



North Carolina Department of Cultural Resources
State Historic Preservation Office

David L. S. Brook, Administrator

Michael F. Easley, Governor
Lisbeth C. Evans, Secretary
Jeffrey J. Crow, Deputy Secretary
Office of Archives and History

Division of Historical Resources
David J. Olson, Director

July 24, 2002

MEMORANDUM

TO: William D. Gilmore, Manager
Project Development and Environmental Analysis Branch
NCDOT Division of Highways

FROM: David Brook *for David Brook*

SUBJECT: Widen and upgrade US 19-23, R-4406,
Buncombe and Haywood Counties, ER 02-10337
9653

Thank you for your letter of July 8, 2002, transmitting the survey report by Clay Griffith, Edwards-Pitman Environmental, Inc.

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

- Sharp-Owen House under Criterion C: Architecture, as one of the last surviving examples of the grand Colonial Revival style in Canton.
- Central United Methodist Church under Criterion C: Architecture, as a representative example of the work by the prominent Knoxville, Tennessee firm Barber & McMurray and their only known commission in North Carolina.
- Hampton Heights Historic District under Criterion C: Architecture, for its cohesive collection of early to mid-twentieth century residential architecture.
- North Hominy Creek Railroad Bridge under Criterion C, for its engineering design as the largest truss bridge in Haywood County.

The following properties are determined not eligible for listing in the National Register of Historic Places:

Properties 3, 4, 7, 9, 11, 17, 21, 24, 26, 29, 30, 32, 33 - 40, 42 - 65, 69, 70 - 93, 95 - 118.

Until additional information for the properties listed below is provided, we are unable to assess their eligibility for listing in the National Register:

	Location	Mailing Address	Telephone/Fax
Administration	507 N. Blount St, Raleigh, NC	4617 Mail Service Center, Raleigh 27699-4617	(919) 733-4763 • 733-8653
Restoration	515 N. Blount St, Raleigh, NC	4613 Mail Service Center, Raleigh 27699-4613	(919) 733-6547 • 715-4801
Survey & Planning	515 N. Blount St, Raleigh, NC	4618 Mail Service Center, Raleigh 27699-4618	(919) 733-4763 • 715-4801

Page 2
William D. Gilmore
July 24, 2002

- Old Bell Tavern
 - Please provide an assessment of the building within the context of Transportation and Commerce.
- Pigeon River Bridge
 - Please provide information on other bridges of this period and type extant in Haywood County.
- Champion Motor Company Building
 - Please provide information on other intact commercial historic buildings in Canton that exhibit modern stylistic influences.
- Ward Piano Company
 - Please contact the owners of the Ward Piano Company for more information about the history of the company.
- Plantation Motel
 - Please provide more specific information on the motel's siding. We would like to know when building was covered in permastone veneer and which areas of the motel are covered in aluminum siding.

We do not agree that the following property is eligible for the National Register:

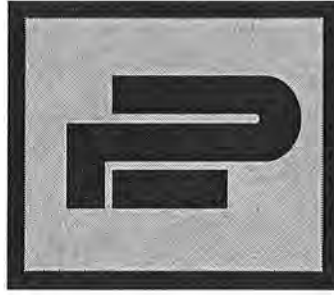
Owl Drive-In: The 1964 addition comprises the historic integrity of the building. The three-story addition is the largest portion of the building and dominates the original 1942 main block. The building faces south when it was originally designed to face north. These changes occurred after the 50-year period when a building attains sufficient age to be considered historic. We do not believe the events and activities associated with the building are of sufficient importance to warrant an exception to this rule. The building should be re-evaluated in twelve years.

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

Thank you for your cooperation and consideration. If you have questions concerning the above comment, contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763. In all future communication concerning this project, please cite the above referenced tracking number.

cc: Mary Pope Furr, NCDOT
Clay Griffith

bc: Brown/McBride ✓
DOT/106
County



**Historic Architectural Resources Survey Report
Phase II Intensive**

Widen and upgrade US 19-23
Buncombe and Haywood Counties
North Carolina Department of Transportation
TIP No. R-4406
State Project No. 8.1845401
Federal Aid No. STP-19(5)

Prepared by:
Edwards-Pitman Environmental, Inc.
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Suite 412
Raleigh, North Carolina 27612-3228

Prepared for:
Project Development and Environmental Analysis Branch
North Carolina Department of Transportation
P.O. Box 25201
Raleigh, North Carolina 27611

June 2002

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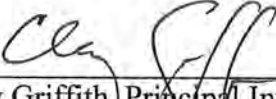
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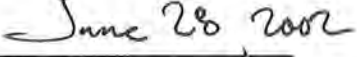
Prepared for:

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919-733-7844

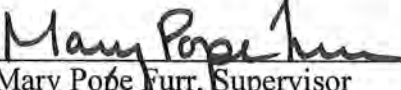
June 2002




Clay Griffith, Principal Investigator
Edwards-Pitman Environmental, Inc.



Date



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



Date

Management Summary

The North Carolina Department of Transportation (NCDOT) proposes to widen and upgrade US 19-23 from the east-west US 19-23 split in Canton, Haywood County, to NC 151 in Buncombe County. US 19-23, which is currently two lanes with center turn lanes and passing lanes in selected locations, will be upgraded to a multilane facility. Proposed alternatives include a four-lane divided typical section with a 17.5-foot minimum median and a five-lane typical section. Within the Town of Canton, proposed alternatives include upgrading the one-way pairs along Park Street and Main Street; converting Park Street to a multi-lane two-way street and allowing two-way traffic on Main Street; and avoidance of the Downtown Canton Historic District, a property determined eligible for the National Register of Historic Places.

Edwards-Pitman Environmental, Inc. (EPEI) conducted a Phase II intensive level historic resources survey to determine the Area of Potential Effects (APE) and to identify and evaluate all structures over fifty years of age within the APE according to the National Register of Historic Places Criteria for Evaluation. Two EPEI historians conducted the field survey by automobile and on foot in March 2002, covering 100 percent of the APE. Every property over fifty years of age was photographed, mapped, and evaluated. Those properties considered worthy of further analysis were intensely surveyed and evaluated in May and June 2002.

In addition to the field survey, EPEI reviewed the survey files at the North Carolina State Historic Preservation Office (HPO) in Asheville, as well as the National Register and Study List files. Investigators conducted an examination of deeds and tax records at the Buncombe and Haywood County Courthouses, and local research was done at the Canton Area Historical Museum, Canton Public Library, Haywood County Public Library in Waynesville, and Pack Memorial Library in Asheville.

EPEI staff historians delineated the APE on USGS quadrangle maps. The APE was reviewed and refined during the Phase II intensive level survey. The APE, an approximately 1000-foot corridor, extends along both sides of existing US 19-23, Park Street, and portions of Main Street within Canton; it includes areas that may be physically effected by the road widening as well as those visually effected. The mountainous topography of the area and natural boundaries often determined the limits of the APE. The APE is shown on the Area of Potential Effects Map in Appendix A.

One hundred eighteen (118) properties located within the APE were identified during the field survey. Two properties listed in the National Register of Historic Places are located within the APE: Colonial Theater (#8) and Engadine (#71). No properties on the North Carolina State Study List are located within the APE, but two properties previously determined eligible through the environmental review process are located within the APE—including the Downtown Canton Historic District, which was determined eligible in 1998 as part of a NCDOT bridge replacement project (TIP No. B-3189), and the former United States Post Office, determined eligible in 1979. The Downtown Canton

Historic District, encompasses twelve (12) of the recorded properties either as contributing or non-contributing resources. Of the remaining 101 surveyed properties, eighty-two (82) were determined to be ineligible by NCDOT and the HPO. The remaining nineteen (19) properties were intensively surveyed and evaluated. Five (5) of the evaluated properties are recommended eligible for the National Register, and the other fourteen (14) are recommended ineligible.

Properties Listed in the National Register of Historic Places

Colonial Theater (HW 19), 55-57 Park Street (#8)
Engadine (BN 396), S side US 19-23, 0.1 mi E of Haywood County line (#71)

Properties on the State Study List for the National Register of Historic Places

None

Properties Previously Determined Eligible for the National Register of Historic Places

Downtown Canton Historic District, Roughly bounded by Main Street from Adams Street to Bridge Street, Park Street from Academy Street to Main Street, and Church Street to Bridge Street, including the Champion Fiber Company Plant (DE 1998) (#1)

(Former) United States Post Office, 42 Park Street (DE 1979) (#10)

Properties Considered Eligible for the National Register of Historic Places

Sharp-Owen House, 28 Church Street (#25)
Central United Methodist Church, 34-44 Church Street (#28)
Hampton Heights Historic District, Hampton Heights and Oakland Circle (#31)
North Hominy Creek Railroad Bridge, N side US 19-23, 0.3 mi E of SR 1836 (#44)
Owl Drive-In, 728 Groundhog Road (#60)

Properties Considered Not Eligible for the National Register of Historic Places

Old Bell Tavern, 111 Park Street (#2)
Pigeon River Bridge, Park Street over Pigeon River (#5)
Champion Motor Company Building, 92 Park Street (#6)
House, 32 Church Street (#26)
(Former) Motel, 2955-2965 Asheville Highway (#41)
House, 455 Groundhog Road (#58)
Ward Piano Company Buildings, 1252 Asheville Highway (#66-68)
Spring house, S side US 19-23, 0.2 mi E of jct. w/Wiggins Road (#86)
Plantation Motel, 2195 Smokey Park Highway (#94)
House, 186 Indian Branch Road (#99)

*Widen and upgrade US 19-23
Buncombe/Haywood Counties, TIP No. R-4406*

House, 103 Indian Branch Road (#100)
House, 1575 Smokey Park Highway (#116)

*Properties Determined Not Eligible for the National Register and Not Worthy of Further
Evaluation*

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II. Introduction

The North Carolina Department of Transportation (NCDOT) proposes to widen and upgrade US 19-23 from the east-west US 19-23 split in Canton, Haywood County, to NC 151 in Buncombe County. US 19-23, which is currently two lanes with center turn lanes and passing lanes in selected locations, will be upgraded to a multilane facility. The highway has been upgraded to a five-lane typical section from the project termini west of Canton and from NC 151 eastward into Asheville. Proposed alternatives include a four-lane divided typical section with a 17.5-foot minimum median and a five-lane typical section. Within the Town of Canton, proposed alternatives include upgrading the one-way pairs along Park Street and Main Street; converting Park Street to a multi-lane two-way street and allowing two-way traffic on Main Street; and avoidance of the Downtown Canton Historic District, a property determined eligible for the National Register of Historic Places.

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In addition to the field survey, EPEI reviewed the survey files at the North Carolina State Historic Preservation Office (HPO) in Asheville, as well as the National Register and Study List files. Investigators conducted an examination of deeds and tax records at the Buncombe and Haywood County Courthouses, and local research was done at the Canton Area Historical Museum, Canton Public Library, Haywood County Public Library in Waynesville, and Pack Memorial Library in Asheville.

EPEI staff historians delineated the APE on USGS quadrangle maps. The APE was reviewed and refined during the Phase II intensive level survey. The APE, an approximately 1000-foot corridor, extends along both sides of existing US 19-23, Park Street, and portions of Main Street within Canton; it includes areas that may be physically effected by the road widening as well as those visually effected. The mountainous topography of the area and natural boundaries often determined the limits of the APE. The APE is shown on the Area of Potential Effects Map in Appendix A.

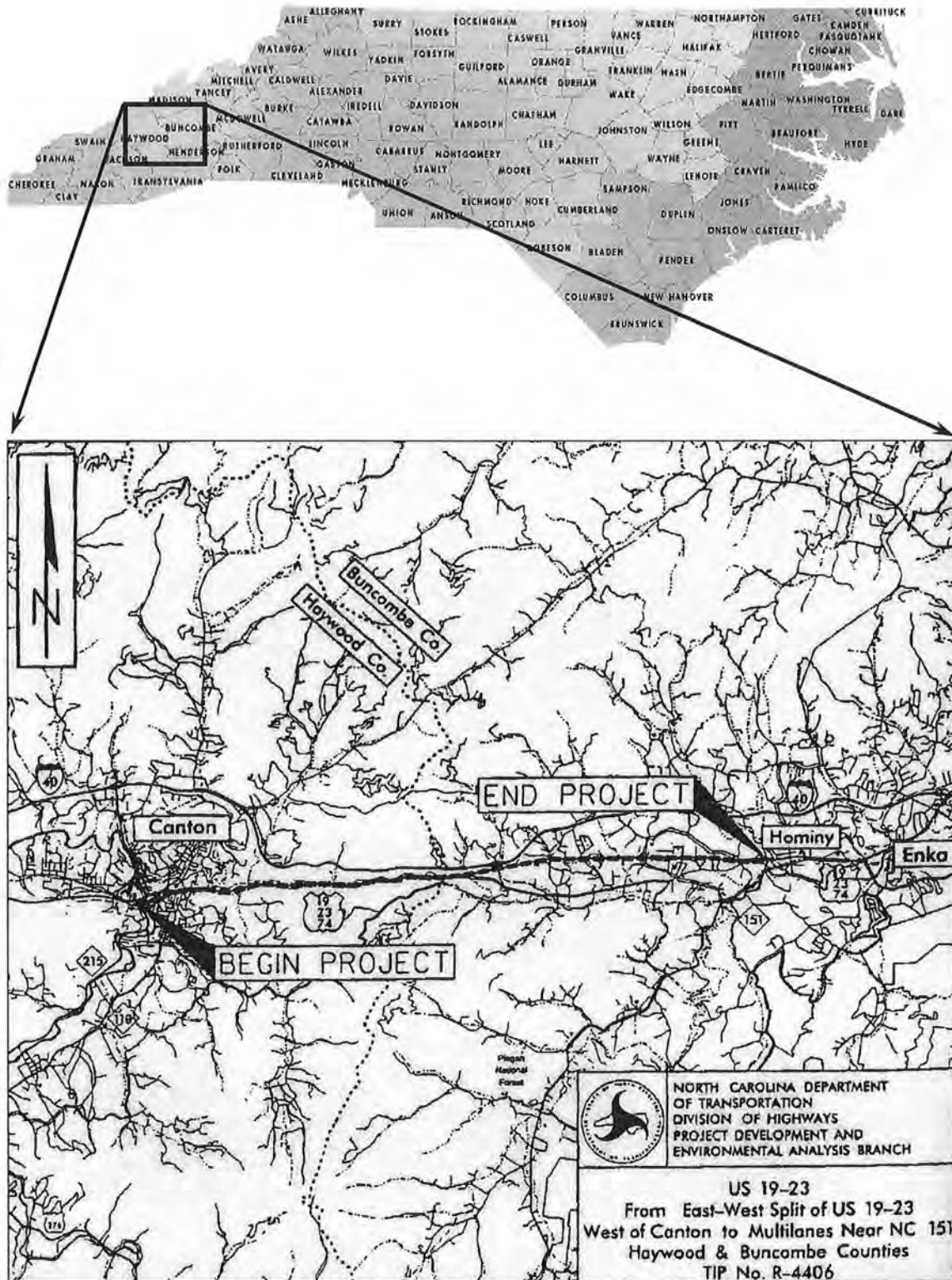


Figure 1. Project location map.

III. Physical Environment

The project area for proposed improvements to US 19-23 is located in Buncombe and Haywood counties, two of the largest counties in western North Carolina. The project begins in the Town of Canton in Haywood County, on the west side of town at the east-west split. Main Street and Park Street in Canton currently function as a one-way pair carrying US 19-23 through town. The project terminates at the intersection of US 19-23 and Pisgah Highway (NC 151). The project length is approximately nine (9) miles.

The topography of US 19-23 through the project area consists of gently rolling terrain bordered by steep hillsides and narrow valleys. The road passes along the Hominy Creek valley, which for centuries has been the primary east-west route for travelers through the Newfound Mountains. Once used by Native Americans, the route was developed in the mid-nineteenth century for the Western Turnpike, a stagecoach road, and later the Murphy Branch of the Western North Carolina Railroad stretched its track along a similar path.

US 19-23 is a concurrent section of the two highways that extends from just east of Waynesville near Lake Junaluska eastward through Asheville to Mars Hill in Madison County. Beyond the section from Waynesville to Mars Hill, the two roads divide and extend south into Georgia and north into Tennessee. When the road was last improved in the mid-twentieth century, it was straightened and graded considerably. Two sections of the old route remain intact: Groundhog Road (SR 1600 in Haywood County) and Old US 19-23 Highway (SR 1130 in Buncombe County). US 19-23 is primarily two lanes within the project area with sections where a third lane has been added as a passing lane or center turn lane. Heavy through-traffic on US 19-23 has since shifted to I-40, completed in the 1960s and 70s. Interstate 40 is often visible to the north in the project area.

Much of the project area remains largely rural and undeveloped in relation to other parts of Buncombe and Haywood counties. Agricultural crop and pasture land are found alongside large areas of forested land. Modern commercial development is scattered throughout the project area and coexists with residential areas. Most of the development fronts onto the highway and stands relatively close to road. The proposed Canton Motorsports Park, a large multi-use facility, is planned for a site east of Canton in the general project area. The development, which will include automobile racing and convention facilities, is located on the south side of US 19-23 on the lower slopes of Chestnut Mountain.

Few visible reminders of the nineteenth century past remain in the project area. The house at Engadine (#71), sections of the railroad, and the altered Smathers-Mease House (#43) are among the few tangible remnants of the area's long history. The general character of the project area relates to the realignment and improvement of US 19-23 around 1950, when new types of businesses and residences were erected and oriented toward automobile travel on the new road.

IV. Methodology

Edwards-Pitman Environmental, Inc. (EPEI) conducted a Phase II intensive level historic resources survey with the following goals: (1) to determine the Area of Potential Effect (APE), defined as the geographic area or areas within which a project may cause changes in the character or use of historic properties, if any such properties exist; (2) to identify all resources over fifty years of age within the APE; and (3) to evaluate these resources according to the National Register of Historic Places criteria. Two EPEI historians conducted the field survey by automobile and on foot in March 2002, covering 100 percent of the APE. Every property over fifty years of age was photographed, mapped, and evaluated. Those properties considered worthy of further analysis were intensely surveyed and evaluated in May and June 2002.

In addition to the field survey, EPEI reviewed the survey files at the North Carolina State Historic Preservation Office (HPO) in Asheville, as well as the National Register and Study List files. Investigators conducted an examination of deeds and tax records at the Buncombe and Haywood County Courthouses, and local research was done at the Canton Area Historical Museum, Canton Public Library, Haywood County Public Library in Waynesville, and Pack Memorial Library in Asheville.

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The Phase II intensive level historic resources survey was conducted and the report prepared in accordance with the provisions of FHWA Technical Advisory T6640.8A (Guidance for Preparing and Processing Environmental and Section 4(f) Documents); the Secretary of the Interior's Standards and Guidelines for Archaeological and Historic Preservation (48 FR 44716); 36 CFR Part 800; 36 CFR Part 60; and the NCDOT document entitled *Historic Architectural Resources: Survey Procedures and Report Guidelines* (1994).

Several secondary sources, both published and unpublished, were especially useful in compiling and preparing research material for this report. *A Guide to the Historic Architecture of Western North Carolina* (1999) by Bishir, Southern, and Martin provided an excellent overview history of the region and specific information about the architectural history of each county. Two survey publications, Douglas Swaim's *Cabins & Castles: The History and Architecture of Buncombe County, North Carolina* (1981) and Camille Wells' *Canton: The Architecture of Our Hometown* (1985), were especially helpful in developing architectural contexts. The Wells book provided invaluable information about the histories of specific buildings in Canton. Important unpublished

documents consulted during the preparation of this report include the National Register of Historic Places nominations for the Colonial Theater (2000) and Engadine (2001) and the county survey site files at the Division of Archives and History Western Office in Asheville. Also the "Historic Architectural Resources Survey Report, Replace Bridge #272 on SR 1643 over Southern Railroad, Haywood County, North Carolina, TIP No. B-3189" prepared by this author for NCDOT in June 1998 provided fairly recent analysis of the downtown Canton commercial district.

V. Background Information and Historic Contexts

The geography and natural character of western North Carolina have been central to its settlements and subsequent development by Europeans since the last quarter of the eighteenth century. The region was Cherokee hunting ground before the arrival of the first white settlers. While the physical beauty and bounty of the region ultimately attracted settlers to the region, the geographic features—the mountains, rivers, and myriad coves and hollers—provided natural boundaries and barriers for transportation and settlement. The Cherokee adapted to the rugged country and their well-worn trading paths and hunting routes formed the basis of many later transportation corridors, typically having established the easiest, most direct route between two points along relatively level creeks and river bottomland and across low mountain passes. (Sharpe, p. 178, and Cotton 1983, pp. 2-4.)

During the Revolutionary War period, the Cherokees sided with British, hoping to push settlers from their territory, attacked frontier settlements. Colonists retaliated quickly, led by Gen. Griffith Rutherford led a campaign against the Cherokee in 1776. With a force of 2,400 men, Rutherford marched deep in to Cherokee country systematically burning villages; killing men, women, and children; and destroying buildings and crops. Rutherford's troops traveled through the Hominy Creek valley on their way to lay waste to Cherokee towns at Cowee and Kituwah. Surviving Cherokees suffered through the following winter with their homes and farms devastated, and in the wake of these defeats, the Cherokee ceded their land east of the Blue Ridge to the state in 1777. North Carolina later revoked the agreement and opened the territory west of the Blue Ridge to the Pigeon River for settlement in the 1780s. In remuneration for service, Revolutionary War veterans were given land grants in the newly opened region. (Bishir, pp. 15-6, 18; Lefler and Newsome, p. 228)

Local history recounts that Samuel Davidson, who was killed by Cherokees soon after he and his family established a homestead on the Swannanoa River in present Buncombe County, was one of the first white settlers west of the Blue Ridge. In 1787, Davidson's brother, William, received one of the earliest grants in the region and later petitioned for the formation of Buncombe County from the western sections of Burke and Rutherford. Col. William Moore, a brother-in-law of Gen. Rutherford, also received a land grant in 1787 in the Hominy Creek of present Buncombe County. He had fought the Cherokees in 1776 and camped then on Hominy Creek. (Bishir, pp. 18-9; Swaim, pp. 9-10)

Buncombe County was created in 1792 and covered a territory so large it was known as the "state of Buncombe". Asheville, the county seat, was incorporated in 1797 and was situated on a rise at the intersection of two Cherokee trading paths. Though Asheville later benefited from its central location, it was soon considered to inconvenient and the county too large for most settlers in the western region. Haywood County was carved from Buncombe in 1808, and the county seat established at Waynesville, roughly twenty-six miles from Asheville. (Bishir, pp. 19, 339; Swaim, pp. 10-1)

Unlike many other mountain counties, Buncombe and Haywood shared relatively easy access across the mountains through the low gap of the Hominy Creek valley. Thus Haywood did not suffer from the extreme isolation typical of other mountain counties. Farmers in Haywood County were able to take their crops to Asheville and on to Greenville and Charleston, South Carolina. The Buncombe Turnpike, which ran from Tennessee to South Carolina by way of Asheville, was completed in 1827, and provided an important connection to areas outside the region. Improved travel and trade along the Turnpike necessitated the creation of large inns or way stations to housed travelers and the drovers with their large herds of livestock on the way to market. The road also stimulated interest in additional transportation improvements. (Sharpe, pp. 181-83; Cotton 1982, pp. 3-5; Cotton 1983, pp. 12, 4-5; Swaim, pp. 14-7)

The long-awaited Western Turnpike was completed from Asheville through Haywood County in 1856; the route extended from Salisbury to Murphy, generally following an old trading path and designating the routes of future highways. Col. John C. Smathers owned 1,000 acres of land in Buncombe and Haywood Counties at the eastern end of the Hominy Creek valley and recognized that the only usable route west passed through his property. He charged a toll and kept the road improved. In 1866 he opened the ten-room, two-story frame Turnpike Hotel, which was the noonday stop for stagecoaches traveling between Asheville and Waynesville. Smathers also erected a general store, grist mill, and blacksmith shop. After the railroad was constructed closely following the route of the old road, Turnpike became a station and breakfast place for passengers. In 1880, he built a twenty-room addition to the hotel. The hotel eventually closed in 1918 following Smathers' death. (Leavenworth; Smathers, pp. 18-9)

The Western North Carolina Railroad, after years of construction and corruption, finally crested the Blue Ridge in 1879 with the opening of the Swannanoa Tunnel. The railroad reached Asheville in 1880 and swiftly transformed the life of the town. Population growth was rapid and a flood of tourists and health-seekers soon followed. New businesses, hotels and boarding houses, medical facilities, and housing were being built in Asheville, which was being remade into a popular resort area and regional economic center. The growth of Asheville in the late-nineteenth century and increased industrial development provided greater local markets for the rural areas of the county, which remained largely agricultural. (Swaim, pp. 20-2, 38-40)

The Murphy Branch of the railroad was completed between Asheville and Waynesville in 1882 and brought drastic changes in the built environment of Haywood County. In Haywood County, as in Buncombe, the railroad connection to Waynesville heralded the beginnings of a boom era, and the old agrarian society began to be supplanted by industry and commerce. The railroad allowed tourism and manufacturing to prosper. New industrial towns such as Canton and Hazelwood were established, agriculture production benefited from improved shipping, and numerous boarding houses and hotels opened to serve an ever-increasing tourist trade. The White Sulphur Springs Hotel in Waynesville, which opened in 1878, marked the beginning of the county's important tourist industry and was followed by other destinations including Lake Junaluska, a Methodist vacation retreat begun in 1913 and the Great Smoky Mountains National Park, opened in 1935.

Not surprisingly, the bulk of historic architectural resources in Buncombe and Haywood counties date from the railroad and industrial periods (1880s-1940s). The Cherokee, early agrarian, and pre-railroad settlements are rare due to sparse development at the time and losses to twentieth century development. (Cotton 1982, pp. 5-6; Cotton 1983, pp. 1-2, 5; Farlow, p.14.)

Timber and timber products comprised the other major industry of Haywood County's boom era. An estimated two-thirds of all commercial-grade timber in the county was cut between 1902 and 1927. The Champion Fibre Company, organized in 1905, quickly became the county's largest employer. The town of Canton completely rebuilt its downtown commercial and residential areas with the opening of the Champion plant and the hundreds of employees attracted to well-paying mill jobs. Champion's influence also extended into the county and the company-built timber camps. Sunburst, near Lake Logan, was the largest with a church that also served as the school and dance hall. In addition, furniture manufacturers, saw mills, and builders' suppliers took advantage of the timber resources. The increased availability of manufactured building materials and greater contact with the mainstream influenced an explosion of housing types and variety of styles. The bungalow is the most prevalent of the pre-World War II house types in Haywood and Buncombe counties and demonstrates the acceptance and knowledge of national trends during the early twentieth century. (Cotton 1982, pp. 6-8; Eller, pp. 108-9, 121-22; and Farlow, pp. 15-16.)

In the early twentieth century Asheville experienced a tremendous development boom as real estate speculation and growing tourism made the city a popular resort area. The construction of the Biltmore House in 1895 and the Grove Park Inn in 1913 focused national attention on the small city. Skilled architects, artisans, and craftspeople had been brought to Asheville during the early twentieth century and designed a growing stock of fine residential areas, eclectic civic and commercial buildings, and monumental churches. Richard Sharp Smith, supervising architect at the Biltmore Estate, became one of the city's leading architects and populated the city with his eclectic English vernacular buildings. The rustic Grove Park Inn likewise sparked a fashion for the Arts and Crafts movement. Other architects designed proficiently in popular revival styles Colonial, Classical, Gothic, and Tudor, while some designers, including Douglas Ellington, were creating a more distinctive blend of local building traditions and materials with modern stylistic elements. Asheville's boom era resulted in a highly refined architectural character that contrasted markedly with the persistent building patterns and traditions of the rural county.

Western Buncombe County received little development in the early twentieth century. The major industry, excepting the Champion plant in Canton, was established in 1928 when the American Enka Corporation began constructing a large plant in the Hominy Creek area west of Asheville. The property included the homestead of Col. William Moore, who had settled in the area in the 1780s. In addition to the plant, the company erected three clusters of houses for mill workers, middle management, and executives; a Gothic Revival style church; a commercial row; and a recreation area, Enka Lake. Development in the far western part of the county came in the mid-twentieth century with

increased automobile and truck traffic along the state highway (present US 19-23), which a principal east-west artery. (Swaim, p. 94)

Since 1930 population growth in Haywood and Buncombe Counties slowed. The timber reserves were largely cut over or claimed for national park and forest land in Haywood County, but Champion continued to provide steady employment. Following World War II, downtown Canton experienced a slight resurgence but began to decline in the 1950s as poor environmental conditions created by the mill and increased mobility caused people to live, work, and shop elsewhere. The real estate boom of the 1920s in Asheville crashed in 1930 when the Central Bank and Trust Company failed to open its doors. The city defaulted on its loans, private fortunes evaporated, and development ground to a near halt for many years.

The effects of the Great Depression hit hard in western North Carolina, especially in areas dependent on tourism. The effects were not felt as strongly in Canton where the mill, which expanded during the 1930s, continued to provide income to families. Other established farm families also carried on with the traditional self-reliance common in the mountain region. Federal work programs established under President Roosevelt's New Deal directly provided many benefits to western North Carolina. The Civilian Conservation Corps (CCC), Works Progress Administration (WPA), and Tennessee Valley Authority (TVA) all contributed to substantial building and improvement projects across the region. The CCC built trails, roads, bridges, and visitor accommodations in the Great Smoky Mountains National Park, which had been created by Congress in 1926 and formally dedicated in 1940. Construction of the Blue Ridge Parkway commenced in 1935 and together with the national park helped to lure new waves of tourists and visitors back to the region in the mid-twentieth century. The WPA sponsored the construction of numerous schools and post offices in towns throughout the western region and often employed local builders and masons to erect solid buildings of stone or brick. (Bishir, pp. 73-6, 85-8)

In the mid-twentieth century Haywood and Buncombe County benefited from their proximity to the Great Smoky Mountains National Park and the Blue Ridge Parkway, as well as the regions other attractions and resort communities. Waynesville served as an entry to the eastern end of the park, while the Parkway traversed the ridges of Pisgah and Balsam Mountains to the west and south. Asheville's location on the Dixie Highway, following the route of the old Buncombe Turnpike, placed the city on a major north-south corridor as motorists and families were taking to the highway in growing numbers. Tourist motels and motor courts often advertised on a thematic element derived from the region—the Mountaineer Inn, Mount Vue Motel, Log Cabin Motor Court—sprang up along the highways to attract the driving public and effectively supplanted the grand downtown hotels for which the region became know. Business and civic leaders eagerly promoted the region's history and tourism potential in hopes of reinvigorating stagnant economies. Today, tourism in the region continues to be actively promoted, especially as industry in the region has declined amid environmental concerns and manufacturing jobs have dwindled. (Bishir, pp. 78-84)

VI. Property Inventory and Evaluations

One hundred eighteen (118) properties located within the APE were identified during the field survey. Two properties listed in the National Register of Historic Places are located within the APE: Colonial Theater (#8) and Engadine (#71). No properties on the North Carolina State Study List are located within the APE, but two properties previously determined eligible through the environmental review process are located within the APE—including the Downtown Canton Historic District, which was determined eligible in 1998 as part of a NCDOT bridge replacement project (TIP No. B-3189), and the former United States Post Office, determined eligible in 1979. The Downtown Canton Historic District, encompasses twelve (12) of the recorded properties either as contributing or non-contributing resources. Of the remaining 101 surveyed properties, eighty-two (82) were determined to be ineligible by NCDOT and the HPO. The remaining nineteen (19) properties were intensively surveyed and evaluated. Five (5) of the evaluated properties are recommended eligible for the National Register, and the other fourteen (14) are recommended ineligible.

Properties Listed in the National Register of Historic Places

Colonial Theater (#8)	20
Engadine (#71)	24

Properties on the State Study List for the National Register of Historic Places

None

Properties Previously Determined Eligible for the National Register of Historic Places

Downtown Canton Historic District (#1)	29
(Former) United States Post Office (#10)	39

Properties Considered Eligible for the National Register of Historic Places

Sharp-Owen House (#25)	42
Central United Methodist Church (#28)	46
Hampton Heights Historic District (#31)	52
North Hominy Creek Railroad Bridge (#44)	60
Owl Drive-In (#60)	63

Properties Considered Not Eligible for the National Register of Historic Places

Old Bell Tavern (#2)	67
Pigeon River Bridge (#5)	69
Champion Motor Company Building (#6)	72
House (#26)	74

(Former) Motel (#41)	76
House (#58)	78
Ward Piano Company Buildings (#66-68)	80
Spring house (#86)	83
Plantation Motel (#94)	85
House (#99)	87
House (#100)	89
House (#116)	91

A. PROPERTIES LISTED IN THE NATIONAL REGISTER OF HISTORIC PLACES

8. Colonial Theater (HW 19)

Location. The Colonial Theater stands at 55-57 Park Street in downtown Canton, directly opposite the Canton Municipal Building. Park Street is a two-lane, westbound, one-way street. Facing north, the Colonial Theater is roughly bounded by surface parking lot to the east, an alley to the rear (south), and a smaller one-story brick commercial building on the west.

Description. Constructed in 1932, the distinctive Colonial Theater stands out in Canton's commercial district as the only example of the Colonial Revival style and the only surviving theater in town. The tall, two and one-half story, solid masonry building was designed to look like a residential building. The architectural firm of Benton & Benton of Wilson, North Carolina, is attributed with the design of the Colonial Theater. The firm's principal architect, Charles C. Benton, designed numerous theaters across the state, many of them in the Art Deco style. The elongated, tapering form of the Colonial Theater is fronted by a five-bay façade with large display windows flanking a recessed entrance vestibule and ticket booth. Ongoing renovation work has recreated the original projecting storefront bays to with multi-light windows. Six-over-six double-hung windows illuminate the second-floor lounge, and a heavy wooden cornice caps the front elevation. Three front-gable dormers rise from the slate-covered side-gable roof and provide light and ventilation for the projection room located under the roof slope. Parapet walls incorporating false chimneys extend from the gable ends.

The interior of the theater remains intact with its sloping auditorium floor, stage, original seating (approximately 650 including the main auditorium and balcony), decorative brackets and plaster work, and fixtures. The lobby extends the full width of the building with stairs at either end leading to the second floor balcony. Openings to either side of the concession counter, which was added later, provide access to the auditorium.

The adjacent building was constructed shortly after the theater in the 1930s and has housed a café and soda fountain, bus station, and taxi stand. This one-story building has clipped corners, plate glass windows, and corner entrances. Although the building is a distinct structure built separate from the Colonial Theater and is not included in the National Register nomination, the current renovation project includes both structures and will link them internally. Since the buildings are being adaptively reused for a single function, they were surveyed and evaluated as a single property for purposes of this report. The renovation project is being funded, in part, with enhancement grant money made available by NCDOT.

Historical Background. Marion Sprinkle and W.H. Odum commissioned the firm of Benton and Benton of Wilson, N.C. to design the Colonial Theater in 1932. By the 1930s, Canton had become one of the busiest, most cosmopolitan small towns in the region as a result of the Champion Fibre Company mill, an Ohio company that relocated to Haywood

County in 1906. Production at the mill began in 1908, and by 1923, when paper was first produced at the facility, the company employed over 1,000 people. While most of the mill workers were from the mountain area, company managers and scientists came to Canton from all over the world. The success of the mill, which expanded in the 1930s, "installing the industry's widest, fastest, and most cost-efficient paper machine....," moderated the effects of the Great Depression within the Canton community (Wells, p. 51).

With the growth of the mill and the town, many new businesses opened or expanded operations in Canton, which was coupled with an increase in public services and amenities, new schools, and new residential developments. Marion C. Sprinkle, owner of Canton Laundry, Ice and Coal Company, developed the theater for lease to W. H. Odum, who had previously run the Strand Theater. Odum, as the lessee, agreed to furnish the seating, fixtures, and equipment for the theater (Bowers, Sect. 8, p. 4). The Colonial Theater was a thoroughly modern motion picture theater capable of showing color movies with sound. Movies were shown seven days a week with a matinee and two evening shows daily. The collapsible stage at the front of the auditorium hosted vaudeville, bluegrass, and country music shows as well. From its opening until the 1960s, the Colonial Theater served a focal point of social activity in Canton.

The town, which experienced its greatest period of growth in the 1910s and 20s, also prospered during the late 1940s and early 1950s. Soon thereafter, however, downtown Canton began to decline as poor environmental conditions created by the mill and increased mobility caused people to live, work, and shop elsewhere. Downtown continued to decline through the third quarter of the century and eventually the theater was sold to the town. The building has stood vacant for many years, but it is currently undergoing a thorough renovation, which includes the adjacent structure.

Evaluation. The Colonial Theater was listed in the National Register of Historic Places in 2000. The property is eligible under Criteria A and C in the areas of Entertainment/Recreation and Architecture. The Colonial Theater is a highly intact Colonial Revival style commercial building constructed for use as a theater, and as the first modern motion picture house in the town of Canton, it served as a center of social activity through the mid-twentieth century.

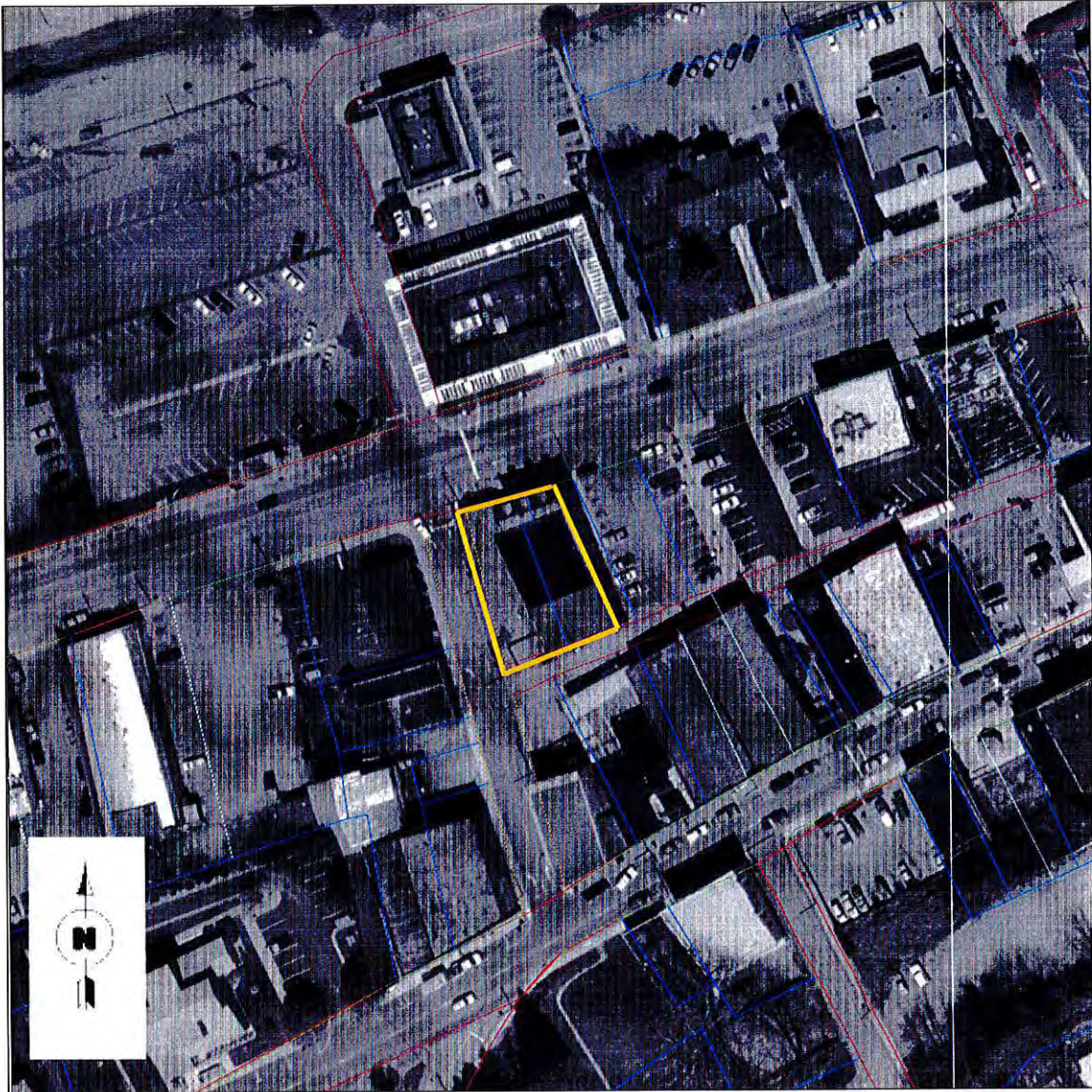
Boundary Description and Justification. The National Register boundaries for the Colonial Theater include the 0.08-acre parcel historically associated with the building and shown on Haywood County tax maps (PIN number 8657-70-8781). For purposes of this report, the boundary also includes the adjacent one-story building at the corner of Park Street and Adams Street, which abuts the Colonial Theater and is being renovated as part of the theater project. The additional boundary is limited to the footprint of the adjacent building (PIN #8657-70-8658).



Colonial Theater – front (north) façade



Colonial Theater – oblique view from NE



Colonial Theater –tax map showing National Register boundaries (PIN #8657-70-8781), including adjacent building (PIN #8657-70-8658)

71. Engadine (BN 396)

Location. Built for Captain James K. Hoyt in 1885, Engadine stands in the far western part of Buncombe County on the south side of US 19-23, 0.1 mile east of the Haywood County line. Situated along both the old stagecoach road and the railroad, Engadine became a popular spot for travelers in the late-nineteenth century staying at the old Turnpike Hotel, which stood facing the railroad nearby. Hoyt's extensive land holdings have diminished, but Engadine remains on a steep tract with thick vegetation screening the house from present US 19-23 to the north. South of the house, the rolling terrain is more open with vistas of the surrounding mountains.

Description. Engadine is a richly decorated two-story, hip-roof Queen Anne style dwelling with a double-tier porch that incorporates a turret. The boxy form of the rectangular, double-pile house gains complexity from its numerous inset porches and surface materials. The square lower-level porch posts have brackets beneath a cutout frieze, and small running arches and spindle row carry the molded railing. A variety of materials clad the exterior, including decorative shingles, shakes, and weatherboards. The house rests on a brick foundation, which complements the brick terrace extending across the rear of the house.

The exceptionally well-crafted interior of the house has been preserved and maintained through numerous owners. Typical of the Queen Anne style, the interior incorporates a variety of high quality woods (pine, walnut, oak, American chestnut, and cherry) for floors, paneling, and moldings. The main stair rises in the foyer and features a spindle arch with a ship's wheel motif. Original pocket doors, brass hardware, mantels, wainscoting, and paneling all remain intact.

Historical Background. John Keais Hoyt (1840-1912) was one of six children born to James and Marina Hoyt in Washington, North Carolina. On the eve of the Civil War, Hoyt traveled to Mobile, Alabama to study business with merchant Joseph Gwim. Hoyt later enlisted in the Confederate Army and served with the Third Alabama Infantry Regiment in Virginia. Following the war, he returned to North Carolina to recover some of his family's business and financial investments.

In the 1870s, Hoyt moved to New York and worked as a general manager at R. H. Macy. There he met and married Mary Elizabeth Bensel in 1878. She had three daughters from her first marriage, which ended in divorce. Mrs. Hoyt reportedly received a comfortable alimony from her first husband, and in 1883, the Hoyt's relocated to Buncombe County and spared no expense in building their house, completed in 1885. The family lived well at Engadine and after a failed effort in dairy business Hoyt started a winery on the property. The wine produced at Engadine gained some renown and was proudly featured while entertaining guests from the nearby Turnpike Hotel located on the adjacent property. As a popular stop between Asheville and Waynesville, the Turnpike Hotel and Engadine coexisted for thirty-five years entertaining guests and feeding travelers. A state law passed in 1910 that prohibited the production of any distilled beverage within one mile of a church effectively ended the winery at Engadine.

Hoyt died in Binghamton, New York in 1912. Mrs. Hoyt lived on at Engadine until 1918, when the cost and upkeep became too much for her and she sold the property. The house has since gone through a succession of owners who used the property variously as a year round residence, summer residence, or bed-and-breakfast inn. The current owners operate the house as an inn.

Evaluation. Engadine, the home of Capt. John K. Hoyt, was listed in the National Register in 2001. Constructed in 1885, Engadine is an example of an elaborate Queen Anne style dwelling in western Buncombe County. Hoyt served in the Confederate Army and worked in the mercantile trade in New York before relocating his family to North Carolina in the 1880s. The house, known as Engadine, is one of only a few fully realized expressions of the Queen Anne style found in the rural areas of the county outside Asheville. While numerous examples of the Queen Anne style still exist in the city, few comparable examples survive in the county. Engadine retains a high degree of integrity and is listed in the National Register under Criterion C for architecture.

Boundary Description and Justification. The National Register boundaries for Engadine encompass the residual 2-acre parcel that includes the house, stone steps, brick terrace, and gravel drive.



Engadine – overall



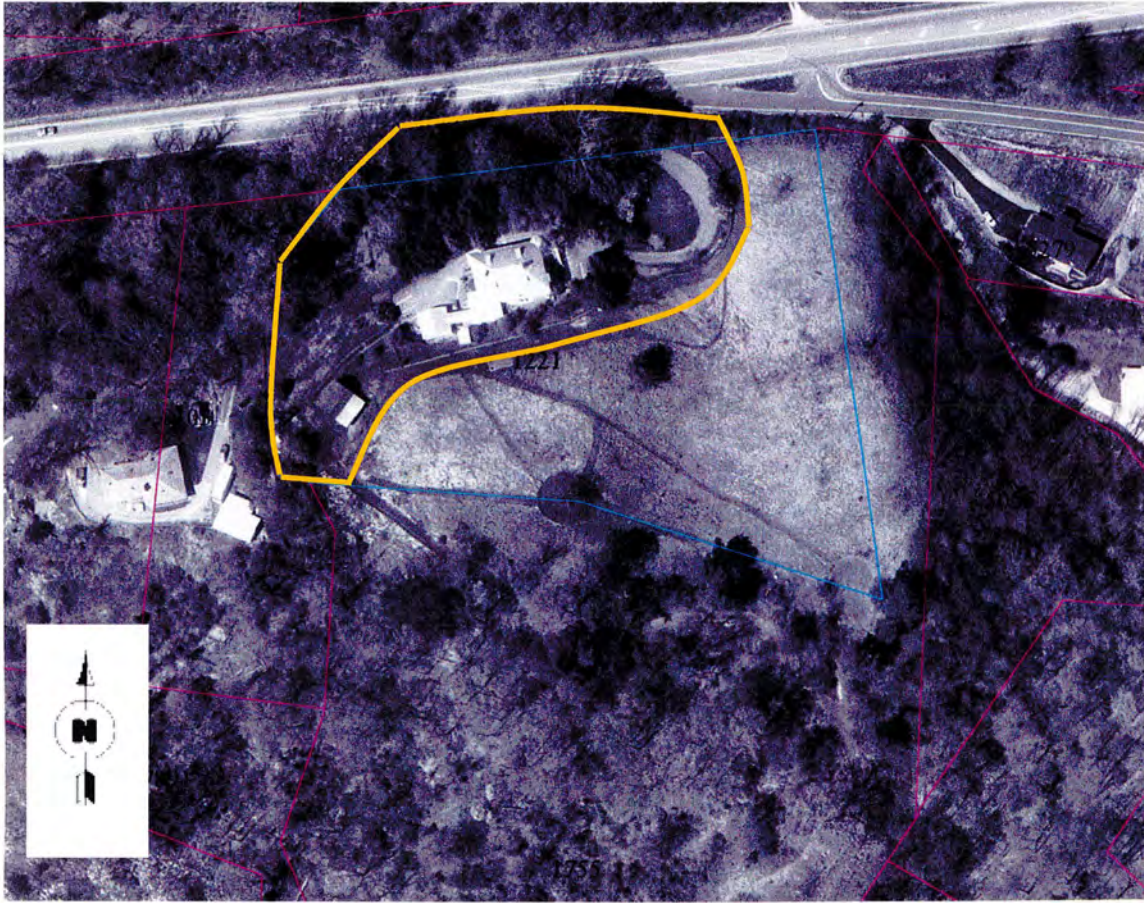
Engadine – rear view



Engadine – garage/well house



Engadine – entrance drive



Engadine – tax map showing National Register boundaries

B. PROPERTIES PREVIOUSLY DETERMINED ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES

1. Downtown Canton Historic District

Location. The district stands primarily on the east side of the Pigeon River and is roughly bounded by Main Street from Adams Street to Bridge Street, Park Street from Academy Street to Main Street, and Church Street to Bridge Street, including the Blue Ridge Paper plant (formerly Champion International). The Norfolk-Southern Railroad separates the downtown commercial area from the mill to the north.

Description. The town of Canton occupies approximately two square miles in the widest part of the Pigeon River valley as the river flows northward to Tennessee. The town grew slowly in the nineteenth century at a ford in the river where westward travelers crossed the river before continuing into far western North Carolina and eastern Tennessee. The Southern Railroad (present Norfolk-Southern) bisects Canton from east to west with the Champion International* paper-making plant north of the railroad and downtown Canton lining Park and Main Streets on the south side of the tracks. Many of the residential streets rise sharply from the relatively flat bottomland along the river (Wells, pp. 11-13)

Downtown Canton is centered on the block of Main Street between Academy Street and Park Street. This dense block of commercial buildings includes the old Imperial Hotel (#17); the ca. 1910 Sharp Building (#16), one of the oldest brick commercial buildings in Canton; Freeman-Hudson Building (#19), Martin Building (#15); Wells Building (#20); and Canton Hotel (#12). These buildings represent the commercial core that developed from 1910 to 1930, following the establishment of the Champion Fibre Company plant. Most of the structures in this block were built as rental commercial property with residential and professional office space in the upper stories. The commercial buildings are general utilitarian in character accented by articulated piers, corbelled brick cornices, and flat parapets. The buildings along Main Street maintain a similar character east to Water Street and west to Depot Street. (Wells, pp. 115, 151-62)

At the eastern end of town, Bridge Street extends over the overhead bridge (#272) from which the street derives its name. While Main Street crosses the railroad at grade, Bridge Street spans the five sets of track by way of a steel girder bridge constructed in 1931, and therefore avoids what was once the second busiest railroad yard in western North Carolina. At the southern end of the bridge stand the two upper-story entrances for the former J. O. Plott Wholesale Grocery, constructed ca. 1910 by local architect-builder Joseph M. Wray. The two-story, three-bay addition was constructed ca. 1920. The upper stories of the buildings have served a number of uses including the Canton Inn and public library (Wells, pp. 103-4). The former Bell Motor Company (#27), erected ca. 1925, occupies the narrow corner site between Bridge and Church Streets. Although the building now houses a retail showroom, the wide bays for automobiles are still evident along Bridge Street. A large block of commercial buildings that once occupied the area

* Blue Ridge Paper Products, Inc., a company formed by former Champion employees and investors, purchased the seven-plant "Canton System" from Champion International Corporation in May 1999.

between Church and Main Streets were demolished in 1994 for a park and parking lot. (Wells, pp. 101, 105-7)

The Champion International paper-making plant on the north side of the railroad dominates the Pigeon River valley and is a constant presence in downtown Canton. The Champion plant is actually a conglomeration of many individual structures and functions, comprising one monolithic industrial site. Construction at the site started in 1906 and the plant began operating in 1908. Two buildings located along Main Street are the most distinctive public facades visible from downtown. Designed by Asheville architect William H. Lord and constructed in 1918, the Champion Main Office replaced a nineteenth century dwelling as headquarters of the plant with the intent of establishing a substantial, professional image for the company. The neat, blocky two-story structure is embellished with geometric brick patterns and molded concrete elements that are repeated in several other buildings in Canton. The 1932 addition for receiving and distribution, also on Main Street, overlooks the railroad tracks and presents a modern industrial appearance with its reinforced concrete frame construction and large banks of windows. (Wells, pp. 96-99)

Since the Downtown Canton Historic District was determined eligible for the National Register in 1998, a few changes have taken place to structures within the district that should be noted. Along Park Street the former Parris and West Esso Station, which stood at the corner of Park and Cabe Streets; the Enterprise office, located adjacent to the Canton Hotel (#12) on the east; and three-fourths of the Park Street-Academy Street Block have been demolished. Martin's Drug Store (#13) is the only remaining section of the Park-Academy Block. Also the former Imperial Hotel (#17) is currently undergoing renovation that has removed the storefronts added to the Queen Anne style building in the 1920s. However, the hotel, now back to its ca. 1915 form, has been covered with brick veneer.

Historical Background. The town of Canton began in the nineteenth century as a small settlement near the ford of the Pigeon River. The first post office opened in 1837, with James Moore as postmaster, and was called "Pigeon River." Travelers to the far western sections of North Carolina and eastern Tennessee crossed the river at this location and following the Civil War the first businesses appeared and took advantage of renewed traffic along the Western Turnpike, which had been completed in 1856. (Wells, pp. 16-20; *Heritage*, p. 22)

The Western North Carolina Railroad reached the town in 1881, and while financial difficulties any further construction, Pigeon River served as the western terminus for nearly two years. The town began to develop as it became the shipping point for livestock and other goods. The town prospered in the 1880s and 90s, and new stores and residences were constructed along Main Street between the river and the railroad. One of the most elaborate houses from this period was the dwelling that became part of the Imperial Hotel (#17). This two-story Queen Anne structure feature irregular massing, first and second story porches, a corner turret, various surfaces textures and materials, and multiple paint colors. In 1894, local officials ordered an iron bridge from the Wrought Iron Bridge

Company of Canton, Ohio, to span the river. With the bridge in place, the town overcame the control exercised by the river and changed the name to Canton in 1895 in honor of the town where the bridge was manufactured (Van Noppen, p. 261; Wells, pp. 22-7; *Heritage*, p. 22).

Although the railroad gave rise to the development of a town, the event that defined Canton was the announcement in 1905 that the Champion Fibre Company plant would be located in Canton. Peter Thomson of Ohio, company owner, purchased land on the north side of the railroad tracks from J. Nelson Mease to build the mill. Champion needed the level building site, abundant supply of fresh water, and easy access to railroad and timber supplies. Construction on the plant began in 1906 and production was underway in 1908. Thomson's son-in-law Rueben Robertson was sent to supervise construction and later became plant manager. As the mill and business grew quickly, so did the town of Canton. The population rose from 350 residents in 1905 to nearly 1,400 by 1910. The population continued to grow rapidly and for a time Canton was the second largest town in western North Carolina behind Asheville. The town boasted of daily passenger rail service, modern schools, paved streets and sidewalks, and an abundance of good jobs. (Wells, pp. 28-36; Eller, p. 108; *Heritage*, p. 23)

During the period of rapid growth from 1910 into the 1920s, essentially the entire downtown commercial district of Canton was rebuilt. New brick structures quickly replaced the frame stores and residences that once lined Main Street. The half dozen or so general stores that operated in the first few decades of the twentieth century were joined by approximately forty new businesses. Trade and barter were superseded by a cash economy, and farm-related businesses were often supplanted by clothing stores, barber shops, drug stores, and movie theaters. By 1930, the street patterns and blocks of downtown were well-defined. Most new brick buildings offered one or two stories of commercial spaces with residential and offices on the upper levels. Residential construction fanned out from downtown and included the company-built Fibreville community on the west side of the river. (Wells, pp. 36-49)

Following the great timber boom in the early twentieth century, which peaked around 1910, the Champion continued to prosper while others declined. Champion took an interest in long-range planning to ensure a continuous supply of timber and instituted a reforestation program in the 1920s. Since the 1930s, Canton has remained remarkably stable with the mill offering steady employment and good wages for residents. The town experienced a second wave of prosperity during the late 1940s and early 1950s. Soon thereafter, however, downtown Canton began to decline as poor environmental conditions created by the mill and increased mobility caused people to live, work, and shop elsewhere. The decline continued through the third quarter of the century, and growth and expansion have been replaced, like most boom towns, with vacancy and unsympathetic modern construction. (Wells, pp. 50-2)

Evaluation. The Downtown Canton Historic District was previously determined eligible for the National Register in 1998 as part of the compliance with Section 106 of the

National Historic Preservation Act for a NCDOT bridge replacement project (TIP No. B-3189).

The Downtown Canton Historic District is eligible for the National Register under Criterion A in the area of community planning and development. The downtown commercial district was completely rebuilt between 1908 and 1920 following the opening of the Champion Fibre Company pulp and paper mill. The Champion plant drew thousands of employees from the surrounding areas and from around the world to Canton. As a result the small railroad town that existed before transformed into a thriving and sophisticated commercial center. Many of the main commercial blocks and the Champion mill exist much as they did in 1930 when the population growth stabilized and as such retain sufficient integrity to convey their significance.

Downtown Canton is also eligible under Criterion C for architecture. The downtown district is composed primarily of one, two, and three story brick buildings constructed between 1908 and 1920. As such the district presents a cohesive collection of early twentieth century commercial structures ranging in size and ornamentation. The district also includes the Champion mill complex and overhead bridge as integral components of the town. The Downtown Canton Historic District retains sufficient integrity of location, design, setting, materials, feeling, and association to convey the significance of the property.

The Downtown Canton Historic District is not eligible under Criterion B for association with significant individuals. While a number of individuals are significant in the history of the town and its commercial and industrial activity, the district does not best represent the contributions of any particular individual associated with the town. The property is not eligible under Criterion D since the architectural component is not likely to yield important information that contributes to the understanding of human history or prehistory.

Boundary Description and Justification. The eligible boundaries for the Downtown Canton Historic District are drawn to include the highest concentration of buildings dating from the period of growth and expansion of the town or that otherwise contributed to its development. Due to changes within the district as determined eligible in 1998, the boundaries are adapted to exclude the north side of Park Street west of Cabe Street. The demolition of structures at 14, 20, 22, and 26 Park Street have created sizeable gap between the former United State Post Office (#10) and the district. Changes to the Park Street-Academy Street Block have left Martin's Drug Store (#13), 24 Park Street, as a compromised fraction of a building. For these reasons, the former Post Office (see entry below) and Martin's Drug Store are excluded from the revised boundaries of the district.

Beginning in the northeast corner of the district, at the intersection of Main Street and Fibreville Road (SR 1643), the boundary extends south on the west side of Main Street and on the west side of Bridge Street to the northern end of Bridge #272 over Southern Railroad. The boundary crosses to the east side of Bridge Street and continues south to

the northern side of Church Street taking in Bridge #272 and the former Bell Motor Company (#27).

The boundary follows the north side of Church Street west to its intersection with Main Street and follows Main Street before turning south and west again behind the Hampton Store and Medical Building located at the southeast corner of Main and Academy Streets. The boundary continues west across Academy Street and turns north along an alley behind the former Johnson-Matthews Office. The boundary then proceeds west from the rear of the Brannon Building across Mears Avenue and behind the Mears Building before turning north to Main Street at its intersection with Adams Street. The boundary continues west along the north side of Main Street to take in the Main Street-Water Street Block. The boundary turns back to the east behind the Main Street-Water Street Block, crosses Adams Street, and follows an alley to Academy Street. The boundary turns north at Academy Street before turning east on Park Street, where it follows the south side of Park Street before turning north, crossing Park Street, and continuing on the east side of Cane Street to Depot Street, and returns to Main Street and the railroad tracks.

From the intersection of Main Street and the railroad, the boundary follows the railroad west and encompasses the entire former Champion International mill complex before returning to the beginning. The former Champion International mill complex is roughly bounded by the railroad, Woodside Drive (NC 215), Fibreville Road (SR 1643), and Main Street.



Downtown Canton Historic District – Freeman-Hudson Building (#19), 125-127 Main Street



Downtown Canton Historic District – Wells Building (#20), 131-137 Main Street



Downtown Canton Historic District – Commercial Buildings (#22), 147-153 Main Street



Downtown Canton Historic District – (former) Bell Motor Company (#27), 35 Church Street



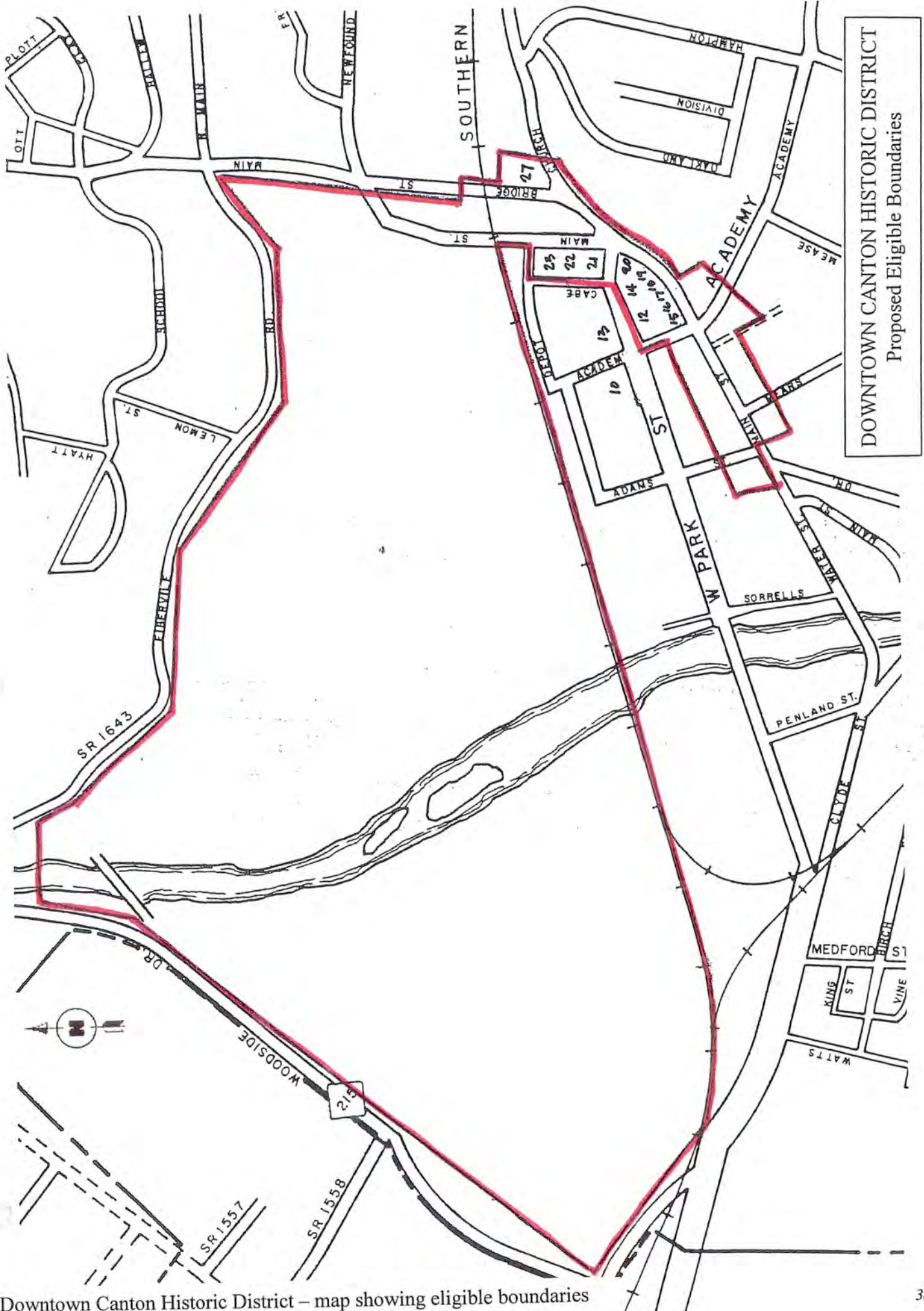
Downtown Canton Historic District – Sharp Building (#16), 109 Main Street



Downtown Canton Historic District – Canton Hotel (#12), 21 Park Street (L), and rear façade of Martin Building (#15), 107 Main Street (R)



Downtown Canton Historic District – Martin's Drug Store (#13), 24 Park Street



DOWNTOWN CANTON HISTORIC DISTRICT
Proposed Eligible Boundaries

Downtown Canton Historic District – map showing eligible boundaries

10. (Former) United States Post Office

Location. 42 Park Street, Canton.

Description. Designed by architect Louis A. Simon, the former United States Post Office nicely complements the typical brick commercial structures of downtown. The one-story structure is faced with roughly finished limestone that contrasts with the crisp classical ornamentation at the cornice and entrance. A low side-gable roof topped by a hexagonal cupola caps the building. The segmental arch entrance is filled by double-leaf doors, fluted columns supporting an entablature, and a relief carving of an eagle in the tympanum above the door. Large twelve-over-twelve double-hung windows on the front and sides illuminate the building. At the rear of the building, a loading area with projecting canopy has been enclosed with matching stonework and structural glass block windows.

Historical Background. The post office had been earlier housed in brick commercial buildings, including the Sharp Building (#16), before moving into this structure in 1939. Louis A. Simon, supervising architect of the Treasury Department, designed the Colonial Revival style building on a site that previously had been used as athletic fields. The building is one of hundreds of similar structures built during the 1930s by the Works Progress Administration. When a new post office was completed in 1983, Champion International stepped forward and purchased this substantial downtown building. (Wells, p. 118)

Evaluation. The former United State Post Office in Canton was previously determined eligible for the National Register in 1979 as part of the compliance with Section 106 of the National Historic Preservation Act during the planning of the new postal facility constructed in 1983.

The post office is eligible for the National Register under Criterion C for its architecture. The building is an excellent example of the substantial new post offices erected in the 1930s by the Works Progress Administration. Completed in 1939 and designed by Louis Simon, the post office bears close resemblance to the former post office in Boone, a property listed in the National Register and also designed by Simon. Both buildings share the stone exterior, hexagonal cupola, classical ornamentation, and large clear-glass windows. During the same period, Simon designed several other post offices in western North Carolina, including Brevard, Elkin, Franklin, and North Wilkesboro, although these buildings were constructed with red brick. (Bishir, pp. 211, 347)

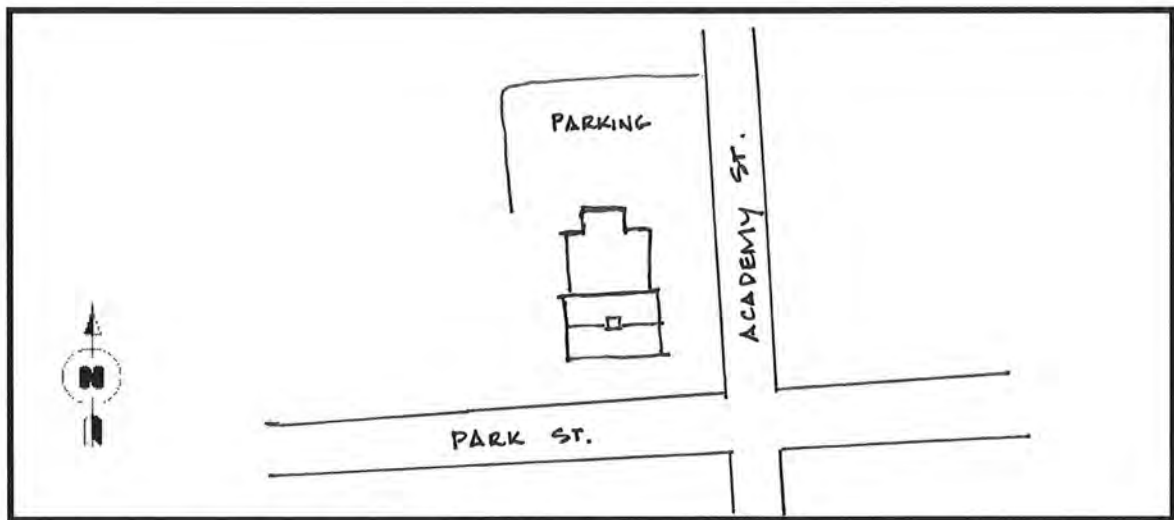
The building is also eligible under Criterion A for its association with the Works Progress Administration and the nationwide campaign to erect substantial public buildings and provide jobs during the Depression. The post office in Canton is one of several comparable building projects across western North Carolina that resulted in new postal facilities. The building retains a high degree of integrity, sufficient to convey the significance of the property.

The building is not eligible for the National Register under Criterion B for its association with significant individuals or under Criterion D for its potential to yield important information that contributes to the understanding of human history and prehistory.

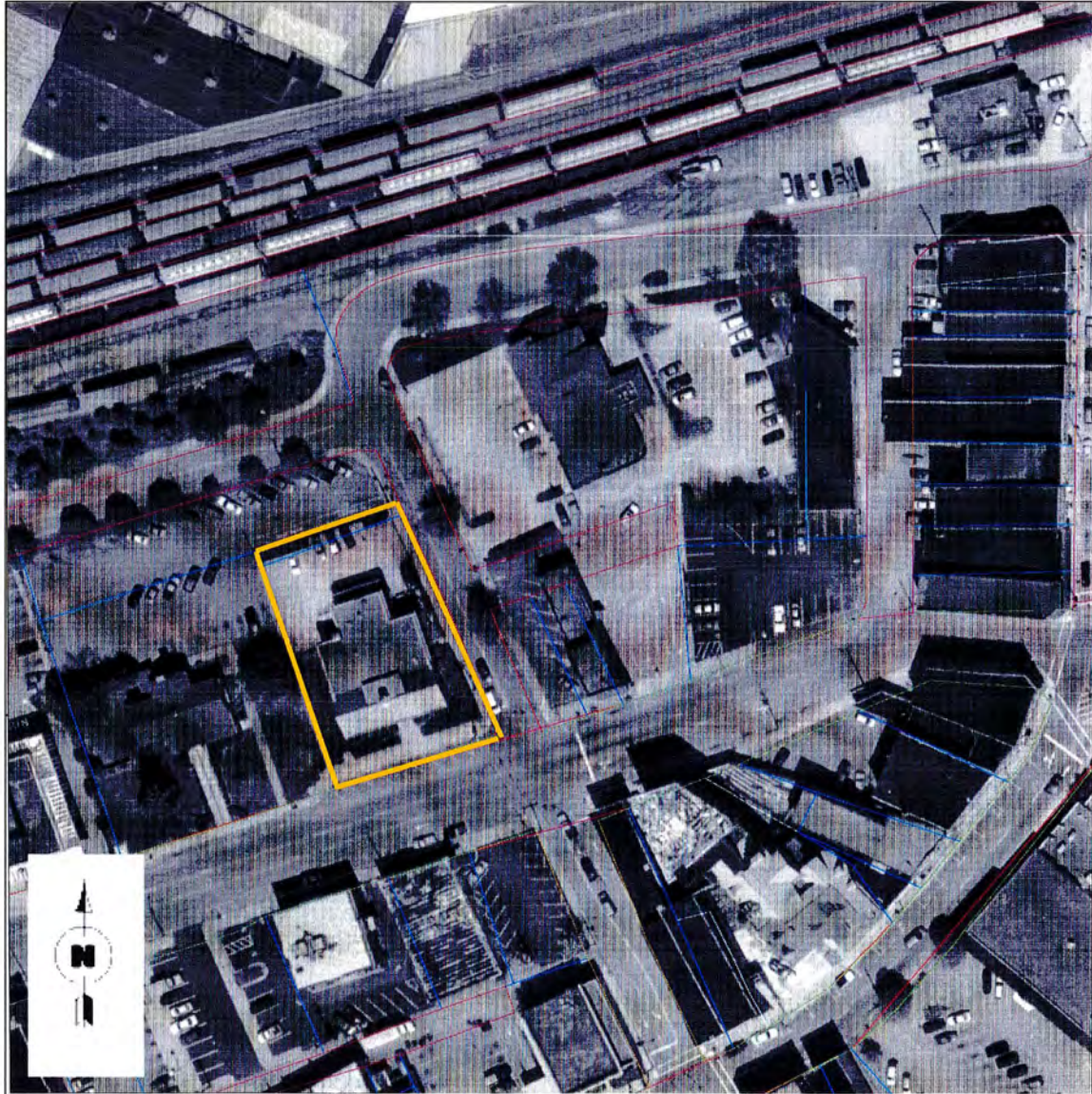
Boundary Description and Justification. The eligible boundary for the former post office encompasses the 0.34 acre parcel historically associated with the building and is shown on the attached tax map (PIN #8657-81-1010).



(Former) United States Post Office – front (south) facade



(Former) United States Post Office – site plan



(Former) United States Post Office – tax map showing eligible boundaries
(PIN # 8657-81-1010)

C. PROPERTIES EVALUATED AND CONSIDERED ELIGIBLE FOR THE NATIONAL REGISTER

25. Sharp-Owen House

Location. Located at 28 Church Street, the Sharp-Owen House occupies a prominent site overlooking downtown Canton and the Champion mill to the north and west. The site, which stands at the intersection of Main, Park, and Church Streets, is bordered by a retaining wall constructed of river rock, with a set of stairs that leads visitors from the street level up to the front sidewalk. The house shares a driveway with the adjacent property (#26).

Description. The Sharp-Owen House is a two-story, brick Colonial Revival style dwelling with a large, gable-front dormer rising from the side-gable roof with deep eaves. The double-pile, central passage plan was reportedly taken from a pattern book of house plans. J. D. Gossett built the house and hired R. R. Gaddis (see #2 below) to assist with the stone and brick masonry. Thick columns support pergola-like projections that accentuate the one-story flanking wings and the main entrance, which consists of a single-leaf glazed door flanked by louvered side panels. Windows across the front first-story are three-part, with large twelve-over-twelve sash flanked by slender six-over-six. On the second story, paired nine-over-nine sash are centered over the lower window groupings, although a smaller pair of twelve-over-twelve windows flanked by smaller nine-over-nine sash are located in the center bay above the entrance portico. An exterior end chimney rises on the west side of the house, and a shed roof deck has been built adjoining the one-story wing to the west. A simple gable canopy projects from the rear wall of the house. The interior of the house was not accessed. A detached one-bay garage constructed of river rock stands at the head of the driveway.

Historical Background. Prominent civic leader and local businessman, William Turner Sharp, built this house in 1923 and lived here until his death in 1929. Sharp was born in Haywood County, east of Canton near Turnpike, in 1861. Beginning his career as a teacher, Sharp later entered business as a clock salesman and with his earnings opened a general store in Canton in 1891. He swiftly became one of the city's influential business leaders, and in 1896, he married Nova Hampton, daughter of esteemed local businessman W. J. Hampton. In addition to his own interests, Sharp constructed the three-story Sharp Building (#16), which housed an early post office; the Imperial Hotel (#17), remodeling a stately Queen Anne style house on Main Street in the 1910s; and the J. O. Plott Building (see #1). He was also responsible for erecting other smaller commercial buildings and residences. (Wells, pp. 153-4; Allen, pp. 156-7)

Sharp was also active in civic affairs, serving as mayor and, for fifteen years, town alderman. He served as chairman of the board of county commissioners, member of the Haywood County School Board, and president the Canton Board of Trade. Sharp was an active proponent of erecting substantial new consolidated schools in the county during the 1920s. He was a prominent member of the Baptist Church and member of several fraternal organizations.

Following Sharp's death, Champion Fibre Company purchased the house, which was occupied by mill supervisor Harold E. Walker and his family. In the 1960s, Drs. Robert and Margaret Owen bought the property.

Evaluation. The Sharp-Owen House is eligible for the National Register under Criterion C for its architecture. The stately Colonial Revival style dwelling is one of the last surviving grand houses along Main Street in Canton. (The address of the house is technically Church Street, but it overlooks the commercial district from the intersection of Church and Main.) The prominent site of the house reflects the prominence of its original owner. The house is a fine example of the Colonial Revival style executed by local builders, including renowned stone mason R. R. Gaddis. The house retains a high degree of integrity, sufficient to convey the significance of the property.

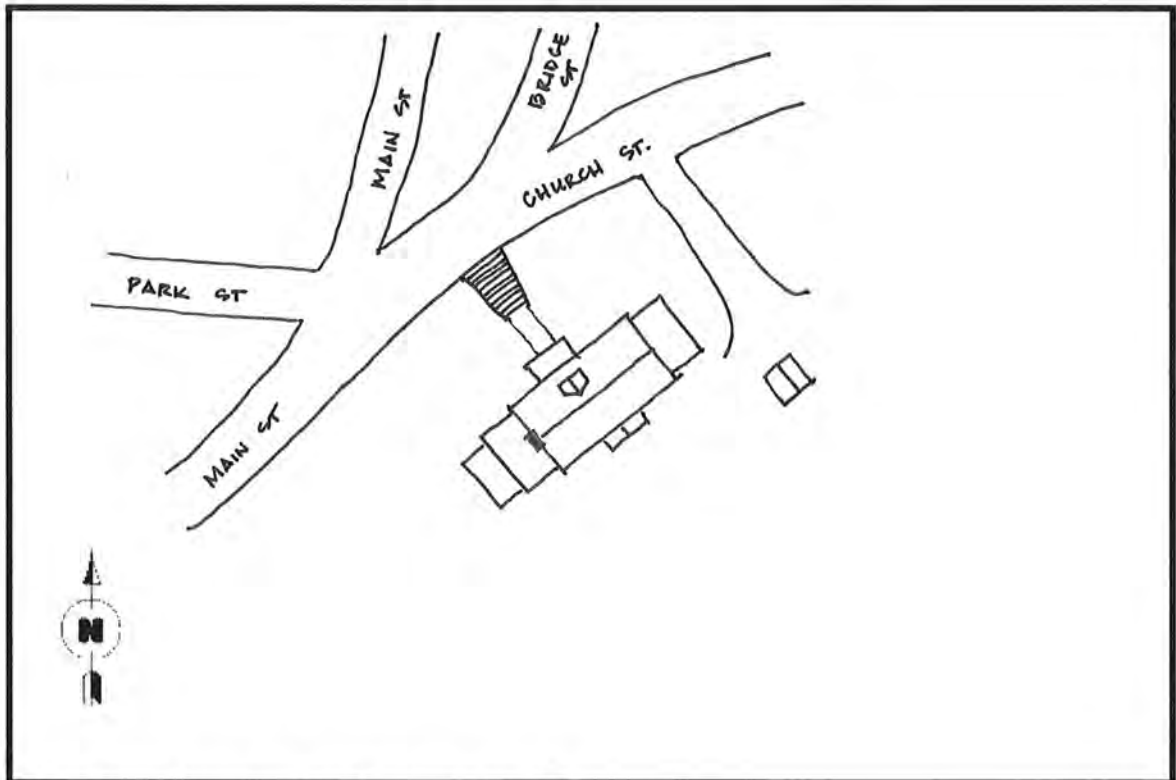
The property is not eligible for its association with William Turner Sharp, original owner of the house. Although Sharp was a significant individual, both as a businessman and civic leader in the history of Canton, the house does not best represent his productive life and contributions to the town. Sharp erected numerous buildings in Canton that survive and more directly reflect his involvement in the business community. Sharp occupied the house for only six years before he died suddenly in 1929.

The Sharp-Owen House is not eligible under Criterion A for association with significant historic events or patterns of history or under Criterion D for its potential to yield important information that contributes to the understanding of human history or prehistory.

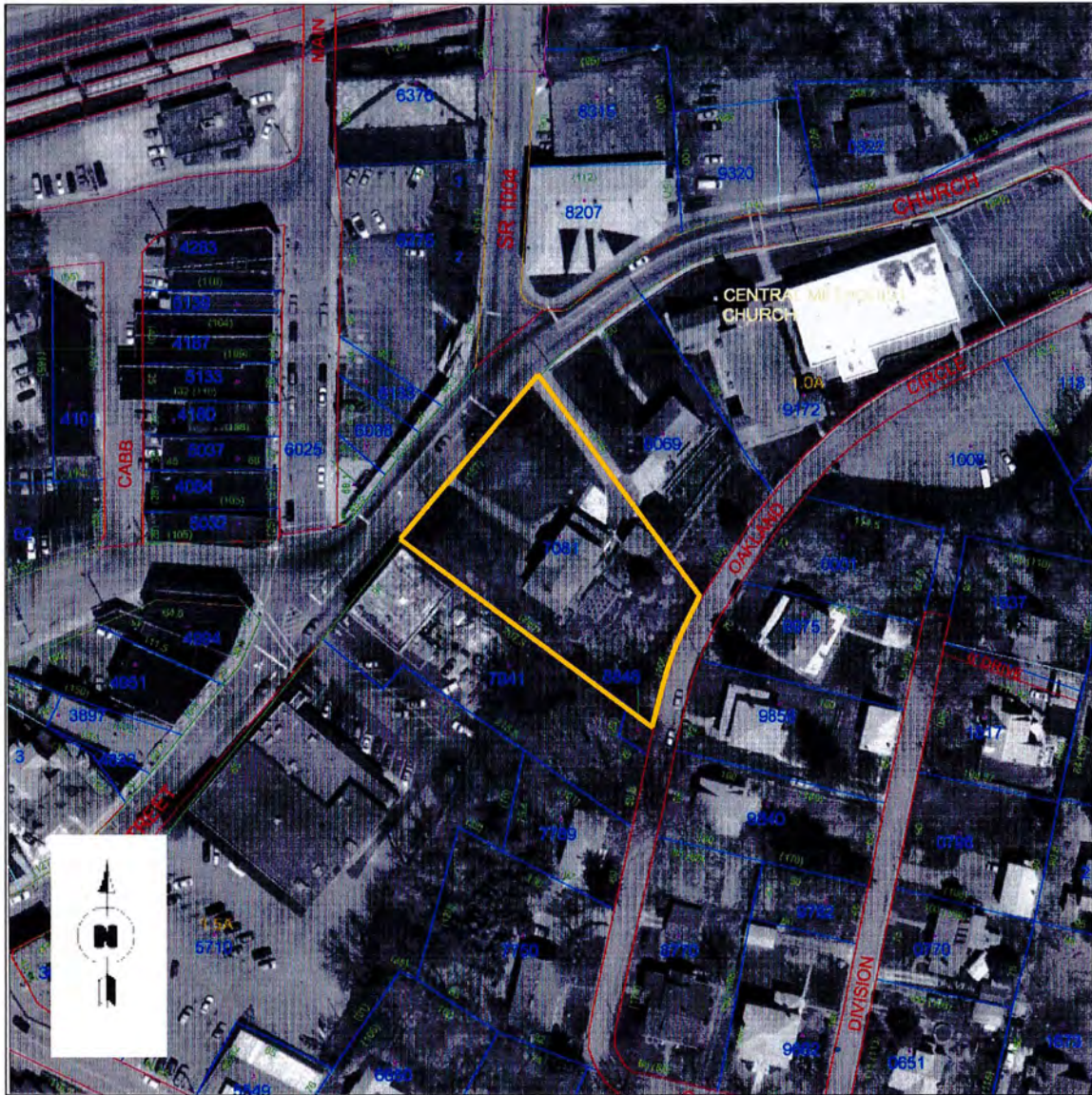
Boundary Description and Justification. The eligible boundary of the Sharp-Owen House encompasses the entire 0.7-acre parcel historically associated with the house.



Sharp-Owen House – front façade



Sharp-Owen House – site plan (not to scale)



Sharp-Owen House – tax map showing eligible boundaries (PIN #8657-81-7081)

28. Central United Methodist Church

Location. Located at 34-44 Church Street, Central United Methodist Church occupies an imposing site at the east end of downtown. A stone retaining wall borders the sidewalk along Church Street, and a set of concrete steps lead visitors to a breezeway connecting the sanctuary and education wing. A retaining wall to the rear of the structures separates the property from Oakland Circle, which runs behind the buildings to the southeast.

Description. Central United Methodist Church is an austere structure of brick with concrete trim that blends Classical forms and motifs. The details including the denticulated cornice are executed in molded brick. The front gable sanctuary is five bays deep with a projecting vestibule. Two small side projections at the rear of the sanctuary contain support space, including a pastor's study. A three-stage steeple with concrete banding, blind circular openings, and arched, clear glass windows rises from the vestibule. The windows that illuminate the sanctuary are tall round arched sash with clear glass and plain concrete surrounds. Other windows are six-over-six and six-over-nine double hung. A rectangular block containing a chapel and offices extends from the vestibule to the west and connects by a small hyphen. A three-bay arched breezeway extends to the east and connects the sanctuary to the educational wing (#29).

Historical Background. The congregation that became Central United Methodist Church formed in 1875, after separating from a congregation affiliated with the Northern branch of the Methodist church. The two groups shared a log house at Arnon Plains in North Hominy for meetings and services. The property was eventually disposed and the Southern branch began meeting at John Reno's school house, which was located in town. The church acquired a one acre tract (where the present building stands) in the late 1870s and began erecting a brick church. John Reno donated the land and the brick were made on his property; other members donated lumber and labor. The building was completed in 1880 and called the Brick Church since it was the only one in the area to use that material. A one and one-half story parsonage was later built on the west end of the property.

In 1910, a new brick building replaced the older structure at the east end of the property. This combined sanctuary and educational building contained seating for approximately 300, eight classrooms, choir loft, music room, office, and restrooms. At the time of dedication, the name was the Methodist Episcopal Church South. (The name was not changed to Central United Methodist until 1968.) In 1922, W. J. Hampton and W. T. Sharp donated land on Oakland Circle for a parsonage, which was built at a cost of \$10,000. The earlier frame building was converted to children's classrooms. The Cabe House to the east of the sanctuary was acquired in 1930 for additional classrooms, but the building became unsafe for use and was torn down in 1941 for parking.

Planning for the third and present sanctuary began in 1941, during the tenure of Rev. W. R. Kelly. World War II interrupted the project, and construction did not begin until 1949. Barber and McMurray, architects from Knoxville, Tennessee, designed the building, and Jerry Liner of Lake Junaluska served as the contractor. The building, which stood to the

west of the second building, was completed in December 1950 at a cost of \$125,000. Shortly thereafter, the congregation decided to remove the earlier sanctuary and construct a modern education building (#29). Completed in 1956, the plain, two-story structure was built by the W. C. Norris Construction Co. of Waynesville at a cost of \$147,500. In 1966, a third parsonage was acquired. Located on Academy Street, the church purchased the Duckett House for \$37,500 in 1966. (Church history summarized from Doris Burrell, "The Old Days," *The Mountaineer*, March 14, 1986.)

Evaluation. Central United Methodist Church is considered eligible for the National Register under Criterion C for architecture. The austere Colonial Revival style building represents the work of the prominent Knoxville, Tennessee architectural firm of Barber & McMurray. Charles I. Barber (1887-1962) and partner Ben F. McMurray built a strong reputation as eclectic designers of residences and churches during the second quarter of the twentieth century and designed buildings throughout eastern Tennessee. Central United Methodist Church in Canton is their only known commission in North Carolina. The church remains intact and a good example of their work. The educational wing (#29), added in 1956, stands separate from the church building does not detract from the integrity of the church building. The property also meets Criteria Consideration A for religious properties since the building derives significance from its design and architecture.

The property is not eligible for association with significant historic events, patterns of history, or individuals, and it is not eligible for the potential to yield important information that contributes to the understanding of human history or prehistory.

Boundary Description and Justification. The eligible boundaries for Central United Methodist Church encompass approximately one acre historically associated with the church and containing all the property currently associated with the church buildings. The boundary does not include the surface parking lot on Oakland Circle owned by the church. The boundaries are delineated on the accompanying tax map (PIN # 8657-81-9172).



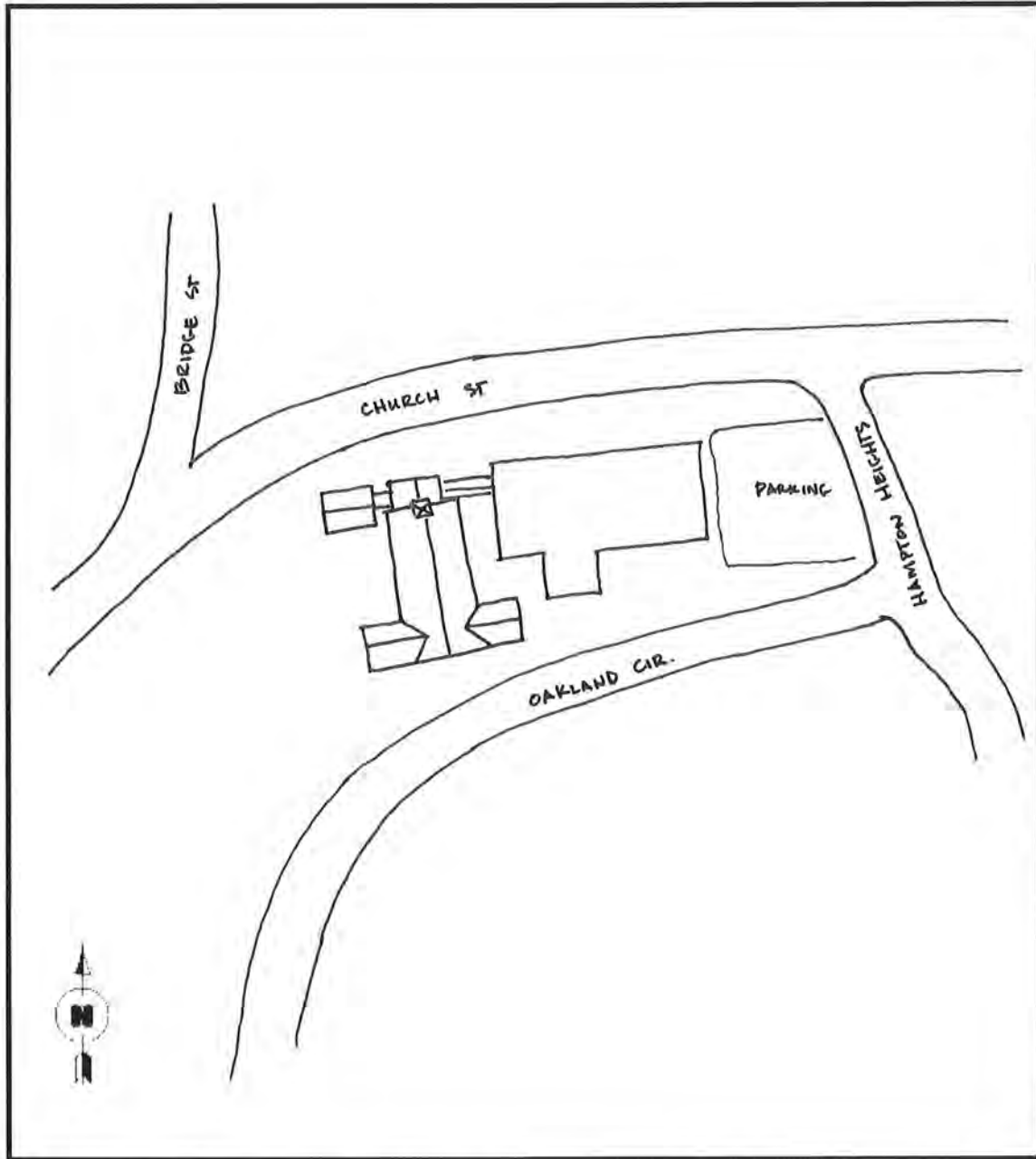
Central United Methodist Church – front (north) façade



Central United Methodist Church – rear façade



Central United Methodist Church – oblique view from SE



Central United Methodist Church – site plan (not to scale)



Central United Methodist Church – tax map showing eligible boundaries
(PIN #8657-81-9172)

31. Hampton Heights Historic District

Location. Both sides of Hampton Heights between Oakland Circle and Haliburton Heights. The district is situated on a hill to the southeast of the commercial district in Canton.

Description. This compact residential district consists of a cohesive collection of early to mid-twentieth century house representing a variety styles, including Colonial Revival, Queen Anne, Free Classic, bungalows, and period cottages. Hampton Heights was originally laid out in twenty-four lots with ten lots between Hampton Heights and West Street (present Division Street) and fourteen to East Street (present Haliburton Heights). The neighborhood provided convenient and desirable elevated house sites attractive to Canton's growing middle and upper-middle income population. The houses in the district are modest but substantial dwellings built or purchased by business owners, professionals, and management-level employees at the Champion mill.

The district contains approximately twenty-five primary resources that date from the 1910s to the 1940s; many of the houses have detached garages. Though most of the structures have been altered in some fashion over the years, only a late-twentieth century one-story brick apartment building clearly does not contribute to the district. The majority of houses in the district are bungalows, restrained Colonial Revival style brick dwellings, and hip roof cottages.

Historical Background. Laid out in 1910 and named for the owner of most of the tract, Hampton Heights developed primarily in the early twentieth century. The hill on which the neighborhood was platted in 1908 was part of W. J. Hampton's tract; his house stood on the lower western slope of the hill facing Main Street. First called Hamilton Street, the street connecting Academy and Church Streets forms the spine of the district, and the name was soon changed to reflect the predominant ownership. Platted on a hillside, the subdivision catered to Canton's growing middle class population, particularly to those in the management level at the Champion Fibre Company, who sought the desirable elevated house lots. (Wells, pp. 172-81)

The Champion plant attracted a diverse workforce to Canton many from the company's headquarters in Ohio and others from farther afield. William Battison, master mechanic in charge of the Repairs and Alterations Department at the mill, was born in Canada and got his training at the pulp and paper mills in Quebec. He owned a house in the neighborhood as early as 1918. L. N. Fowler constructed his house in 1909 and served as treasurer for Champion's Black Diamond coal mining operations in Tennessee. The house eventually passed to his son-in-law, J. E. Tate, a manager of the Canton Electric and Telephone Company. George H. Phillips, director of Safety and Welfare and editor of Champion's company publication, *The Log*, owned a 1915 bungalow. Herschel Keener, who worked in Champion's Wood Procurement Office, erected a two and one-half story, five-bay apartment building at the edge of the neighborhood on a lot bound by Hampton Heights, Oakland Circle, and Academy Street. The Deas House, Auberry-

Hemphill House, and Edgerton-Illingworth House were all owned and occupied by mill employees.

Not everyone in the neighborhood, however, worked at the Champion plant. William E. Sheffield, a Haywood County native, operated a barber shop and served as a town alderman for several years. In 1922, Central United Methodist Church built a shingle-over-brick house with a broad wraparound porch on Oakland Avenue for its second parsonage. Constructed for \$10,000, the house served the church until another property on Academy Street was acquired in 1966 for the third parsonage. During the 1960s former North Carolina Governor Dan K. Moore resided in the neighborhood, occupying a house originally built in 1938 for Jack and Virginia Hampton.

Evaluation. The Hampton Heights Historic District is eligible for the National Register under Criterion A in the area of community planning and development. Platted in 1908 on land owned by prominent businessman W. J. Hampton, the Hampton Heights neighborhood filled a need for residential areas during Canton's boom era following the opening of the Champion Fibre Company plant. Housing was at a premium for the town's growing population as hundreds of employees moved to Canton to work at the mill. The elevated, convenient location of Hampton Heights attracted middle and upper-middle income business owners, professionals, and mill employees.

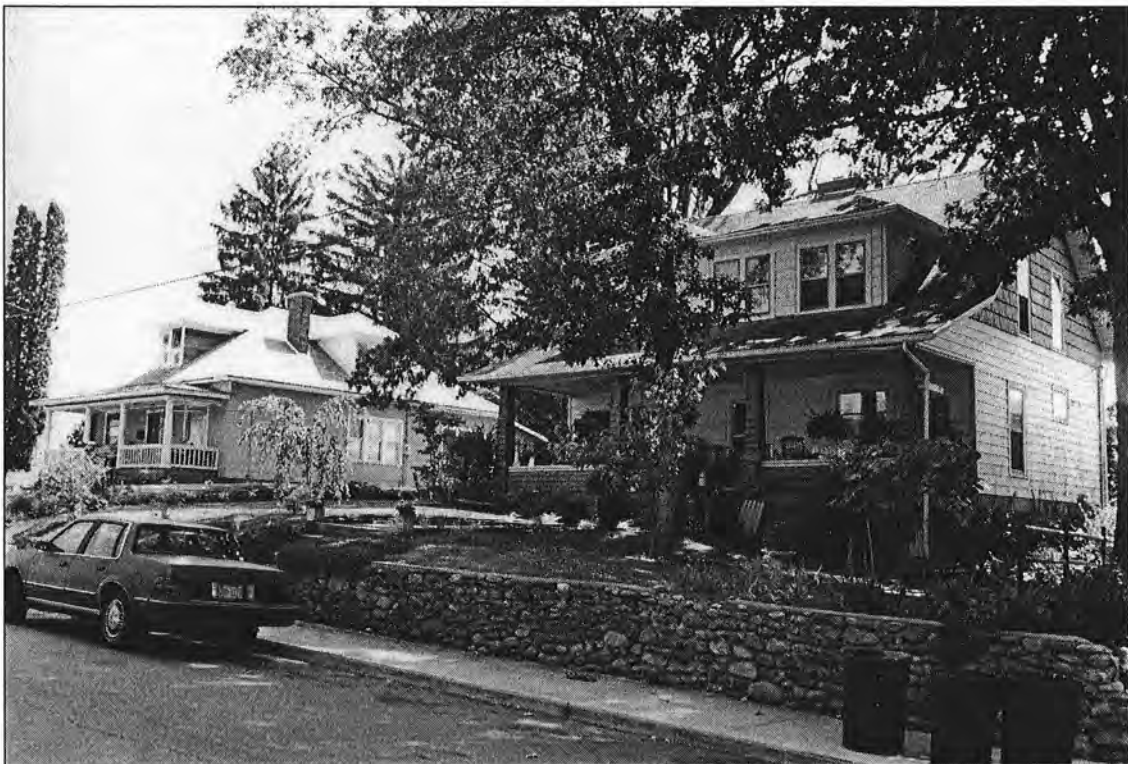
Hampton Heights Historic District is eligible for the National Register under Criterion C for its cohesive collection of early to mid-twentieth century residential architecture. Typically modest, the houses in the district represent a variety of architectural styles including plain Queen Anne cottages, bungalows, restrained Colonial Revival style houses, and vernacular period cottages. Two apartment buildings are also located within the district including the Keener Apartments, a two and one-half story brick structure with classically-inspired details, and a modern one story apartment building that is clearly non-contributing. Otherwise the district retains a high degree of integrity, sufficient to convey the significance of the district.

The district is not eligible for the National Register under Criterion B for association with historically significant individuals or under Criterion D for the potential to yield important information that contributes to the understanding of human history and prehistory.

Boundary Description and Justification. The eligible boundaries include twenty-two of the original twenty-four lots platted in 1908 and fourteen contiguous parcels containing twelve additional primary resources. The two lots from the original plat not included within the boundary contain resources built after 1952. The boundaries encompass both sides of Hampton Heights from Academy Street to the northern end of Oakland Circle and properties on the east side of Oakland Circle.



Hampton Heights Historic District – Battison-Reeves House (L), 19 Hampton Heights, and Phillips-Stamey House (R), 21 Hampton Heights



Hampton Heights Historic District – Sheffield House (L), 15 Hampton Heights, and Fowler-Tate House (R), 17 Hampton Heights



Hampton Heights Historic District – Hampton-Moore-Trostel House, 22 Hampton Heights



Hampton Heights Historic District – House, 27 Hampton Heights



Hampton Heights Historic District – House, 8 Hampton Heights



Hampton Heights Historic District – Keener Apartments, 29 Hampton Heights



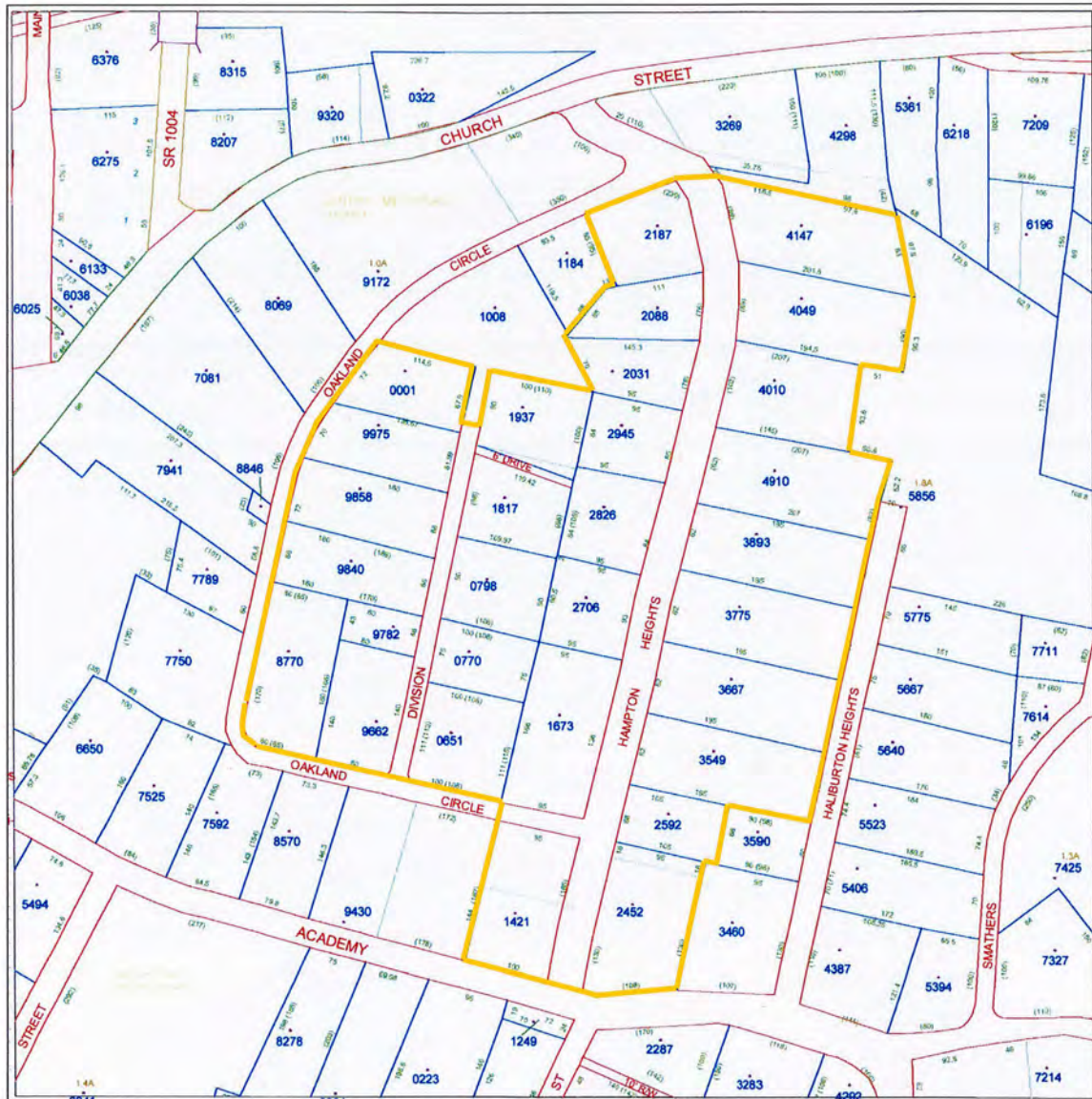
Hampton Heights Historic District – House, 24 Oakland Circle



Hampton Heights Historic District – (former) Central United Methodist Church Parsonage (L), Oakland Circle, and House, Oakland Circle



Hampton Heights Historic District –aerial map showing approximate boundaries



Hampton Heights Historic District – tax map showing eligible boundaries

44. North Hominy Creek Railroad Bridge

Location. The North Hominy Creek Railroad Bridge spans a steep valley over North Hominy Creek. The bridge is located on the north side of US 19-23, 1.0 mile east of Canton.

Description. The bridge is comprised of two Warren deck trusses supported by a monolithic tapered concrete pier. The 1910 date of construction is inscribed near the top of the pier. Each truss consists of four panels with verticals and inclined end posts. The trusses are riveted except for the bottom chord, which is pin-connected. The approach spans are deep, solid girders connecting track from the top of the truss back to grade. Each truss is approximately 120 feet in length and the overall bridge spans nearly 300 feet. The concrete pier rises approximately 70 feet above ground level (agl) with the track approximately 100 feet agl on top of the trusses.

Historical Background. Construction of the Western North Carolina Railroad (WNCRR) was a long and arduous process. Beginning in Salisbury, the line had reached a point two miles east of Morganton on the eve of the Civil War. Following the war construction resumed and although political corruption diverted millions of dollars into private pockets the line finally crested the Blue Ridge at Ridgecrest in 1879 and reached Asheville in 1880. The state sold the WNCRR to private interests after completing the line to Asheville. The Murphy Branch of the WNCRR took another decade to build through the rugged Smoky Mountains. (Bishir, pp. 33-5)

The mountainous terrain of the region provided the primary obstacle to building a railroad west from Asheville, although politics and corruption were also significant barriers as well. The steep valleys and coves formed by the numerous creeks draining the region created challenges for railroad engineers, who had to effectively and economically span the various crossings. Following the well-worn Western Turnpike through the Hominy Creek valley, railroad construction continued at a steady pace and the line was completed to Pigeon River (present day Canton) in 1882. Construction stalled for a couple of years while political and legal disputes were resolved and the Murphy Branch ultimately reached its intended terminus in 1891. (Wells, pp. 22-3)

Although construction proceeded steadily through the Hominy Creek valley, the railroad was forced to build significant spans and to make deep cuts in order to build the line. Around Turnpike, near the Haywood-Buncombe County line, several wooden trestles were constructed to maintain the easy grade of the line including one of the largest on the Murphy Branch. Similarly, the bridge over North Hominy Creek is one of the larger bridge spans between Asheville and Waynesville and the largest truss bridge in the county. The bridge was constructed in 1910 by Southern Railway, which formed in 1894 by the assumption of numerous smaller lines. Southern Railway was particularly prominent in western North Carolina.

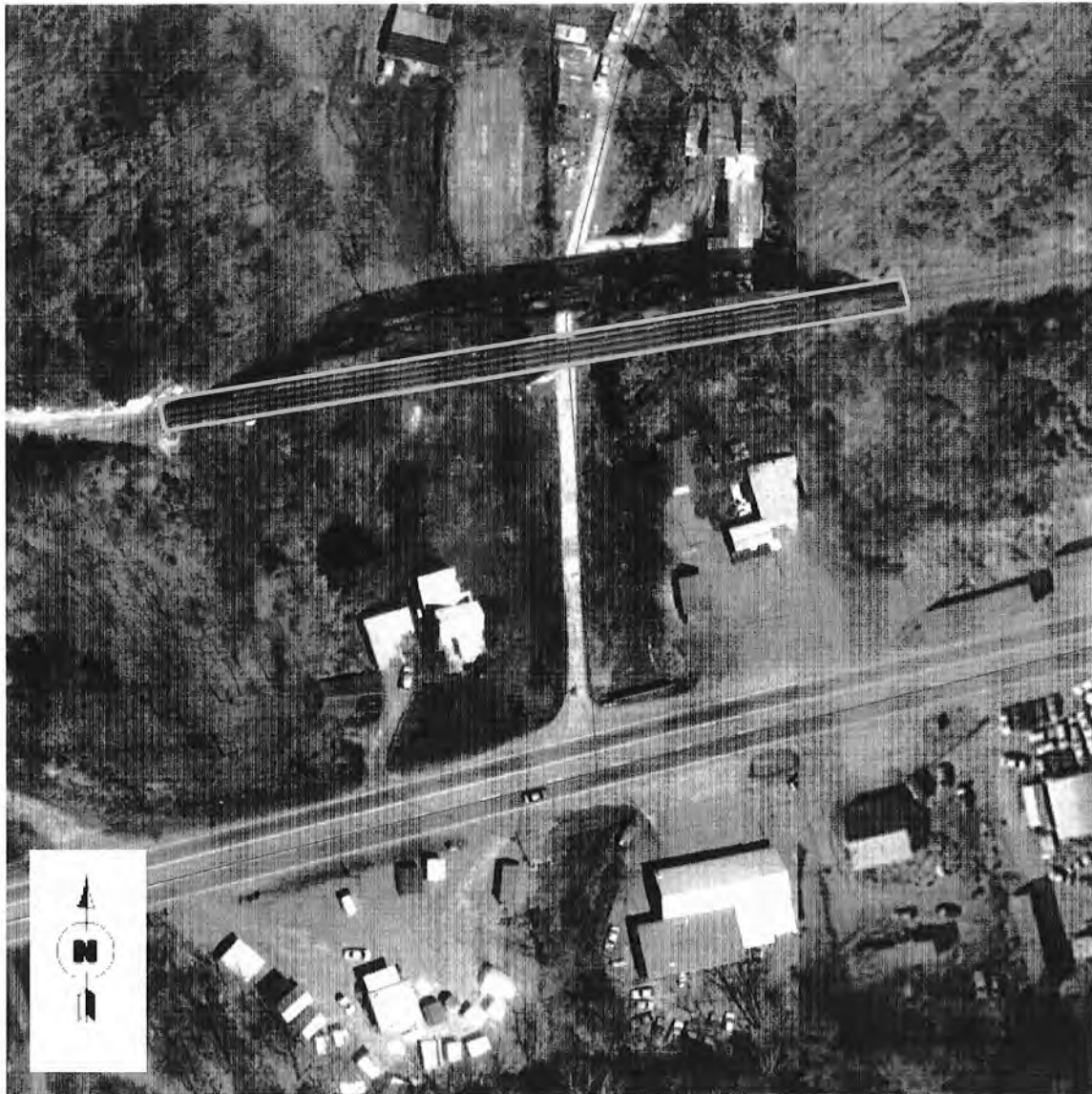
Evaluation. The North Hominy Creek Railroad Bridge is eligible under Criterion C for its engineering design. Constructed in 1910, the bridge consists of two Warren deck truss spans stiffened with vertical members and inclined end posts. Truss bridge technology allowed the railroad to span the numerous coves and creek valleys that characterize the mountain region. While wooden trestles were employed for other crossings, the substantial North Hominy Creek Railroad Bridge is the largest metal truss bridge in Haywood County. The structure retains a high degree of integrity, sufficient to convey the significance of the property.

The bridge is not eligible under any other criteria for association with significant historical events, patterns of history, individuals, or the potential to yield important information that contributes to the understanding of human history or prehistory.

Boundary Description and Justification. The eligible boundaries are limited to the footprint of the structure and located within the railroad right-of-way.



North Hominy Creek Railroad Bridge – overall view from SE



North Hominy Creek Railroad Bridge – map showing eligible boundaries

60. Owl Drive In

Location. 728 Groundhog Road. Built to serve motorists traveling on the Asheville Highway, the original portion of the building faces north onto a section of the old alignment (present SR 1600). When US 19-23 was improved in the mid-twentieth century and the alignment shifted to the south beyond the railroad, the large three-story addition was built down the hillside to face the new highway.

Description. Ernest Skaggs, the original owner, designed and built this unusual structure along the old Asheville Highway as a gas station and restaurant. The building is constructed of randomly-coursed stone between reinforced concrete piers. A flat roof lays behind the scalloped parapets walls. The original north entrance is dominated by a prominent porte cochere with incised concrete corner piers and arched parapets, which gives the building a suggestion of Art Deco styling. Metal frame display windows flank a recessed entry door that is topped by a fanlight. A heavy concrete lintel, arched in the center, spans the entrance door and windows and is inscribed with the name "Owl". Large picture window openings with flat concrete panels above pierce the two bays flanking the entrance canopy. A small restroom wing extends to the east; a stone stairway descends the hillside behind the restroom wing.

Skaggs constructed the rear three-story addition in 1964 to change the orientation of the building to face the new highway, which had been realigned in the mid-twentieth century. Built down the hillside, the addition echoes the earlier architecture with incised concrete piers and stone infill. A modern shed roof awning shelters the single-leaf entry and large sidelights. The rear and side elevations are illuminated by metal casement windows. From the east side of the lowest level a patio connects the building with a one-bay stone garage with a tall side-gable roof.

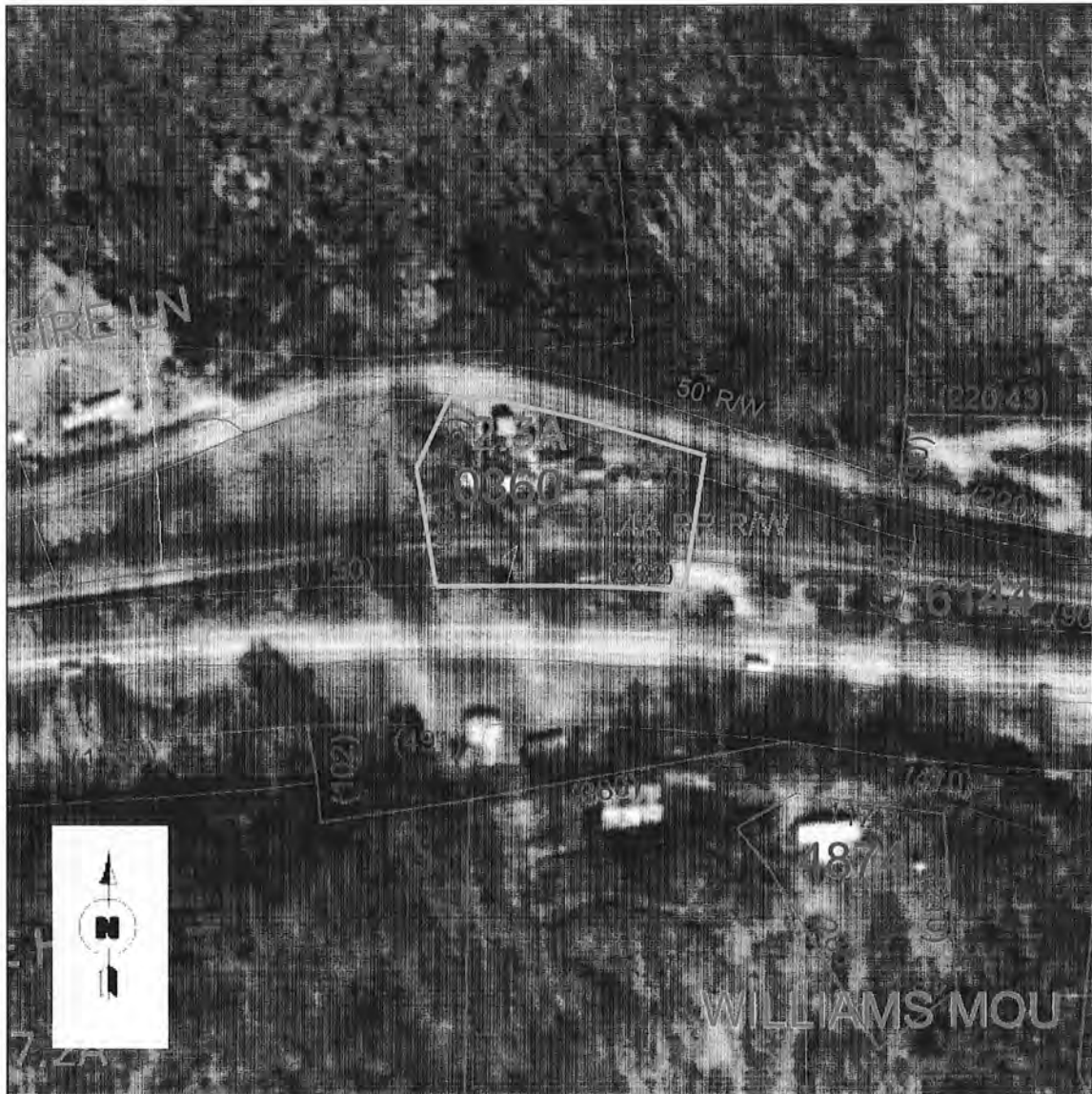
Historical Background. Ernest Skaggs, the original owner, designed and built the Owl Drive-In in 1942 as a gas station and restaurant to serve motorists on the old Asheville Highway. The original one-story section of the building contained four booths and counters for sit-down dining and included a small souvenir shop. The Owl sold Shell gasoline and featured painted advertisements on the exterior concrete panels. After the highway was improved and realigned to the south around mid-century, Skaggs built the three-story rear addition so that his business would face the new highway. The Owl continued to operate as a gas station and restaurant until 1966. The building was later rented to a church congregation and presently serves as a private residence.

Evaluation. The Owl Drive-In is eligible for the National Register under Criterion C for its highly distinctive architecture. Designed and built by the original owner, Ernest Skaggs, the building is an interesting example of vernacular Art Deco and twentieth century automobile-oriented architecture. The building incorporates features common to twentieth century gas stations such as the porte cochere, large windows, and painted advertising, but stylistically combines local building materials with modern techniques to create a personalized expression for Skaggs' private business.

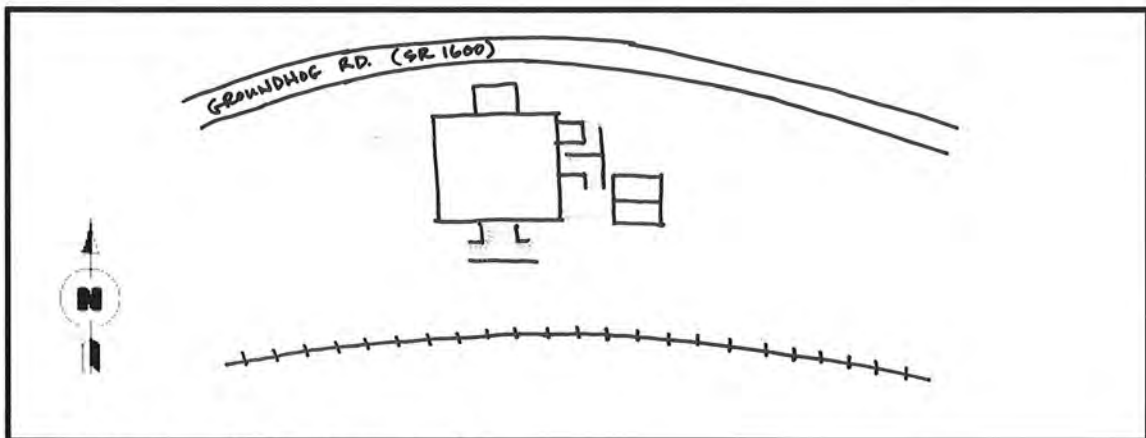
The Owl Drive-In is eligible for the National Register under Criterion A for its association with increased automobile travel and tourism in the mid-twentieth century. Oriented toward the old Asheville Highway, Ernest Skaggs designed his building to attract and serve passing motorists. Equipped with gas pumps, a sit-down restaurant, souvenir shop, and restrooms, the Owl attended to the various needs of automobile tourists. The old highway, which had followed an established travel route, was the main artery between Asheville and the Great Smoky Mountains National Park. After US 19-23 was improved in the mid-twentieth century, Skaggs added the rear portion of the building to face the new highway.

The property is not eligible for the National Register under Criterion B for association with significant individuals or under Criterion D for its potential to yield important information that contributes to the understanding of human history and prehistory. The building retains sufficient integrity to convey the significance of the property.

Boundary Description and Justification. The eligible boundaries are drawn to include approximately one acre associated with and surrounding the Owl Drive-In on the south side of the old highway (SR 1600) and north side of present US 19-23. The boundary does not include the portion of the tax parcel located on the south side of US 19-23 that contains a separate commercial structure (#64).



Owl Drive-In – tax map showing eligible boundaries (PIN #8677-52-0360)



Owl Drive-In – site plan (not to scale)

D. PROPERTIES EVALUATED AND CONSIDERED INELIGIBLE FOR THE NATIONAL REGISTER

2. Old Bell Tavern

Location. 111 Park Street, Canton. The Old Bell Tavern stands at the southwest corner of the intersection of Park Street and Penland Street at the west end of the Pigeon River Bridge (#5). The site combines lots 13-16 and 29 as recorded on a map for the heirs of Jane Penland in 1937 (Haywood County Register of Deeds).

Description. The Old Bell Tavern is a one story log building constructed from dismantled nineteenth century log structures. Resting on a river rock foundation, the logs were reassembled to give the appearance of a traditional log house but to achieve the dimensions required for its use as a restaurant. Half-dovetail notching is visible at the corners, and the logs are secured to vertical posts where the planned dimensions surpassed the lengths of the logs. River rock infill at the center of the façade and a river rock chimney suggest a traditional dogtrot form that has been enclosed. Rough plaster and applied timbers in the gable ends suggest that king-post trusses support the side gable roof that covers the building. Picture windows and a projecting entrance are later additions. A shed roof addition with laminate wood siding and a concrete block foundation extends across the rear of the building.

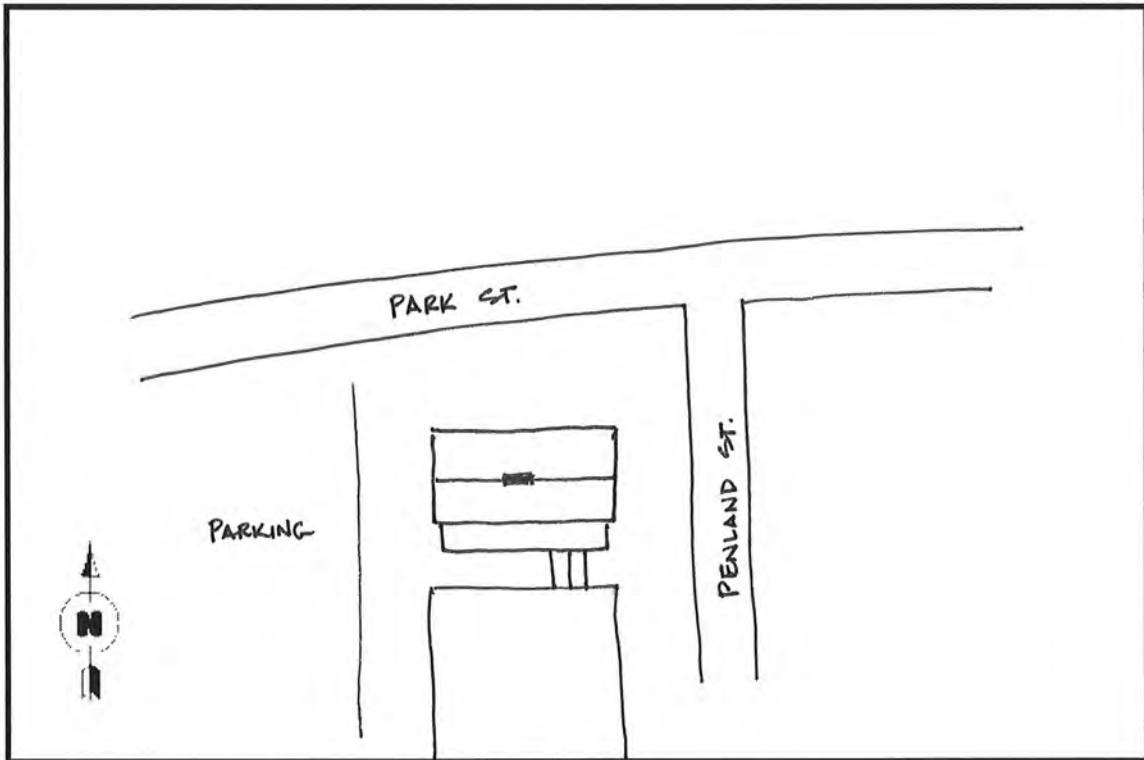
Historical Background. Charles Smith, president of the Champion Employees Store, commissioned R. R. Gaddis to construct the log building for a restaurant to be run by Smith's son, Earl. The building, erected ca. 1940, is one of the later recorded works of Gaddis (b. 1887), a prominent Canton builder who developed his building skills working on the Junluska (later Lambuth) Inn and Terrace Inn at Lake Junaluska. When the inns were completed, he stayed in Lake Junaluska building river rock walls and houses. He returned to Canton in 1920 and stayed busy constructing log and rock houses that were both fitting for the small mountain town and a marked contrast to the rectilinear designs of Canton's industrial and commercial structures. In the 1920s, Rueben B. Robertson, general manager of the Champion mill, hired Gaddis to build two rustic cottages, designed by architect William Dodge, at his property on Lake Logan. (Wells, p. 225-6)

The building served as a restaurant—first as Old Bell Tavern and later as the Medford Restaurant—well into the late twentieth century. The building is currently occupied by American Cleaners.

Evaluation. The Old Bell Tavern is not eligible for the National Register under any criteria. Background research revealed no significant historic events or persons associated with the property that would qualify for the National Register. As an example of the work of locally significant builder R. R. Gaddis, the property does not rank among his best work and does not well represent his particular skill, which was river rock construction. Other, better examples of Gaddis' work survive in Canton and Haywood County. The property is not likely to yield important information that contributes to the understanding of human history and prehistory.



Old Bell Tavern – oblique view to SE



Old Bell Tavern – site plan (not to scale)

5. Pigeon River Bridge

Location. The Pigeon River Bridge is located on Park Street (US 19-23 westbound) over the Pigeon River in Canton.

Description. The Pigeon River Bridge (#419) is a four-span reinforced concrete tee beam structure. It carries two westbound travel lanes with sidewalks on either side. The rails are solid reinforced concrete parapets with recessed flat panels. Three solid concrete piers in the river support the structure.

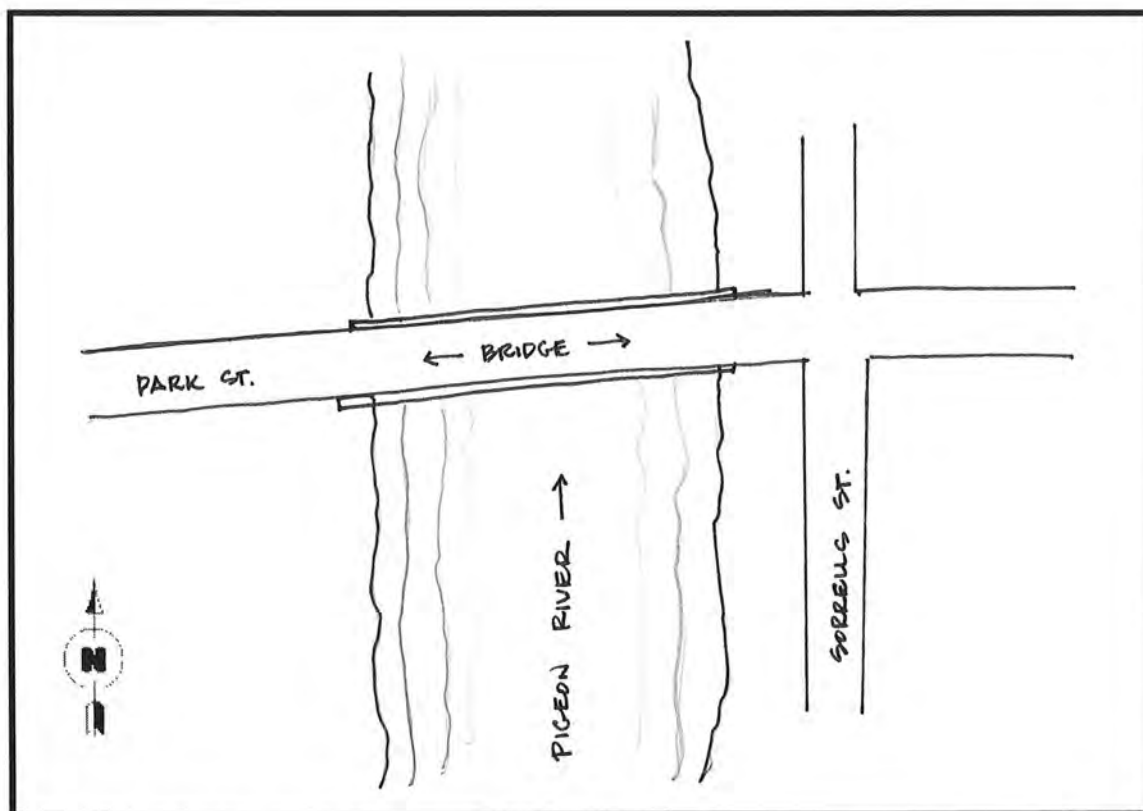
Historical Background. Built by the State Highway Commission in 1924 (Project No. 944B), the Pigeon River Bridge is an example of the standard design tee beam bridges constructed throughout North Carolina in response to the rapidly expanding state highway system. Slab and tee beam structures were among the first types of concrete bridges to be standardized by the North Carolina State Highway Commission because they were easily adaptable to various conditions and economical. Tee beam bridges were also favored for their low maintenance. The Pigeon River Bridge was constructed on the state highway a short distance to the north (downstream) of the truss bridge that carried Main Street across the river.

Evaluation. The Pigeon River Bridge has been evaluated twice in the past three years and determined not eligible for the National Register. The bridge, setting, and surrounding structures were determined not eligible in 2000 as part of the environmental review compliance for a NCDOT bridge replacement project (TIP No. B-3656). The bridge was recently evaluated by Lichtenstein Consulting Engineers as part of the North Carolina Historic Bridge Inventory. As noted in Lichtenstein's draft report submitted in July 2001, reinforced concrete tee beam bridges are among the most common type of structures on the state system and were built by the hundreds from standardized plans through the 1950s (pp. 138-41).

The Pigeon River Bridge is not eligible for the National Register under any criteria. The bridge lacks design and technological distinction and exists as one of numerous examples of the common reinforced concrete tee beam type found in North Carolina.



Pigeon River Bridge – view to north



Pigeon River Bridge – site plan (not to scale)



Pigeon River Bridge – view to east



Pigeon River Bridge – bridge plate

6. Champion Motor Company Building

Location. 92 Park Street, Canton. The building is located at the intersection of Park Street and Sorrells Street at the west end of the Pigeon River Bridge (#5).

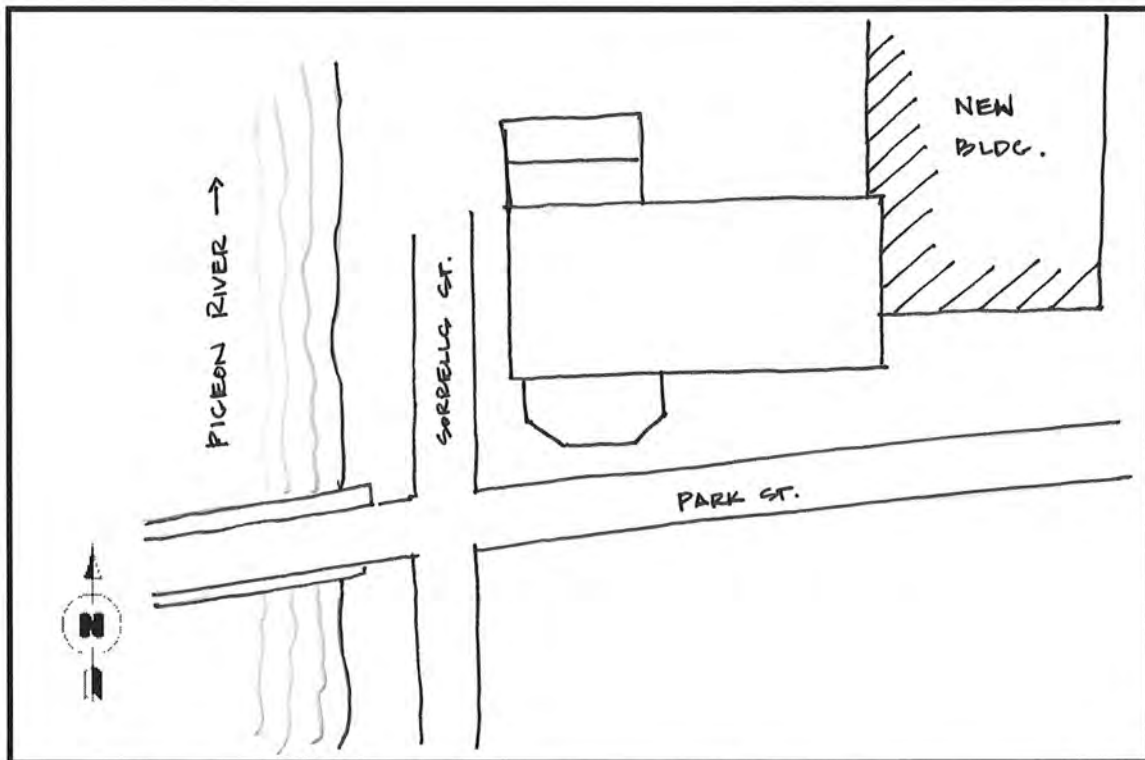
Description. The one-story, brick Champion Motor Company Building was constructed for use as an automobile showroom. The flat-roofed building has a severe, angular design that is enlivened by brick corbelling. The five bay façade terminates in a polygonal display window with deep eaves and a banded fascia projecting toward the street at the west end of the building. A concrete block addition to rear housed the repair and painting facilities.

Historical Background. In 1930, a small brick filling station with frame porte cochere stood on this riverside site. By 1937, however, the building had been subsumed within the present structure built for the Champion Motor Company, a Ford dealership. The gable roof of the gas station is visible on the southwest side of the structure. The building later served the Rush Motor Company and as a storage area for Champion International's company cars. The Brooks & Churm Furniture store moved into the building in 1965. (Wells, p. 123)

Evaluation. The Champion Motor Company Building is not eligible for the National Register under any criteria. The building is not associated with any historically significant event, individual, or patterns of history to be considered eligible. In comparison with other commercial structures in downtown Canton, the building is an undistinguished example of a brick commercial building and lacks any special architectural significance. The property, which abuts a oversized modern building, stands at a distance from the concentration of commercial structures that form the core of downtown Canton and as a result could not be drawn into the Downtown Canton Historic District (#1), a property considered eligible for the National Register. The Champion Motor Company Building is not likely to yield important information that contributes to the understanding of human history or prehistory.



Champion Motor Company Building – oblique view to NE



Champion Motor Company Building – site plan (not to scale)

26. House

Location. 32 Church Street, Canton. The house occupies a prominent site overlooking downtown Canton to the north and west, although the house is somewhat overshadowed by its more conspicuous neighbors, the grand Sharp-Owen House (#25) to the west and Central United Methodist Church (#28) close by to the east. The site, which stands at the intersection of Main, Park, and Church Streets, is bordered by a river rock retaining wall with a set of concrete steps leading up two terraces to the front entrance. The house shares a driveway with the adjacent Sharp-Owen House.

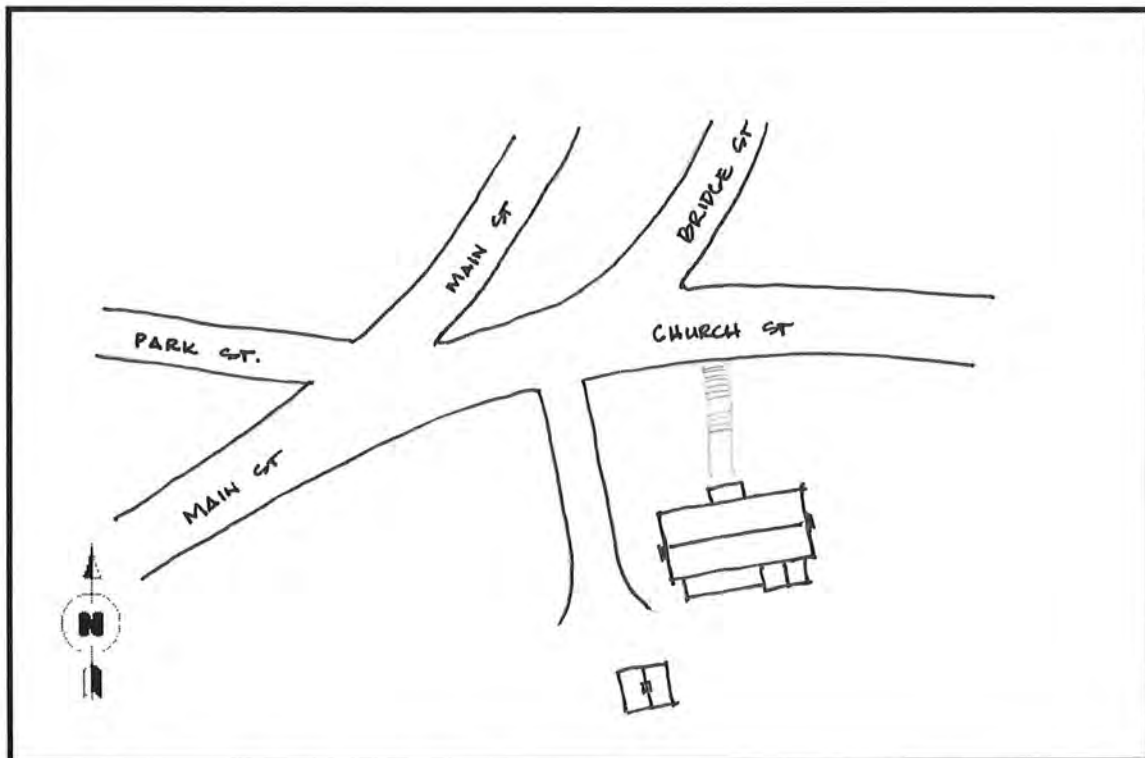
Description. Situated on a level terrace of its hillside site, the brick Colonial Revival style house rises two stories and is capped by a side gable roof. The five bay façade is flanked by end chimneys and pierced by six-over-six double hung windows surrounding a single leaf entry under a basket arch opening. A classically-inspired portico with Tuscan columns and pilasters supporting simple entablature shelters the entry. A shed-roof brick addition stretches across the rear façade and terminates in a one-story gable roof porch supported on brick piers. A detached gable-front garage stands at the head of the driveway. Constructed of brick, the two-bay garage features a small cupola, German siding in the gable ends, and paneled roll-up wood doors.

Historical Background. No specific historical background information was found for this property. Originally thought to be associated with the adjacent church building, the house, which was constructed ca. 1942, has no formal connections with the church. The property, however, may have been the site of the first parsonage constructed by the church. The one and one-half story frame dwelling was used by the pastor until a new structure was erected on Oakland Circle in 1922, at which time the house was converted to use by the children's department of the church. The building would probably have been abandoned and demolished around 1941, when planning began for the present sanctuary, leaving the site vacant for a new structure to be erected.

Evaluation. The property is not eligible for the National Register under any criteria. Background research revealed no significant historic events or persons associated with the property. The house is only a fair example of the Colonial Revival style, which was among the most popular architectural expressions for residential architecture during the early and mid-twentieth century. The property is quite plain and does not possess nearly the same level and attention to detail as the Sharp-Owen House or the Colonial Theater (#8), which the architect designed to resemble more closely a residential building than a modern theater. As an example of the Colonial Revival style, the property lacks distinction and special architectural significance. The house is also not likely to yield important information that contributes to the understanding of human history or prehistory.



House (#26) – front (north) facade



House (#26) – site plan (not to scale)

41. (Former) Motel, 1956

Location. 3103 Asheville Highway

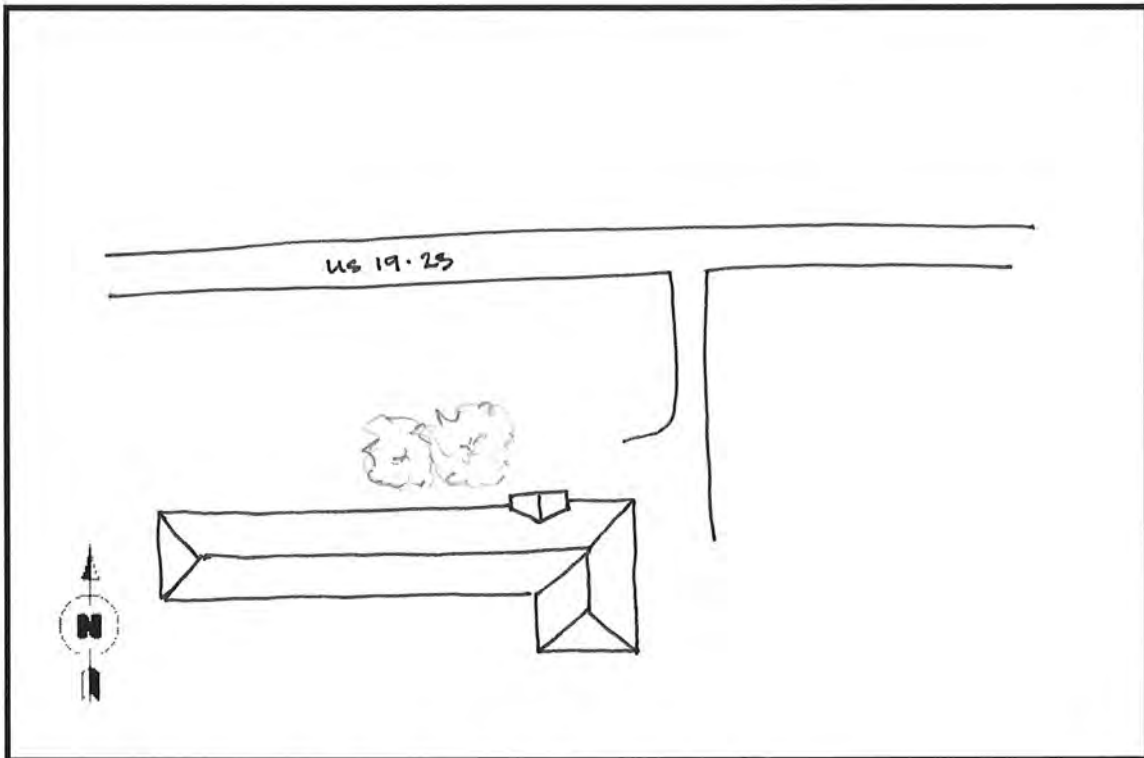
Description. Situated on the south side of US 19-23 and nestled against a sloping hillside, this former motel is one of several similar structures located along the US 19-23 corridor. The long, one-story, hip-roof building is only one room deep. Stucco covers the masonry construction. Metal casement windows illuminate the guest rooms and some original screen doors with decorative ironwork scrolls remain intact. The east end of the building, where a cross gable projection marks the office entrance, is covered with applied synthetic siding textured to resemble stone.

Historical Background. No specific historical background information was found for this property, which was built in 1956. The motel was likely constructed to serve travelers on the newly improved US 19-23. Following World War II, American families began traveling in greater numbers to an increasing array of tourist destinations. The highway was the major artery from Asheville to the Great Smoky Mountains National Park. The property is currently rented as apartments.

Evaluation. The motel is not eligible for the National Register under any criteria. Background research revealed no significant historic events or persons associated with the property. Although the building is associated with the popularity of automobile travel during the mid-twentieth century, other motor hotels and tourist courts survive along US 19-23 in Haywood County, which borders the Great Smoky Mountains National Park. Most of the examples are located on US 23 in Waynesville and US 19 through Maggie Valley. The property lack distinction and special architectural significance, especially in comparison to other examples located within the county. The property is not likely to yield important information that contributes to the understanding of human history or prehistory. Also the property is less than fifty years of age and does not meet Criteria Consideration G for properties that have achieved significance in the past fifty years.



(Former) Motel (#41) – oblique view to SE



(Former) Motel (#41) – site plan (not to scale)

58. House

Location. 455 Groundhog Road.

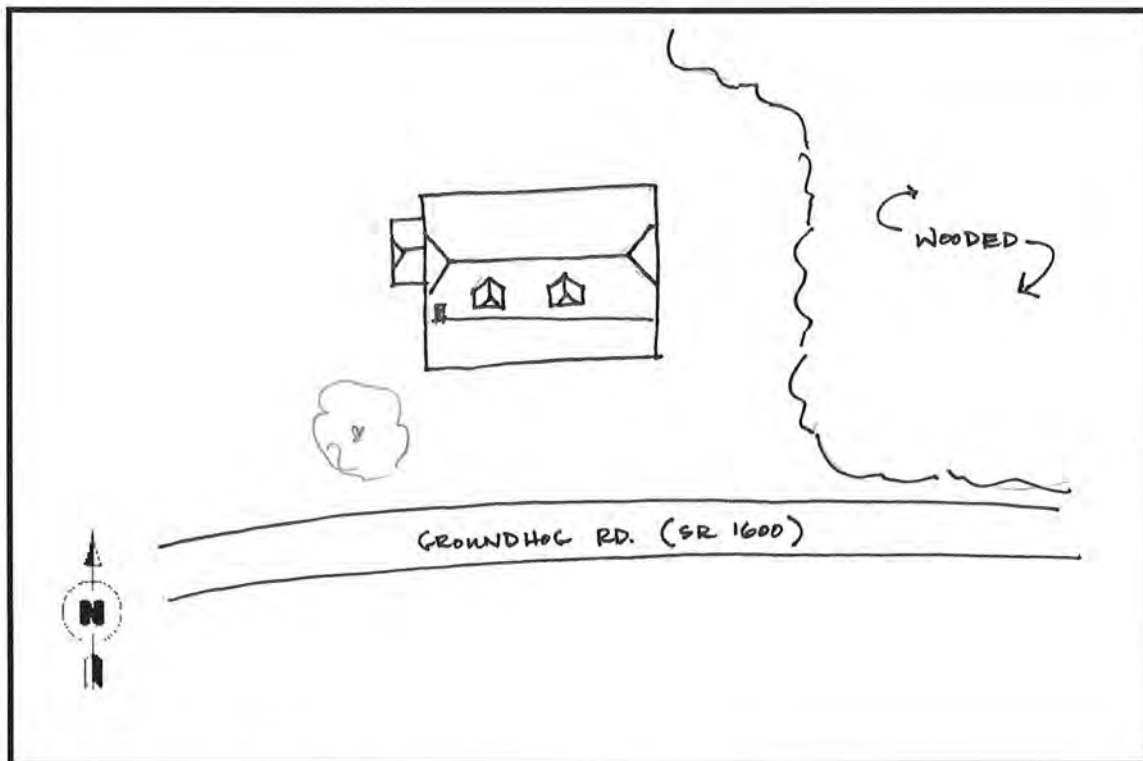
Description. This house sits atop a slight rise on the north side of Groundhog Road (SR 1600), a section of the old highway alignment before it was moved to its present location. The one-story, side-gable bungalow faces south, rests on a brick foundation, and is covered with German siding. The house is distinguished by its jerkinhead roof form and two front-facing jerkinhead dormers. Exposed rafter ends and false beams protrude under the eave line. A full-width engaged porch is supported on square posts with a solid balustrade. Three-over-one sash windows are found throughout the house except for the dormers, which are illuminated by paired windows with two vertical lights each. A brick end chimney rises from the west wall beside a projecting bay with jerkinhead roof.

Historical Background. No specific historical background information was found for this property, which was built in 1935.

Evaluation. The property is not eligible for the National Register under any criteria. Background research revealed no significant historic events or persons associated with the property. The house is a good example of a bungalow, which is distinguished by its jerkinhead roof forms. However, bungalows were the most common house type of the early to mid-twentieth century in rural Haywood County, and this particular property lacks distinction or special architectural significance. The house is also not likely to yield important information that contributes to the understanding of human history or prehistory.



House (#58) – front (south) façade



House (#58) – site plan (not to scale)

66-68. Ward Piano Company

Location. 1252 Asheville Highway.

Description. The Ward Piano Company property consists of three utilitarian commercial buildings dating from the mid-twentieth century. The easternmost building (#66) is a one-story, flat-roofed masonry building covered with stucco. A tile coping caps the low parapet. "Ward Piano Company" is painted on the upper façade in block letters. The seven-bay façade is pierced by five square multi-light metal frame windows; the window openings have no surrounds. Two solid doors fill the other two unadorned openings. A change in the roof line indicates a separate side wing, which is flush the plane of the façade but slightly lower in height. This section is punctuated by a large center metal frame window and a smaller square opening and may have been added later or an attached structure.

The middle and largest of the buildings (#67) stands two-stories on a rectangular plan and is sheltered by a flat roof. A tile coping caps the low parapet. The fenestration pattern of the five bay façade is unorthodox with the five second story nine-light metal frame windows spaced at regular intervals while the lower story window and door openings are irregular and not related to the second story. Two large plate glass windows flank a single-leaf entry door on the west end of the façade. Two square multi-light metal frame windows are located at the east end of the building, leaving a disproportionately large section of wall in the center of the façade that frames a freestanding above-ground oil tank. The east end of the building is symmetrical with upper and lower story metal frame windows flanking a canopied service entrance and loading platform. An open two-tier portico extends from the rear of the building.

The one-story, brick office building (#68) stands at the west end of the grouping. The office is a simple, rectilinear structure with an overhanging, flat roof, plate glass windows, double-leaf aluminum frame entry doors, and double-hung metal sash with horizontal muntins.

Historical Background. No specific historical background information was found for this property. The Ward Piano Company was established in 1944, although it is unclear if the business has always operated from this location. The buildings are clearly oriented toward US 19-23 with the railroad immediately to the rear (north) of the complex and an old section of the highway (SR 1600) beyond the tracks. The office clearly was built after the other structures, probably in the 1960s. The family-owned operation specializes in restoring, refurbishing, and tuning pianos.

Evaluation. The property is not eligible for the National Register under any criteria. Background research revealed no significant historic events or persons associated with the property. The Ward Piano Company buildings are undistinguished examples of mid-twentieth century industrial buildings and lack distinction or special architectural significance. The property is also not likely to yield important information that contributes to the understanding of human history or prehistory.



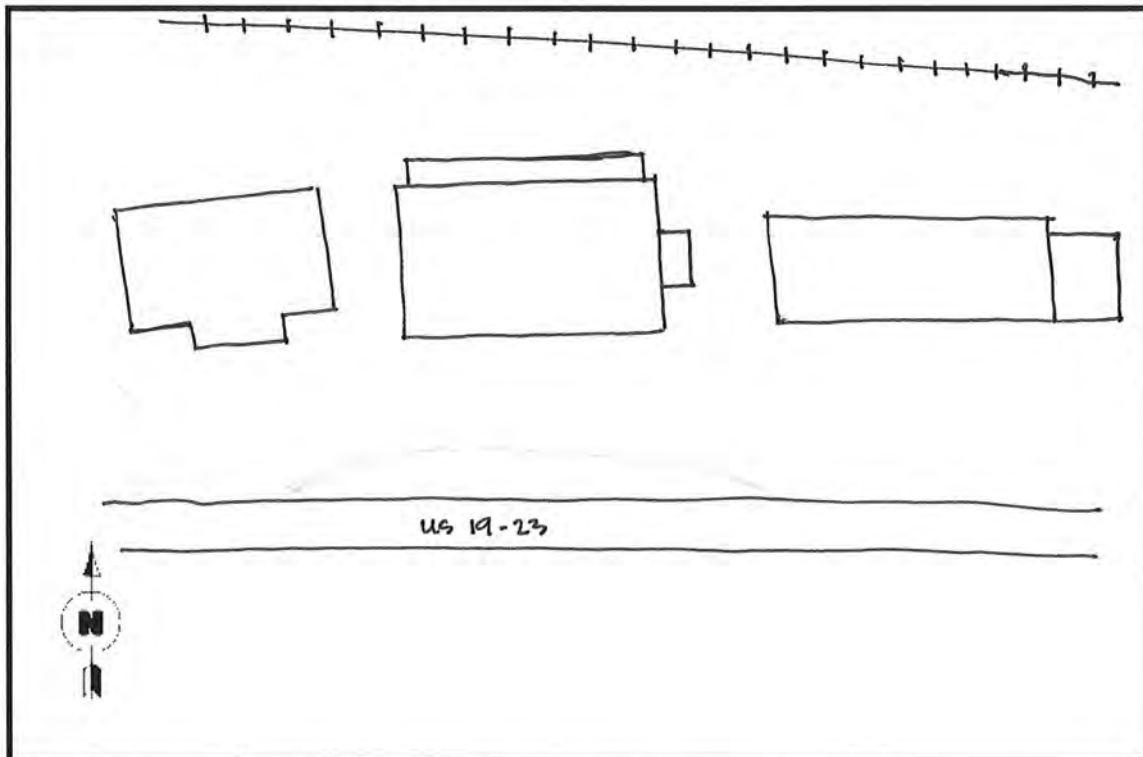
Ward Piano Company (Property #66) – oblique view from SE



Ward Piano Company (Property #67) – front (south) façade



Ward Piano Company office (Property #68) – oblique view from SE



Ward Piano Company (#66-68) – site plan (not scale)

86. Spring House

Location. S side of US 19-23, 0.2 mi E of junction with Wiggins Road. The building stands near the highway on the south side of a private gravel drive.

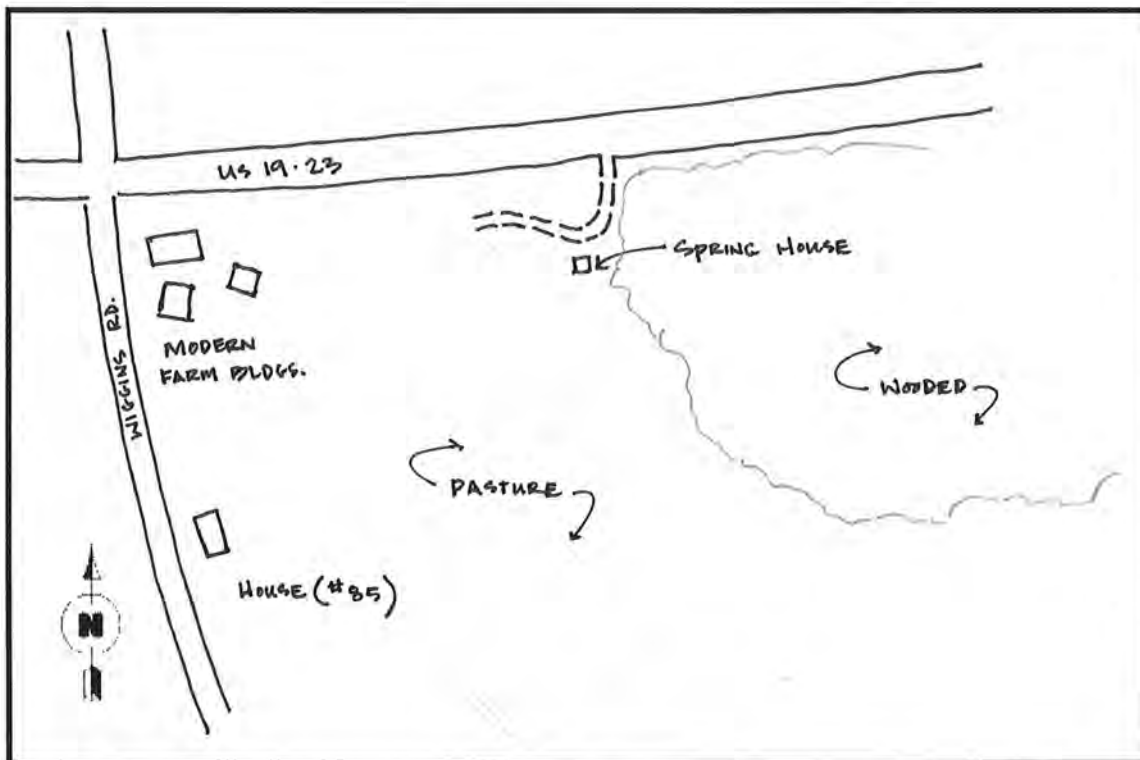
Description. This simple brick spring house stands in the northeast corner of a large open field and is becoming overgrown. A gable roof with metal sheathing covers the structure, which also has a small square cupola and vertical wood siding in the gable end. A square, jack arch opening is located in the north wall. A ruinous chimney foundation is adjacent to the structure.

Historical Background. No specific historical background information was found for this property, which stands as a tantalizing suggestion of a once substantial farmstead. Col. John C. Smathers, the proprietor of the Turnpike Hotel, and Capt. John Hoyt, who owned Engadine (#71), both had extensive land holdings in the area, but it is unlikely that their property reached this far. The field surrounding the spring house to the south has been subdivided among multiple property owners, and the houses and structures to the west are clearly twentieth century and incongruous with the spring house.

Evaluation. The property is not eligible for the National Register under any criteria. Background research revealed no significant historic events or persons associated with the property. The spring house is an interesting structure in itself, but without any other associated buildings or context, it is only a remnant and lacks distinction or any special architectural significance. The spring house is also not likely to yield important information that contributes to the understanding of human history or prehistory.



Spring house (#86) – oblique view from NW



Spring house (#86) – site plan (not scale)

94. Plantation Motel

Location. 2195 Smokey Park Highway.

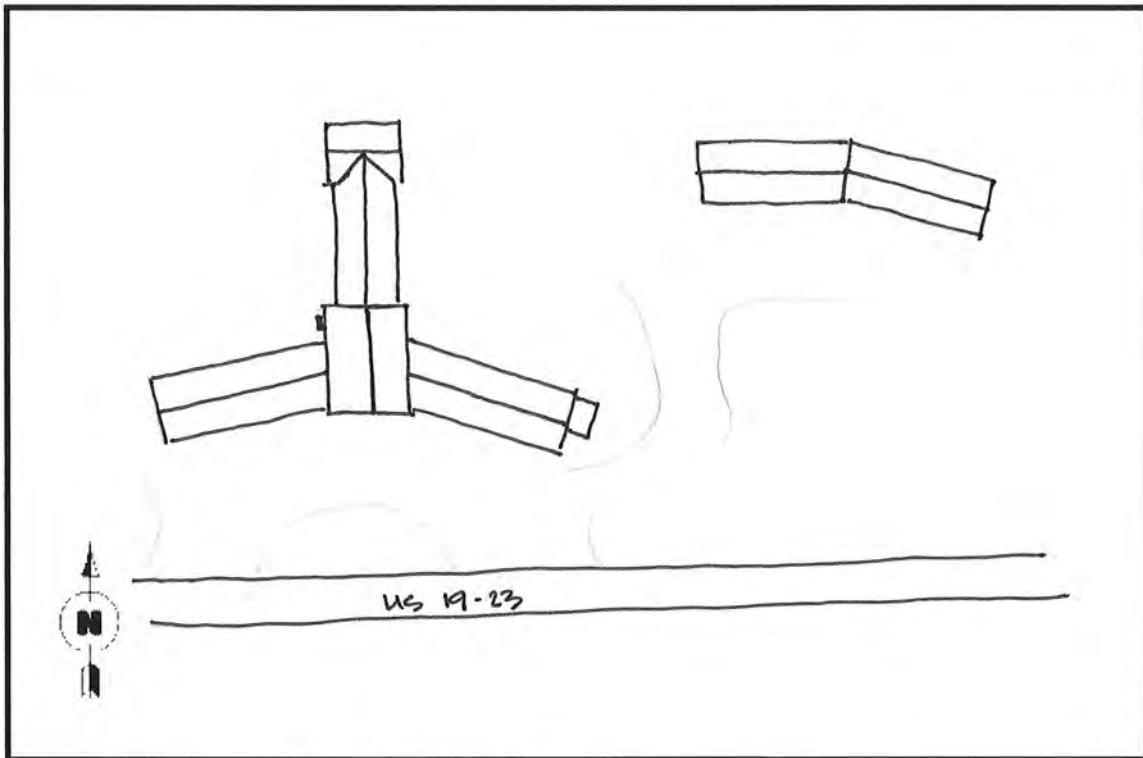
Description. The Plantation Motel is a tripartite building oriented toward the highway to attract automobile traffic. The main building consists of a two-story, gable-front section with a full-height portico supported on posts with applied Colonial moldings. A partial-width second level balcony projects beneath the portico. One-story, side-gable wings flank the two-story section and feature pierced concrete block screens. The building is covered with a permastone veneer. Doors to the guest rooms are embellished with applied diamond patterns and windows are metal casements. Aluminum siding has been applied over wood. A one-story service wing extends from the back of the two-story section. A separate building containing guest rooms and similarly finished stands to the northeast.

Historical Background. Constructed in 1952 to serve travelers on the newly improved US 19-23, the Plantation Motel typifies motor courts of the mid-twentieth century. Following World War II, American families began traveling in greater numbers to an increasing array of tourist destinations. The highway was the major artery from Asheville to the Great Smoky Mountains National Park. The Plantation Motel was enlarged in 1956 with the addition of a separate wing of guest rooms, suggesting the initial success of the business.

Evaluation. The Plantation Motel is not eligible for the National Register under any criteria. Background research revealed no significant historic events or persons associated with the property. Although the building is associated with the popularity of automobile travel during the mid-twentieth century, numerous other motor hotels and tourist courts survive in Buncombe County, an area renowned as a tourist destination. Most of the examples are located on US 25, north and south of Asheville, when the road was known as "the Dixie Highway." The Log Cabin Motor Court, The Pines Cottages, The Forest Manor Inn all survive with a high degree of integrity and date from the 1920s and 30s. The Mountaineer Inn located on Tunnel Road east of Asheville is an excellent example of the thematic kitsch often associated with motor hotels of the 1950s. The Rock Haven Terrace, Rockola, and Whispering Pines motels date to the mid-twentieth century and are located in West Asheville and survive fairly well intact. One other comparable property, the Miami Motel, is located just outside the APE east of the project area. The building consists of two long blocks of guest rooms with stucco and a permastone veneer finish, flat roofs, and jalousie windows. Most of these examples possess more architectural distinction and a higher degree of integrity than the Plantation Motel. Similarly the property is not eligible under Criterion C because it lacks distinction or special architectural significance in comparison to other examples. The property is also not likely to yield important information that contributes to the understanding of human history or prehistory.



Plantation Motel – front (south) façade



Plantation Motel – site plan (not to scale)

99. House

Location. 186 Indian Branch Road. Access to the property is gained through the parking lot of the adjacent modern church, Candler House of Prayer. The property comprising the house and two outbuildings is owned by the church.

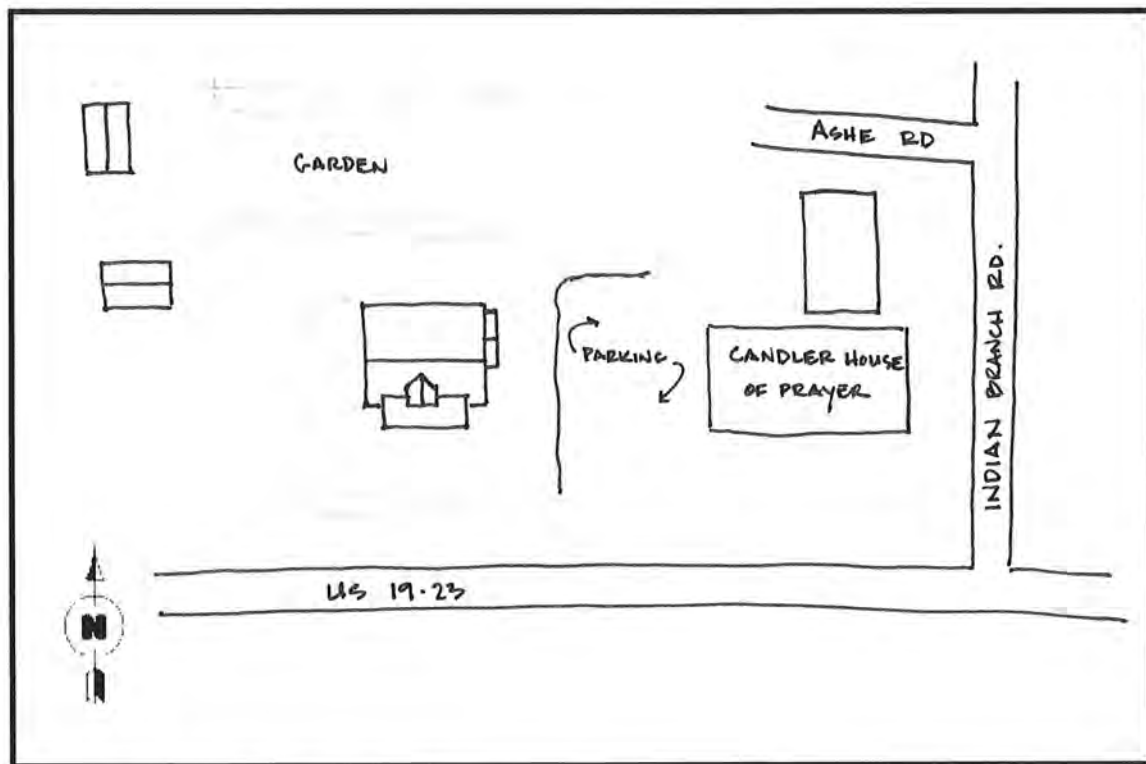
Description. This one-story, side-gable bungalow sits on a slight rise overlooking US 19-23. A large front gable dormer and partial-width shed porch supported on square posts dominate the south-facing front façade. The house is covered with weatherboard, German siding, and asbestos siding; the gable ends are faced with wooden shingles. Two gable-roof, frame outbuildings stand to the west and northwest of the house beside a cleared garden plot.

Historical Background. No specific historical background information could be determined for this property. Built ca. 1930, the house was built in an area known as Candler Heights, an early development that extends south beyond present US 19-23 to the old alignment of the highway (SR 1130).

Evaluation. The property is not eligible for the National Register under any criteria. Background research revealed no significant historic events or persons associated with the property. The house is an undistinguished example of a bungalow, especially as a local interpretation of the type. As the bungalow gained popularity across the nation, the form became simplified and lost many of the details associated with the finest examples. Bungalows adapted to local building conditions, however, were the most common house type of the early to mid-twentieth century in rural Buncombe County, and this particular property lacks distinction or special architectural significance. The house is also not likely to yield important information that contributes to the understanding of human history or prehistory.



House (#99) – oblique view from SE



House (#99) – site plan (not to scale)

100. House

Location. 103 Indian Branch Road (SR 1211).

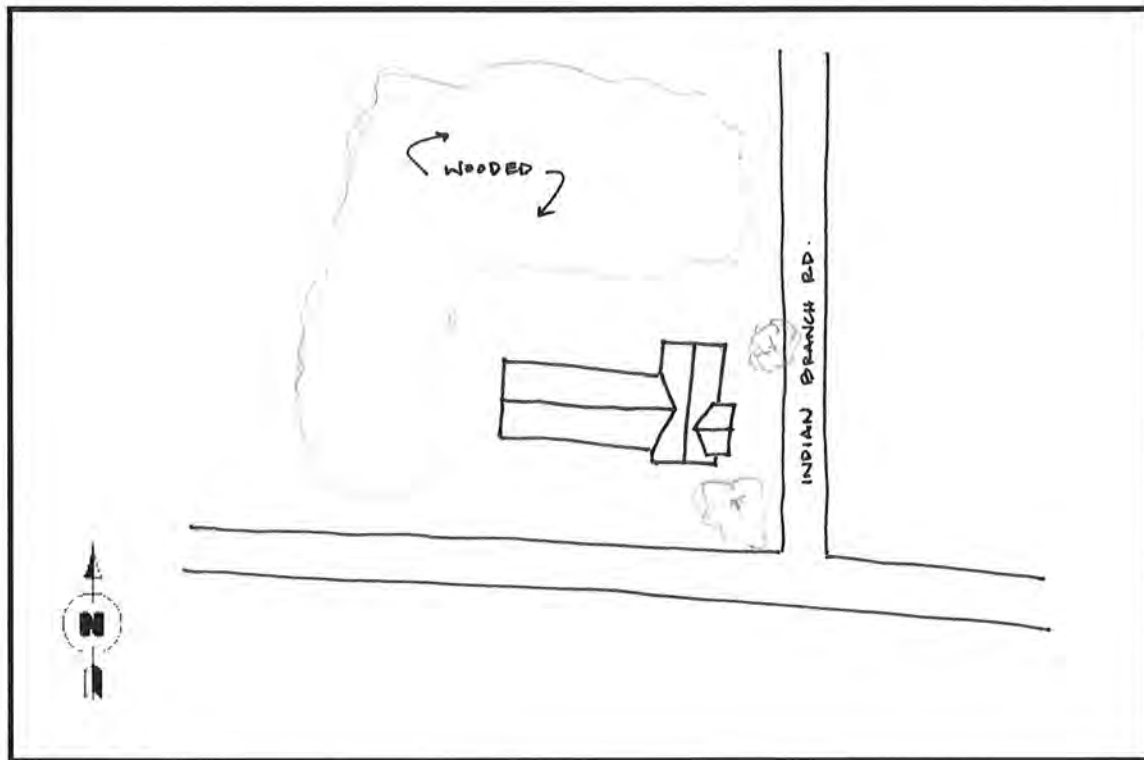
Description. This one-story, side gable bungalow sits slightly below the grade of US 19-23, which borders the property on the south. Resting on a stone foundation, the house faces east and occupies and overgrown lot that is shaded by several large, mature trees. The house is covered in board-and-batten siding with exposed rafter ends and tripartite Craftsman windows. Battered wooden posts on stone piers support the small gable-front porch. The single-leaf entry door is four vertical lights over three panels. A one-story, gable roof addition extends from the rear of the house and terminates in a one-bay garage, which is contained within the addition.

Historical Background. No specific historical background information was found for this property. Built ca. 1920, the house was built in an area known as Candler Heights, an early development that extends south beyond present US 19-23 to the old alignment of the highway (SR 1130).

Evaluation. The property is not eligible for the National Register under any criteria. Background research revealed no significant historic events or persons associated with the property. The house is a good example of a bungalow, though undistinguished. However, bungalows were the most common house type of the early to mid-twentieth century in rural Buncombe County, and this particular property lacks distinction or special architectural significance. The house is also not likely to yield important information that contributes to the understanding of human history or prehistory.



House (#100) – front (east) façade



House (#100) – site plan (not to scale)

116. House

Location. 1575 Smokey Park Highway. The house stands on the north side of US 19-23 opposite its intersection with a section of the old highway. The 4-acre tract where the house sits is cleared and relatively flat with a steep slope rising at the back of the lot.

Description. Built in 1925, the house is a one-story, side-gable bungalow with river rock veneer. The engaged full-width porch is supported by river rock piers with a solid balustrade. Two exterior end chimneys pierce the overhanging eave. Vinyl siding covers the gable ends and central front gable dormer. Windows throughout the house are four-over-one double-hung. A gable roof rear addition extends from the house and is covered with stone veneer and vinyl siding. A stone well house, garage with apartment above, and shed stand to the east of the main house. The house has been converted to offices.

Historical Background. No specific historical background information was found for this property. The house was likely built facing old State Highway No. 10 (present US 19-23)—a section of the old alignment (SR 1130) begins opposite the property—for a family of above average means. Considering the topographic features of the surrounding landscape, the owners probably did not farm although they may have kept some livestock and planted a small garden.

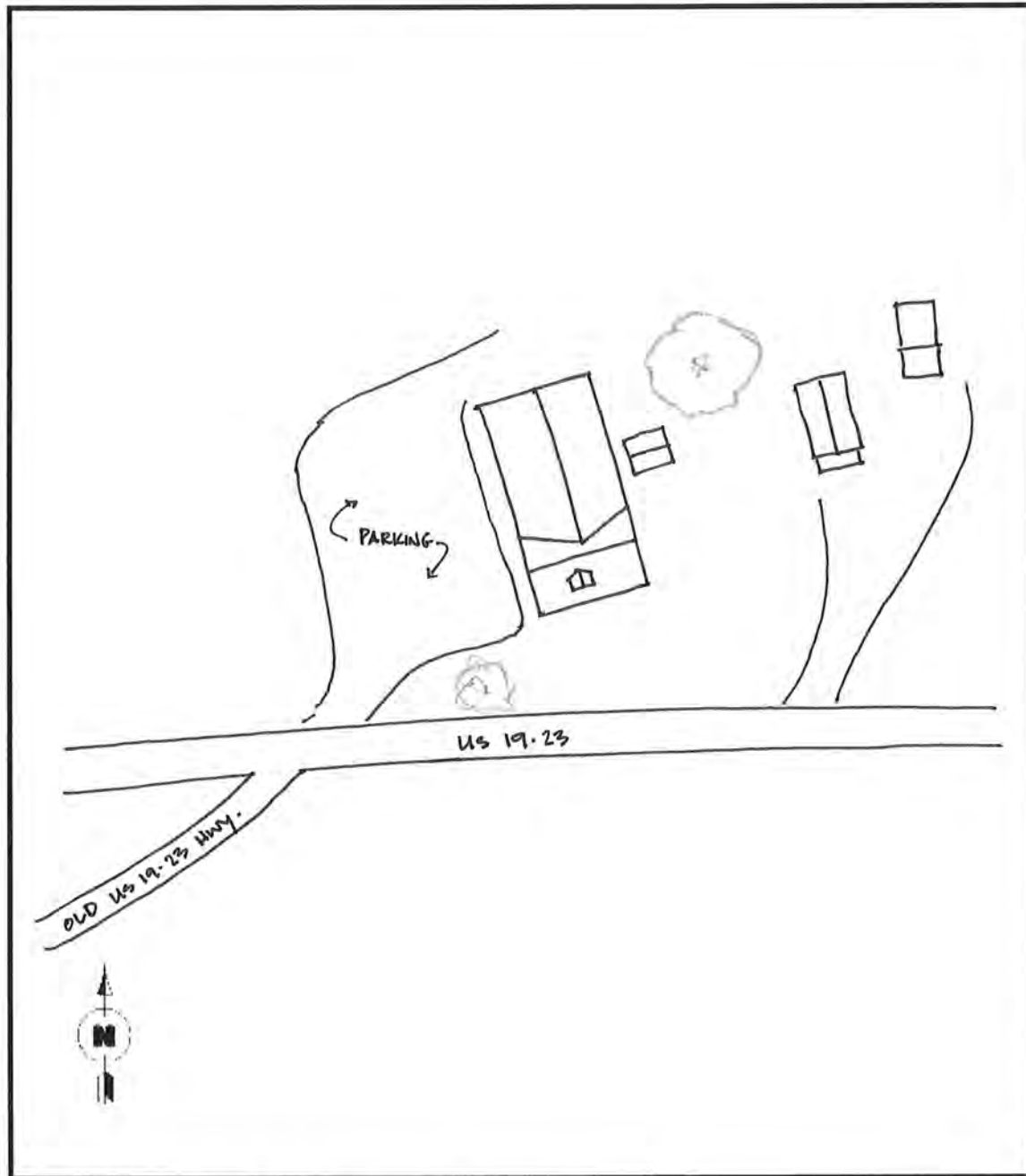
Evaluation. The property is not eligible for the National Register under any criteria. Background research revealed no significant historic events or persons associated with the property. The house is a good example of a bungalow, which is distinguished by its river rock construction. However, bungalows were the most common house type of the early to mid-twentieth century in rural Buncombe County, and this particular property has been altered with the addition of vinyl siding, large rear addition, and conversion to offices. Given the prevalence of the bungalow, representative examples must retain a high degree of integrity to be considered eligible. The house is also not likely to yield important information that contributes to the understanding of human history or prehistory.



House (#116) – oblique view from SW



House (#116) – west side view



House (#116) – site plan (not to scale)

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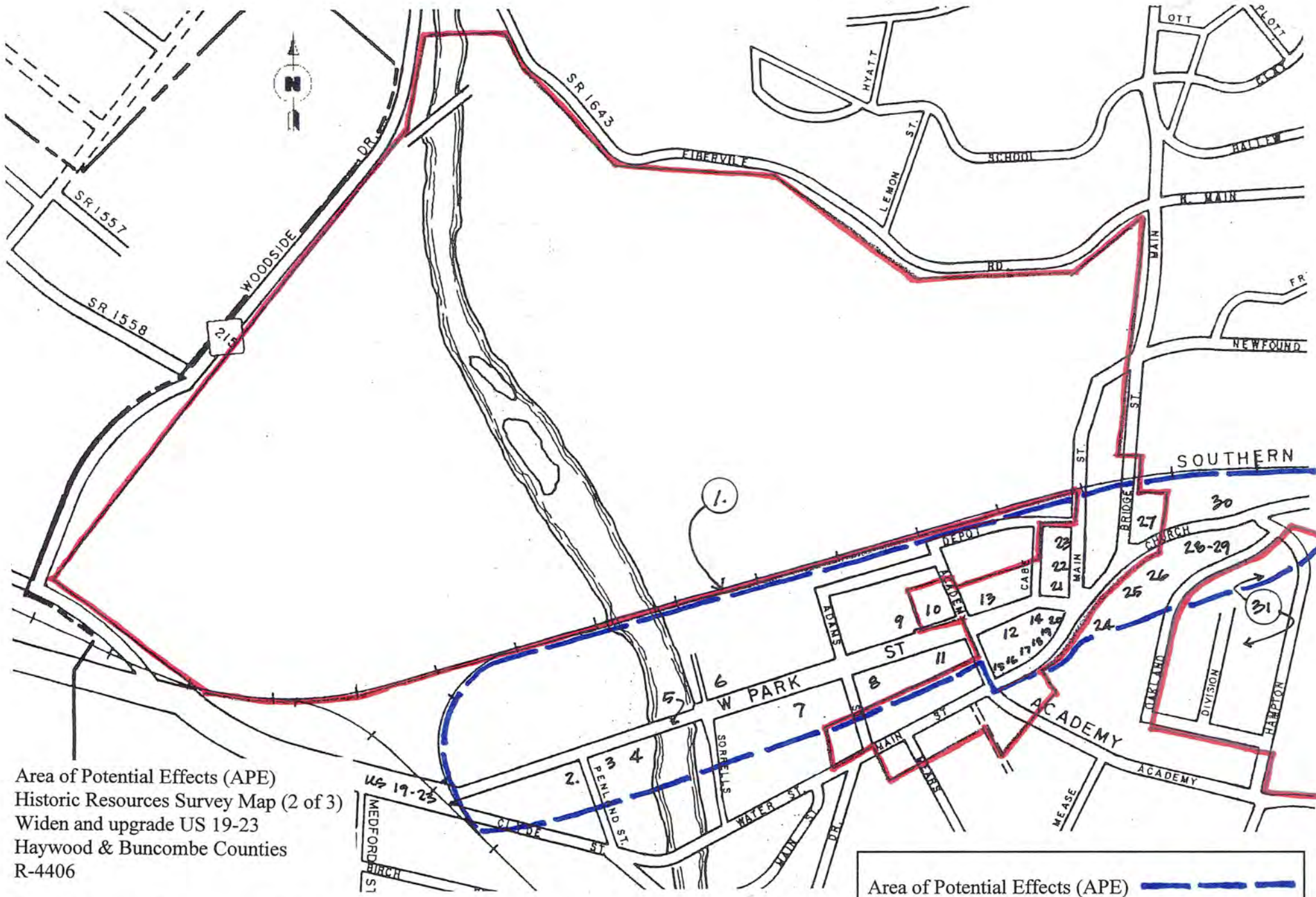
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Appendix A

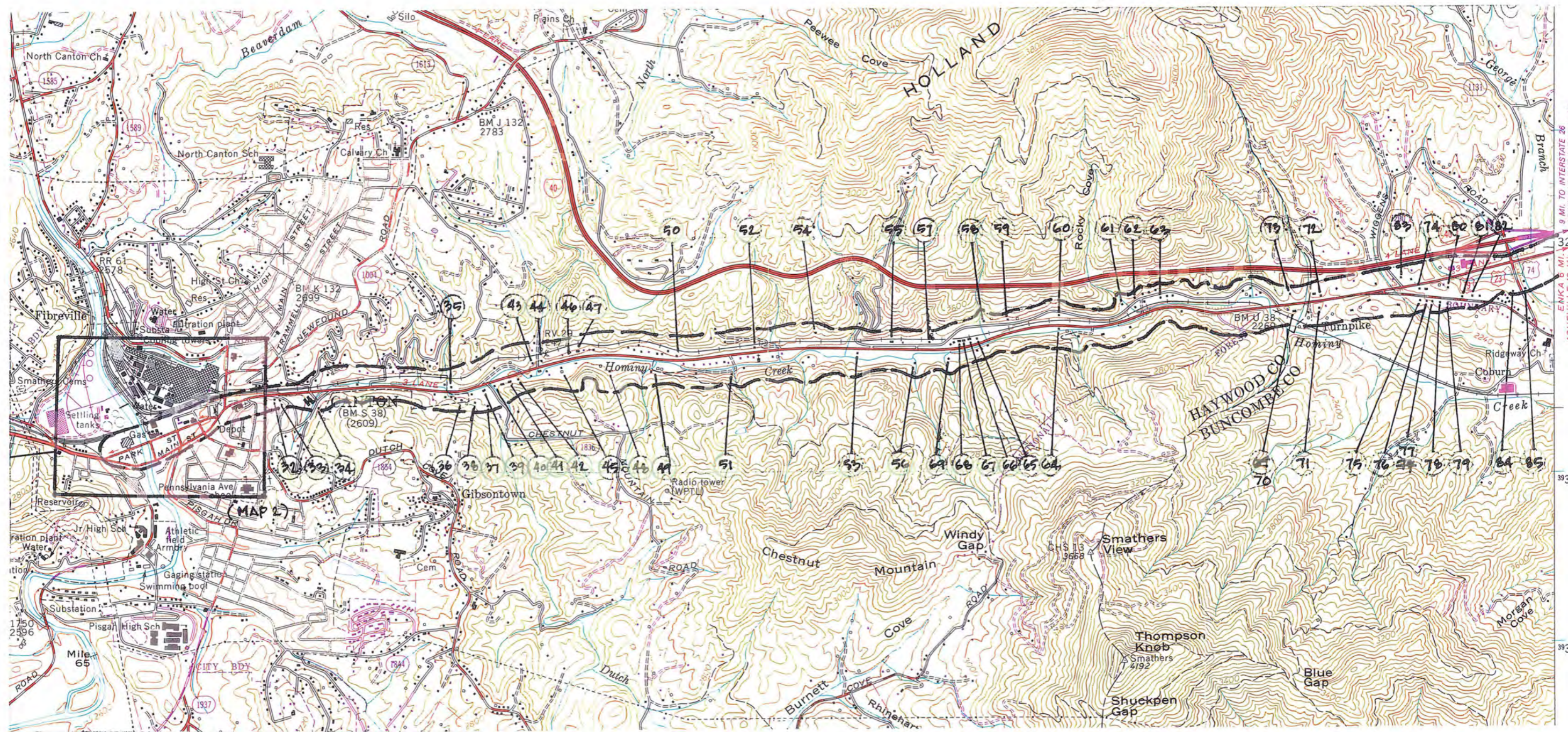
Area of Potential Effects (APE)/ Historic Resources Survey Map



Area of Potential Effects (APE)
 Historic Resources Survey Map (2 of 3)
 Widen and upgrade US 19-23
 Haywood & Buncombe Counties
 R-4406

Detail, Town of Canton map (1985)
 Not to scale

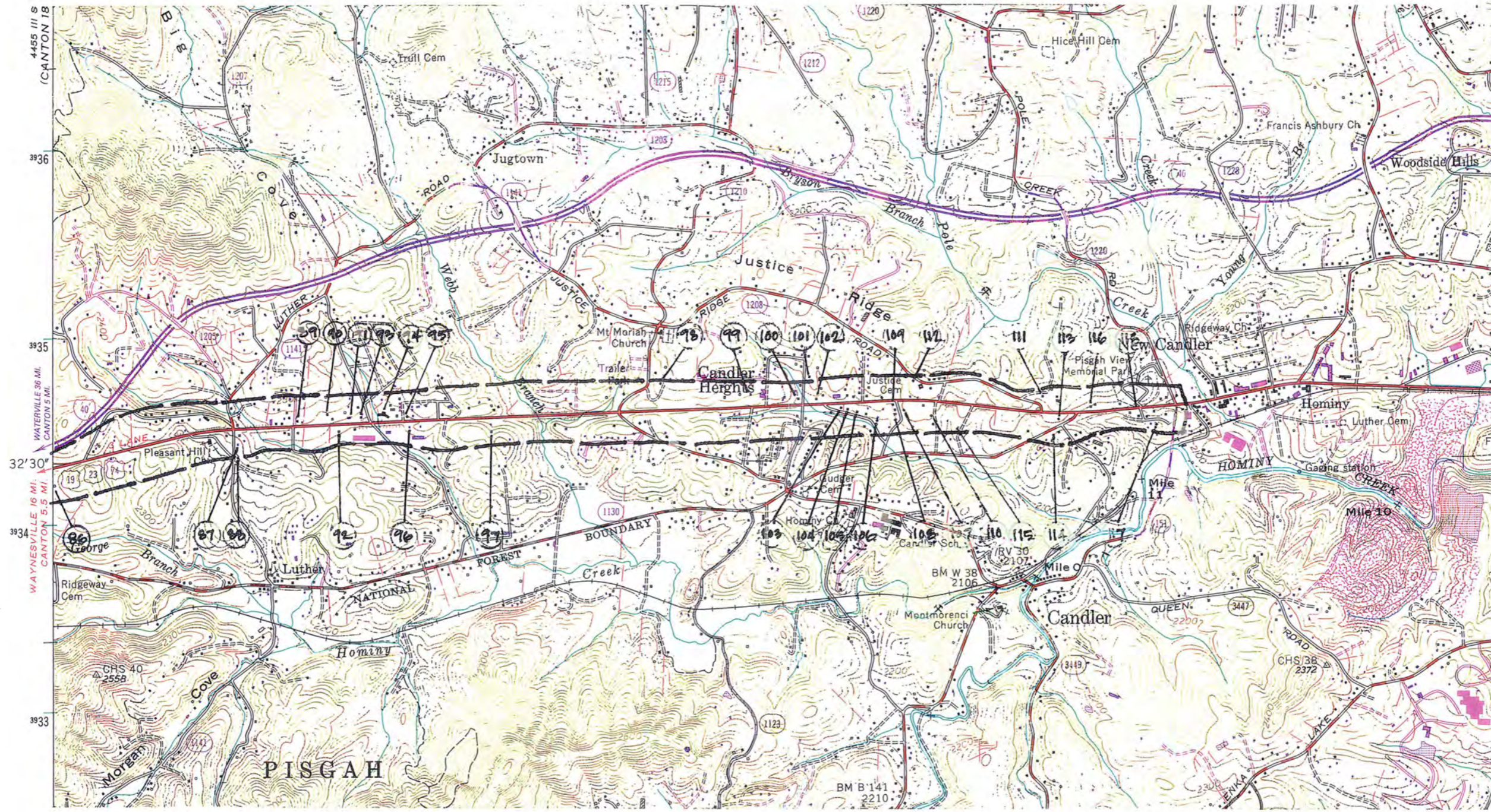
Area of Potential Effects (APE)



Area of Potential Effects (APE)
 Historic Resources Survey Map (1 of 3)
 Widen and upgrade US 19-23
 Haywood & Buncombe Counties
 R-4406

Canton, N.C. 7.5' USGS topographic quadrangle map (1967; photorevised 1990)
 Scale 1:24000





Area of Potential Effects (APE)
 Historic Resources Survey Map (3 of 3)
 Widen and upgrade US 19-23
 Haywood & Buncombe Counties
 R-4406

Enka, N.C. 7.5' USGS topographic quadrangle map (1961; photorevised 1990)
 Scale 1:24000

Appendix B

**Properties Not Eligible for the National Register
and Not Worthy of Further Evaluation
With Concurrence Form**

Federal Aid # STP-19(5) TIP # R-4406 County: Buncombe/Haywood

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

Project Description: Widen and Upgrade US 19/23

On 4/2/02, 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

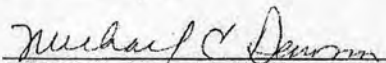
All parties present agreed

- 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 properties identified as Properties 3-4, 7, 9, 11, 17, 21, 24, 29-30, 32-40, 42-43, 45-57, 59, 61-65, 69-70, 72-85, 87-93, 95-98, 101-115, 117-118 are considered not eligible for the National Register and no further evaluation of them is necessary.
- 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)

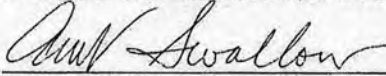
Signed:



Representative, NCDOT 4/2/02
Date



FHWA, for the Division Administrator, or other Federal Agency 4/2/02
Date



Representative, HPO 4/2/02
Date



State Historic Preservation Officer 4/3/02
Date

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

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

Haywood County

3. **Boarding House/Hotel, 1937**
109 Park Street
Two-and-a-half-story, brick, gable-front building with shed dormers on the side and six-over-one sash windows. Front terrace has a brick balustrade.
4. **Commercial Building, 1946**
101 Park Street
One-story, gable-front, brick commercial building (Bill Walker Tire Service) with a stepped parapet. Façade pierced by plate glass windows and two front doors. Side elevations feature large metal frame windows.
7. **Commercial Building, 1953**
69 Park Street
One-story, brick commercial building (J & J Auto Parts) with stepped parapet. Plate glass storefront has recessed entry.
9. **(former) Canton Public Library, 1954**
36 Park Street
Diminutive, one-story, brick, Colonial Revival style building with recessed entrance and small, square cupola. Now occupied by the Canton Area Historical Museum.
11. **UPIU Smoky Mountain Local 507; ca. 1925, remodeled ca. 1969**
35 Park Street
The one-story, brick commercial building with a stepped parapet and sign panels trimmed with contrasting brick housed a Chevrolet dealership for many years. The United Paper Workers International Union Local 507 purchased the property in the late 1960s and remodeled the structure for a meeting hall. Contrasting brick now fills the original storefront openings.
17. **(former) Imperial Hotel, ca. 1885**
111-119 Main Street
Two-story Queen Anne home remodeled as hotel around 1910 by Turner Sharp. Sharp made a substantial addition to the building around 1915. This addition projects from the front corner of the house and has a rounded corner. Commercial storefronts were added in front of the building in the 1920s. These were recently removed, but the hotel, now back to its ca. 1915 form, has been sheathed in brick. *Due to substantial alterations, noncontributing property in the Downtown Canton Historic District (#1)*

- 21. Commercial Building, ca. 1916**
141 Main Street
Now known as Davis Mercantile, this heavily altered commercial building consists of a one-story section and a two-story section. Brick beneath diagonal wood sheathing. *Due to alterations, noncontributing property in the Downtown Canton Historic District (#1)*
- 24. Commercial Building, 1951**
2 Church Street
Two-story brick commercial building (Henson Florist) with plate glass storefronts. Second floor windows comprised of a plate glass window flanked by jalousie sidelights; some are corner windows. Solid canopy added on north and west sides and supported by slender wooden posts.
- 29. Central United Methodist Church addition, 1956**
44 Church Street
This two-story, brick Sunday School classroom addition replaced the earlier church building vacated with the construction of the present building in 1949. The building has a flat roof and nine-over-nine sash windows. *Not eligible as individual property (see Central United Methodist Church, #28).*
- 30. House, ca. 1925**
41 Church Street
Dutch Colonial Revival style brick house with a gambrel roof, large shed dormer, Craftsman style windows, door, and sidelights, open side porch, and exposed rafter ends.
- 32. House, ca. 1920**
70 Old Asheville Highway
One-and-a-half-story bungalow with an engaged front porch, shingles in the gable end, two-over-two sash windows, and a prominent shed dormer with an engaged balcony. The house has knee braces and exposed rafter ends.
- 33. House, ca. 1920**
76 Old Asheville Highway
Gable-front house with full-width, hip-roof porch, six-over-six sash windows, prominent gabled dormer to side, and vinyl siding. A detached shed-roof garage stands adjacent to the house on the west.
- 34. House, ca. 1945**
136 Williams Street
One-story, side-gable house with exposed rafter ends, replacement windows, gable-front stoop, and vinyl siding.

- 35. House, ca. 1925**
3210 Asheville Highway
One-story, side-gable house with replacement windows, vinyl siding, a large shed dormer, end chimney, and a small porch with an arched roof.
- 36. House, ca. 1930**
3171 Asheville Highway
One-story, side-gable bungalow with replacement windows. Full width porch features a river rock foundation and porch piers, and brackets that create porch openings with rounded corners. House also has a river rock end chimney, retaining wall, and stairs.
- 37. House, 1927**
96 Cairnes Circle
One-story, side-gable, brick bungalow with brick end chimney, replacement windows, an engaged porch, and a gable dormer.
- 38. House, 1946**
46 Cairnes Circle
Period cottage with stone veneer, façade chimney, arched doorway and six-over-six sash windows. Stone stair leads from the street up to the house.
- 39. Commercial Building, 1949**
10 Chestnut Mountain Road
Plate glass windows, a single-leaf door, and a garage bay pierce the front elevation of this one-story, concrete block building. Houses Keith Auto Repair.
- 40. House, 1910**
81 Jay Drive
One-story, side-gable cottage with a shed dormer, partially enclosed porch, and an end chimney. House has a rear ell, exposed rafter ends, knee braces, three-over-one sash windows, and a foundation of rusticated and plain concrete block.
- 42. House, 1925**
2951 Asheville Highway
Side-gable bungalow with a shed dormer, replacement windows, knee braces, pressed metal roof shingles, and an engaged porch. Clad in new wood siding.
- 43. Smathers-Mease House, ca. 1900**
2884 Asheville Highway
Two-story, L-shaped house with a gabled roof, six-over-one sash windows, a bay window, and an enclosed porch. Outbuildings include a barn, shed, and modern garage. House is a remnant of the old Asheville Turnpike.

45. **House, ca. 1930**
2773 Asheville Highway
One-story, gable-front bungalow with a hip-roof porch and three-over-one windows.
46. **Motel, 1949**
2710 Asheville Highway
Long, one-story, side-gable building. Stepped to follow terrain. Metal casement windows above stone veneer skirt. Stone retaining walls.
47. **House, 1949**
2686 Asheville Highway
Two-story, side-gable house with three-over-one windows to which a one-story, concrete block commercial building is attached and wraps around two sides.
48. **House, ca. 1925**
2523 Asheville Highway
Side-gable bungalow with a prominent shed dormer. Engaged, full-width porch has paired posts on piers. The terraced yard features stone retaining walls.
49. **House and barn, ca. 1950**
2415 Asheville Highway
Side-gable house with full-height basement. Asbestos siding, concrete block foundation, various types and sizes of windows. A gambrel roof barn with wood siding is also on the property.
50. **House, ca. 1910**
2308 Asheville Highway
This is a two-story, side-gable house with a partial-width, hip-roof porch with a stone balustrade and square posts. Central interior chimney, two-over-two sash windows, and a diamond-shaped window in the center of the second floor façade.
51. **House, ca. 1925**
79 Briar Patch Road
One-story, gable-front bungalow with a shed addition on one side. Board-and-batten siding, two-over-two sash windows, and exposed rafter ends.
52. **House, ca. 1930**
75 Ernest Drive
One-story, side-gable bungalow with an engaged, wrap-around porch, paired windows, and a shed dormer. A steep stair flanked by a low river rock retaining wall leads up to the house.

- 53. House, 1951**
1657 Asheville Highway
One-story, side-gable bungalow with a jerkinhead roof, asbestos siding, and a partial-width engaged porch. Windows are metal casements.
- 54. House, ca. 1940**
1918 Asheville Highway
One-story, side-gable bungalow with a gable-front porch. Clad in vinyl siding.
- 55. (former) Motel, ca. 1945**
81 Groundhog Road (SR 1600)
Motel comprised of a long, one-story section with five units and a two-story section with two units on the first floor and living quarters upstairs. Building has three-over-one windows, exposed rafter ends, and vinyl siding.
- 56. House, ca. 1945**
51 Scott Drive
One-story, side gable house with six-over-six sash and an inset porch.
- 57. House, ca. 1945**
333 Groundhog Road (SR 1600)
One-story house clad in vertical wood siding on a concrete block foundation. Property extends north across the railroad, where a one-story, side-gable house rises from a tall river rock foundation wall. According to Haywood County land records the house dates from ca. 1900, but has been altered with the addition of new rough cut wood siding.
- 59. House, ca. 1945**
521 Groundhog Road (SR 1600)
One-story, brick, side-gable cottage with a steeply-pitched, gable-front porch featuring battered posts on brick piers. Stone stairway leads to the front porch. House has replacement windows and vinyl siding in the gable ends.
- 61. House, ca. 1950**
1003 Groundhog Road (SR 1600)
One-story bungalow with vinyl siding.
- 62. House, ca. 1940**
1041 Groundhog Road (SR 1600)
One-story side-gabled house with exposed rafter tails, front gable porch with flared posts and aluminum siding. A concrete block garage from the same period stands just west of the house.

63. **House, ca. 1950**
1136 Groundhog Road (SR 1600)
One-story, side-gable house with vinyl siding, iron porch posts, and an interior brick chimney.
64. **Commercial Building, ca. 1950**
S side US 19-23
One-story, concrete block commercial building with clipped corners, a flat awning, and plate glass windows. Part of tract including the Owl Drive-In (#60), which stands on the north side of US 19-23 and the railroad.
65. **Commercial Building, 1940**
1190 Asheville Highway
One-story, concrete block commercial building with metal casement windows.
69. **House, 1926**
S side US 19-23, 0.3 mi E of jct w/SR 1600
One-story, frame, side-gable bungalow with weatherboard siding, a shed dormer, and an engaged, full-width porch.

Buncombe County

70. **House, 1951**
2692 Smokey Park Highway
Two-story, brick, side-gable, triple-A with end chimneys, and six-over-one sash windows. One story wings and the entrance portico trimmed with iron railings.
72. **House, 1933**
2625 Smokey Park Highway
Two-story, side-gable house with half-lunette attic windows in the gable ends, asbestos siding, and an enclosed entrance portico.
73. **House, 1948**
2691 Smokey Park Highway
One-story, brick Minimal Traditional house with metal casement windows.
74. **House, 1933**
2602 Smokey Park Highway
One-story, gable front bungalow with wood siding, six-over-one sash windows, exposed rafter ends, and a hip-roof porch.
75. **House, ca. 1925**
629 Old US 19-23 Highway
One-story, gable-front bungalow with a jerkinhead roof, vinyl siding, a hip-roof porch, and a foundation of rusticated concrete block.

76. **House, ca. 1925**
625 Old US 19-23 Highway
One-story, cross-gable bungalow with shingles and false beams in the gable end. House has tripartite, Craftsman style windows and a full-width porch with an arched projection over the center bay.
77. **House, ca. 1940**
498 Old US 19-23 Highway
One-story bungalow with knee braces, four-over-one windows and vinyl siding. The front porch features river rock veneer balustrade and piers.
78. **House, ca. 1925**
615 Old US 19-23 Highway
One-story, cross-gable bungalow with asbestos siding, eight-over-eight windows, and a wrap-around porch with battered posts on brick piers.
79. **House, ca. 1925**
609 Old US 19-23 Highway
One-story, cross-gable bungalow with vinyl siding and a wrap-around porch with battered posts on stone piers.
80. **House, ca. 1945**
600 Old US 19-23 Highway
One-story, side-gable Minimal Traditional house with metal frame windows.
81. **House, ca. 1925**
598 Old US 19-23 Highway
One-story, side-gable bungalow with asbestos siding, a partial-width, engaged porch, and three-over-one sash windows. A shed dormer interrupts the roof slope.
82. **House, ca. 1925**
588 Old US 19-23 Highway
One-story, side-gable bungalow with tripartite windows, exposed rafter ends, an end chimney and a shed dormer.
83. **House, ca. 1940**
344 Wiggins Road
One-story, side-gable, concrete block, bungalow. Asbestos siding covers the gable ends and three-over-one sash windows pierce the exterior.
84. **House, ca. 1950**
34 Wiggins Road
One-story, side-gable house with an end chimney and attached, partial width porch.

- 85. House, ca. 1945**
30 Wiggins Road
One-story, side-gable house clad in German siding with a full-width porch.
- 87. House, ca. 1950**
142 Luther Road (SR 1141)
One-story, side-gable house with picture window, small entrance portico, and both vertical and horizontal siding.
- 88. House, ca. 1950**
144 Luther Road (SR 1141)
One-story, side-gable house with picture window, small entrance portico, and both vertical and horizontal siding.
- 89. House, ca. 1945**
2247 Smokey Park Highway
One-story, side-gable cottage clad in stone with weatherboards in the gable ends.
- 90. House, 1949**
2231 Smokey Park Highway
Gable-front house with a gable-front porch on a full-height basement. Upper level is clad in asbestos siding; basement clad in vinyl siding.
- 91. Commercial Building, ca. 1950**
2215 Smokey Park Highway
Two-story, brick commercial building with plate glass windows on the first floor and jalousie windows on the second floor. Now houses Smokey Park Antique Mall.
- 92. Commercial Building, ca. 1940**
2238 Smokey Park Highway
One-story commercial building with plate glass corner windows and garage bays.
- 93. House, 1938**
705 North Morgan Branch Road (SR 1140)
One-story, side-gable bungalow with end chimney, full-width porch with battered posts on brick piers, six-over-one windows, and a gable dormer.
- 95. Commercial Building, ca. 1950**
2191 Smokey Park Highway
Unusual brick building with a second story added to the rear. Has flat awning and large windows on the façade.

96. **House, nineteenth century (rebuilt ca. 1950)**
2172 Smokey Park Highway
Log house converted for commercial use. Wrap-around shed porch has been partially enclosed and additions made ca. 1970. Appears to have been moved to this site.
97. **House, ca. 1940**
S side US 19-23, 0.4 mi E of jet w/SR 1140
One-story, side-gable bungalow with a gable-front porch and three-over-one-sash windows.
98. **House, ca. 1940**
75 Fairmont Road (SR 1210)
One-story, side-gable house with large, side-gable addition. House has three-over-one sash windows, a gable-front porch and vinyl siding.
101. **House, ca. 1925**
118 Indian Branch Road (SR 1211)
One-story, side-gable bungalow with shed dormer, vinyl siding, a stone end chimney, and a full-width porch with battered posts on stone piers.
102. **House, ca. 1920**
1893 Smokey Park Highway
One-story, side-gable bungalow with two shed dormers. One-and-a-half-story, gable-front addition on one end of house. House features exposed rafter ends and eight-over-one and six-over-one windows.
103. **House, ca. 1925**
60 Indian Branch Road (SR 1132)
One-story, side-gable cottage with gabled ell on front elevation. Weatherboards clad the house, four-over-one sash windows pierce the elevations, and a partial-width porch features battered posts on piers.
104. **House, ca. 1940**
42 Indian Branch Road (SR 1132)
One-story, gable-front bungalow with gable-front porch and side-gable addition. Four-over-one sash windows, iron porch posts, vinyl siding.
105. **House, ca. 1950**
36 Indian Branch Road (SR 1132)
One-story house with board-and-batten siding and a gable-front porch with a pierced concrete block and Roman brick balustrade. Double-hung windows have two horizontal lights in each sash.

- 106. House, ca. 1940**
28 Indian Branch Road (SR 1132)
One-story, gable-front bungalow with a shed porch with battered posts on brick piers and a solid wood balustrade. Windows have three-over-one sash. Vinyl siding covers the house.
- 107. House, ca. 1950**
1759 Smokey Park Highway
One-story, side-gable, frame, Minimal Traditional house with three-over-one sash windows and a picture window.
- 108. House, ca. 1940**
14 Indian Branch Road (SR 1132)
Gable-front bungalow with hip-roof screened porch and shed addition on one side.
- 109. Gas Station, 1947**
1780 Smokey Park Highway
One-story, concrete block gas station with shed addition on front elevation.
- 110. House, ca. 1925**
1764 Smokey Park Highway
Two-story, hip-roof house with six-over-one sash windows, exterior chimneys, an enclosed side porch and vinyl siding.
- 111. House, ca. 1945**
6 Justice Ridge Road
One-story, Period Cottage. Brick with an arched entry, side porch, and six-over-one sash.
- 112. House, ca. 1920**
101 Justice Ridge Road
One-story, side-gable bungalow with a shed dormer, full-width porch, interior brick chimneys, and presses metal roof shingles.
- 113. House, ca. 1930**
4 Old US 19-23 Highway
One-story bungalow with four-over-one sash windows and a cross-gable porch.
- 114. House, ca. 1925**
15 Old US 19-23 Highway
One-story, brick bungalow with a jerkinhead roof and four-over-one sash windows. Shingles in the gable ends.

- 115. House, ca. 1930**
82 Old US 19-23 Highway
Side-gable bungalow with shed dormer and shed porch.
- 117. House, ca. 1930**
10 Westmont Road (SR 1129)
One-story, gable-front bungalow clad in vinyl siding. House has a gable-front porch and four-over-one sash windows.
- 118. Pisgah View Memorial Park Office, ca. 1950**
1529 Smokey Park Highway
One-story, flat-roof office building with a flat awning and plate glass windows on the façade.



3. Boarding House/Hotel, 109 Park Street



4. Commercial Building, 101 Park Street



7. Commercial Building, 69 Park Street



9. (former) Canton Public Library, 36 Park Street



11. Commercial Building, 35 Park Street



17. (former) Imperial Hotel, 111-119 Main Street



21. Commercial Building, 141 Main Street



24. Commercial Building, 2 Church Street



29. Central United Methodist Church addition, 44 Church Street



30. House, 41 Church Street



32. House, 70 Old Asheville Highway



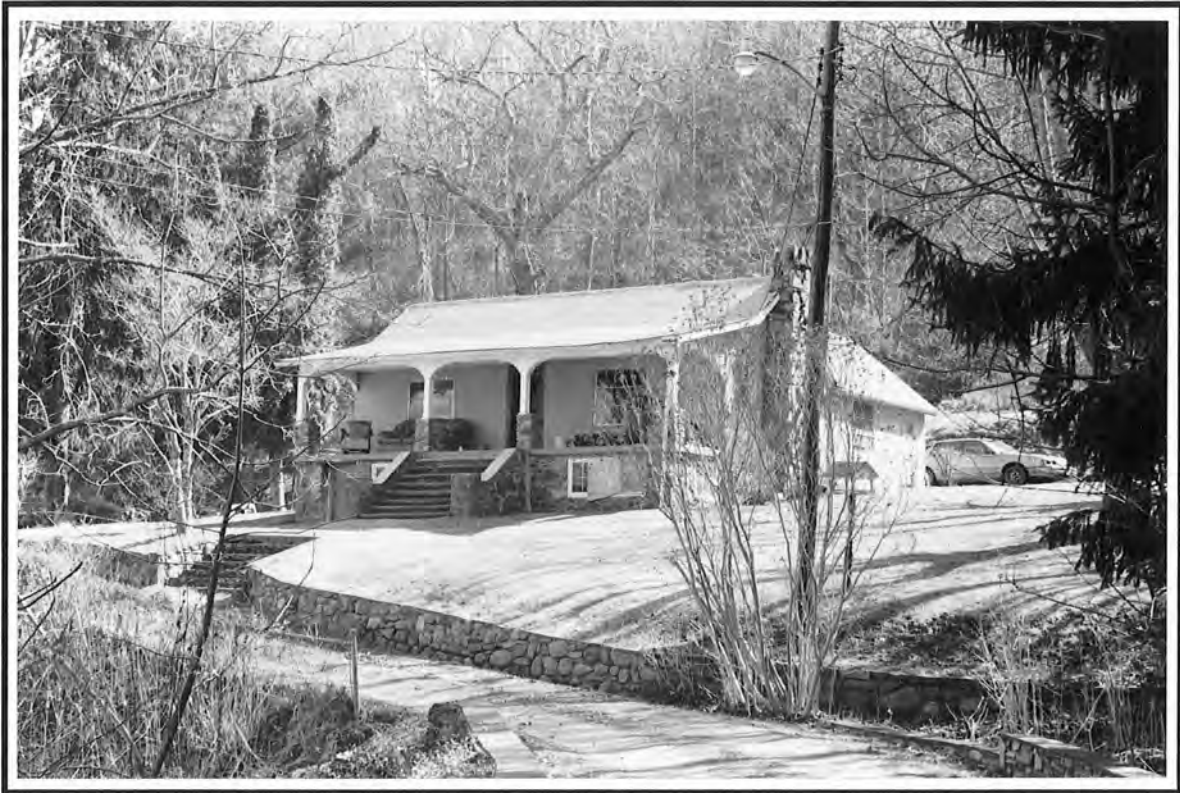
33. House, 76 Old Asheville Highway



34. House, 136 Williams Street



35. House, 3210 Asheville Highway



36. House, 3171 Asheville Highway



37. House, 96 Cairnes Circle



38. House, 46 Cairnes Circle



39. Commercial Building, 10 Chestnut Mountain Road



40. House, 81 Jay Drive



42. House, 2951 Asheville Highway



43. Smathers-Mease House, 2884 Asheville Highway



45. House, 2773 Asheville Highway



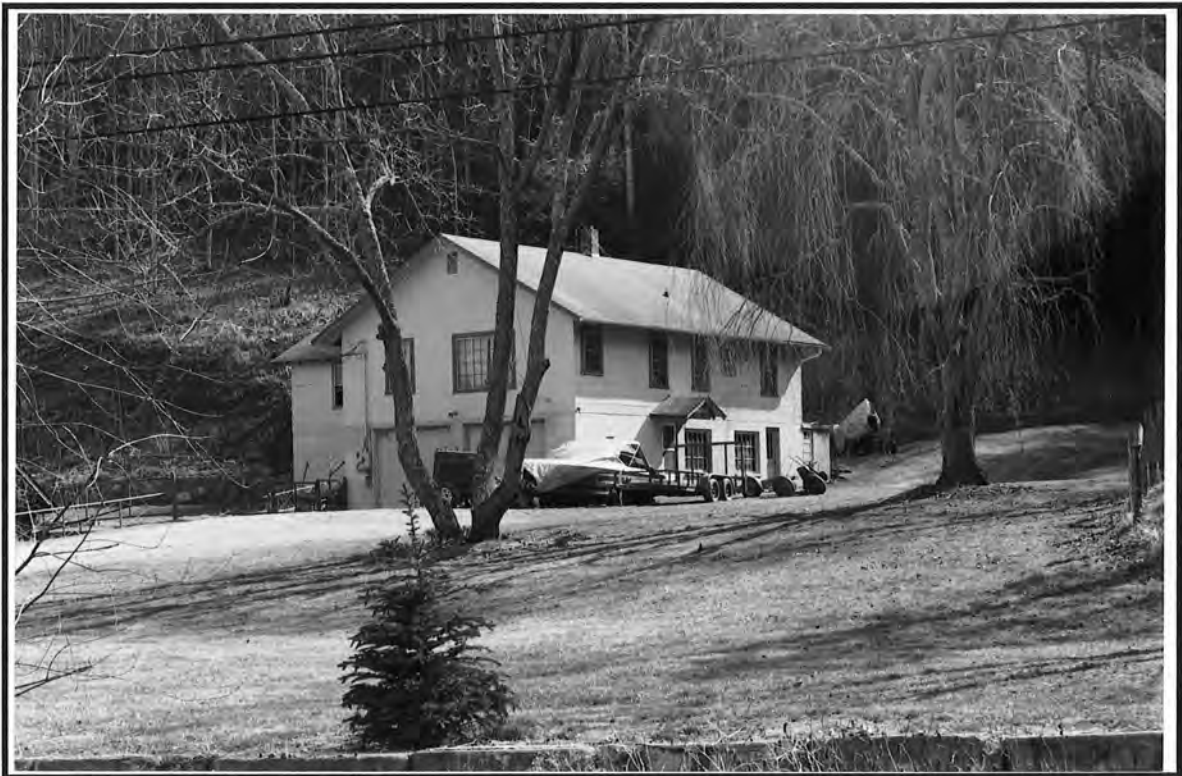
46. (former) Motel, 2710 Asheville Highway



47. House, 2686 Asheville Highway



48. House, 2523 Asheville Highway



49. House and barn, 2415 Asheville Highway



49. House and barn, 2415 Asheville Highway



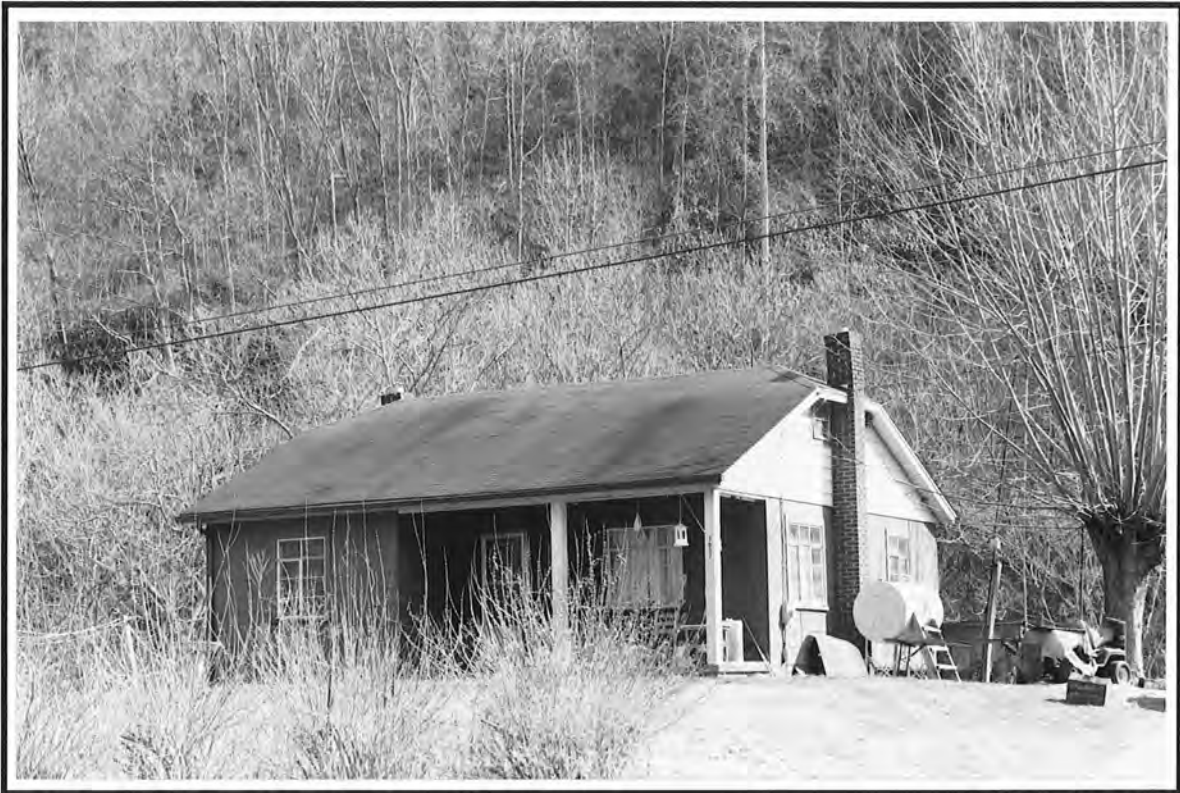
50. House, 2308 Asheville Highway



51. House, 79 Briar Patch Road



52. House, 75 Ernest Drive



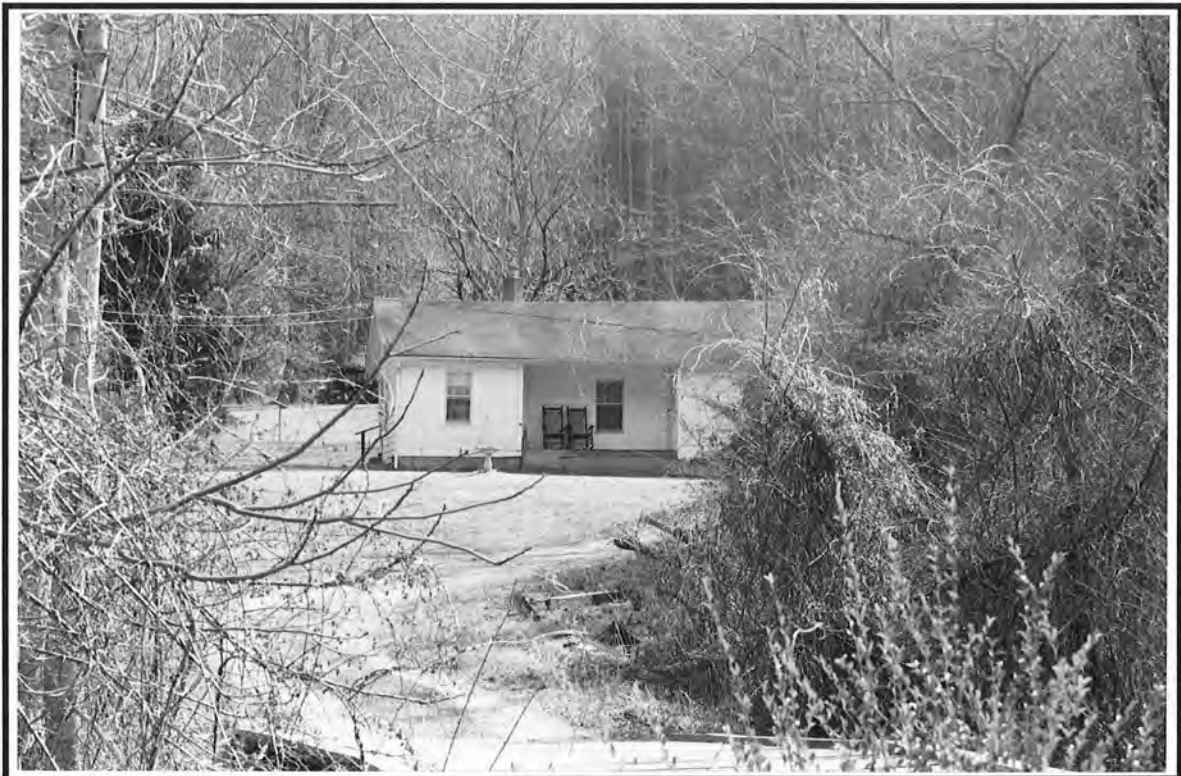
53. House, 1657 Asheville Highway



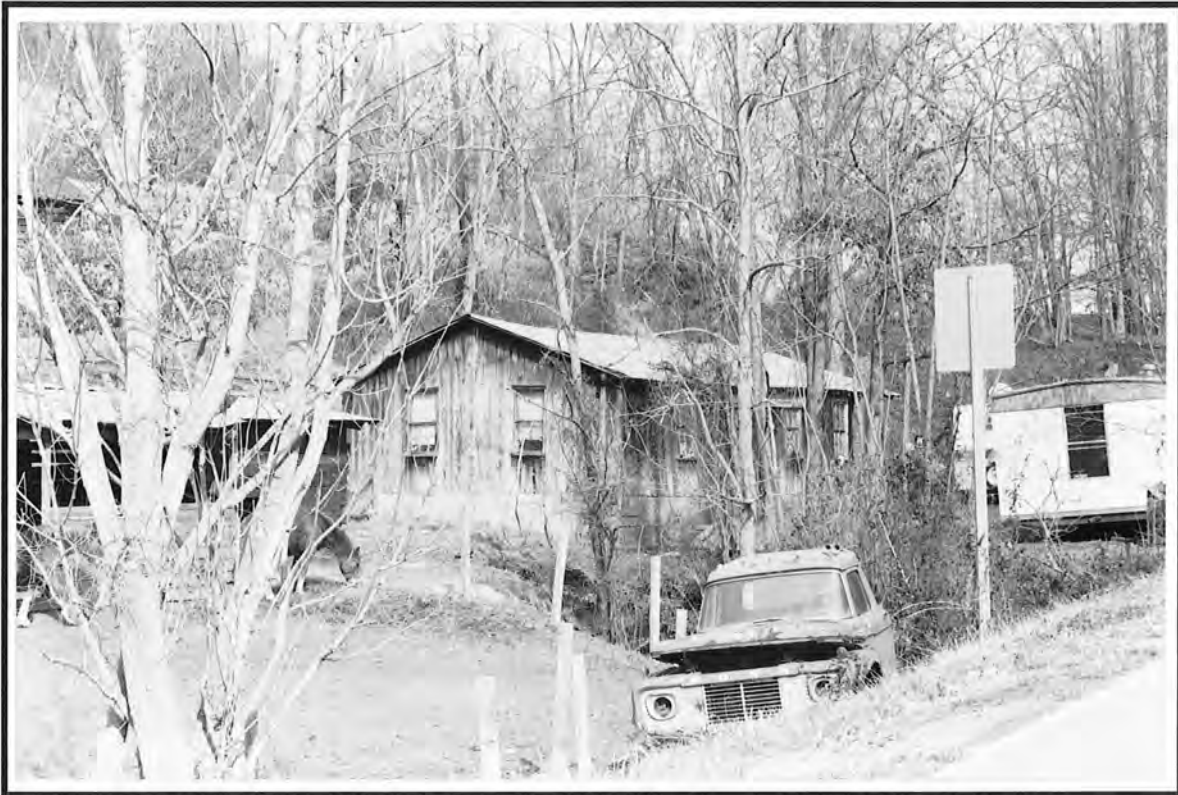
54. House, 1918 Asheville Highway



55. (former) Motel, 81 Groundhog Road



56. House, 51 Scott Road



57. House, 333 Groundhog Road



59. House, 521 Groundhog Road



61. House, 1003 Groundhog Road



62. House, 1041 Groundhog Road



62. House, 1041 Groundhog Road



63. House, 1136 Groundhog Road



64. Commercial Building, S side US 19-23 (Asheville Highway)



65. Commercial Building, 1190 Asheville Highway



69. House, S side US 19-23, 0.3 mi E of jct w/SR 1600



70. House, 2692 Asheville Highway



72. House, 2625 Smokey Park Highway



73. House, 2691 Smokey Park Highway



74. House, 2602 Smokey Park Highway



75. House, 629 Old US 19-23 Highway



76. House, 625 Old US 19-23 Highway



77. House, 498 Old US 19-23 Highway



78. House, 615 Old US 19-23 Highway



79. House, 609 Old US 19-23 Highway



80. House, 600 Old US 19-23 Highway



81. House, 598 Old US 19-23 Highway



82. House, 588 Old US 19-23 Highway



83. House, 344 Wiggins Road



84. House, 34 Wiggins Road



85. House, 30 Wiggins Road



87. House, 142 Luther Road



88. House, 144 Luther Road



89. House, 2247 Smokey Park Highway



90. House, 2231 Smokey Park Highway



91. Commercial Building, 2215 Smokey Park Highway



92. Commercial Building, 2238 Smokey Park Highway



93. House, 705 North Morgan Branch Road



95. Commercial Building, 2191 Smokey Park Highway



96. House, 2172 Smokey Park Highway



97. House, S side US 19-23, 0.4 mi E of jct w/SR 1140



98. House, 75 Fairmont Road



101. House, 118 Indian Branch Loop Road



102. House, 1893 Smokey Park Highway



103. House, 60 Indian Branch Road



104. House, 42 Indian Branch Road



105. House, 36 Indian Branch Road



106. House, 28 Indian Branch Road



107. House, 1759 Smokey Park Highway



108. House, 14 Indian Branch Road



109. Gas Station, 1780 Smokey Park Highway



110. House, 1764 Smokey Park Highway



111. House, 6 Justice Ridge Road



112. House, 101 Justice Ridge Road



113. House, 4 Old US 19-23 Highway



114. House, 15 Old US 19-23 Highway



115. House, 82 Old US 19-23 Highway



117. House, 10 Westmont Road



118. Pisgah View Memorial Park Office, 1529 Smokey Park Highway

Appendix C

Professional Qualifications



CLAY GRIFFITH

POSITION: Senior Architectural Historian

EDUCATION: M. Architectural History (1993)
University of Virginia

B.S. Architecture (1990)
Georgia Institute of Technology

Introduction to Federal Projects and Historic Preservation Law (1994)

Project Development and Environmental Documentation (1994)

PROFESSIONAL AFFILIATIONS: Preservation North Carolina
Vernacular Architecture Forum
National Trust for Historic Preservation
Southeast Chapter of the Society of Architectural Historians

Board of Directors, Preservation Society of Asheville and Buncombe County

EXPERIENCE:

Mr. Griffith currently serves as Architectural Historian/Historic Preservation Planner for Edwards-Pitman Environmental, Inc. He is responsible for preparing documentation in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended, and various other state and federal environmental laws and regulations. Mr. Griffith conducts field surveys to identify, evaluate, research, and document historic resources located in the area of potential effect for proposed projects. Documentation includes the determination of National Register eligibility and areas of significance as well as the justification of proposed National Register boundaries. Mr. Griffith prepares effects assessments and mitigation to minimize harm to historic resources. He is also responsible for preparing National Register of Historic Places nominations, local designation reports, and conducting historic architectural surveys.

Prior to joining the firm, Mr. Griffith was employed with the Western Office of the North Carolina Division of Archives and History in Asheville as the Preservation Specialist for the State Historic Preservation Office. He administered the various program areas of the Historic Preservation Office in the 25 western counties including the National Register of Historic Places, environmental review, local preservation commissions, grant projects, and Part 1 tax credit assessment. Prior to employment with the Division of Archives and History, Mr. Griffith was employed in the Historic Architectural Resources Section of the North Carolina Department of Transportation in Raleigh where he managed the Historic Bridge Preservation Program and co-authored the re-evaluation study and report for the state's surviving metal truss highway bridges.



PROJECTS:

Grove Park Country Club Local Designation Report
Buncombe County, North Carolina
June 2002

Bynum House Local Designation Report
Buncombe County, North Carolina
June 2002

Hot Springs Resource Team
Handmade In America's Small Towns Project
Madison County, North Carolina
April 2002

Historic Architectural Resources Phase I Survey Report
Improvements to I-77/US 21/SR 1109 Interchange (Exit 33)
Iredell County, North Carolina
TIP Project No. I-4410
February 2002

Historic Architectural Resources Preliminary Investigation Report
US 52 Corridor Study, Winston-Salem
Forsyth County, North Carolina
TIP Project No. U2826B
March 2002

City of Darlington Survey
Darlington County, South Carolina
January – May 2002

PUBLICATIONS:

“Henry Bacon,” “Douglas Ellington” and “Grove Arcade” in
the *Encyclopedia of Appalachia*. East Tennessee State
University (expected publication 2002)

“An Inventory of Douglas Ellington’s Architectural Work in
Western North Carolina,” *May We All Remember Well, Vol. 2*.
Robert S. Brunk Auction Services, Inc., 2001



JENNIFER F. MARTIN

POSITION: Project Manager and Senior Architectural Historian

EDUCATION: M.A. History with Emphasis in Historic Preservation (1994)
Middle Tennessee State University

B.A. History and B.A. Sociology (1987)
University of South Carolina

Introduction to Section 106 of the National Historic Preservation Act (2001)
University of Nevada, Reno

PROFESSIONAL AFFILIATIONS: Preservation North Carolina Board of Advisors
Vernacular Architectural Forum
National Trust for Historic Preservation
American Association for State and Local History

EXPERIENCE:

Ms. Martin currently serves as Project Manager and Senior Architectural Historian for Edwards-Pitman Environmental, Inc. She is responsible for preparing documentation in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended, and various other state and federal environmental laws and regulations. Ms. Martin conducts field surveys to identify, evaluate, research and document historic resources located in the area of potential effect for proposed projects. Documentation includes the determination of National Register eligibility and areas of significance as well as the justification of proposed National Register boundaries. Ms. Martin prepares effects assessments and mitigation to minimize harm to historic resources. Ms. Martin prepares nominations to the National Register of Historic Places and conducts architectural surveys sponsored by the National Park Service.

Prior to joining the firm, Ms. Martin was employed with the North Carolina Division of Archives and History in Raleigh as the National Register Coordinator for the State Historic Preservation Office. She reviewed and processed all nominations to the National Register and coordinated meetings of the National Register Advisory Committee. In addition to her principal duties, she administered several program areas including environmental review, local preservation commissions, grant projects and Part 1 tax credit assessment. During her two-and-a-half year tenure as National Register Coordinator, 114 nominations were listed in the National Register of Historic Places. Prior to her promotion to National Register Coordinator, Ms. Martin served as Preservation Specialist in the Western Office of the North Carolina Division of Archives and History in Asheville.

Some projects Ms. Martin has been involved with are listed below.

- o *Mitchell College Historic District Boundary Expansion National Register Nomination, Statesville, Iredell County, North Carolina (April 2001)*
- o *Architectural Survey of Wake County Public Schools Built Before 1956, Wake County, North Carolina (March 2002)*
- o *North Carolina Department of Transportation Phase I Survey Report, U.S. Highway 52 Corridor, Forsyth County, North Carolina (March 2002)*
- o *Rockingham County Architectural Survey, Rockingham County, North Carolina (ongoing since 2001)*



- *City of Darlington Architectural Survey*, Darlington County, South Carolina. Conducted a survey of Darlington's existing National Register districts, potential new districts and areas of possible expansion of the current districts. (January-March 2002)
- *Dare and Currituck Counties Architectural Survey*, Dare and Currituck Counties, North Carolina (2001-2002)
- *Phase I Survey for Improvements to Exit 33 on I-77*, Iredell County, North Carolina (December 2001-February 2002)
- *North Carolina Historic Preservation Office Study List Applications: Madison Schools Complex*, Rockingham County; *Clayton Mill*, Johnston County and *Clemmons School*, Forsyth County. (December 2001-January 2002)
- *Upper Richland County Architectural Survey*, Richland County, South Carolina. Conducted an intensive-level survey of the northern half of South Carolina's capital county. Documented and recorded over 700 historic resources as part of the project funded partially by the National Park Service's Historic Preservation Fund and administered by the South Carolina Department of Archives and History. (2001-2002)
- *Belmont Hosiery Mill National Register Nomination*, Belmont, Gaston County, North Carolina (January 2002)
- *Jean-Pierre Auguste Dalmas House National Register Nomination*, Burke County, North Carolina (October 2001)
- *Jesse Penny House and Outbuildings National Register Nomination*, Wake County, North Carolina (October 2001)
- *Apex Historic District Boundary Expansion II National Register Nomination*, Wake County, North Carolina (October 2001)
- *Historic Architectural Resources Survey Report: Replacement of Bridge No. 4 on SR 1565 over the Ivy River*, Madison County, North Carolina (August 2001)
- *Historic Architectural Resources Survey Report: Replacement of Bridge No. 56 on SR 1250 over Canoe Creek*, Burke County, North Carolina (August 2001)
- *Occoneechee Speedway National Register Nomination*, Orange County, North Carolina (October 2001)
- *Cowee-West's Mill Historic District National Register Nomination*, Macon County, North Carolina (October 2000)
- *Duplin County Architectural Survey*, Duplin County, North Carolina. Conducted an intensive-level survey of a rural eastern North Carolina county. Over 500 resources recorded and a *National Register Multiple Property Documentation Form* prepared at completion of project. Ms. Martin published her survey findings and research into the county's history in *Along the Banks of the Old Northeast: The Historical and Architectural Development of Duplin County, North Carolina*. (2000)
- *Macon County Architectural Survey*, Macon County, North Carolina. Conducted an intensive-level survey of a western North Carolina county. Over 400 resources recorded and a *National Register Multiple Property Documentation Form* prepared at completion of project. (1993-1995)



PUBLICATIONS:

"Biltmore Complex," "Biltmore Forest School" and "Appalachian Rustic Architecture" in *The Encyclopedia of Appalachia*. East Tennessee State University (expected publication 2002)

Along the Banks of the Old Northeast: The Historical and Architectural Development of Duplin County, North Carolina. Duplin County Historical Foundation, 2000.

A Guide to the Historic Architecture of Western North Carolina (co-author). University of North Carolina Press, 1999.

AWARDS:

Certificate of Commendation for *Along the Banks of the Old Northeast*. Presented by the American Association for State and Local History (AASLH), October 2001.

Griffin Award for Notable Research and Publication. Presented by the Preservation Society of Asheville and Buncombe County, 2000.