, and set up plants in Pennsylvania and Virginia. Hans semi-retired in 1855 and fully retired in 1874, handing the business over to his sons. In 1898, sons Arthur and Harold (with Norman remaining in New York) came west to be close to the source of the tanning agent, chestnut oak, and chose to locate in Asheville due to the supply of clean water for the process, access to the railroad for receiving the hides and shipment of the finished product, and the supply of a labor force.[3]

Hides came on the railroad primarily from Chicago with the average shipment being 30,000 pounds of hide per day. The process involved scraping then soaking the hides in vats of tannic acid made from chestnut bark, curing for a month between layers of bark, and finally finishing the hides to be made into leather belting.[4] There were three sections of the tannery: production of the tanning liquid, tanning hides, and finishing leather products. At the Asheville plant, this process was contained in 30 buildings with 250 employees. Some recent sources have reported the tannery to have 3,000 employees; however, older sources state 300 employees and statistics from the era support this. In 1919, there were 1,119 persons employed in industry in Asheville and the number had risen only to 1,543 by 1927.[5]

A flood in 1916 and fire in 1917 demolished many of the early tannery structures. In the early years of the tannery's operation, the company produced leather belts for transmissions in heavy machinery; Hans Rees invented this process. Later, the facility specialized in leather shoes and saddles as other materials replaced the leather machine belts.[6] The plant was declining by the late 1940s.

The site includes 14 individual structures, several of which feature the tannery's characteristic stepped parapets at the tops of endwalls and internal firewalls. **Figure 8** presents an aerial view of the tannery complex from the Buncombe County GIS database, identifying the location of individual structures described below. (Structures noted with a blue "X" in **Figure 8** have been demolished since the aerial image was taken.)

[3] Plemmons, William H. "The City of Asheville, Historical and Institutional." Master's Thesis, 1935. North Carolina Collection, Peck Memorial Library, Asheville NC.
[4] Neufeld & Neufeld. *Asheville's River Arts District.* Arcadia Publishing, Charleston SC, 2008. Pages 71-73.
[5] Plemmons 1935. Page 95.
[6] Neufeld & Neufeld. Charleston, SC: *Asheville's River Arts District.* Arcadia Publishing, 2008.

Figure 8: Aerial view of Tannery Complex

<u>West Warehouse Complex</u>: This series of three story interconnected brick warehouses (labeled Riverview Stn 1, 2, & 3 on **Figure 8**) served a variety of functions during the operation of the tannery. The northern two warehouses first appear on 1913 Sanborn mapping; the set exhibits its current configuration on the 1917 Sanborn map, following the flood.

Above: current view of Riverview Station, three building complex within historic tannery

The smaller, northernmost structure (Riverview Stn 1) was used for leather storage. The two larger, narrower structures to the south (Riverview Stn 2-3) were used as a dry house and for scouring, rolling, and currying. In recent years, the three building complex has been redeveloped as Riverview Station, home to dozens of artists' studios.

Above: current view of Riverview Station, three building complex within historic tannery

Modern Warehouse: Located between Riverview Station and the Washroom, a modern warehouse houses a manufacturing firm that specializes in fans, blowers, and other ventilation products. The structure was constructed in 1964 according to Buncombe County tax records.

Tannery Washroom: This one story brick structure contained the toilets and washrooms for the tannery employees. Built circa 1920, it was divided into facilities for "white" and "colored" employees. The construction is load-bearing brick masonry on a concrete floor. The end walls and center parting wall feature the distinctive stepped parapet with a defined row-lock brick edging, common throughout the tannery buildings. The roof consists of two single gable metal roof sections with broad overhangs. Currently, the building appears to be vacant.

Above: current views of tannery washroom

Tannery Office: Located in the northeastern section of the tannery, this two story brick structure housed office space for the company, first appearing on the 1907 Sanborn map. The main portion of the building is topped by a gable on hip covered in asphalt shingles. The front façade has seven bays (w/w/w/d/w/w/w) and contains an entryway porch topped by a shed roof. A small addition is located on the southwestern corner of the building. It is topped by a pyramidal covered in asphalt shingles. A larger addition is located on the northeastern corner which is topped by a gable roof covered in asphalt shingles. Both additions are clad in brick. Currently, the building appears to be vacant and not in use.

Above: current view of tannery office

Brick Warehouse: Located south and east of the office building, these one story brick structures are a pair of connecting buildings that served as the "Experimental and Chrome Buildings" according to a 1940s sales brochure. The long sides of both buildings are supported by brick buttresses; the end walls exhibit the characteristic stepped parapet shape seen on other buildings within the tannery complex. A section of the gable roof on the southern building has recently been covered in new metal sheeting. The fenestration pattern appears unaltered on both and the original windows are intact. Built circa 1920s; currently, the buildings appear to be vacant and not in use although repairs have been made recently.

Right: current view of remaining tannery "experimental and chrome building"

Engine Room: Near the center of the property, a large, single gable, one story brick masonry building served as the engine room. It is topped by an end gable roof covered in metal sheeting. The building has lower shed-roofed extensions at the side and rear. The building appears on Sanborn maps as early as 1907. There are no obvious signs the building is being used for any particular purpose at the present date.

Smithy Shop: This one story, gable roofed, wood frame structure on concrete piers is covered in vertical wood board siding and has wooden double-hung windows. Currently, the building is not being used and sits vacant.

Left: current view of tannery engine room

Right: current view of tannery smithy shop

Warehouses 1-5: Located along the southeastern portion of the property abutting the rail lines, a series of warehouses were constructed in the late 1950s and early 1960s according to Buncombe County tax records. These buildings post-date the peak period of activity for the tannery property; however, several have reached the 50-year threshold for consideration of NRHP eligibility. The five remaining warehouses are constructed of concrete masonry units or wood frames; **Appendix B** contains photographs of individual structures over 50 years in age. At least four additional warehouse structures have been demolished as their condition deteriorated. A couple of the warehouses currently house artist studios, while the others are not being used at the present time.

The Hans Rees Tannery significantly contributed to the growth of the tannery industry in Western North Carolina. The property was put on the study list 1991; it qualifies as eligible for NRHP listing under Criteria A and C. It is associated with events that have contributed significantly to the broad patterns of local and regional history, specifically the development of the tanning industry. The complex is also recommended eligible under Criterion C for its design and construction as an excellent example of an early twentieth century industrial complex. Archival research did not yield information associating the site with a significant person; thus, it is not recommended eligible under Criterion B.

In regards to the seven aspects of integrity, the resources retain a high degree in the following categories:

- Location – The resources continue to occupy the places where they were constructed.

- Design – All of the resources exhibit their original styling and massing.
- Setting – The buildings are surrounded by commercial/industrial type resources which have been typical since their construction. The spacing between individual structures has remained intact with little or no new construction in the last 50 years.
- Materials – The buildings retain original materials from their construction.
- Workmanship – The buildings retain original workmanship and have not been altered in a way that diminishes or obscures the original craftsmanship.
- Feeling – Their unaltered state continues to express the feelings associated with its area of significance.
- Association – The buildings continue to express the historic significance of the tannery's association with the local community.

The proposed boundary includes the four parcels south of Day's Tobacco Warehouse, west of the railroad and north and east of Lyman Street, as indicated in **Figure 8**.

Norfolk-Southern Roundhouse (BN 676)

The Norfolk-Southern Roundhouse is located in the southern portion of the APE, south and east of the Amboy Road Bridge, and was constructed c. 1926. The roundhouse contains 25 stalls and is constructed of brick laid in a running bond. While several of the stalls have been enclosed with concrete blocks, a few are still open with the large windows remaining intact. Located on the northern elevation of the roundhouse is a brick and concrete block addition. The addition contains six bays, five of which are filled with large banks of windows.

In 1958 there was a fire at the roundhouse in the southern portion of the building, which had been leased since 1953 as warehousing for the Champion Paper and Fibre Company. The fire quickly spread through the paper products that were stored there and did considerable damage to the building. The northern end of the building that was still in use by the railway did not suffer damage.[7]

Above: current views of Norfolk-Southern Roundhouse

[7] Vertical Files, Pack Memorial Library, Asheville, NC

The Norfolk-Southern Roundhouse was evaluated against Criteria A, B, and C and has been determined eligible under Criteria A and C. Under Criterion A, it is associated with events that have contributed significantly to the broad patterns of local and regional history, specifically to the railroad industry. Archival research did not yield information associating the site with a significant person thus it is not recommended eligible under Criterion B. The complex is also recommended eligible under Criterion C for its design and construction as an excellent example of an early twentieth century railroad facility. Currently, only two roundhouses are known to exist within North Carolina, the other located in Spencer.

Right: view of roundhouse from Bing maps

In regards to the seven aspects of integrity, the roundhouse retains a high degree in the following categories:

- Location – The resource continues to occupy the places where it was constructed.
- Design – The resource exhibits its original styling and massing.
- Setting – The roundhouse is surrounded by commercial/industrial type resources which have been typical since its construction. As in the past, the railroad continues to use existing lines nearby.
- Materials – The building retains original materials from its construction.
- Workmanship – The building retains original workmanship; though several stalls have been enclosed, it does not significantly diminish or obscure the original craftsmanship.
- Feeling – Its current state continues to express the feelings associated with its area of significance.
- Association – The building continues to express the historic significance of its association with the railroad industry.

The proposed boundary encompasses the footprint of the building plus a 50-foot buffer. **Figure 9** presents the proposed boundary on an aerial map from the Buncombe County GIS database.

Figure 9: Proposed NRHP Boundary for NS Roundhouse (BN 676)

C. Sites Not Eligible for NRHP Listing

Within the APE, thirty resources over 50 years in age were surveyed but identified as not eligible for listing in the NRHP. The following sub-sections describe these properties, generally presented moving north to south along the study area corridor.

Asheville Auto Parts Buildings (BN 5930)

Three simple, single story, wood frame buildings (two offices and a garage) at 655 Riverside Drive were constructed circa 1950 according to Buncombe County tax records. These three structures plus a modern prefabricated steel garage house the Asheville Auto Parts & Salvage company. The two offices are topped by gable roofs covered in asphalt shingles with an entryway porch. The buildings are clad in rough cut wood boards typical to the area and rest on a continuous concrete block foundation.

The auto parts buildings are not a particularly outstanding example of mid twentieth century commercial architecture. Archival research did not yield information associating the site with a significant person or event in history. As a result, this site does not appear eligible for listing in the NRHP under Criteria A, B, or C.

Left: current view of Asheville Auto Parts & Salvage from Bing maps
Right: view of southern structure on parcel

Used Car Lot (BN 5931)

There are two buildings located at 455 Riverside Drive. Both were constructed circa 1950 according to Buncombe County tax records. The first is a one-story, frame office topped by a gabled roof covered in asphalt shingles. The building is clad in weatherboard siding. The second building is a large, frame garage topped by a gable roof covered in corrugated metal. The garage is clad in corrugated metal as well. The property currently operates as a used car sales facility.

The buildings are not particularly outstanding examples of mid twentieth century commercial architecture. Archival research did not yield information associating the site with a significant person or event in history. As a result, this site does not appear eligible for listing in the NRHP under Criteria A, B, or C.

Left: current view of 455 Riverside Dr
Right: current view of property from Bing maps

(former) Southern Coal Company Buildings (BN 5934)

The parcel at 233 Riverside Drive contains three structures, located immediately north of the I-240 bridges over the French Broad River:

- A single story, wood frame house built circa 1925. It has three-bays (w/d/w) and topped by an end gable roof covered with asphalt shingles. A shed addition is present on the rear façade. The house is clad in weatherboard siding and rests on a continuous, poured concrete foundation. A concrete porch is located along the front façade. The fenestration pattern appears unaltered.
- A single story, wood frame service garage built circa 1949. It has one-bay (d) and topped by an end gable roof covered in metal sheeting. The garage is clad in weatherboard siding. Several large additions are located on the rear elevation of the garage.
- A single story, wood frame service garage built circa 1951.

Top row: current views of structures at 233 Riverside Drive

Bottom: Aerial view of parcel from Bing maps

The buildings are not a particularly outstanding example of early to mid twentieth century commercial architecture. Archival research did not yield information associating the site with a significant person or event in history. As a result, this site does not appear eligible for listing in the NRHP under Criteria A, B, or C.

(former) J. M. Westall Lumber Company Building (BN 0339)

The J. M. Westall Lumber Company Building, located at 300 Riverside Drive, is a small, one story brick building with a broadly glazed storefront and recessed entrance beneath a tin cornice with modillion blocks. A false asphalt-shingle mansard added to the façade has been overgrown. Lying in the southernmost corner of the block of 1970s era buildings, the structure first appeared on the Sanborn Insurance Company map in 1901.


Left: current view of Westall Lumber Company Building
Right: Aerial view of parcel from Bing maps; Westall Lumber Building is outlined

James Manassas Westall (1861-1943) was a pioneer contractor in Asheville from a prominent family. He was one of the city's most prolific building contractors during the railroad boom era of the late 19th and early 20th centuries. The Drhumor Building (BN 1922, local landmark within the NRHP-listed Downtown Asheville Historic District) and Central Methodist Episcopal Church (27 Church Street, within NRHP-listed Downtown Asheville Historic District) are among his most notable works. He also constructed a number of residences around the city. J.M. started the J.M. Westall Lumber Company in 1905-1906.[8]

The Westall Lumber Company appears on Sanborn mapping as early as 1896 under W. H. Westall (brother to J. M.). By 1907, a large lumberyard adjacent to the railroad tracks had been constructed, one of several large lumberyards along the French Broad River within the study area. The company is still in operation today, although it no longer occupies the 300 Riverside Drive building.

The building was also owned and operated by the Olive General Store (discussed previously) for a period of time during the 1910s and 1920s.

There has been damage to rear sections of the c. 1901 structure. Other buildings within the present day tax parcel were constructed circa 1974 according to Buncombe County tax records.

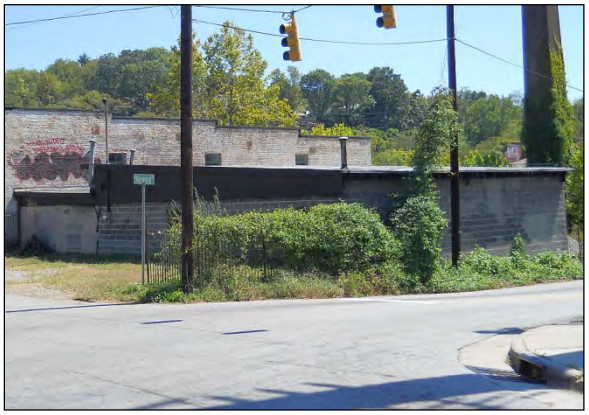
While archival research did link the building to J.M. Westall, no other surviving resources from that period or from the lumberyard are present. Alone, the building does not possess sufficient significance or integrity to be considered eligible for NRHP listing under Criteria A or B. The building is not a particularly outstanding example of early twentieth century commercial architecture and there has been damage to rear sections of the resource; thus, it is not considered eligible under Criterion C. As a result, this site is not eligible for listing in the NRHP under Criteria A, B, or C.

[8] Bishir, Catherine. "Westall, J. M." *North Carolina Architects & Builders: A Biographical Dictionary*, Copyright & Digital Scholarship Center, NC State University Libraries, Raleigh NC.

(former) Olive General Store Building (BN 0530)

The building, located at 174 Haywood Street, is a two story brick building with stepped Mission-parapet façade. It first appears on the 1891 Sanborn map as a general store. City directories list the property as the location of several "schools." The 1907 Sanborn map lists "Clubs" as occupying the second floor of Mr. Olive's store. Between 1904 and 1909, it served as the home of the Industrial Free Baths for Men and Women, Industrial Free Night School, Riverside Industrial Club, Industrial Sewing School, and Riverside Kindergarten School.[9] Mr. Olive, owner of the general store and vice president of the Riverside Industrial Club, probably retired by 1935 as he was no longer listed at his store and his residence moved as well. By 1944, the Asheville Cotton Mill was using the building as a warehouse.

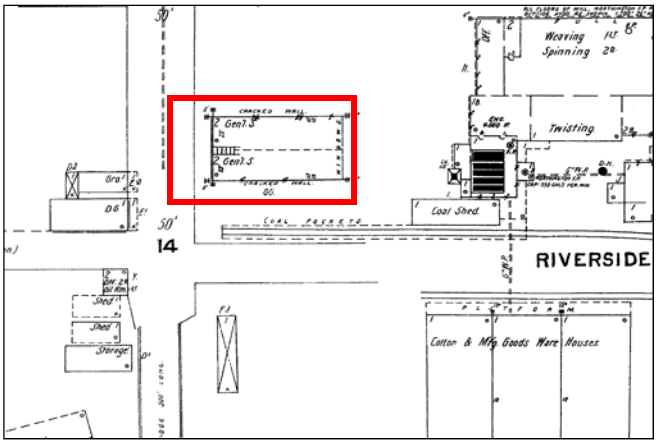
Thomas Dawley investigated conditions at the Asheville Cotton Mill in c.1908 as part of an effort by the U.S. Department of Labor to ascertain working conditions of children in cotton mills. In Dawley's book, *The Child That Toileth Not*, Dawley visited the clubs that are stated as being held at the building in the 1904-1909 city directories. Dawley stated that he went up to the second story of a "dingy brick building" of the same bricks as the mill with a sign above that said 'Sunday School'. He encountered a kindergarten and a sewing class for workers who had recently come from farms to work in the mills. The instructors stated that these women lacked basic hygiene and skills and that the schools were attempting to teach mill employees. A night school had also been established, which was described as "a place for mill operatives to spend their evenings, hold meetings, have entertainments, debates, and lectures for their general improvement and enjoyment."[10] The rooms listed were a reading room, library, games, lecture hall, and baths.



A one story concrete block extension to the west was added around 1955. While the Sanborn maps dating back to 1917 show an L-shaped building on the site of the current addition, it is a free-standing building, never connected to the historically significant building to its east.

[9] Asheville city directories, various years

[10] Dawley, Thomas. *The Child that Toileth Not.* New York, New York: Garcia Publishing Company, 1912. Page 25.



Top left: Current view of 174 Haywood Street

Top right: Current view of western addition, constructed ca. 1955

Right: Excerpt from 1901 Sanborn map

The building was rehabilitated circa 2005, with replacement metal roll-up garage door and single-leaf entry. The interior is currently one large open studio space.

While the building was the location of a number of activities during the turn and early part of the twentieth century; ranging from general store to classroom to warehouse. Its extensive renovations and alterations have dramatically altered its ability to convey that association with those activities and thus is not eligible under Criterion A. Archival research did not yield information associating the site with a significant person; thus it is not recommended eligible under Criterion B. The building is not recommended eligible under Criterion C as modifications have affected its overall integrity. The front façade has been altered by the bricking in of the commercial storefronts which once contained typical glass storefronts of the time with multi-pane transoms above. The interior has been extensively renovated to create a single story studio workspace for local artists.

Left: View of 174 Haywood during 1916 flood from NC Collection, Pack Memorial Library, Asheville

Steel Warehouse (BN 5949)

This parcel contains a one story, three-bay (d/d/d), prefabricated steel warehouse, erected in 1960 according to Buncombe County tax records.

The building is not a particularly outstanding example of mid twentieth century commercial architecture. Archival research did not yield information associating

Right: Current view of 151 W Haywood Rd

the site with a significant person or event in history. As a result, this site does not appear eligible for listing in the NRHP under Criteria A, B, or C.

Asheville Cotton Mill/Cone Mills Office (BN 0229/BN 5943)

The C. E. Graham Manufacturing Company was built as a textile mill along the French Broad River in 1887, just south of the present location of Craven Street/Haywood Street, bounded by Riverside Drive and the railroad. By 1894, the mill was purchased by Moses and Caesar Cone and expanded through the 1920s. A neighborhood of mill workers developed on the hillside east of the factory. The mill, known as the Asheville Cotton Mill, continued in operation until 1953. The structure stood vacant for many years until it caught fire in 1995, demolishing the majority of the site.

Above: View of Asheville Cotton Mill ca 1900, from ChickenHillNC.com

Above: c. 1920 view of the Asheville Cotton Mill from Western North Carolina Heritage website of D. H. Ramsey Library Special Collection (UNC Asheville).

Two portions of the main mill site remain after the 1995 fire: a square smokestack and portion of the southern wing, shown below. In addition, the next parcel south contains the cloth warehouse for the mill, a contributing resource within the Riverside Industrial Historic District, which has been redeveloped as a series of artists' studios in recent years.

Above: Current view of Asheville Cotton Mill remnant structures

Current view of 166 Haywood

In the northeast corner of the property, the corporate office located at 166 Haywood Street was built in 1943 according to county tax records. Representative of modern post-war commercial buildings, the two story building is constructed with a flat roof and brick veneer. The brickwork, set in running bond, utilizes a header joint row every seventh course. The entrance façade makes use of a large area of aluminum storefront glazing in a turned "L" configuration. The remaining façades utilize standard punched window openings and aluminum windows. The office has been rehabilitated to function as an artist studio and retail space is recent years.

With the loss of the mill structure itself in 1995, neither the ruin remnants of the factory nor the adjacent office space convey the integrity or historic significance necessary to be considered eligible for listing in the NRHP.

Earle-Chesterfield Mill & Feed Company (BN 233)

J. D. Earle constructed the Earle-Chesterfield Mill Company in 1905 on West Haywood Street, just east of the railroad tracks. The complex included three multi-story brick feed/flour mill structures and a series of grain silos to the south. The main buildings were built around 1890 for the Asheville Milling Company. Around 1955, a hatchery was added at the northeastern edge of the property which operated through the late 1960s.

Above: View of Chesterfield Mill ca 1945, from ChickenHillNC.com

In 1995, the warehouses and silos were destroyed during the same fire that razed the Asheville Cotton Mill Property. The hatchery remains and has been redeveloped into a restaurant and artists' studios. The hatchery is a two-story concrete block building topped by a side gable roof covered in new metal sheeting. The building has several new wooden decks; several of the windows and doors have been replaced. The interior has recently been renovated to function as a modern retail space.

Above: Current view of Earle-Chesterfield Hatchery

The hatchery is not a particularly outstanding example of mid twentieth century commercial architecture. Modifications to the resource -- including new roofing, replacement windows and doors and construction of several wooden decks -- have affected the overall feeling and design of the building which affects its integrity. Archival research did not yield information associating the site with a significant person or event in history. As a result, this site does not appear eligible for listing in the NRHP under Criteria A, B, or C.

Mill Worker Houses (BN 5936-5937)

Two houses within the APE remain from the "Factory Hill" or "Chicken Hill" subdivision developed by the Asheville Cotton Mill. The larger home at 33 Roberts Street first appears on 1891 Sanborn mapping, joined by the smaller southern house at the same address in 1901.

The larger two story wood frame house to the north (pictured at right) has a large gable roof parallel to the street and a second gable roof "t" wing centered to the back of the house. The front façade has a distinctive half-hip dormer centered on the second floor with narrow vertically elongated double-hung windows typical of the Queen Anne style. The second floor windows in the end gables of this section of the house have a large double hung window flanked by similar windows. The column supports of the front porch, which extends along the entire front façade, have been altered and are now simple square posts. The front door has a transom above. The house has aluminum or vinyl siding and the rear section has had shed extensions added on either side. The rear section sits on a masonry basement that daylights to the west.

The smaller house, also wood frame, is an L-shaped structure with a connected gable roof. Though in disrepair and partially covered in asphalt shingle siding, the original wood lap siding can still be seen on the rear elevation. The small front porch has been enclosed and is topped by a shed roof.

Above: Current view of two buildings at 33 Roberts Street

The residences are not a particularly outstanding example of late nineteenth/early twentieth century residential architecture. In addition, modifications to the larger house have compromised the integrity necessary to convey its significance. The historic qualities of design, materials, workmanship, and feeling have been diminished by the replacement siding, rear and side additions that affect the massing of the structure, replacement windows, and non-historic porch supports. Archival research did not yield information associating the site with a significant person or event in history. As a result, these houses do not appear eligible for listing in the NRHP under Criteria A, B, or C.

Grey Eagle Tavern (BN 5944)

The Grey Eagle Tavern at 185 Clingman Avenue was built in 1929 according to Buncombe County tax records. The structure shows up on the 1945 Sanborn map as a filling station. It is a one story, concrete block building topped by a flat roof. The fenestration pattern has been altered with the enclosing of two large bay doors which would have been used during its time as a filling station.

Above: Current view of 185 Clingman Avenue

The building is not a particularly outstanding example of an early twentieth century commercial architecture. Archival research did not yield information associating the site with a significant person or event in history. As a result, this site does not appear eligible for listing in the NRHP under Criteria A, B, or C.

Park Avenue Bridge (BN 5950)

This two-lane bridge along Park Avenue was constructed c. 1925 over East Haywood Street. It is constructed from reinforced concrete with concrete railings running along each side. The bridge is a single lane with sidewalks on either side. In several locations, the rebar is visible where concrete has fallen away. Scenes from the 1958 movie *Thunder Road* were shot at this location.

Above: Current views of Park Avenue bridge

The bridge is not a particularly outstanding example of early twentieth century bridge architecture. Archival research did not yield information associating the site with a significant person or event in history. As a result, this site does not appear eligible for listing in the NRHP under Criteria A, B, or C.

Commercial Structure (BN 5945)

The commercial building at 201 Clingman Avenue Ext. was built in 1929 according to Buncombe County tax records. This two story building is constructed from a variety of materials. The first floor has portions built from brick and concrete. The second story, which is wider than the level below, extends out forming a porch-like area which is supported by metal I-beams resting on metal posts. The upper floor is clad in metal siding and topped by a gable roof covered in metal sheeting.

The building is not a particularly outstanding example of an early twentieth century commercial architecture. Archival research did not yield information associating the site with a significant person or event in history. As a result, this site does not appear eligible for listing in the NRHP under Criteria A, B, or C.

Right: Current view of 201 Clingman Ave

House (BN 5946)

The house at 163 Park Avenue was built in 1900 according to Buncombe County tax records. It first appears on 1913 Sanborn mapping. It is a two story, three bay (w/d/w) frame residence topped by a hip roof covered in asphalt shingles. It is clad in vinyl siding and rests on a continuous brick foundation. A large porch wraps around the front façade, contained in a portion of the house topped by a gable roof. The porch is supported by columns resting on small brick piers. The porch decking is poured concrete. The fenestration pattern appears unaltered; however all the windows are modern replacements. An interior brick chimney is present within the southern face of the roof. A small porch is present on the rear façade of the house.

Above: Current views of 163 Park Avenue

The residence is not a particularly outstanding example of an early twentieth century residential architecture. Archival research did not yield information associating the site with a significant person or event in history. As a result, this site does not appear eligible for listing in the NRHP under Criteria A, B, or C.

Plumbing Supply Company (BN 3832-3833)

Currently home to a plumbing supply company, the structures at 200-220 Clingman Avenue were originally constructed in 1930, according to Buncombe County tax records. The property is comprised of two buildings; an office/sales room and a larger warehouse. The office/sales room is constructed of brick laid in a running bond. Stucco has been applied which covers the majority of the walls. The fenestration pattern has been altered and all the windows are modern replacements. The warehouse is a metal frame construction clad in metal sheeting topped by a gable roof.

Above: Current views of 200-220 Clingman Avenue

The office/sales room and warehouse are not a particularly outstanding example of an early twentieth century commercial architecture. Archival research did not yield information associating the site with a significant person or event in history. As a result, this site does not appear eligible for listing in the NRHP under Criteria A, B, or C.

Brick Warehouse (BN 2263)

The warehouse at 121 Lyman Street was built circa 1942 according to Buncombe County tax records. The large warehouse is constructed of brick which is laid in a common bond with every seventh course consisting of headers. The fenestration pattern has been altered on the front façade with the closing of a large doorway. The roof has been raised and is of new construction.

While the structure is over 50 years in age, it does not embody the distinctive characteristics of a style, method, or period of construction. Modifications including the closure of a front façade doorway and construction of an elevated roof structure have affected the building's integrity. It is not a particularly outstanding example of a mid twentieth century commercial architecture. Archival research did not yield information associating the site with a significant person or event in history. As a result, this site does not appear eligible for listing in the NRHP under Criteria A, B, or C.

Above: Current view of 121 Lyman Street

12 Bones Restaurant (BN 5932)

The 12 Bones Restaurant building at 5 Riverside Drive was built in 1959. The structure has one story, constructed of concrete block, with a projecting rectangular metal soffit. The front elevation has been faced in brick. While the structure is over 50 years in age, it does not embody the distinctive

characteristics of a style, method, or period of construction. It is not a particularly outstanding example of a mid twentieth century commercial architecture. Archival research did not yield information associating the site with a significant person or event in history. As a result, this site does not appear eligible for listing in the NRHP under Criteria A, B, or C.

Above: Current view of 12 Bones Restaurant

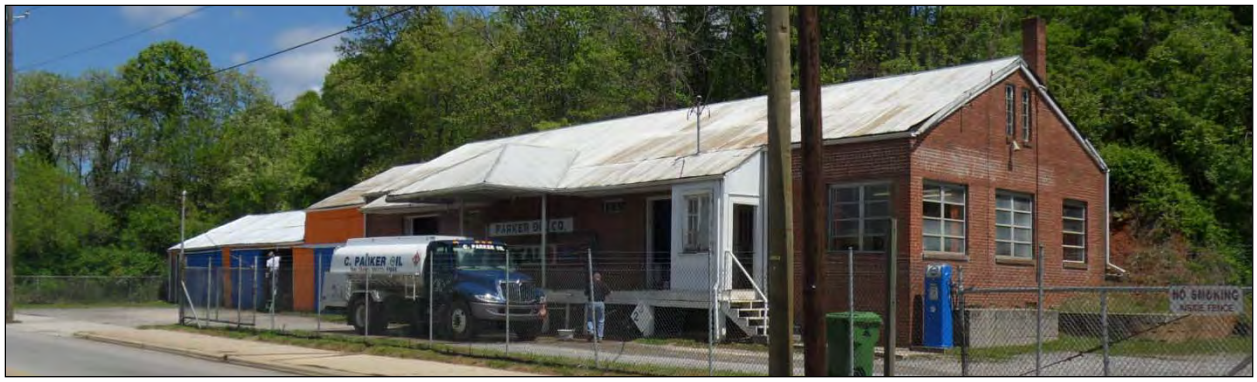
The Soapy Dog (BN 5947)

The single story brick structure at 270 Depot Street was built in 1961 according to Buncombe County tax records. The building's front façade contains three bays (w/d/d). The fenestration pattern appears unaltered. While the structure is over 50 years in age, it does not embody the distinctive characteristics of a style, method, or period of construction. It is not a particularly outstanding example of a mid twentieth century commercial architecture. Archival research did not yield information associating the site with a significant person or event in history. As a result, this site does not appear eligible for listing in the NRHP under Criteria A, B, or C.

Above: Current view of 270 Depot Street

Parker Oil Company (BN 5948)

The parcel at 290 Depot Street contains a single story structure. According to Buncombe County tax records, the building was constructed in 1941.



Top: Current view of 290 Depot St, facing north

Middle: Current view of 290 Depot St, facing south

Bottom: Storage tanks south of main structure at 290 Depot St

The southern portion is a building clad in brick in a running bond. It is topped by a side gable roof covered in standing seam metal. A ¾ width porch adorns the front façade. The front entrance is accessed via a wood porch that is elevated off grade several feet. The northern elevation contains several additions which serve as machine sheds. They are frame construction topped by side gable roofs and are various heights. A series of fuel tanks and a modern metal frame pump structure stand on the southern portion of the property.

While the structure is over 50 years in age, it does not embody the distinctive characteristics of a style, method, or period of construction. It is not a particularly outstanding example of a mid twentieth century commercial architecture. Archival research did not yield information associating the site with a significant person or event in history. As a result, this site does not appear eligible for listing in the NRHP under Criteria A, B, or C.

(former) Textile Manufacturing & Warehouse Structure (BN 3789)

The former textile manufacturing and warehouse building at 342-348 Depot Street was built circa 1939 according to Buncombe County tax records. Like many structures along this portion of Depot Street, the warehouse has been redeveloped in the past few years to house artists' studios and a restaurant.

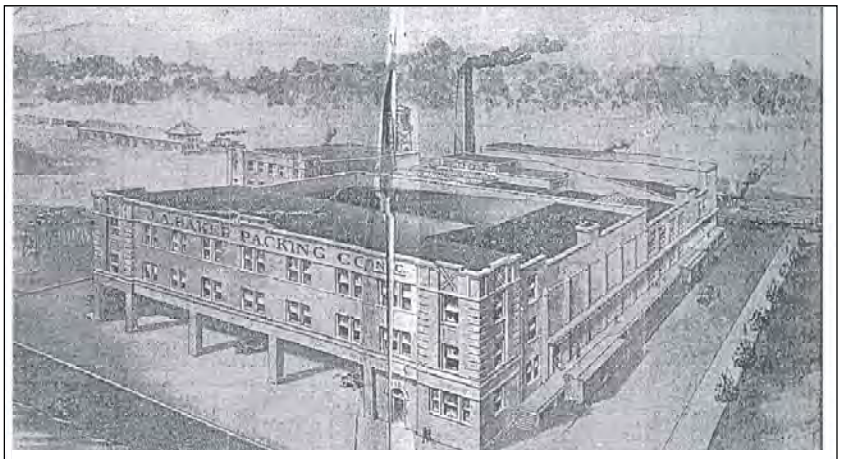
The majority of the large warehouse is constructed mainly from brick with only the northern portion built from concrete blocks. Originally the building had several loading dock openings with the main entrance being located within the 348 Depot Street address. After the recent renovations, numerous windows and doorways have been added to the front façade. At address 346 Depot Street, a new concrete block façade has been added as well.

Above: Current views of 342-348 Depot Street, looking northeast (top) and south (bottom)

While the structure is over 50 years in age, modifications to the building have compromised the integrity necessary to convey its significance. The historic qualities of design, workmanship, and feeling have been diminished by the addition of numerous windows and doors and the non-historic concrete block façade on one section of the building. It is not a particularly outstanding example of a mid twentieth century commercial architecture. Archival research did not yield information associating the site with a significant person or event in history. As a result, this site does not appear eligible for listing in the NRHP under Criteria A, B, or C.

J. A. Baker Packing Company (BN 5938)

The J. A. Baker Packing Company at 302 Lyman Street was built circa 1925 and represents one of the last remaining major industrial structures from the period in Asheville's history when livestock handling was one of the prominent endeavors along the riverfront. The site chosen was located between the Southern Railway near the freight depot and the French Broad River where, as the *Sunday Citizen* newspaper on July 29, 1923 noted, the circus used to feed the animals. Mr. Baker chose the site for "its proximity to a stock raising district and the financial and moral support received from Asheville businessmen" and its access to regional wholesale and retail centers. It was to be an efficient and modern facility. According to the certificate of incorporation the purpose of the business was "to slaughter, render, buy, sell and deal in hogs, sheep, cattle and all classes of livestock, and to manufacture, preserve, cure, can, store, pack and by any other method or process, prepare for trade, commerce and the market, all kinds of meats, meat products, groceries and food products."



1923 *Sunday Citizen* image of planned Baker Packing Co. building

In 1964 the Kahn Company purchased the property from the bank and expanded the former packing company as the Broad River Processing Company. According to online tax records, the large warehouse addition was constructed in 1967.

The resource today is a multi-story building topped by flat roofs. Several large additions are present. The fenestration pattern appears unaltered and the original windows and doors are intact.

Above: Current view of J. A. Baker Packing Company building

While the structure is over 50 years in age, modifications to the building have compromised the integrity necessary to convey its significance. The historic qualities of design, workmanship, and feeling have been diminished by the large modern additions on the southern and eastern elevations which drastically alter the massing of the building. Archival research did not yield information associating the site with a significant person or event in history. As a result, this site does not appear eligible for listing in the NRHP under Criteria A, B, or C.

Nourish & Flourish Juice Bar (BN 3784)

The two story brick structure at 347 Depot Street was built in 1909 according to Buncombe County tax records. The structure appears on 1913 Sanborn mapping as one structure in a line of four similar warehouses with rear platform access to the rail line to the west.

Like many structures along this portion of Depot Street, the structure has been redeveloped in the past few years as a rental retail space. The front façade contains three bays (w/d/d) on the first level. The second story has a bank of six windows. The entire front elevation has been heavily altered. The northern elevation contains three large windows which are modern and not original to the design of the structure.

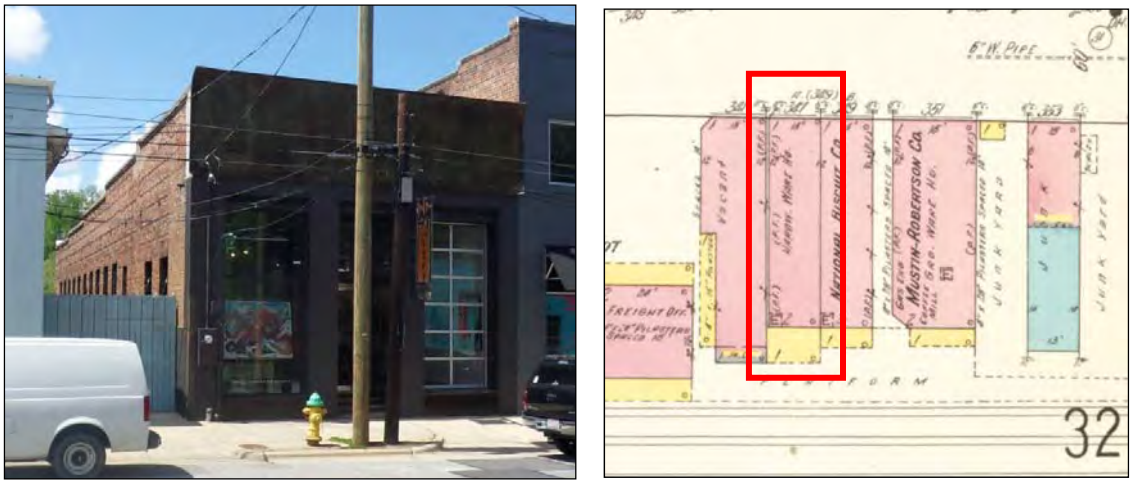
Above: Current views of 347 Depot Street

While the structure is over 50 years in age, modifications to the building have compromised the integrity necessary to convey its significance. The historic qualities of design, workmanship, and feeling have been diminished by the heavily altered front façade as well as the set of large windows along the northern elevation. Archival research did not yield information associating the site with a significant person or event in history. As a result, this site does not appear eligible for listing in the NRHP under Criteria A, B, or C.

(former) National Biscuit Company (BN 3785)

The one story brick building at 349 Depot Street was built in 1907 by the National Biscuit Company. The structure appears on 1913 Sanborn mapping as one structure in a line of four similar warehouses with rear platform access to the rail line to the west.

Like many structures along this portion of Depot Street, the structure has been redeveloped in the past few years as a rental retail space. The front façade contains three bays (w/d/w). Above the door and windows is metal covering the brick.



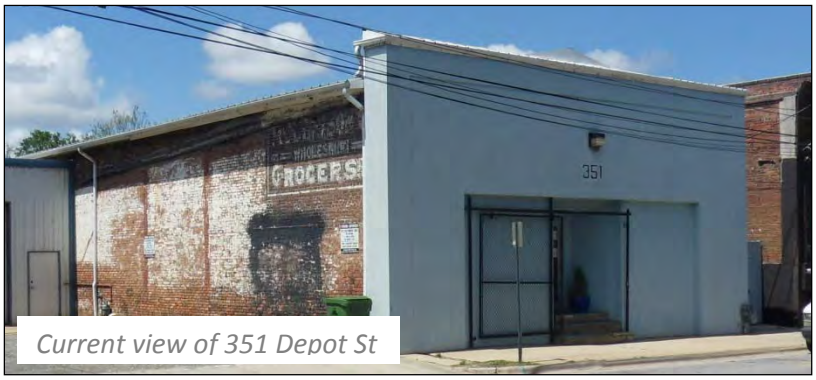
Left: Current view of 349 Depot Street
Right: Excerpt from 1913 Sanborn map

The building is not a particularly outstanding example of early twentieth century commercial architecture. Archival research did not yield information associating the site with a significant person or event in history. As a result, these houses do not appear eligible for listing in the NRHP under Criteria A, B, or C.

(former) Coffee Mill & Grocery (BN 3786)

The two story structure at 351 Depot Street was built in 1912 according to Buncombe County tax records. The structure appears in 1913 Sanborn mapping as the Mustin-Robertson Company, a coffee mill and grocery warehouse. It was one of four adjacent warehouses along Depot Street with rear platform access to the rail line to the west. The brick building is topped by an end gable roof. The front façade has been heavily modified. It is covered in a stucco material with only a single door recessed into the elevation. A sliding wire security gate system is attached to the front elevation. A modern metal addition is present on the southern elevation.

While the structure is over 50 years in age, it does not embody the distinctive characteristics of a style, method, or period of construction. In addition, modifications to the building have compromised the integrity necessary to convey its significance. The historic qualities of design, materials, workmanship, and feeling have been diminished by the front façade modifications and modern side addition. It is not a particularly outstanding example of an early twentieth century commercial architecture. Archival research did not yield information associating the site with a significant person or event in history. As a result, this site does not appear eligible for listing in the NRHP under Criteria A, B, or C.



Current view of 351 Depot St

Condominiums (BN 3790)

The two story brick structure at 352 Depot Street was constructed circa 1908 according to Buncombe County tax records. The building is clad in brick laid in a common bond. The fenestration pattern has been altered and all the windows are modern, vinyl replacements. Like many structures along this portion of Depot Street, the structure has been redeveloped in the past few years and now houses rental retail spaces. A large, two-story addition is located on the southern elevation. A second addition is located on the rear elevation.

Current views of 352 Depot St

While the structure is over 50 years in age, it does not embody the distinctive characteristics of a style, method, or period of construction. In addition, modifications to the building have compromised the integrity necessary to convey its significance. The historic qualities of design, materials, workmanship, and feeling have been diminished by the large rear and side additions which have affected the massing of the structure, replacement windows, and fenestration alteration. It is not a particularly outstanding example of an early twentieth century commercial architecture. Archival research did not yield information associating the site with a significant person or event in history. As a result, this site does not appear eligible for listing in the NRHP under Criteria A, B, or C.

Asheville Greenworks (BN 3787)

The two story brick warehouse at 357 A Depot Street was originally built in 1916 according to Buncombe County tax records. Like many structures along this portion of Depot Street, the structure has been redeveloped in the past few years and now houses rental retail spaces. The brick is laid in a common bond. The front façade contains two bays (w/d) on the first level. The second story has a bank of ten windows. The entire front elevation has been heavily altered. A shed carport is attached to the southern elevation and a modern metal addition is present on the northern elevation.


Current view of 357 Depot St

While the structure is over 50 years in age, modifications to the building have compromised the integrity necessary to convey its significance. The historic qualities of design, workmanship, and feeling have been diminished by the heavily altered front façade a well as the modern metal addition on the northern elevation. Archival research did not yield information associating the site with a significant person or event in history. As a result, this site does not appear eligible for listing in the NRHP under Criteria A, B, or C.

Fine Arts League of Asheville (BN 3791)

The single story brick warehouse at 362 Depot Street features brick laid in a running bond. It was built in 1933 according to Buncombe County tax records. The front façade has a metal awning which stretched the entire width of the building. Beneath the awning are decorative glass blocks stacked 7 high and stretching across the entire front façade. Large picture windows adorn the front elevation along with a single entry door. The building is topped by a flat roof with a stepped parapet wall. The rear elevation has a large addition which houses a separate business.

Like many structures along this portion of Depot Street, the structure has been redeveloped in the past few years and now houses retail space for local businesses and craftsmen.

Above: view of 362 Depot Street, facing southeast

Above: view of 362 Depot Street, facing southwest

While the structure is over 50 years in age, modifications to the building have compromised the integrity necessary to convey its significance. The historic qualities of design, workmanship, and feeling have been diminished by the non historic metal awning, replacement windows and altered front entrance. Archival research did not yield information associating the site with a significant person or event in history. As a result, this site does not appear eligible for listing in the NRHP under Criteria A, B, or C.

Glen Rock Hotel (BN 0400)

The Glen Rock Hotel, located at 408 Depot Street, was built in 1930 by John Hudson Lange Sr., across the street from the Southern Railway Passenger Depot (since demolished). The present hotel was built on the site of an earlier Glen Rock Hotel, constructed in the 1880s. Between 1969 and 2006, the building was home to a food manufacturing and canning business.[11]

The hotel's architect, Henry Irven Gaines, lived and worked in Asheville for many years. Along with designing private residences, Gaines also designed several public buildings in the Asheville area. These buildings include the Asheville Coca-Cola Bottling Company, the Asheville Union Bus Station, the Woolworth Building, buildings on the Mars Hill College Campus, and the Brevard College Library.

The main core of the building is three stories in height while one story wings project from either side. The hotel is constructed of brick which is laid in a running bond. The first story of the front façade contains five bays which include the main entrance, surrounded by cut limestone. The front door is

[11] Information from Glen Rock Depot website at GlenRockDepot.com/history

flanked by large single two-over-two windows and topped by a single pane transom. Above the entrance, the hotel name can still be faintly seen where it was originally spelled out. Above this is a large "L" for the Lange family which owned the property. Running along the top of the center section of the building is decorative brickwork. A large, internal brick chimney is present. While guest rooms occupied the center section, the large storefront openings along the ground level contained retail businesses which included a drug store, tavern, jewelry store, and barber. These storefronts have since been in-filled.

Above: Illustration of 1880s Glen Rock Hotel and 1930s hotel (inset) from GlenRockDepot.com

Above: Current view of the Glen Rock Hotel

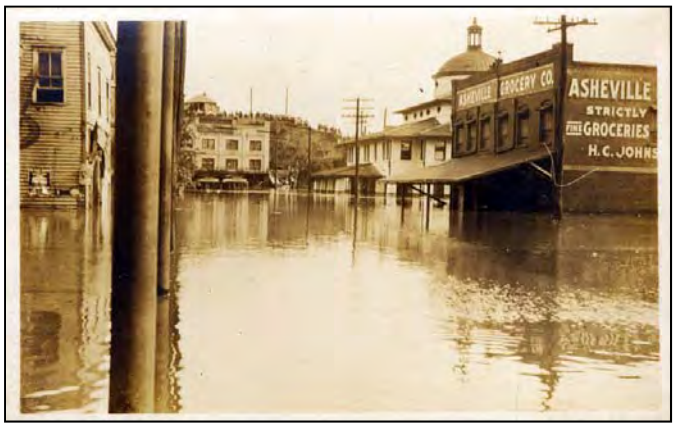
The historic hotel building is scheduled for redevelopment as part of the future phase of work of the Glen Rock Depot project.

The Glen Rock Hotel was evaluated for NRHP eligibility by the National Park Service in 2009. At the time, the NPS determined that the building is not eligible for NRHP listing because the historic integrity was severely compromised by the in-filling of the historic storefronts. The SHPO concurred with these findings in a 2011 review. Therefore, the structure is not considered eligible for listing.

Studio 375 (BN 3788)

The 1.5-story brick building at 375 Depot Street was constructed in 1904 according to Buncombe County tax records. The structure first appears on the 1907 Sanborn map as a warehouse for Armor and Company Provisions. The building is topped by an end gable roof with parapet walls. A large addition is location on the front (east) and southern elevations of the building. It is topped by a flat roof and constructed of brick. Attached to this addition is a smaller second addition on the southern elevation that is topped by a shed roof.

A photograph from the flood of July 1916 shows that the building façade does not extend to the edge of Depot Street. City directories describes the business located at this address as providing dressed beef and provisions and under a succession of general managers over the years. By 1919 the address is listed as 375 Depot St. A photo dated from the 1930s-1940s shows the façade has been extended to the street and contains five windows to the right of the door, two garage bays to the left, and a parapet façade. The Armour Company was in business at this location until at least 1973 when city directories list the business as Asheville Packing Company. By 1986 the building was vacant until 1992 when city directories list a photography studio as occupants. By 2007, the parapet roof, glass block windows and one garage door have been updated with an inset door and two glass block windows.



Left: 1916 view of Depot St during flood
Right: 1940s view of 375 Depot St
Both photos from North Carolina Collection, Pack Memorial Library, Asheville NC

While the structure is over 50 years in age, modern modifications to the building have compromised the integrity necessary to convey its significance. The historic qualities of design, workmanship, and feeling have been diminished by the massive addition which has drastically altered the massing of the building, the altered front façade, replacement windows and fenestration alteration. Archival research did not yield information associating the site with a significant person or event in history. As a result, this site does not appear eligible for listing in the NRHP under Criteria A, B, or C.

Current views of 375 Depot St, facing west (top) and northwest (bottom)

Day's Tobacco Warehouse (BN 0358)

Day's Tobacco Warehouse, located at 226 Lyman Street, is constructed with an extensive, skylit, gently pitched roof over a concrete floor with loading docks on three sides. The northern building has experienced significant deterioration.

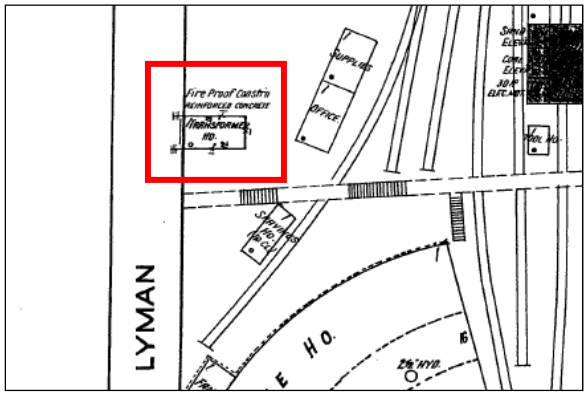
Above: Current views of Day's Tobacco Warehouse

While the structure is over 50 years in age, modifications to the building have compromised the integrity necessary to convey its significance. The historic qualities of design, workmanship, and feeling have been diminished by heavy alteration and the large addition has affected its overall massing. Archival research did not yield information associating the site with a significant person or event in history. As a result, this site does not appear eligible for listing in the NRHP under Criteria A, B, or C.

Railroad Utility Building (BN 5939)

The small, single story brick structure was constructed to house a transformer for the adjacent railroad. The roof is flat with end parapet walls divided into three sections by the center section which is raised above the side sections. The end of the parapet walls extend beyond the face of the side wall by brick corbelling and are capped with a clay tile coping. The long walls have a stone/concrete coping. The windows and doors have a three course arched brick header and a stone or concrete sill. The brick is running bond with a header course every 6th course. The wood casement windows are set high in the wall and are four-over-four with stone arched headers.

With the loss of the adjacent roundhouse and other rail yard elements, the integrity of the utility building's setting, feeling, and association has been compromised. It no longer conveys adequate historic significance to qualify as eligible for listing in the NRHP.



Above: current views of Railroad Utility Building

Left: Excerpt from 1917 Sanborn map

Truck Repair Building (BN 5933)

According to Buncombe County tax records, this five bay concrete block structure was constructed in 1958. The main portion of the building is two stories with three garage bays. A one story portion, which served as the office, is present. The fenestration pattern appears unaltered and the original windows are present. While the building is over 50 years in age, archival research did not yield information associating the site with a significant person or event in history. In addition it is not a particularly outstanding example of a mid twentieth century commercial architecture. It does not possess adequate historic or architectural significance to qualify for inclusion in the NRHP.

Left: Current view of 500 Lyman

Carrier Bridge, Amboy Road (BN 5940)

The first Carrier Bridge was built in 1889 across the French Broad River at the mouth of the Swannanoa River, connecting Meadow Road on the eastern bank with Amboy Road on the western bank. The 1916 flood washed away the original bridge, which was then replaced by a single span iron truss bridge with wood plank decking. The second bridge was replaced in 1951 with the current structure, a concrete and steel bridge that mimicked the historic pierced concrete railing of the previous structure. While the structure is over 50 years in age, it does not embody the distinctive characteristics of a style, method, or period of construction. It is not a particularly outstanding example of a mid twentieth century bridge architecture. Archival research did not yield information associating the site with a significant person or event in history. As a result, this site does not appear eligible for listing in the NRHP under Criteria A, B, or C.

Above: Current views of Amboy Road Bridge

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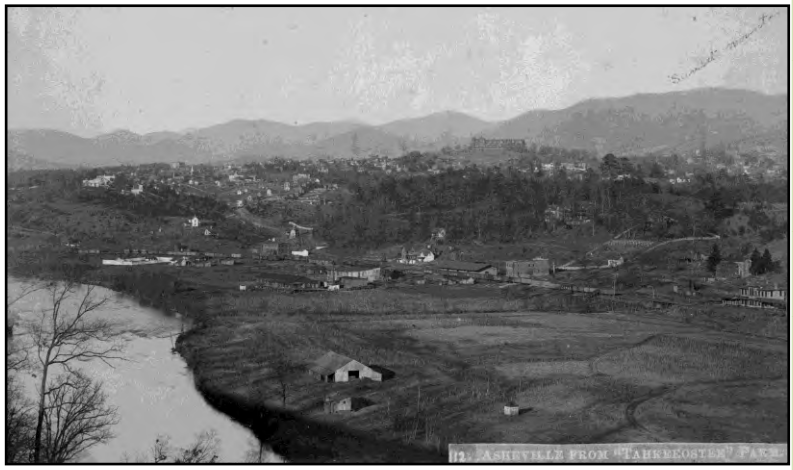
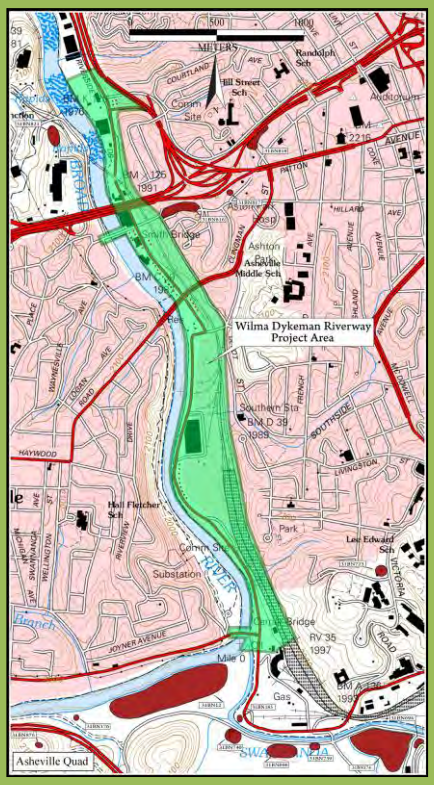
2010

Excerpts from the

Archaeological Investigations in the River Arts District of the Proposed Wilma Dykeman Riverway





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Archaeological Investigations in the River Arts District of the Proposed Wilma Dykeman Riverway, Buncombe County, North Carolina

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Final Report

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during the early twentieth century, oaks continue to dominate the higher xeric, usually southern slopes of the mountain region. At lower elevations where more mesic conditions prevail, a mixed mesophytic forest thrives within sheltered mountain coves. The increased moisture and good drainage of these coves produces a rich diversity of flora that is almost unparalleled even in its second and third growth (Smith 1980:313).

Vegetation types along the proposed Wilma Dykeman Riverway corridor presently include a comparatively smaller variety of tree species in both the upper canopy and under story. Moreover, most mature trees in the project area occur only along the banks of the French Broad River and in a few instances along the banks of the several tributaries of the French Broad that angle across the project corridor perpendicular to the river. A few trees of moderate age occur at the north end of the Norfolk Southern roundhouse tract located in the southern portion of the project area. Mature trees have also grown up to the east of the railroad tract within the grounds of Asheville-Buncombe Technical Community College in the south end of the project area and along the property boundary of the Hillcrest Subdivision in the north. The central portion of the proposed Wilma Dykeman Riverway includes only a few mature trees on the steep slopes east of the Cotton Mill Studios west of Roberts Street and at Jean Webb Park in the area of the Haywood Road bridge. For the most part tree species are limited to mixed hardwoods, among which are specimens of red and white oak, yellow poplar, red maple, sweet gum, and sycamore.

In summary, Buncombe County provides a rich and diverse habitat capable of supporting a wide variety of plant and wildlife species. In addition, the same climatic, topographic, hydrologic, and geologic characteristics of the area that collectively condition the natural environment either in favor of or against the colonization of specific faunal and floral groups have traditionally determined the extent and quality of prehistoric and historic human occupation within this county and region. Though potentially rugged and harsh, the mountain environment that dominates considerable portions of the Buncombe County landscape nevertheless continues to provide for the necessities of subsistence, if not prosperity. As the first terrace and lower-lying floodplains of the Wilma Dykeman Riverway project area demonstrate, the use and exploitation of these natural resources across all zones has historically been diverse, regardless of adverse climatic or other environmental conditions.

Culture Historical Context

⌖ *Prehistoric Overview*

Within the past several decades archaeological investigations conducted in the Eastern United States have demonstrated that human occupation of this broad region dates to at least 12,000 years ago (Anderson 1990; Meltzer 1988), and indeed, may reach as far back as 17,000 years ago (Adovasio *et al.* 1978, 1999; McAvoy and McAvoy 1997; Chandler 2001), if not earlier still. Archaeological research conducted

within the Appalachian Summit region of western North Carolina and particularly that carried out in the Piedmont region has provided much of the material necessary to formulate temporal and cultural typologies in the wider Southeastern region. For example, the early excavations of Coe (1952, 1964) at the Hardaway and Doerschuk sites in central North Carolina revealed deeply stratified deposits containing pottery and projectile points. By comparing and contrasting the culture history of these sites with those established for other areas in the Southeast, such as those reported in Georgia (Wauchope 1966) and in South Carolina (Caldwell 1958), a reasonably accurate typological cultural sequence could be determined. Indeed, the validity of this sequence has been reaffirmed and refined in the Carolinas and for the greater region through subsequent archaeological investigations and the historical syntheses of these works (e.g., Anderson and Mainfort 2002; Chapman 1985a; Dickens 1976; Keel 1976; Purrington 1983; Ward 1983; Ward and Davis 1999).

Although the exact separation of one cultural period or sub-phase from another is at times difficult to discern and to define, these cultural shifts have traditionally been measured by evidence of changes in lithic tool and ceramic technologies. However, in more recent times, as questions of past lifeways and patterns in human behavior have become the stuff of modern research design, these cultural and temporal shifts have been measured by and analyzed with regard to changes in settlement and subsistence patterns, social and political organizations, environmental adaptations, and even mortuary practices. Significant change in any one of these categories, at least between major periods, was often predicated by significant change in regional and global environment (Smith 1986). Thus, archaeological research has progressed from its beginning stages where its emphasis was upon cultural chronology, intra and inter-site comparisons, to include more recently a focus upon much broader questions of past human experience.

Much of the immediate Wilma Dykeman project area, and indeed, the larger area of Buncombe County and the surrounding Appalachian Summit region, has been witness to a rich and diverse history of human occupation. Moreover, settlement pattern and resource utilization has at times differed significantly from one group of occupants to the next. As for those prehistoric periods and phases which apply to the general project area, detailed information regarding those peoples and cultures best associated with them is understandably of less volume than that which can be gathered for their historic descendants or replacements. Perhaps it is enough for the purposes of this report to suggest that North Carolina and its mountain region were the setting for each one of these periods and their related cultures, from the Paleo-Indian (ca. 11,500 to 8000 B.C.), the Archaic (ca. 8000 to 700 B.C.), the Woodland (ca. 700 B.C. to A.D. 1000), the Mississippian periods (ca. A.D. 1000 to 1540), to the Protohistoric-Contact period (ca. A.D. 1540 to 1740). Table 1 below offers a brief outline of the cultural historic sequence that is specific for the Appalachian Summit region of western North Carolina. To the extent that some of the dates differ slightly from those listed above, Table 1 reflects the need for additional work to more accurately define these dates and the people and cultures

Table 1. The cultural historical sequence of the Appalachian Summit region of western North Carolina. Adapted from Purrington (1983) and Ward and Davis (1999).

Period	Sub-Period	Phase/Cultural Unit	Chronology
	Modern Era		A.D. 1900-Present
		Post-Bellum	A.D. 1865-1900
Historic	Euro/African American	Antebellum	A.D. 1785-1861
		Colonial	A.D 1492-1785
		Late Qualla	A.D 1700-1839
South Appalachian Mississippian		Early Qualla	A.D. 1500-1700
		Pisgah	A.D. 1000-1500
	Late	Late Connestee?	A.D. 600-1000
		Connestee	A.D. 200-600
Woodland	Middle	Pigeon	200 B.C.-A.D. 200
	Early	Swannanoa	1000 B.C.- 200 B.C.
	Late	Otarre	1500-1000 B.C.
		Savannah River	3000-1000 B.C.
Archaic	Middle	Halifax Guilford Morrow Mountain Stanly	6000-3000 B.C.
	Early	Kirk Palmer	7500-6000 B.C.
	Transitional	Hardaway/Dalton	8500-7500 B.C.
Paleo-Indian	Late	Hardaway	10,000-8500 B.C.
	Early	Clovis	12,000-10,000 B.C.

associated with them. Nevertheless, archaeological research conducted within this area over the past several decades has provided additional details capable of filling out this brief temporal outline with reports of changing environments, shifting

subsistence strategies and settlement patterns, and variations in the material culture associated with each major period. An overview of historic period Euro-American settlement of the Buncombe County project area and the wider western North Carolina region is also offered as impacts deriving from this period of occupation have left their mark on the Wilma Dykeman Riverway project area. Indeed the twentieth-century use of much of this corridor as the seat of early industry in Asheville has been so extensive as to mask, if not erase any sign of prehistoric occupation along this portion of the French Broad River floodplain. The prehistoric cultural context detailed below focuses upon each of the major cultural/temporal divisions recognized from archaeological contexts identified within the French Broad River Valley, within Buncombe County, and southwestern North Carolina.

Paleo-Indian Period (ca. 11,500 to 8000 B.C.)

The physical character of the Carolina Mountain region of nearly 14,000 years ago would have seemed a very different place if compared to its current environment. In addition, these differences would have been as pronounced between the people and cultures occupying these vastly different time periods as in the climatic and environmental conditions that characterize each period. The Paleo-Indian peoples inhabiting much of the Southeastern United States would have carried out the rituals of daily life in a boreal deciduous forest environment, while those of the Northeast were confronted with a biotic community characterized as tundra and spruce parkland. Furthest south, climatic conditions would have supported more of a temperate deciduous forest such as currently exists for the Piedmont and Mountain regions of North Carolina (Delcourt and Delcourt 1985). The Paleo-Indian environment of the Carolina mountains would have supported a slightly different mix of fauna and flora than that which is currently available in this region. Though evidence of specific plant and animal varieties utilized by Paleo-Indian peoples of this area is comparatively scarce, it is generally assumed that subsistence strategies were directed towards the gathering of nuts, fruits, seeds, wild vegetable varieties, fish and other aquatic resources, complemented by the hunting of small mammals, deer, and at least occasionally, the hunting and/or scavenging of Pleistocene megafauna, such as the mammoth (Meltzer 1988:41; Steponaitis 1986:369). In sum, the relative abundance and diversity of plant and animal species varied considerably across the southeastern landscape of the Early Holocene and evidence of Paleo-Indian extraction of these resources is currently rare (Smith 1986:9-10).

As settlement pattern is inherently tied to subsistence strategy, the hunting and gathering approach of Paleo-Indian subsistence meant that these early Native American populations likely spent much of their time in pursuit of daily sustenance. Occupation of any one site was more likely a brief event rather than a settlement of any permanence. Mobility would have been as valuable a skill for these populations as was the knowledge of local environments and resources. However, the small size and relative infrequency of sites dating to this period is perhaps as much a reflection of low density populations during this time as it is a sign of active mobility among these groups (Steponaitis 1986:370).

The material cultural assemblage commonly associated with Paleo-Indian archaeological sites may also point to this highly mobile subsistence strategy. Small campsites consisting of a few Paleo-Indian projectile point types and associated debitage are among the most commonly recorded site types from this period. While the fluted Clovis is perhaps the most familiar point type recognized as characteristic of the Paleo-Indian period, the Folsom, Quad, Cumberland, Suwanee, and Hardaway are other variations on the Clovis theme. With a few exceptions (e.g. the Hardaway point or blade), the typical Paleo-Indian point morphology is usually lanceolate and bifacial, with central and longitudinal flutes or channels providing the most distinctive characteristic. Other tools common to the Paleo-Indian assemblage included stone knives, end and side scrapers, drills, gravers, spokeshaves, bone and antler tools (Goodyear *et al.* 1989; Steponaitis 1986:368).

Evidence for Paleo-Indian occupation in the North Carolina Mountain region has most often been documented in the form of disassociated surface finds. Indeed, fewer Paleo-Indian sites have been recorded in the Appalachian Summit region than in other sub-areas within the Southeast. This apparent paucity of Paleo-Indian sites in this area, though capable of explanation using a variety of arguments, nevertheless, may support Anderson's (1990) model for the colonization of the Southeast by Paleo-Indian peoples. In his opinion, early exploration and settlement of the region occurred along physiographic lines where initial efforts were concentrated along the wide and fertile river valleys of the middle Ohio, middle Tennessee, and lower Cumberland. These primary river valleys would then have served as staging platforms for exploration and settlement still further afield. If the earliest human occupation in the Southeast actually advanced under such a strategy, then the high mountains of the Southern Appalachians would have been one of the very last areas to have been settled by these Paleo-Indian peoples (Anderson 1990).

Archaic Period (ca. 8000 to 1000 B.C.)

The prehistoric chronological and cultural complex known as the Archaic is by far the longest to have existed within the Southeastern United States. In fact, given the developmental and environmental changes and the regional differences occurring during the more than 7000 years of this period, most authorities accept the division of the larger cultural/temporal complex into three subunits commonly referred to as the Early, Middle, and Late Archaic. Nevertheless, the Archaic period on the whole may be characterized as a time of gradual, and yet over time, dramatic change in the natural environment, which over time colored the response or affected the particular adaptations of the Native American populations then living within the Archaic of the Southeast. In short, the Early Archaic period (ca. 8000-6000 B.C.) witnessed a shift from the former boreal forest environment to one of northern hardwoods, fostered primarily by a change from the former cold weather climate to one characterized as cool and moist. During the Hypsithermal of the Middle Archaic (ca. 6000-3000 B.C), the regional climate warmed again to the drier conditions that prompted a vegetation shift resulting in the Chestnut Oak Forest of the central and southern Appalachians, the Oak-Hickory-Southern Pine Forest of the Piedmont, and

the Southern Pine of the Coastal Plain (Delcourt and Delcourt 1985). By the Late Archaic period (ca. 3000-1000 B.C.), the drier conditions of the previous sub-period had given way to a climate that may be considered essentially modern, whose floral and faunal communities more or less mirrored those present at the time of European contact (Steponaitis 1986:370).

The climatic changes of the Archaic period affected not only water and vegetational resources, but also the animal populations that depended upon both. Not surprisingly, the subsistence strategies of those Archaic aboriginal groups in the Southeast who depended upon all three resources were equally influenced. However, many of these adaptive changes may have occurred more on the local level than common to the entire Southeast. For example, Smith (1986:21) cautions against the temptation to characterize middle Holocene patterns of human subsistence as any kind of "uniform pansoutheastern convergence on a single, adaptive solution." In many instances, the differences between a Paleo-Indian and an Archaic Indian subsistence strategy would appear negligible. The one exception to this observation remains the increased dependence upon or use of riverine aquatic resources during the middle Holocene. Thus, by the end of the Middle Archaic, shell middens had become almost commonplace along major rivers, indicating that the exploitation of these riverine resources had come to match that of resources extracted from forest environments.

Whatever the exact nature of the interrelationship between climate/ environment, natural resources, and human occupation in the Southeast, conditions during the Archaic period apparently favored the increase of the latter. This population increase can be measured in the relative increase in the number of Archaic sites identified in the region (Cable 1980; Ward 1983). Indeed, by the terminal Archaic, aboriginal populations may have achieved a maximum population density for the Southeast (Caldwell 1958). Increasing population was also likely correlated with a shift in settlement patterning within the region. Both variables would have dramatically influenced the archaeological record of Archaic period sites and/or events in time. Population density, settlement pattern, and the archaeological evidence of each variable is ultimately a matter of resource availability and the strategy or strategies used to obtain those resources.

Regardless of the subtleties of and the motivations behind Early and Middle Archaic mobility and the sites thus generated, by the Late Archaic the picture would have changed still more dramatically. The archaeological record suggests a trend towards increasing sedentism during the terminal Archaic, where residence patterns became at least semi-permanent (Brown 1985). This change in settlement patterning is inferred from a number of other significant changes recognizable in the archaeological record of the Late Archaic. For example, the first cultivated plants are associated with this particular cultural and temporal complex. In addition, the first use of stone and ceramic containers can be tied to the Late Archaic. Dwellings with associated storage pits and dense middens can be recognized in the

archaeological record of this period and finally, the latter suggests an intensification of long-range exchange networks at this time (Steponaitis 1986:373).

The material culture commonly associated with Archaic period archaeological sites in the Southeast may be summarized as consisting primarily of lithic and, by the end of this period, ceramic artifacts. Of the former, Archaic point types vary significantly from Early to Middle to Late Archaic assemblages. In general, they may be readily distinguished from earlier lanceolate Paleo-Indian point types by a new morphology of side-notched, corner-notched, and bifurcated base projectile points, while a number of other tool types remained essentially unchanged. Those point types common to the Early Archaic minimally include the Big Sandy, Cache River, Kirk, and Palmer. These point types were followed in the region by the Stanly, Halifax, Morrow Mountain, and Guilford points, which were in turn, superseded by the Savannah River points of the Late Archaic (Steponaitis 1986:371; Ward 1983:62). Still other studies have suggested that point types in the Late Archaic only begin with the large, broad-stemmed Savannah River point, but end with a series of smaller stemmed point types (e.g. Appalachian Stemmed, Ledbetter, and Otarre) in the terminal Archaic (Keel 1976; Chapman 1981; Oliver 1985; and Anderson and Joseph 1988). In sum, the number and variety of projectile point types can be considered to have been on the increase during the Archaic period as a whole. Other tools manufactured during this period include grinding slabs and polished celts of the Early Archaic; grooved axes, stone "netsinkers," and the atlatl weights of the Middle Archaic; and the continuation and expansion of a number of bone and antler awls, fishhooks, etc. throughout the Late Archaic (Coe 1964; Chapman 1977; Steponaitis 1986). The plain, fiber-tempered ceramic types of the Late Archaic period have been summarized as "Esthetically unassuming and technologically unimpressive" (Smith 1986:30). Nevertheless, along with perhaps earlier forms carved from steatite or soapstone, these shallow clay vessels marked some of the first attempts to manufacture lasting containers for cooking and storage.

Evidence for Archaic period Native American occupation in the North Carolina mountains has been documented in the form of any number of small lithic and/or ceramic scatters indicative of small scale camp sites, but has also included evidence of larger, more permanent settlements with hearths, storage pits, living floors, rock clusters, aggregated burials, and/or extensive middens. Throughout the Southeast, Archaic period sites and particularly those of the Late Archaic are certainly much more prevalent than those of their Paleo-Indian predecessors. Examples of Early Archaic period sites in the east Tennessee area have been reported by Chapman (1985a, 1985b). Similarly, the Middle Archaic period in the Southern Appalachians is known from sites also located in eastern Tennessee (Chapman 1977, 1979; Cridlebaugh 1977), while Middle Archaic sites in western North Carolina have been documented by Keel (1976) along the northern reaches of the Catawba River at the Warren Wilson site in Buncombe County and by Purrington (1981) in Swain County at the Slipoff Branch site. It was in the North Carolina Piedmont, however, with excavations recorded by Coe (1964) at the Doershuk and Gaston sites that Middle Archaic technologies were first defined for the wider region. Late Archaic sites in

western North Carolina have been identified largely from surface collections, while only a few sites have been extensively tested or excavated. Exceptions to this excavation shortfall, however, include the sites at Warren Wilson, Tuckasegee, Garden Creek (Keel 1976), and Bynum Taylor (Purrington 1983). In the uplands, Late Archaic sites have been recorded along floodplains and alluvial terraces or benches, as well as in rockshelters (Bass 1977; Dickens 1976; Keel 1976). Elsewhere, deeply stratified floodplain sites dating to this time period have been excavated in eastern Tennessee (Chapman 1985a; 1985b) and in West Virginia (Broyles 1971). In southwestern North Carolina, deeply buried Middle Archaic components from as early as 6400 B.C. were recently identified at the Coontree site in Transylvania County (Shumate and Kimball 2006a). In Swain County, the deeply stratified Cold Canyon site produced evidence of a Middle Archaic occupation beneath a series of stratified Late Archaic period occupations (Kimball in prep). Both the Coontree and the Cold Canyon sites represent somewhat unusual occupation forms in that both occur in relatively narrow mountain coves adjacent to small creeks of only a few meters width.

Woodland Period (ca. 1000 B.C. to A.D. 1000)

For the most part, the major trends developed in the Southeast by the Late Archaic persisted with relatively little change throughout the Early Woodland (1000 B.C. – 200 B.C.) and into the Middle Woodland (200 B.C. – A.D. 600) periods. The Late Woodland period (A.D. 600 - 1000), however, mirrored the pace of change seen in the Late Archaic, in that, by this date significant changes in subsistence strategy, settlement pattern, material culture, and socio-political organization were well underway. Nevertheless, for the North Carolina mountains the overall Woodland period was of significantly longer duration and the social, political, and cultural florescence of the prehistoric era referred to as the Mississippian period remained largely a development of the Ohio River Valley and its various drainages.

Diet during the Early and Middle Woodland periods is thought to have remained as before, based on a pattern of subsistence primarily oriented towards hunting and gathering non-domestic species of plants and animals. Deer, raccoon, turkey, turtle, waterfowl, fish, and shellfish dominated those animal forms commonly extracted from the woods and waters of the Southern Appalachian region, and wild plant varieties such as chestnuts, acorns, and hickory nuts continued to be gathered. Importantly, however, it was during this period that a small variety of cultigens and "quasi-cultigens" were increasingly encouraged to flourish. Among these were the seeds of knotweed, maygrass, sunflower, sumpweed, goosefoot, and maize (Steponaitis 1986:379). It was within the small gardens and field plots sown during the Woodland period that the rudiments of agriculture had its beginning in the Southeast. Indeed, recent evidence collected from a largely Middle Woodland Connestee phase site (31MD60) in Madison County, North Carolina reveals that corn was consumed by the Middle Woodland period residents of this site as early as A.D. 465 (AMS calibrated date). These findings offer the earliest example to date of corn in the Blue Ridge province (Shumate *et al.* 1998a).

At least initially, Woodland period settlement patterns differed little from those already established by the Late Archaic. The various patterns of residential and logistical mobility continue to be documented for the Early Woodland occupations of this region. However, perhaps as early as the Middle Woodland period year-round settlements began to appear at least within the interior regions of the Southeast. This longer period of site occupation is inferred from evidence of both cold and warm weather structures located at the same sites; the disappearance of below ground storage features at some sites; and the increasing size and volume of midden deposits associated with these settlements (Steponaitis 1986:381). Nonetheless, variation in settlement duration persisted throughout the Woodland period and even those sites that suggest longer periods of occupation were likely limited to a few years only due to environmental pressures. Regardless of the length of occupation, the size and number of settlements at the village level did in fact increase during the latter half of this period (Smith 1986:44). In addition, burial practices within these sites grew increasingly elaborate, often including substantial burial mounds, which by themselves suggest greater permanence and a more centralized social and political organization (Smith 1986:45-50; Steponaitis 1986:382-383).

The material culture associated with the Woodland period as it has manifested itself in the Southern Appalachians is perhaps best described in terms of those diagnostic lithic and ceramic materials that can be definitively identified as associated with Early, Middle, and Late Woodland contexts. Swannanoa phase, Watts Bar phase, and Kellog phase ceramics (of primarily North Carolina, Tennessee, and Georgia, respectively) typically include large jars and smaller bowls tempered with comparatively large crushed quartz granules, while the later Long Branch ceramics are tempered with crushed limestone. Ceramic surface treatments associated with these several cultural phases typically include fabric impressions or cord marking (Bowen 1981; Caldwell 1958; Keel 1976; Lewis and Kneberg 1957). Later Early Woodland ceramics affect a more refined profile with thinner bodies and a calcareous temper as exemplified by the Long Branch ceramic series (Lafferty 1981, Lewis and Kneberg 1957; McCullough and Faulkner 1973).

Early Middle Woodland ceramics as they occur in western North Carolina and in eastern Tennessee are most often associated with the Pigeon Check Stamped variety (Keel 1976). Perhaps even more common to the Middle Woodland period is the Connestee ceramic series dating from about A.D. 200 to at least A.D. 600. The Connestee ceramic tradition may be distinguished from earlier and contemporary wares by its temper of medium-sized sand, its thinner body as compared to Early Woodland wares, and its larger vessel shapes which are sometimes square with tetrapodal support bases. Surface treatments vary most commonly from plain, brushed, simple stamped, check stamped, to cord-marked (Holden 1966; Keel 1976). Late Middle Woodland ceramics may include, in addition to Connestee wares, limestone tempered, cord marked varieties (Candy Creek), as well as complicated stamped wares (Swift Creek series). Keel (1976:219) suggests that lithic technologies of the Middle Woodland period may be considered to have progressed from the side-

notched morphology of the earliest Pigeon projectile points to the medium-sized triangular shapes of the Garden Creek, Connestee, and eventually the Haywood forms. Still other Middle Woodland point types include the small stemmed Bradley Spike, New Market Spike, and Flint River Spike types.

Characterizing ceramics and lithics of Late Woodland period components in the Appalachian Summit region is made difficult by the general paucity of sites identified with this period and by the lack of agreement concerning the development and transition of cultural materials associated with this cultural/temporal unit. Purrington (1983:142) has recommended that Late Woodland projectile points of the area may include the triangular Haywood point and Southern Appalachian pentagonal point types, as well as an isosceles triangular point type that is intermediate in size between the earlier triangular Connestee and later Pisgah point types. In addition, he has suggested that ceramics of this period may be relatively indistinguishable from those of the previous Connestee wares. Alternatively, Keel and Egloff (1984) have proposed a Cane River phase ceramic ware which they suggest may be distinguished from earlier Connestee wares not necessarily by differences in temper or body morphology, but as a result of increased frequencies in the overall assemblage of plain surfaces as opposed to simple and complicated stamped wares. In addition, recent excavations at the Cullowhee School Site on the Tuckasegee River have identified a Late Woodland component dating to the ninth century. Ceramics recovered from this context consisted almost entirely of Napier Complicated Stamped sand tempered wares (Moore 1992; Robinson *et al.* 1994).

In addition to these diagnostic items of material culture a Southern Appalachian Woodland assemblage might also include ground stone celts, stone hoe blades, drills, gravers, end scrapers, bar gorgets, tubular pipes, boatstones, as well as numerous tools of bone and antler. It was also during this period that projectile points began to be fashioned as arrow tips for use with the bow. By the Middle Woodland period extensive trade networks linking the Hopewell cultures of the Midwest with indigenous cultures of the Southeast brought a variety of new trade goods into the region. Bicymbal earspools, breastplates, panpipes, platform pipes, celts of copper, containers and beads of marine shell are but a few examples of the finished products that reached the Southeast at this time. These finished goods, as well as exotic raw materials from which they might be crafted, when recovered from archaeological contexts in the Southern Appalachians have been cited as proof of the participation of local societies in the so called “Hopewell Interaction Sphere” (Anderson 1988; Chapman and Keel 1979; Struever 1964). The exchange of information and ideas as well as material goods throughout this interaction universe has been inferred from the similarities observed in mortuary practices, specifically elaborate burial mounds and their associated sumptuary goods, observed in both geographically distant areas (Jefferies 1976; Keel 1976).

Evidence for Woodland period occupation in the North Carolina mountains has been documented in the form of any number of lithic and/or ceramic scatters

indicative of small scale camp sites. In addition, investigations in this area have also included evidence of larger, more permanent settlements with hearths, storage pits, living floors, rock clusters, aggregated burials, and/or extensive middens suggestive of small farmsteads and larger villages or communities. Within the North Carolina and Tennessee highlands, notable examples of Early Woodland complexes have been reported by Smith and Hodges (1968) at the Rankin site, by Schroedl (1978) at the Patrick site, by Chapman (1979) at the Calloway Island site, by Chapman and Keel (1979) at the McMahan site, and by Shumate and Kimball (2006b) at the Bent Creek site.

Middle Woodland sites of the area have been recorded at Tunnachunee in northwest Georgia, Mandeville on the lower Chattahoochee, and at the Pinson and Copena sites. Middle Woodland residential sites in western North Carolina have been investigated by Robinson (1989, 1992) and Wetmore (1990). Since the year 2000, the investigations of Appalachian State University at the Middle Woodland mound and village site 31BN174 on the Biltmore Estate in Buncombe County have produced fresh data on Connestee phase mound construction techniques, ceramics, lithics, faunal and botanical remains. Research conducted at this site suggests a year-round occupation of a 12 to 13-acre village whose center included a substantial substructure mound that supported a large earthfast council house. Though the majority of the hundreds of thousands of artifacts so far recovered from this site suggest the use of indigenous pottery and lithics, a significant number of other artifact finds point to trade with the Ohio Hopewell in the Midwest (Shumate et al. 2000b; Kimball et al. 2004; 2010).

Published reports on Late Woodland sites in the North Carolina mountains remain few in number, perhaps partly due to the difficulty experienced when attempting to distinguish discrete Late Woodland contexts from earlier Middle Woodland assemblages. Indeed, the distinction between Late Woodland and Early Mississippian period contexts has fared little better. However, investigations at Garden Creek Mound No. 2 (Keel 1976) recorded a fairly late date for Connestee components, while those at Plum Grove (Boyd 1987; Dickens 1980) in eastern Tennessee produced a very early date for Pisgah phase (Mississippian) components. A study of these components at each of these two sites may provide a glimpse into the transition between Late Woodland and Early Mississippian cultures in the Southern Highlands. Additional investigations in eastern Tennessee have documented other examples of this more recent transition. The Hamilton and Hiwassee Island cultures reported in this area from the early investigations of Lewis and Kneberg (1946) as distinct Late Woodland cultural complexes, have since been re-evaluated through the work of Schroedl *et al.* (1985) as representing Late Woodland/Emergent Mississippian (Martin Farm phase) communities. Within this framework, the Hamilton culture has been reassigned as a mortuary component of Hiwassee Island towns, both of which may be included within the Martin Farm phase (ca. A.D. 900-1000).

Mississippian Period (ca. A.D. 1000 to 1540)

The Late Prehistoric Mississippian period is generally characterized by the increased importance of horticulture, particularly maize and beans, and by an increase in socio-political complexity. The local manifestation to the east in the North Carolina Piedmont is referred to as the Pee Dee culture and was situated along the lower Yadkin and upper Pee Dee Rivers. In the mountains of western North Carolina and eastern Tennessee, Mississippian culture is generally associated with the Pisgah culture. The new subsistence strategy adopted by each group promoted not only an increasing sedentism, but as a result larger populations usually situated to take advantage of rich arable bottom lands along the terraces of major river drainages. With larger populations came the necessity for increasingly centralized social and political organizations, and perhaps as a result of this reorganization, arts and crafts, material culture as a whole flourished. Ceremonial practices and belief systems were expanded, and as a result, the construction of earthen temple mounds became in some areas almost commonplace.

Though maize agriculture grew to dominate Mississippian subsistence, earlier staples procured through hunting and gathering were not altogether abandoned during this period. A diet that included terrestrial species such as white-tailed deer, turkey, raccoon, rabbit, squirrel, and opossum continued as the standard bill of fare. Moreover, Smith (1986:59) has suggested that it was in just this order of significance that these species should be ranked, while noting that regional variation was certainly present. Nonetheless, the evidence suggests that at some point after A.D. 1000, the products of maize agriculture began to dominate not only Mississippian diet, but also structured settlement patterns, increasingly demanding a more local and perhaps more labor-intensive economy.

With larger, more sedentary populations focused upon more or less a single crop, Mississippian settlement came to be oriented for the most part within major river valleys rich in fauna and flora, but also supporting the necessary acreage of easily tillable flood plain soils. Within these valleys, there existed ranked social organizations where smaller outlying farmsteads were linked to larger hamlets and villages, each focused upon the same ceremonial mound complex that functioned as the regional religious and political center (Smith 1978). Indeed, it is perhaps the obtrusive mound and plaza complex that more than any other element has come to serve as the hallmark of Mississippian culture (Smith 1986:56).

With the increased dependence upon maize horticulture came a number of technological innovations associated with the cultivation, processing, preparation, and storage of this important food item. For example, ceramic technologies were advanced with the shift to limestone and shell tempers which allowed for lighter clays that were less likely to shrink and easier to work. The result was an increased variety of forms, many of which were more functional than previous examples, as vessels for cooking and storage (Smith 1986:54). In addition to this expanding variety of vessel forms, ceramic surface decorations also increased in variety and complexity. Although the high and narrow coves and valleys of the Appalachian

Summit were perhaps less attractive to Mississippian peoples as places of permanent settlement than lower and wider land forms to the south and east, nevertheless, artifacts recovered from mountain contexts of this period suggest that Mississippian culture did in fact reach into the highlands, and its manifestations were similar to those of the piedmont cultures. For example, Pisgah ceramics of both localities typically reveal collared rims decorated with incisions or punctations in hachured or herringbone designs, while ceramic surface decorations are equally elaborate and complex (Dickens 1976; Holmes 1884; Moore 1981). Pisgah ceramics of the southwestern North Carolina mountains are typically decorated with rectilinear complicated stamping, while those of the northwest mountains are most often smooth surfaced, cord-marked, or fabric-impressed (Dickens 1976:174; Purrington 1983:143). The origin and development of this distinctive pottery tradition, and in particular, whether or not it possesses a direct ancestry with the earlier Connestee wares remains a point in question (Moore 1986). The linkage between the various makers of these two pottery types and their respective cultures is perhaps the more significant query.

With less uncertainty, a direct linkage between the makers of Pisgah phase ceramics and the following Late Mississippian/Historic Era Qualla phase ceramics and culture has been postulated by a number of investigators (e.g., Coe 1961; Dickens 1976; Keel 1976). Recently, however, investigations conducted in the Tuckasegee River Valley have produced ceramic assemblages and radiocarbon dates that call into question the implied direct linear relationship between the Pisgah phase and Qualla phase in southwestern North Carolina. Riggs *et al.* (1997) have suggested that data collected from investigations at site 31JK291 indicate that, at least within the Tuckasegee River Valley, the Qualla phase may have developed from a culture historical trajectory distinct from the Pisgah phase.

Lithic technologies during the Mississippian period changed comparatively little from earlier Woodland forms. Arrow points were typically small, triangular or pentagonal in form (Coe 1952; 1964; Ferguson 1971). Pisgah projectile points, in particular, were usually small and in the shape of isosceles triangles. Other materials utilized during this time included copper for axes, ear spools, or pendants; shell for beads, masks, and gorgets; clay and stone for pipes of extraordinary craftsmanship; and the usual complement of bone and antler tools. In addition, ceremonial and religious objects have been recovered from many of the Mississippian archaeological sites in the Southeast. Objects such as monolithic axes, flint "batons," bi-pointed knives, and trophy heads suggest perhaps the expanding role and increasing importance of ceremony and religion in these late prehistoric populations (Hudson 1976:88).

Evidence for Mississippian period occupation in the North Carolina mountains and surrounding Appalachian Summit region has been documented at a number of archaeological sites, such as those at Warren Wilson (31BN29) (Dickens 1976), Garden Creek Mound 1 (31HW1) (Keel 1976), Brunk (31BN151) (Moore 1980),

and Plum Grove (40WG17) (Boyd 1987; Dickens 1980). Of these several archaeological examples of Mississippian culture, the Warren Wilson site remains perhaps the most thoroughly examined to date (Dickens 1976; Moore 1981; Simpkins 1986). While most of the larger Pisgah village sites occur along the level floors of main valley floodplains, Purrington (1983:145) has pointed to the Pisgah component at the Wakeman 2 site (31WT187) located at 4,200 feet AMSL to suggest that Mississippian occupation and resource utilization was not limited to the valley floor. Similarly, the Brunk site (31BN151) located in the uplands of Buncombe County provides another example of an extensive Pisgah settlement situated at much higher elevations than those of the banks of the French Broad below (Moore 1980). More recently, investigations conducted at site 31MD280 in Madison County provide another example of Pisgah resource utilization and site structure within a challenging ridge slope environment (Shumate et al. 1998b). These examples, though few in number, nevertheless point to Pisgah phase subsistence and settlement patterns in the South Appalachian highlands that may have been more diverse than those employed in the less inimical Piedmont and Ridge and Valley settings. The comparatively harsh mountain environment may have required Mississippian period residents to expand their horizons, particularly upwards to sites located at higher elevations, in the search for permanent or at least seasonal residential bases where they might yet pursue a mixed economy of maize horticulture complemented by hunting and gathering.

Qualla Cherokee (ca. A.D. 1450 - 1839)

The late prehistoric-protohistoric period of the Appalachian Summit region is generally considered to have been populated by groups of native peoples who, by historic times, were known as the Cherokee. Though the Cherokee once controlled portions of northern Georgia and northwestern South Carolina, their primary centers of occupation and of political organization seem to have been with the Overhill Cherokee situated for the most part in eastern Tennessee and the Qualla Cherokee located in the mountains of western North Carolina. By the historic period, still further sociopolitical distinctions could be made among the Cherokees of western North Carolina and upstate South Carolina and Georgia. For example, those occupying the Tuckasegee and Oconaluftee river basins were considered to belong to the Cherokee Out Towns. Cherokee settlements situated along the upper portion of the Savannah River in South Carolina and Georgia were known as the Lower Towns. The Middle Towns were located in the upper Little Tennessee River Valley, while the Valley Towns were situated in the upper Hiwassee River basin. The Overhill Towns were situated along the lower Little Tennessee and lower Hiwassee river valleys. Early European accounts, maps, and censuses indicate Kituwha, Stekoe, Oconaluftee, Nununyi, Tesentee, Tuckaleechee, and Tuckasegee as the primary Out Towns settlements (Greene 1996). Important Middle Towns included Cowee, Joree, and Nequasee along the upper Little Tennessee River. Valley Towns such as Quanassee (or Spikebuck) near Hayesville and Peachtree near Murphy were situated in the Upper Hiwassee River Valley. In each case, Cherokee peoples inhabited these several mountain and valley regions from as early as A.D. 1450 and

persisted at least up to the time of the Treaty of New Echota in 1835 and the resultant Cherokee removal of 1838-39 to the Oklahoma Territory (Dickens 1976; Keel 1976).

Early Qualla culture in the North Carolina mountains is considered to have had many similarities with the Pisgah culture immediately preceding it. Evidence of subsistence strategies, artifact styles, and house and mound forms reveals little initial difference between these groups (Purrington 1983:149). Nevertheless, differences in each of these categories eventually developed such that the one cultural phase could be distinguished as discrete from the other. In particular, Purrington (1983:149-150) has noted that, whereas Pisgah groups most often chose the wider intermontaine basins for their primary settlements, Qualla peoples pursued habitations much further up the narrower stream valleys. In addition, socio-political organization seems to have shifted from the nucleated mound centers and satellite villages common to the Pisgah culture, to a considerably decentralized Qualla arrangement where individual Cherokee towns were essentially autonomous by the early eighteenth century (Gearing 1962:2-5; Purrington 1983:150). In contrast to the hierarchical social and political organizations that have been hypothesized for the preceding Pisgah culture of the Southern Appalachian Mississippian societies (Ferguson 1971) early historic Cherokee groups were essentially egalitarian. However, Cherokee society was highly structured through clan and lineage relationships, wherein the Red/White organizational dichotomy was maintained (Gilbert 1943; Gearing 1962).

Perhaps one of the most diagnostic aspects of Qualla culture is the distinctive pottery that it produced. Though Qualla pottery may be distinguished from that manufactured by the Pisgah, as well as from Overhill and Lower Cherokee material cultures, nevertheless as noted above, the relationship between late Pisgah and early Qualla ceramics in western North Carolina remains close. Similarities are reflected in the minor occurrence of curvilinear complicated stamping among some Pisgah vessels (Pisgah Curvilinear Complicated Stamped type of Dickens 1976:183-185); in the decoration of these vessels with punctate collars or pinched, straight rims; and in the general absence of thickened rims and handles. Moreover, Dickens (1976:200) suggests that early Qualla ceramic attributes, such as "basic vessel forms, burnished vessel interiors, check stamps, the use of ladder-like complicated stamps, and the application of notched rim strips" may be considered as extensions of the earlier Pisgah ceramic styles. Still other researchers have suggested that Qualla ceramics have been influenced by Lamar cultures located further south (Dickens 1986:84; Egloff 1967:68-75; Keel 1976:45; Riggs *et al.* 1997:78).

Though Qualla sherd assemblages can exhibit a range of surface treatments, Egloff (1967) and others (e.g., Bass 1977; Dickens 1986; Keel 1976; Riggs 1988; Schroedl 1986) have observed that the majority of those sherds recovered from eighteenth-century contexts are curvilinear complicated stamped. However, during the Federal period (1794-1819), Qualla ceramic assemblages are characterized by rectangular complicated stamped, check stamped, and plain surface treatments on

vessels with simple, straight and simple, everted rim morphologies. By the late nineteenth century, Qualla vessels were plain or check stamped with simple, straight rims (Riggs 1988:22).

Lithic technologies during the late prehistoric-protohistoric period of western North Carolina were dominated by small, triangular projectile points. In the southwest mountains, the nearly equilateral Madison point of the Pisgah phase can be distinguished from the larger Pisgah point of the same period. Small and thick-bodied Qualla points with serrated edges can also be found in this area, but are perhaps more common to the northern mountains of the upper Watauga Valley (Purrington 1983:148). Other flaked stone tool types utilized during this time included flake scrappers and side scrappers, stone drills, and gunflints, while celts, pipes, discs, and chunky stones were made from ground stone technology. Pins made from stone, ceramics, or shell can also be found (Keel 1976:215; Purrington 1983:148). In addition, European trade-goods were increasingly present by the latter part of the Qualla phase, and typically included a variety of metal objects and tools, as well as glass beads and bottles (Purrington 1983:149).

Evidence of Qualla phase occupation in the North Carolina mountains and surrounding Appalachian Summit region has been documented at a number of archaeological sites, such as those at Peachtree mound and village site in Cherokee County (Setzler and Jennings 1941), at the Tuckasegee site in Jackson County (Keel 1976), and the Magic Waters site (Riggs *et al.* 1997) also located in Jackson County. Still other Qualla sites have been identified through surface collections and recorded by Keel (1965), Holden (1966), Egloff (1967), Dorwin *et al.* (1975), Bass (1977), Riggs (1988, 1996), and Greene (1996, 1998). In addition, a shovel testing program implemented at the Kituwha mound (31SW2) and village site (31SW1) documented Qualla phase components at these sites and as the principal components of two other adjacent sites (31SW317 and 31SW318) (Riggs *et al.* 1998). Subsequent testing at these and three additional sites (31SW287, 31SW316, and 31SW320) revealed intact sub-plowzone cultural features such as hearths, storage and refuse pits, human burials, and house patterns represented by postmold stains. In addition, a concurrent soil magnetometer survey of the mound at Kituwha (31SW2) revealed a pattern of burned postmolds suggestive of a roughly square council house situated atop the earthen mound (Riggs and Shumate 2001). Extensive excavations at the Alarka Farmstead site in Swain County revealed a paired winter house/summer house complex situated in a high and narrow mountain cove. In addition to the expected native Qualla series ceramics and small triangular arrow points, a small number of glass trade beads, one iron celt, and several carbonized peach pits recovered during the excavation of this site indicate a connection to European trade sources at this mid-seventeenth-century Cherokee site (Shumate et al. 2005). At the John Christie cabin site in neighboring Cherokee County, Riggs (1997; 1999) documented the material assemblage associated with the former house site an acculturated Cherokee family on the point of removal. Finally, excavations conducted at the Lemmons Branch site in Swain County, documented what has

been interpreted as a post-removal Cherokee farmstead dating from the mid-nineteenth century (Riggs and Shumate 2003).

In his comprehensive history of Buncombe County Foster Sondley acknowledges that Buncombe County and indeed much of present-day Western North Carolina were once the provenance of the Cherokee people (Sondley 1930:1). However, even within the same sentence Sondley noted that "a Shawanotown at the mouth of Swannanoa River" provided an exception to this territorial claim. With initial settlements in South Carolina, in areas along the Savannah River the Shawanoes first began to move north in 1677 and 1678. Others migrated north in 1694 and 1707, while a Shawanoe town on the Savannah River near Augusta was occupied as late as 1730. Sondley speculates that the Shawanoe people may have settled along the Swannanoa River—a river that would bear their name ever after—at the behest of the Cherokee who sought a human buffer between themselves and the Catawba to the east. Although it was later the same Cherokee that drove the Shawanoe from both the Savannah and Swannanoa river basins by 1730, Sondley points to "the mounds formerly on both sides of the Swannanoa near its mouth and the Indian burying ground about a mile higher up on the east bank of the French Broad River" and indeed the very name of the Swannanoa River as evidence of Shawanoe occupation in the Asheville Basin (Sondley 1930:32-33). His linkage of those Indian *mounds* [plural] located on both sides of the Swannanoa River as tied to Shawanoe settlement of the area would seem to suggest that Sondley interpreted these earthen edifices as having been constructed by the Shawanoe. Although recent archaeological investigations at archaeological sites 31BN12 and 31BN174 located on the south side of the Swannanoa River suggests that this was not the case (see below for more detail), Sondley's mention of a second mound located on the north side of the river remains intriguing. Certainly the very south end of the current Wilma Dykeman Riverway project area, as it terminates at this stage of development at the very mouth of the Swannanoa River south of Carrier Bridge (and Amboy Road), falls well within that area where Sondley indicates a second mound may have once risen above the floodplain.

⌖ Historical Overview

Understanding the cultural chronology, past lifeways, and patterns of behavior of the peoples of the historic era in western North Carolina is facilitated by a vast array of historic documents that the prehistoric period, by its very nature, cannot produce. Archaeological research, nevertheless, remains a viable means of both supporting and supplementing these important archival and historical records. Just as the prehistoric period in this region may be defined as consisting of several temporal and cultural phases, so may the historic period in North Carolina be broken down into a number of similar subdivisions. Many of the significant changes occurring during this later period were also tied to the local uplands environment, but now these fluctuations had more to do with alternative ways of adapting to this single environment than with adaptations to a series of changing physical environments. In short, by the historic period, significant cultural change was a

reflection, not so much of major climatic or other physiographic fluctuations over great lengths of time, but rather could be seen as a response to changes in the social, political, and economic milieu.

Early European Contact Period

The earliest contact between Native Americans and Europeans in the general project area dates to the expeditions of the Spanish during the middle part of the sixteenth century. Beginning in 1539, a comparatively large expeditionary force of Spanish explorers, adventurers, and fortune seekers under the command of Hernando De Soto were among the first to closely examine not only the coastal region of the Southeast, but much of the interior, as well. Though the exact route of this important early expedition continues to be a subject of debate, historians agree that De Soto's force explored a wide arc beginning in Florida, and for De Soto at least, ending with his death in what is currently the state of Arkansas. The account of this expedition provides some of the first details of Native American life and culture for a number of tribes and Indian nations then inhabiting the Southeast. For example, in his travels through the territory that would later become North Carolina, De Soto is thought to have led his men through the west and southwestern portion of the state (Swanton 1939). DePratter *et al.* (1983), Hudson *et al.* (1984), and Hudson (1997) have recently reexamined the route of the De Soto (1539-1540), as well as the subsequent Pardo (1566-68) explorations (Hudson 1990), and have agreed upon a course within the interior that led along the middle to upper portions of the Catawba River, across Swannanoa Gap, down the Swannanoa River, and then north or down the French Broad into eastern Tennessee. This more easterly route raises the possibility of learning more about the social and political relations among the inhabitants of this portion of western North Carolina, if archaeological sites in this area dating to the mid-16th century can be discovered and thoroughly investigated. A pairing of the sixteenth-century historic accounts of these expeditions with specific archaeological site areas, if possible with any degree of certainty, should result in the reconstruction of a more refined history of those tribes, chiefdoms, or populations then inhabiting the Catawba and French Broad River Valleys during the Late Mississippian period. Significant efforts (e.g., Levy *et al.* 1990; Moore and Beck 1994; Worth 1994; Beck 1997; Moore 1999) along these lines have been made in the evaluation of archaeological evidence of this eastern route proposed by Hudson *et al.* (1984), as compared to its more southwestern alternative along the Savannah River (Swanton 1939).

Particularly in the case of the reconstruction of the Pardo explorations (1566-1567) in western North Carolina, the interpretations of the documentary evidence made by Hudson *et al.* (1984) and Hudson (1990) may prove valuable in guiding future archaeological research along the Swannanoa and French Broad river drainages. For example, according to Hudson (1990:95), on October 1, 1567 Pardo visited the probable Cherokee village of Tocae considered to lie in the vicinity of present-day Asheville. From this site, Pardo's expedition went down the French Broad to the Indian town of Cauchi – considered by Hudson to have been located in the vicinity of present-day Marshall.

Given that Pardo followed some of the same trails as De Soto, and following the linguistic analysis of area place-names, Hudson (1990) believes that De Soto (like Pardo) ascended the Blue Ridge from the Catawba Valley through Swannanoa Gap and then followed the Swannanoa to the French Broad, and from there to Guasili (Cauchi of Pardo) – again presumably in the same location. To date, few if any diagnostic artifacts attesting to a mid-16th century presence have been discovered in the Swannanoa or the French Broad valleys. Further east at the Berry Site in the upper Catawba River Valley, Spanish artifacts have been discovered in association with Late Mississippian archaeological contexts (Beck 1997; Moore 1999, 2002). As Moore, Beck, and Rodning continue to intensify their investigations at this protohistoric site in Burke County, North Carolina, recent finds have led them to suggest that this site represents the location of Pardo's Fort San Juan.

Early Settlement, Boundary Disputes, and Frontier Economy

Although early histories of Euro-American and Native American interaction in the western mountains of North Carolina began as tales of trade and mutual cooperation, by the mid-eighteenth century they had increasingly developed into accounts of open hostility and calculated warfare. By the beginning of the American Revolution, the Cherokee loss of territory was sufficiently large, and the threat of colonial expansion so constant, that many in the Cherokee Nation sided with the British, whom they perhaps considered as the lesser of two evils. Following a series of Indian raids on frontier settlements, the colonies raised armies to send against the Cherokee. In North Carolina, General Griffith Rutherford led an expeditionary force from Old Fort in 1776, through the areas of present-day Buncombe, Haywood, and Jackson Counties without incident, to the Cherokee settlements in the area of modern-day Macon County. Cherokee towns in the area of future Swain County were also spared, at least initially. Not unlike the earlier route of the De Soto and later Pardo entradas, the path followed by Rutherford's army is in some areas still open to interpretation. However, William Myer (1971:39-41), an acknowledged authority on Indian trails in the Southeast, interpreted the route of the Rutherford War Trace as leading from the Siouan villages along the middle Yadkin River, overland to the upper Catawba River, through Swannanoa Gap, down the Swannanoa River, and crossing the French Broad River at the *Warrior's Ford*. From the west bank of the French Broad River at the Warrior's Ford, the trace is thought to have followed the same route later occupied by the Murphy branch of the Southern Railway to Waynesville, then southwest to the Middle Cherokee villages (along the Tuckasegee and Little Tennessee Rivers), and finally to the Valley Cherokee villages (along the Valley and Hiwassee Rivers). This route—considered by some to have been used earlier by De Soto and Pardo—would have been a major "highway" for Native Americans traveling in northeasterly to southwesterly directions and the reverse. This trail connects the Valley and Middle Cherokee groups in the southwest with the Catawba and other Siouan groups in the east. Significant villages would be expected at important nodes (such as the Warrior's Ford) along this trail. Early Biltmore Estate maps combine with historic accounts to suggest that the Warrior's Ford or "War Ford" across the French Broad River was located a short

distance to the north of the Estate's Lagoon in the vicinity of River Mile 153 and approximately 1.6 miles south of the Norfolk Southern Roundhouse at the south end of the Wilma Dykeman Riverway corridor. Local tradition suggests that the former river crossing acquired its name, at least in part, following the 1776 passage of General Griffith Rutherford's expeditionary force through the Buncombe County area, across the French Broad River at or very near the location of archaeological site 31BN693, and on to those Cherokee villages located in the Little Tennessee and Hiwassee River valleys that were the object of his punitive expedition. If indeed the site of this historic ford, and if in fact Rutherford's forces crossed the French Broad at this juncture, then the deep cut of an old road still recognizable on the west bank of the French Broad and opposite archaeological site 31BN693, may continue to bear the marks of at least this earlier historic passage. Analysis of the prehistoric lithic and ceramic artifacts recovered from 31BN693 suggests that this particular site represents an ephemeral Pisgah phase occupation of this floodplain area.

By the close of the American Revolution, the North Carolina General Assembly approved new Land Act legislation that opened for sale vast tracts of western lands and established new land offices in order to better facilitate the sale and settlement of the region. A significant number of acres were offered as land grants to individual farmers or farming families, some of whom were rewarded with land for their service during the Revolutionary War. Samuel Davidson, a former Colonel in the Revolutionary Army, is widely considered to have been among the first to attempt to settle with his family and a single slave west of the Blue Ridge and within the area that the future would define as Buncombe County. He left Old Fort in the fall of 1784 and established his family in a small cabin constructed at the base of Jones Mountain and on the banks of Christian Creek. Ager (1981:9) has suggested that the ruins of a former Indian village in the area of the mouth of the Swannanoa may have reassured the Davidson's as to the safety of their bold venture. Their sense of security was shattered, however, when Samuel was murdered that same fall. Despite this tragedy, Samuel's twin brother, his sister, and a number of their friends returned to the area within a year and established a small settlement near the confluence of Bee Tree Creek and the Swannanoa River, just east of Jones Mountain. Others soon followed and the fertile valleys and moderate hills of the Asheville Basin began to include considerable numbers of new settlers where scarcely a year before none had been. The John Weaver family settled the area north of Asheville and his descendants founded the town of Weaverville. Also in that area, David Vance received a veteran's land grant in the Reems Creek Valley. Further west in the area now known as Hominy Creek, William Moore, brother-in-law to General Griffith Rutherford, established himself on a land grant received in 1787 (Ager 1981:9).

Members of the Smith family (of the Smith-McDowell House association) were also among the first white settlers to establish themselves on the west side of the Blue Ridge mountains in the future Buncombe County area. Indeed, it has been suggested that Samuel Davidson's wife may have been the sister of Daniel Smith—the father of James McConnell Smith (Rebecca Lamb, personal communication,

2003). Daniel Smith's wife (James M. Smith's mother) was Mary Davidson—possibly the sister of Samuel Davidson. In short, it appears that Daniel and Samuel may have each married the other's sister. Alternatively, Lamb (personal communication, 2003) has discovered evidence that appears to suggest that Mary Davidson may have been Samuel Davidson's niece. Was her father the same twin of Samuel that Ager (1981:9) refers to? In any event, James M. Smith was born to Daniel and Mary Davidson Smith on June 14, 1787 in a log cabin situated near the confluence of the Swannanoa and French Broad Rivers. Several sources (including his tombstone) suggest that James M. Smith was the first white child born west of the Blue Ridge Mountains. In 1814, at the age of 27, James married Mary "Polly" Patton, the daughter of neighboring landowners of nearly equal prominence—Col. John Patton and his wife Ann Mallory (Iobst 1999:6, 23). Within a few years of their marriage, the Smiths began to acquire a number of small parcels of land largely within the Asheville area. However, in 1821 the Smiths entered into the domain of plantation owners when they purchased a tract that included approximately 28,593 acres situated along the French Broad River. The 123-acre tract upon which the Smith's would later construct their famous brick home was purchased in 1826 from James' brother Daniel (Iobst 1999:8). The Smith-McDowell House lies less than a half mile east of the current Wilma Dykeman Riverway project corridor.

Across the newly opened territories west of the Blue Ridge countless other acres were purchased by land-hungry speculators with an eye towards huge profits garnered from the resale of this mountain real estate. In the area of the future Buncombe, Madison, Haywood, and Swain Counties, as well as neighboring East Tennessee, John Gray Blount of Beaufort County, North Carolina acquired at least 500,000 acres. In the modern Buncombe County area, the Blount holdings included lands situated north of the Swannanoa River and east of the French Broad. The list of exceptions within this expansive holding included at the time of acquisition a total of 111 interior farmsteads, most of which ranged from 100 to 300 acres in size. Colonel Robert Love and his son James R. Love acquired equally large land holdings in the Jackson, Haywood, and Swain County areas. In addition, the Love family later purchased from John Blount most of his former holdings (Ager 1981:12; Boland *et al.* 1979:3-4; Sharpe 1961:1461). David Allison acquired over 250,000 acres, most of it in west Buncombe, Haywood, and Henderson Counties. Local settlers who also speculated in area real estate ventures included Waightstill Avery, Robert Henry, and the Davidson family. Many of these early settlers attached their names to area creeks, ridges, gaps, and mountain chains. The influx of small and large landholders alike into the area west of the Blue Ridge precipitated the creation of a new county barely eight years after the death of Samuel Davidson. Thus, in 1792, what became known as the "State of Buncombe" included all or portions of present-day Buncombe, Cherokee, Clay, Graham, Henderson, Jackson, Macon, Madison, Polk, Swain, Transylvania, and Yancey counties (Ager 1981:9).

The first meeting of the Buncombe County Court, then the governing body of the new county was convened on April 16, 1792 at the residence of Colonel William Davidson at Gum Spring—his holdings situated approximate to the present-day

entrance to the Biltmore Estate. Local history recounts that the assembly that gathered for this first meeting of the Buncombe County Court was too large to be accommodated within the Davidson home and so the group was forced to remove to his nearby barn (Ager 1981:10-11). Among the resolutions agreed to during this first session of the court was the order to "…Lay off a road from Col. William Davidson's on Swannanoa, to Benjamin Davids [Davidson's?] Creek the nearest and best way…." (Ager 1981:11). Records of this first court suggest that still other roads already branched out from Davidson's along the Swannanoa or were to be constructed in the vicinity. In addition to the one proposed above, routes planned for or already in existence were mentioned in the area of the "wagon ford of Rims Creek" which was to join "the road from Turkey Cove," while yet another road part way up the "Swannano" River was also mentioned (Ager 1981:11). Improving roads and the increasing numbers of settlers sponsored other amenities and institutions in Buncombe. In 1793 the Baird brothers opened the first store, and in the following year, John Burton—who had purchased 200 acres of bottomland next to William Davidson known as the "Town Tract"—laid off and sold lots adjacent to the newly formed North and South Main Streets (now Broadway and Biltmore Avenue, respectively). Originally known as Morristown or Moriston (Figure 6), the hamlet was incorporated as Asheville in 1797. A post office was established in 1801 and within little more than a dozen years later a courthouse, public square, and hotel had been constructed (Bishir *et al.* 1999:259).

Figure 6. An 1808 map of Buncombe County and Moriston (Asheville).

The Turnpike Era in Western North Carolina

Although Euro-American expansion into Western North Carolina is well documented for the early Federal Period, nevertheless, settlement and economic growth in the mountains and valleys of Buncombe County during the mid-nineteenth century may be characterized as somewhat sporadic and shifting. The story of early white migration into the mountain region is often one that documents the path of those moving on to points still further west into the fertile valleys of Ohio, Tennessee, and Mississippi. Ager (1981:14) repeats earlier estimates when he notes that "between 1815 and 1850 the state was drained of one-third of her population." For those that chose to remain in North Carolina and in the Buncombe County area, agricultural efforts among these early settlers focused mostly on the production of corn, oats, wheat, rye, hay, and occasionally tobacco, while kitchen gardens typically provided staples of corn, beans, peas, and pumpkins. Flax, indigo, and orchard crops were also commonly cultivated. Families depended upon these various crops

for personal subsistence, but also used some of this agricultural produce to supplement the wild fodder necessary to maintain small herds of livestock. Cattle, sheep, and particularly hogs were present on most mountain farmsteads. Collectively, they provided necessities such as milk, butter, cheese, tallow, wool and leather for clothing, meat for the winter months, a labor source for the plow, manure for the fields, and when raised in surplus, much-needed cash or trade-value for bartered goods. Throughout the mountains and throughout much of the nineteenth century, cattle, hogs, and even turkeys were driven to market in large droves or flocks over a variety of local paths and larger turnpikes to markets as far away as Augusta, Georgia and Charleston, South Carolina.

These first trade routes followed the paths and trails already established by the Cherokee and other tribes that formerly migrated through the region. For example, adjacent to the French Broad River, the Buncombe Turnpike (or Old State Road) was largely completed by 1827 (Blethen and Wood 1987:88; Boland *et al.* 1979:12-13, 31-32). This particular section was part of the same Indian trail that originated in Tennessee and led across the Unaka Mountains through Western North Carolina to reach the markets of South Carolina and Georgia. In the Madison County area, it followed the east bank of the French Broad River from Paint Rock in the northwest to Marshall and then on to Alexander and Asheville in Buncombe County (Figure 7). Improvements on this road began as early as 1790. Colonel Earle of South Carolina was commissioned to push the road from Columbia through Greenville, Saluda Gap, and on to Asheville. In Tennessee, Governor Blount supported the construction of a road from Knoxville southeast across the mountains by way of Warm Springs (now Hot Springs) and the French Broad and on to Asheville. In July of 1795, the first wagons from Greenville, South Carolina reached Knoxville. Four blockhouses were constructed along this route for the safety of those traveling this new wagon road. Painted Rock, Warm Springs, Hough's, and Burnt Cane Brakes were the names of their locations or, in one instance, their sponsor. Once the former wagon road and Indian trail had been transformed into a turnpike, a flood of stock drives and drovers moved largely from northwest to southeast with the herds and back again with hardware, dry goods, and cash. A number of stock stands were created along this route to serve both the drovers and their animals. The stand or better yet, the complex of buildings and services constructed by James Mitchell Alexander between Marshall and Asheville beginning in 1828 was perhaps one of the best known. His stop included a "hotel," store, blacksmith shop, tanyard, shoe shop, harness shop, wagon-factory, grist mill, saw mill, ferry and bridge, and a farm (Underwood 1974:17-19). Other area establishments that also provided for drovers and their stock included the Foster Inn near Asheville; the Joseph Reed Inn west of Swannanoa Gap along what would become the Salisbury Turnpike by 1855; the establishment of John Smathers near the Haywood County line; and the Sherrill Inn at Hickory Nut Gap (Ager 1981:16). The fortunes of James McConnell Smith were to no small extent also tied to the turnpike. He was an earlier investor in the construction of the turnpike through Buncombe County. Otherwise, his involvement rivaled that of James Alexander and included many of the same services and provisions offered to the drovers and their

Figure 7. Late 1850s map of Buncombe County and Asheville area roads.

stock. Perhaps most lucrative was Smith's construction and operation of a toll bridge over the French Broad River situated one mile north of its confluence with the Swannanoa. Known as "Smith's Bridge," this simple wooden structure was built around 1834 and its operation as a toll crossing delivered a steady income. The Smith Bridge, sometimes functioning as somewhat less than perfectly safe passage, continued to serve the public until it was swept away in the Great Flood of 1916 (Iobst 1999:9-11). The bridge was reconstructed at the same location the following year. Today, within the current Wilma Dykeman Riverway study area, Smith's Bridge is one of five crossings of the French Broad River. West Haywood Street becomes Craven Street at its intersection with Riverside Drive and it is Craven Street that crosses the French Broad River at Smith's Bridge. Approximately 350 feet further north of Smith's Bridge the high overpass of I-240 or the Smoky Mountain Parkway cross the French Broad. At some 800 feet further north of I-240 the Norfolk Southern Railroad Bridge crosses the river and at nearly 1700 feet south of Smith's Bridge the West Asheville Bridge (a.k.a. the River Link Bridge) crosses the river joining Clingman Avenue on the east bank to Haywood Road on the west bank. Still further south Amboy Road crosses the French Broad at Carrier Bridge to intersect with the south end of Lyman Street and the north end of Meadow Road opposite the Norfolk Southern roundhouse.

Along earlier routes such as the Buncombe Turnpike drovers who hailed from as far west as Kentucky herded thousands of cattle, hogs, and turkeys on autumnal journeys to the larger markets in South Carolina and Georgia. A trip to market along these roads usually meant traveling to Greenville, Spartanburg, Augusta, or Charleston by wagon. One-way passage typically required a minimum of two to three weeks to complete (Huddleston 1971:26). In the Buncombe and Madison County areas, this route was also known as the "Greenville to Greenville" turnpike. From November to December one might encounter a nearly continuous string of hogs stretching from Paint Rock at the Tennessee state line to Asheville. Tennessee hogs numbering anywhere from 150,000 to 200,000 per year were driven along the banks of the French Broad. From Tennessee the trip might take from 30 to 60 days to reach the southern markets and return (Sharpe 1961:1452-1453). So common and regular were these forced autumnal migrations that Boland *et al.* (1979:12-13) have described the period as the "Drover Era." Its end came only with the introduction in the 1880s of the railroad to these mountainous regions, and with it, an easier and more efficient means of moving these droves of livestock to market.

If the Buncombe Turnpike made life easier on the hogs and their drivers, it also benefited surrounding communities in ways other than simply improved transportation and greater access to markets. Farmers in the region profited in the sale of their corn to drovers whose tremendous need to answer the collective hunger of hundreds of thousands of animals must be met at each stage along the way as they passed over the length of the turnpike. When the dust from the autumn stock drives settled the turnpike became an avenue over which wealthier citizens from the south came to Buncombe County in the summer months to escape the mosquitoes and the greater heat of the lowland areas. While the Buncombe area had received regular visitations of this kind since at least 1800, the health resorts trade truly flourished with the completion of the turnpike road. Many of the same stock stands and inns along this route that served the drovers in the fall accommodated in the summer months those who retired to the mountain climate of Buncombe for its salubrious air. In the same year that the Buncombe turnpike was opened, Robert Henry discovered a sulfur springs approximately four miles west of Asheville. The resort that his son-in-law Reuben Deaver constructed at these springs became one of the most successful retreats of its time, accommodating by 1848 as many as 200 guests at one time (Ager 1981:14, 16). Smaller in scale was James McConnell Smith's Buck Hotel located in the center of Asheville. In the early 1850's Smith's hotel could accommodate from 20-30 guests (Iobst 1999:13).

Made possible by the Buncombe Turnpike, the expansion of Asheville as a regional trade center and as a tourist and resort destination increased the permanent resident population in Asheville and in the surrounding county. Nevertheless, by 1840 the area that today is considered "downtown" Asheville continued to be sparsely populated. While by this date the Town Tract had been expanded to approximately 300 acres, the eastern half of this tract included no more than eight residences, excluding slave quarters. Virtually the entire town tract was owned by three men—James McConnell Smith, James W. Patton, and Thomas L. Gaston. The Old Buck Hotel, owned by Smith, and a two-room frame house occupied North Main Street (http://www.nchistoricsites.com/wolfe/wolfe.htm). Though accounts of Asheville in 1850 describe it as a "little hamlet of white-wooden buildings, and a few brick structures," nevertheless the 520 permanent residents of that year undoubtedly sensed a quickening pace to the area's commerce that also contributed to their growing numbers (Bishir *et al.* 1999:261). Indeed, any increase in Buncombe's population at this time must have been viewed as a measure of economic success when so many other North Carolinians were on the road to points further west. In 1850, the county's population had reached 13,425 residents, of whom nearly 13% (n=1717) were black slaves (Ager 1981:17).

In the mountains of North Carolina, where the average farm size was typically much smaller than that of the piedmont or coastal regions, slavery nevertheless played a significant role in the area's economy and in the way of life for many in the Western North Carolina highlands prior to the Civil War. Samuel Davidson and his family, the area's first settlers, had included in their household at least one slave.

Thus, enslaved blacks played a part in the settlement of Buncombe and the wider mountain region from the very beginning. In 1850, Buncombe County had the largest population of slaves of any county in the Western mountains. Their numbers, as noted above, totaled some 1717 individuals (or 12.8% of the total population). Haywood County included 418 slaves for the same year (or 7.0% of its total) and Yancey County to the north held 346 slaves during that year (or 4.3% of its total) (Van Noppen and Van Noppen 1973:20). By 1860 approximately 21 percent of Appalachian farm owners and cash renters in North Carolina owned slaves. Out of the 10 states included within the province of Appalachia, North Carolina ranked 7th for percent of households owning slaves (Dunaway 1996:109). Among the largest of Buncombe County landholders, James McConnell Smith was also one the largest slaveholders in western North Carolina. In 1850, Smith owned a total of 44 slaves (Iobst 1999:20). Within ten years he had nearly doubled that number to a total of 75 slaves. With this increase Smith became the third largest slaveholder in Buncombe County, surpassed only by his neighbor and relative (through marriage) John Patton and by Nicholas Woodfin (Inscoe 1989:66).

Civil War (1861-1865)

The events of the American Civil War had little direct impact over the soils of Buncombe County. Though the State of North Carolina was on the whole sympathetic to the Confederate cause, the mountain region was much less interested in becoming involved in a conflict that it viewed as between the plantation owners in the east and those with anti-slavery sentiment from the north. No major battles of the war occurred in these mountain counties and those campaigns that did affect the area were limited to small raids occurring for the most part at the very end of the conflict (Boland *et al.* 1979:14-16). For example, beginning on March 28, 1865 the raids of Union forces from Tennessee under the command of General George Stoneman upon the mountain counties of Western North Carolina laid waste to public and private property in a number of towns, including Boone, Blowing Rock, Lenoir, Wilkesboro, Mount Airy, Mocksville, Danbury, and Salisbury. On his return to Tennessee, Stoneman's troops made similar forays and side expeditions to Statesville, Taylorsville, Charlotte, Morganton, Marion, and Asheville (Powell 1989:378-379). Ager (1981:18) suggests that the successful rout in April of 1865 of 900 Union soldiers back along the Buncombe Turnpike by the Confederate home guard is an indication that area sympathies leaned more towards the Confederacy than the Union.

While no major campaigns of the conflict unfolded within the western mountains, Buncombe County was hardly untouched by the war. The recruitment of Confederate soldiers was ever an on-going process in Buncombe County, as it was across the South and throughout the length of the war. Early in the engagement, even prior to Governor John Ellis' call for troops, William Wallis [Wallace] McDowell of Asheville [and of Smith-McDowell house association] formed the first volunteer unit in Western North Carolina. Calling themselves the Buncombe Riflemen these men from the mountains became Company E of the First North Carolina Volunteer Regiment. By early June of 1861 the company had already been thrown into conflict

at the Battle of Big Bethel. Soon after Company E was formed, Zebulon Vance organized the Rough and Ready Guards in Asheville and eventually joined Robert E. Lee's army as Company F of the Fourteenth Regiment. Company F took part in numerous engagements in Virginia, Maryland, and Pennsylvania throughout the war (Blackmun 1977:333).

The Reconstruction Era

In the decades following this American War Between the States, North Carolina and indeed the entire American South witnessed profound demographic, economical, social, and political changes. Not since the American Revolution had American history been punctuated by a shift so decisive and abrupt. With an end to the former system of coercive labor that had characterized the institution of slavery, the South was forced to remake itself, to create anew an economy and a way of life that no longer depended upon the oppression of others for its livelihood. The ensuing struggles of the Reconstruction era were manifest in every aspect of life across this troubled southern landscape.

Most evident among these changes was the shift from slavery and plantation system agriculture to a new labor system of tenancy based on sharecropping and cash rents. This new system brought about the breakup of the former nucleated settlement pattern that had characterized much of the antebellum South. If settlement had formerly been aggregated, tenant farming now promoted a scattered arrangement of dwellings and support buildings across the southern landscape. As Kovacik and Winberry (1989:106) have pointed out for neighboring South Carolina, early topographic maps reveal tenant houses widely distributed along most highways and minor roads within the state, clearly indicating the predominance of this dispersed settlement pattern.

Across the State of North Carolina as larger farms and plantations were increasingly divided into smaller tracts the average number of acres per farm naturally decreased while the total number of farms increased. For instance, from 1860 to 1900 North Carolina farms decreased in size from an average of 316 acres to 101 acres, while the number of farms increased during this period from 72,203 to 225,000. In Buncombe County, the number of farms increased from a total of 924 in 1860 to 1625 in 1870. By the later date there were 126 fewer farms in Buncombe that included from 100 to 500 acres (Ager 1981:19). Increasingly, the operators of these new or smaller farms were temporary tenant farmers or sharecroppers, both black and white. As early as 1880, over one third of all North Carolina farms were run by this new breed of transient farmer (Powell 1989:417). Following emancipation, farm operation and production for those owners formerly subscribing to the institution of slavery in Buncombe and in the mountain region as a whole was forever changed. However, for many Western North Carolina farmers that occupied small tracts of land in narrow mountain coves and hollows, the abolition of slavery had no impact upon their level of production or their approach to farming. The mountain agricultural economy continued to be largely self-sufficient and family-based.

Despite the privations and destruction wrought by war agricultural production across North Carolina rebounded with remarkable speed and at least part of this success was likely the result of the new system of labor. Cotton and oat production had resumed its former prewar levels by 1870 and during the next ten years corn, hogs, beef and milk cows could be added to this list of successes. Potato production had recovered by 1890, but wheat production across the state never fully recovered. Tobacco and cotton production, important to the state's economy before the war, became increasingly important crops in the state's agricultural bill of fare. Of the two, cotton was the quickest to recover with the number of bales produced after the war more than doubled by 1880. Though initially slow to increase in yield, by 1900 tobacco production had increased nearly four times that of its production level of 1860 (Powell 1989:416-417). In Buncombe, tobacco crop production increased steadily from 1870 when 30,689 pounds were shipped to market, to its peak production in 1890 when 1,482,688 pounds of tobacco were produced (Ager 1981:21). While these returns to prewar production levels, and in some cases improvements to those earlier levels, may have been relatively quick to rebound, to those soldier farmers returning from the war who found their fields laid to waste, their livestock appropriated, and their homes destroyed, the process of reconstruction was long, arduous, and bitter.

North Carolina manufacturing was no less affected by the changes ushered in by the American Civil War. Its recovery and expansion was also intimately tied to the changes in labor systems and shifting demographics. If the war had brought abandonment and destruction to many of the state's businesses, conversely it may have also acted as something of a wakeup call for the heretofore sleepy manufacturers in the region. The harsh privations induced by this conflict no doubt brought the realization that the South had formerly depended much too heavily upon agriculture alone for its livelihood. So it was that with the introduction in the 1870s and 1880s of the railroad to greater portions of the state, Buncombe County like many of its neighbors resumed some semblance of manufacturing growth.

Given the agricultural preoccupation of North Carolina and its neighbors during the antebellum period, it is no wonder that manufacturing and urbanization in the region were little advanced by this date. Towns remained small and population growth was rarely mercurial. Buncombe County provided something of an exception to this slow rate of growth. By 1880, the population of Buncombe included 21,910 people, a total that placed it among a minority of Western North Carolina counties (1st out of 7) whose populations exceeded 10,000 persons by that date. In addition, Buncombe County ranked first in total population out of all 23 counties in the western mountain region (Van Noppen and Van Noppen 1973:20). Similarly, the population of Asheville increased from 1500 in 1870 to 2600 by 1880 (Bishir *et al.* 1999:261).

The Railroad in Western North Carolina

Within the Western North Carolina mountains the coming of the railroad marked the beginning of a new era. Though Southern Appalachia may have been one of the last regions in the Eastern United States to embrace the Industrial Age, with the advancing railroad system linking even the most remote mountain cove to the largest of urban centers, it was left little choice but to join the modern era. If the heretofore rural and backward mountain family did not find this new union entirely necessary for its survival, the urban industrial machine very much did. It was the rich and often untapped resources of late nineteenth-century Appalachia that increasingly came to provide the fuel (water, timber, minerals) necessary to feed the appetite of capitalist expansion and industrial growth.

Railroads were not new to North Carolina by the fourth quarter of the nineteenth century. An east to west railway across the entire state had been proposed as early as 1826. However, the line from Goldsboro through Greensboro and on to Charlotte constructed in 1848 as the North Carolina Railroad would be the first abbreviated attempt to realize this earlier dream. Shortly thereafter, in 1854, construction began on east and west extensions of this initial section, from Goldsboro to Beaufort Harbor and from Salisbury to the Tennessee line. Though several other routes were proposed for the western mountains, including an extension of the planned Western North Carolina Railroad that would run from Asheville to Paint Rock in the Madison County area, very few miles of track had actually been laid by the beginning of the Civil War. Some small progress had been made by 1861, but none of the track extended across the Blue Ridge. Instead, the line ended abruptly east of Morganton (Hobbs 1958:144-146; Blackmun 1977:321-324).

Railroad lines from South Carolina and Virginia had penetrated the State of North Carolina at even earlier dates, and their success was even more evident following the war. At the end of this conflict, the unfinished North Carolina Railroad was shackled with debt, and it was the Richmond and Danville Corporation of Virginia that bought and leased much of the former railway and carried it to completion. Through a variety of leases and extensions the line eventually became the Southern Railway which serviced more North Carolina locations than any other system (Hobbs 1958:144-146). To reach the North Carolina mountains, the Southern Railway eventually extended from Goldsboro west to the Tennessee line via Raleigh, Durham, Burlington, Greensboro, Winston-Salem, Statesville, Hickory, Morganton, Marion, Asheville, etc. In October of 1880, the first train to cross the Blue Ridge Mountains in North Carolina with a destination of Asheville effectively linked the mountain region with the more industrial east. Eventually the Southern Railway line also extended to the southwest as it passed through Bryson City (or Charleston) in 1884, then on to Murphy and the Georgia state line. From 1880 to 1915, six major trunk lines and literally thousands of miles of ancillary track were constructed throughout these southern mountains. Many of the smaller branch lines were never intended to be permanent, but served for the immediate extraction and exploitation of local resources (Boland *et al.* 1979:65-69).

Plans for a railroad extension through Buncombe and Madison Counties dated from as early as 1837, but the realization of any one of these several plans would wait until after the war. During the late 1840s, in his capacity as Director of the Greenville and Columbia Railroad James McConnell Smith had been an early proponent of introducing the railroad to the region (Iobst 1999:9). Still, the completion of track in the Buncombe County area would not follow until after his death. A section of the Tennessee line from Morristown reached Painted Rock in Madison County by 1868, but the vast majority of Buncombe's northern neighbor would have to wait until 1882 when the revival of the former Western North Carolina Railroad (WNCRR) produced a section of track arriving from Asheville in the southeast. For the most part, this new extension paralleled the former stock road of the Buncombe Turnpike along its course adjacent to the French Broad River. The Paint Branch extension of the Western North Carolina Railroad became the first to cross the Appalachian Mountains south of the Roanoke River in Virginia. It offered connections with the East Tennessee, Virginia, and Georgia Railroad and with the Knoxville and Ohio Railroad (Abrams 1976:54). The first train to reach Asheville finally arrived in the year 1880. By 1882, the western extension of the WNCRR from Asheville had reached Waynesville and by 1886 a southern extension reached across Saluda Gap into South Carolina. With the arrival of the railroad came an abrupt end to the autumn livestock drives through the southern mountains. Drovers were replaced by steam engines and stock cars that could transport the animals with greater speed, safety, and at less cost (Ager 1981:20; Underwood 1974:21). Other passenger and freight lines operating within the State of North Carolina have been the Norfolk and Western, the Norfolk Southern, the Atlantic Coast Line, the Seaboard Air Line, the Atlantic and East Carolina, and most recently the CSX Railroad (Hobbs 1958:144-146).

Figure 8 below offers a portion of an 1883 sketch that depicts a train of the WNCRR crossing the French Broad River at that same rail crossing that has been the most constant landmark of the current Wilma Dykeman Riverway project corridor. At that date the second bridge or that one located in the foreground of the drawing would have to have been Smith's Bridge. The view is to the north or downriver. Those houses and fields depicted on the west side of the river would have been located in the wider portion of the floodplain in the Craven Street area now occupied by the Western Carolina Stockyard. Although the railroad bridge across the French Broad has been a constant feature of the current project area since circa 1880, the flood of 1910 necessitated the replacement of the original wood and steel trestle with the concrete and steel bridge constructed later that same year only a few feet to the south of the original. Figure 9 presents a portion of one of the earliest maps of Asheville. This figure illustrates the location of the Western North Carolina Railroad along that portion of its corridor that ran through the current project area east of the west of Roberts Street, east of the French Broad River, and then crossing the river north of Smith's Bridge and Haywood Street.

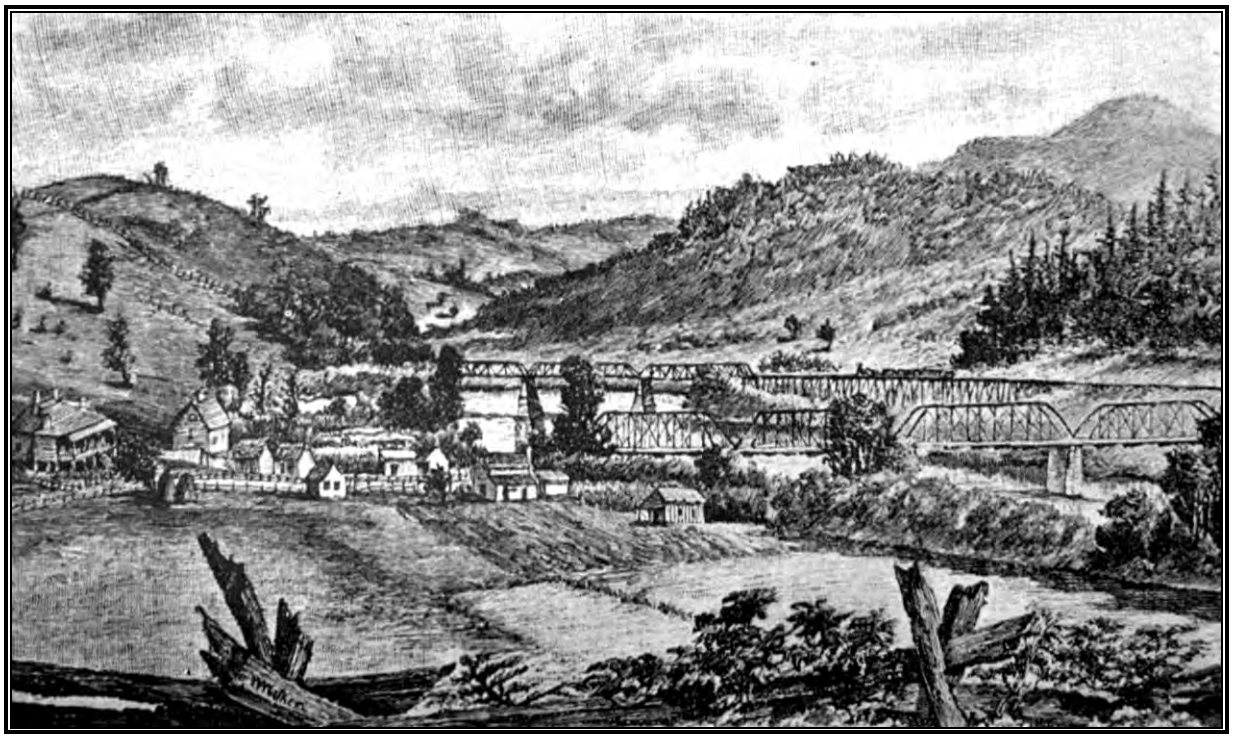


Figure 8. A portion of an 1883 sketch of the French Broad River at the Western North Carolina Railroad crossing and Smith's Bridge (in foreground). View to north.

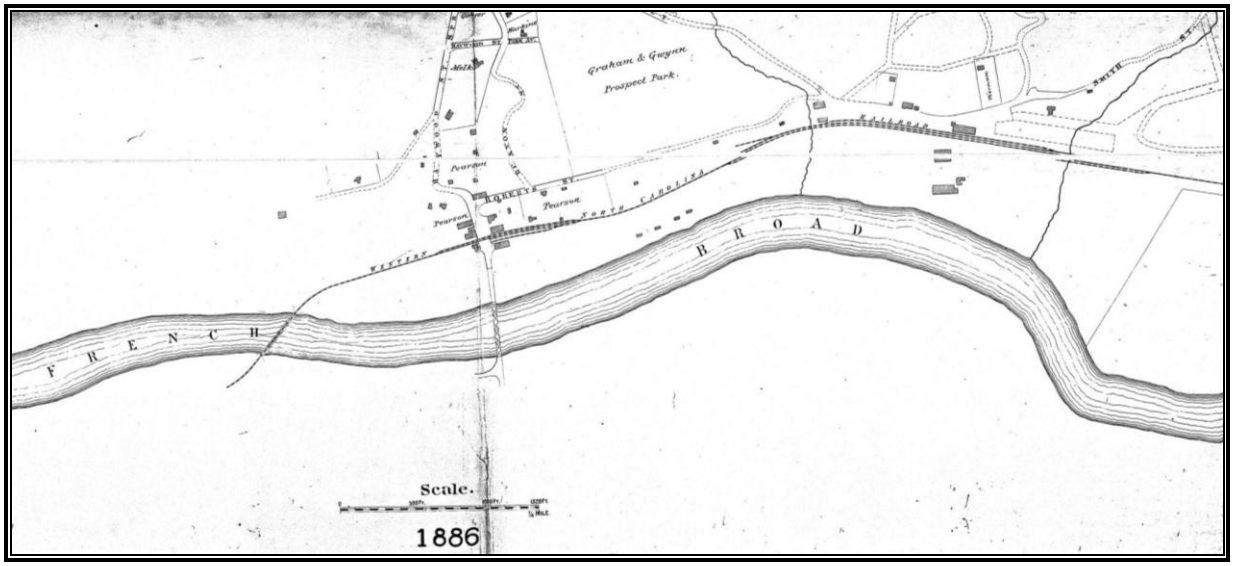


Figure 9. The River Arts District portion of the 1886 map of Asheville, North Carolina. Courtesy North Carolina Collection, Pack Memorial Library.

Expanding Industries in Western North Carolina

Elsewhere within the state, expanding manufactures and new industries found themselves linked to traditional resource bases. The cotton and tobacco crops

that gradually increased in production in the field found new markets and new factories in which to be processed. Still, not all manufacturing centers were new. Cotton mills, for example, were an early feature in the industrial landscape of North Carolina, the first such mill having been constructed in 1813 in Lincoln County. In 1880, of the 49 mills then operating within the state, at least 20 were survivals from before the war; and yet, these figures also speak of a doubling of the number of mills during this 20 year period. The rise of tobacco factories to process the crop from the field was perhaps even more dramatic in the postbellum years than the increase in cotton manufactures. The Duke family turned a sluggish prewar business into the American Tobacco Company in 1890, and by the turn of the century controlled nearly 75 percent of the country's tobacco industry. Similarly, in 1874 R.J. Reynolds, son of a Virginia tobacco planter, moved into the Winston area and eventually turned the R.J. Reynolds Tobacco Company into a manufacturing success story of nearly equal proportions. Towns like Winston-Salem, Reidsville, and Durham became important regional centers for processing tobacco (Powell 1989:407-410).

In Western North Carolina, the tobacco industry blossomed somewhat later than it did in the counties of the piedmont or coastal plain. Nevertheless, by the time that Duke and Reynolds had firmly established themselves east of the mountains, Buncombe County and its neighbors had become important producers of bright leaf tobacco. By 1880, when the Madison County seat of Marshall could boast of a population of no more than 150 people, one visitor noted, "This county is now wild over tobacco. The raising of this weed is proving remarkably profitable. Lands are increasing in value and labor is greatly in demand" (Van Noppen and Van Noppen 1973:51). Labor force demands were increasingly answered by tenant farmers, especially where the production of tobacco was concerned. For example, one Madison County landowner of the 1880s engaged 60 tenant farmers in raising tobacco on his property. By 1880, Asheville was the site of four different tobacco warehouses and on the whole, Buncombe ranked third behind Surrey and Madison counties in the production of tobacco. Despite these dramatic increases, tobacco production in these mountain counties fell sharply by the turn of the century. However, with the introduction of Burley tobacco to the area in 1923, Buncombe County and its neighbors began again to count tobacco as primary among their cash crops. Buncombe and Madison counties were again leaders within the region for the number of acres grown, the number of allotments secured, the number of farms producing tobacco, and the price per pound (Van Noppen and Van Noppen 1973:276-280).

A third industry developing in North Carolina during the late nineteenth century was furniture production, and unlike the other two it had little precedent in the area before the war. The White Furniture Company of Mebane was established in 1881 as perhaps the first significant manufacture of its kind in the state and region. Others, like the High Point Manufacturing Company and the Lenoir Furniture Factory both founded in 1889, soon followed and many were very successful. From 1899 to 1955 the number of furniture manufactures in the state

increased from 44 to just over 300 establishments (Hobbs 1958:120-121). The demand for affordable furniture was high, raw materials were plentiful, inexpensive, and close at hand, and labor was just as cheap and local. Most of these new manufactures sprang up along existing rail lines that facilitated not only the import of timber but the export of the final product. Asheville, Morganton, and Waynesville were three such communities of the mountain region that followed the example of those successful furniture manufactures in the east, while Lenoir formed a kind of regional center located at the base of the Blue Ridge Mountains. As a consequence of the development of this flourishing new industry, still other ancillary businesses sprang up to support it. Makers of plywood, varnishes, veneers, stains, glue, hinges, and a host of other furniture accessories also set up shop in the region (Powell 1989:410-412; Van Noppen and Van Noppen 1973:361-362).

A booming timber industry and the construction and expansion of sawmill operations were, of course, developments also closely linked to the new furniture manufacturing industry. Southern Appalachian farmers had always made use of the forests around them to answer their personal needs of shelter, warmth, and household and farm furnishings, but they also occasionally harvested small amounts of timber for commercial sale to provide cash income. Prior to 1890, cutting had been local and selective. A single saw mill might serve the entire county. Often these small individual or family-owned saw mills were combined with grist mills. After 1890, however, increasingly large-scale timber operations became commonplace in the southern mountains. By this date, much of the northern forests had been exhausted, yet the expanding furniture industry, a construction boom in residential housing, and the need for railroad ties to push track further west and further into rural America created an imperative need for new timber resources.

Ten years later, the cutting and processing of timber had secured its place within the economy of North Carolina as its second leading industry. Largely northern-based interests bought up huge tracts of land in the mountain counties of North Carolina with the intent of removing timber resources. Timber companies like the Foreign Hardwood Log Company of New York, the Dickson-Mason Lumber Company of Illinois, and the Tuskaseigee Timber Company also of New York acquired hundreds of thousands of acres in the Western North Carolina mountains. In Buncombe County, the Unaka Timber Company of Knoxville competed with Asheville Lumber and Manufacturing Company and the Asheville French Broad Lumber Company for these important timber resources (Boland *et al.* 1979:74-76). These timber companies represent only a few of the many firms operating within the Buncombe County area at the turn of the century. By the peak of timber production in 1909, the list had grown such that a small army of woodsmen was at work within the forests surrounding the immediate project area.

The timber boom in the Southern Appalachian mountains was largely over in most communities by the late 1920s. A number of factors contributed to the dramatic decrease in board feet removed from these mountain forests. By this date

the effects of the chestnut blight had removed from timber consideration those chestnut trees that had otherwise escaped the ax or saw blade. Many of the other most valuable hardwoods had already been taken. Finally, the Federal Government, informed of the dangers of over-timbering, stepped in to conserve and preserve vast acres of forested lands through the creation of National Forests, Parks, and Game Preserves. The National Forest Reserve Act of 1891 empowered the President to set aside millions of acres of timberland as protected public domain. What the act did not provide, however, were the funds necessary to purchase such lands. In March of 1911 Congress passed the Weeks Act to correct this oversight. This new legislation authorized the purchase of forested and timbered lands within important watershed areas. By the end of the same month, the USFS had already secured the approvals necessary for the creation of an Appalachian Forest Reserve with forested tracts located in the Pisgah, Nantahala, Mount Mitchell, and Yadkin areas of Western North Carolina (Boland *et al.* 1979:86-93).

Between the Pisgah and Nantahala National Forests, these reserves eventually came to include nearly 900,000 acres of protected forest lands. In 1916, President Wilson created the Pisgah National Game Preserve and in so doing promoted the development of the first significant wildlife management program in Western North Carolina. Finally, by the late 1920s and early 1930s, the region also included huge forest and wildlife reserves within the Great Smoky Mountain National Park and along the Blue Ridge Parkway. The former includes almost 270,000 acres in Swain and Haywood counties, nearly all of it forested, and the latter contains approximately 28,000 acres of forest buffer along the North Carolina and Virginia sections of the Parkway (Hobbs 1958:14).

If the introduction of the railroad during the last quarter of the nineteenth century brought northern timber men and other industrialists to the southern mountains, it also brought a tremendous increase in the number of seasonal tourists. By the mid-1880s, Asheville received nearly 30,000 visitors annually—a number that would increase to almost 50,000 by the turn of the century (Bishir *et al.* 1999:261). Some of those who first came to the area as tourists quickly returned as the founders of significant timber companies or as developers of residential and commercial interests. One of those to step from the train in Asheville during the late 1880s was George Washington Vanderbilt of New York. Though he came to the area on a temporary retreat for his health, his decision to make the Asheville area his home (or at least one of his homes) would ultimately have a profound and lasting effect on the city and region.

In 1883, Asheville included a total of 3,874 residents. Commercial enterprises included five general merchandise stores, the Bank of Asheville (the only such institution in town) and six hotels. There were seven dentists, eleven physicians, and not surprisingly twenty-six attorneys. The Town Tract had been dissected by some 38 streets by this date. Nine churches and seven schools completed the picture of a still young, but prospering Asheville (http://www.nchistoricsites.com/wolfe/wolfe.htm).

By 1910, the number of hotels in Asheville had risen to nineteen and the town's hotel and boarding house capacity ranged between 12,000-15,000 people. The Old Kentucky Home or "Dixieland" of Thomas Wolfe fame had been adapted to serve in this capacity since approximately 1890. Other boarding houses in the area at the turn of the century included the Dixie, the Colonial, the Elton, and the Belmont (later known as the Belvidere) while slightly further afield were Wyckoff Hall, the Lisbon, and the Ozark (Angley 1975:46).

By the late teens and 1920s the character of downtown Asheville had begun to change significantly. Areas that included such establishments as the Thomas Wolfe's Old Kentucky Home that had been dominated by hotels and boarding houses began to infill with commercial establishments, while some of the earlier residential and rental housing was converted or replaced entirely by these new businesses. By the beginning of the 1920s, Asheville's population had risen to include some 28,000 residents. Only 10 years later its population had nearly doubled to 50,000 residents and by this date Asheville received as many as a quarter of a million visitors annually (Bishir et al. 1999:263).

History of the River Arts District

The history of the River Arts District portion of the current Riverway corridor offered below relies heavily upon early maps and photographs of the project area. A majority of these images can be viewed at the North Carolina Collection of the Pack Memorial Library or are available for viewing online. A few of these images are curated in the D.H. Ramsey Special Collections at the University of North Carolina-Asheville. Recently, Neufeld and Neufeld (2008) produced a pictorial history of the River Arts District that also draws heavily from the collections curated at the Pack Memorial Library, while their work also includes a number of more recent photographs not included in the history outlined below.

As detailed more fully in the culture historical context outlined above, prehistoric occupation along the French Broad River floodplain in other portions of Buncombe County dates from at least the Early Archaic period (or ca. 10,000 years ago) and continued up until contact with Euro-American settlers by at least the late eighteenth century. Historic period occupation of the Wilma Dykeman project area almost certainly began to leave its mark on the project corridor by the late eighteenth century, while the corridor began to be developed in earnest as an industrial center for the City of Asheville following the introduction of the Western North Carolina Railroad in 1880. The 1883 drawing of the Western North Carolina Railroad and Smith's Bridge illustrated in Figure 8 above is one of the earliest depictions of the northern portion of the Wilma Dykeman Riverway project area (http://asheville and buncombecounty.blogspot.com). Although that portion of the Riverway located south or upriver from Smith's Bridge is not captured in this drawing, it is possible to describe this northern portion of the project area as virtually undeveloped in 1883 other than its inclusion of the railway line. Certainly the west bank of the river in the area that is now Craven Street appeared more

prosperous, if also somewhat still rural at that date by comparison to the east bank of the river. Yet, if the drawing had captured more of the east bank in that area between Smith's Bridge and points farther south, it would have almost certainly depicted a number of dwellings and commercial structures such as those illustrated for that area in Figure 9. This figure illustrates only the River Arts District portion of the larger 1886 City of Asheville map. In keeping with the sketch presented here as Figure 8 above, Figure 9 suggests that much of the French Broad River floodplain situated north of Smith's Bridge and West Haywood Street, and especially that portion located north of the WNCRR Bridge, remained little developed by 1886. In this area Figure 9 includes two dwellings located north of the intersection of Roberts and West Haywood streets. Another five structures are depicted in that area north of West Haywood Street and to the west and east of the railroad. Most of these structures along with three others located immediately south of West Haywood Street are of a size that suggests some commercial or industrial rather than residential function. Another such structure is illustrated as situated immediately south of West Haywood Street and east of Roberts Street. Farther south this 1886 map includes another nine small structures situated between the railroad and Roberts Street, as well as four other buildings of similar size located between the railroad and the river. Each of these 13 smaller structures likely represents a former dwelling. Still farther south in that area bracketed by two creeks and Depot Street to the north this map includes another six structures—each large enough to represent some commercial or industrial enterprise. The large rectangular structure situated immediately north of the railroad in this area was likely the earliest freight station of the new railroad line in Asheville, which later maps also suggest was located at this juncture. This freight station should not be confused with the railroad passenger station, which is not depicted on the 1886 City of Asheville Map. The southernmost of the two creeks in this area is that one named on more recent maps as Southside Creek and on earlier maps as Town Branch. The future railroad passenger station (if in fact not already constructed by this date, but inexplicably absent from the 1886 and 1888 maps) would be constructed almost immediately south of Town Branch and east of the railroad. The more northern tributary of the French Broad remains unnamed, but issued from an area east of Clingman Avenue (named Depot Street on the 1886 map) where it had been formed into a fish pond on the Cocke property. Neither Riverside Drive, nor Lyman Street is anywhere apparent on the 1886 map of Asheville. It is likely however that an unimproved trace or some dusty farm road passed at this date from north to south between the railroad and the river and in so doing provided access to those buildings located in this portion of the floodplain. It is of interest to note that at least three of the tracts of land located near the intersection of Roberts Street and West Haywood Street were at that time owned by "Pearson." Mr. Richmond Pearson and his wife Gabrielle established in 1889 their country seat at Richmond Hill approximately one mile north of the WNCRR Bridge over the French Broad River. Of final note on this 1886 map is that large tract of land located to the north of Roberts Street labeled "Graham & Gwynn Prospect Park." The Prospect Park tract was situated on the hill between Buxton Street to the north and that unnamed tributary of the French Broad to the south. Clingman Avenue (then labeled Depot Street) formed the northeastern boundary of

the tract. Over the next several years C.E. Graham (if not also his partner Gwynn) developed the hillside north of the current project area as a tract including company housing for the mill that Graham established near the intersection of Roberts Street and West Haywood Street.

In the year following the drafting of the 1886 map of Asheville, Lyman and Child (1887) sponsored *The Standard Guide to Asheville and Western North Carolina*. A.J. Lyman, presumably from whom Lyman Street takes its name, and Child were Asheville developers and real estate brokers. As such, perhaps they were eminently qualified to judge the fast-paced growth and development of Asheville in the last few decades of the nineteenth century. In 1887 they wrote, "Only forty-three years have elapsed [circa 1844] since Asheville was a little hamlet containing eighteen houses; it grew, by the year 1870, to be a village of fifteen hundred people, whose wants were supplied by eight or ten stores" (Lyman and Child 1887:17). At the time of their writing Asheville had grown to include some 8000 residents and they could imagine a city of twenty to thirty thousand citizens within the next decade or more. As part of their prediction for the future, Lyman and Child (1887:18) could envision "the river banks lined with manufacturing establishments of various kinds, giving employment to thousands of operatives." Although hyperbole seems to have been as common as punctuation in late nineteenth-century pamphlets like theirs, it may also be that as real estate men Lyman and Child had some foreknowledge of the development about to unfold along the French Broad River floodplain west of Asheville's center. They announced with confidence that, "Judging by what has been accomplished, and what is under way, the most roseate prophecies which have been made do not seem Utopian to the most conservative observer" (Lyman and Child 1887:18). To complete their description of the city's recent accomplishments they noted that, "The streets and many public and private buildings are lighted by electricity, and gas pipes are now being laid to furnish additional light. In addition to the improvements recently made, there will soon be a street railway and public schools." It is tempting to consider this 1887 reference to the electrification of Asheville and the installation of gas pipes for additional lighting as an indication that the Asheville Electric Company (later Asheville Power and Light Company and later still the Carolina Power and Light Company) was already on line by that year. If so, then this may be one of the earliest references to the power company that operated in the area that is now Twelve Bones Restaurant near the intersection of Riverside Drive and Lyman Street until at least the early 1950s. However, this facility does not appear on the 1886 map of Asheville. Nor is it included on the 1888 Sanborn Fire Insurance Map of Asheville. In fact, of the several sets of Sanborn maps specific for Asheville, it is the 1907 set of insurance maps that is first to include structures at this location, which at that time were labeled Asheville Electric Company, Light & Power Plant, and Gas Work. Note however, that an 1891 bird's-eye view map of Asheville discussed in more detail below does in fact include a depiction of the "Electric Light Plants" at this location.

The 1888 Sanborn map of Asheville is one of a series of maps produced by the Sanborn Fire Insurance Company. The Sanborn Company produced detailed maps

of Asheville dating from 1885, 1888, 1891, 1896, 1901, 1907, 1913, 1917, and 1925. However, the company also produced three different sets of maps based on the 1925 template (i.e., the original 1925 map, a 1925-1950 map, and a "1925; republished 1951" map set). The set labeled "1925; republished 1951" is the latest or most recent in the series. The matter is further complicated by the 1957 date that accompanies the cover page of the "1925; republished 1951" map set. Presumably the company included on this set of maps structures present in the area by at least 1956 (the date listed at the top of the first index page), if not up to and including 1957. That this is likely the case can be confirmed by a review of certain structures located within the current project area for which dates of construction are known. For example, the large tobacco warehouse located at 226 Lyman Street (GIS Parcel No. 5751) was constructed in 1954. This building is represented on Sheet 26 of the "1925; republished 1951" map set, but not on either of the earlier "1925" map versions. In any case, each set of maps specific for a given year includes a series of individual 8.5 x 11 inch map sheets. Sheet 1 of each year includes a map index that offers an overview of the various portions of Asheville that are then illustrated on each of the other sheets specific for that year, each of which is drawn at a larger, more readable scale. The 1885 map set is something of an exception in that it includes only two maps, neither of which represents an index overview map. Presumably Asheville at that time did not require more than two map sheets to capture the heart of the town. The 1888 set of Sanborn maps for Asheville has a total of five map sheets including the index overview map. By contrast, the 1925 Sanborn map of Asheville (as republished in 1951/1957) includes five index sheets and 323 individual map sheets. These insurance maps offer amazingly detailed plan view drawings of most of the current Wilma Dykeman Riverway project area from 1888 to 1956 and, provided one has a current library card, can be viewed and downloaded through the website www.nclive.org. However, a word of caution is in order. Any attempt to overlay individual sheets of these maps, specific for the same part of Asheville, but from different years or even from the same year is often an exercise in frustration. Nevertheless, these maps can be invaluable in defining the approximate location of former structures and the dates at which they were constructed or subsequently demolished. In most instances these maps also identify the function of each building depicted and provide structural details, as well.

The 1888 Sanborn map series of Asheville sheds some light on those structures located within the current project area that were illustrated on the earlier 1886 map of the city. For example, at least by 1888 those structures located north of West Haywood Street and west of the railroad are defined as a grocery and a restaurant. By this date the area west of the railroad also included a small blacksmith/woodworking shop and a one-and-a-half story dwelling located to the northwest of the restaurant, while adjacent to the French Broad River are several buildings associated with the Asheville Lumber and Manufacturing Company. The long rectangular structure that in 1886 is illustrated as located immediately east of Roberts Street and south of West Haywood is identified as a "Gen'l S." [General Store], while at this date another small grocery had been established a short distance to the south of the store. Of the three structures located east of the

railroad and north of West Haywood Street in 1886, one is identified in 1888 as another general store and the other two are listed as vacant. Of the three commercial or industrial structures located south of West Haywood, west of Roberts Street and to either side of the railroad, those two buildings located on the east side of and closest to the tracts are identified as structures associated with the Asheville Milling Company, and farther east the H.T. Collins & Company Ice Factory. The large rectangular building located to the west of the tracks is identified as a store offering agricultural implements and hardware. To the small number of dwellings illustrated in this area on the 1886 map the 1888 map added several more—often sharing the same alignment to Roberts Street as these earlier houses. Significantly, the 1888 Sanborn map offers the first detailed depiction of the cotton mill complex known as the C.E. Graham Manufacturing Company. The several buildings associated with this manufacture were located west of the railroad tracks, east of the French Broad, south of the hardware store noted above, and southwest of the Asheville Milling Company complex. By 1888 the area located between the river and the cotton mill also included a number of housing units (presumably for mill workers), including one single-story dwelling and a two-story, five-unit tenement house. A combination grocery store/dwelling was also added to the east side of Roberts Street by this date.

Farther south in that area bracketed by the two comparatively close-set tributaries of the French Broad River and west of Depot Street, the 1888 Sanborn map identifies some of those same structures illustrated on the 1886 map of Asheville. For example, in the area of that five-point intersection formed by Lyman Street, Clingman Avenue, Depot Street, and Roberts Street at least one of the structures depicted on the 1886 map was identified as Webster's Warehouse. The other structure located west of the warehouse and east of the tracks in 1886 remains unidentified. South of Webster's Warehouse and north of Depot Street was the French Broad Hotel and an adjacent storage building—both of which were also illustrated on the 1886 City of Asheville map, if not labeled as such. Still farther south along Depot Street and immediately east of the railroad tracks was a structure not included on the 1888 Sanborn map, but one whose location as depicted on the 1886 map make it a likely candidate for the earliest incarnation of the Asheville railroad freight depot (not to be confused with the later passenger depot located farther south). To the west of the tracks, west of this probable freight depot building, and east of the French Broad those three structures depicted on the 1886 map in this area are identified on the 1888 Sanborn map as associated with the Asheville Furniture Factory of Avery and Erwin. Parenthetically, at least a portion of the future Riverside Drive would initially be known as Avery Street—presumably named after this same Avery whose place of business was actually located closer to the future Lyman Street.

In 1891 the Wisconsin-based firm Ruger & Stoner published a lithograph by the Burleigh Lithographing Establishment of Troy, New York that offered a bird's-eye view of Asheville. The drawing offers a nearly 3-D view of Asheville of that year with precise depictions of dwellings, commercial and industrial buildings, roads, creeks,

vegetation, people in the streets, and smoke curling from innumerable chimneys. It is as close to offering the earliest aerial view of the city of Asheville as we might come without someone hovering over the town in a hot air balloon on a windless day or somehow combining the Wright Brother's invention of 1903 with a more modern camera. Figure 10 below provides a portion of this 1891 bird's-eye view map of Asheville with a focus upon that area of the map that includes the French Broad River floodplain and the area now called the River Arts District. The 1891 map and that portion of it illustrated here as Figure 10 offer views of the floodplain area extending from the Smith's Bridge at West Haywood Street in the north at the lower left corner of the map to a point in the south or lower right corner of the map that today would correspond with the area that now includes the former Hans Rees Tannery complex. While some of the same dwellings and businesses depicted on the 1886 map of Asheville and the 1888 Sanborn map continue to be represented on the 1891 bird's-eye view of Asheville, the latter map includes a number of new structures and provides both greater detail and better understanding of the former locations of some of these structures. Points of reference for the 1891 map include Smith's Bridge and West Haywood Street in the north, that five-point intersection formed by Lyman Street, Clingman Avenue, Depot Street, and Roberts Street (which we will refer to as 5-Points) at the center of the map and Town Branch (a.k.a. Southside Creek) located near the lower right corner of the map. Each of these reference points are much the same today, at least in terms of geographic location, as they were in 1891. Notice also that by this date Riverside "St." is now defined in that area between the French Broad River and Roberts Street, while Lyman Street is still absent. The bird's-eye view map also includes a legend or key that is tied to numbers attached to those important dwellings, commercial and industrial buildings, and churches featured on the map. Of significance among this listing is (from north to south or left to right) No. 15 Flour Mill, No. 16 Ice Factory, No. 12 Graham Manufacturing Company, No. 10 Electric Light Plants, No. 13 Asheville Furniture Factory, No. 9 Railway Depot, No. 24 Glen Rock Hotel, and No. 14 Planing Mills. Also likely present at this date and within the same area was No. 11 the Asheville Shoe Factory. However, on a map where windows are depicted as narrow vertical slits not unlike the number 11, this label is lost at least to our eyes. A closer inspection of the original map or a better copy of it than we possess would likely reveal the shoe factory location along the French Broad River in 1891.

In the area immediately south of West Haywood Street Building No. 15-Flour Mill is that same structure identified as the Asheville Milling Company on the 1888 Sanborn map. The structure was present but unlabeled on the 1886 City of Asheville map. That building labeled No. 16-Ice Factory in 1891 is the same as the H.T. Collins and Company Ice Factory of the 1888 Sanborn map and occurs on the 1886 map, but again is unlabeled. Building No.12-Graham Manufacturing Company is of course the same C.E. Graham Manufacturing Company and cotton mill complex depicted on the 1888 Sanborn map. This complex of buildings does not appear on the 1886 City of Asheville map. Present on the 1891 bird's-eye view map of Asheville is that structure listed as Webster's Warehouse on the 1888 Sanborn map in the 5-Points intersection. The structure is also present on the 1886

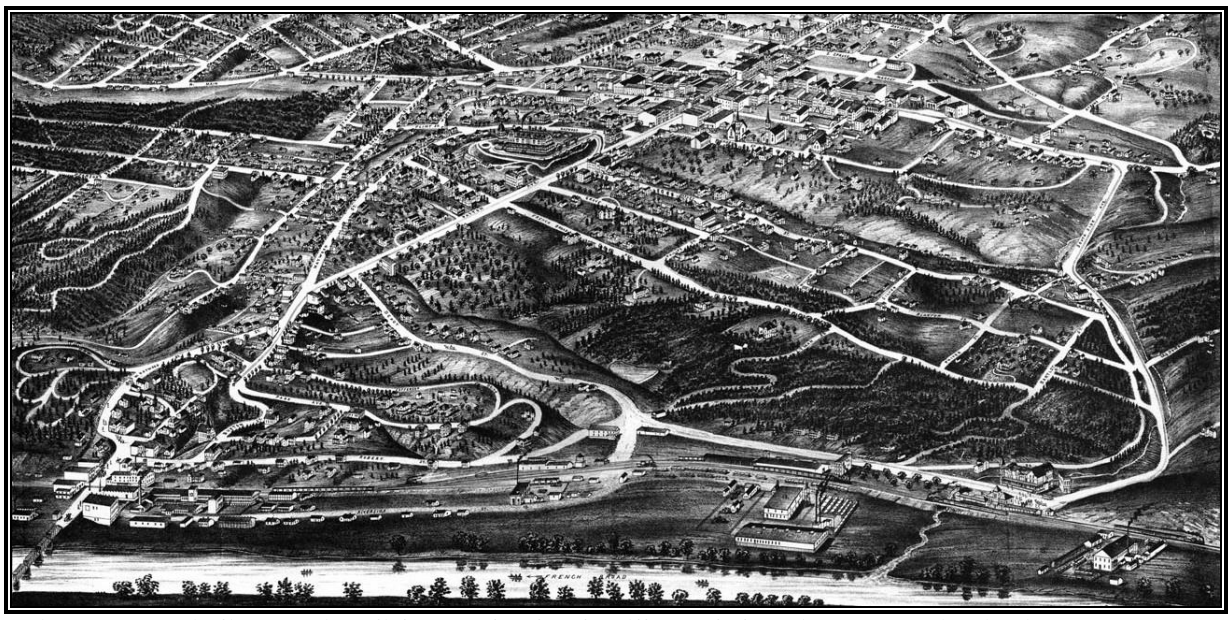


Figure 10. Bird's-eye view lithograph of Asheville and the River Arts District in 1891. View to the east. Courtesy North Carolina Collection, Pack Memorial Library.

map, but as in the case of the 1891 map is not labeled as such. Later maps identify Webster's Warehouse as the "Rumbough w.o." building. Illustrated for the first time in the area west and slightly north of the 5-Points intersection and west of the railroad tracks is the No. 10-Electric Light Plants. The French Broad Hotel that was located to the south of Webster's is not apparent on the 1891 bird's-eye view map, nor does it occur on the later 1891 Sanborn map of the area.

The structure identified in Figure 10 above as No. 9-Passenger Depot does not occur on either the 1886 or 1888 map of the area. However, the freight depot is apparent on both earlier maps. This freight depot is also represented on the 1891 bird's-eye view map, but is not numbered or labeled. It is illustrated as located on the east or opposite side of the tracts as No. 13-the Asheville Furniture Manufactory. The latter complex of buildings is represented on the 1886 map of Asheville as three separate structures situated halfway between the river and the railroad and is illustrated on the 1888 Sanborn map as a map inset labeled Asheville Furniture Fac. Avery & Erwin. A tall narrow structure is depicted a short distance to the south of the freight station and east of the Asheville Furniture facility. This tall building remains unidentified, but may have served as a general store or grocery. Farther south and almost immediately south of Town Branch is No. 9-the Railway Depot or passenger depot. As noted above, this structure does not appear on either of the earlier historic maps of the area, but it is illustrated for the first time on the 1891 Sanborn map as an inset. As detailed more fully below, this earliest version of the Richmond and Danville Railroad passenger station in Asheville was a comparatively short-lived affair. Constructed by circa 1890 it was demolished only 14 years later in 1904. A second and significantly larger passenger depot was then constructed

largely within the same tract, but for the most part located slightly farther to the northeast than the original. Both of these two early passenger depots were located just south of Town Branch (a.k.a. Southside Creek) and within what is now a vacant lot at 401 Depot Street (GIS Parcel No. 3978).

Illustrated on both the 1891 bird's-eye view map and the 1891 Sanborn map as an inset is No. 24-the Glen Rock Hotel located opposite or east of Depot Street and the first passenger depot. As apparent from the 1891 bird's eye view map of Asheville, the Glen Rock Hotel was a substantial structure capable of accommodating as many as 125 guests (Neufeld and Neufeld 2008:79). Built in 1889 by A.G. Hallyburton, the Glen Rock Hotel was opened to guests in 1890 and significant additions were made in 1902. The hotel was demolished in 1930 and replaced that year by a new Glen Rock Hotel, which today is located at 408 Depot Street and serves as the location of the Fine Arts League of the Carolinas.

The substantial complex of buildings associated with the No. 14-Planing Mills illustrated on the 1891 bird's-eye view map of Asheville and located south of Town Branch, south of the railroad passenger depot, and between the tracks and the river appears to have been a recent construction by that date. No such planing mill occurs on the earlier 1886 or 1888 maps of the area. Greater detail provided by the 1891 Sanborn map makes it possible to identify the planing mills (No. 14) illustrated on the 1891 bird's-eye view map as the P.A. Demens [or Demen] Wood Working Company. The 1891 Sanborn map includes a drawing of this mill complex as an inset with no other clues as to location other than that the mill was situated directly west of the railroad tracts. However, the arrangement and size of the several buildings included in this complex matches very closely those illustrated as the No. 14-Planing Mills of the 1891 bird's-eye view map of Asheville. Yet another wood working/lumber business labeled the French Broad Lumber Co. is also illustrated on the1891 Sanborn Map as an inset. As in the case of the Demens complex, its location is difficult to define other than its position along the French Broad River at a point where the width of the floodplain between the riverbank and the railroad was comparatively narrow. The precise location of this particular mill complex remains unknown. As for the P.A. Demens Wood Working mill complex, it is possible to determine from the scale of the 1891 bird's eye view map of Asheville that this expansive mill operation was located at a distance of approximately 720 to 1040 feet south of Town Branch. At these distances the Demens mill complex would have been situated for the most part within that tract (GIS Parcel No. 9759) now owned by BD90 LLC at 339 Old Lyman Street. The multiple buildings associated with the Hans Rees Tannery, whose earliest construction dates from circa 1900, were either situated only a short distance to the south or may have even replaced some of those associated with the Demens Wood Working complex. Thus, the full southern extent of the 1891 bird's-eye view map reaches a point along the French Broad River floodplain near the approximate center of the future Hans Rees Tannery complex.

Unless the Demens Wood Working complex closed with Demens departure from Asheville in 1892 for California, the P.A. Demens wood working operation likely

changed hands by that date. Apparently something of a restless soul, Russian-born Peter A. Demens founded the town of St. Petersburg, Florida before taking up residency in Asheville. By some accounts he had come to the area to work as an architect for George Vanderbilt. He is credited as the builder of an earlier version of Asheville's Federal Building (now destroyed) and a similar structure in Statesville. Demens was also the builder of the Demens-Rumbough-Cawley House located at 31 Park Avenue in Prospect Park on the hill east of and above Roberts Street. An eclectic mix of Queen Anne, Italianate, and Eastlake motifs, with a Japanese dove-tower exhibiting ship-like portholes thrown in by a subsequent owner for good measure, the house is nothing if not architecturally interesting. The location of the P.A. Demens Wood Working Company along the French Broad River as inferred above is confirmed by an 1892 sketch map of Asheville. As illustrated in Figure 11 below, the "Demen Woodworks" is listed as Number 23 in the map index and located to the south of Number 9—the Passenger Depot and Number 8—the Glen Rock Hotel. Also featured on this 1892 sketch map is that same Ice Factory located at the intersection of West Haywood and Robert streets. Present, but unlabeled on the 1886 City of Asheville map, labeled the H.T. Collins and Company Ice Factory on the 1888 Sanborn map and the No. 16-Ice Factory on the 1891 bird's-eye view map of Asheville, the 1891 Sanborn map names this facility the Asheville Ice and Coal Company. The Freight Depots [plural] of the WNCRR (by this date a subsidiary of the Richmond and Danville Railroad) are referenced as Number 19 and illustrated between the 5-Points intersection to the north and the Passenger Depot to the south. The Graham Cotton Mills complex is listed as Number 20 and the A. Furniture Company is illustrated as Number 28. The location of the latter business is illustrated in Figure 11 as located to the north of the 5-Points intersection, but this may be in error. The 1891 bird's eye view map of Asheville puts the Asheville Furniture Manufactory west of or opposite the freight depot at Number 19. By 1891, the structures located in that area labeled Number 28 in Figure 11 were listed on the bird's-eye view map of that year as associated with the "Electric Light Plants." The 1892 sketch of Asheville illustrated as Figure 11 above does include mention of the "Electric Light Works" as Number 24 and the "Gas Works" as Number 26. However, unless we have misread the index, Numbers 24 and 26 are not to be found along the French Broad River. Yet, the building or buildings located in the area of Number 28 (as illustrated in Figure 11) by all other accounts should be those attributed to 24 and 26 (i.e. the Electric Light Works and the Gas Works).

Also of interest on the 1892 sketch of Asheville is the CLIVEDEN label attached to that area located north of Hill Street and east of the railroad crossing of the French Broad at the north end of the current project area. Lyman and Child (1887:26) describe Cliveden as "the name of a charming wooded hill to the right of Patton Avenue, just before it slopes to the river." From this height of ground one might "enjoy a view of the French Broad River, both up and down stream. From this hill may be seen Tahkeeostee, Richmond Hill, Connally's View, Beaucatcher, Battery Park, and other points" (Lyman and Child 1887:26). Of particular interest in Lyman and Child's list of points of interest are Connally's View and Tahkeeostee. The former refers to the estate of Colonel John Kerr Connally known as Fernihurst

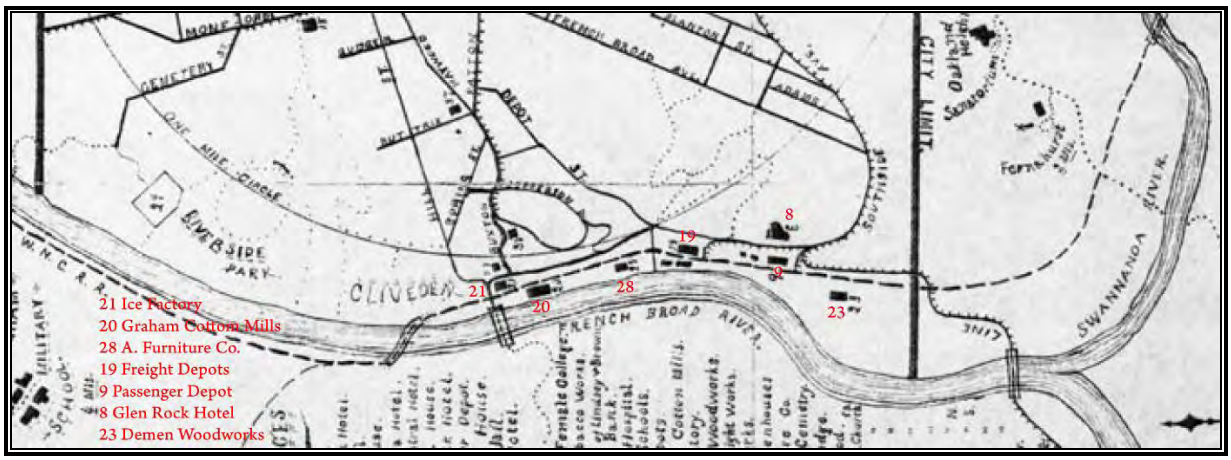


Figure 11. A portion of an 1892 sketch map Asheville and those businesses operating along the French Broad River floodplain. Courtesy North Carolina Collection, Pack Memorial Library.

located on the high ground above the French Broad River just south of the Smith-McDowell House and on the present-day campus of the Asheville-Buncombe Technical Community College. "The view from the house and grounds" rhapsodize Lyman and Child (1887:24) "is probably the most pleasing of its kind in the entire region." Figure 12 below offers that same perspective that Lyman and Child refer to as Connally's View. It includes a view of the confluence of the French Broad and Swannanoa rivers and the metal trusses of a narrow gauge bridge spanning the greater width of the French Broad. The Swannanoa joins the French Broad through the tree line located to the left of the bridge. The wide field located to the south of the French Broad River and west of the Swannanoa is that portion of the Biltmore Estate that includes archaeological site 31BN12—a large Middle Woodland period village site. Five cars of the Richmond and Danville Railway are visible in the lower left of the photograph. Alternatively, these cars may be part of the electric street car railway that closely paralleled this portion of the Richmond and Danville line before crossing over the bridge that spans the French Broad. The caption attached to this photo in the North Carolina Collection suggests that it dates from some point between the years 1889 and 1895. The 1892 sketch of Asheville (a portion of which is illustrated as Figure 11 above) indicates that by that date this bridge over the French Broad was used to extend electric rail service between Asheville and West Asheville. No such tracks are visible in Figure 12 and therefore the photo likely dates from circa 1889-1891. Figure 13 provides virtually the same perspective as Figure 12, but from greater height. This aerial photograph dates from August of 1960. Meadow Road runs from left to right across the center of the photo and joins Lyman Street at Carrier Bridge. Amboy Road can be seen extending west along the north bank of the French Broad from the west end of Carrier Bridge. The North Carolina Collection caption attached to this photo notes that Carrier Bridge across the French Broad dates from 1951 and that the "Old roundhouse is now … mostly converted to warehouse space." The Southern Railway—now Norfolk Southern Railway—Roundhouse was constructed in 1926 (Bishir et al. 1999:286). Swaim

Figure 12 (top). Connally's View from Fernihurst with Carrier Bridge over the French Broad River in circa 1889-1895. View to west. Courtesy North Carolina Collection, Pack Memorial Library.

Figure 13 (btm). A 1960 aerial view of the Norfolk Southern roundhouse with Carrier Bridge across the French Broad River. View to west. Courtesy North Carolina Collection, Pack Memorial Library.

(1981:169) notes that of the 25 bays included in this reinforced concrete, hollow tile, and brick structure only seven are now in use. Prior to the 1926 construction of the roundhouse at Meadow Road an earlier roundhouse with half as many bays was located further north, east of Old Lyman Street, and south of Town Branch. Sanborn maps indicate that this earlier roundhouse was constructed around 1907 and was likely demolished with the introduction of the new roundhouse at Meadow Road in 1926. This extant Norfolk Southern Roundhouse and Carrier Bridge effectively mark the southern end of the River Arts District portion of the current Wilma Dykeman Riverway project area.

In addition to their mention of Connally's View at the south end of the current project area and Cliveden at its north end, Lyman and Child (1887:24) also refer to "Tahkeeostee Farm" as a point of interest that extended "along the river opposite the railroad station" and from which there are "extensive drives … from which may be obtained fine views of the city." Dykeman (195515) explains that one of the several Cherokee names for the French Broad River was Agiqua, while that portion of the river that includes the rapids below Asheville they called Tahkeyostee or Tah-kee-os-tee. The word means "Where they race" or Racing Waters (Dykeman 1955:41, 194). Apparently the name Tahkeeostee (elsewhere Tahkeeoskee) was adopted by a nineteenth-century landowner who named his property located adjacent to the French Broad River and opposite the Asheville railroad station Tahkeeostee Farm. The North Carolina Collection at Pack Memorial Library includes an early photograph estimated to date from 1886-1904 originally published by T.H. Lindsey and titled "Asheville from Tahkeeostee Farm" (Figure 14 and cover). The North Carolina Collection also includes an 1890 postcard entitled "Asheville and French Broad from Tahkeeoskee Farm," but the quality of this postcard is inferior to that provided by the Lindsey photo—offered here as Figure 14 and enlarged in part in Figure 15 below. This photograph is undoubtedly the earliest view so far discovered of a significant portion of the French Broad River floodplain on the east side of Asheville. As such it presents a photographic illustration that is nearly the equal of the 1891 bird's eye view (see Figure 10) of this portion of the current Wilma Dykeman Riverway project area. In fact the two complement one another very well. The date of circa 1886-1904 that the North Carolina Collection attaches to the Lindsey photograph is based on the occurrence near the center of the photo of the Battery Park Hotel in its earliest incarnation. Lyman and Child (1887:66) noted that the hotel was constructed in 1886 and enlarged in 1887 and that it was capable of accommodating 500 guests. Named after the Confederate battery constructed at this site in the 1860s for the defense of the city, they noted that the old breast-works survived up to the time of their writing and were at that time preserved as flower beds. The occurrence of the earliest version of the WNCRR passenger station near the lower right hand corner of the photo indicates that it was taken prior to 1904—the date at which that structure was demolished. Precisely when this earliest Asheville passenger station was constructed is not currently known (at least not to us), but certainly it would not have been built much before October of 1880—the date at which the WNCRR first reached Asheville. If Lyman and Child's 1887 reference to "Tahkeeostee Farm" as situated "along the river opposite the railroad

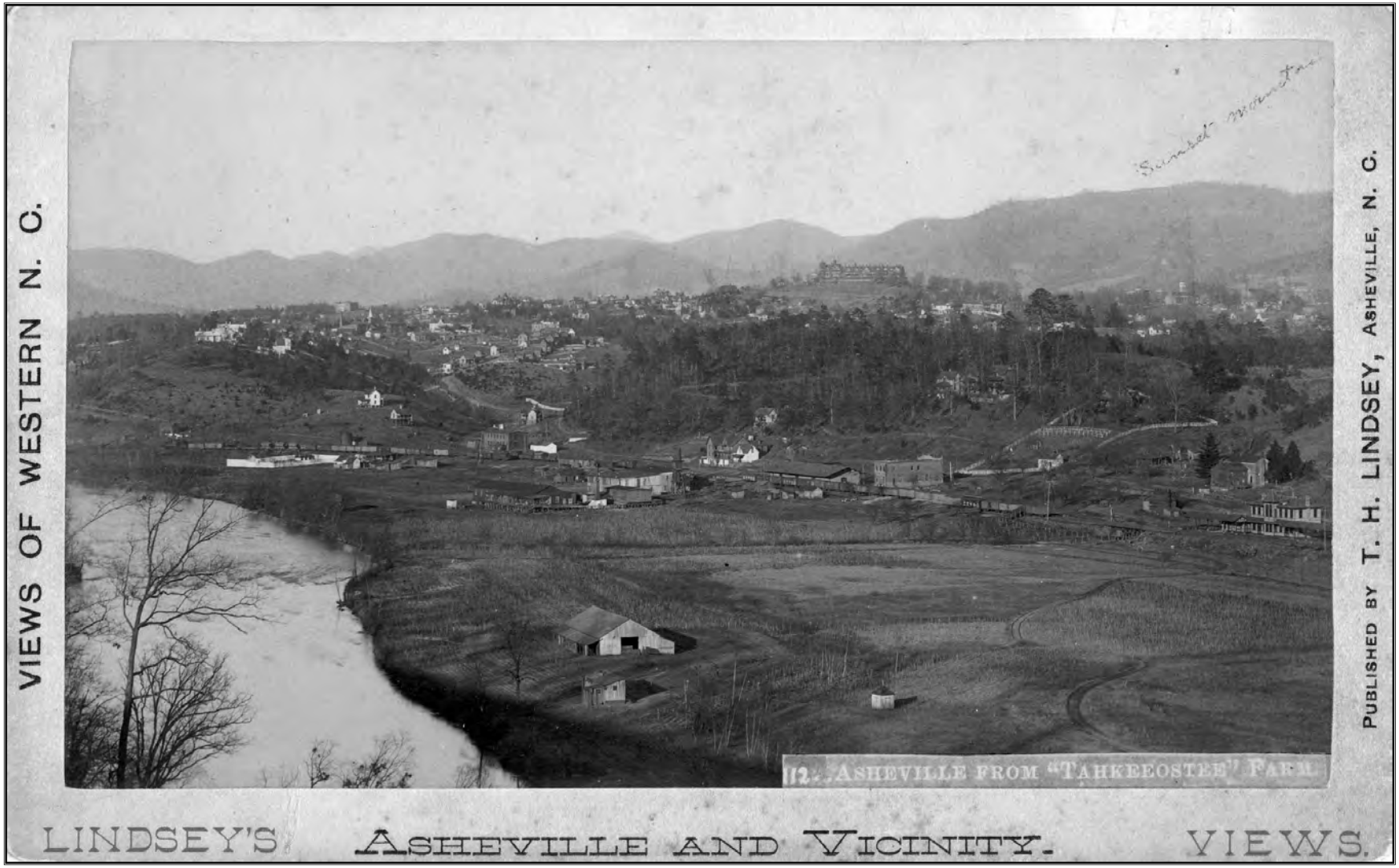


Figure 14. Lindsey's circa 1886-1890 view of Asheville and "Tahkeeostee" Farm on the French Broad River. View to northeast. Courtesy North Carolina Collection, Pack Memorial Library.

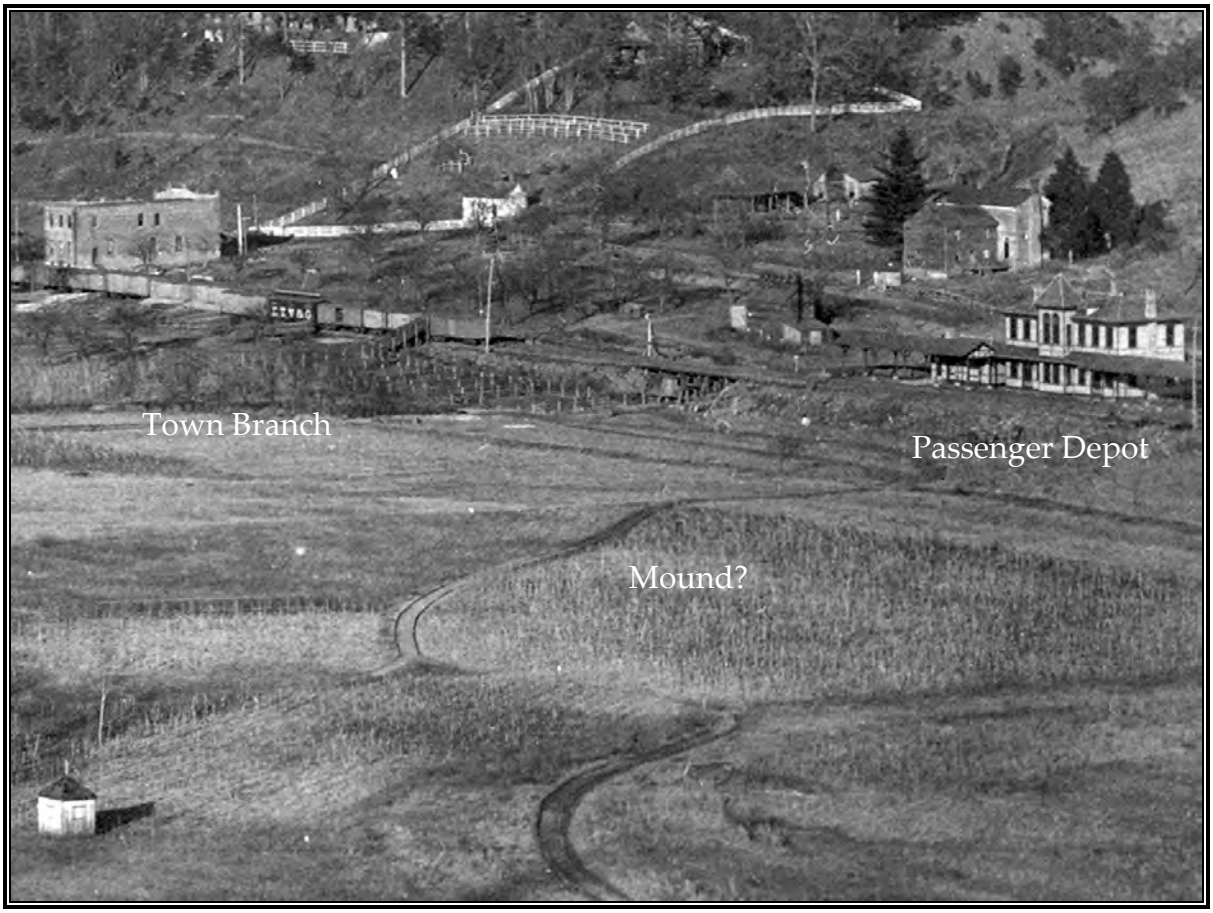


Figure 15. Close-up view of early railroad passenger station (upper right) and possible Indian mound (center). Courtesy North Carolina Collection, Pack Memorial Library.

station" is a reference to the early passenger station and not the freight station located approximately 650 feet north of it, then we can conclude that the passenger station dates from at least 1887. However, if we can trust the 1886 map of the City of Asheville (see Figure 9), then only the freight station had been constructed along this portion of the French Broad River floodplain by 1886. The area south of Town Branch was conspicuously empty at that date. In short, we would recommend a date of circa 1887 to 1890 for the Lindsey photograph presented here as Figure 14. The 1890 date is recommended by the absence of certain buildings and factory complexes along this portion of the French Broad River floodplain that are identified as very much present in the 1891 bird's-eye view of this area. However, before a case can be made to support this contention, it is necessary to point out a number of key reference points in Figure 14. In addition to the railroad passenger station noted above as located along the right margin of the photo, the freight station can also be seen to the north or left of the passenger station as that long rectangular structure situated immediately behind the parked train cars and west of that two-story brick structure on Depot Street. East and uphill of this unidentified brick

building (probable store) is the white boundary fence of that tract identified on the 1886 map of Asheville as the property of "Piernan" or "Pieman." Note that the course of Town Branch issues from beneath a low wooden bridge or trestle almost immediately north of the passenger station and continues as a dark line against tall corn from this trestle to the river's edge. The single-story wooden dwelling, expansive barn, and hip-roofed outbuilding apparent in the foreground of Figure 14 and located adjacent to the French Broad River were not recorded on the 1891 bird's-eye view of the same area. Conversely, none of those structures associated with the No. 14 Planing Mills (a.k.a. the Demens Wood Working Company), which the 1891 bird's-eye view map indicates were located between the river and the railroad in that area south of the passenger depot, are apparent in the lower right of the Lindsey photograph. It may be that the mill complex, like the Glen Rock Hotel located on the opposite side of Depot Street from the passenger station, are just out of frame in this early photo. However, the absence of the single-story dwelling, barn, and outbuilding in the field south of Town Branch and west of the passenger station from the 1891 bird's-eye view map can only be explained by their destruction at some point prior to the drafting of that map. Thus, it is very likely that the Lindsey photo dates to some point before 1891.

Figure 15 above offers a close-up view of a portion of the Lindsey photograph illustrated more fully in Figure 14. Architectural details of the early passenger depot are more easily discerned in Figure 15. Notice also the low bridge or trestle of the railroad as it crosses over Town Branch almost immediately north of the passenger station. This creek (labeled Southside Creek on modern topographic maps) is a constant landmark and point of reference for many of these early photographs, plan drawings, and maps. Finally, notice the significant rise in the central portion of the floodplain just west of the passenger depot and south of Town Branch. In Figure 15 a narrow farm road can be seen to twist its way across the river terrace from southwest to northeast, then turning more to the east the road suddenly climbs up and over a prominent rise in the floodplain. Does this mound-like rise represent a natural or artificial feature in the otherwise level cornfield south of Town Branch? It will be remembered that Sondley (1930:1, 32-33) spoke of a Shawanoe Indian town located at the mouth of the Swannanoa River [at Carrier Bridge] and also "mounds formerly on both sides of the Swannanoa near its mouth." On the south side of the Swannanoa River near its confluence with the French Broad, Sondley had his choice of mound sites. That is to say there is the prominent, conical rise in elevation apparent to even the most casual observer located on that same portion of the floodplain as 31BN12, which for some unexplained reason is not represented on modern topographic maps, and there is the less than obvious rise in the floodplain farther east along the Swannanoa that has in recent years been confirmed as a Middle Woodland period mound within the larger 31BN174 archaeological site area (see Figure 1 and Archaeological Context below). In any case, that leaves at least one other Indian mound reported by Sondley as located on the north side of the Swannanoa near its mouth unaccounted for. The prominent rise in the French Broad River floodplain apparent in Figures 14 and 15 lies approximately 0.8 miles north of the confluence of the French Broad and Swannanoa rivers. At such a

distance it may not qualify as that one mentioned by Sondley as "formerly" located on the north side of the Swannanoa. That he should refer to one or both mounds as having been formerly located in this area does not bode well for the survival of one or both. Rather, his description implies that one or both mounds were no longer in existence at the time of his writing in 1930. Certainly the mound-like rise apparent in Figures 14 and 15 is no longer a part of this portion of the French Broad River floodplain. The area that formerly included this significant rise along the French Broad river terrace lies to the east of the north end of that massive tobacco warehouse located at 226 Lyman Street and within the limits of the Norfolk Southern Railway property. Access to this tract for the purposes of archaeological survey was not granted, but a surface reconnaissance of the area reveals a mostly level lot dominated by asphalt pavement and numerous rail lines. There is however a rise of several feet from the surface of Old Lyman Street to the railway tracks located farther east. That some of this difference in elevation is artificial is apparent from the low retaining wall that flanks much of this portion of Old Lyman Street. While there is no longer a prominent mound-like structure apparent in this part of the floodplain, the long uniform rise in elevation within this fenced Norfolk Southern tract does beg the question of whether or not some portion of the former mound (whether natural or artificial) still survives beneath this modern fill.

Returning to the discussion of the larger French Broad floodplain as illustrated in Figure 14, there is additional proof that this Lindsey photograph dates to some point prior to 1891. That this is in fact the case is also suggested by similar instances of differences between the presence/absence of buildings and/or complexes of buildings farther north along the floodplain. For example, the Lindsey photograph captures what may be one of the only images of the French Broad Hotel. In Figure 14 the former hotel and a white-painted ancillary structure are located near the very center of the photograph and northeast of the railroad freight depot. Figure 16 offers a close-up view of the central portion of the Lindsey photograph and illustrates the locations of the railroad freight depot, the French Broad Hotel, Webster's warehouse, and the Asheville Furniture Factory of Avery and Erwin. Note that Webster's warehouse (later Rumbough's warehouse) stood at the 5-Point crossroads where Lyman Street, Depot Street, Roberts Street, and Clingman Avenue now intersect. The 1891 bird's-eye view map of Asheville includes this intersection, Webster's warehouse, the freight depot, and the furniture factory, but the French Broad Hotel is nowhere to be seen on that map, nor did it survive to be recorded on the 1891 Sanborn map of that area. Instead, at least on the 1891 bird's-eye view map, a series of three nearly identical row houses are drawn in the vicinity of the former hotel.

Figure 17 pans still farther to the north and left in the Lindsey photograph of Tahkeeostee Farm and offers a close-up view of that portion of the French Broad River floodplain that by at least 1891 included the first structures associated with the Asheville Electric Company (later Asheville Power and Light Company and later still the Carolina Power and Light Company). In the area at the center of Figure 17 where the walls of a brilliantly white house join the equally white palings of a fence

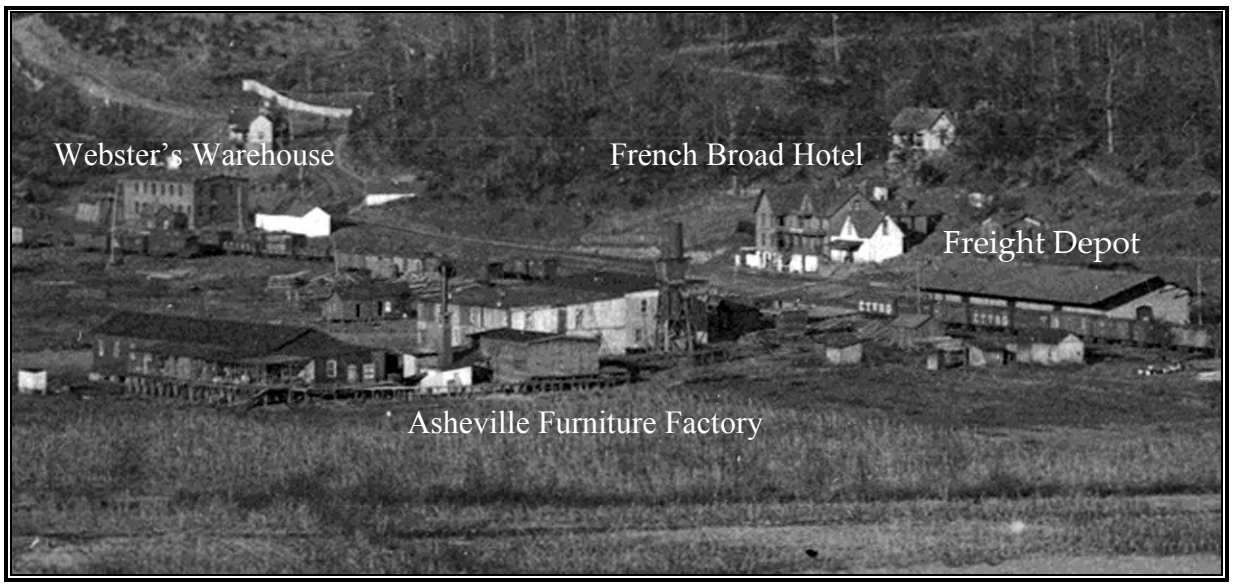


Figure 16. Close-up view of early railroad freight depot, French Broad Hotel, Webster's Warehouse, and Asheville Furniture Factory. Courtesy North Carolina Collection, Pack Memorial Library.

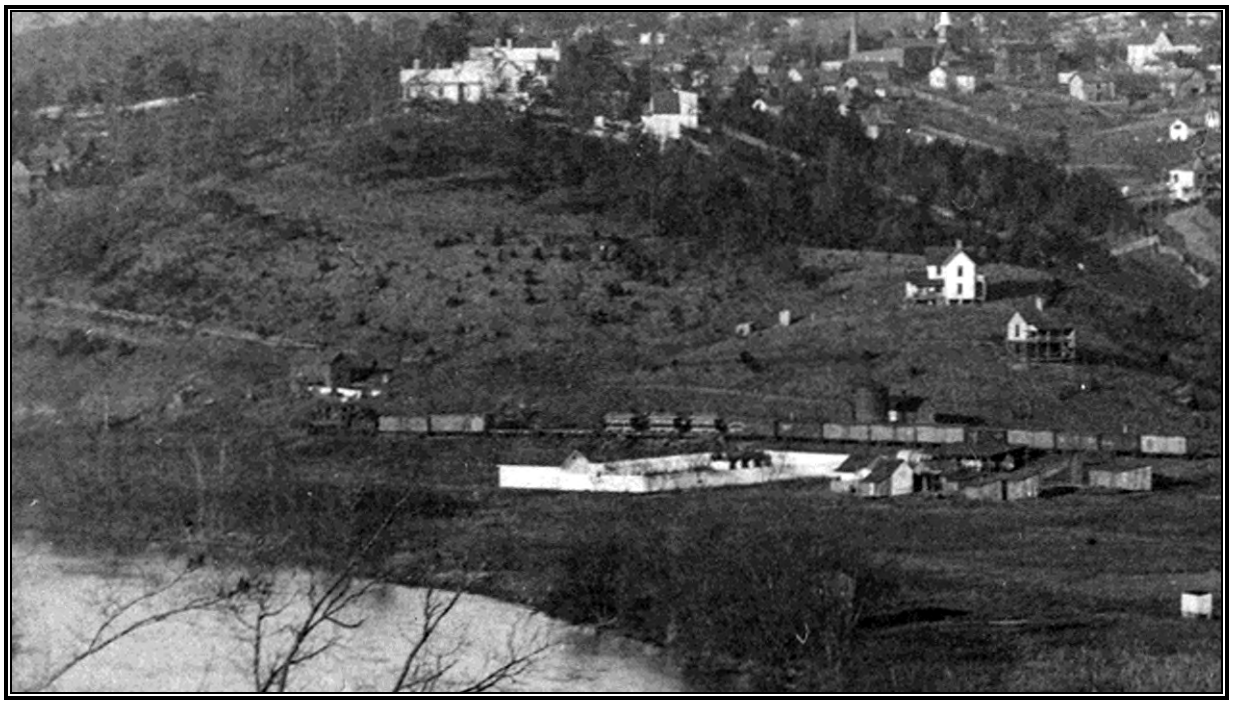


Figure 17. Close-up view of the northernmost portion of the ca. 1886-1890 Lindsey photograph of Tahkeeostee Farm. Courtesy North Carolina Collection, Pack Memorial Library.

to form a large rectangular compound, the 1891 bird's-eye map of Asheville illustrates a tall brick structure with an even taller chimney stack, which along with a number of smaller structures are labeled No. 10-Electric Light Plants. Most of the several largely unpainted wooden structures featured in Figure 17 and located east of the white-fenced compound do appear on the 1891 bird's-eye map, as does the rounded water tank that can be seen on the east side of the railcars east of the white-fenced compound. A long, rectangular building is illustrated on the 1891 map as located immediately north of the water tank. Such a structure is clearly not present on the circa 1886-1891 Lindsey photograph in Figure 17. Finally, note the steep hillside located almost immediately behind the water tower and most other points east of the railroad line. This slope grows exceedingly steep as one travels farther north up the line. While a single unpainted house and its attendant clothes line with sheets drying can be seen on that hillside, the construction of any other dwellings or commercial or industrial buildings on that slope would seem highly improbable. Yet, it was apparently on or more likely from that slope that Roberts Street would be carved. Looking at that slope in Figure 17, it is easy to understand why the 1886 City of Asheville map illustrates this portion of Roberts Street as a dashed line, whereas that part that joins West Haywood Street farther north is drawn with solid lines set at greater width. That area must have required a significant amount of cut and fill to create not only a passable connection between these two sections of Roberts Street, but also to provide a more reasonable surface on which to construct those houses that soon began to fill in the space between the railroad and Roberts Street from Lyman to West Haywood Street.

With the introduction of the railroad during the 1880s, coupled with phenomenal if short-lived economic prosperity tied to a surging tobacco industry, Asheville and much of Western North Carolina experienced unprecedented growth. However, the last decade of the nineteenth century brought with it an economic downturn from which Asheville was not immune. Although the River Arts District along the French Broad River continued to expand existing facilities and added new housing for those working in these riverside factories, by 1910 the project area included many of the same cast of characters already established there by the early 1890s. Powell (1981:42-43) provides a 1912 snapshot of Asheville and the River Arts District with the following summary:

> By 1912 the city had five banks, three hospitals, fourteen hotels, a phone system with 2,500 subscribers. There were thirty-eight miles of paved streets, sixty-five miles of paved sidewalks, four public parks, thirty churches, and four bridges for railroad and other traffic across the French Broad River. The annual industrial payroll of about $1,000,000 was derived from a cotton mill, tannery, ice factories, woodworking establishments, and a scattering of small factories along the river close to water power and the railroad which traversed the county along the river valley (Powell 1981:42-43).

A 1912 bird's-eye view map of Asheville (Figure 18) provides another kind of snapshot for that year and one that can be compared to the bird's-eye view map of

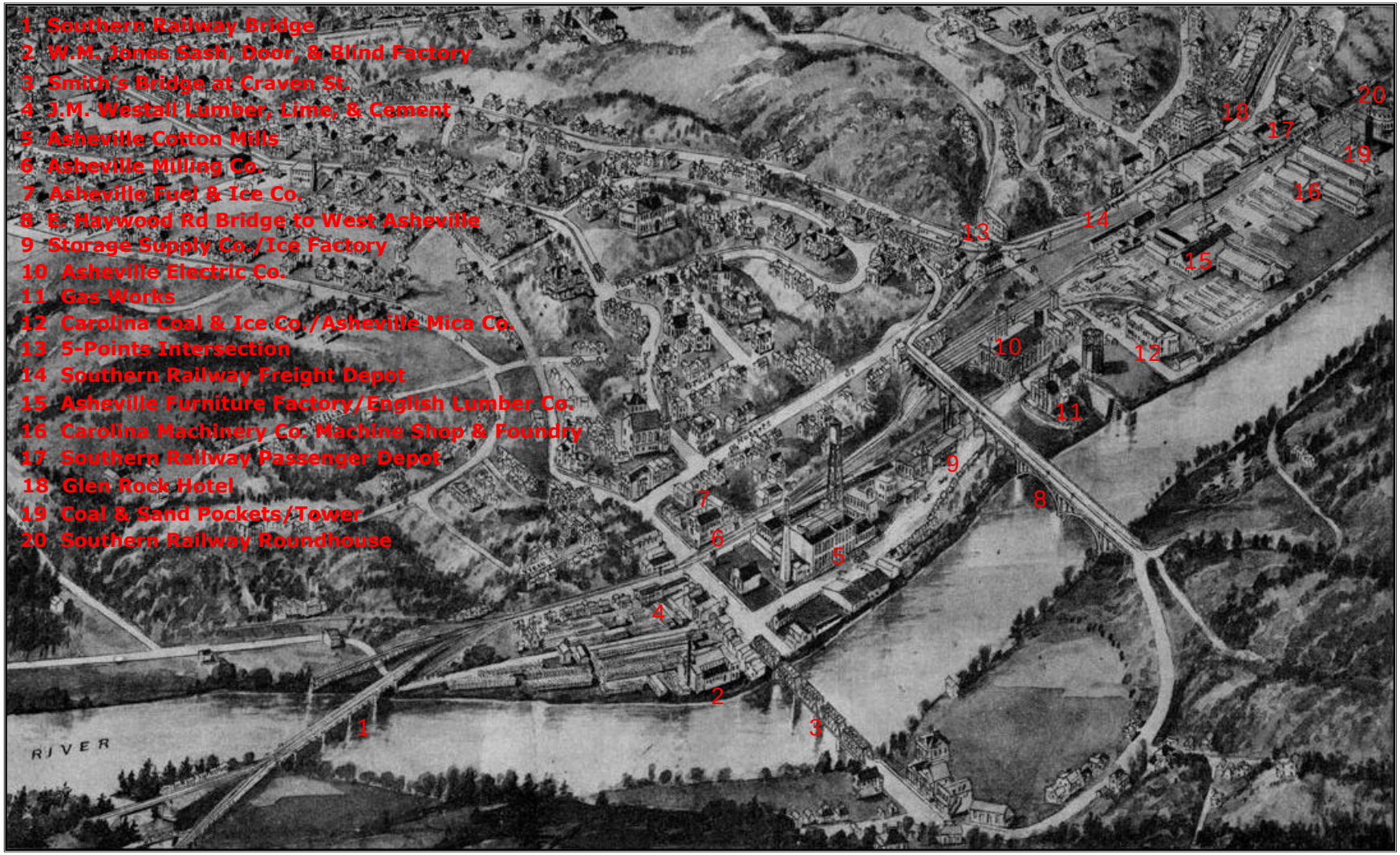
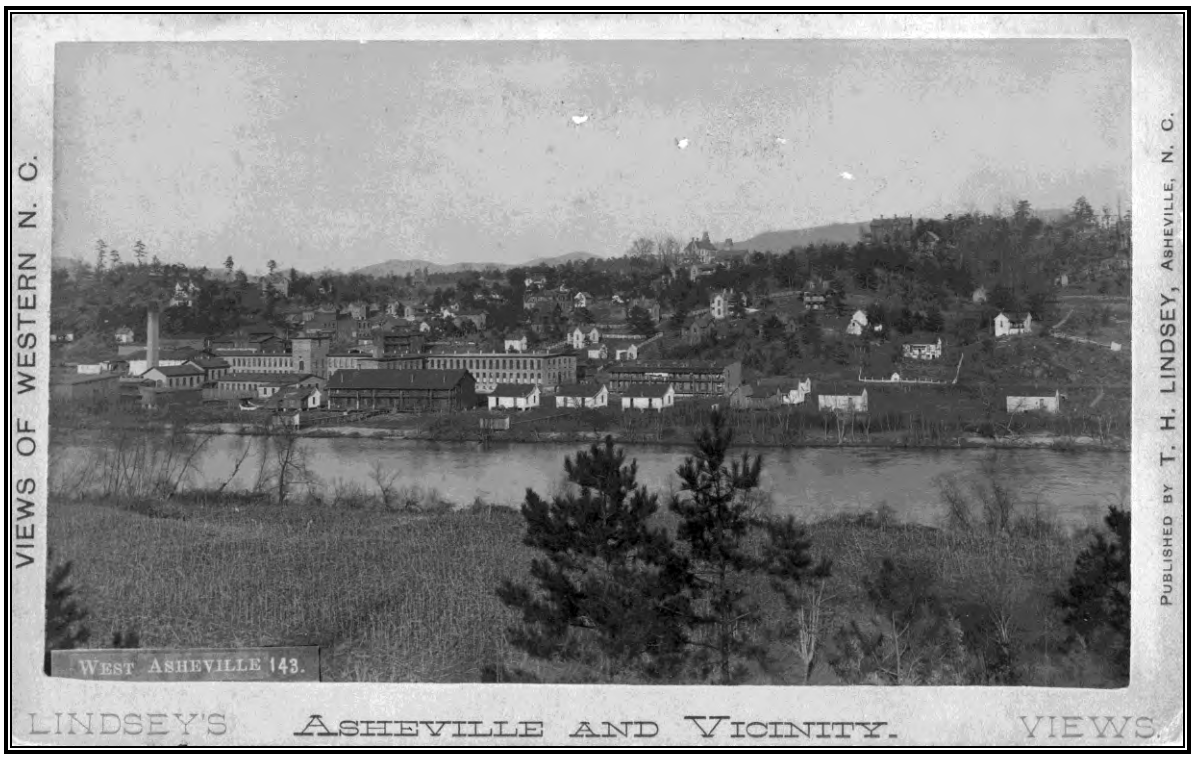


Figure 18. A 1912 bird's-eye view map of Asheville with index to businesses and landmarks. View to southeast. Courtesy North Carolina Collection, Pack Memorial Library.

the city produced 11 years earlier (see Figure 10). Figure 18 offers an index of 20 key businesses and other landmarks located along the River Arts District portion of the French Broad River floodplain. Significant new additions to the area include the new railroad bridge of 1910 over the French Broad, the new West Asheville Bridge of 1911 along East Haywood Road, and the Hans Rees Tannery (not featured in Figure 18) at the south end of the corridor. Some of the usual industrial suspects in the area to have survived the economic depression of the 1890s, if however in a few cases under new management, include the Asheville Cotton Mill, the Asheville Milling Company, the Electric and Gas Works, the Asheville Furniture Factory, the Glen Rock Hotel, and the numerous support facilities of the Western North Carolina Railroad. The latter had become a subsidiary of the Richmond and Danville Railway during the late 1880s and by 1894 was owned by the Southern Railway Company (Abrams 1976).

In the northern portion of the current project area and located south of West Haywood Street and Smith's Bridge the Asheville Cotton Mill (formerly the C.E. Graham Manufacturing Company) continued to dominate the industrial landscape. Established by at least 1888 the business and consequently its architectural footprint in the project area continued to expand. Housing in the form of single family dwellings and larger tenement houses were also added to accommodate mill workers and their families. Most of these domestic units were constructed in areas to the west and southwest of the mill close to the river's edge or on the hillside east of the mill complex between the railroad tracks and Roberts Street. Still others were constructed on the higher slopes of "Factory Hill" farther to the east in the area formerly known as Prospect Park. Figure 19 offers an overview of both the Asheville Cotton Mills complex of buildings and the numerous residential units surrounding it. The North Carolina Collection caption that accompanies this T.H. Lindsey photograph offers an 1890 to 1910 date of origin and suggests that the two close-set houses large enough to rise above the tree line and located at the top of the hill behind the mill complex were those of Graham and Rumbough (formerly the Demens House). Parenthetically, the "West Asheville" caption on this Lindsey photograph would appear to be in error or at least refers to the westernmost portion of the city of Asheville on the east side of the river. Figure 20 provides a close-up view of the cotton mill complex as recorded in the same Lindsey photograph illustrated as Figure 19. Included for other reasons in the Results section of this report, the reader is also directed to Figure 45, which provides both circa 1918 and 1960 aerial views of the northern and central project areas. Both of these photographs offer excellent overviews of the Asheville Cotton Mill complex—separated in time by approximately 50 years or more. See also Figures 24-26 offered below.

This early Asheville textile business that had begun as the Graham Manufacturing Company sold to Moses Cone in 1893, at which time it became the Asheville Cotton Mill. In its prime, the mill employed an average of 300 workers. The complex included a variety of rooms and additions accommodating a variety of functions—some housed within structures separate from the core building. Among these were the engine room, coal shed, front offices, rooms for weaving and spinning,



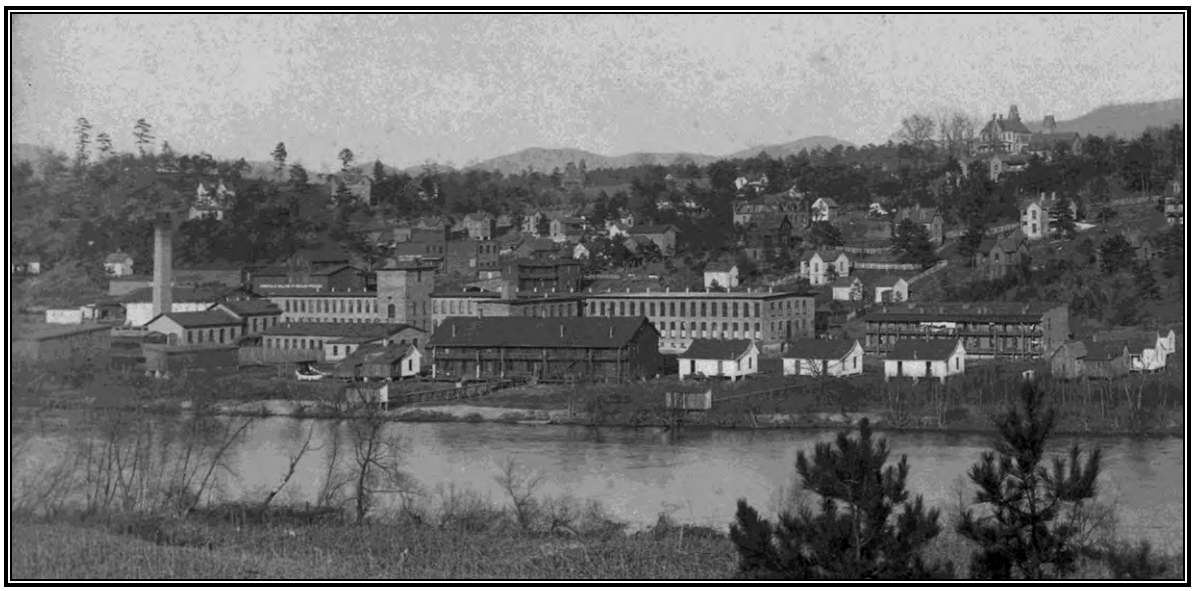


Figure 19 (top). The Asheville Cotton Mill complex in circa 1890-1910. View to east. Courtesy North Carolina Collection, Pack Memorial Library.

Figure 20 (btm). Close-up view of the Asheville Cotton Mill complex in circa 1890-1910. View to east. Courtesy North Carolina Collection, Pack Memorial Library.

twisting, carding, beaming, and picking. The bleach and dye house was separate as was a large cotton warehouse. In 1948 the name was changed from Asheville Cotton Mill to Asheville Fabric Mills, but by 1949 the Cone Mills Corporation dissolved its Asheville holdings. Figures 21 and 22 below offer overview photographs of the mill taken from the air in August of 1948. A post-World War II effort to modernize the plant for the purpose of producing synthetics failed and with the exception of the building's short-lived use as the home of the Southern Stove & Fireplace Company, the mill complex remained vacant from circa 1953 to 1993. Held by the Clyde Savings Bank, the property and its mill complex were sold in 1993 to the Preservation Society of Asheville and Buncombe County. In 1995 most of the former 122,000-square foot facility was destroyed by a fire that began at the adjacent Asheville Milling Company building located to the northeast of the cotton mill. Today only that portion of the former mill complex located at 122 Riverside Drive continues in use—now functioning as the Cotton Mill Studios (Neufeld and Neufeld 2008:9-13; Swaim 1981:169). Two other structures associated with the former mill are located to the north of the Cotton Mill Studios building, but both buildings are now in ruins.

Located to the east of the former cotton mill complex was that aggregate of buildings and silos apparent in Figures 21 and 22 that began perhaps as early as 1886 as the Asheville Milling Company. A long rectangular structure is depicted at this location south of West Haywood Street and immediately east of the railroad tracks on the 1886 City of Asheville Map (see Figure 9) and the 1888 Sanborn Map of this portion of Asheville clearly labels that structure as belonging to the Asheville Milling Company. Neufeld and Neufeld (2008:21) report that the mill originated in 1880, while Swaim (1981:169) suggests a beginning date of circa 1890. This earliest portion of what would eventually become a significantly larger interconnected complex of three buildings included a three-story frame structure set on a stone foundation. Figure 23 provides a photograph of this building with its rear additions captured in 1978. In 1905 the circa 119-year-old Asheville Milling Company became the Earle-Chesterfield Mill specializing in the production of flour and feed ground from mountain-grown grain. The mill added a chicken hatchery in the mid-1950s, but closed for business in 1971 (Neufeld and Neufeld 2008:21). The fire that claimed most of the nearby cotton mill in 1995 is said to have originated in the old flour mill. Today all that remains of the former Asheville Milling Company and its later additions are the chicken hatchery building and the lower portions of several grain silos. These block silos have become the canvas upon which local spray paint artists often display their work.

Located approximately 200 feet south of the southernmost extension of the former Asheville Cotton Mill main building, the brick and block walls of the former Storage Supply Company (a.k.a. Asheville Ice & Storage Company) were erected by circa 1906. This building is illustrated for the first time on the 1907 Sanborn map of the area, which describes its function as that of an ice and refrigerator plant. Like most of these early industries situated along the French Broad River floodplain this core business was expanded over time with the addition of numerous extensions

Figure 21 (top). An aerial photograph of the Asheville Cotton Mill complex in 1948. View to east. Courtesy North Carolina Collection, Pack Memorial Library.
Figure 22 (btm). Close-up aerial view of the Asheville Cotton Mill complex in 1960. View to east. Courtesy North Carolina Collection, Pack Memorial Library.

and/or separate buildings. This early Asheville Ice Plant is illustrated as No. 9 on that riverside portion of the 1912 bird's-eye view map of Asheville (see Figure 18). Note that the company had considerable competition in the area even at that date. For example, the business associated with No. 7 in Figure 18 is listed on the Sanborn maps as the Asheville Fuel and Ice Company (a.k.a. Asheville Ice & Coal from 1891 to 1901 and as the H.T. Collins Ice Factory in 1888). Farther south near

Figure 23. Oblique view of the former Asheville Milling Company/Earle-Chesterfield Mill complex in 1978. View to southeast. Courtesy North Carolina Collection, Pack Memorial Library.

the intersection of Riverside Drive and Lyman Street was the Carolina Coal and Ice Company (No. 12 in Figure 18). Today, a significant portion of the former 1906 Storage Supply Company (Ice Factory) can still be seen in its abandoned form at 91 Riverside Drive (GIS Parcel No. 3694). The exceptionally tall circular, ceramic tiled chimney stack associated with the earliest portion of this factory is little changed even today and can be used to distinguish this manufacturing plant from those others occurring in the same general area in early and modern photographs. For example, this tall chimney stack and the associated ice plant are easily recognizable in the lower right, right, and lower right portions of Figures 24-26, respectively. Like the remnants of the former grain silos associated with the Earle-Chesterfield Mill complex, the walls of the former Asheville Ice and Storage Company now serve as canvas for area spray-paint artists (see report cover).

Located approximately 575 feet south of the Asheville Ice and Storage Company those buildings and tanks and eventually transformers associated with the Asheville Electric Plant and Gas Works were situated on both sides of Riverside Drive. The intersection of Riverside Drive and Lyman Street was located approximately 280 feet east of these electric and gas facilities. Those buildings and support structures associated with the electric plant were located on the east side of Riverside Drive, while those serving the gas works were situated on the west side of

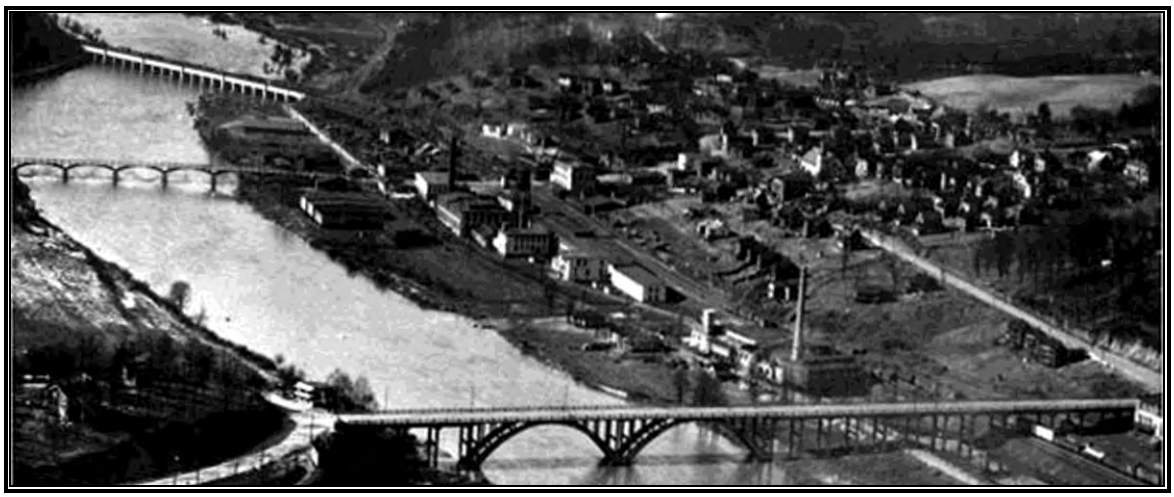


Figure 24 (top). An aerial photograph of the north-central portion of the current project area in circa 1918. View to north. Courtesy D.H. Ramsey Library, Special Collections, UNCA.

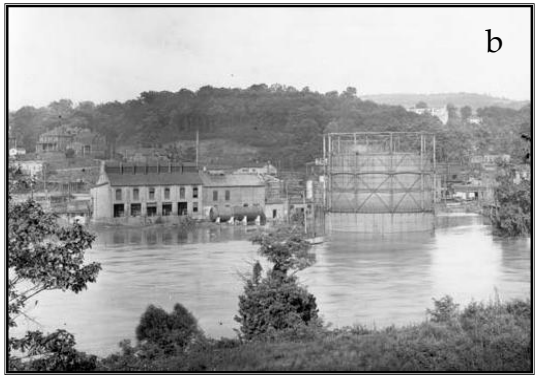
Figure 25 (middle). Concept drawing for bridge over French Broad superimposed on photograph of circa 1928. View to north. Courtesy North Carolina Collection, Pack Memorial Library.

Figure 26 (btm). An aerial photograph of the north-central portion of the current project area in 1960. View to east. Courtesy North Carolina Collection, Pack Memorial Library.

Riverside Drive. Though most often labeled separately both operations appear to have been managed under the banner of the Asheville Power & Light Company. Figure 27a offers one of the earliest photographs of the Asheville Gas Works. In this 1907 photo a workman stands at the foot of a ladder that rests against an iron crude oil tank, while the 1907 Sanborn map identified the larger gas holder tank located to the southeast as having a capacity of 2200 cubic feet. The caption associated with this photograph identifies these tanks as part of the "Avery street gas plant just built." Though labeled S. Riverside Drive on the Sanborn map of that year, this road was earlier known as Avery Street. The Sanborn map of 1913 defines several changes and additions to the Gas and Electric Works on Avery/Riverside Street. The round gas holder of 2200 cubic foot capacity had by this date been replaced by a much larger tank with a 100,000 cubic foot capacity. Buildings associated with both the gas works and the electric plant were expanded by this date.

Located on one of the narrowest portions of the French Broad River floodplain as the river passes through Asheville, the gas works and electric plant may have been particularly susceptible to flooding, perhaps even more so than other businesses situated along this part of the river. A series of photographs taken during the 1910, 1916, and 1928 floods record the high water that repeatedly claimed these facilities. The large gas holder tank of the Asheville Gas Works is easily recognizable in these photographs and often appears on the verge of being swept away by the river. Figures 4 and 5 above include views of this part of the French Broad River floodplain and the extent to which the electric and gas works appear nearly submerged. Figure 27d offers a closer view of these facilities during the 1916 flood and Figures 27b and 27c present views of the gas works and the electric plant transformer facility during what is thought to have been the 1928 flood. Figure 27e provides an unusual, but valuable view of the electric gas works from directly overhead. The massive size of the two gas holder tanks and their close proximity to the river are readily apparent in this 1950 image.

Figures 27d and 27e also offer views of those buildings and businesses located at the intersection of Riverside Drive and Lyman Street. The nearby 5-Points intersection is under water in the left-central portion of Figure 27d and partially included at the right-center margin of Figure 27e. The rectangular building situated at the very center of Figure 27e is the brick structure that is today the home of RiverLink, Inc. at 170 Lyman Street. Built only the year before the photograph illustrated here as Figure 27d, at that time the structure functioned as the place of business for the American Feed Milling Company. It appears as the tan-colored building located to the left of the gas holding tank in Figure 27d. Prior to its use as the Milling Company, this structure served as one of two buildings that housed the Carolina Coal & Ice Company. The second structure associated with this business was located on the south side of Lyman Street and southwest of the other. It can be seen as nearly submerged in Figure 27d and situated between the gas holder tank on the right and the other coal and ice/feed milling company building on the left.



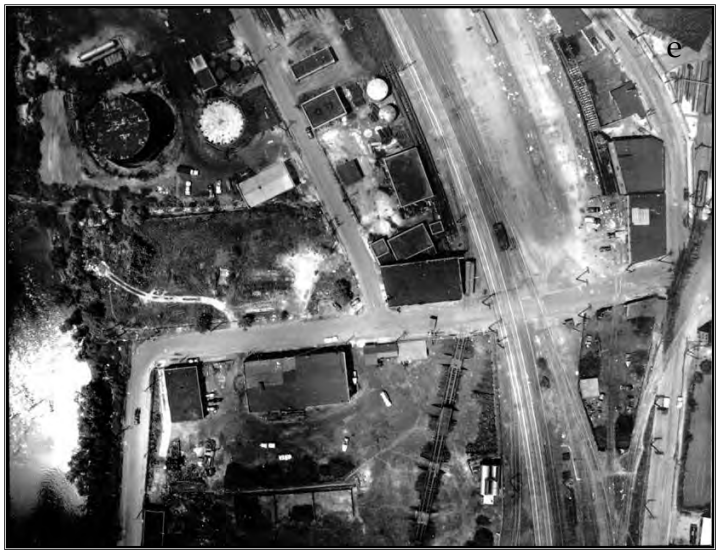


Figure 27a-e. Asheville Power & Light Company and Asheville Gas Works in: a) 1907-view to northeast; b) ca. 1928-view to southeast; c) ca. 1928-view to northeast; d) 1916-view o southwest; e) 1950-overhead/aerial view or Riverside Drive & Lyman St. intersection with tanks of gas plant in upper left. Courtesy North Carolina Collection, Pack Memorial Library.

Figures 28 and 29 below offer views of the south-central portion of the current Wilma Dykeman Riverway project area. Figure 28 pans slightly farther to the left or east than Figure 27d, but both figures derive from the larger print illustrated here as Figure 4. In the enlargement provided by Figure 28 the tan-colored brick building located at center-right is that same coal and ice/feed milling company enterprise noted above. Significantly upstream of this structure can be seen the roof tops of the Southern Railway freight depot (long, rectangular, and hipped) at the center of Figure 28. The northern limits of this complex were located approximately 700 feet south of the intersection of Lyman Street and Riverside Drive. Beyond these structures is the rather blurry dark gray form of the Asheville Grocery Company and beyond that building can be seen the domed roof of the Southern Railway passenger station. The domed depot building was the second edition of an earlier passenger station located almost within the same foot print. This new depot was constructed in 1904 in the same year that the earlier depot was demolished. It was located approximately 550 feet south of the south end of the freight station. A narrow elevated footbridge extends west from the passenger depot above the multiple lines of track and ends at that exceedingly tall structure in the upper right corner of Figure 28. This 6-story building must have seemed like an urban high-rise in comparison to most other structures in that area. It served as a coal and sand pocket. The 1913 Sanborn map records that it had a capacity of 1000 tons of coal and 100 tons of sand.

Figure 29 provides a much closer view of the complexly-hipped and domed passenger depot during the Flood of 1916. Part of the south wall and roofline of the Asheville Grocery Company can be seen just to the north of the depot and the turreted tower of the Glen Rock Hotel (built in 1889) can be seen across Depot Street to the right of the two submerged electric rail cars. The point of view provided by Figure 29 reverses the perspective seen in Figure 28. The gas holding tank of the Asheville Electric Company and Gas Works can be seen to the left of the domed station and partially obscures the West Asheville Bridge that had been completed only five years earlier. Beyond the bridge can be seen the rounded chimney stack of the Storage Supply Company (a.k.a. Asheville Ice & Storage Company) constructed in circa 1906 and still farther to the north the rounded water tower of the Asheville Cotton Mills.

Figure 30 below offers a similar view as that of Figure 29, but one taken from atop a train car or engine parked in an area of receding floodwaters located west of and slightly north the passenger station. The high footbridge that extended from the domed passenger station to the coal pocket must be located to the rear of the photographer, unless he was actually standing on that bridge when taking this photograph. Given the height of that bridge and the perspective of the photo in Figure 30 it appears more likely that the photographer was standing on a train located to the north of that bridge. Notice that the same landmarks of gas holder tank, West Asheville Bridge, rounded chimney of the ice plant, and rounded water tower of the cotton mill are all recognizable in Figure 30. The photograph illustrated below as Figure 31 was clearly taken from atop a train engine and provides the

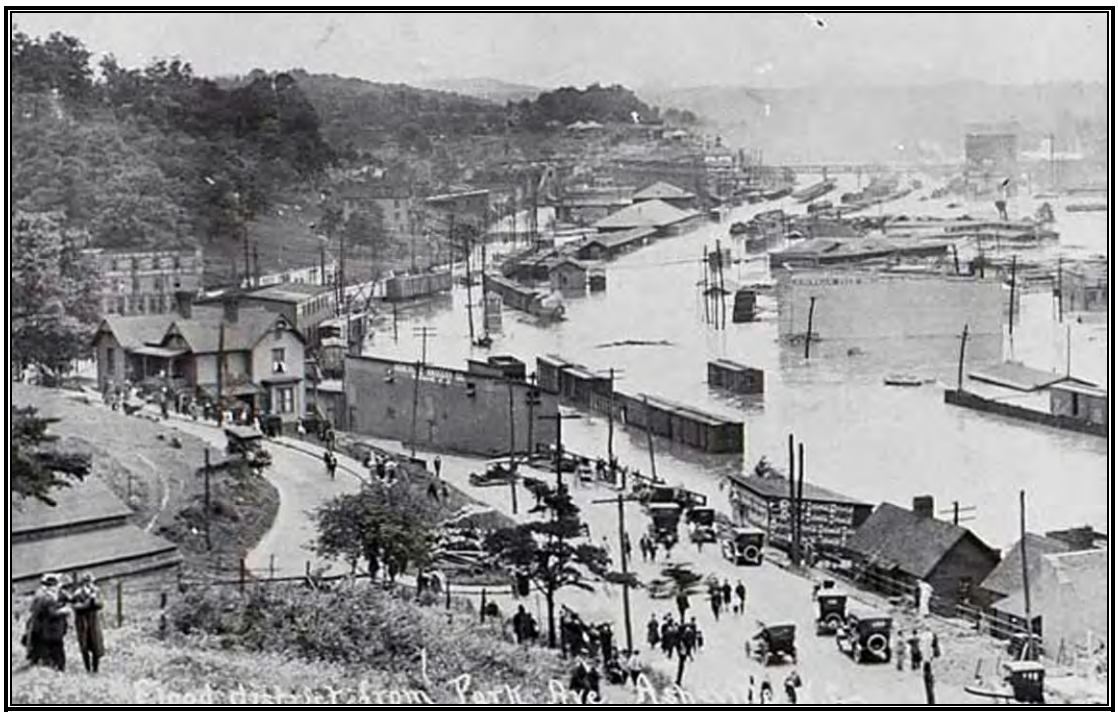


Figure 28 (top). The south-central portion of the current project area during the Flood of 1916. View to south. Courtesy North Carolina Collection, Pack Memorial Library.
Figure 29 (btm). The Southern Railway Passenger Depot during the Flood of 1916. View to north. Courtesy North Carolina Collection, Pack Memorial Library.

Figure 30 (top). The Southern Railway north of the roundhouse during the Flood of 1916. View to north. Courtesy North Carolina Collection, Pack Memorial Library.
Figure 31 (btm). The Southern Railway roundhouse during the Flood of 1916. View to north. Courtesy North Carolina Collection, Pack Memorial Library.

reverse view to the south in contrast to the northern perspective of Figure 30. Both photographs were likely taken the same day, by the same photographer, and perhaps from the same vantage point, but in opposite directions. The North Carolina Collection tentatively attributes both photographs to Asheville-born photographer George Masa. Figure 30 provides a partial view of the south end of the original Southern Railway roundhouse. If the ten or more train engines arranged in an arc were not proof enough, then notice the water-filled depression at the center of the photograph and the rail tracks that radiate out from it on the right hand side of the depression. The round water tower located just beyond the train engines to the right no doubt served the needs of the roundhouse. The tall rounded chimney (or chimneys?) visible in the distance at the top center of the photo would have been part of the Hans Rees Tannery complex whose principal buildings were located approximately 550 feet (in their nearest parts) to the original roundhouse.

The Hans Rees Tannery is repeatedly labeled as the Asheville Tannery—Hans Rees' Sons (owners) on each of the 1901, 1907, 1913, 1917, 1925, and 1925-1950 versions of the Sanborn Fire Insurance maps. Formerly encompassing more than 20 acres (GIS Parcel Nos. 4945, 5417, 6281, 6333, 6763, and 9759) including addresses at 191 Lyman Street, 289 Lyman Street, 339 Lyman Street, and 500 Lyman Street, the Hans Rees Tannery was once among the largest of its kind in the nation. Neufeld and Neufeld (2008:71-76) record that the tannery once employed as many as 3000 workers, included 30 buildings, 300 vats for soaking hides, and took in as many as 30,000 hides in a single day. In its earliest years, the company specialized in the production of leather belts for the transmissions of heavy machinery—belts created through a process invented by Hans Rees. With the introduction of composition belts capable of serving the same function the company shifted to the production of leather soles and saddles. Despite this attempt to adapt to a changing market the tannery was in decline by the late 1940s. Today some of the surviving tannery buildings have found use for such businesses as Doghouse Doggy Daycare and PowderTek, while others are used for storage or lie vacant.

Figure 32a offers a view, if a somewhat fuzzy one, of the Hans Rees Tannery in 1898—the year that it first opened for business. Notice the simple gable-end roof system employed on most of these first tannery buildings. Figure 32b provides an undated view of the tannery complex and offers a first glimpse of those single-story row houses that flanked the larger two-story tannery buildings on their east and southeast sides. These row houses first appear on the 1907 Sanborn map of the tannery area and are repeated on the 1913 map. However, all ten of these dwellings are absent from the 1917 Sanborn map. The Flood of 1916 nearly destroyed many of these original tannery structures and a devastating fire the following year effectively finished the job at many of the tannery buildings. Hans Rees and sons quickly rebuilt. The new tannery buildings included stepped parapets (or saw-tooth fenestration) at the tops of end walls and internal firewalls. Figure 32c offers a view of the tannery complex as photographed in 1929. Notice the conspicuous absence of any of the ten dwellings that had for a time been situated between the tannery buildings and Lyman Street. The tall dark structure located to the north of the

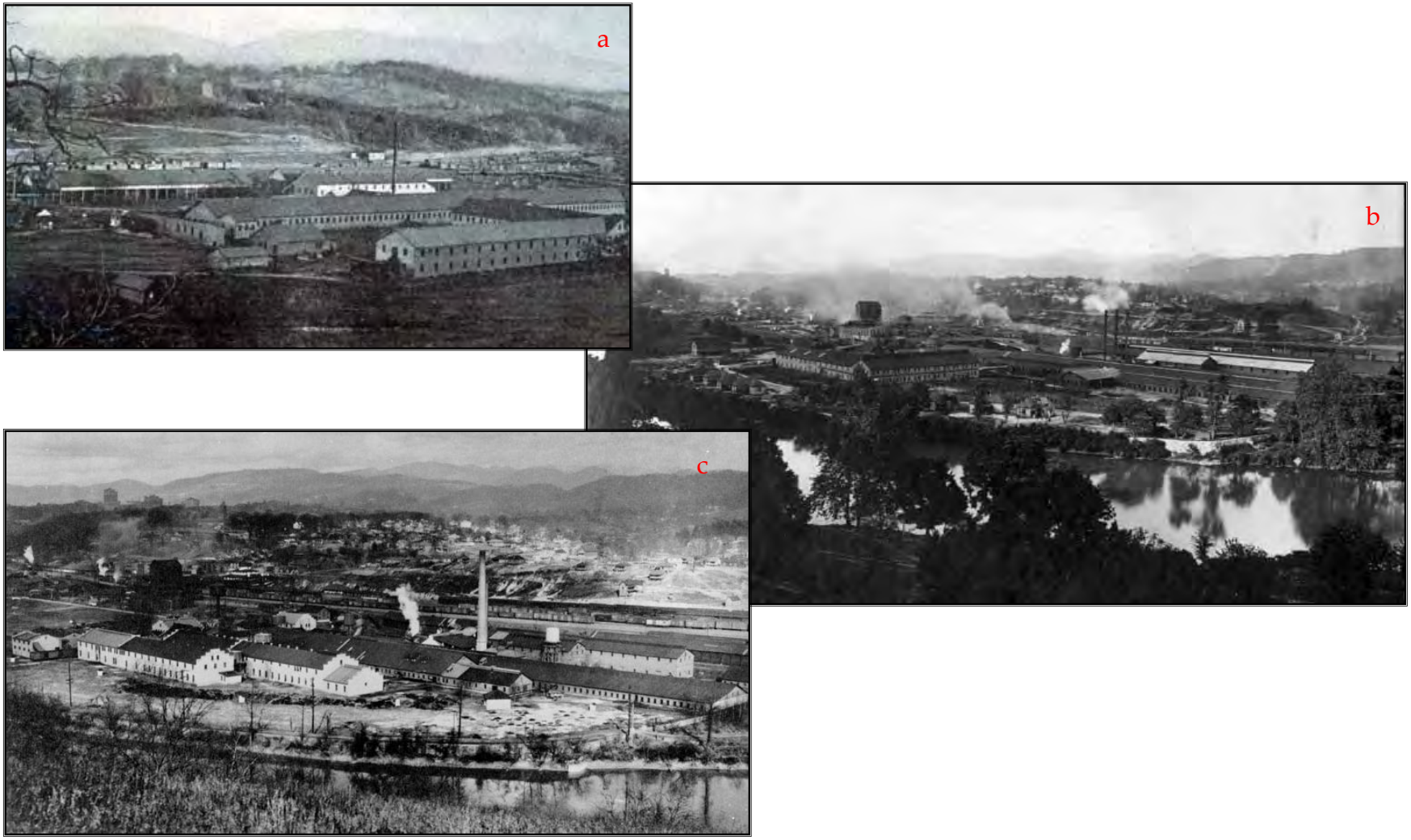


Figure 32a-c. Hans Rees Tannery near the southern end of the current project area: a) 1898-view to southeast; b) ca. 1907-view to northeast; c) 1929-view to northeast; Courtesy North Carolina Collection, Pack Memorial Library.

tanner complex and on the same floodplain is the Southern Railway coal and sand pocket and the dark structure near its base is the original railroad roundhouse. A review of the several Sanborn Insurance maps on which the tannery complex is located (i.e. 1901, 1907, 1913, 1917, 1925, 1925-1950, and 1925-1957) provides a picture of accretional development and at times wholesale rebuilding. As noted above, in all but the very last of this set of insurance maps the complex is labeled the Asheville Tannery—Hans Rees & Sons (Owners). However, at some point between 1950 and 1957 the tannery complex was acquired by the firm Manco Inc. Figure 33 provides an aerial view of the tannery complex recorded in August of 1960. Whereas the tannery complex of buildings had formerly dominated this end of the French Broad River floodplain, by 1960 it was well-bracketed by newly built warehouses like the Days Tobacco Warehouse (No. 2) visible in the background north of the old tannery in Figure 33.

As in the case of the Hans Rees Tannery complex, the series Sanborn Fire Insurance maps specific to this portion of Asheville offers a wealth of information simply not possible from period photographs. However, as noted above, any attempt to overlay individual sheets of these Sanborn maps, specific for the same part of Asheville, but from different years or even from the same year is often an exercise in frustration. Yet, Figure 34 makes just such an attempt (as do Figures 35-37) to combine each of those Sanborn Maps specific for the current Riverway project area and the multiple sheets of maps that are part of each yearly series. The buildings that are illustrated for each of these eight different map sets are color coded by year, such that those structures occurring on the 1888 Sanborn Map within the current project area are coded orange, those of 1907 are red, those of 1925 (as republished in 1951/1957) are coded yellow, and so on. The original 1925 Sanborn Map of Asheville and the 1925-1950 map sets are not included in this combined map illustration. Rather, the "1925; republished 1951" map set was chosen to represent the 1925-1957 period. The color coding by map series of buildings constructed or added to over the years is meant to show the accretional development of this portion of the French Broad River floodplain in Asheville, but in some cases it is likely that our color designation is inaccurate for specific structures. At best the map shows the footprint of most of those buildings constructed along the project corridor, while dates of construction and precise locations (in some instances) should be considered approximate only.

This compilation of eight different map sets includes 29 different map sheets and represents a period of 68 years of development within that area now called the River Arts District along the French Broad River in Asheville. While Figure 34 provides an overview map of this Sanborn Map compilation, Figures 35-37 offer closer views of the northern, central, and southern sections of the current project area along the proposed Wilma Dykeman Riverway. As noted above, any attempt to overlay even those Sanborn map sheets generated in the same year or series can be problematic. Some of the errors apparent from one sheet to the next are somewhat startling. Our compilation of 29 different map sheets representing eight different map series has undoubtedly repeated some of these errors and generated others.

Figure 33. A 1960 aerial view of the Hans Rees Tannery complex surrounded by modern warehouses. Courtesy North Carolina Collection, Pack Memorial Library.

Therefore, it cannot be stated too strongly, that Figure 34 (and Figures 35-37 that derive from it) should be considered an approximation of the built environment along this portion of the French Broad River floodplain. Because of the difficulties in overlaying one map or one series on another there may be a few instances where structures are repeated. There are almost certainly other instances where buildings illustrated on the original Sanborn Maps and featured as floating insets with uncertain locations are not included in Figures 35-37. It is our feeling that if anything, this compilation underestimates the number of buildings constructed along this riverway corridor over this particular 68 year period. Moreover, these figures do not include those 36 buildings which current GIS property cards indicate were constructed within this area since 1956 (see Figures 39-42 below for the map locations of extant structures along the proposed Wilma Dykeman Riverway corridor). While the Sanborn Map compilation offered as Figures 35-37 indicates that the vast majority of the Riverway corridor included not one or two, but a parade of buildings through time, adding those structures erected over the past 54 years to those illustrated in Figures 35-37 would likely produce an image of an architectural landscape whose density is comparable to modern-day Manhattan.

Appendix B

Contents

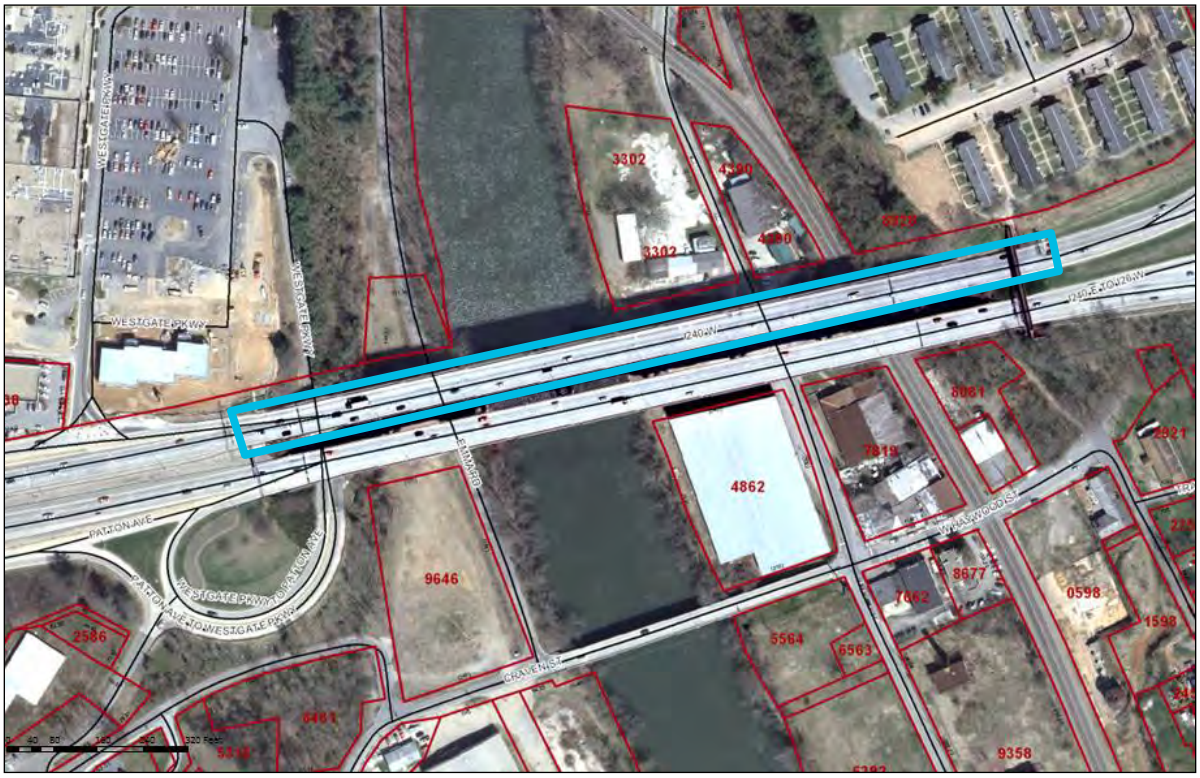
NRHP Eligible Sites

Southern Railroad Bridge (BN 5928)

Parcel #: N/A
Address: N/A
Aerial map from the Buncombe County GIS database:

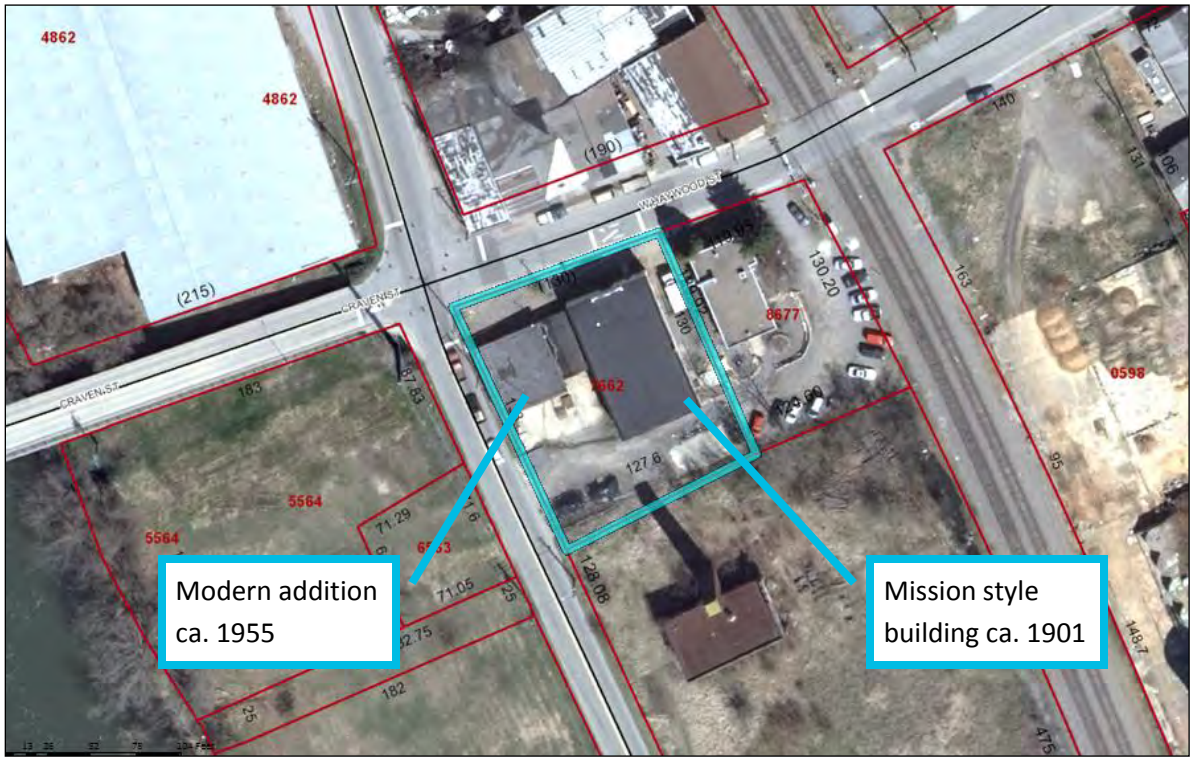
Old Smoky Park Highway Bridge (BN 2469)

Parcel #: N/A
Address: N/A
Aerial map from the Buncombe County GIS database:



(former) McKinney Welding Supply Company Building (BN 0530)

Parcel #: 63888766200000
Address: 174 W Haywood St
Aerial map from the Buncombe County GIS database:

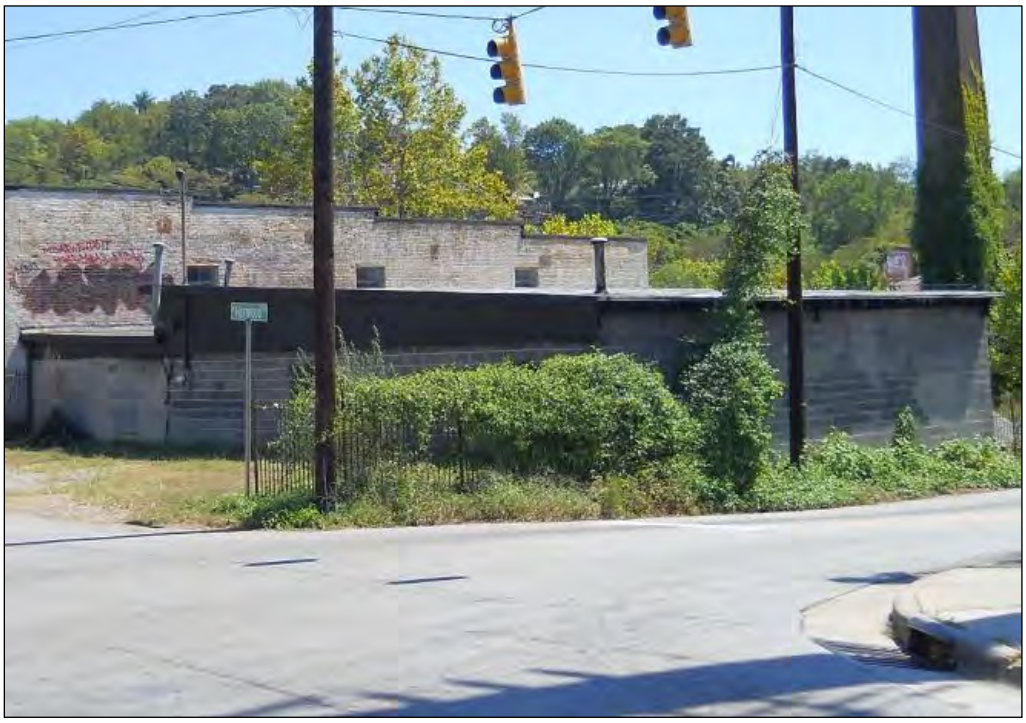


Below, photo shows front elevation (facing south). The property owner declined having the interior photographed.

Below, photo shows rear elevation (facing north).

Below, photo shows side elevation (facing southwest).

Below, photo shows front/side elevation of addition (facing east).



Below, photo shows rear elevation of addition (facing northwest).

Texas Oil Company Buildings (BN 5929)

Parcel #: 963896711100000
Address: 288 Lyman Street
Aerial map from the Buncombe County GIS database:

Below, photo shows side/rear elevation of northern structure (facing southeast).

Below, photo shows side/rear elevation of northern structure (facing southwest).

Below, photo shows front/side elevation of northern structure (facing northeast).

Below, photo shows front/side elevation of southern structure (facing southeast).

Below, photo shows side/rear elevation of southern structure (facing northeast).

Below, photo shows aboveground storage tanks located in southern portion of parcel.

Fine Arts League of Asheville (BN 3791)

Parcel #: 964805540100000
Address: 362 Depot Street
Aerial map from the Buncombe County GIS database:

Below, photo shows the front and northern side elevation (facing southeast).

Below, photo shows the front and southern side elevation (facing northeast).

Below, photo shows the rear elevation (facing southwest).

Below, photo shows the rear/side elevation from Ralph Street (facing northwest).

Below, photo shows awning on front façade (facing south).

Hans Rees Tannery Site (BN 0414)

Parcel #: 963893494500000, 963894628100000, & 963893975900000
Address: 191 Lyman Street
Aerial map from the Buncombe County GIS database:

The tannery site includes 14 standing structures within the surveyed boundary. (Structures noted with blue X's in the map above have been demolished.) The property owner declined having the interior of the Riverview Station structures photographed.

Below, photos of Riverview Station buildings show birds eye view from Bing Maps facing east and west.

Below, photo shows Riverview Stn 1 side/rear elevation (facing northeast).

Below, photo shows Riverview Stn 1 front/side elevation (facing southeast).

Below, photos show Riverview Stn 2 front elevation (facing east, three photos).

Below, photo shows Riverview Stn 3 front/side elevation (facing south).

Below, photo of washroom shows side elevation from Yahoo maps (facing north).

Below, photo shows front/side elevation of washroom (facing south).

Below, photo shows front elevation of washroom (facing south).

Below, photo from Bing Maps shows office building and brick warehouse facing south. Office building is outlined in green; brick warehouse is outlined in blue.

Below, photos of office show front elevation (facing southeast, 2 photos).

Below, photo shows rear elevation of office with front elevation of brick warehouse (facing northeast).

Below, photo shows side elevation of brick warehouse (facing north).

Below, photo shows rear elevation of brick warehouse (facing northwest).

Below, bird's eye view of warehouses 1-5 along eastern boundary of tannery property from Bing maps.

Below, photo shows side elevation of Warehouse 1 (facing southeast).

Below, photo shows front/side elevation of Warehouse 2 (facing southeast).

Below, photo shows side front elevation of Warehouse 2 (facing east).

Below, photo shows side elevation of Warehouse 2 (facing north).

Below, photo shows front/side elevation of Warehouse 4 (facing southeast).

Below, photo shows side elevation of Warehouse 4 (facing east).

Below, photo shows side/rear elevation of Warehouse 5 (facing northeast).

Below, photo shows front/side elevation of engine room (facing southwest).

Below, photo shows front/side elevation of smithy shop (facing northwest).

Below, photo shows rear/side elevation of smithy shop (facing southeast).

Norfolk-Southern Roundhouse (BN 676)

Parcel #: 964719471300000
Address: N/A
Aerial map from the Buncombe County GIS database:

The property owner declined having the interior of the structure photographed. Photos below show the exterior of the roundhouse (facing east, 2 photos).

Photo below shows roundhouse view facing north.

Sites Not Eligible for NRHP Listing

Asheville Auto Parts Buildings (BN 5930)

Parcel #: 963971648900000
Address: 655 Riverside Drive
Aerial map from the Buncombe County GIS database:

Photo below shows front elevation of office and side elevation of 1950s garage (facing west).

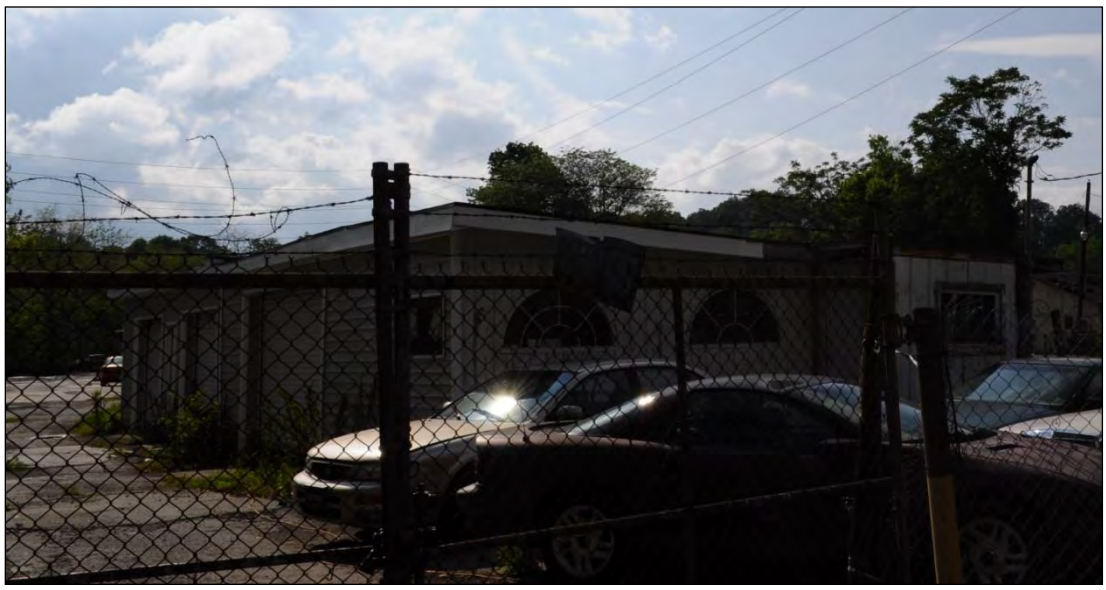
Photo below shows side elevation of office, rear elevation of 1950s garage, and front/side elevation of metal garage (facing south).

Photo below shows front/side elevation of gatehouse (facing southwest).

Used Car Lot (BN 5931)

Parcel #: 963970997300000
Address: 455 Riverside Drive
Aerial map from the Buncombe County GIS database:

Photo below shows front/side elevation (facing west).



(former) Southern Coal Company Buildings (BN 5934)

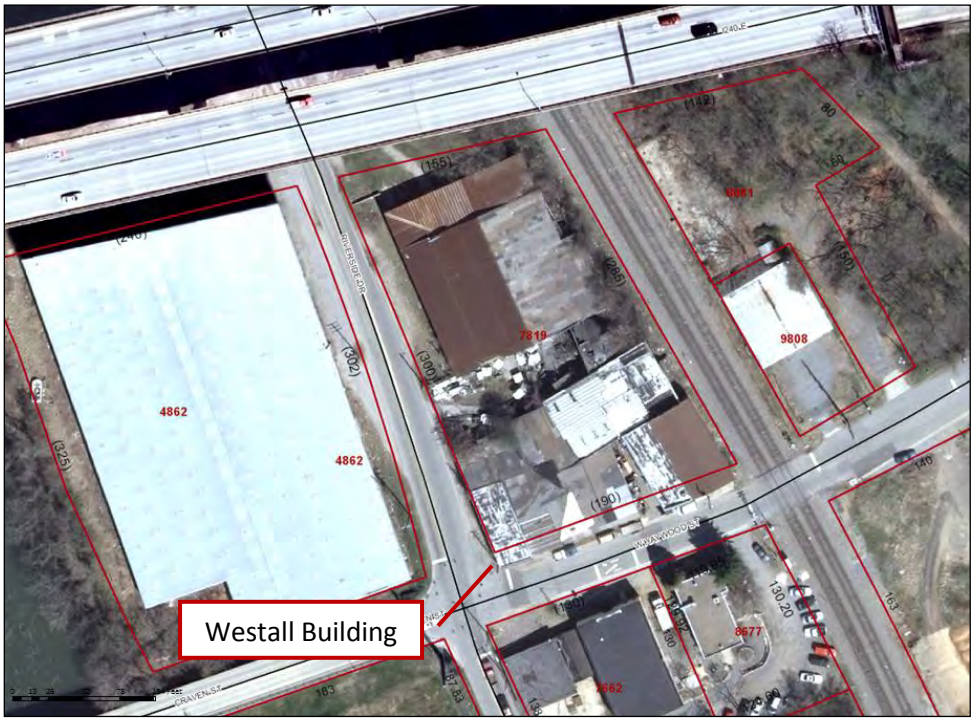
Parcel #: 963889330200000
Address: 233 Riverside Drive
Aerial map from the Buncombe County GIS database:

Below, photo shows front/side elevations (facing south).

Photo below shows front/side elevations (facing northwest).

(former) J. M. Westall Lumber Company Building (BN 0339)

Parcel #: 963888781900000
Address: 300 Riverside Drive
Aerial map from the Buncombe County GIS database:



Below, photo shows front/side elevation of Westall Store (facing north).

Below, photos show other views of this parcel, classified as a single structure in Buncombe County tax records. Views are shown of the western elevation (facing north), of the rear elevation (facing southeast), and the front/eastern elevation (facing northwest). Beyond the Westall store, the rest of the structures on the parcel date to the 1970s.

Steel Warehouse (BN 5949)

Parcel #: 963888980800000
Address: 151 W Haywood Road
Aerial map from the Buncombe County GIS database:

Below, photo shows front/side elevation (facing northwest).

Below, photo shows rear elevation (facing south).

Below, photo shows side elevation (facing north).

Cone Mills Office (BN 5943)

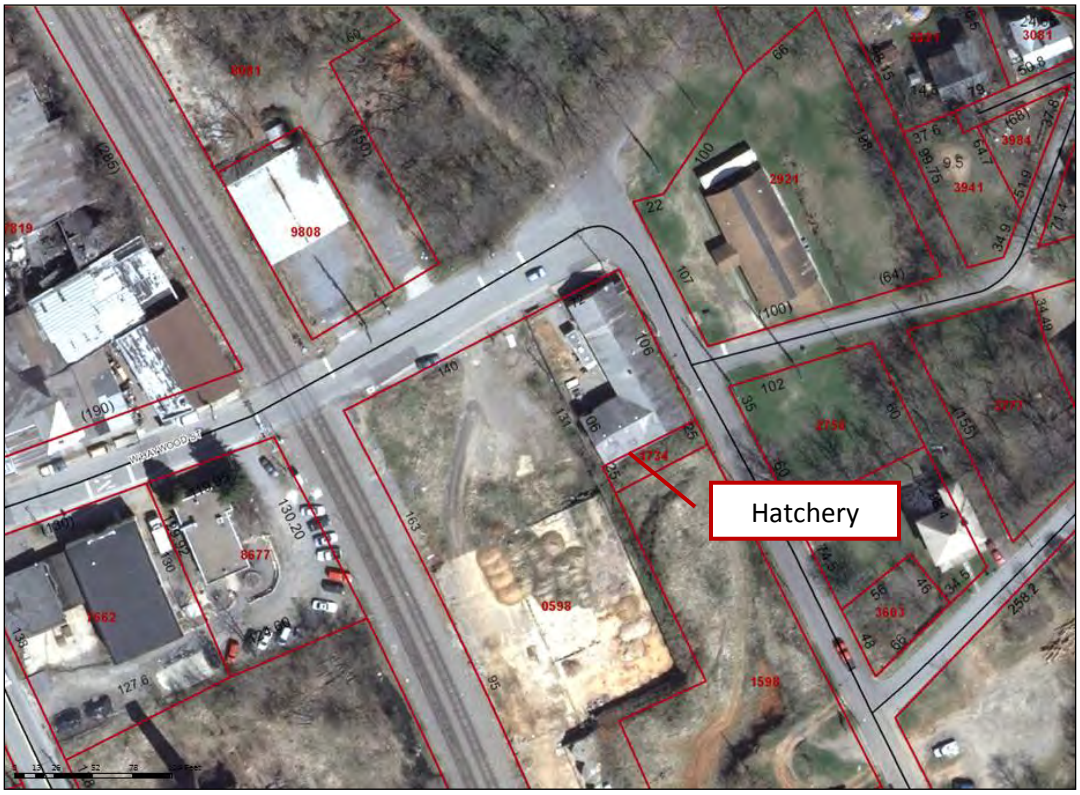
Parcel #: 963888867700000
Address: 166 W Haywood
Aerial map from the Buncombe County GIS database:

Below, photo shows front/side elevation (facing west).

Below, photo shows rear elevation (facing south).

Earle-Chesterfield Mill & Feed Company Hatchery (BN 233)

Parcel #: 898059800000
Address: 1 Roberts Street
Aerial map from the Buncombe County GIS database:



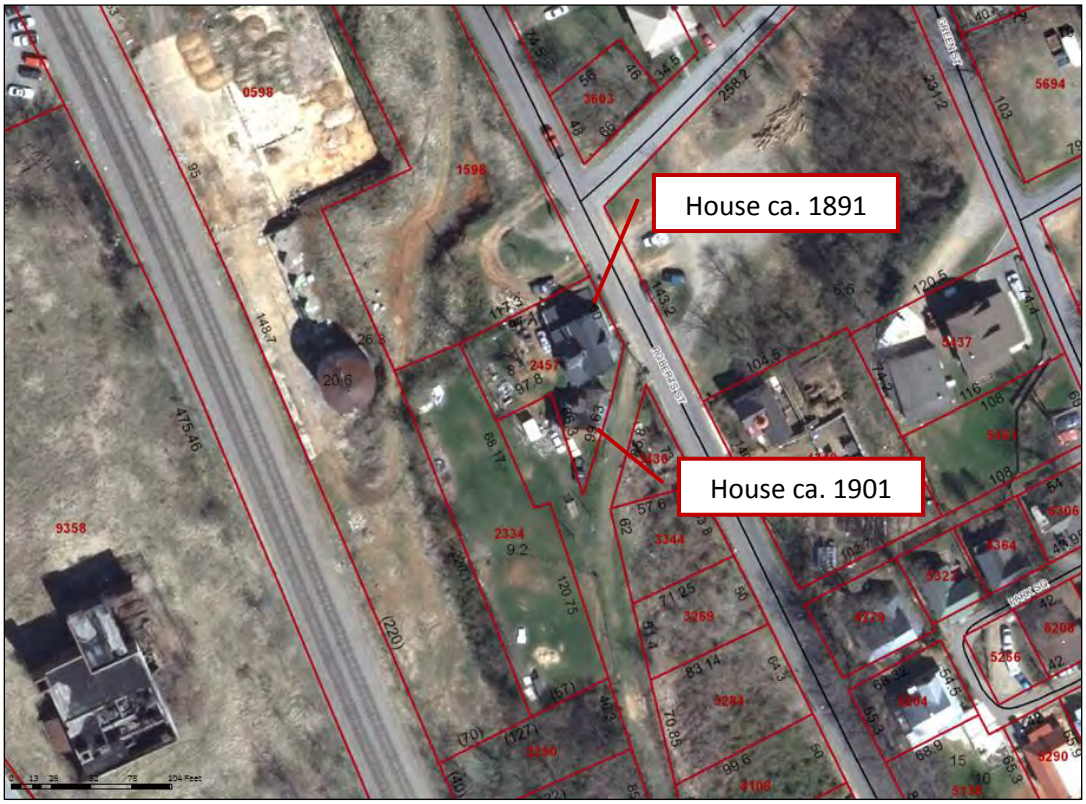
Below, photo shows front elevation (facing northeast).

Below, photos show rear elevation (facing southwest, two photos).

Below, photo shows side elevation (facing southeast).

Mill Worker Houses (BN 5936-5937)

Parcel #: 963898245700000
Address: 33 Roberts Street
Aerial map from the Buncombe County GIS database:



Below, photo of larger structure shows front elevation (facing southwest).

Below, photo of larger structure shows side elevation (facing northwest).

Below, photo of larger structure shows side elevation (facing south).

Below, photo of smaller structure shows side/front elevation (facing southwest).

Below, photo of smaller structure shows side elevation (facing north).

Grey Eagle Tavern (BN 5944)

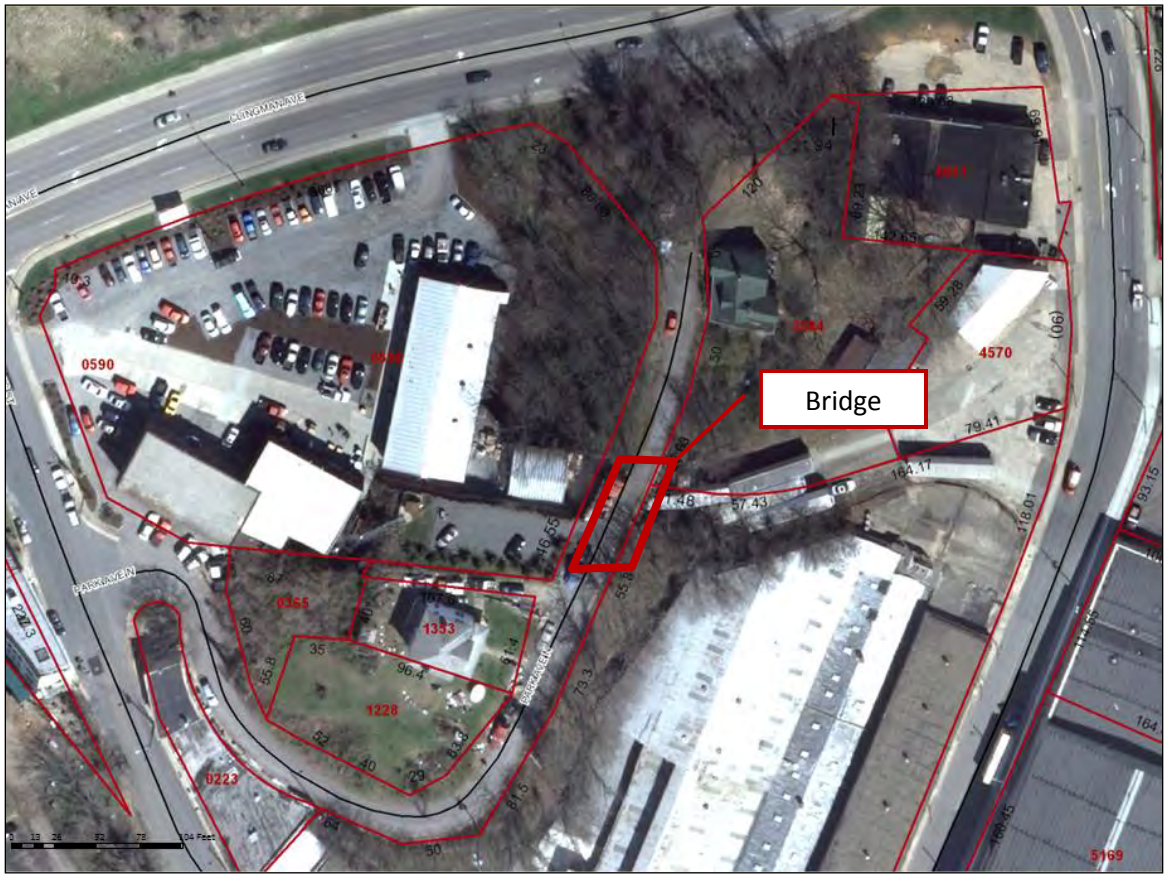
Parcel #: 964807466100000
Address: 185 Clingman Avenue
Aerial map from the Buncombe County GIS database:

Below, photo shows front elevation (facing south).

Below, photo shows side elevation (facing west).

Park Avenue Bridge (BN 5950)

Parcel #: N/A
Address: N/A
Aerial map from the Buncombe County GIS database:



Commercial Structure (BN 5945)

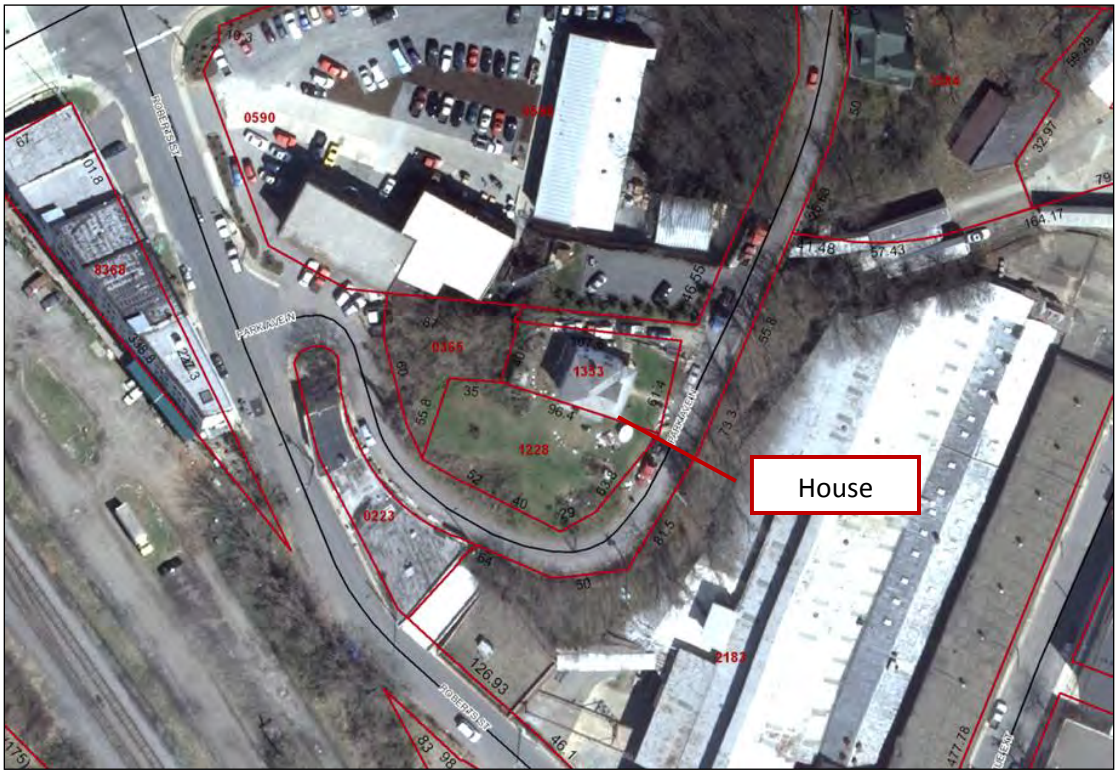
Parcel #: 964807457000000
Address: 201 Clingman Avenue Ext.
Aerial map from the Buncombe County GIS database:

Below, photo shows north and east elevations (facing southwest).

Below, photo shows southern elevation (facing northeast).

House (BN 5946)

Parcel #: 964807135300000
Address: 163 Park Avenue
Aerial map from the Buncombe County GIS database:



Below, view of structure from front elevation (facing west).

Below, view of structure showing front and side elevation with shed (facing southwest).

Below, view of structure showing side/rear elevation (facing northeast).

Plumbing Supply Company (BN 3832-3833)

Parcel #: 964807633100000 & 964807516900000
Address: 200-220 Clingman Avenue
Aerial map from the Buncombe County GIS database:

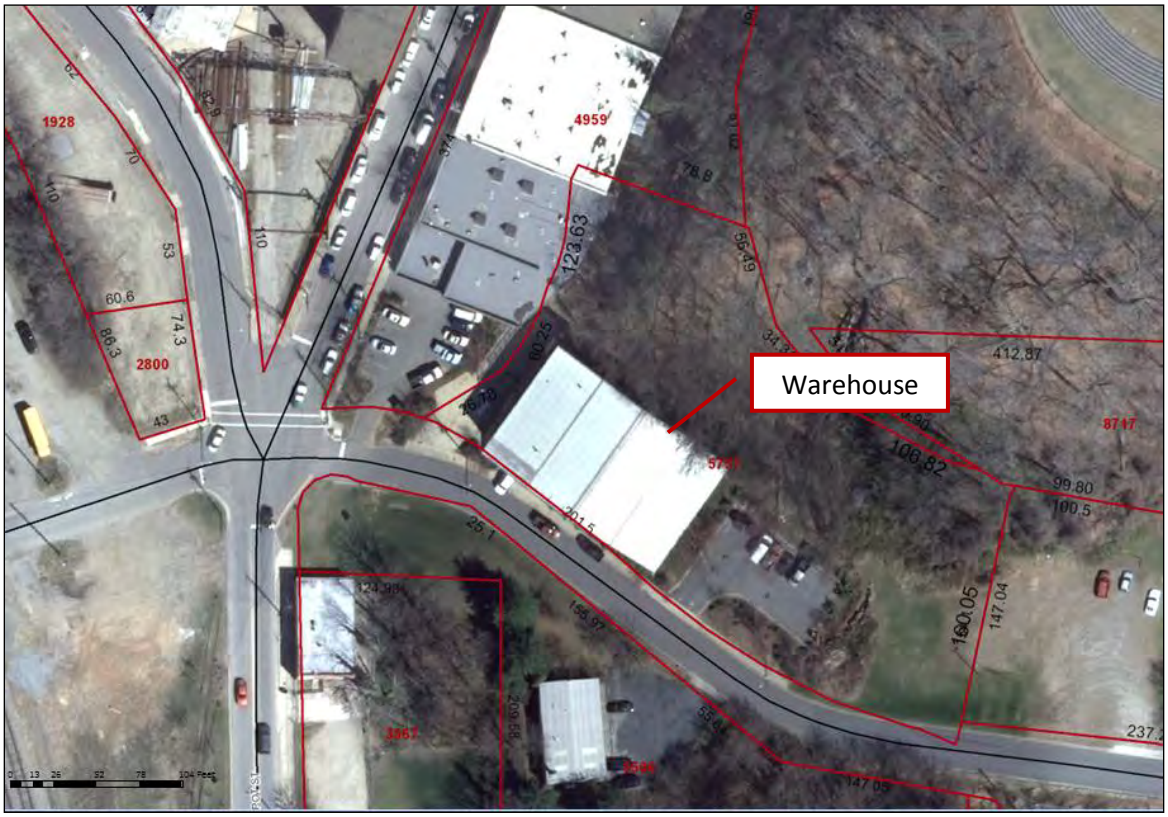
Below, photo shows front elevation (facing southeast).

Below, photo shows side elevation (facing northeast).

Below, photo shows front/side elevation (facing south).

Brick Warehouse (BN 2263)

Parcel #: 964806575700000
Address: 121 Lyman Street
Aerial map from the Buncombe County GIS database:



Below, photo shows front elevation (facing north).

Below, photo shows side elevation (facing northwest).

12 Bones Restaurant (BN 5932)

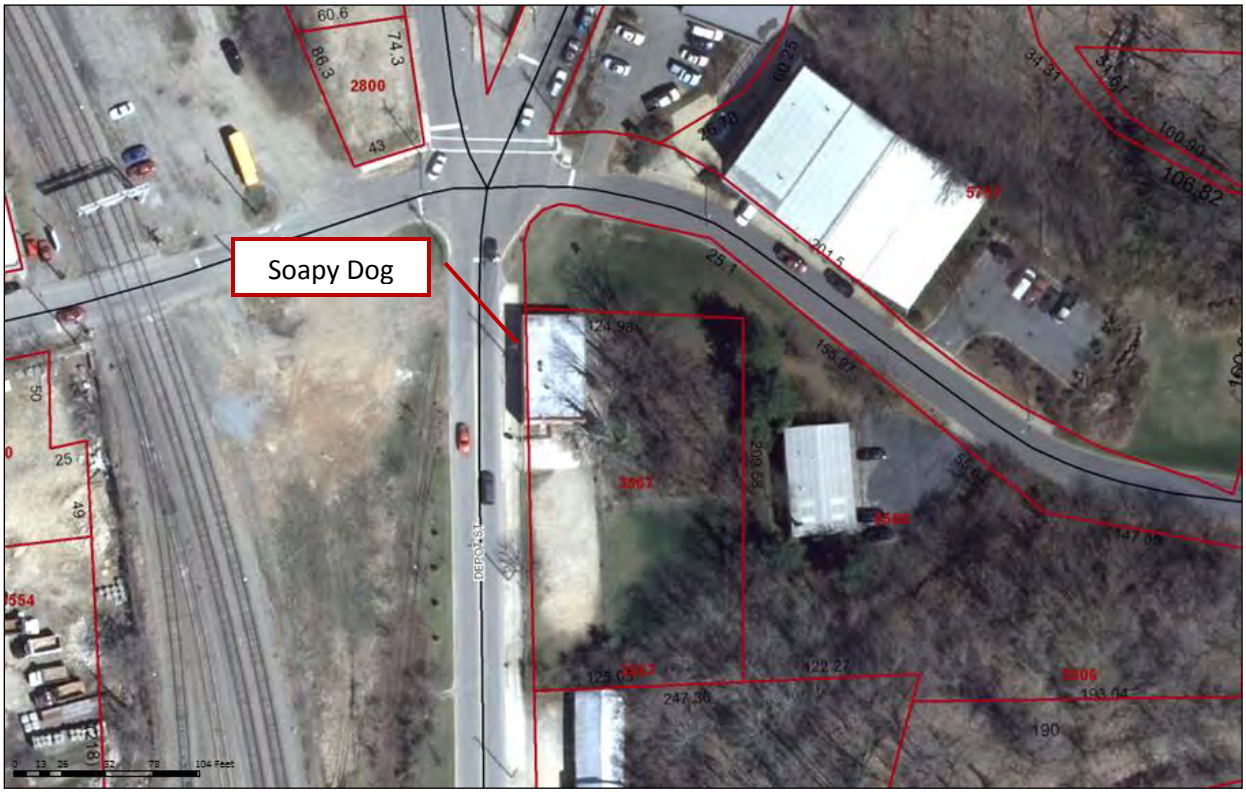
Parcel #: 963896679100000
Address: 5 Riverside Drive
Aerial map from the Buncombe County GIS database:

Below, photo shows front elevation (facing northeast).

Below, photo shows side elevation (facing west).

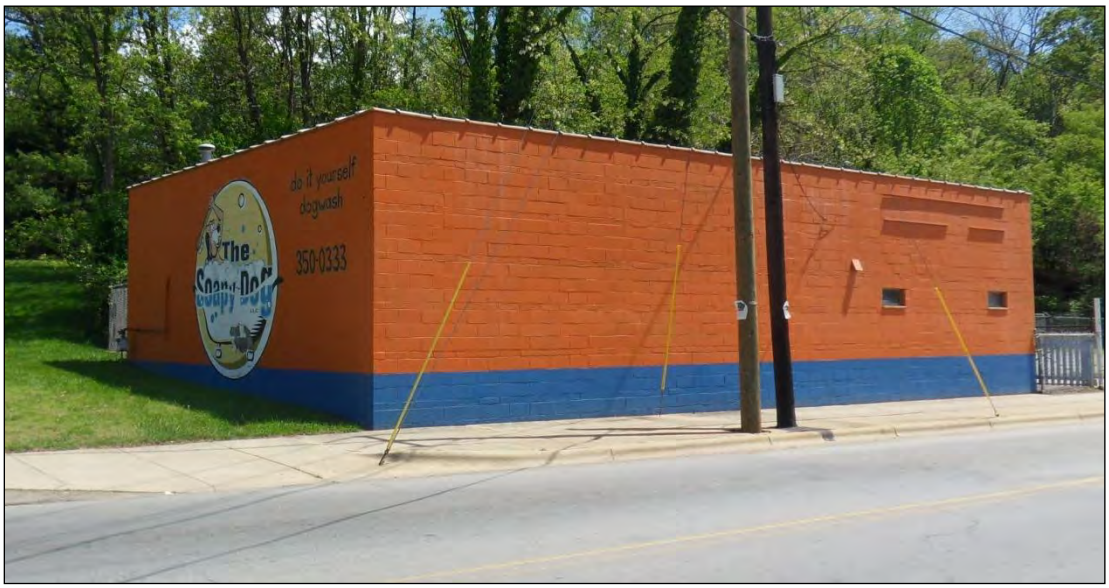
The Soapy Dog (BN 5947)

Parcel #: 964806356700000
Address: 270 Depot Street
Aerial map from the Buncombe County GIS database:



Below, photo shows front and side elevation (facing northeast).

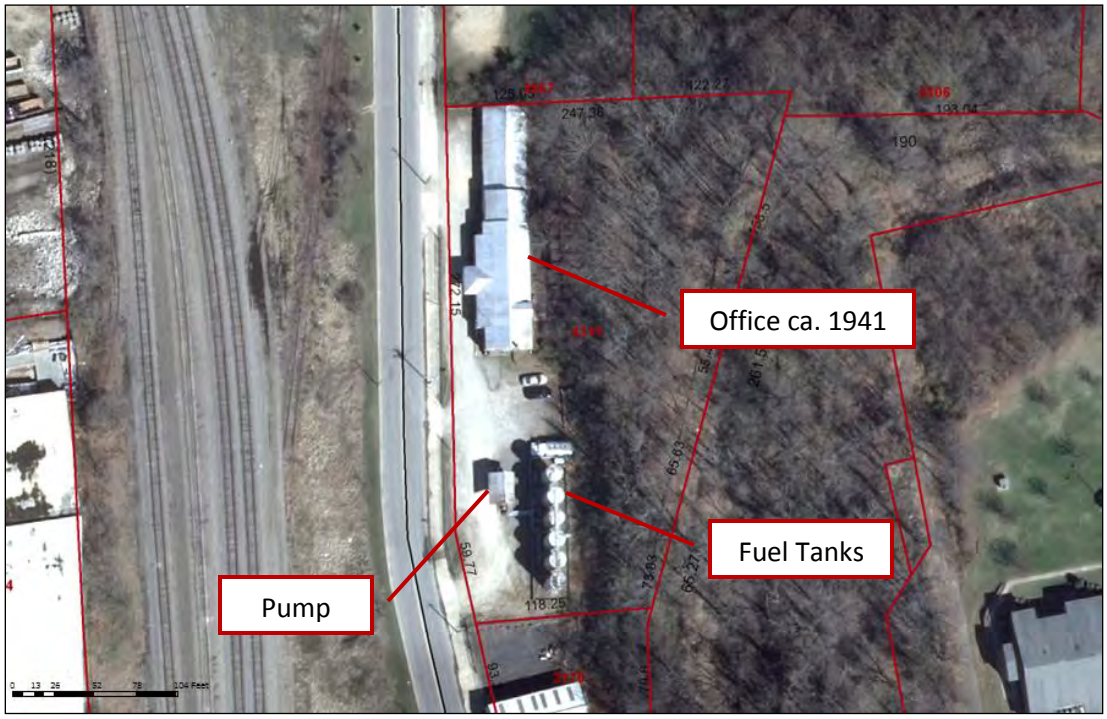
Below, photo shows side/rear elevation (facing southeast).



Below, photo shows rear/side elevation (facing southwest).

Parker Oil Company (BN 5948)

Parcel #: 964806431100000
Address: 290 Depot Street
Aerial map from the Buncombe County GIS database:



Below, photo shows side and front elevation (facing northeast).

Below, photo shows front elevation (facing southeast).

Below, photo shows storage/pump infrastructure (facing southeast).

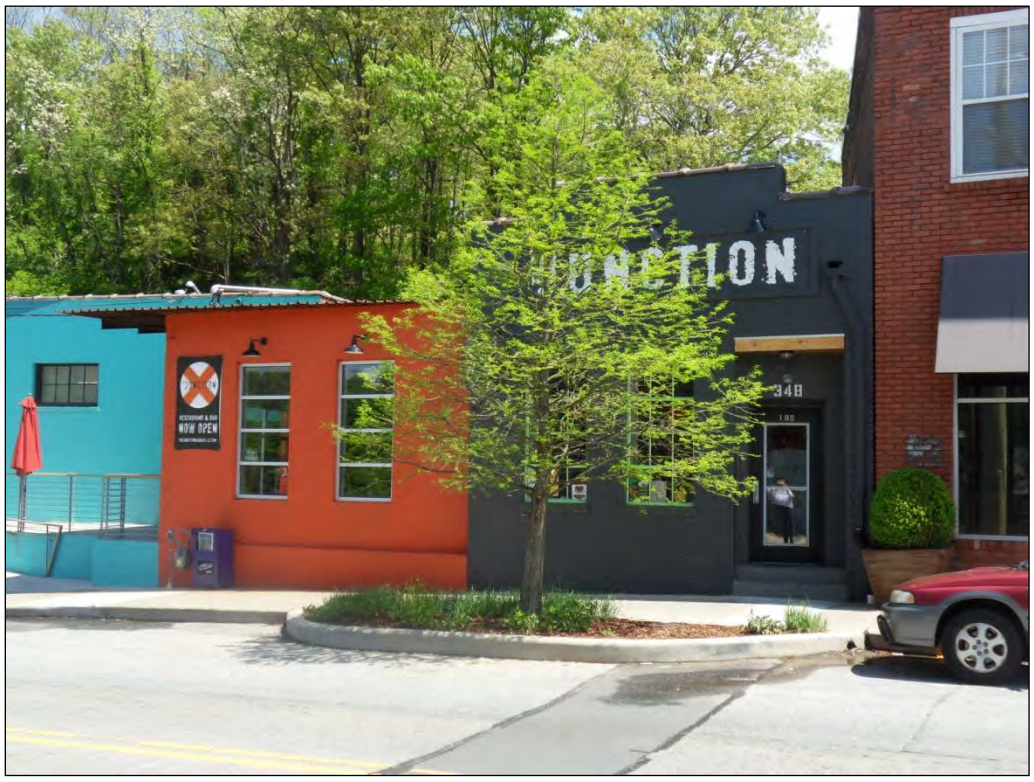
(former) Textile Manufacturing & Warehouse Structure (BN 3789)

Parcel #: 964805483400000
Address: 342-348 Depot Street
Aerial map from the Buncombe County GIS database:

Below, photo shows front and side elevation of northernmost portion (facing southeast).

Below, photos show front elevation (facing northeast, two photos).

Below, photo shows front elevation of southernmost portion (facing east).



J. A. Baker Packing Company (BN 5938)

Parcel #: 963895842900000
Address: 302 Lyman Street
Aerial map from the Buncombe County GIS database:

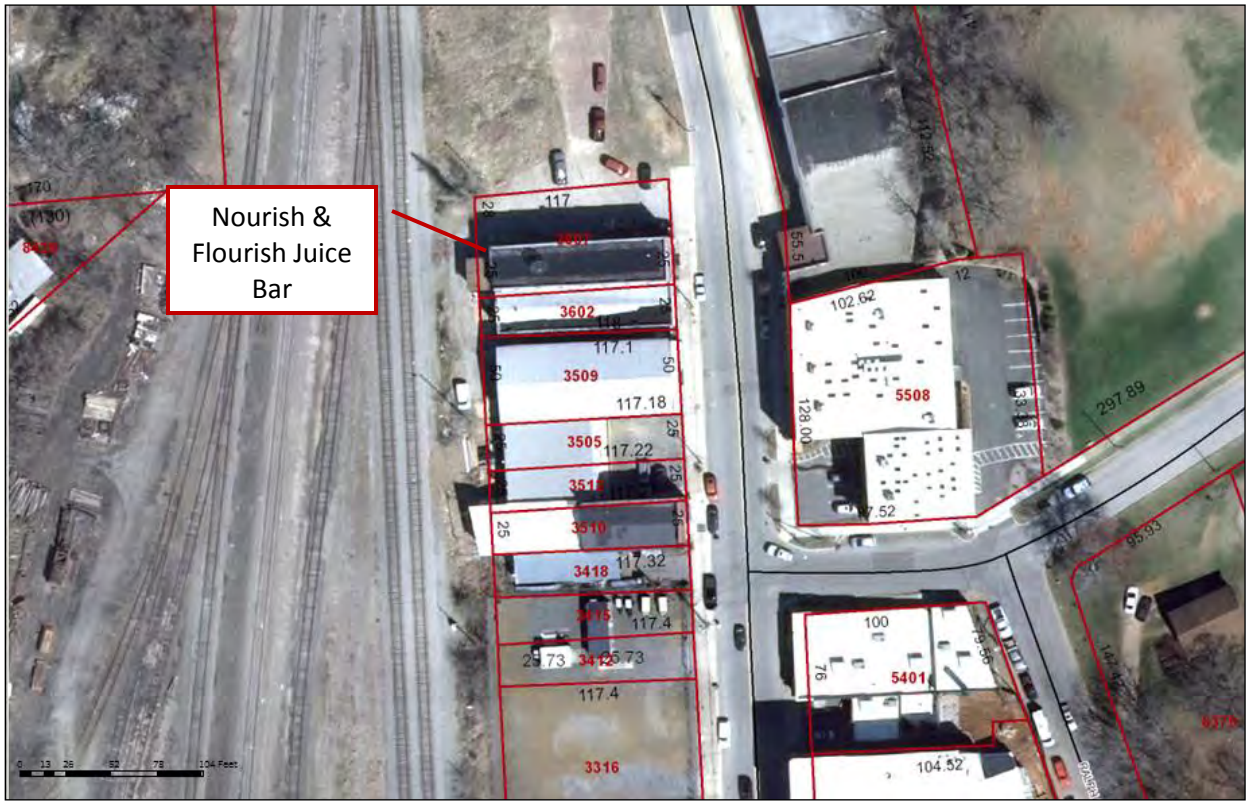
Below, photo shows northwestern corner of structure (facing east).

Below, photo shows front façade (facing east).

Below, photo shows southwestern corner of structure (facing north).

Nourish & Flourish Juice Bar (BN 3784)

Parcel #: 964805360700000
Address: 347 Depot Street
Aerial map from the Buncombe County GIS database:



Below, photo shows front/side elevation (facing southwest).

Below, photo shows front elevation (facing west).

Below, photo shows rear elevation (facing southeast).

(former) National Biscuit Company (BN 3785)

Parcel #: 964805360200000
Address: 349 Depot Street
Aerial map from the Buncombe County GIS database:

Below, photo shows front/side elevation (facing west).

(former) Coffee Mill & Grocery (BN 3786)

Parcel #: 964805350900000
Address: 351 Depot Street
Aerial map from the Buncombe County GIS database:

Below, photo shows front/side elevation (facing northwest).

Below, photo shows rear elevation (facing southeast).

Condominiums (BN 3790)

Parcel #: 964805550800000, 9648055508C0110, & 9648055508C0120
Address: 352 Depot Street
Aerial map from the Buncombe County GIS database:

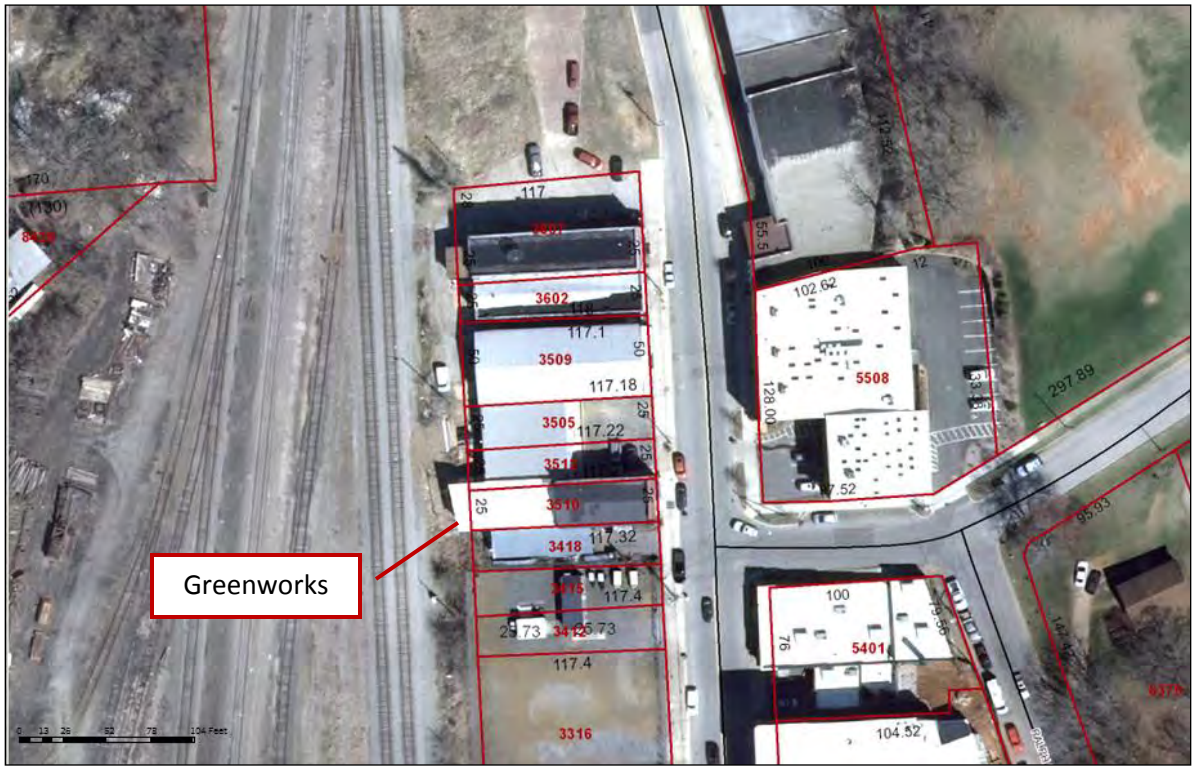
Below, photo shows the rear and side elevation of the modern addition (facing northeast).

Below, photo shows the front and side elevation of the modern addition (facing northwest).

Below, photo shows the front elevation of original structure (facing east).

Asheville Greenworks (BN 3787)

Parcel #: 964805351000000
Address: 357A Depot Street
Aerial map from the Buncombe County GIS database:



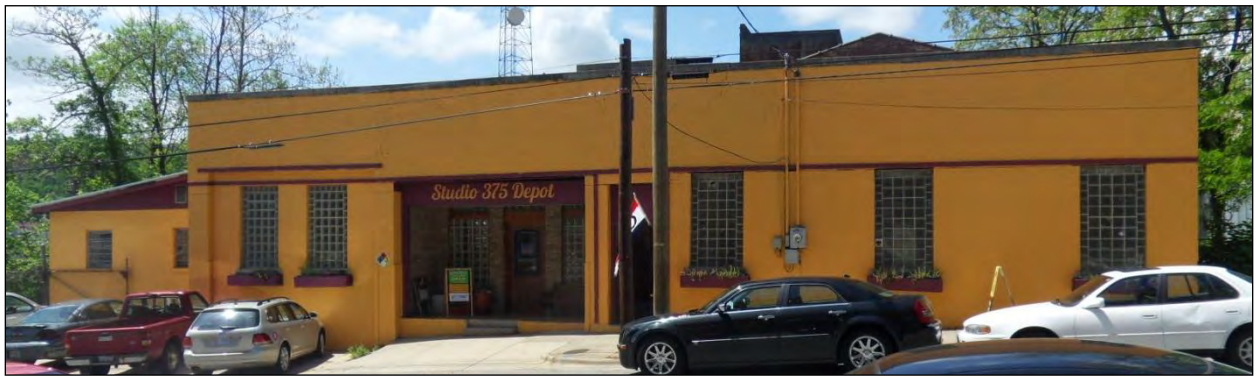
Below, photo shows front/side elevation (facing southwest).

Below, photo shows the front/side elevation (facing northwest).

Studio 375 (BN 3788)

Parcel #: 964805322000000
Address: 375 Depot Street
Aerial map from the Buncombe County GIS database:

Below, photo shows the front elevation (facing west).



Below, photo shows front and southern elevation (facing northwest).

Below, photo shows northern side elevation (facing southwest).

Below, photo shows rear elevation (facing northeast).

Below, photo shows side elevation (facing northeast).

Glen Rock Hotel (BN 0400)

Parcel #: 964805504200000
Address: 408 Depot Street
Aerial map from the Buncombe County GIS database:

Below, photo shows the front elevation (two photos, facing northeast).

Below, photo shows the southern elevation (facing north).

Below, photo shows a detail of the main entry (facing east).

Below, photo shows the northern elevation (facing southeast).

Below, photo shows rear elevation (facing southwest).

Day's Tobacco Warehouse (BN 0358)

Parcel #: 963894575100000
Address: 226 Lyman Street
Aerial map from the Buncombe County GIS database:

Below, photo shows northern elevation (facing south).

Below, photo shows the rear elevation (facing south).

Below, photo shows the rear elevation (facing north).

Below, photo shows the southern elevation (facing northwest).

Railroad Utility Building (BN 5939)

Parcel #: N/A
Address: N/A
Aerial map from the Buncombe County GIS database:

Below, photo shows side/rear elevation (facing northwest).

Below, photo shows front/side elevation (facing southeast).

Truck Repair Building (BN 5933)

Parcel #: 63893541700000
Address: 500 Lyman Street
Aerial map from the Buncombe County GIS database:

Below, photo shows front/side façade (facing east).

Below, photo shows front/side façade (facing north).

Carrier Bridge, Amboy Road (BN 5940)

Parcel #: N/A
Address: N/A
Aerial map from the Buncombe County GIS database:

Robert W. Ball, MHP, RPA

Cultural Resources Sub-Discipline Leader

Mr. Ball is the sub-discipline leader for the cultural resources staff as well as serving as an architectural historian and archaeologist responsible for crew supervision, field investigation, archival research, artifact analysis, state site forms, and technical report preparation of Phase I, II, and III archaeological investigations and cultural historic surveys. He meets the Secretary of Interior's Standards for architectural history and archaeology. Work outside of Kentucky includes investigations and surveys conducted in West Virginia, Tennessee, South Carolina, Michigan, Georgia, Mississippi, Ohio, Indiana, and Illinois. Relevant project experience includes:

Milton-Madison Bridge: Trimble County, KY & Jefferson County, IN: Principal Investigator for a Historic Structures Survey and Assessment for a proposed bridge replacement over the Ohio River in Milton, Kentucky and Madison, Indiana. The survey involved the documentation and re-evaluation of resources within three (3) National Register Districts and one National Register Historic Landmark. Survey included extending the *Period of Significance* for one of the Historic Districts to include twentieth century properties that had previously been omitted. A total of 291 properties were surveyed and evaluated. Served as coordinator for all cultural resources investigations.

Louisville-Southern Indiana Ohio River Bridges: Jefferson County KY & Floyd and Clark Counties, IN: Assisted in the Section 106 process by performing QA/QC on eligibility determinations for the cultural historic survey update. Served as Principal Investigator for the effects determination portion of the survey update and assisted in writing the 800.11(e) document.

State Route 135, Jackson County, Indiana. Principal Investigator for a National Register Assessment for proposed road realignment near Vallonia, Indiana. Served as coordinator for all cultural resources investigations.

Liberty Green Renewables Plant, Scottsburg, Indiana. Principal Investigator for a National Register Assessment for a proposed plant in southwestern Indiana.

Illinois Pipeline, Decatur, IL – Project involved a cultural historic survey for a proposed 165-mile pipeline route in central Illinois. The survey identified a total of 111 sites to be evaluated for eligibility to the National Register of Historic Places. Buildings ranged from late 19th century to mid 20th century agricultural, residential, and religious properties. Based upon the nature of each property, eight properties were recommended as eligible for listing on the National Register of Historic Places. These properties included two churches, three residences, two farm complexes, and one section of original Route 66. Served as Project Manager for the project as well as the Principal Investigator for the cultural historic survey.

Viewshed Analysis for National Register Historic District of Lynch, KY - Principal Investigator for a viewshed analysis on a proposed mining operation on a National Register Historic District I Harlan County, Kentucky.

Education

MHP, Historic Preservation, University of Kentucky, 2005

BA, Anthropology, University of Kentucky, 2005

Registration

Register of Professional Archaeologists

Affiliations

Vernacular Architecture Forum

Sigma Pi Kappa – Historic Preservation Honor Society

Applicable Technical Training

Various Workshops on Section 106 Implementation ACHP – Section 106 Advanced Seminar FHWA – KYTC Implementing Procedures for Section 106 of the National Historic Preservation Act Section 106 and National Register Training, Ohio Department of Transportation

Mt. Washington Road, Jefferson County, KY: Principal Investigator for a Historic Structures Survey that documented and assessed 27 properties for a proposed widening of Mt. Washington Road near Louisville, Kentucky. Served as Project Manager for the project.

KY 69, Hancock County, KY: Principal Investigator for a Historic Structures Survey that documented and assessed five properties for a proposed relocation of a portion of KY 69 in Hawesville, Kentucky. Two resources were recommended as contributing resources to an adjacent Historic District. Served as Project Manager for the project.

KY 413, Harlan County, KY: Principal Investigator for a Historic Structures Survey that documented and assessed 24 properties for a proposed bridge replacement in Loyall, Kentucky. One resource was recommended as eligible for listing on the National Register of Historic Places. Served as Project Manager for the project.

KY 3387, Johnson County, KY: Principal Investigator for a Historic Structures Survey that documented and assessed four properties for a proposed bridge replacement in Johnson County, Kentucky. One resource was recommended as eligible for listing on the National Register of Historic Places. Served as Project Manager for the project.

CR 6, Greene County, NY. Co -Principal Investigator for a Phase I archaeological survey for a bridge replacement in Greene County, New York.

KY 2541 Bridge, Greenup County, KY. Principal Investigator for a State Level I Documentation of an 1884 bridge in Greenup County, Kentucky

Blue Water Bridge Travel Plaza, Port Huron, MI: Principal Investigator for a Historic Structures Survey for proposed modifications to the Blue Water Bridge Plaza in downtown Port Huron. Over 200 structures were surveyed and evaluated for their eligibility to the National Register. The survey included mapping, photography, and completion of SHPO survey forms using an Access database. In addition an archaeological survey was conducted that involved shovel test probes and the plowing and disking of 40+ acres. Served as the field director on the archaeological survey.

US 220 Widening, Hardy County, WV – Project involved a Phase I archaeological and cultural historic survey for a proposed road widening near Moorefield, West Virginia. The cultural historic survey resulted in the documentation of 10 historic properties, three of which are potentially eligible for listing to the NRHP. The Phase I archaeological survey portion of the project resulted in the discovery and documentation of three historic sites, two of which date from the late eighteenth century to the early nineteenth century. Served as Project Manager for the project as well as the Principal Investigator for the cultural historic survey.

Duplex Road, Williamson and Maury Counties, TN - Project involved a cultural historic survey for a proposed road widening in Spring Hill, Tennessee. Served as the Principal investigator for the cultural historic survey.

I-66 Pulaski, Laurel, and Rockcastle Counties, KY - Co-Principal Investigator for a Historic Structures Survey for a proposed 30 mile long interstate route between London

and Somerset, Kentucky. The architectural/historic resource survey involved the development of a historic context; field documentation of historic sites which includes mapping, photography, and completion of SHPO survey forms; and the integration and analysis of all data resulting in determinations of eligibility for the National Register and determinations of effect for all resources fifty years of age or older. Over 420 structures were surveyed and evaluated for this historic structures study.

Tuberculosis Hospital Survey, Bourbon County, KY. - Project involved a cultural historic survey of the former tuberculosis hospital in Paris, Kentucky. Served as the Project Manager and the Principal investigator for the cultural historic survey.

Salt Lick Elementary School, Bath County, KY - Project involved a cultural historic survey of a WPA built elementary school in Salt Lick, Kentucky. Served as the Project Manager and the Principal investigator for the cultural historic survey.

Watt Road/Old Stage Road, Knox County, TN – Project involved a cultural historic survey for a proposed new corridor and road widening in Farragut, Tennessee. Served as the Principal investigator for the cultural historic survey.

Middle Creek Extension Road, Sevier County, TN – Project involved a Phase I archaeological and cultural historic survey for a new road alignment from Dolly Parton Parkway to Tennessee State Route 66 encompassing a total of 46.3 acres. As a result of the survey, one small possibly a Woodland period site (40Sv186) was discovered and is considered potentially eligible to the National Register of Historic Places under criterion D, and further work was recommended. The cultural historic survey documented 20+ structures ranging from early African-American schools to agricultural complexes to cemeteries. Served as the Principal investigator for the cultural historic survey as well as participated in the field work for the archaeological survey.

Hott Curve Realignment, Pendleton County, WV – Project involved a Phase I archaeological and cultural historic survey for a proposed curve realignment near Fort Seybert, West Virginia. The archaeological survey consisted of approximately two acres of proposed right-of-way. One new site, 46PD340, was discovered and recommended as not eligible for listing on the National Register. The architectural/historic resource survey involved the development of a historic context; field documentation of historic sites which includes mapping, photography, and completion of SHPO survey forms; and the integration and analysis of all data resulting in determinations of eligibility for the National Register and determinations of effect for all resources 50 years of age or older. Served as Project Manager for the project as well as the Principal Investigator for the cultural historic survey and participated in the field work on the archaeological survey.

Parker's Crossroads National Battlefield Survey, Henderson County, TN - Project involved a cultural historic survey of a Civil War battlefield site near the community of Parker's Crossroads, Tennessee. Served as the Principal investigator for the cultural historic survey.

Campbell Station Road, Knox County, TN – – Project involved a Phase I archaeological and cultural historic survey for a proposed corridor widening in Knox County, Tennessee.

No archaeological sites were discovered during the survey. None of the documented resources were recommended as eligible for listing in the NRHP. Served as the field director for both the archaeological and cultural historic surveys.

US 460 Montgomery and Menifee Counties, KY – Project involved a High Probability archaeological and cultural historic survey for proposed road realignment from Frenchburg to Means, Kentucky. The archaeological survey resulted in the discovery of eight new archaeological sites, including six new prehistoric components and four new historic components. Two of the sites discovered during the survey were not considered eligible for nomination to the National Register of Historic Places, while six sites were determined potentially eligible. The cultural historic survey documented 20+ properties ranging from cemeteries to small residential properties. Served as field director for both the cultural historic and archaeological surveys.

KY 52 Garrard and Madison Counties, KY – Project involved a Phase I archaeological and cultural historic survey of three alternates for the K.Y 52 road improvement project, in Garrard and Madison Counties, Kentucky. The survey involved the examination of 296 acres for archaeological resources, conducting archival research, project coordination, talking to local informants, analyzing historic and prehistoric artifacts, and preparing a technical report. This study documented 33 new archaeological sites and revisited one previously recorded site and made evaluations as to their potential eligibility to the National Register and made management recommendations regarding further work. Served as field director for both the cultural historic and archaeological surveys.

KY 30, Jackson and Owsley Counties, KY – Project involved a cultural historic overview for a proposed realignment of a portion of KY 30. Served as field director for the cultural historic overview.

I-64 Connector, Rowan County, KY – Project involved a Phase I archaeological and cultural historic survey for a proposed new road and interchange along I-64 around the city of Morehead, Kentucky. Seven new archaeological sites, including one new prehistoric component and six new historic components were documented in the survey. The cultural historic survey documented cemeteries, residences and agricultural complexes. Served as field director for both the cultural historic and archaeological surveys.

US 522 Realignment, Berkeley Springs, WV – Project involved a cultural historic survey for a proposed new route for US 522. Participated in the field documentation for the cultural historic survey.

Phase I & II, Greenbrier Reservoir, Montgomery County, KY – Project involved a Phase I archaeological survey and subsequent Phase II testing on a prehistoric quarry. The Phase I survey identified four sites. One, a prehistoric quarry was recommended for further testing. Served as field director on both phases of the archaeological fieldwork.

Archaeological/Historical Overview New Circle Road (KY 4), Fayette County, KY – Project involved an archaeological and cultural historic overview for a proposed

realignment of a portion of KY 4. Served as field director for the cultural historic and archaeological overviews.

US 460 Realignment, Scott County, KY – Project involved a Phase I archaeological and cultural historic survey for a proposed road widening along US 460 near Georgetown, KY. Four new archaeological sites, including three new prehistoric components and three new historic components were documented in the archaeological survey. Served as field director for both the archaeological and cultural historic surveys.

Phase I, Jefferson County, KY – Project involved a Phase I archaeological survey for a proposed development site near Louisville, KY. Served as the field director for the archaeological survey.

15Lo182 Phase III, Logan County, Kentucky Transportation Cabinet: Phase III mitigation in Logan County, Kentucky. The investigation involved the excavation of a stratified Woodland to terminal Paleo-Indian site. Assisted in the analyzing of artifacts and the preparation of the Technical Report. Participated in the field work and analyzing artifacts.

Phase III, McLean County, KY, 15McL137 – Phase III mitigation of a 19th century hotel (Baber Hotel) within the proposed KY 81 new bridge alignment over the Green River in the town of Rumsey. The combined analysis of archaeological assemblages which furnished information about the material culture of the Baber hotel with comparative archival research resulted in producing significant insights into 19th century hotel life in Kentucky. Participated in the field work and analyzing artifacts.

Phase III, Owen County, KY, 15On55, 15On57 – Phase III mitigation of a late eighteenth to early nineteenth century farmstead in Owen County, Kentucky. The mitigation allowed a study of the life of a 19th century farmer, Enos Hardin, who occupied a 500 acre homestead in Central Kentucky. Participated in the field work and analyzing artifacts.

Phase III, Franklin County, KY, 15Fr96 – Excavation of late 19th century Lemuel Taylor farmstead and blacksmith shop. Cleaned and catalogued artifacts.

Phase III, Russellville, KY, 15Lo168 – Phase III mitigation of a late eighteenth to early nineteenth century farmstead in Logan County, Kentucky. Hand excavation and plowzone stripping resulted in the identification of more than 60 cultural features, including four chimney bases associated with two houses that were constructed by John Arnold to house his family, when he first settled his 400 acre farm. Participated in the field work and analyzing artifacts.

Phase III, Camp Nelson, KY, 15Js96, 15Js97, 15Js112, 15Js113 – This project involved the archaeological investigation of a large Civil War era occupation at Camp Nelson. Camp Nelson was one of the largest Civil War site mitigations ever conducted in the U.S. Participated in the field work and analyzing artifacts.

Phase II & III, Mercer County, KY, 15Me62 – Phase II testing and Phase III mitigation of a Fort Ancient occupation. The investigation included excavation of units, plowzone removal and excavation of features. Participated in the field work and analyzing artifacts.

Phase III, Henry County, KY – Phase III mitigation of an 18th century salt works. The investigation included excavation of units, plowzone removal and excavation of features. Participated in the field work and analyzing artifacts.

Phase II Assessment of 15Sc230, Scott County, Kentucky. Kentucky Transportation Cabinet: Phase II archaeological investigation of site 15Sc230, a large Middle to early Late Woodland period settlement with an Archaic component. The investigation included a controlled surface collection, excavation of three units, plowzone removal, and excavation of 25 features. This study evaluated the potential eligibility of 15Sc230 to the National Register of Historic Places, and recommendations regarding the need for further work. Participated in the field work.

Phase II, Mansour, WV – Phase II fieldwork investigations involved controlled surface collection of artifacts, and hand excavation of test units and shovel tests. These efforts resulted in the recovery of diagnostic artifacts ranging in age from about 7,000 years old to about 1,000 years old. Hand excavation in parts of the site produced evidence of sub-plowzone cultural deposits of about 40 cm thickness. Site 46Cb42 retained sufficient integrity to be considered potentially eligible for nomination to the National Register of Historic Places. Participated in the field work.

Phase II, Christian County, KY – Phase II evaluation of two Woodland to Archaic occupations. This study documented two archaeological sites and made evaluations as to their potential eligibility to the National Register and made management recommendations regarding further work. Assisted in the fieldwork and the analyzing of artifacts.

Phase II US 231, Warren and Allen Counties, Kentucky Transportation Cabinet: Phase II evaluation of six of the 13 historic and prehistoric sites in Warren and Allen counties as part of the US 231 Design Study conducted by Wilbur Smith Associates. Assisted in the fieldwork and the analyzing of artifacts.

Phase I Survey, Beckley, WV – Phase IB archaeological survey of the East Beckley Bypass, Section 2. The survey involved examination of a 1.69 km section of the bypass for archaeological resources, project coordination (land owner permission and coordination with the WVDOH), analyzing artifacts recovered, and preparing a technical report. This study documented two archaeological sites and made evaluations as to their potential eligibility to the National Register and made management recommendations regarding further work. Assisted in the fieldwork and the analyzing of artifacts.

Phase I Surveys; Logan, Harrison Christian, Montgomery, and Adair Counties, KY – Various Phase I surveys that studied potential road alternates. Participated in fieldwork and analyzing artifacts.

Phase I Survey, Beckley, WV – Phase I archaeological survey of a section of the proposed East Beckley Bypass. The survey involved examination of a section of the bypass for archaeological resources, project coordination (land owner permission and coordination with the WVDOH), analyzing artifacts recovered, and preparing a technical report. In

addition to being the Project Manager, also served as the Field Director for the archaeological survey.

Statewide Historic Bridge Inventory, KY – Project involved a statewide cultural historic survey of all the bridges within Kentucky. Assisted in description of bridges and report production.

Paducah Area Transit System, Paducah, KY. Principal Investigator for the cultural historic survey for a proposed parking facility in the city of Paducah, Kentucky. Task manager for cultural resources.

Chatham Area Transit Center, Savannah, GA – Project involved a Phase I archaeological and cultural historic survey on two perspective sites for the new Savannah Chatham Area Transit Transfer Center in Savannah, Georgia. Based on the proposed site locations proximity to multiple National Register Historic Districts and Landmarks, the two sites and planned facility were evaluated in terms of visual affects upon the nearby historic properties. Served as the Principal Investigator for the cultural historic survey and field director for the archaeological survey.

Green River Intra-County Transit System, Owensboro, KY. Principal Investigator for a proposed dispatch center in the city of Owensboro, Kentucky. Task manager for cultural resources.

Fulton County Transit Authority, Fulton, KY. Principal Investigator for a proposed administrative and maintenance building in the city of Fulton, Kentucky. Task manager for cultural resources.

Murray Calloway Transit Authority, Calloway, KY. Principal Investigator for a proposed dispatch center and parking lot in the city of Murray, Kentucky. Task manager for cultural resources.

State Level Documentation Blue Grass Airport Expansion, Lexington, KY. Principal Investigator for a State Level I Documentation of a circa 1870 house and corn crib in Fayette County, Kentucky.

Blue Grass Airport Expansion, Lexington, KY – Project involved a Phase I archaeological and cultural historic survey for the proposed construction of Runway 9-27, a relocated general aviation facility and taxiway and a general aviation road at the Blue Grass Airport. The cultural historic survey resulted in the documentation of 10 historic properties, one of which is potentially eligible for listing to the NRHP. The Phase I archaeological survey portion of the project resulted in the relocation and reassessment of four prehistoric sites. Served as Project Manager for the project as well as the Principal Investigator for the cultural historic survey.

Baraga Airport Expansion, Baraga, MI – Project involved a Phase I archaeological and cultural historic survey of 137.3 acres for the public use airport for Baraga County, Michigan. Ten previously undocumented archaeological sites were discovered (sites 20BG64 to 20BG73). None were determined eligible for listing on the National Register of Historical Places. The cultural historic survey revealed seven structures that were older

than 50 years of age which were surveyed for the project. None of the seven were recommended as eligible for listing on the NRHP. Served as the Principal investigator for the cultural historic survey as well as participated in the field work for the archaeological survey.

Liberty Airport, Casey County, KY – Project involved a cultural historic survey for a proposed airport in Casey County, Kentucky. None of the documented resources were recommended as eligible for listing in the NRHP. Served as the field director for the cultural historic survey.

Marlette Township Airport Improvements. Michigan Department of Transportation, Sanilac County, MI. Principal Investigator for a cultural historic survey conducted for the Michigan Department of Transportation on the future Runway Nine extension and the proposed Runway One extension at the Marlette Township Airport in Sanilac County, Michigan.

Delta Mississippi Broadband Internet Project, MS. Project involved an archival records check of existing archaeological sites and historic structures in a multi county area. Recommendations were given on the effects of the proposed internet cable project on existing sites and potential unknown resources. Served as Project Manager and Principal Investigator.

South-central Mississippi Broadband Internet Project, MS. Project involved an archival records check of existing archaeological sites and historic structures in a multi county area. Recommendations were given on the effects of the proposed internet cable project on existing sites and potential unknown resources. Served as Project Manager and Principal Investigator.

Fancy Farm & Farmington Broadband Internet Development, KY. Project involved an archival records check of existing archaeological sites and known cemeteries in a multi county area. Recommendations were given on the effects of the proposed internet cable project. Served as Project Manager.

Roberts OSU Transmission Line, Columbus, OH. Principal Investigator for a National Register Assessment for a proposed transmission line running though a National Register Historic District in Columbus, Ohio.

Three Cell Towers, Bonnyman in Letcher County and Manchester East & North, Clay County, KY. Project involved a Phase I archaeological and cultural historic survey for a proposed cell towers in Letcher and Clay counties, KY. In addition to being the Project Manager, also served as the Principal Investigator for the cultural historic survey.

Three Cell Towers, Cawood, Cumberland and Pine Mountain, Harlan County, KY. Project involved a Phase I archaeological and cultural historic survey for a proposed cell towers in Harlan County, KY. In addition to being the Project Manager, also served as the Principal Investigator for the cultural historic survey.

Cell Tower, Whitesburg, Letcher County, KY. Project involved a Phase I archaeological and cultural historic survey for a proposed cell tower near Whitesburg, KY. In addition to

being the Project Manager, also served as the Principal Investigator for the cultural historic survey.

Cell Tower, Duval, Scott County, KY. Project involved a Phase I archaeological and cultural historic survey for a proposed cell tower near Georgetown, KY. In addition to being the Project Manager, also served as the Principal Investigator for the cultural historic survey.

Cell Tower, Stanton, Powell County, KY. Project involved a Phase I archaeological and cultural historic survey for a proposed cell tower near Stanton, KY. In addition to being the Project Manager, also served as the Principal Investigator for the cultural historic survey.

Cell Tower, KY346P, Georgetown, KY – Project involved a Phase I archaeological and cultural historic survey for a proposed cell tower near Georgetown, KY. In addition to being the Project Manager, also served as the Principal Investigator for the cultural historic survey and field director for the archaeological survey.

Fayette, Laurel, Pulaski, Bell, Harlan and McCreary Counties, KY – Project involved a Phase I archaeological and cultural historic survey for several proposed cell tower location in multiple southeastern Kentucky counties. Served as field director for both the cultural historic and archaeological surveys.

Cell Tower Location, Fayette County, KY – Project involved a Phase I archaeological and cultural historic survey for a proposed cell tower near Lexington, KY. Served as the field director for both the cultural historic archaeological surveys.

Phase I & II, Bluegrass Army Depot, Madison County, KY –Phase I and II investigation of 15Ma177, a prehistoric site with Archaic, Late Woodland and Archaic components. The investigation involved a controlled surface collection, shovel probes, test units, and plowzone removal, and preparing a technical report. This study evaluated the potential eligibility of 15Ma177 to the National Register of Historic Places, and made recommendations for the site during the construction of a storage facility. Participated in the field work and analyzing artifacts.

Baseload Generating Facility Survey, Letart Township, Meigs County, OH - Project involved a cultural historic survey for a proposed power plant and associated landfill in southeastern Ohio. The architectural/historic resource survey involved the development of a historic context; field documentation of historic sites which includes mapping, photography, and completion of SHPO survey forms; and the integration and analysis of all data resulting in determinations of eligibility for the National Register and determinations of effect for all resources 50 years of age or older. Served as Project Manager for the project as well as the Principal Investigator for the cultural historic survey.

FirstEnergy Conveyor Belt Survey, OH – Project involved a cultural historic survey for a proposed conveyor belt route in eastern Ohio. The architectural/historic resource survey involved the development of a historic context; field documentation of historic sites which includes mapping, photography, and completion of SHPO survey forms; and the

integration and analysis of all data resulting in determinations of eligibility for the National Register and determinations of effect for all resources 50 years of age or older. Served as Project Manager for the project as well as the Principal Investigator for the cultural historic survey.

LG&E Expansion, Trimble County, KY – Project involved a cultural historic survey for a proposed facility expansion in northwestern Kentucky. The architectural/historic resource survey involved the development of a historic context; field documentation of historic sites which includes mapping, photography, and completion of SHPO survey forms; and the integration and analysis of all data resulting in determinations of eligibility for the National Register and determinations of effect for all resources 50 years of age or older. Served as Project Manager for the project as well as the Principal Investigator for the cultural historic survey.

Fayetteville Express Pipeline, Clarksdale, MS. Principal Investigator for a National Register Assessment for a proposed 20 mile pipeline route in north-central Mississippi. Also served as Project Manager.

Illinois Pipeline, Decatur, IL – Project involved a cultural historic survey for a proposed 165-mile pipeline route in central Illinois. The survey identified a total of 111 sites to be evaluated for eligibility to the National Register of Historic Places. Buildings ranged from late 19th century to mid 20th century agricultural, residential and religious properties. Based upon the nature of each property, eight properties were recommended as eligible for listing on the National Register of Historic Places. These properties included two churches, three residences, two farm complexes and one section of original Route 66. Served as Project Manager for the project as well as the Principal Investigator for the cultural historic survey.

Mississippi Pipeline, Greensville, MS – Project involved a cultural historic survey for a proposed 90 mile pipeline route in central Mississippi. The survey identified a total of seven sites to be evaluated for eligibility to the National Register of Historic Places. Buildings were all early to mid 20th century residential and religious properties. The remaining two sites were 19th and 20th century cemeteries. Served as Project Manager for the project as well as the Principal Investigator for the cultural historic survey.

Illinois Pipeline, Princeton, IL – Project involved a cultural historic survey for a proposed 9 mile pipeline route in north- central Illinois. The survey identified a total of 16 sites to be evaluated for eligibility to the National Register of Historic Places. Resources all dated from the late 19th century to mid 20th century and included residential, agricultural complexes, cemeteries and a bridge. Served as Project Manager for the project as well as the Principal Investigator for the cultural historic survey.

Marathon Pipeline, Lexington, KY – Project involved a cultural historic survey for the proposed pipeline replacement within the Boone Creek Rural Historic District in Fayette and Clark counties, Kentucky. Field investigations determined that while the replacement pipeline would fall within the Boone Creek Rural Historic District boundaries, it would not directly impact any contributing resources of the district. In

addition, the pipeline route would only be visible from one of its contributing resources. The total number of properties surveyed including the Boone Creek Rural Historic District as a whole was two (n=2). Served as Project Manager for the project as well as the Principal Investigator for the cultural historic survey.

State Level I Documentation, Letcher County, KY – Project involved the documentation of three late 19th century to early 20th century structures in Letcher County, Kentucky. The documentation included measured floor plans, digital and black & white photography and archival research. Served as Project Manager for the project as well as the Principal Investigator for the documentation.

State Level I Documentation, Bell County, KY – Project involved the documentation of early 20th century WPA school in Bell County, Kentucky. The documentation included measured floor plans, digital and black & white photography and archival research. Served as Project Manager for the project as well as the Principal Investigator for the documentation.

Scattered Site Housing Project, Pulaski County, KY – Project involved the documentation and assessment of a rural structure (general store/residence) in southern Kentucky. Served as Project Manager for the project as well as the Principal Investigator for the assessment.

Holmes Street Area Re-development, Frankfort, KY – Project involved the documentation and assessment of 400 properties for a proposed re-development in Frankfort. A total of 50 properties were recommended as eligible for listing on the NRHP. Served as Project Manager for the project as well as the Principal Investigator for the cultural historic survey.

Westchester County Hudson River Park, Tarrytown, New York. Principal Investigator for a Phase Ia Archival Survey of a proposed park in Westchester County, New York.

Prior to CDM Smith

University of Kentucky , Lab & Flotation technician 1993-1995

Papers Presented

Site Structure, Activities and Garbage Dumps: Issues in the Political Economy of the Fort Ancient period as Viewed from 15ME62. By Melody Pope, Robert W. Ball, and William Huser. Paper presented at the Sixteenth Annual Kentucky Heritage Council Archaeological Conference, February 26-28, 1999, Lexington, Kentucky Simmons, G. and R. Fischer. "The Nitty Gritty of Wastewater Sedimentation." Water Environment Federation Conference, Orlando, Florida, October 2009.

Published Book Reviews:

Clay Lancaster's Antebellum Architecture of Kentucky. Material Culture, Fall 2004.

Unpublished Thesis:

The Graham House: A Multi-Disciplinary Approach To Preservation, Interpretation and Future Planning Summers County, West Virginia Master's Thesis, University of Kentucky, Department of Design, Lexington, KY, 2005.

MATHEWS
ARCHITECTURE, P. A.

RICHARD A. MATHEWS

Rich Mathews provides group facilitation, business management, technology assistance, graphic design, computer drafting, construction experience and consultant services in housing and historic preservation to Mathews Architecture.

EDUCATION:
Harvard University, John F. Kennedy School of Government
Master of Public Administration, 1996
Mary Baldwin College
Bachelor of Arts in History, magna cum laude, 1995
National Development Council
Professional certification in housing development finance, 1995

PROFESSIONAL ACHIEVEMENTS & AFFILIATIONS:

- National Trust for Historic Preservation Board of Advisors; Member, 1994-2003; Advisor Emeritus, 2003-current; Southern Regional Chair, 1998 - 2000; Secretary of the National Executive Committee, Member of National Trust since 1990
- Center for Preservation Leadership Advisory Board, Member, 2003-present
- Preservation/North Carolina Board of Advisors; Member, 1995 - present
- Historic Massachusetts, Inc.; Contractor for evaluation of community development initiative, 1996
- Asheville Citizen-Times; Community Columnist, 2000-2002
- The Preservation Society of Asheville & Buncombe County; Project Manager, Special project on the meaning of preservation in minority communities, 1997; Chair, Ad-Hoc Committee on New Initiatives 1996-97; Member since 1988
- Ford Foundation/Harvard University Innovations in American Government Awards Program; Juror, 1996.
- Neighborhood Reinvestment Corporation; Member, Southern District Regional Advisory Council, 1994
- Neighborhood Housing Services of Asheville; Executive Director, 1990 - 94; Construction Manager, 1990
- Leadership Asheville X, 1992-93, Lecturer on the uses of history in leadership, 1998-present
- Griffin Award Winner for Excellence in Historic Preservation, 1988-96
- Richmond Hill Inn & Conference Center, Project Manager on restoration of original structure, 1989-90; Foreman, 1988-89
- The Affordable Housing Coalition of Asheville & Buncombe County; Treasurer, 1992-94; Home Ownership Committee Chair and Instructor 1992-94
- The Albemarle Park ~ Manor Grounds Association, Inc.; Treasurer, 1993-95, 05-07; Founding President 1988-92; Member since 1988
- The Historic Resources Commission of Asheville & Buncombe County; Commissioner, 1988-93 (Chair, 1992); Member, Executive Director Search Committees, 1989, 1993; Member, Albemarle Park Landscape Design Guidelines Committee, 1999-present
- The Coalition of Asheville Neighborhoods; Vice-President, 1997-1998; President, 1992; Member, 1990-93, 1996-99
- City of Asheville Unified Development Ordinance Subcommittee; 1991-92
- City of Asheville Comprehensive Affordable Housing Strategy Development Committee; Member, 1991
- Co-author, *The Manor & Cottages*, 1991
- First Baptist Church, Restorer of historic sanctuary, 1986
- Al Paca Enterprises/Building Measurement Services, a building renovation company; Owner and principal, 1979-88

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