



North Carolina Department of Cultural Resources

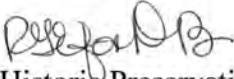
James B. Hunt Jr., Governor
Betty Ray McCain, Secretary

Division of Archives and History
Jeffrey J. Crow, Director

September 24, 1999

MEMORANDUM

TO: William D. Gilmore, P.E., Manager
Project Development and Environmental Analysis Branch
Division of Highways
Department of Transportation

FROM: David Brook 
Deputy State Historic Preservation Officer

RE: **HSSR for new I-26, Asheville Connector, Buncombe County, I 2513,
ER 00-7344**

Thank you for your letter of August 11, 1999, transmitting the survey report by Mattson, Alexander and Associates, Inc. concerning the above project.

For purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the following eligible for the National Register of Historic Places under the criterion cited:

West Asheville Historic District - identified as the north and south sides of Haywood Road between Argyle Street and Westwood Place. The West Asheville Historic District is eligible for listing in the National Register under Criterion A for Commerce and Criterion C for Architecture.

(former) Friendly Grocery Store is eligible for listing in the National Register under Criterion A for Commerce as the store illustrates the types of neighborhood businesses found along Haywood Road during the interwar period; and Criterion C for Architecture as a common floor plan for small-scale, speculatively built commercial buildings of the period and because it exemplifies the popularity of concrete for commercial designs of the period

C.G. Worley House is eligible for listing in the National Register under Criterion C for Architecture as a good example late nineteenth century Queen Anne domestic architecture.

Montford Hills and Hibretten Drive areas are eligible for listing in the National Register as boundary expansions to the Montford Area Historic District, in the National Register of Historic Places on November 25, 1977.

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 919/733-4763.

cc: B. Church

bc: Brown/Alperin
county
rf

Phase II: Architectural Resources Survey & Report
I-2513 · I-26 Route, Asheville Connector
Buncombe County

PHASE II
INTENSIVE ARCHITECTURAL RESOURCES SURVEY AND REPORT
NEW I-26 ROUTE, ASHEVILLE CONNECTOR
ASHEVILLE, NORTH CAROLINA
BUNCOMBE COUNTY
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
TIP NO. **I-2513**
STATE PROJECT NUMBER 8.U843701

Prepared for:

TGS Engineers
Cary, North Carolina

Prepared by:

Mattson, Alexander & Associates, Inc.
Charlotte, North Carolina

28 June 1999

BN
126

PHASE II
INTENSIVE ARCHITECTURAL RESOURCES SURVEY AND REPORT

NEW I-26 ROUTE, ASHEVILLE CONNECTOR
ASHEVILLE, NORTH CAROLINA
BUNCOMBE COUNTY
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
TIP NO. I-2513
STATE PROJECT NUMBER 8.U843701

Prepared for:

TGS Engineers
975 Walnut Street
Suite 141
Cary, North Carolina 27611
(919) 319-8850

Prepared by:

Mattson, Alexander & Associates, Inc.
2228 Winter Street
Charlotte, North Carolina 28205
(704) 376-0985

15 June 1999

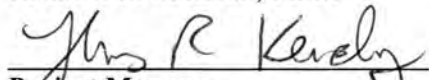


Frances P. Alexander, M.A.



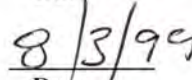
Date

Richard L. Mattson, Ph.D.



Project Manager

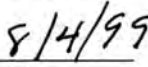
Date



Date



N.C.D.O.T. Historic Architectural
Resources Section



Date

MANAGEMENT SUMMARY

This North Carolina Department of Transportation project is entitled *Proposed I-26 Connector, Asheville, Buncombe County*. The T.I.P. Number is I-2513, and the State Project Number is 8.U843701. The North Carolina Department of Transportation (N.C.D.O.T.) proposes building a freeway connecting Interstate 26 southwest of Asheville to U.S. 19/23/70 north of Asheville. The project includes improvements to existing Interstate 240 from the Interstates 26/40/240 interchange southwest of Asheville to Patton Avenue, and building a freeway on new location from Patton Avenue northward across the French Broad River to U.S. 19/23/70 south of Broadway Street (S.R. 1781) in Asheville. Among the proposed improvements to existing facilities will be the widening of Interstate 240 from a four-lane to an eight-lane facility south of Patton Avenue. North of the connection with U.S. 19/23/70, the existing route will be upgraded to six lanes. The proposed new location alignment (north of Patton Avenue) includes three alternatives that cross the edge of the golf course at the Great Smokies Holiday Inn Sunspree Resort and/or the Westgate Shopping Center property before reaching the Norfolk Southern Railway on the west side of the French Broad River. The project limits, which extend for approximately five miles, are shown in **Figure 1**.

The area of potential effects (A.P.E.) for this project incorporates the study area for the widening of existing Interstate 240 south of Patton Avenue and for the three alternatives to the north. South of Patton Avenue, the A.P.E. is primarily defined by dense residential and commercial development oriented to Interstate 240 as it cuts through West Asheville. North of Patton Avenue, the boundaries of the A.P.E. follow portions of the French Broad River as well as residential, commercial, and industrial construction near the river.

This survey was conducted and the report prepared in order to identify historical architectural resources located within the area of potential effects as part of the environmental studies conducted by N.C.D.O.T. and documented by an environmental assessment (E.A.). The report and addendum are prepared as a technical addendum to the E.A., which is on file at the Department of Transportation, Raleigh, North Carolina. The technical addendum is part of the documentation undertaken to comply with the National Environmental Policy Act (N.E.P.A.) and the National Historic Preservation Act of 1966, as amended. Federal regulations require federal agencies to take into account the effect of their undertakings on properties included in, or eligible for inclusion in, the National Register of Historic Places and to afford the Advisory Council on Historic Preservation a reasonable opportunity to comment on such undertakings.

The report meets the guidelines for architectural surveys established by N.C.D.O.T. (15 June 1994). These guidelines set forth the following goals for architectural surveys: (1) to determine the A.P.E. for the project; (2) to locate and identify all resources fifty years of age or older within the A.P.E.; and (3) to determine the potential eligibility of these resources for listing in the National Register. In addition, this report conforms to the expanded requirements for architectural survey reports developed by N.C.D.O.T. and the North Carolina Department of Cultural Resources (February 1996).

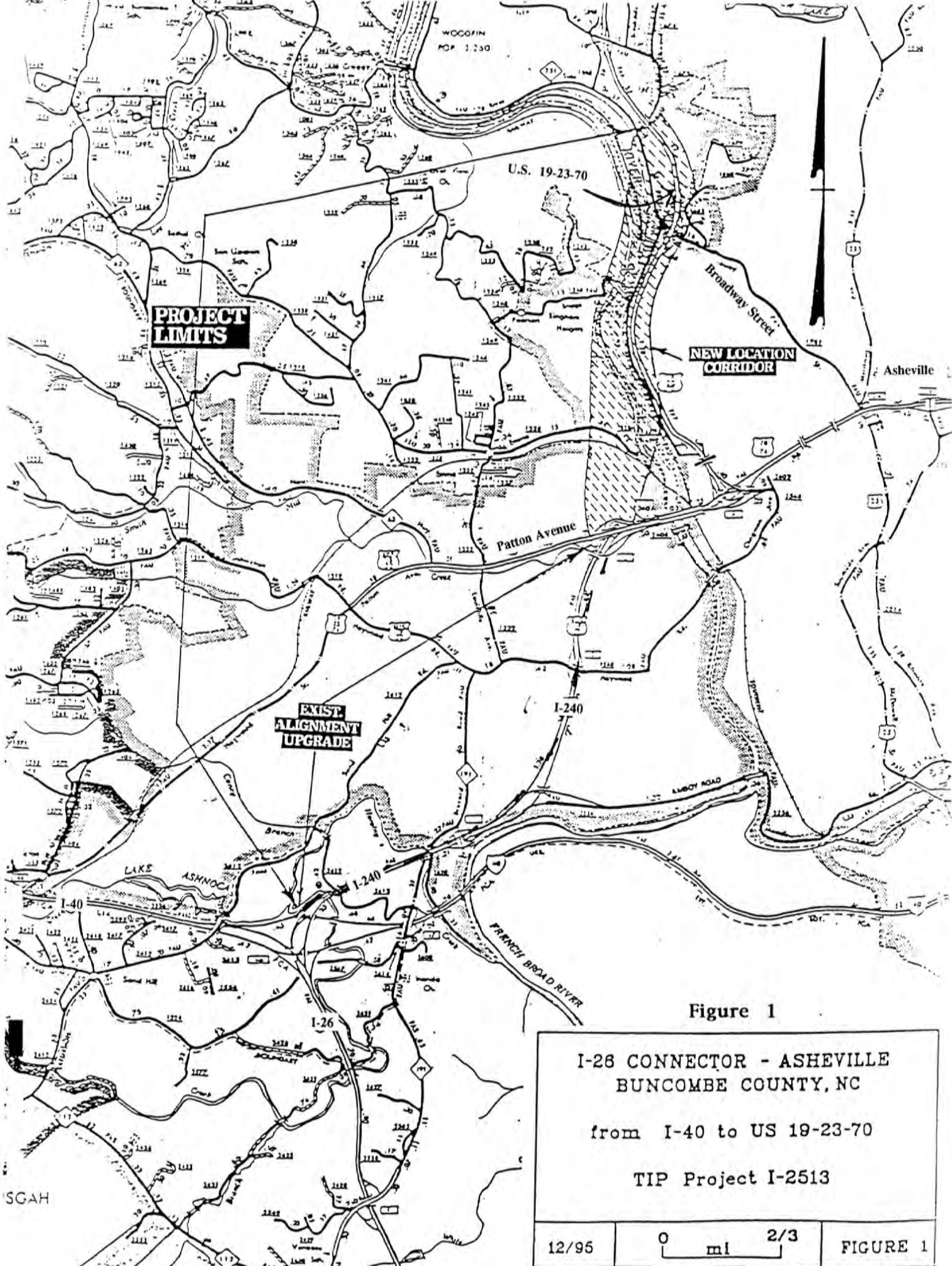


Figure 1

I-28 CONNECTOR - ASHEVILLE BUNCOMBE COUNTY, NC		
from I-40 to US 19-23-70		
TIP Project I-2513		
12/95	0 2/3 ----- mi	FIGURE 1

SCAH

The methodology consisted of background research into the historical and architectural development of the area and a field survey of the A.P.E. The field survey was conducted by automobile as well as on foot to delineate the A.P.E. and to identify all properties within this area which were built prior to 1950. Every property at least fifty years of age was photographed, mapped, and evaluated, and those considered worthy of further analysis were intensively surveyed and evaluated for National Register eligibility. For those resources considered to be eligible for the National Register, National Register boundaries were determined.

The boundaries of the A.P.E. are shown on maps prepared by the City of Asheville Planning Department (see **Figure 11** in **Appendix A**). The A.P.E. includes areas which may face increased development pressures because of the highway construction as well as those areas which may be directly affected. The A.P.E. is defined by modern construction, topographical features, and sight lines. One hundred percent of the A.P.E. was surveyed.

A total of 149 resources were identified and evaluated. Near the north end of the project is the Montford Area Historic District, currently listed in the National Register of Historic Places (1977). Located adjacent to this residential neighborhood is the Montford Hills neighborhood, which is listed on the North Carolina Study List. Also recently listed on the National Register Study List is the West Asheville Commercial Historic District, a business district that developed along the streetcar line during the 1910s and 1920s. Near the south end of the project, Buncombe County Bridge No. 216, was previously determined eligible for the National Register during studies for Project U-2902, the relocation of N.C. 191 (1994). An additional six resources--including houses located within a proposed boundary expansion of the Montford Area Historic District--were identified during the field survey as warranting intensive evaluation for National Register eligibility. These resources include a 1910s commercial building, a turn-of-the-century farmhouse, and residences dating to the 1920s and 1930s.

<u>Properties Listed in or Previously Determined Eligible for the National Register</u>		<u>Pages</u>
No. 1	Buncombe County Bridge No. 216 (D.O.E. 1994)	27
No. 147	Montford Area Historic District (N.R. 1977)	30
 <u>Properties listed in the North Carolina Study List</u>		
No. 93	West Asheville Commercial Historic District (S.L. 1998)	44
No. 148	Montford Hills (S.L. 1993) (considered eligible within a proposed boundary expansion of the Montford Area Historic District)	31
 <u>Properties Evaluated Intensively and Considered Eligible for the National Register</u>		
No. 93	West Asheville Commercial Historic District (S.L. 1998)	44
No. 94	(Former) Friendly Grocery Store	51
No. 104	C. G. Worley House	58
No. 148	Montford Hills (S.L. 1993) (considered eligible within a proposed boundary expansion of the Montford Area Historic District)	31
No. 149	Hibritten Drive/Pearson Drive Area (considered eligible within a proposed boundary expansion of the Montford Area Historic District)	32

Properties Evaluated Intensively and Considered Not Eligible for the National Register
None

Other Properties Evaluated and Determined Not Eligible for the National Register (see Appendix B)

No. 2	Ingle House
No. 3	House
No. 4	House
No. 5	House
No. 6	House
No. 7	House
No. 8	House
No. 9	Drake House
No. 10	House
No. 11	House
No. 12	House
No. 13	House
No. 14	House
No. 15	House
No. 16	House
No. 17	House
No. 18	House
No. 19	House
No. 20	House
No. 21	House
No. 22	House
No. 23	House
No. 24	House
No. 25	House
No. 26	House
No. 27	House
No. 28	House
No. 29	House
No. 30	House
No. 31	House
No. 32	House
No. 33	House
No. 34	House
No. 35	House
No. 36	House
No. 37	House
No. 38	House
No. 39	House
No. 40	House
No. 41	House
No. 42	House
No. 43	House
No. 44	House
No. 45	House
No. 46	House
No. 47	House
No. 48	House

*New I-26 Route, Asheville Connector
Buncombe County*

No. 49	House
No. 50	House
No. 51	House
No. 52	House
No. 53	House
No. 54	House
No. 55	House
No. 56	House
No. 57	House
No. 58	House
No. 59	House
No. 60	House
No. 61	House
No. 62	House
No. 63	House
No. 64	House
No. 65	House
No. 66	House
No. 67	House
No. 68	House
No. 69	House
No. 70	House
No. 71	House
No. 72	House
No. 73	House
No. 74	House
No. 75	House
No. 76	Dr. H.G. Brookshire House
No. 77	Apartment House
No. 78	Commercial Building
No. 79	House
No. 80	House
No. 81	House
No. 82	House
No. 83	House
No. 84	House
No. 85	House
No. 86	House
No. 87	House
No. 88	House
No. 89	House
No. 90	House
No. 91	House
No. 92	House
No. 95	Commercial Building
No. 96	House
No. 97	House
No. 98	House
No. 99	House

No. 100	House
No. 101	House
No. 102	House
No. 103	House
No. 105	House
No. 106	House
No. 107	House
No. 108	House
No. 109	House
No. 110	House
No. 111	House
No. 112	House
No. 113	Church
No. 114	House
No. 115	House
No. 116	House
No. 117	House
No. 118	House
No. 119	House
No. 120	House
No. 121	House
No. 122	Lodge Building
No. 123	House
No. 124	House
No. 125	House
No. 126	House
No. 127	House
No. 128	House
No. 129	House
No. 130	House
No. 131	House
No. 132	House
No. 133	House
No. 134	House
No. 135	House
No. 136	House
No. 137	Commercial Building
No. 138	House
No. 139	House
No. 140	House
No. 141	House
No. 142	House
No. 143	House
No. 144	Norfolk and Southern Railway Bridge
No. 145	Norfolk and Southern Railway Bridge
No. 146	Industrial Building

TABLE OF CONTENTS

	<u>Page</u>
I. List of Figures and Plates	8
II. Introduction	11
III. Physical Environment	13
IV. Methodology	14
V. Background Historical Essay and Historical Contexts	16
VI. Property Inventory and Evaluations	26
A. Properties Evaluated Intensively and Considered Eligible for the National Register	27
B. Properties Evaluated Intensively and Considered Not Eligible for the National Register	---
VII. Bibliography	68
VIII. Appendix A: Area of Potential Effects Map	
IX. Appendix B: Photographic Inventory/Evaluations	
X. Appendix C: Professional Qualifications	

LIST OF FIGURES AND PLATES

Figures	<u>Page</u>
1. Project Location Map	2
2. Buncombe County Bridge No. 216 - Location Map	29
3. Montford Area Historic District - Existing National Register Boundaries	41
4. Montford Area Historic District - Proposed National Register Boundary Expansion	42
5. Montford Area Historic District - Proposed National Register Boundary Expansion	43
6. West Asheville Commercial Historic District - Proposed National Register Boundaries	50
7. (Former) Friendly Grocery Store - Site Plan	56
8. (Former) Friendly Grocery Store - Proposed National Register Boundaries	57
9. C.G. Worley House - Site Plan	66
10. C.G. Worley House - Proposed National Register Boundaries	67
11. Area of Potential Effects Map	
12. Field Survey Map	

Plates

1. Buncombe County Bridge No. 216	28
2. Montford Area Historic District	34
3. Montford Area Historic District	34
4. Montford Area Historic District	35
5. Montford Hills	35
6. Montford Hills	36
7. Montford Hills	36
8. Hibritten Drive	37
9. Hibritten Drive	37
10. Presley House, Hibritten Drive	38

11.	Williams House, Hibritten Drive	38
12.	Jayne House, Hibritten Drive	39
13.	Hapke House, Hibritten Drive	39
14.	Modern Houses, Pearson Drive	40
15.	House, West End Pearson Drive	40
16.	West Asheville Commercial Historic District, Haywood Road Looking East towards Westwood Place	47
17.	West Asheville Commercial Historic District, Commercial Buildings on North Side of Haywood Road	47
18.	West Asheville Commercial Historic District, Fire Station/City Hall	48
19.	West Asheville Commercial Historic District, Former West Asheville Bank and Trust Company Building	48
20.	West Asheville Commercial Historic District, Gasoline Station at Junction of Haywood Road and Westwood Place	49
21.	West Asheville Commercial Historic District, Commercial Buildings on the South Side of Haywood Road	49
22.	(Former) Friendly Grocery Store, Looking North	53
23.	(Former) Friendly Grocery Store, Facade	53
24.	(Former) Friendly Grocery Store, East Elevation	54
25.	(Former) Friendly Grocery Store, East and Rear Elevations	54
26.	(Former) Friendly Grocery Store, Interior, Looking towards Storefront	55
27.	(Former) Friendly Grocery Store, Interior, Looking towards Rear	55
28.	C.G. Worley House and Setting, Looking North	60
29.	C.G. Worley House, Facade	60
30.	C.G. Worley House, East and Rear Elevations and Rear Ell, Looking Southwest	61
31.	C.G. Worley House, Rear Ell, Looking Southeast	61
32.	C.G. Worley House, West Elevation, Looking East	62

33.	C.G. Worley House, Gable Detail	62
34.	C.G. Worley House, Interior, Front Parlor Mantel	63
35.	C.G. Worley House, Interior, Dining Room	63
36.	C.G. Worley House, Interior, Rear Ell Kitchen	64
37.	C.G. Worley House, Interior, Bedroom	64
38.	C.G. Worley House, Interior, Bedroom	65

II. INTRODUCTION

This Phase II intensive level architectural survey was undertaken in conjunction with the New I-26 Route, Asheville Connector project in Asheville, North Carolina. The T.I.P. Number for this proposed project is I-2513 and the State Project Number is 8.U843701. The project was conducted for TGS Engineers of Raleigh, North Carolina, by Mattson, Alexander and Associates, Inc. of Charlotte, North Carolina. Richard L. Mattson and Frances P. Alexander served as the principal investigators, and the project was undertaken between October 1998 and March 1999.

The proposed undertaking involves the construction of a freeway connecting Interstate 26 southwest of Asheville to U.S. 19/23/70 north of Asheville. The project includes improvements to existing Interstate 240 from the Interstates 26/40/240 interchange southwest of Asheville to Patton Avenue, and building a freeway on new location from Patton Avenue northward across the French Broad River to U.S. 19/23/70 south of Broadway Street (S.R. 1781) in Asheville. Among the proposed improvements to existing facilities will be the widening of Interstate 240 from a four-lane to an eight-lane facility south of Patton Avenue. North of the connection with U.S. 19/23/70, the existing route will be upgraded to six lanes. The proposed new location alignment (north of Patton Avenue) includes three alternatives that cross the edge of the golf course at the Great Smokies Holiday Inn Sunspree Resort and/or the Westgate Shopping Center property before reaching the Norfolk Southern Railway on the west side of the French Broad River. The project limits, which extend for approximately five miles, are shown in **Figure 1**, and the three alternatives are depicted in the A.P.E. map shown in **Figure 11** (see **Appendix A**).

The three alternatives extend northward from immediately southwest of the Interstate 240/Patton Avenue interchange, across the French Broad River, to existing U.S. 19/23/70. All these alternatives improve the existing Interstate 240/Patton Avenue interchange before continuing northward along new location. Alternatives 1 and 2 cross the Westgate Shopping Center tract and Alternative 3 crosses a section of the golf course. Alternative 1 ties into existing U.S. 19/23/70 adjacent to the Riverside Cemetery. Alternatives 2 and 3 tie into U.S. 19/23/70 between the Riverside Cemetery and Broadway Street (S.R. 1781).

This architectural survey was undertaken in accordance with the Department of Transportation Act of 1966, Section 106 of the National Historic Preservation Act of 1966, as amended (36 C.F.R. 800), and the F.H.W.A. Technical Advisory T 6640.8A (Guidance for Preparing and Processing Environmental and Section 4(f) Documents). Section 106 requires the identification of all properties eligible or potentially eligible for listing in the National Register of Historic Places according to criteria defined in 36 C.F.R. 60. In order to comply with these federal regulations, this survey followed guidelines set forth in Phase II Survey Procedures for Historic Architectural Resources (N.C.D.O.T., 15 June 1994) and expanded requirements for architectural survey reports developed by N.C.D.O.T. and the North Carolina Department of Cultural Resources (February 1996).

Federal regulations require that the area of potential effects (A.P.E.) for the undertaking must be determined. The A.P.E. is defined as the geographical area, or areas, within which an undertaking may cause changes to the character or use of historic properties, if such potentially eligible properties exist. The A.P.E. is depicted on maps prepared by the City of Asheville Planning Department for this project (see **Appendix A**).

The A.P.E. was based upon the location of the proposed project in relation to natural and man-made boundaries, incorporating view sheds from the project area. The A.P.E. also includes areas which may face increased development pressures because of the new construction. The boundaries of the A.P.E. are defined by modern land uses, sections of the French Broad River near the north and south ends of the project, sharp changes in topography that block views of the project, and dense residential and commercial developments that buffer the effects of the project from adjoining residential and commercial blocks beyond the A.P.E. A major segment of the A.P.E. lies within the predominantly residential West Asheville community. However, the A.P.E. also encompasses residential areas east of the French Broad River towards the northern end of the project, modern industrial properties alongside the river, commercial properties at the major interchanges, and open space and agricultural fields along bottomland near the southern terminus of the project.

III. PHYSICAL ENVIRONMENT

The project will occur within the City of Asheville in Buncombe County, located in the Blue Ridge Mountains of North Carolina. The principal metropolis in western North Carolina, Asheville contained a population of 61,654 persons in 1990. The city's central business district and premier residential neighborhoods are located east of the French Broad River. Although the main commercial district of Asheville is located well outside the study area, the early twentieth century neighborhoods of Montford (N.R. 1977) and Montford Hills (Study List 1993) overlook the project east of the French Broad River near the north end of the A.P.E. Both neighborhoods are still characterized by curvilinear, embowered streets and handsome bungalows and Colonial Revival and Tudor Revival residences designed mostly for Asheville's professionals and wealthier entrepreneurs.

West of the French Broad River, the large middle and working class community of West Asheville also arose primarily during the early twentieth century. The project area extends north-south, following the route of existing Interstate 240, through this predominantly residential community of single family dwellings. Within the A.P.E., West Asheville encompasses blocks of weatherboard and brick veneered houses, with commercial zones oriented to the key interchanges. Streets such as Hanover, Hubbard, and Burton are lined primarily with simple, altered frame bungalows and worker cottages. Towards the south end of the project, near the N.C. 191/Brevard Street interchange, the A.P.E. contains several blocks of mostly post-World War II dwellings that reflect the residential development of this hilly area near the French Broad River during the 1950s. Although most of the A.P.E. is densely developed, south of Brevard Road near the southern terminus of the project, there are several former farm properties and a cluster of simple, frame bungalows situated along Bear Creek Road, where vestiges of an agrarian landscape persist along Hominy Creek and the French Broad River.

Near the center of the project, the A.P.E. also encompasses a section of east-west Haywood Road, which emerged as West Asheville's principal commercial artery during the early twentieth century. Several blocks of early commercial buildings and a 1953 school building are located near the vicinity of the Interstate 240/Haywood Road interchange within the A.P.E. In contrast to this compact business district along Haywood Road, the major Interstate 240/Patton Avenue interchange to the north is dominated by modern commercial strip activities and large-scale retail/office and resort developments. Located just north of the Patton Avenue interchange, the modern Westgate Shopping Center and the Great Smokies Holiday Sunspree Resort, with an associated golf course and vacation condominium complex, occupy a large tract of land.

In addition to these residential and commercial areas, industrial land uses mark portions of the north end of the A.P.E. along the French Broad River and the Norfolk Southern Railway. Modern warehouses and industrial buildings occupy a former landfill between S.R. 1477, Riverside Drive, and the French Broad River.

IV. METHODOLOGY

This Phase II architectural survey was conducted as part of the planning for the New I-26 Route, Asheville Connector in Asheville, North Carolina. The architectural survey for this federally funded project was undertaken in accordance with the Department of Transportation Act of 1966, Section 106 of the National Historic Preservation Act of 1966, as amended (36 C.F.R. 800), and the F.H.W.A. Technical Advisory T 6640.8A (Guidance for Preparing and Processing Environmental and Section 4(f) Documents). The survey followed guidelines set forth in *Phase II Survey Procedures for Historic Architectural Resources* (N.C.D.O.T., 15 June 1994).

The Phase II architectural survey had three objectives: 1) to determine the area of potential effects; 2) to identify all resources within the A.P.E. which may be potentially eligible for listing in the National Register of Historic Places; and 3) to evaluate these potential resources according to National Register criteria. The N.C.D.O.T. Phase II survey guidelines set forth the following procedures: 1) identify and map the area of potential effects; 2) photograph and indicate on maps all properties fifty years of age or older; 3) conduct historical research; 4) prepare a summary of findings; 5) conduct an intensive field survey; 6) prepare a final presentation of findings; and 7) prepare North Carolina survey forms for each property evaluated intensively in the property inventory and evaluations section of the survey report.

The survey consisted of field investigations and historical research. The field work was conducted between 5 November and 15 January 1998. One hundred percent of the A.P.E. was examined. The field work began with a windshield survey of the general project area in order to determine the A.P.E. All properties fifty years of age or older were photographed and keyed to city maps prepared for this report by the City of Asheville Planning Department. Properties were evaluated as either individually eligible for the National Register or as contributing resources to National Register historic districts. Once these potentially eligible properties were identified, the boundary of the A.P.E. was finalized (see **Appendix A**).

Research was conducted to trace the historical and architectural development of the project area. During the Phase I study, the survey files of the North Carolina State Historic Preservation Office (S.H.P.O.) in Raleigh were examined to identify those properties listed in the National Register and the North Carolina Study List. This review identified the Montford Area Historic District (National Register 1977), the adjacent Montford Hills subdivision (Study List 1993), and the West Asheville Commercial Historic District (Study List 1998) as being at least partially located within the A.P.E. The Montford Hills Study List application proposes a boundary expansion of the Montford Area Historic District to encompass Montford Hills. The background research also identified Buncombe County Bridge No. 216 within the A.P.E. Located along N.C. 191 over Hominy Creek, this bridge was determined eligible for the National Register during the environmental impact statement for Project U-2902 (N.C.D.O.T. 1994).

Additional research for the Phase II study included the analyses of both primary and secondary sources at local and state repositories. Particularly valuable was the architectural inventory of West Asheville completed in 1998 by Ms. Liz Claud under the supervision of the North Carolina Division of Archives and History, Western Office (Asheville). Claud's survey was not comprehensive, but rather concentrated on the more architecturally intact or representative residential and commercial blocks in West Asheville. Within the A.P.E., Claud's survey encompassed residential Burton Street (BN 1396) and the Haywood Street commercial district (BN 1267, 1268, 1303, 1305) (Claud 1998).

In addition to inspecting the West Asheville survey files, a number of other primary and secondary sources were examined, including U.S. Census data, Levi Branson's business directories, Sanborn Fire Insurance Company maps, and the *North Carolina Year Books* (1902-1916), all of which were useful for understanding the changing economic and social compositions of the study area. Douglas Swaim's publication, *Cabins and Castles: The History and Architecture of Buncombe County, North Carolina*, provided useful historical and architectural background information for this report (Swaim 1981). Interviews with local historic preservation professionals were especially helpful in identifying historic resources and understanding important historical and architectural themes relating to West Asheville. Clay Griffith, Head, Western Office of the North Carolina Division of Archives and History; Harry Weiss, Executive Director, the Preservation Society of Asheville and Buncombe County; and Maggie O'Connor, Director, City of Asheville Historic Resources Commission, all provided invaluable guidance and information.

Following the research and the preliminary field survey, a preliminary presentation of findings was prepared (see **Appendix B**). Properties identified during the initial field survey were grouped into three sections: 1) those resources currently listed in or determined eligible for the National Register; 2) those which warranted further evaluation; and 3) those considered not eligible for the National Register.

After consultation with N.C.D.O.T., an intensive level field survey was undertaken for those resources considered worthy of further evaluation. Resource exteriors and interiors (where permitted) were examined and photographed, and physical descriptions, historical background data, and site plans were completed. For those properties recommended for the National Register, proposed National Register boundaries were also delineated on tax maps. Computerized North Carolina survey forms were prepared, or updated, for each of the properties evaluated in the property inventory and evaluations section of the survey report.

V. HISTORICAL BACKGROUND ESSAY

Asheville and Vicinity: Late Nineteenth and Early Twentieth Centuries

Incorporated in 1797, Asheville emerged in the nineteenth century as a regional trading center favorably sited on a broad plateau at the confluence of the French Broad and Swannonoa rivers. The 1828 completion of the Buncombe Turnpike through Asheville placed the town along the major trade route between Tennessee and South Carolina, while the cool climate attracted Low Country planters seeking relief from the summer heat. Although topography and transportation difficulties kept Asheville small, by 1880, the town boasted 2,690 residents, several sizable hotels supported by summer residents, and a compact business district.

In 1880, the long-awaited railroad was finally completed to Asheville, and the town and its environs began to grow dramatically as rail service boosted both the tourist trade and commercial and industrial enterprises. Concurrently, a progressive city government launched a series of civic improvements to bolster this economic upsurge and provide the booming mountain city with a modern, cosmopolitan image. During the fifty-year period between 1880 and 1930, the city's population skyrocketed from fewer than 3,000 residents to over 50,000. By the eve of the Depression, Asheville had emerged as a regional metropolis with a major downtown and sprawling residential areas linked by streetcar services and new roadways for automobile traffic (Swaim 1981: 38-46; 77-94).

The coming of the Western North Carolina Railroad in 1880 spurred Asheville's transformation from a mountain town to a progressive urban center. Between 1880 and 1890, its population soared from 2,690 to 10,235. In 1880, the town limits were confined to land within a mile radius of the Buncombe County Courthouse. Three years later, the General Assembly designated Asheville a "city" with expanded boundaries that stretched to the French Broad River on the west and to just south of Beaucatcher's ridge to the east. By 1890, Asheville boasted a streetcar system, a waterworks, an electrical plant and two electric light systems, a sewer system, a gas company, an improved public school system, a \$100,000 post office, a public library, and a Board of Trade (Swaim 1981: 38-39, 77-80).

Also by 1890, New Yorker, George W. Vanderbilt, had purchased some 125,000 acres of land just south of the city limits and had begun construction of his palatial Biltmore House. The prominent architects and legion of skilled artisans Vanderbilt commissioned for the Biltmore estate, including the manorial Biltmore Village, would ultimately have an impact on the architecture of Asheville as a whole. The architectural firm of Richard Sharp Smith, Biltmore's supervising architect, designed residences with trademark pebbledashed stucco facades, red tile roofs, and brick trim throughout the city's fashionable new subdivisions (Bishir 1990: 359; Swaim 1981: 81-82).

Asheville's population rose sharply to 28,504 by 1920, and then nearly doubled to over 50,000 by the eve of the Depression. Following major annexations in 1905, 1917 and 1929, Asheville by 1930 had a land area and a population roughly equal to those of today. The growing city supported five banks, three hospitals, fourteen hotels, thirty-eight miles of paved streets, five public parks, and four bridges over the French Broad River. Asheville also included a cotton mill, a tannery, woodworking shops, and a variety of other small factories along the French Broad and the adjacent Western North Carolina Railroad, which skirted the banks of the river (Swaim 1981: 42).

The city also witnessed the development of major residential areas to absorb the tremendous demand for housing. Around the periphery of Asheville, such prominent neighborhoods as Grove Park, Kenilworth, Biltmore Forest, Beaver Lake, Montford, and Montford Hills emerged. Immediately west of the French Broad River, the community of West Asheville, which had been incorporated twice since 1889, was annexed for a final time in 1917, doubling the area of the city (Swaim 1981: 43, 88-91). Portions of West Asheville, Montford, and Montford Hills are located within the A.P.E.

The development of West Asheville officially began in 1889, when E.G. Carrier, a wealthy Philadelphian, organized the West Asheville Improvement Company and purchased 506 acres of land just west of the French Broad River. Although land sales and construction began slowly, residential development accelerated in the 1910s with the arrival of streetcar service from downtown Asheville. In 1914, a trolley line was extended westward from the city center to the 700 block of Haywood Road (west of the A.P.E.), which some residents still refer to as "the end of the line". Here, in 1916, the Zachery Development Company launched West Asheville Estates (Swaim 1981: 185; Claud 1998: 6). During the ensuing decade, a commercial district took shape around the 700 block of Haywood Road, while an assortment of single family bungalows and revival-style cottages appeared throughout the adjoining West Asheville Estates. Today, the center of this middle class neighborhood remains Vermont Avenue, a broad, tree-shaded street lined primarily with weatherboard and red brick bungalows (Claud 1998: 6).

Spurred on by expanded trolley service and the growing use of the automobile, West Asheville, like the city as a whole, experienced unprecedented expansion in the 1920s. Developer Julius J. Horney played a prominent role during those banner years. Horney's residential subdivisions in West Asheville included Horney Heights (now Malvern Hills), Horney Hills, Horneyhurst (now Bruce mont), Riverview, and the Horney-Hayes Subdivision. Platted in 1921 south of Haywood Road (west of the A.P.E.), Horney Heights was his most ambitious project. The subdivision was designed to feature a large park and a manmade lake, and deep house lots that conformed to the contours of the wooded, hilly terrain (Claud 1998: 7).

Another major figure during West Asheville's boom period was J. T. Bledsoe. In 1924, Bledsoe teamed with N.T. Robinson to develop the Lucerne Park neighborhood. Like Asheville's other finer middle class subdivisions of the period, Lucerne Park was laid out with picturesque, winding streets and deep lots. By the Depression, streets such as Lucere Avenue and Eola Avenue boasted an array of bungalows and Colonial Revival dwellings. Bledsoe himself owned the substantial Bledsoe Building at 771-783 Haywood Road and a gasoline station at the corner of Haywood Road and Mildred Avenue (Claud 1998: 7).

One of the last neighborhoods to take shape in West Asheville before the Depression was oriented to Ridgelawn Road (east of the A.P.E.). By the end of the 1920s, Ridgelawn Road and the adjacent circular streets (Longview Road and Garden Circle) featured a number of handsome Colonial Revival residences for the middle class. The growth of this area was sparked by the construction of a nearby high school. As noted in a 1929 newspaper article concerning the growth of West Asheville, "Many homes are going up in the vicinity of the new Hall Fletcher High School. A number of new and attractive residential sectors have sprung up in various parts of West Asheville in the past year or so" (Pack Library Clipping File; Claud 1998: 8).

Within the A.P.E., streets such as Hanover, State, Burton, and Argyle were also laid out and developed during the 1920s. These streets and adjoining blocks were typically parts of smaller

plats owned by smaller landowners, and included a mix of middle class dwellings as well as smaller frame cottages for working-class families. For example, near the present-day intersection of I-240 and Haywood Road, physician Dr. H. G. Brookshire subdivided his house tract in 1923 into a number of smaller parcels oriented to newly platted Brookshire Place and Parkman and Allen streets. By the end of the decade, the Brookshire subdivision was filled with tightly packed frame bungalows, all sited within a block of the Haywood Road trolley line (Buncombe County Plat Book 5, Page 18).

Located along the trolley route, east-west Haywood Road emerged as the community's principal commercial corridor by World War I. One story and two story storefronts congregated in nodes along the street car route, and as noted, one such commercial cluster emerged at the end of the line in the 700 block. Within the A.P.E., the 400 block of Haywood Road developed, beginning during World War I, into the center of commerce and civic activity for West Asheville, and such buildings as the West Asheville Fire Station (1922) and the West Asheville Bank and Trust Company (1927) illustrate this development (Swaim 1091: 186).

While the community of West Asheville attracted laborers as well as professionals and white-collar workers, the more exclusive neighborhoods of Montford and Montford Hills were planned primarily for members of the middle and upper classes. Located east of the French Broad River from West Asheville, atop a promontory overlooking the river and the city, the neighborhood of Montford (N.R. 1977) began in 1893. By 1894, the neighborhood's curvilinear pattern of streets, winding through a wooded landscape, had been established. Montford began as a small incorporated village but was annexed by Asheville in 1905, during a major consolidation movement that made Asheville the state's second largest municipality in land area. Montford's earliest developer was the Asheville Loan, Construction and Improvement Company, which purchased and subdivided parcels between 1890 and 1894. However, little development took place until the company was acquired by lumber tycoon George Willis Pack. Pack donated land for Montford Park near the north end of the neighborhood and employed his keen business acumen and high reputation to market house lots to wealthy clientele (Upchurch and South 1977).

Although the architecture of Montford represented major national trends in domestic design, building materials often reflected the influence of local architects and builders. Stucco, pebbledash, and rubble masonry were recurrent fabrics, typically combined with weatherboard or wood shingles (Upchurch and South 1977; Swaim 1981: 207). In Montford's early stages of growth, architect Richard Sharp Smith adapted Queen Anne, Tudor Revival, and Colonial Revival motifs to fashion a collection of distinctive residences. Among Smith's favorite design elements were steeply pitched gambrel roofs, hip gables, heavy porch brackets, high stone foundations, and pebbledash or stuccoed walls. Later, during the city's tremendous growth in the 1920s, scores of fine bungalows and Colonial Revival houses appeared throughout Montford as family estates and parcels held for speculation were subdivided (Upchurch and South 1977; Swaim 1981: 83-84, 88, 207).

Located immediately adjacent to Montford, the neighborhood of Montford Hills (Study List 1993), was developed between 1925 and 1930 by Montford Hills, Inc. (Guyton 1993). Promoted as "The Suburb In the City" in a series of half-page newspaper advertisements in the spring of 1925, Montford Hills benefited not only from its easy access to the growing downtown but also its proximity to prestigious Montford. By the end of the decade, this sylvan "suburb" was filled with bungalows and revival-style dwellings sited on wooded lots facing curvilinear lanes.

Following the economic crash of 1930, Asheville's boom period came to an abrupt halt. Central Bank and Trust Company, the largest financial institution in western North Carolina, failed on November 20, 1930, and shortly thereafter, the city defaulted on payments on the massive debts it had amassed during its public building campaigns. For the next decade, little construction occurred in the residential neighborhoods or in the center city. Only seven buildings were built downtown between 1930 and 1940, and throughout the city significant building activity did not resume until after World War II (Swaim 1981: 96).

Among the greatest modern impacts on the built environment of Asheville has been the construction of interstate highways and urban thoroughfares. Inside the A.P.E., I-240 was completed in the early 1980s. This downtown expressway cuts a broad, north-south swath through West Asheville before joining Patton Avenue and U.S. 19/23/70 at interchanges on the bluffs of the French Broad River. Here, at the north end of West Asheville, eight-lane Patton Avenue has become one of the city's major commercial strips. The modern highway system, with its attendant demolitions and new commercial construction, has imposed profound changes on the urban fabric. Nevertheless, significant historic resources survive to reflect the city's boom period in the late nineteenth and early twentieth centuries. Along Haywood Road near I-240, a notable collection of commercial and civic buildings remain intact and well-preserved. North of Haywood Road and east of the French Broad River, the historic neighborhoods of Montford and Montford Hills also remain substantially intact, as new arrivals have rejuvenated many homes during the last decade.

**Architecture Context: Late Nineteenth Century Domestic Architecture
in Asheville (ca. 1880-1900)**

By the late nineteenth century, the domestic architecture of Asheville reflected the growing demand for national, mainstream styles. While the popularity of traditional, boxy house types lingered into the early twentieth century, by the 1880s, the city's well-to-do were increasingly selecting new, picturesque designs with asymmetrical forms and fancy millwork inspired by the Queen Anne style. During the 1880s, the arrival of railroads and rise of tourism spurred the local economy, boosting land values and house construction. Concurrently, local domestic design was influenced by innovative, light framing methods, which facilitated the fabrication of modern, picturesque shapes, and the mass production of standardized milled lumber and architectural embellishments. Homeowners and builders were able to select from a wide range of building materials and plans published in architectural catalogs and patterns books with national circulations, and have these items delivered affordably by rail (Swaim 1981: 77-80; Bishir 1991: 287-294).

Prospering local residents as well as wealthier newcomers and "summer people" commissioned fine Queen Anne houses throughout Asheville and its environs. Although many of these dwellings have been lost to modern development, a host of remaining examples illustrate the popularity of the Queen Anne style during the city's early boom period. Among the rare surviving center city examples are the Edward I. Holmes House (1883) and the O.H. Henry House (1880), both of which are conservative demonstrations of the Queen Anne with traditional, boxy forms up-dated by projecting bays and decorative sawnwork in the gables and along the porches (Swaim 1981: 80). The 1883 residence where Thomas Wolfe's mother operated her boarding house, Old Kentucky Home (N.R. 1979), is a more flamboyant version of the style, featuring a variety of cross gable roofs, jutting bays, multiple paned stained glass windows, and shingled surfaces (Swaim 1981: 172). Some of the larger examples appeared in the unincorporated sections on the outskirts of the city, such as the Montford area and the hills along the French Broad River, where landowners asserted their status with handsome Queen Anne dwellings. In the 1880s, Richmond Pearson commissioned an impressive picturesque mansion as his residence atop a hill just west of the river (west of the A.P.E.) and named it Richmond Hill (N.R. 1977) after his homeplace in Yadkin County (Swaim 1981: 80-81).

In West Asheville, a small group of well-to-do residents with businesses or agricultural holdings in this area also built sizable Queen Anne-style dwellings in the 1890s. William E. Logan, owner of a rock quarry where Westgate Shopping Center sits today, resided on Logan Avenue (outside the A.P.E.) in a substantial frame, Queen Anne house with projecting bays, multiple gables, and a deep front porch with Tuscan posts. On Hillcrest Drive overlooking the French Broad River (outside the A.P.E.), the frame McCullom House illustrates the Queen Anne style in its two story, cross gabled form, bracketed bay windows, and decorative sawnwork along the front porch and patterned wood shingles in the gables (Swaim 1981: 186). Located within the A.P.E. in West Asheville, the **C.G. Worley House (No. 104)** remains a particularly vivid expression of late nineteenth century domestic architecture in the city. Worley, a successful tobacco farmer, lumber man, and politician, enlarged and remodeled an earlier traditional farmhouse with stylish Queen Anne elements. The present Worley House features such hallmarks of the Queen Anne style as cross gable roofs, projecting bays, and elaborate cut-out ornamentation (Swaim 1981: 186). Sited in a clearing on a sizable, hilltop lot, the Worley House is recommended as eligible for the National Register under Criterion C for architecture.

Guidelines for Evaluating the Eligibility of Late Nineteenth Century Domestic Architecture in Asheville

To be recommended as eligible for the National Register, late nineteenth century houses in Asheville must have sufficient integrity to illustrate clearly their original forms, key decorative elements, materials, and interior plans. Eligible domestic designs can include well-preserved traditional house types as well as nationally popular styles, notably the Queen Anne. Porches, windows, siding materials, and interior woodwork--including doors, staircases, and mantels--should be largely original and well-preserved.

**Historic Context: Commerce and Commercial Architecture
in West Asheville, ca. 1914 to 1949**

Commercial Development in West Asheville

Separated from Asheville by the French Broad River, West Asheville has been an independent municipality at two different times in its history. Incorporated in 1889, West Asheville first merged with Asheville in 1897, but again returned to separate corporate status between 1913 and 1917, when the final consolidation with the larger city took place. Because of the geographical barrier of the river and this developmental pattern, West Asheville has retained its distinctive character, including its own commercial district (Claud 1998: 4).

The principal business district of West Asheville developed in a linear fashion along east-west Haywood Road after streetcar service, connecting West Asheville to Asheville, was introduced in 1914. Roughly following the early nineteenth century Western Turnpike, Haywood lies along a ridge line, which offered a relatively level route for the trolley line, and several years later, the streetcar line was extended to the 700 block of Haywood Road. The area at the terminus became known as "the end of the line". A construction boom followed the introduction of public transportation, and Haywood Road emerged as the principal trading thoroughfare of West Asheville (Swaim 1981: 185). The resulting pattern of commercial development reflected the influence of the streetcar, with retail activity clustered in nodes along the streetcar corridor.

Residential development in West Asheville had begun in 1889 after the 506 acre Tahkeestee Farm was purchased and subdivided by the West Asheville Improvement Company. Other developers followed suit, and suburban construction continued through the prosperous years of the 1920s. The streetcar suburbs that emerged north and south of Haywood Road supported the stores, schools, churches, offices, gasoline stations, movie theaters, and banks that lined the trolley corridor (Claud 1998: 5-6).

Although suburban construction was underway by the 1890s, most of the commercial development along Haywood Road began during World War I when the streetcar line was installed. In 1917, Haywood was still primarily residential, particularly in the area west of Baker Street, but a small strip of stores had been built at the corner of Burton Street (the present site of the former Friendly Grocery Store) and the intersection of Westwood and Haywood was already taking shape as the principal business district of West Asheville. On the site of the modern Aycock School (1953) sat the West Asheville Graded School, and a lodge hall occupied the southeast corner of Haywood and Hanover Street. A grocery store, drug store, post office, and several other mercantile concerns filled the lots on the north and south sides of Haywood at its junction with Westwood (Sanborn Map Company 1917).

Both commercial and residential development in West Asheville continued to the end of the 1920s when the Asheville boom period ended and the national depression began. By 1925, the junction of Haywood and Westwood had fully emerged as the central business node of West Asheville. On the north side of Haywood, east of Argyle Street, a block of contiguous buildings housed the city hall and fire department, stores, a movie theatre, and lodge hall, while the peninsula formed by the junction of the two roads was fully developed with a bank, an auto repair shop, and six stores, all configured to fit the irregular shape of the parcel. The south side of Haywood was lined with a paint and oil store, drug store, post office, a second auto repair shop, and several general retail establishments. To the west, in the 500 block, a string of attached, one and two story stores fronted on Haywood (including the former Friendly Grocery store), flanking the intersection with

Burton Street. The Asheville Knitting Mills had its factory to the north on Burton, and the commercial node at Haywood and Burton undoubtedly served this small mill community. West of Baker Street (outside the A.P.E.), commercial construction was still sparse by the mid-1920s, and the 500 and 600 blocks remained largely residential until the postwar period. However, in the 700 block of Haywood (west of the A.P.E.), primarily on the north side between Jarrett Street and Mildred Avenue, a second commercial strip had emerged by the mid-1920s to serve the residential neighborhoods at the end of the streetcar line (Sanborn Map Company 1925; Claud 1998). A newspaper article which appeared in 1929 described the character of West Asheville:

West Asheville has seven churches, six apartment houses, five schools, a fire station, and several branches of local wholesale firms. The community has had steady growth in the past year, has reached and passed the city limits and is rapidly filling up the vacant spaces within its borders ("West Asheville Fast Coming into Own: Industry Proves Foundation in Growth," Robert McKee, 1929, located in Pack Library vertical files, quoted from Liz Claud, West Asheville Survey (Draft) 1998.

Commercial construction virtually ended during the depression of the 1930s and World War II, and significant retail development did not resume until after 1945. By the late 1940s, the automobile had replaced the streetcar as the preferred mode of travel, and new construction reflected this change in transportation. The commercial development during the streetcar era, with its densely developed clusters of commercial buildings, each often housing more than one store, was replaced in the postwar period by long commercial strips with single-occupancy buildings spaced for side, front, or rear parking. In West Asheville, much of the commercial strip appearance of Haywood Road dates to the postwar era when infill construction occurred, and many older buildings were remodeled or demolished for parking (Sanborn Map Company 1957).

Now bisected by below-grade Interstate 240, Haywood Road remains the commercial district of West Asheville although only pockets of intact commercial buildings remain to illustrate the heyday of business development during the interwar era. Claud in her 1998 architectural survey of West Asheville noted that the 700 block of Haywood Road, at the end of the streetcar line and outside the A.P.E., retains a number of early twentieth century commercial properties. Within the A.P.E., the **West Asheville Commercial Historic District (No. 93) (S.L.)**, at the intersection of Haywood and Westwood Place, remains a particularly well-preserved and illustrative commercial node. Encompassing the area that emerged as the principal business district of West Asheville by the mid-1920s, the historic district was listed in the National Register Study List in 1998. Both Haywood Road and Westwood Place follow portions of nineteenth century routes, and the location of the commercial district at the junction of these two historic roads through West Asheville contributes to the significance of the district. With the introduction of streetcar service along Haywood, this Y-shaped intersection became a convenient location for retail commerce and municipal services, and an array of contiguous and free-standing commercial and institutional buildings were built to front directly on the sidewalks lining the Haywood Road thoroughfare.

Commercial Architecture

By the early twentieth century, Asheville had emerged as a nationally known resort town, and tourism fueled a period of spectacular growth and prosperity for the city. Architects, both local and nationally known, designed sophisticated residences and hotels for wealthy patrons, particularly for the influx of Floridians who retreated to the North Carolina mountains during the summer months. Commercial architecture also reflected the new prosperity and outside infusion, and Asheville, particularly through the Art Deco designs of Douglas D. Ellington, emerged with

some of the most adventurous and modern commercial architecture in the state. Mimicking the sophisticated designs of downtown Asheville, even small neighborhood business zones were developed with buildings that were often stylishly in keeping with national trends (Swaim 1981: 42-44; Bishir 1991: 412-416).

At the same time, architects and developers also began to capitalize on innovations in structural technology for their commercial projects. Particularly for small-scale and speculatively built retail structures, where cost was a key determinant, newly perfected forms of concrete construction held great promise for building largely fireproof buildings and for enlivening store facades. The durability, plasticity, low cost, and strength of concrete gave the material widespread application, but its fireproof quality made concrete an ideal choice in densely developed business districts. In contrast to the wood frame construction found in many small town commercial districts of the nineteenth century, concrete and brick became almost ubiquitous for commercial construction of the twentieth century, and were often mandated by local fire codes. Concrete could be fashioned into a variety of structural and decorative forms, and rock-faced cast stone, prefabricated into blocks for easy construction, became a popular building material (Condit 1968: 240-241; Bishir 1991: 329-330, 401, 403,).

The **West Asheville Commercial Historic District** includes both representative and stylish examples of early twentieth century commercial architecture. One and two story, brick commercial blocks, with restrained brick, stone, or concrete ornamentation, were erected next to other retail, municipal, and office buildings that more fully exhibited the Mission Revival, Art Deco, and classical motifs popular during the period. Of particular note is the two story, brick fire station/city hall (1922) with its boldly executed, Mission style decorative elements, a recessed vehicular entrance, upper story balcony, and white stone round arches. Across Haywood Road is the former West Asheville Bank and Trust Company building (1927). This narrow, two story bank building was constructed of blond brick with fine, stone Neoclassical detailing. Occupying the triangular site created by Haywood and Westwood Place is an intact, streamlined Art Deco gasoline station with a stuccoed exterior, stylized fluted pilasters, and other geometric ornamentation. Although several buildings within the historic district have modernized storefronts, the district remains remarkably intact.

Across Interstate 240 in the 500 block of Haywood Road is the **(Former) Friendly Grocery Store (No. 94)**, a good example of the substantial, masonry commercial buildings of the period. Although reputedly built in 1925-1926, the building appears to date before 1917 when a building of similar form, height, materials, and floor plan occupied this corner site (Sanborn Map Company 1917). The building has a cast stone facade with denticulated cornice, pilasters, concrete lintels with keystones, and a flat parapet. The (Former) Friendly Grocery Store illustrates the new popularity of concrete for commercial designs and is the best preserved of the cast stone buildings remaining in West Asheville. More often used for side and rear elevations, cast stone was featured on the principal elevation of the Friendly Grocery Store where it was used for decorative as well as structural purposes.

The Friendly Grocery Store building also illustrates a common floor plan for small-scale, speculatively built commercial properties of the early twentieth century. The building was designed to house two retail units on the ground level, while the upper story could be used for offices or storage. Such floor plans became popular for neighborhood business districts of the era because the simple, rectangular plan permitted greater flexibility in use and maximized the number and type of businesses which could occupy the tightly developed commercial districts. In contrast

to the sparse development of later automobile-oriented commercial strips, business zones in streetcar suburbs had to draw and accommodate pedestrian traffic, and such areas generally offered a variety of services within a compact area. Furthermore, such designs were popular for owners. By housing more than one tenant, the owner reduced his own financial risk if a tenant defaulted or a business failed. Although the (Former) Friendly Grocery Store building has modernized storefront windows and doors, the property retains sufficient integrity to illustrate commercial architecture of the period.

Guidelines for Evaluating the Eligibility of Early Twentieth Century Commercial Buildings in West Asheville

Commercial properties in West Asheville which date from World War I to the depression of the 1930s must survive substantially intact in order to be recommended for National Register eligibility. Eligible commercial buildings must have sufficient integrity to illustrate clearly the forms, styles, materials, and interior plans of the original design. Eligible properties may have remodeled display windows or replacement doors, both of which are commonplace, but these alterations should conform to the original openings. The immediate setting contributes to the overall significance of the property if the commercial context of the building is maintained.

VI. PROPERTY INVENTORY AND EVALUATIONS

Summary

Of the 149 resources surveyed within the A.P.E., the Montford Area Historic District is listed in the National Register (1977) and the Buncombe County Bridge No. 216 has been previously determined eligible for the National Register (DOE 1994). Two resources, Montford Hills (1993) and the West Asheville Commercial Historic District (1998), are on the North Carolina Study List. The properties listed below are considered worthy of intensive evaluation for National Register eligibility.

<u>Properties Listed in or Previously Determined Eligible for the National Register</u>		<u>Page</u>
No. 1	Buncombe County Bridge No. 216 (D.O.E. 1994)	27
No. 147	Montford Area Historic District (N.R. 1977)	30
<u>Properties listed in the North Carolina Study List</u>		
No. 93	West Asheville Historic Commercial Historic District (S.L. 1998)	44
No. 148	Montford Hills (S.L. 1993) (considered eligible within a proposed boundary expansion of the Montford Area Historic District)	31
<u>Other Properties Evaluated Intensively and Considered Eligible for the National Register</u>		
No. 93	West Asheville Historic Commercial Historic District (S.L. 1998)	44
No. 94	(Former) Friendly Grocery Store	51
No. 104	C.G. Worley House	58
No. 148	Montford Hills (S.L. 1993) (considered eligible within a proposed boundary expansion of the Montford Area Historic District)	31
No. 149	Hibritten Drive/Pearson Drive Area (considered eligible within a proposed boundary expansion of the Montford Area Historic District)	32
<u>Properties Evaluated Intensively and Considered Not Eligible for the National Register</u>		
None		

A. Properties Listed in or Determined Eligible for the National Register

Buncombe County Bridge No. 216 (No. 1) (D.O.E. 1994; T.I.P. No. U-2902)

Carries N.C. 191 (Brevard Road) over Hominy Creek, 0.4 mile north of junction with I-40

Date of Construction

1935

Summary (Plate 1)

Bridge No. 216 over Hominy Creek is a closed spandrel, concrete arch bridge, consisting of two main spans, each measuring seventy-four feet, eight inches long. Constructed of reinforced concrete, the two arches are supported by spread footings and reinforced concrete abutments. The superstructure is comprised of a reinforced concrete deck with concrete guard rails. The bridge's sufficiency rating is 49.1 out of 100.

Bridge No. 216 carries a narrow, two-lane roadway, which is its major fault (N.C.D.O.T. 1994). The supports for Bridge Nos. 206 and 208, which carry I-240 over N.C. 191, prevent the widening and upgrading of Bridge No. 216 to current standards. The guard rails have been repeatedly damaged, and the approaches to the bridge are unprotected (N.C.D.O.T. 1994).

Evaluation of Integrity

In 1994, Bridge No. 216 was determined eligible for the National Register under Criterion C for design and construction. An intact example of a concrete arch bridge (Type 111), Bridge No. 216 is one of only four closed spandrel, concrete arch bridges remaining in the state and one of only twenty-seven surviving Type 111 bridges. Erected in 1935, this structure stands as a late example of its type in North Carolina and the last of the closed spandrel arch bridges to be constructed in the state (N.C.D.O.T. 1994). The boundaries of this National Register-eligible property include only the structure itself, and is limited to the footprint of the bridge and its abutments (**Figure 2**).

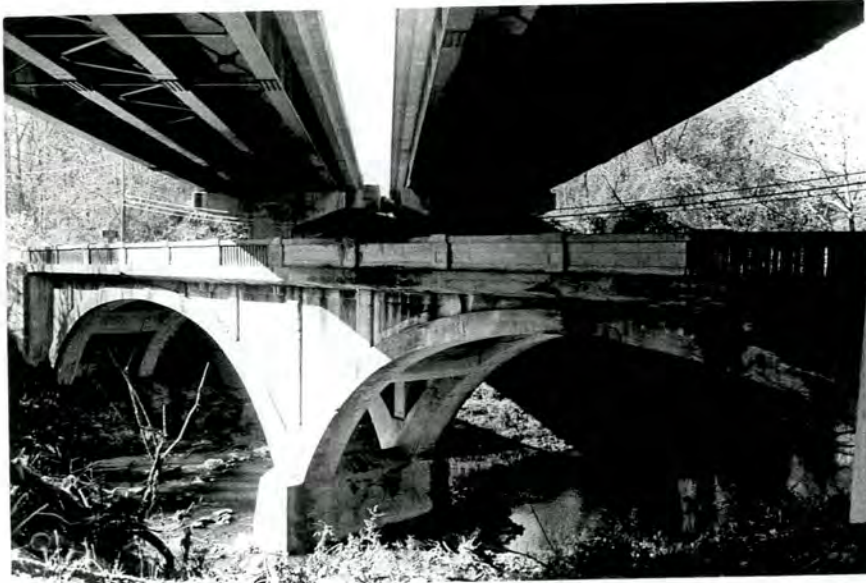
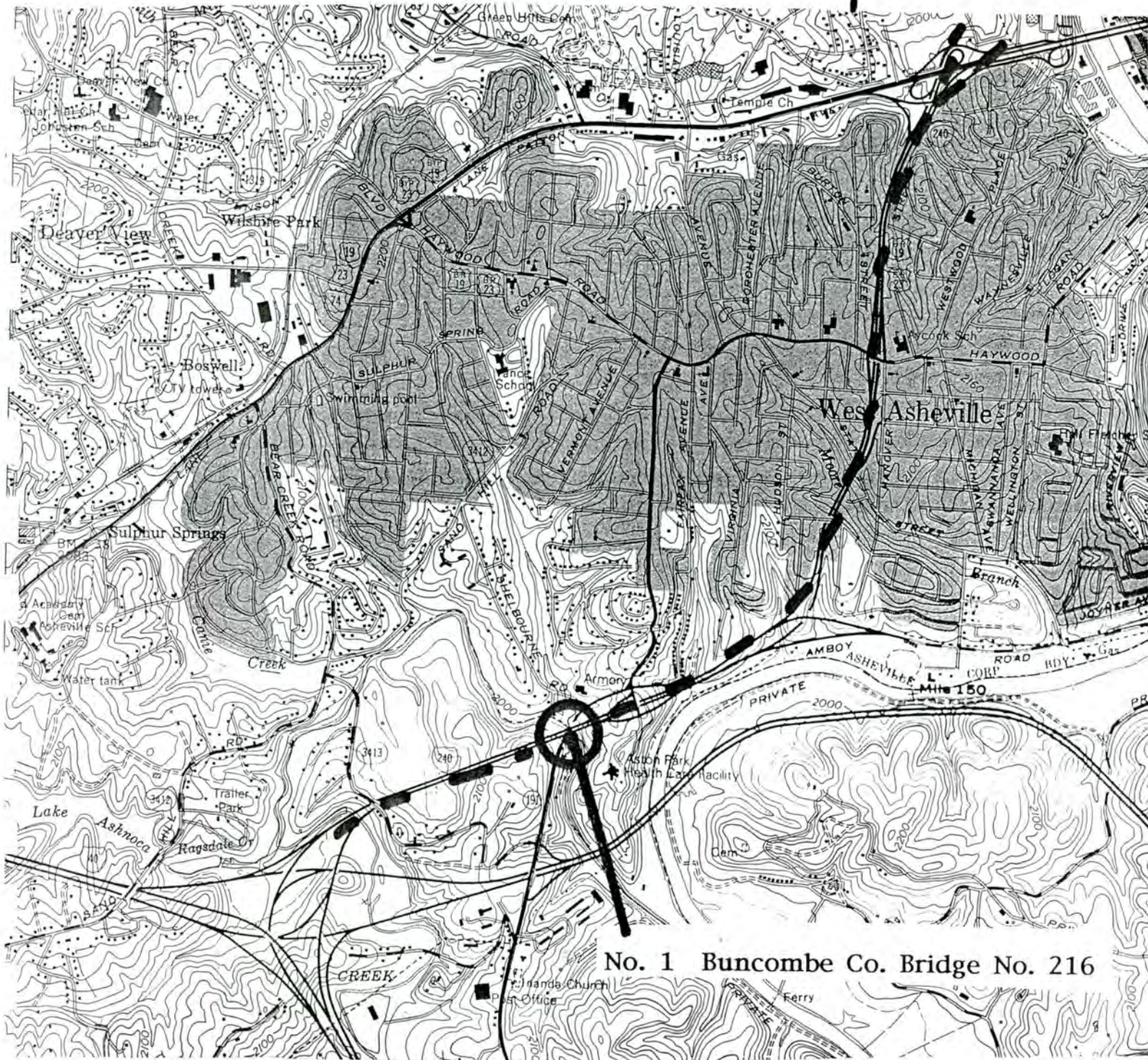


Plate 1. Buncombe County Bridge No. 216, Looking West.

Figure 2

Buncombe County Bridge No. 216
(DOE 1994; TIP U-2902)

Source:
US Geological Survey
Topographical Map
Asheville Quadrangle



No. 1 Buncombe Co. Bridge No. 216

Montford Area Historic District (No. 147)

(see **Figure 3**, National Register Historic District Boundaries, 1977)

Summary (Plates 2-4)

According to the 1977 National Register nomination,

The Montford area historic district is a sprawling irregularly shaped late nineteenth and early twentieth century residential neighborhood whose architectural styles, landscaping and topographical features form a well-defined and identifiable place. . . . Most of the district is heavily wooded and draped over an irregular saddle of land from one thousand to two thousand feet wide. It drops gently northwest from Battery Park Hill about a mile to a small promontory that marks the vicinity of the original suburban village of Montford. To the southwest the land tends to rise slightly and forms points extending to the [French Broad River], to which it falls quickly. One of these points contains the Riverside Cemetery (Upchurch and Smith 1977).

The historic district is comprised of more than 600 buildings, most of which are houses erected for Asheville's middle and upper middle classes during the late nineteenth and early twentieth centuries. The National Register nomination continues,

Except for the earliest buildings in the district (mostly late nineteenth century Queen Anne style houses) and the latest (those few academically Georgian buildings of the late 1920s and 1930s) the Montford area houses of any pretension are blends of Queen Anne, shingle, bungalow, half-timbered, and especially Colonial Revival styles. Though not trend setters or pioneers, many of the houses are relatively sophisticated combinations of picturesque natural materials, eclectic styles, period motifs, and modern details, the sort of houses one might expect to find among conservative, successful people of means whose tastes were perhaps unadventurous but whose vernacular suburbs nonetheless mirrored in subtle ways Asheville's remarkably cosmopolitan character (Upchurch and Smith 1977).

The domestic architecture is complemented by the rugged terrain and mostly informal landscaping of terraced slopes, flowering shrubs, and native plantings. Streets such as Montford and Cumberland avenues afford dramatic vistas, while others, such as Person Drive and Cumberland Circle, curve along wooded hilltops or follow the slopes of the neighborhood.

Evaluation of Integrity

According to the nomination statement of significance, the Montford Area Historic District is distinguished by "a wide variety of dwellings including examples of the Queen Anne style with its towers, brackets, lively textures; the picturesque, intentionally informal shingle style; several interpretations of the Colonial Revival style with rich classical detail and frequent use of expansive gambrel roofs; and the widely popular unpretentious bungalows" (Upchurch and Smith 1977). While the neighborhood was started by the Asheville Loan, Construction, and Improvement Company, significant development occurred during the early twentieth century, after the area was acquired by lumber tycoon and Asheville philanthropist, George W. Pack. The neighborhood was listed in the National Register under the following areas of significance: architecture; commerce; education, and health care (Upchurch and Smith 1977). The National Register boundaries are illustrated in **Figure 3**.

The present report finds that the Montford Area Historic District is a well-preserved neighborhood that has been rejuvenated in recent decades with the influx of new and younger residents. In its architecture, landscaping, and curvilinear pattern of streets, this area continues to epitomize the wealthier neighborhoods that emerged during Asheville's boom era. While this report concurs with the National Register nomination's evaluation of the historic district, it also recommends that the Montford Area Historic District boundaries be expanded to the west and north to encompass Hibritten Drive and a western portion of Pearson Drive, and the Montford Hills neighborhood (described below).

Montford Hills (No. 148) (Study List 1993)

Westover Drive, Tacoma Circle, Sylvan Avenue, Tacoma Place, Hawthorne Lane, Tacoma Street, Rosewood Lane

Physical Description and Evaluation of Integrity (Plates 5-7)

Approved for the North Carolina Study List in 1993, Montford Hills remains an intact and well-preserved 1920s residential neighborhood. An architectural study of this neighborhood conducted in the 1980s under the supervision of the Asheville Historic Resources Commission noted that the area,

continues much of the curvilinear street patterns of [the Montford neighborhood]. Architectural styles include bungalow, Colonial Revival, with many in the "American Four-Square" configuration, Dutch Colonial Revival, [and] Tudor Revival. Non-contributing properties consist primarily of 1950s and 1960s ranch styles, as well as several one story ca. 1940s cottages (Files, Asheville Historic Resources Commission).

Montford Hills, like portions of the adjacent and much larger Montford neighborhood, is a heavily wooded tract sited on a relatively rugged point of land above the French Broad River and U.S. 19/23/70. The wooded, informal landscape and the curvilinear street pattern are consistent with sections of Montford immediately to the north and south of Montford Hills. The neighborhood is characterized by streets running in loosely concentric circles (Westover Drive, Tacoma Circle, Rosewood Lane) connected by shorter streets (Tacoma Street, Hawthorne Lane, Sylvan Avenue). Developed in the 1920s, Montford Hills is primarily comprised of revival-style dwellings and bungalows favored by Asheville's growing middle class in this decade. The few non-contributing houses are typically unpretentious, weatherboard or brick-veneered dwellings sited on wooded lots.

Historical Background

According to the 1993 Study List Application, Montford Hills was developed between 1925 and 1930 by Montford Hills, Inc. (Guyton 1993). Before 1925, the land was owned by William Johnston and his heirs. William Johnston purchased the tract in 1873 for \$1,458, and although Johnston subdivided the land into house lots as early as 1894, no development occurred at that time. In the early twentieth century, William's son, Robert B. Johnston, inherited the property. After Robert's death, his wife, Alexandria Johnston, sold the entire tract to the development firm of Monford Hills, Inc. Roughly half the tract was built upon during vigorous sales between 1925 and the Depression, when construction halted. The later infill construction took place primarily after World War II (Guyton 1993).

During the flurry of sales and construction in the 1920s, Montford Hills ("The Suburb In the City") was promoted for its sylvan setting and proximity to prestigious Montford and downtown Asheville. On April 16, 1925, a glowing, half-page advertisement in the Asheville *Citizen* announced that "75 lots in Montford Hills start selling *today*". The advertisement highlighted the new subdivision's appeal:

It's right in the shadow of the city, yet in the most naturally beautiful of out-door surroundings. High in elevation where breezes play, with great green trees abounding and with beautiful winding driveways. Montford Hills is just around the corner from beautiful Montford Avenue and the car line. Only one and one-tenth miles from the Post Office --and but five minutes by motor from the heart of Asheville. The sale of seventy-five choice lots is now on. Different sizes and different prices. All prices lower than you would guess for a *restricted* district of this class. . . . If you really want a home, why not have one that's beautifully situated and one that's within Asheville itself (Asheville *Citizen*, April 16, 1925).

By the spring of 1926, approximately fifty families occupied new dwellings (at a set minimum price of \$4,500) in Montford Hills. A newspaper advertisement stated that available parcels with fifty-foot to seventy-foot frontages were currently on sale for \$1,200 to \$2,500. "Asheville's demand for homes continues unabated," the ad asserted. "And one of the very best investments it is possible to make is the erection of a home in Montford Hills" (Asheville *Citizen*, May 9, 1926).

Representative of the houses built in Montford Hills during the 1920s is the Echoles-Wall House at 180 Tacoma Circle. This substantial one and one-half story bungalow has a large bay window and five dormers across the front facade. The lot was purchased by McKinley Echoles in 1925, and the house was completed the following year at a total cost of \$8,735 (lot included). In 1940, the property was acquired by Robertson Wall, an Asheville attorney (Guyton 1993).

Hibritten Drive/Pearson Drive Area (No. 149) (Plates 8-15)

Hibritten Drive and the northwest end of Pearson Drive are located overlooking the French Broad River and U.S. 19/23/70 just north of the existing historic district. These wooded and winding roadways clearly reflect Montford's original historic street pattern and were part of the original 1884 subdivision plan as designed by the Asheville Loan, Construction, and Improvement Company (*Asheville's Historic Montford District* 1985: 4). Developed later than some of the eastern portions of the district, the residential streets contain a collection of handsome and well-preserved Tudor Revival and Colonial Revival dwellings erected in the 1920s on rugged, wooded lots. These fine residences are in keeping with the architectural character of the existing historic district, where versions of such styles were erected on blocks throughout the neighborhood. The proposed boundary expansion in this northern corner of the Montford neighborhood includes seven contributing and seven non-contributing houses. The non-contributing resources, which are primarily simple, frame dwellings built in the 1950s, do not detract from the historical and architectural integrity of the Hibritten Drive/Pearson Drive area or the historic district as a whole.

Proposed Boundary Expansion (Figures 4-5)

The proposed Montford Area Historic District boundary expansion, including Montford Hills and the adjacent Hibritten Drive/Pearson Drive area, is justified under Criterion A for community planning and development and under Criterion C for architecture. The proposed expanded boundary extends northward from the west side of the existing Montford Area Historic District border (at Riverside Cemetery) to the Westover Drive right-of-way. The boundary then proceeds

westward and northward along curvilinear Westover Drive, conforming primarily to the right-of-way line, but also drawn to encompass the Moseley House tract on the west side of the roadway. The boundary continues along the Westover Drive right-of-way and then turns northeastward to join the existing National Register border on Pearson Drive near Santee Street. Here, the expanded boundary follows curvilinear Pearson Drive and Hibritten Street, thus extending the northwest corner of the existing National Register district to the edge of the wooded bluffs overlooking the French Broad River and U.S. 19/23/70. The revised boundary in this area primarily conforms to the rights-of-way along Pearson Drive and Hibritten Street, but also, where necessary, follows property lines and the edges of clearings to encompass contributing houses. For example, on the north side of Hibritten Street, the boundary line is drawn to include the Hapke House (a 1920s wood-shingled dwelling) and the clearing that defines its setting.

The proposed boundary expansion excludes both Melborne and Klondyke streets to the north. These roadways are lined exclusively with modern residences. The boundary is also drawn to exclude the far west end of Pearson Drive, west of Santee Street. This area has several modern buildings and an extensively altered, early twentieth century dwelling (now a rooming house).



Plate 2. Montford Area Historic District, Pearson Drive at Tacoma Street, Looking East.



Plate 3. Montford Area Historic District, Pearson Drive, Looking East.



Plate 4. Montford Area Historic District, Colby House, Looking North.



Plate 5. Montford Hills, East Side Westwood Drive, Looking South.



Plate 6 Montford Hills, West Side Westwood Drive, Looking North.



Plate 7 Montford Hills, East Side Westwood Drive, Looking Southeast.



Plate 8. Hibritten Drive, Looking North.



Plate 9. Hibritten Drive, Looking South.



Plate 10. Presley House, Hibritten Drive, Looking North.



Plate 11. Williams House, Hibritten Drive, Looking East.



Plate 12. Jayne House, Hibritten Drive, Looking East.



Plate 13. Hapke House, Hibritten Drive, Looking North.



Plate 14. Modern Houses (Non-contributing), North Side Pearson Drive at Hibritten Drive Intersection, Looking East.



Plate 15. House, West End Pearson Drive, West of Proposed Boundary Expansion, Looking East.

Figure 3

MONTFORD AREA
NATIONAL REGISTER HISTORIC DISTRICT (1977)

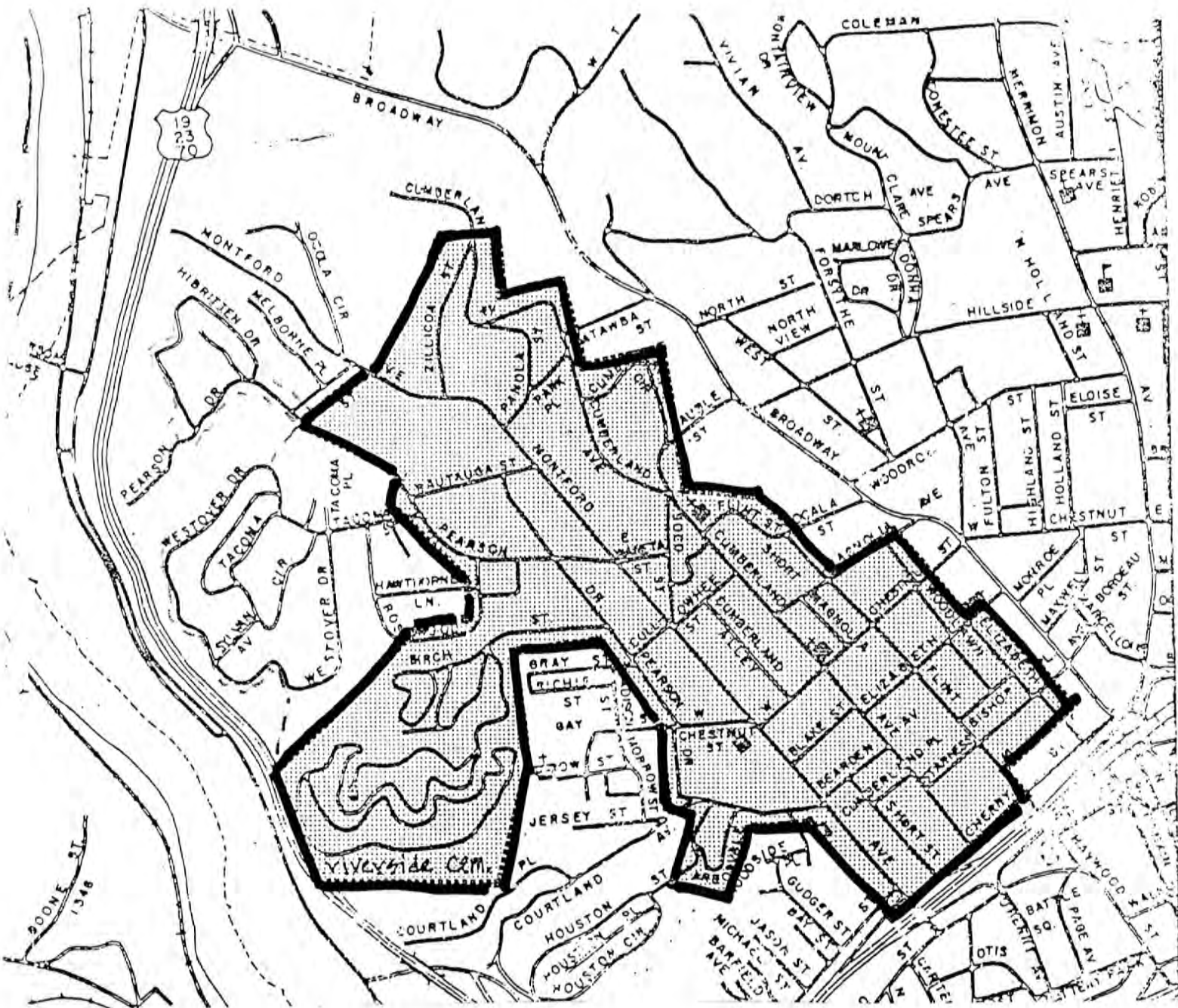



Figure 4

Montford Area National Register Historic District
and
Proposed Boundary Expansion

Proposed Expansion 

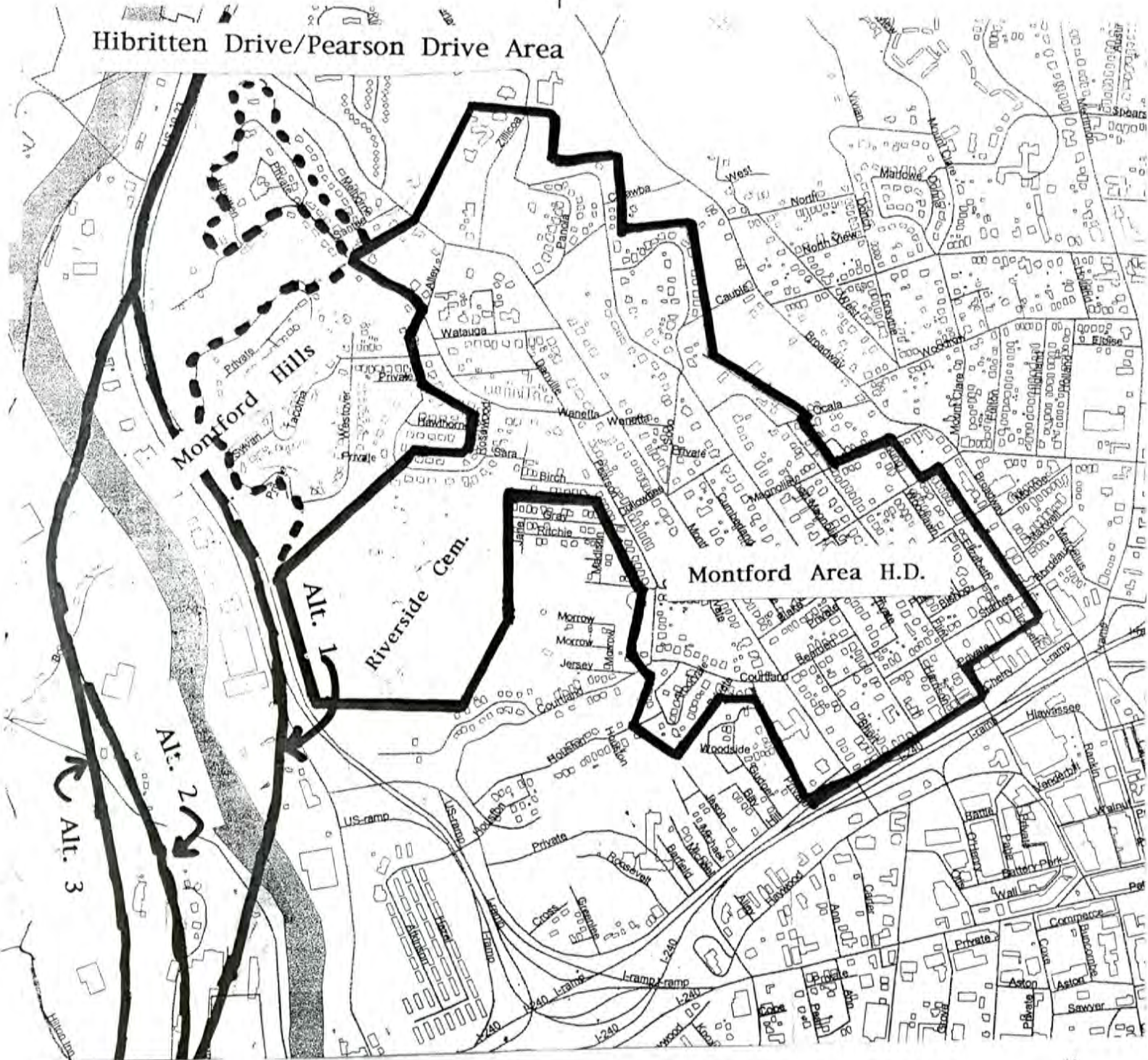

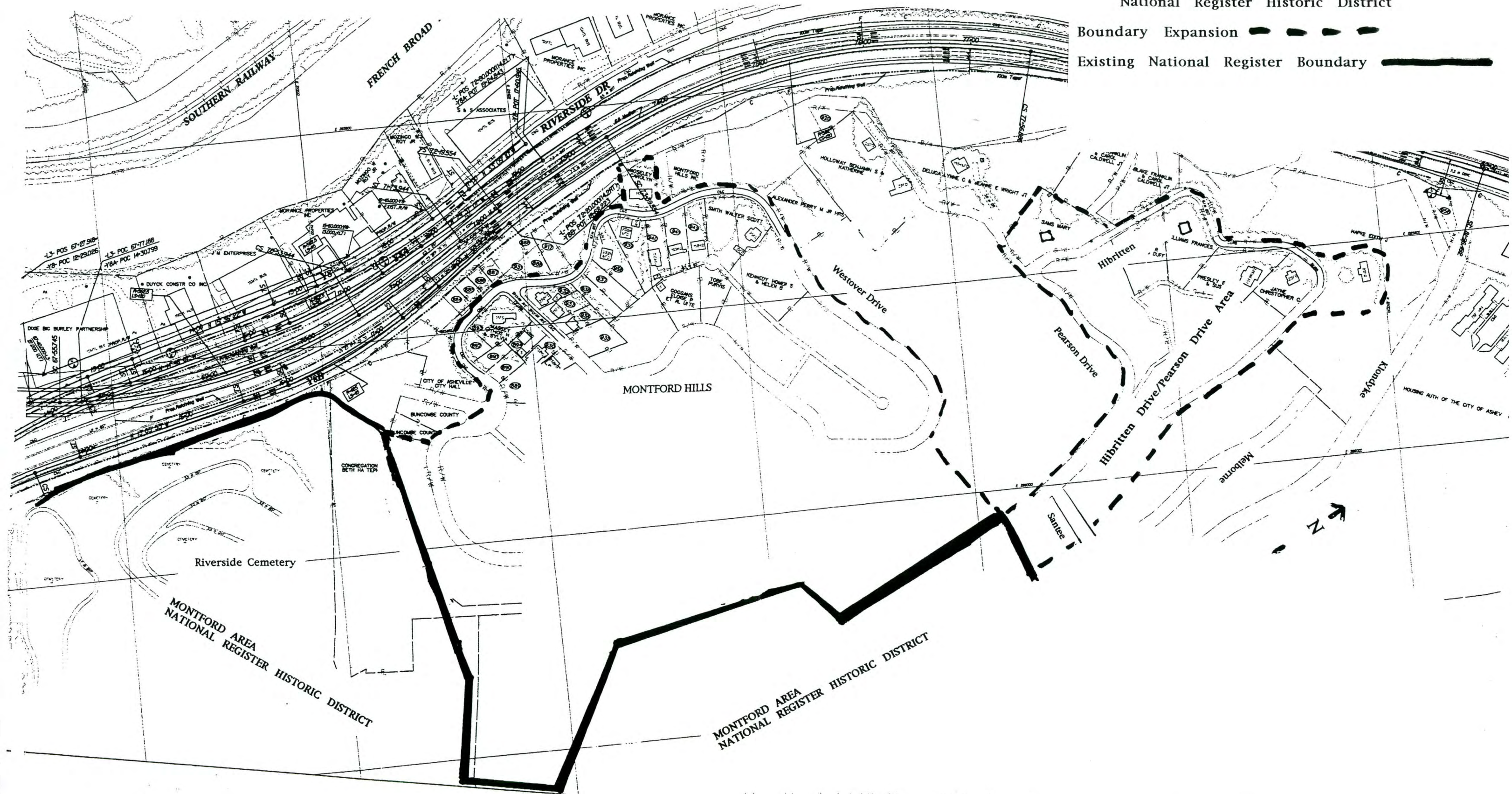


Figure 5

Proposed Boundary Expansion
Montford Area
National Register Historic District

Boundary Expansion 

Existing National Register Boundary 



West Asheville Commercial Historic District (No. 93)(S.L.)

North and south sides, Haywood Road, between Argyle Street and Westwood Place, Asheville, Buncombe County

Dates of Construction

ca. 1914-ca. 1930

Associated Outbuildings

None

Setting and Landscape Design

The spine of the West Asheville Commercial Historic District is Haywood Road, a major east-west thoroughfare through West Asheville. Haywood Road occupies a ridge, with late nineteenth century dwellings and early twentieth century bungalows and revival style cottages lining the residential streets to the south and north. To the west, the commercial node is now roughly defined by four-lane Interstate 240, which bisects Haywood Road. To the east, the Y-shaped intersection formed by Haywood Road and northeast-southwest Westwood Place, defines the center of the historic district. East of Westwood Place, Haywood Road remains primarily commercial, but contains modern construction and a number of vacant lots.

Physical Description and Evaluation of Integrity (Plates 16-21)

Dating from the first World War to the beginning of the Great Depression, this intact commercial district includes both contiguous and free-standing, one and two story, masonry commercial buildings with restrained ornamentation, executed in brick or concrete. Other buildings within the district display more fully the Neoclassical, Mission Revival, and Art Deco motifs popular during the period. Notable buildings within the commercial historic district include a two story, brick fire station/city hall (1922) with bold, Mission-style ornamentation, a recessed vehicular entrance and upper story balcony, and white stone round arches. Built in 1927, the former West Asheville Bank and Trust Company occupies a corner site on the south side of Haywood Street. This narrow, two story, bank building was constructed of blond brick with fine, stone Neoclassical detailing. The building has a cornice with egg and dart molding, above which is a flat parapet, and the pilasters which define the window bays have leaf-and-dart capitals. Occupying the peninsular site created by Haywood and Westwood Place is an intact, streamlined Art Deco gas station with stuccoed exterior, stylized fluted pilasters and other geometric ornamentation. Although several buildings have modernized storefronts, the district remains remarkably intact with both rare and typical examples of early twentieth century commercial architecture.

Historical Background

Haywood Road developed as the principal business thoroughfare of West Asheville after streetcar service was extended across the French Broad River from Asheville in 1914. West Asheville had been incorporated as a separate municipality in 1889, but in 1897, the town had merged with Asheville. In 1913, West Asheville began a second period of independent municipal status, but the town was once again consolidated with the larger city in 1917. Because of this development pattern and the obstacle of the river, West Asheville has retained its distinctive character and its own commercial zone. Suburban development had begun in West Asheville during the 1890s, but extensive commercial development began only after streetcar service was introduced in 1914. However, with public transportation, the pace of commercial development was rapid, and by 1917 the area encompassed by the West Asheville Commercial Historic District had begun to take shape as the principal business and civic center of West Asheville (Sanborn Map Company

1917; Claud 1998). The construction of stores, movie theaters, gasoline stations, churches, schools, and municipal buildings continued through much of the 1920s, ending with the collapse of the Asheville boom in the late 1920s (Swaim 1981: 44; Sanborn Map Company 1925).

Little commercial construction was undertaken between 1930 and 1945, and by the time significant development resumed after World War II, the automobile had supplanted the streetcar as the preferred means of travel. The new retail activity reflected this change in transportation as long commercial strips, with adjacent parking, replaced the dense commercial nodes of the trolley era. Postwar prosperity drove new construction, and with development, many older buildings were remodeled or demolished for parking. Consequently, few early twentieth century commercial zones have survived to illustrate such development during the era of streetcar transportation. Within West Asheville, only this historic district, and a smaller, less distinguished commercial area in the 700 block of Haywood, remains to illustrate these patterns.

Evaluation of Eligibility (Figure 6)

The West Asheville Historic District was listed in the North Carolina Study List in 1998 and is recommended as eligible for the National Register under Criterion A for commerce and Criterion C for architecture (see Historic Context, pp. 22). Situated along the streetcar route, at the junction of two major roads, the historic district encompasses the principal early twentieth century commercial district of West Asheville. The intersection provided a convenient location for the retail businesses, municipal services, and neighborhood banks that served the suburban neighborhoods that lay north and south of Haywood Road. However, since World War II, automobile-oriented strip development has both obscured the clustered development of such older, streetcar-oriented business districts and made them vulnerable to alteration, demolition, and deterioration. Although Haywood Road remains the business district of West Asheville, much of the area has undergone extensive redevelopment, and long stretches of Haywood Road contain post-1950 construction, vacant lots, and highly remodeled buildings. The West Asheville Commercial Historic District illustrates the heyday of commercial development in West Asheville during the prosperous years of the interwar period. The setting of the district at the junction of two historic roads enhances its significance.

This well-preserved commercial district also has architectural significance. Comprised of both typical and rare examples of early twentieth century commercial architecture, the district reflects the general prosperity and sophistication of Asheville during this period. The contiguous and free-standing brick commercial buildings have both the simple, restrained detailing typical of small-scale, neighborhood commercial districts as well as more expressive and current stylistic features. Of particular importance are the finely detailed Neoclassical bank building, the Mission Revival fire station/city hall, and the Art Deco gasoline station.

The historic district does not possess significance under Criterion B because the district is not associated with individuals whose activities were demonstrably important within a local, state, or national historic context. Finally, the West Asheville Commercial Historic District is not considered eligible under Criterion D because the architectural component is not likely to yield information important in the history of building technology.

The proposed historic district boundaries are defined by Argyle Street on the west and to the north by the rear property lines of the commercial properties lining the north side of Haywood Road. On the east side, the historic district is bounded by the end of the commercial strip at the Westwood and Haywood Road intersection, the rear property line of the gas station, which sits on the peninsular site at the junction of the two roads, and the eastern property line of the former

bank building at 414 Haywood Road. The southern border follows the rear property lines of the commercial buildings lining the south side of Haywood Road, ending at Knight Street. The historic district excludes the 1953 former Charles B. Aycok School, sited between Interstate 240 and Argyle Street, a modern commercial property across Haywood from the school, residential properties on Westwood Place, and the modern commercial development east of the gas station and bank on Haywood Road. The boundaries of the historic district are depicted in **Figure 6**.



Plate 16. West Asheville Commercial Historic District - Looking East Towards Westwood Place



Plate 17. West Asheville Commercial Historic District - Commercial Buildings on the North Side of Haywood Road



Plate 18. West Asheville Commercial Historic District - Fire Station/City Hall, Looking Northeast



Plate 19. West Asheville Commercial Historic District - Former West Asheville Bank and Trust Company Building, Looking South



Plate 20. West Asheville Commercial Historic District - Gasoline Station Located at Junction of Haywood Road and Westwood Place, Looking Northeast



Plate 21. West Asheville Commercial Historic District - Commercial Buildings on the South Side of Haywood Road

(Former) Friendly Grocery Store (No. 94)
503-505 Haywood Road, Asheville, Buncombe County

Dates of Construction
ca. 1917/1925-1926

Associated Outbuildings
None

Setting and Landscape Design (Figure 7)

The (Former) Friendly Grocery Store is sited on the north side of Haywood Road, the commercial thoroughfare of West Asheville, at the intersection with Burton Street, west of existing Interstate 240. Haywood Road occupies a ridge, with late nineteenth century dwellings and early twentieth century bungalows and revival style cottages lining the residential streets to the south and north. The Haywood Road commercial district continues west of Friendly Grocery Store, but modern commercial construction is now mixed with the historic business and institutional development found along this early twentieth century streetcar route. A one story commercial block abuts the Friendly Grocery Store building to the west. A modern gasoline station sits across Burton Street from the store.

Physical Description and Evaluation of Integrity (Plates 22-27)

The (Former) Friendly Grocery Store is a substantial, two story, commercial building with a cast stone facade and brick side and rear elevations. The facade is defined by cast stone pilasters, a denticulated cornice, flat parapet, and concrete lintels capped by keystones. The windows have been boarded over, but the jack arched openings are intact. The building was designed to house two stores with the upper story reserved for offices or storage. The central entrance bay is recessed with modern plate glass doors leading to the three units. The storefront display windows are also modern replacements.

The interior of the two ground level store units was accessible, revealing tall, open salesrooms with concrete floors, plaster walls, and decorative pressed tin ceilings. The upper floor was not accessible. Although the storefront windows have been modernized and the doors replaced, the building retains sufficient integrity to merit National Register eligibility.

Historical Background

The (Former) Friendly Grocery Store is one of the best preserved commercial buildings remaining on Haywood Road from the early twentieth century. Haywood Road developed as the primary business thoroughfare of West Asheville after streetcar service was extended across the French Broad River from Asheville in 1914. With public transport, commercial development quickly followed, and the earliest stores were built during World War I, with houses of the period lining the side streets north and south of this commercial corridor. The intersection of Haywood and Burton Street, where the grocery store is located, developed early as a small node of retail activity, and several contiguous commercial blocks flanked this intersection. The Asheville Knitting Mills had a factory to the north on Burton, and these retail businesses at Haywood and Burton undoubtedly served this small mill community (Sanborn Map Company 1917, 1925).

Although the building was reputedly constructed in 1925-1926, an earlier date of construction seems likely. According to the 1917 Sanborn map, a two story grocery store, with the same footprint, materials, and interior plan occupied this corner by 1917, and was one of the first commercial properties constructed along Haywood after the streetcar line was installed in 1914.

The unit on the west side housed the Jax Pax Grocery Store (and later the Friendly Grocery Store, the name by which it is now known), illustrating the types of businesses that located along Haywood Road to serve the household needs of the surrounding residential neighborhoods. The other unit of the building is listed simply as a store (Sanborn Map Company 1917, 1925; Claud 1998). The Jax Pax Store continued to occupy the building in 1940, but the adjoining unit was vacant (Asheville City Directory 1940).

Evaluation of Eligibility (Figure 8)

The (Former) Friendly Grocery Store is recommended as eligible for the National Register under Criterion A for commerce and under Criterion C for architecture (see Historic Context, pp. 22). The building was one of the first, and remains one of the most intact, commercial buildings constructed on Haywood Road after streetcar service was introduced along the thoroughfare in 1914. Housing a grocery store and other small-scale retail concerns, the (Former) Friendly Grocery Store building also illustrates the types of neighborhood businesses found along Haywood Road during the interwar period.

This substantial cast stone building also exemplifies the popularity of concrete for commercial designs of the period. Because of its great plasticity, concrete could be fashioned into a variety of forms, and rock-faced cast stone, prefabricated into blocks for easy construction, became a common building material. More often used for side and rear elevations, cast stone was featured on the principal elevation of the Friendly Grocery Store where it was used for decorative as well as structural purposes. The Friendly Grocery Store building is the best preserved example of cast stone construction remaining in West Asheville.

The Friendly Grocery Store building also illustrates a common floor plan for small-scale, speculatively built commercial properties of the period. The building contained two retail units on the ground level, while the upper story could be used for offices or storage. Such floor plans became popular for neighborhood business districts of the era because the simple, rectangular plan permitted greater flexibility in use and maximized the number and type of businesses which could occupy densely developed commercial districts. In contrast to the sparse development of later automobile-oriented commercial strips, business zones in streetcar suburbs had to draw and accommodate pedestrian traffic, and such areas generally offered a variety of services within a compact area. Furthermore, such designs were popular for owners. By housing more than one tenant, the owner reduced his own financial risk if a tenant defaulted or a business failed.

The historic district does not possess significance under Criterion B because it is not associated with individuals whose activities were demonstrably important within a local, state, or national historic context. Finally, the Friendly Grocery Store is not considered eligible under Criterion D because the architectural component is not likely to yield information important in the history of building technology.

The proposed National Register boundaries conform to the tax parcel on which the property sits. The National Register boundaries are depicted in **Figure 8**.



Plate 22. (Former) Friendly Grocery Store Building and Setting, Looking North



Plate 23. (Former) Friendly Grocery Store Building, Facade, Looking North



Plate 24. (Former) Friendly Grocery Store Building, East Elevation, Looking West



Plate 25. (Former) Friendly Grocery Store Building, East and Rear Elevations, Looking Southwest across Burton Street

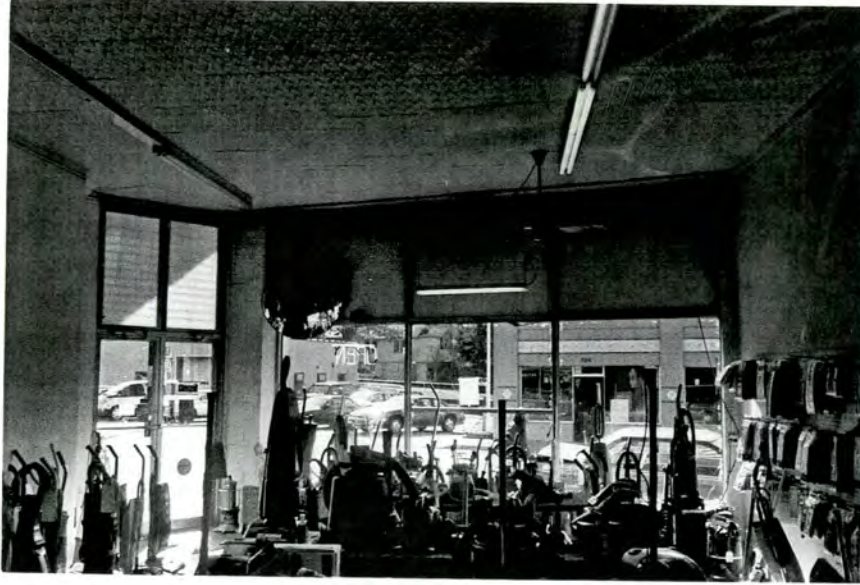


Plate 26. (Former) Friendly Grocery Store Building, Interior, Looking towards Storefront

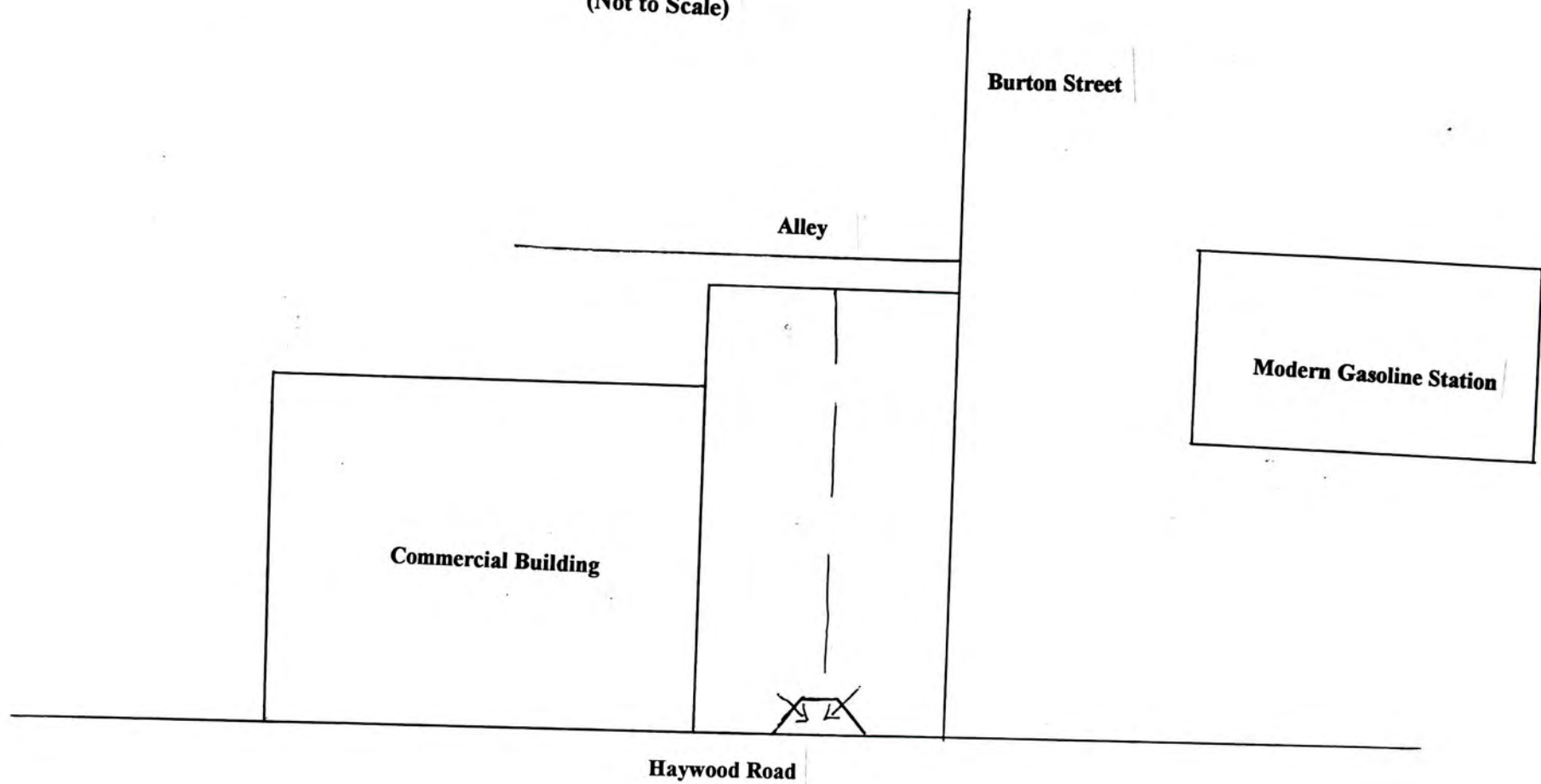


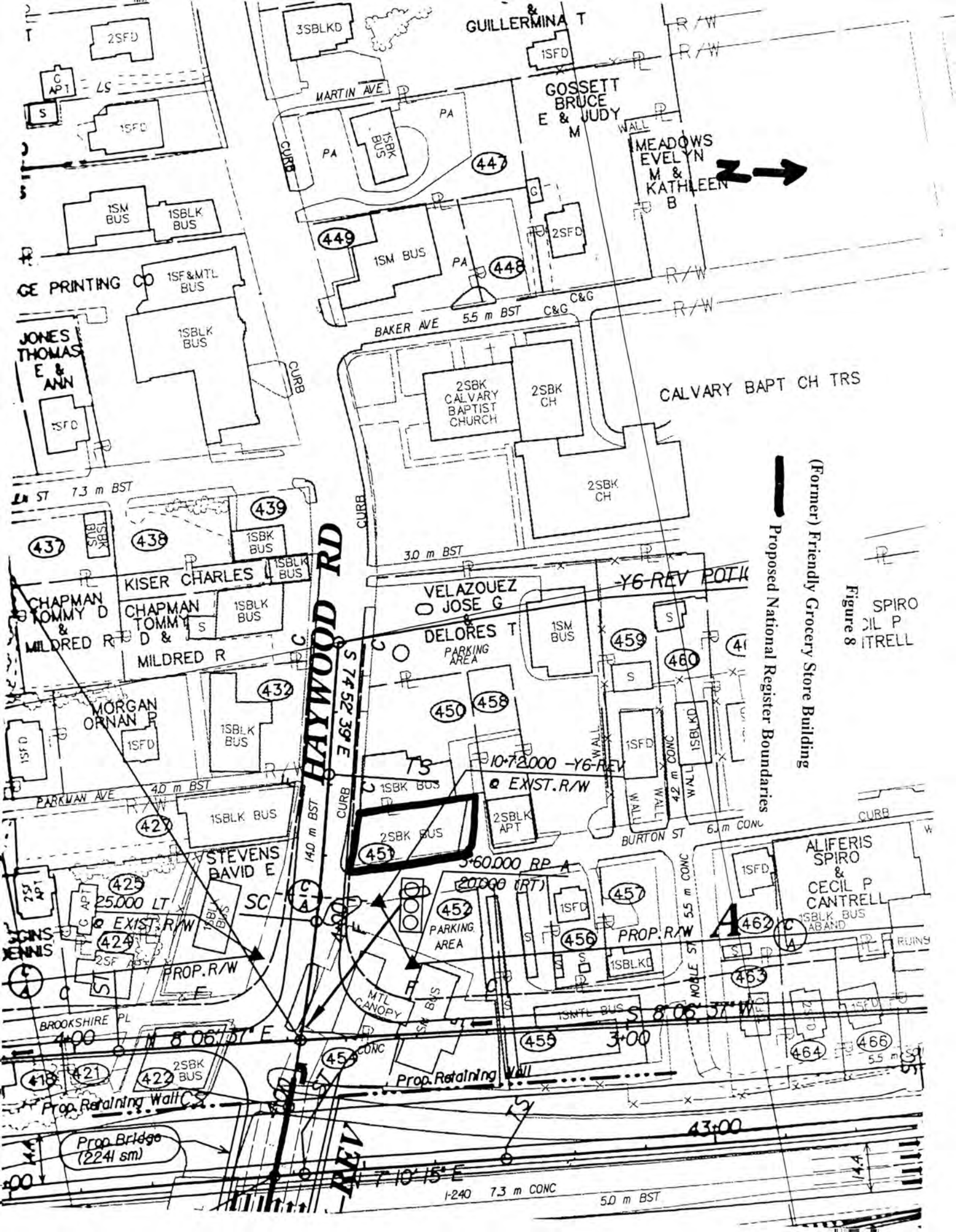
Plate 27. (Former) Friendly Grocery Store Building, Interior, Looking towards Rear

Figure 7
(Former) Friendly Grocery Store Building

Site Plan

(Not to Scale)





(Former) Friendly Grocery Store Building

Proposed National Register Boundaries

Figure 8
SPIRO
CIL P
ITRELL



HAYWOOD RD
S 74° 52' 39" E

CALVARY BAPT CH TRS

ALIFERIS SPIRO & CECIL P CANTRELL

GOSSETT BRUCE E & JUDY M

GUILDERMINA T

GE PRINTING CO

JONES THOMAS E & ANN

KISER CHARLES

CHAPMAN TOMMY D & MILDRED R

MILDRED R

MORGAN ORNAN R

STEVENS DAVID E

VELAZQUEZ JOSE G

DELORES T

PARKING AREA

1SBLK BUS

2SBK BUS

2SBK APT

1SBLK BUS

2SBK BUS

PARKING AREA

1SBLK BUS

1SBLK BUS

1SBLK BUS

1SBLK BUS

1SBLK BUS

1SBLK BUS

1SBLK BUS

1SBLK BUS

1SBLK BUS

C.G. Worley House (No. 104)

1 Worley Place, Asheville, Buncombe County

Dates of Construction

ca. 1875; 1898

Associated Outbuildings

None

Setting and Landscape Design (Figure 9)

The Worley house occupies a wooded, hilltop setting overlooking Interstate 240 to the north and west, but the house faces the end of Worley Place, which is reached from Westwood Place to the east. The house sits on a roughly three acre parcel that retains much of its rural character. West and north of the house are steep, wooded embankments that separate the house from existing Interstate 240. Nearby are several other late nineteenth century dwellings as well as streets of early to mid-twentieth century residential infill. Haywood Road and the commercial district of West Asheville lie to the south.

Physical Description and Evaluation of Integrity (Plates 28-38)

The C.G. Worley House appears to be the accretion of several late nineteenth and early twentieth century remodelings. The two story, frame Queen Anne dwelling, with its irregular massing, resulted from a ca. 1898 addition to an earlier two story, single pile dwelling, which had a two story rear ell. In addition to the I-house, the ca. 1898 remodeling also incorporated an earlier one story, saddle bag house as a rear ell. The house now has a cross gable roof, weatherboard siding, fieldstone foundation, and both one-over-one and two-over-two windows. A wraparound porch is supported by paired Tuscan columns resting on fieldstone pedestals. Decorative features include box and molded eaves, with scrolled brackets, and flushboard gables with sawtooth edges and cut-out gable ornaments. The house retains its original Eastlake doors. A rear hyphen leads to the attached saddlebag dwelling, which was used as servant's quarters. This rear appendage has a decorative center gable and a shed roofed porch supported by chamfered posts with scrolled brackets.

The interior of the Worley house is largely intact with both the late nineteenth century adaptations and some early twentieth century modifications. The original house had a center hall plan, and the ca. 1898 remodeling gave the house a front addition that includes a parlor and stair hall. The hall has five panel doors and a dog leg, turned post staircase with Eastlake newel. The front parlor has a bracketed mantel with mirrored overmantel. One wall has been removed from the hall of the original I-house, creating a large living room behind the 1898 addition. The living room has wide, flat surrounds and horizontal panel doors, which appear to have been added ca. 1920. Both simple, post and lintel mantels of the original construction and later Eastlake mantels, bull's eye modillions, and reeded surrounds survive in the other first floor rooms. A door was cut through the rear wall to connect the saddlebag rear ell with the main house, and the kitchen was moved to this rear section. The interior wall of the saddlebag portion has also been removed to create one large kitchen. The bedrooms upstairs retain their bull's eye modillions, reeded surrounds, and Queen Anne or Eastlake mantels.

Historical Background

This late nineteenth century house was the centerpiece of a roughly 100 acre farm owned by Caine G. Worley, who became wealthy in lumber and tobacco. Worley later entered politics and served as sheriff of Buncombe County (Swaim 1981: 186). The house was built on a prominent

hilltop setting, west of Westwood Place, one of the principal roads through West Asheville and part of the nineteenth century road to Waynesville. By the 1890s, many of the historic farms of West Asheville were subdivided for residential development, and with the boom years of prosperity during the early twentieth century and the introduction of streetcar service, much of the rural character of the area was lost. Since World War II, the property has been subdivided, and in more recent years, the house has stood vacant. The present owner purchased the house and approximately three acres in 1990 (Cope interview 1998).

Evaluation of Eligibility (Figure 10)

The C.G. Worley House is recommended for National Register eligibility under Criterion C for architecture (see Architectural Context, pp. 20). Although somewhat altered, the house is a good example of late nineteenth century, Queen Anne domestic architecture. The picturesque features of the house - front gable massing and decorative elements - were added to an earlier, traditional I-house and saddlebag dwelling, and this historic remodeling is clearly evident in the Worley house. The property is also significant as one of the last remaining farmhouses in West Asheville, which was transformed into a streetcar suburb during the prosperous years of the early twentieth century. The large, tree-shaded setting enhances its significance.

The Worley property does not possess significance under Criterion A because it is not associated with events that have made a significant contribution to the broad patterns of our history. The property also does not possess significance under Criterion B because it is not associated with individuals whose activities were demonstrably important within a local, state, or national historic context. Finally, the C.G. Worley House is not considered eligible under Criterion D because the architectural component is not likely to yield information important in the history of building technology.

The proposed National Register boundaries encompass the current tax parcel of roughly three acres that provides the setting for the house. The National Register boundaries are depicted in **Figure 10**.



Plate 28. C.G. Worley House and Setting, Looking North



Plate 29. C.G. Worley House, Facade, Looking North



Plate 30. C.G. Worley House, East and North (Rear) Elevations and Rear Ell, Looking Southwest



Plate 31. C.G. Worley House, Rear Ell, Looking Southeast



Plate 32. C.G. Worley House, West Elevation, Looking East



Plate 33. C.G. Worley House, Gable Detail



Plate 34. C.G. Worley House, Interior, Front Parlor Mantel



Plate 35. C.G. Worley House, Interior, Dining Room Mantel



Plate 36. C.G. Worley House, Interior, Rear Ell Kitchen



Plate 37. C.G. Worley House, Interior, Bedroom



Plate 38. C.G. Worley House, Interior, Bedroom Mantel and Door

Figure 9
C.G. Worley House
Site Plan

(Not to Scale)

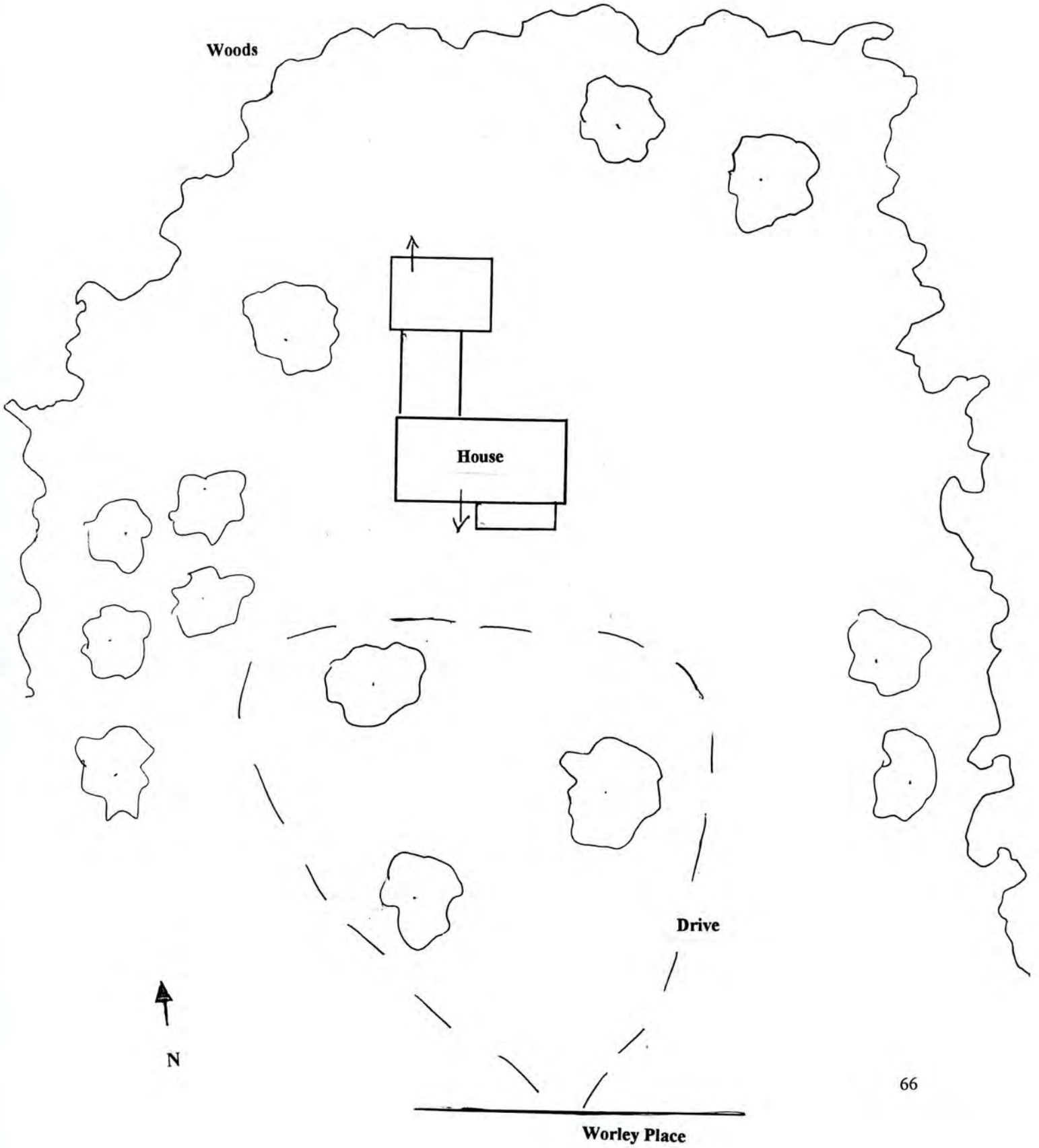
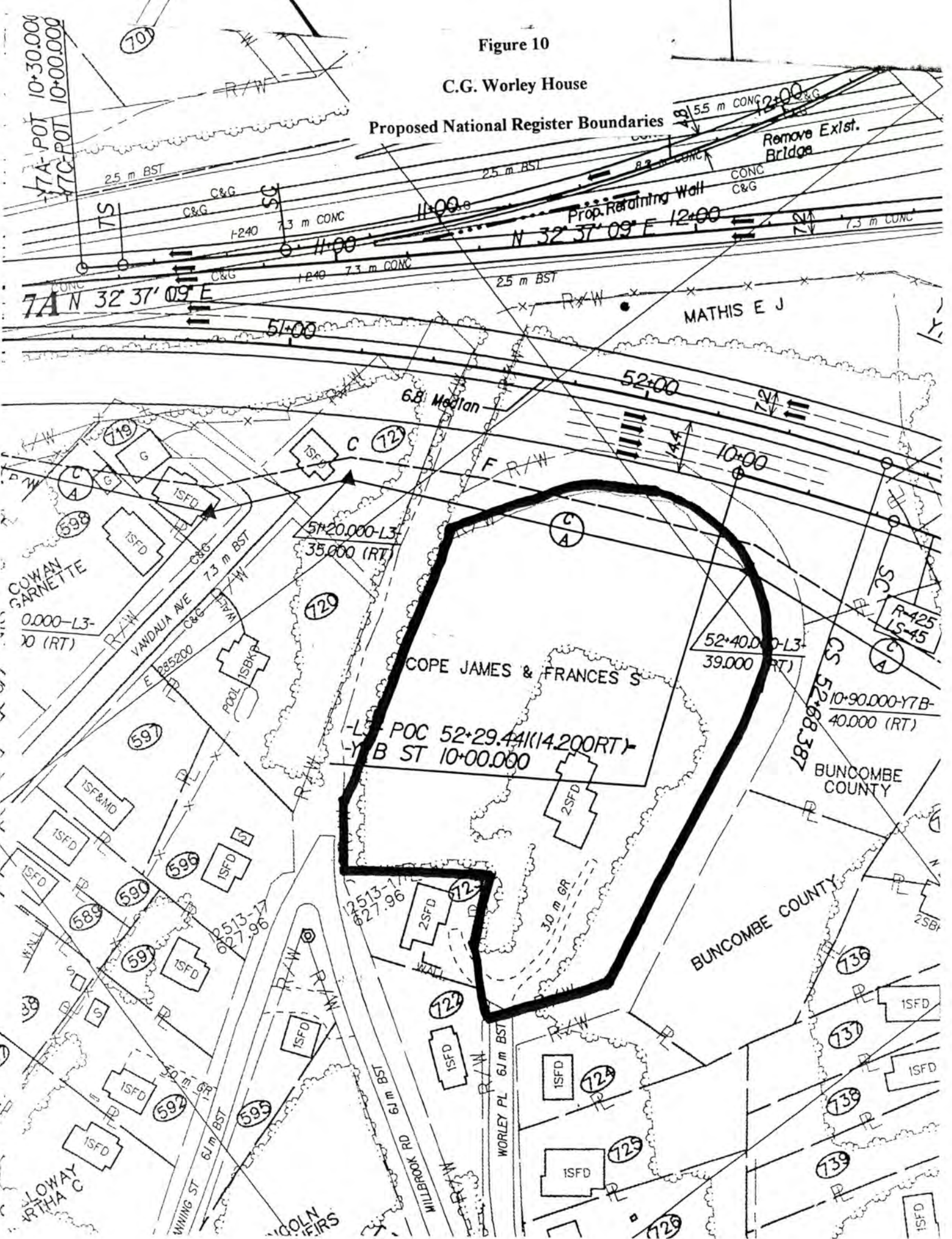


Figure 10

C.G. Worley House

Proposed National Register Boundaries



VII. BIBLIOGRAPHY

- Asheville *Citizen*. April 16, 1925; September 6, 1925; May 9, 1926.
- Asheville Historic Resources Commission. Files. Asheville, North Carolina.
- Asheville's Historic Montford District*. Preservation Society of Asheville and Buncombe County. Asheville, North Carolina. 1985.
- Bishir, Catherine W. *North Carolina Architecture*. Chapel Hill, North Carolina: University of North Carolina Press. 1990.
- Branson, Levi, ed. *Branson's North Carolina Business Directory*. Raleigh, North Carolina: Levi Branson, 1872, 1890, 1896, 1912.
- Claud, Liz. "Architectural History of West Asheville, North Carolina." Unpublished manuscript on file at the North Carolina Division of Archives and History, Western Office, Asheville. 1998.
- Condit, Carl. *American Building*. Chicago: University of Chicago Press, 1968.
- Cope, James, owner of C.G. Worley House. Interview with Richard Mattson and Frances d Alexander, 15 December 1998.
- Guyton, Steve. "Montfort Hills, North Carolina Study List Application." On file at the North Carolina Division of Archives and History, Western Office, Asheville. 1993.
- Lefler, Hugh Talmadge, and Newsome, Albert Ray. *North Carolina: The History of a Southern State*. Chapel Hill, North Carolina: University of North Carolina Press. 1973.
- Miller's Asheville City Directory*. Asheville: Piedmont Directory Company, 1940.
- North Carolina Department of Transportation, Planning and Environmental Branch. *Historic Architectural Resources Survey for the Proposed N.C. 191 (Brevard Road) Relocation, Buncombe County. T.I.P. Number U-2902*. Raleigh, North Carolina. 1994.
- North Carolina Division of Archives and History, Western Office (Asheville). Architectural Survey Files.
- Pickens, Suzanne S. *An Historic Architectural Survey for U.S. 25, Buncombe County, Bridge No. 76 over Southern Railway and Swannanoa River, T.I.P. No. B-1070*. Prepared by Greiner, Inc. for Planning and Environmental Branch, North Carolina Department of Transportation. Raleigh, North Carolina. 1992.
- Sanborn Map Company. *Asheville, North Carolina*. New York: Sanborn Fire Insurance Company, 1917, 1925, 1957.
- Smith, McKelden, and Sara G. Upchurch. "National Register Nomination for the Montford Area Historic District, Asheville, North Carolina." North Carolina Division of Archives and History, Raleigh, North Carolina. 1977.

Sondley, F. A. *A History of Buncombe County, North Carolina*. Spartanburg, South Carolina: The Reprint Company, 1977.

Swaim, Douglas. *Cabins and Castles: The History and Architecture of Buncombe County, North Carolina*. Historic Resources Commission of Asheville and Buncombe County, Asheville, North Carolina. 1981.

**APPENDIX A:
AREA OF POTENTIAL EFFECTS MAP**



Figure 11

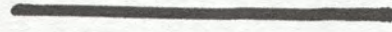
AREA OF POTENTIAL EFFECTS MAP

**NEW I-26 ROUTE, ASHEVILLE CONNECTOR
ASHEVILLE, BUNCOMBE COUNTY
T.I.P. NO. I-2513**

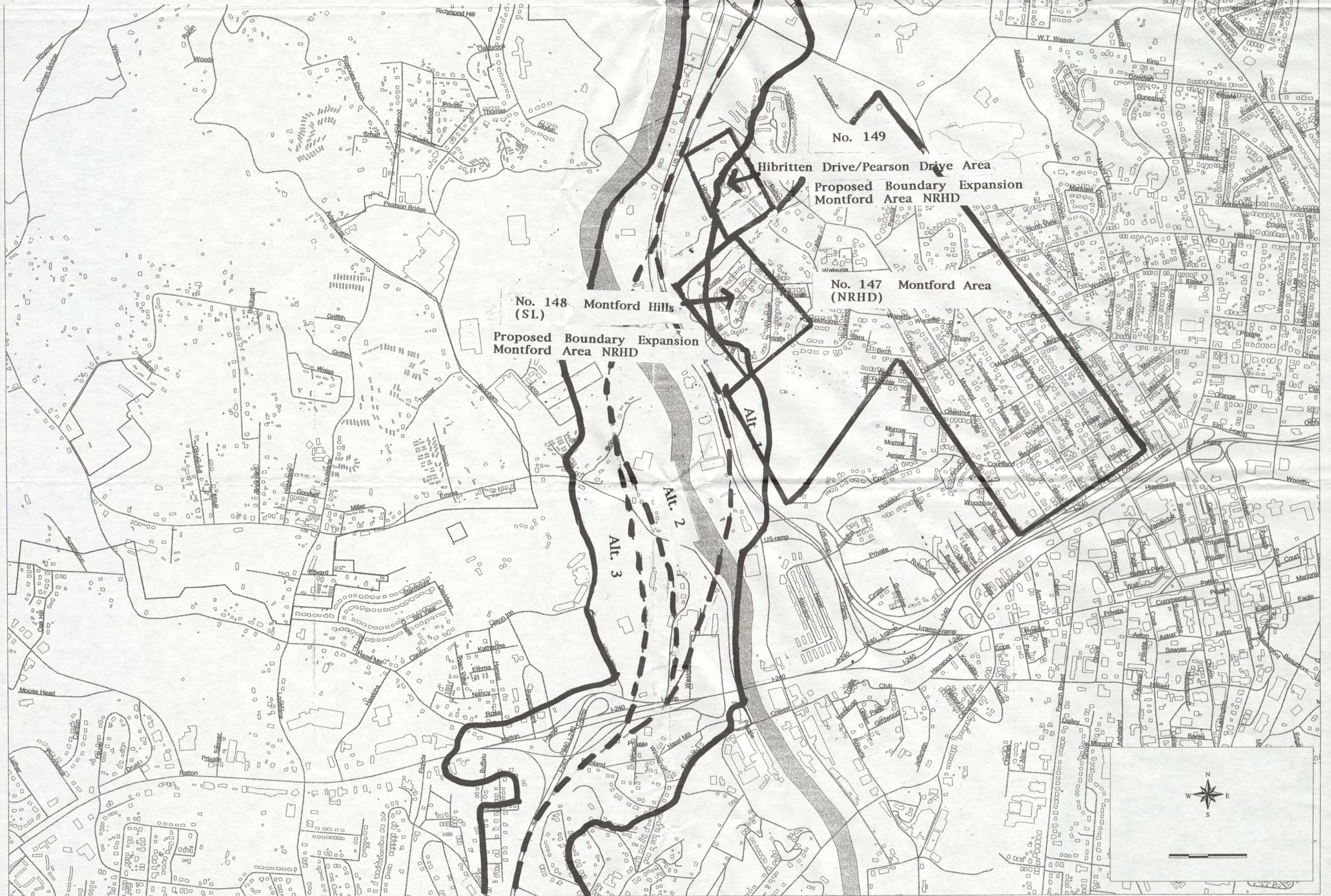
A.P.E. BOUNDARY



NATIONAL REGISTER, STUDY LIST,
DETERMINED ELIGIBLE, OR
RECOMMENDED ELIGIBLE PROPERTIES



Sheet 2 of 2



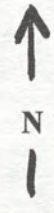


Figure 11

AREA OF POTENTIAL EFFECTS MAP

**NEW I-26 ROUTE, ASHEVILLE CONNECTOR
ASHEVILLE, BUNCOMBE COUNTY
T.I.P. NO. I-2513**

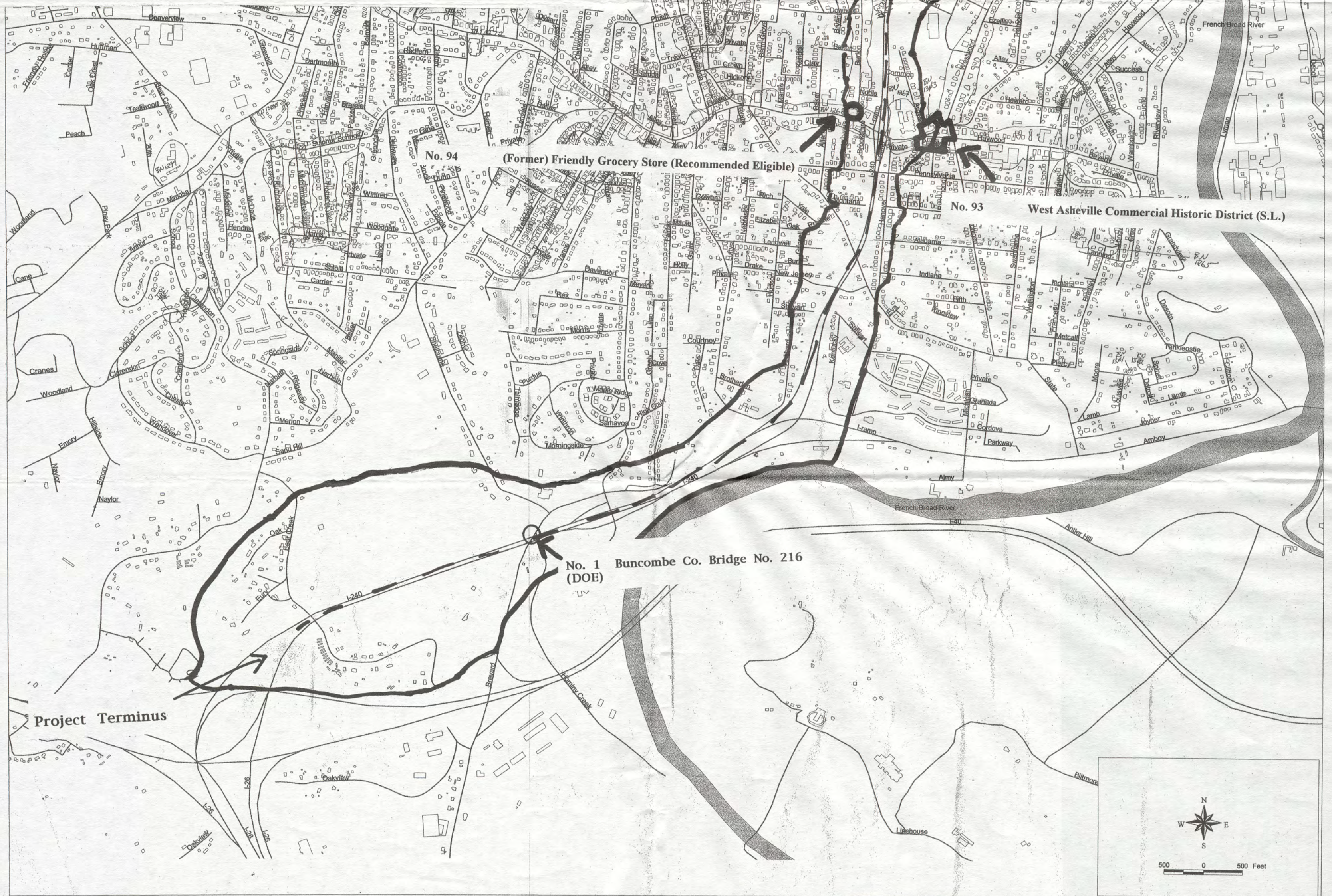
A.P.E. BOUNDARY



NATIONAL REGISTER, STUDY LIST,
DETERMINED ELIGIBLE, OR
RECOMMENDED ELIGIBLE PROPERTIES



Sheet 1 of 2



**APPENDIX B:
PHOTOGRAPHIC INVENTORY AND EVALUATIONS
AND
CONCURRENCE FORM**

FIELD SURVEY MAP
PROPOSED I-26 CONNECTOR
ASHEVILLE, BUNCOMBE COUNTY
T.I.P. NO. I-2513

SHEET 1 OF 2





FIELD SURVEY MAP

PROPOSED I-26 CONNECTOR
ASHEVILLE, BUNCOMBE COUNTY
T.I.P. NO. I-2513

SHEET 2 OF 2

Federal Aid # MAHAF 26-1(53) IP # I-2513 County BUNCOMBE

CONCURRENCE FORM FOR PROPERTIES NOT ELIGIBLE FOR
THE NATIONAL REGISTER OF HISTORIC PLACES

Brief Project Description I-26 CONNECTOR, ASHEVILLE

On JAN. 27, 1999 representatives of the

- North Carolina Department of Transportation (NCDOT)
- Federal Highway Administration (FHWA)
- North Carolina State Historic Preservation Office (SHPO)
- Other _____

reviewed the subject project at

- A scoping meeting
- Historic architectural resources photograph review session/consultation
- Other _____

All parties present agree

- there are no properties over fifty years old within the project's area of potential effects.
- there are no properties less than fifty years old which are considered to meet Criterion Consideration G within the project's area of potential effects.
- there are properties over fifty years old (list attached) within the project's area of potential effects, but based on the historical information available and the photographs of each property, properties identified as 2-92; 95-103; 105-146; are considered not eligible for National Register and no further evaluation of them is necessary.
- there are no National Register-listed properties within the project's area of potential effects.

Signed:

[Signature]
Representative, NCDOT

1/27/99
Date

FHWA, for the Division Administrator, or other Federal Agency

Date

[Signature]
Representative, SHPO

1/27/99
Date

State Historic Preservation Officer

Date

**PROPERTIES NOT ELIGIBLE FOR LISTING IN THE NATIONAL REGISTER
AND THEREFORE NOT WORTHY OF FURTHER EVALUATION
(Keyed to Survey Map)**

Number	Name	Reason Not Eligible
2.	Ingle House	The Ingle House is a one and one-half story, frame, Colonial Revival dwelling with a front gable portico; the house occupies a wooded, hilltop setting, surrounded by pastures, at the intersection of Interstate 40 and Brevard Road; the Ingle's property was determined ineligible for the National Register as part of the environmental review process for the N.C. 191 highway project (T.I.P. No. U-2902).
3.	House	Three bay, double pile cottage with hip roof, shingled siding, two-over-two windows, hip roofed dormer, and a porch with box piers; property has only marginal integrity and lacks architectural or historical significance.
4.	House	Side gable bungalow with German siding, three-over-one windows, front gable entry porch, and side wing with inset porch; property lacks architectural or historical significance.
5.	House	Clipped side gable bungalow with fieldstone chimney, bay window, vinyl siding, three-over-one windows, and a clipped front gable porch with replacement porch piers; property has only marginal integrity and lacks architectural or historical significance.
6.	House	Front gable, vinyl sided bungalow with hip roofed porch and replacement one-over-one windows; property has only marginal integrity and lacks architectural or historical significance.
7.	House	Clipped side gable bungalow with German siding, replacement one-over-one windows, and a clipped front gable porch with replacement piers; property has only marginal integrity and lacks architectural or historical significance.
8.	House	Front gable bungalow with asbestos siding, four-over-one windows, and a front gable porch; property includes a concrete block, two story garage/apartment; property lacks architectural or historical significance.

- | | | |
|-----|-------------|---|
| 9. | Drake House | Two story, brick, Four Square dwelling with a low hip roof, six-over-one and casement windows, partially enclosed, hip roofed porch supported by columns on brick pedestals; property includes an original hip roofed, brick garage; Drake House was determined ineligible for the National Register during the N.C. 191 highway project (T.I.P. No. U-2902). |
| 10. | House | Front gable, vinyl sided bungalow with four-over-one windows, a cast stone foundation, and a front gable porch with box piers and a vinyl sided skirt; property has only marginal integrity and lacks architectural or historical significance. |
| 11. | House | Front gable, German sided bungalow with four-over-one windows, a screened, front gable porch with a German sided skirt; property lacks architectural or historical significance. |
| 12. | House | Front gable bungalow with German siding, four-over-one windows, and front gable porch supported by battered piers on brick pedestals; property lacks architectural or historical significance. |
| 13. | House | Altered, one story, hip roofed cottage with front gable dormer, aluminum siding, enclosed porch with metal sash windows, and two-over-two windows on the side elevations; the architectural integrity is compromised, and the property lacks architectural or historical significance. |
| 14. | House | One story, hip roofed cottage with front gable dormer, asbestos siding, engaged porch with box piers, and two-over-two windows; the property lacks architectural or historical significance. |
| 15. | House | One story, hip roofed cottage with L-shaped plan and shed roofed porch supported by box piers; house has been vinyl sided, and the six-over-one windows are replacements; property has only marginal integrity and lacks architectural or historical significance. |
| 16. | House | Intact, front gable bungalow with front gable porch supported by battered piers resting on |

*New I-26 Route, Asheville Connector
Buncombe County*

- brick pedestals; house has German siding, four-over-one windows, shingled porch gable, and original wood and glass door; property includes its original frame garage; although intact, this property lacks architectural or historical significance.
17. House Altered side gable bungalow with vinyl siding, four-over-one windows, and concrete block foundation; engaged porch has box piers resting on frame pedestals; property has only marginal integrity and lacks architectural or historical significance.
18. House Front gable bungalow with front gable porch supported by box piers, German siding, and four-over-one windows, although intact, this property lacks architectural or historical significance.
19. House Altered front gable bungalow with vinyl siding, replacement porch posts and balustrade, and some replacement one-over-one as well as original four-over-one windows; property lacks architectural integrity as well as architectural or historical significance.
20. House Altered hip roofed cottage with multiple gables, a low, hip roofed porch, vinyl siding, and replacement six-over-six windows, and a cast stone foundation; porch has an enclosed end bay and replacement posts; property has lost much of its architectural integrity and lacks historical or architectural significance.
21. House Altered side gable bungalow with vinyl siding, four-over-one windows, and enclosed porch; property has lost much of its architectural integrity and lacks architectural or historical significance.
22. House Altered, hip roofed cottage with L-shaped plan, vinyl siding, replacement one-over-one windows, and replacement wrought iron porch posts; property has only marginal integrity and lacks architectural or historical significance.
23. House Front gable bungalow with German siding, four-over-one windows, and a two bay, front gable porch supported by battered piers resting on brick pedestals; although intact, this

- property lacks architectural or historical significance.
24. House Altered, side gable bungalow with asbestos siding, four-over-one and replacement windows, and a shed roofed porch; porch has an enclosed end bay, box piers, and a skirt; property lacks architectural integrity as well as architectural or historical significance.
25. House Front gable bungalow with German siding, four-over-one windows, exposed rafters, knee brackets, and a front gable porch supported by battered piers resting on a brick skirt; house has a substantial, second story, rear addition; property lacks architectural or historical significance.
26. House Hip roofed cottage with hip roofed dormer, engaged porch, German siding, and four-over-one windows; property lacks architectural or historical significance.
27. House Altered, side gable bungalow with asbestos siding, raised basement, four-over-one windows, and an engaged porch supported by battered piers on brick pedestals; property lacks integrity as well as architectural or historical significance.
28. House Altered, front gable bungalow with vinyl siding, added sliding glass doors, replacement entry porch with turned posts, and ca. 1955 replacement windows; property lacks any architectural integrity.
29. House Altered, side gable bungalow with asphalt siding, nine-over-one windows, two bay facade, and an engaged porch supported by replacement posts; property has only marginal integrity and lacks architectural or historical significance.
30. House Front gable bungalow with Craftsman style windows, two bay facade, and an engaged front porch supported by battered piers with a vinyl sided skirt; house has been vinyl sided and retains only marginal integrity; property lacks architectural or historical significance.

*New I-26 Route, Asheville Connector
Buncombe County*

- | | | |
|-----|-------|---|
| 31. | House | Altered, brick, front gable bungalow with enclosed front porch and replacement one-over-one windows; property lacks integrity as well as architectural or historical significance. |
| 32. | House | Intact, brick, cross gable bungalow with such Tudor Revival detailing as half-timbered gables; house has a wraparound porch supported by battered piers resting on brick pedestals; windows are six-over-one replacements; house lacks architectural or historical significance. |
| 33. | House | Vinyl sided, side gable bungalow with front gable dormer, replacement one-over-one windows, and an engaged porch supported by replacement wrought iron posts; door is a ca. 1955 replacement; property lacks architectural integrity as well as historical or architectural significance. |
| 34. | House | Front gable bungalow with irregular, cross gable massing, asbestos siding, four-over-one windows, knee brackets, and a wraparound porch supported by box piers; property lacks architectural or historical significance. |
| 35. | House | Intact, front gable bungalow with German siding, four-over-one windows, a front gable porch supported by brick piers and a brick skirt; house has a raised brick foundation; although well-preserved, this property lacks architectural or historical significance. |
| 36. | House | Double pile, hip roofed cottage with weatherboard siding, two-over-two windows, and a hip roofed porch supported by box piers; although intact, this property lacks architectural or historical significance. |
| 37. | House | Front gable bungalow with front gable ell, inset porch supported by brick piers, four-over-one windows, vinyl siding, and an added picture window; the property has only marginal integrity and lacks architectural or historical significance. |
| 38. | House | Substantial, side gable bungalow with vinyl siding, four-over-one windows, front gable porch with box piers and a vinyl sided skirt, |

- and knee brackets; this property lacks architectural or historical significance.
39. House Hip roofed bungalow with vinyl siding, a partially enclosed porch supported by vinyl piers and skirt; and replacement windows; property has only marginal integrity and lacks architectural or historical significance.
40. House Brick, front gable bungalow with replacement one-over-one windows, and a partially enclosed porch with brick piers and skirt; property lacks architectural or historical significance.
41. House Hip roofed cottage with projecting front gable ell, vinyl siding, two-over-two windows, and replacement porch posts and balustrade; property has only marginal integrity and lacks architectural or historical significance.
42. House Altered, front gable bungalow with asbestos siding, two-over-two windows, and a hip roofed porch with box piers and asbestos sided skirt; property lacks architectural integrity as well as significance.
43. House Large, side gable bungalow with shed roofed dormer, shingled gables, weatherboard siding, replacement one-over-one windows, and replacement porch posts; property lacks architectural or historical significance.
44. House Intact, side gable bungalow with front gable screened porch, four-over-one windows, and German siding; although intact, the property lacks historical or architectural significance.
45. House Double pile, hip roofed cottage with front gable dormer, asphalt siding, hip roofed porch with wooden piers, and two-over-two windows; the property lacks architectural or historical significance.
46. House Double pile, hip roofed cottage with front gable dormer, vinyl siding, hip roofed porch with box piers, and two-over-two windows; the property lacks architectural or historical significance.
47. House Front gable bungalow with front gable porch, replacement siding, four-over-one windows,

- and wrought iron porch posts; property has only marginal integrity and lacks historical or architectural significance.
48. House Front gable bungalow with shingled siding, two-over-two windows, and replacement porch posts; property lacks historical or architectural significance.
49. House Large, vinyl sided bungalow with side gable roof, front gable dormer, stone foundation, and a wraparound porch supported by box piers; windows are one-over-one replacements; property has only marginal integrity and lacks historical or architectural significance.
50. House Side gable bungalow with German siding, six-over-one windows, front gable entry porch, and a side wing with replacement windows; property lacks historical or architectural significance.
51. House Side gable bungalow with German siding, six-over-one windows, shed roofed porch with box piers and balustrade; property lacks historical or architectural significance.
52. House Brick, front gable bungalow with engaged screened porch, exposed rafters, shingled gable, and four-over-one windows; although intact, property lacks architectural or historical significance.
53. House Front gable bungalow with hip roofed porch and porte cochere, German siding, and eight-over-one windows; property includes a front gable garage; house lacks architectural or historical significance.
54. House Ca. 1950 brick cottage with side gable roof, side porch, three-over-one windows, and entry porch with wrought iron posts; house lacks architectural or historical significance.
55. House Front gable bungalow with front gable ell, hip roofed porch, vinyl siding, two-over-two windows, and a side addition; house has only marginal integrity and lacks architectural or historical significance.

*New I-26 Route, Asheville Connector
Buncombe County*

- | | | |
|-----|-------|--|
| 56. | House | Front gable bungalow with hip roofed porch, replacement porch posts, replacement one-over-one windows, and vinyl siding; property no longer retains its architectural integrity. |
| 57. | House | Front gable bungalow with German siding, shingled gable, knee brackets, four-over-one windows, and a hip roofed porch supported by battered piers on brick pedestals; property lacks historical or architectural significance. |
| 58. | House | Front gable bungalow with wraparound porch, cast stone foundation, vinyl siding, and four-over-one windows; house lacks architectural or historical significance. |
| 59. | House | Front gable bungalow with front gable porch, replacement one-over-one windows, vinyl siding, and replacement porch posts; house no longer retains its architectural integrity. |
| 60. | House | Front gable bungalow with wraparound porch, German siding, shingled gable, three-over-one windows; porch has battered piers on brick pedestals; house lacks architectural or historical significance. |
| 61. | House | Double pile, hip roofed cottage with front gable dormer, vinyl siding, shed roofed porch with box piers and brackets, six-over-six windows, and two side wing additions; the property lacks architectural integrity as well as architectural or historical significance. |
| 62. | House | Brick, front gable bungalow with hipped porch supported by battered piers on brick pedestals and four-over-one windows; property lacks architectural or historical significance. |
| 63. | House | Hip roofed cottage with projecting front gable ell, asbestos siding, two-over-two windows, and replacement porch posts; property has only marginal integrity and lacks architectural or historical significance. |
| 64. | House | Front gable bungalow with front ell, wraparound porch, asbestos siding, and four-over-one windows; porch has battered piers on brick pedestals; house lacks architectural or historical significance. |

- | | | |
|-----|-------|--|
| 65. | House | Side gable bungalow with screened porch, center dormer, replacement one-over-one windows, and vinyl siding; this altered house lacks integrity as well as historical or architectural significance. |
| 66. | House | Deteriorated, side gable bungalow with shed roofed porch, asphalt siding, and replacement one-over-one windows; this house lacks integrity as well as historical or architectural significance. |
| 67. | House | Front gable bungalow with inset porch, replacement porch posts, German siding, concrete block foundation, four-over-one windows, and replacement door; property has only marginal integrity and lacks historical and architectural significance. |
| 68. | House | Altered, front gable bungalow with vinyl siding, two-over-two windows, and a shed roofed porch supported by replacement posts; property lacks integrity as well as historical or architectural significance. |
| 69. | House | Altered, front gable bungalow with vinyl siding, both two-over-two and four-over-one windows, and a hip roofed porch supported by replacement posts; property lacks integrity as well as historical or architectural significance. |
| 70. | House | Front gable bungalow with German siding, four-over-one windows, and a gable roofed porch supported by iron posts; property lacks historical or architectural significance. |
| 71. | House | Front gable bungalow with German siding, four-over-one windows, knee brackets, and an engaged porch supported by box piers; property lacks historical or architectural significance. |
| 72. | House | Substantial, brick, side gable bungalow with shingled, front gable dormer, broad eaves, decorative brackets, and deep porch supported by brick piers; house has four-over-one windows; although intact, this house lacks historical or architectural significance. |

*New I-26 Route, Asheville Connector
Buncombe County*

- | | | |
|-----|-----------------------|--|
| 73. | House | Heavily altered, hip roofed cottage with enclosed porch, ca. 1955 windows, and asbestos siding; house lacks integrity as well as historical or architectural significance. |
| 74. | House | Substantial, brick, side gable bungalow with shingled, front gable dormer, broad eaves, decorative brackets, and deep porch supported by brick piers; house has four-over-one windows; although intact, this house lacks historical or architectural significance. |
| 75. | House | Cast stone, front gable bungalow with front gable porch supported by grouped piers on brick pedestals, and replacement one-over-one windows; house has been altered and lacks historical or architectural significance. |
| 76. | H.G. Brookshire House | One and one-half story, stuccoed, Craftsman style dwelling with cross gable roof, wraparound porch supported by box piers with knee brackets, twelve-over-one windows, and a fieldstone foundation; property in poor condition and lacks historical or architectural significance. |
| 77. | Apartment House | Two story, frame dwelling with gable on hip roof, vinyl siding, six-over-one windows, and a shed roofed porch supported by replacement piers; house has been altered and lacks historical or architectural significance. |
| 78. | Commercial Building | ca. 1950, two story, brick commercial block with two storefronts, steel sash casement windows, concrete block side elevations, and flat parapet; this commercial property lacks architectural or historical significance. |
| 79. | House | Altered, hip roofed cottage with aluminum siding, original four-over-four windows, replacement one-over-one windows, an added picture window, and replacement porch posts; house has lost its architectural integrity. |
| 80. | House | Cast stone, front gable bungalow with hipped porch supported by battered piers on brick pedestals, and four-over-one windows; house lacks historical or architectural significance. |

*New I-26 Route, Asheville Connector
Buncombe County*

- | | | |
|-----|-------|--|
| 81. | House | One story, Triple A dwelling with aluminum siding and replacement windows; porch has replacement iron posts; house has lost its architectural integrity and lacks historical or architectural significance. |
| 82. | House | One story, side gable dwelling with aluminum siding, replacement windows, and replacement porch posts; house has lost its architectural integrity and lacks historical or architectural significance. |
| 83. | House | Cast stone, front gable bungalow with engaged porch supported by replacement posts, and two-over-two windows; house lacks historical or architectural significance. |
| 84. | House | Stuccoed, front gable bungalow with steel sash casement windows, and hip roofed porch supported by box piers; house lacks historical or architectural significance. |
| 85. | House | Deteriorated, cast stone, front gable bungalow with engaged porch supported by replacement posts, and both nine-over-one and replacement windows; house has lost its integrity through deterioration. |
| 86. | House | Altered, side gable bungalow with engaged porch, replacement one-over-one windows, and vinyl siding; house lacks integrity as well as historical or architectural significance. |
| 87. | House | Side gable bungalow with engaged porch, shed roofed dormer, German siding, and six-over-one windows; house lacks historical or architectural significance. |
| 88. | House | Side gable bungalow with engaged porch supported by box piers resting on brick pedestals, German siding, and four -over-one windows; house lacks historical or architectural significance. |
| 89. | House | Front gable bungalow with asbestos siding, a front gable porch with box piers and skirt, and both original six-over-one windows and ca. 1955 replacement windows; house has been altered and lacks architectural or historical significance. |

*New I-26 Route, Asheville Connector
Buncombe County*

- | | | |
|-----|---------------------|---|
| 90. | House | Altered front gable bungalow with replacement one-over-one windows, vinyl siding, inset porch with box piers and skirt, and an added carport; house has lost its architectural integrity. |
| 91. | House | One story, vinyl sided, side gable cottage with shed roofed porch, replacement porch posts, and replacement windows; property has lost its architectural integrity. |
| 92. | House | Altered, hip roofed cottage with six-over-one windows, vinyl siding, replacement porch posts, and a side addition; house has lost its architectural integrity. |
| 95. | Commercial Building | ca. 1930, two story, cast stone commercial building with altered storefronts, a replacement door leading to the second floor, and both original six-over-six and replacement windows; property has lost its integrity. |
| 96. | House | Front gable bungalow with front gable porch supported by battered piers on brick pedestals; house has vinyl siding and four-over-one windows; property lacks historical or architectural significance. |
| 97. | House | Front gable bungalow with front gable porch supported by battered piers on brick pedestals; house has vinyl siding and four-over-one windows; property lacks historical or architectural significance. |
| 98. | House | Substantial, stuccoed, cross gable bungalow with front gable porch, broad eaves, decorative brackets, and three-over-one windows; porch has vinyl piers; house has been somewhat altered and lacks historical or architectural significance. |
| 99. | House | Substantial, two and one-half story, side gable bungalow with shingled siding, an altered shed roofed dormer with added balcony, engaged porch with fieldstone skirt and shingled piers; the windows are nine-over-one; property has been altered and lacks architectural or historical significance. |

*New I-26 Route, Asheville Connector
Buncombe County*

100.	House	Brick, cross gable bungalow with front gable wing, engaged porch with battered piers, and replacement one-over-one windows; property lacks architectural or historical significance.
101.	House	Cross gable bungalow with German siding, front gable wing, wraparound porch with battered piers, and four-over-one windows; property lacks architectural or historical significance.
102.	House	Side gable bungalow with front gable porch supported by battered piers on brick pedestals; house has German siding, and added picture windows; property has been altered and lacks historical or architectural significance.
103.	House	Front gable bungalow with front gable porch supported by battered piers on brick pedestals; house has vinyl siding and four-over-one windows; property lacks historical or architectural significance.
105.	House	Brick, front gable bungalow with front gable porch and replacement one-over-one windows; property lacks historical or architectural significance.
106.	House	Side gable bungalow with aluminum siding, shed roofed dormer, replacement windows, replacement porch posts, and two-over-two windows; property lacks historical or architectural significance.
107.	House	One story, side gable dwelling with front gable porch with box piers, vinyl siding, two-over-two windows; property lacks historical or architectural significance.
108.	House	Ca. 1945 front gable bungalow with rear side wing, front gable porch, asbestos siding and brick skirt, and four-over-one windows; porch has replacement posts; house has marginal integrity and lacks significance.
109.	House	Front gable bungalow with engaged porch supported by wooden piers, asbestos siding, and four-over-one windows; property has marginal integrity and lacks significance.

*New I-26 Route, Asheville Connector
Buncombe County*

- | | | |
|------|--------|--|
| 110. | House | One story, side gable dwelling with shed roofed porch with replacement posts, aluminum siding, two-over-two windows; property lacks historical or architectural significance. |
| 111. | House | Hip roofed cottage with asphalt siding, four-over-four windows, shed roofed porch with box piers, and a five paneled front door; intact property but lacks historical or architectural significance. |
| 112. | House | Hip roofed cottage with rear side gable massing; asphalt siding, four-over-one windows, and engaged porch with box piers and skirt, porch has enclosed end bay; property appears to have several additions or alterations and lacks historical or architectural significance. |
| 113. | Church | Brick, Gothic Revival church with front gable massing, corner entrance tower with pointed arch doorway, stylized rosette window, large pointed arch window with stylized tracery; side elevations have one-over-one, double hung windows with pointed arch transoms; doors are replacements; in fair to poor condition and having undergone some alteration, the church lacks the integrity needed for architectural significance; furthermore the property lacks historical significance. |
| 114. | House | Heavily altered, Four Square dwelling with vinyl siding and replacement one-over-one windows; hip roofed porch has replacement piers and a vinyl sided skirt; property has lost its architectural integrity. |
| 115. | House | Cast stone, hip roofed cottage with decorative center gables, replacement windows, engaged porches supported by shingled piers resting on cast stone pedestals; house lacks historical or architectural significance. |
| 116. | House | Cast stone, hip roofed cottage with decorative center gables, replacement windows, engaged porches supported by shingled piers resting on cast stone pedestals; house lacks historical or architectural significance. |
| 117. | House | Heavily altered, hip roofed cottage with decorative center gables, replacement windows, |

*New I-26 Route, Asheville Connector
Buncombe County*

and an engaged porch supported by an added brick arcade; house no longer retains its architectural integrity and lacks architectural or historical significance.

- | | | |
|------|----------------|---|
| 118. | House | Front gable bungalow with raised basement, front gable porch with box piers and skirt, German siding, and four-over-one windows; house lacks architectural or historical significance. |
| 119. | House | Front gable bungalow with raised basement, front gable porch with box piers and skirt, German siding, and four-over-one windows; house lacks architectural or historical significance. |
| 120. | House | Altered L-plan house with added picture window, German siding, replacement windows, and replacement porch posts; house has lost its architectural integrity and lacks architectural or historical significance. |
| 121. | House | Front gable bungalow with engaged porch, asphalt siding, four-over-one windows; porch supported by battered piers on brick pedestals; house lacks architectural or historical significance. |
| 122. | Lodge Building | Altered, two story, cast stone building with replacement windows, recessed, central entrance, and a flat roof with flat parapet; facade has been stuccoed in recent years; building has lost its architectural integrity. |
| 123. | House | Altered, side gable bungalow with asbestos siding and an enclosed porch with metal sash windows; house has lost its integrity. |
| 124. | House | Front gable bungalow with engaged porch, vinyl siding, replacement windows; porch supported by replacement iron posts; house has lost its integrity. |
| 125. | House | Front gable bungalow with front gable porch, shingled gable, German siding, and six-over-one windows; porch supported by battered piers; house lacks architectural or historical significance. |

*New I-26 Route, Asheville Connector
Buncombe County*

- | | | |
|------|-------|---|
| 126. | House | Front gable bungalow with engaged porch, shingled gable, German siding, and four-over-one windows; porch supported by box piers; house lacks architectural or historical significance. |
| 127. | House | Front gable bungalow with front gable porch, asbestos siding, and four-over-one windows; porch supported by box piers on brick pedestals; house lacks architectural or historical significance. |
| 128. | House | Side gable bungalow with shed roofed porch supported by replacement iron posts, vinyl siding, and replacement six-over-six windows; house has lost its architectural integrity. |
| 129. | House | Hip roofed, cast stone cottage with four-over-one windows, and hip roofed porch supported by replacement iron posts; house lacks architectural or historical significance. |
| 130. | House | Hip roofed, cast stone cottage with four-over-one windows, and hip roofed porch supported by box piers; house lacks architectural or historical significance. |
| 131. | House | Altered, hip roofed I-house with vinyl siding, ca. 1955 double hung windows, shed roofed rear ell, and a hip roofed porch supported by box piers; house has lost its architectural integrity. |
| 132. | House | Brick, front gable bungalow now in poor condition; house has frame side addition, hip roofed porch supported by wooden piers, and four-over-one windows; house has lost its integrity through deterioration and alteration. |
| 133. | House | Front gable bungalow with front gable porch, vinyl siding, replacement windows; porch supported by replacement iron posts; house has lost its integrity. |
| 134. | House | Double pile, hip roofed cottage with center gable, vinyl siding, and hip roofed porch with replacement iron posts; the property has lost its architectural integrity. |
| 135. | House | Front gable, cast stone bungalow with two-over-one windows, and front gable porch |

- supported by grouped piers on cast stone pedestals; property lacks historical or architectural significance.
136. House Front gable bungalow with inset porch, four-over-one windows, and weatherboard siding; property lacks historical or architectural significance.
137. Commercial Building Altered, one story commercial building with three store units, flat roof with flat parapet, modern stuccoed facade, and original cast stone side elevations; property has lost its architectural integrity through alteration.
138. House One story, Craftsman style dwelling with shingled siding, cross gable massing, broad eaves, decorative brackets, bay windows, Craftsman style windows, and inset porch supported by shingled piers; sited behind a shopping center and Interstate 240, this house has lost much of its setting; although intact, the house represents a domestic type which is still common in Asheville; the house lacks architectural or historical significance.
139. House One story, Queen Anne cottage with gable-on-hip roof, wraparound porch, ashlar foundation, weatherboard siding, and twelve-over-twelve, eight-over-eight, and six-over-six windows; house has flared gable dormers, scrolled rafters, and a wood and glass door flanked by side lights; porch supported by box piers with knee brackets; sited behind a shopping center and Interstate 240, this house has lost much of its setting; although intact, the house represents a domestic type which is still common in Asheville; the house lacks architectural or historical significance.
140. House Shingled, side gable bungalow with an engaged porch supported by box piers on replacement pedestals, ten-over-one windows with battered surrounds, and decorative knee brackets, house retains only fair integrity, and the property lacks architectural or historical significance.
141. House Asbestos sided, side gable bungalow with an engaged porch supported by box piers on new brick pedestals, ten-over-one windows;

*New I-26 Route, Asheville Connector
Buncombe County*

- house has undergone alteration and lacks architectural or historical significance.
142. House Hip roofed bungalow with three-over-one windows, vinyl siding, shed roofed porch supported by replacement iron posts; house has lost much of its architectural integrity.
143. House Front gable bungalow with vinyl siding, front gable porch with replacement iron posts, and four-over-one windows; property lacks architectural integrity.
144. Norfolk and Southern Railway Bridge Deck, plate girder railroad bridge crossing Emma Road; bridge has one main span, no approach spans, an open, ballast deck, and reinforced concrete abutments and wing walls; represents a common bridge type, and numerous examples remain; the bridge lacks historical or architectural significance.
145. Norfolk and Southern Railway Bridge Deck, plate girder railroad bridge crossing a creek feeding the French Broad River; bridge has multiple spans carried on steel I-beam trestles, an open, ballast deck, and timber abutments; represents a common bridge type, and numerous examples remain; the bridge lacks historical or architectural significance.
146. Industrial Building Two story, brick factory with bowstring truss roof, flat parapet on north elevation, and office section on south side, building has brick pilasters, open and infilled loading bays, and a loading dock on the north elevation; Norfolk and Southern rail tracks run along the west side of property; property retains only marginal integrity and lacks architectural or historical significance.



No. 2



No. 4



No. 3



No. 5



No. 6



No. 8



No. 7



No. 9



No. 10



No. 12



No. 11



Nos. 13, 14



No. 15



No. 17



No. 16



Nos. 18, 19



No. 20



No. 22



No. 21



No. 23



No. 24



No. 26



No. 25



No. 27



No. 28



No. 30



No. 29



No. 31



No. 32



No. 34



No. 33



No. 35



No. 36



No. 38



No. 37



No. 39



No. 40



No. 42



No. 41



No. 43



No. 44



No. 46



No. 45



No. 47



No. 48



No. 50



No. 49



No. 51



No. 52



No. 54



No. 53



No. 55



No. 56



No. 58



No. 59



No. 59



No. 60



No. 62



No. 61



No. 63



No. 64



No. 66



No. 65



No. 67



Nos. 68, 69



No. 71



No. 70



No. 72



No. 73



No. 75



No. 74



No. 76



No. 77



No. 79



No. 78



No. 80



No. 81



No. 83



No. 82



No. 84



No. 85



No. 88



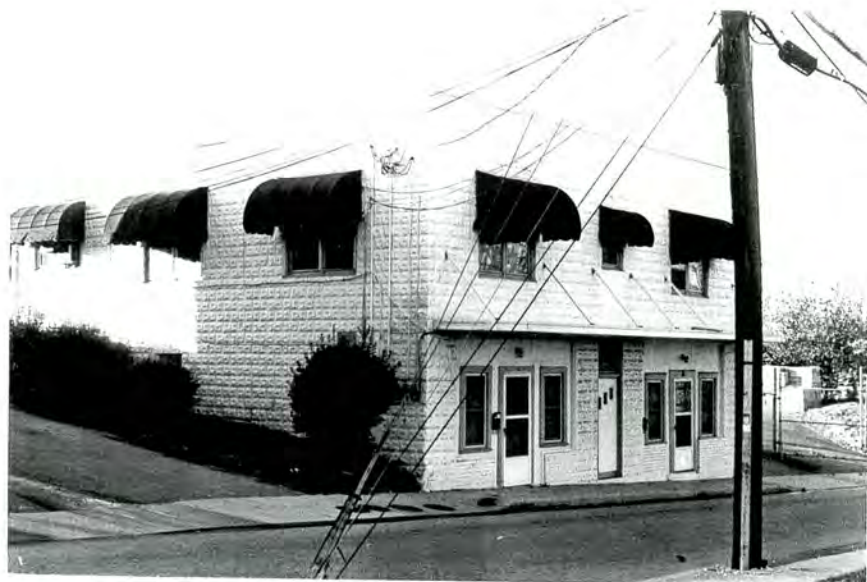
Nos. 86, 87



No. 89



Nos. 90, 91



No. 95



No. 92



No. 96



No. 97



No. 99



No. 98



No. 100



No. 101



No. 103



No. 102



No. 105



No. 106



No. 108



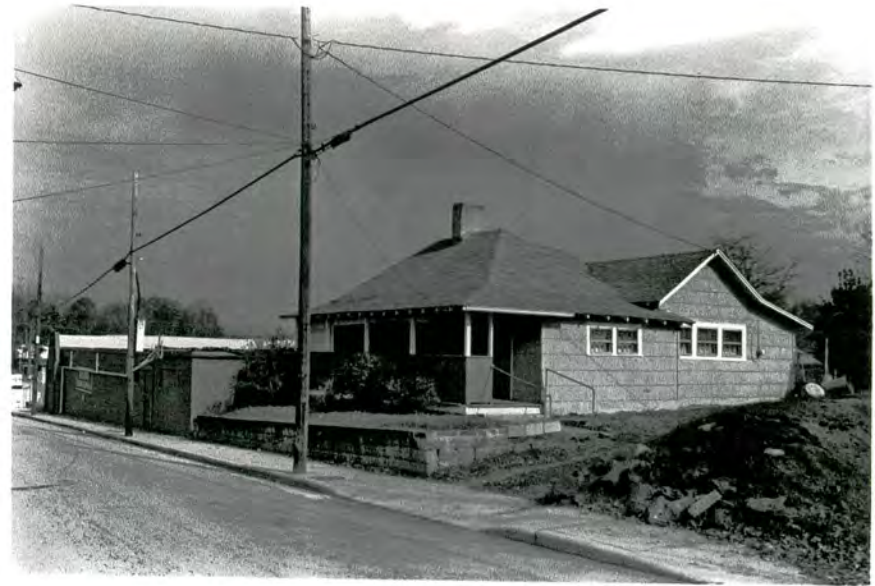
No. 107



No. 109



No. 110



No. 112



No. 111



No. 113



No. 114



No. 117



Nos. 115, 116



No. 118



No. 119



No. 122



Nos. 120, 121



Nos. 123, 124



Nos. 125, 126



No. 128



Nos. 126, 127



Nos. 129, 130



No. 130



No. 132



No. 131



No. 133



No. 134



No. 136



No. 135



No. 137



No. 138



No. 140



No. 139



No. 141



Nos. 142, 143



No. 145



No. 144



No. 146

**APPENDIX C:
PROFESSIONAL QUALIFICATIONS**

Frances P. Alexander
Architectural Historian

Education

- 1991 M.A. American Civilization-Architectural History
George Washington University
Washington, D.C.
- 1981 B.A. History with High Honors
Guilford College
Greensboro, North Carolina

Relevant Work Experience

- 1991-date Architectural Historian, Mattson, Alexander and Associates, Inc.
Charlotte, North Carolina
- 1988-1991 Department Head, Architectural History Department
Engineering-Science, Inc., Washington, D.C.
- Directed all architectural history projects for the Cultural Resource Division. Supervised a staff of three architectural historians, one photographer, and graphics personnel. Responsibilities included project management, technical direction, research design and implementation, scheduling, budget management, client and subcontractor liaison, and regulatory compliance with both state and federal agencies. Responsibilities also included marketing, proposal writing, and public presentations.
- 1987-1988 Architectural Historian, Historic American Buildings Survey/Historic American Engineering Record, National Park Service, Washington, D.C.
- 1986-1987 Historian, National Register of Historic Places, National Park Service, Washington, D.C.
- 1986 Historian, Historic American Engineering Record, National Park Service, Chicago, Illinois
- Conducted inventory of historic industrial and engineering resources along the Illinois and Michigan Canal in Chicago, Illinois.

Richard L. Mattson, Ph.D.
Historical Geographer

Education

- 1988 Ph.D. Geography
University of Illinois, Urbana, Illinois
- 1980 M.A. Geography
University of Illinois, Urbana, Illinois
- 1976 B.A. History, Phi Beta Kappa
University of Illinois, Urbana, Illinois

Relevant Work Experience

- 1991-date Historical Geographer, Mattson, Alexander and Associates, Inc.
Charlotte, North Carolina
- 1991 Visiting Professor, History Department, Queens College, Charlotte, North Carolina
- Developed and taught course on the architectural history of the North Carolina Piedmont, focusing on African-American architecture, textile-mill housing, and other types of vernacular landscapes.
- 1989-1991 Mattson and Associates, Historic Preservation Consulting
Charlotte, North Carolina
- 1988 Visiting Professor, Department of Urban and Regional Planning,
University of Illinois, Urbana, Illinois
- Taught historic preservation planning workshop, developed and taught course on the history of African-American neighborhoods. The latter course was cross-listed in African-American Studies.
- 1984-1989 Private Historic Preservation Consultant,
Raleigh, North Carolina
- 1981-1984 Academic Advisor, College of Liberal Arts and Sciences, University of
Illinois, Urbana, Illinois
- 1981 Instructor, Department of Geography, University of Illinois, Urbana,
Illinois
- 1978-1980 Private Historic Preservation Consultant, Champaign, Illinois