



**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

Division of Historical Resources
David J. Olson, Director

January 9, 2003

MEMORANDUM

TO: Greg Thorpe, Manager
Project Development and Environmental Analysis Branch
NCDOT Division of Highways

FROM: David Brook *Refer David Brook*

SUBJECT: Historic Architectural Resources Survey Report Addendum
Widen and Upgrade US 19-23, Federal Aid No. STP-19(5),
State Project No. 8.1845401, T.I.P. No. R-4406
Buncombe and Haywood Counties, ER02-9653 (ER02-10337)

Thank you for your letter of December 19, 2002, transmitting the survey report addendum by Mr. Clay Griffith, Edwards-Pittman Environmental, Inc.

We appreciate the supplementary research provided in this addendum and the re-evaluation of the properties in question.

For purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the following properties are not eligible for listing in the National Register of Historic Places:

Old Bell Tavern, southwest corner of the intersection of Park Street (US 19-23) and Penland Street, because it does not possess any significance in the areas of transportation or commerce, and it is not one of the better examples of R. R. Gaddis' work, a builder of local significance.

Pigeon River Bridge, Park Street (US 19-23) over the Pigeon River, Canton, because it lacks design and technological distinction, and is one of the numerous examples of the common, reinforced concrete, tee beam type found on the state highway system.

Champion Motor Company Building, 92 Park Street (US 19-23) because it is not associated with any historically significant event, individual, or pattern of history, and is an undistinguished example of a brick commercial building lacking any special architectural significance.

Administration
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Greg Thorpe
January 9, 2003
Page 2

Ward Piano Company, 1252 Asheville Highway, because all the existing buildings are less than fifty-years old and lack distinction or special architectural significance. As such, the property does not satisfy Criteria Consideration G for properties achieving significance within the past fifty 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.

DB:doc

cc: Mary Pope Furr
Clay Griffith

bc: Brown/McBride/106/County



ADDENDUM

**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)

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P.O. Box 25201
Raleigh, North Carolina 27611

December 2002

ADDENDUM

**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
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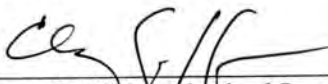
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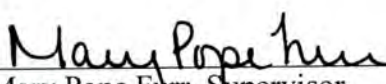
December 2002



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

12.16.02

Date



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

12.19.02

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.

Edwards-Pitman Environmental, Inc. (EPEI) conducted a Phase II intensive level historic resources survey and prepared a report to identify and evaluate all structures over fifty years of age within the Area of Potential Effects (APE) according to the National Register of Historic Places Criteria for Evaluation. The report, dated June 2002, was submitted to NCDOT and subsequently reviewed by the State Historic Preservation Office (HPO), who offered a number of comments in their letter dated July 24, 2002 (Appendix A). The HPO requested additional information concerning five properties determined not eligible in the survey report. The five properties are the subject of this addendum.

EPEI has collected additional information, consulted with property owners, and considered broader context areas for the following five properties:

- FW595
2. Old Bell Tavern
 5. Pigeon River Bridge
 6. Champion Motor Company
 - 66-68. Ward Piano Company
 94. Plantation Motel

With additional research and evaluation the five properties are not considered eligible for the National Register of Historic Places.

Survey Results

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 to 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.

Edwards-Pitman Environmental, Inc. (EPEI) conducted a Phase II intensive level historic resources survey and prepared a report to identify and evaluate all structures over fifty years of age within the Area of Potential Effects (APE) according to the National Register of Historic Places Criteria for Evaluation. The report, dated June 2002, was submitted to NCDOT and subsequently reviewed by the State Historic Preservation Office (HPO), who offered a number of comments in their letter dated July 24, 2002 (Appendix A). The HPO requested additional information concerning five properties determined not eligible in the survey report. The five properties are the subject of this addendum.

The intensive level survey for the addendum to the Phase II Historic Architectural Resources Report 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).

The methodology for the addendum involved additional field survey, background research, and contact with property owners. An EPEI historian conducted the additional field survey in October 2002 by automobile and on foot. Each of the five properties evaluated in this addendum were revisited and photographed. Further background research was conducted at the Haywood County Public Library in Waynesville and Pack Memorial Library in Asheville to support the additional field survey. Sanborn Fire Insurance Maps were consulted for the three properties located within the Town of Canton. An EPEI historian also interviewed the owners of the Ward Piano Company and the Plantation Motel.

The five evaluations included in this addendum are based on the entries documented in the original survey report, with additional information and documentation worked into initial evaluation and supported by additional photographic documentation, Sanborn Fire Insurance Maps, and aerial maps. The properties are delineated on reproduced portions of

the APE maps from the original survey report. The APE, an approximately 1,000-foot corridor, extends along both sides of existing US 19-23, Park Street, and portions of Main Street within Canton. It is delineated on USGS quadrangle and detail city maps.

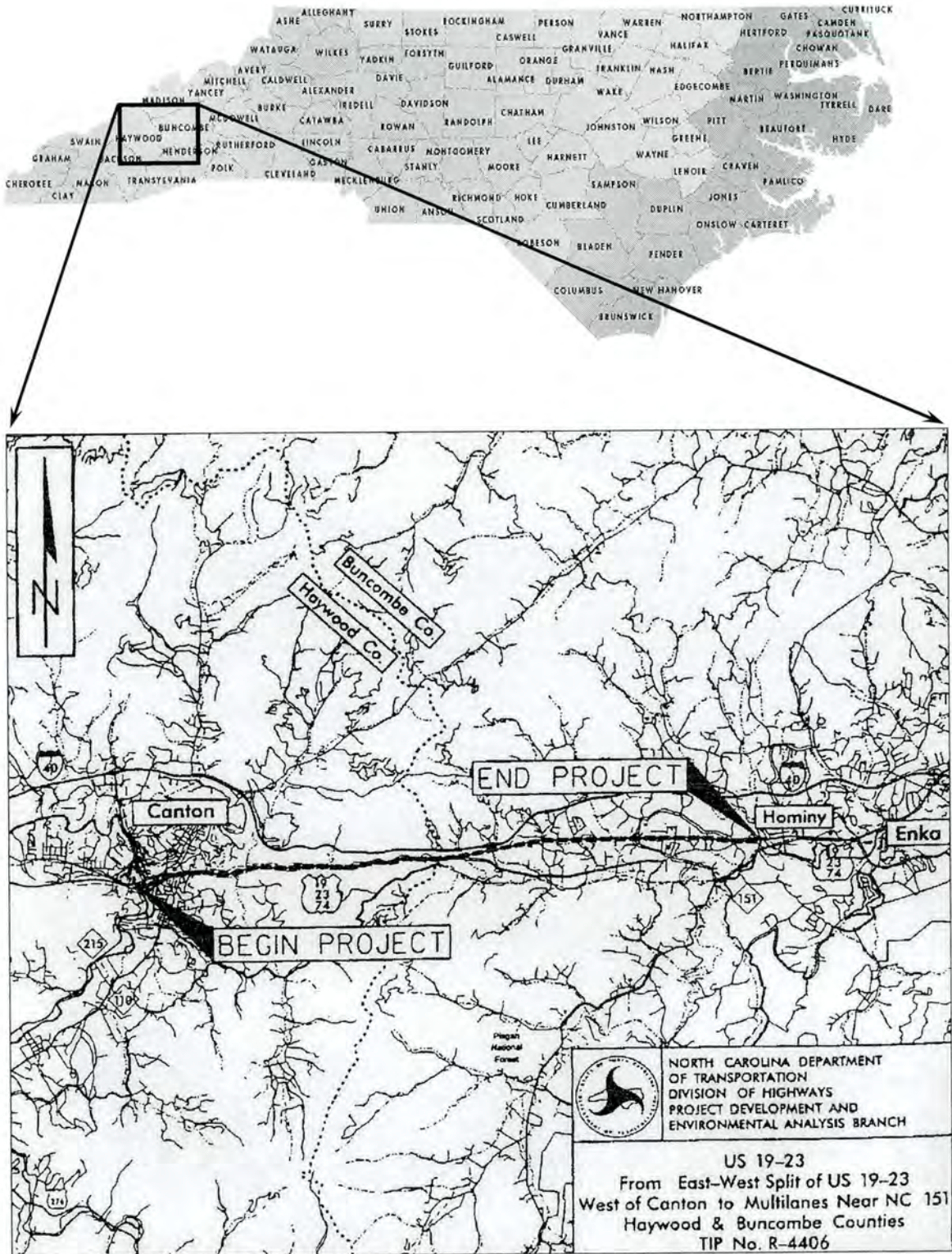


Figure 1. Project location map.

PROPERTY EVALUATIONS

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 laminated wood siding and a concrete block foundation extends across the rear of the building.

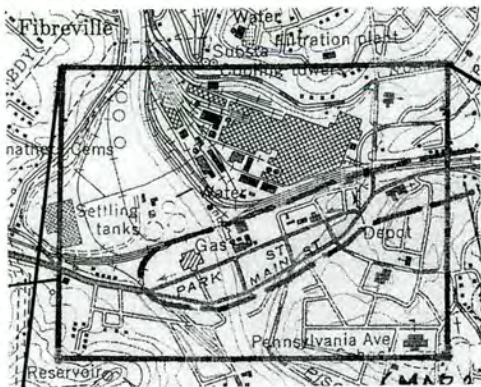
Historical Background. Charles Smith, president of the Champion Employees Store, commissioned R. R. Gaddis to construct the log building for a restaurant to be run by Smith's son, Earl. The building, erected ca. 1940, is one of the later recorded works of Gaddis (b. 1887), a prominent Canton builder 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. Gaddis 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, pp. 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. At the time of its construction, the restaurant was one of a growing number of businesses built along the region's highways that catered to increasing automobile traffic. Construction of the Blue Ridge Parkway commenced in 1935, and the Great Smoky Mountains National Park was formally dedicated in 1940. These two entities helped to lead a resurgence of the region's tourism industry in the mid-twentieth century. Tourist motels, motor courts, restaurants, and other visitor attractions were often conceived with some thematic element derived from the area's natural or cultural history: the mountains, forests, Native American heritage, etc. Businesses not only took their names from local sources but also erected buildings using native materials, local building traditions, or architectural styles in keeping with the

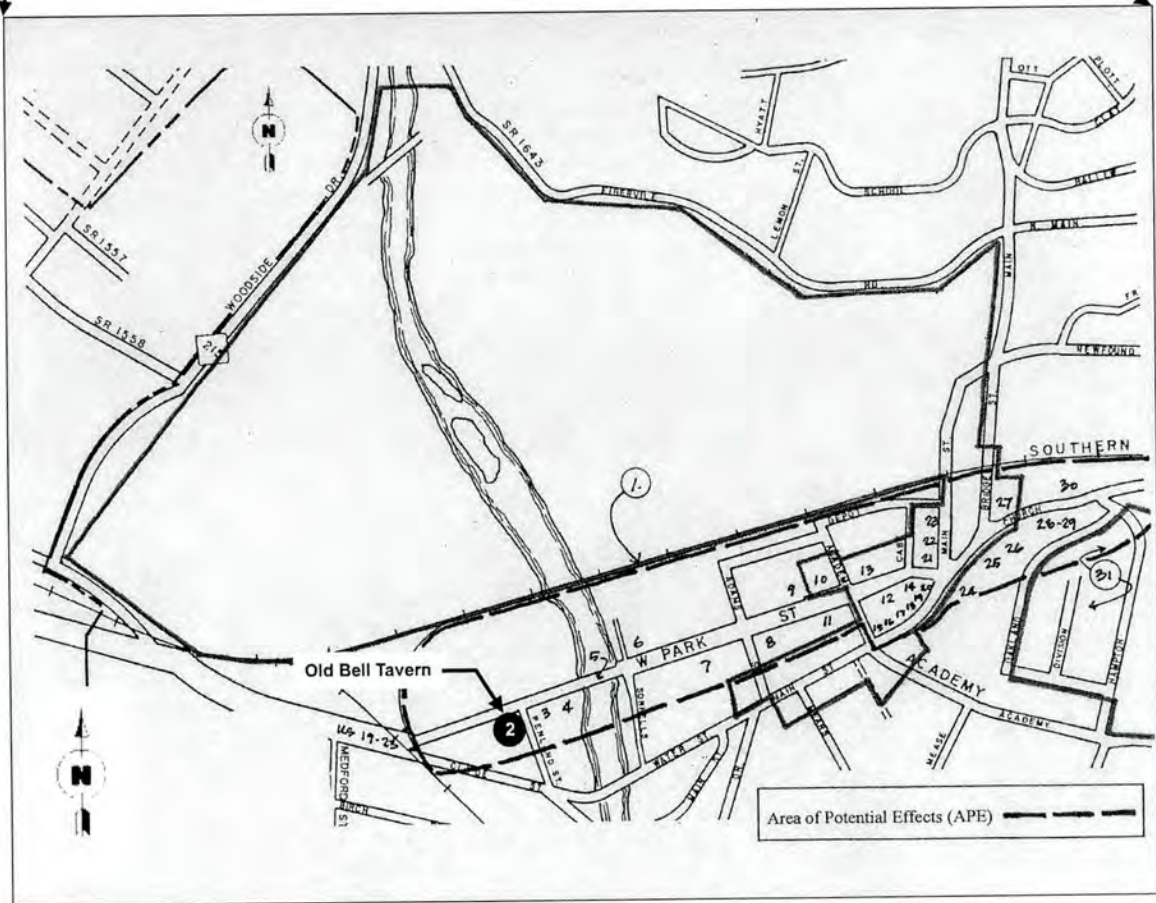
architecture of the area. Promoters eagerly exploited the region's history and courted an increasingly mobile population in hopes of reviving the sagging local economy.

The effects of the Great Depression were not felt as strongly in Canton as in other parts of western North Carolina. The Champion Fibre Company expanded its plant during the 1930s and continued to provide income to local families. The town experienced a slight building and economic boom following World War II, but by the 1950s 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 Medford Restaurant occupied the building into the late-twentieth century after the initial restaurant—Old Bell Tavern—closed. 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 it for the National Register. The building, constructed as a restaurant ca. 1940, is one of many mid-twentieth century structures established along the region's highways to serve a growing number of motorists and families on vacation. This increasingly mobile population, often drawn to western North Carolina's resort and recreation areas, required gas, food, and lodging to assist them with their journeys. The Old Bell Tavern, however, does not possess any special significance that would qualify the property for the National Register under Criterion A in the areas of transportation or commerce. As an example of the work of R. R. Gaddis, a locally significant builder, 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.



Detail, *Canton, N.C.* 7.5' USGS topographic quadrangle map
(1967; photorevised 1990)



Historic Resources Survey Map
Widen and upgrade US 19-23
Haywood & Buncombe Counties
TIP No. R-4406

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



Old Bell Tavern – front (N) elevation



Old Bell Tavern – view to southwest



Old Bell Tavern – West side elevation



Old Bell Tavern – view to northeast

5. Pigeon River Bridge

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

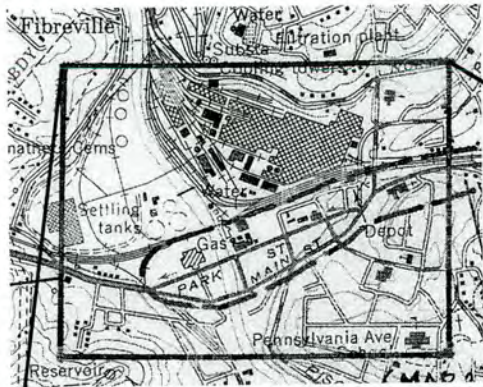
Description. The Pigeon River Bridge (#419) is a four-span, reinforced concrete, tee beam structure. It carries two westbound travel lanes with sidewalks on either side. The rails are solid, reinforced concrete parapets with recessed flat panels. Three solid concrete piers in the river support the structure.

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.

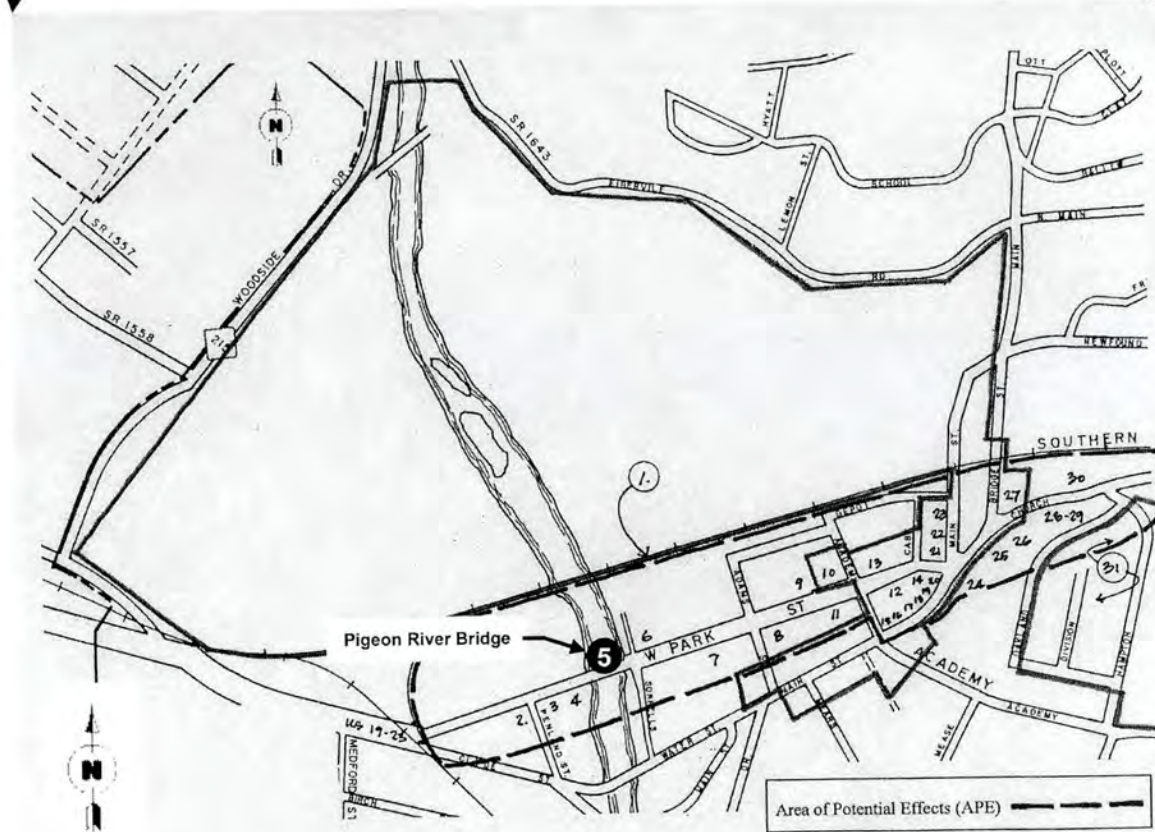
Evaluation. The Pigeon River Bridge has been evaluated twice in the past three years and determined not eligible for the National Register. The bridge, setting, and surrounding structures were determined not eligible in 2000 as part of the environmental review compliance for a NCDOT bridge replacement 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 one of thirteen structures of this type in Haywood County, but the only one in the town of Canton. Over seven hundred bridges of this type remain in use statewide. Among that number 150 bridges were built before 1924.

Advancements in the understanding of concrete reinforcing to accommodate shear and tensile forces led to the use of reinforced concrete for slab and tee beam bridges by the early 1910s. The bridge type and material lent itself to the preparation of standard plans that could be adapted to a variety of conditions. The North Carolina State Highway Commission developed standardized plans for tee beam bridges in 1919 and 1920 specifically to address the rapid expansion of the state highway system. The technology of these bridge types is undifferentiated from those in other states and did not change through the 1950s. In the late 1920s, the standard plans were updated for wider roadways (Lichtenstein, 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.



Detail, Canton, N.C. 7.5' USGS topographic quadrangle map
(1967; photorevised 1990)

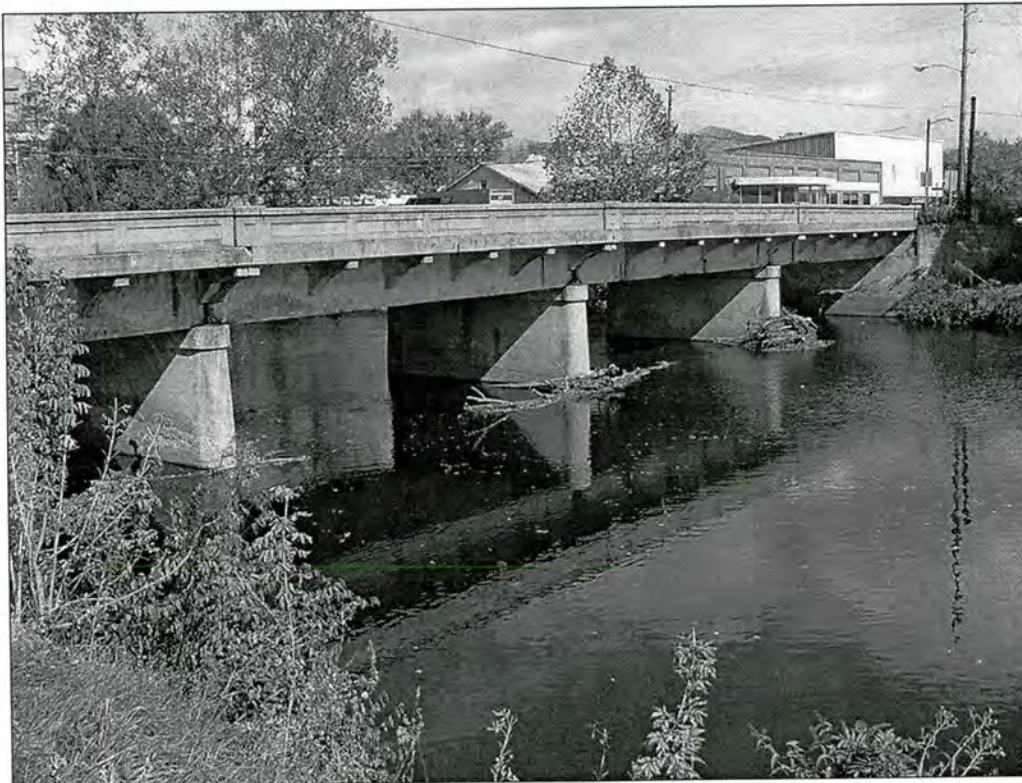


Historic Resources Survey Map
Widen and upgrade US 19-23
Haywood & Buncombe Counties
TIP No. R-4406

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



Pigeon River Bridge – view to north



Pigeon River Bridge – view to northeast



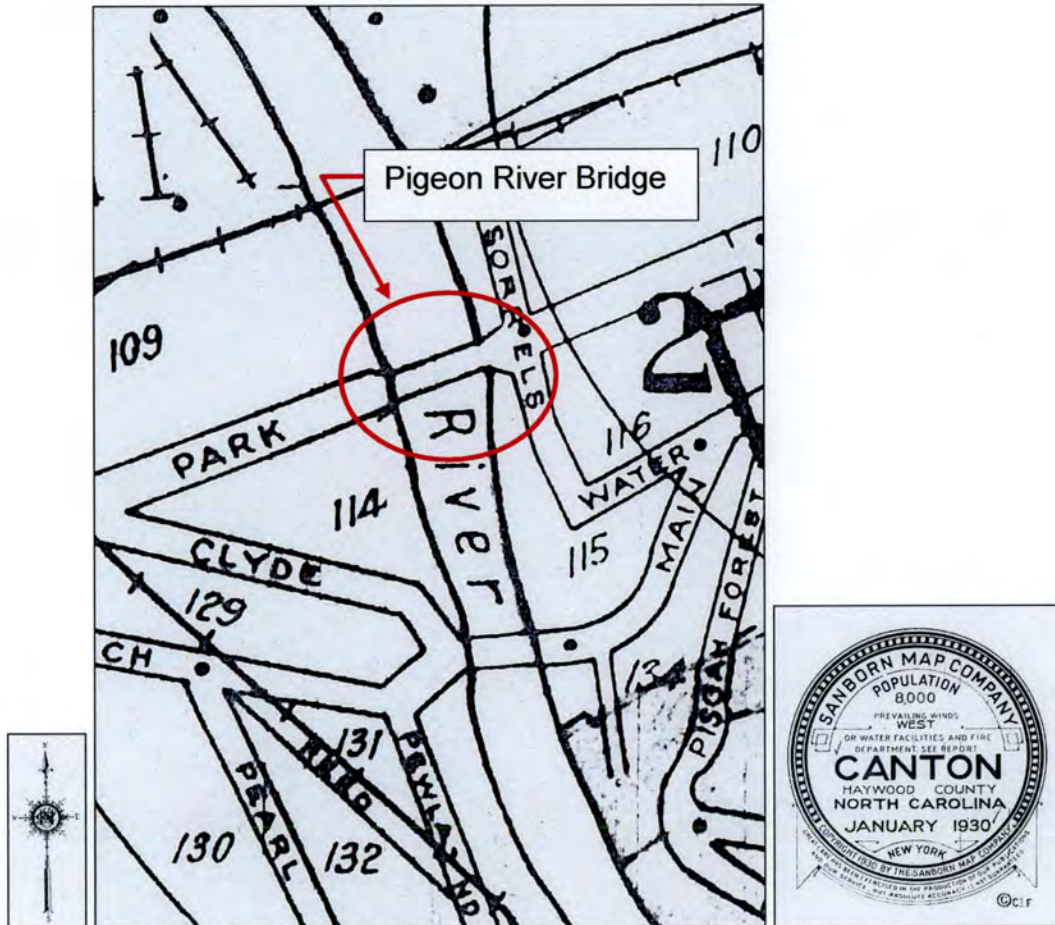
Pigeon River Bridge – view to west



Pigeon River Bridge – view to southeast



Pigeon River Bridge – bridge plate



Sanborn Insurance Map, 1930 (detail)

6. **Champion Motor Company Building**

Location. 92 Park Street, Canton. The building is located at the northeast corner of the intersection of Park Street and Sorrells Street at the east 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 the rear housed repair and painting facilities.

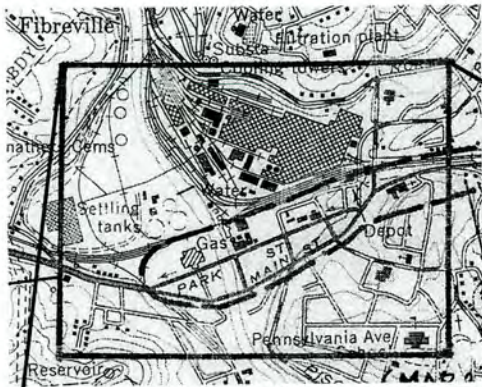
Historical Background. In 1930 a small brick filling station with frame porte cochere stood on this riverside site. A freestanding, concrete block garage building with a canopy extending forward to Park Street flanked the filling station to the north and east. Two single-family residences were located behind (to the north) the garage and the area north of the houses was occupied by the Canton Laundry Co. and Canton Ice Co.

By 1937, however, the filling station and garage 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, and the rusticated concrete block and separate form of the garage is clearly evident on the northwest. The composite 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)

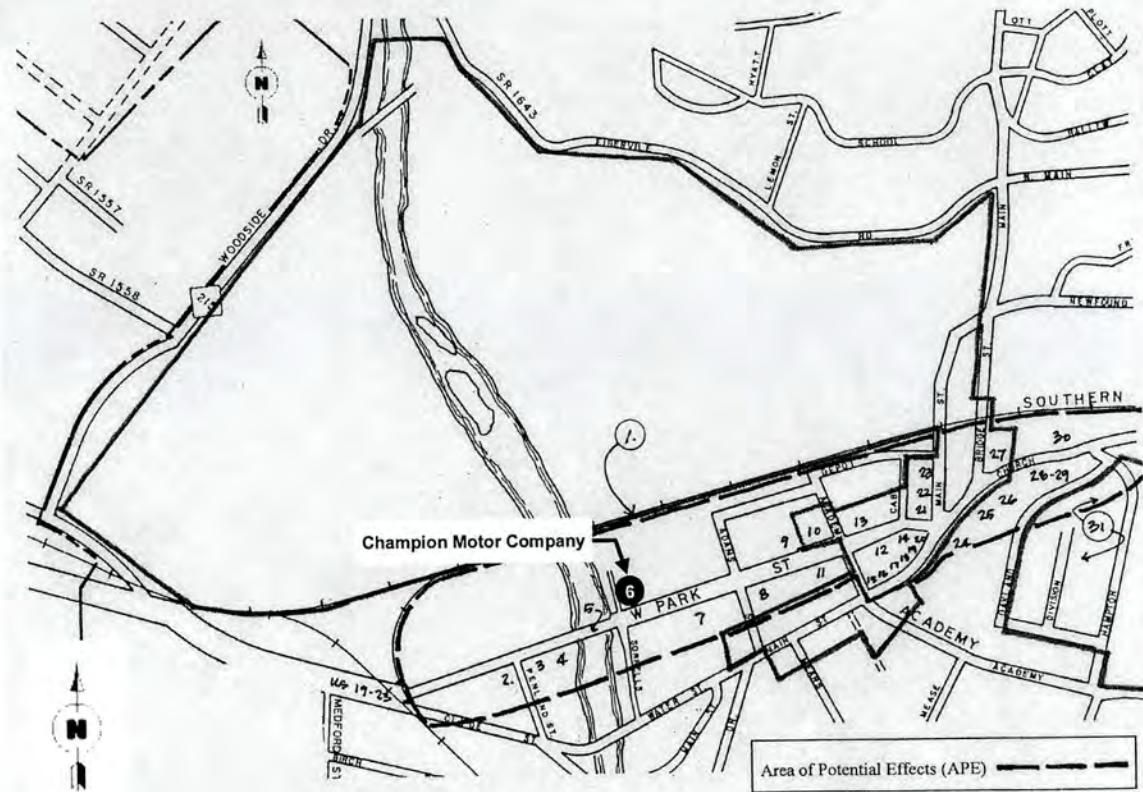
The Champion Motor Company building was one of several structures in Canton dating from the second quarter of the twentieth century associated with the automobile industry. The 1930 Sanborn Fire Insurance maps show a number of automobile-related businesses located along Park Street and Main Street, especially on the west side of the Pigeon River. These businesses included service stations, filling stations, and repair shops. At least five of these surviving structures, including Champion Motor Company, were recorded and documented in the Phase II Historic Architectural Resources Survey Report. The two surviving structures at 101 Park Street (#4) and 69 Park Street (#7) were both repair shops. Automobile showrooms typically were located closer to downtown, like the former Chevrolet dealership at 35 Park Street (#11) and the former Bell Motor Company (#29) at 35 Church Street. Following major changes in the automobile industry, all of the dealerships are now located outside of downtown Canton, and the surviving showrooms have been remodeled and converted for other commercial uses.

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. Though the property is one of several surviving automobile showrooms, all of the dealerships operating today are located outside of downtown and the buildings have been converted

to other commercial uses. 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 building's one-story brick façade unites the components that form this amalgamation of two earlier structures, while the polygonal display window provides a modern stylistic feature. Few other buildings in Canton possess modernistic design elements. The Commercial Building (#24, Henson Florist) at 2 Church Street is the most fully realized example in downtown, and the 1932 addition to the Champion Fibre Company plant for receiving and distribution is a fine example modern industrial architecture. The Champion Motor Company building abuts an oversized, contemporary building and stands at a distance from the concentration of commercial structures that form the core of downtown Canton. As a result it 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.



Detail, Canton, N.C. 7.5' USGS topographic quadrangle map
(1967; photorevised 1990)



Historic Resources Survey Map
Widen and upgrade US 19-23
Haywood & Buncombe Counties
TIP No. R-4406

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



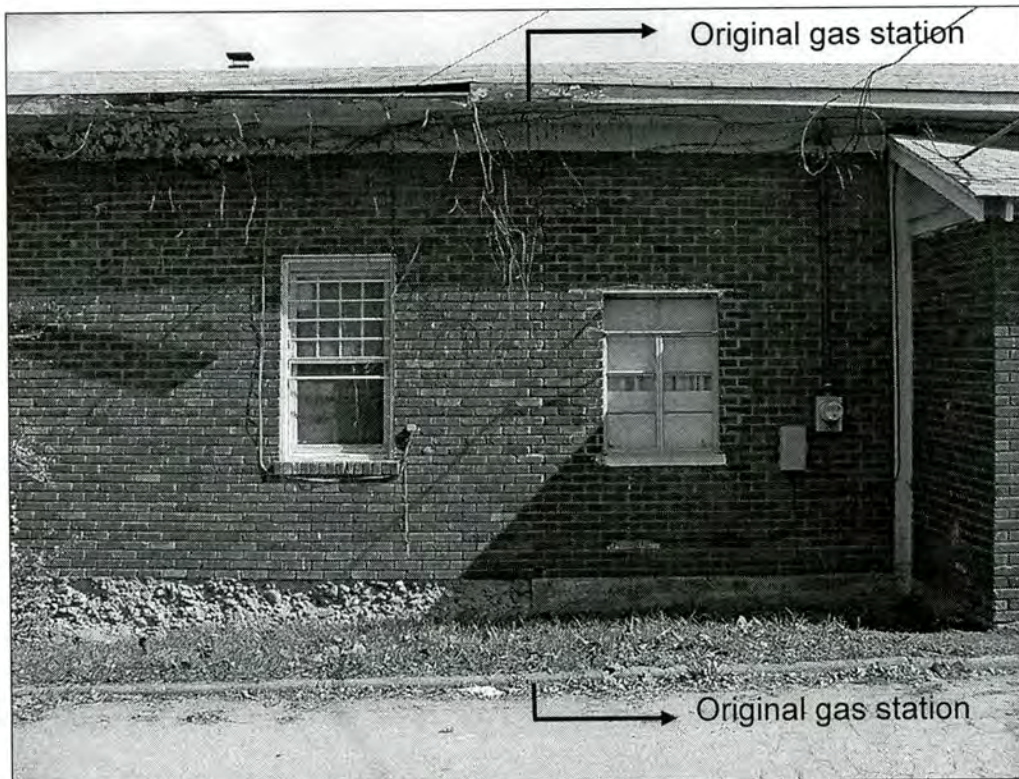
Champion Motor Company – oblique view to northwest



Champion Motor Company – view to northeast



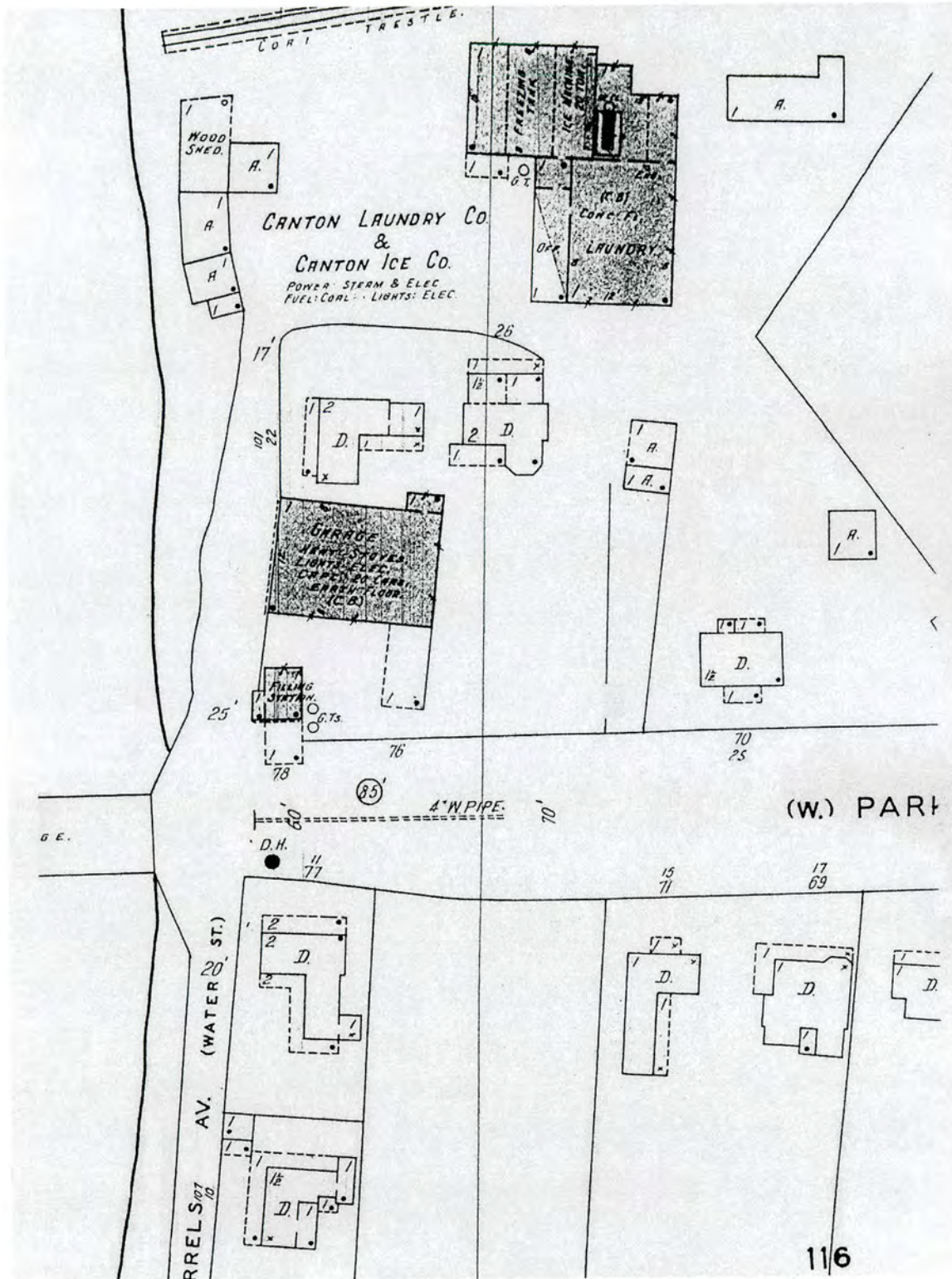
Champion Motor Company – west side elevation (view to southeast)



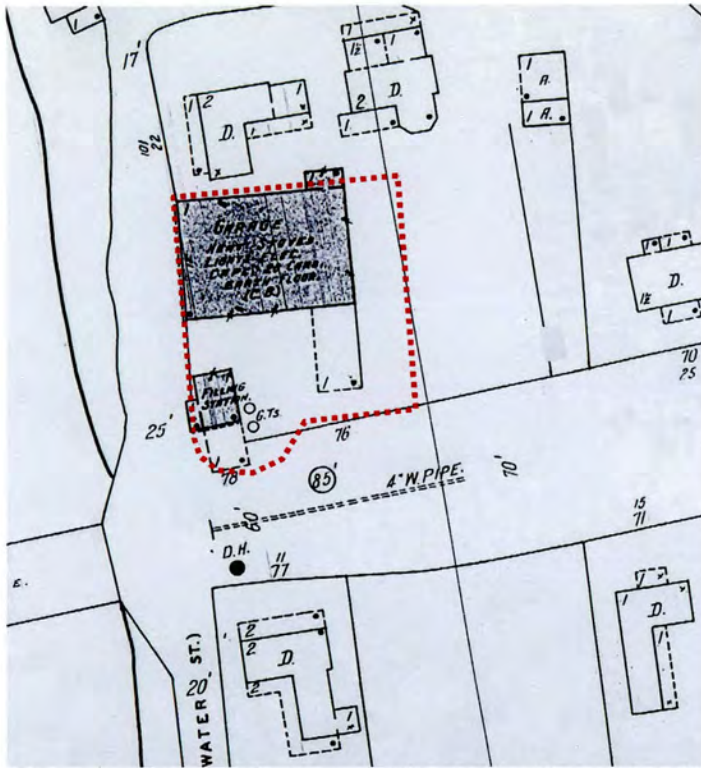
Champion Motor Company – detail, west side elevation



Champion Motor Company – rear west side elevation (original garage)



Champion Motor Company – Detail, Sanborn Insurance Map (Canton 1930)



Champion Motor Company – Footprint of present building
(Detail, Sanborn Insurance Map (Canton 1930))



Champion Motor Company – Footprint of present building
(Aerial map from Haywood County Land Records)

66-68. Ward Piano Company

Location. 1252 Asheville Highway.

Description. The Ward Piano Company property consists of three utilitarian commercial buildings dating from 1953 to 1963, as the company moved its operations from downtown Canton to this location. The easternmost building (#66) was the first building at this site, built in 1953 to house the company's repair shop. It 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 unadorned openings. A change in the roof line indicates a separate side wing, which is flush with 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 that may have been added later.

The middle and largest of the buildings (#67), which was added in 1955 for additional workshops and a new showroom, 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 and serves as the entrance to two second-story apartments.

The one-story, brick showroom and office building (#68), constructed 1963-64, stands at the west end of the grouping. The building 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. The open interior space provides ample room to display refurbished pianos of all types, and several partitioned offices are located in the northeast corner.

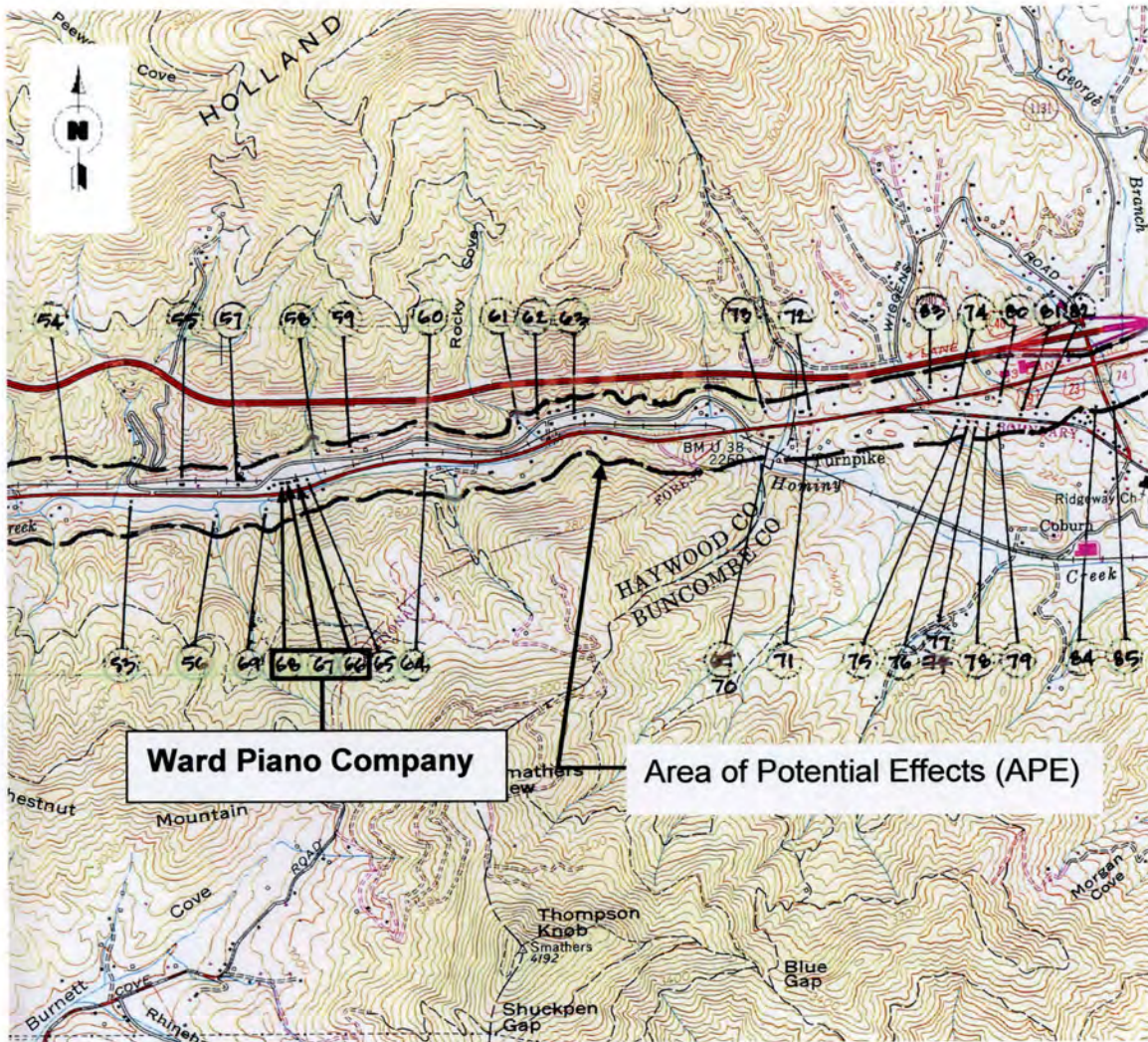
Historical Background. Lynn J. Ward quit his position at the Champion Mill and established the Ward Piano Company in 1944. He opened his first showroom on Main Street in downtown Canton and offered new instruments as well as repair services. The company showroom relocated to a building near the depot in Canton and again to the former Champion Drug Store building. Ward's son, Guy Ward, joined the business in 1946 after completing his military service. L. J. Ward ran the business until his death in 1965, when Guy Ward assumed management of the company. Guy Ward retired in 1986.

In the early 1950s the Wards moved their repair shop to a garage on Old Asheville Highway, approximately two miles east of Canton. The garage stood on the north side of

the railroad tracks behind the current location. In 1953 the first of the company buildings was erected at the current site. The second building was added two years later and the showroom moved from Canton to the location on US 19-23. The business expanded again in 1963 with the addition of a larger showroom and office building.

Business for the Ward Piano Company peaked in the late 1950s and 1960s when the Wards supervised 30-35 employees. Following L. J. Ward's death in 1965, Guy Ward assumed control of the company and opened a second shop in Hendersonville in 1966. The Hendersonville shop was managed by Eldridge Fox, an organist and member of The Kingsmen Quartet, a gospel group. Ward sold the Hendersonville location in 1986 upon his retirement. Since 1986, the business has been run by two of Guy Ward's children, Kelly Ward-Smith and Alden Ward. The family-owned operation specializes in restoring, refurbishing, and tuning pianos.

Evaluation. The property is not eligible for the National Register under any criteria. Although the family-owned business was formed in 1944 and continues to this day, the business did not begin in this location until 1953. All of the structures currently associated with the Ward Piano Company are less than fifty years of age. The buildings are undistinguished examples of mid-twentieth-century commercial and industrial buildings and lack distinction or special architectural significance. As such, the property does not satisfy Criteria Consideration G for properties achieving significance within the past fifty years.



Historic Resources Survey Map (detail)
Widen and upgrade US 19-23
Haywood & Buncombe Counties
TIP No. R-4406

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



Ward Piano Company (#66-68) – overall view



Ward Piano Company (#66) – built 1953; view from southwest



Ward Piano Company (#67) – built 1955; view from south



Ward Piano Company (#68) – built 1963-64; view from south

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-style 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, which were added in the late 1970s or early 1980s. The building is covered with a painted stone veneer that appears to be original. Doors to the guest rooms are embellished with applied diamond patterns and windows are metal casements. Aluminum siding has been applied over the wood details of the portico. A one-story service wing extends from the back of the two-story section. A similarly finished separate building containing guest rooms stands to the northeast.

Historical Background. J. T. and Anne Chappell began acquiring land on the north side of highway 19-23 in Candler in 1950, when they purchased five tracts from T. P. Jones. The recorded plat of the Jones property, surveyed in 1950, shows 65 lots. The Chappells acquired additional parcels and, in 1952, constructed a motel to serve travelers on the newly improved US 19-23. The Plantation Motel, originally known as the Candler 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. Highway 19-23 was the major artery from Asheville to the Great Smoky Mountains National Park. The motel was enlarged in 1956 with the addition of a separate wing of guest rooms, suggesting the initial success of the business.

The Chappells owned and managed the motel until 1968, when they sold the property to Raymond and Lakie Rumney.¹ The Rumneys kept the property for two years before selling the buildings along with “all of the furniture, fixtures and equipment owned...and used in connection with the operation of the Village Restaurant and Candler Motel” to Gene and Mary Martin.² The Martins changed the name of the business to “Plantation Motel” and operated the motel from 1970 until 1984. In the deed of sale the Martins “also conveyed...the name and good will of the Grantors in the Plantation Motel.”³

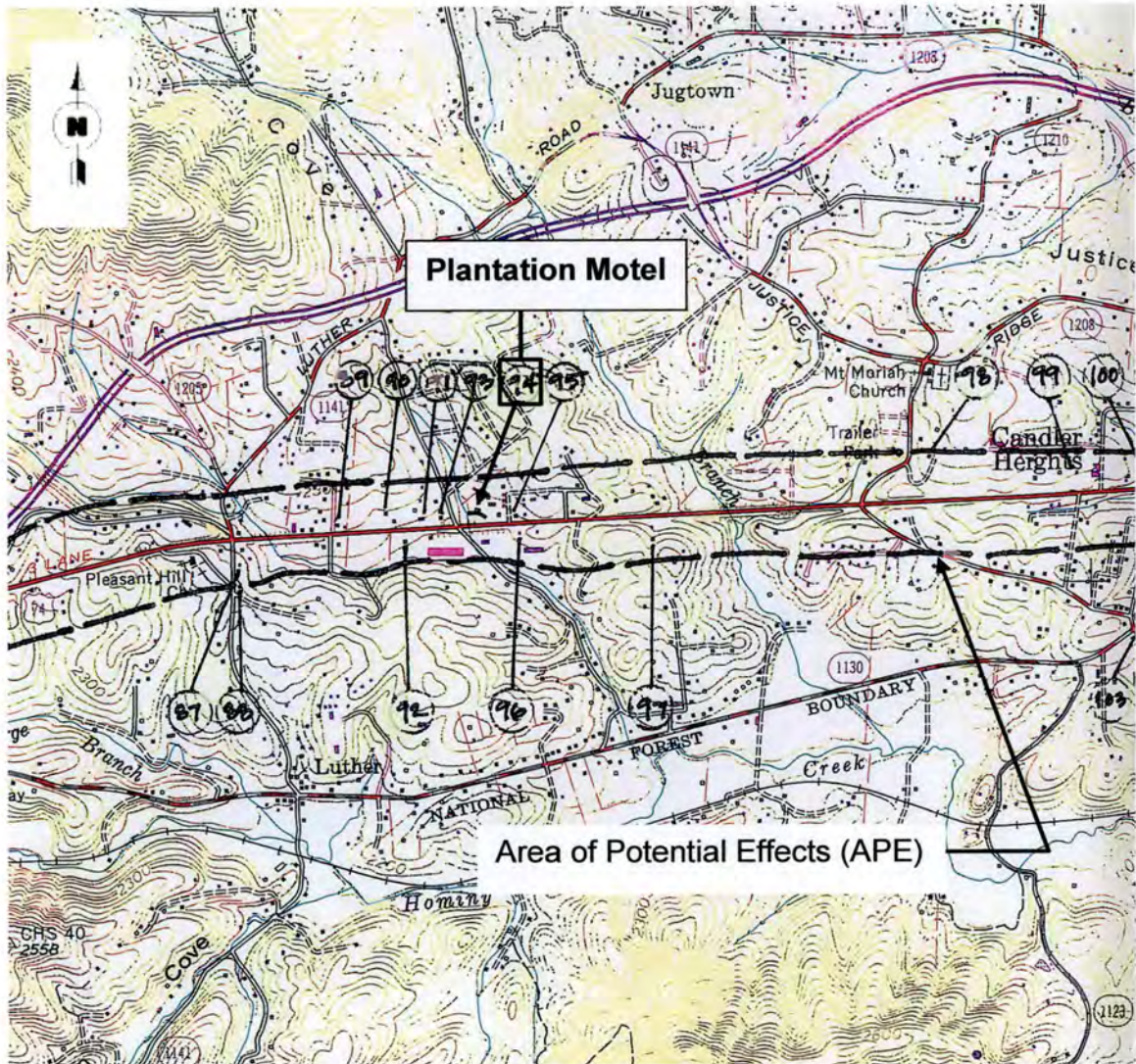
Evaluation. The Plantation Motel is not eligible for the National Register under any criteria. Background research revealed no significant historic events or persons associated with the property. Although the building is associated with the popularity of automobile travel during the mid-twentieth century, 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.

¹ Buncombe County Deed Book 983, page 185.

² Buncombe County Deed Book 1017, page 457.

³ Buncombe County Deed Book 1375, page 378.

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 Miami Motel 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 greater 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.



Historic Resources Survey Map (detail)
Widen and upgrade US 19-23
Haywood & Buncombe Counties
TIP No. R-4406

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



Plantation Motel – site plan (aerial map from Buncombe County Land Records)



Plantation Motel – front (south) façade



Plantation Motel – view from southeast



Plantation Motel – rear view



Plantation Motel – detached block of rooms, view to northeast



Plantation Motel – detached block of rooms, west end



Plantation Motel – detached block of rooms, rear section

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Appendix A

**State Historic Preservation Office Comments
July 24, 2002**



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

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

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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