



# North Carolina Department of Cultural Resources

State Historic Preservation Office

David L. S. Brook, Administrator

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

Division of Archives and History  
Jeffrey J. Crow, Director

August 28, 2000

## MEMORANDUM

To: William D. Gilmore, P.E., Manager  
Project Development and Environmental Analysis Branch

From: David Brook   
Deputy State Historic Preservation Officer

Re: Widening of NC 24/87 (Bragg Boulevard), from US 401 Bypass in Fayetteville to  
Butner Road in Fort Bragg, TIP No. U-3423 Cumberland County, CH 00-E-4220-0162

Thank you for your letter of July 24, 2000, transmitting the survey report by Sarah LeCount, NCDOT concerning the above project.

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

Stryker Golf Course is eligible for listing in the National Register of Historic Places under Criterion C (Design Construction) as a rare example of the untouched work of an internationally prominent golf course architect, Donald Ross. We concur with the boundaries as noted on page 17 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.

DB:kge

bc: Brown/Montgomery  
County  
RF

cc: Mary Pope Furr

	Location	Mailing Address	Telephone/Fax
ADMINISTRATION	507 N. Blount St., Raleigh NC	4617 Mail Service Center, Raleigh NC 27699-4617	(919) 733-4763 • 733-8651
ARCHAEOLOGY	421 N. Blount St., Raleigh NC	4619 Mail Service Center, Raleigh NC 27699-4619	(919) 733-7342 • 715-2671
RESTORATION	515 N. Blount St., Raleigh NC	4613 Mail Service Center, Raleigh NC 27699-4613	(919) 733-6547 • 715-4801
SURVEY & PLANNING	515 N. Blount St., Raleigh NC	4618 Mail Service Center, Raleigh NC 27699-4618	(919) 733-6547 • 715-4801

**HISTORIC ARCHITECTURAL RESOURCES  
FINAL IDENTIFICATION AND  
EVALUATION REPORT**

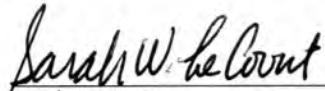
Widening NC 24/87, Bragg Boulevard,  
From US 401 Bypass in Fayetteville  
To Butner Road in Fort Bragg  
Cumberland County, NC  
**TIP # U-3423**  
**State Project # 8.1443401**  
**F.A. Project # NHF-24(12)**

Sarah W. LeCount  
Architectural Historian  
North Carolina Department of Transportation  
July 2000


HISTORIC ARCHITECTURAL RESOURCES  
FINAL IDENTIFICATION AND  
EVALUATION REPORT

Widening NC 24/87, Bragg Boulevard,  
From US 401 Bypass in Fayetteville  
To Butner Road in Fort Bragg  
Cumberland County, NC  
**TIP # U-3423**  
**State Project # 8.1443401**  
**F.A. Project # NHF-24(12)**

Sarah W. LeCount  
Architectural Historian  
North Carolina Department of Transportation  
July 2000



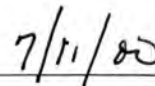
Sarah W. LeCount  
Principal Investigator, NCDOT



Date



Barbara H. Church  
Section Head, NCDOT Architectural History Section



Date

**Table of Contents**

Project Description	1
Purpose of Survey and Report	1
Area of Potential Effects	1
Methodology	1
Summary Findings of the Survey	2
Historic Contexts and Background Information	3
Architectural Context in the General Project Area	6
Architectural Context, Fort Bragg	7
Property Inventory and Evaluations	10
Bibliography	26
Appendix	28
A.    Concurrence Form: Properties Considered Not Eligible for the National Register	

**List of Maps, Photographs, and Illustrations**

Figure 1: Map of the Area of Potential Effects	9
Plates 1 - 2: Buena Vista	11
Figure 2: Boundaries for Buena Vista	12
Plates 3 - 4: Keithville Rental Units	14
Figure 3: Boundaries for Keithville Rental Units	15
Plates 5 - 7: Stryker Golf Course	17
Figure 4: Boundaries, Stryker Golf Course	19

## Project Description

The North Carolina Department of Transportation (NCDOT) project studied in this survey will widen NC 24/87 (Bragg Boulevard) from US 401 Bypass in Fayetteville to Butner Road in Fort Bragg, in Cumberland County. The existing four to five lane road will be widened to six lanes of pavement essentially along existing location. The project, TIP #U-3423, involves a distance of 4.9 miles (7.8 kilometers).

## Purpose of Survey and Report

This survey was conducted and the report prepared in order to identify and evaluate historic architectural resources located within the Area of Potential Effects (APE) as part of the environmental studies conducted by NCDOT and documented by an Environmental Assessment (EA). This report is prepared as a technical addendum to the EA and as part of the documentation of compliance with the National Environmental Policy Act (NEPA) and the National Historic Preservation Act (NHPA) of 1966, as amended. Section 106 of the NHPA requires that if a federally funded, licensed, or permitted project has an effect on a property listed on or eligible for the National Register of Historic Places, the Advisory Council on Historic Preservation must be given an opportunity to comment. This report is on file at NCDOT and available for review by the public.

## Area of Potential Effects

The Area of Potential Effects was determined by NCDOT Architectural Historians and is shown in Figure 1. The boundaries enclose the area between the parallel side streets bordering Bragg Boulevard.

## Methodology

This survey was conducted and the report prepared by NCDOT in accordance with the provisions of FHWA Technical Advisory T 6640.8A (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 Phase II Survey Procedures for Historic Architecture Resources by NCDOT dated June 15, 1994. This survey report meets the guidelines of NCDOT and the National Park Service. In addition, this report conforms to the expanded requirements for architectural survey reports developed by NCDOT and the State Historic Preservation Office (SHPO) dated February 2, 1996.

NCDOT conducted a Final Identification and Evaluation survey with the following goals: (1) to determine the 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 significant resources within the APE; and (3) to evaluate these resources according to the National Register of Historic Places criteria.

The survey was conducted by car and on foot by NCDOT Architectural Historians Sarah LeCount, Principal Investigator, and Ken McFarland on February 23, 2000. All properties considered to be



fifty years of age or older were photographed and located on the appropriate USGS quad map. The survey covers 100% of the APE.

Eight properties over fifty years of age were included in the survey. There are no properties in the Study Area listed on the National Register of Historic Places, and no properties in the Study Area are on the State Study List. Two properties, Buena Vista (#2), and the Keithville Rental Units (#3), were determined eligible for the National Register in 1991. Five properties were reviewed at a consultation between NCDOT and the SHPO on 30 June 2000 and determined not eligible and not worthy of further investigation (see Concurrence Form, attached). Further research and study on Property #6 was requested before a determination of eligibility could be made. All eight properties are evaluated in this report according to National Register Criteria.

Background and historical information on significant properties within the Study Area was obtained from the SHPO files in Raleigh, the Office of Cultural Resources and staff at Fort Bragg, and conversations with knowledgeable Fayetteville historians; sources are included in the Bibliography.

### Summary Findings of the Survey

*Properties Listed on the National Register:*

None

*Properties Listed on the State Study List:*

None

*Properties Less than Fifty Years of Age Considered Eligible for the National Register:*

None

*Properties Determined Eligible for the National Register:*

Buena Vista, page 10

Keithville Rental Units, page 13

*Properties Evaluated and Considered Eligible for the National Register*

Stryker Golf Course, page 16

*Properties Evaluated and Considered Not Eligible for the National Register:*

Properties #1, 4, 5, 7, and 8, pages 20 - 25

## Historic Contexts and Background Information

The following context sections (through page 6) were prepared by Mattson, Alexander and Associates, Inc., and included in *Phase II Intensive Architectural Survey Fayetteville Outer Loop Corridor Study Cumberland, Robeson, and Hoke Counties*, dated November 20, 1997. The report was compiled for H. W. Lochner, Inc., and is on file as "TIP #U-2519, State Project # 8.2441301" at the office of the Historic Architecture Section, North Carolina Department of Transportation. The APE for TIP #U-2519 intersects the APE for this project, making the contexts entirely appropriate.

### The Antebellum Era

Fayetteville was settled in 1760 as the village of Cross Creek, near the head of navigation of the Cape Fear River, which was central to the settlement and economic development of the village and the surrounding countryside. In contrast to most other North Carolina rivers, the Cape Fear was navigable into the interior, and unlike the treacherously shallow inlets that marked the North Carolina coastline, the broad and deep mouth of the Cape Fear allowed entry to ocean-going ships. With migrants moving into the Cape Fear Valley as well as into the vast and rolling Piedmont to the west, the river provided a reliable avenue for transportation and trade. And as Wilmington grew into a principal North Carolina port city, Fayetteville at the headwaters of the Cape Fear emerged as an important inland shipping point.

Fayetteville progressed during the antebellum period, its river-oriented economy boosted by improvements in overland transportation. An expanding trade area contributed to Fayetteville's growth, its population approaching 5,000 in 1860. This river city boasted distinguished academies, including the Fayetteville Academy, the three-story, brick Lafayette Hotel to accommodate travelers, a Federal arsenal, and a thriving commercial core focused around the Cumberland County Courthouse and the Market House. Burgeoning antebellum industries included grist mills, sawmills, tanneries, breweries, a paper mill, the state's largest buggy firm, and a textile mill.

During the antebellum years, farms in the region produced cotton and rice as the main cash crops. Farmers also raised livestock for both household consumption and the market, and by the Civil War, the number of cattle and sheep in Cumberland County amounted to twice the state's per capita average (Parker 1990: 54). While both Cumberland and Robeson counties grew cotton for sale, Robeson raised nearly fifteen times more of this fiber than Cumberland in 1850. This discrepancy perhaps can be best explained by differences in geography. The great majority of Robeson County is located in the inner coastal plain, where the more fertile soils and flatter topography were better suited for large-scale cotton cultivation than the undulating sandhills that constitute much of Cumberland County.

In addition to cultivating cash crops, larger landowners in both counties also exploited the vast stands of long-leaf pine forests for timber and naval stores (i.e., pitch, tar, rosin, and turpentine). In 1840, for example, Cumberland County produced \$78,520 worth of forest products, the largest amount in the state. By 1860, scores of small turpentine distilleries and several large ones were in operation across the county (Johnson 1937: 486-488; Lefler and Newsome 1973: 97-99; Parker 1990: 61; New South Associates 1995: 51-59).

With the commercial production of cotton, rice, and naval stores, a small but influential planter class arose in both counties. In 1830, for example, three percent of the landowners in Cumberland

County owned twenty or more slaves. Using slave labor, planters established cash-based plantations in the fertile bottom lands along the major rivers. One of the largest estates belonged to the Eliot family, who engaged 159 slaves on its plantation beside the Lower Little River. Nearby, the vast Evans family plantation held 124 slaves (Parker 1990: 40-41).

However, typical of the entire region, the average slave holder held title to “only a handful” of slaves, and most farmers were primarily engaged in subsistence agriculture (Parker 1990: 40). These farmers raised a small number of livestock and a diversity of grains and vegetables, including corn, wheat, rye, oats, peas, beans, and Irish and sweet potatoes. The small surpluses produced each year were either traded locally or marketed in Fayetteville (New South Associates 1995: 44-45).

#### Civil War Period to the Present

Cumberland and Robeson counties escaped the destruction of the Civil War until 1865, when a portion of Union General William T. Sherman’s army marched through Cumberland on its way north from Georgia. The federal troops torched the arsenal at Fayetteville and destroyed all but one of the textile mills.

In common with North Carolina as a whole, the aftermath of the Civil War brought social and economic upheaval to this region. The abolition of slave labor and lack of available capital curtailed agricultural production and transformed the economic and social systems. The number of large land holdings steadily declined during the late nineteenth and early twentieth centuries while the number of small farms, many of which were now operated by cash tenants and sharecroppers, rose sharply. By 1920, the tenancy rate was thirty-eight, fifty-three, and fifty-seven percent in Cumberland, Robeson, and Hoke counties, respectively. In that year the average farm size in Cumberland County was seventy-five acres, while Robeson County’s average farm size was sixty-one acres (Agriculture Census 1880-1920; Parker 1990: 98; New South Associates 1995: 67-68).

As before the war, corn and cotton accounted for the great majority of the tilled acreage, and cotton reigned as the key money crop into the twentieth century. Agriculture was changing however; area farmers began raising bright-leaf tobacco for the market in this period. Between 1890 and 1920, the amount of pounds of tobacco raised in Cumberland County jumped from only 260 to 630,384. During this same time span, bright-leaf production in Robeson County skyrocketed from 10,500 pounds to eleven million (Agricultural Census, 1890-1920; New South Associates 1995: 50). By World War II, tobacco had surpassed cotton as the leading cash crop in both counties. In this same period, improvements in transportation and refrigeration encouraged some agricultural diversification, and farmers successfully grew various fruits and vegetables for shipment to markets (Parker 1990: 150; New South Associates 1995: 69).

The economic recovery after the Civil War was boosted by the arrival of railroads to Fayetteville in the late nineteenth century. Better access to markets through rail transportation encouraged cash-crop agriculture and stimulated Fayetteville’s languishing economy.

In addition to stimulating local commercial agriculture, the Aberdeen and Rockfish Railroad also provided service to local naval stores manufacturers. Bolstered by rail transportation and innovations in processing, the naval stores industry persisted around Fayetteville into the early twentieth century.



While the number of naval stores operations dwindled in the early twentieth century, the local textile industry expanded. Although Cumberland County would not regain its antebellum leadership in North Carolina textiles, the arrival of the railroads and new investors --particularly the Holt family of Alamance County -- revived the industry.

By World War I, Fayetteville featured its first "high-rise," a five-story tile-roofed building overlooking Market Square, and a growing assortment of commercial enterprises. (*A Short History of Cumberland County* 1905: 27; Hack: 8-13; Parker 1990: 107). The town's business directory in 1916 recorded more than 300 businesses. In addition to numerous general merchandise and hardware stores, there were six hotels, three banks, a chamber of commerce, a Chinese laundry, eight mule and horse dealers, four bicycle shops, and three auto garages (Parker 1990: 109).

Fayetteville and its environs would begin a dramatic transformation in 1918, when the United States Army purchased a tract of land northwest of town for an artillery firing area (Oates 1950: 424-425). This installation was named Camp Bragg (renamed Fort Bragg after 1922). In 1919, a flying field, Pope Field, was established at the base. By 1928, the Army acquired the majority of the sandhills within Hoke and Cumberland counties for use as a military range. During World War II, Fort Bragg became the largest artillery post in the world; today the military facilities at Fort Bragg and Pope Air Force Base comprise one of the world's largest military bases and one of the state's largest urban areas. These bases have had a profound impact not only on the economic and physical character of Fayetteville but also on the identity of this historic river port as a military town. As a result of the massive influx of soldiers and airmen and support personnel, the population of Fayetteville climbed from 34,700 in 1950 to 60,000 in 1980.

### Conclusion

Since World War II, the cultural landscape of the general study area has been substantially reconfigured. Reflecting changing patterns of land use occurring statewide, but amplified by the presence of Fort Bragg and Pope Air Force Base, the agricultural fields and farming communities around Fayetteville have given way to sprawling subdivisions and commercial areas. By 1980, there were merely 614 farms in Cumberland County, compared to over 3,000 in 1920. The annual wages of workers in restaurants and fast-food outlets in 1980 amounted to twice the income from farm products (Parker 1990: 150). This social and economic transformation is clearly evident within the project area, where the once-rural landscape around the northern and western outskirts of Fayetteville is now modern housing and commercial strips geared to military personnel. Fort Bragg Boulevard epitomizes the twentieth-century commercial strip in its long rows of auto-oriented stores, fast-food eateries, and gas stations (Bishir and Southern 1996: 398). Although suburban subdivisions and mobile-home parks are also increasingly visible in the southern and southwestern parts of the study area (south of U.S. 401), here, cultivated fields and a scattering of farmhouses continue to evoke this region's agrarian heritage.

Architecture Context: Nineteenth and  
Early Twentieth-Century  
Rural Domestic Architecture in  
Cumberland, Robeson, and Hoke Counties

In Cumberland, Robeson, and Hoke counties, as throughout North Carolina, building patterns of the nineteenth and early twentieth-centuries reflected both the persistence of traditional, regional forms and the gradual emergence of nationally popular styles. Even as the rural, agrarian ways of the Upper Cape Fear region fostered conservative architectural forms into the early twentieth century, the arrival of the railroads, innovative light framing techniques, and mass produced building materials encouraged new domestic designs and construction techniques (Bishir 1990: 287-295; Hack 1990: 13-18; Mattson 1995: 18-19).

Before the Civil War, large and small landowners alike opted for traditional house types simply embellished with conservative, classically inspired motifs. Builders and their clients customarily chose variations of the rectangular, symmetrical house type, one room deep, with a front porch and rear ell or shed appendage. The two-story version was often built for planters and wealthier farmers to symbolize rural economic attainment in the region and throughout the Upland South (Southern 1978: 78-81). Outside the APE, the William Smith House near Godwin in Cumberland County illustrates the finer regional plantation houses of the early nineteenth century. Of heavy timber frame construction, the Smith House displays the traditional two-story, single-pile form, embellished with a stylish double portico and a delicate sheaf-of-wheat balustrade (Bishir and Southern 1996: 405).

Within the APE, Buena Vista (No. 2; D.O.E. 1991) survives as an outstanding example of regional plantation seat. Buena Vista, situated off Bragg Boulevard in Fayetteville, is a well-preserved two-story, double-pile, frame dwelling with a shed-roofed porch across its five-bay façade. Constructed ca. 1844, the simple vernacular design includes delicate flush eaves and window moldings, and sidelights and transom around the center entry.

Smaller, one-story and story-and-a-half versions of these vernacular forms were prevalent throughout the nineteenth century, reflecting the region's predominance of small-scale and middling farmers. East of the A.P.E. in Cumberland County, the ca. 1825 McPhail House (D.O.E. 1991) is a simple, V-notched log dwelling. Although log construction was common in this region, and persisted for humbler dwellings and farm outbuildings into the early twentieth century, the McPhail House stands today as a rare survivor (Hack 1990: 17).

Other one-story dwellings common to the area were adaptations of the regional coastal cottage form, a vernacular house type characterized by a fully engaged porch. The coastal cottage appears to have been developed in the coastal plain region during the eighteenth and early nineteenth centuries, and variations of the form persisted throughout the nineteenth century and into the twentieth (Sandbeck 1988: 484; Mattson 1995: 19). The ca. 1804 Nimocks House in Fayetteville is one such example, distinguished by its massive central chimney and Federal-style interior finish (Southern and Bishir 1996: 401-402).

While traditional symmetrical house forms with lingering classical traits remained popular into the late nineteenth century, new domestic designs also appeared that reflected the influence of national architectural trends. The first major departures from traditional building patterns occurred primarily

in Fayetteville and the emerging railroad towns, where professionals and businessmen favored the new mainstream styles, and where contractors had ready access to widely circulating pattern books and standardized building materials. Fashionably asymmetrical Queen Anne houses, and subsequently Colonial Revival, Tudor Revival, and bungalow-style residences arose in neighborhoods such as Haymount, which took shape at the periphery of downtown Fayetteville.

Specific Guidelines for Evaluating the Eligibility of Rural Nineteenth-  
and Early-Twentieth-Century Domestic Architecture in Cumberland,  
Robeson, and Hoke Counties

To be recommended as eligible for the National Register, nineteenth-century and early twentieth-century houses in Cumberland, Robeson, and Hoke counties must either exemplify the traditional domestic types common to the Upper Cape Fear region or be well-preserved local examples of nationally popular styles. Eligible houses must have sufficient integrity to illustrate clearly their original forms, key decorative elements, materials, and interior plans. Porches, windows, siding materials, and interior woodwork—including doors, staircases, and mantels—should be largely original.

Architectural Context  
Fort Bragg

Camp Bragg, established by the US Army in 1918 for the training and housing of field artillery, was renamed Fort Bragg in 1922 when it was declared a permanent Army post. Today it is known as the largest artillery installation in the world. Several building campaigns were needed to create the infrastructure for this town within the town of Fayetteville. From 1922 to 1939, the army designed and constructed most of the buildings on the main post. These structures were meant to be permanent, and many were designed in specific revival styles to become landmarks on the base. Most of these buildings survive, and are detailed in the *Fort Bragg Military Reservation Multiple Property Documentation Form* and the *Fort Bragg Main Post National Register Nomination*, both prepared by Longleaf Historic Resources.

From 1940 – 1941, over 2,700 temporary structures were built to accommodate the increased population and activity of the post in anticipation of the US entering World War II. According to the Cultural Resources Office of Fort Bragg, two buildings on this survey, the Peace Chapel and the Hope Chapel were part of this building phase. All of the temporary structures built at this time show the characteristics of “Series 700”, or mobilization type construction utilized for Army buildings built in 1940 and 1941. All are of lightweight, dimensional lumber, stud construction, set on poured concrete piers, and covered by shallow gable roofs with overhanging eaves with exposed rafter tails. All originally were covered with German siding above an apron of vertical boards which shielded the crawl space, and all were originally painted ivory and green on the exterior. (Longleaf Historic Resources 1995-1996: 16). Each building type – chapel, barrack, mess hall, etc. – was built in a specific form relating to its function. Although intended to be temporary, approximately 1,000 out of 2,739 of these structures have survived to the present. Subsequent building campaigns were planned and constructed as needed, (including the building of Stryker Golf Course in 1946) and building goes on today to ensure that the soldiers, equipment and activities at Fort Bragg are housed in appropriate comfort, safety, and readiness.

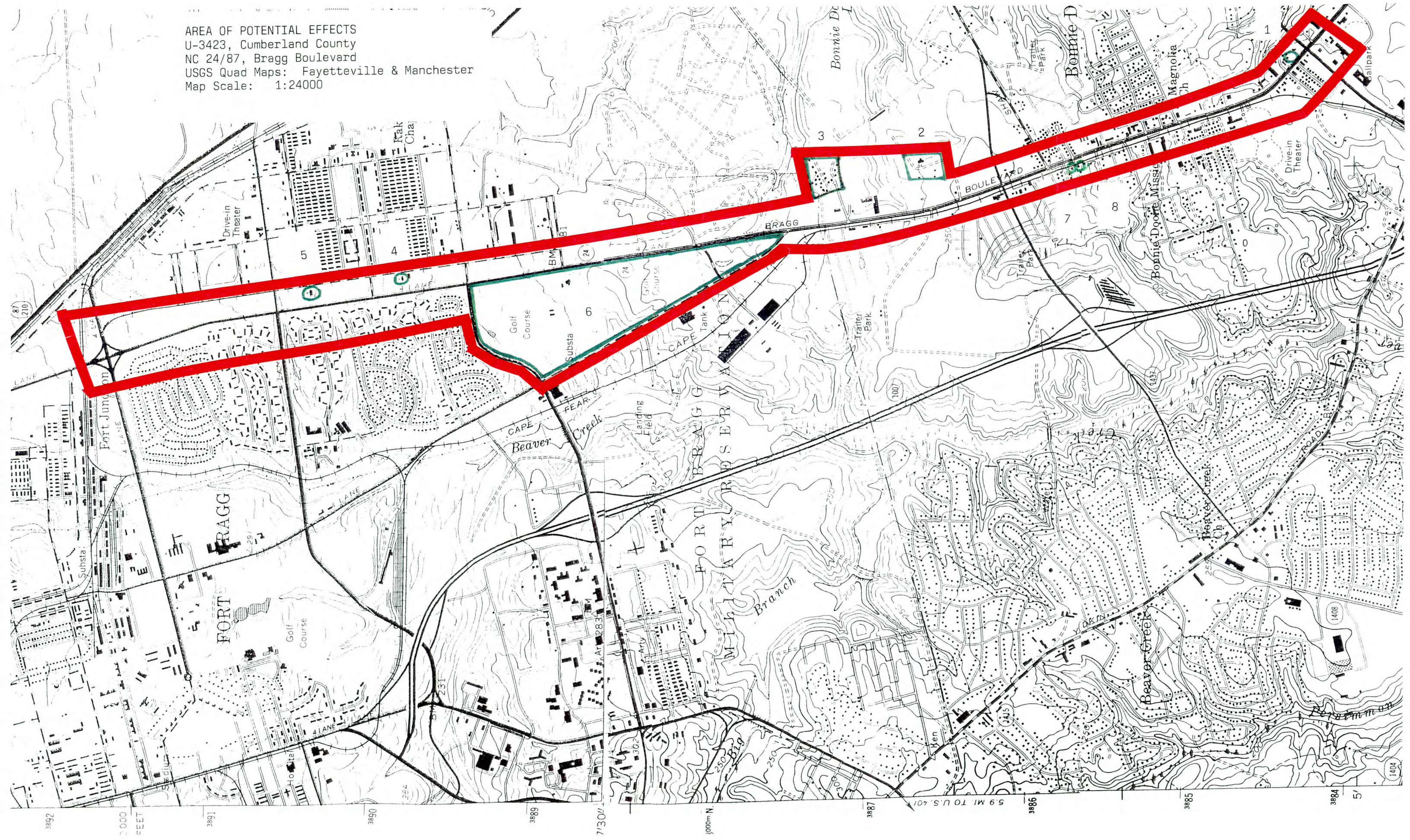
Specific Guidelines for Evaluating the Eligibility of Temporary Structures  
and Recreational Facilities on Fort Bragg

Temporary structures built between 1940 and 1941 at Fort Bragg have been definitively studied by Construction Engineering Research Laboratories (CERL), a division of the US Army Corps of Engineers, under a Programmatic Agreement with the Advisory Council and National Conference of SHPOs. Under the terms of the compliance agreement, the North Carolina SHPO has agreed not to seek National Register status for these buildings. The Army retains the right to demolish these structures (Longleaf Historic Resources 1995-1996: 20).

Recreational facilities are an important facet of any military base. To be considered eligible for the National Register, a golf course should retain the integrity of its original design. Some changes, such as transforming sand greens to grass greens, might be interpreted as keeping up with advances in the standards of play and might not affect eligibility. However, there should not be wide-ranging structural changes such as the addition of new holes, the widening or lengthening of fairways, or the renumbering of holes. These alterations would change the intent of the original design, and render the course ineligible for the National Register due to a lack of integrity (Furr 1996: 15).



AREA OF POTENTIAL EFFECTS  
U-3423, Cumberland County  
NC 24/87, Bragg Boulevard  
USGS Quad Maps: Fayetteville & Manchester  
Map Scale: 1:24000





## Property Inventory and Descriptions

### Determined Eligible for the National Register: Property #2: Buena Vista

(D.O.E. 1991; TIP # X-2)

5948 Bragg Boulevard, Fayetteville

#### Physical Description and Significance Statement (Plates 1 - 2)

Built ca. 1844, Buena Vista is a well-preserved plantation seat located on a rare tract of tree-shaded open space along busy Bragg Boulevard in Fayetteville. This traditional frame, two-story, double-pile residence has a shed-roofed front porch that spans the symmetrical five-bay façade, nine-over-six windows, and replacement brick end chimneys. The main entrance is framed by sidelights and transom, and leads into a center stairhall. The mostly original interior features Greek Revival post-and-lintel mantels with wide friezes adorned with two horizontal panels.

Buena Vista was originally associated with a 400-acre tract of land located five miles northwest of Fayetteville. The house was built for Alexander McPherson, Jr., a prosperous Cumberland County planter. Buena Vista is a substantially intact example of the vernacular Greek Revival style which dominated local domestic architecture during the antebellum period (Jasperse 1982; Hack 1991: 32-35).

In 1991, Buena Vista was determined eligible for the National Register. In the nine years since the determination there have been no significant changes made to the property. The boundaries of this National Register-eligible property reflect the recommendation of the North Carolina State Historic Preservation Office regarding the Buena Vista Tract (November 1991). These boundaries encompass not only the main plantation house, but also other resources on the property, including a brick house, a log house, a smokehouse, and a stand of old-growth longleaf pines contributing to the historic character setting. The present report concurs with these boundaries for Buena Vista.

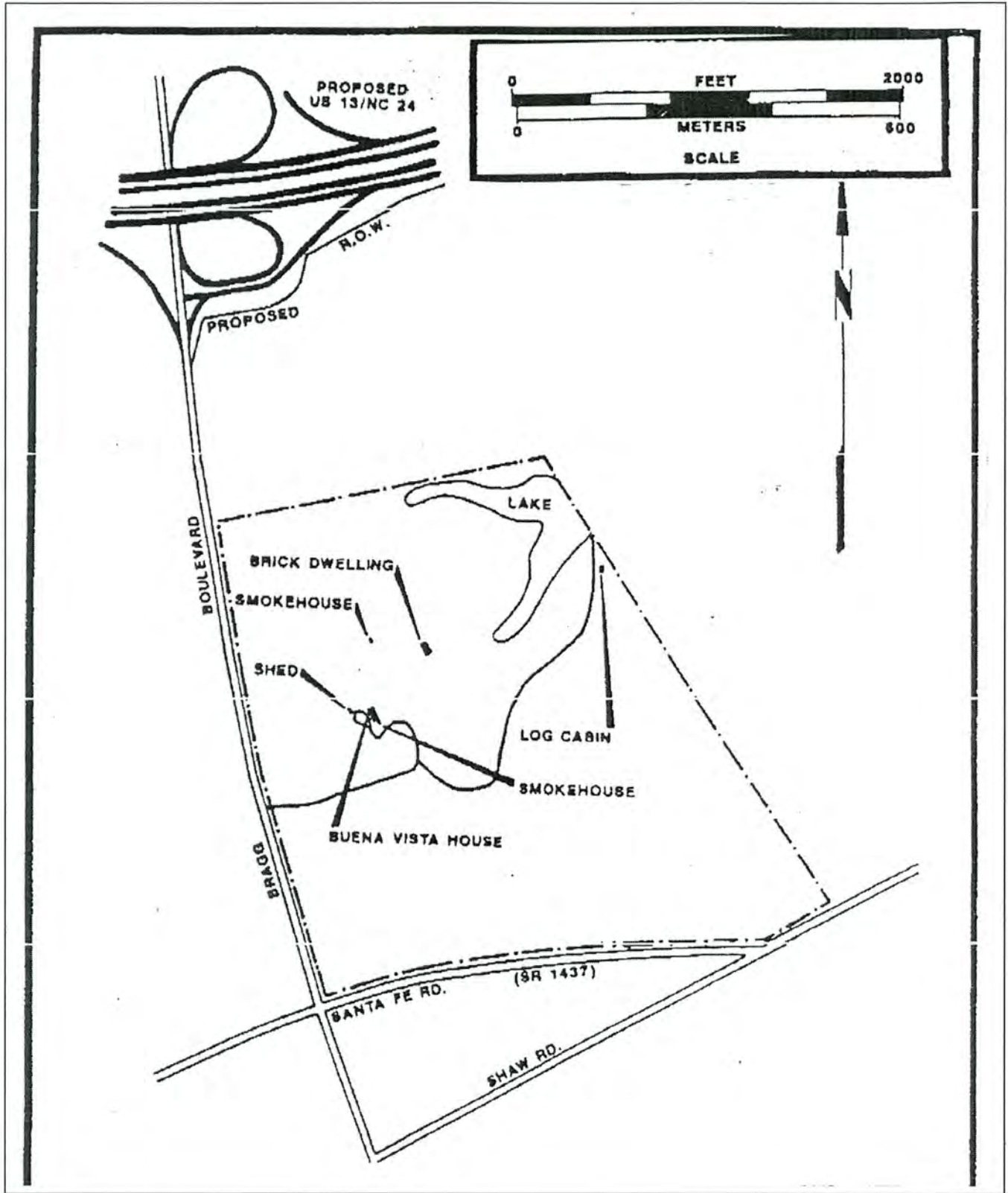


Plate 1: Buena Vista, Looking North

Plate 2: Buena Vista, Looking Northwest







**Figure 2:** Buena Vista National Register Eligible Boundaries  
(D. O. E. 1991, TIP #X-2)



**Property #3, Keithville Rental Units**

(D.O.E.1991; TIP # X-2)

Keithville Drive, east side of Bragg Boulevard, Fayetteville

**Physical Description and Statement of Significance (Plates 3 - 4)**

The Keithville Rental Units consist of 18 rental units housed in 15 buildings on the east side of Bragg Boulevard. They are small, one-story, two-bay and three-bay frame buildings with both side- and front-gable roofs, and pedimented porches supported on pillars and piers. These buildings were erected by a Mr. Keith between the 1930s and 1950 (except for one house built in the early 1900s which was on the property when Keith purchased the tract in 1930) (Hack 1991: 29-35).

The units served the housing needs of servicemen and their families, and represent a unique response to the economic opportunities provided by the growth of Fort Bragg and the expansion of Pope Field after 1934. Set within a landscape bounded by woodlands and defined by the placement of houses along an elliptical service road, the rental units document changing housing styles, materials, and construction techniques over the twenty-year building period (1930 to 1950). They clearly illustrate the development of the Fayetteville area as the result of the Fort Bragg military base.

The rental units are typical of the small houses erected around the outskirts of Fayetteville to house low and moderate income families. According to the 1991 Determination of Eligibility, the Keithville Rental Units are eligible for the National Register under Criterion A for social history and Criterion C for architecture. In the nine years since the determination of eligibility there have been no significant changes to the property, although the buildings have a slightly more run-down appearance. The present report finds that this does not lessen the eligibility of the property.

The National Register-eligible boundaries encompass all existing housing, the open land surrounding the houses, the road system that joins them into a unit, and a wooded area to the northeast. These boundaries exclude the access road into the property from Bragg Boulevard and additional woodland to the northeast. The present report concurs with these boundaries.



Plate 3: Keithville Rental Units, Looking East

Plate 4: Keithville Rental Units, Office, Looking Southeast







### Properties Considered Eligible for the National Register

#### Property # 6: Stryker Golf Course

**Date:** Built in 1946

**Location:** Fort Bragg, along west side of Bragg Boulevard from Knox Street to Gruber Road

#### **Description (Figures 5 - 7):**

Stryker Golf Course, sometimes referred to as Fort Bragg Course #2, was built in 1946 to the design of Donald Ross. It is an eighteen hole course measuring 6,279 yards in length, and is rated at 72 par. Unlike many Donald Ross courses, Stryker has remained essentially unchanged over its 54-year history.

Donald Ross is considered by many golf historians to be the single greatest influence on the game of golf in its early years in America. Born in Dornoch, Scotland in 1872, Ross grew up playing on the Royal Dornoch course. He apprenticed under the legendary "Old" Tom Morris at St. Andrews, who taught him the various skills a golf pro needed at that time; maintaining grounds, making golf clubs, and playing and teaching the game. He came to America in 1899 when a golf enthusiast from Massachusetts asked him to design a course in the Boston area. In 1900, he was hired by the Tufts family to build a course at Pinehurst, beginning his long association with the sandhills of North Carolina. Eventually, Ross designed approximately 413 golf courses all over the United States, and became known as the foremost golf course architect of his day. Donald Ross died in 1948, two years after completing Stryker Golf Course.

Donald Ross's courses share particular characteristics. He is known for sound routings, with very little walking distance between one green and the next. He frequently used domed greens. His greens frequently invited "run-up" shots, but held a surprise over the green, generally in the form of fallaway slopes that were meddlesome for overly-bold players. Because of these characteristics, many Donald Ross courses have been redesigned over the years to make them easier to maintain or to make the course more playable for modern golfers. Some of the courses have also fallen into disrepair and neglect.

Stryker Golf Course embodies these characteristics of Donald Ross's courses. It's length is short compared to more modern courses, with greens that are slightly smaller than is currently fashionable. The greens are not domed, but the placement of sandtraps and the layout of the course itself is considered very typical of Ross's work. The order of play and the configuration of the greens have not been changed since the course was built. Several sandtraps have been removed and several added. At one time the Army considered adding nine holes to the course, but did not implement the plan. Stryker Golf Course, now open to the public, stands as a living testimony to the talent and professionalism of one of America's leading golf course architects.

#### **Evaluation:**

Stryker Golf Course is considered eligible for the National Register under Criterion C: Design/Construction. The importance of Donald Ross in the history of golf in the United States is difficult to under-estimate. He designed one of the first golf courses in America, and worked hard to advocate the popularity of the sport among both beginning and advanced players. With over 400 courses to his credit nation wide, Donald Ross possibly did more to spread the love of the sport than any other golfing professional. He was a founding member of the American Society of Golf



Course Architects, is a member of the World Golf Hall of Fame, and is remembered and honored today by the Donald Ross Society. Donald Ross held consistent tenets in golf course design which reflected his training in Scotland and his belief that golf is a game everyone can and should enjoy. Stryker Golf Course embodies most of the characteristic traits of Ross's courses. With the exception of the removal and addition of several sandtraps, the course remains unaltered and true to Ross's ideals. Stryker Golf Course is a rare example of the untouched work of an internationally prominent golf course architect, an undoubted master in the field.

**Boundaries:** Stryker Golf Course is bounded on the east by NC 24/87, Bragg Boulevard. It is bounded on the north by Gruber Road, and on the west and south by Knox Street.

**Boundary Justification:** These streets form natural boundaries for the golf course. As all of the land in Fort Bragg is owned by the Army, there are no specifically drawn boundaries between different areas of the post. Although Knox Street was slightly realigned in the early 1990s, it, Bragg Boulevard, and Gruber Road have acted as the historical boundaries for Stryker Golf Course since at least 1948.



**Plate 5:** Stryker Golf Course, Thirteenth Hole, Looking Toward Tee





Plate 6: Stryker Golf Course, Second Hole, Looking Down Fairway to Green

Plate 7: Stryker Golf Course, Eighteenth Hole, Looking Down Fairway to Green





*Properties Considered Not Eligible for the National Register*

Properties # 1, 4, 6, 7, 8



Name of Property:

#1  
The L. B. Floyd House

Owner:

Address:

4624 Bragg Boulevard  
Fayetteville

Date of Photo:

23 February 2000



Property Description:

This one-and-one-half story stuccoed house is roofed in two types of artificial shingles. The house has a wide center bay gable on the front elevation. There are deep pents across the gable ends, and pierced vents are placed in each gable. The front entrance features a "Moravian" hood; the side entrance has a small gable-roofed porch. Symmetrical fenestration with some original (6/6) windows and some replacements. Ca. 1930s

History: According to the current owner, in the 1950s this was the home of L. B. Floyd, the golf pro at Stryker Golf Course. His son Ray Floyd (at Fort Bragg in 1942) is currently a professional golfer. The owner remembers Ray Floyd hitting golf balls over the house from what is now the median of Bragg Boulevard. The owner grew up next door; his parents built and operated a group of adjacent commercial buildings called Saw Creek Square. He runs a flea market on the property, but plans to sell in the near future.

Evaluation: Although this house was once the home of two professional golfers, it is considered not eligible for the National Register under Criterion B. Ray Floyd has attained much greater success and attention as a member of the Senior Professional Golfers' Tour than he did as a young man. His home in Palm Beach, Florida, would be more representative of this success. It is considered not eligible for the National Register under Criterion C because the structure exhibits no architectural or historical significance.



**HISTORIC  
ARCHITECTURE  
NCDOT**  
1 SOUTH WILMINGTON  
STREET  
P.O. BOX 25201  
RALEIGH, NC 27611-  
5201  
T 919-733-7844  
F 919-733-9794  
www.dot.state.nc.us

*Property:*

#1 - The Ray Floyd House

*Project:*

Widening NC 24/87 (Bragg Boulevard)  
From US 401 Bypass in Fayetteville  
To Butner Road in Fort Bragg

*Supervisor:* *File Name:*

B. Church Fay1

*Principal* *Issue*

S. LeCount 7/2000

TIP No:

**U-3423**

Work Order No:

**8.1443401**

Scale:

Page #

**21**



Name of Property:

#4  
Peace Chapel

Owner:

US Army, Fort Bragg

Address:

Bragg Boulevard,  
Fort Bragg

Date of Photo:

23 February 2000



Property Description:

This chapel (identical to #5) is a two-story gable-front frame building covered in aluminum siding, situated on a poured concrete foundation. There is an exterior, freestanding brick chimney, square in section, at the rear. There are exposed rafter tails. The tall windows on the side elevations have transoms. On the front elevation, steps lead up to double leaf glass doors in a slightly projecting central bay, which open into a vestibule. The doors are flanked by 4/4 windows on the first and second floors. There is a truncated tower above the entry. The sanctuary has exposed wooden beams and Gothic Revival light fixtures.

History:

This simple chapel was built in 1940 or 1941 as a temporary structure, during a concentrated building campaign to ready Fort Bragg for World War II. It is currently in use for Catholic and Lutheran services on a regular basis.

Evaluation:

In accordance with the 1986 Programmatic Agreement between the Department of Defense, the Advisory Council and National Conference of SHPOs, we cannot seek National Register Status for temporary military structures built in this period. This structure would be considered not eligible for the National Register, as it is of no architectural or historical significance.



**HISTORIC  
ARCHITECTURE  
NCDOT**  
1 SOUTH WILMINGTON  
STREET  
P.O. BOX 25201  
RALEIGH, NC 27611-  
5201  
T 919-733-7844  
F 919-733-9794  
www.dot.state.nc.us

*Property:*

#4, Peace Chapel

*Project:*

Widening NC 24/87 (Bragg Boulevard)  
From US 401 Bypass in Fayetteville  
To Butner Road in Fort Bragg

*Supervisor:* *File Name:*

B. Church Fay4

*Principal* *Issue*

S. LeCount 7/2000

TIP No:

**U-3423**

Work Order No:

**8.1443401**

Scale:

Page #

**22**



Name of Property:

#5  
Hope Chapel,  
M-2505

Owner:

US Army, Fort Bragg

Address:

Bragg Boulevard,  
Fort Bragg

Date of Photo:

23 February 2000



Property Description:

This chapel (identical to #4) is a two-story gable-front frame building covered in aluminum siding, situated on a poured concrete foundation. There is an exterior, freestanding brick chimney, square in section, at the rear. There are exposed rafter tails. The tall windows on the side elevations have transoms. On the front elevation, steps lead up to a slightly projecting central bay with double leaf glass doors which open into a vestibule. The doors are flanked by 4/4 windows on the first and second floors. There is a truncated tower above the entry. The sanctuary has exposed wooden beams and Gothic Revival light fixtures.

History:

This simple chapel was built in 1940 or 1941 as a temporary structure, during a concentrated building campaign to ready Fort Bragg for World War II. It is currently in use for Protestant services on a regular basis.

Evaluation:

In accordance with the 1986 Programmatic Agreement between the Department of Defense, the Advisory Council and National conference of SHPOs, we cannot seek National Register status on any temporary military structure built in this time period. This structure would be considered not eligible for the National Register, as it is of no architectural or historical significance.



**HISTORIC  
ARCHITECTURE  
NCDOT**  
1 SOUTH WILMINGTON  
STREET  
P.O. BOX 25201  
RALEIGH, NC 27611-  
5201  
T 919-733-7844  
F 919-733-9794  
www.dot.state.nc.us

Property:

#5, Hope Chapel

Project:

Widening NC 24/87 (Bragg Boulevard)  
From US 401 Bypass in Fayetteville  
To Butner Road in Fort Bragg

Supervisor: File Name:

B. Church Fay5

Principal Issue

S. LeCount 7/2000

TIP No:

**U-3423**

Work Order No:

**8.1443401**

Scale:

Page #

**23**



Name of Property:

#7

**Dwelling**

Owner:

Address:

Bragg Boulevard,  
Fayetteville

Date of Photo:

23 February 2000



Property Description:

This gable-front cottage is one-and-one-half stories in height. It has an exterior stove pipe. It is covered in German siding and it has a metal roof. There is a slatted vent in the gable end; the entry has been enclosed under a hipped roof. Ca. 1930s

History:

Evaluation:

This dwelling is considered not eligible for the National Register because it has no architectural or historic significance.



**HISTORIC  
ARCHITECTURE  
NCDOT**  
1 SOUTH WILMINGTON  
STREET  
P.O. BOX 25201  
RALEIGH, NC 27611-  
5201  
T 919-733-7844  
F 919-733-9794  
www.dot.state.nc.us

*Property:*

#7, Dwelling

*Project:*

Widening NC 24/87 (Bragg Boulevard)  
From US 401 Bypass in Fayetteville  
To Butner Road in Fort Bragg

*Supervisor:* *File Name:*

B. Church Fay7

*Principal* *Issue*

S. LeCount 7/2000

TIP No:

**U-3423**

Work Order No:

**8.1443401**

Scale:

Page #

**24**



Name of Property:

#8

Dwelling

Owner:

Address:

Bragg Boulevard,  
Fayetteville

Date of Photo:

23 February 2000



Property Description:

This one-and-one-half story dwelling is sheathed in wooden weather boarding and covered with a metal roof. There are exposed rafter tails at the roof line, and a diamond-shaped slatted vent in the gable. There is a shed room addition at one end, and a shed-roofed addition, probably for commercial purposes, at the other end.

History:

Evaluation:

This dwelling is considered not eligible for the National Register because it has no architectural or historical significance.



**HISTORIC  
ARCHITECTURE  
NCDOT**  
1 SOUTH WILMINGTON  
STREET  
P.O. BOX 25201  
RALEIGH, NC 27611-  
5201  
T 919-733-7844  
F 919-733-9794  
www.dot.state.nc.us

*Property:*

#8, Dwelling

*Project:*

Widening NC 24/87 (Bragg Boulevard)  
From US 401 Bypass in Fayetteville  
To Butner Road in Fort Bragg

*Supervisor:*

**B. Church**

*File Name:*

**Fay8**

*Principal*

**S. LeCount**

*Issue*

**7/2000**

TIP No:

**U-3423**

Work Order No:

**8.1443401**

Scale:

Page #

**25**

## Bibliography

- Bishir, Catherine W. *North Carolina Architecture*. Chapel Hill: UNC Press, 1990.
- Bishir, Catherine W., and Michael T. Southern. *A Guide to the Historic Architecture of Eastern North Carolina*. Chapel Hill: UNC Press, 1999.
- Carriker, S.D. *Railroading in the Carolina Sandhills: Vol. 1: The 19<sup>th</sup> Century. (1825-1900)*. Matthews, N.C.: Heritage Publishing Company, 1985.
- Cornish, Geoffrey S. and Ronald Whitten. *The Architects of Golf*. Harper Collins Publishers, Inc., 1993.
- Digby, Gordon. Director of Golf Operations, Fort Bragg. Interview with author, 29 March 2000.
- Donald Ross. 97junioram.org/club.ross.
- Donald Ross. Golfcourse.com.
- Furr, Mary Pope. *Historic Architectural Resources Survey Report Phase II (Abridged) US 421-NC 87 Sanford Bypass, Lee County, NCDOT TIP # R-2417*. Raleigh, NC. February 1996.
- Hack, Sheryl N. *Historic Architectural Survey of the Proposed US 13/NC 24 Fayetteville Bypass, From Interstate 95 to the All American Freeway, Cumberland County, North Carolina*. TIP #X-2. Prepared by MAAR Associates, Inc., Newark, DE, for Maguire Associates, Inc., Raleigh, NC. December 1990.
- Johnson, G.G. *Ante-Bellum North Carolina: A Social History*. Chapel Hill, NC: University of North Carolina Press, 1937.
- Lefler, Hugh Talmadge, and Albert Ray Newsome. *North Carolina, The History of a Southern State*. 3<sup>rd</sup> ed. Chapel Hill, NC: University of North Carolina Press, 1973.
- Longleaf Historic Resources. *Fort Bragg Military Reservation Multiple Property Documentation Form*. Raleigh, NC, 1995-96.
- Longleaf Historic Resources. *Fort Bragg Main Post National Register Nomination*. Raleigh, NC, 1995-96.
- Mattson, Richard L. *Phase II (Intensive) Architectural Resources Survey and Evaluations of US 74 Relocation, Robeson County, NCDOT, TIP # R-513*. Prepared for DSAntlantic Corporation, Raleigh, NC. 25 February 1995.
- Musselwhite, E.M. *The "Iron Horse" Comes to Robeson*. Manuscript on file at the North Carolina State Library, Raleigh, NC. 1968.

New South Associates, Inc. *Archaeological and Historical Background Research Report: Fayetteville Outer Loop, I-95 to NC 24, NCDOT TIP #U-2519, Cumberland, Hoke, and Robeson Counties, North Carolina: Archaeological Survey within the Cape Fear River Valley*. Prepared for H.W. Lochner Inc., Raleigh, NC. 14 June 1995.

Oates, John A. *The Story of Fayetteville and the Upper Cape Fear*. 3<sup>rd</sup> ed. Fayetteville, NC: John A. Oates, 1950.

Parker, Roy, Jr. *Cumberland County, A Brief History*. Raleigh, NC: North Carolina Department of Cultural Resources, 1990.

Powell, William S. *North Carolina Gazetteer*. Chapel Hill, NC: University of North Carolina Press, 1968.

Prillaman, Glen. Facilities Manager, Fort Bragg. Memo to author, 16 May 2000.

*Ray Floyd Biographical Info*. PGATour.com.

Robinson, Kenneth. *Archaeological Data Recovery at Weed's Lightwood Plant: An Early Twentieth Century Naval Stores Distillery, Cumberland County, North Carolina*. Raleigh, NC: North Carolina Department of Transportation, 1991.

Ross, Donald J. *Golf Has Never Failed Me*. Chelsea, MI: Sleeping Bear Press, 1996.

Sandbeck, Peter B. *The Historic Architecture of New Bern and Craven County, North Carolina*. New Bern, NC: The Tryon Palace Commission, 1988.

Sharpe, Bill. *A New Geography of North Carolina*. Vol. 1. Raleigh, NC: Sharpe Publishing Company, Inc. 1954.

*A Short History of Cumberland County and the Cape Fear Section*. Fayetteville, NC: Bank of Fayetteville, 1905.

Southern, Michael. "The I-House as a Carrier of Style in Three Counties of the North Carolina Piedmont," in *Carolina Dwelling*. Doug Swaim, ed., 70-83. Student Publication of the School of Design, vol. 26. Raleigh, NC: North Carolina State University, 1978.

Surface, William. Registrar, Museum of the Cape Fear. Conversation with author, 28 February 2000.

US Bureau of the Census. *Agricultural and Population Schedules*. Cumberland County.

Watson, Harry L. *An Independent People: The Way We Lived in North Carolina, 1770-1820*. Raleigh, NC: North Carolina Department of Cultural Resources, 1983.

Appendix

A. Concurrence Form: Properties Considered Not Eligible for the National Register



TIP # U-3423

Federal Aid # NHF-24(12)

County Cumberland

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

Brief Project Description  
Widening NC 24/87 Bragg Boulevard, from US 401 Bypass in Fayetteville  
to Butler Road in Fort Bragg  
Cumberland County

On 30 June 2000, representatives of the

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

reviewed the subject project at

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

All parties present 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 1, 45, 7+8 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.

Signed:

Sarah W. LeCount  
Representative, NCDOT

30 June 2000  
Date

\_\_\_\_\_  
FHWA, for the Division Administrator, or other Federal Agency

Date

April Montgomery  
Representative, SHPO

6/30/00  
Date

Renee Blackhall-Early  
State Historic Preservation Officer

7/11/00  
Date

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