

North Carolina Department of Cultural Resources
State Historic Preservation Office

Ramona M. Bartos, Administrator

Governor Pat McCrory
Secretary Susan Kluttz

Office of Archives and History
Deputy Secretary Kevin Cherry

April 24, 2015

MEMORANDUM

TO: Mary Pope Furr
Office of Human Environment
NCDOT Division of Highways

FROM: Renee Gledhill-Earley *Renee Gledhill-Earley*
Environmental Review Coordinator

SUBJECT: Updated Historic Structures Eligibility Report for I-26 Connector, I-2513,
Buncombe County, CH 96-0472

Thank you for your April 10, 2015, letter transmitting the above-referenced report. We have reviewed the re-evaluation and concur with its findings that thirteen (13) properties previously identified by Mattson, Alexander and Associates and listed on page 4 remain eligible for listing in the National Register. **We concur that Calvary Baptist Church (BN4921) is eligible for listing.** The Southern Railroad Bridge (BN5928), which was determined eligible as part of the Wilma Dykeman Riverway project also remains eligible for listing. The criteria for listing and boundaries appear appropriate.

For future ease in addressing potential effects on these properties, it would be very helpful to have a listing of the eligible properties with their name, survey site number, evaluation determination and criteria for listing presented in a chart format.

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, contact Renee Gledhill-Earley, environmental review coordinator, at 919-807-6579 or environmental.review@ncdcr.gov. In all future communication concerning this project, please cite the above referenced tracking number.

HISTORIC ARCHITECTURAL RESOURCES SURVEY UPDATE REPORT

**I-26 Connector in Asheville
Buncombe County
North Carolina Department of Transportation
TIP No. I-2513
WBS No. 34165.1.2
FA No. MANHF-26-1(53)**

**Prepared for:
Human Environment Section
North Carolina Department of Transportation
1598 Mail Service Center
Raleigh, NC 27699-1598**

**Prepared by:
Acme Preservation Services, LLC
825C Merrimon Avenue, #345
Asheville, NC 28804
828-281-3852**

March 2015

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March 2015

Clay Griffith, Principal Investigator
Acme Preservation Services, LLC

Date

Mary Pope Furr, Supervisor
Historic Architecture Section
North Carolina Department of Transportation

Date

Survey Update for I-26 Connector in Asheville, Buncombe County
North Carolina Department of Transportation
TIP No. I-2513 | WBS No. 34165.1.2

MANAGEMENT SUMMARY

The North Carolina Department of Transportation (NCDOT) proposes to build a freeway connecting Interstate 26 (I-26) southwest of Asheville to US 19-23-70 north of Asheville. Known as the I-26 Connector, the project would improve Interstate 240 (I-240) from the existing I-26/I-40/I-240 interchange to Patton Avenue; improved the I-26/I-240 interchange with Interstate 40 (I-40) and the Brevard Road (NC 191), Amboy Road (SR 3556), Haywood Road (SR 3548/US 19-23 Business), and Patton Avenue (US 19-23) interchanges; and construct a freeway on new location from Patton Avenue across the French Broad River to US 19-23-70 south of Broadway Street (SR 1781). Among the proposed improvements will be the widening of existing I-240 from four lanes to eight lanes south of Patton Avenue. Three alternatives are being considered for the new location alignment north of Patton Avenue. Project planning for the I-26 Connector began in the 1990s.

The Area of Potential Effects (APE) for the project generally encompasses the Project Study Area for the proposed widening of I-240 south of Patton Avenue and for the three new alignment alternatives to the north (see Figures 1-6a and 1-6b in Appendix A). The project limits extend approximately five miles. The full extent of the APE has been intensively surveyed for historic architectural resources by Mattson, Alexander and Associates over the course of three projects dating between 1999 and 2006. In their three survey reports, Mattson, Alexander and Associates identified thirteen properties within the APE that are either listed in or eligible for listing in the National Register of Historic Places. The APE surveyed by the Mattson firm is shown in Appendix A.

NCDOT contracted with Acme Preservation Services, LLC (APS) in October 2014 to update the eligibility of the previously recorded properties listed in or eligible for the National Register. Architectural historian Clay Griffith conducted the field survey in December 2014 and January 2015, documenting the current conditions of the properties, and authored the summary report. In addition to reviewing the three survey reports prepared by Mattson, Alexander and Associates and the related correspondence of the North Carolina State Historic Preservation Office (HPO), additional research was conducted through Buncombe County GIS and Register of Deeds online records, an examination of existing survey site files at the Western Office of Archives and History in Asheville, and at Pack Memorial Library in Asheville.

After reviewing the properties in the field and a re-evaluation of the National Register of Historic Places criteria for eligibility, the thirteen properties identified by Mattson, Alexander and Associates appear to remain eligible for the National Register. Most of the properties have undergone little physical change since they were listed or determined eligible, although a few have been substantially rehabilitated. Similarly the eligible boundaries continue to provide appropriate

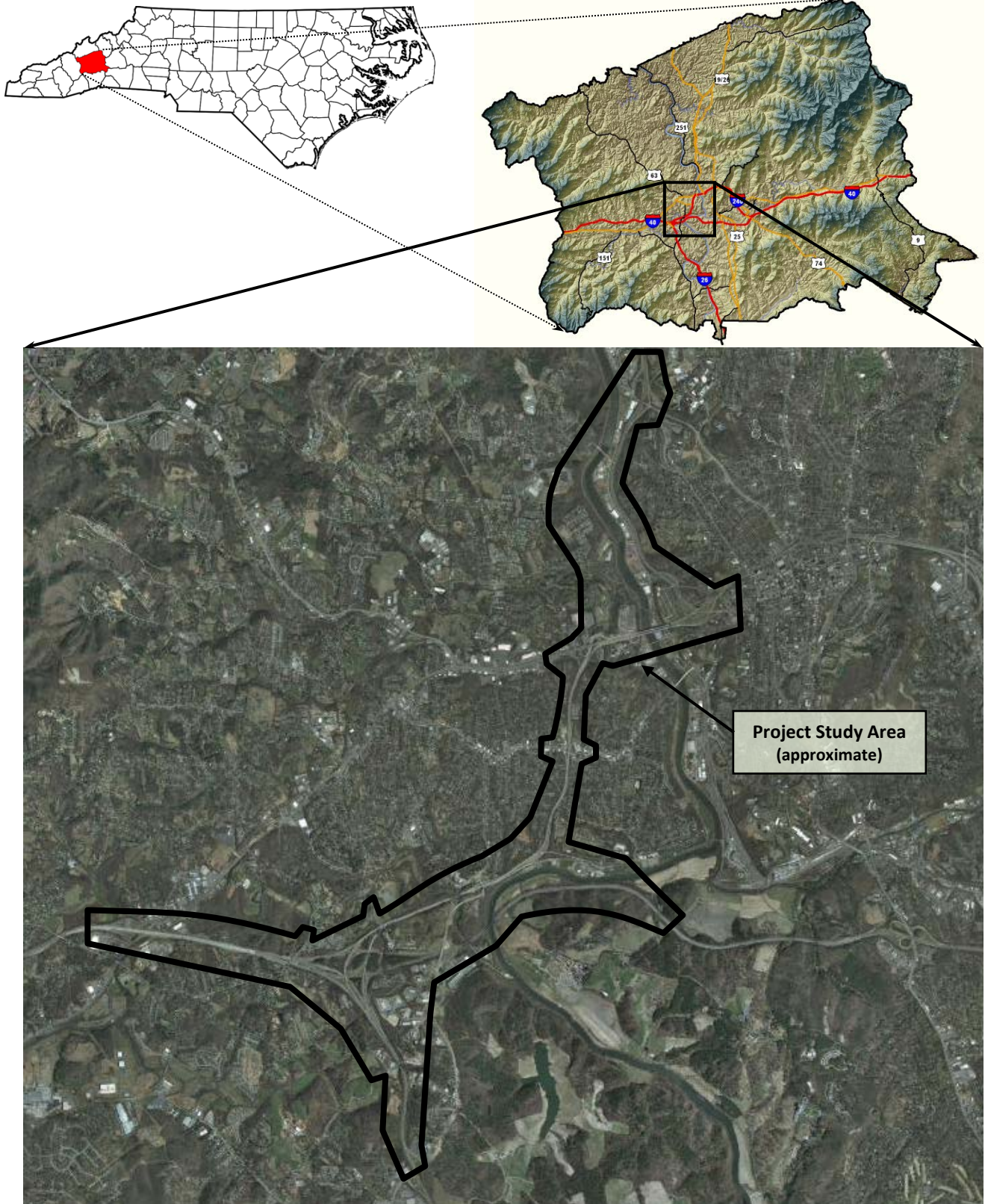
settings for the majority of the properties. Several changes, however, are recommended for the proposed boundaries of the Montford Area Historic District Boundary Expansion (BN1839), which encompasses the Montford Hills subdivision and the Hibriten Drive/Pearson Drive area adjacent to the existing district. Due to extensive new construction in these areas, the proposed boundaries have been delineated to include the greatest concentration of contributing historic resources within the two sections of the boundary expansion.

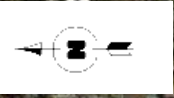
APS conducted the survey and prepared this report in accordance with the provisions of the Secretary of the Interior's Standards and Guidelines for Archaeological and Historic Preservation (48 FR 44716); 36 CFR Part 60; 36 CFR Part 800; and the NCDOT document entitled *Historic Architectural Resources: Survey Procedures and Report Guidelines* (2003). This property evaluation meets the guidelines of NCDOT and the National Park Service.

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I. Project Location Maps





Match line - APT map 2

Calvary Baptist Church
(BN4923)

Baker Building
(BN2200)

West Asheville-Aycock School HD
(BN1839)

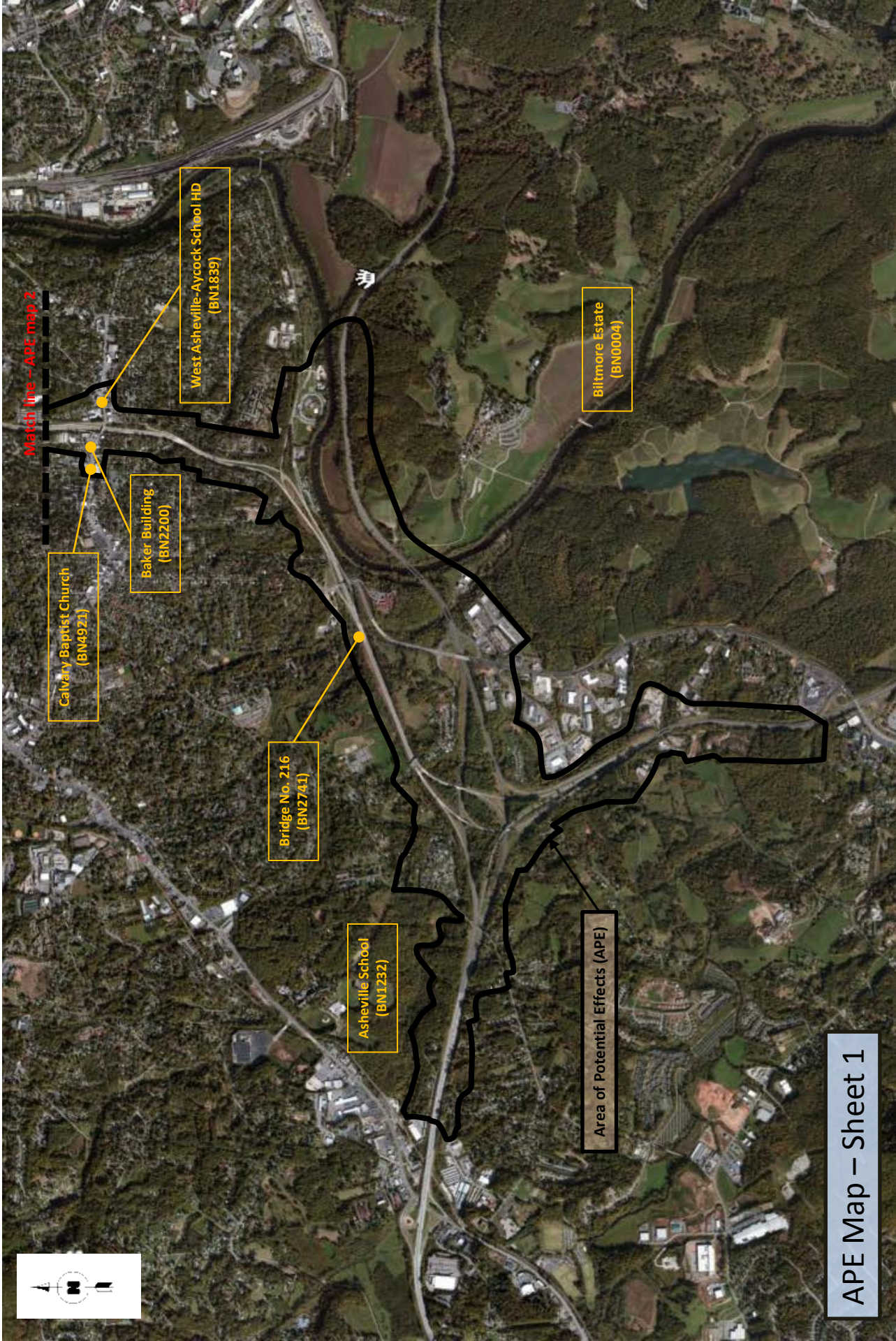
Bridge No. 216
(BN2741)

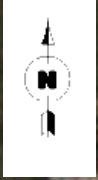
Asheville School
(BN1232)

Biltmore Estate
(BN0004)

Area of Potential Effects (APE)

APE Map - Sheet 1





Area of Potential Effects (APE)

Pearson Dr/Hibriten Dr
(Boundary Expansion)

Montford Hills
(Boundary Expansion)

Montford Area HD
(BN0022)

Southern Railroad Bridge
(BN5928)

Freeman House
(BN2470)

Smoky Park Highway Bridge
(BN2469)

Whiteford G. Smith House
(BN1829)

Haywood Road Methodist Church
(BN2212)

Mrs. Minnie Alexander Cottage
(BN0195)

William Worley House
(BN2442)

Match line - APE map 1

APE Map - Sheet 2

II. Introduction

The North Carolina Department of Transportation (NCDOT) proposes to build a freeway connecting Interstate 26 (I-26) southwest of Asheville to US 19-23-70 north of Asheville. Known as the I-26 Connector, the project would improve Interstate 240 (I-240) from the existing I-26/I-40/I-240 interchange to Patton Avenue; improve the I-26/I-240 interchange with Interstate 40 (I-40) and the Brevard Road (NC 191, Amboy road (SR 3556), Haywood Road (SR 2548/US 19-23 Business), and Patton Avenue (US 19-23) interchanges; and construct a freeway on new location from Patton Avenue across the French Broad River to US 19-23-70 south of Broadway Street (SR 1781). Among the proposed improvements will be the widening of existing I-240 from four lanes to eight lanes south of Patton Avenue. North of Patton Avenue, three alternatives are being considered for the new location alignment. The new location alternatives cross the French Broad River, Norfolk-Southern Railway, and portions of the Westgate Shopping Center property. The project limits extend approximately five miles. Project planning for the I-26 Connector began in the 1990s.

The Area of Potential Effects (APE) for the project generally encompasses the Project Study Area for the proposed widening of I-240 south of Patton Avenue and for the three new alignment alternatives to the north (see Figures 1-6a and 1-6b in Appendix A). The APE is defined by dense residential and commercial development to the south of Patton Avenue, where I-240 cuts through West Asheville. North of Patton Avenue, the APE extends through residential, commercial, and industrial development bordering the French Broad River. Detailed maps of the project study area and existing road network prepared by NCDOT are reprinted in Appendix A of this report.

The full extent of the APE has been intensively surveyed for historic architectural resources by Mattson, Alexander and Associates (MAA) over the course of three projects dating between 1999 and 2006. In their three survey reports, MAA identified thirteen properties within the APE that are either listed in or eligible for listing in the National Register of Historic Places. MAA recorded 151 additional resources over fifty years of age that have been determined not eligible for the National Register. Concurrence with these findings from the North Carolina State Historic Preservation Office (HPO) is documented in MAA's reports.

III. Methodology

NCDOT contracted with Acme Preservation Services, LLC (APS) in October 2014 to update the eligibility assessments for the previously recorded properties listed in or eligible for the National Register. Architectural historian Clay Griffith conducted the field survey in December 2014 and January 2015, documenting the current conditions of the properties, and authored the summary report. In addition to reviewing the three survey reports prepared by MAA and the related correspondence of the HPO, additional research was conducted through Buncombe County GIS and Register of Deeds online records, an examination of existing survey site files at the Western Office of Archives and History in Asheville, and at Pack Memorial Library in Asheville.

This report updates the condition and eligibility of the thirteen properties within the APE that are listed in, or have been determined eligible for, the National Register. The eligible properties include one National Historic Landmark, five listed in the National Register, one on the Study List for the National Register, and six determined eligible through Section 106 review projects.¹

In addition to the properties identified by MAA, two additional resources within the APE are considered eligible for the National Register. These two resources are recorded and evaluated in this report. Calvary Baptist Church at 531 Haywood Road, which lies just at the edge of the APE drawn by MAA, was placed on the Study List in 1998. The Southern Railroad Bridge over French Broad River was determined eligible for the National Register in 2012 as part of the studies completed for the proposed Wilma Dykeman Riverway (TIP No. U-5109).

One additional property located within the APE was intensively evaluated and included in MAA's 2001 supplementary report, which was not formally submitted to the HPO for review. The West End/Clingman Avenue Historic District was placed on the Study List in 1998, and recommended as eligible for the National Register in MAA's report. A National Register nomination for the historic district, independent of the subject project, was submitted and subsequently determined to be not eligible by the Keeper of the National Register in 2003. The West End/Clingman Avenue Historic District is, therefore, not among the properties updated in this report.²

¹ Mattson, Alexander and Associates, Inc., *Supplement, Phase II Intensive Historic Architectural Survey and Report, New I-26 Route, Asheville Connector, I-240 from existing I-26 to US 19-23-70, Buncombe County* (Prepared for TGS Engineers and North Carolina Department of Transportation, Raleigh, NC, 2001), 25-44.

² Carol D. Shull, letter to Dr. Jeffrey J. Crow, July 21, 2003.

IV. Property Summaries and Eligibility Assessments

Biltmore Estate (BN 0004)

1 Biltmore Estate Drive, Asheville [PINs 9637-94-4030-00000/9636-47-9770-00000]



Biltmore Estate Gate House, Biltmore Estate Drive, view to southwest

Summary Description

Biltmore Estate is the Gilded Age estate home of George W. and Edith Vanderbilt conceived by Vanderbilt, Richard Morris Hunt, and Frederick Law Olmsted in the years between 1888 and 1895. The gently rolling terrain of the estate contains the chateau, gardens, roadways, fields, and woodlands. The boundaries encompass 56 contributing buildings, as well as significant structures and landscape design. Biltmore House (1890-1895), the centerpiece of the estate, is a magnificent French Renaissance Revival-style mansion designed by nationally renowned architect Richard Morris Hunt. Vanderbilt engaged Frederick Law Olmsted, the nation's leading landscape architect, to advise him on the development of the land, and Olmsted recommended a park and gardens around the house, plus farms and extensive forests. At Olmsted's suggestion, Vanderbilt established a nursery, a dairy farm, managed forests, and a forestry school. The estate eventually grew to 125,000 acres in size and following Vanderbilt's death in 1914, more than 80,000 acres became part of Pisgah National Forest.

The residual 8,000-acre Biltmore Estate was designated as a National Historic Landmark in 1963 and listed in the National Register of Historic Places in 1966. Due to subsequent division of the

land among Vanderbilt's heirs, a nomination for the Biltmore Estate Additional Documentation and Boundary Reduction (BN1835) was prepared in 2003 and approved in 2005, which reduced the eligible boundary to include 6,949 acres containing the intact architectural and landscape elements created during the period of significance, 1888-1950.

Significance

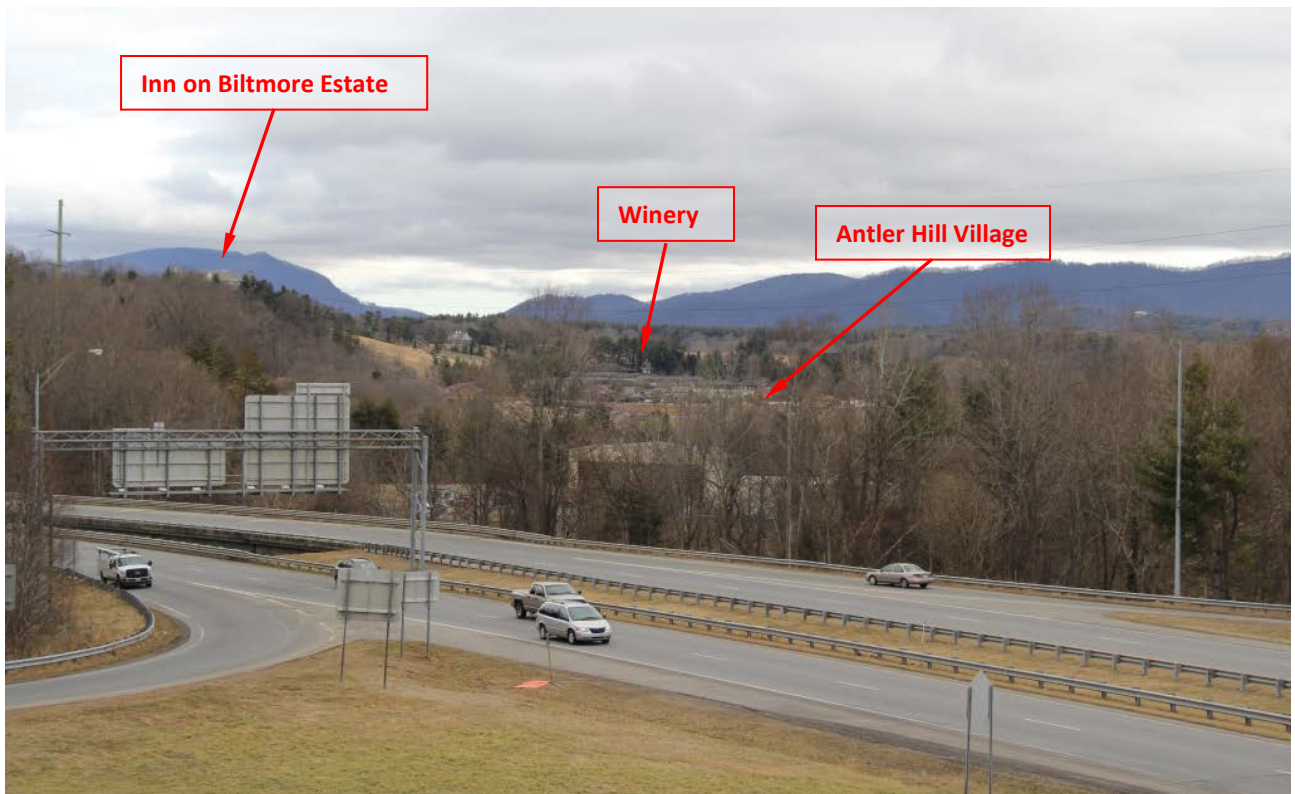
Biltmore Estate is eligible for the National Register under Criteria A, B, and C for its architecture and landscape design, associations with the lives of significant individuals, social history, and the conservation of natural resources.

Eligibility Assessment

Biltmore Estate remains eligible for the National Register as an important historical and architectural landmark of the Gilded Age and retains a high degree of integrity. Recent developments for visitors to the estate, including Antler Hill Village and the Inn on Biltmore Estate, are dispersed throughout the expansive grounds and do not detract from the overall integrity and significance of the property. Construction has begun on a second inn to be located on the estate near Antler Hill Village. The eligible boundary of 6,949 acres described and justified in the additional documentation and boundary reduction nomination continues to be an appropriate boundary for Biltmore Estate. The eligible property is comprised primarily of two tax parcels (PINs 9637-94-4030-00000 and 9636-47-9770-00000) that extend west and northwest to I-26 and Brevard Road (NC 191).



I-40 through Biltmore Estate, view to west at mile marker 48



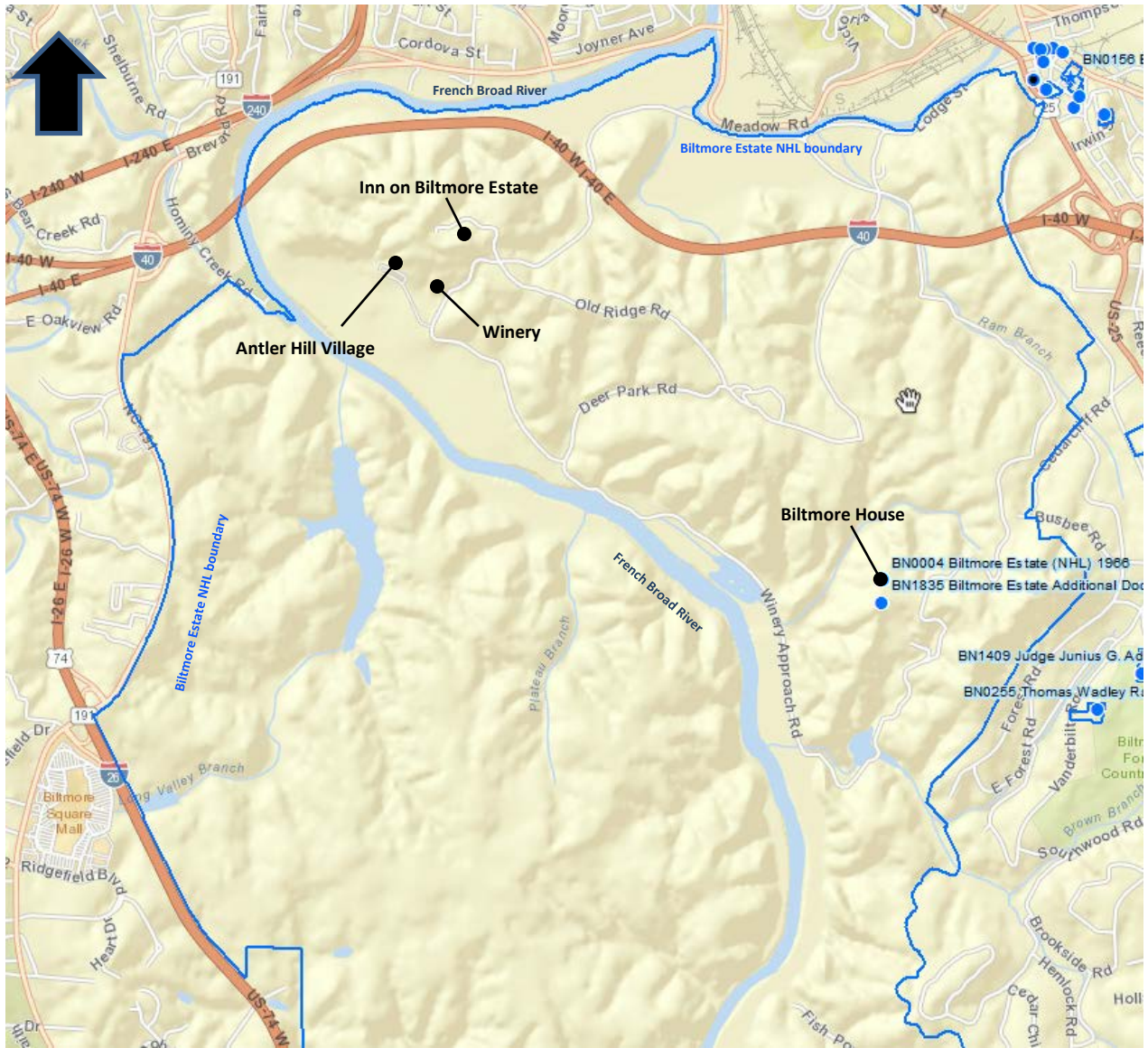
I-40, view to southeast to Biltmore Estate from Brevard Road (NC 191) interchange



Brevard Road (NC 191) adjacent to Biltmore Estate, view to southwest



Brevard Road (NC 191) adjacent to Biltmore Estate, view to northeast



**Biltmore Estate (BN0004) partial boundary, 1 Biltmore Estate Drive
 [PINs 9637-94-4030-00000 and 9636-47-9770-00000]
 (Map source: HPOWEB GIS Service)**

Asheville School (BN 1232)

360 Asheville School Road, Asheville [PIN 9627-29-8264-00000]



Asheville School, entrance at intersection of Smoky Park Highway and Asheville School Road

Summary Description

Founded in 1900 by two Ohio men, the Asheville School is a preparatory boarding school featuring buildings in various English-inspired architectural styles. Newton Anderson and Charles Mitchell, founders of the University School in Cleveland, wanted to establish a boarding school in a healthy, non-urban setting for both the academic and physical education of its students. The 280-acre campus includes the work of Cleveland architect John Milton Dyer as well as numerous Asheville architects. The earliest campus buildings—Anderson Hall (1900), Mitchell Hall (1903), and Lawrence Hall (1907)—blend Tudoresque forms and motifs with other elements. Later buildings display Tudor Gothic influences. Chauncey Beadle, landscape gardener at Biltmore Estate, helped to redesign the campus landscape in the 1930s and introduced a curvilinear approach road lined with native plants.³

Significance

The Asheville School was listed in the National Register of Historic Places in 1996. The school is eligible under Criteria A and C in the areas of education, architecture, and landscape design. Anderson and Mitchell founded the Asheville School, as they did the University School in Cleveland, on the principle of educating the whole young person, both mind and body. In addition

³ Catherine W. Bishir, Michael T. Southern, and Jennifer F. Martin, *A Guide to the Historic Architecture of Western North Carolina* (Chapel Hill, NC: University of North Carolina Press, 1999), 296. Sybil Argintar Bowers, “Asheville School” National Register nomination (1996). The campus originally covered 379 acres.

to rigorous academic work, the school emphasized physical growth, athletics, and education in the manual arts. In order to achieve these goals, Anderson and Mitchell specifically sought a rural site with sufficient land to be isolated from the distractions of the city and easily contain the necessary educational and residential facilities in a natural setting. To further support their vision, the founders hired prominent architects from Cleveland, Indianapolis, and Asheville to design the campus buildings in English-influenced architectural modes. In the 1930s, Biltmore landscape gardener Chauncey Beadle designed a new grand approach and curvilinear road system lined with native plants and evergreen trees.

Eligibility Assessment

The Asheville School remains eligible for the National Register. The school has worked to maintain the integrity of its historic buildings while integrating newer structures into the campus master plan. The eligible boundary encompasses the full extent of tax parcel (PIN 9627-29-8264-00000), which represents the residual 280 acres of the school campus, athletic fields, faculty housing, and woodlands.



**Asheville School, aerial view of campus in 1940
(“History Photo Gallery,” Asheville School, web: www.ashevilleschool.org)**



Asheville School campus near I-40, view to northwest from Sand Hill Road



Asheville School campus at Sand Hill Road, view to north along Sand Hill Road



**Asheville School (BN1232), 360 Asheville School Road [PIN 9627-29-8264-00000]
(Map source: HPOWEB GIS Service)**

Bridge No. 216 (BN 2471)

Abandoned road over Hominy Creek, Asheville



Bridge No. 216 over Hominy Creek, view to west

Summary Description

Bridge No. 216 is a closed-spandrel concrete arch bridge carrying an abandoned section of NC 191 (Brevard Road) over Hominy Creek. Constructed of reinforced concrete in 1935, the bridge consists of two arched spans supported on spread footings. The two-lane superstructure has a reinforced concrete deck and concrete guard rails. The railings contain both solid panels and balustrades with chamfered posts, although approximately half of the railing sections have been repaired on the interior with flat concrete fill. The bridge was abandoned in the 1990s and blocked at either end with a concrete barrier.⁴

Significance

Bridge No. 216 is a rare surviving Type 111 concrete arch bridge, and one of only four closed-spandrel arch bridges remaining in the state. Built in 1935, the structure was one of the last

⁴ Mattson, Alexander and Associates, Inc., *Phase II Intensive Architectural Resources Survey Report, New I-26 Route, Asheville Connector, Asheville, North Carolina* (Prepared for TGS Engineers and North Carolina Department of Transportation, Raleigh, NC, 1999), 27-29.

closed-spandrel arch bridges to be constructed in North Carolina. Due to the rarity of its type and a high degree of integrity, the bridge was determined eligible for the National Register in 1994 under Criterion C for its design and construction. Its eligibility was noted and confirmed in Mattson's 1999 survey report.

Eligibility Assessment

Bridge No. 216 remains eligible for the National Register under Criterion C for its design and construction. The bridge is deteriorating due a lack of maintenance and unsympathetic repairs to the railings, but it appears to retain a sufficient level of integrity of design, materials, location, and association to remain eligible. It is located within the state-owned right-of-way for Interstate 240, beneath interstate Bridges 206 and 208. The proposed boundaries are limited to the footprint of the bridge and include its superstructure, substructure, and outside faces of the abutments.



Bridge No. 216, view to southwest



Bridge No. 216, southeast railing, balustrade detail, view to east



Bridge No. 216, northwest railing, view to north



Bridge No. 216 over Hominy Creek (BN2471)
(Map source: Buncombe County GIS)

Baker Building (BN 2200)
(formerly evaluated as Friendly Grocery Store)
505 Haywood Road, Asheville [PIN 9638-44-5765-00000]



Baker Building (former Friendly Grocery Store), 503-505 Haywood Road, view to northwest

Summary Description

Located at the intersection of Haywood Road and Burton Street in West Asheville, the former Friendly Grocery Store is a prominent two-story brick commercial building with a cast-stone façade. Four cast-stone pilasters define the three-bay façade, which features a denticulated cornice, flat parapet, and jack-arch window openings with articulated keystones. The second-story windows and openings on the east elevation are boarded over with plywood. A recessed, central entrance bay is flanked by two replacement storefronts composed of metal-frame display windows, steel I-beam lintels, and tile-covered knee walls.⁵

The building appears to have been constructed as the Baker Building around 1920, not long after streetcar service was extended across the French Broad River from Asheville into West Asheville. Public transportation helped transform Haywood Road into a commercial corridor, with a small node of development centered on the intersection of Haywood Road and Burton Street. The

⁵ Mattson 1999, 51-59.

building was constructed with retail spaces on the first story and rooms to let on second story. During the first decade, city directories indicate that six tenants typically occupied the second-story rooms. The first-story commercial spaces housed a series of small groceries, meat markets, and a shoe maker. Jax-Pax Grocery Store, which later became Friendly Grocery Store, occupied the east side of the building in the 1930s and early 1940s.⁶

Significance

Built around 1920, the Baker Building, or the former Friendly Grocery Store as it was called in previous survey reports, is significant as an intact, early commercial building located on Haywood Road soon after streetcar service was introduced along Haywood Road in West Asheville. The mixed-use building with small businesses on the first floor and residential rooms on the second floor was typical of the larger commercial buildings found along Haywood Road. Businesses, churches, and public buildings were primarily built on Haywood Road as it became the principal thoroughfare through West Asheville in the first half of the twentieth century. Residential development extended out from the neighborhood businesses located in the commercial corridor. The Baker Building is also a good example of a two-story brick commercial building that is embellished with a cast-stone façade. Cast-stone, which was often prefabricated into block for easy construction, became a popular building material in Asheville during the 1910s and 1920s. The Baker Building was determined eligible for the National Register in MAA's 1999 survey report for the subject project. The building is the best preserved example of cast-stone construction on a commercial building in West Asheville. The Baker Building appears to be eligible for the National Register under Criterion A in the area of commerce and under Criterion C for its architecture.

Eligibility Assessment

The Baker Building remains virtually unaltered since it was determined eligible for the National Register in 1999. Despite the boarded upper-story windows and replacement storefronts, the building appears to retain sufficient integrity to be considered eligible for the National Register. The building occupies the full extent of a 0.12-acre lot (PIN 9638-44-5765-00000), and the proposed National Register boundaries conform to the limits of the tax parcel.

⁶ Asheville city directories (1917-1965), North Carolina Room, Pack Memorial Library, Asheville, NC.



Baker Building, facade, view to north



Baker Building, oblique front view to northeast



**Baker Building (BN2200), 503-505 Haywood Road [PIN 9638-44-5765-00000]
(Map source: Buncombe County GIS)**

West Asheville-Aycock School Historic District (BN 1839)
(formerly evaluated as West Asheville Commercial Historic District)
Haywood Road and Argyle Lane, Asheville



West Asheville-Aycock School Historic District (BN1839), view east along Haywood Road

Summary Description

The West Asheville-Aycock School Historic District, a compact node of commercial buildings located at the intersection of Haywood Road and Westwood Place in West Asheville, was identified by Mattson, Alexander and Associates as the West Asheville Commercial Historic District in their 1999 survey report for the subject project.⁷ It had been placed on the Study List in 1998. The district contains a cluster of one- and two-story brick commercial buildings located on Haywood Road, with Westwood Place to the north and Michigan Avenue to the south. The 1953 Charles B. Aycock School occupies large tract adjoining Argyle Lane to the northwest of the commercial area. The district also contains the imposing two-story West Asheville Bank and Trust Company Building, built in 1927, and a freestanding Art Deco-style filling station.

⁷ Mattson 1999, 44-50. Originally called the West Asheville Commercial Historic District in the 1999 survey report, it was later referred to as the East Haywood Road Historic District in MAA's 2006 report. See Mattson, Alexander and Associates, Inc., *Phase II (Intensive Level) Architectural Resources Survey Report, New I-26 Route, Asheville Connector, Buncombe County* (Prepared for TGS Engineers and North Carolina Department of Transportation, Raleigh, NC, 2006), 67-73.

Significance

The district was listed in the National Register of Historic Places in 2006 as the West Asheville-Aycock School Historic District. It represents a cohesive collection of commercial and civic buildings along Haywood Road in West Asheville. Built along the route of the old Western Turnpike, Haywood Road developed as the primary commercial corridor of West Asheville and served as the route of a streetcar line in the early twentieth century, which helped to support a thriving business community and the surrounding residential neighborhoods. Businesses, churches, and public buildings were typically oriented to Haywood Road with residential development extending out from the commercial corridor. The boundaries of the West Asheville-Aycock School Historic District were drawn to include the small collection of intact commercial and civic buildings along Haywood Road between I-240 to the west and Michigan Avenue/Westwood Place to the east.⁸

The West Asheville-Aycock School Historic District Boundary Increase (BN5951) was listed in the National Register of Historic Places in 2013 and added one additional resource to the existing district. The 1925 Mardis Building at 444 Haywood Road was excluded from the original district due to material changes that obscured the façade and portions of the visible east elevation. Removal of the exterior plywood and aluminum veneer in 2013 revealed the original building materials and façade openings. With the removal of the façade veneer and rehabilitation of the storefronts, the Mardis Building is consistent in scale, form, materials, function, and style with the other brick commercial buildings in the West Asheville-Aycock School Historic District.

Eligibility Assessment

Both the West Asheville-Aycock School Historic District and its recent boundary increase remain eligible for the National Register of Historic Places. The eligible boundaries for the listed district and boundary increase continue to encompass the concentration of intact historic resources in the 400 block of Haywood Road that contribute to the historic district.

⁸ Clay Griffith, “West Asheville-Aycock School Historic District” National Register nomination (2006).



Commerical Buildings, 415-421 Haywood Road, north side, view to northwest



Charles B. Aycock School, 441 Haywood Road, façade, view to northwest



Commercial Building, 428 Haywood Road, oblique view to southwest



Mardis Building (West Asheville-Aycock School Historic District Boundary Increase), 444 Haywood Road, oblique view to southeast



West Asheville-Aycock School Historic District (BN1839) and West Asheville-Aycock School Historic District Boundary Increase (BN5951)
(Map source: HPOWEB GIS Service)

William Worley House (BN 2442)
(formerly evaluated as C. G. Worley House)
1 Worley Place, Asheville [PIN 9638-67-0425-00000]



William Worley House (former C. G. Worley House), 1 Worley Place, façade, view to northwest

Summary Description

Formerly referred to as the C. G. Worley House, the two-story William Worley House was built in 1892 and included a nineteenth-century saddlebag house as a rear ell. The multi-gable Queen Anne-style frame dwelling rests on a stone foundation and is covered with weatherboards. It features a metal roof, two interior brick chimneys, an attached one-story hip-roof wraparound porch, and one-over-one and two-over-two double-hung sash windows. The porch is supported by paired Tuscan columns on stone piers, but the wood balustrade is a recent addition. The house displays notable decorative features including boxed and molded eaves with scroll brackets, flushboard gables with sawtooth edges, and cut-out gable ornaments.

By 2001, the house had become deteriorated, but new owners thoroughly rehabilitated the structure between 2001 and 2006. Four of the five gable ornaments remained intact, but one

replacement was replicated from the originals. Plaster ceilings damaged by water intrusion were replaced with sheetrock.⁹

William McCame Worley (1863-1925), former Buncombe County Sheriff, built the house in 1892 on 55 acres of land that he received from his father, Wiley Jackson Worley (1826-1894), also a former Buncombe County Sheriff. The house sat on the highest point of the property, which was then located on Hazel Mill Road. In addition to serving as sheriff, Worley became wealthy working in the lumber and tobacco industries. In the 1910 and 1920 U. S. Census, Worley's occupation is listed as a tobacco merchant. Along with several other men, Worley was involved with the Buncombe Warehouse, one of the important tobacco warehouses in town.¹⁰

Significance

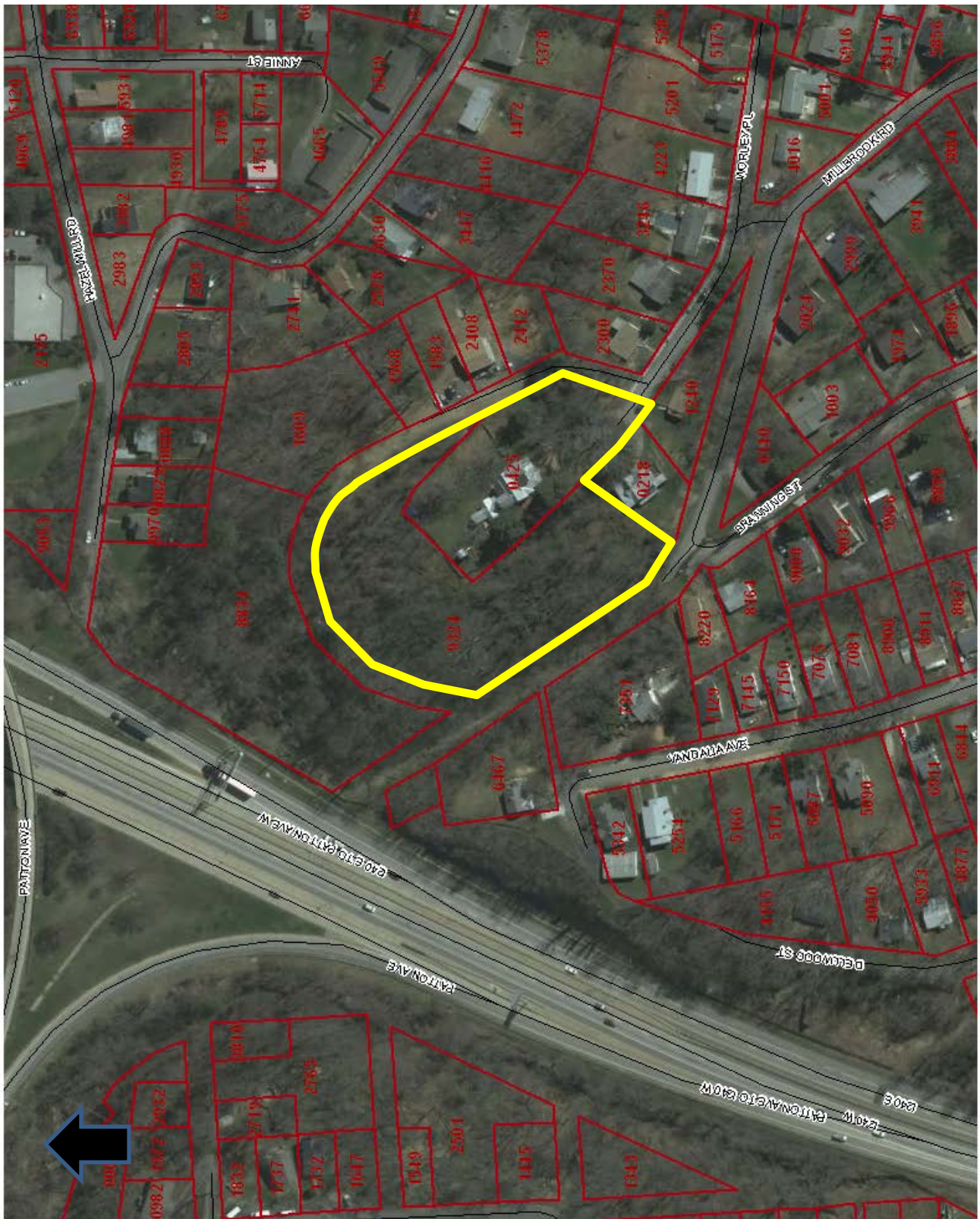
Determined to be eligible for the National Register in 1999, the Worley House is a good example of Queen Anne-style domestic architecture in West Asheville. Built in 1892, the house incorporates an earlier nineteenth-century frame dwelling into a rambling, asymmetrical form. The multi-gable roof, projecting wings, attached wraparound porch, layered exterior materials, applied ornament, and interior woodwork are all characteristic of the Queen Anne style. The Worley House also represents a rare surviving farmhouse in West Asheville, which was transformed into a streetcar suburb of Asheville in the early twentieth century. The property appears to be eligible under Criterion C for its architecture.

Eligibility Assessment

The William Worley House has been substantially rehabilitated since it was determined eligible for the National Register in 1999. The rehabilitation improved the condition of the house without negatively affecting its architectural integrity. The house retains the majority of its important stylistic details, and the replacement materials and decorative elements do not detract from the overall character of the house. The eligible boundaries proposed in the 1999 survey report continue to provide an appropriate setting for the house although the approximately three-acre lot has been divided into two separate parcels (PINs 9638-67-0425-00000 and 9638-57-9324-00000).

⁹ Mattson 1999, 58-67.

¹⁰ "History" and "Genealogy," *Worley Place*, web (<http://www.worleyplace.com/index.html>); accessed January 9, 2015).



**C. G. Worley House (BN2442), 1 Worley Place [PIN 9638-67-0425-00000]
(Map source: Buncombe County GIS)**

Freeman House (BN 2470)

516 Westwood Place, Asheville [PIN 9639-70-1327-00000]



Freeman House, 56 Westwood Place, façade, view to south

Summary Description

Built around 1900, the Freeman House is a well-preserved one-story hip-roof Queen Anne-influenced farmhouse. The frame dwelling rests on a stone foundation and is covered with weatherboards. The house features gabled dormers, projecting cross gables covered with wood shingles, an interior brick chimney, and a single-leaf entry flanked by sidelights. The windows are an assortment of six-over-six, eight-over-eight, twelve-over-twelve double-hung, and eight-light fixed sash. An attached hip-roof porch is carried on chamfered wood posts with solid brackets and has a wood balustrade. A similar porch without the balustrade is located on the southeast side of the house.

The Freeman House, once the seat of a small farm, occupies a shady, elevated, one-acre site overlooking the French Broad River to the northeast. A small group of houses stand near the Freeman House on the north end of Westwood Place, which was severed from the southern section of the road by the construction of the I-240 and Westgate Shopping Center in the 1950s. The approximately quarter-mile section of Westwood Place where the Freeman House stands is accessed through the shopping center.

Significance

The Freeman House was determined eligible for the National Register during the 2006 Phase II Intensive Survey for the subject project.¹¹ The house is a good, intact example of a modest Queen Anne-influenced farmhouse. The one-story frame structure retains character defining features including its asymmetrical massing, high hip roof with projecting cross gables and gabled dormers, weatherboards and wood shingle siding, and a wraparound porch on bracketed posts. The Freeman House also represents a rare surviving farmhouse close to Asheville. Rural areas on the west side of the river were gradually subsumed by residential and commercial expansion of the city beginning in the early twentieth century

Eligibility Assessment

The Freeman House remains virtually unaltered since it was determined eligible for the National Register in 2006. The house, which is eligible under Criterion C for its architecture, retains a high degree of integrity. The proposed National Register boundaries for the property encompass the full extent of the residual one-acre parcel (PIN 9639-70-1327-00000) historically associated with the house.



Freeman House, east elevation, view to northwest

¹¹ Mattson 2006, 79-84.

Great Smoky Mountain Park Bridge (BN 2469)
I-240W/US 19-23-70 S over French Broad River, Asheville



Great Smoky Mountain Park Bridge, view to southeast across Emma Road

Summary Description

The Great Smoky Mountain Park Bridge (No. 323) carries the westbound lanes of I-240 and US 19-23-70 over the French Broad River, Norfolk-Southern Railroad, Riverside Drive, and Emma Road. The 10-span bridge, which is 1,228 feet long, consists of a continuous steel girder and floorbeam structure for seven spans over the river with two T-beam approach spans on the east end and a prestressed concrete box beam approach span on the west end. The octagonal concrete piers have arched spandrels similar to the arched spandrels of the steel floorbeams. The concrete elements feature vertical and horizontal banding, recessed panels, and geometric patterns in the Art Moderne style. The bridge was substantially rehabilitated in 1968, when the eastbound bridge (No. 322) was constructed, and underwent additional repairs in 1985.¹²

Construction of the Smoky Park Bridge, as it is commonly known, began in 1948, and the structure was opened to traffic on October 23, 1950. The bridge, built at a cost of \$812,000, provided a

¹² “Buncombe County Bridge 323 (Great Smoky Mountain Park Bridge),” *NCDOT: Historic Bridge Detail*, North Carolina Department of Transportation website (<http://www.ncdot.gov/projects/ncbridges/historic/search/detail.html?c=10&s=323>; accessed January 16, 2015).

significant crossing of the French Broad River and connected downtown with West Asheville. The bridge was an important extension of the Crosstown Expressway (present-day I-240) that allowed easier automobile access across the river and directly influenced the development of Westgate Shopping Center in 1956 and the commercial corridor along Patton Avenue in West Asheville.¹³

Significance

The Great Smoky Mountain Park Bridge is eligible for the National Register under Criterion C for its design and engineering. The bridge was one of the State Highway Commission's earliest, high-profile, urban bridge projects and one of the longest applications of continuous span design principles. The continuous spans utilized on the Smoky Park Bridge were twice the length of typical continuous spans built in the 1930s and 1940s. The Smoky Park Bridge is also distinguished for its modest stylistic embellishments, which were indicative of the Art Moderne style. The ornamentation appears to have been a concession to the prominent urban location the bridge and its association with tourism in Asheville and Buncombe.

The Great Smoky Mountain Park Bridge was determined to be eligible in 2003, as a result of the statewide historic bridge inventory completed by Lichtenstein Consulting Engineers. The National Register eligibility of the bridge was noted and confirmed in the 2006 survey report for the I-26 Connector project.¹⁴ Eligibility of the bridge was again noted and confirmed in 2012 as part of the Wilma Dykeman Riverway project (TIP No. U-5109).¹⁵

Eligibility Assessment

The Great Smoky Mountain Park Bridge (No. 323) remains virtually unaltered since it was most recently determined to be eligible for the National Register in 2012. Despite some modifications and repairs, the bridge retains its principal design elements, materials, and Art Moderne ornamentation. The proposed boundaries are limited to the footprint of the state-owned bridge and include its superstructure, substructure, and outside faces of the abutments.

¹³ Mathews Architecture, "Historic Architectural Resources Report, U-5109: River Arts District Transportation Project in Asheville, Buncombe County, NC" (August 17, 2012), 22-24.

¹⁴ Mattson 2006, 64-66.

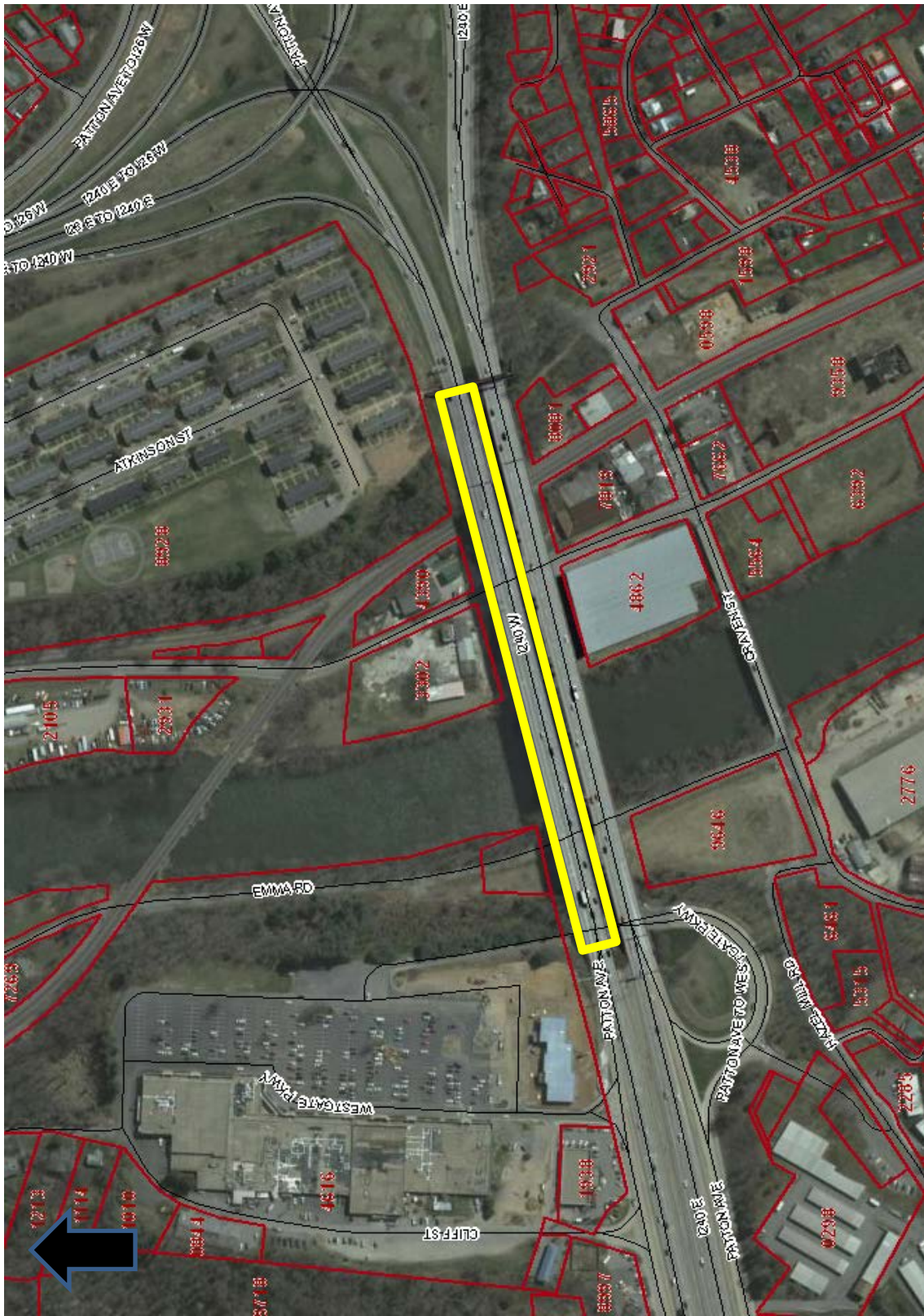
¹⁵ Mathews Architecture, 22-24.



Great Smoky Mountain Park Bridge, view to northeast across Emma Road



Great Smoky Mountain Park Bridge, west end detail, view to northwest



Great Smoky Mountain Park Bridge (BN2469), I-240W/US 19-23-70 over French Broad River
(Map source: Buncombe County GIS)

Mrs. Minnie Alexander Cottage (BN 0195)
218 Patton Avenue, Asheville [PIN 9648-19-6722-00000]



Mrs. Minnie Alexander Cottage, 218 Patton Avenue, façade, view to south

Summary Description

Designed in 1904 and constructed around 1905, the Minnie Alexander Cottage was built as a single-family detached residence, which is now used for offices. Prominent local architect Richard Sharp Smith designed the two-story, hip-roof, frame house with a pebbledash stucco exterior, stone foundation, multiple projecting bays, decorative eave brackets, and an attached one-story hip-roof porch supported on paneled wood posts with a carved spandrel and brackets. The house occupies an urban lot with stone retaining walls at the southeast corner of Patton Avenue and Pearl Street on the west side of downtown Asheville.

Significance

The Mrs. Minnie Alexander Cottage was listed in the National Register of Historic Places in 1989. The house is eligible under Criterion C for its distinctive architectural style and as a good example of the work of Richard Sharp Smith, who served as the supervising architect at Biltmore before establishing an important regional architectural practice in the 1890s. The eligibility of the

Alexander Cottage was noted and confirmed in the survey report prepared by Mattson, Alexander and Associates in 2001.¹⁶

Eligibility Assessment

The Mrs. Minnie Alexander Cottage remains eligible for the National Register and is little altered since it was documented for the 2001 survey report for the subject project. The National Register boundaries for the property encompass the full extent of the 0.1-acre lot historically associated with the house (PIN 9648-19-6722-00000).

¹⁶ Mattson 2001, 14-16.



Mrs. Minnie Alexander Cottage, oblique view to southwest



Mrs. Minnie Alexander, west elevation, view to east



**Mrs. Minnie Alexander Cottage (BN00195), 218 Patton Avenue [PIN 9648-19-6722-00000]
(Map source: Buncombe County GIS)**

Whiteford G. Smith House (BN 1829)

263 Haywood Street, Asheville [PIN 9649-10-1221-00000]



Whiteford G. Smith House, 263 Haywood Street, façade, view to northwest

Summary Description

Built in 1894 for Whiteford G. Smith, a druggist, the house is a rare surviving example of a richly detailed Queen Anne-style house on Haywood Street, which was lined on both sides with grand two- and three-story houses until the 1960s. Typical elements of the style, including asymmetrical massing, multi-gable roofs, projecting bays, ornamented eaves, and wraparound porches, are all present on the Smith House. The one-story attached porch has pedimented bays and is carried on turned posts with curved brackets and decorative sawnwork. The house has high hip roofs, projecting cross gables and polygonal bays, weatherboard siding, and one-over-one double-hung sash windows. The house occupies an approximately 0.38-acre lot on the north side of Haywood Street to the west of downtown Asheville.

The house was vacant and in disrepair by 2000, with asbestos shingle siding applied over the original weatherboards. It was purchased in 2003 and underwent a thorough rehabilitation in 2005. The rehabilitation work removed the applied synthetic siding and a modern entrance that had been installed in a window bay. The building, which appeared to have been converted into a boarding house or apartments the late twentieth century, is used for offices following its rehabilitation.

Significance

The Whiteford G. Smith House was listed in the National Register of Historic Places in 2005. It is eligible under Criterion C for its notable Queen Anne style architecture. The house is richly detailed with an elaborate wraparound porch supported on turned and bracketed posts, beaded weatherboard siding, and bracketed cornices. The interior displays Eastlake-influenced woodwork, moldings, wainscots, and mantels. In their 2001 supplementary report for the subject project, MAA determined that the house, prior to its rehabilitation, was not eligible due to its significant alterations and deterioration.¹⁷ In their 2006 survey report, however, MAA documented that the house was listed in the National Register.

Eligibility Assessment

The rehabilitated Whiteford G. Smith House remains eligible for the National Register under Criterion C. The rehabilitation removed unsympathetic materials and alterations and restored the decorative work that characterizes the residence. The National Register boundaries for the property encompass the full extent of the 0.38-acre tax parcel (PIN 9649-10-1221-0000) associated with the house.



Whiteford G. Smith House, rear elevation, view to south

¹⁷ Mattson 2001, 44-46.



**Whiteford G. Smith House (BN1829), 263 Hyawood Street [PIN 9649-10-1221-00000]
(Map source: Buncombe County GIS)**

Haywood Street United Methodist Church (BN 2212)

297 Haywood Street, Asheville [PIN 9648-09-9913-00000]



Haywood Street United Methodist Church, 297 Haywood Street, oblique view to northwest

Summary Description

Haywood Street United Methodist Church was constructed in 1891, and twice expanded in 1917 and 1967. The main sanctuary, built in 1891, is a Romanesque Revival-style building of red brick. The gable-front façade features two corner towers of unequal height. On the west side of the façade, the taller tower has a pyramidal roof, bracketed eaves, and an open belfry. A wide, segmental-arch entrance was enclosed in the late twentieth century with metal-frame glazed doors. The building displays a soldier-course watertable, brick pilasters, round-arch window openings, and cast-stone lintels. In 1917, a three-story hip-roof education wing was constructed at the rear (north) of the sanctuary. A two-story flat-roof brick wing was added at the rear of the education wing in 1967. The interior of the sanctuary appears to have been remodeled around the time that the 1917 wing was constructed. The church building, which has paved parking to the northeast, occupies a 1.26-acre parcel on the west side of downtown Asheville. The church property is bordered to the north and west by the I-240/Patton Avenue interchange.

Members of Central United Methodist Church, located downtown, organized this sister church in 1887 to serve a growing population on the west side of town. Industrial development along the French Broad River spurred the construction of worker housing located near the mills and warehouses that lined the river. The existing building was erected in 1891, along Haywood Street, which gave the church its name. In recent years the church has functioned as a satellite campus of Central Methodist Church and serves an outreach center for the city's homeless population.

Significance

The Haywood Street United Methodist Church was determined eligible for the National Register by Mattson in 2001. The church is a handsome and well-crafted example of a Romanesque Revival style religious building and is eligible under Criterion C for architecture and meets Criteria Consideration D for religious buildings. The architectural detail of the building and its use of brick construction places it among the finer neighborhood churches erected in Asheville during the later nineteenth and early twentieth centuries.

Eligibility Assessment

The Haywood Street United Methodist Church is virtually unaltered since it was determined for the National Register in 2001. Despite its alterations and additions over time, the church remains a good example of late-nineteenth and early twentieth century church architecture in Asheville and retains the principal stylistic elements of its Romanesque Revival-style sanctuary. The eligible boundaries conform to the 1.26-acre tax parcel (PIN 9648-09-9913-00000) historically associated with the church.



Haywood Street United Methodist Church, façade, view to north



Haywood Street United Methodist Church, southwest elevation, view to north



Haywood Street United Methodist Church, rear wing, view to southwest



**Haywood Street United Methodist Church (BN2212), 297 Haywood Street [PIN 9648-09-9913-00000]
(Map source: Buncombe County GIS)**

Montford Area Historic District (BN 0022)
Montford Avenue, Cumberland Avenue, Pearson Drive, Asheville



Ottis Green House, 288 Montford Avenue, façade, view to southwest

Summary Description

The Montford Area Historic District encompasses the large neighborhood developed in beginning the 1890s as a middle- and upper-class residential suburb of Asheville. Montford Avenue, the principal thoroughfare, extends north from downtown along the crest of a ridge and is paralleled by Cumberland Avenue to the east and Pearson Drive to the west. Many of the city's leading citizens built substantial houses in the wooded neighborhood, along with smaller houses, apartment buildings, schools, and private sanitariums. The character of Montford's architecture was heavily influenced by the work of local architect Richard Sharp Smith, who designed numerous residences throughout the neighborhood. Smith's distinctive style, which combined elements of English vernacular, Colonial Revival, Tudor Revival, and Craftsman dwellings, is often distinguished by the use of pebbledash stucco on the exterior.

Riverside Cemetery, opened in 1885, is an important component of the neighborhood, along with its smaller parks. The cemetery covers approximately 50 acres on the west side of the district and lies adjacent to US 19-23-70. The picturesque wooded grounds are accessed by curving roads over hilly terrain, and the cemetery contains significant markers and the graves of many influential citizens.

Significance

The Montford Area Historic District was listed in the National Register of Historic Places in 1977. The more than 600 buildings in the district are set within an informal, picturesque landscape and represent a wide range of popular styles, as well as the work of several prominent local architects and builders. The district contains fine examples of Queen Anne, Colonial Revival, and Craftsman style houses interspersed with other small commercial, educational, health care-related buildings. Due to the age of the nomination, the criteria for significance are not clearly identified for the Montford district, but the form suggests that the district is eligible under Criterion A in the areas of commerce, education, and health care, in addition to Criterion C for its architecture.

Eligibility Assessment

The Montford Area Historic District remains eligible for the National Register. The district has undergone a significant revitalization since it was listed, but the changes do not substantially detract from the overall significance and integrity of the neighborhood. New construction within the district, which was locally designated in 1980, has been directed by design guidelines implemented by the city's Historic Resources Commission. The eligible boundaries represent the greatest concentration of the neighborhood's historic resources dating from the period of significance, 1889-1929.



Houses, Cumberland Avenue, view to southwest



Houses, Bearden Avenue, view to northeast



Houses, Flint Street, view to northwest



Houses, Montford Avenue, view to southwest



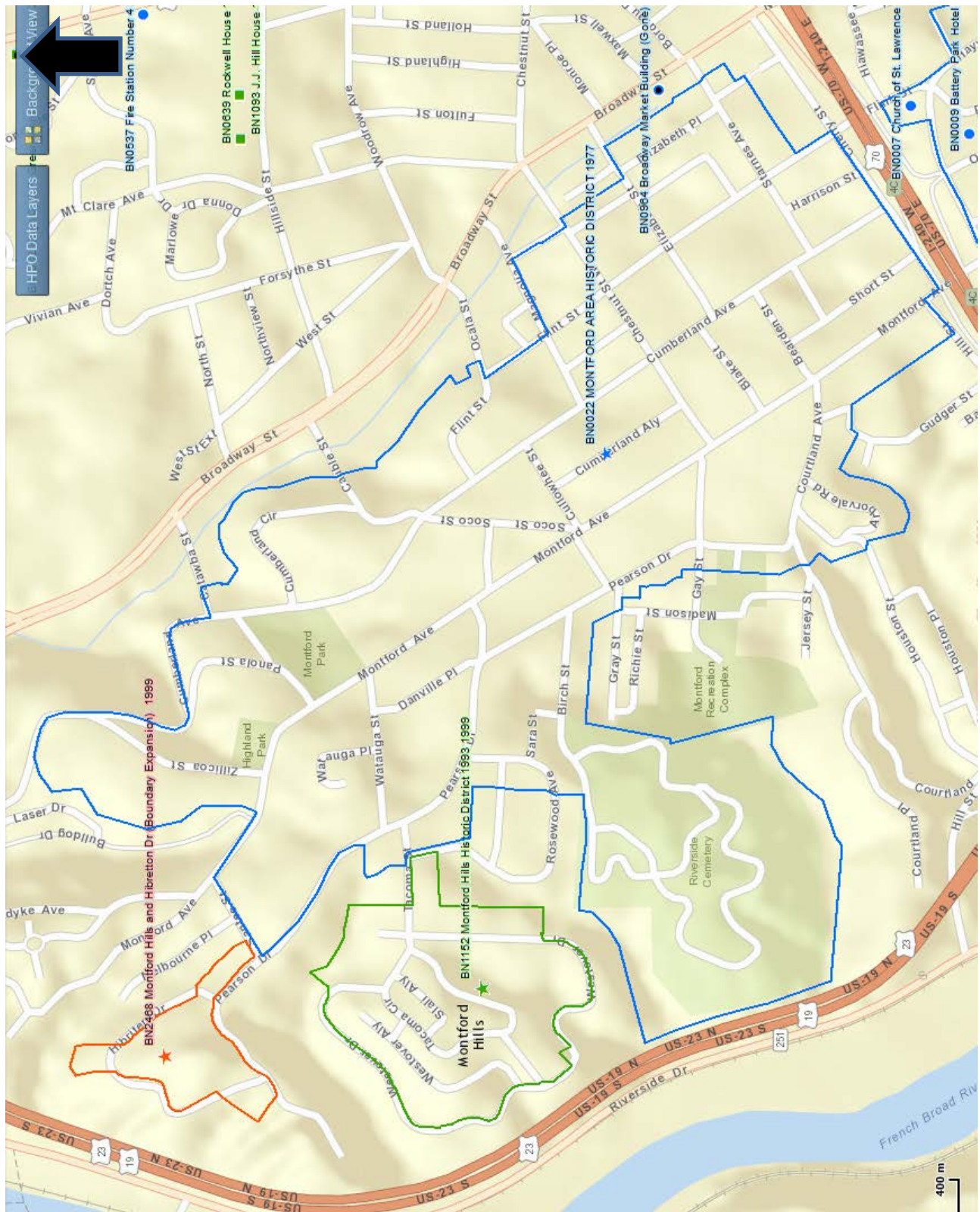
Riverside Cemetery, view to southwest



Riverside Cemetery, view to north



Riverside Cemetery, view to west overlooking US 19-23-70



Montford Area Historic District (BN0022), Montford Hills Historic District (BN1152), and Montford Hills/Hibriten Drive Boundary Expansion (BN2468)
 (Map source: HPOWEB GIS Service)

Montford Area Historic District Boundary Expansion (BN 1152 and BN 2468)

Tacoma Circle, Westover Drive, Pearson Drive, and Hibriten Drive, Asheville



Houses (Montford Hills), Tacoma Place, view to northeast

Summary Description

The Montford Area Historic District Boundary Expansion consists of two small areas to the west and northwest of the National Register-listed historic district. Both Montford Hills and the Hibriten Drive/Pearson Drive area were identified by MAA in their 1999 survey report for the subject project.¹⁸ Though identified separately, the areas comprise the Montford Area Historic District Boundary Expansion.

Placed on the Study List in 1993, **Montford Hills** is a compact residential subdivision developed in the 1920s adjacent to the Montford neighborhood. The wooded subdivision, with its curvilinear streets, occupies a rugged point of land above the French Broad River and US 19-23-70. Developed between 1925 and 1930, it primarily contains examples of popular revival-style dwellings and bungalows on closely-spaced lots.

¹⁸ Mattson 1999, 31-33.

The **Hibriten Drive/Pearson Drive** area consists of a small group of houses situated on the winding Hibriten Drive loop near the north end of Pearson Drive. Dating from the 1910s and 1920s, the primary resources are handsome Colonial Revival and Tudor Revival style dwellings similar to other examples found in the Montford neighborhood. The older dwellings are linked by a cluster of post-World War II dwellings located on Pearson Drive between Santee Street (boundary of the Montford Area Historic District) and Hibriten Drive.

Significance

The proposed Montford Area Historic District Boundary Expansion, encompassing Montford Hills and the Hibriten Drive/Pearson Drive areas, is considered eligible for the National Register under Criterion A for community planning and development and Criterion C for architecture. The two areas represent a continuation of the distinguishing elements of the Montford district, including the curvilinear streets, heavily wooded lots, informal landscaping, and collection of popular revival-style dwellings and Craftsman bungalows. Both areas in the proposed boundary expansion are generally consistent in scale, layout, materials, and architectural styles with the Montford Area Historic District.



Houses (Montford Hills), Westover Drive, view to northeast



Houses (Montford Hills), Tacoma Circle, view to north



House (Montford Hills), 154 Tacoma Circle, view to northeast



House (Montford Hills), 320 Westover Drive, view to north



Houses (new construction in Montford Hills), outer perimeter of Westover Drive, view to north



House, 403 Pearson Drive, view to northwest



Hapke House, 72 Hibriten Drive , view to northwest



Presley House, 71 Hibriten Drive, view to east



Houses, northeast side of Pearson Drive, view to north



Payton House, built 2008, 341 Pearson Drive, view to northwest (excluded from boundary expansion)



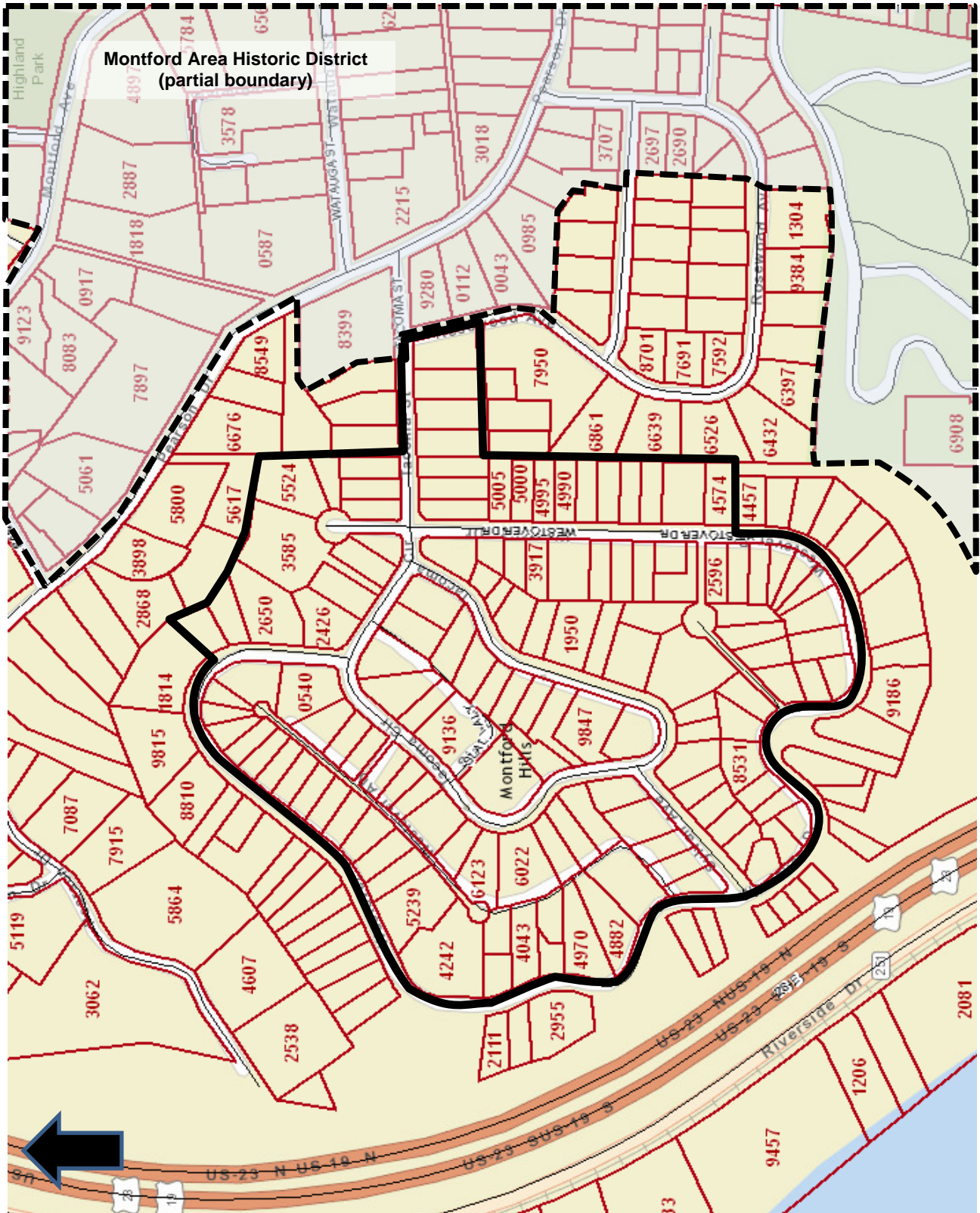
Houses, built 2013, 383 & 387 Pearson Drive, view to west (excluded from boundary expansion)

Eligibility Assessment

The proposed Montford Area Historic District Boundary Expansion remains eligible for the National Register although it has seen a substantial amount of new construction since 2006, when it was most recently evaluated and determined eligible for the National Register. The proposed boundaries, however, have been adjusted to remove concentrations of infill and new construction that detract from the overall integrity of the district expansion.

The boundary for Montford Hills is delineated to include the primary concentration of houses dating from the initial period of development in the late 1920s, which is centered on Tacoma Circle, Tacoma Place, Tacoma Street, Sylvan Avenue, and the inner perimeter of Westover Drive. The curvilinear Westover Drive forms an outer ring for the subdivision, and in recent years a considerable number of new houses have been constructed along Westover Drive, especially on the outer perimeter of the road. The Montford Hills expansion area links to the existing Montford Area Historic District along Tacoma Street. The sections of Hawthorne Lane and Rosewood Avenue, which Mattson recommended as part of the Montford Hills expansion area, are excluded from the present boundary because the houses on these streets are typically post-World War II and recent infill construction. The proposed boundaries reflect those shown on the HPOWEB GIS Service (see map on page 58).

The boundary for the Hibriten Drive/Pearson Drive area is delineated to include the primary concentration of houses dating from the 1910s and 1920s, which are primarily situated on Hibriten Drive. A small number of post-World War II houses on the northeast side of Pearson Drive between the existing district boundary at Santee Street and Hibriten Drive are included to link the proposed expansion area with the existing district. A number of post-World War II houses on the south side of Pearson Drive, which Mattson recommended as part of the expansion area, are excluded from the present boundary due to additional new construction along Pearson Drive that has diminished the integrity of that section of the expansion area. Additionally, the full 6.8-acre wooded parcel associated with the Hapke House at 72 Hibriten Drive is included in the proposed boundary. The proposed boundaries for the Hibriten Drive/Pearson Drive area generally reflect those shown on the HPOWEB GIS Service (see map on page 58), with the exception of additional acreage associated with and surrounding the Hapke House and the removal of four parcels of new construction on the northwest side of Pearson Drive.



**Montford Hills, Montford Area Historic District Boundary Expansion(BN1152)
(Map source: HPOWEB GIS Service)**

Calvary Baptist Church (BN 4921)

531 Haywood Road, Asheville [PIN 9638-45-2156-00000]



Calvary Baptist Church, 531 Haywood Road, oblique view to northwest

Summary Description

Located at the intersection of Haywood Road and Baker Avenue in West Asheville, Calvary Baptist Church is an imposing front-gable Neoclassical Revival-style church building constructed of brushed brick. Begun in 1921 and completed in 1925, the T-plan church building has a full-height Tuscan portico and original stained-glass windows. Three sets of double-leaf entry doors on the façade are approached by a wide set of stairs. The eaves and soffits have been clad with vinyl. A two-story hip-roof brick wing added to the east has a decorative front gable, one-story front-gable entry porch, and six-over-six and eight-over-eight windows. A square tower connecting the sanctuary with the wing has recessed vertical bands and a short vinyl-clad octagonal cupola capped with copper roofing. A freestanding two-story fellowship hall built around 2000 is located to the rear of the sanctuary.

The Calvary Baptist Church congregation organized in 1909 as an outgrowth of the West End Baptist Church. The congregation first met in the Odd Fellows Hall at the corner of Haywood Road and Hanover Street, before building its first building on Hanover Street. The church purchased the

present lot in 1916 and began construction of the building in 1921. With steady growth of the church and its Sunday School programs, the Education Building was erected in 1954. An additional building was constructed to the rear around 1990.¹⁹

Significance

Calvary Baptist Church is one of three striking church buildings erected on Haywood Road in West Asheville during the 1920s. The church is significant for its Neoclassical Revival-style architecture and was placed on the Study List in 1999. It was not recorded, however, during any of the surveys conducted by MAA for the subject project.

Eligibility Assessment

Designed by Asheville architect Thomas E. Davis and built between 1921 and 1925, Calvary Baptist Church is a handsome Neoclassical style religious building. The Education Building and tower constructed in 1954 complement the original structure and continue the general scale, materials, and decorative elements of the building. The church buildings have been altered over the years, including extensive renovations in the 1970s, but the overall architectural character and important stylistic elements, including the pedimented Tuscan portico, oculus windows, and group of double-leaf entrances with molded surrounds, remain intact. The recent structure built at the rear of the complex in the 1990s is largely out of view and does not detract from the overall integrity of the church facility. Placed on the Study List in 1999, Calvary Baptist Church is eligible for the National Register under Criterion C for architecture and meets Criteria Consideration D for religious buildings.

The proposed National Register boundaries conform to the limits of the tax parcel (PIN 9638-45-2156-00000) historically associated with the church. The 4.2-acre property containing the church facilities and parking areas is bordered on the south by Haywood Road, adjacent property lines to the east, and by Baker Avenue on the north and west.

¹⁹ “Our History,” *Calvary Baptist Church* web (<http://www.calvaryasheville.com/our-history/>; accessed January 16, 2015).



Calvary Baptist Church, façade, view to north



Calvary Baptist Church, oblique front view to northeast



Calvary Baptist Church (BN4921), 531 Haywood Road [PIN 9638-45-2156-00000]
(Map source: Buncombe County GIS)

Southern Railroad Bridge (BN 5928)

Southern Railroad over French Broad River, Asheville



Southern Railroad Bridge over French Broad River, view to south

Summary Description

Built in 1910 for the Southern Railway, the multi-span reinforced concrete bridge carries two parallel tracks across the French Broad River, Riverside Drive, and Emma Road. It crosses the river at a skew angle. The continuous concrete spans are supported on solid concrete piers with rounded ends and conical caps. Every fourth pier has a rounded, projecting rib that extends to the top of the bridge deck. The bridge has a relatively low clearance over the two roadways and the two travel lanes are divided by a bridge pier on the centerline of the road. The bridge, which remains in use by the Norfolk-Southern Railway, is somewhat deteriorated with spalling concrete, graffiti, and additional steel braces on the east abutment.

The Western North Carolina Railroad (WNCRR) built a railroad bridge at this location around 1880, and it was the first bridge to span the French Broad River in Asheville. The bridge served the north and west branches of the WNCRR. At the west end of the bridge, the rail line reaches the Murphy Junction, where the Murphy Branch splits off to the west from the northern line to Hot Springs and Tennessee. The Murphy Branch of the WNCRR was the principal rail line leading west from Asheville to the far reaches of the state. The WNCRR merged with Southern Railway in the 1890s,

and in 1910 the concrete bridge was erected at a cost of \$225,000 adjacent to the earlier structure.²⁰

Significance

The Southern Railroad Bridge was determined to be eligible for the National Register of Historic Places in 2012 as part of the survey report prepared for the Wilma Dykeman Riverway project (TIP No. U-5109). The multi-span concrete railroad bridge is a good example its type with modest embellishment and serves as an important crossing of the French Broad River. The bridge is eligible under Criterion A for its important role in the expansion of travel and tourism throughout the region and under Criterion C as an intact example of a reinforced concrete continuous girder bridge from the early twentieth century. It was not recorded, however, during any of the surveys conducted by MAA for the subject project.

Eligibility Assessment

The Southern Railroad Bridge remains virtually unaltered since it was determined eligible in 2012. The bridge is somewhat deteriorated and decorated with graffiti, but it remains in use by Norfolk-Southern Railway. The bridge retains its principal design elements, materials, and subtle decorative embellishments. The proposed boundaries are limited to the footprint of the bridge, including its superstructure, substructure, and outside faces of the abutments.



Southern Railroad Bridge over Riverside Drive, view to north

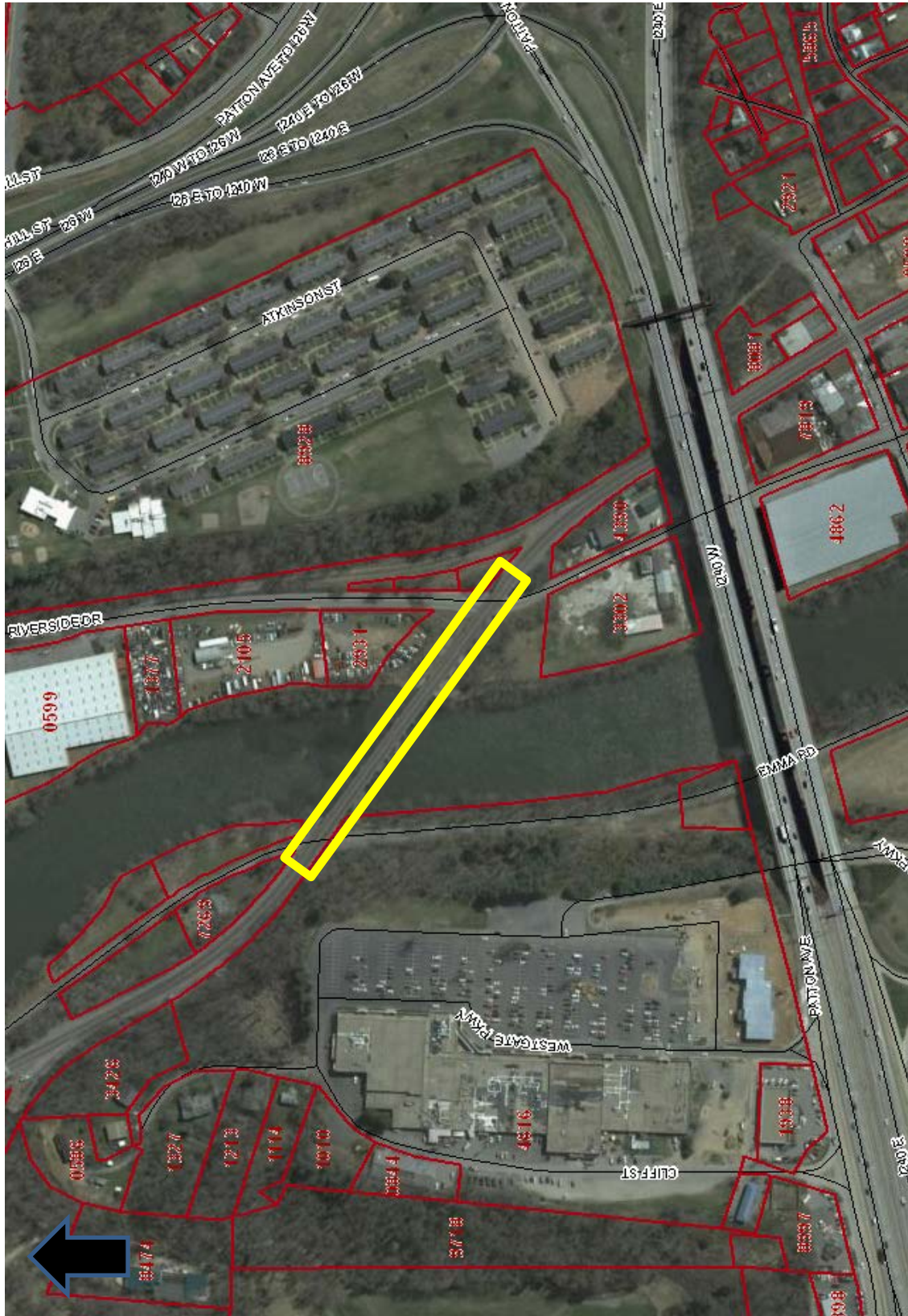
²⁰ Mathews Architecture, 20-21.



Southern Railroad Bridge over Emma Road, view to north



Southern Railroad Bridge over French Broad River, view northeast from Emma Road



Southern Railroad Bridge over French Broad River (BN5928)
(Map source: Buncombe County GIS)

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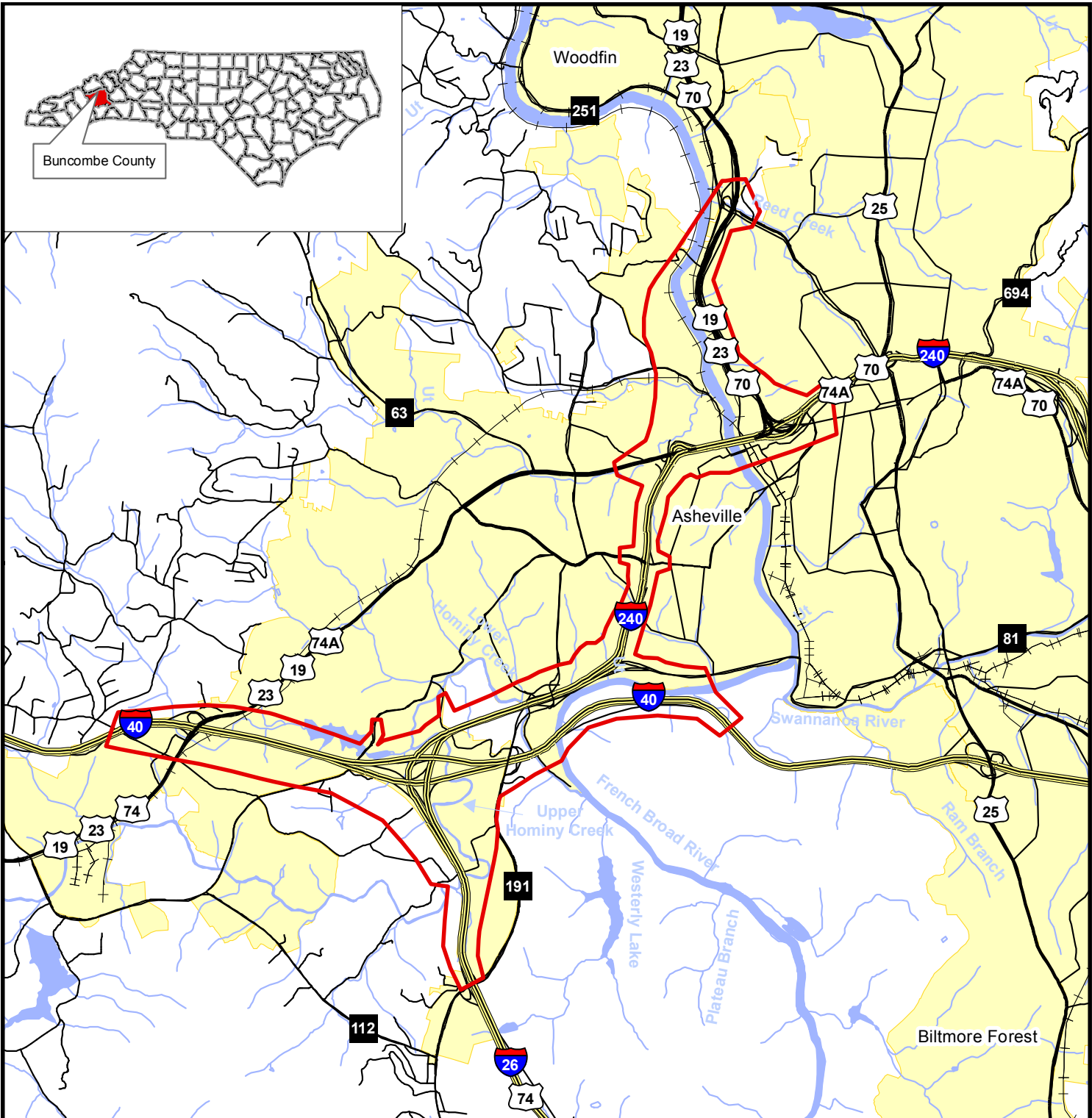
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Appendix A

Project Area Maps



North Carolina
Department of Transportation



I-26 Asheville Connector
Buncombe County

STIP Project No. I-2513

Legend

- Project Study Area
- Interstate
- US Highway
- NC Highway
- State Route
- | Railroad
- Streams (non-delineated)
- Water
- Municipal Boundary

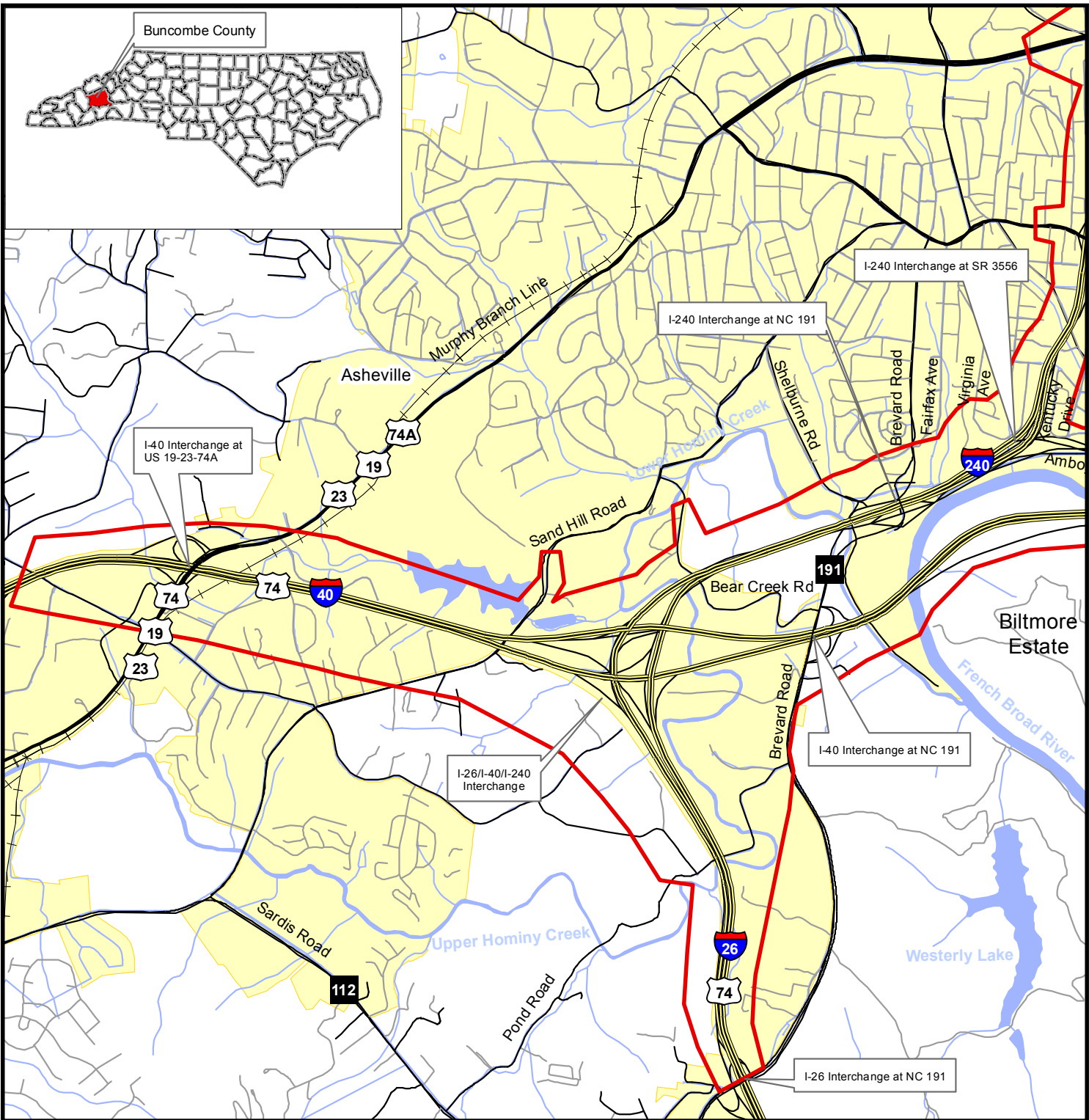
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Figure 1-2

Project Study Area




**North Carolina
Department of Transportation**



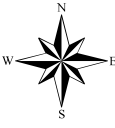
**I-26 Asheville Connector
Buncombe County**

STIP Project No. I-2513

Legend

-  Project Study Area
-  Interstate
-  US Highway
-  NC Highway
-  State Route
-  Local Road
-  Railroad
-  Streams (non-delineated)
-  Water
-  Municipal Boundary

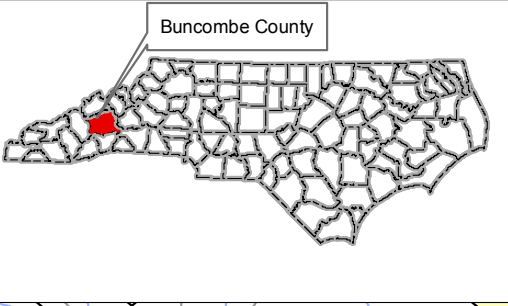
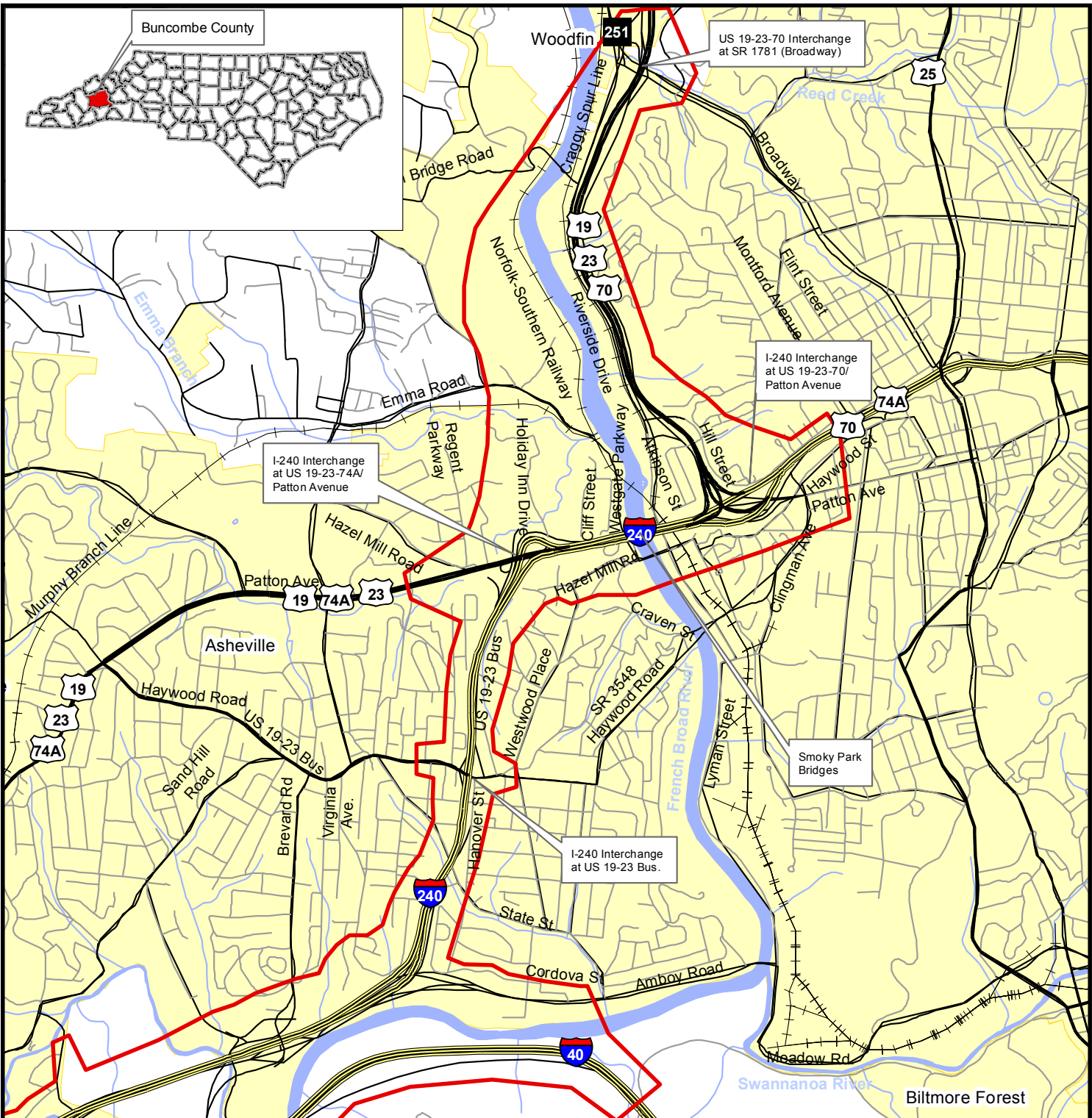
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Figure 1-6a

Existing Roadway Network



**North Carolina
Department of Transportation**




**I-26 Asheville Connector
Buncombe County**

STIP Project No. I-2513

- Legend**
- Project Study Area
 - Interstate
 - US Highway
 - NC Highway
 - State Route
 - Local Road
 - + Railroad
 - Streams (non-delineated)
 - Water
 - Municipal Boundary

Date: August 2014



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Figure 1-6b

Existing Roadway Network

Appendix B

Professional Qualifications

CLAY GRIFFITH

President/Architectural Historian

ACME PRESERVATION SERVICES, LLC

825C Merrimon Ave, #345

Asheville, NC 28804

Tel 828 281 3852

cgriffith.acme@gmail.com

EDUCATION

- Master of Architectural History (1993)
University of Virginia
- Bachelor of Science, Architecture (1990)
Georgia Institute of Technology
- Introduction to Federal Projects and Historic Preservation Law (1994)

EXPERIENCE

- **Acme Preservation Services, LLC, Asheville, NC**
November 2007 – present

Formed independent firm to provide historic preservation consulting services. Services provided include preparing National Register of Historic Places nominations, local landmark designation reports, rehabilitation tax credit applications, municipal historic architectural resources surveys, Section 106 compliance reports, and historical research.

- **Edwards-Pitman Environmental, Inc., Asheville, NC**
January 2002 – October 2007

Served as Senior Architectural Historian in Asheville office of private consulting firm. Responsibilities included preparing National Register of Historic Places nominations, local landmark designation reports, rehabilitation tax credit applications, municipal historic architectural resources surveys, Section 106 compliance reports, and historical research.

- **North Carolina Division of Archives and History, Western Office, Asheville, NC**
July 1998 – January 2002

Preservation Specialist serving the 25-county western region of North Carolina. Administered State Historic Preservation Office programs including statewide inventory of historic properties, survey and planning grant supervision, National Register of Historic Places nominations, environmental review, technical assistance, and public education.

- **North Carolina Department of Transportation, Raleigh, NC**
June 1993 – June 1998

Preservation Specialist with Historic Architectural Resources Section. Responsible for conducting and preparing documentation in accordance with Section 106 of the National Historic Preservation Act, as amended, and other state and federal environmental laws and regulations. Duties included conducting field work, identifying and documenting historic resources, evaluating National Register eligibility, and assessing effects to minimize impacts of NCDOT undertakings.

COMPLETED PROJECTS

- *Flat Rock Historic District Boundary Increase, Boundary Decrease and Additional Documentation National Register Nomination*, Flat Rock, Henderson County, North Carolina
- *Bruce Bristol House Intensive Evaluation Report, Spot Safety Improvement Project, SR 1388 (Bristol Avenue), TIP No. W-51240 (for NCDOT)*, Andrews, Cherokee County, North Carolina
- *Enterprise Building National Register Nomination*, High Point, Guilford County, North Carolina
- *West-Asheville-Aycock School Historic District Boundary Increase National Register Nomination*, Asheville, Buncombe County, North Carolina
- *Rhoney-Sain House Intensive Evaluation Report, Replace Bridge No. 34 on SR 1907 over Rock Creek (for NCDOT)*, Burke County, North Carolina
- *Mt. Helen Estates Intensive Evaluation Report, Replace Bridge No. 184 on SR 1102 over Winter Star Branch (for NCDOT)*, Yancey County, North Carolina
- *Riley Wall House Intensive Evaluation Report, Replace Bridge No. 261 on SR 1597 over Hickory Creek (for NCDOT)*, Henderson County, North Carolina
- *West House Intensive Evaluation Report, Replace Bridge No. 87 on SR 1140 over Hyatt Mill Creek (for NCDOT)*, Clay County, North Carolina
- *Phillips & Son Texaco Station Intensive Evaluation Report, Replace Bridge No. 293 on SR 1411 over Bald Mountain Creek (for NCDOT)*, Yancey County, North Carolina
- *Historic Architectural Resources Survey Report , Intensive Evaluation, for Replace Bridge No. 11 on NC 143B over Long Creek (for NCDOT)*, Graham County, North Carolina
- *Boxed House Intensive Evaluation Report, Replace Bridge No. 121 on SR 1103 over Silvermine Creek, (for NCDOT)*, Swain County, North Carolina
- *Murrell House Intensive Evaluation Report, Replace Bridge No. 23 on SR 1152 over Burlingame Creek, (for NCDOT)*, Transylvania County, North Carolina
- *Historic Architectural Resources Inventory Presentation and Historic Architectural Resources Survey Report, Intensive Evaluation, for Widening NC 294 from SR 1130 to SR 1312-A, TIP No. R-3622B (for NCDOT)*, Cherokee County, North Carolina
- *Historic Architectural Reconnaissance Survey for Replace Bridge No. 112 on SR 1124 over Indian Creek (for NCDOT)*, Yancey County, North Carolina
- *Historic Architectural Resources Survey Report , Intensive Evaluation, for Replace Bridge No. 217 on SR 1358 over Guilders Creek (for NCDOT)*, Yancey County, North Carolina
- *Francis Grist Mill National Register Nomination (co-author)*, Waymesville vic., Haywood County, North Carolina

- Historic Architectural Resources Inventory Presentation and *Historic Architectural Resources Survey Report, Intensive Evaluation, for Improve Intersection NC 225/SR 1164/SR 1779, TIP No. U-5105 (for NCDOT)*, Henderson County, North Carolina
- *Historic Architectural Reconnaissance Survey for Replace Bridge No. 244 on SR 1137 over Clarks Creek (for NCDOT)*, Watauga County, North Carolina
- Historic Architectural Reconnaissance Surveys for Division 14 Bridge Replacement Projects (for NCDOT), Cherokee, Clay, Haywood, Henderson, Jackson, Macon, and Polk Counties, North Carolina
- Historic Architectural Reconnaissance Surveys for Division 13 Bridge Replacement Projects (for NCDOT), McDowell, Mitchell, and Yancey Counties, North Carolina
- *Tryon Country Club National Register Nomination*, Tryon, Polk County, North Carolina
- *Dr. Samuel Stringfield House and Dr. Thomas Stringfield House Local Landmark Designation Reports*, Waynesville, Haywood County, North Carolina
- Historic Architectural Resources Inventory Presentation for SR 1419 (Old Fanning Bridge Road) Improvements and new access road, TIP No. 5524 (for NCDOT), Buncombe and Henderson Counties, North Carolina
- Historic Architectural Resources Inventory Presentation and *Chapman House Intensive Evaluation Report, US 64 Improvements, TIP No. R-2409D (for NCDOT)*, Transylvania County, North Carolina
- *Historic Architectural Resources Survey Report, Intensive Evaluation, for Replace Bridge No. 115 on SR 1908 over Dan River (for NCDOT)*, Stokes County, North Carolina
- *Johnson House and Store Intensive Evaluation Report (for NCDOT)*, Wilkes County, North Carolina
- *Downtown Newton Historic District National Register Nomination*, Newton, Catawba County, North Carolina
- *Adams-Millis Corporation Plant No. 8 National Register Nomination and Part 1 Tax Credit Application*, Tryon, Polk County, North Carolina
- *Historic Architectural Reconnaissance Surveys for Division 11 Bridge Replacement Projects (for NCDOT)*, Alleghany, Ashe, Avery, Watauga and Wilkes Counties, North Carolina
- *Historic Architectural Reconnaissance Surveys for Division 14 Bridge Replacement Projects (for NCDOT)*, Graham, Henderson, Swain and Transylvania Counties, North Carolina
- *Downtown Asheville Historic District Boundary Increase III, Boundary Decrease and Additional Documentation*, Asheville, Buncombe County, North Carolina
- *Sunnydale National Register Nomination and Tax Credit Application* Tryon, Polk County, North Carolina
- *Asheville Supply & Foundry Company Part 1 Tax Credit Application*, Asheville, Buncombe County, North Carolina
- *Asheville Survey Update*, Asheville, Buncombe County, North Carolina
- *Spread Out Historic District National Register Nomination*, Waynesville, Haywood County, North Carolina

- *Dougherty Heights Historic District National Register Nomination*, Black Mountain, Buncombe County, North Carolina
- *Wayah Bald Lookout Tower Documentation (for USDA Forest Service)*, Nantahala National Forest, Macon County, North Carolina
- *Lyncote National Register Nomination*, Tryon, Polk County, North Carolina
- *South Montreat Road Historic District National Register Nomination*, Black Mountain, Buncombe County, North Carolina
- *Pink Beds Picnic Shelters and Wayah Bald Lookout Tower Documentation and National Register of Historic Places Evaluation (for USDA Forest Service)*, Pisgah National Forest, North Carolina
- *Biltmore High School National Register Nomination*, Asheville, Buncombe County, North Carolina
- *Claremont High School Historic District Boundary Increase and Additional Documentation National Register Nomination*, Hickory, Catawba County, North Carolina
- *East Main Street Historic District National Register Nomination*, Brevard, Transylvania County, North Carolina
- *Mill Farm Inn National Register Nomination*, Tryon, Polk County, North Carolina
- *Richard Sharp Smith House Local Designation Report and National Register Nomination*, Asheville, Buncombe County, North Carolina
- *Broyhill Conover Plant Redevelopment Determination of Eligibility and Recordation (for City of Conover)*, Conover, Catawba County, North Carolina
- *Tryon Downtown Survey and Trade Street Commercial Historic District Study List Application*, Tryon, Polk County, North Carolina
- *Monte Vista Hotel National Register Nomination and Local Landmark Designation Report*, Black Mountain, Buncombe County, North Carolina
- *Bank of Tryon National Register Nomination*, Tryon, Polk County, North Carolina

PUBLICATIONS

- Contributing author, "North Carolina Architects & Builders: A Biographical Dictionary" (Website: <http://ncarchitects.lib.ncsu.edu>)
- "Henry Bacon," "Douglas Ellington" and "Grove Arcade" in *The Encyclopedia of Appalachia*. University of Tennessee Press, 2006.
- "An Inventory of Douglas Ellington's Architectural Work in Western North Carolina," in *May We All Remember Well, Vol. 2*. Robert S. Brunk Auction Services, Inc., 2001