



North Carolina Department of Cultural Resources

State Historic Preservation Office

David L. S. Brook, Administrator

James B. Hunt Jr., Governor
Betty Ray McCain, Secretary
April 8, 2000

Division of Archives and History
Jeffrey J. Crow, Director

MEMORANDUM

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

FROM: David Brook 
Deputy State Historic Preservation Officer

SUBJECT: I-240/US 25 Interchange Upgrade, TIP No. U-3302, Buncombe County, ER 00-8943

Thank you for your recent letter transmitting the survey report by Mattson, Alexander & Associates concerning the above project.

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

Downtown Asheville Historic District was listed in the National Register of Historic Places in 1978. We concur with the boundaries as noted on page 17 of the report.

Please note that Clay Griffith's title is Preservation Specialist in, not Head of, the Western Office as indicated on page 12 of the report.

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

Thank you for your cooperation and consideration. If you have questions concerning the above comment, please contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763.

cc: B. Church
N. Graf

Bc: Brown/Alperin
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RF

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Received 2/17/00

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AA

U-3302 · I-240/US 25 Interchange Upgrade · Buncombe County
Phase II, Intensive Architectural Resources Survey and Report

PHASE 2
INTENSIVE ARCHITECTURAL RESOURCES SURVEY AND REPORT
I-240/US 25 INTERCHANGE UPGRADE
ENVIRONMENTAL ASSESSMENT
ASHEVILLE, NORTH CAROLINA
BUNCOMBE COUNTY
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
TIP NO. U-3302
STATE PROJECT NUMBER 8.1844301

Prepared For

DSAtlantic
Raleigh, North Carolina

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(Pg 12)

Prepared By

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

20 December 1999

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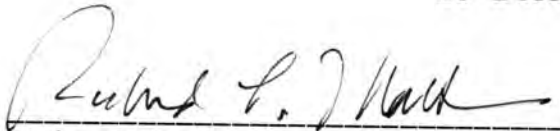
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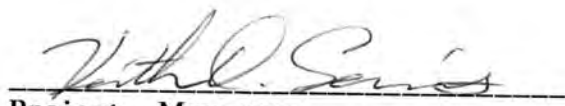
20 December 1999


Richard L. Mattson, Ph.D.


12/20/99
Date


Frances P. Alexander, M.A.

12/20/99
Date


Project Manager

12/20/99
Date


NCDOT Historic Architectural
Resources Section

2/17/00
Date

MANAGEMENT SUMMARY

This North Carolina Department of Transportation project is entitled *I-240/US 25 Interchange Upgrade Environmental Assessment, Asheville, Buncombe County*. The TIP Number is U-3302 and the State Project Number is 8.1844301. The North Carolina Department of Transportation (NCDOT) proposes to make improvements to the I-240 interchange with US 25 (Merrimon Avenue) and SR 1781 (Broadway Street) in Asheville. DSAntlantic agrees to perform the required professional planning, environmental, and engineering services related to the proposed improvements. These improvements will include a realignment and widening of streets at the interchange and the adjusting of the ramp intersection, all occurring within the existing road system. The project will not involve any changes to either I-240 or the exiting I-240 bridge and all construction will take place on existing roads and ramps below the bridge.

The area of potential effects (APE) for this project is concentrated around the I-240 interchange with US 25 (Merrimon Avenue) and the adjacent city blocks. Along Merrimon Avenue and Broadway north of I-240, the APE boundary is typically defined by modern construction or the back property lines of the buildings that front these arteries through the project area. The north boundary of the APE on Merrimon Avenue is marked by the avenue's intersection with Orange Street. The project tapers into existing Merrimon Avenue south of this point, with simple improvements to curbing and other minor roadway improvements occurring below this intersection. South of I-240, the APE boundary is delineated by modern construction and the major intersection of Broadway with Woodfin Street, which clearly buffers the project from the commercial and institutional buildings to the south. One hundred percent of the APE was surveyed.

This survey was conducted and the report prepared in order to identify historical architectural resources located within the area of potential effects as part of the environmental studies conducted by NCDOT and documented by an environmental assessment (EA). The report is prepared as a technical addendum to the EA. The technical addendum is part of the documentation undertaken to comply with the National Environmental Policy Act (NEPA) and the National Historic Preservation Act of 1966, as amended. Federal regulations require federal agencies to take into account the effect of their undertakings on properties included in, or eligible for, inclusion in, the National Register of Historic Places and to afford the Advisory Council on Historic Preservation a reasonable opportunity to comment on such undertakings.

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

The methodology consisted of background research into the historical and architectural development of the area and a field survey of the APE. The field

survey was conducted by automobile as well as on foot to delineate the APE and to identify all properties within this area which were built prior to 1949. Every property at least fifty years of age was photographed, mapped, and evaluated, and those considered worthy of further analysis were intensively surveyed and evaluated for National Register eligibility.

A total of seven resources, including one National Register historic district, were identified and evaluated. The APE includes the northern tip of the Downtown Asheville Historic District, which is listed in the National Register of Historic Places (NR 1978). One of the surveyed resources, Commercial Block (No. 7), was previously determined not eligible for the National Register (TIP No. U1001A). No other properties were considered eligible for the National Register or were evaluated intensively in this report.

<u>Properties Listed in the National Register</u>	<u>Pages</u>
No. 1 Downtown Asheville Historic District	17-22

Properties listed in the North Carolina State Study List
None

Other Properties Considered
Eligible for the National Register
None

Other Properties Evaluated and Considered Not Eligible
for the National Register (see Appendix A)

No. 2	Apartment Building
No. 3	House
No. 4	House
No. 5	House
No. 6	House
No. 7	Commercial Block (previously determined not eligible)

TABLE OF CONTENTS

I.	List of Figures and Plates	6
II.	Introduction	7
III.	Physical Environment	9
IV.	Methodology	12
V.	Historical Background Essay	14
VI.	Property Inventory and Evaluations	16
	A. Properties Listed in the National Register	17
VII.	Bibliography	22
VIII.	Appendix A: Photographic Inventory/Evaluations	
IX.	Appendix B: Professional Qualifications	

LIST OF FIGURES AND PLATES

Figures		Page
1.	Project Map/Area of Potential Effects	8
2.	Downtown Asheville Historic District Map	10
3.	Montford Historic District Map	11
4.	Field Survey Map	Appendix A
 Plates		
1.	Downtown Asheville Historic District	18
2.	Downtown Asheville Historic District	18
3.	Downtown Asheville Historic District	19
4.	Downtown Asheville Historic District	19
5.	Downtown Asheville Historic District	20
6.	Downtown Asheville Historic District	20
7.	Downtown Asheville Historic District	21
8.	Downtown Asheville Historic District	21

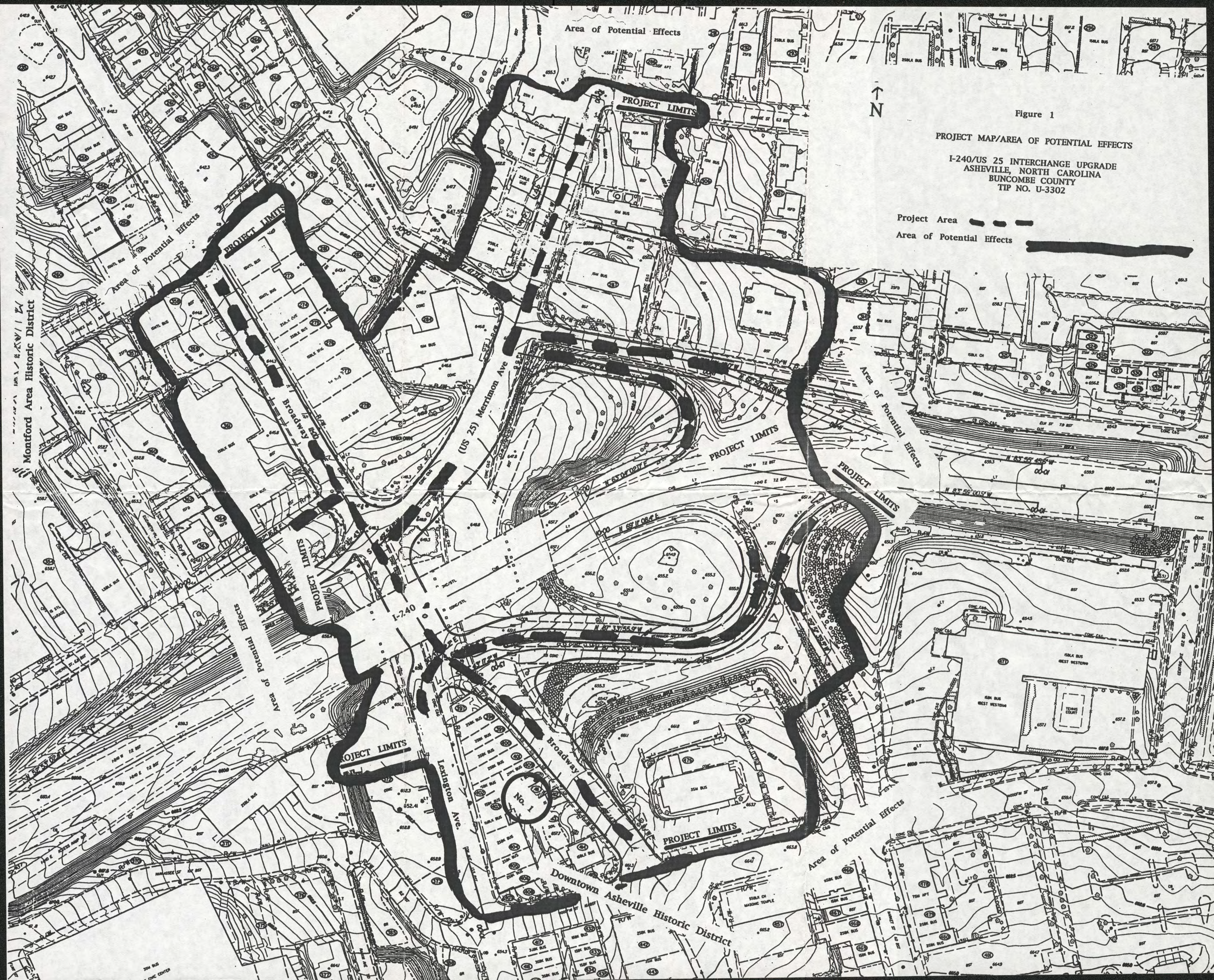
II. INTRODUCTION

This Phase II intensive level architectural survey was undertaken in conjunction with the proposed I-240/US 25 Interchange Upgrade project in Asheville, North Carolina. The T.I.P. Number is U-3302 and the State Project Number is 8.1844301. The project was conducted for DSAtlantic of Raleigh, North Carolina, by Mattson, Alexander and Associates, Inc. of Charlotte, North Carolina. Richard L. Mattson and Frances P. Alexander served as the principal investigators, and the project was undertaken between August and September 1999.

The proposed undertaking involves improvements to the I-240 interchange with US 25 (Merrimon Avenue) and SR 1781 (Broadway Street) in Asheville. These improvements will include a realignment and widening of streets at the interchange and the adjusting of the ramp intersection, all occurring within the existing road system. The project will not involve any changes to either I-240 or the exiting I-240 bridge and all construction will take place on existing roads and ramps below the bridge (Figure 1).

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

Federal regulations require that the area of potential effects (APE) for the undertaking must be determined. The APE is defined as the geographical area, or areas, within which an undertaking may cause changes to the character or use of historic properties, if such potentially eligible properties exist. In this densely populated urban environment dominated by commercial land uses oriented to four-lane arteries, the boundaries of the APE were defined primarily by modern construction and the back property lines of buildings facing the project. The APE is depicted in Figure 1.



Area of Potential Effects

PROJECT LIMITS

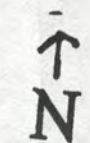


Figure 1

PROJECT MAP/AREA OF POTENTIAL EFFECTS

I-240/US 25 INTERCHANGE UPGRADE
ASHEVILLE, NORTH CAROLINA
BUNCOMBE COUNTY
TIP NO. U-3302

Project Area

Area of Potential Effects

Monford Area Historic District

Area of Potential Effects

PROJECT LIMITS

Broadway

(US 25) Merrimon Ave

PROJECT LIMITS

PROJECT LIMITS

Area of Potential Effects

Area of Potential Effects

PROJECT LIMITS

I-240

PROJECT LIMITS

Lexington Ave

No. 1

Downtown Asheville Historic District

PROJECT LIMITS

Area of Potential Effects

ISALA BUS
BEST WESTERN
TENNIS COURT
657.2

ISALA CH
MASONIC TEMPLE
662.2

ISALA BUS
656.2

ISALA BUS
657.2

ISALA BUS
658.2

ISALA BUS
659.2

ISALA BUS
660.2

III. PHYSICAL ENVIRONMENT

The project will occur within the City of Asheville in Buncombe County, located in the Blue Ridge Mountains of North Carolina. The principal metropolis in western North Carolina, Asheville contained a population of 61,654 persons in 1990. The city's central business district and historically affluent residential neighborhoods are located east of the French Broad River. The project focuses on the I-240 and US 25 (Merrimon Avenue) interchange, which is located at the north end of the central business district. Broadway Avenue, which intersects with US 25 in the project area, roughly follows a nineteenth-century transportation route that connected Asheville's Public Square (now Pack Square) to the French Broad River.

The project area is now dominated by commercial activities oriented to the I-240 interchange and the downtown business district to the south. The northern point of the Downtown Asheville Historic District (NR 1978), which encompasses much of the city's historic commercial area, lies at the south end of the project (Figure 2). Concentrated along Broadway and Lexington Avenue between Woodrow Street (south) and I-240 (north), the two block fronts at the northern tip of the historic district consist of contiguous rows of one-story and two-story brick commercial buildings erected primarily during the early twentieth century. North of I-240, an isolated block of early-twentieth-century commercial structures stands north of the historic district along the east side of Broadway (160-174 Broadway). These buildings are typically in fair condition though most have been extensively altered. Interstate 240, which follows an elevated route east-west through the project area, clearly separates this commercial block from those in the Downtown Asheville Historic District south of the highway.

Interstate 240, with its major interchange at US 25 (Merrimon Avenue), cuts a wide swath through the project area. Undeveloped open space, parking lots, and modern commercial buildings characterize the highway corridor, replacing blocks of dwellings and commercial buildings that once filled this area. Many former residences that survive in the vicinity of the interchange have been converted to businesses or now stand vacant. The modern transformation of this landscape is perhaps most evident along Merrimon Avenue near the project. Once lined with substantial residences leading to downtown, this artery is now marked by modern retail establishments, several motels and gas stations, parking lots, and offices and retail space occupying the remaining houses.

The early-twentieth-century neighborhood of Montford (NR 1977) is located west of Broadway and northwest of the APE (Figure 3). The heart of the Montford Historic District is distinguished by curvilinear, embowered streets and handsome bungalows and Queen Anne, Colonial Revival and Tudor Revival residences designed mostly for Asheville's professionals and wealthier entrepreneurs. The southeastern boundary of the Montford Historic District conforms to the back property lines of properties facing Broadway at the Stearnes Avenue intersection (the north limits of the project along Broadway). South of Stearnes Avenue, the boundary turns west, away from the project area. The APE does not infringe upon the boundary of the historic district but briefly runs adjacent to it in the vicinity of the Broadway/Stearnes Avenue intersection (Figures 1 and 3).

Figure 2

DOWNTOWN ASHEVILLE
NATIONAL REGISTER HISTORIC DISTRICT

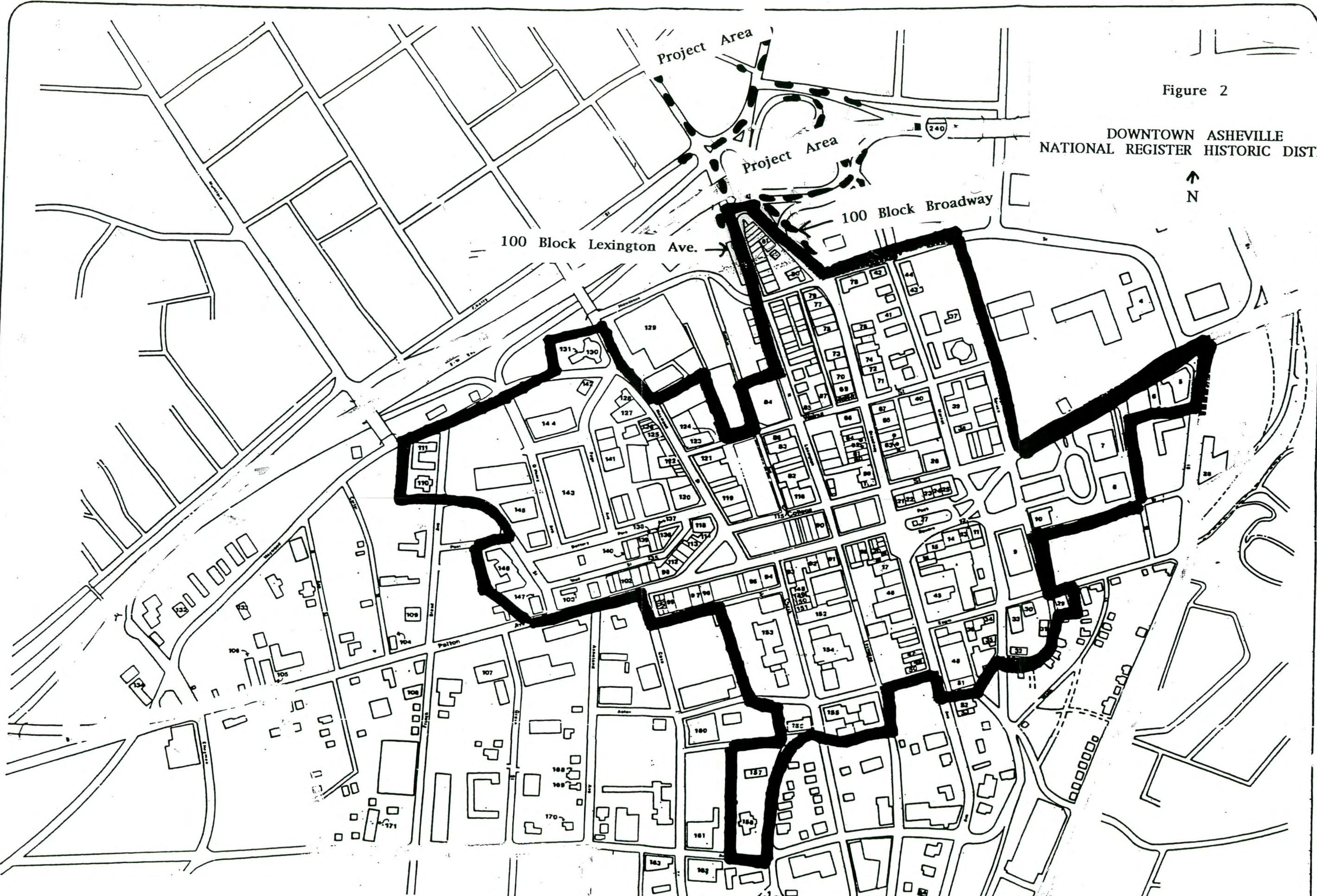


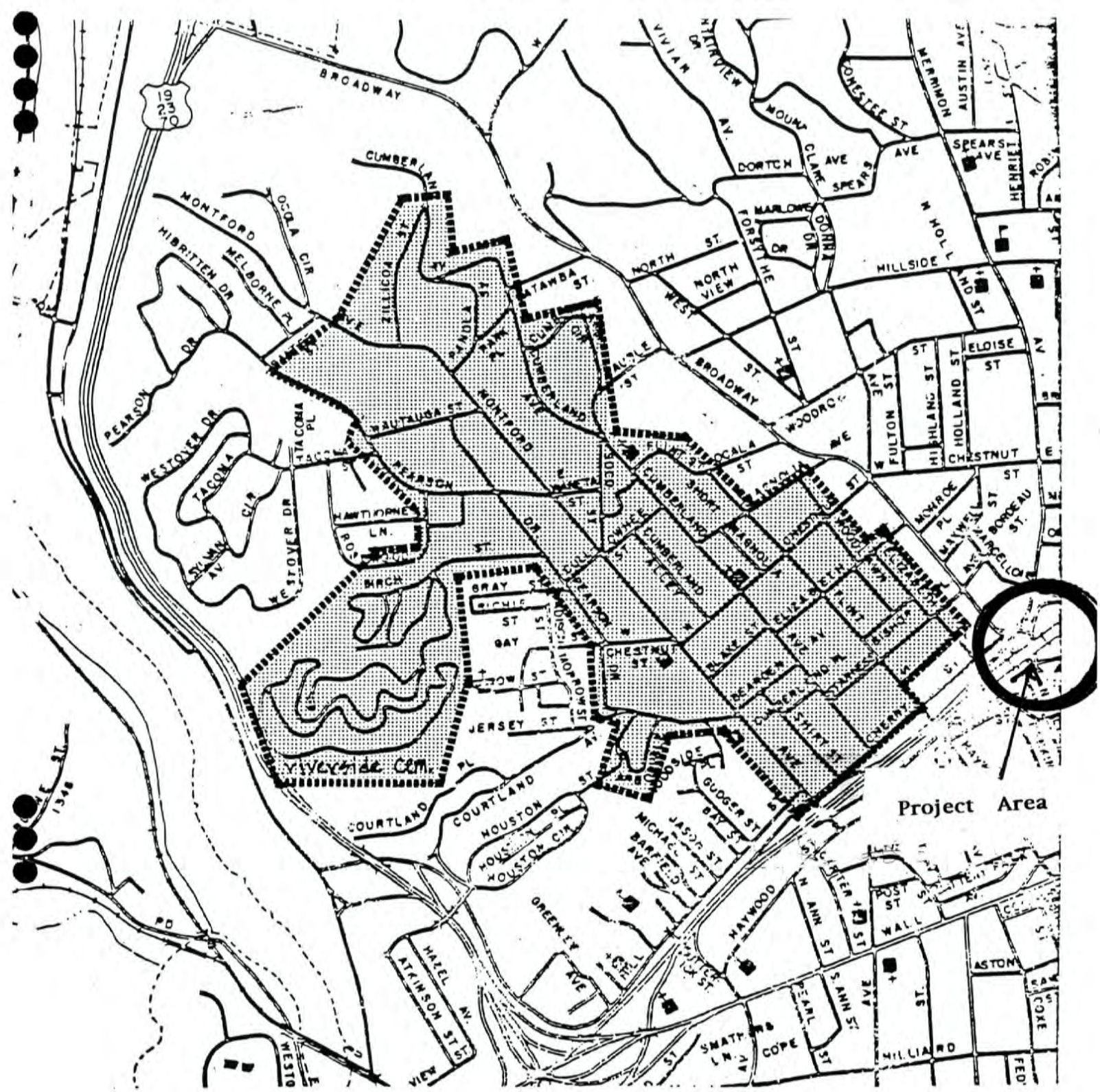
Project Area

Project Area

100 Block Broadway

100 Block Lexington Ave.





Montford Historic District



NORTH CAROLINA DEPARTMENT OF
TRANSPORTATION
DIVISION OF HIGHWAYS
PLANNING AND ENVIRONMENTAL
BRANCH

Figure 3

Montford Historic District
Boundaries Map.

IV. METHODOLOGY

This Phase II architectural survey was conducted as part of the planning for the proposed I-240/US 25 Interchange Upgrade in Asheville, North Carolina. The architectural survey for this federally funded project was undertaken in accordance with the Department of Transportation Act of 1966, Section 106 of the National Historic Preservation Act of 1966, as amended (36 C.F.R. 800), and the F.H.W.A. Technical Advisory T 6640.8A (Guidance for Preparing and Processing Environmental and Section 4(f) Documents). The survey followed guidelines set forth in *Phase II Survey Procedures for Historic Architectural Resources* (NCDOT, 15 June 1994).

The Phase II architectural survey had three objectives: 1) to determine the area of potential effects; 2) to identify all resources within the APE which may be potentially eligible for listing in the National Register of Historic Places; and 3) to evaluate these potential resources according to National Register criteria. The NCDOT Phase II survey guidelines set forth the following procedures: 1) identify and map the area of potential effects; 2) photograph and indicate on maps all properties fifty years of age or older; 3) conduct historical research; 4) prepare a summary of findings; 5) conduct an intensive field survey; and 6) prepare a final presentation of findings.

The survey consisted of historical research and field investigations. Research was conducted to trace the historical and architectural development of the project area. A number of other primary and secondary sources were examined, including Levi Branson's business directories and the *North Carolina Year Books* (1902-1916), which were useful in understanding the changing economic and social compositions of the study area. Douglas Swaim's publication, *Cabins and Castles: The History and Architecture of Buncombe County, North Carolina*, provided historical and architectural background information for this report. Interviews with local historic preservation professionals were especially helpful in identifying historic resources. These individuals included Clay Griffith, Head, Western Office of the North Carolina State Historic Preservation Office (SHPO), and Harry Weiss, Executive Director, The Preservation Society of Asheville and Buncombe County.

The SHPO survey files in Asheville were also examined to identify previously inventoried properties as well as those listed in the National Register and the North Carolina State Study List. This review identified the Asheville Downtown Historic District (NR 1989) as being partially located within the APE. A portion of the project area was also surveyed in 1994 as part of the Section 106 compliance for the widening of Broadway from I-240 to Catawba Street (TIP No. U-1001A). The 1994 compliance report identified no properties as eligible for the National Register (Griffith 1994).

The fieldwork was conducted between 5 August and 1 September 1999. One hundred percent of the APE was examined. The fieldwork began with a windshield survey of the general project area in order to determine the APE. All properties fifty years of age or older were photographed and keyed to the field survey map. Properties were evaluated as either individually eligible for

the National Register or as contributing resources to National Register historic districts.

V. HISTORICAL BACKGROUND ESSAY

In 1792, the North Carolina General Assembly created Buncombe County out of land from Burke and Rutherford counties, and in 1797, the mountain town of Asheville was officially incorporated as the county seat. By the early nineteenth century, the town consisted primarily of roads radiating from the Public Square (now Pack Square), which was platted in 1805. These routes eventually became Asheville's major arteries: Biltmore, Patton, Merrimon, and Montford avenues, and Broadway.

The opening of the Buncombe Turnpike in 1827 sparked economic growth in Asheville and throughout western North Carolina. Linking Greenville, South Carolina, to Greeneville, Tennessee, this important north-south trade route traced the French Broad River from the community of Paint Rock at the Tennessee line through Asheville where the route proceeded south to the Saluda Gap at the South Carolina border. The pike road became the major route for drovers herding cattle, hogs, and turkeys from Tennessee to coastal markets. Large stock drives occurred in the fall season, with as many as 140,000 to 160,000 hogs passing through Asheville each year. The Buncombe Turnpike also carried planters and other travelers from the coastal low country into the Blue Ridge Mountains, where they frequented inns and developed summer colonies away from the oppressive heat of the lowlands (Swaim 1981: 38-46; Griffith 1994: 17-18).

While the turnpike bolstered the economy of Asheville and gradually opened the mountain region to travelers and seasonal visitors, significant economic and cultural growth did not occur until the arrival of the Western North Carolina Railroad in 1880. The coming of the railroad boosted both the tourist trade and commercial and industrial enterprise. Between 1880 and 1890, Asheville's population soared from 2,690 to 10,235. In 1880, the town limits were confined to land within a mile radius of the Buncombe County Courthouse. Three years later, the General Assembly designated Asheville a "city" with expanded boundaries that stretched to the French Broad River on the west and to just south of Beaucatcher's Ridge to the east. By 1890, Asheville boasted a streetcar system, a waterworks, an electrical plant and two electric light systems, a sewer system, a gas company, an improved public school system, a \$100,000 post office, a public library, and a Board of Trade (Swaim 1981: 38-39, 77-80).

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

Asheville's population rose sharply to 28,504 by 1920, and then nearly doubled to over 50,000 by 1930. Following major annexations in 1905, 1917 and 1929, Asheville claimed a land area and a population roughly equal to those of today. The prosperity and population growth were reflected in a construction boom that almost completely transformed the downtown area. The growing city

supported five banks, three hospitals, and fourteen hotels. Skyscrapers reshaped the architectural profile of the business district, while auto showrooms, public buildings, theaters, and scores of smaller commercial buildings were added to the city streets. Portions of the downtown landscape itself were regraded for newly paved thoroughfares and side streets (Black 1978: Section 8; Swaim 1981: 42).

By the eve of the Depression, Asheville had emerged as a regional metropolis with a major downtown and sprawling residential areas linked by streetcar services and new roadways for motor truck and automobile traffic. Around the periphery of center Asheville, such prominent neighborhoods as Grove Park, Kenilworth, Biltmore Forest, Beaver Lake, Montford, and Montford Hills emerged. Immediately west of the French Broad River, the community of West Asheville, which had been incorporated twice since 1889, was annexed in 1917, doubling the area of the city. Near the project area, substantial residences for some of the city's wealthier families were constructed along Merrimon Avenue, while middle-class and working-class houses arose in a roughly thirty-acre subdivision known as Doubleday's Addition. This tract was loosely bordered by present-day Broadway, Mount Clare Avenue, and North Street. Broadway included some larger dwellings near downtown, but because of the street's low-lying topography between the more desirable Merrimon Avenue and the Montford neighborhood on higher elevations, development tended to be oriented to low-cost housing and smaller commercial enterprises ((Upchurch and South 1977; Swaim 1981: 43, 88-91; Griffith 1994: 21).

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

Among the greatest modern impacts on the urban landscape has been the construction of interstate highways and city thoroughfares. In the project area, I-240, the downtown expressway encircling the heart of Asheville, was completed in the early 1980s. The building of Interstate 240, with its attendant demolitions and new commercial construction, has accelerated the pace of change. Nevertheless, significant historic resources survive to reflect the city's boom in the late nineteenth and early twentieth centuries. Within the project area, the northern tip of the large Downtown Historic District (NR 1978) survives intact, containing contiguous rows of early-twentieth-century commercial buildings. Northwest of the project, the historic neighborhood of Montford (NR 1977) also remains substantially intact. Both of these areas have benefited from the upsurge in historic preservation efforts in recent decades which have revitalized both residential and commercial sections of the center city.

VI. PROPERTY INVENTORY AND EVALUATIONS

Summary

Of the seven resources surveyed within the APE, the Asheville Downtown Historic District is listed in the National Register (1978). None of the other properties surveyed is considered potentially eligible for the National Register either individually or as contributing elements to a historic district.

<u>Properties Listed in the National Register</u>	<u>Pages</u>
No. 1 Asheville Downtown Historic District (1978)	17-22

Properties Listed in the North Carolina State Study List
None

Other Properties Considered Potentially Eligible for the National Register
None

Other Properties Evaluated and Considered Not Eligible for the National Register (see Appendix A)

No. 2	Apartment Building
No. 3	House
No. 4	House
No. 5	House
No. 6	House
No. 7	Commercial Block (previously determined not eligible)

A. Properties Listed in the National Register

No. 1 Downtown Asheville Historic District (1978)

Summary (Figure 2)

The Downtown Asheville Historic District comprises the greatest concentration of intact, historical architectural resources located within the central business district of Asheville, North Carolina. Encompassing all or parts of some forty-two city blocks, the historic district holds an array of commercial, civic, and religious properties built primarily during the city's boom period of the late nineteenth and early twentieth centuries. The district is eligible for the National Register under Criteria A, B, and C. According to the National Register Nomination, the district is eligible under Criterion A for its association "with the development of an urban center for Western North Carolina, and with the wave of speculative real estate boom which were [sic] a feature of American life in the 1920s and which contributed to the coming of the 1930s depression." Under Criterion B, the district is "associated with the early life of, and formed the setting for, the best-known novels of one of America's most noted authors, Thomas Wolfe." Under Criterion C, the district "embodies in unusual quality and concentration the distinctive characteristics of American commercial and institutional architecture in the first third of the twentieth century, including a significant collection of Art Deco as well as eclectic and classical buildings" (Black 1978).

Evaluation of Integrity (Figure 2)(Plates 1-8)

The northern tip of the Downtown Asheville Historic District, encompassing the 100 blocks of Broadway and Lexington Avenue just south of I-240, extends into the APE. The two commercial blocks are sited back-to-back on a small, wedge-shaped parcel, the northern point of which terminates at the I-240 interchange. These areas contain contiguous rows of one-story and two-story, brick commercial architecture that typify the blocks of smaller buildings erected around the periphery of Asheville's commercial core during the early decades of the twentieth century. Although several of the shopfronts have been heavily altered in recent decades (e.g. 107 Broadway), the great majority of resources remain substantially intact. Therefore, the present report concurs with the existing National Register boundary as it is drawn along Broadway and Lexington Avenue on the north side of historic district.



Plate 1. Downtown Asheville Historic District, 100 Block Broadway (South of I-240), Looking South towards Lexington Avenue from I-240 Interchange.



Plate 2. Downtown Asheville Historic District, 100 Block Broadway (South of I-240), Looking Northwest from Woodfin Street Intersection.



Plate 3. Downtown Asheville Historic District, 100 Block Broadway (South of I-240), Looking North.



Plate 4. Downtown Asheville Historic District, 107-109 Broadway (South of I-240), Looking West.



Plate 5. Downtown Asheville Historic District, 100 Block Broadway (South of I-240), Looking Northwest.



Plate 6. Downtown Asheville Historic District, 107-109 Broadway (South of I-240), Looking South.



Plate 7. Downtown Asheville Historic District, 100 Block Lexington Avenue (South of I-240), Looking South from I-240 Interchange.



Plate 8. Downtown Asheville Historic District, 100 Block Lexington Avenue (South of I-240), Looking North.

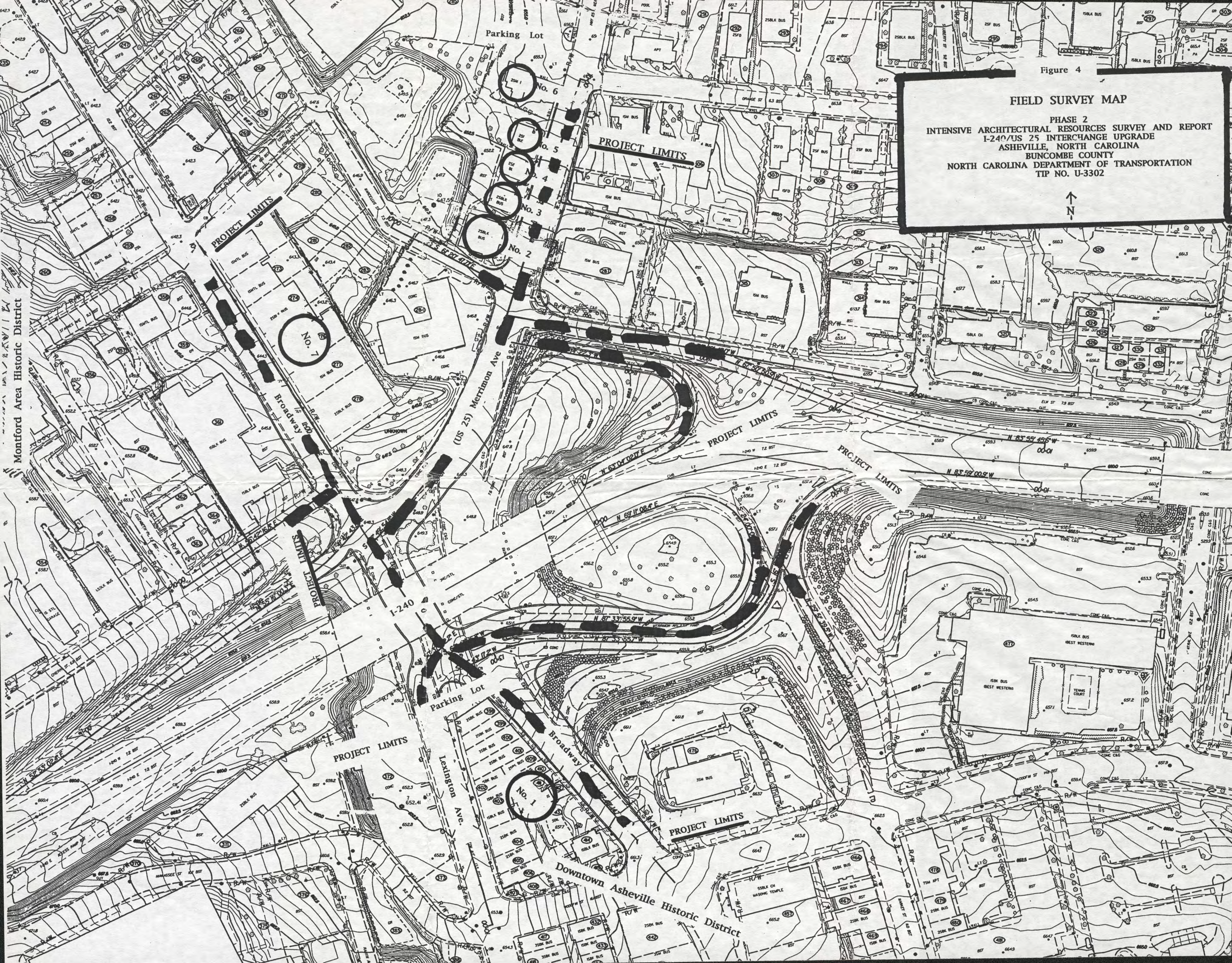
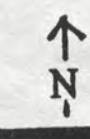
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APPENDIX A
PHOTOGRAPHIC INVENTORY AND EVALUATIONS

Figure 4

FIELD SURVEY MAP
PHASE 2
INTENSIVE ARCHITECTURAL RESOURCES SURVEY AND REPORT
I-240/US 25 INTERCHANGE UPGRADE
ASHEVILLE, NORTH CAROLINA
BUNCOMBE COUNTY
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
TIP NO. U-3302



Montford Area Historic District

Parking Lot

PROJECT LIMITS

PROJECT LIMITS

No. 7

No. 2

No. 3

No. 4

No. 5

No. 6

Parking Lot

PROJECT LIMITS

PROJECT LIMITS

No. 1

Downtown Asheville Historic District

ISBK BUS
BEST WESTERN
TERM. COURT

PROJECT LIMITS

PROJECT LIMITS

Lexington Ave.

Broadway

I-240

(US 25) Merrimon Ave

Broadway

Broadway

W. 5th St

W. 6th St

W. 7th St

W. 8th St

W. 9th St

W. 10th St

W. 11th St

W. 12th St

W. 13th St

W. 14th St

W. 15th St

W. 16th St

W. 17th St

W. 18th St

W. 19th St

W. 20th St

W. 21st St

W. 22nd St

W. 23rd St

W. 24th St

W. 25th St

W. 26th St

W. 27th St

W. 28th St

W. 29th St

W. 30th St

W. 31st St

W. 32nd St

W. 33rd St

W. 34th St

W. 35th St

W. 36th St

W. 37th St

W. 38th St

W. 39th St

W. 40th St

W. 41st St

W. 42nd St

W. 43rd St

W. 44th St

W. 45th St

W. 46th St

W. 47th St

W. 48th St

W. 49th St

W. 50th St

W. 51st St

W. 52nd St

W. 53rd St

W. 54th St

W. 55th St

W. 56th St

W. 57th St

W. 58th St

W. 59th St

W. 60th St

W. 61st St

W. 62nd St

W. 63rd St

W. 64th St

W. 65th St

W. 66th St

W. 67th St

W. 68th St

W. 69th St

W. 70th St

W. 71st St

W. 72nd St

W. 73rd St

W. 74th St

W. 75th St

W. 76th St

W. 77th St

W. 78th St

W. 79th St

W. 80th St

W. 81st St

W. 82nd St

W. 83rd St

W. 84th St

W. 85th St

W. 86th St

W. 87th St

W. 88th St

W. 89th St

W. 90th St

W. 91st St

W. 92nd St

W. 93rd St

W. 94th St

W. 95th St

W. 96th St

W. 97th St

W. 98th St

W. 99th St

W. 100th St

U-3302

Federal Aid # MR-5017(a)

County BUNCOMBE

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

Project Description 1-240/US 25 MERRIMON AVE. INTERCHANGE, ASHEVILLE

On 21 OCTOBER 1999, representatives of the North Carolina Department of Transportation (NCDOT), Federal Highway Administration (FHWA), North Carolina State Historic Preservation Office (SHPO), Other

Reviewed the subject project at: A scoping meeting, Historic architectural resources photograph review session/consultation, Other

All properties present agreed: there are no properties over fifty years old within the project's area of potential effect. there are no properties less than fifty years old which are considered to meet Criterion Consideration G within the project's area of potential effect. there are properties over fifty years old (list attached) within the project's area of potential effect, but based on the historical information available and the photographs of each property, properties identified as 2-7 are considered not eligible for the National Register and no further evaluation of them is necessary. there are no National Register-listed properties within the project's area of potential effect.

Signature: [Signature] Date: 21 OCTOBER 1999 Representative, NCDOT

Signature: Roy C Shelton Date: 10/25/99 Representative, for the Division Administrator, or other Federal Agency

Signature: [Signature] Date: 10/21/99 Representative, SHPO

Signature: David Swank, Deputy SHPO Date: 11/2/99 Representative, Historic Preservation Officer

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

**Properties Not Eligible for Listing in the National Register
and Therefore Not Worthy of Further Evaluation
(Keyed to Map)**

No.	Name	Reason Not Eligible
2.	Apt. Building 44 Merrimon Ave	1920s, two-story, brick, apartment building with simple Colonial Revival traits; while the building is substantially intact, its former residential setting on Merrimon Ave. has been radically altered by modern commercial development; the building stands among an isolated row of residences, all converted to offices and surrounded by auto-oriented land uses; Asheville retains many examples of 1910s-1920s Colonial Revival residential architecture sited within intact neighborhoods and historic districts; this property lacks significance in the context of Asheville's historical and architectural development, and is not considered potentially eligible either individually or as part of an historic district.
3.-4.	Houses 48-50 Merrimon Ave.	1920s, two-story, brick dwellings that share basic asymmetrical forms and gable-on-hip roof configurations; each has an engaged front porch and six-over-one and six-over-six windows; low stone retaining walls line the small front yards; the houses stand among a small row of former residences, all now converted to offices, along Merrimon Ave., which has been transformed from a residential street to a main commercial artery in recent decades; the two houses lack significance within the context of Asheville's historical and architectural development during the early twentieth century, and are not considered eligible either individually or as part of an historic district.
5.	House 50 Merrimon Ave.	1920s, two-story, frame, vinyl-sided Dutch Colonial Revival house; part of an isolated row of 1920s former dwellings, converted to offices, that survive along Merrimon Avenue, which has been transformed into a commercial thoroughfare in recent decades; this property lacks significance in the context of Asheville's historical and architectural development, and is not considered eligible individually or as part of an historic district.
6.	House 64 Merrimon Ave.	1920s, two-story, cubic, hip-roofed residence with a stuccoed first story and shingled second; the roof has hip-roofed dormers and is pierced by brick chimney stacks with corbelled stacks; casement and six-over-one sash windows remain intact; the hip-roofed entry porch has simple square supports with Craftsman bracing; the house stands among a small row of former residences, all now converted to offices, along Merrimon Ave., which has been transformed from a residential street to a main commercial artery in recent decades; the property lacks special significance within the context of Asheville's historical and architectural

development during the early twentieth century, and is not considered eligible either individually or as part of an historic district.

7. Commercial Block (160-174 Broadway) Previously determined not eligible (TIP U-1001A).



2



2



3-4



3-4



3-4



4



5



5



6



6



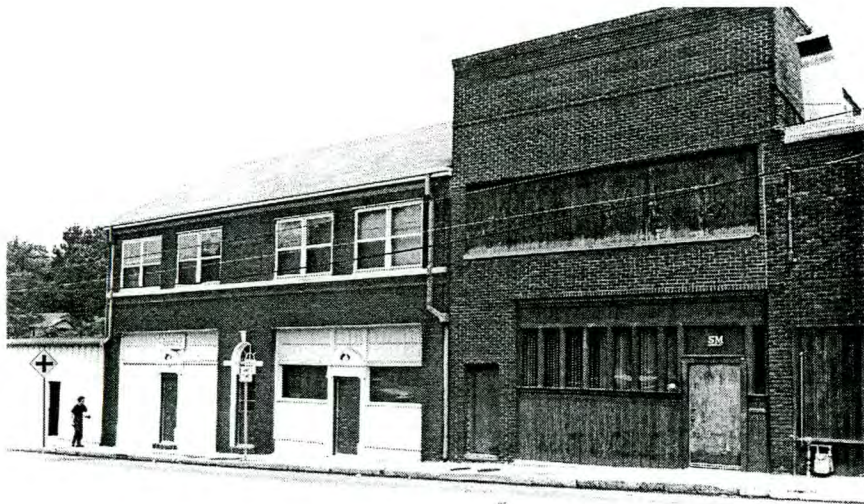
6



7



7



7



7

APPENDIX B
PROFESSIONAL QUALIFICATIONS

Richard L. Mattson, Ph.D.
Historical Geographer

Education

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

Relevant Work Experience

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

Frances P. Alexander
Architectural Historian

Education

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

Relevant Work Experience

1991-date Architectural Historian, Mattson, Alexander and Associates, Inc.
Charlotte, North Carolina

1988-1991 Department Head, Architectural History Department
Engineering-Science, Inc., Washington, D.C.

Directed all architectural history projects for the Cultural Resource Division. Supervised a staff of three architectural historians, one photographer, and graphics staff. Responsibilities included project management, technical direction, research design and implementation, scheduling, budget management, client and subcontractor liaison, and regulatory compliance with both state and federal agencies. Responsibilities also included marketing, proposal writing, and public presentations.

Types of projects included: Section 106 compliance, surveys, evaluations of eligibility, evaluations of effect, design review, and mitigation; environmental impact statements; Section 4(f) compliance; H.A.B.S./H.A.E.R. documentation; state survey grants; National Register nominations; oral history; and environmental, historical, and land use research for Superfund sites.

1987-1988 Architectural Historian, Historic American Buildings Survey/Historic American Engineering Record, National Park Service, Washington, D.C.

Planned and conducted architectural, engineering, and landscape documentation projects. Responsibilities included research designs and methodologies; development of computerized data bases for recording survey data; preparation of overview histories; editing project data; preparation of documentation for publication; and assisting in hiring and supervising personnel.

1986-1987 Historian, National Register of Historic Places, National Park Service,
Washington, D.C.

Acted as liaison with public and federal agencies to provide preservation information, publications, and National Register nominations.

1986 Historian, Historic American Engineering Record, National Park
Service, Chicago, Illinois

Conducted inventory of historic industrial and engineering resources along the Illinois and Michigan Canal in Chicago, Illinois. Responsibilities included identifying potential historic sites; preparing architectural, engineering, and technological descriptions; conducting historical research; and preparing an overview history tracing industrial and transportation development patterns.