



**North Carolina Department of Cultural Resources
State Historic Preservation Office**

Peter B. Sandbeck, Administrator

Michael F. Easley, Governor
Lisbeth C. Evans, Secretary
Jeffrey J. Crow, Deputy Secretary

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

July 11, 2006

MEMORANDUM

TO: Greg Thorpe, Ph.D., Director
Project Development and Environmental Analysis Branch
NCDOT Division of Highways

FROM: Peter Sandbeck *for Peter Sandbeck*

SUBJECT: Phase II Architectural Resources Survey Report, New I-26 Route, Asheville Connector, I-2513, Buncombe County, CH96-0472

Thank you for your letter of June 7, 2006, transmitting the survey report by Frances P. Alexander of Mattson, Alexander, and Associates, Inc., for the above project.

For purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the following property is a National Historic Landmark, is listed in the National Register of Historic Places, and remains eligible for the National Register of Historic Places:

- BN 0004* • Biltmore Estate (boundaries revised in 2004)

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

- BN 1232* • Asheville School
- BN 0195* • Mrs. Minnie Alexander Cottage
- BN 1829* • Whiteford G. Smith House
- BN 0022* • Montford Area Historic District

For purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the following properties have previously been determined eligible for National Register of Historic Places and remain eligible for the National Register of Historic Places:

- BN 2471* • Buncombe County Bridge No. 216
- BN 2200* • Friendly Grocery Store
- B. 49* • C.G. Worley House *BN 1249*

	Location	Mailing Address	Telephone/Fax
ADMINISTRATION	507 N. Blount Street, Raleigh NC	4617 Mail Service Center, Raleigh NC 27699-4617	(919)733-4763/733-8653
RESTORATION	515 N. Blount Street, Raleigh NC	4617 Mail Service Center, Raleigh NC 27699-4617	(919)733-6547/715-4801
SURVEY & PLANNING	515 N. Blount Street, Raleigh, NC	4617 Mail Service Center, Raleigh NC 27699-4617	(919)733-6545/715-4801

- BN 2468 • Proposed Montford Area Historic District Expansion (includes Montford Hills, State Study-listed).
- BN 2469 • Great Smokey Mountain Park Bridge No. 323 (Determined an Exceptionally Significant Feature of the Federal Interstate Highway System, 2006).

For purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the following properties are listed in the State Study List and remain eligible for the National Register of Historic Places:

- BN 1152 • Montford Hills (included in the proposed Montford Area Historic District Expansion, previously determined eligible for the National Register).
- BN 1839 • East Haywood Road Commercial Historic District (in process of National Register listing and renamed the West Asheville – Aycock School Historic District).

For purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the following property is eligible for listing in the National Register of Historic Places:

- BN 2470 • Freeman House, 516 Westwood Place, Asheville, is eligible for the National Register under Criterion C for architecture, as a well-preserved example of the restrained, Queen Anne farmhouses that once appeared around the rural outskirts of Asheville during the 1890s and early 1900s. The property's hilltop setting enhances its significance and it is one of the last remaining farmhouses in West Asheville, an area transformed into a streetcar suburb in the early twentieth century.

We concur with the proposed National Register boundaries as described, justified, and delineated in the report.

BN 2212 We request further information regarding the Haywood Street United Methodist Church, 297 Haywood Street, Asheville. We concur that the church is one of the finer examples of Asheville's neighborhood churches. However, the recently enclosed metal and glazed, main-arched entrance appears to have compromised its integrity. We would like to know if the original entry doors remain behind the new metal and glass entrance, the extent of the 1967 wing, and the present state of the church's interior. Please provide this information with supporting photographs in a report addendum that further elaborates upon the "Physical Description and Evaluation of Integrity of the Haywood Street United Methodist Church."

Please note that the Riverside Industrial Historic District, listed in the National Register of Historic Places, roughly bounded by Clingman Avenue, Lyman Street, Roberts Street, and Riverside Drive, is close to the Area of Potential Effects for this project. Should the project limits change to include this area, the Riverside Industrial Historic District will need to be evaluated for potential impacts.

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. In all future communication concerning this project, please cite the above-referenced tracking number.

cc: Frances Alexander, Mattson, Alexander, Inc.
Mary Pope Furr
Courtney Foley

bc: Brown/McBride
Johnston/WO
County



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

RECEIVED
JUN 7 2006
HISTORIC PRESERVATION OFFICE

MICHAEL F. EASLEY
GOVERNOR

LYNDO TIPPETT
SECRETARY

7 June 2006

Sarah
Ref# CH 96-0472
S-
7/3/06

Mr. Peter B. Sandbeck
Deputy State Historic Preservation Officer
North Carolina Department of Cultural Resources
4617 Mail Service Center
Raleigh, North Carolina 27699-4617

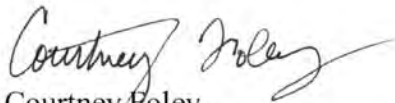
Dear Mr. Sandbeck:

RE: TIP No. I-2513, New I-26 Route, Asheville Connector
Buncombe County, North Carolina

The North Carolina Department of Transportation (NCDOT) is conducting planning studies for the above-referenced project. Please find attached two copies of the Historic Architectural Resources Survey Report, which meets the guidelines for survey procedures for NCDOT and the National Park Service. **This report concludes that the following historic properties are within the Area of Potential Effects (APE): one National Historic Landmark, eight properties listed in or previously determined eligible for listing in the National Register of Historic Places, two properties listed in the North Carolina Study List, and two properties evaluated in this report and considered eligible for the National Register.**

Please review the attached survey report and provide us with your comments. If you have any questions concerning the accompanying information, please contact me at 715-1615.

Sincerely,


Courtney Joley
Historic Architecture Section

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JUN 09 2006

Attachment

cc (w/attachment): John F. Sullivan III, P. E., Federal Highway Administration
Vincent J. Rhea, P. E., Project Engineer, PDEA
Charles Pickering, The Biltmore Company

MAILING ADDRESS:
NC DEPARTMENT OF TRANSPORTATION
OFFICE OF HUMAN ENVIRONMENT
1583 MAIL SERVICE CENTER
RALEIGH NC 27699-1583

TELEPHONE: 919-715-1500
FAX: 919-715-1522
WEBSITE: WWW.NCDOT.ORG

LOCATION:
PARKER LINCOLN BUILDING
2728 CAPITAL BOULEVARD, SUITE 168
RALEIGH, NC 27604

**PHASE II (INTENSIVE LEVEL)
ARCHITECTURAL RESOURCES SURVEY REPORT**

**NEW I-26 ROUTE, ASHEVILLE CONNECTOR
BUNCOMBE COUNTY, NORTH CAROLINA**

**NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
T.I.P. NO. I-2513**

Prepared for:

**TGS Engineers, Inc.
975 Walnut Street
Suite 141
Cary, North Carolina 27511**

Prepared by:

**Mattson, Alexander and Associates, Inc.
2228 Winter Street
Charlotte, North Carolina 28205
(704) 358-9841
(704) 376-0985**

23 May 2006

**PHASE II (INTENSIVE LEVEL)
ARCHITECTURAL RESOURCES SURVEY REPORT**

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BUNCOMBE COUNTY, NORTH CAROLINA**

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23 May 2006

MATTSON, ALEXANDER AND ASSOCIATES, INC.

Frances P. Alexander
Frances P. Alexander, M.A.

23 May 2006
Date

Richard L. Mattson, Ph.D.

May Pope
N.C.D.O.T.

6-2-2006
Date

MANAGEMENT SUMMARY

This North Carolina Department of Transportation (N.C.D.O.T.) project is entitled, *New I-26 Route, Asheville Connector*, and is located in 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 proposes building an interstate highway connecting Interstate 26, southwest of Asheville, with U.S. 19/23/70, north of Asheville. The connector would become part of a new interstate highway under construction near Sams Gap at the Tennessee state line that would link Interstate 26 with Interstate 81 at a location south of Kingsport, Tennessee (see **Figure 1**).

The Interstate 26 Connector, proposed for the west side of Asheville, North Carolina, would improve the existing Interstate 240 and U.S. 19-23 corridors between the Interstate 26/Interstate 40/Interstate 240 interchange and the U.S. 19-23-70 interchange with S.R. 1781 (Broadway Street). The project extends for approximately 6.5 miles (10.4 kilometers) including the section through the Interstate 40/Interstate 26/Interstate 240 interchange. The project consists of four proposed alternatives (Alternatives 2, 3, 4, and 5) (see **Figures 2, 3, and 4**).

The present Phase II (intensive level) architectural resources survey comprises three previous investigations undertaken between 1999 and 2003 for transportation projects (T.I.P. No. I-2513 and T.I.P. No. I-4401). In June 1999, Mattson, Alexander and Associates, Inc. of Charlotte, North Carolina, completed the first Phase II architectural survey for the original *New Interstate 26 Route, Asheville Connector* (T.I.P. No. I-2513) project. The undertaking was a proposed freeway connecting Interstate 26 from its junction with the Interstate 40/Interstate 240 interchange southwest of Asheville with U.S. 19/23/70 on the north side of Asheville. The project was approximately five miles long. The Phase II architectural survey report for this project was submitted to the North Carolina Historic Preservation Office (H.P.O.), and in September 1999, the H.P.O. made determinations of eligibility for all the resources evaluated in the report.

In December 2001, Mattson, Alexander and Associates, Inc. completed a supplemental Phase II architectural survey for the *New Interstate 26 Route, Asheville Connector* (T.I.P. No. I-2513) project. Under the supplement, two alternatives were proposed that would improve and widen a segment known as Section B which extended along the Interstate 240 and Patton Avenue corridor from the west side of the French Broad River east to its terminus at Montford Avenue and Carter Street. The alternatives also included segments to be constructed on new locations that would loop northwest of the existing Interstate 240 bridges before crossing the French Broad River where the sections would meet the original Interstate 26 Connector. The 2001 supplement was not reviewed by the H.P.O. However, as a result of the field investigations, a proposed West End/Clingman Avenue Historic District was identified within the supplemental A.P.E. but subsequently was determined not eligible for the National Register of Historic Places (N.R.).

Finally, in August 2003, Mattson, Alexander and Associates, Inc. completed a Phase I (reconnaissance level) architectural survey for the project entitled, *Interstate 40 Improvements, Interstate 240 to U.S. 19-23* (T.I.P. No. I-4401). The 2003 project consisted of improvements to Interstate 40 in Asheville that included: 1) construction of one auxiliary lane in the eastbound direction that would connect the entrance ramp on U.S. 19-23-70 with the outside exit lane to Interstate 26; 2) construction of one outside auxiliary lane in the westbound direction that would connect the entrance lane from Interstate 240 to the exit ramp for U.S. 19-23; and 3) construction of one inside auxiliary lane in the westbound direction that would extend the entrance lane from Interstate 26 to just west of the U.S. 19-23 interchange (just west of where the entrance ramp

from U.S. 19-23-70 merges into Interstate 40 West). A Phase II (intensive level) architectural survey was never undertaken for the *Interstate 40 Improvements* project.

The present survey incorporates and updates these previous investigations into one document in order to identify all the historic resources located within the area of potential effects. This survey report is part of the environmental studies conducted by N.C.D.O.T. and documented by an environmental impact statement (E.I.S.). The report is 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. (October 2003). These guidelines set forth the following goals for architectural surveys: (1) to determine the area of potential effects (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 of Historic Places.

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 to delineate the A.P.E. and to identify all properties within this area which were built prior to 1956. 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 U.S. Geological Survey topographical maps (see **Appendix A**). The A.P.E. includes areas that may face indirect and cumulative effects as a result of the highway construction as well as those areas which may be directly affected by the project. The A.P.E. is 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. One hundred percent of the A.P.E. was surveyed.

A total of 151 resources were identified and surveyed. Near the north end of the project is the Montford Area Historic District which is listed in the National Register of Historic Places (1977). A recommended boundary expansion for this historic district was determined eligible for the National Register as a result of the 1999 Phase II architectural survey. Two other National Register resources, the Mrs. Minnie Alexander Cottage (N.R. 1989) and the Whiteford G. Smith House (N.R. 2004) are located south of the Montford Area Historic District. Also located south of the Montford Area Historic District is the Great Smoky Mountain Park Bridge (1948-1950; altered 1989) which received a determination of eligibility (D.O.E.) in 2003. The bridge carries westbound Interstate-240/U.S. 19/U.S. 23 over the French Broad River. Sited near the center of the A.P.E. is the East Haywood Road Commercial Historic District, a business district that developed along the West Haywood Road streetcar line during the 1910s and 1920s. The commercial historic district was added to the North Carolina Study List (S.L.) in 2005. Nearby

are the Friendly Grocery Store and the C.G. Worley House, both of which were determined eligible in 1999. At the south end of the project is the Buncombe County Bridge No. 216 (D.O.E. 1994) which was previously determined eligible for the National Register during studies for the relocation of N.C. 191 (T.I.P. No. U-2902). In the southeast section of the project, alongside Interstate 40, the proposed project would cut through a narrow, wooded strip of the 6,900-acre Biltmore Estate, a National Historic Landmark (N.H.L. 1966, revised boundaries 2004). Near the project's southwest corner, just north of Interstate 40, is the southern tip of the 276-acre Asheville School (N.R. 1996). While the main part of the ca. 1900 campus stands to the north, the wooded grounds extend southward to Interstate 40.

Finally, two additional resources were identified during the field survey as warranting intensive evaluation for National Register eligibility. The Haywood Street United Methodist Church (1891, expanded 1917, 1967) is located just south of Interstate 240 at Patton Avenue and the ca. 1900 Freeman House, a well-preserved, picturesque dwelling sited just north of Westgate Shopping Center.

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II. INTRODUCTION

This Phase II (intensive level) architectural resources survey was undertaken in conjunction with the planning for the transportation project entitled, *New I-26 Route, Asheville Connector*, which is located in Asheville, Buncombe County, North Carolina (**Figure 1**). The T.I.P. Number for the 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 November 2005 and January 2006.

The proposed Interstate 26 Connector would be constructed on the west side of Asheville, North Carolina, to improve the existing Interstate 240 and U.S. 19-23 corridors between the Interstate 26/Interstate 40/Interstate 240 interchange and the U.S. 19-23-70 interchange with S.R. 1781 (Broadway Street). The project is approximately 6.5 miles (10.4 kilometers) long including the section through the Interstate 40/Interstate 26/Interstate 240 interchange. Four alternatives (Alternatives 2, 3, 4, and 5) are being considered for the project (**Figures 2, 3, and 4**).

Project improvements are proposed for three areas. Three alternatives are under consideration for the existing Interstate 40/Interstate 26/Interstate 240 interchange to facilitate movement on Interstate 40 and Interstate 240. Improvements are also proposed along existing Interstate 240 from just north of the Interstate 26/Interstate 40/Interstate 240 interchange to just south of the Patton Avenue interchange on the west side of the French Broad River. The final area of proposed construction would occur with the new Interstate 26 to be built on new location from just south of the Patton Avenue interchange on the west side of the French Broad River to the U.S. 19-23-70 interchange with S.R. 1781 (Broadway Street). Interstate 240 would be widened as part of all the new location alternatives.

The new location alternatives are described below (see **Figures 1, 2 and 3**):

Alternative 2 would cross the Westgate Shopping Center property and would follow the western side of the French Broad River before crossing the river farther to the north;

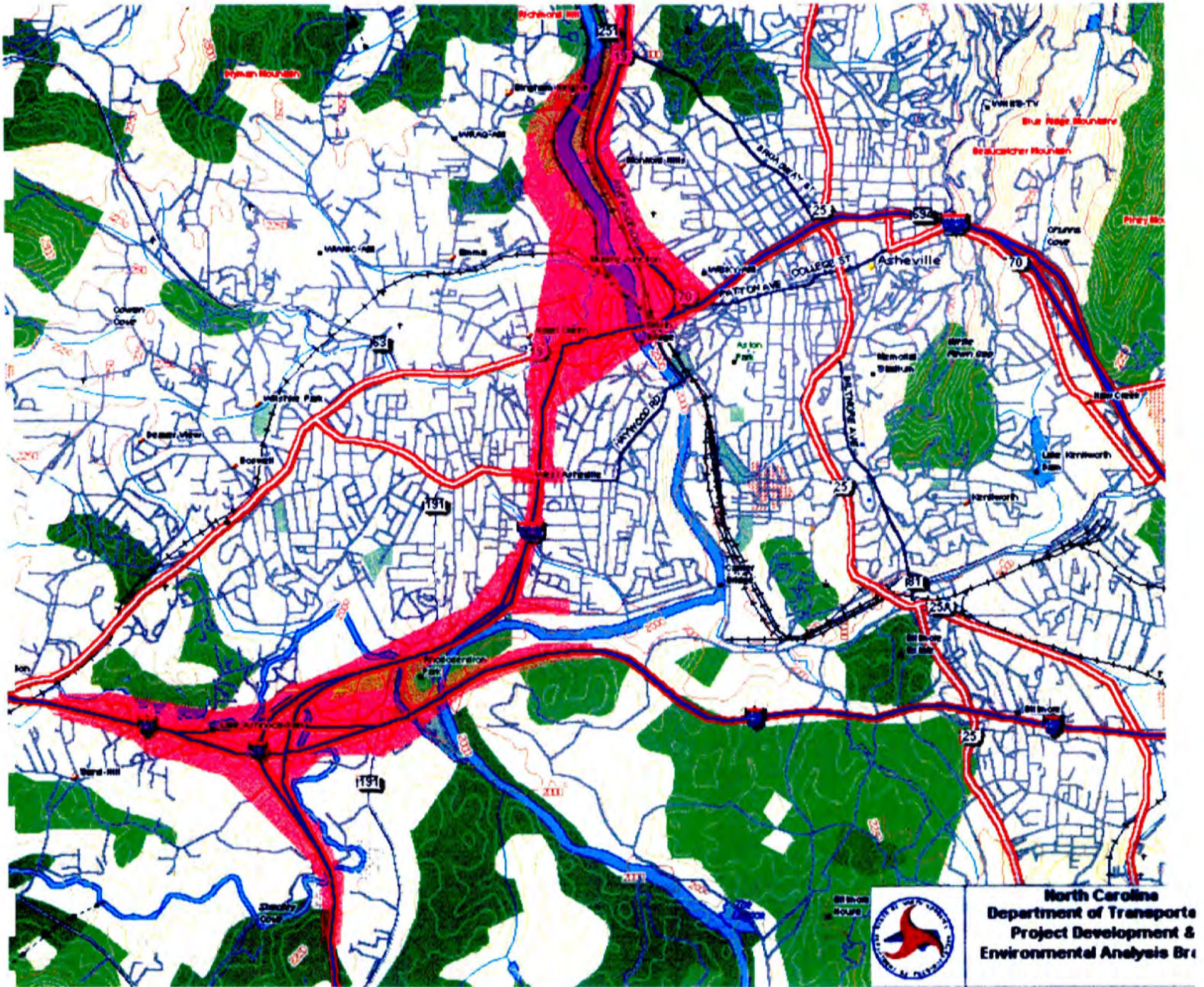
Alternative 3 would cross parts of the golf course and tennis facility west of the Westgate Shopping Center property and would follow the western side of the French Broad River before crossing the river at the same location as Alternative 2;

Alternative 4 would realign Interstate 240 on the east side of the French Broad River to follow the alignment of U.S. 19-23 northward past the Hillcrest Community and onto a new Interstate 240 crossing of the river connecting to the Interstate 26 Connector on the west side of the river. The Smoky Park Bridges would continue to accommodate Patton Avenue; and

Alternative 5 would realign Patton Avenue on a new crossing of the French Broad River adjacent to and just south of the Smoky Park Bridges. The Smoky Park Bridges would continue to accommodate Interstate 240.

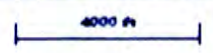
The present Phase II (intensive level) architectural resources survey incorporates three previous investigations undertaken between 1999 and 2003 for transportation projects (T.I.P. No. I-2513

Figure 1
Project Location Map



North Carolina
Department of Transportation
Project Development &
Environmental Analysis Branch

I-26 Connector
NCDOT Project I-2513
Buncombe County, NC



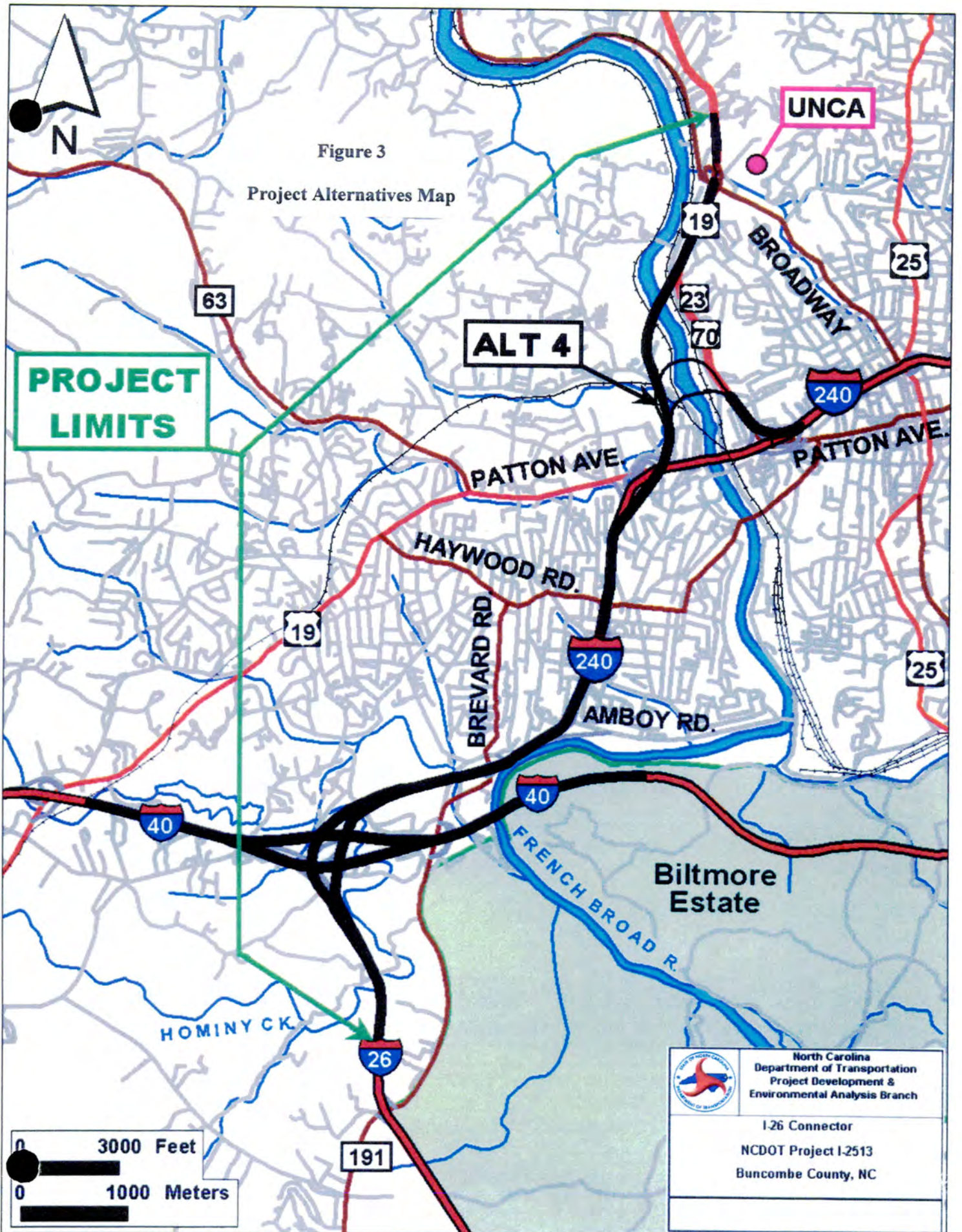
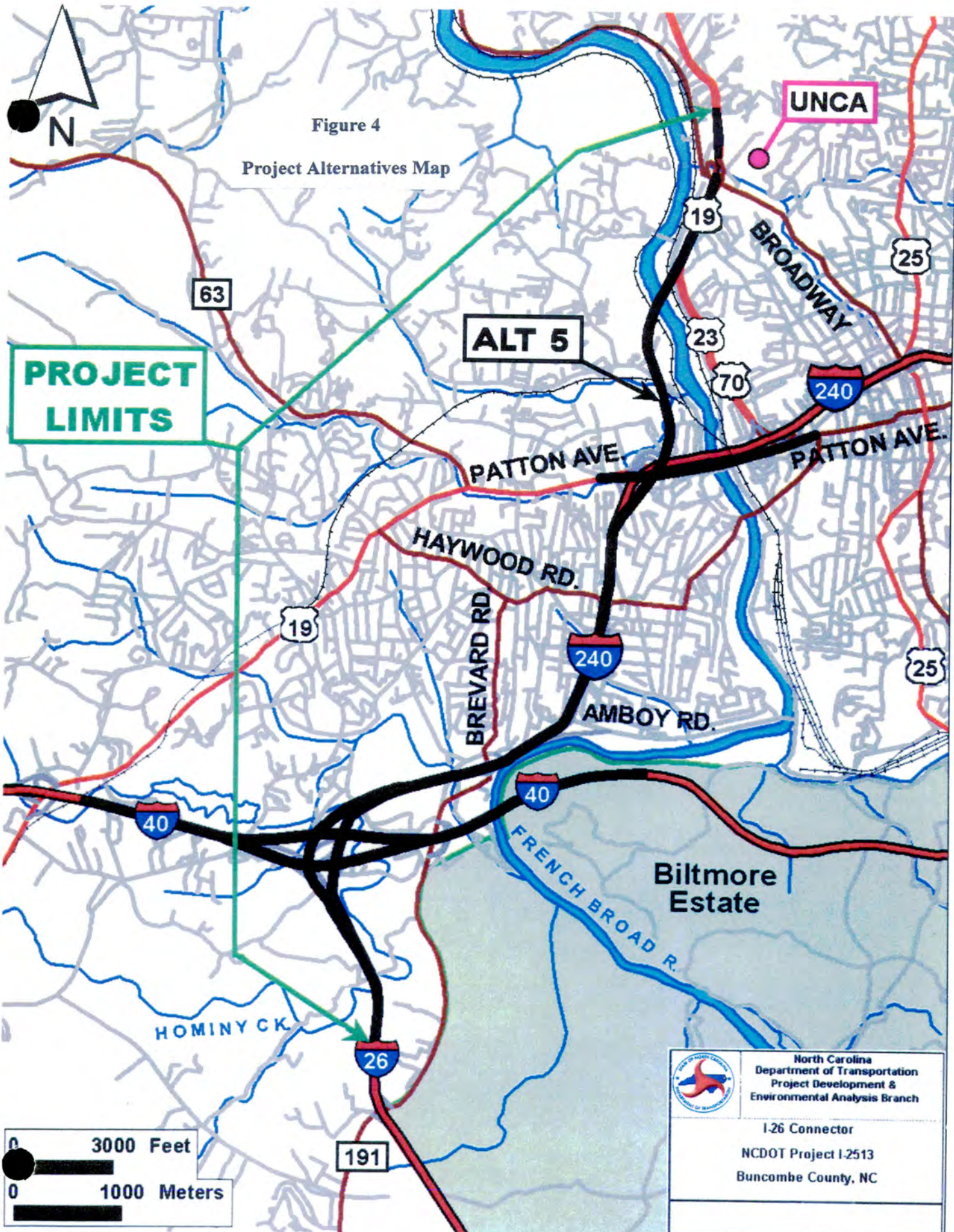


Figure 4

Project Alternatives Map



and T.I.P. No. I-4401). In June 1999, Mattson, Alexander and Associates, Inc. of Charlotte, North Carolina, completed the first Phase II architectural survey for the original *New Interstate 26 Route, Asheville Connector* (T.I.P. No. I-2513) project. The undertaking was a proposed freeway connecting Interstate 26 from its junction with the Interstate 40/Interstate 240 interchange southwest of Asheville with U.S. 19/23/70 on the north side of Asheville. The project was approximately five miles long. The Phase II architectural survey report for this project was submitted to the North Carolina Historic Preservation Office (H.P.O.), and in September 1999, the H.P.O. made determinations of eligibility for all the resources evaluated in the report.

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Finally, in August 2003, Mattson, Alexander and Associates, Inc. completed a Phase I (reconnaissance level) architectural survey for the project entitled, *Interstate 40 Improvements, Interstate 240 to U.S. 19-23* (T.I.P. No. I-4401). The 2003 project consisted of improvements to Interstate 40 in Asheville that included: 1) construction of one auxiliary lane in the eastbound direction that would connect the entrance ramp on U.S. 19-23-70 with the outside exit lane to Interstate 26; 2) construction of one outside auxiliary lane in the westbound direction that would connect the entrance lane from Interstate 240 to the exit ramp for U.S. 19-23; and 3) construction of one inside auxiliary lane in the westbound direction that would extend the entrance lane from Interstate 26 to just west of the U.S. 19-23 interchange (just west of where the entrance ramp from U.S. 19-23-70 merges into Interstate 40 West). A Phase II (intensive level) architectural survey was never undertaken for the *Interstate 40 Improvements* project.

This Phase II 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 *Section 106 Procedures and Guidelines* (N.C.D.O.T., October 2003).

Federal regulations require that the area of potential effects (A.P.E.) for the undertaking 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 U.S. Geological Survey topographical maps (see **Appendix A**).

The A.P.E. boundaries were based upon the location of the proposed alternatives in relationship to natural and man-made features. The A.P.E. incorporates view sheds from the project area as well as areas that might face indirect and cumulative effects from 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. The southwestern boundary of the A.P.E. is defined by modern commercial development near the interchange of Patten Avenue (U.S. 19-23) with Interstate 40. Proceeding east, the A.P.E. boundary north of Interstates 40 and 240 is marked by rolling, wooded terrain near Lake Ashnoca and Ragsdale Creek. South of these highways, rolling, wooded landscapes with scattered, mid-twentieth century suburban residential growth buffer the project from rural development along Hominy Creek. Moving northward to Patton Avenue, the A.P.E. is marked by dense residential construction in West Asheville. Above Patton Avenue to the northern terminus of the project, the A.P.E. is characterized by rolling and wooded residential real estate above the French Broad River, and industrial buildings in the low-lying areas adjacent to the river.

III. PHYSICAL ENVIRONMENT

The project would 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 over 62,000 residents in 2000. The city's central business district is located east of the French Broad River. Although the main commercial district of Asheville stands well outside the study area, the early twentieth century neighborhoods of Montford (N.R. 1977) and Montford Hills (S.L. 1993; D.O.E. 1999) 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 professional class and wealthier entrepreneurs. On the east side of the river below Patton Avenue, the West End/Clingman Avenue neighborhood contains the vestiges of a large textile mill community as well as a small African-American district. In addition to these residential 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.

On the west side of the French Broad, the major Interstate 240/Patton Avenue interchange 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. A small cluster of houses, including the Freeman House, a well-preserved, ca. 1900 picturesque cottage, survives just north Westgate Shopping Center.

Bisected by Interstate 240 west of the French Broad River is the large middle and working class community of West Asheville which 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 veneer 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. Near the center of the project, the A.P.E. also encompasses a section of east-west Haywood Road that emerged as West Asheville's principal commercial artery during the early twentieth century. Several blocks of early commercial buildings and a 1953 school building constitute the East Haywood Road Commercial Historic District (S.L. 2005) near the Interstate 240/Haywood Road interchange. This neighborhood also contains the Friendly Grocery Store (D.O.E. 1999).

Towards the south end of the project, near the N.C. 191/Brevard Road 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.

The south end of the A.P.E. is situated at the southwestern outskirts of Asheville, near the convergence of four major highways: Interstate 40, Interstate 26, Interstate 240, and U.S. 19-23 (Patton Avenue). Modern commercial development marks the southwest side near the Interstate

40/U.S. 19-23 interchange. Just north of Interstates 40 and 240 lie both Lake Ashnoca and Ragsdale Creek and the south side of the wooded campus of the Asheville School (National Register 1996). The southern border of the A.P.E. is characterized by post-World War II residential growth along Sand Hill Road and a series of short, adjoining roadways and unpaved lanes. The houses in this area are typically small, weatherboard, brick, or rock cottages erected for residents who probably commuted to work in Asheville or West Asheville during the 1950s and 1960s. The southeast corner of the A.P.E., near Interstate 26, includes the vestiges of rolling farmland above Hominy Creek. The expansive Asheville Farmers Market, consisting of late twentieth century facilities, is located in this area between Hominy Creek Road and the French Broad River. Finally, along Interstate 40 in the southeast section of the A.P.E., the project extends into the 6,900-acre Biltmore Estate (National Historic Landmark 1966; revised boundaries 2004). In and around the project area, the estate consists of dense, rolling woodland. No buildings or structures associated with the estate stand within the A.P.E., and the Biltmore mansion is located over one mile southeast of the study area.

IV. METHODOLOGY

This Phase II (intensive level) architectural resources survey was conducted as part of the planning for the transportation project entitled, *New I-26 Route, Asheville Connector*, proposed for the west side of 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 *Section 106 Procedures and Guidelines* (N.C.D.O.T., October 2003).

The survey was conducted with the following goals: 1) to determine the area of potential effects (A.P.E.) for the project, which is defined as the geographic area or areas within which a project may cause changes to the character or use of historic properties, if any such properties exist; 2) to identify all resources at least fifty years of age within the A.P.E.; and 3) to evaluate these resources according to National Register of Historic Places criteria (36 C.F.R. 60). The geographical context for evaluating the architectural resources identified during this project is Buncombe County, North Carolina. The field survey was conducted in November and December 2005 to delineate the A.P.E. and to identify all resources within the A.P.E. that appear to have been built before 1956. One hundred percent of the A.P.E. was surveyed.

Research was conducted to trace the historical and architectural development of the project area. The survey files of the North Carolina Division of Archives and History, Western Office (Asheville) were examined to identify those properties listed in the National Register and the North Carolina Study List. Historic architectural survey reports prepared in 1999, 2001, and 2003 for the I-2513 and I-4401 projects were also used to identify previously evaluated properties within the A.P.E. The A.P.E. contains the Biltmore Estate, which is a National Historic Landmark, as well as National Register properties and resources previously determined eligible for the National Register. These properties are evaluated in the Property Inventory and Evaluations chapter of this report.

Additional historical research was conducted using 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. 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 the West Asheville survey files, U.S. Census data, Levi Branson's business directories, Sanborn Fire Insurance Company maps, and the *North Carolina Year Books* (1902-1916) were all useful for understanding the changing economic and social compositions of the study area. The publications, *A Guide to the Historic Architecture of Western North Carolina* (Bishir et al. 1999), and *Cabins and Castles: The History and Architecture of Asheville and Buncombe County* (Swaim 1981) offered historical and architectural overviews of Buncombe County. Interviews with local historic preservation professionals were especially helpful in identifying historic resources and understanding important historical and architectural themes relating to West Asheville. Ms. Rebecca Johnson, who is on staff with the North Carolina Division of Archives and History, Western Office, provided guidance and information on specific properties.

Following the research phase, a preliminary field survey of the A.P.E. was conducted to identify all resources at least fifty years of age including those properties examined during the earlier I-2513 and I-4401 projects. A preliminary presentation of findings was then submitted to N.C.D.O.T. for review. Subsequently, the principal investigators conducted an intensive field survey of those resources that were determined to warrant intensive evaluation. For each of these resources the following information and supporting materials were provided: a physical description and evaluation of integrity; photographs of the exterior and interior (where permitted); site plan; and historical background information. In addition, for those resources considered eligible for the National Register, proposed boundaries were depicted on local tax maps.

V. HISTORICAL BACKGROUND ESSAY

Asheville and Vicinity: 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 Swannanoa 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 Western North Carolina 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. In 1880, the population of Asheville stood at 2,690 with the town limits confined to land within a mile radius of the Buncombe County Courthouse. Three years later, the North Carolina General Assembly designated Asheville a "city" with expanded boundaries that stretched to the French Broad River on the west and to just south of Beaucatchers ridge to the east. By the end of the 1880s, the city's population had soared to 10,235. 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. 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 have a far-reaching effect on the architecture of Asheville as a whole. The architectural firm of Richard Sharp Smith, Biltmore's supervising architect, designed residences with trademark pebble-dash 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 as the city emerged as a regional metropolis. 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. Portions of West Asheville, Montford, and Montford Hills are located within the A.P.E. (Swaim 1981: 38-46, 77-94).

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. 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 (Swaim 1981: 185; 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 Brucemont), 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, 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 Lucerne 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 Interstate 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 streetcar 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. 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 (S.L. 1993), was developed between 1925 and 1930 by Montford Hills, Inc. 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 (Guyton 1993).

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., Interstate 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 Interstate 240, a notable collection of commercial and civic buildings remains 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 and West Asheville (ca. 1880-1900)

By the late nineteenth century, the domestic architecture of Asheville and West 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 that 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 to 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. 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, stained glass windows, and shingled surfaces. 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, 172). Within the A.P.E., the recently renovated Whiteford G. Smith House (N.R. 2004) exemplifies the early Queen Anne style in the city. The flamboyant design includes a broad wraparound front porch with turned and bracketed posts and a pedimented front entry. On the interior, notable details include wainscot with alternating flat and convex boards, and Eastlake-influenced mantels with tile surrounds.

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. Located within the A.P.E. in West Asheville, the C.G. Worley House (D.O.E. 1999) remains a particularly vivid expression of late nineteenth century domestic architecture in the city. Worley, a successful tobacco farmer, lumberman, 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. The A.P.E. in West Asheville

also contains the ca. 1900 Freeman House. As with the Worley House, the Freeman dwelling overlooks the French Broad River along Westwood Place which was originally part of a road linking West Asheville to Waynesville. The one story Freeman House neatly illustrates the Queen Anne style in its consciously asymmetrical form, deep wraparound porch, and mix of weatherboarding and wood shingles (Swaim 1981: 186).

Guidelines for Evaluating the Eligibility of Late Nineteenth Century Domestic Architecture in Asheville and West 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. The resulting pattern of commercial development reflected the influence of the streetcar with retail activity clustered in nodes along the streetcar corridor (Swaim 1981: 185).

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 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 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).

An observer 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 (McKee 1929).

Commercial construction virtually ended during the depression of the 1930s and during 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. Liz Claud's 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 East Haywood Road Commercial Historic District (S.L. 2005), 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 added to the 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 (Claud 1998).

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 East Haywood Road 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 I-240 in the 500 block of Haywood Road is the Friendly Grocery Store (D.O.E. 1999), an excellent 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 a denticulated cornice, pilasters, concrete lintels with keystones, and a flat parapet. The 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 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 that 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.

Architecture Context: Late Nineteenth and Early Twentieth Century Churches in Asheville and West Asheville

During the late nineteenth and early twentieth centuries, Asheville's burgeoning neighborhoods witnessed the rise of numerous churches. By the 1920s, the city included over fifty houses of worship. Many were simple wooden, front gable buildings that no longer survive. However, this era also produced a small but notable collection of stylish, masonry churches that served the city's larger congregations. The surviving examples of these larger churches are characteristically brick edifices built with Gothic Revival, Neoclassical Revival, or Colonial Revival elements of style. For example, Haywood Road in West Asheville boasts three 1920s churches. West Asheville Presbyterian and the nearby Calvary Baptist Church are both substantial, well-executed, Neoclassical Revival buildings with two story Tuscan porticoes and brushed brick exteriors. West Asheville Methodist Church displays Gothic Revival elements including Gothic windows and doors with stone trim and a Flemish bond brick exterior. In central Asheville, St. Matthias Episcopal Church (1894) (N.R.); Hopkins Chapel A.M.E. Zion Church (1910), and St. James A.M.E. Church (1924) are all versions of the popular Gothic Revival style with pointed arch windows and entries and castellated towers. Each was built to serve the city's growing African American population. The striking First Baptist Church (1925-1927) at the northeast corner of Oak and Woodfin streets is an unusual mix of an Italian Renaissance form arranged in a Beaux Arts radial plan with Art Deco details (*Asheville City Directory* 1923-1927; Swaim 1981: 87, 164, 185).

In the West End/Clingman Avenue neighborhood, the Gothic Revival Friendship Baptist Church (early 1900s) on Haywood Street has been heavily altered in recent decades. By contrast, Haywood Street United Methodist Church (1891, expanded 1917, 1967) within the A.P.E. remains substantially intact. The Romanesque Revival edifice consists of a front gable main elevation with flanking towers of unequal heights. On the west side, the taller tower has bracketed eaves, an open belfry, and a pyramidal roof. The original 1891 section features rounded arched windows and doorways capped by brick soldier courses. Brick corbelling and raised-brick arches and pilasters decorate the exterior. The windows on the main and upper levels have opalescent stained glass and cast concrete sills.

Guidelines for Evaluating the Eligibility of Late Nineteenth and Early Twentieth Century Churches in Asheville

To be recommended as eligible for the National Register, late nineteenth and early twentieth century churches in Asheville must have sufficient integrity to illustrate clearly their original forms, key decorative elements, materials, and interior plans. Eligible church designs can include well-preserved, traditional, front gable forms as well as nationally popular styles notably the revival styles of the late nineteenth and early twentieth centuries. Doorways, windows, wall surfaces, interior woodwork--including seating, staircases, and furnishings--should be largely original and well preserved.

VI. PROPERTY INVENTORY AND EVALUATIONS

Summary

A total of 151 resources were identified and evaluated within the A.P.E. The project includes a narrow, wooded strip of the Biltmore Estate, a National Historic Landmark (N.H.L. 1966, revised boundaries 2004). The Asheville School (N.R. 1996), the Minnie Alexander Cottage (N.R. 1989), the Whiteford G. Smith House (N.R. 2004), and the Montford Area Historic District (N.R. 1977) are currently listed in the National Register of Historic Places. A recommended boundary expansion for the Montford Area Historic District was determined eligible for the National Register as a result of the 1999 Phase II architectural study. The A.P.E. also includes four individual properties that were previously determined eligible: Buncombe County Bridge No. 216 (D.O.E. 1994); the Friendly Grocery Store (D.O.E. 1999); the C.G. Worley House (D.O.E. 1999), and the Great Smoky Mountain Park Bridge (D.O.E. 2003). Finally, two additional resources were identified during the field survey as warranting intensive evaluation for National Register eligibility. The Haywood Street United Methodist Church (1891, expanded 1917, 1967) is located just south of Interstate 240 at Patton Avenue, and the Freeman House, a ca. 1900, picturesque, frame dwelling is situated just north of Westgate Shopping Center.

<u>National Historic Landmarks</u>		<u>Pages</u>
No. 1	Biltmore Estate (N.H.L. 1966, revised boundaries 2004)	31

Properties Listed in the National Register or Properties Previously Determined Eligible for the National Register

No. 8	Buncombe County Bridge No. 216 (D.O.E. 1994)	34
No. 10	Asheville School (N.R. 1996)	37
No. 72	Friendly Grocery Store (D.O.E. 1999)	40
No. 128	C.G. Worley House (D.O.E. 1999)	44
No. 134	Mrs. Minnie Alexander Cottage (N.R. 1989)	49
No. 135	Whiteford G. Smith House (N.R. 2004)	52
No. 139	Montford Area Historic District (N.R. 1977)/ Proposed Montford Area Historic District Boundary Expansion (D.O.E. 1999)	56
No. 151	Great Smoky Mountain Park Bridge (D.O.E. 2003)	64

Properties listed in the North Carolina Study List

No. 139	Montford Hills (S.L. 1993) (Included within Montford Area Historic District Boundary Expansion, D.O.E. 1999)	56
No. 87	East Haywood Road Commercial Historic District	67

Properties Evaluated Intensively and Considered Eligible for the National Register

No. 136	Haywood Street United Methodist Church	74
No. 147	Freeman House	79

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

NATIONAL HISTORIC LANDMARKS

- No. 1 Biltmore Estate (N.H.L. 1966; revised boundaries 2004)**
6,949 acres, generally bounded by the Swannanoa River (north), N.C. 191 and Interstate 26 (west), Interstate 25 and the Blue Ridge Parkway (south), and One Biltmore Plaza (east)
Asheville, Buncombe County

Evaluation of Architectural Integrity and Eligibility (Plates 1-2) (Figure 5)

According to the 2004 National Historic Landmark (N.H.L.) nomination, “Biltmore Estate is the residual core property that was the focus of an extraordinary collaboration between George Washington Vanderbilt, Frederick Law Olmsted, and Richard Morris Hunt in the years between 1888 and 1895.” While Biltmore Estate was originally designated a N.H.L. in 1966, no boundary of the N.H.L. acreage was established or any map prepared. The present 2004 nomination was prepared to establish accurate N.H.L. boundaries that reflect the estate’s historic significance in the areas of conservation, social history, architecture, and landscape architecture.

The revised 2004 N.H.L. boundaries for Biltmore Estate consist of 6,949 acres of gently rolling landscape of estate grounds, gardens, roadways, fields, and woodlands. The estate is located in southwest Asheville and straddles the S-shaped course of the French Broad River which is joined by the Swannanoa River at the northernmost point of the estate. The N.H.L. boundaries contain fifty-six contributing buildings as well as significant structures and landscapes. The estate’s architectural landmark is the magnificent Biltmore House (1890-1895), the French Renaissance Revival mansion designed for George Washington Vanderbilt by Richard Morris Hunt.

No significant changes have occurred to Biltmore Estate since the 2004 N.H.L. nomination, and no amendment to the 2004 boundaries is recommended. The 2004 N.H.L. boundaries are depicted in **Figure 5**.

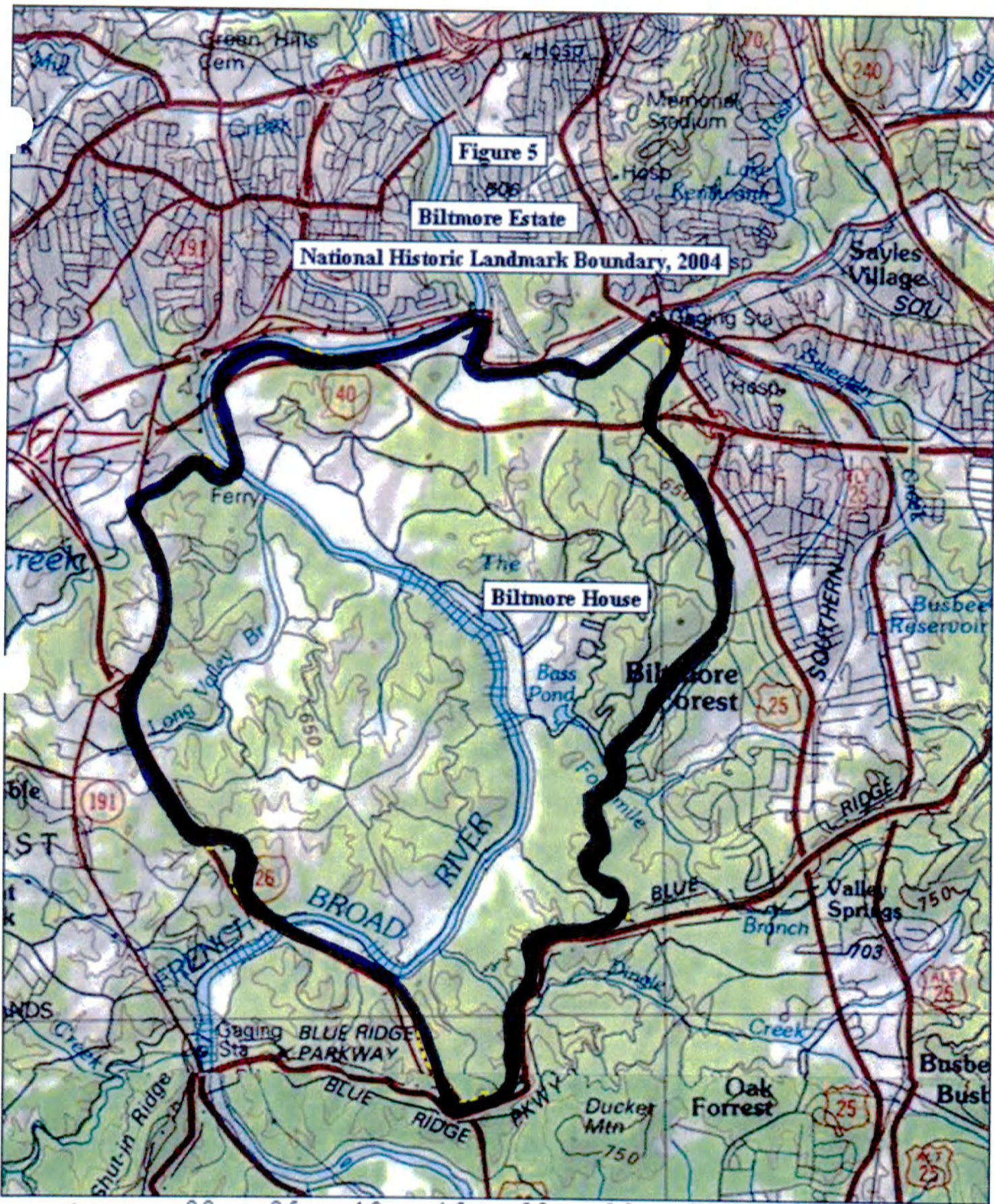


Figure 5

Biltmore Estate

National Historic Landmark Boundary, 2004

Biltmore House

Biltmore Forest

MN TN
6°

0.0 0.5 1.0 1.5 2.0 2.5 3.0 3.5 miles
0 1 2 3 4 5 km



Plate 1. Biltmore Estate (No. 1), Segment of Interstate 40 Cutting Through Biltmore Estate, Looking West.



Plate 2. Biltmore Estate, Interstate 40 Through Biltmore Estate, Looking West.

**NATIONAL REGISTER PROPERTIES AND PROPERTIES
PREVIOUSLY DETERMINED ELIGIBLE (D.O.E.) FOR THE NATIONAL REGISTER**

- No. 8** **Buncombe County Bridge No. 216 (D.O.E. 1994)** **BN 2471**
Carries N.C. 191 (Brevard Road) over Hominy Creek, 0.4 mile north of junction with
Interstate 40
Buncombe County

Date of Construction

1935

Evaluation of Integrity and Eligibility (Plate 3) (Figure 6)

Bridge No. 216 over Hominy Creek is a closed spandrel, reinforced concrete, arch bridge that has two main spans, each measuring seventy-four feet, eight inches long, and reinforced concrete abutments. The bridge has restrained classical detailing reflected in its paneled spandrels and concrete balustrades. The reinforced concrete deck accommodated two lanes of traffic. The supports for Bridge Nos. 206 and 208, which carry Interstate 240 over N.C. 191, prevented the widening and upgrading of Bridge No. 216 to current standards.

During the 1994 environmental assessment for the relocation of N.C. 191 (T.I.P. No. U-2902), 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, reinforced 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 comprise only the structure itself and is limited to the footprint of the bridge and its abutments. The boundaries of the resource are depicted in **Figure 6**.

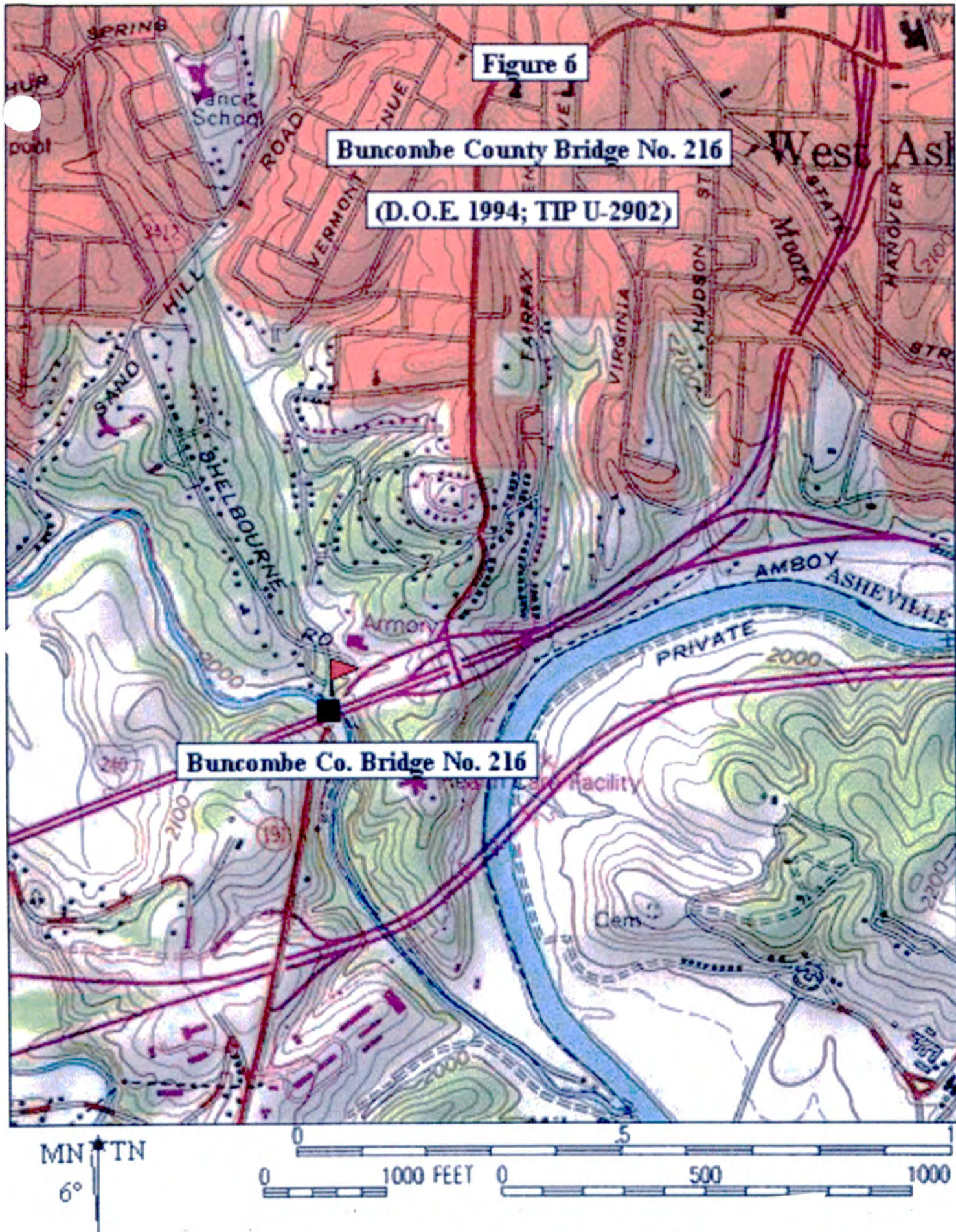




Plate 3. Buncombe County Bridge No. 216 (No. 8), Looking South.

No. 10 **Asheville School (N.R. 1996)**
Asheville School Road at S.R. 1404
Asheville, Buncombe County

BV1232

Evaluation of Integrity and Eligibility (Plates 4-5) (Figure 7)

Asheville School is listed in the National Register under Criteria A and C, and the property is significant in the areas of architecture, landscape architecture, and education. Founded by northern educators, Newton Anderson and Charles Mitchell, construction on the school began in 1900 and continued into subsequent decades. According to the National Register nomination, the purpose of Asheville School was to educate young men in the classics and the manual arts and to promote the physical and spiritual growth of each individual. To accomplish these goals, the founders selected a site that was away from the distractions of a city and that contained sufficient grounds for sporting events and other physical activities. The campus encompasses approximately 276 acres of the original 379 acres and consists of a complex of academic buildings and surrounding grounds of athletic fields, woods, and a lake bed.

The handsome, tree-shaded campus features fine examples of the Tudor Revival, Gothic Revival, Art Deco, and Arts & Crafts styles. Arranged informally in a park-like setting, the principal buildings include the Tudor Revival Anderson Hall and Mitchell Hall, the Art Deco-style Boyd Chapel, and the Gothic-inspired Memorial Dining Hall. A collection of well-preserved faculty cottages have Tudor Revival traits. The school hired architects, builders, and landscape designers of local and national prominence including architect Thomas Hibben of Indianapolis, Indiana, who designed Boyd Hall, and Asheville architect, Anthony Lord, whose work at the school included Memorial Hall. Much of the construction was executed by renowned local craftsmen employed at the nearby Biltmore Estate, and early landscaping was designed by C.D. Beadle of Biltmore.

Asheville School remains little changed since its listing in the National Register in 1996, and the school remains eligible under the nominated criteria. The present report concurs with the National Register boundaries which are shown on **Figure 7**.

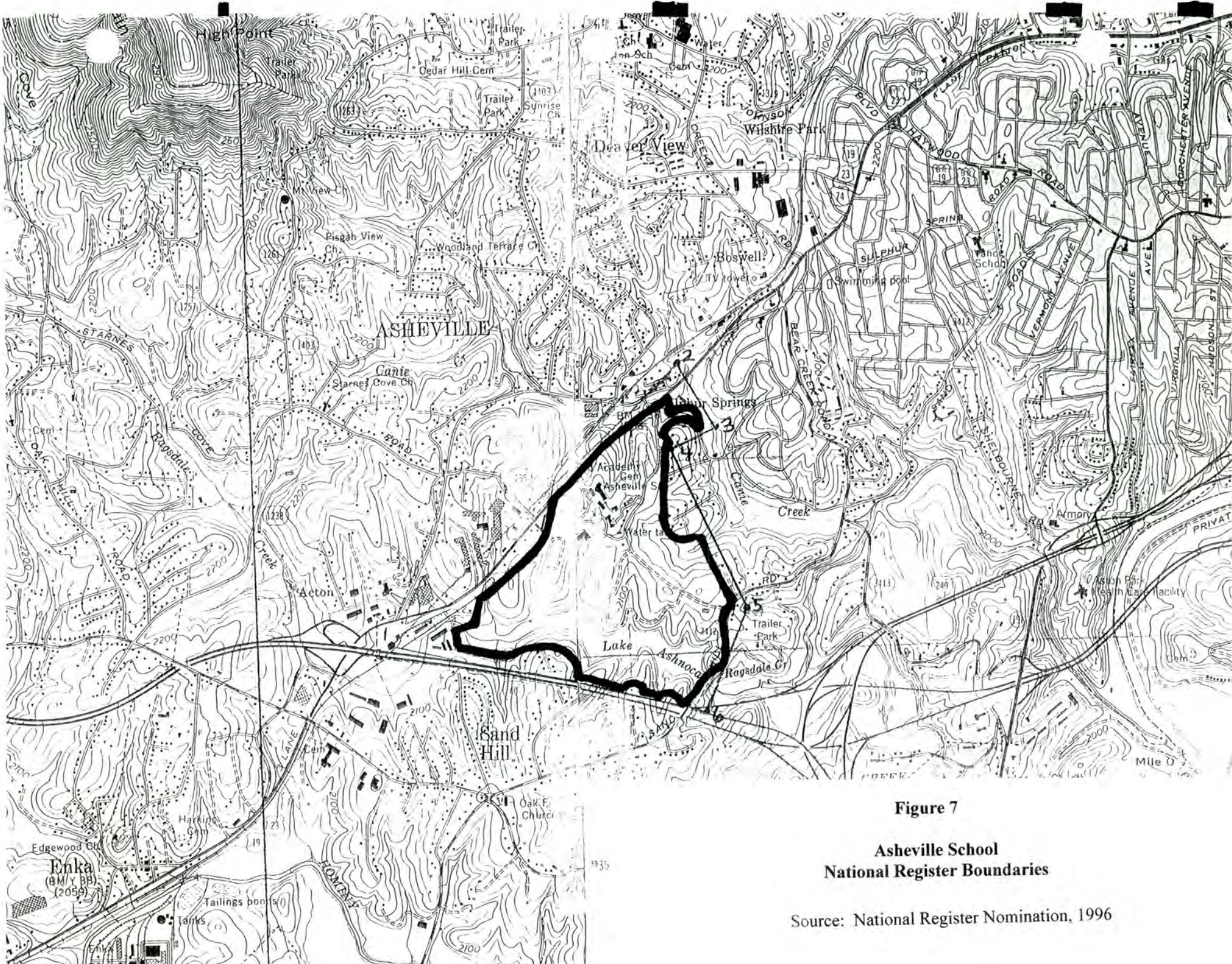


Figure 7

**Asheville School
National Register Boundaries**

Source: National Register Nomination, 1996



Plate 4. Asheville School (No. 10), Main Campus, Looking North.



Plate 5. Asheville School (No. 10), Grounds, Looking South.

No. 72 **Friendly Grocery Store (D.O.E. 1999)**
503-505 Haywood Road
Asheville, Buncombe County

BN 2200

Date of Construction

ca. 1917

Evaluation of Integrity and Eligibility (Plates 6-7) (Figure 8)

The Friendly Grocery Store is sited on the north side of Haywood Road, the commercial thoroughfare of West Asheville, just 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.

The 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 two stores on the ground level feature 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.

The 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 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).

As a result of the 1999 historic resources evaluations for the I-2513 project, the Friendly Grocery Store was determined eligible for the National Register under Criterion A for commerce and under Criterion C for architecture. 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 Friendly Grocery Store building also illustrates the types of neighborhood businesses built during the interwar period.

This substantial, cast stone building also exemplifies the popularity of concrete for commercial designs during 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 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 present study concurs with the 1999 D.O.E. for the Friendly Grocery Store. Depicted in **Figure 8**, the National Register boundaries conform to the tax parcel on which the property sits.

Figure 8

Friendly Grocery Store Building (D.O.E. 1999; T.I.P. No. I-2513)
National Register Boundaries

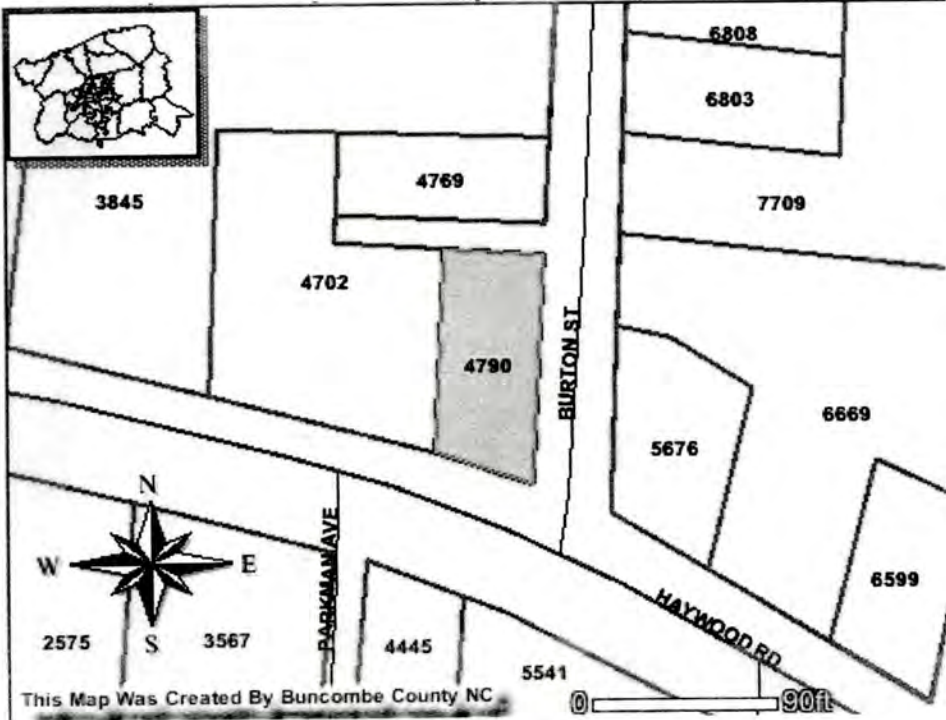




Plate 6. Friendly Grocery Store (No. 72), Looking Northwest.



Plate 7. Friendly Grocery Store (No. 72), Side (East) Elevation, Looking West.

No. 128 C.G. Worley House (D.O.E. 1999)
1 Worley Place
Asheville, Buncombe County

BN 1249

Date of Construction

ca. 1875; 1898

Evaluation of Integrity and Eligibility (Plates 8-10) (Figure 9)

The C.G. Worley House occupies a wooded, hilltop setting defined by Interstate 240 to the north and west, but the house faces the end of Worley Place which is reached from Westwood Place. The house sits on a roughly three acre parcel, and the tree-shaded setting retains much of its rural character. 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.

The Worley House appears to be the accretion of several late nineteenth century remodelings. The existing two story, frame, Queen Anne dwelling, with its irregular massing, resulted from a ca. 1898 addition to an earlier two story, single pile dwelling with a two story rear ell. The house now has a cross-gable roof, weatherboard siding, fieldstone foundation, and both one-over-one and two-over-two light, double hung windows. A wraparound porch is supported by paired Tuscan columns resting on fieldstone pedestals. Decorative features include boxed and molded eaves, with scrolled brackets, and flushboard gables with sawtooth edges and cut-out gable ornaments. The house retains its ca. 1898 Eastlake doors. A rear hyphen leads to an earlier one story, saddlebag house with rear ell 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 late nineteenth century adaptations and some early twentieth century modifications. The original I-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 a dogleg, turned post staircase with Eastlake newel and five panel doors. 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 doorway has wide, flat surrounds and horizontal panel doors, which appear to have been added ca. 1920. Both the simple post and lintel mantels of the original I-house and later Eastlake mantels and reeded door and window surrounds with bull's eye corner blocks survive in 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 room. The bedrooms upstairs retain their bull's eye corner blocks, reeded surrounds, and Queen Anne or Eastlake mantels.

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. 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. 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. The Worley house survives as one of the last nineteenth century farmhouses remaining in West Asheville. 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 (Swaim 1981: 186; Cope interview 1998).

In 1999, the C.G. Worley House was determined eligible for the National Register under Criterion C for architecture. Although somewhat altered, the house is a good example of late nineteenth century, picturesque 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, an area transformed into a streetcar suburb during the prosperous years of the early twentieth century. The large, tree-shaded setting enhances its significance.

The present study concurs with the 1999 D.O.E. for the C. G. Worley House. The National Register boundaries conform to the roughly three acre tax parcel on which the property sits. The National Register boundaries are depicted in **Figure 9**.

Figure 9

C.G. Worley House (D.O.E. 1999; T.I.P. No. I-2513)
National Register Boundaries

Scale- 1" = 400'

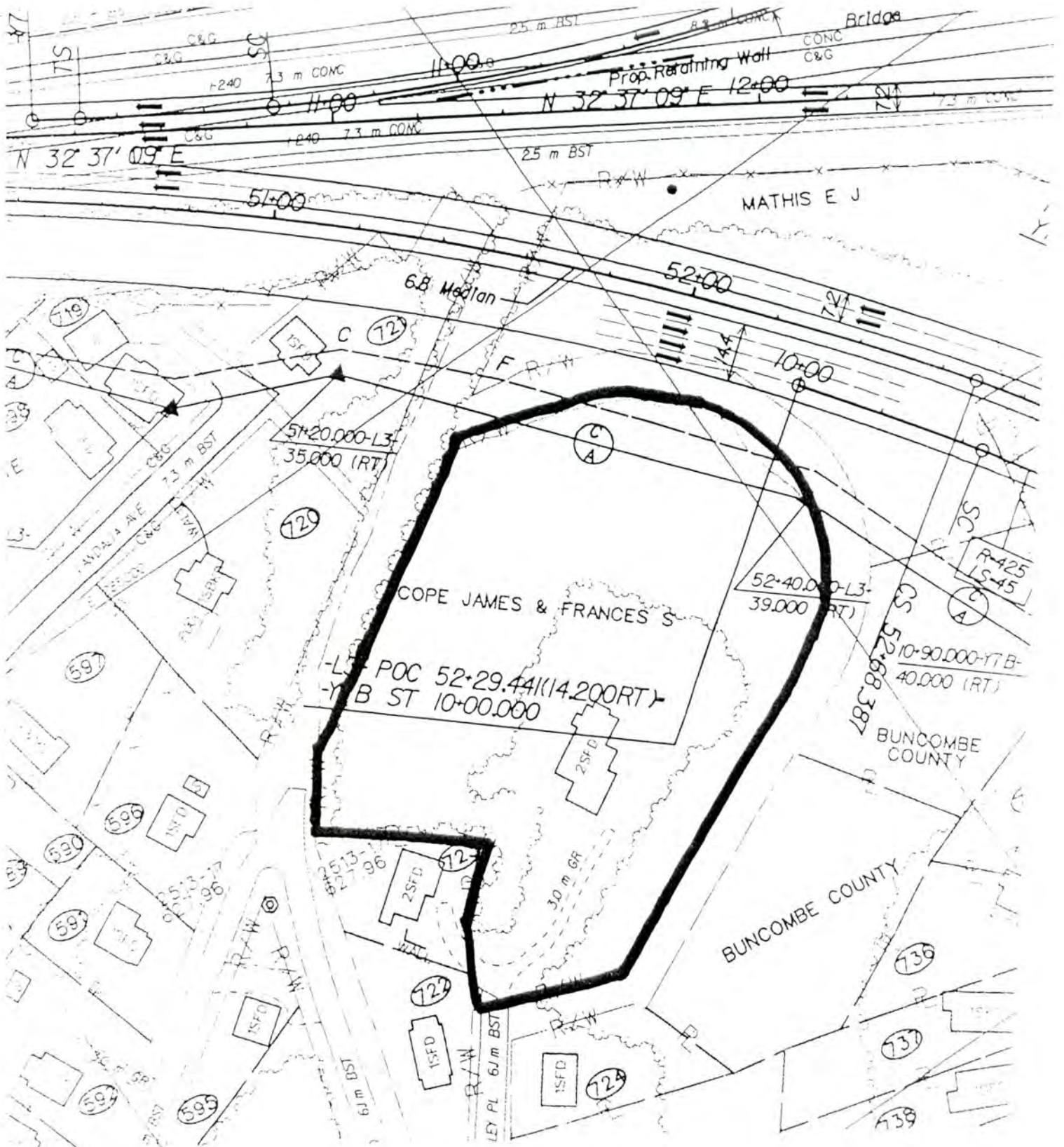




Plate 8. C.G. Worley House (No. 128), House and Setting, Looking North.



Plate 9. C.G. Worley House (No. 128), Façade, Looking North.



Plate 10. C.G. Worley House (No. 128), Gable Detail.

No. 134 Mrs. Minnie Alexander Cottage (N.R. 1989) BNO195
218 Patton Avenue
Asheville, Buncombe County

Evaluation of Integrity and Eligibility (Plates 11-12) (Figure 10)

The Mrs. Minnie Alexander Cottage was listed in the National Register under Criterion C for architecture as the work of master architect, Richard Sharp Smith. According to the National Register nomination, this dwelling “is an intact example of [Smith’s] hallmark residential architectural style. Designed in 1904 and built soon after, the two story house of pebbledash with heavy timber embellishments conveys the popular and identifiable ‘Old English’ vernacular style developed by Smith during his association with the Biltmore Estate Village in Asheville, North Carolina”. The Alexander Cottage remains well preserved and eligible for the National Register under Criterion C. The present report concurs with the nominated National Register boundaries defined by the house lot (approximately 0.1 acre). The National Register boundaries are shown on **Figure 10**.

Figure 10

Mrs. Minnie Alexander Cottage
National Register Boundaries

Scale-1"=120'

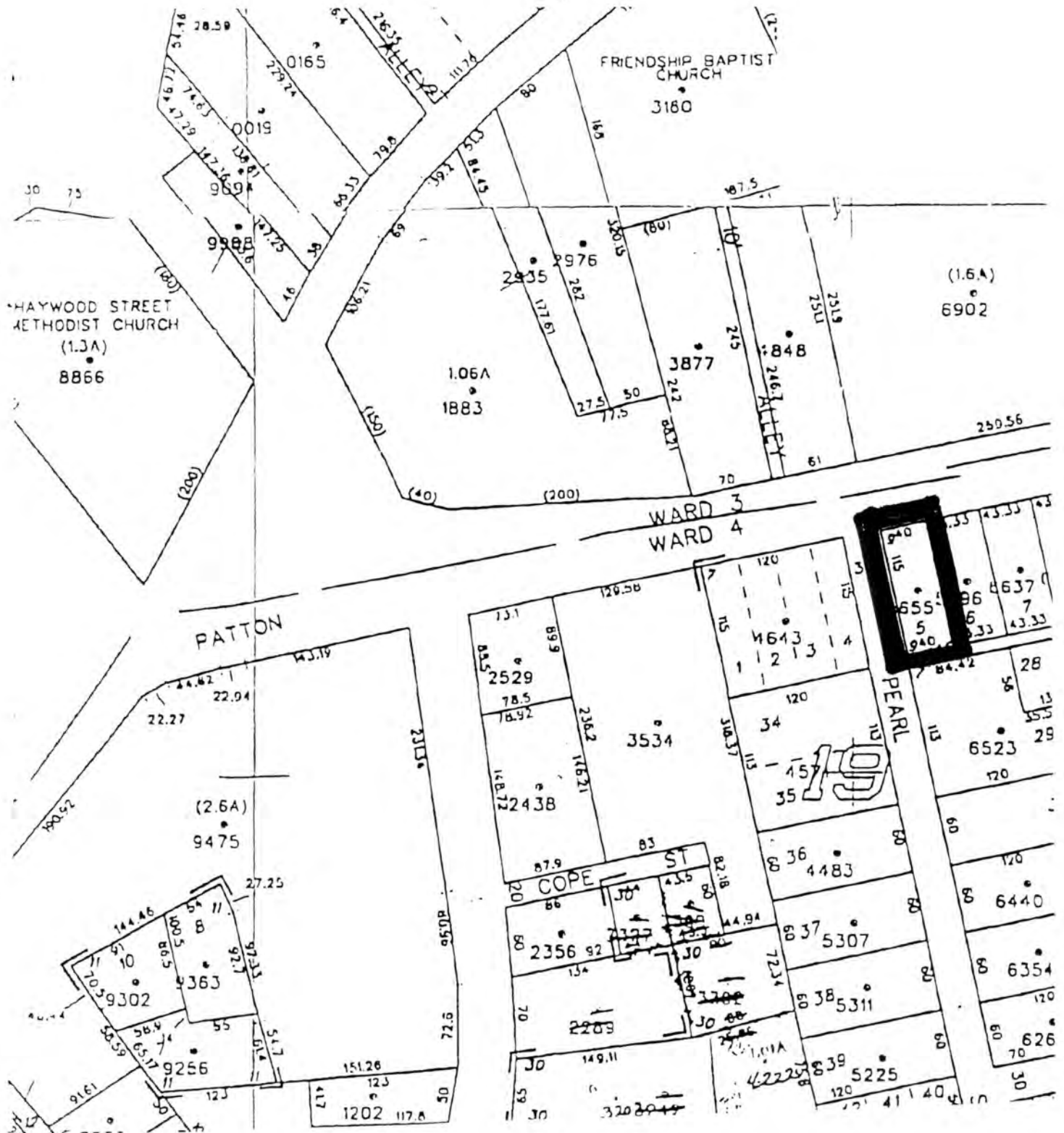




Plate 11. Mrs. Minnie Alexander Cottage (No. 134), Façade, Looking South.



Plate 12. Mrs. Minnie Alexander Cottage (No. 134), Side (West) Elevation.

No. 135 **Whiteford G. Smith House (N.R. 2005)** BN1829
263 Haywood Street
Asheville, Buncombe County

Evaluation of Integrity and Eligibility (Plates 13-15) (Figure 11)

The two story, frame Whiteford G. Smith is listed in the National Register under Criterion C for architecture. Built in 1904 by druggist Whiteford G. Smith, the house is a well preserved and especially flamboyant example of the Queen Anne style in Asheville. According to the National Register nomination, “It is one of only a small number of Queen Anne style houses in the city that retain late-nineteenth-century features such as an elaborate porch with turned and bracketed posts and pedimented entries, beaded weatherboards, and bracketed cornice. On the interior, notable details include wainscot with alternating flat and convex boards, Eastlake-influenced mantels with tile surrounds, door and window surrounds with corner blocks, and five-panel doors with original hardware” (Bowers 2003). The Smith House remains well preserved and eligible for the National Register for its architectural significance. The present report concurs with the nominated National Register boundaries defined by the tax parcel. The National Register boundaries are shown on **Figure 11**.

Figure 11

Whiteford G. Smith House
National Register Boundaries

Scale- 1" = 225'

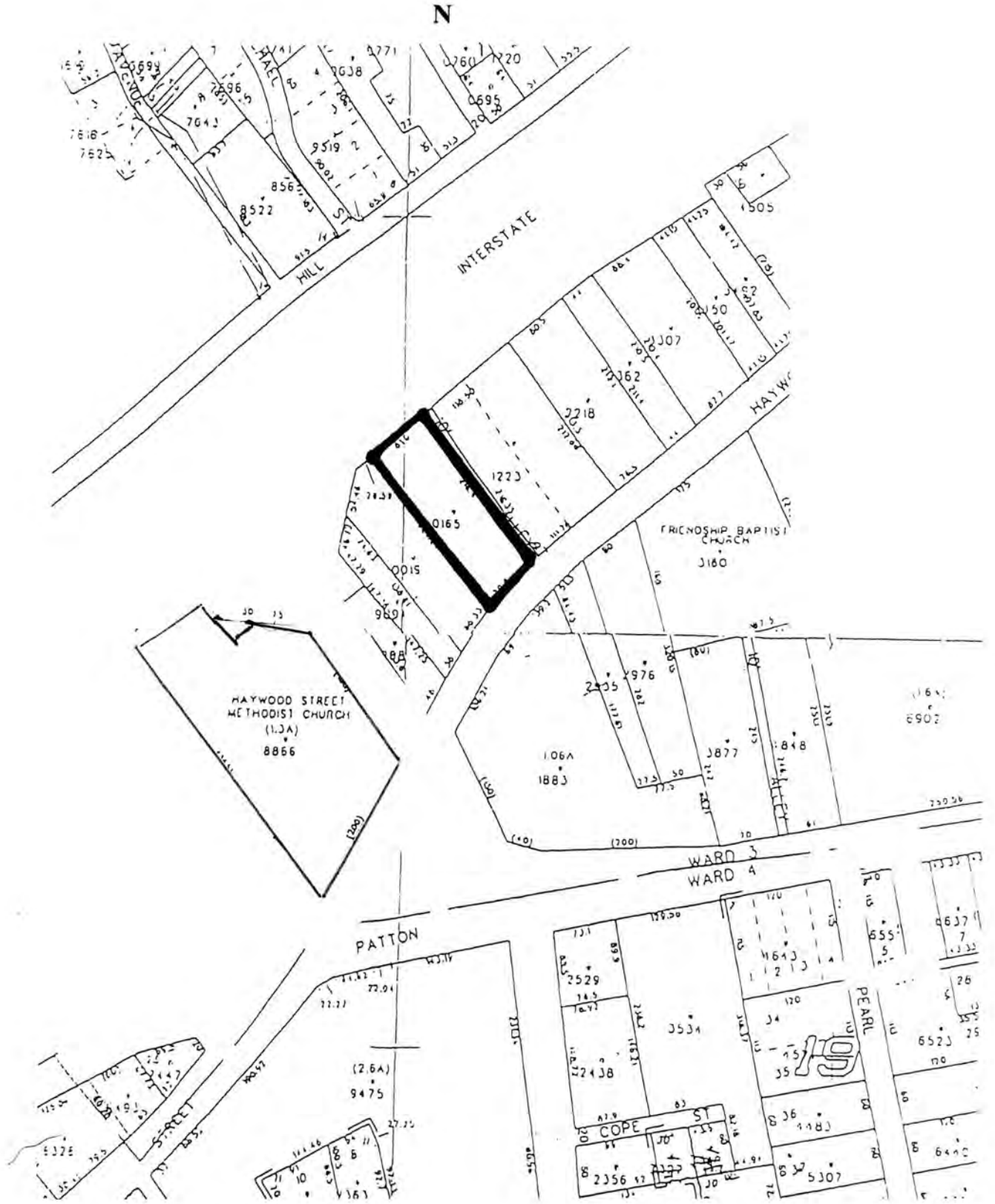




Plate 13. Whiteford G. Smith House (No. 135), House and Setting, Looking North.



Plate 14. Whiteford G. Smith House (No. 135), Façade, Looking North.



Plate 15. Whiteford G. Smith House (No. 135), Rear (North) Elevation, Looking South.

No. 139 **Montford Area Historic District (N.R. 1977)** / BN 0022
Montford Area Historic District Boundary Expansion (D.O.E. 1999) BN 2468

Montford Area Historic District: Evaluation of Integrity (Plates 16-20) (Figures 12-13)

According to the 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 states that the 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).

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.

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.

Montford Area Historic District Boundary Expansion (D.O.E. 1999): Evaluation of Integrity

The Montford Area Historic District boundary expansion includes the adjacent Montford Hills (S.L. 1993) and Hibritton Drive/Pearson Drive areas. 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.

Hibritton 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 Montford 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 Hibritton Drive/Pearson Drive area or the historic district as a whole.

Evaluation of Eligibility

The Montford Area Historic District boundary expansion, including Montford Hills and the adjacent Hibritton Drive/Pearson Drive area, was determined eligible under Criterion A for community planning and development and under Criterion C for architecture. The 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 well-preserved 1920s houses 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 Hibritton 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 Hibritton Street, but also, where necessary, follows property lines and the edges of clearings to encompass contributing houses.

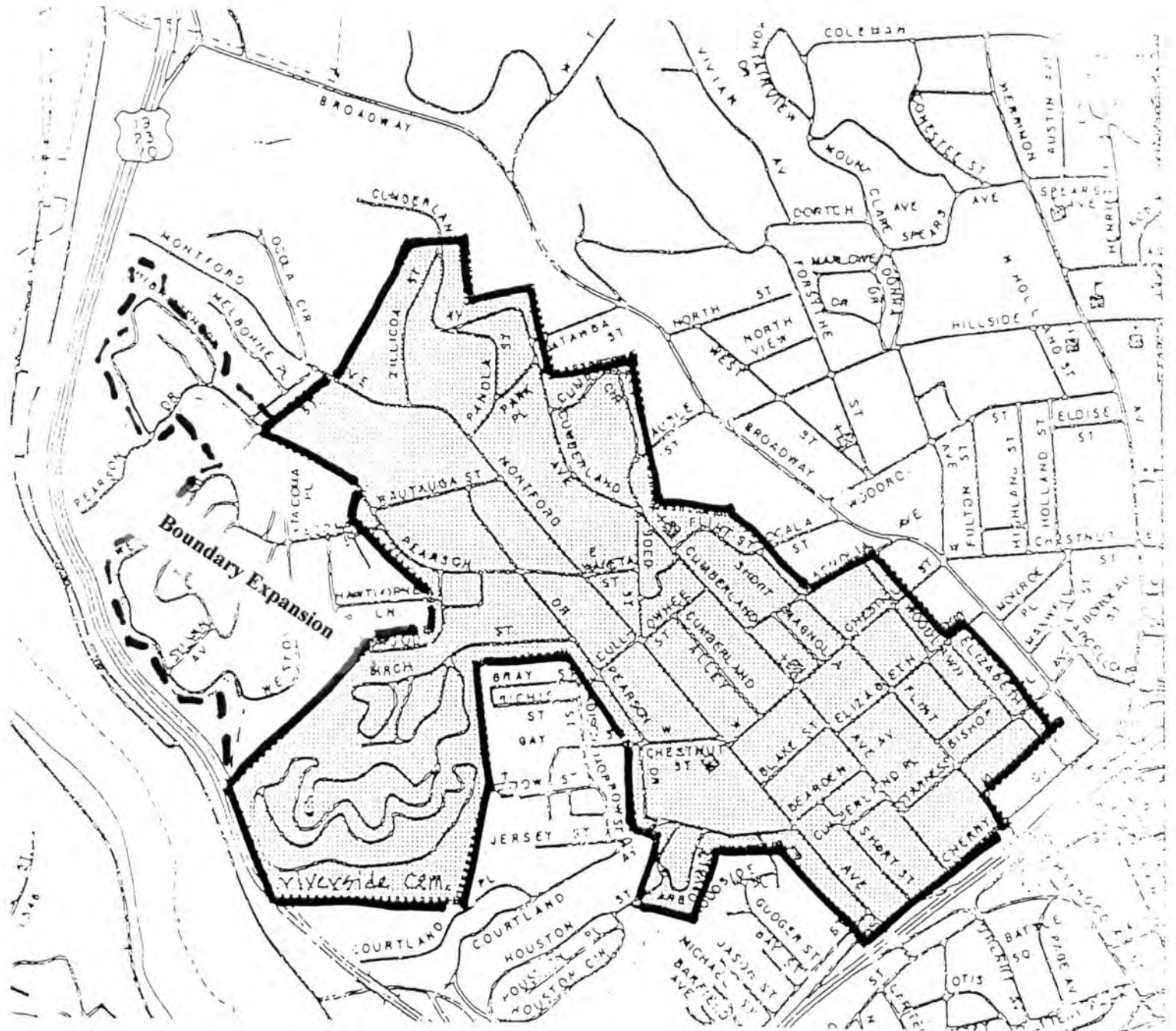
The boundary expansion excludes both Melborne and Klondyke streets to the north. These roadways are lined exclusively with modern residences. The boundary is also drawn to exclude the far west end of Pearson Drive, west of Santee Street. This area has several modern buildings and an extensively altered,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

The present study 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. The present report also concurs with the boundary expansion to the west and north (D.O.E. 1999). Both the Montford Hills neighborhood and the adjacent areas of Hibritten Drive and Pearson Drive remain well preserved and have not changed significantly since the 1999 study. The National Register boundaries for the existing historic district and the boundary expansion are depicted in **Figures 12-13**.

Figure 12

Montford Area Historic District
And Boundary Expansion (D.O.E. 1999; TIP I-2513)



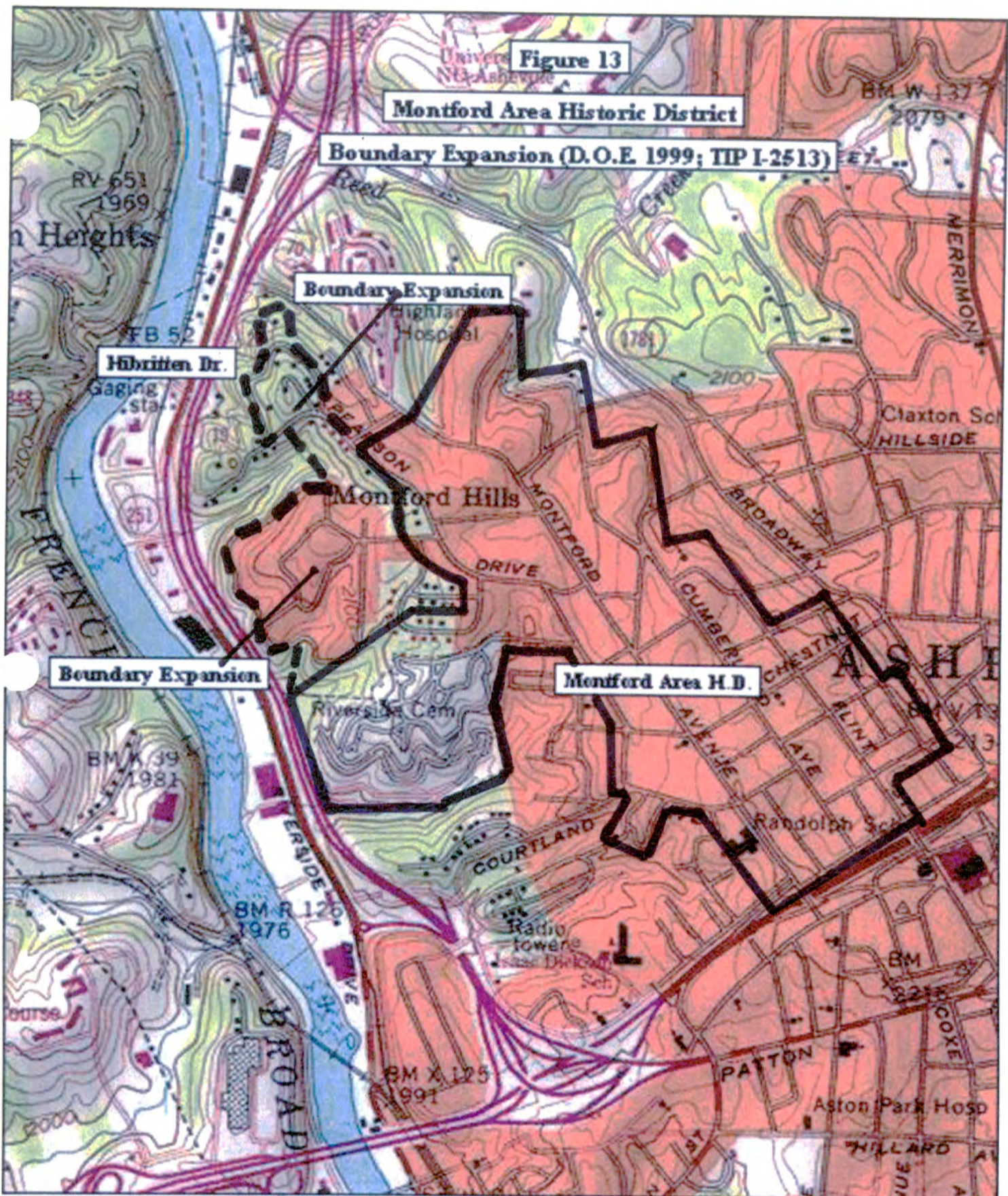


Figure 13

Montford Area Historic District

Boundary Expansion (D.O.E. 1999; TIP I-2513)

Boundary Expansion

Hibritten Dr.

Boundary Expansion

Montford Area H.D.

VN TN
6°

0 5 1 MILE
0 1000 FEET 0 500 1000 METERS



Plate 16. Montford Area Historic District (No. 139), Montford Drive Within National Register Historic District.



Plate 17. Montford Area Historic District and Boundary Expansion (No. 139), Houses on Montford Drive in National Register Historic District.



Plate 18. Montford Area Historic District and Boundary Expansion (No. 139), Houses at Tacoma and Westover within Boundary Expansion.



Plate 19. Montford Area Historic District and Boundary Expansion (No. 139), Houses at Tacoma and Westover within Boundary Expansion.



Plate 20. Montford Area Historic District and Boundary Expansion (No. 139),
House at Pearson and Hibritton within Boundary Expansion.

No. 151 Great Smoky Mountain Park Bridge (Bridge No. 100323) (D.O.E. 2003)
Carries Interstate 240/U.S. 19/U.S. 23 (Westbound) over the French Broad River
Asheville, Buncombe County

BN 2469

Date of Construction

1948-1950/alterd 1989

Evaluation of Integrity and Eligibility (Plates 21-22)

The Great Smoky Mountain Park Bridge is a seven span, continuous, steel, deck girder bridge with two tee beam approach spans at the east end and a pre-stressed concrete, box beam approach span at the west end. The steel deck span replaced the original concrete deck in 1989. As part of the deck replacement, concrete, safety shape parapets replaced the original pipe railings with concrete posts. However, the bridge retains its original main spans, eastern approach spans, piers, and abutments. The pier sidewalls feature original, vertically scored pilasters, panels with vertical scores and chevrons and other geometric patterns in the Art Moderne Style. The structure is 1,228 feet long and carries four lanes of westbound traffic on Interstate 240/U.S. 19/U.S. 23 over the French Broad River between Asheville and West Asheville.

As a result of the 2002-2003 statewide historic bridge inventory, the Great Smoky Mountain Park Bridge was determined individually eligible for the National Register. According to the Summary of Significance:

The Great Smoky Mountain Park Bridge was built in 1948-50 by the state highway commission to carry U.S. 19/U.S. 23 west of Asheville and to improve travel times between downtown Asheville and West Asheville. The name of the bridge was selected to associate the bridge with Asheville as a “gateway” to tourism and the Great Smoky Mountain National Park. It was one of the commission’s earliest urban bridge projects in the post-World War II period. Due to restrictions in federal and state funding formulae, most of the commission’s pre-war work had been limited to rural settings. When built, the bridge was one of the longest applications of continuous design principles yet attempted by the state bridge unit and thus represented a relatively complex technological challenge for the unit’s in-house engineers. The bridge is a historically and technologically significant example of the work of the state highway commission and its bridge unit in the postwar period (Criterion C) (Lichtenstein Consulting Engineers 2003).

The present study concurs with the 2003 D.O.E. for the Great Smoky Mountain Park Bridge. The proposed National Register boundaries are limited to the superstructure and substructure of the bridge, and are depicted in **Figure 14**.

Figure 14
Great Smoky Mountain Park Bridge
D.O.E. Boundaries

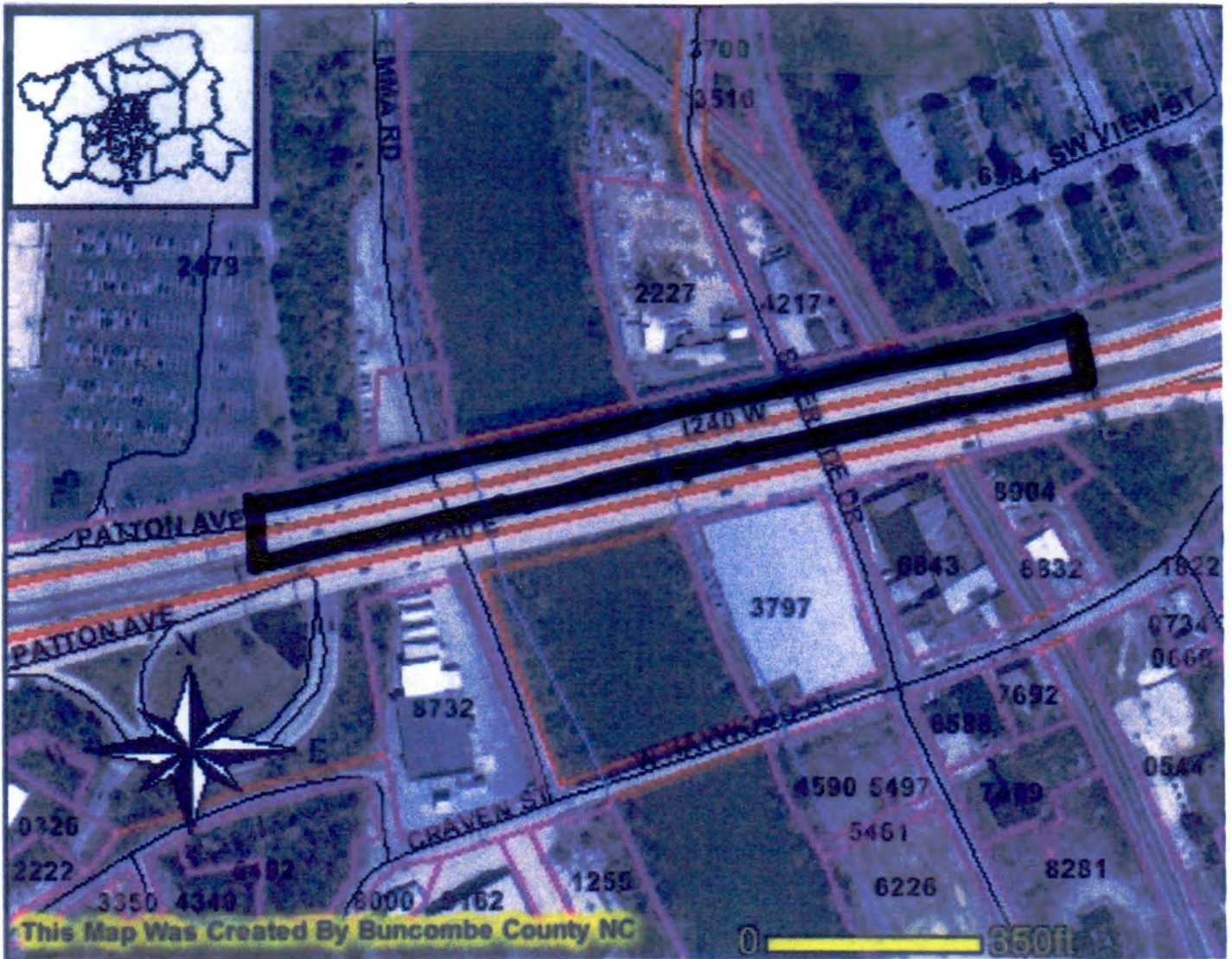




Plate 21. Great Smoky Mountain Park Bridge (No. 151), Looking West.



Plate 22. Great Smoky Mountain Park Bridge (No. 151), North Elevation Showing Architectural Details.

**PROPERTIES EVALUATED INTENSIVELY AND
CONSIDERED ELIGIBLE FOR THE NATIONAL REGISTER**

- No. 87** **East Haywood Road Commercial Historic District (S.L. 2005)** EN 1839
North and south sides, Haywood Road, between Argyle Street and Westwood Place
Asheville, Buncombe County

Dates of Construction
ca. 1914-1953

Physical Description and Evaluation of Integrity (Plates 23-26)(Figures 15-16)

The spine of the West Asheville commercial 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.

Dating from the first World War to the early 1950s, this intact commercial district includes both contiguous and free-standing, one and two story, brick 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 include a two story, brick fire station/city hall (1922) with bold, Mission Revival ornamentation, a recessed vehicular entrance and upper story balcony, and white stone round arches. Built in 1927, the 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, Neoclassical detailing executed in stone. 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.

The west end of the historic district is defined by the 1953 Charles B. Aycock School, sited between I-240 and Aycock Street. With its unadorned walls of brick and glass and intersecting flat roofed units designating classrooms and a center gymnasium, this one story facility is a well-preserved expression of the modernistic public schools built nationwide after World War II. The building is distinguished by the zig-zag configuration of the east elevation that allowed for banks of windows in the projecting classroom bays.

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. With public transportation, the pace of commercial development was rapid, and by 1917 the area encompassed by the East Haywood Road Commercial Historic District had begun to take shape as the principal business zone of West Asheville (Sanborn Map Company 1917).

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. 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 transport. 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 the new development many older buildings were remodeled or demolished for parking. As a result, 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 remain to illustrate these patterns (Swaim 1981: 44; Sanborn Map Company 1925).

Evaluation of Eligibility

The East Haywood Road Commercial Historic District was added to the Study List in 2005 and is recommended as eligible for the National Register under Criterion A for commerce and under Criterion C for architecture. Situated along the streetcar route at the junction of two major roads, the historic district encompasses the principal commercial district of West Asheville that emerged after World War I. The intersection provided a convenient location for the retail businesses, municipal services, and neighborhood banks that served the suburbs which lay north and south of Haywood Road. However, since World War II, automobile-oriented strip development has obscured the clustered development of such older, streetcar-oriented business districts, making 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-1956 construction, vacant lots, and highly remodeled buildings. The East Haywood Road 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 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.

Boundary Description and Justification

The proposed historic district encompasses the most intact concentration of resources associated with the development of the East Haywood Road commercial core between World War I and the early 1950s. The district boundaries are defined by Interstate 240 to 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 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 16**.

Figure 15

East Haywood Road Commercial Historic District
Site Plan



Figure 16

East Haywood Road Commercial Historic District
Proposed National Register Boundaries

Scale-1" = 200'

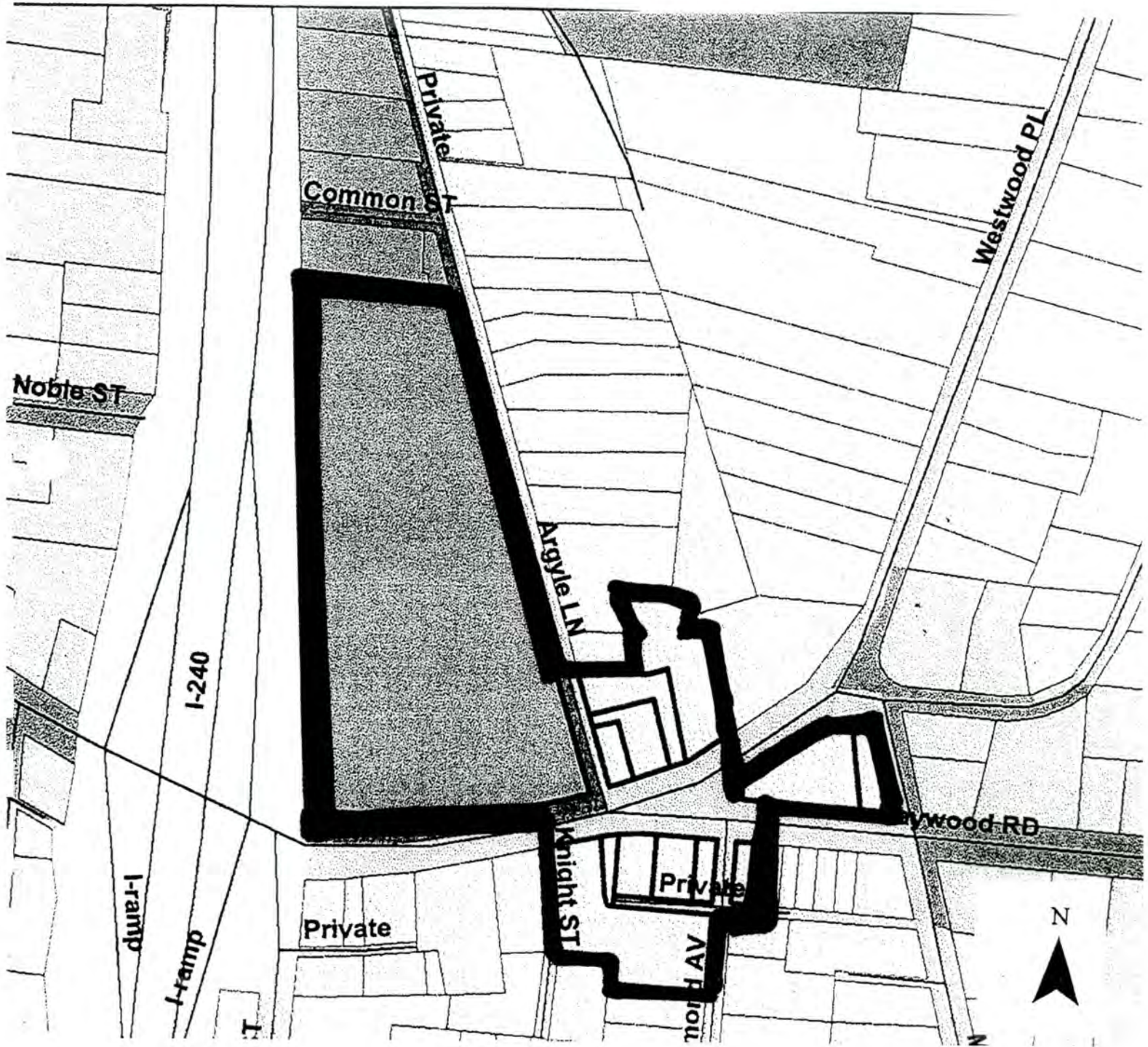




Plate 23. East Haywood Road Commercial Historic District (No. 87), Looking Southeast Along Haywood Road.



Plate 24. East Haywood Road Commercial Historic District (No. 87), Looking Northeast Along Haywood Road.



Plate 25. East Haywood Road Commercial Historic District (No. 87), Looking West Along Haywood Road, Fire Station and Aycock School in Right Background.



Plate 26. East Haywood Road Commercial Historic District (No. 87), Charles B. Aycock School, Looking Northwest.

No. 136 Haywood Street United Methodist Church BU 2212
297 Haywood Street
Asheville, Buncombe County

Date of Construction

1891; 1917 and 1967 rear additions

Physical Description and Evaluation of Integrity (Plates 27-28) (Figures 17-18)

Constructed in 1891 and expanded in 1917 and 1967, Haywood Street United Methodist Church reflects the Romanesque Revival style in form and exterior details. The 1891 section has a front gable main block with flanking towers of unequal heights. The taller, pyramidal roofed tower on the west side has bracketed eaves and an open belfry. The 1891 section features rounded arched windows and doorways capped by brick soldier courses. Brick corbelling and raised brick arches and pilasters decorate the exterior. The windows on the main and upper levels have opalescent stained glass and cast-concrete sills. The lower level windows on the west elevation have segmental arches and later glass block which was probably installed during the construction of the 1917 addition. In recent years, the main arched entrance has been enclosed with a metal-framed, glazed doorway, presumably to mitigate nearby traffic noise. The simpler, brick 1917 rear addition has a hip roof with exposed rafters and square sash windows. The 1967 brick wing has a flat roof and multiple light windows. The principal investigators did not gain access to the interior although the interior of the 1891 section is reported to have been remodeled in 1917 when the first rear addition was constructed. Little has changed since that date, and the 1917 addition is well preserved (John Horton Interview 2001).

Historical Background

Built in 1891, Haywood Street United Methodist Church is among Asheville's oldest surviving churches. The church was organized in 1887 when members of the Central Methodist Church, situated downtown, formed a sister church to serve the growing population around the west side of the city. By the late 1880s, growing industries along the railroad corridor and the French Broad River attracted residential development in the hillsides west of the center city. For example, the C.E. Graham Manufacturing Company, Asheville's major textile mill, was established along the railroad tracks in 1887, employing over 300 workers and drawing scores of new families to the city's west side. In 1890, the middle class Prospect Park subdivision was platted nearby. Originally known as Riverside Methodist Church, Haywood Street United Methodist was given its present name in 1891 when the existing building was erected on the Haywood Street site. Around the turn of the twentieth century, Haywood Street United Methodist organized a mission church on Avery Street near the cotton mill, but that church was destroyed during the great flooding of the French Broad River in 1916 (North Carolina Division of Archives and History, Western Office, Survey Files).

The church has undergone two major expansions. In 1917, the sanctuary was remodeled, and a two story, hip roofed educational wing was constructed to the rear. In 1967, a new educational wing was completed behind the 1917 addition. Haywood Street United Methodist Church remains active in the West End/Clingman Avenue neighborhood, serving approximately five hundred members (North Carolina Division of Archives and History, Western Office, Survey Files; *Asheville Citizen*, 25 September 1967).

Evaluation of Eligibility

Haywood Street United Methodist Church is recommended as eligible for the National Register under Criterion C for architecture and under Criteria Consideration A. The handsome church is a

rare and well-crafted example of the many neighborhood churches erected in Asheville during the late nineteenth and early twentieth centuries. In its attention to architectural detail and brick construction, this Romanesque Revival house of worship clearly reflects Asheville's finer neighborhood churches of the late nineteenth and early twentieth centuries (Swaim 1981: 164, 185).

Boundary Description and Justification

The recommended National Register boundaries are defined by the present tax parcel that encompasses the church and its parking lot. The proposed boundaries are shown on **Figure 18**.

Figure 17

Haywood Street United Methodist Church
Site Plan

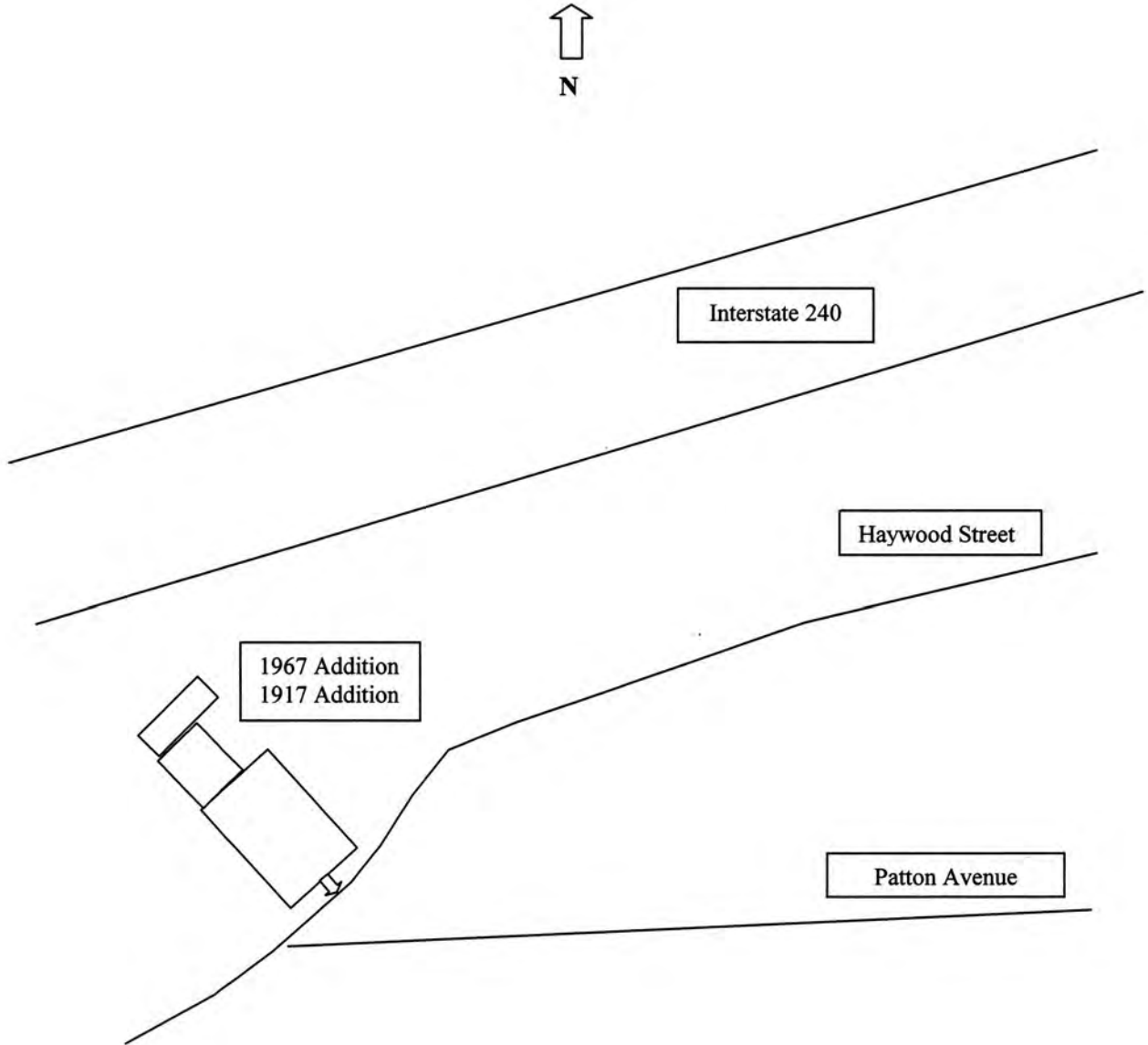


Figure 18

Haywood Street United Methodist Church
Proposed National Register Boundaries

Scale-1" = 225'

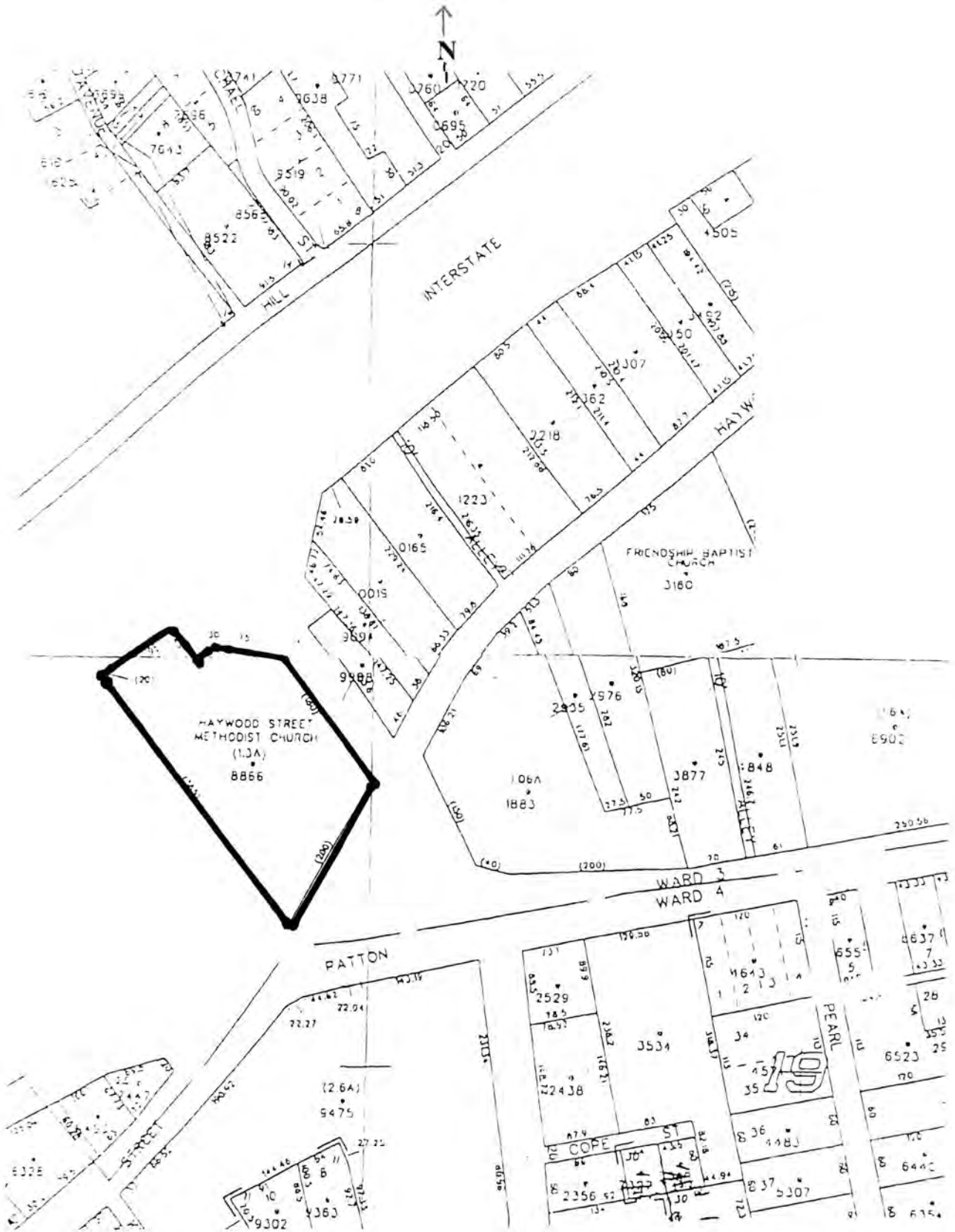




Plate 27. Haywood Street United Methodist Church (No. 136), Looking North.



Plate 28. Haywood Street United Methodist Church (No. 136), Main Elevation.

No. 147 **Freeman House** BN 2470
516 Westwood Place
Asheville, Buncombe County

Date of Construction

ca. 1900

Physical Description and Evaluation of Integrity (Plates 29-34) (Figures 19-20)

The Freeman House occupies a rise of land on the west side of the French Broad River. Although the large Westgate Shopping Center stands to the south, and a small cluster of later dwellings are located nearby, the original tree-shaded setting overlooking the French Broad persists. The house remains well preserved with its original, rambling Queen Anne-inspired form and details intact. One story tall with weatherboard siding, the dwelling is capped by a hip roof with projecting cross gables. Wood shingles embellish the gables. Facing northeast toward the river, the house has a hip roofed, wraparound porch with heavy, chamfered and bracketed posts and a balustrade. This porch shelters the main entrance which is flanked by sidelights. A matching porch (without balustrade) is located on the southeast side. The house has both single and paired six-over-six light, double hung windows. Sited near the top of a hill, the house rests on a raised stone basement that is punctuated by windows and an entrance on the west side. The principal investigators did not gain access to the interior.

Historical Background

Little is currently known about the history of the Freeman House. As with the C.G. Worley House (D.O.E. 1999) within the A.P.E., the ca. 1900 Freeman house was the centerpiece of a farm along the west side of the French Broad River. Both the Freeman and Worley houses are located along Westwood Place which was one of the main roads through West Asheville and part of the nineteenth century route to Waynesville. By the 1890s, many of the farms in this area were subdivided for residential development, and with the boom years of the early twentieth century and the introduction of streetcar service, much of the rural character of the area was lost. The Freeman House remains as one of the last farmhouses in West Asheville (Swaim 1981: 186).

Evaluation of Eligibility

The Freeman House is recommended for National Register eligibility under Criterion C for architecture. The house is a well-preserved example of the restrained, Queen Anne farmhouses that appeared around the rural outskirts of Asheville during the 1890s and early 1900s. The property is among the last remaining farmhouses in West Asheville which was transformed into a streetcar suburb during the prosperous years of the early twentieth century. The tree-shaded, hill-top setting enhances its significance.

Boundary Description and Justification

The recommended National Register boundaries conform to the present tax parcel that encompasses the house and its tree-shaded setting. The proposed boundaries are shown on **Figure 20**.

Figure 19

Freeman House
Site Plan
(Not to Scale)

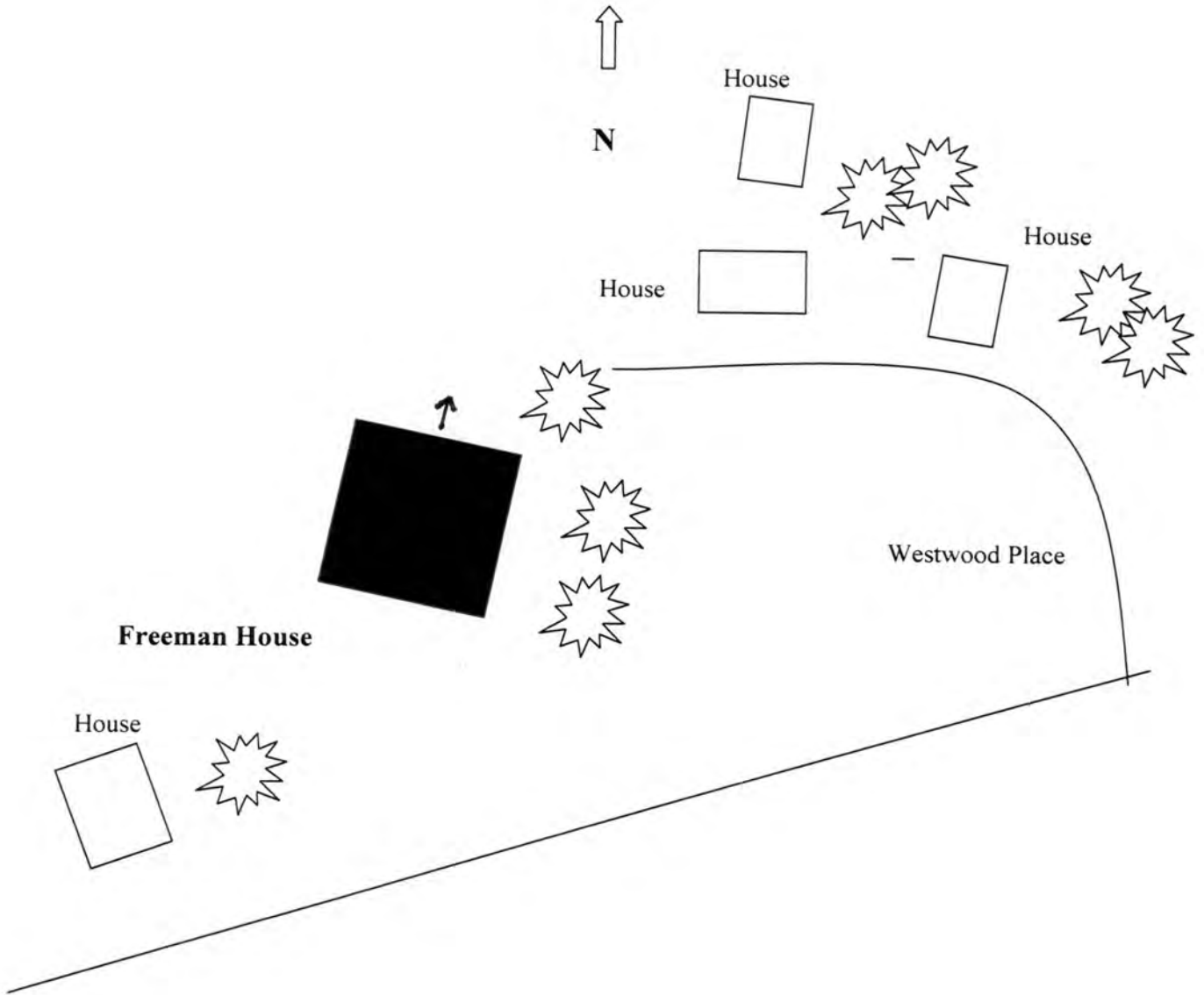


Figure 20

Freeman House
Proposed National Register Boundaries

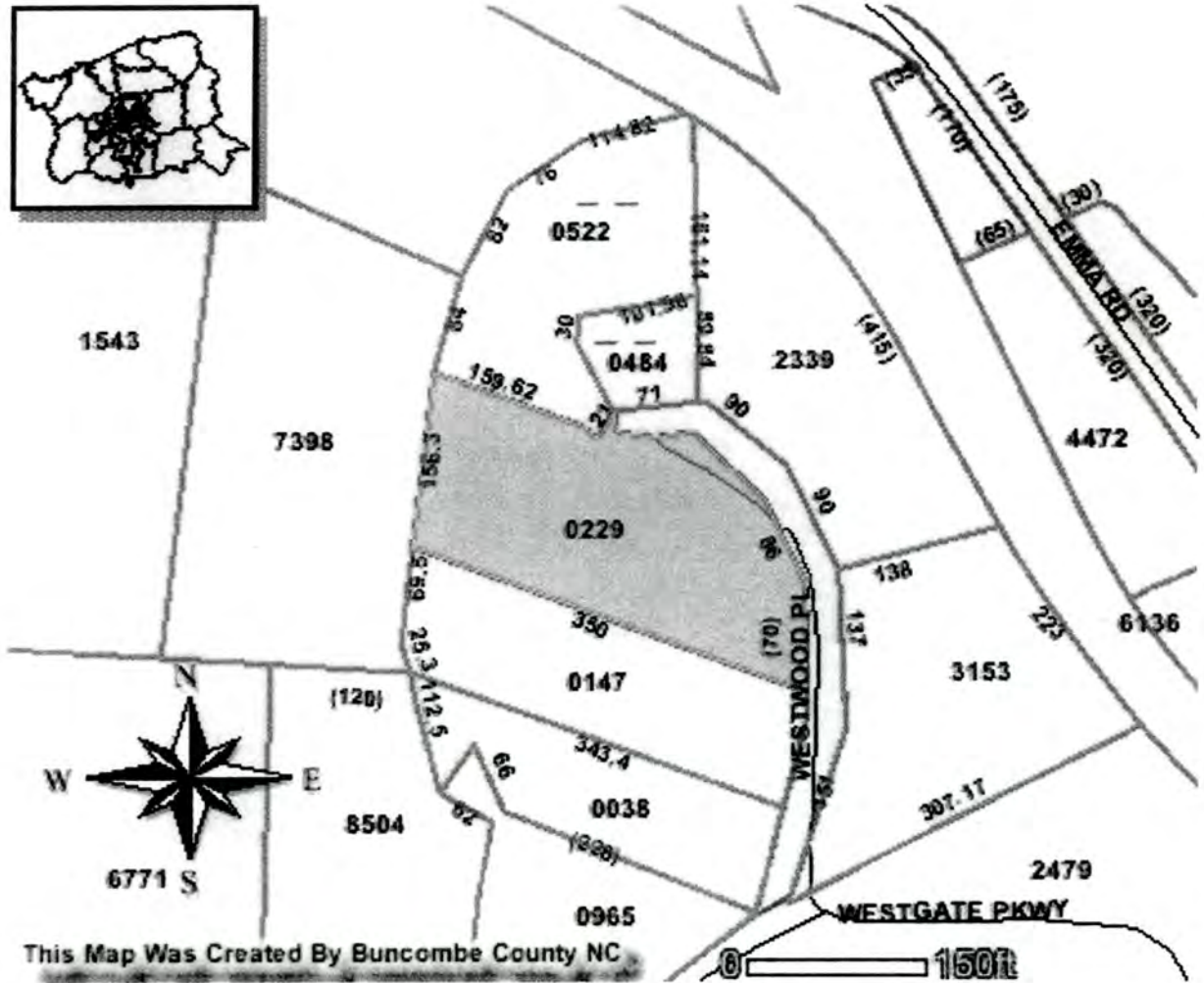




Plate 29. Freeman House (No. 147), House and Setting, Looking Southwest.



Plate 30. Freeman House (No. 147), Façade and Side (West) Elevation, Looking South.



Plate 31. Freeman House (No. 147), Side (West) Elevation, Looking East.



Plate 32. Freeman House (No. 147), Porch and Entrance Detail.



Plate 33. Freeman House (No. 147), Rear Porch and Side (East) Elevation, Looking North.



Plate 34. Freeman House (No. 147), East Elevation, Looking West.

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APPENDIX A:

**Concurrence Form
Inventory List
Resource Photographs
Area of Potential Effects Maps**

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

Project Description: Proposed I-26 connector in Asheville

On 02/28/2006, representatives of the

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

Reviewed the subject project at

- Scoping meeting
- Historic architectural resources photograph review session/consultation
- Other

All parties present agreed

- 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 Criteria Consideration G within the project's area of potential effects.
- There are properties over fifty years old within the project's Area of Potential Effects (APE), but based on the historical information available and the photographs of each property, the property identified as 2-7, 9, 11-71, 73-86, 88-127, 129-133, 137 & 138, is considered not eligible for the National Register and no further evaluation of it is necessary. 140-146, 148-150
- There are no National Register-listed or Study Listed properties within the project's area of potential effects.
- All properties greater than 50 years of age located in the APE have been considered at this consultation, and based upon the above concurrence, all compliance for historic architecture with Section 106 of the National Historic Preservation Act and GS 121-12(a) has been completed for this project.
- There are no historic properties affected by this project. (Attach any notes or documents as needed)

Signed:

Mary Pope
Representative, NCDOT

2/28/2006
Date

FHWA, for the Division Administrator, or other Federal Agency

Date

Samuel J. [Signature]
Representative, HPO

2/28/06
Date

Peter B. Sandbush
State Historic Preservation Officer

2/28/06
Date

If a survey report is prepared, a final copy of this form and the attached list will be included.

Properties to be eval. in report #1, 8, 10, 72, 87, 128, 134, 135, 136, 139, 147

**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	<p>Now in poor condition, 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.</p> <p>Determined ineligible, N.C. 191 (T.I.P. No. U-2902).</p>
3.	✓ House Bear Creek Road	<p>Three bay, double pile cottage with hip roof, shingled siding, two-over-two windows, hip roofed dormer, and a porch with box piers.</p> <p>Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).</p>
4.	✓ House 86 Bear Creek Road	<p>Clipped side gable bungalow with German siding, replacement one-over-one windows, and a clipped front gable porch with replacement piers.</p> <p>Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).</p>
5.	✓ House Bear Creek Road	<p>Clipped side gable bungalow with fieldstone chimney, bay window, vinyl siding, replacement one-over-one windows, and a clipped front gable porch with replacement porch piers.</p> <p>Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).</p>
6.	✓ House Bear Creek Road	<p>Front gable, vinyl sided bungalow with hip roofed porch and replacement one-over-one windows.</p> <p>Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).</p>
7.	✓ House Bear Creek Road	<p>Side gable bungalow with German siding, three-over-one windows, front gable entry porch, and side wing with inset porch.</p>

- Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
9. ✓ House
789 Sand Hill Road
- One story, side gable cottage (ca. 1940) with a fieldstone exterior and four-over-one windows; stonework accents the doorways and windows; a. 1940 stone garage stands west of the house; property lacks architectural or historical significance.
11. ✓ House
Hazelnut Road
- A modest, side gable dwelling with a concrete block foundation, asbestos siding, and a shed roofed porch with new piers; house has both four-over-one and replacement one-over-one windows; property lacks architectural or historical significance.
12. ✓ Drake House
Brevard Road
- 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.
- Determined ineligible, N.C. 191 (T.I.P. No. U-2902).
13. ✓ House
19 Brotherton Avenue
- Front gable bungalow with German siding, replacement windows, and a gable roofed porch supported by iron posts.
- Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
14. ✓ House
17 Brotherton Avenue
- Front gable bungalow with German siding, four-over-one windows, knee brackets, and an engaged porch supported by box piers.
- Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
15. ✓ House
77 Virginia Avenue
- This altered, front gable bungalow has vinyl siding, replacement one-over-one windows, and a shed roofed porch supported by replacement metal posts.
- Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).

16. ✓ House
76 Virginia Avenue
Front gable bungalow with inset porch, replacement porch posts, German siding, concrete block foundation, four-over-one windows, and replacement door.

Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
17. ✓ House
10 Virginia Avenue
Hip roofed cottage with projecting front gable ell, asbestos siding, two-over-two windows, and replacement porch posts.

Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
18. ✓ House
61 Virginia Avenue
Front gable bungalow with front ell, wraparound porch, asbestos siding, and four-over-one windows; porch has battered piers on brick pedestals.

Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
19. ✓ House
65 Virginia Avenue
Side gable bungalow with screened porch, center dormer, replacement one-over-one windows, and vinyl siding.

Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
20. ✓ House
30 Stewart Street
Double pile, hip roofed cottage with front gable dormer, vinyl siding, shed roofed porch with box piers and brackets, replacement one-over-one windows, and two side wing additions.

Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
21. ✓ House
38 Stewart Street
Brick, front gable bungalow with hipped porch supported by battered piers on brick pedestals and four-over-one windows.

Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
22. ✓ House
209 State Street
Front gable bungalow with front gable porch, replacement siding, four-over-one windows, and wrought iron porch posts.

- Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
23. ✓ House
200 Block, State Street
Front gable bungalow with shingled siding, two-over-two windows, and replacement porch posts.
Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
24. ✓ House
Hanover Street
Front gable bungalow with German siding, four-over-one windows, and front gable porch supported by battered piers on brick pedestals.
Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
25. ✓ House
Hanover Street
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.
Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
26. ✓ House
Hanover Street
One story, hip roofed cottage with front gable dormer, asbestos siding, engaged porch with box piers, and two-over-two windows.
Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
27. ✓ House
Hanover Street
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.
Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
28. ✓ House
Hanover Street
Intact, front gable bungalow with front gable porch supported by battered piers resting on 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.
Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).

29. ✓ House
Hanover Street
- Altered side gable bungalow with vinyl siding, four-over-one windows, and concrete block foundation; engaged porch has replacement posts and railing.
- Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
30. ✓ House
Hanover Street
- Front gable bungalow with front gable porch supported by replacement posts, German siding, and four-over-one windows.
- Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
31. ✓ House
Hanover Street
- Altered front gable bungalow with vinyl siding, replacement porch, and replacement one-over-one windows.
- Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
32. ✓ House
Hanover Street
- Altered hip roofed cottage with multiple gables, a low, hip roofed porch, vinyl siding, replacement six-over-six windows, and a cast stone foundation; replacement porch has an enclosed end bay.
- Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
33. ✓ House
97 Hanover Street
- Altered side gable bungalow with vinyl siding, four-over-one windows, and enclosed porch.
- Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
34. ✓ House
95 Hanover Street
- Altered, hip roofed cottage with L-shaped plan, vinyl siding, replacement one-over-one windows, and replacement wrought iron porch posts.
- Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
35. ✓ House
93 Hanover Street
- 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.

- Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
36. ✓ House
91 Hanover Street
- 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.
- Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
37. ✓ House
88 Hanover Street
- Brick, front gable bungalow with replacement one-over-one windows, and a partially enclosed porch with brick piers and skirt;
- Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
38. ✓ House
Hanover Street
- Hip roofed bungalow with vinyl siding, a partially enclosed porch supported by vinyl piers and skirt; and replacement windows.
- Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
39. ✓ House and Guest House
Hanover Street
- 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; two story, two unit, asbestos sided guest house stands behind main house; guest house has both two-over-two and six-over-six windows and a staircase leading to upper apartment.
- Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
40. ✓ House
126 Montana Avenue
- Double pile, hip roofed cottage with weatherboard siding, two-over-two windows, and a hip roofed porch supported by box piers.
- Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
41. ✓ House
121 Montana Avenue
- Front gable bungalow with front gable ell, inset porch supported by brick piers, four-over-one windows, vinyl siding, and an added picture window.

42. ✓ House
60 Hanover Street
- Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
- 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.
- Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
43. ✓ House
54 Hanover Street
- Front gable bungalow with irregular, cross gable massing, asbestos siding, four-over-one windows, knee brackets, and a wraparound porch supported by box piers.
- Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
44. ✓ House
50 Hanover Street
- 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.
- Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
45. ✓ House *Pennsylvania*
140 Hanover Street
- 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.
- Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
46. ✓ House
Hanover Street
- Altered, side gable bungalow with asbestos siding, raised basement, four-over-one windows, and an engaged porch supported by battered piers on brick pedestals.
- Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
47. ✓ House
Hanover Street
- Hip roofed cottage with hip roofed dormer, engaged porch, German siding, and four-over-one windows.

48. House
Hanover Street
- Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
- Altered, brick, front gable bungalow with enclosed front porch and replacement one-over-one windows.
- Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
49. House
Hanover Street
- Front gable, vinyl sided bungalow with Craftsman style windows, two bay facade, and an engaged front porch supported by battered piers with a vinyl sided skirt.
- Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
50. House
Hanover Street
- Altered, side gable bungalow with asphalt siding, nine-over-one windows, two bay facade, and an engaged porch supported by replacement posts.
- Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
51. House
156 State Street
- 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.
- Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
52. House
185 Montana Avenue
- Front gable bungalow with front gable ell, hip roofed porch, vinyl siding, two-over-two windows, and a side addition.
- Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
53. House
175 Montana Avenue
- Ca. 1950 brick cottage with side gable roof, side porch, three-over-one windows, and entry porch with wrought iron posts.
- Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
54. House
169 Montana Avenue
- Front gable bungalow with hip roofed porch and porte cochere, German siding, and eight-

- over-one windows; property includes a front gable garage.
- Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
55. House
~~171~~ Montana Avenue
167
- Brick, front gable bungalow with engaged screened porch, exposed rafters, shingled gable, and four-over-one windows.
- Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
56. House
170 Montana Avenue
- Front gable bungalow with wraparound porch, German siding, shingled gable, three-over-one windows; porch has battered piers on brick pedestals.
- Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
57. House
Montana Avenue
- Front gable bungalow with front gable porch, replacement one-over-one windows, vinyl siding, and replacement porch posts.
- Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
58. House
178 Montana Avenue
- Front gable bungalow with wraparound porch, cast stone foundation, vinyl siding, and six-over-six windows.
- Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
59. House
Pennsylvania Avenue
- 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.
- Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
60. House
Pennsylvania Avenue
- Cast stone, front gable bungalow with front gable porch supported by replacement posts and replacement one-over-one windows.
- Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).

61. ✓ House
Pennsylvania Avenue
Heavily altered, hip roofed cottage with enclosed porch, ca. 1955 windows, and asbestos siding.

Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
62. ✓ House
Pennsylvania Avenue
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.

Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
63. ✓ House
183 Pennsylvania Avenue
Modest, three bay, single pile, side gable house with shed roofed porch, replacement one-over-one windows and vinyl siding; property no longer retains its architectural integrity.
64. ✓ House
184 Pennsylvania Avenue
Front gable bungalow with German siding, replacement horizontal sash windows, and a front gable porch supported by metal posts; property no longer retains its architectural integrity.
65. ✓ H.G. Brookshire House
Brookshire Place
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.

Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
66. ✓ Apartment House
Brookshire Place
Two story, frame dwelling with gable on hip roof, vinyl siding, six-over-one windows, and a shed roofed porch supported by replacement piers.

Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
67. ✓ Commercial Building
East Haywood Road
ca. 1950, two story, brick commercial block with two storefronts, steel sash casement

- windows, concrete block side elevations, and flat parapet.
- Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
68. ✓ House
9 Brookshire Place
- Three bay, single pile, side gable house with center gable, and four-over-four windows; house has lost its porch and has been aluminum sided; property no longer retains its architectural integrity.
69. ✓ House
7 Brookshire Place
- Frame bungalow with a later brick veneer, an enclosed porch, and replacement windows; property no longer retains its architectural integrity.
70. ✓ House
28 Parkman Avenue
- Frame, Craftsman style bungalow with long, inset porch supported by brick piers, bay windows, and Craftsman style windows; house has been vinyl sided; property lacks architectural or historical significance.
71. ✓ House
32 Parkman Avenue
- Frame, Craftsman style bungalow with long, inset porch supported by brick piers, bay windows, and Craftsman style windows; house has been asbestos sided; property lacks architectural or historical significance.
73. ✓ Commercial Building
Burton Street
- 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.
- Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
74. ✓ House
Burton Street
- Heavily altered, hip roofed cottage with decorative center gable, replacement windows, and an engaged porch supported by an added brick arcade.
- Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
75. ✓ House
Burton Street
- Cast stone, hip roofed cottage with decorative center gable, replacement windows, engaged

- porch supported by shingled piers resting on cast stone pedestals.
- Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
76. ✓ House
 Burton Street
- Cast stone, hip roofed cottage with decorative center gable, replacement windows, engaged porch supported by shingled piers resting on cast stone pedestals.
- Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
77. ✓ House
 Burton Street
- Hip roofed cottage with rear side gable massing; asphalt siding, four-over-one windows, and engaged porch with replacement posts, porch has enclosed end bay; property appears to have several additions or alterations.
- Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
78. ✓ House
 Burton Street
- Hip roofed cottage with asphalt siding, four-over-four windows, shed roofed porch with box piers, and a five paneled front door.
- Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
79. ✓ House
 Burton Street
- 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.
- Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
80. ✓ Church
 Burton Street
- 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; church now in fair to poor condition.
- Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).

81. ✓ House
Burton Street
- Front gable bungalow with engaged porch, asphalt siding, four-over-one windows; porch supported by battered piers on brick pedestals.
- Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
82. ✓ House
Burton Street
- Altered, L-plan house with added picture window, German siding, replacement windows, and replacement porch posts.
- Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
83. ✓ House
Burton Street
- Altered, one story, L-plan dwelling with a hip roof, an enclosed porch, and replacement siding; property lacks architectural or historical significance.
84. ✓ House
Burton Street vicinity
- Front gable bungalow with raised basement, front gable porch with box piers and skirt, German siding, and four-over-one windows.
- Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
85. ✓ House
Burton Street vicinity
- Front gable bungalow with raised basement, hip roofed porch with box piers and skirt, vinyl siding, and four-over-one windows.
- Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
86. ✓ House
Burton Street vicinity
- Modest, one story, front gable dwelling with both two-over-two and four-over-one windows and a rebuilt porch; house lacks architectural or historical significance.
88. ✓ House
Argyle Street
- Altered, hip roofed cottage with aluminum siding, replacement one-over-one windows, an added picture window, and replacement porch posts.
- Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
89. ✓ House
Argyle Street
- Cast stone, front gable bungalow with hipped porch supported by battered piers on brick pedestals, and four-over-one windows.

90. ✓ House
Argyle Street
- Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
- One story, Triple A dwelling with aluminum siding and replacement windows; porch has replacement iron posts; house has lost its architectural integrity.
- Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
91. ✓ House
Argyle Street
- One story, side gable dwelling with aluminum siding, replacement windows, and replacement porch posts; house has lost its architectural integrity.
- Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
92. ✓ House
Argyle Street
- Cast stone, front gable bungalow with engaged porch supported by replacement posts, and two-over-two windows.
- Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
93. ✓ House
Argyle Street
- Stuccoed, front gable bungalow with steel sash casement windows, and hip roofed porch supported by box piers.
- Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
94. ✓ House
Argyle Street
- Deteriorated, cast stone, front gable bungalow with engaged porch supported by replacement posts, and both nine-over-one and replacement windows.
- Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
95. ✓ House
Argyle Street
- Altered, side gable bungalow with engaged porch, replacement one-over-one windows, and vinyl siding.
- Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).

96. House
Argyle Street
- Altered, hip roofed cottage with six-over-one windows, vinyl siding, replacement porch posts, and a side addition; house has lost its architectural integrity.
- Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
97. House
Argyle Street
- Side gable bungalow with engaged porch shed roofed dormer, German siding, and six-over-one windows.
- Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
98. House
Argyle Street
- Side gable bungalow with engaged porch supported by box piers resting on brick pedestals, German siding, and four -over-one windows.
- Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
99. House
Argyle Street
- 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.
- Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
100. House
Argyle Street
- 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.
- Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
101. House
Argyle Street
- One story, vinyl sided, side gable cottage with shed roofed porch, replacement porch posts, and replacement windows.
- Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
102. House
Fayetteville Street
- Front gable bungalow with enclosed porch, asbestos siding, and four-over-one windows;

- porch supported by box piers on brick pedestals.
- Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
103. ✓ House
Fayetteville Street
- Front gable bungalow with engaged porch, shingled gable, German siding, and four-over-one windows; porch supported by box piers.
- Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
104. ✓ House
Fayetteville Street
- Front gable bungalow with front gable porch, shingled gable, German siding, and six-over-one windows; porch supported by battered piers.
- Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
105. ✓ House
Fayetteville Street
- Front gable bungalow with engaged porch, four-over-one windows; porch supported by replacement iron posts.
- Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
106. ✓ House
Fayetteville Street
- Altered, side gable bungalow with asbestos siding and an enclosed porch with metal sash windows; house has lost its integrity.
- Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
107. ✓ House
Fayetteville Street
- Side gable dwelling with shed roofed porch supported by replacement iron posts, vinyl siding, and replacement six-over-six windows; house has lost its architectural integrity.
- Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
108. ✓ House
Fayetteville Street
- Hip roofed, cast stone cottage with four-over-one windows, and hip roofed porch supported by replacement iron posts.
- Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).

109. ✓ House
Fayetteville Street
Hip roofed, cast stone cottage with four-over-one windows, and hip roofed porch supported by box piers.

Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
110. ✓ House
Fayetteville Street
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.

Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
111. ✓ House
Fayetteville Street
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.

Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
112. ✓ House
Fayetteville Street
Front gable bungalow with front gable porch, vinyl siding, replacement windows; porch supported by replacement iron posts; house has lost its integrity.

Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
113. ✓ House
Fayetteville Street
Front gable, cast stone bungalow with two-over-two windows, and front gable porch supported by grouped piers on cast stone pedestals.

Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
114. ✓ House
Edgar Street
Front gable bungalow with inset porch, four-over-one windows, and weatherboard siding.

Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
115. ✓ House
Richland Street
Heavily altered, clipped front gable bungalow with a clipped front gable porch, replacement siding, a replacement front door, and a variety of

116. ✓ House
Hazel Mill Road
window types; house lacks architectural integrity as well as significance.
Modest, side gable dwelling with two-over-two windows, replacement siding, and a front gable porch supported by replacement piers; house lacks architectural integrity as well as significance.
117. ✓ House
Hazel Mill Road
Side gable bungalow with aluminum siding, shed roofed dormer, replacement windows, and replacement porch posts.
Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
118. ✓ House
Hazel Mill Road
Side gable bungalow with a shed roofed dormer, replacement siding, and replacement windows; house has lost its architectural integrity and lacks significance.
119. ✓ House
Westwood Avenue
Intact, front gable bungalow with a hip roofed porch supported by battered piers resting on brick pedestals, German siding, and four-over-one windows; although well-preserved, the house lacks architectural or historical significance.
120. ✓ House
Annie Street
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.
Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
121. ✓ House
Annie Street
One story, side gable dwelling with front gable porch with box piers, vinyl siding, two-over-two windows.
Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
122. ✓ House
114 Vandalia Avenue
Front gable bungalow with front gable porch supported by battered piers on brick pedestals; house has vinyl siding and four-over-one windows.

- Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
123. ✓ House
110 Vandalia Avenue
- Front gable bungalow with front gable porch supported by battered piers on brick pedestals; house has vinyl siding and four-over-one windows.
- Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
124. ✓ House *Dellwood*
120 ~~Vandalia~~ Avenue
- Modest, postwar cottage with side gable roof, replacement six-over-six windows and aluminum siding; house has lost much of its integrity and lacks significance.
125. ✓ House
42 Dellwood Street
- Brick, cross gable bungalow with front gable wing, engaged porch with battered piers, and replacement one-over-one windows.
- Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
126. ✓ House
40 Dellwood Street
- Cross gable bungalow with German siding, front gable wing, wraparound porch with battered piers, and four-over-one windows.
- Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
127. ✓ House
Dellwood Street
- Side gable bungalow with front gable porch supported by battered piers on stuccoed pedestals; house has replacement one-over-one windows.
- Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
129. ✓ *BW1402* West End/Clingman Avenue
Historic District
Bounded by Roberts Street,
S.R. 3548 (Haywood Road),
Clingman Avenue, Hilliard St.,
and U.S. 19-23 (Patton Avenue)
- West End/Clingman Avenue neighborhood has been transformed since World War II by a series of roadway projects and factory closings; vacant parcels and heavily altered former mill houses now mark the area; although a Study List historic district in 1998, the West End/Clingman neighborhood was determined ineligible for the National Register by the Keeper in 2001; a smaller Clingman Avenue Historic District (outside the A.P.E.) was listed in the National Register in 2005.

- | | | |
|------|--|--|
| 130. | House
West Haywood Street | Front gable bungalow with aluminum siding, engaged porch with shingled gable and battered piers on brick pedestals; the house lacks architectural or historical significance. |
| 131. | Commercial Building
West Haywood Street | Mid-twentieth century, frame, one story building with a broad, front gable form; extensively modernized interior; center doorway capped by front gable roof with exposed rafters; the property lacks architectural or historical significance. |
| 132. | Commercial Building
Patton Avenue | Extensively altered, early twentieth century, two story, brick building; property has been altered with both replacement windows and siding; property no longer retains its architectural integrity. |
| 133. | Commercial Building
Patton Avenue | Extensively altered, early twentieth century, two story, brick building; property has both replacement windows and siding, property no longer retains its architectural integrity. |
| 137. | House | Extensively altered, front gable bungalow with brick veneer on front elevation; also carport has been added to façade; house no longer retains its architectural integrity. |
| 138. | House | Side gable, frame, mid-twentieth century cottage; replacement front porch and windows; house no longer retains its architectural integrity. |
| 140. | House
Emma Road | 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.

Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513). |
| 141. | House
Emma Road | Front gable bungalow with vinyl siding, front gable porch with replacement iron posts, and four-over-one windows.

Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513). |
| 142. | House
Boone Street | Deteriorated, hip roofed, L-plan dwelling has two-over-two windows, asbestos siding, and a |

- rebuilt porch; now in poor condition, the house lacks its architectural integrity as well as significance.
143. ✓ House
Boone Street
- Deteriorated, hip roofed cottage with asbestos siding, two-over-two windows, and a wraparound porch with replacement metal posts; now in poor condition, the house lacks its architectural integrity as well as significance.
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.
- Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
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.
- Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
146. ✓ House
502 Westwood Place
- 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.
- Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
148. ✓ House
517 Westwood Place
- 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.
- Determined ineligible in 1999, New I-26 Route, Asheville Connector (T.I.P. No. I-2513).
149. ✓ House
523 Westwood Place
- Asbestos sided, side gable bungalow with an engaged porch supported by box piers on new brick pedestals, and ten-over-one windows.

150. / Commercial Building
 East Haywood Road

Determined ineligible in 1999, New I-26 Route,
Asheville Connector (T.I.P. No. I-2513).

Altered, one story commercial building with
three store units, flat roof with flat parapet,
modern stuccoed facade, and original cast stone
side elevations.

Determined ineligible in 1999, New I-26 Route,
Asheville Connector (T.I.P. No. I-2513).



Ingle House (No. 2).



Ingle House (No. 2), Porch.



Ingle House (No. 2), Rear Elevation.



Ingle House (No. 2), Rear Elevation and Entrance.



House (No. 3).



House (No. 4).



House (No. 5).



House (No. 6).



House (No. 7).



House (No. 9).



House (No. 9), House and Garage.



House (No. 11).



Drake 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 and Guest House (No. 39), Main House.



House and Guest House (No. 39), Side Elevation of Main House and Guest House.



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 (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).



H.G. Brookshire House (No. 65).



Apartment House (No. 66).



Commercial Building (No. 67).



House (No. 68).



House (No. 69).



House (No. 70).



House (No. 71).



Commercial Building (No. 73).



Commercial Building (No. 73).



House (No. 74).



House (No. 75).



House (No. 76).



House (No. 77).



House (No. 78).



House (No. 79).



Church (No. 80).



Church (No. 80).



Church (No. 80).



House (No. ~~81~~). ~~81~~ 81



House (No. ~~82~~). ~~82~~ 82



House (No. 83).



House (No. 84).



House (No. 85)



House (No. 86).



House (No. 88).



House (No. 89).



House (No. 90).



House No. 91 (on right) and House No. 92 (on left).



House (No. 93).



House (No. 94).



House (No. 95).



House (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. 104).



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).



House (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).



House (No. 123).



House (No. 124).



House (No. 125).



House (No. 126).



House (No. 127).



West End/Clingman Avenue Historic District (No. 129).



West End/Clingman Avenue Historic District (No. 129).



West End/Clingman Avenue Historic District (No. 129).



House (No. 130).



House (No. 131).



Commercial Building (No. 132).



Commercial Building (No. 133)



House (137).



House (No. 138).



House (No. 140).



House (No. 141).



House (No. 142).



House (No. 143).



Norfolk and Southern Railway Bridge (No. 144).



Norfolk and Southern Railway Bridge (No. 145).



House (No. 146).



House (No. 148).



House (No. 149).

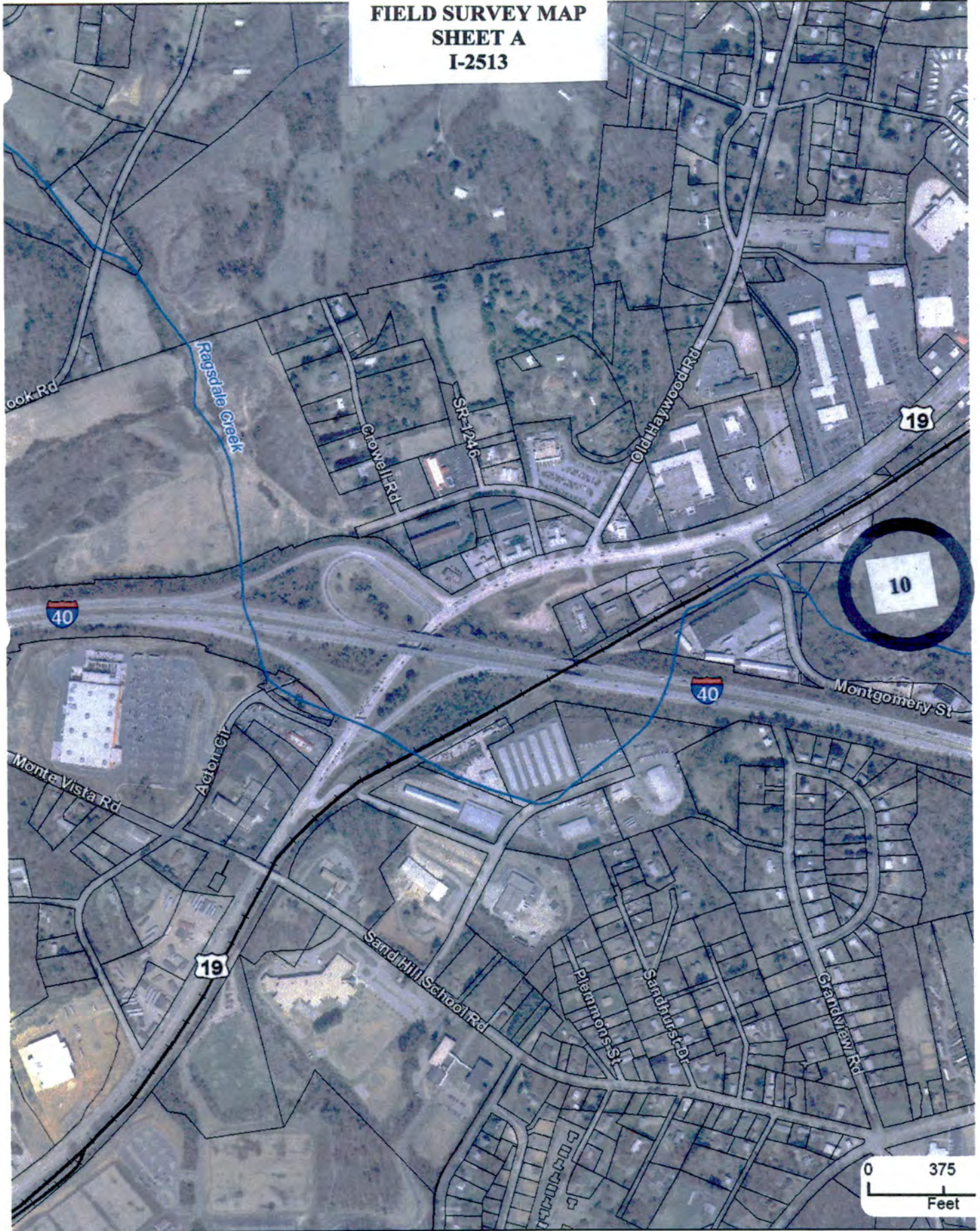


Commercial Building (No. 150).

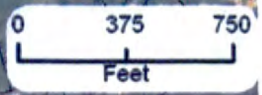
**FIELD SURVEY MAP
SHEET E
I-2513**



**FIELD SURVEY MAP
SHEET A
I-2513**



**FIELD SURVEY MAP
SHEET B
I-2513**



FIELD SURVEY MAP
SHEET C
I-2513

Hominy Creek

26

Pine Ln

Bravard Rd

Wedgetield Pt

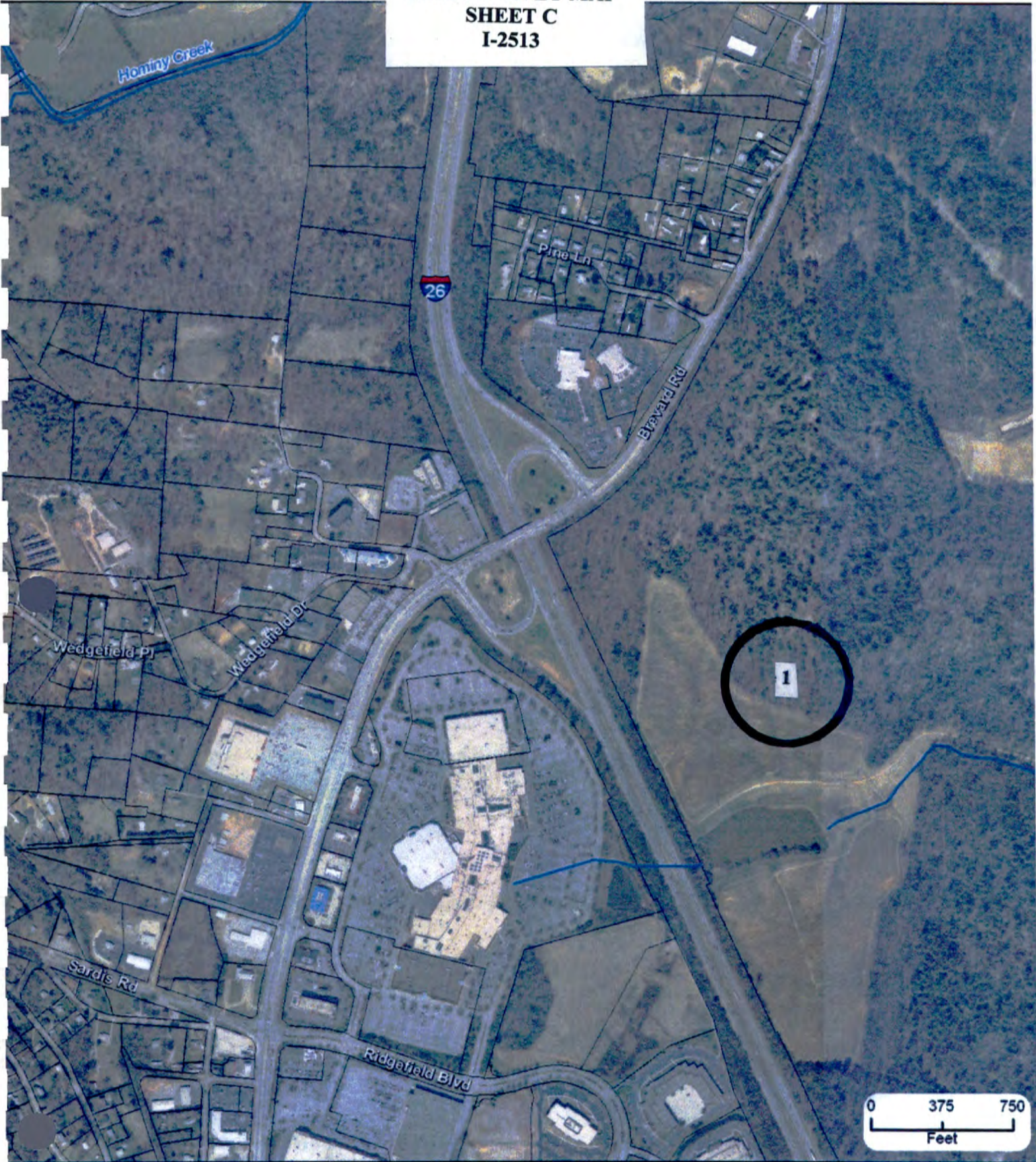
Wedgetield Dr

1

Sardis Rd

Ridgefield Blvd

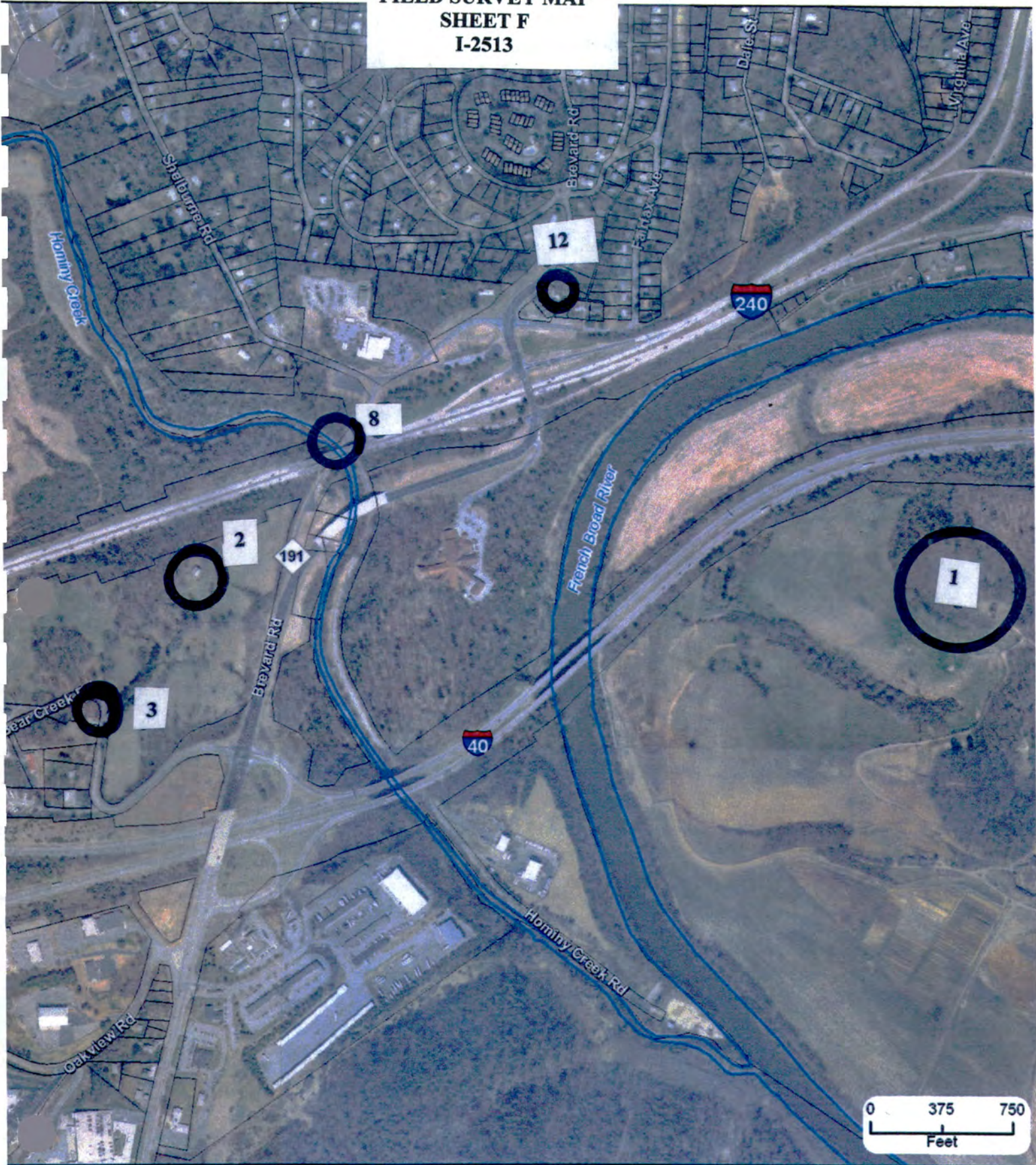
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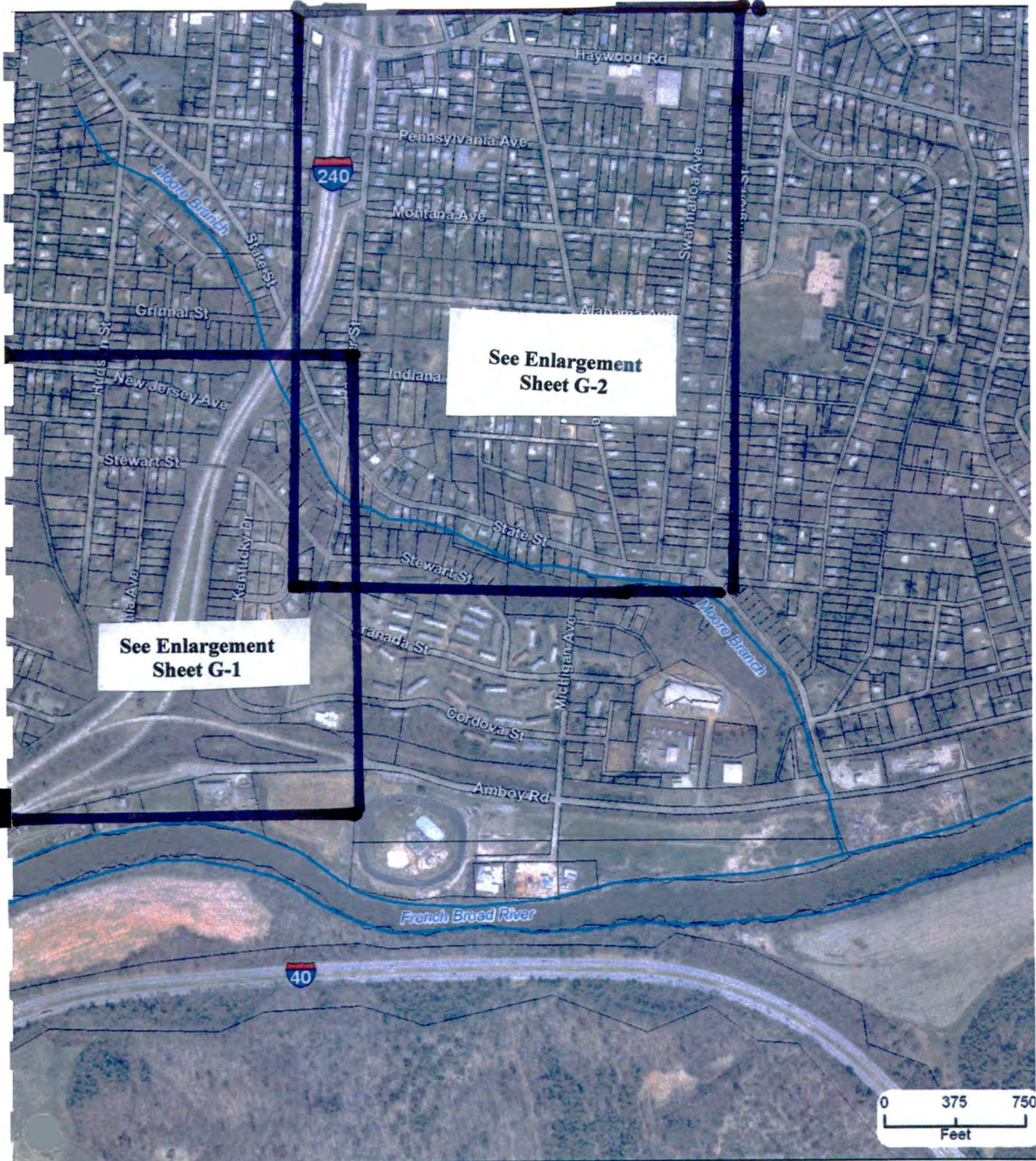
**FIELD SURVEY MAP
SHEET D
I-2513**



**FIELD SURVEY MAP
SHEET F
I-2513**



**FIELD SURVEY MAP
SHEET G
I-2513**



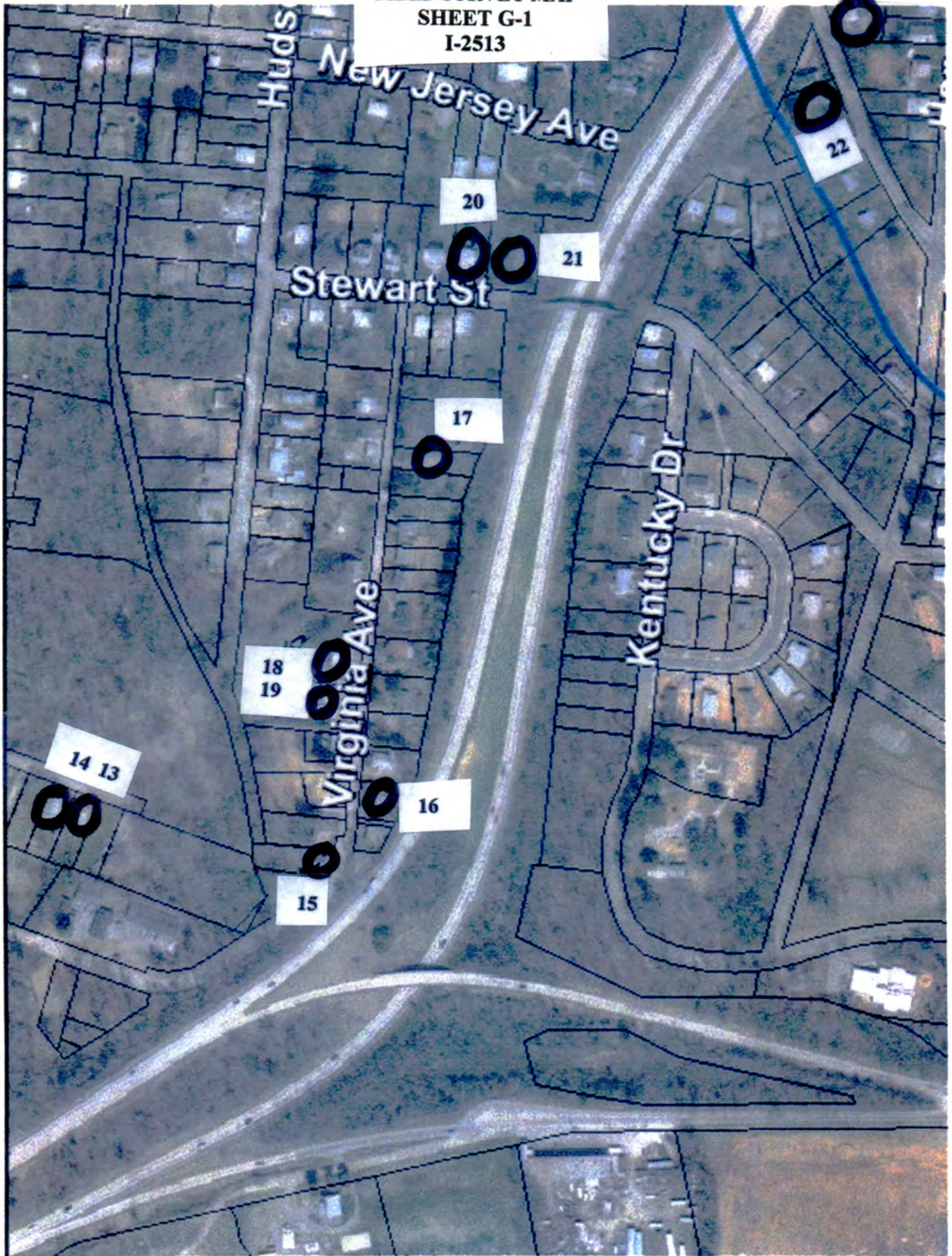
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Sheet G-2**

**See Enlargement
Sheet G-1**

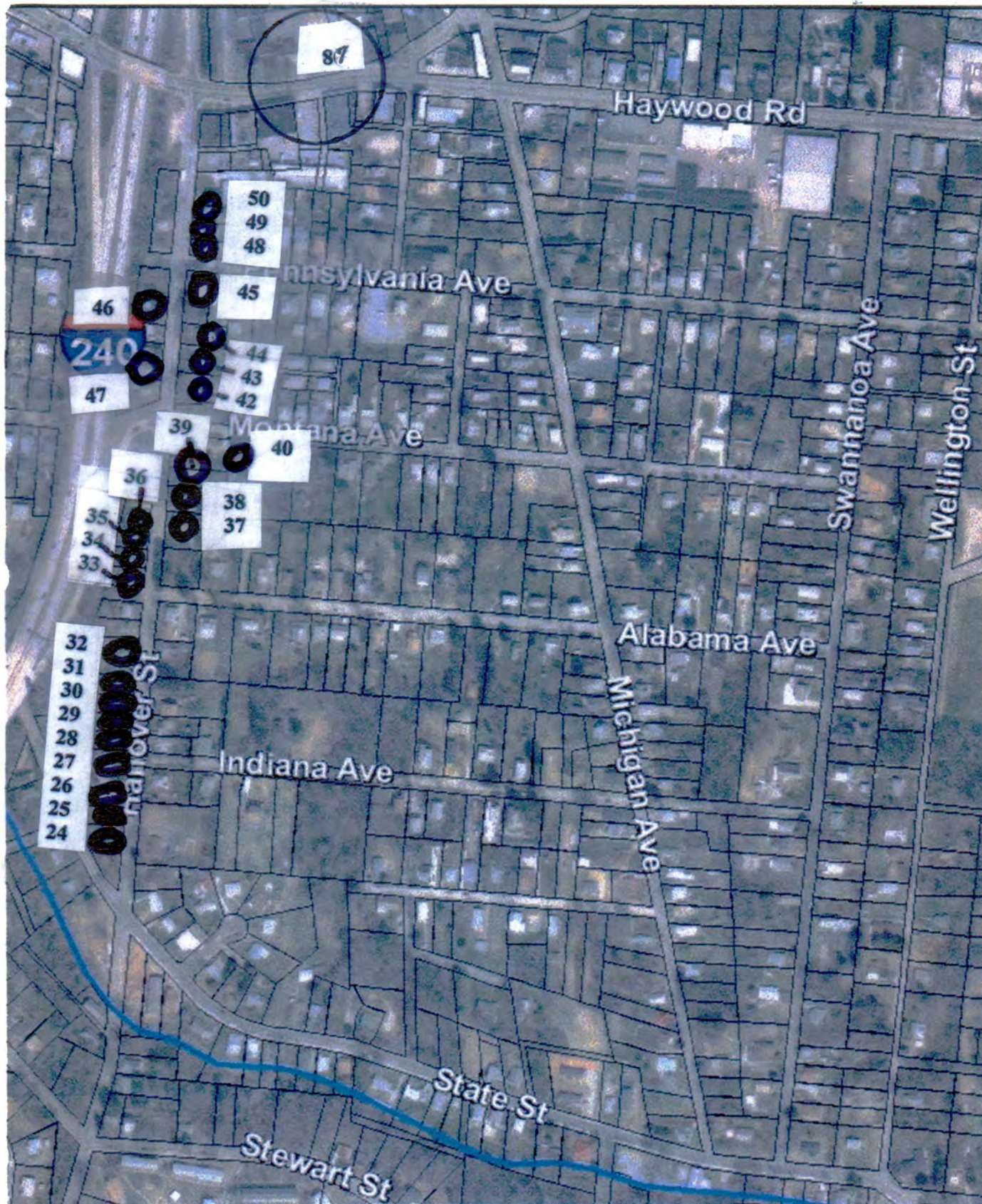
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I-2513

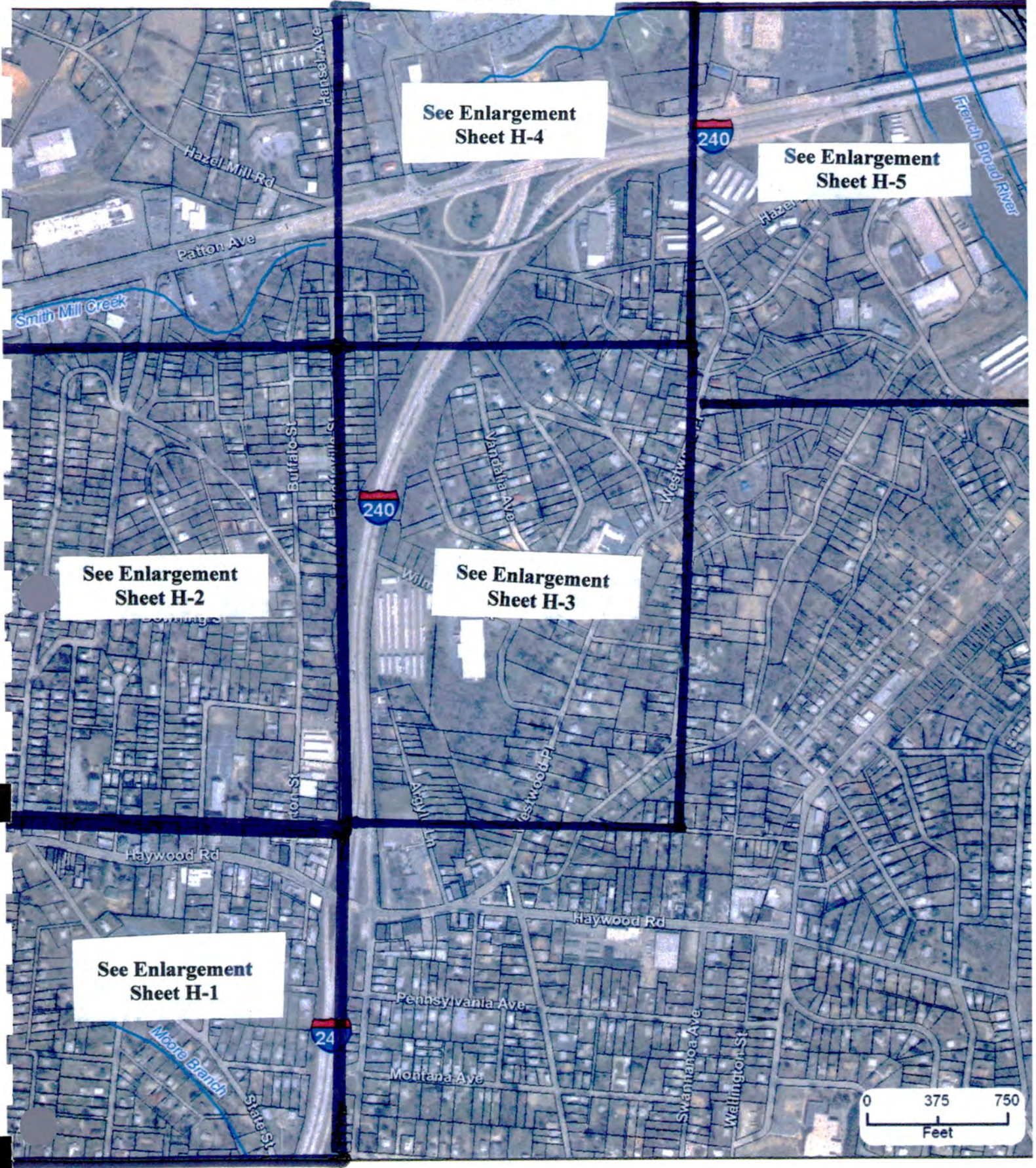
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FIELD SURVEY MAP
SHEET G-2
I-2513



FIELD SURVEY MAP
SHEET H
I-2513



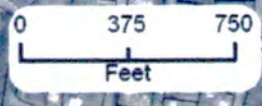
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Sheet H-4

See Enlargement
Sheet H-5

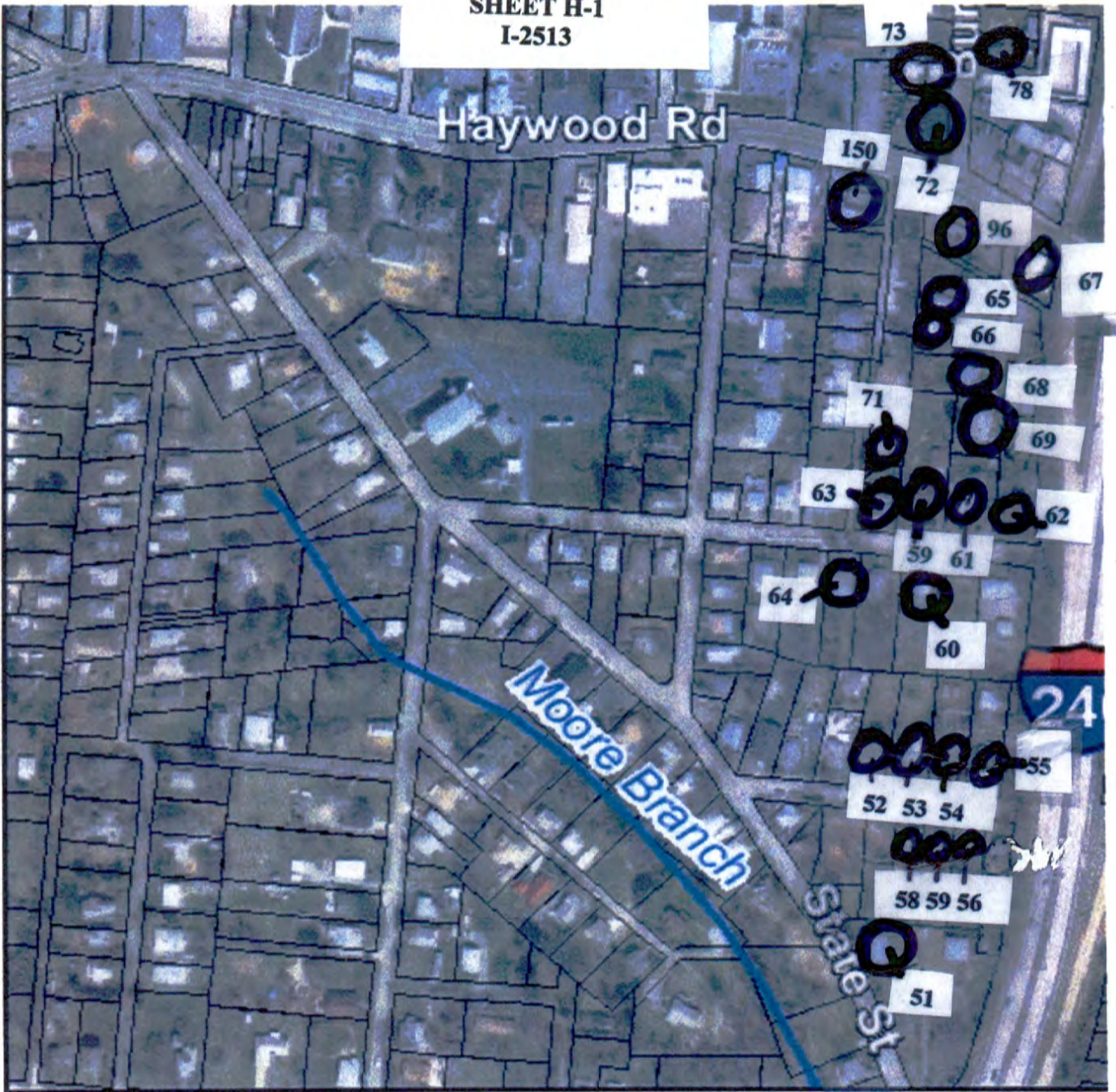
See Enlargement
Sheet H-2

See Enlargement
Sheet H-3

See Enlargement
Sheet H-1



FIELD SURVEY MAP
SHEET H-1
I-2513



FIELD SURVEY MAP
SHEET H-2
I-2513



106
105
104
103
102

83

82
81

80

79

76
75

77

86
85
84

church

74

FIELD SURVEY MAP
SHEET H-3
I-2513

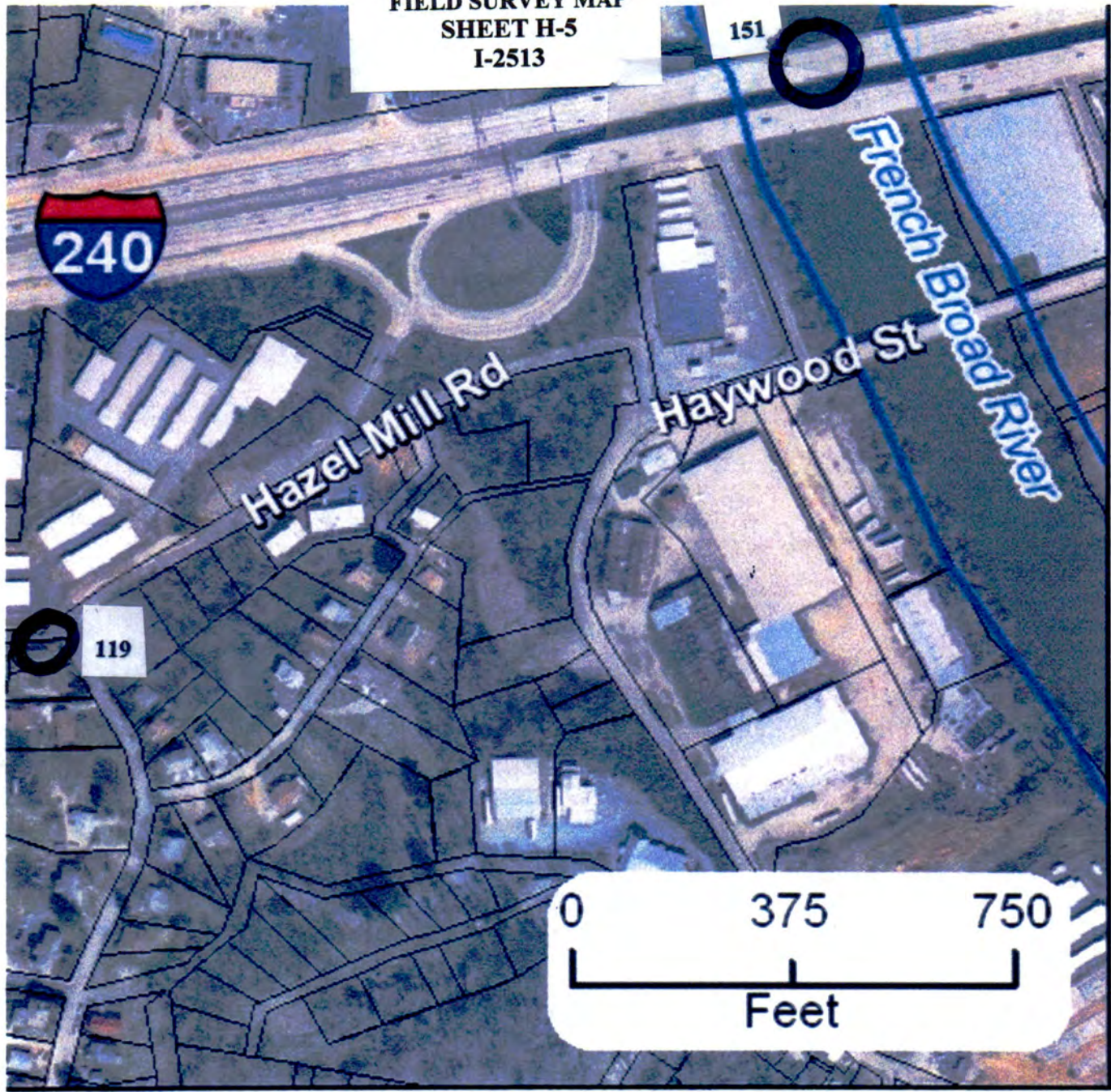


**FIELD SURVEY MAP
SHEET H-4
I-2513**



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FIELD SURVEY MAP
SHEET H-5
I-2513



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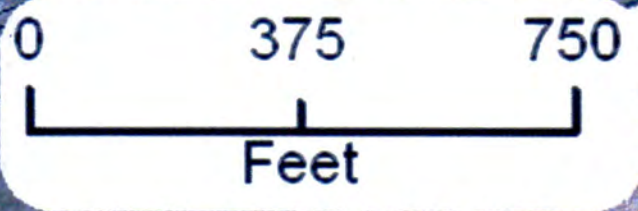
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Hazel Mill Rd

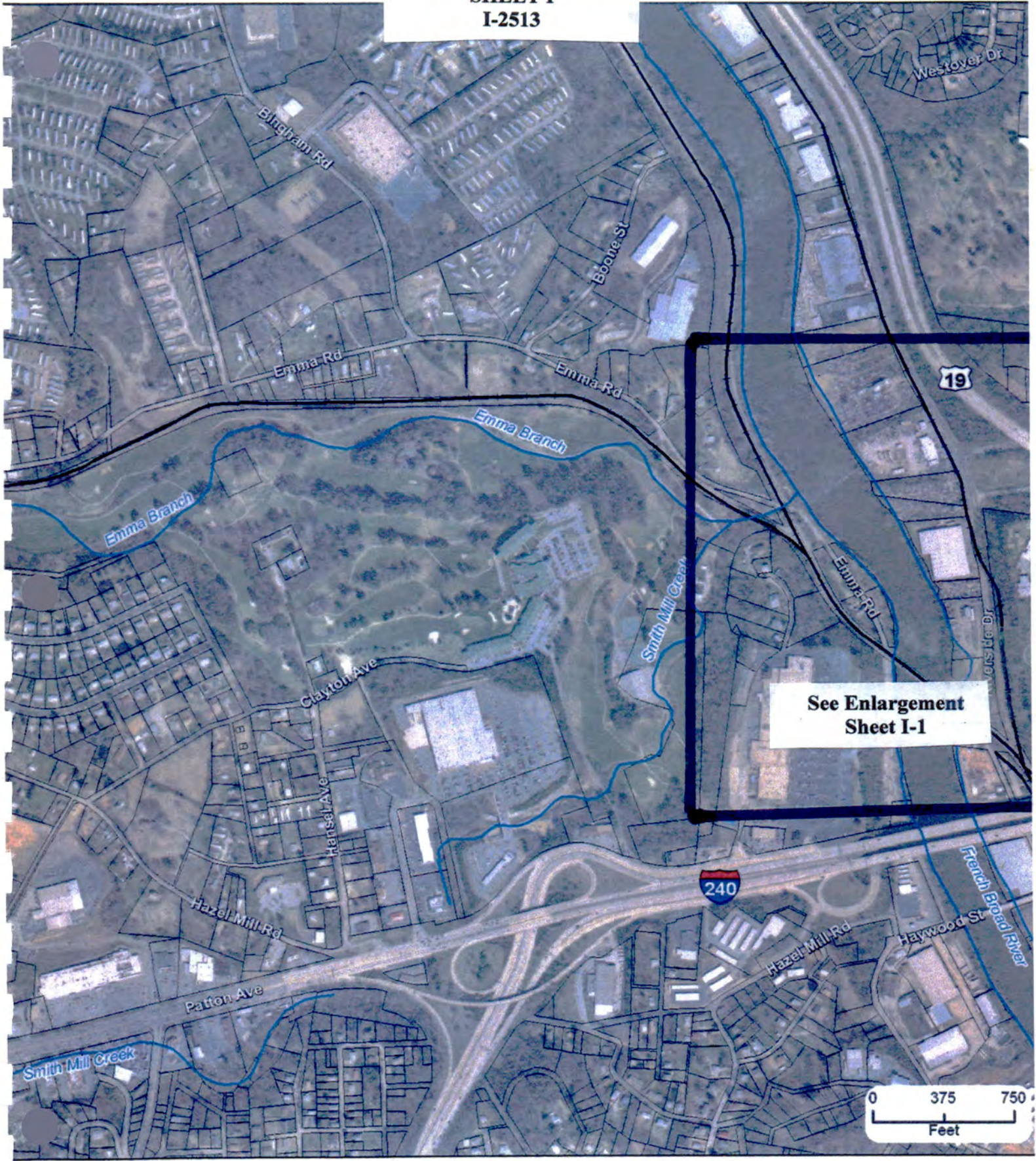
Haywood St

French Broad River

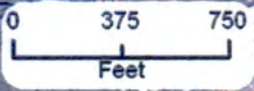
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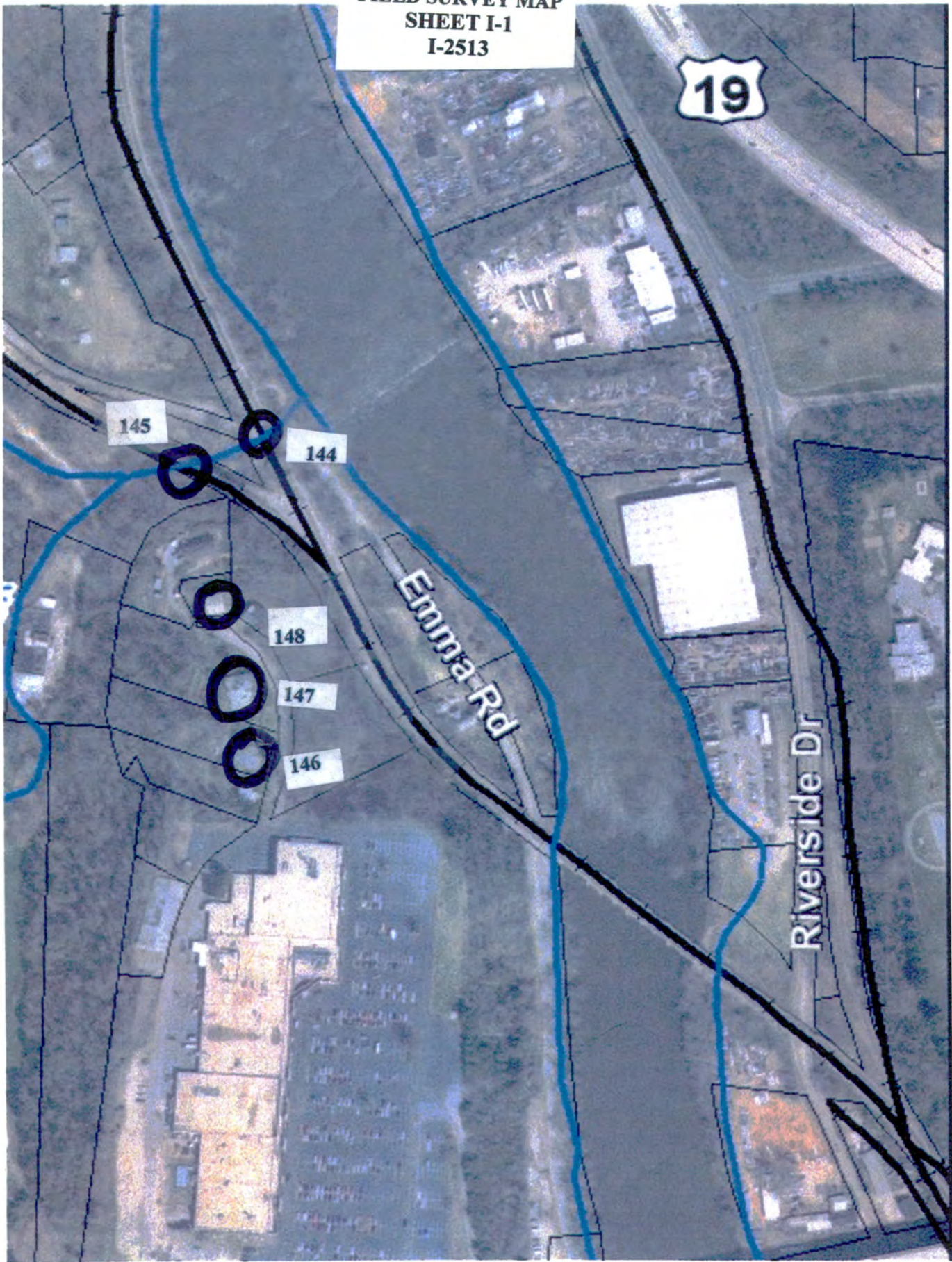
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SHEET I
I-2513



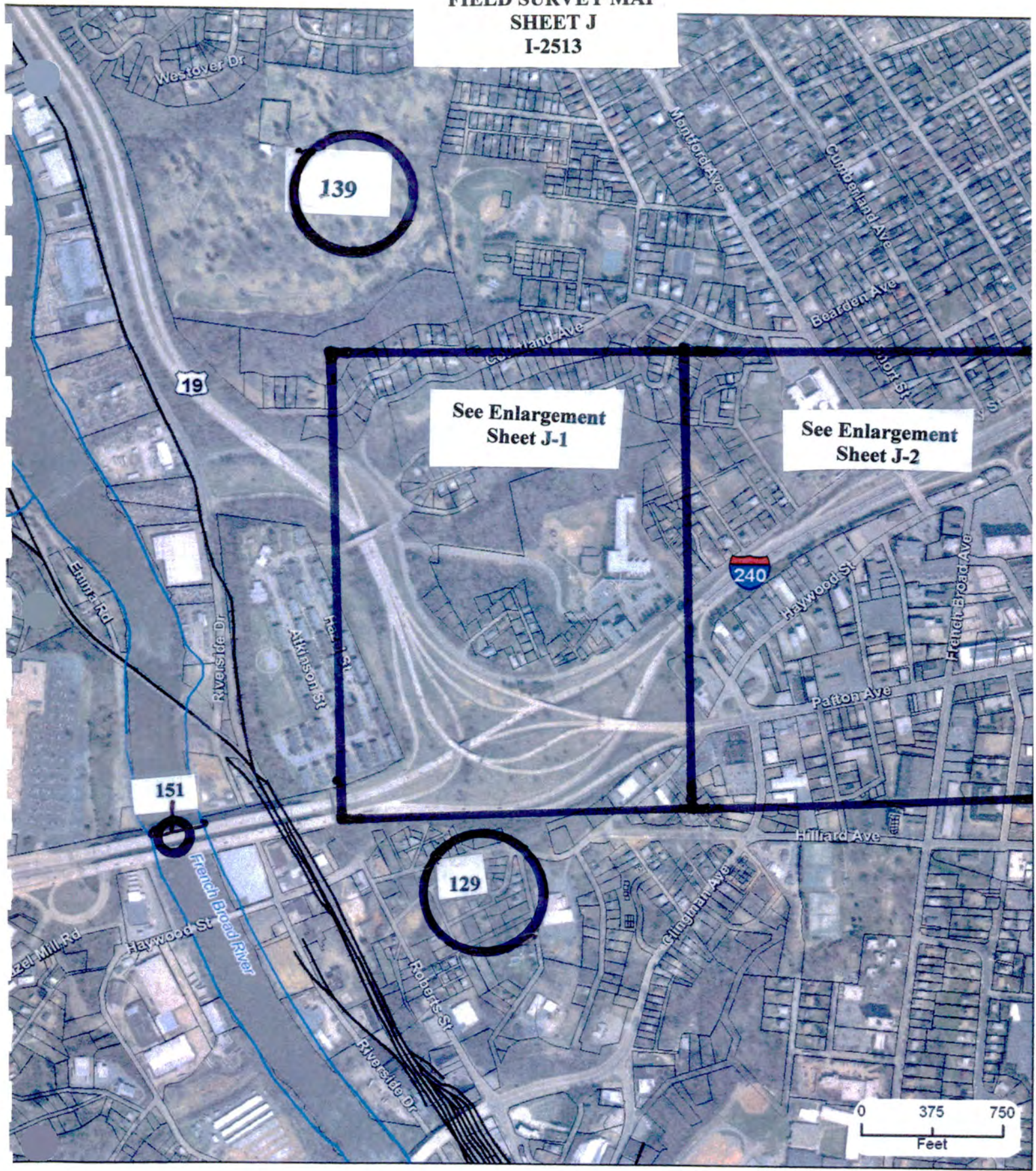
See Enlargement
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FIELD SURVEY MAP
SHEET I-1
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**FIELD SURVEY MAP
SHEET J
I-2513**



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See Enlargement
Sheet J-1

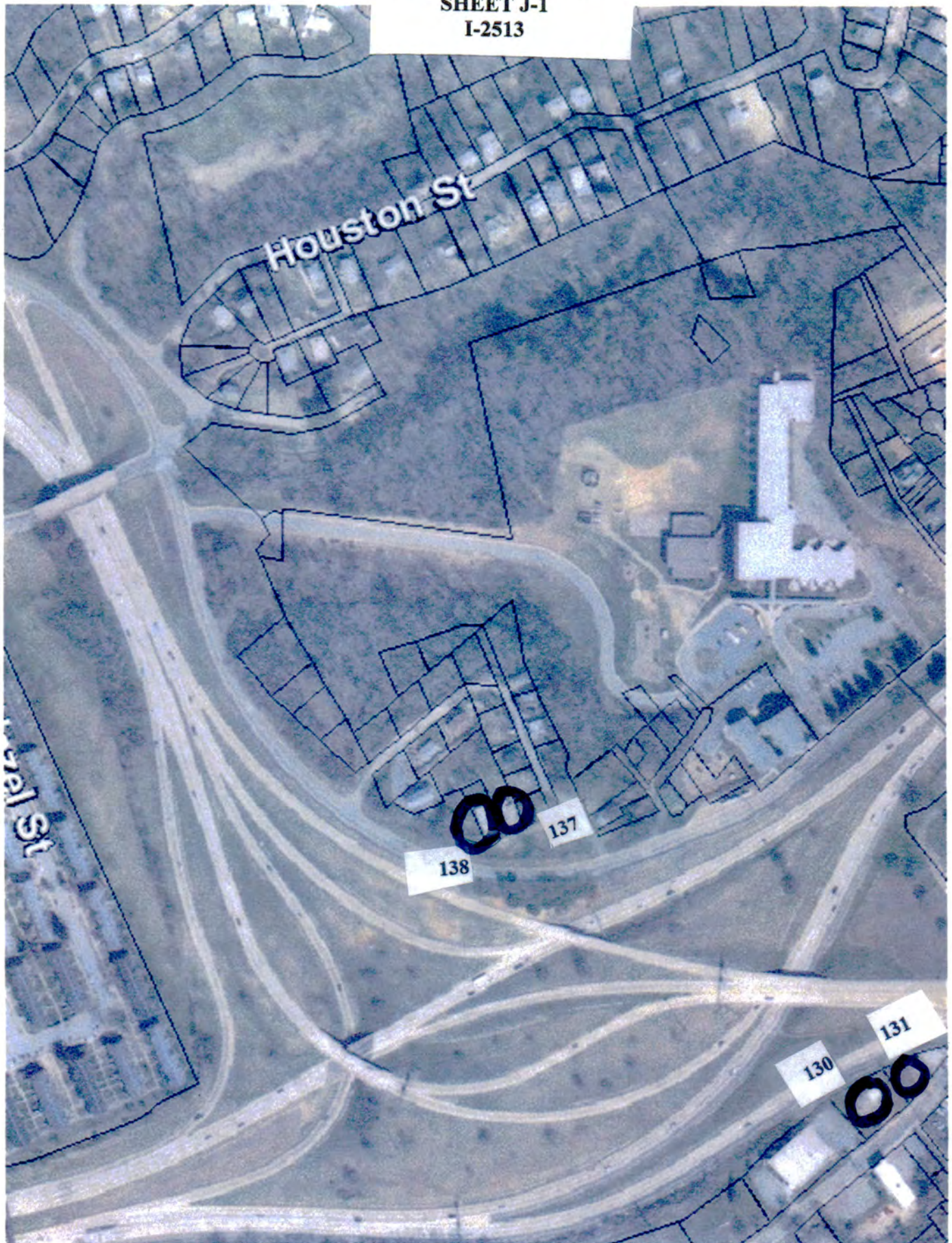
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Sheet J-2

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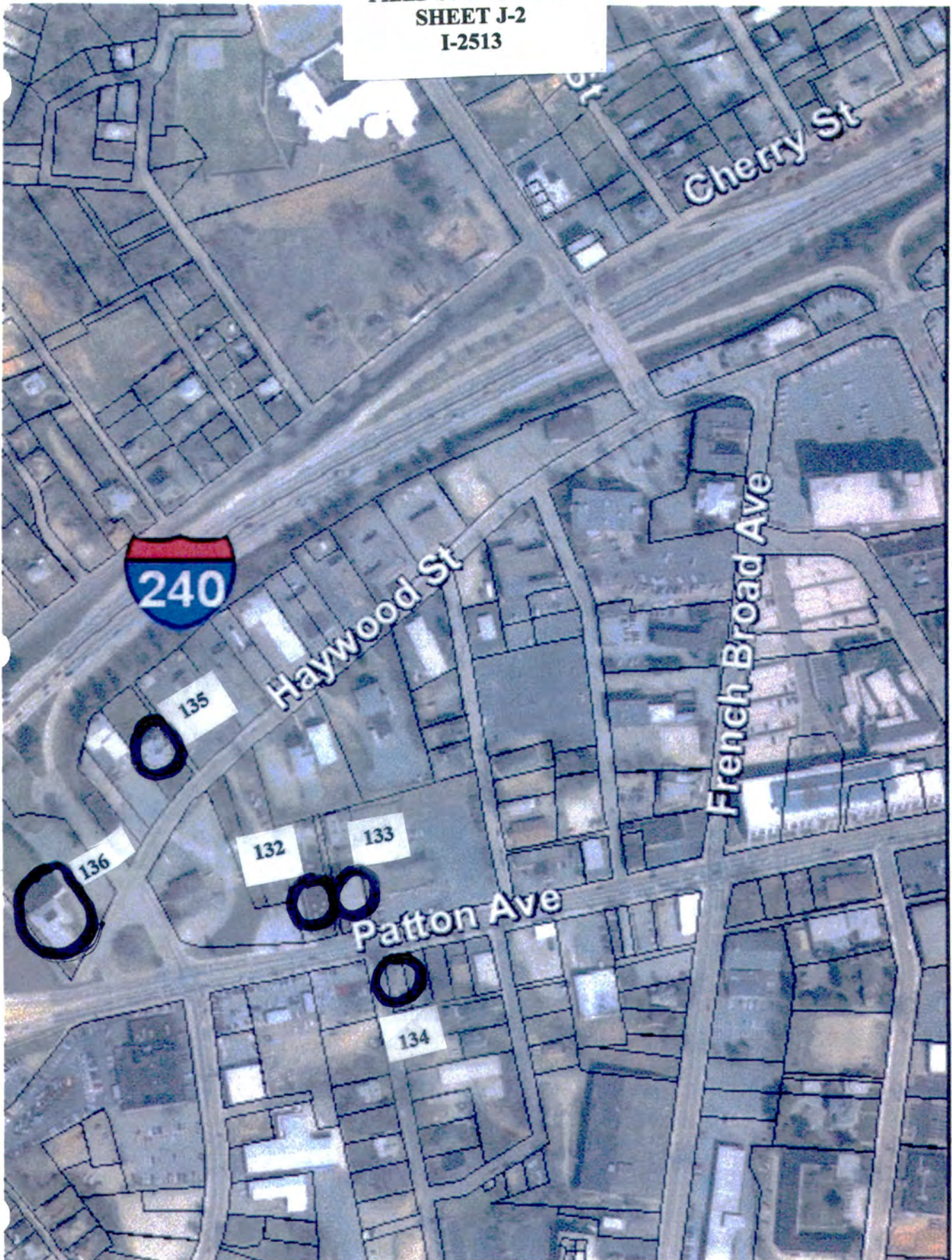
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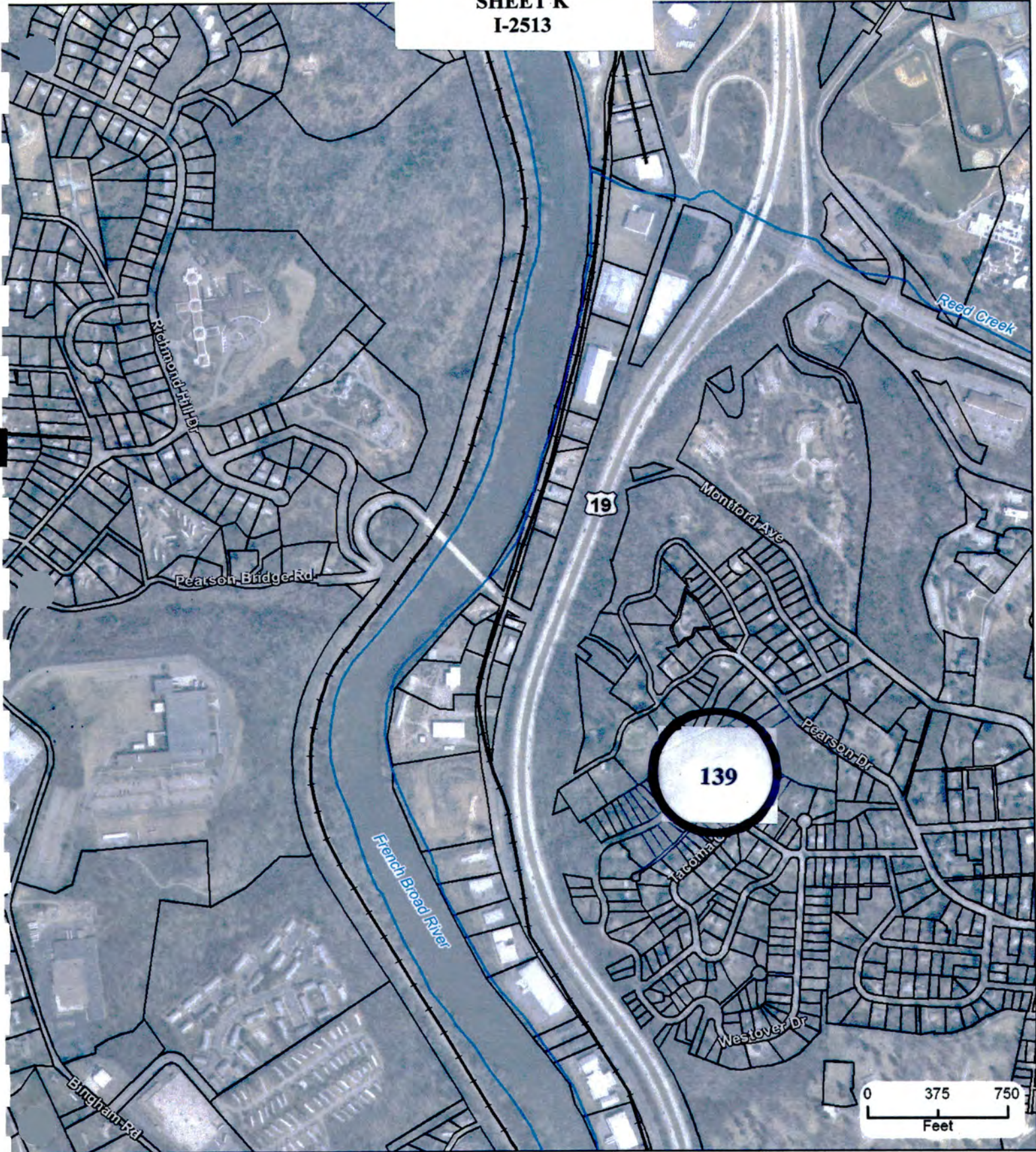
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I-2513

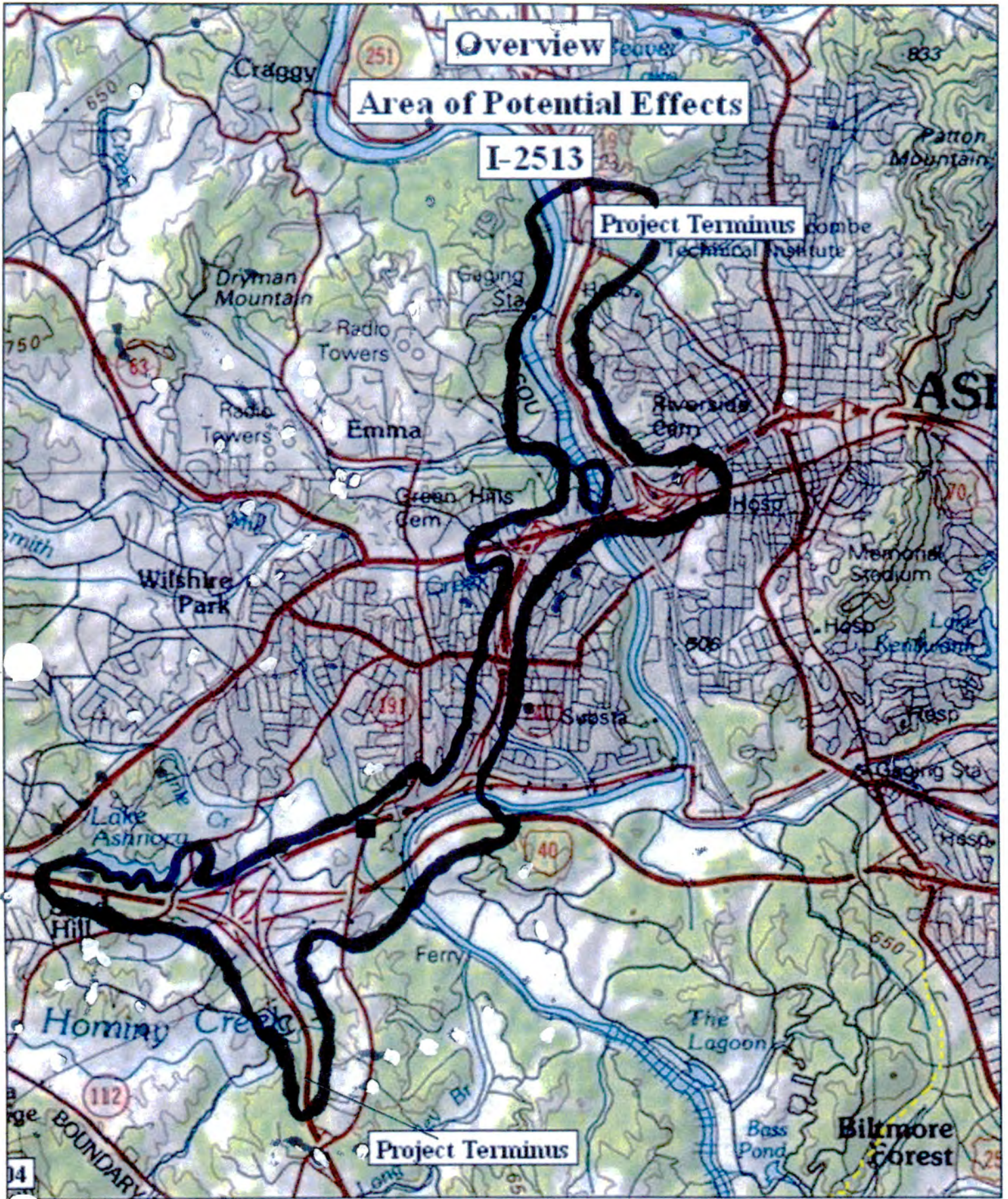


FIELD SURVEY MAP
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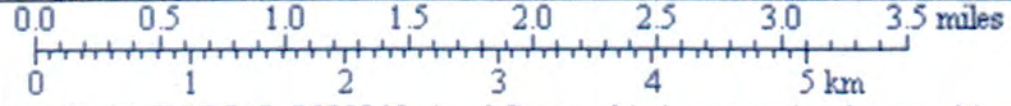


**FIELD SURVEY MAP
SHEET K
I-2513**

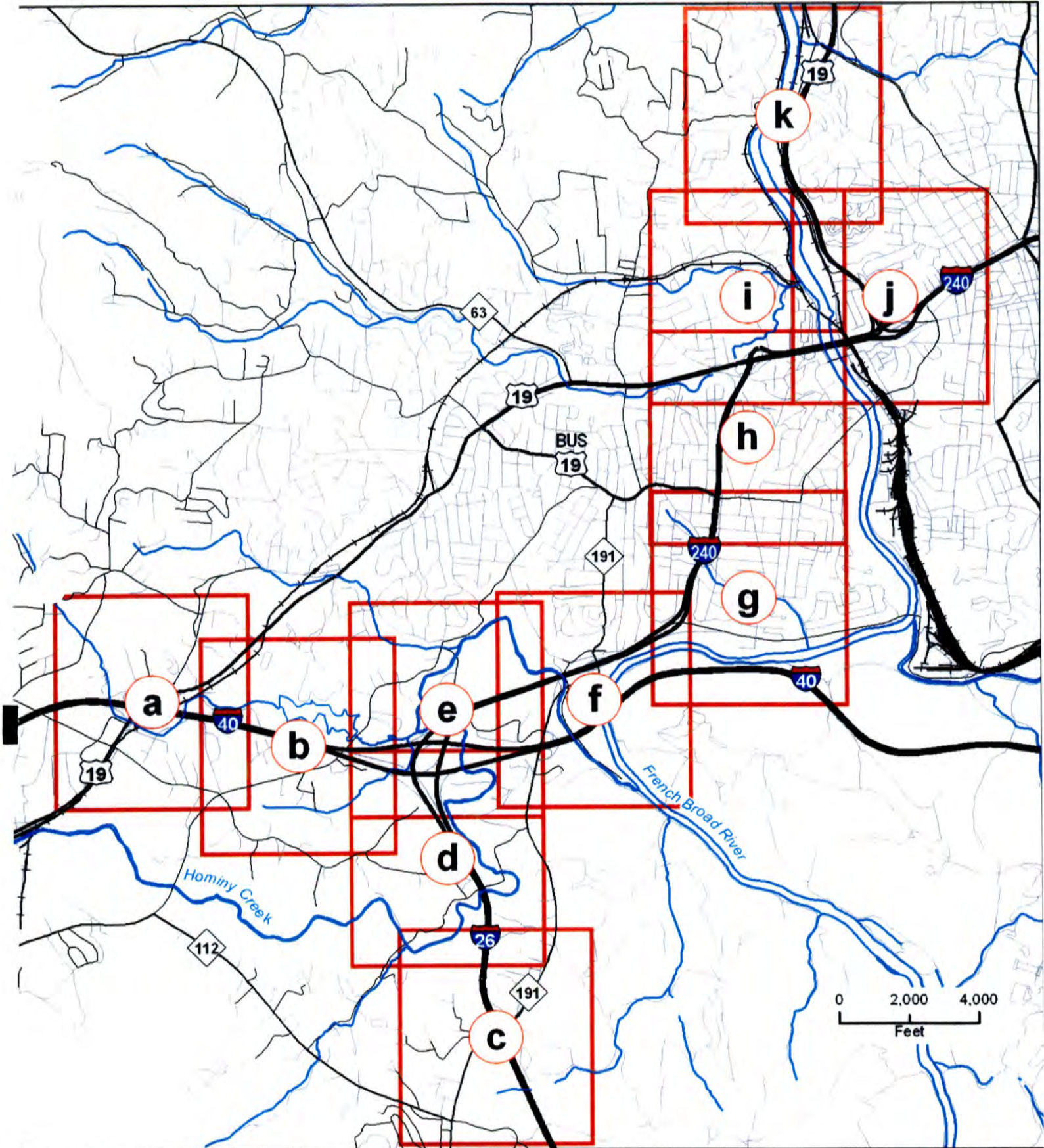




AN TN
6°



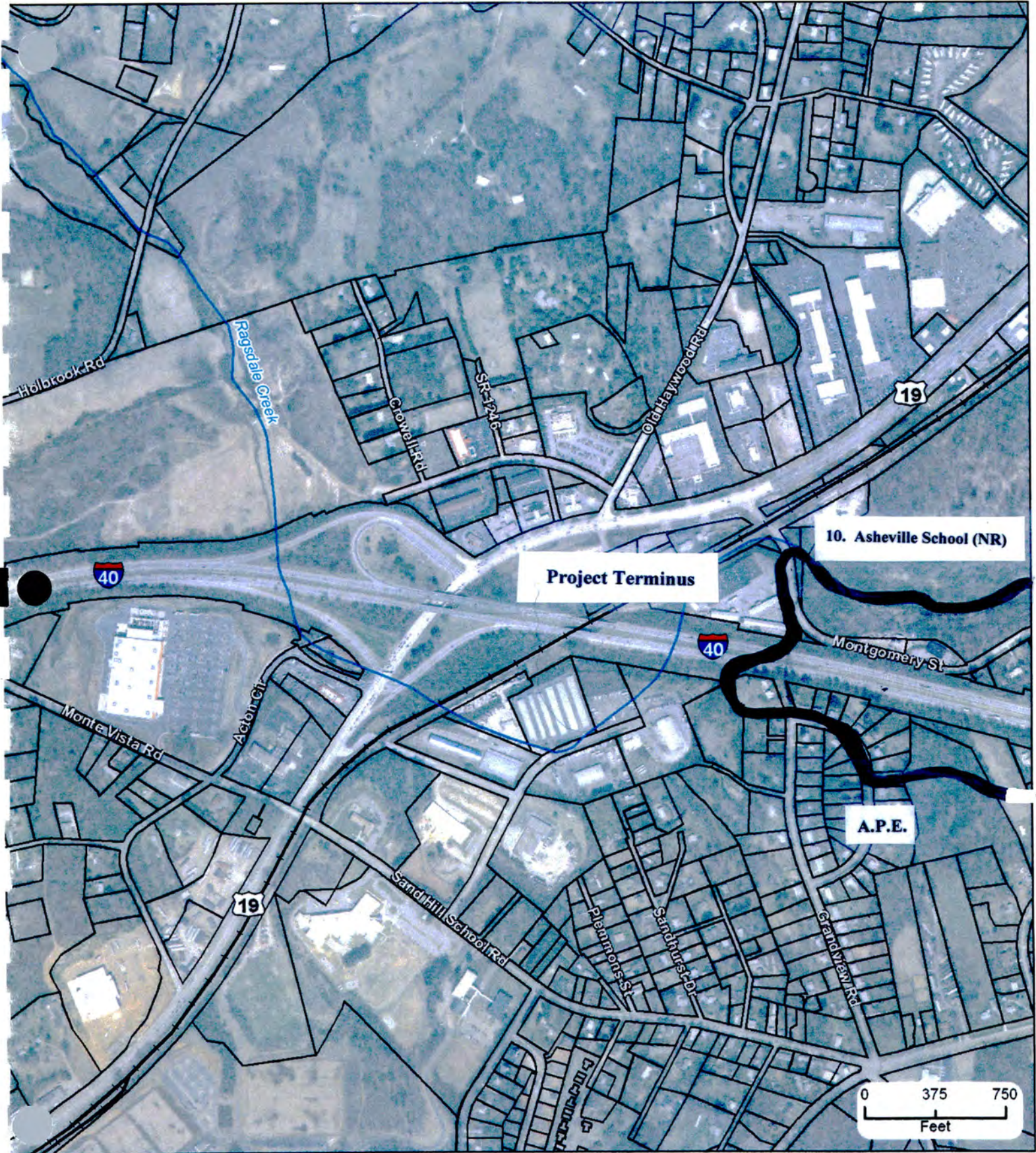
AREA OF POTENTIAL EFFECTS MAP (A.P.E.)
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I-2513



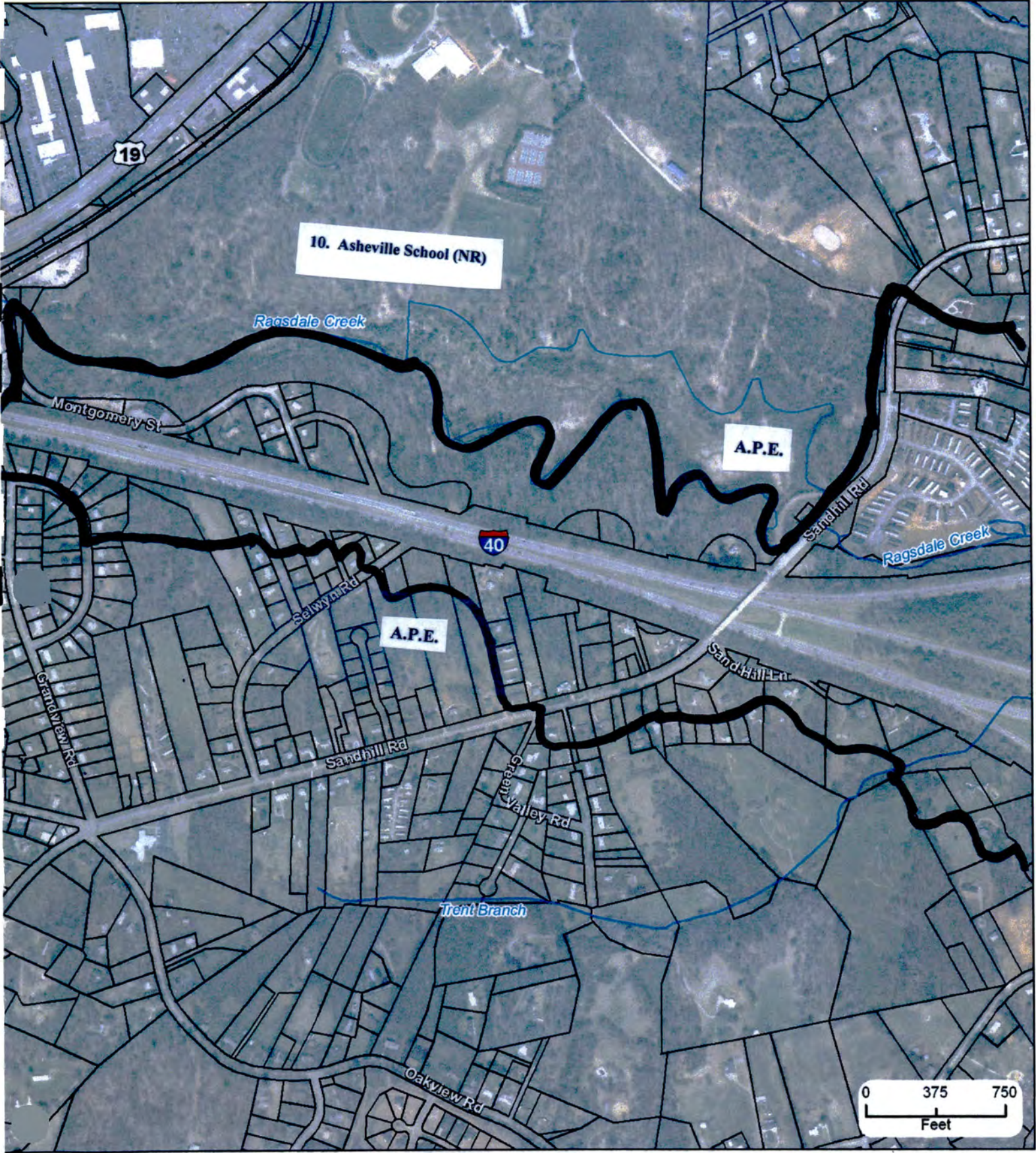
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SHEET A

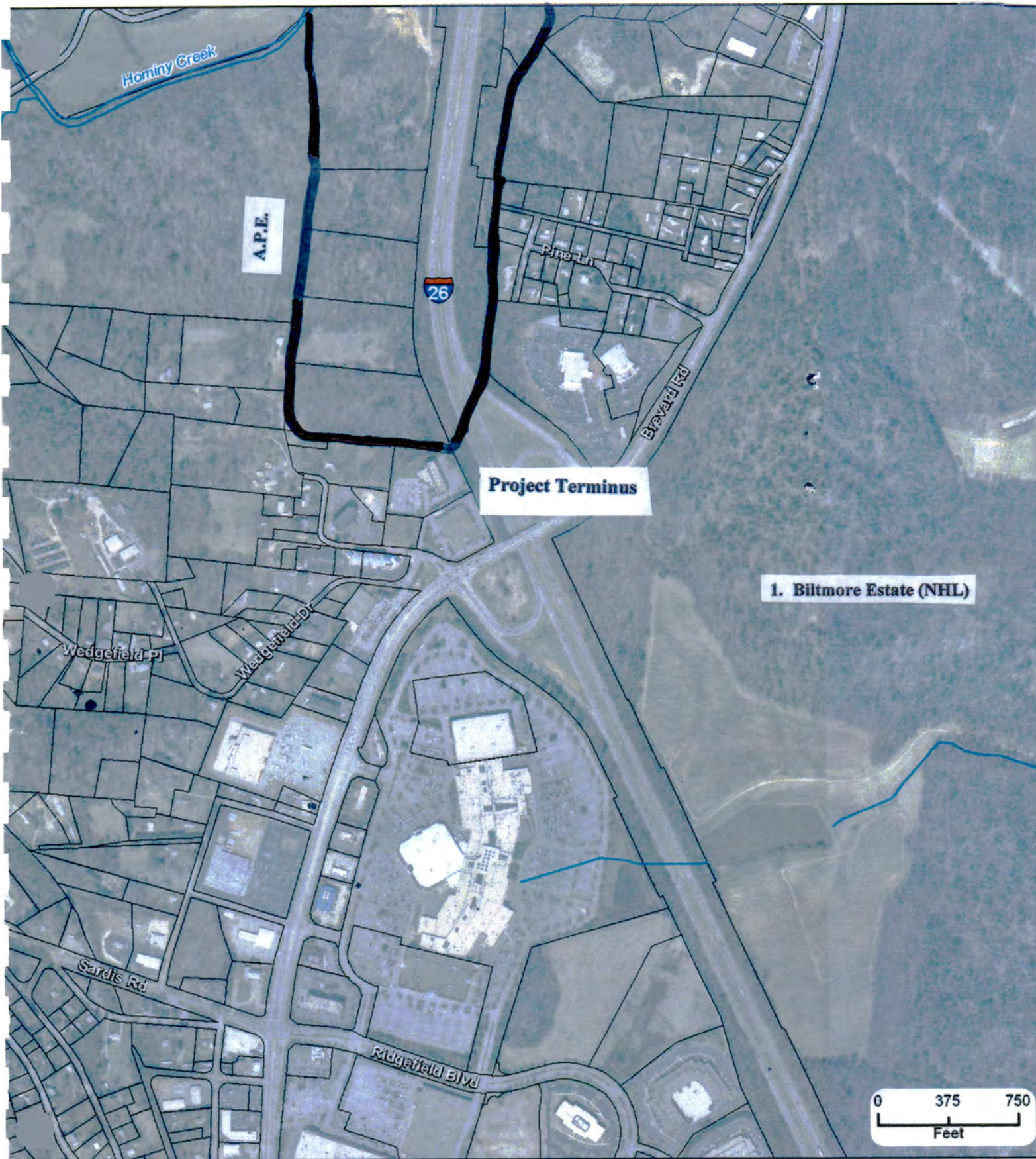
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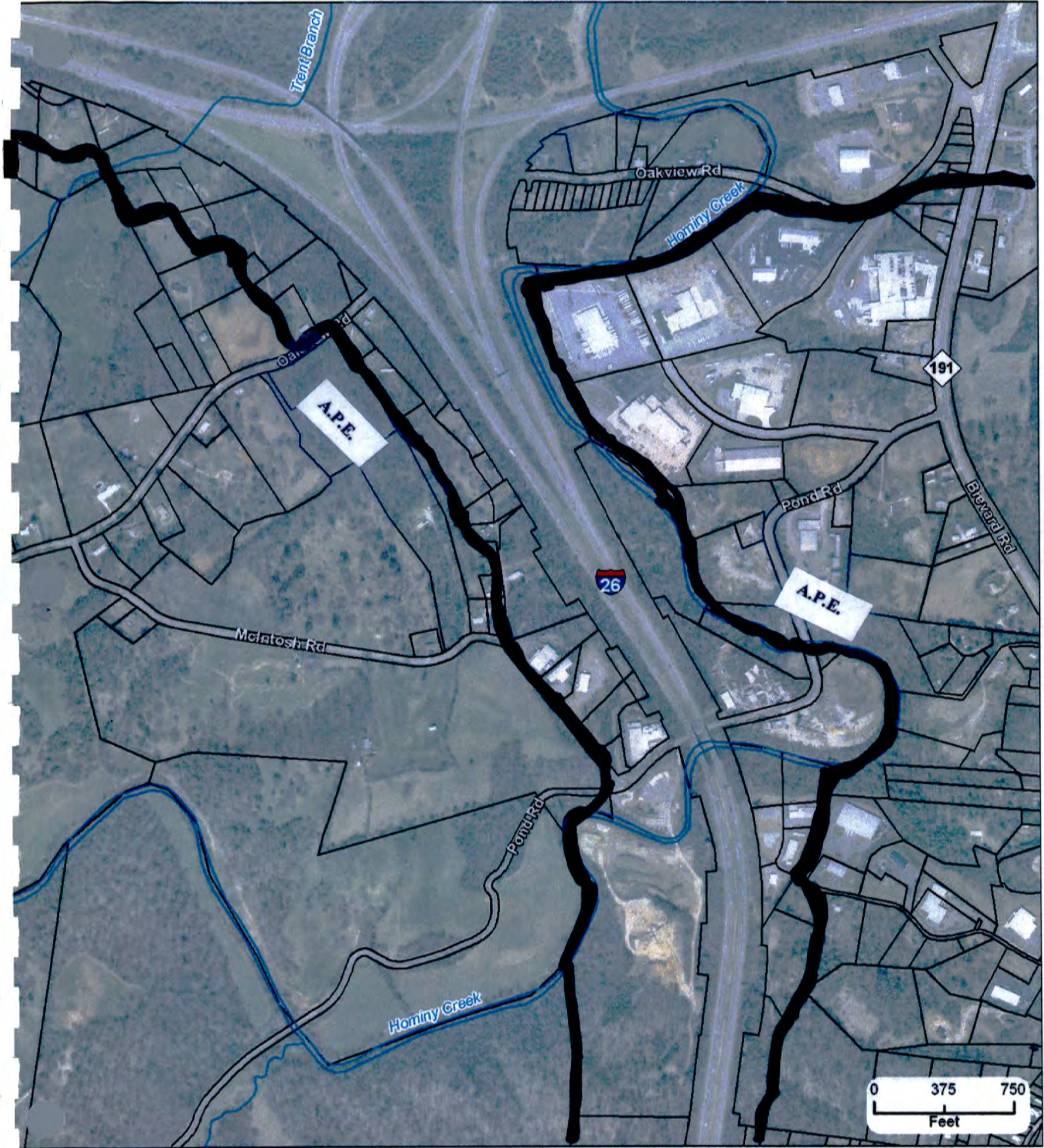
AREA OF POTENTIAL EFFECTS MAP (A.P.E.)
SHEET B
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AREA OF POTENTIAL EFFECTS MAP (A.P.E.)
SHEET C
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AREA OF POTENTIAL EFFECTS MAP (A.P.E.)
SHEET D
I-2513



AREA OF POTENTIAL EFFECTS MAP (A.P.E.)

SHEET E

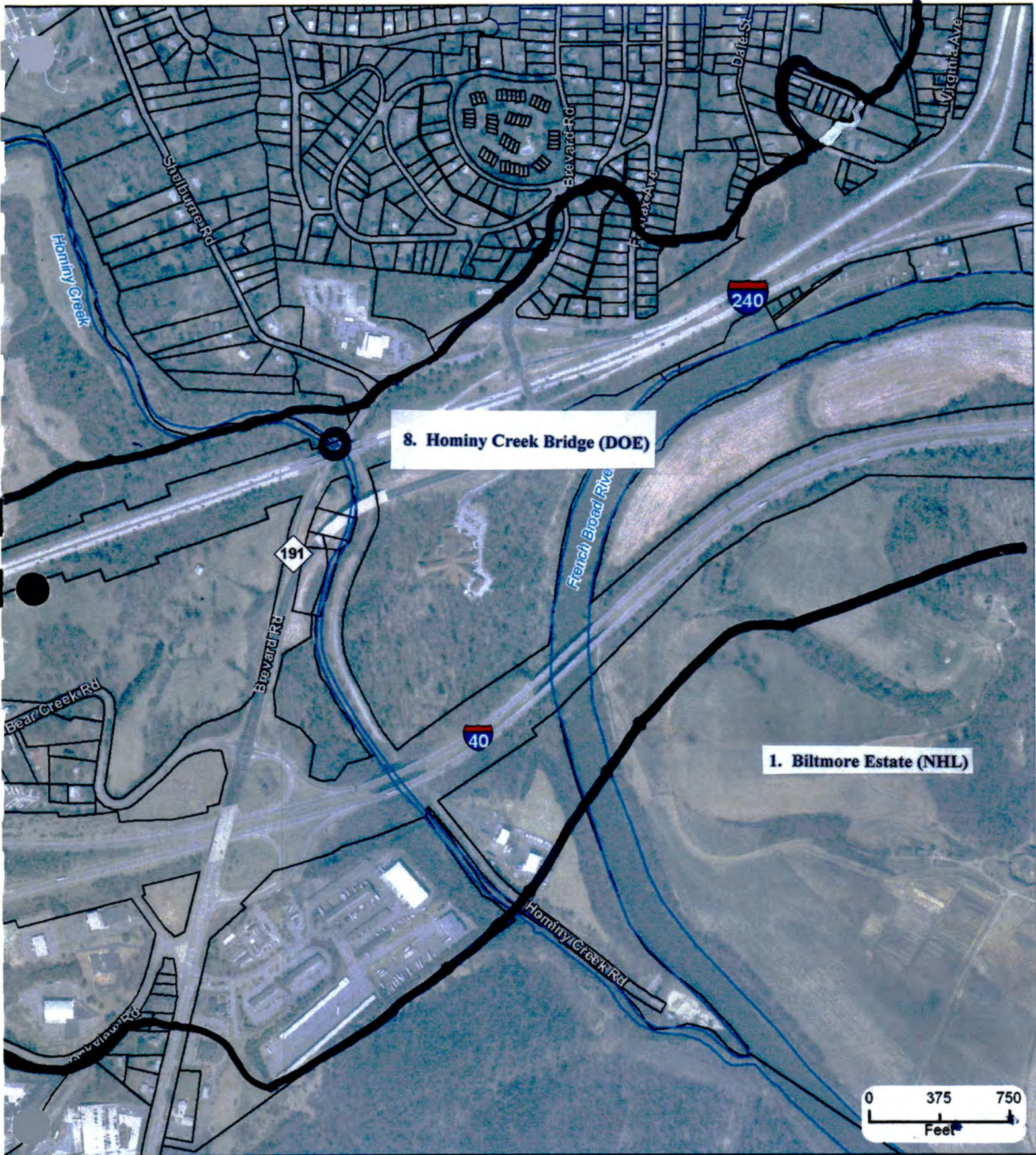
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AREA OF POTENTIAL EFFECTS MAP (A.P.E.)

SHEET F

I-2513





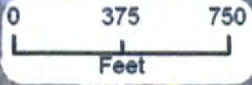
AREA OF POTENTIAL EFFECTS MAP (A.P.E.)
SHEET G
I-2513

A.P.E.

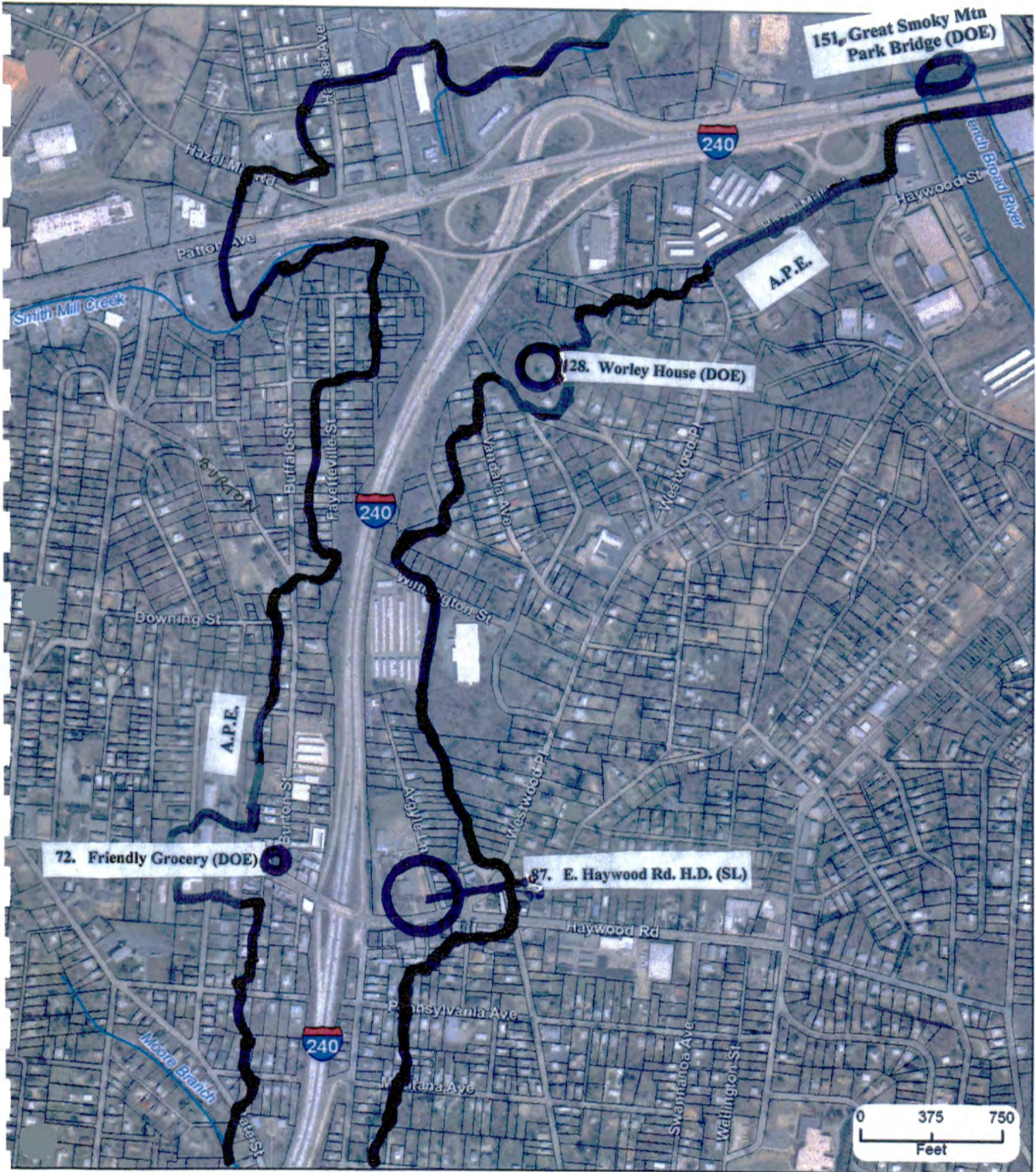
Project Terminus

1. Biltmore Estate (NHL)

A.P.E.



AREA OF POTENTIAL EFFECTS MAP (A.P.E.)
SHEET H
I-2513



AREA OF POTENTIAL EFFECTS MAP (A.P.E.)

SHEET I

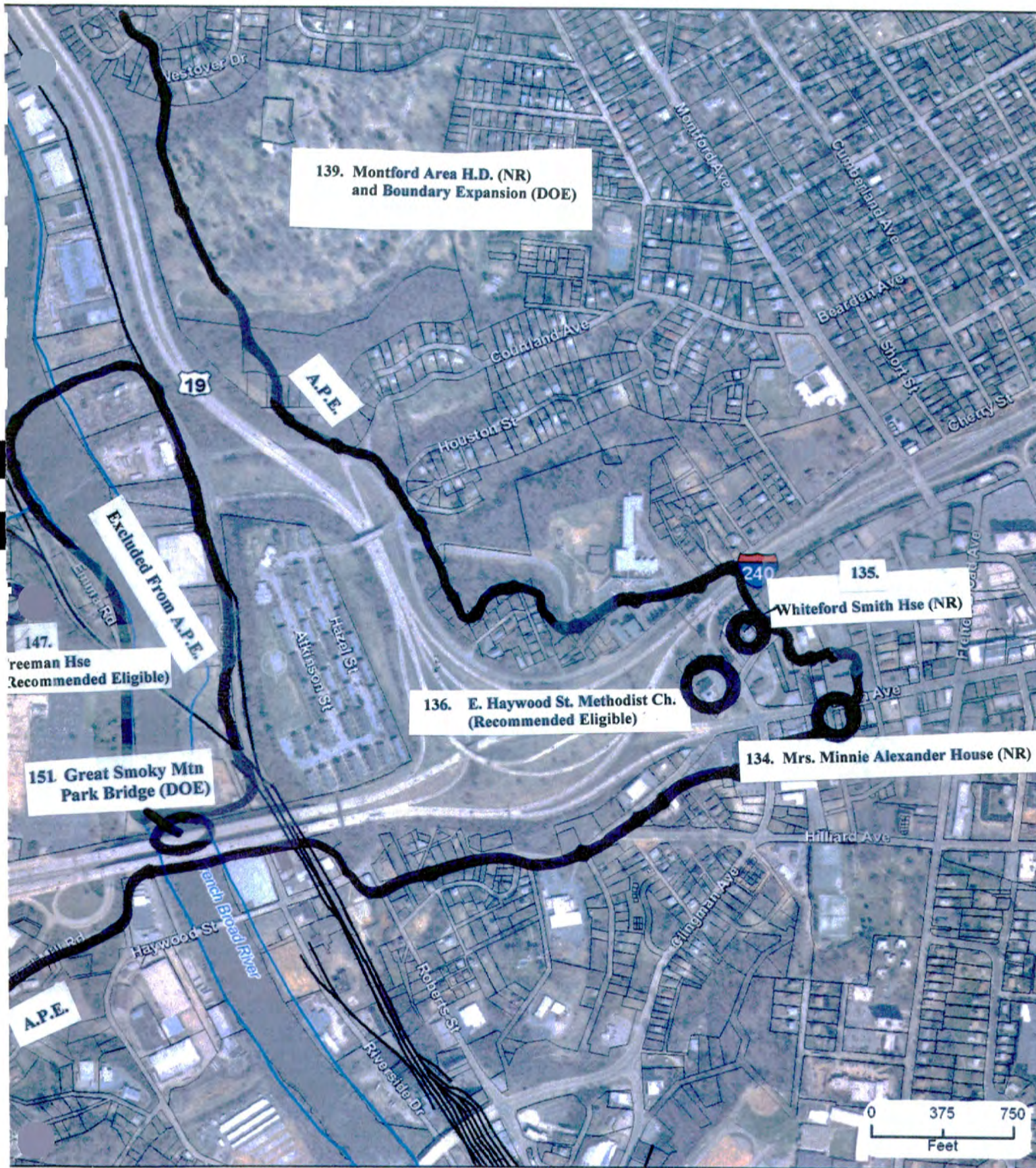
I-2513



AREA OF POTENTIAL EFFECTS MAP (A.P.E.)

SHEET J

I-2513



139. Montford Area H.D. (NR)
and Boundary Expansion (DOE)

A.P.E.

19

Excluded From A.P.E.

147. Freeman Hse
(Recommended Eligible)

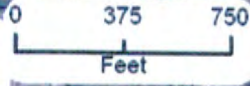
151. Great Smoky Mtn
Park Bridge (DOE)

A.P.E.

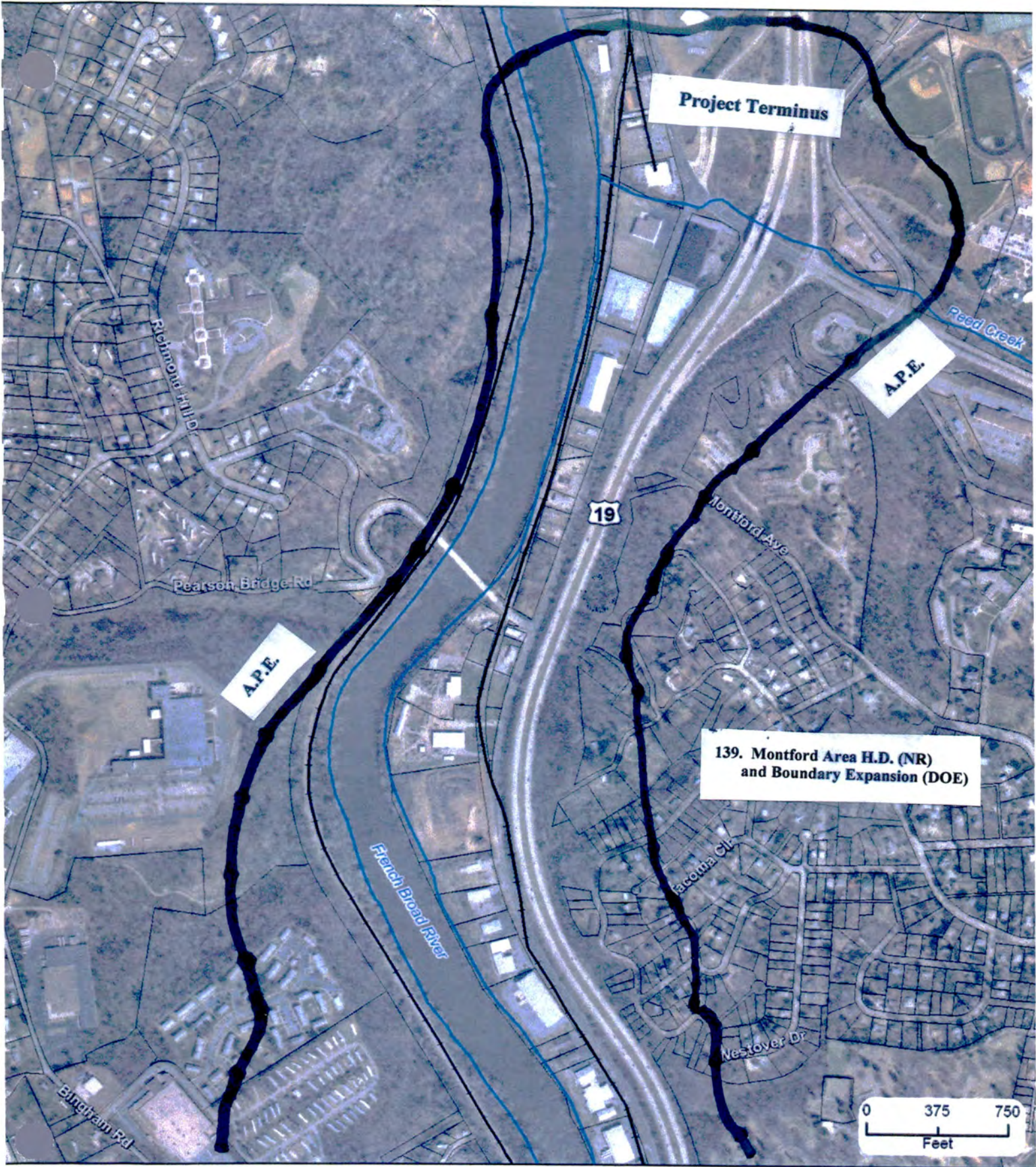
136. E. Haywood St. Methodist Ch.
(Recommended Eligible)

135. Whiteford Smith Hse (NR)

134. Mrs. Minnie Alexander House (NR)

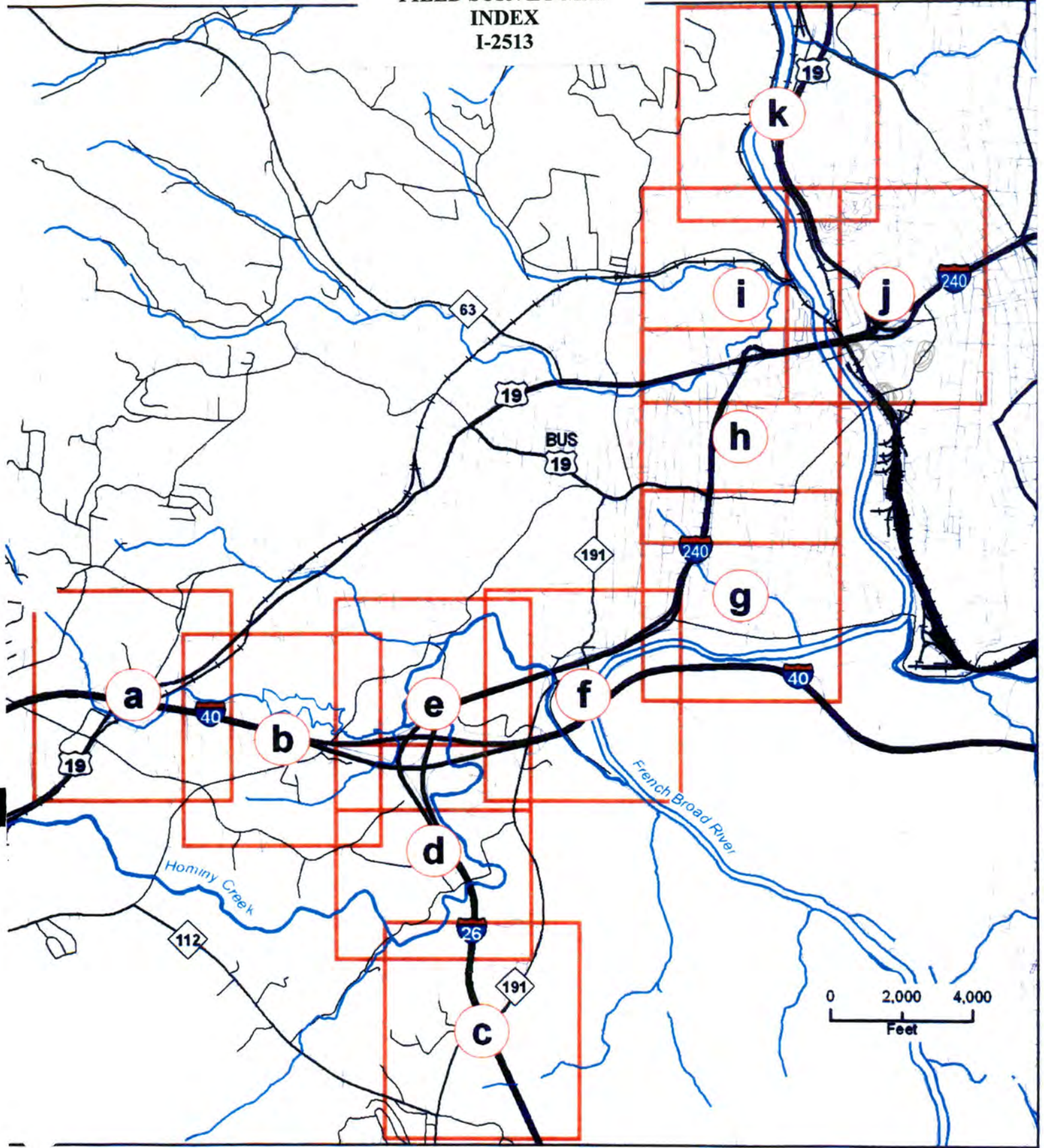


AREA OF POTENTIAL EFFECTS MAP (A.P.E.)
SHEET K
I-2513



APPENDIX B:
Field Survey Maps

**FIELD SURVEY MAP
INDEX
I-2513**



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