



North Carolina Department of Cultural Resources

James G. Martin, Governor
Patric Dorsey, Secretary

Division of Archives and History
William S. Price, Jr., Director

June 3, 1992

Nicholas L. Graf
Division Administrator
Federal Highway Administration
Department of Transportation
310 New Bern Avenue
Raleigh, N.C. 27601-1442

Re: Historic Structures Survey Report for
Bridge No. 76 over Southern Railway and
Swannanoa River, US 25, Asheville, Buncombe
County, B-1070, 8.1841001, BRM-5000(6),
ER 92-8282

Dear Mr. Graf:

Thank you for your letter of April 27, 1992, concerning the above project. We have reviewed the historic structures survey report by Suzanne Pickens of Greiner, Inc., for the North Carolina Department of Transportation, and offer our comments.

The following property within the area of potential effect is listed as a National Historic Landmark:

Biltmore Estate: Gatehouse (No. 43). Biltmore Estate was designated as a National Historic Landmark on October 15, 1966, and automatically entered into the National Register of Historic Places.

The following properties within the area of potential effect are also listed in the National Register of Historic Places:

Biltmore Village Multiple Resources Area: Biltmore Village Cottages (Nos. 9, 10). These properties were placed on the National Register on November 15, 1979.

The following properties are on our state study list and considered worthy of further study and effort towards a possible listing in the National Register:

McDowell Street Viaduct (Bridge No. 76) (No. 1). The viaduct was placed on the study list on January 10, 1992.

Asheville High School (Nos. 4,5). The school was placed on the study list on October 16, 1980.

For purposes of compliance with Section 106 of the National Historic Preservation Act, we consider the viaduct and high school, as well as the
109 East Jones Street • Raleigh, North Carolina 27601-2807

following properties, eligible for listing in the National Register of Historic Places:

St. Dunstons Historic District (Nos. 11-³⁷~~40~~, 42). Criterion C--The district comprises a handsome and largely intact collection of 1920s domestic architecture varying in size and style.

Biltmore Hardware Store (No. 2). Criterion C--The store is an intact and well-detailed example of early twentieth century commercial architecture.

Southern Railway Freight Depot (No. 41). Criterion C--The depot is a fine example of railroad architecture with simple yet well-proportioned ornamentation.

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

Warehouse, Short McDowell Street (No. 6).

Warehouse, Meadow Road (No. 7).

Warehouse, Meadow Road (No. 8).

Additions to the Biltmore Multiple Resource Area.

In general the report meets our office's guidelines and those of the Secretary of the Interior. Specific concerns and/or corrections which need to be addressed in the preparation of a final report are attached for the author's use. Background materials and site forms should be forwarded to us for entry into the statewide inventory.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act of 1966 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.

Sincerely,



David Brook
Deputy State Historic Preservation Officer

DB:slw

Attachment

cc: L. J. Ward
B. Church
Suzanne Pickens, Greiner, Inc.

bc: 106
↳ Southern/Stancil
Fullington
County
RF

ATTACHMENT

Historic Structures Survey Report for Bridge No. 76 over Southern Railway and Swannanoa River, US 25, Asheville, Buncombe County, B-1070, 8.1841001, BRM-5000(6), ER 92-8282

General Comments:

Overall, we feel that the report represents a thorough survey of the area of potential effect. Also, the "Architectural and Historical Background" section and the maps provided throughout the report are very good.

Specific Comments:

1. Additions to the Biltmore Village Multiple Resources Area. Though it is not necessary to draft an amendment to this nomination, we do need written information addressing which buildings appear to qualify for National Register listing and why. The statement on page 79 indicates that there are "several additional buildings which should qualify for inclusion." These buildings, including 34 All Souls Crescent, are located in the area of potential effect and should be specifically identified and evaluated for National Register-eligibility in the report.
2. McDowell Street Viaduct (Bridge No. 76) (No. 1). We feel that the viaduct is also eligible in the area of transportation under Criterion A. It is important to address the additional questions of did the viaduct replace an earlier bridge, and had the Biltmore Avenue Bridge been the only link between Asheville and Biltmore?
3. Asheville High School (Nos. 4, 5). On pages 2, 24, and 52 the report should note that the high school is on the state study list.
4. St. Dunstons Historic District (Nos. 11-³¹40, ⁴²42). We concur with the boundaries shown except for the inclusion of the Queen Anne style house on Grindstaff Place (No. 40). The building is outside the district's apparent period of significance and is too altered to be considered a contributing element of the district for individual distinction. Since the house is at the edge of the district, the boundaries should be redrawn to omit it.

Also, we note some discrepancies between the report's inventory descriptions and the actual properties. We have listed below the property's inventory number with corrections and/or questions.

- No. 16a: This property needs to be described in the inventory.
- No. 17: Is this rustic siding original or from the 1960s?
- No. 19: Exterior material is wide German siding, not weatherboard.
- No. 21: Aluminum siding, not weatherboard, is above the asbestos shingles.

- No. 23: The shed-roofed dormer is sheathed in vinyl siding. ~~The~~
 A two-story stone outbuilding on property. From the
 photograph provided, the house appears to be one-and-one-
 half stories, not two stories.
- No. 24: This 1945 structure is noncontributing. The house is
 stuccoed rather than light-colored brick. The flue is brick.
- No. 27: This house is one-and-one-half stories as indicated by the
 full-size windows in the side gables.
- No. 28: The end gable is covered in aluminum siding, not
 weatherboard. Perhaps this structure may be
 noncontributing due to this and the severely altered porch.
- No. 29: This structure is noncontributing due to the drastic
 alterations--entire gable roof porch section added to a hip
 roof house, stone veneer, and new windows.
- No. 30: Exterior sheathing is German siding, not weatherboard.
- No. 32: Exterior sheathing is aluminum siding, not weatherboard.
- No. 33: Stone chimneys and stone wall are worthy of mention.
- No. 36: Outbuilding and car shed should be noted.
- No. 37: Outbuilding should be noted.
- No. 38: Exterior sheathing is vinyl siding, not weatherboard. Garage
 should be noted.
- No. 39: Exterior sheathing is aluminum siding, not weatherboard.
- No. 42: The street number is 28. The exterior sheathing is German
 siding, not weatherboard.
5. Warehouses (Nos. 6, 7, 8). We need a written description and
 evaluation for each warehouse before we can make a determination of
 their eligibility.

MEMORANDUM

TO: Robin Stancil and Renee Gledhill-Earley

FROM: Martha Fullington

SUBJECT: Greiner Report for McDowell Street Viaduct (US 25
over
the Southern Railway and the Swannanoa River)

DATE: May 26, 1992

Overall the report appears to represent a thorough survey of the area of potential effect. The background information provided and maps are good. My general questions about the report are outlined below by page number. Having the benefit of being close to the project area, I field checked the potential St. Dunstons Historic District. I found numerous discrepancies which I have addressed by inventory number following my general comments. While the alterations I've noted do not automatically jeopardize the National Register eligibility of the district, they do make it a much weaker district. Perhaps Claudia Brown should look at this in light of the new information I've added.

- pg. 2 - Asheville High School was added to the Study List in 1980 and should be moved up with the McDowell St. Viaduct
- pg. 18 - Was this Newton which was built four years earlier in 1925 or is it some other grammar school?
- pg. 24 - Again, shift Asheville High to be with Study List properties.
- pg. 58 - Did the viaduct replace an earlier bridge? Had the Biltmore Avenue bridge been the only link between Asheville and Biltmore? I think it's important to address this.
- pg. 73 - Any additional word on Biltmore Estate NHL boundaries?

Marilyn Harper et al and others at NPS seemed unsure of boundaries when I spoke with them a few months ago. Don't we need accurate boundaries before this project begins?

-- St. Dunstons Historic District --

In field checking these, I did not attempt to catch every discrepancy but did note some of them below. Coverage of outbuildings was not consistent; many were noted in field check which were not mentioned in the inventory. Also, because a potential district with potential boundaries has been presented here, a brief mention of the non-contributing properties would be helpful, e.g.: modern, too altered, dilapidated, etc.

- 16a- describe in inventory
- 17 - is this rustic siding original? usually 1960s
- 19 - wide German siding, not weatherboard
- 21 - aluminum siding above asbestos shingles, not weatherboard
- 23 - shed roofed dormer sheathed in vinyl siding; 2 story stone outbuilding
- 24 - 1945 non-contributing; house is stuccoed not light colored brick, only flue is brick
- 27 - 1 and 1/2 stories (full-size windows in side gables)
- 28 - aluminum siding, not weatherboard; perhaps non-contributing due to this and severely altered porch.
- 29 - non-contributing due to drastic alterations; entire gable roof porch section added to a hip roof house, stone veneer and new windows as well
- 30 - German siding, not weatherboard
- 32 - aluminum siding, not weatherboard
- 33 - stone chimneys and stone walls are worthy of note here
- 36 - were outbuilding and car shed noted?
- 37 - outbuilding?
- 38 - vinyl siding; mention garage?
- 39 - aluminum siding, not weatherboard
- 40 - too altered; non-contributing I think
- 42 - street # is 28; German siding, not weatherboard



U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

REGION FOUR

310 New Bern Avenue, Suite 410

Raleigh, North Carolina 27601

July 28, 1992

In Reply Refer To:

HO-NC

Dr. David Brook
Deputy State Historic Preservation Officer
Department of Cultural Resources
109 East Jones Street
Raleigh, NC 27601

Dear Dr. Brook:

Subject: Section 106 Consultation, Replacement of Bridge No. 76
(McDowell St. Viaduct) on US 25 In Asheville, Corrected
Pages for Survey Report, BRM-5000(6), B-1070, 8.1841001

Enclosed are the corrected pages for the Historic Architectural Survey Report which was initially submitted to you on April 27, 1992. Also included is an up-dated Photographic Inventory that provides additional pictures of the subject structures. This material is provided in response to your June 3, 1992 letter which requested additional information and the subject corrections.

If you need additional information, or have any questions concerning this submission, please contact Mr. Vance Geisler at 856-4350. Thank you for your consideration in this matter.

Sincerely yours,

For Nicholas L. Graf, P.E.
Division Administrator

Enclosure

cc:

Mr. L. J. Ward, P.E., NCDOH

AUG 10 1992 RS

31 JUL 1992

**AN HISTORIC ARCHITECTURAL SURVEY
FOR
US 25, BUNCOMBE COUNTY
BRIDGE NO. 76 OVER SOUTHERN RAILWAY
AND
SWANNANOA RIVER
TIP NO. B-1070
STATE PROJECT NO. 8.1841001**

**PREPARED FOR
PLANNING AND ENVIRONMENTAL BRANCH
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION**

**PREPARED BY
GREINER, INC.
RALEIGH, NORTH CAROLINA**

APRIL 3, 1992

AN HISTORIC ARCHITECTURAL SURVEY
FOR
US 25, BUNCOMBE COUNTY
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TIP NO. B-1070
STATE PROJECT NO. 8.1841001

PREPARED FOR
PLANNING AND ENVIRONMENTAL BRANCH
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

PREPARED BY
SUZANNE S. PICKENS
GRAPHICS BY
JAMES R. SNODGRASS
GREINER, INC.
RALEIGH, NORTH CAROLINA

APRIL 3, 1992

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II. MANAGEMENT SUMMARY

The North Carolina Department of Transportation (NCDOT) is proposing to replace Bridge No. 76 (McDowell Street Viaduct) over the Southern Railway and Swannanoa River on US 25, Buncombe County (TIP No. B-1070). The highway project involves replacing Bridge No. 76 and placing a new bridge on new location northeast of the existing bridge. The project will also include cutting into the slope of the steep hill below St. Dunstons Road and St. Dunstons Circle, acquiring a permanent drainage easement for replacing an existing drain pipe on the property of Asheville High School, and relocating portions of McDowell Street.

Greiner, Inc. conducted an historic architectural survey of the area surrounding the Bridge No. 76 project. This work was performed under an open-end contract with NCDOT and had the following goals: (1) to determine the "area of potential effect" (APE) for the bridge replacement project; (2) to identify all historic properties within this area; and (3) to evaluate these properties in terms of the National Register Criteria. For the purposes of Historic Architectural Survey reports, the project area is defined as the immediate area in which project work may take place; the survey area is a large, but logical, area around the project area which is examined in order to determine the area in which there are historic properties that may be affected by the undertaking. The area of potential effect (APE) is the area identified as the geographic area or areas within which an undertaking may cause changes in the character or use of historic properties, if any such properties exist (Figure II.1).

The survey methodology consisted of background research focusing on the historical and architectural development and significance of the areas at each end of the bridge including the Biltmore Estate National Historic Landmark, the Biltmore Village Multiple Resource Area, the Biltmore Village Locally Designated district, the Southern Railway Yard located beneath the bridge, the St. Dunstons Circle residential area, the Asheville High School, and the viaduct itself. Following this research, a field survey was conducted. The survey was conducted by automobile as well as on foot to locate and evaluate significant properties in the general survey area and to determine the APE of the proposed bridge replacement. The boundary of the APE was delineated on U.S. Geological Survey topographical maps and comprised approximately 160 acres of urban landscape including residences, commercial establishments, a portion of the boundary of a National Historic Landmark, railroad facilities, warehouses, a small concrete bridge, a substantial viaduct, and a section of the Swannanoa River. Approximately 98 percent of this area was surveyed. The open land on the Biltmore Estate included in the APE was not surveyed.

A total of 43 resources considered to be at least 50 years old or, if less than that general guideline, possessing architectural or historical significance capable of being evaluated, were identified within the APE. Six of these properties were previously recorded during surveys conducted in the general survey area in 1977 and in conjunction with the Asheville and Buncombe County architectural survey and subsequent publication of Cabins and Castles, by Douglas Swaim, 1978-1981. An additional 37 individual properties were recorded by Greiner, Inc. Of these 43 properties, 4 individual properties and a residential historic district (approximately 31 contributing properties) appear to be potentially eligible for inclusion in the National Register of Historic Places. Greiner, Inc. also recommends that the Biltmore Village Multiple Resource Area National Register nomination be reviewed. From observations made during the initial survey, it appears there may

be additional properties eligible to be included. The cottage at 34 All Souls' Crescent (# 3) in the Area of Potential Effect is one such property.

PROPERTY **PAGE(S) IN TEXT**

Properties Listed as National Historic Landmarks:

Biltmore Estate: Gatehouse (# 43) 4,5,17,23,73,79

Properties Listed In National Register of Historic Places:

Biltmore Village Multiple Resource Area: Biltmore Village Cottages (#s 9, 10) 5,17

National Register Study List Properties:

McDowell Street Viaduct (Bridge 76) (# 1) 4,5,18,19,58,79
 Asheville High School (#s 4, 5) 4,5,18,52,79

Properties Potentially Eligible for the National Register:

Biltmore Hardware Store (# 2) 5,17,63,79
 St. Dunstons Historic District (#s 11-39, 42) 4,5,18,19,25-30,79
 Southern Railway Freight Depot (# 41) 5,18,19,68,79
 34 All Souls' Crescent (#3) 79

Properties Recorded:

34 All Souls' Crescent (#3) (see above)
 Southern Railway Freight Depot (# 41) (see above)
 Asheville High School (#s 4, 5) (see above)
 Biltmore Hardware (#2) (see above)
 McDowell Street Viaduct (#1) (see above)
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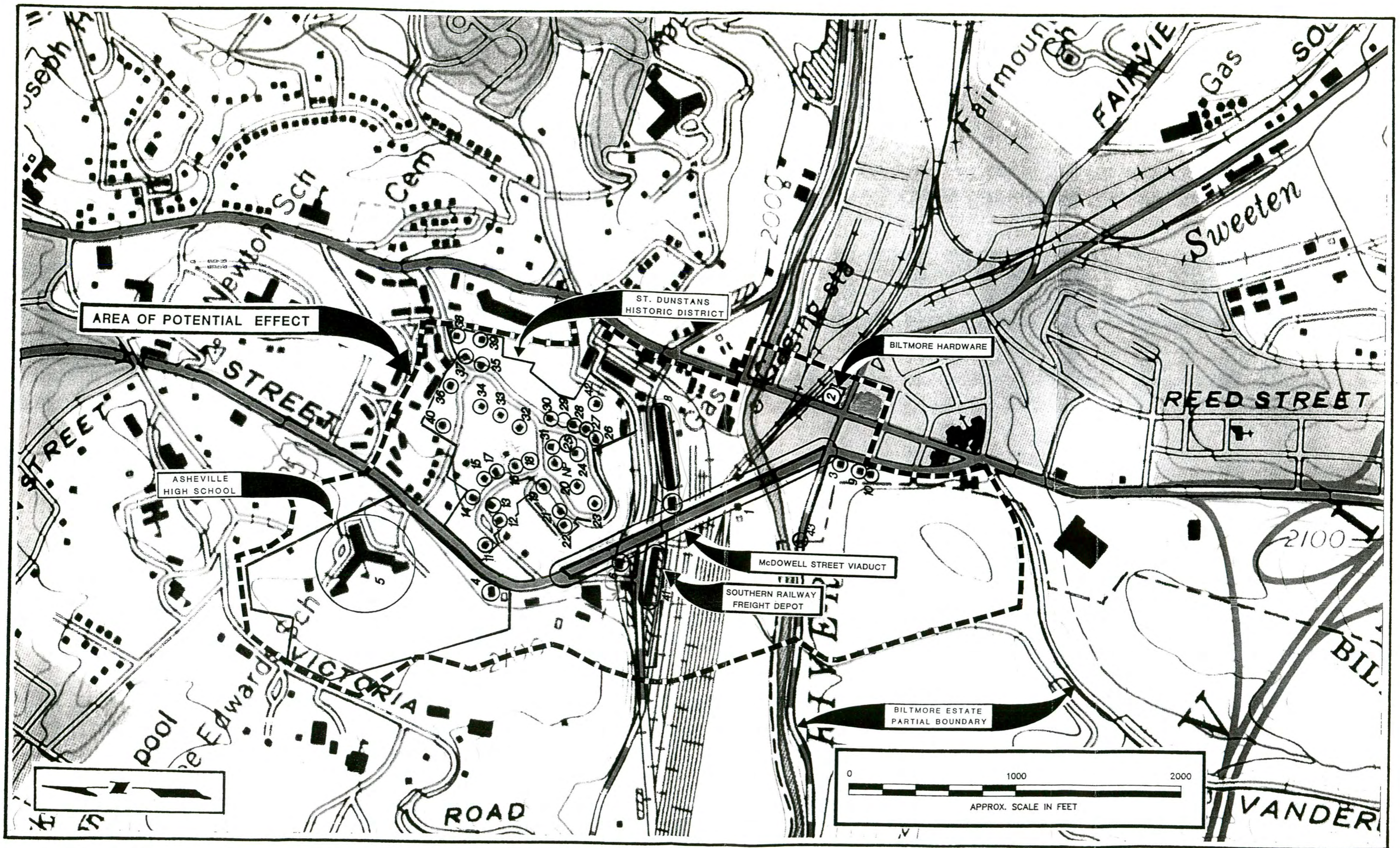


Figure II.1

Area of Potential Effect With Boundaries of Eligible and Listed National Register Properties

III. INTRODUCTION

The North Carolina Department of Transportation (NCDOT) is proposing to replace Bridge No. 76 (the McDowell Street Viaduct) over the Southern Railway and the Swannanoa River on US 25 in Buncombe County (B-1070). This federally-funded project consists of replacing the existing viaduct (built in 1927-1928) with a new bridge immediately northeast of its present location. The replacement of the bridge on new location will necessitate relocation of the northwest and southeast approaches to the bridge. The project also involves cutting into the hill below St. Dunstons Circle and St. Dunstons Road and acquisition of a permanent easement on the property of the Asheville High School for replacement of an existing drainage pipe. This undertaking may affect several properties believed to be potentially eligible for the National Register of Historic Places and the Biltmore Estate National Historic Landmark. Since a portion of the new bridge will be within the boundaries of the Biltmore Village locally designated historic district, the design of the new bridge has been determined to come under the jurisdiction of the Biltmore Village Locally Designated Historic District. Figure III.1 shows the location of the project area with respect to Asheville and Buncombe County; and Figure III.2 provides a more specific location of the project site and indicates the project corridor. Figure III.3 depicts the boundaries of the local historic district.

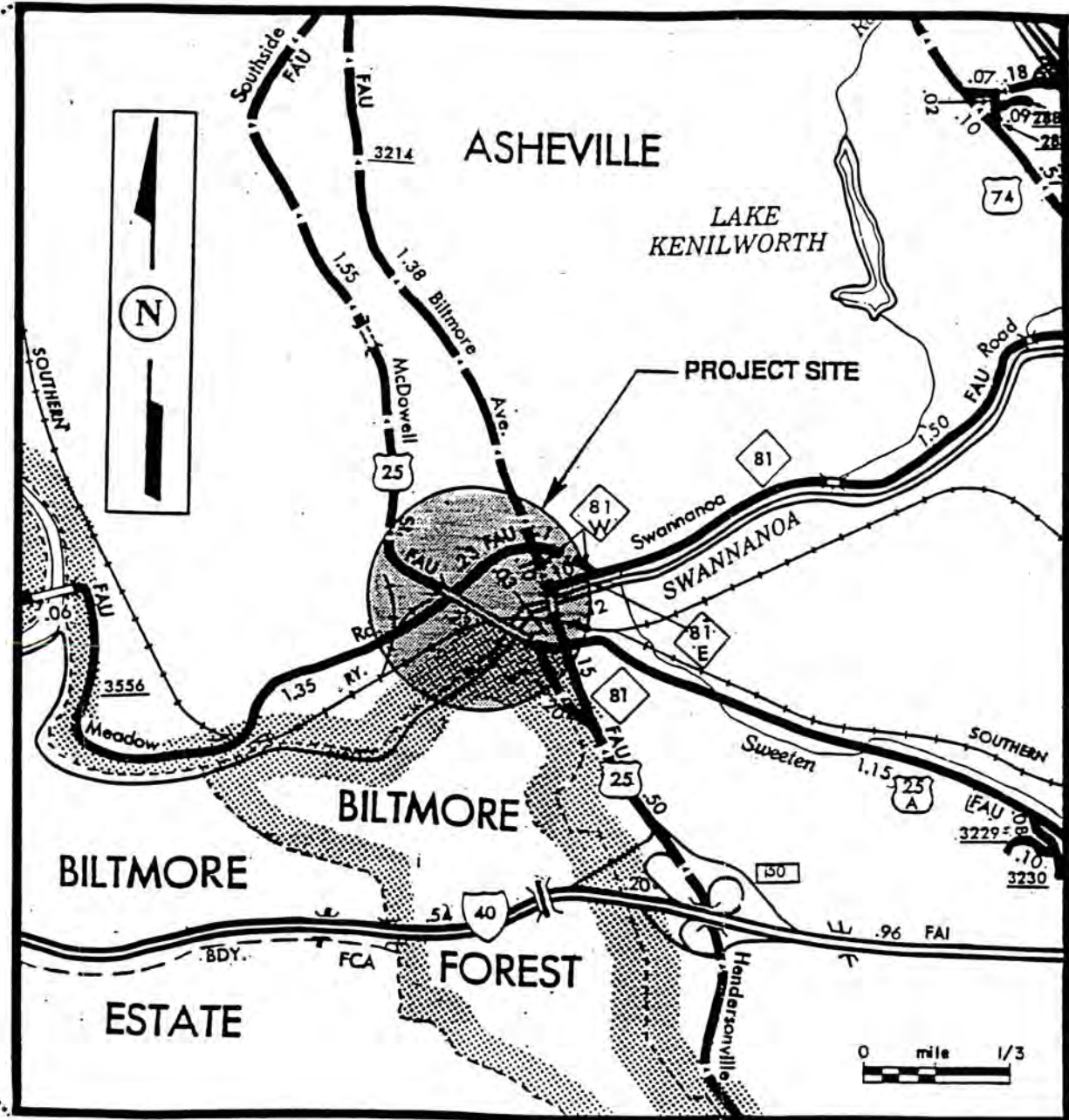
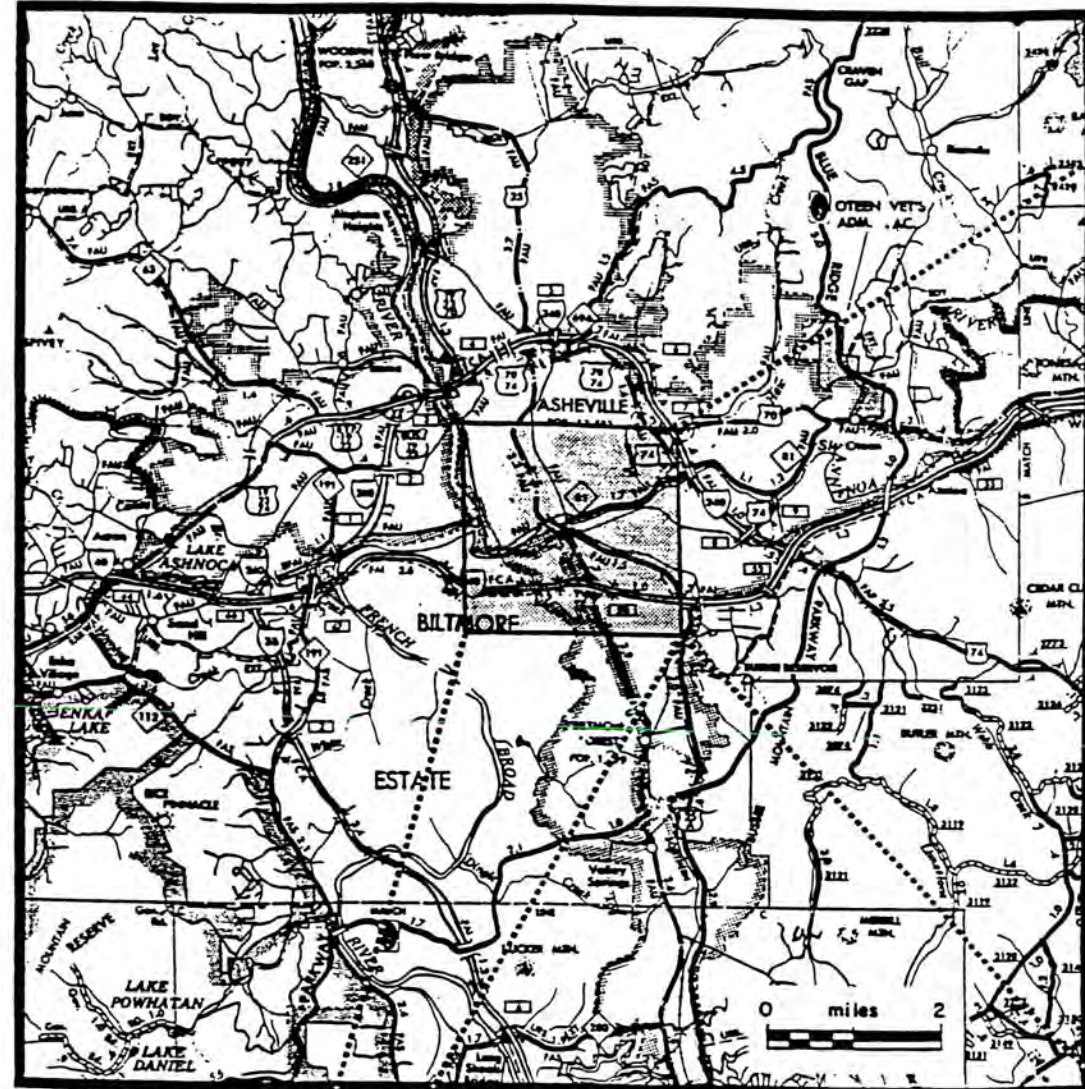
This report presents the results of an historic architectural survey of the Bridge No. 76 replacement Area of Potential Effect. The survey was conducted for the North Carolina Department of Transportation, Division of Highways, Planning and Environmental Branch by Greiner, Inc. This survey report was prepared according to guidelines set forth by the North Carolina Department of Transportation and the North Carolina State Historic Preservation Office. The dates of the fieldwork for the survey were September 10-13, 1991 and January 19-21, 1992.


The work plan and supplemental work plan for this architectural survey are presented in Appendix A. Briefly, an architectural survey within the area of potential effect associated with the replacement of Bridge No. 76 was necessary for compliance with Section 106 of the National Historic Preservation Act of 1966, as amended, and 36 CFR 800. In order to meet the requirements of these laws and regulations, the work plan included the following items: (1) historical and architectural background research focusing on the area of potential effect to identify the location of properties listed in or potentially eligible for the National Register of Historic Places; (2) determination of the "area of potential effect" (defined as the geographic area or areas within which an undertaking may cause changes in the character or use of historic properties, if any such properties exist); and (3) preparation of a report describing the project, the survey process, and the conclusions of the survey.

The "area of potential effect" (APE) was delineated on the Asheville USGS map and is illustrated in Figure III.4. At the northern end of the project, the APE is defined by the southern edge of Pickard Place as it extends west from its intersection with Sterling Street to McDowell Street. The boundary crosses McDowell Street and follows contour lines around Asheville High School to Victoria Street. The line then runs with the east side of Victoria Street to the point at which it meets the 2100 contour line which it follows in a southerly direction to the junction of Meadow Road and a service road. The boundary continues south in a slightly easterly direction across the Swannanoa River valley, the railroad tracks, and the River itself to the intersection of Lodge Street and a private road on the Biltmore Estate. The boundary follows the east side of the private road in a southeasterly direction to a point at which it diverges to follow a contour line northeast to the

intersection of Vanderbilt Forest Road and All Souls' Crescent. The APE runs along the east side of All Souls' Crescent to its intersection with Boston Street. It then follows the northern edge of Boston Street across Biltmore Avenue to the center of the block and turns sharply north. The line crosses Lodge Street, the Railroad tracks, and the Swannanoa River, at which point it turns sharply west on Swannanoa Road, runs to the west side of Biltmore Avenue and north to its intersection with Huntsman Place and turns sharply north to follow the west side of Sterling Street to the beginning at Pickard Place (Figure III.5).

Aside from the portion of the APE located within the boundaries of the Biltmore Estate, the area of potential effect is characterized by industrial, commercial, institutional and urban residential uses. A large proportion of the properties within the APE are either listed in or potentially eligible for the National Register of Historic Places. A number of other properties are infill construction specifically designed to complement the character of the historic buildings. The St. Dunstons residential area is characterized by rolling terrain, winding streets, and, in some places, steep inclines which are heavily wooded.




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

 US 25
 BUNCOMBE COUNTY
 BRIDGE NO. 76 OVER SOUTHERN RAILWAY
 AND SWANNANOVA RIVER
 B-1070

Figure III.1:

Project Location Map

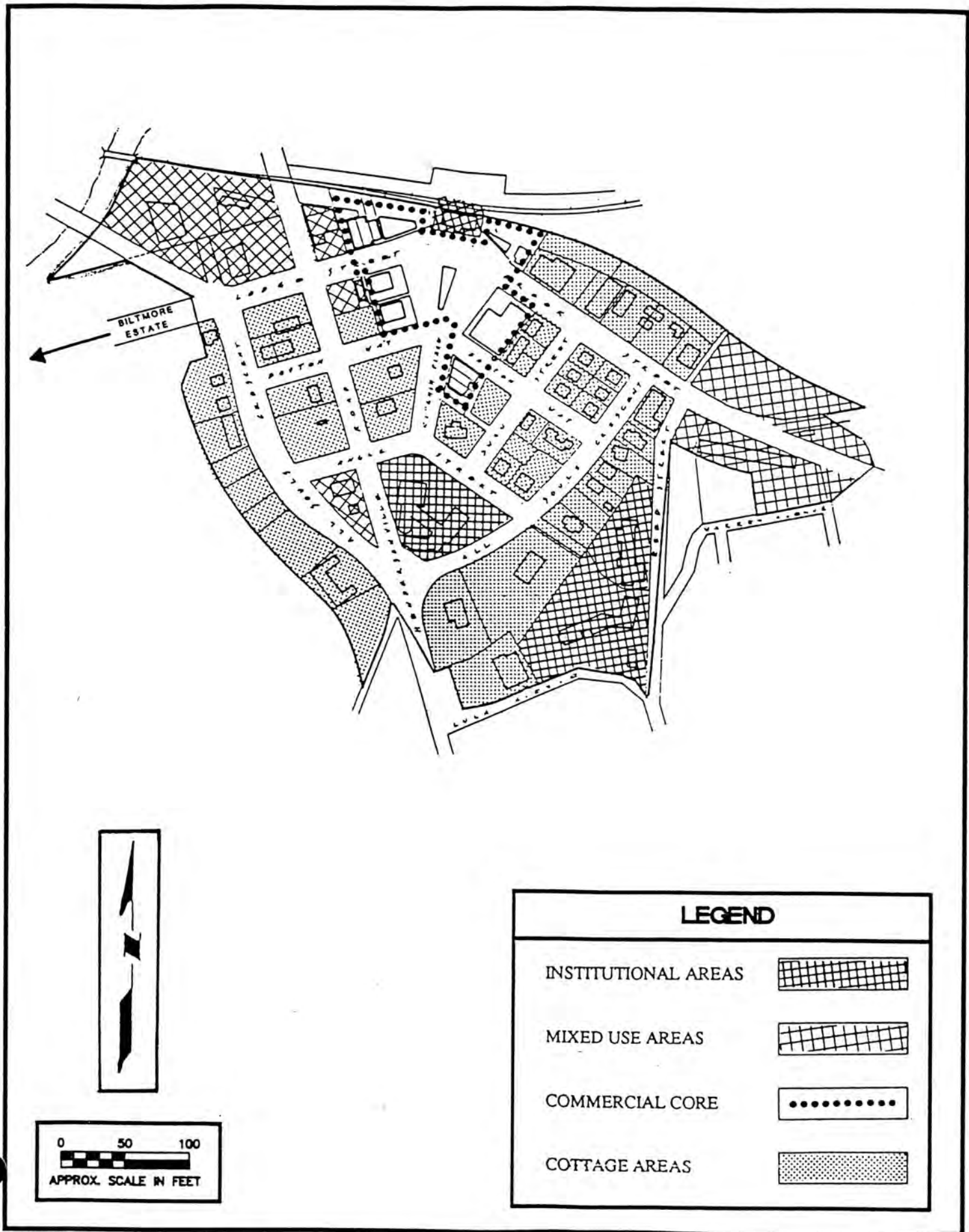


Figure III.3:

Biltmore Village Locally Designated Historic District

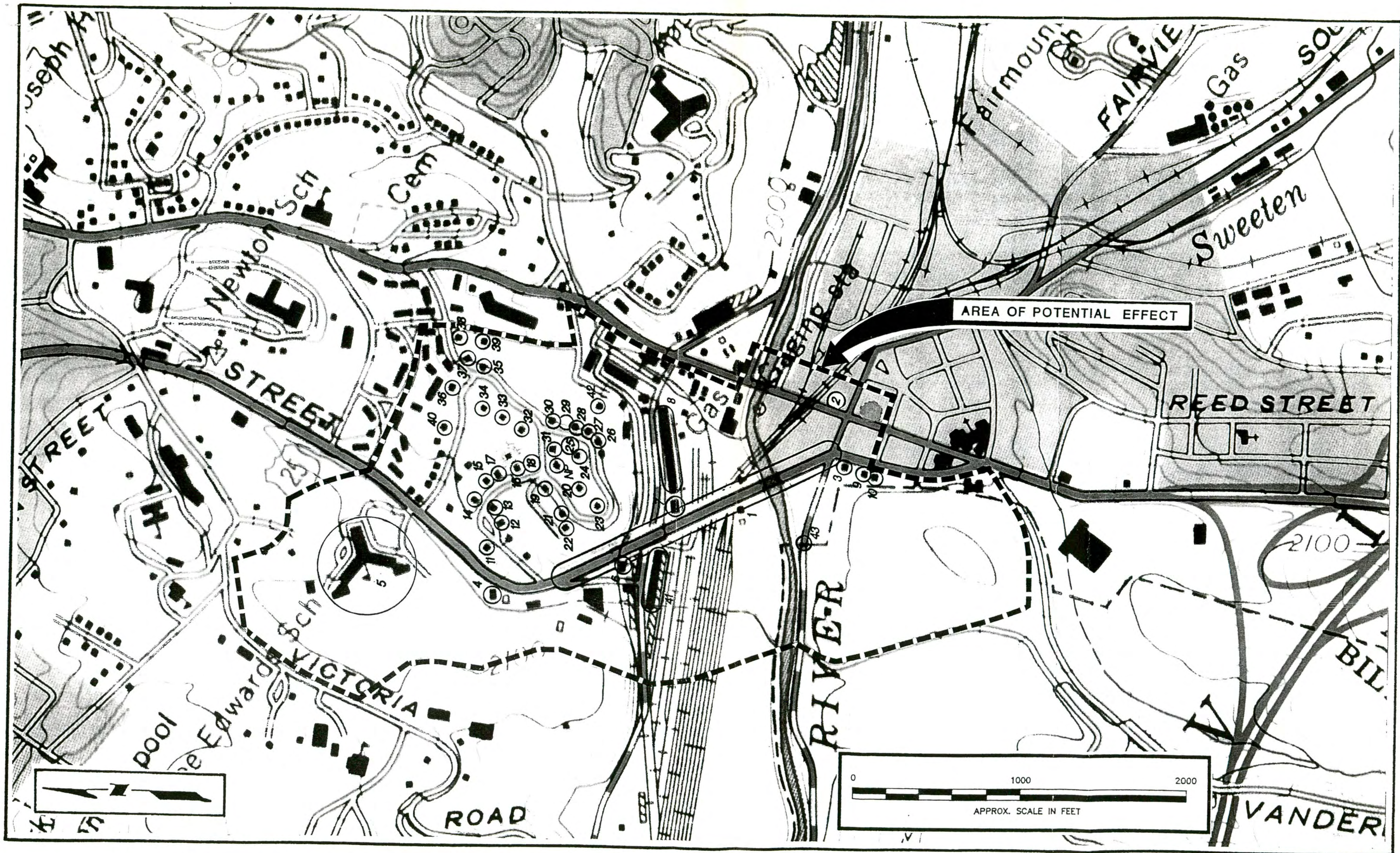


Figure III.4 Area of Potential Effect

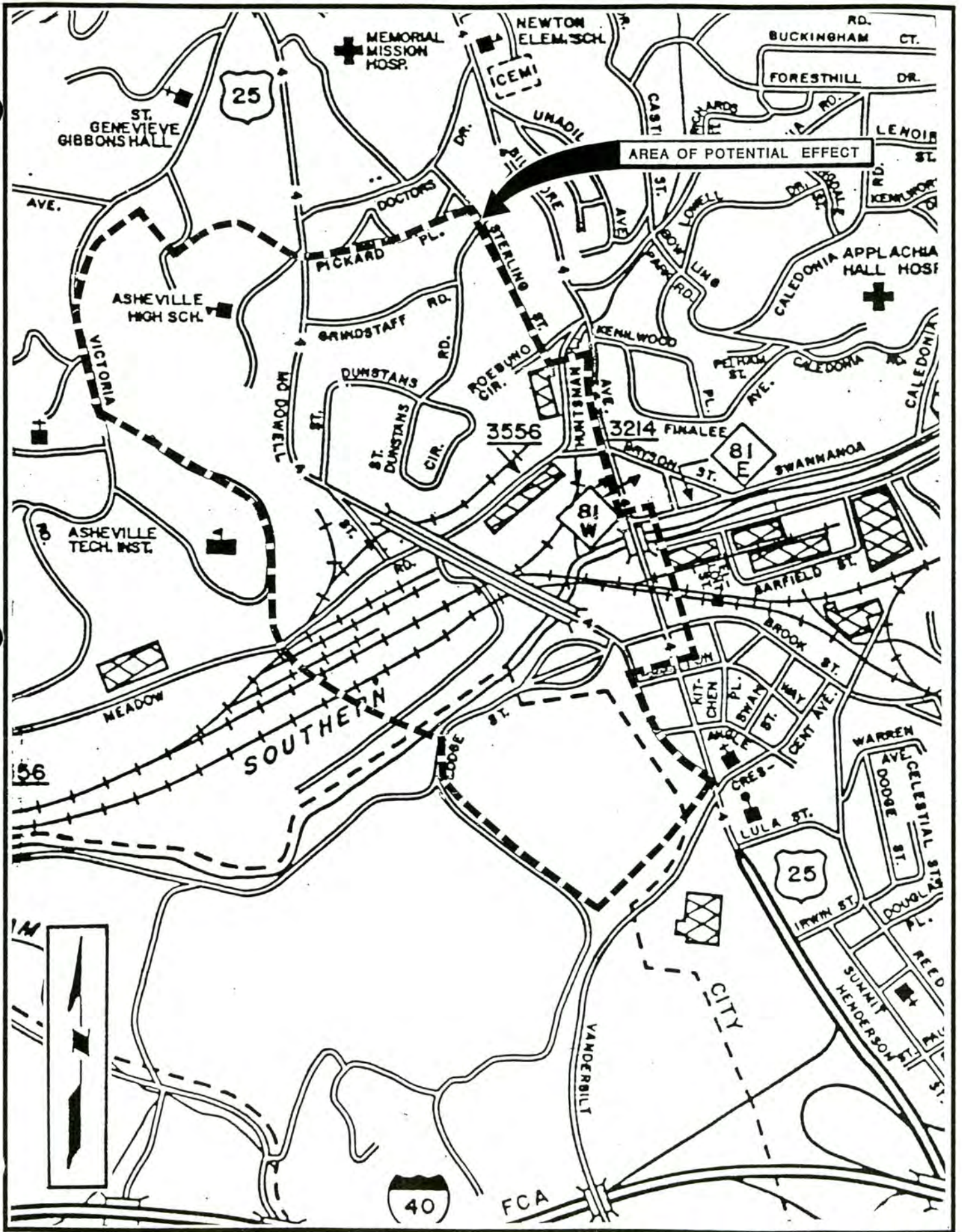


Figure III.5:

Street Map of Area of Potential Effect

IV. PHYSICAL ENVIRONMENT

The project area for the replacement of the McDowell Street Viaduct (Bridge No. 76) is located east and northwest and generally parallel to the existing viaduct. McDowell Street is at the northwest end and McDowell Street/All Souls' Crescent/Hendersonville Road are at the southeast end of the project area. Consisting of approximately 8 acres, the project area is surrounded on each side by urban development, both historic and modern. The southeastern end of the proposed new bridge extends into the Biltmore Village Locally Designated Historic District and the Biltmore Village Multiple Resource National Register of Historic Places area (Plate IV.1). Relocated access to the southeast end of the viaduct merges back into existing McDowell Street at the entrance to the Biltmore Estate. The new viaduct itself will span the Swannanoa River, as well as the railroad facilities and warehouses located on either side of Meadow Road in the river valley, and will tie back into McDowell Street at the curve located just north of St. Dunstons Road and behind 183 St. Dunstons Road (# 11) (Plate IV.2).

The APE (approximately 160 acres) for the project area encompasses commercial, industrial and residential properties; a portion of the Biltmore Estate National Historic Landmark boundaries, which include the modern buildings utilized for ticket and souvenir sales, the entrance gate, and open space; and a section of the Swannanoa River and the river valley. To the northeast and east of the project area are the proposed St. Dunstons Historic District (#s 11-40, 42) (Plate IV.3), and the Asheville High School (#s 4, 5) (Plate IV.4). Directly below and to the southwest and northeast of the project are the Swannanoa River, the river valley, the Southern Railway Freight Depot (# 41) (Plate IV.5) and the existing McDowell Street Viaduct (# 1) (Plate IV.6). To the east of the project is modern, automobile-oriented commercial development (Plate IV.7), the Biltmore Village Multiple Resource Area, the Biltmore Village Locally Designated Historic District, and The Biltmore Hardware Store (# 2). West of the project area is the Biltmore Estate. A portion of the estate is included in the APE. This area is mostly open space and private roads, but does include the original Gate House (# 43) (Plate IV.8) and several modern buildings at the entrance.

The project's environmental setting reflects an historically urban commercial, industrial, and residential setting which has, in recent years, become more automobile oriented and more intensively developed. A number of historic properties, particularly in Biltmore Village, have been demolished or moved to make way for this modern development. Approximately 95 percent of the APE is intensively developed, the remaining 5 percent is open space on the Biltmore Estate and the Asheville High School grounds.



Plate IV.1
Biltmore Village
Multiple Resource
Area

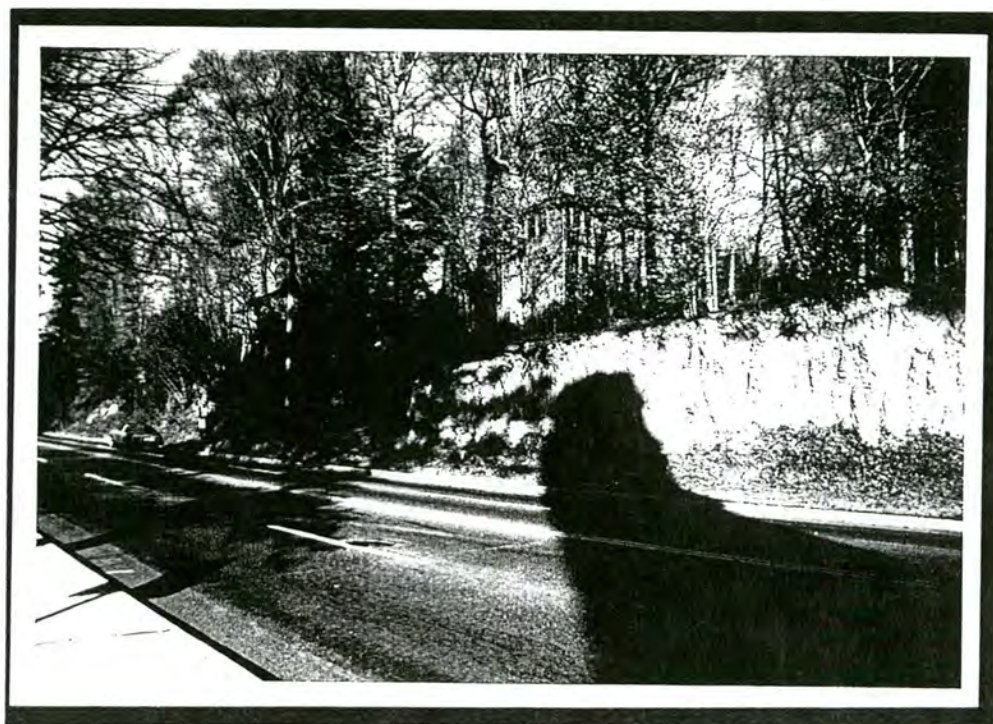


Plate IV.2
McDowell Street at
183 St. Dunstons
Road

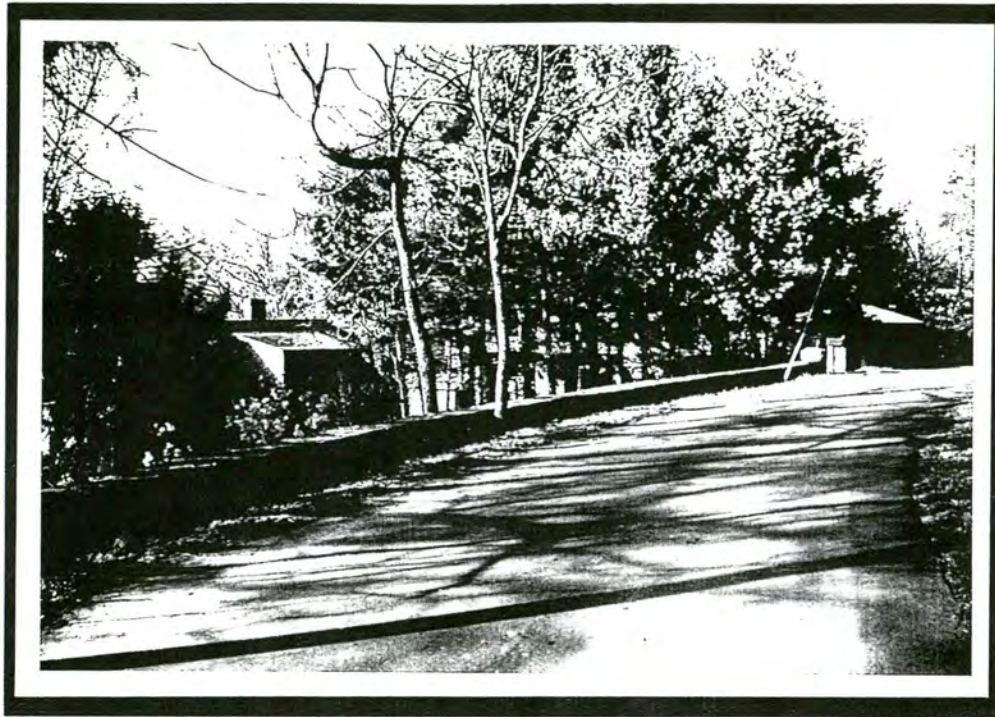


Plate IV.3
St. Dunstons Circle
Streetscape,
St. Dunstons
Historic District

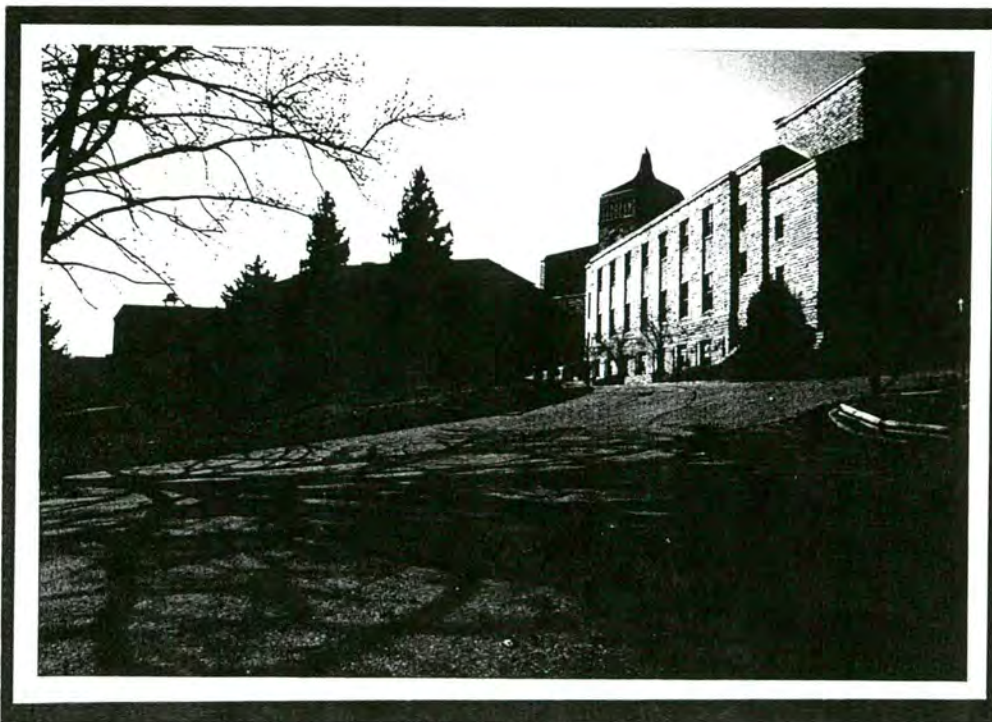


Plate IV.4
Asheville High
School (# 5),
McDowell Street

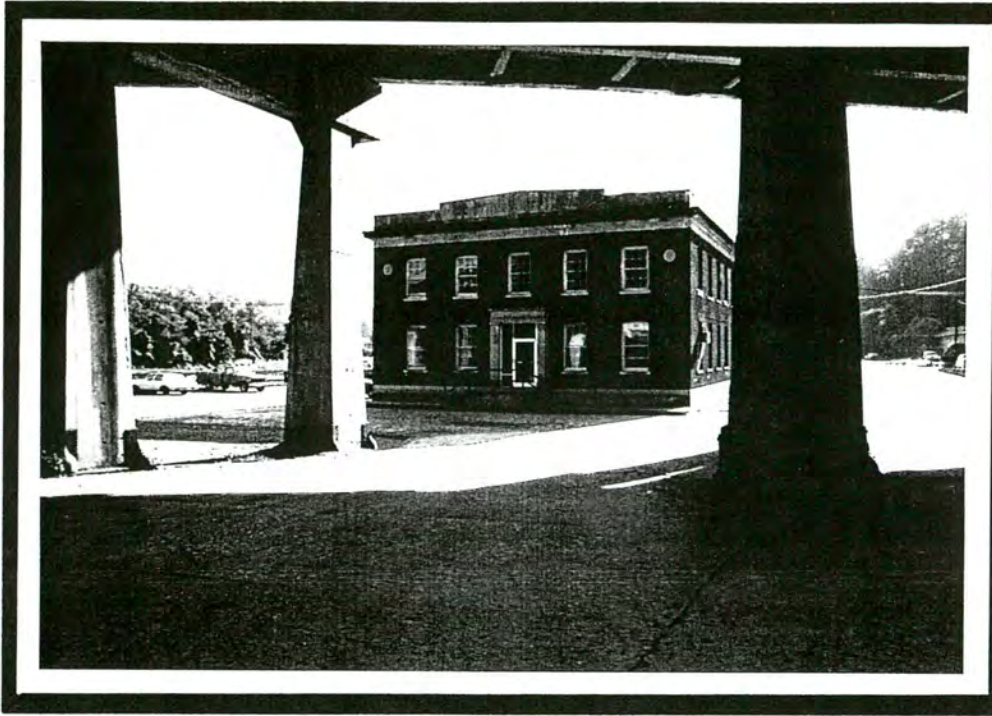


Plate IV.5
Southern Railway
Freight Depot
(# 41)

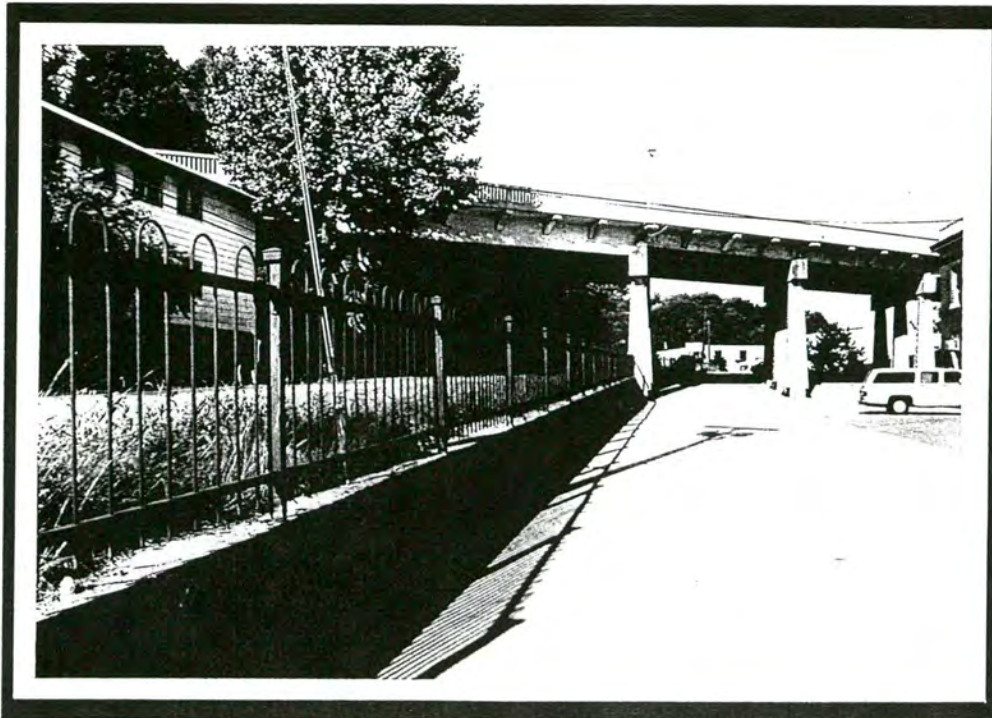


Plate IV.6
McDowell Street
Viaduct (# 1)



Plate IV.7
Modern Infill, All
Souls' Crescent
Looking Northwest
Toward Viaduct



Plate IV.8
Entrance to
Biltmore Estate
Looking From
Gatehouse to All
Souls' Crescent

V. ARCHITECTURAL AND HISTORICAL BACKGROUND

At the beginning of the Civil War, Asheville had a population of just over one thousand residents. Despite its relative isolation, although the construction of the Buncombe Turnpike ca. 1830 had a tremendous effect on the accessibility of the village and the surrounding countryside, Asheville was prospering as the major commercial center for the mountains of North Carolina. In addition, almost from the time of its settlement, the cool climate and clear mountain air acted as a drawing card for wealthy families seeking to escape the oppressive heat and attendant illnesses of the lowland South. "Consumptives," as virtually all sufferers of respiratory and undefined debilitating diseases were labeled, sought the bracing mountain air as a highly-touted cure-all.

Indirect effects of the War (the area experienced only a few minor skirmishes) devastated the little town. Like much of the South, the region's predominantly agricultural economy suffered from lack of man and animal power, seed, implements, and livestock. The total worthlessness of Confederate currency and the dearth of work of any sort that paid in hard cash made it difficult for even the most enterprising and hard-working citizens to provide the barest of necessities for themselves and their families.

Prior to the war, the majority of farmers in Buncombe County practiced subsistence farming which, supplemented with the abundant fish and game in the wooded mountainous terrain, supplied most of the food and clothing for farm families. Small grains, primarily corn and wheat, were grown for personal use as well as a cash crop. Local raising of livestock and Asheville's status as a supply station for drovers from Tennessee and Kentucky on their way to Georgia and South Carolina, made fodder crops tantamount to small-scale cotton production in the lower regions of the South (Swaim 1981: 16-17, 35).

After the War, Asheville and Buncombe County, like the rest of the state, found that subsistence farming would no longer support farm families. As merchants moved toward a cash-based economy and away from the barter system which had been an integral part of pre-war commerce, farmers were faced with the necessity of producing an in-demand cash crop. Although economic and social recovery was slow between 1870 and 1880, it was steady. The Asheville Citizen newspaper was a leader in preaching progressive farming methods, agricultural diversification, manufacturing, and securing a railway line as the answers to post-war recovery.

An experiment with tobacco cultivation in 1868 by Col. Stephen Lee and the amazing engineering feat that brought the railroad into Asheville in 1880 pushed Asheville into new prosperity. Col. Lee's tobacco proved to be of excellent quality, and despite the labor intensiveness of the crop, relatively small amounts of acreage yielded high cash returns as opposed to other crops such as cotton, which required high acreage as well as a major labor force. Particularly after the arrival of the long-awaited railroad in 1880, raw tobacco, in addition to "finished" tobacco products, pumped desperately needed cash into the Asheville and Buncombe County economy. The arrival of the "Iron-Horse" meant more than we today, with air travel and super highways, can ever imagine. Railroad service was the symbol of New South progressivism and the perceived savior of the war-torn South. Particularly in the mountainous areas, where not only the ubiquitous lack of navigable rivers but also the extreme difficulty of constructing roads to traverse the daunting terrain made travel difficult, the arrival of the railroad provided a major link with the rest of the region and, therefore, the country.

Asheville and Buncombe County's love affair with tobacco production and manufacturing was as short as it was sweet. Barely two decades after the introduction of tobacco cultivation, the bottom fell out of the market. Tobacco was notorious for depleting the soil without massive fertilization and, despite the transportation possibilities that came with the railroad, importation of the mountain crop could not compete with the massive production and manufacturing activities of the new "Tobacco Belt" in the eastern Piedmont and western Coastal Plain counties. Although the end of the "tobacco epidemic" dealt a severe blow to the region's fragile economy, Asheville and its environs had once again begun to capitalize on its natural resources. Tobacco gave the economy a desperately needed cash infusion, but perhaps more importantly, along with the railroad, it renewed interest in the area as a tourist and health resort and piqued the interest of the financiers, philanthropists, and developers who saw enormous potential exploiting the natural beauty and "health" climate of the mountain town.

Once Asheville had rail service, it experienced a dizzying influx of new permanent residents, as well as summer and winter tourists. From a population of 2,690 in 1880, the number of residents swelled to 10,235 by 1890. A progressive and optimistic city government began a series of civic improvements coinciding with the arrival of the railroad. A gas company, streetcar system, sewer system, waterworks, electrical plant, improved educational system, and a Board of Trade to promote the virtues of Asheville were all in place by 1890. Also during this amazing decade of growth came the large luxury hotels, including the Swannanoa Hotel, the Grand Central, and the original Battery Park Hotel, catering to the wealthy tourists (Swaim 1981: 38-39).

Perhaps the single most important visitor to Asheville was a guest at the Battery Park Hotel in 1887, George W. Vanderbilt. Vanderbilt literally came, saw, and conquered. By 1890 he had purchased 125,000 acres of land near south Asheville, "as far as his eye could see." He also began construction on Biltmore House, the literal palace from which he could survey his mountainous fiefdom. Vanderbilt's influence on Asheville can hardly be underestimated. His generosity toward his adopted home virtually knew no bounds (Swaim 1981: 81-82). Biltmore Village, solely built and owned by Vanderbilt for the residential and commercial needs of his dozens of imported craftsmen, still stands virtually intact as a testament to his baronial lifestyle and patriarchal attitudes. The superb architects, craftsmen, landscapers, and foresters Vanderbilt brought to Asheville to realize his dream estate had a lasting effect on much of the built environment which characterizes Asheville today. His Biltmore Village, in contrast to the chateausque style of Biltmore House, was modeled on English-style architecture, reinforcing its function as the manorial village (Plate V.1). The pebbledash and half-timbered frame buildings with their gambrel or complex rooflines and Tudor Revival decorative elements brought a new architectural language in terms of materials and styles to Asheville. The architects and craftsmen who worked with the principal designers of the Biltmore Estate and Village continued to work in these modes well into the boom period of the twenties. Other less calculated styles found their way into Biltmore Village as well (Plate V.2). Usually constructed after the Vanderbilt period (ca. 1910), these buildings exhibited the standard commercial styles of the era. Biltmore Hardware Store, for instance, is an excellent, virtually unchanged example of ca. 1920 commercial architecture. The building facade is intact with its paired, recessed double-door entrances and display windows. The interior is intact as well, including original store fixtures, mezzanine office space, decorative pressed-metal ceiling, and upper floor with rental rooms.

Doug Swaim, in Cabins and Castles, suggests that not only did the Vanderbilt era buildings popularize the Tudor Revival style, materials, and decorative details, but in a broader sense

encouraged the widespread use of historic styles and detailing with symbolic associations. The St. Dunstons Historic District exhibits this trend in many of the residences. Tucked in a heavily-wooded, undulating area between the up-scale developments in Kenilworth and Victoria, the St. Dunstons Historic District contains a wide variety of building styles and materials. Bungalows, Tudor Revival cottages, interpretations of Mission Revival, and variations of the Colonial Revival style stand cheek-to-jowl in brick, stone, wood, stucco, and shingle materials (Plates V.3, V.4).

The world-wide press coverage received by the 1895 Christmas party which officially signalled the completion of Biltmore House sparked even more interest in the Asheville area. A frenzy of civic and private development characterized Asheville until the Crash of 1930. Minor setbacks, including a major flood in 1916 and the inconveniences of World War I, barely made a dent in the real-estate-development-get-rich-quick mania of the early decades of the twentieth century. The post-war Jazz Age, endless prosperity attitude that swept the rest of the country was eagerly embraced by Asheville--the Land o' Sky where nothing could go wrong.

There were signs that the economy's foundation was beginning to crack; however, the eternal optimism of civic leaders and private developers overshadowed these premonitions. Unlimited, mostly unsecured, credit created personal fortunes on paper and funded civic improvements while the city's indebtedness spiraled out of control. Nevertheless, these warnings were not taken seriously and the city continued its ambitious program of infrastructure improvements and governmental and cultural construction projects. Douglas Ellington's fanciful, almost shocking, 1926 Art Deco City Hall set the tone for future projects that would make Asheville known as the "Art Deco City." The former Lee Edwards High School constructed by Ellington in 1929, now the Asheville High School (#'s 4,5), pushed Ellington's sophisticated style out of downtown and into the suburbs. The high school was also part of the "Program of Progress," as the overall city plan was dubbed. Along with a new grammar school, the high school was not only an architectural gem, but a symbol of the city's commitment to progress in all areas within its jurisdiction. A central tower with tile cap forms the centerpiece for three radiating classroom wings. The school has been very sensitively expanded throughout the years with the facade still intact and dominating McDowell Street from its site above a landscaped and terraced lawn. A plan for the City of Asheville produced in 1925 by John Nolen, renowned city planner, recommends a number of the projects eventually undertaken by the city (Nolen, 1925: 17, 20, 23 27, 42-43). For instance, the plan discusses the relocation of the railroad facilities to the broad river valley west of Biltmore Avenue where the present 1927 Freight Depot and various warehouses are located. Similarly, private developers continued to develop residential subdivisions, as well as high-class hotels with luxurious amenities.

The McDowell Street Viaduct (1928) was a product of this period. Hailed as "a monument to the vision and progressiveness of the city and county," the structure was compared in importance to the new administrative buildings, the Beaucatcher Tunnel, and the new civic center. Newspaper articles chronicling the completion of the viaduct reinforced the continued optimism of city fathers as they announced additional major projects (Asheville Citizen, 1928: np).

The construction of the new (1927) Southern Railway Freight Depot in the Swannanoa River Valley almost directly below the viaduct was also part of the City's plans to utilize this relatively small area of level land as an industrial center. The Depot is surrounded by a number of warehouses along Meadow, Short and McDowell Streets, some of which were undoubtedly associated with industries that utilized the railway to ship finished goods and receive raw materials (Plate V.5). The Depot

itself is a virtually intact, fine example of well-detailed utilitarian architecture. The two-story, brick building features an office section at the east end with simple but well-proportioned Georgian Revival-inspired detailing and a rear section with numerous freight bays defined by brick pilasters.

By the end of the 1920s, it appeared that Asheville was ready to take her place among the great progressive cities of the region, with careful planning, attention to the infrastructure, governmental, recreational, cultural, and institutional facilities, private development moving apace--and then the bottom fell out. Asheville was immediately devastated by the Crash of 1930. With an economy based on so much unsecured credit, paper fortunes, and a city deeply in debt for its "Program of Progress," the city was virtually paralyzed. Banks failed, the government itself went into bankruptcy, and in the Land o' Sky everything went wrong (Swaim 1981: 42-44).

The legacy of the half a century of unparalleled growth and prosperity Asheville experienced from the coming of the railroad to the Crash remains amazingly intact in its built environment. However, that legacy is in constant danger today as a new period of growth is being experienced by the city. In contrast to the carefully planned, high-quality growth of the earlier period, commercial strip development, urban renewal, and massive road building projects have changed and endangered much of that legacy. For much of its history, Asheville was relatively isolated, even after the coming of the railroad. With the advent of easy automobile travel, even in the mountainous areas of the state, Asheville has been pulled into the automobile age and much of the new development is directly auto related. Biltmore Village boasts fast food restaurants, drive-in banks, service stations and motels where once there were rows of Tudor Revival cottages and businesses. The McDowell Street Viaduct, once considered the state of the art in transporting traffic, is scheduled to be replaced. Although the freight depot is still in use, the passenger depot is only a memory and undoubtedly freight traffic has dropped sharply. Perhaps the only properties in the Area of Potential Effect that have benefitted from the automobile age are the residences in the St. Dunstons Historic District, as the car has made commutes to jobs and services a viable alternative. Neighborhoods such as this one are still endangered as the areas around them fall prey to commercial activity (Swaim, 1981: 97-98).

In summary, it must be said that the majority of the historic resources identified in the survey of the APE represent in some way the Boom Period of Asheville and the unusually high quality of design that characterized the built environment during that time. From the architects and artisans collected by George Vanderbilt to the standardized plans for the viaduct and likely the freight depot to the spin-off residential plans for the houses in the St. Dunstons Historic District, the resources reflect perhaps the most important period in Asheville's history in terms of municipal and private development and architectural excellence.



Plate V.1
Former Biltmore
Village Passenger
Depot

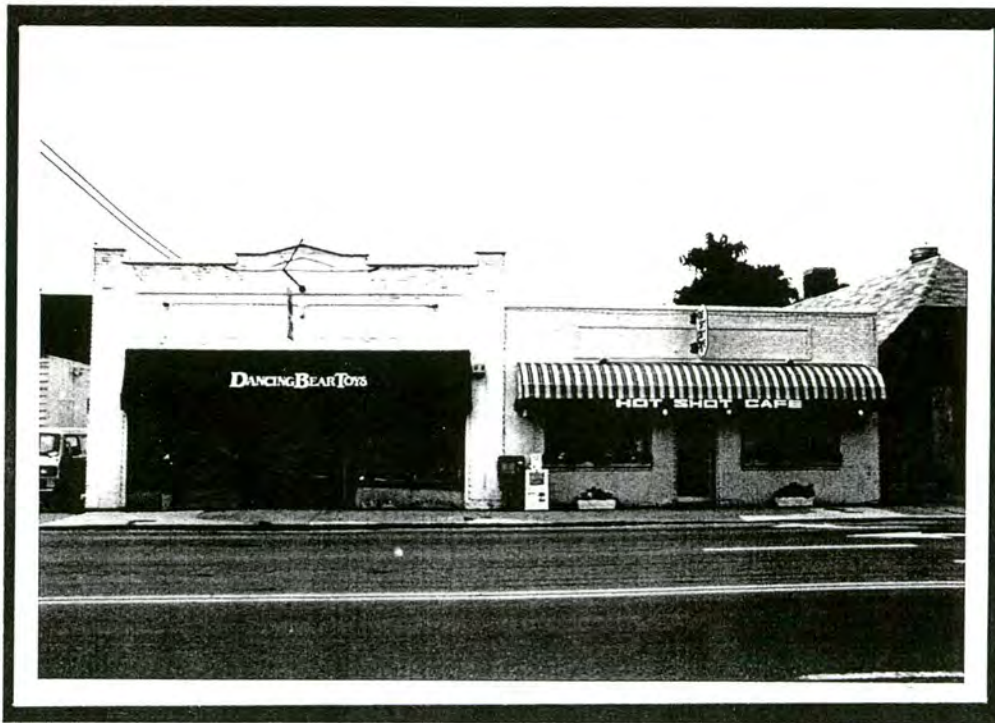


Plate V.2
Post-Vanderbilt
Era Commercial
Buildings,
Biltmore Village

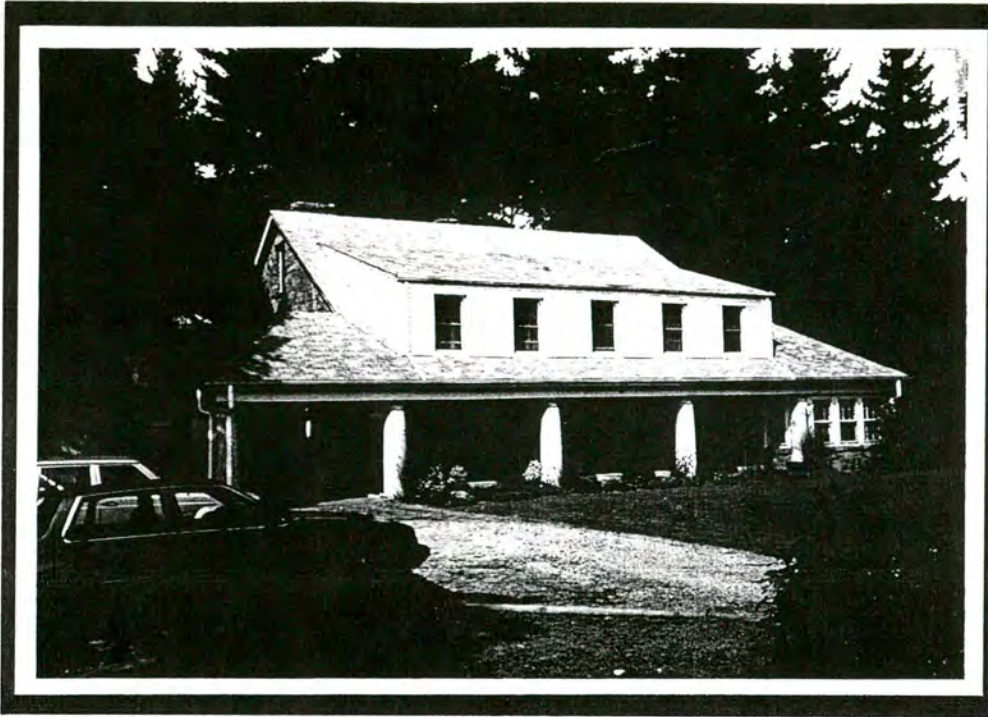


Plate V.3
46 St. Dunstons
Circle (# 23),
St. Dunstons
Historic District



Plate V.4
85 St. Dunstons
Road (# 34),
St. Dunstons
Historic District



Plate V.5
Warehouse, Short
McDowell Street
(# 6)

VI. METHODOLOGY

The survey methodology consisted of historical background research and a field survey of the general project area. The majority of the background research relied on Douglas Swaim's 1981 historical and architectural publication on Asheville and Buncombe County, Cabins and Castles. Additional resources included Sanborn Insurance Maps, newspaper clippings, early urban planning documents for Asheville, copies of the original viaduct plans, oral interviews, Kent Newell, Director of the Asheville-Buncombe County Landmarks Commission, and research in the survey and National Register files of the Western Office of the North Carolina State Historic Preservation Office.

The purposes of this research were to understand the historical and architectural context of the survey area, to allow for re-evaluation of previously inventoried architectural resources, and to identify unrecorded properties which may be potentially eligible for inclusion in the Biltmore Village Multiple Resource nomination or may otherwise be possibly eligible for the National Register of Historic Places. Subsequently, fieldwork by automobile, as well as on foot, was conducted. Each street, as well as the railway yard and the viaduct, in the vicinity of the project was either walked or driven. The entrance to the Biltmore Estate was examined; however, the estate property itself was not systematically studied. One U.S. Geological Survey (USGS) topographical quadrangle map, Asheville, was employed to help determine the general survey area, as well as to define the more specific area of potential effect. The general survey area encompassed the project area, as well as surrounding property extending several blocks to the north, south and east of the proposed new location of the bridge and its extended access.

Every architectural resource fifty years of age or older (the usual cut-off date for eligibility for the National Register) located within the area of potential effect was photographed and keyed to USGS maps. For specific properties considered to have special architectural or historical significance, additional exterior and, if possible, interior photographs were taken. Tax maps were obtained of the survey area on which preliminary boundaries for properties considered potentially eligible for the National Register have been delineated.

VII. PROPERTY INVENTORY AND EVALUATIONS

All resources within the area of potential effect considered to be fifty years of age or older were examined by Greiner, Inc. Four individual buildings, one structure, and one historic district (approximately 31 contributing properties) were evaluated as to their potential eligibility for the National Register and were recorded. Approximately 37 properties were recorded on North Carolina Historic Structures Forms. There is a large locally designated historic district in the Biltmore Village area into which the project extends.

LIST OF RECORDED PROPERTIES CONSIDERED ELIGIBLE FOR OR LISTED ON THE NATIONAL REGISTER

Properties Listed as National Historic Landmarks:

Biltmore Estate: Gatehouse (# 43)

Properties Listed In National Register of Historic Places:

Biltmore Village Multiple Resource Area: Biltmore Village Cottages, 32 All Souls' Crescent (#s 9, 10)

National Register Study List Properties:

McDowell Street Viaduct (Bridge 76) (# 1)
Asheville High School (#s 4, 5)

Properties Potentially Eligible for the National Register:

Asheville High School (#s 4, 5)
Biltmore Hardware Store (# 2)
McDowell Street Viaduct (# 1)
St. Dunstons Historic District (#s 11-39, 42)
Southern Railway Freight Depot (# 41)

Properties Within APE Which Appear Eligible for Inclusion in the Biltmore Village Multiple Resource Area:

34 All Souls' Crescent (#3)

[11-39, 42] **ST. DUNSTANS HISTORIC DISTRICT:** Includes portions of St. Dunstans Road, St. Dunstans Circle, Sterling Avenue, Grindstaff Place, and Roebling Circle. The boundary includes the greatest concentration of contributing properties in the area while excluding adjacent noncontributing properties. The St. Dunstans residential area is essentially an enclave unto itself and there are very few buildings which intrude upon its early twentieth century residential nature. The proposed boundary for the historic district is shown on Figure VII.1.

The proposed St. Dunstans Historic District is tucked into a section of rolling, wooded, elevated property between the elite neighborhoods of Kenilworth and Victoria. Although many of the houses are substantial, they are interspersed with cottages and smaller bungalows indicating an enclave of middle-to upper-middle-class residences. Some local residents pass along the tradition that the property was at one time owned by John Roebling, grandson of the builder of the Brooklyn Bridge. Roebling is believed to be responsible for the construction of the rock wall and overlook at the summit of St. Dunstans Circle (Plates VII.16, 17). Perhaps Roebling intended to build there himself. Apparently Roebling's elder son Paul either stayed in Asheville or returned at a later date. Paul Roebling built the 1917 Haywood Building and may well be responsible for the development of the St. Dunstans area. St. Dunstan is the patron saint of ironmongers, the Roebling family business, and Roebling Circle was apparently originally intended to be a mirror of St. Dunstans Circle.

One of the earliest houses constructed in the neighborhood, is 46 St. Dunstans Circle (#23) (Plate V11.15). Sited in the curve of the circular road at the highest point in the area is the massive stone house with monumental Tuscan columns solidly spaced across the facade. A sunroom to the south is balanced by a porte cochere to the north and a shed dormer spans the second story of the facade. The house was designed by architect Ronald Greene and believed to have been constructed in 1922 by local contractor J. Hobart Allport as his own home. The site of the house is enhanced by the wooded inclines on either side of the house, the handsomely-crafted stone wall defining the edge of the incline and the elliptical overlook built into the wall directly in front of the house (Plates V11.16, V11.17).

An eclectic mixture of styles as well as house sizes characterizes the St. Dunstans Historic District. Smaller residences tend to cluster at the ends of streets and along the outer edge of St. Dunstans Circle, where lots were necessarily smaller because of the steep incline. These houses often, however, made use of the incline and were two stories on the rear. Whether bungalow or cottage, substantial Tudor or Colonial Revival, all but one of the contributing properties appear to have been constructed by 1929.

For example, 183 (# 11), 172 (# 12), and 156 (# 13) St. Dunstans Road are similarly detailed, one-story, stuccoed bungalows, possibly constructed as speculative housing (Plates VII.1, 3, 4). The house at 151 St. Dunstans Road (# 14), however, immediately adjacent to these modest residences is a substantial, brick, two-and-one-half story, basically Colonial Revival residence with the broad eaves and horizontal lines that presage the Prairie Style (Plate VII.5). The monumental Tuscan columns and shed dormer of 141 St. Dunstans Road (# 15) (Plate VII.6) are reminiscent of the detailing of the Allport House, though it is executed in frame and is much smaller. Perhaps one of the most unusual and interesting residences in the district is 16 St. Dunstans Circle (# 20), a highly developed example of the Mission Revival Style (Plate VII.12). With its basically

symmetrical form, stuccoed finish, elaborately-curved Mission-shaped parapets on both dormers and the porch top balcony; plain, heavy piers supporting the porch, solid railing wall, and the broad eaves of the flat-hipped roof, this property is unique in the district. It is also almost a certainty that this house is a copy of the Sears, Roebuck and Company house "The Alhambra" (Figure VII.3). A recent photograph of a known example of the Alhambra is even more like 16 St. Dunstons, with slightly different windows and some omitted details (Stevenson and Jandl 1986: 43, 286). Although it is not known whether any other houses in the district are mail order or pattern book designs, a perusal of Houses by Mail and 500 Small Houses of the Twenties showed a number of designs quite similar to houses in the St. Dunstons area and serves to emphasize the character of the area as an eclectic mix of national popular architectural styles.

The Tudor Revival influence, a reflection of the impact of Biltmore Village, is common on several properties and, with the Colonial Revival style, is perhaps the most characteristic of the district. The residence at 58 St. Dunstons Road (# 35) (Plate VII.29) is a particularly good example with its polychrome brick sheathing, steeply-pitched, complex-gabled roofline, massive chimneys, and grouped, multi-paned casement windows. The house at 53 St. Dunstons Road (#36) is another well-developed specimen, with its brick first story and stuccoed second story with false vertical half-timbering. Bands of tripled windows are placed symmetrically around the house and, although modern guttering obscures the edge, the house appears to have a rolled roof edge, a highly unusual and distinctive element of the style (Plate VII.30).

The St. Dunstons Historic District is considered to be potentially eligible for the National Register under Criterion C. The district comprises a handsome and largely intact collection of domestic architecture varying in size and style. As a group, the residences in the district represent most of the types of homes being constructed for middle- to upper-middle-class residents in Asheville during the 1920s.

INVENTORY

- [11], [11a] 183 St. Dunstans Road: C, ca. 1928. One-story, stuccoed bungalow cottage, two stories on rear; hip-roofed, two-bay, one-bay offset hip-roofed porch shelters entrance, classical revival motifs; deteriorated, but contributing outbuilding at rear of property.
- [12] 172 St. Dunstans Road: C, ca. 1925. One-story, stuccoed bungalow cottage, two bays wide; hipped roof, hip-roofed offset porch with classical detailing shelters central entrance.
- [13] 156 St. Dunstans Road: C, ca. 1925. One-story, stuccoed bungalow cottage, two bays wide; hipped roof with hip-roofed offset porch with molded frieze and Tuscan columns sheltering central entrance.
- [14] 151 St. Dunstans Road: C, ca. 1927. Two-story, brick-veneered, transitional Colonial Revival/Prairie Style residence; symmetrical hip-roofed boxy residence with central hip-roofed dormer, flanking hip-roofed wings--one an enclosed room, the other an open porch; three bays wide with one-story, hip-roofed portico sheltering the central entrance.
- [15] 141 St. Dunstans Road: C, ca. 1917. Two-story, Colonial Revival inspired, frame, weatherboarded residence with high pitched end gable roof which extends to shelter the facade-width porch supported by massive Tuscan columns; three bays wide; three bay wide shed-roofed dormer in front slope of roof; contributing garage.
- [16], [16a] 129 St. Dunstans Road: C, ca. 1925. One-story, brick-veneered cottage with rock trim, front gable roof with front gable roof porch; porch has been altered; shingles in gables; two-story, frame outbuilding with side shed and side addition.
- [17] 135 St. Dunstans Road: C, ca. 1935. One-and-one-half story rusticated, weatherboarded cottage, end gable roof, recessed porch, multi-paned windows, gabled dormer on front slope of roof. Although the siding appears to be original, it has been suggested that it may be 1960s replacement siding.
- [18] 20 St. Dunstans Circle: C, ca. 1925. One-story, stuccoed residence, hipped roof; hip-roofed projection on facade with central entrance and rock porch wall; decorative pediment over central entrance.
- [19] 5 St. Dunstans Circle: C, ca. 1928. One-story, frame, weatherboarded cottage; end gable roof with end gable wing on end; front gabled portico shelters central entrance, shingles in gables; very modest Craftsman detail.
- [20] 16 St. Dunstans Circle: C, ca. 1927. One of most unusual houses in district, appears to be taken from Sears, Roebuck's "Alhambra" plans. Two-story, stuccoed, Mission Revival residence; flat hipped roof punctuated by curvilinear gabled dormers; a curvilinear parapet crowns the offset porch which shelters the main entrance and paired windows; tripled windows make up the third bay of the facade; there is a

- [21] 19 St. Dunstons Circle: C, ca. 1925. One-and-one-half story, front gable, frame, weatherboarded cottage; roof extends to shelter facade width porch supported by plain posts and featuring a plain balustrade; two bays wide-French door with sidelights and triple windows.
- [22] 25 St. Dunstons Circle: C, ca. 1925. One-and-one-half story stone and stucco residence; end gable roof, front gable wing, shed-roof dormer, banded windows, double French doors.
- [23] 46 St. Dunstons Circle: C, ca. 1926. Outstanding two-story stone house with side gable roof, facade width shed roofed dormers, a five bay facade, facade width porch sheltered by the slope of the roof; porch wraps to form sunroom on one side elevation and porte cochere on opposite side; porch is supported by massive Tuscan columns; across St. Dunstons surrounding the curve where the lot is sited is a dressed stone wall (19a), directly in front of the house is a dressed stone curved overlook (19b) with a commanding view of the river valley across to Biltmore.
- [24] 76 St. Dunstons Circle: C, ca. 1945. One-story, light colored brick residence; hip-roofed main block; front gable wing with band of casement windows and straight chimney.
- [25] 75 St. Dunstons Circle: C, ca. 1927. Two-story, clipped gabled, brick-veneered, Colonial Revival residence; symmetrical facade with central entrance with bracketed pediment, sidelights, and blind fanlight; facade width shed dormer; sunroom on one side elevation, porte cochere on opposite.
- [26] 74 St. Dunstons Circle: C, ca. 1925. Boxy, foursquare house presaging the Prairie Style, but with Tudor Revival detailing; first story is rustic brick with banded windows round-arched opening to recessed doorway; second story is stuccoed; hipped roof.
- [27] 72 St. Dunstons Circle: C, ca. 1927. One-story, brick-veneered bungalow with end gable roof, central gabled dormer, shingles in gables, roof shelters porch supported by brick pillars, sawn balustrade.
- [28] 70 St. Dunstons Circle: C, ca. 1927. One-story, brick-veneered cottage; end gable roof with weatherboard; projecting front gabled ell on facade appears to be addition or severely altered entrance porch.
- [29] 92 St. Dunstons Circle : C, ca. 1927. One-story, brick and stuccoed cottage with classical detailing; pyramidal roofed main block, hip-roofed side wing, pergola with classical columns shelters patio in ell; facade width gable front porch supported by Tuscan columns.
- [30] 101 St. Dunstons Circle: C, ca. 1927. Heavy vegetation obscures facade; one-and-one-half story cottage; frame, weatherboarded, end gable roof with shingles and brackets in gable; projecting bay on side elevation with shed roof.

- [31] 93 St. Dunstons Circle: C, ca. 1925. Substantial brick-veneered and stucco residence with Tudor Revival influence; two-story main block with front gable, gable has faux half-timbering; recessed porch under bellcast side gable wing on side elevation.
- [32] 89 St. Dunstons Circle: C, ca. 1911. House obscured by heavy vegetation; facade faces inside of lot; large, two-and-one-half story frame, residence sheathed in substitute siding; front gable roof; two-story porch supported by simple posts; windows appear to be nine-over-one.
- [33] 87 St. Dunstons Road: C, ca. 1927. Two-story, shingled, boxy residence with low hipped roof with curved brackets under eaves; Italianate Revival influence; paired windows; one-story facade width porch with large posts, shaped brackets, and widely spaced block modillions; rectangular projection from second story over portion of porch; similar projection on facade appears to house central entrance; tripled windows on first story facade; stone exterior end chimney and stone retaining wall.
- [34] 85 St. Dunstons Road: C, ca. 1916. Heavy vegetation and large lawn obscure much of property; L-plan, two-story, brick-veneered, substantial residence; classical and Tudor Revival influences; faux half-timbering of cast concrete in front gable; one-story flat-roofed porch in ell with decorative metal balcony railing; supported by classical columns, block modillions, sidelights flank entrances on both stories.
- [35] 58 St. Dunstons Road: C, ca. 1925. Picturesque rusticated brick Tudor Revival inspired residence; two-story end gable main block with projecting swept gable section on facade; front gable projection shelters central entrance; casement windows; two end chimneys.
- [36] 53 St. Dunstons Road: C, ca. ca. 1920. Two-story, Tudor Revival inspired brick-veneered and stuccoed residence with faux half-timbering; end gable main roof; intersecting shed and gable roofed dormers; roof has unusual rolled edges simulating thatching; bands of tripled windows; outbuilding and garage.
- [37] 48 A&B St. Dunstons Road: C, ca. 1924. One-and-one-half story brick duplex; end gable roof, shed-roofed dormer with shingles; pedimented porticoes with Tuscan columns shelter the entrances at each end; two pairs of paired windows on facade; outbuilding at rear.
- [38] 32 St. Dunstons Road: C, ca. 1924. One-story frame cottage sheathed in substitute siding; cross gable roof; stone chimney; facade width porch supported by plain posts has weatherboarded porch wall and extends into porte cochere; fixed, diamond-paned window in facade gable; garage in rear.
- [39] 16 Sterling Street: C, ca. 1926. Two-story, frame residence sheathed in substitute siding; end gable roof; engaged porch supported by paired posts; large shed roofed dormer; small contributing garage in rear.
- ✓ [42] 29 Roebing Circle: C, ca. 1925. One-and-one-half story, frame, weatherboarded bungalow; end gable roof with shingles and paired windows in gables; shed-roofed

story tower sheathed in shingles with bellcast polygonal roof of decorative slate shingles; eyebrow window in slope of roof; irregular plan; main block has end gable roof; gable and hip roofed wings and additions; converted into apartments; large two-story outbuilding later than house also converted into apartments.

[42]

29 Roebling Circle: C, ca. 1925. One-and-one-half story, frame, weatherboarded bungalow; end gable roof with shingles and paired windows in gables; shed-roofed dormer on facade with paired windows, exposed rafter ends, and knee brackets; shed-roofed facade width porch wraps side elevation; porch has exposed rafter ends, tapered posts on pillars and simple balustrade; windows are paired and tripled; recessed area under porch holds central entrance.

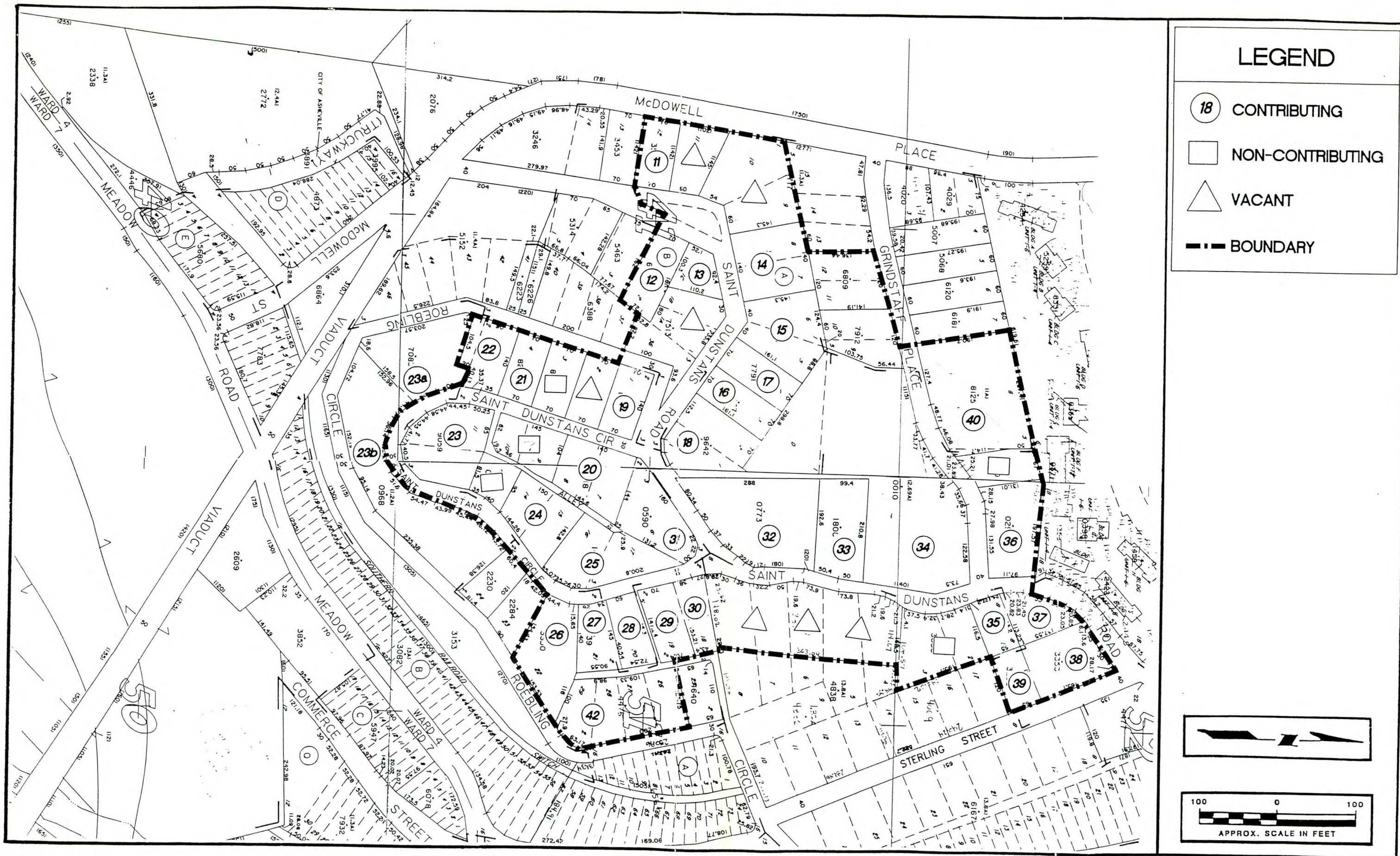
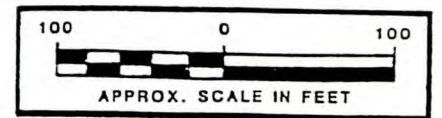
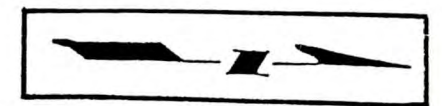


Figure VII.1: Proposed National Register Boundary for St. Dunstons Historic District (#'s 11-40,42)

LEGEND

- 18 CONTRIBUTING
- NON-CONTRIBUTING
- VACANT
- BOUNDARY



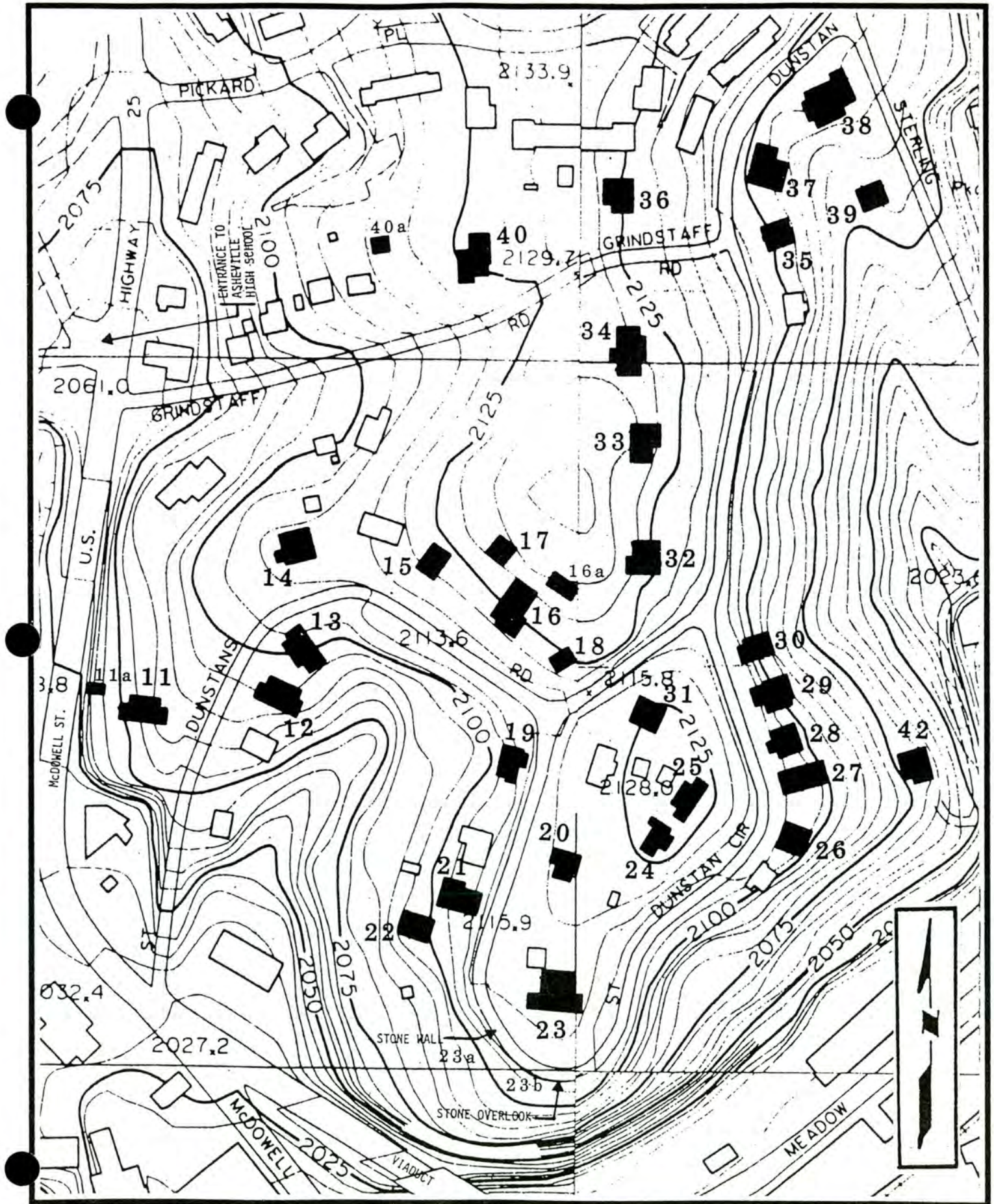


Figure VII.2: Sketch Map, St. Dunstons Historic District (#'s 11-40,42).

(NOT TO SCALE)



Plate VII.1
183 St. Dunstans
Road (# 11)



Plate VII.2
Outbuilding at
183 St. Dunstans
Road (# 11a) From
McDowell Street



Plate VII.3
172 St. Dunstons
Road (# 12)

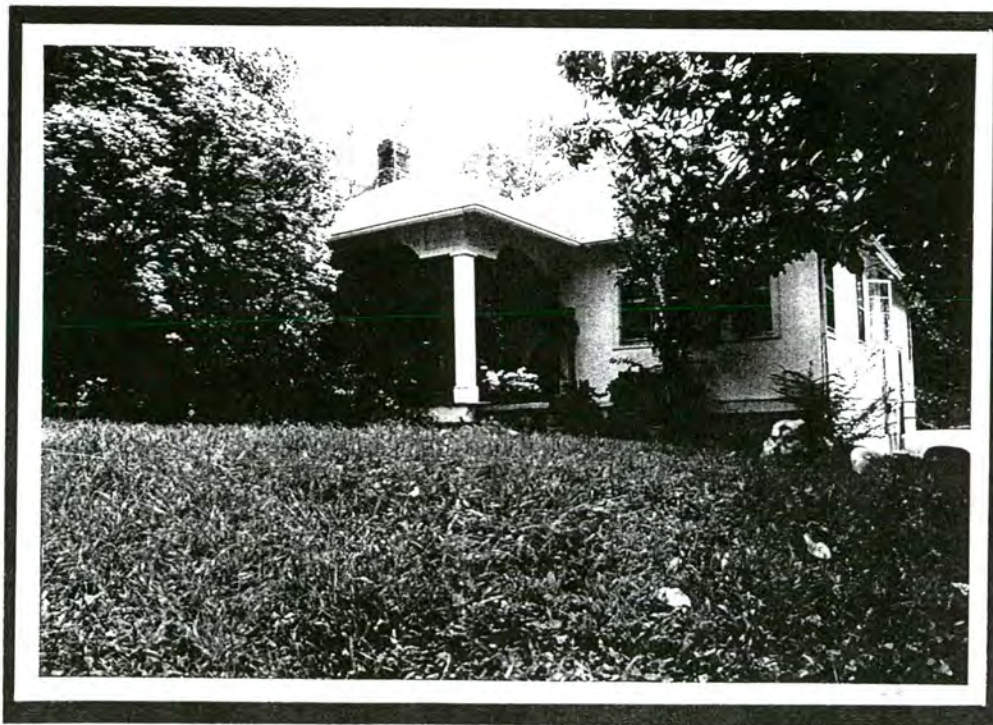


Plate VII.4
156 St. Dunstons
Road (# 13)



Plate VII.5
151 St. Dunstons
Road (# 14)



Plate VII.6
141 St. Dunstons
Road (# 15)

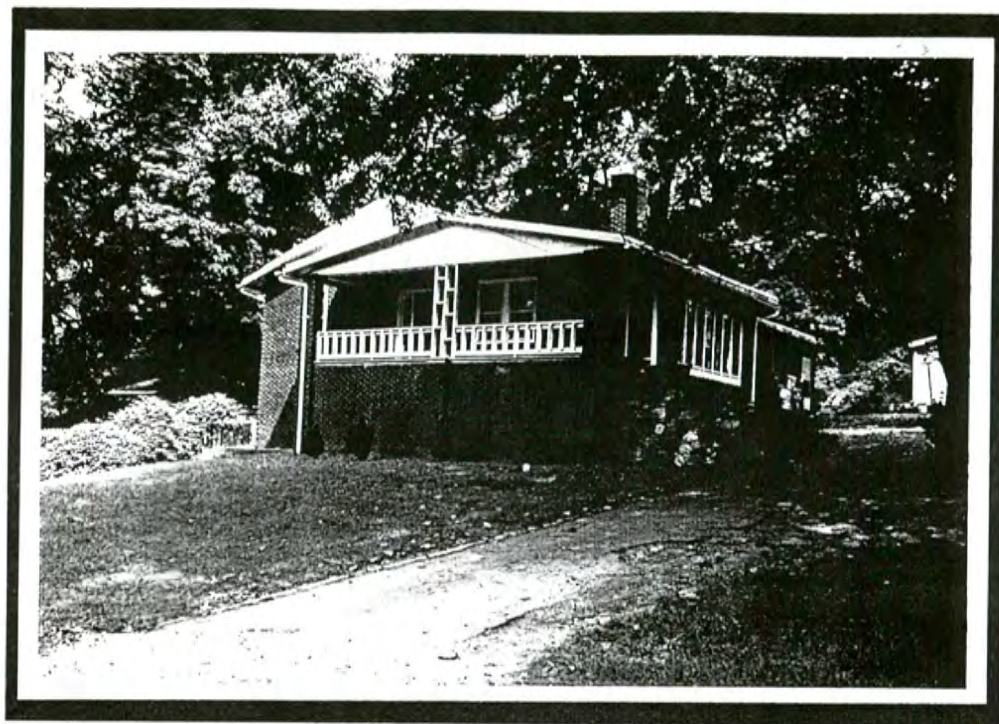


Plate VII.7
129 St. Dunstons
Road (# 16)

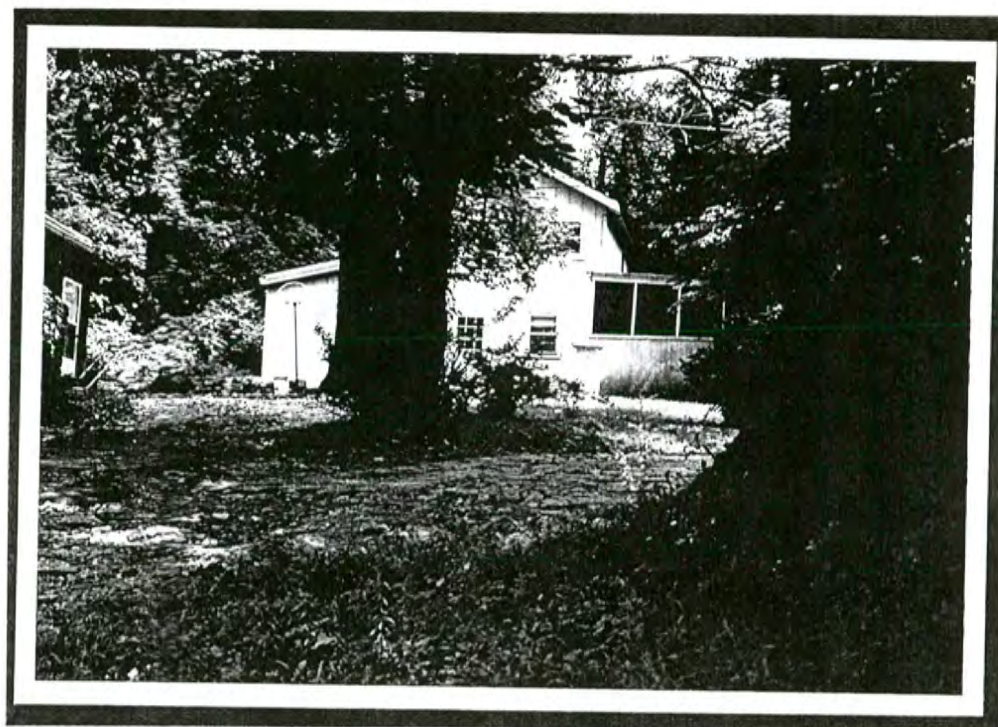


Plate VII.8
Outbuilding
129 St. Dunstons
Road (# 16a)

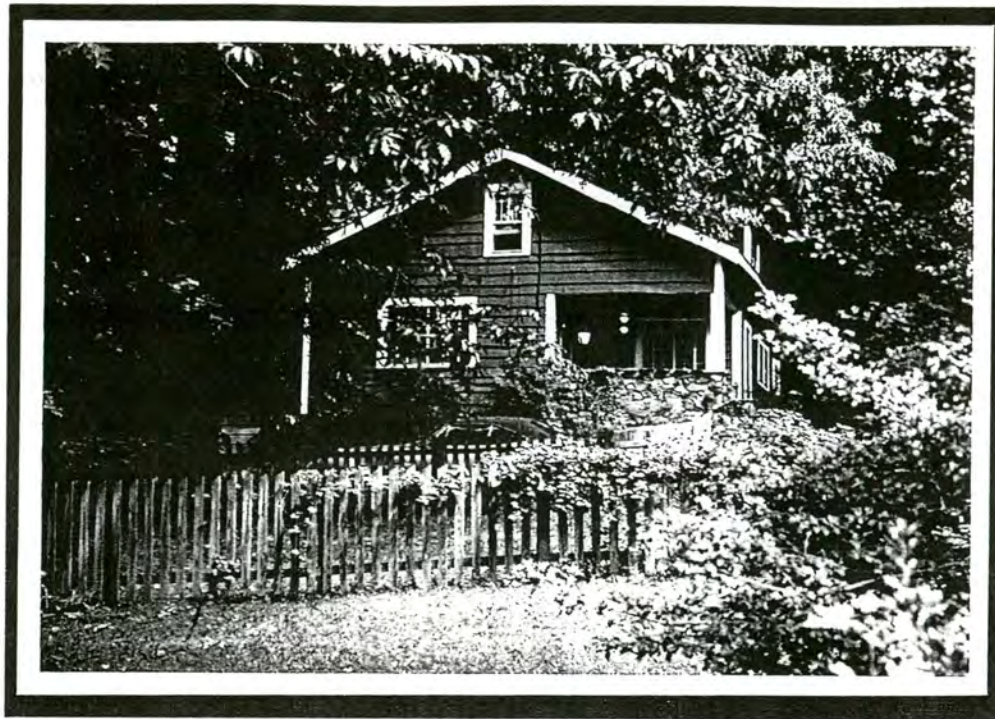


Plate VII.9
135 St. Dunstons
Road (# 17)

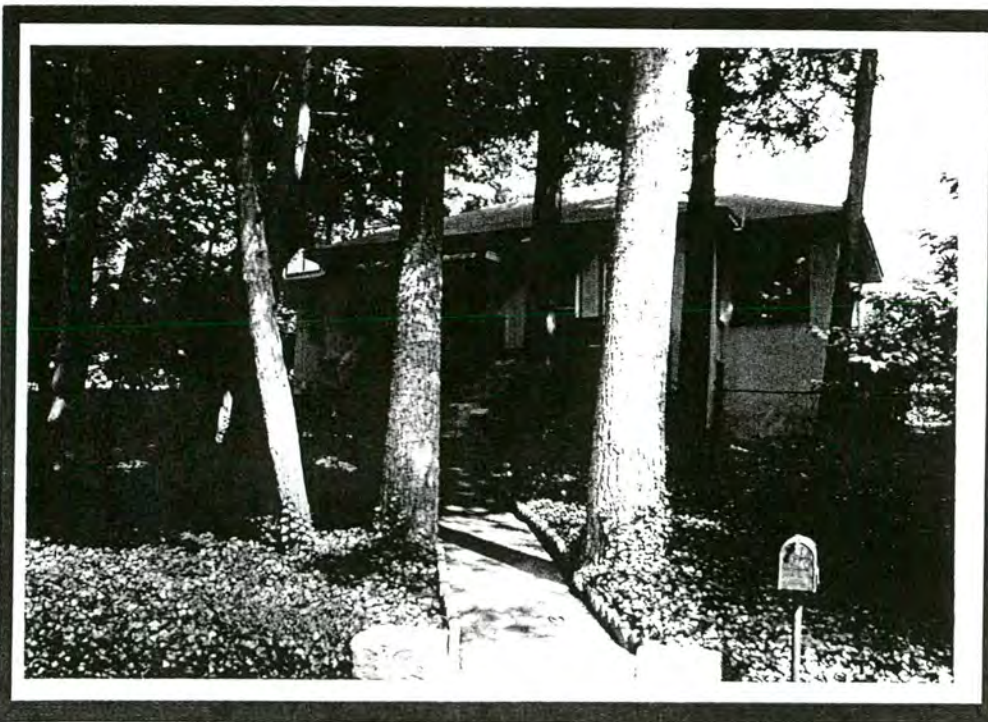


Plate VII.10
20 St. Dunstons
Circle (# 18)

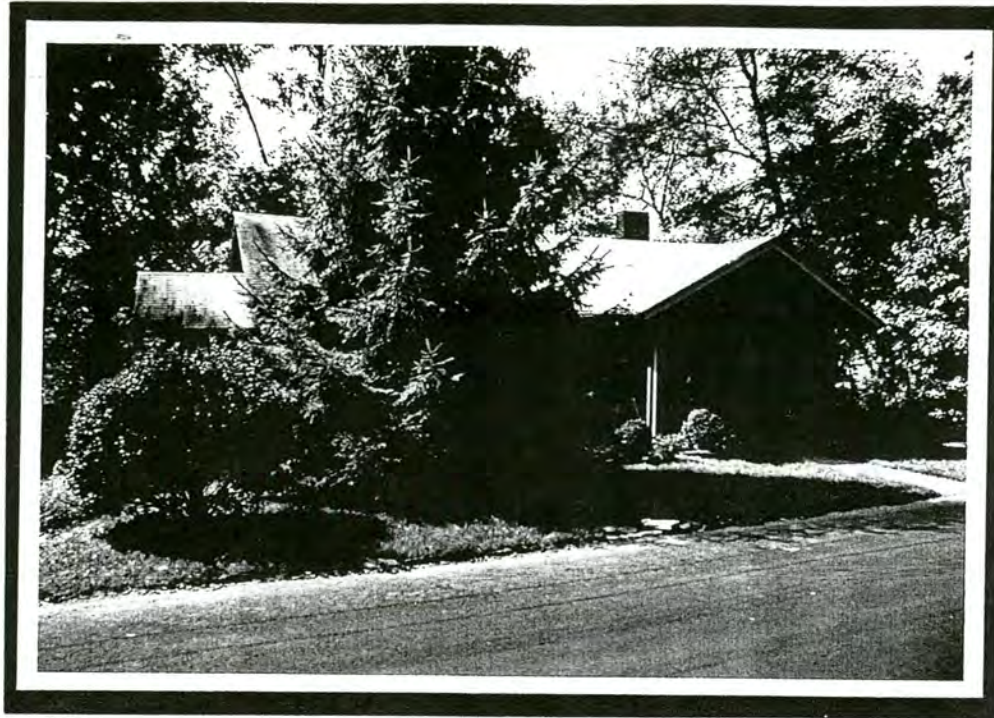
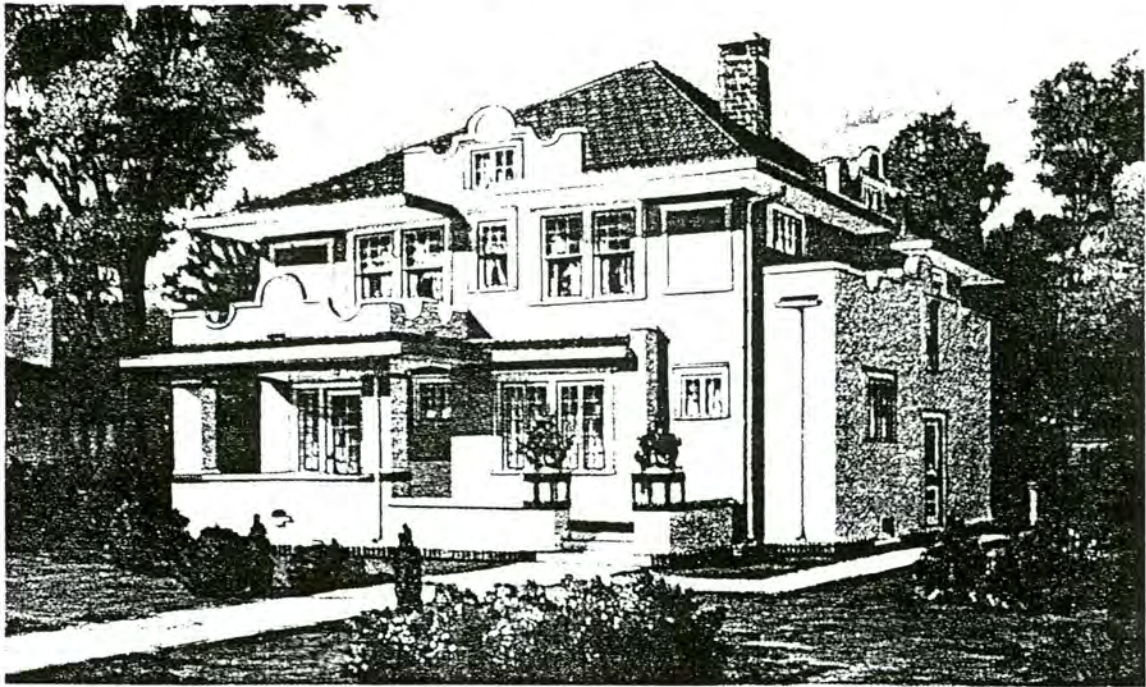


Plate VII.11
5 St. Dunstons
Circle (# 19)



Plate VII.12
16 St. Dunstons
Circle (# 20)

THE ALHAMBRA



The Alhambra is an effective Mission style of architecture. Its exterior appearance, as well as the interior arrangement, will appeal to anyone who likes massiveness and plenty of room.

Details and features: Eight rooms and one bath. Stucco exterior; curvilinear gables; overhanging eaves; open porch and terrace in front. Fireplace in living room; built-in sideboard in dining room; built-in seat in sun room.

Years and catalog numbers: 1918 (2090); 1919 (2090); 1921 (7080); 1924 (17090A); 1925 (17090A); 1926 (P17090A); 1928 (C17090A); 1929 (P17090A)

Price: \$1,969 to \$3,134

Locations: Norwood Park, Ill.; Dayton, Ohio

Similar to: The Monterey

Differences: Different gable and porch designs

Year and catalog number: 1924 (3312)

Price: \$2,998



The Monterey

Figure VII.3: Sears, Roebuck and Company, "The Alhambra"



Plate VII.13
19 St. Dunstons
Circle (# 21)

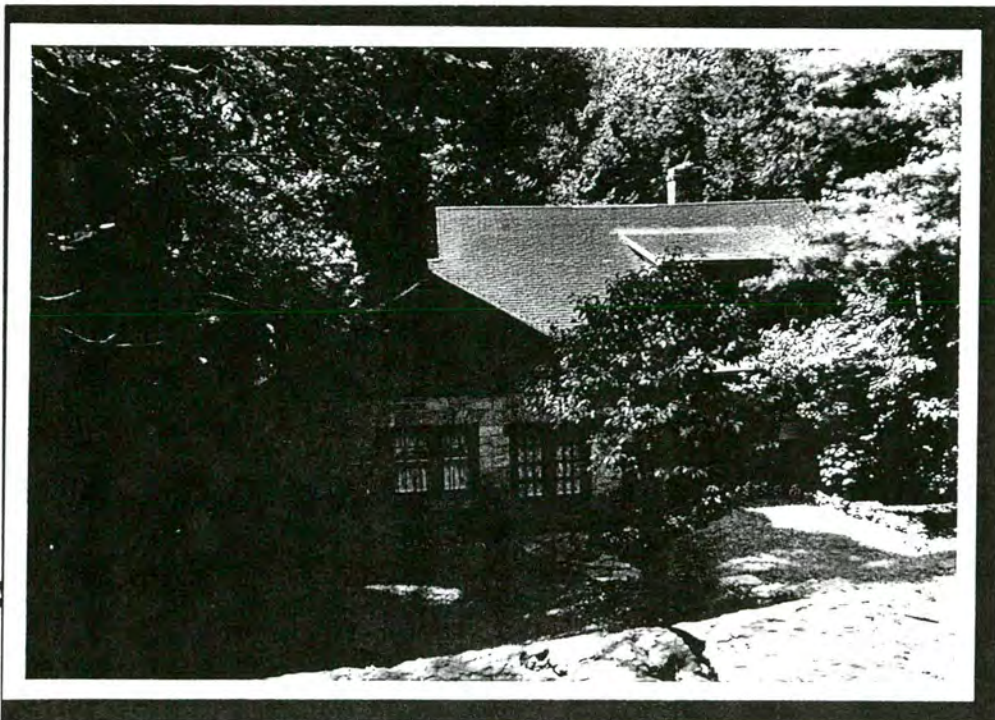


Plate VII.14
25 St. Dunstons
Circle (# 22)

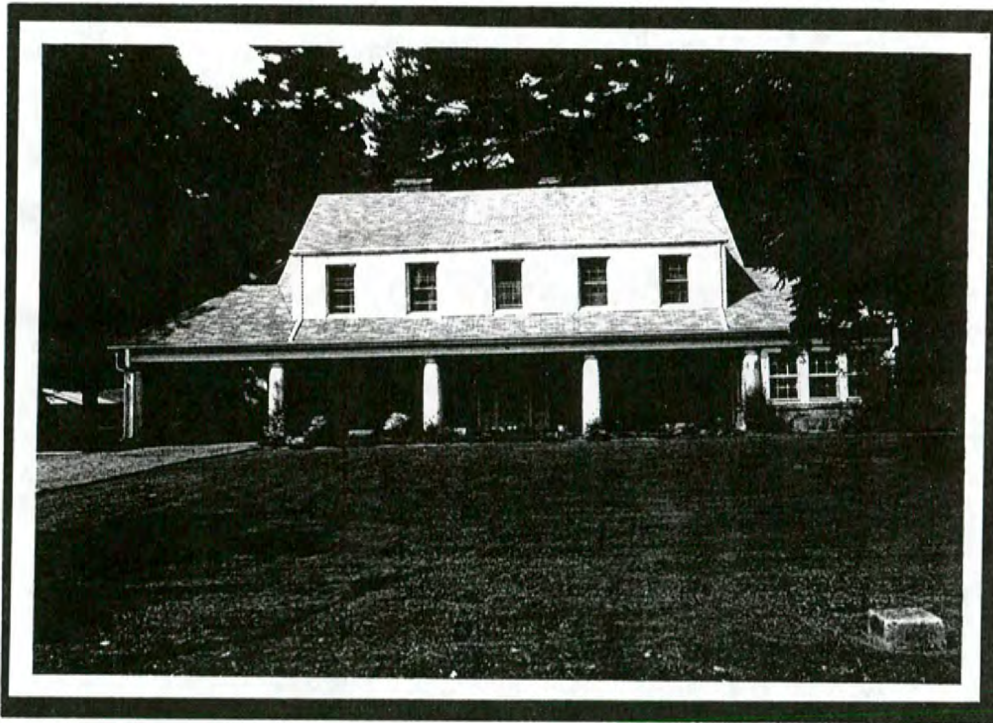


Plate VII.15
46 St. Dunstons
Circle (# 23)



Plate VII.16
Stone Wall at
St. Dunstons
Circle (# 23a)

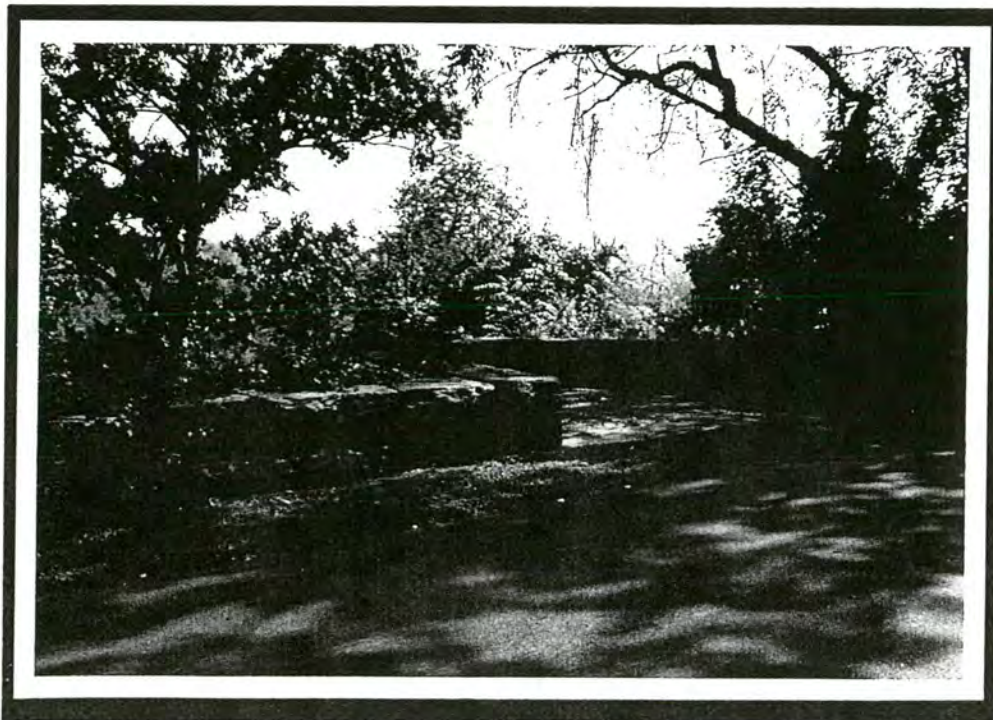


Plate VII.17
Stone Overlook
at St. Dunstons
Circle (# 23b)



Plate VII.18
76 St. Dunstons
Circle (# 24)

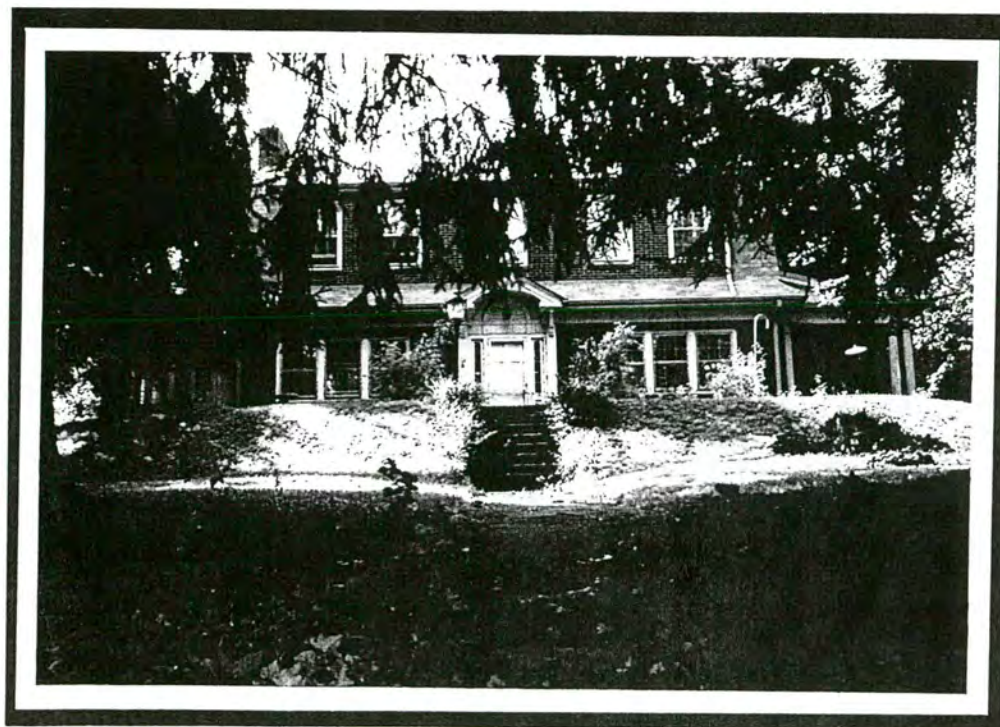


Plate VII.19
75 St. Dunstons
Circle (# 25)

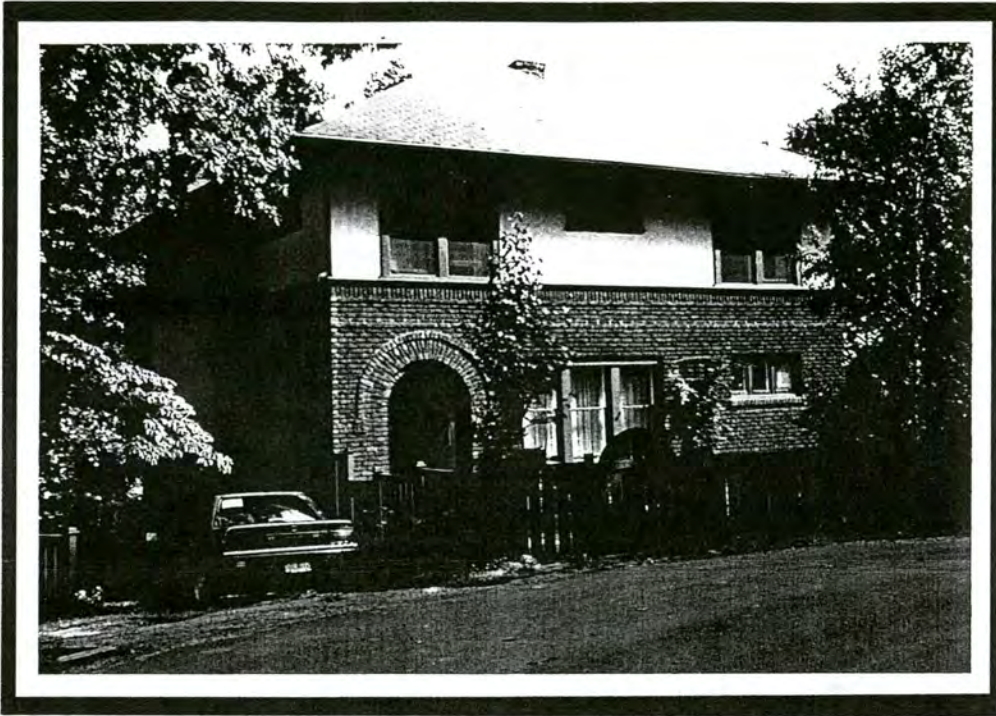


Plate VII.20
74 St. Dunstons
Circle (# 26)

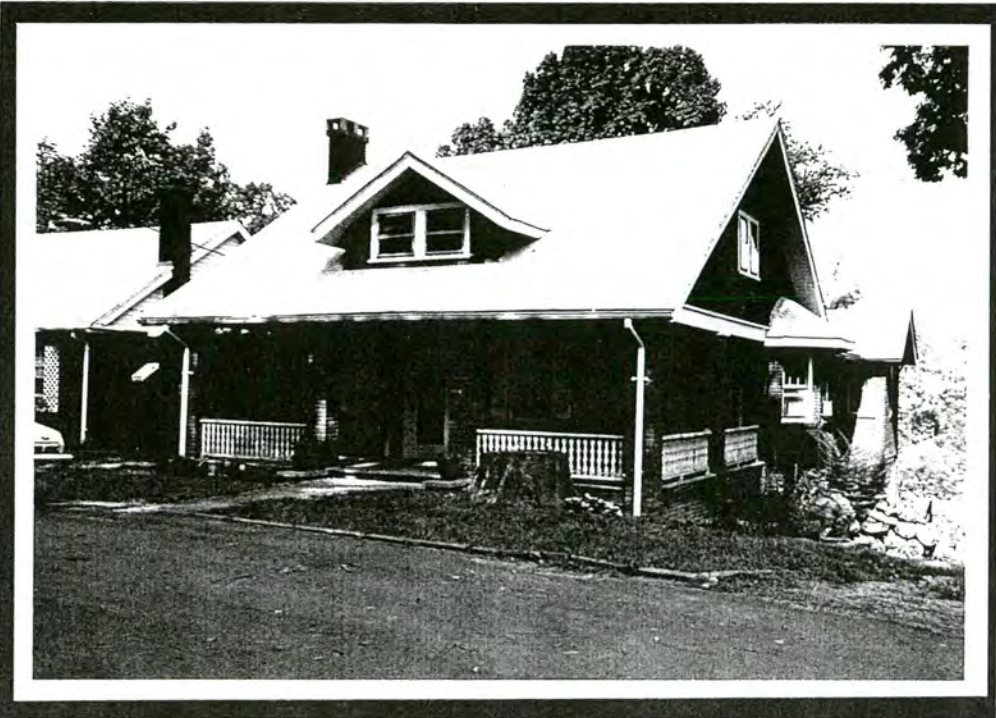


Plate VII.21
72 St. Dunstons
Circle (# 27)



Plate VII.22
70 St. Dunstons
Circle (# 28)

(28)

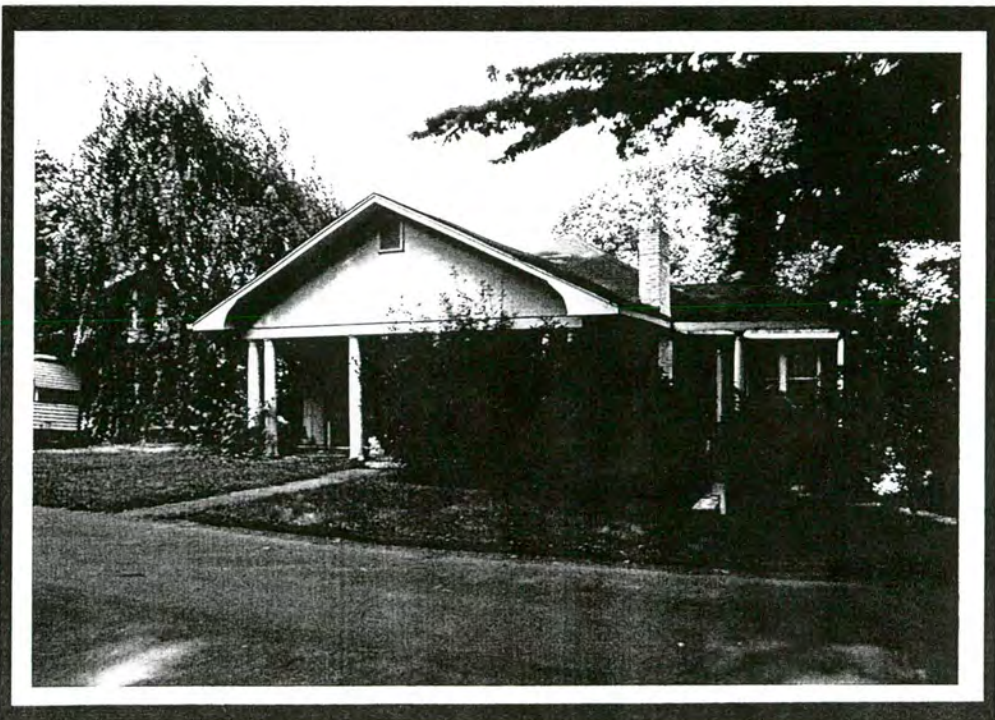


Plate VII.23
92 St. Dunstons
Circle (# 29)

(29)

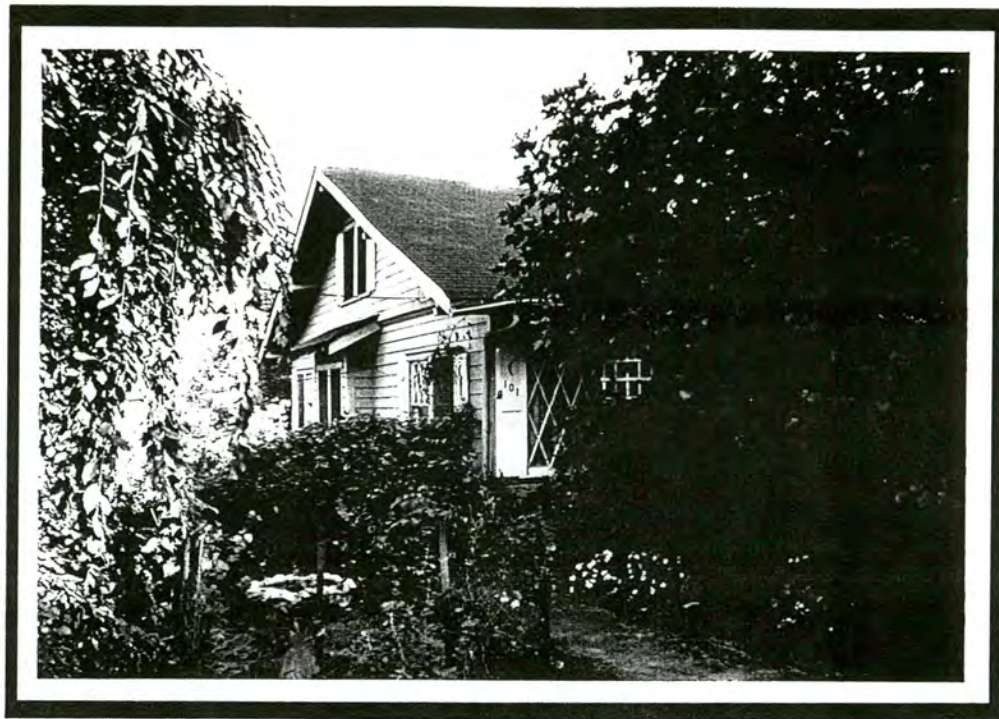


Plate VII.24
101 St. Dunstons
Circle (# 30)



Plate VII.25
93 St. Dunstons
Circle (# 31)

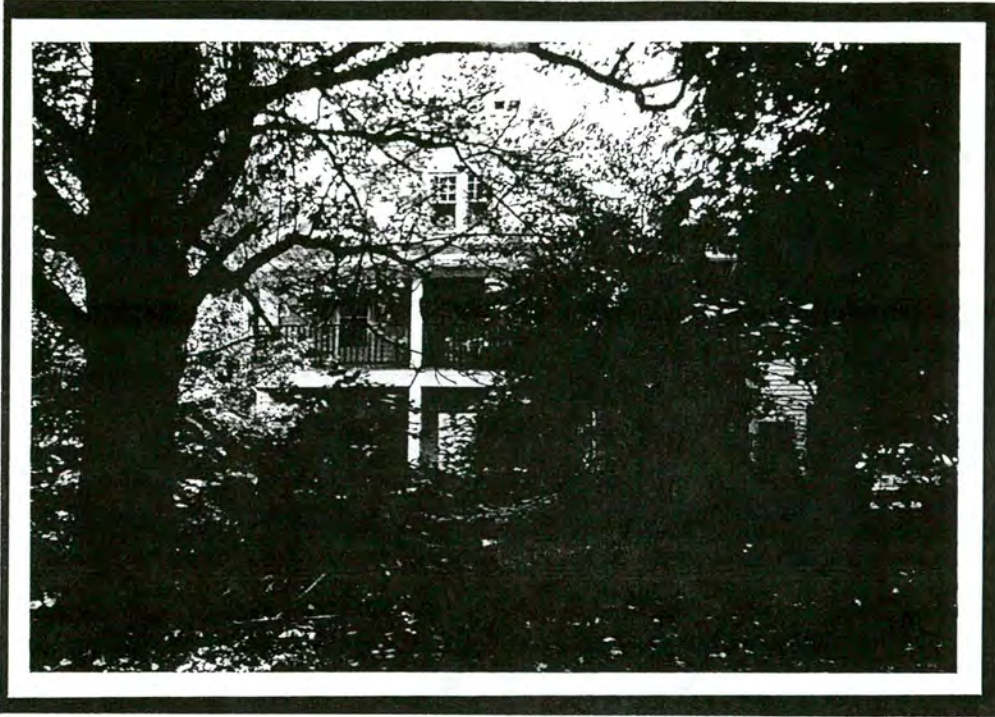


Plate VII.26
89 St. Dunstons
Circle (# 32)

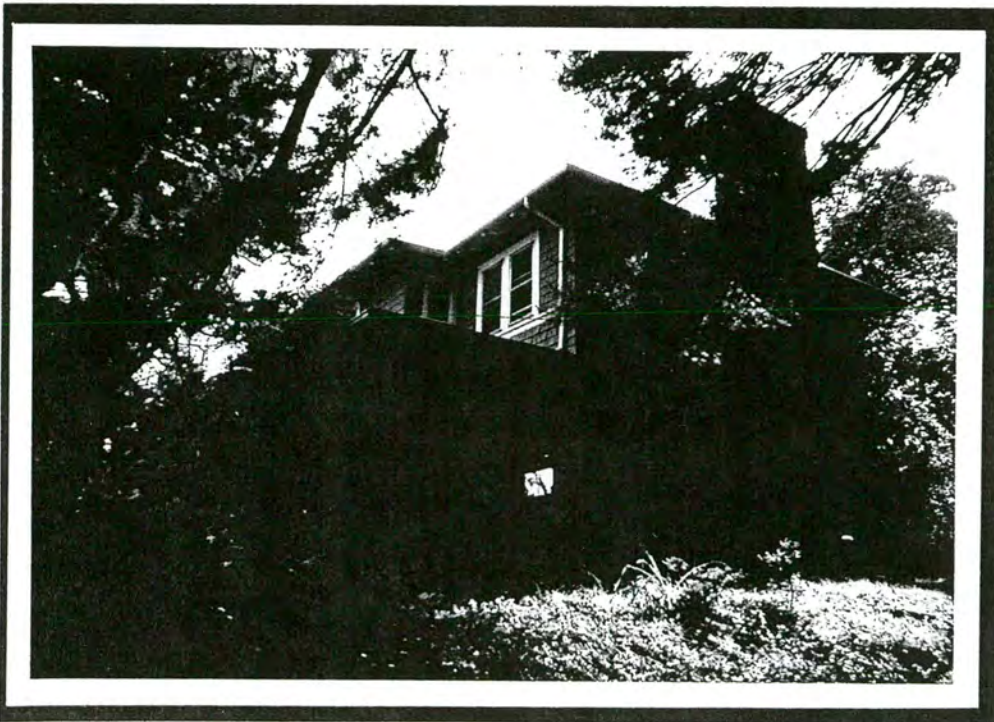


Plate VII.27
87 St. Dunstons
Road (# 33)

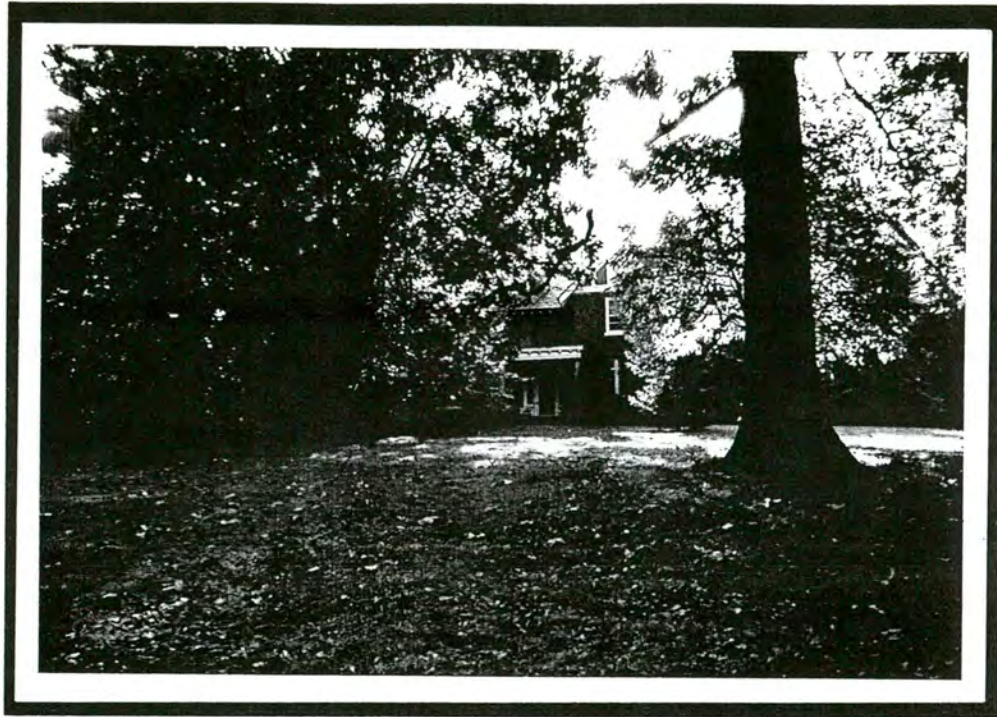


Plate VII.28
85 St. Dunstons
Road (# 34)

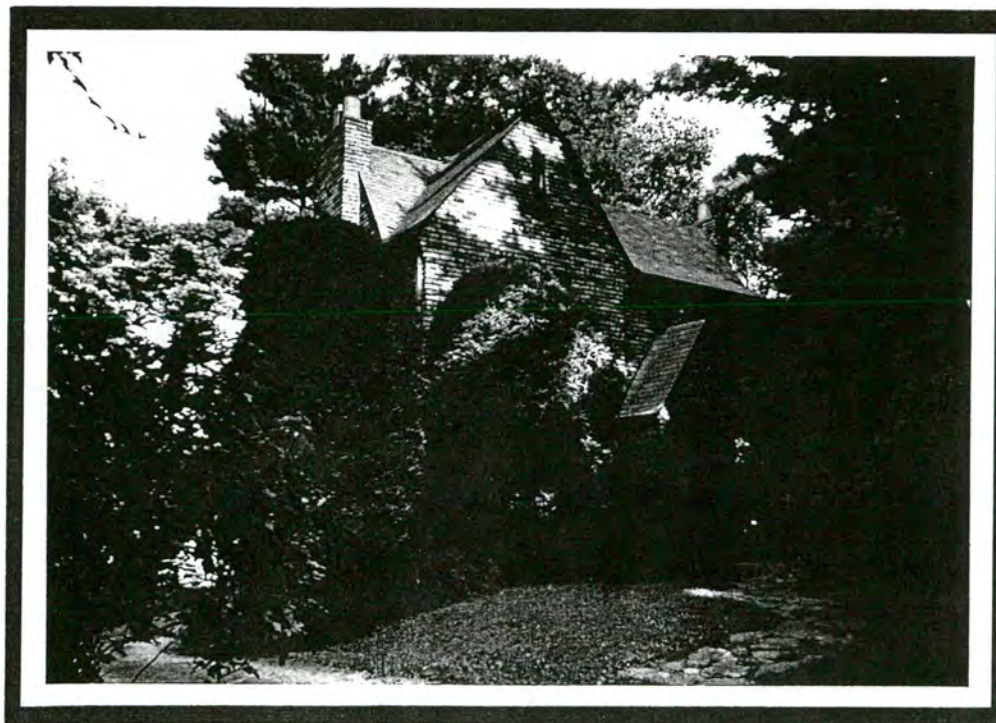


Plate VII.29
58 St. Dunstons
Road (# 35)

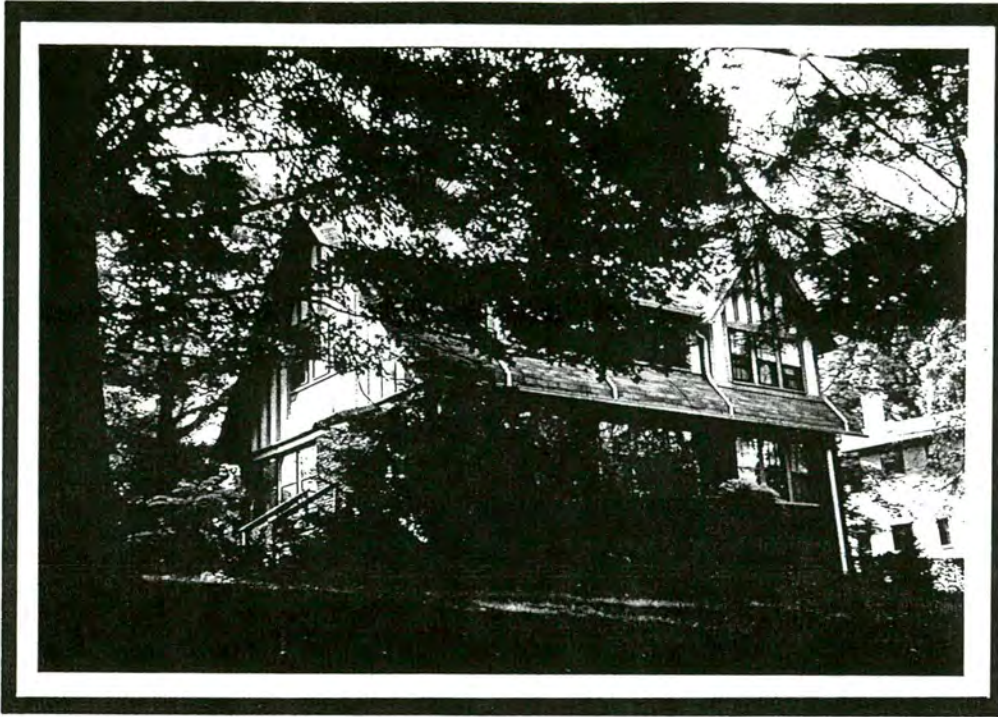


Plate VII.30
53 St. Dunstons
Road (# 36)

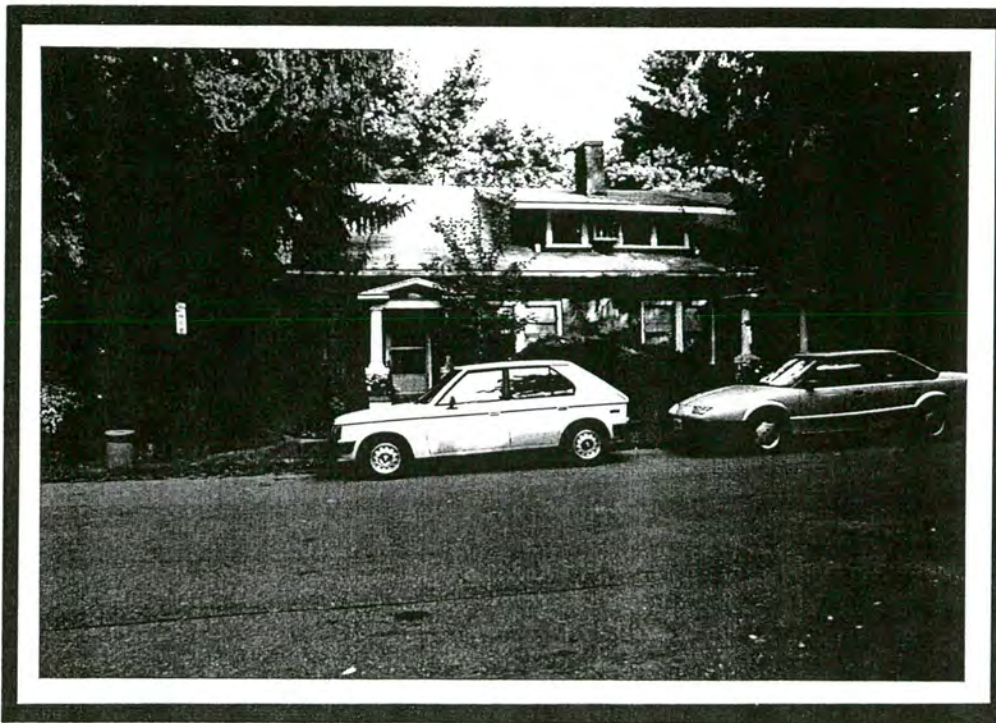


Plate VII.31
48 A & B
St. Dunstons
Road (# 37)



Plate VII.32
32 St. Dunstons
Road (# 38)



Plate VII.33
16 Sterling
Street (# 39)

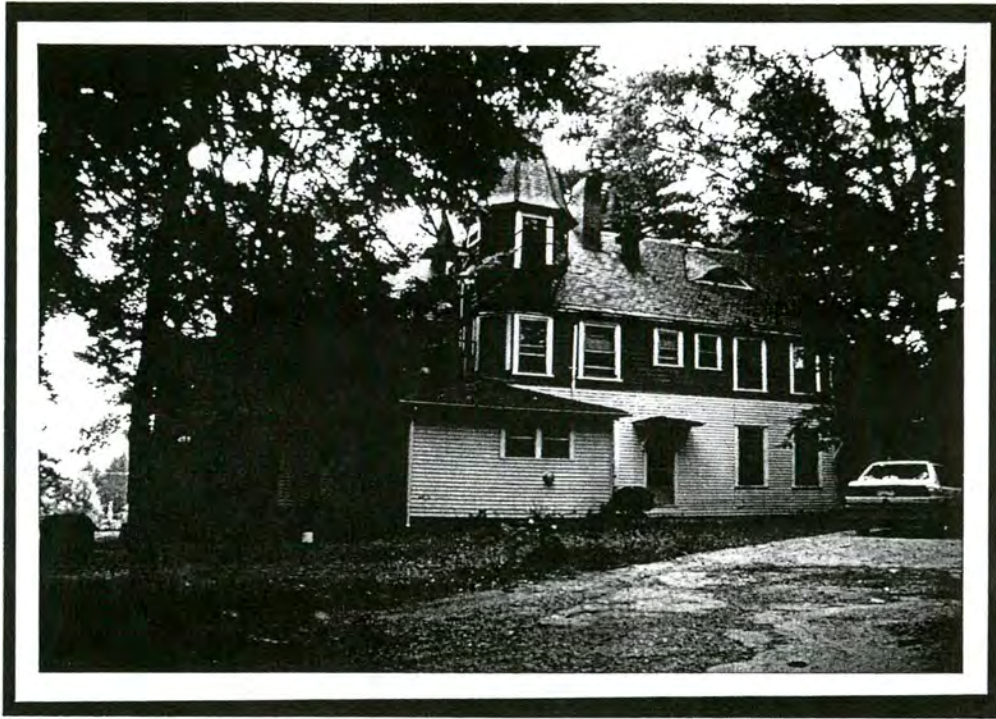


Plate VII.34
15 Grindstaff
Place (# 40)

*take out
of HD*



Plate VII.35
~~28~~ 29 Roebling
Circle (# 42)

[#s 4, 5] **ASHEVILLE HIGH SCHOOL:** McDowell Street, The boundary includes the original school building and landscaped, terraced front lawn, the power house located south of the main building on McDowell, various athletic fields, and additions to the rear of the school. Modern buildings which could be were omitted without compromising the setting of the school. The proposed boundary of the school is shown on Figure VII.4.

The Asheville High School, constructed in 1929 as part of the city's "Program of Progress," was originally known as Lee Edwards High School. Designed by premier Art Deco architect, Douglas Ellington, the building continues to dominate this area of McDowell Street with its center tower and radiating classroom wings (Plate VII.36). Sited atop a rise that has been terraced and landscaped, the rough coursed pink granite building features a tile cap on the tower and classical detailing artfully mixed with stylized Art Deco detailing. Although the school has been expanded during a number of periods, the additions have been kept to the rear of the building or have been constructed well behind or to the side of the original building (Plate VII.38, 39). Also part of the original complex is a stone and brick powerhouse south of the school yard on McDowell Street (Plate VII.40). A variety of athletic fields occupy the space between the two buildings (Plate VII.41).

The Asheville High School is considered to be potentially eligible for the National Register under Criterion C for its unusual and sophisticated design by major architect Douglas Ellington. It is also considered potentially eligible under Criterion A for its association with education in Asheville and as a major component in the "Program of Progress."

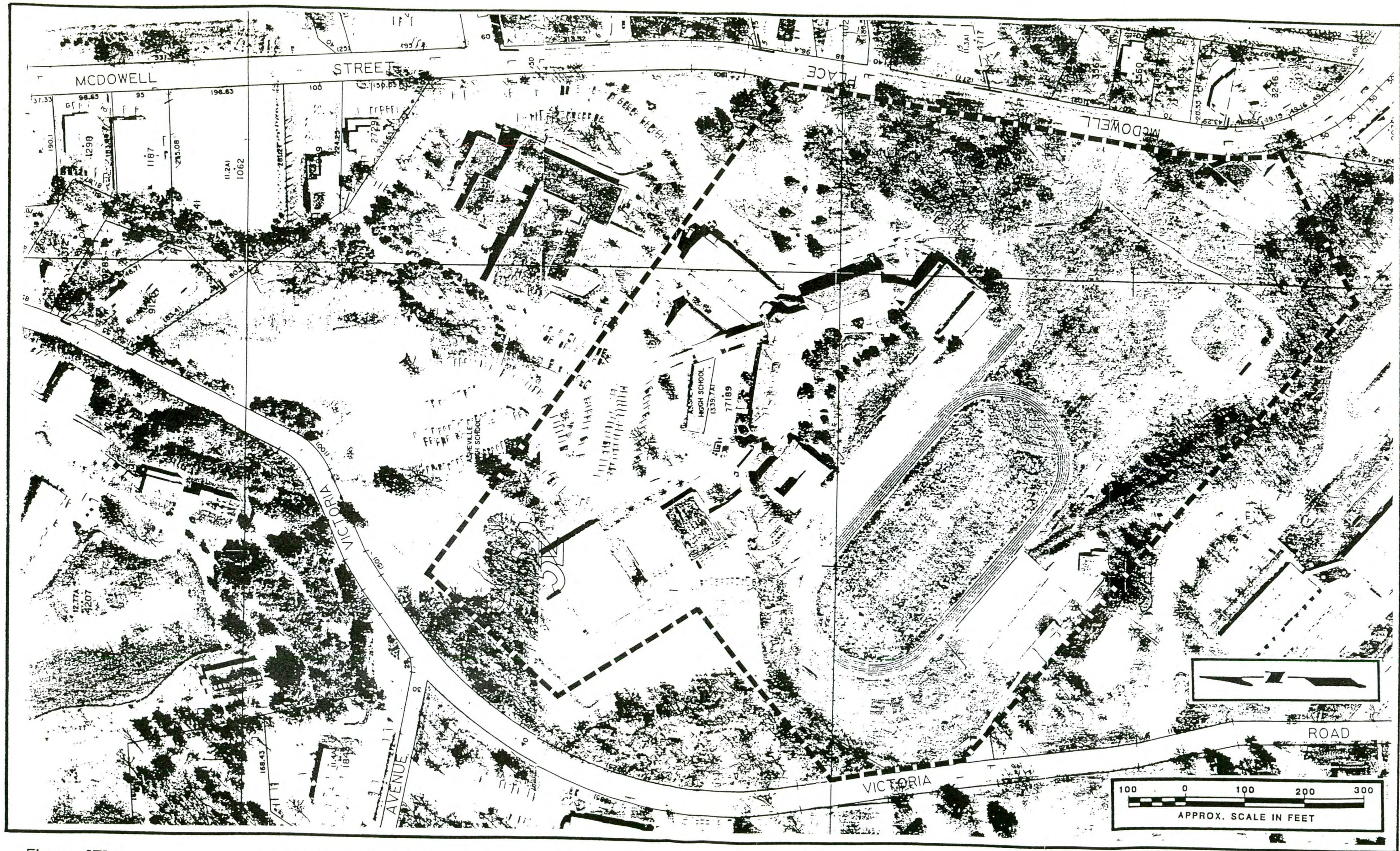


Figure VII.4: Proposed National Register Boundary for Asheville High School (#'s 4,5)

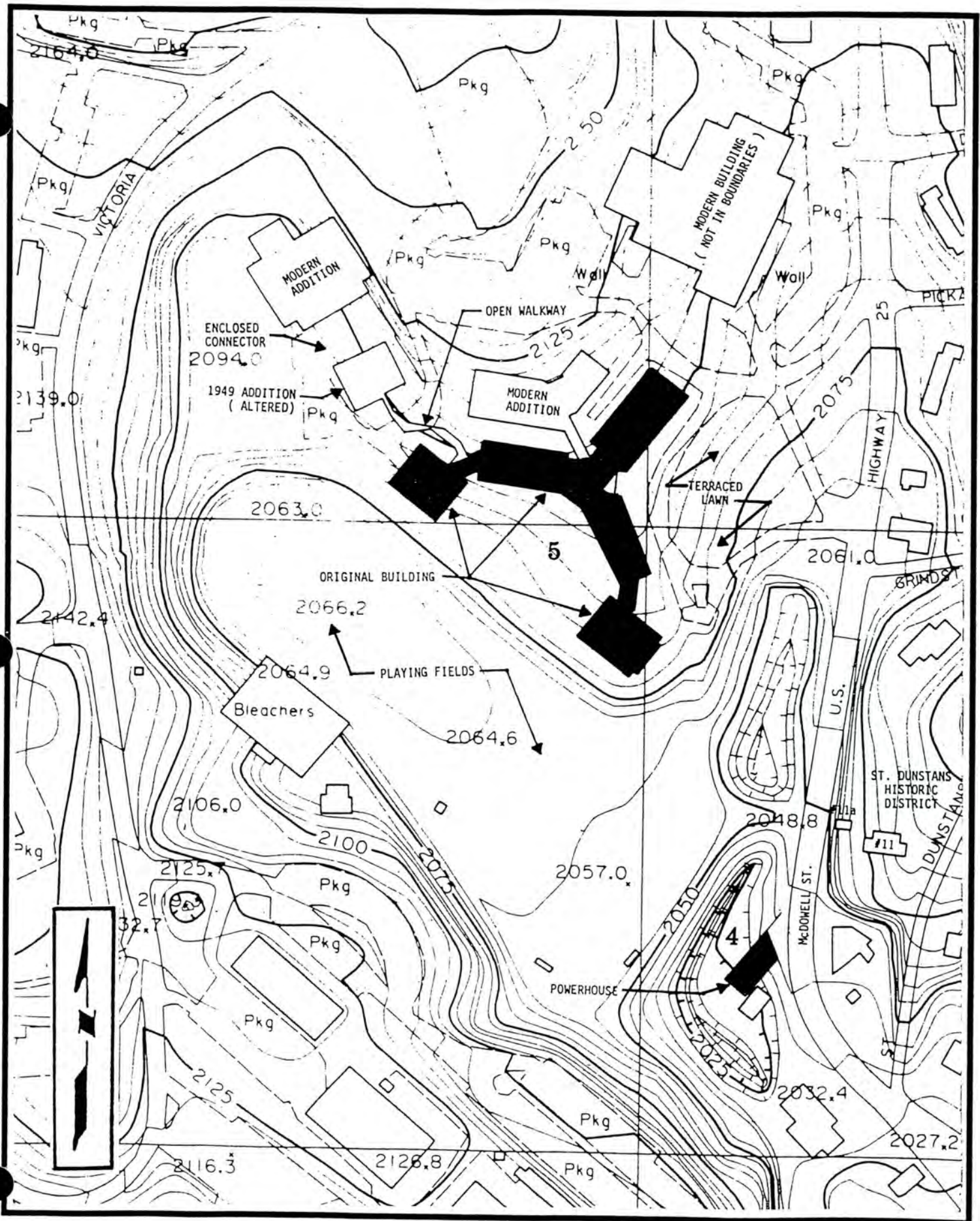


Figure VII.5: Sketch Map, Asheville High School (#'s 4,5).



Plate VII.36
Asheville High
School (# 5)



Plate VII.37
Asheville High
School (# 5)

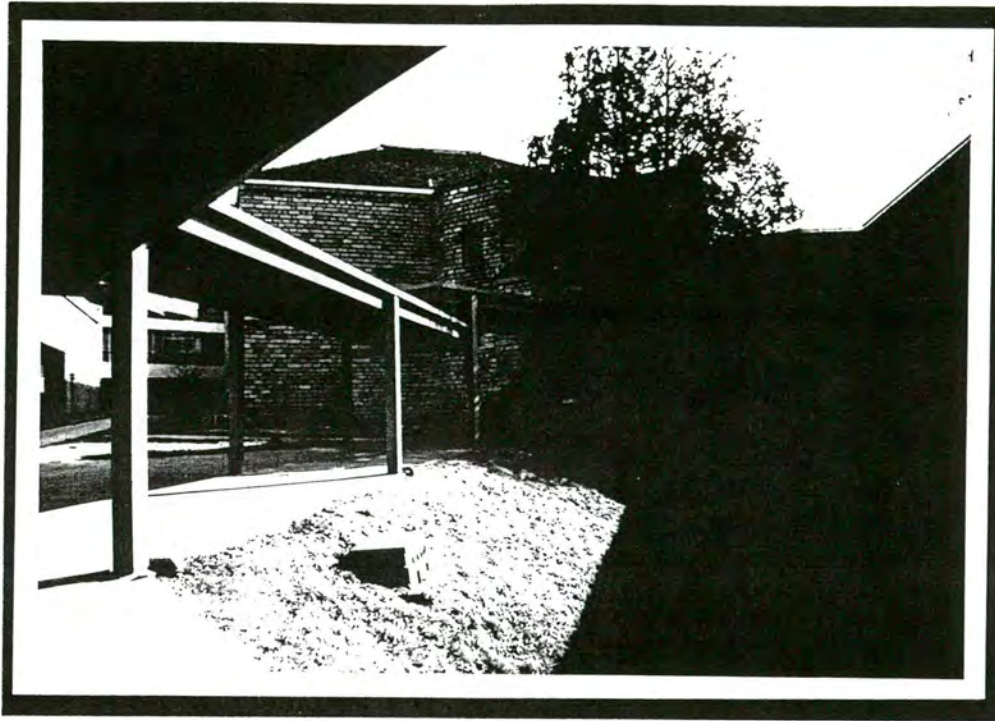


Plate VII.38
Asheville High
School (# 5)

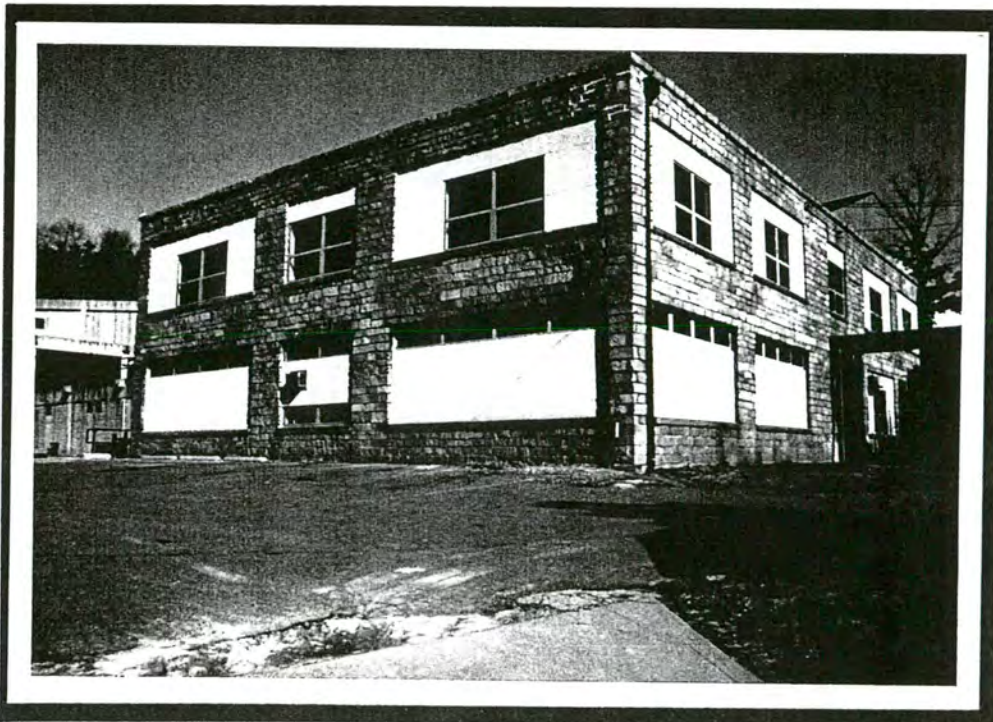


Plate VII.39
Asheville High
School (# 5)



Plate VII.40
Asheville High
School Power
House (# 4)

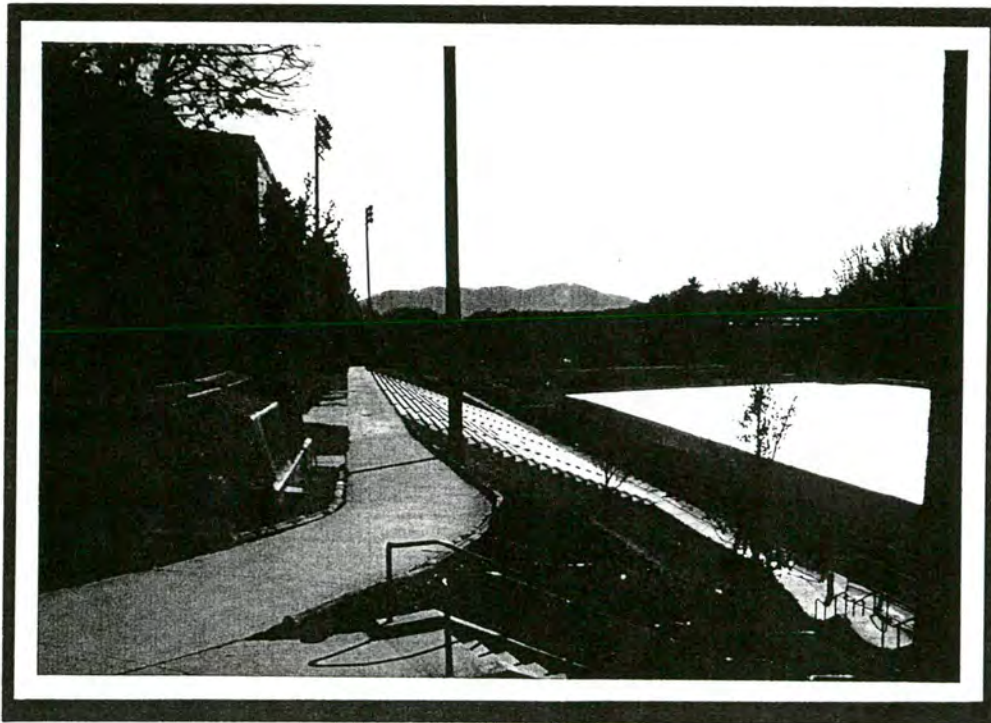


Plate VII.41
Asheville High
School (# 5)

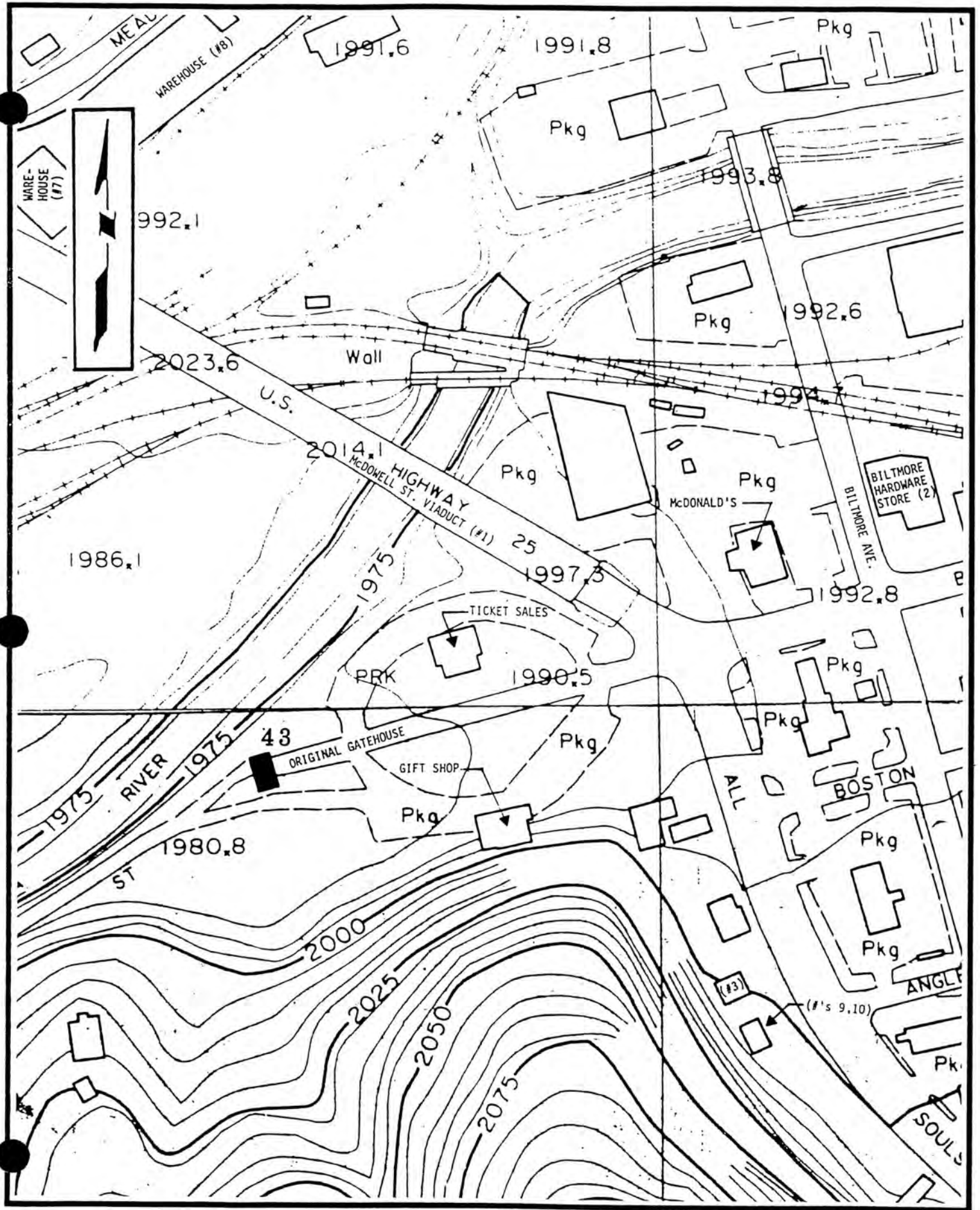


Figure VII.13: Sketch Map, Biltmore Estate Gatehouse (# 43) and Partial Boundaries.

(NOT TO SCALE)

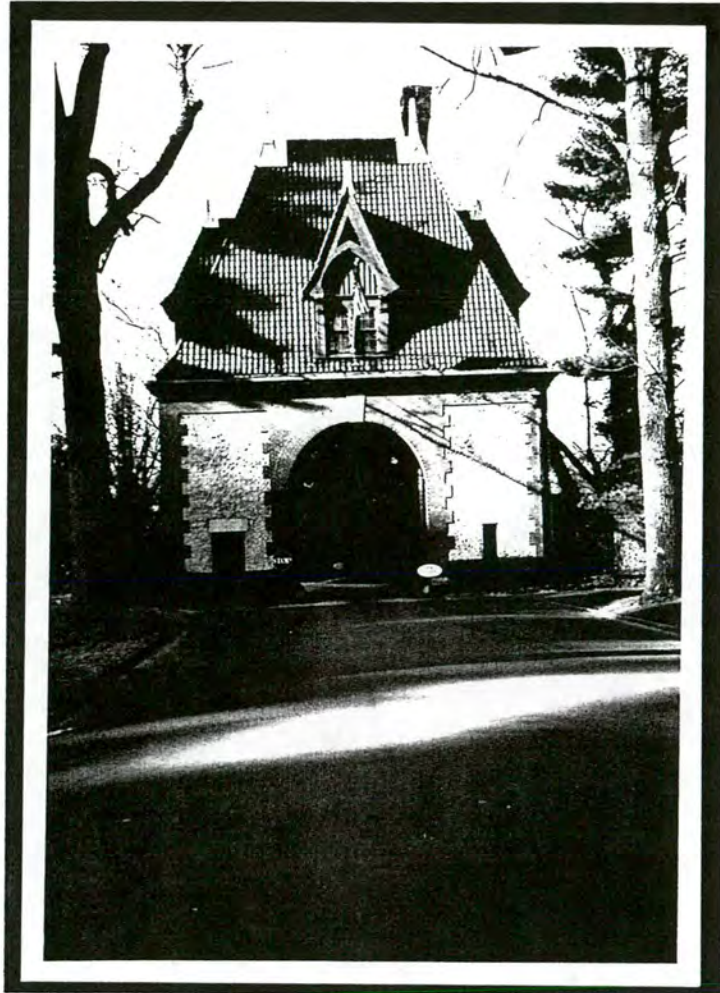


Plate VII.51
Biltmore Estate
Gatehouse (# 43),
Lodge Street

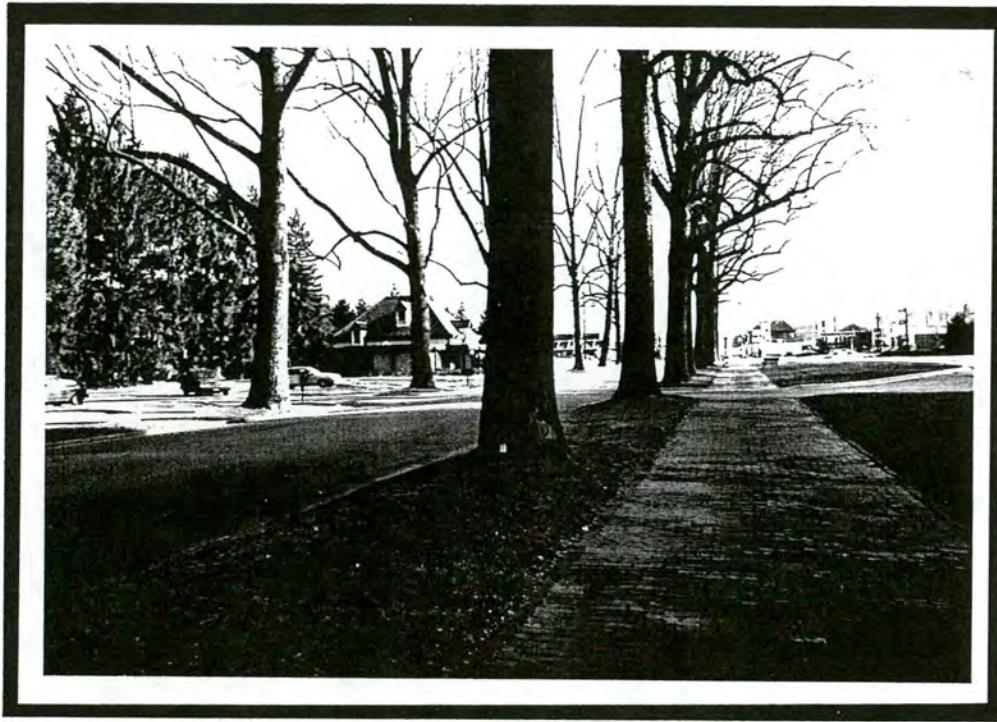


Plate VII.52
View From
Biltmore Estate
Gatehouse (# 43)
to All Souls'
Crescent

VIII. BIBLIOGRAPHY

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SUMMARY OF THE ARCHITECTURAL RESOURCES SURVEY

An historic architectural survey was conducted within the area of potential effect (APE) for the replacement of Bridge No. 76 (McDowell Street Viaduct) over the Southern Railway and Swannanoa River, Buncombe County (TIP No. B-1070). The APE was defined as the area in which the project could have an effect on any properties listed in or eligible for the National Register of Historic Places, should any such properties exist. A reconnaissance survey of the general area was conducted in order to determine the APE.

All properties that were at least fifty years old and not extensively altered were photographed and located on the Asheville USGS topographic map. Forty-three properties were identified during an intensive survey of the APE. Background research was conducted to determine the historical significance of any properties in the APE and to establish a context within which to evaluate the identified properties. North Carolina Historic Structures Data Sheets were completed for those properties which had not been previously recorded.

A number of properties were determined to be potentially eligible for the National Register of Historic Places, and possible boundaries were proposed. The McDowell Street Viaduct, the Southern Railway Freight Depot, the Biltmore Hardware Store building, and the Asheville High School were considered to be individually eligible for the Register, and a potential historic district consisting of approximately 31 contributing residences was identified in the St. Dunstons Road and St. Dunstons Circle area. It is recommended that the Biltmore Village Multiple Resource Area nomination be reviewed. There appear to be several additional buildings which should qualify for inclusion, including 34 All Souls' Crescent (#3) in the project Area of Potential Effect.

APPENDICES

APPENDIX A
SURVEY WORK PLAN AND SUPPLEMENTAL WORK PLAN

A WORK PLAN FOR AN
HISTORIC ARCHITECTURAL SURVEY
AND EFFECTS EVALUATION
BRIDGE REPLACEMENT,
BRIDGE NO. 76 OVER SWANNANOA RIVER
US 25, BUNCOMBE COUNTY, NORTH CAROLINA
T.I.P. NO. B-1070, STATE PROJECT NO. 8.1841001

Prepared For:

Planning and Environmental Branch
North Carolina Department of Transportation

Prepared By:

Greiner, Inc.
Raleigh, North Carolina

August 13, 1991

I. INTRODUCTION

The following is a work plan for conducting a historic architectural survey and effects evaluation in support of the replacement of Bridge No. 76 over the Southern Railway and the Swannanoa River in Buncombe County (TIP No. B-1070). This work plan is submitted to the Planning and Environmental Branch, North Carolina Department of Transportation (NCDOT) by Greiner, Inc.

The scope of work presented in this work plan is pursuant to the National Historic Preservation Act of 1966, as amended, the Advisory Council on Historic Preservation regulations on the "Protection of Historic Properties" (36 CFR 800) and Department of Transportation regulations and procedures (23 CFR 771 and Technical Advisory T 6640.8A).

The historic architectural survey report to be prepared under this work plan will follow the requirements of Attachment B, as modified by NCDOT, and the Guidelines for the Preparation of Reports of Historic Structures Surveys and Evaluations Submitted to the North Carolina State Historic Preservation Office (Survey and Planning Branch 1989).

Deliverables under this work plan will include a) an historic architectural survey report, and b) documentation presenting an evaluation of effects upon National Register eligible and listed historic architectural properties. Both of these deliverables will be developed pursuant to the above referenced laws, regulations and guidelines.

III. DELIVERABLES

The following is a list of the deliverables for the historic architectural survey:

1. Project area photographic inventory (3 X 5 inch black and white photographs) keyed to project area base maps and accompanied by a list categorizing all properties as to their National Register status.
2. Draft survey report for NCDOT review.
3. Final survey report.
4. Historic Structure Data Sheets on National Register eligible properties and support documentation on all structures recorded during the survey.
5. Draft effects documentation.
6. Final effects documentation.
7. Number of copies of reports to be submitted:

Two copies of draft survey report.

Four copies of the final survey report (two copies with original photographs).

Two copies of draft effects documentation.

Four copies of final effects documentation.

It should be noted that this work plan does not include a) formal "Requests for Determination of Eligibility" (DOE) if required due to disagreement between the NCDOT, the Federal Highway Administration (FHWA) and the SHPO as to the eligibility of a property for the National Register, necessitating submission of a formal DOE to the Secretary of Interior, b) any 4(f) statements on historic properties, and c) memoranda of agreement.

IV. PROJECT SCHEDULING, COORDINATION AND PERSONNEL

The following is a summary of the proposed schedule for the historic architectural survey. Background research will begin immediately upon approval of this work plan, and will be completed in two (2) calendar weeks. Fieldwork will take two (2) calendar weeks to complete. The draft survey report will be submitted to NCDOT seven (7) calendar weeks after Greiner receives NCDOT's written Notice to Proceed. The final report will be submitted to NCDOT one (1) calendar week after Greiner receives, in writing, NCDOT's comments on the draft report.

Once the survey report is approved by the SHPO and NCDOT has the SHPO's opinion on the National Register eligibility of properties identified during the survey, Greiner will begin work on the effects documentation. We anticipate that a draft of this documentation will be submitted to NCDOT within two (2) calendar weeks after receiving NCDOT's approval to proceed with the effects documentation. The final effects documentation will be submitted to NCDOT one (1) calendar week after Greiner receives, in writing, NCDOT's comments on the draft effects documentation.

Greiner will not be responsible for coordinating any consultation efforts with the FHWA nor the SHPO. Such consultation will be handled by NCDOT. However, Greiner staff will attend, with the approval of NCDOT, at least three consultation meetings with these agencies in Raleigh.

Staffing under this work plan will include Mr. Terry Klein, Project Manager, and Ms. Suzanne Pickens, Architectural Historian. Support staff will include clerical staff and one draftsman.

**SUPPLEMENTAL WORK PLAN FOR COMPLETION OF AN
HISTORIC ARCHITECTURAL SURVEY,
BRIDGE REPLACEMENT,
BRIDGE NO. 76 OVER SWANNANOA RIVER
US 25, BUNCOMBE COUNTY, NORTH CAROLINA
TIP NO. B-1070, STATE PROJECT NO. 8.1841001**

Prepared For:

Planning and Environmental Branch
North Carolina Department of Transportation

Prepared By:

Greiner, Inc.
Raleigh, North Carolina

November 20, 1991

I. INTRODUCTION

On October 18, 1991, Greiner, Inc. submitted a draft historic architectural survey report to the North Carolina Department of Transportation (NCDOT) in support of the replacement of Bridge No. 76 over the Southern Railway and the Swannanoa River in Buncombe County (TIP No. B-1070). Greiner and NCDOT had a series of meetings on November 14 and 15, 1991 to review the draft survey report. Based on NCDOT's, and the Federal Highway Administration's (FHWA) review of the draft report, and on the controversial nature of this bridge replacement project, NCDOT determined that a more detailed level of documentation was required for the St. Dunstan historic district, which is located in the northern portion of the project area. The level of documentation requested for the district is beyond the scope of Section 106 historic architectural surveys, as defined in NCDOT's Attachment B. In addition to this request for detailed data on the district, NCDOT recently expanded the bridge replacement project area to include a permanent easement on the property of the Asheville High School, which is a potential historic property. The inclusion of this easement requires the expansion of the area of potential effect (APE) that was delineated in the draft survey report. Finally, NCDOT requested that new items be included in the survey report, items not specified in Attachment B, as modified by NCDOT, nor in the Guidelines for the Preparation of Reports of Historic Structures Surveys and Evaluations Submitted to the North Carolina State Historic Preservation Office (Survey and Planning Branch 1989).

The following is a supplemental work plan for completing the historic architectural survey of the bridge replacement project area. This supplemental work will address NCDOT's request for additional information, and will provide for an examination of the expanded APE. The scope of work presented in this supplement is pursuant to the National Historic Preservation Act of 1966, as amended, the Advisory Council on Historic Preservation regulations on the "Protection of Historic Properties" (36 CFR 800) and Department of Transportation regulations and procedures (23 CFR 771 and Technical Advisory T 6640.8A).

The revised historic architectural survey report to be prepared under this supplemental work plan will follow the requirements of Attachment B, as modified by NCDOT, the Guidelines for the Preparation of Reports of Historic Structures Surveys and Evaluations Submitted to the North Carolina State Historic Preservation Office (Survey and Planning Branch 1989), and will contain the additional information requested by NCDOT on November 14-15, 1991.

II. METHODOLOGY

The purpose of the work detailed in this supplement is to provide additional information which has been requested by the Planning and Environmental Branch of NCDOT, and to examine buildings, structures, and cultural landscapes of potential architectural and/or historic significance within a larger area of potential effect. This supplement involves the implementation of the following specific tasks.

As a result of the expansion of the project area, additional fieldwork is required. The field survey will involve an examination of all properties in the expanded APE that are fifty years of age or older, or that appear to possess historical or architectural importance even though they are less than fifty years old. It is not anticipated that the expanded APE will encompass historic resources aside from those associated with the Asheville High School property. Historic Structure Data Sheets will be completed or updated for those resources that appear to be potentially eligible for listing on the National Register.

Additional historical research will be required as a result of this expansion of the APE. This research will involve examination of secondary resources in order to place the area of the expanded APE within the historic and architectural context of the region.

NCDOT has also requested more detailed information on the proposed St. Dunstan Historic District. The work associated with this request for more detailed information on the district includes a) photographs of non-contributing buildings and outbuildings; b) additional cartographic information within the survey report; and c) additional research to document the date of construction for each building in the district, physical descriptions of each property, and evaluation and identification of each building as contributing or non-contributing to the district. In terms of documentation for all historic resources identified within the APE, NCDOT has requested that the photographic inventory be included as an addendum to the report, and that Greiner prepare a table listing and categorizing the significant properties.

The results of both the original survey and this supplemental effort will be presented in a revised report to be reviewed by NCDOT. The report will follow the guidelines listed in Section I of this supplemental work plan.

III. DELIVERABLES

The following is a list of the deliverables requested by NCDOT for the supplemental survey effort:

1. Project area photographic inventory (photoduplications of 3 X 5 inch black and white photographs) keyed to USGS topographic maps and accompanied by a list categorizing all properties as to their National Register status; to be included as an appendix to the report.
2. Photographs, brief physical descriptions, evaluations of contributing and non-contributing buildings, construction dates, and property line tax map with exact boundaries (with all properties keyed) for the proposed St. Dunstan Historic District. Providing this deliverable is a major portion of this supplemental effort.
3. Primary research to verify data already collected on the development of St. Dunstan Historic District.
4. Expansion of area of potential effect to include Asheville High School.
5. Photography, research, and evaluation on Asheville High School in terms of National Register criteria.
6. Inclusion of a map of the locally designated historic district. Although not directly associated with the Section 106 process, this was requested by NCDOT to provide information on the necessity of an application for a Certificate of Appropriateness for any portion of the project.
7. Number of copies of reports to be submitted:

Two copies of revised and amended draft survey report.

Four copies of the final survey report.

It should be noted that this supplemental work plan does not include, as did not the original work plan, a) formal "Requests for Determination of Eligibility" (DOE) if required due to disagreement between the NCDOT, the Federal Highway Administration (FHWA) and the SHPO as to the eligibility of a property for the National Register, or as a result of a request by an interested party, necessitating submission of a formal DOE to the Secretary of Interior, b) any 4(f) statements on historic properties, and c) memoranda of agreement.

[1] **MCDOWELL STREET VIADUCT** (Bridge No. 76): Extends from Lodge Street and All Souls' Crescent in Biltmore Village northwest across the Swannanoa River and railway yard in the river valley to McDowell Street. The proposed National Register boundary encompasses only the viaduct and is shown on Figure VII.6.

The McDowell Street Viaduct was constructed in 1927-28 as a link between Biltmore, then an incorporated town, and Asheville. The reinforced concrete deck-and-girder structure is approximately 1,300 feet long and cost \$263,971.20 to construct. Touted as a "monument to the vision and progressiveness of the city and county administrations that started it," the viaduct was part of the five-year municipal improvement program called the "Program of Progress." The City of Asheville and Buncombe County sponsored and funded the project; the State Highway Commission was responsible for the design and engineering. Frank Craven, chief architect for the highway commission, designed the bridge; John C. Walker of the commission supervised the construction and a Mr. Ferguson was the engineer in charge of the project.

Although the plans for the bridge have been identified as standard Highway Commission drawings, a number of sheets show individualized specifications to accommodate the length of this particular structure, the necessity of adjusting to the change in elevation, the design details, and the problems associated with the railroad tracks running between the piers. The viaduct is considered to be an excellent example of reinforced concrete, deck-and-girder construction. The bents with battered piers and bracketed cantilevered deck supports, while functional elements, lend interest to the design (Plate VII.44). Reinforced concrete bridge construction had been in use in the United States since at least the turn of the century, and other examples do exist in North Carolina. The McDowell Street Viaduct, however, is known to be unusual, if not unique, in the Asheville-Buncombe County region of the state. Sufficient evidence is not available (in the form of a comprehensive survey of such structures) to evaluate the significance of the bridge in a wider context. However, conversations with several bridge engineers with statewide experience indicate that the particular design, the construction date, and the sheer magnitude of the project suggest significance extending beyond the immediate area (Plate VII.43).

The McDowell Street Viaduct is considered to be potentially eligible for listing on the National Register of Historic Places under Criteria A and C and has recently been placed on the North Carolina Study List under these two criteria. Under Criterion A, the viaduct is significant as a part of the "Program of Progress" carried out by the City of Asheville during a period of frenzied growth, real-estate speculation, and a determination on the part of the city fathers to ensure that municipal facilities "[kept] pace with all this private speculation." The viaduct is considered potentially eligible under Criterion C as a fine example of large-scale reinforced concrete bridge construction (Plate VII.42).

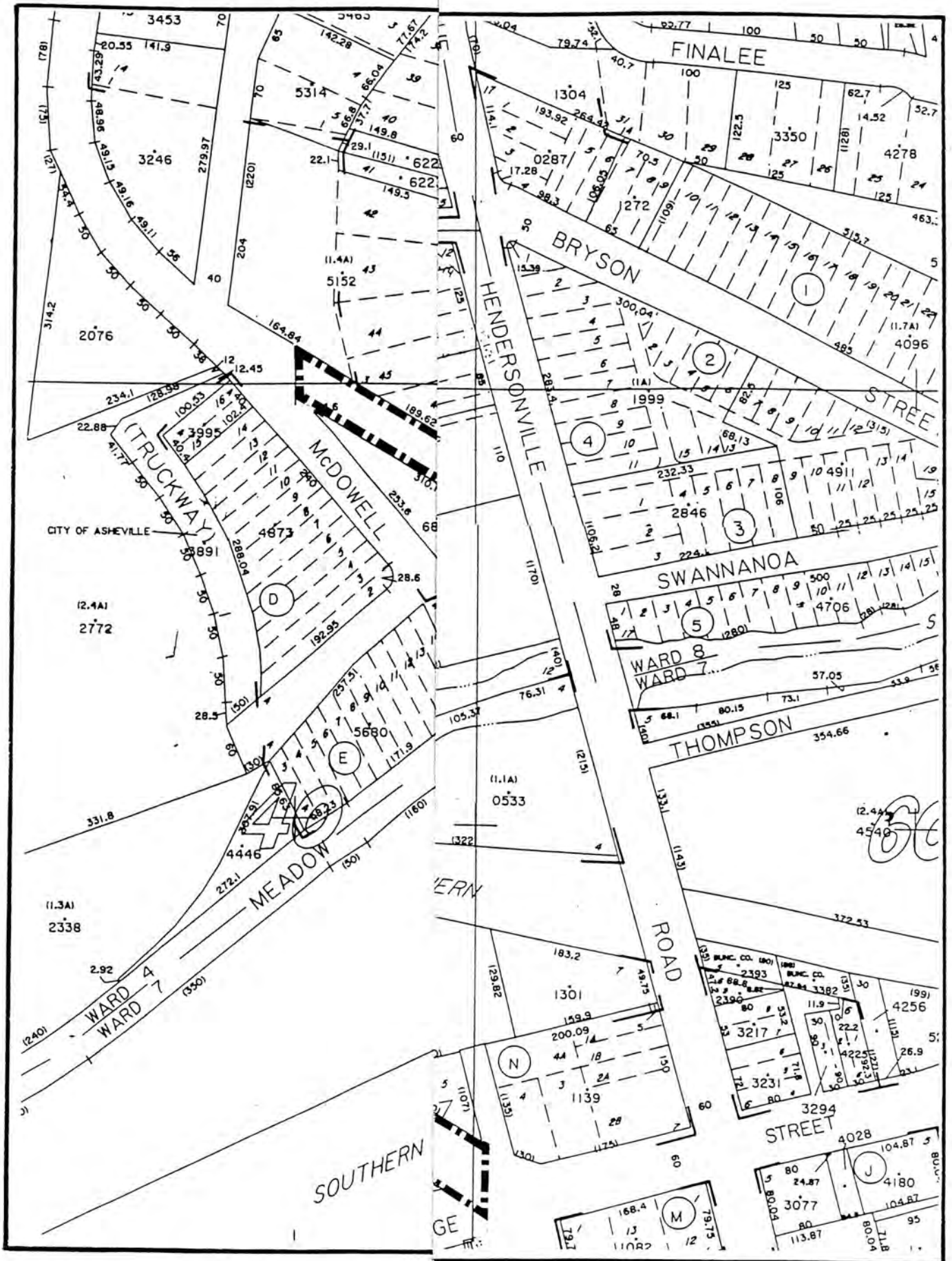


Figure VII.6:

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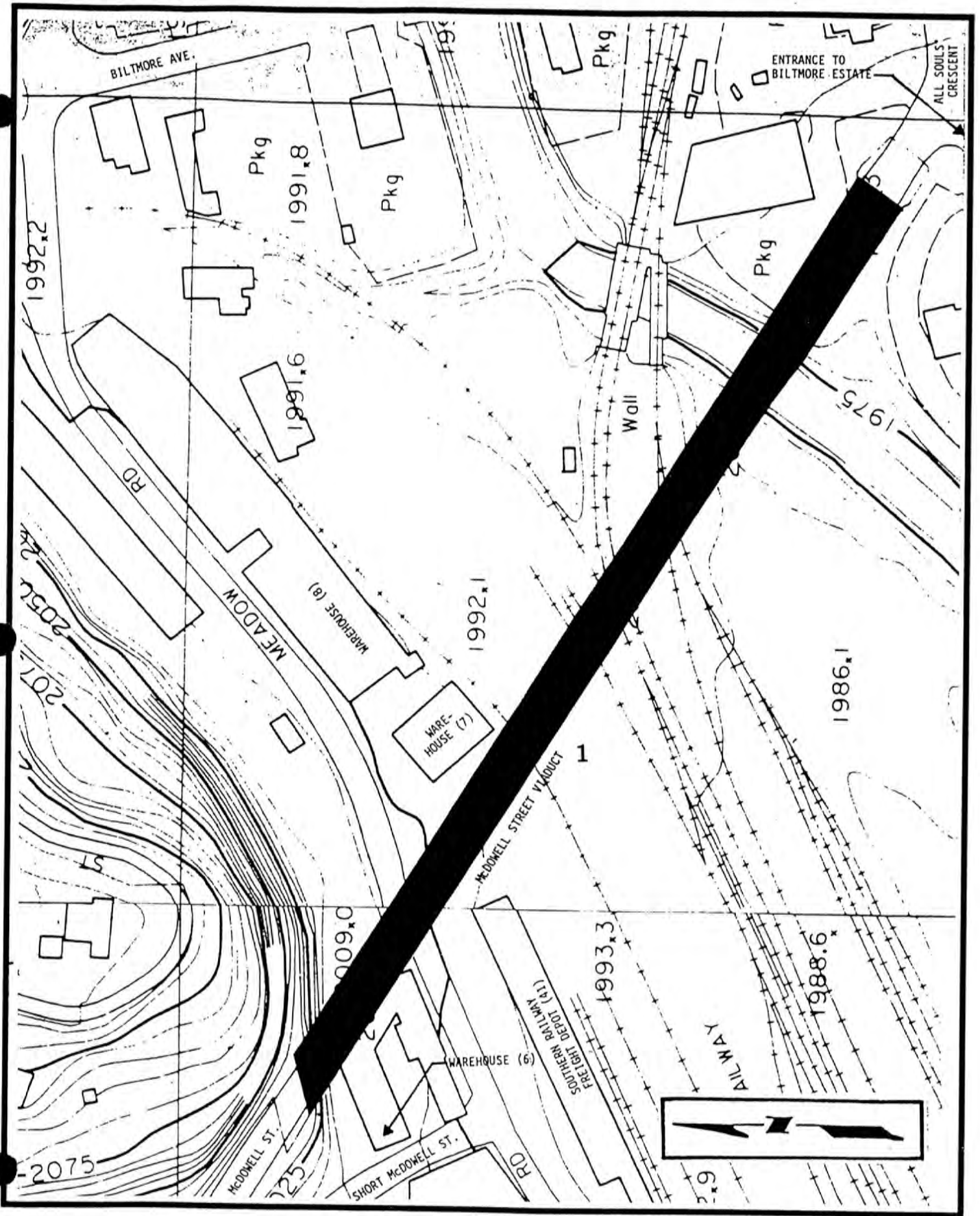


Figure VII.7 Sketch Map, McDowell Street Viaduct (# 1).

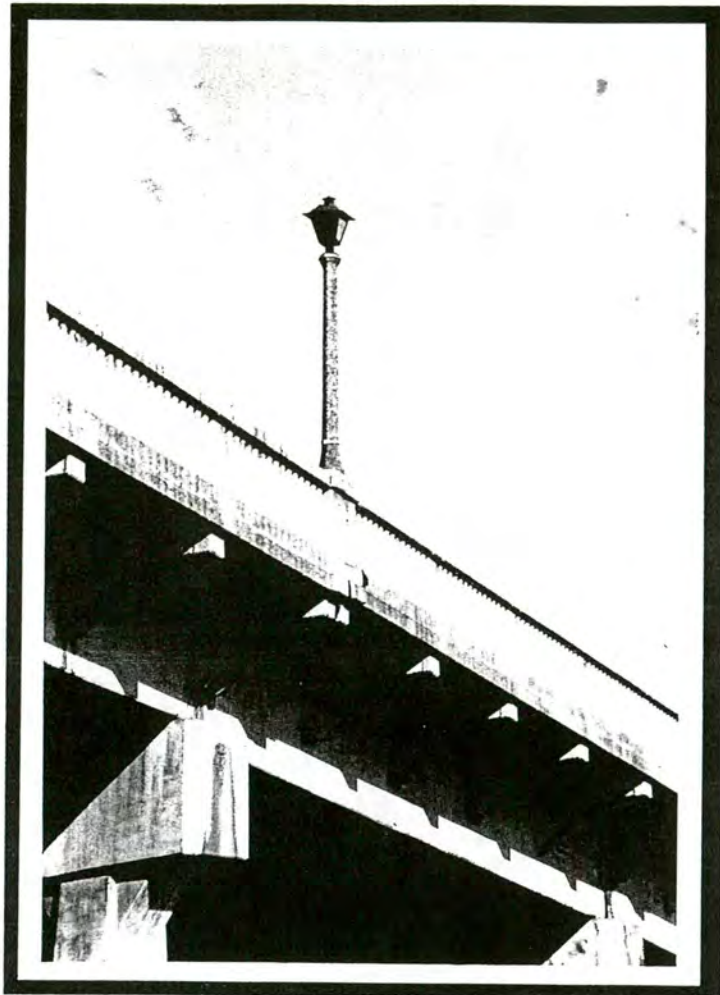


Plate VII.42
McDowell Street
Viaduct (# 1)
Detail of Brackets,
Railing and
Light Stanchion

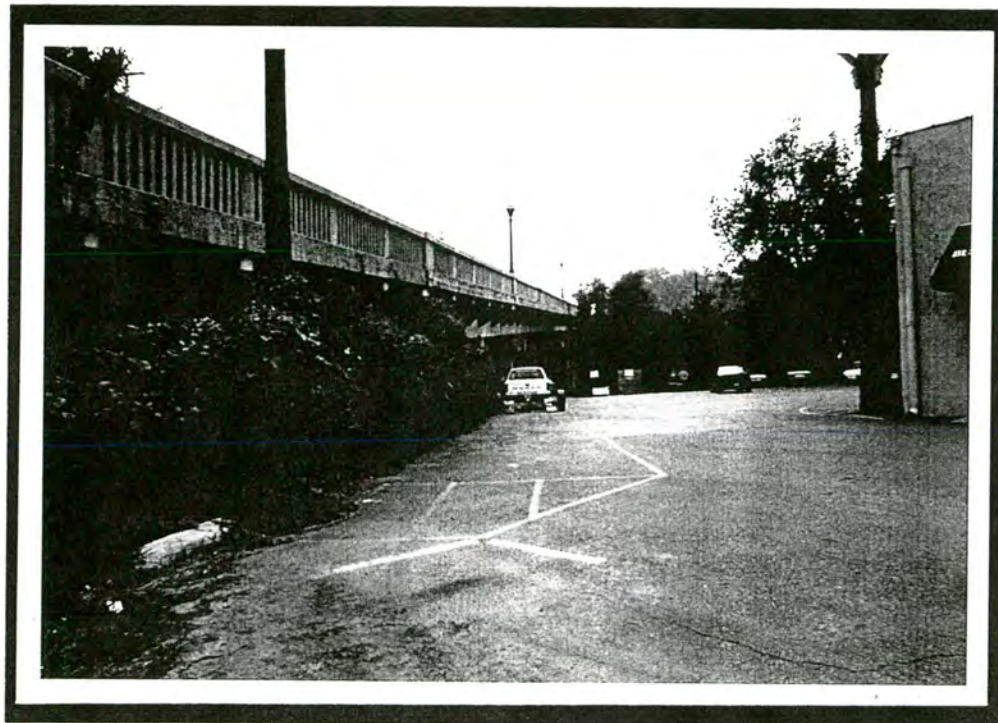


Plate VII.43
McDowell Street
Viaduct (# 1)
Looking Northwest



Plate VII.44
McDowell Street
Viaduct (# 1)
Structure of Bridge

[2] **BILTMORE HARDWARE STORE:** 32 Hendersonville Road. The proposed National Register boundary encompasses the lot on which the store is located and is shown in Figure VII.8.

The Biltmore Hardware Store building is an extremely intact example of early twentieth century commercial architecture (Plate VII.45). Tradition holds that this building was built in 1910. However, Sanborn Insurance Maps indicate that the store was probably constructed about 1920. A general store of similar configuration shows on Sanborn maps as early as 1891; however, this building is located between the railroad tracks and the Swannanoa River. No building shows in that location or on the site of the present store on the 1917 map. It is entirely likely that the massive flood of 1916 destroyed the earlier building and the present building was constructed sometime after 1917 on its present site between the railroad tracks and Lodge Street.

The two-story brick building is divided into two storefronts with a double door entrance surmounted by a fanlight and keystone located between the two. This entrance leads upstairs to a series of rooms said to originally have been hotel rooms. The storefronts feature double door recessed entrances with display windows; bands of glass block run above the display windows. The second story has four sets of paired six-over six windows. Each storefront is surmounted by a decorative flared-eave, tile shed roof. A one-story brick wing constructed prior to 1930 is attached to the north elevation of the building. Since the mid-1920s, a filling station has been located on the rest of the block between the store and Lodge Street. Today, a modern check cashing facility is attached to the south elevation. It is set back from the facade and does not compromise the integrity of the building.

The interior of the store is also virtually intact (Plates VII.46, 47). In the main store section, original fixtures, a pressed metal ceiling, mezzanine, and even the original cash register remain. Biltmore Hardware has been owned and operated by three generations of the Lingerfelt family since they purchased the business in the 1930s.

Biltmore Hardware is considered potentially eligible for the National Register under Criterion C. The store is an inordinately intact and well-detailed example of early-twentieth century commercial architecture.

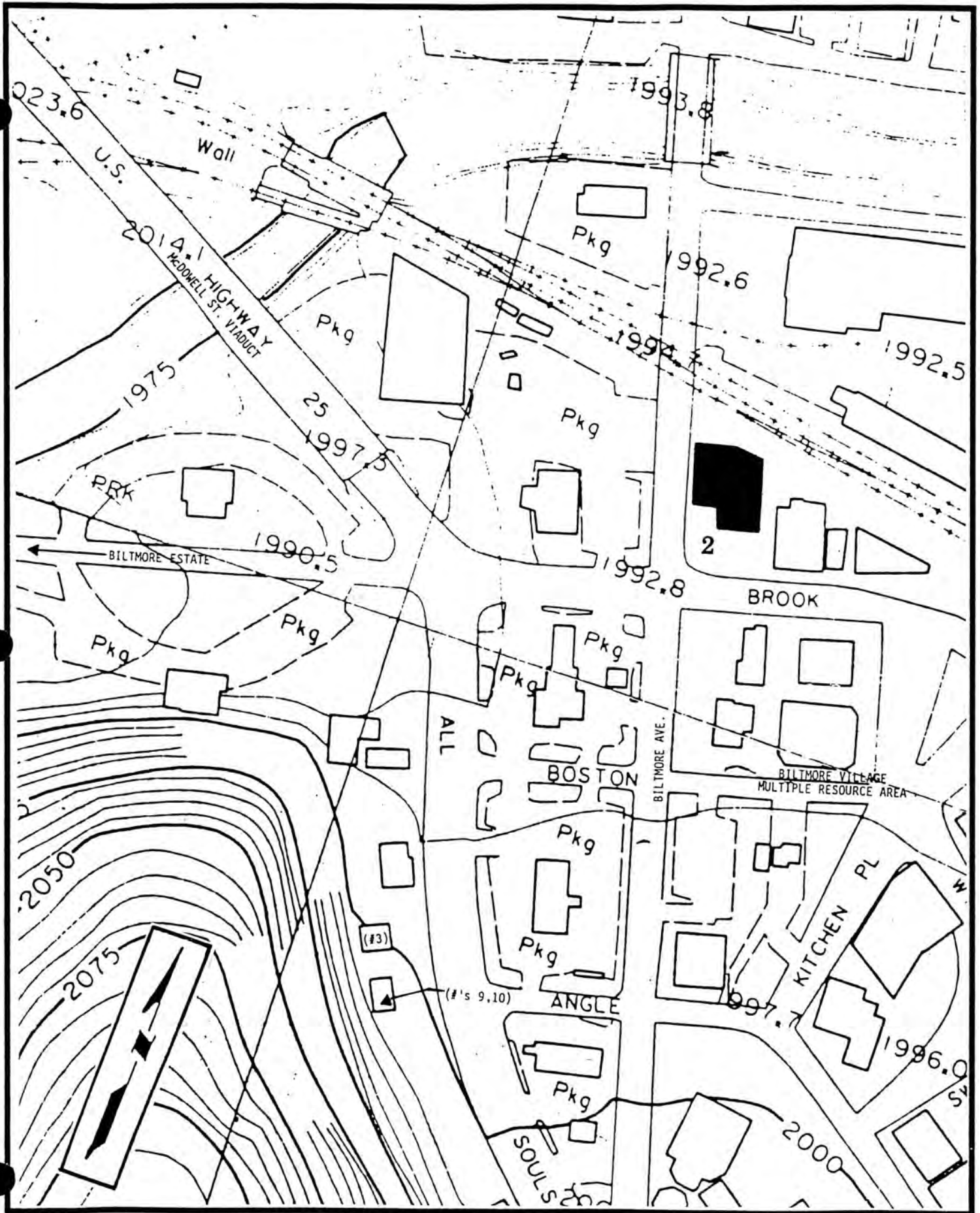


Figure VII.9: Sketch Map, Biltmore Hardware Store (# 2).

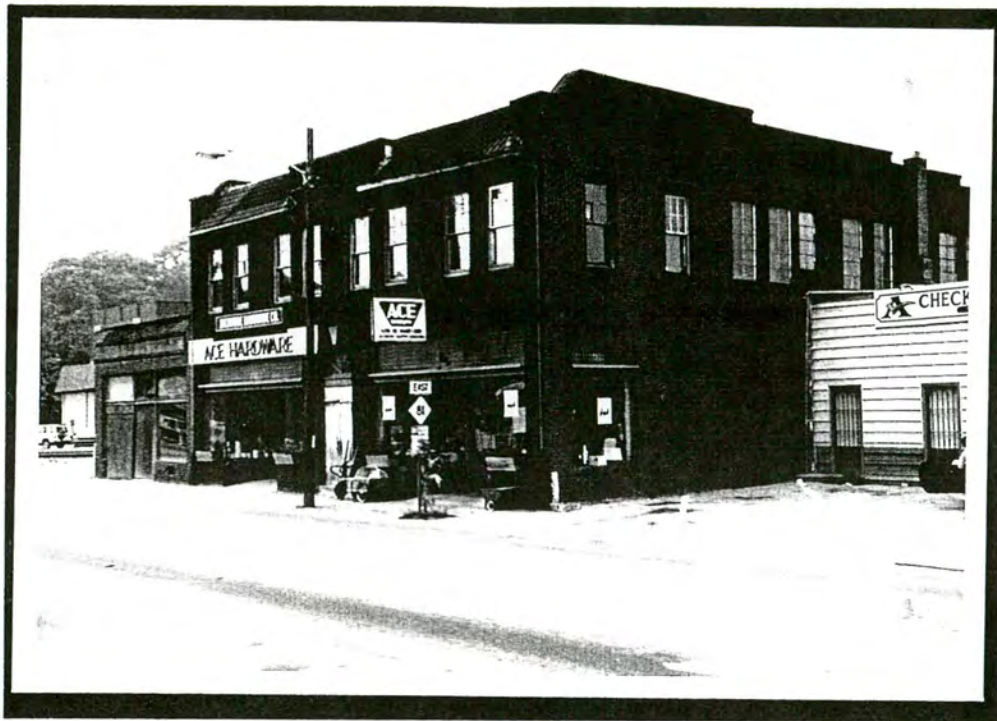


Plate VI.45
Biltmore Hardware
(# 2), Oblique View,
Facade and South
Elevation



Plate VI.46
Interior of Biltmore
Hardware Showing
Original Ceiling
and Fixtures

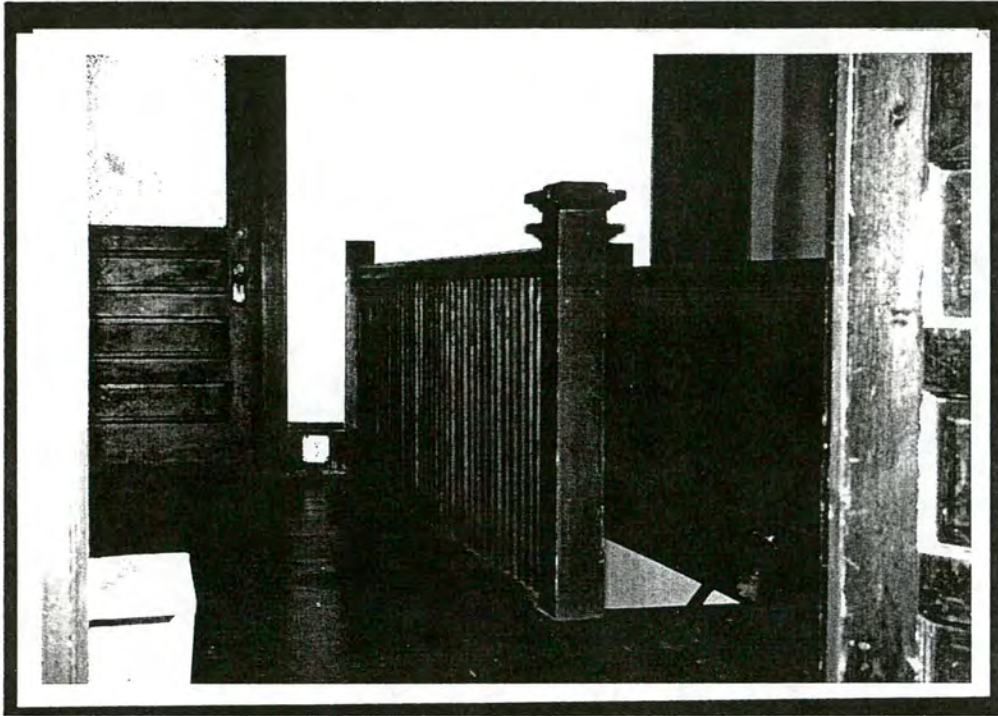


Plate VI.47
Interior of Second
Floor, Biltmore
Hardware

[41] SOUTHERN RAILWAY FREIGHT DEPOT: 33 Meadow Road. The proposed National Register boundary includes the freight depot, attached loading platforms, and immediately adjacent spur lines. The boundary goes to Meadow Road where a decorative metal fence provides security. The boundary was determined by the location of remaining associated rail facilities and the visual line created by the fence along Meadow Road. The proposed boundary is shown on Figure VII.10.

The Southern Railway Freight Depot, constructed in 1927, probably from standardized company plans, is a large, two-story, brick, basically utilitarian building. The office portion, however, is embellished with well-proportioned Georgian Revival detailing. Five bays wide, the facade features evenly spaced six-over-six windows with limestone sills and a central entrance with a limestone surround. The simply molded but massive entablature rests on Tuscan-capped rectangular pilasters. Limestone is also utilized for the watertable, heavy molded cornice and plain frieze, the shaped parapet engraved with "Southern Railway," and the inset medallions with "SR" in relief (Plate VII.48). The rear portion of the building is purely utilitarian, with evenly spaced freight doors defined by plain brick pilasters and six-over-six windows in the second story (Plate VII.49).

The depot was constructed in this section of the Swannanoa River Valley as part of the city's efforts to centralize industry in this region. One of the few broad areas in the river valley route of the railroad, the plain offered sufficient level land for support buildings, industrial and commercial warehouses, and spur lines (Plate VII.50).

The Southern Railway Freight Depot is considered potentially eligible for the National Register under Criterion C as a fine example of railroad architecture with simple yet well-proportioned ornamentation. The symmetry of the building and the heavy Georgian Revival detailing produce an industrial building with a restrained elegance in its design. The likelihood that the Southern Railway Company used standardized plans indicates their pride in their facilities and thus illustrates the tendency of that period to embellish, to some degree, even the most utilitarian buildings.

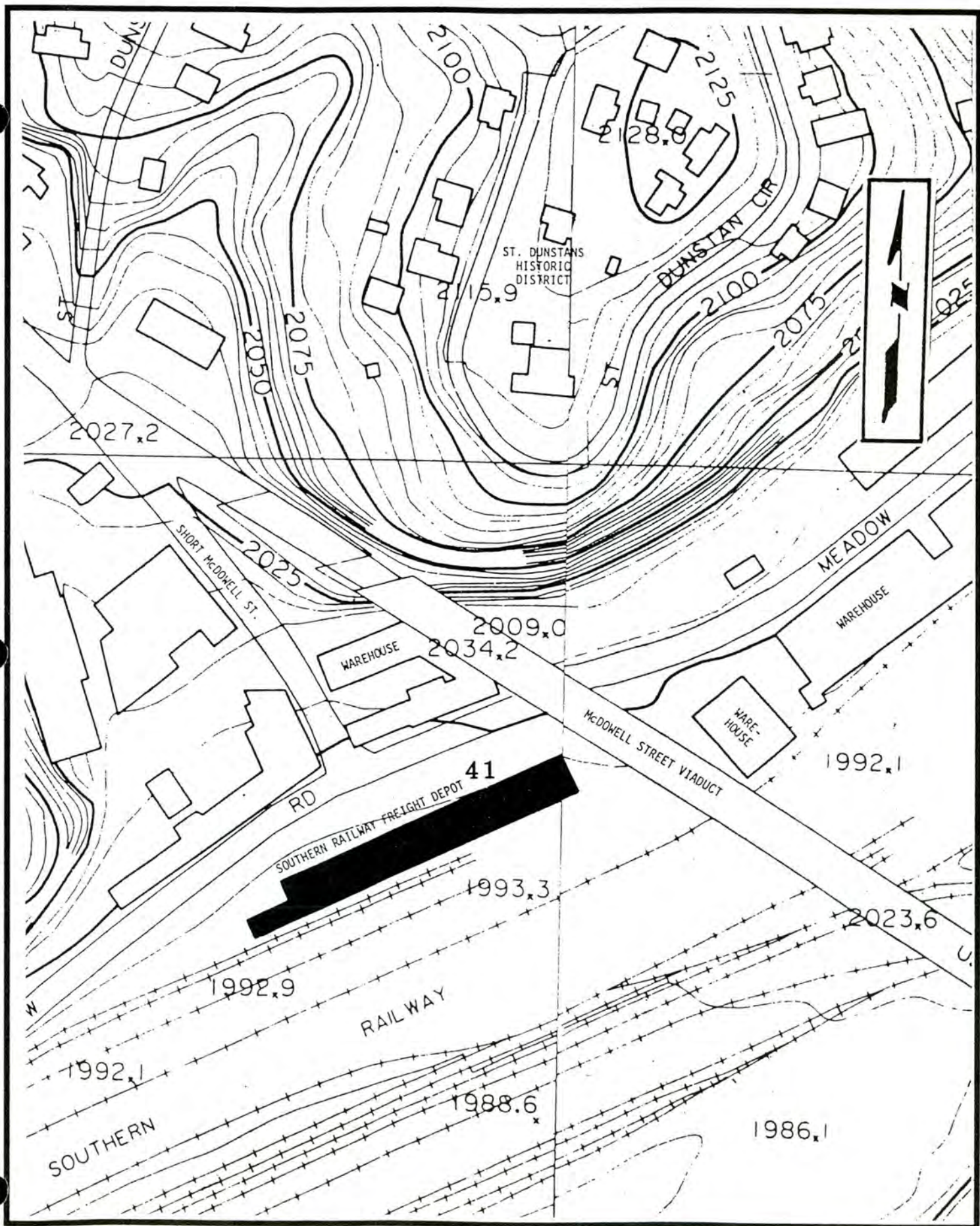


Figure VII.11: Sketch Map, Southern Railway Freight Depot (# 41).

(NOT TO SCALE)



Plate VII.48
Southern Railway
Freight Depot
(# 41), 33
Meadow Road



Plate VII.49
Southern Railway
Freight Depot
(# 41)



Plate VII.50
Southern Railway
Freight Depot
(# 41)

[43] **BILTMORE ESTATE NATIONAL HISTORIC LANDMARK: GATEHOUSE:** A portion of the Biltmore Estate National Historic Landmark is within the APE (Figure VII.12). The original Gate House (Plate VII.51) is the only historic building included; however, also within the APE are the public entrance to the estate, parking facilities, and two modern buildings for ticket sales and a gift shop (Plate VII.52). Within the official boundary of the Biltmore Estate National Historic Landmark is a 70 foot perpetual easement for highway work owned by the North Carolina Department of Transportation.

In light of this situation as well as certain other questions raised during this project concerning the historic accuracy of the landmark boundaries, the Federal Highway Administration has begun a dialogue with the National Park Service concerning the boundaries of the Biltmore Estate NHL. For the purposes of this study, the boundaries set forth in the National Historic Landmark nomination form are considered the official boundaries.

→ Review of existing maps to verify boundaries
NHC map included in report (along with a bridge)
appear that NHC boundary is not the same as
to be a part of the historic site (see photo)
NHC

[3] **34 ALL SOULS' CRESCENT:** This property is located immediately adjacent to 32 All Souls' Crescent, two relocated "Biltmore Cottages" which have been linked by a hyphen and are listed on the National Register of Historic Places as an element of the Biltmore Village Multiple Resource Area. The cottage at 34 All Souls' Crescent is within the Area of Potential Effect for this undertaking.

The cottage at 34 All Souls' Crescent appears to be at its original location as opposed to the adjacent buildings which were moved from Hendersonville Road and Angle Street. Its overall size, massing, and architectural detailing is similar to the large grouping of cottages remaining in the eastern section of Biltmore Village. Although the dark brick veneer which sheathes the majority of this property is cited in the Biltmore Village Multiple Resource Area nomination as a common alteration, Sanborn maps tend to indicate the veneering is original. The ubiquitous manorial village ornamentation used throughout the Biltmore Village is evident in the faux half-timbering and stucco on the clipped gable dormer. Other details tying the design of the property to the "Biltmore theme" include the high-pitched, clipped gable roof, the facade slope of which extends to shelter the inset half-width porch. Massive brick pillars supporting the roof, paired windows, and a glass paned main entrance are typical details. Although the MRA nomination dates the cottages at 32 All Souls' Crescent ca. 1900 with later alterations, Sanborn Insurance Maps indicate a construction date between 1917 and 1926 for all three cottages.

Most of the area immediately surrounding these three "Biltmore Cottages" has been redeveloped with modern automobile oriented businesses. Although 32 All Souls' Crescent is included in the Biltmore Village MRA, it seems an oversight that 34 All Souls' Crescent was not included as well. In addition to the fact that this property appears to be on its original location and less altered than its neighbor, the row of three cottages makes a stronger visual statement about the early residential architecture in Biltmore Village than does 32 All Souls' Crescent alone.

For these reasons, it is recommended that this property in particular be reevaluated for inclusion in the Biltmore Village Multiple Resource Area National Register nomination. Although this is the only such property within the APE for this project, research in the area clearly suggested that there may be other properties within the boundaries of the MRA which are not included and should also be reevaluated in terms of their ability to contribute to the historical and architectural record of Biltmore Village.

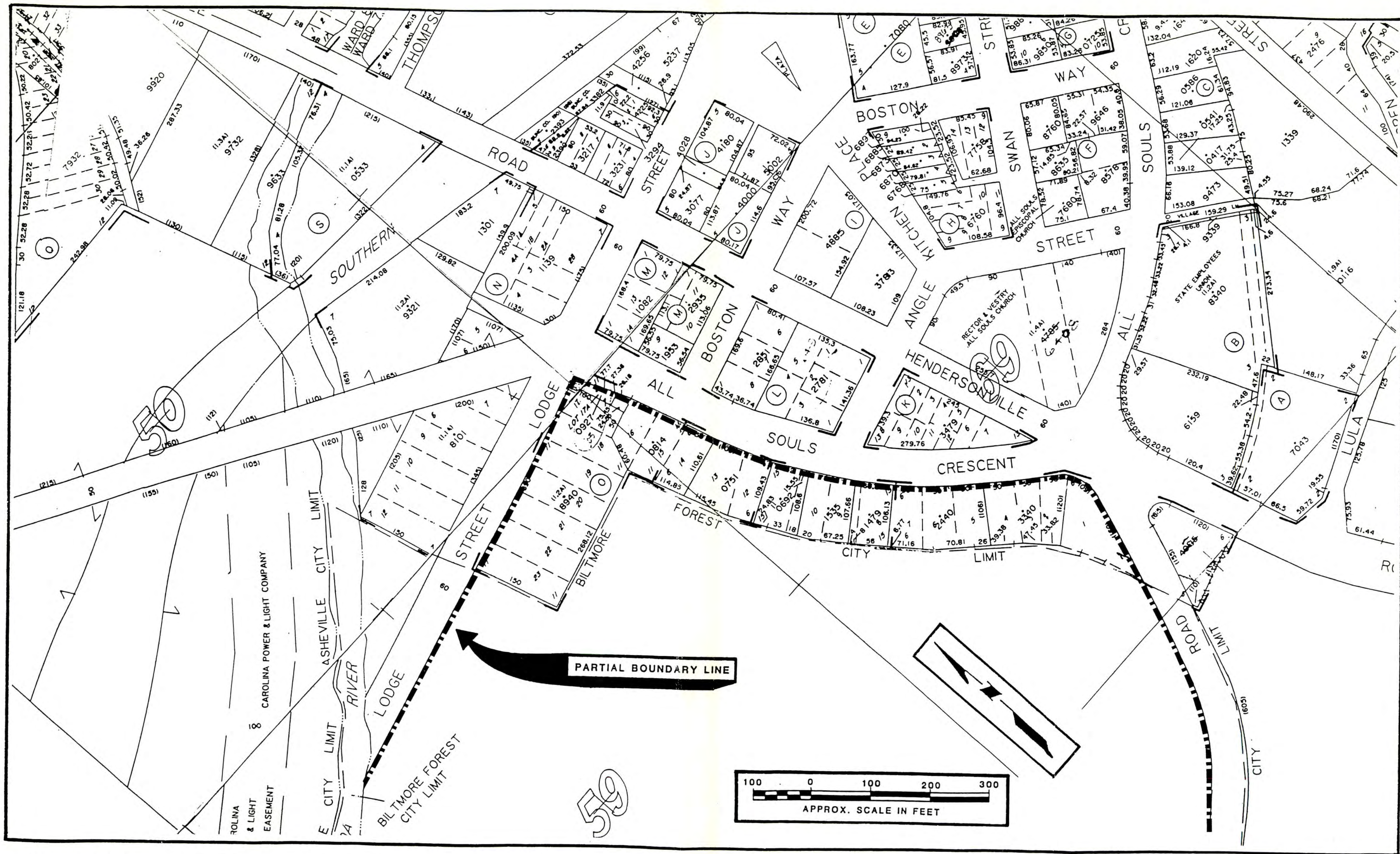


Figure VII.12: Partial Boundaries, Biltmore Estate National Historic Landmark

(2/5/92)

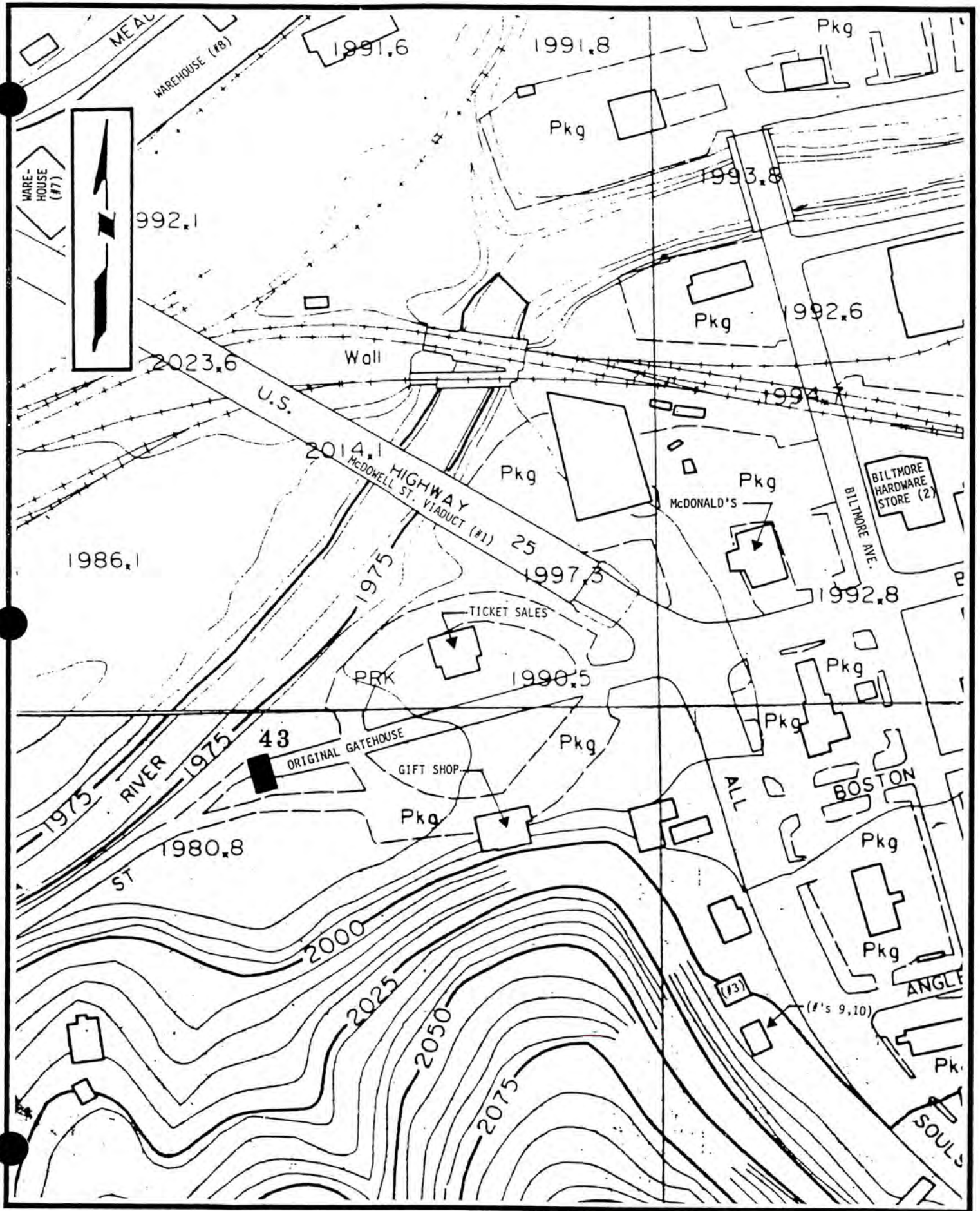


Figure VII.13: Sketch Map, Biltmore Estate Gatehouse (# 43) and Partial Boundaries.

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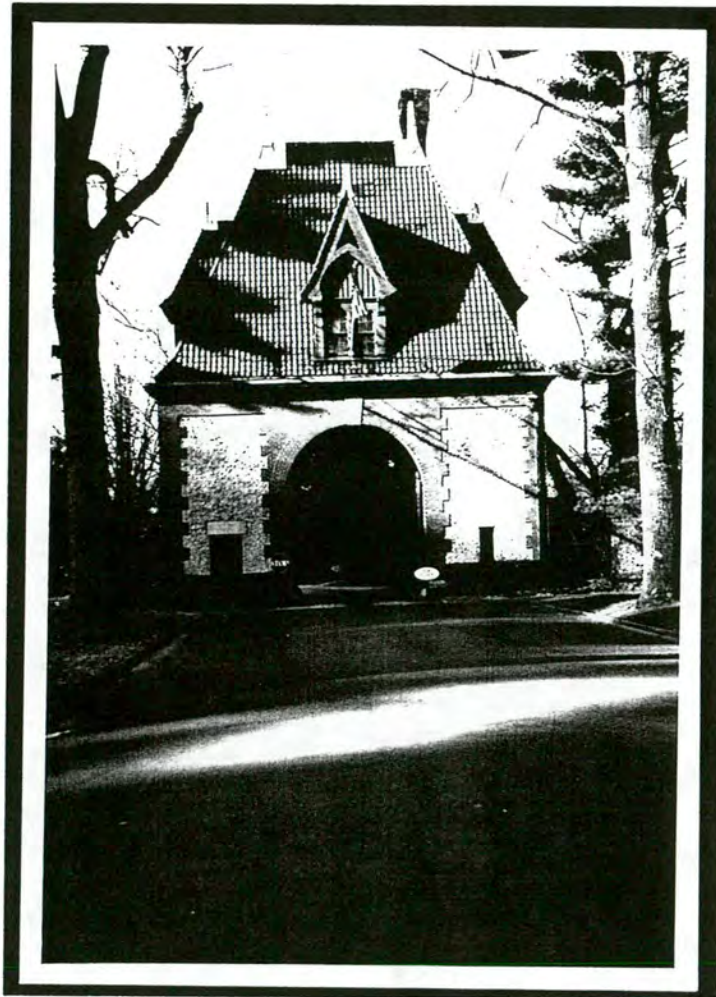


Plate VII.51
Biltmore Estate
Gatehouse (# 43),
Lodge Street

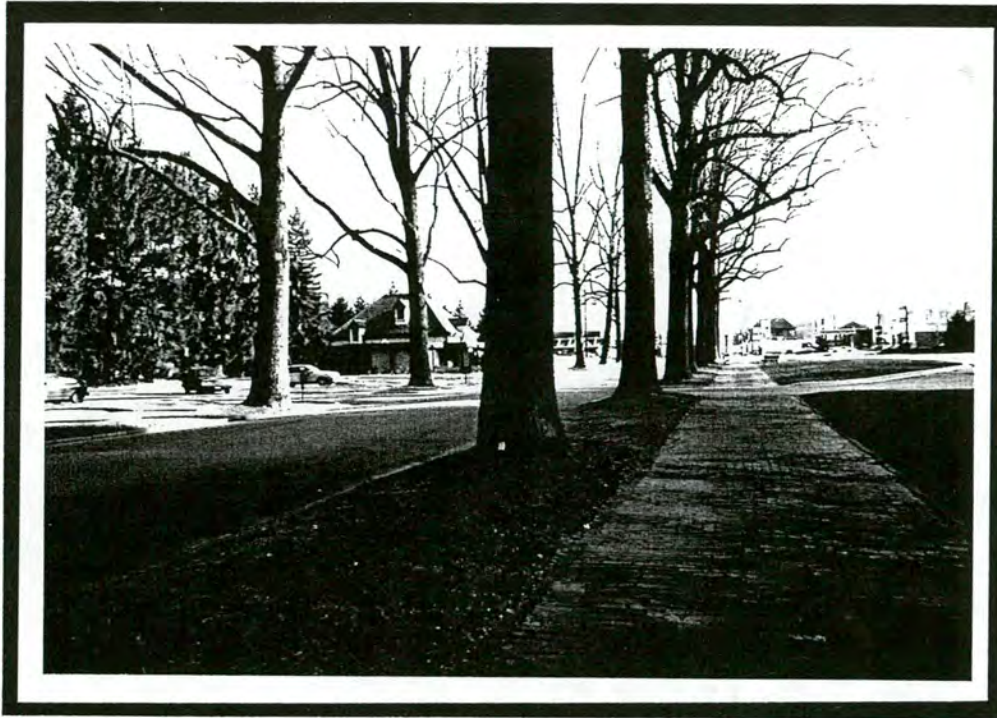


Plate VII.52
View From
Biltmore Estate
Gatehouse (# 43)
to All Souls'
Crescent

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SUMMARY OF THE ARCHITECTURAL RESOURCES SURVEY

An historic architectural survey was conducted within the area of potential effect (APE) for the replacement of Bridge No. 76 (McDowell Street Viaduct) over the Southern Railway and Swannanoa River, Buncombe County (TIP No. B-1070). The APE was defined as the area in which the project could have an effect on any properties listed in or eligible for the National Register of Historic Places, should any such properties exist. A reconnaissance survey of the general area was conducted in order to determine the APE.

All properties that were at least fifty years old and not extensively altered were photographed and located on the Asheville USGS topographic map. Forty-three properties were identified during an intensive survey of the APE. Background research was conducted to determine the historical significance of any properties in the APE and to establish a context within which to evaluate the identified properties. North Carolina Historic Structures Data Sheets were completed for those properties which had not been previously recorded.

A number of properties were determined to be potentially eligible for the National Register of Historic Places, and possible boundaries were proposed. The McDowell Street Viaduct, the Southern Railway Freight Depot, the Biltmore Hardware Store building, and the Asheville High School were considered to be individually eligible for the Register, and a potential historic district consisting of approximately 31 contributing residences was identified in the St. Dunstons Road and St. Dunstons Circle area. It is recommended that the Biltmore Village Multiple Resource Area nomination be reviewed. There appear to be several additional buildings which should qualify for inclusion, including 34 All Souls' Crescent (#3) in the project Area of Potential Effect.

APPENDICES

APPENDIX A

SURVEY WORK PLAN AND SUPPLEMENTAL WORK PLAN

A WORK PLAN FOR AN
HISTORIC ARCHITECTURAL SURVEY
AND EFFECTS EVALUATION
BRIDGE REPLACEMENT,
BRIDGE NO. 76 OVER SWANNANOA RIVER
US 25, BUNCOMBE COUNTY, NORTH CAROLINA
T.I.P. NO. B-1070, STATE PROJECT NO. 8.1841001

Prepared For:

Planning and Environmental Branch
North Carolina Department of Transportation

Prepared By:

Greiner, Inc.
Raleigh, North Carolina

August 13, 1991

I. INTRODUCTION

The following is a work plan for conducting an historic architectural survey and effects evaluation in support of the replacement of Bridge No. 76 over the Southern Railway and the Swannanoa River in Buncombe County (TIP No. B-1070). This work plan is submitted to the Planning and Environmental Branch, North Carolina Department of Transportation (NCDOT) by Greiner, Inc.

The scope of work presented in this work plan is pursuant to the National Historic Preservation Act of 1966, as amended, the Advisory Council on Historic Preservation regulations on the "Protection of Historic Properties" (36 CFR 800) and Department of Transportation regulations and procedures (23 CFR 771 and Technical Advisory T 6640.8A).

The historic architectural survey report to be prepared under this work plan will follow the requirements of Attachment B, as modified by NCDOT, and the Guidelines for the Preparation of Reports of Historic Structures Surveys and Evaluations Submitted to the North Carolina State Historic Preservation Office (Survey and Planning Branch 1989).

Deliverables under this work plan will include a) an historic architectural survey report, and b) documentation presenting an evaluation of effects upon National Register eligible and listed historic architectural properties. Both of these deliverables will be developed pursuant to the above referenced laws, regulations and guidelines.

III. DELIVERABLES

The following is a list of the deliverables for the historic architectural survey:

1. Project area photographic inventory (3 X 5 inch black and white photographs) keyed to project area base maps and accompanied by a list categorizing all properties as to their National Register status.
2. Draft survey report for NCDOT review.
3. Final survey report.
4. Historic Structure Data Sheets on National Register eligible properties and support documentation on all structures recorded during the survey.
5. Draft effects documentation.
6. Final effects documentation.
7. Number of copies of reports to be submitted:

Two copies of draft survey report.

Four copies of the final survey report (two copies with original photographs).

Two copies of draft effects documentation.

Four copies of final effects documentation.

It should be noted that this work plan does not include a) formal "Requests for Determination of Eligibility" (DOE) if required due to disagreement between the NCDOT, the Federal Highway Administration (FHWA) and the SHPO as to the eligibility of a property for the National Register, necessitating submission of a formal DOE to the Secretary of Interior, b) any 4(f) statements on historic properties, and c) memoranda of agreement.

IV. PROJECT SCHEDULING, COORDINATION AND PERSONNEL

The following is a summary of the proposed schedule for the historic architectural survey. Background research will begin immediately upon approval of this work plan, and will be completed in two (2) calendar weeks. Fieldwork will take two (2) calendar weeks to complete. The draft survey report will be submitted to NCDOT seven (7) calendar weeks after Greiner receives NCDOT's written Notice to Proceed. The final report will be submitted to NCDOT one (1) calendar week after Greiner receives, in writing, NCDOT's comments on the draft report.

Once the survey report is approved by the SHPO and NCDOT has the SHPO's opinion on the National Register eligibility of properties identified during the survey, Greiner will begin work on the effects documentation. We anticipate that a draft of this documentation will be submitted to NCDOT within two (2) calendar weeks after receiving NCDOT's approval to proceed with the effects documentation. The final effects documentation will be submitted to NCDOT one (1) calendar week after Greiner receives, in writing, NCDOT's comments on the draft effects documentation.

Greiner will not be responsible for coordinating any consultation efforts with the FHWA nor the SHPO. Such consultation will be handled by NCDOT. However, Greiner staff will attend, with the approval of NCDOT, at least three consultation meetings with these agencies in Raleigh.

Staffing under this work plan will include Mr. Terry Klein, Project Manager, and Ms. Suzanne Pickens, Architectural Historian. Support staff will include clerical staff and one draftsman.

**SUPPLEMENTAL WORK PLAN FOR COMPLETION OF AN
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November 20, 1991

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The following is a supplemental work plan for completing the historic architectural survey of the bridge replacement project area. This supplemental work will address NCDOT's request for additional information, and will provide for an examination of the expanded APE. The scope of work presented in this supplement is pursuant to the National Historic Preservation Act of 1966, as amended, the Advisory Council on Historic Preservation regulations on the "Protection of Historic Properties" (36 CFR 800) and Department of Transportation regulations and procedures (23 CFR 771 and Technical Advisory T 6640.8A).

The revised historic architectural survey report to be prepared under this supplemental work plan will follow the requirements of Attachment B, as modified by NCDOT, the Guidelines for the Preparation of Reports of Historic Structures Surveys and Evaluations Submitted to the North Carolina State Historic Preservation Office (Survey and Planning Branch 1989), and will contain the additional information requested by NCDOT on November 14-15, 1991.

II. METHODOLOGY

The purpose of the work detailed in this supplement is to provide additional information which has been requested by the Planning and Environmental Branch of NCDOT, and to examine buildings, structures, and cultural landscapes of potential architectural and/or historic significance within a larger area of potential effect. This supplement involves the implementation of the following specific tasks.

As a result of the expansion of the project area, additional fieldwork is required. The field survey will involve an examination of all properties in the expanded APE that are fifty years of age or older, or that appear to possess historical or architectural importance even though they are less than fifty years old. It is not anticipated that the expanded APE will encompass historic resources aside from those associated with the Asheville High School property. Historic Structure Data Sheets will be completed or updated for those resources that appear to be potentially eligible for listing on the National Register.

Additional historical research will be required as a result of this expansion of the APE. This research will involve examination of secondary resources in order to place the area of the expanded APE within the historic and architectural context of the region.

NCDOT has also requested more detailed information on the proposed St. Dunstan Historic District. The work associated with this request for more detailed information on the district includes a) photographs of non-contributing buildings and outbuildings; b) additional cartographic information within the survey report; and c) additional research to document the date of construction for each building in the district, physical descriptions of each property, and evaluation and identification of each building as contributing or non-contributing to the district. In terms of documentation for all historic resources identified within the APE, NCDOT has requested that the photographic inventory be included as an addendum to the report, and that Greiner prepare a table listing and categorizing the significant properties.

The results of both the original survey and this supplemental effort will be presented in a revised report to be reviewed by NCDOT. The report will follow the guidelines listed in Section I of this supplemental work plan.

III. DELIVERABLES

The following is a list of the deliverables requested by NCDOT for the supplemental survey effort:

1. Project area photographic inventory (photoduplications of 3 X 5 inch black and white photographs) keyed to USGS topographic maps and accompanied by a list categorizing all properties as to their National Register status; to be included as an appendix to the report.
2. Photographs, brief physical descriptions, evaluations of contributing and non-contributing buildings, construction dates, and property line tax map with exact boundaries (with all properties keyed) for the proposed St. Dunstan Historic District. Providing this deliverable is a major portion of this supplemental effort.
3. Primary research to verify data already collected on the development of St. Dunstan Historic District.
4. Expansion of area of potential effect to include Asheville High School.
5. Photography, research, and evaluation on Asheville High School in terms of National Register criteria.
6. Inclusion of a map of the locally designated historic district. Although not directly associated with the Section 106 process, this was requested by NCDOT to provide information on the necessity of an application for a Certificate of Appropriateness for any portion of the project.
7. Number of copies of reports to be submitted:

Two copies of revised and amended draft survey report.

Four copies of the final survey report.

It should be noted that this supplemental work plan does not include, as did not the original work plan, a) formal "Requests for Determination of Eligibility" (DOE) if required due to disagreement between the NCDOT, the Federal Highway Administration (FHWA) and the SHPO as to the eligibility of a property for the National Register, or as a result of a request by an interested party, necessitating submission of a formal DOE to the Secretary of Interior, b) any 4(f) statements on historic properties, and c) memoranda of agreement.