



North Carolina Department of Cultural Resources

James B. Hunt, Jr., Governor
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William S. Price, Jr., Director

September 20, 1995

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 widening
US 25 from SR 1361 to US 25A/NC 280,
Buncombe and Henderson Counties, R-2213,
Federal Aid Project STP-35(1), State Project
8.1841902, ER 90-8302

Dear Mr. Graf:

Thank you for your letter of August 16, 1995, transmitting the historic structures survey report by Marvin Brown of Greiner, Inc., concerning the above project.

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

Calvary Episcopal Church and Rectory. This property is eligible under Criterion C for architecture for its 1938 Gothic-Revival church and nineteenth century rectory.

Oak Park Historic District. This district is eligible under Criterion C for architecture because of its eighteen residences representing the Craftsman and Colonial Revival styles located on planned, curved, tree-lined streets and oriented towards a park. The neighborhood is also eligible under Criterion A for community planning and development because it reflects the real estate boom of the 1920s and the advent of planned suburban development.

The following property was determined not eligible for listing in the National Register of Historic Places:

House #3. This house represents a building type common in the county and better and more intact examples of the type can be found throughout the county.

The report in general meets our office's guidelines and those of the Secretary of the Interior.



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

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

Sincerely,



David Brook
Deputy State Historic Preservation Officer

DB:slw

cc: H. F. Vick
B. Church
Marvin Brown

b: File
Brown ~~David~~ BEVN
Martin
County
RF

**AN HISTORIC ARCHITECTURAL SURVEY OF
US 25 FROM ST. JOHN'S ROAD (SR 1361)
TO US 25A / NC 280,
HENDERSON AND BUNCOMBE COUNTIES,
NORTH CAROLINA
FEDERAL AID PROJECT NO. STP-35(1)
STATE PROJECT NO. 8.1841902
TIP NO. R-2213**

PHASE II

Prepared For:

**THE FEDERAL HIGHWAY ADMINISTRATION
AND
THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION**

Prepared By:

Marvin A. Brown

**GREINER, INC.
4630 Paragon Park Road
Raleigh, North Carolina 27604-3174
(919) 876-2760**

JULY 1995

AN HISTORIC ARCHITECTURAL SURVEY OF
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Marvin A. Brown
Principal Investigator

7-12-95

Date

Barbara H. Church

Architectural Resources Section
North Carolina Department of Transportation

7-28-95

Date

Project Manager
North Carolina Department of Transportation

Date

MANAGEMENT SUMMARY

The North Carolina Department of Transportation (NCDOT) is proposing improvements to US 25 from St. John's Road (SR 1361) in Henderson County to US 25A/NC 280 in Buncombe County (Federal Aid Project No. STP-35(1), State Project No. 8.1841902, TIP Project No. R-2213). The project length is approximately 1.4 miles (see Figures I.1 and I.2 below).

A Phase I historic architectural survey of the project, and the preliminary components of a Phase II survey, were initially conducted by NCDOT. During its survey, NCDOT established an Area of Potential Effect (APE) for the project that parallels US 25 (for a discussion of how the APE evolved, see the Methodology section below); photographed and mapped resources 50 years old or older within the APE; and made preliminary assessments of the eligibility of the APE's resources for listing in the National Register of Historic Places. On December 1, 1994, NCDOT met with the State Historic Preservation Office (SHPO), to which it presented the results of its survey. At this meeting, NCDOT and SHPO determined that nine resources within the APE were not eligible for listing in the National Register. Photographs and a map showing the location of these nine resources are included in a photographic inventory accompanying this report under separate cover.

NCDOT then requested Greiner, Inc., under the terms of an open-end contract, to complete the Phase II survey of the APE, with the goals of (1) recording at the intensive-level three resources previously identified by NCDOT and (2) evaluating and making recommendations of eligibility of these resources for listing in the National Register. The three resources were the late nineteenth- and early twentieth-century Calvary Episcopal Church and Rectory (Greiner survey number 1 [#1]), the early twentieth-century Oak Park Historic District (#2), and an early twentieth-century house on the west side of US 25 opposite Royal Oak Road in Buncombe County (#3). Greiner's survey methodology consisted of historical background research into primary and secondary sources, site-specific research, and an intensive-level field survey, during which 100 percent of the APE was surveyed. On February 13-15, 1995 Greiner conducted the intensive-level field survey, during which it extensively photographed the designated resources and recorded them on USGS topographical quadrangle maps. Following the fieldwork, Greiner completed sketch maps and historic district boundary maps for the two resources within the APE considered by Greiner to be potentially eligible for listing in the National Register. This report records the results of Greiner's Phase II field survey and research.

Greiner recommends that two resources within the APE are potentially eligible for listing in the National Register--the Calvary Episcopal Church and Rectory and the Oak Park Historic District. The church and rectory were previously included on the North Carolina Study List of resources believed to be potentially eligible for listing in the National Register. Greiner recommends the third resource, the house opposite Royal Oak Road (#3), as not potentially eligible for Register listing.

The following table summarizes the status and evaluation of the three resources:

SUMMARY OF RESOURCES EVALUATED WITHIN THE AREA OF POTENTIAL EFFECT

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*RESOURCES LISTED IN, DECLARED ELIGIBLE FOR, OR CONSIDERED
POTENTIALLY ELIGIBLE FOR THE NATIONAL REGISTER*

*Resources Listed in the National Register or Declared Eligible by a Determination
of Eligibility:*

None

*Resources on the North Carolina National Register Study List and Considered Potentially
Eligible for the National Register*

Calvary Episcopal Church and Rectory (#1) - East and west sides of US 25 at junction with SR 1547,
Fletcher vicinity, Henderson and Buncombe counties V-1

Resources Considered Potentially Eligible for the National Register:

Oak Park Historic District (#2) - US 25, Park Court North, Park Court South, White Oak Road,
Graceland Place, and Collenwood Road, Buncombe County V-13

*RESOURCES NOT CONSIDERED POTENTIALLY ELIGIBLE FOR THE
NATIONAL REGISTER*

House (#3) - West side of US 25 opposite Royal Oak Road, Oak Park vicinity, Buncombe County V-36

*RESOURCES DETERMINED NOT TO BE ELIGIBLE FOR THE NATIONAL REGISTER BY NCDOT, FHWA,
AND SHPO*

Nine resources were determined not to be eligible for National Register listing at a meeting held between NCDOT and SHPO on December 1, 1994. Photographs of these resources and a map showing their location are included in a photographic inventory accompanying this report under separate cover.

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I. INTRODUCTION

The North Carolina Department of Transportation (NCDOT) is proposing improvements to US 25 from St. John's Road (SR 1361) in Henderson County to US 25A/NC 280 in Buncombe County (Federal Aid Project No. STP-35(1), State Project No. 8.1841902, TIP Project No. R-2213). The project length is approximately 1.4 miles (Figures I.1 and I.2). This report presents the results of the completion of a Phase II historic architectural survey of the project area by Greiner, Inc. for the Federal Highway Administration and the Division of Highways, Planning and Environmental Branch, NCDOT.

The Phase I historic architectural survey of the project, and the preliminary components of a Phase II survey, were initially conducted by NCDOT. During its survey, NCDOT established an Area of Potential Effect (APE) for the project that parallels US 25; photographed and mapped resources 50 years old or older within the APE; and made preliminary assessments of the eligibility of the APE's resources for listing in the National Register of Historic Places. NCDOT subsequently met with the State Historic Preservation Office (SHPO), to which it presented the results of its survey.

NCDOT then requested Greiner, Inc., under the terms of an open-end contract, to complete the Phase II survey of the APE and record at the intensive level three resources previously identified by NCDOT--the Calvary Episcopal Church and Rectory (#1), the Oak Park Historic District (#2), and a house on the west side of US 25 opposite Royal Oak Road in Buncombe County (#3). On February 13-15, 1995 Senior Architectural Historian Marvin A. Brown of Greiner conducted the intensive-level field survey. He subsequently prepared this survey report, with the assistance of graphics coordinator James R. Snodgrass.

An historic architectural survey within the APE associated with the proposed improvements to US 25 was necessary for compliance with the basic requirements of: Section 106 of the National Historic Preservation Act of 1966, as amended; the Department of Transportation Act of 1966, as amended; the Department of Transportation regulations and procedures (23 CFR 771 and Technical Advisory T 6640.8A); the Advisory Council on Historic Preservation regulations on the "Protection of Historic Properties" (36 CFR 800); and NCDOT's "Historic Architectural Resources, Survey Procedures and Report Guidelines." In order to meet the requirements of these laws and regulations, the work plan for the Phase II survey included the following items: (1) conducting general historical and architectural background research in order to develop contexts within which to evaluate the potential National Register eligibility of the three resources identified by NCDOT; (2) an intensive-level field survey of the APE, including surveying, describing, evaluating, and proposing specific National Register boundaries for any resources believed to be Register eligible; (3) specific historical and architectural research on the three resources; and (4) preparation of a report developed pursuant to the above-referenced laws, regulations, and guidelines.

The Area of Potential Effect or APE is the area or areas within which an undertaking may cause changes in the character or use of historic properties. The boundaries of the project's APE were established by NCDOT during its Phase I and preliminary Phase II survey of the project. They are delineated in this report on the Skylands USGS topographical quadrangle map (Figure I.2). Largely defined by the residential and commercial development that defines US 25 within the project area, they extend beyond this development only at the Oak Park Historic District and the cemetery and wooded areas of the Calvary Episcopal Church and Rectory. The APE's distance from the project corridor ranges from approximately 200 to 1,000 feet and the APE encompasses approximately 125 acres of land.

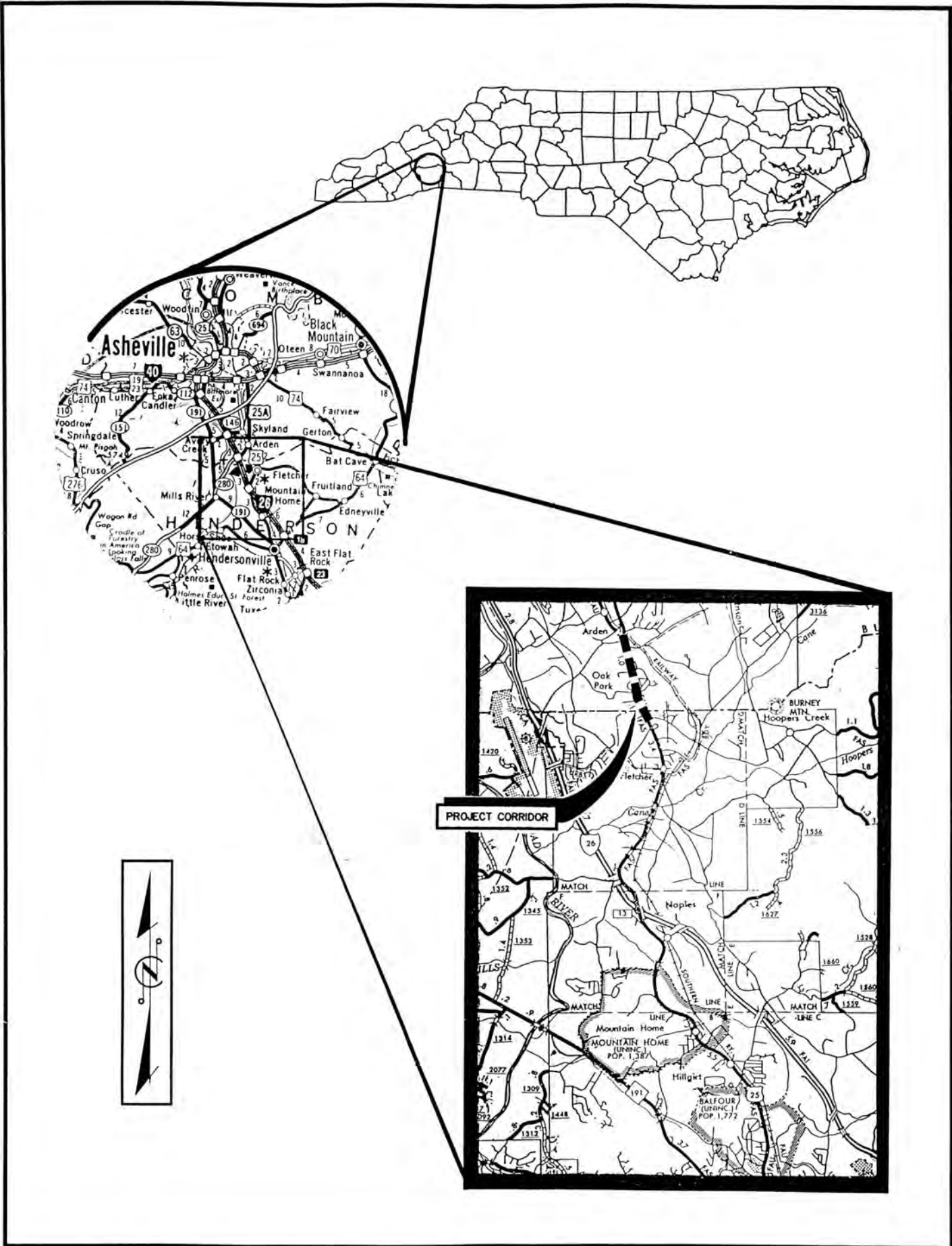


FIGURE I.1 Project Locator and Corridor Map

NO SCALE

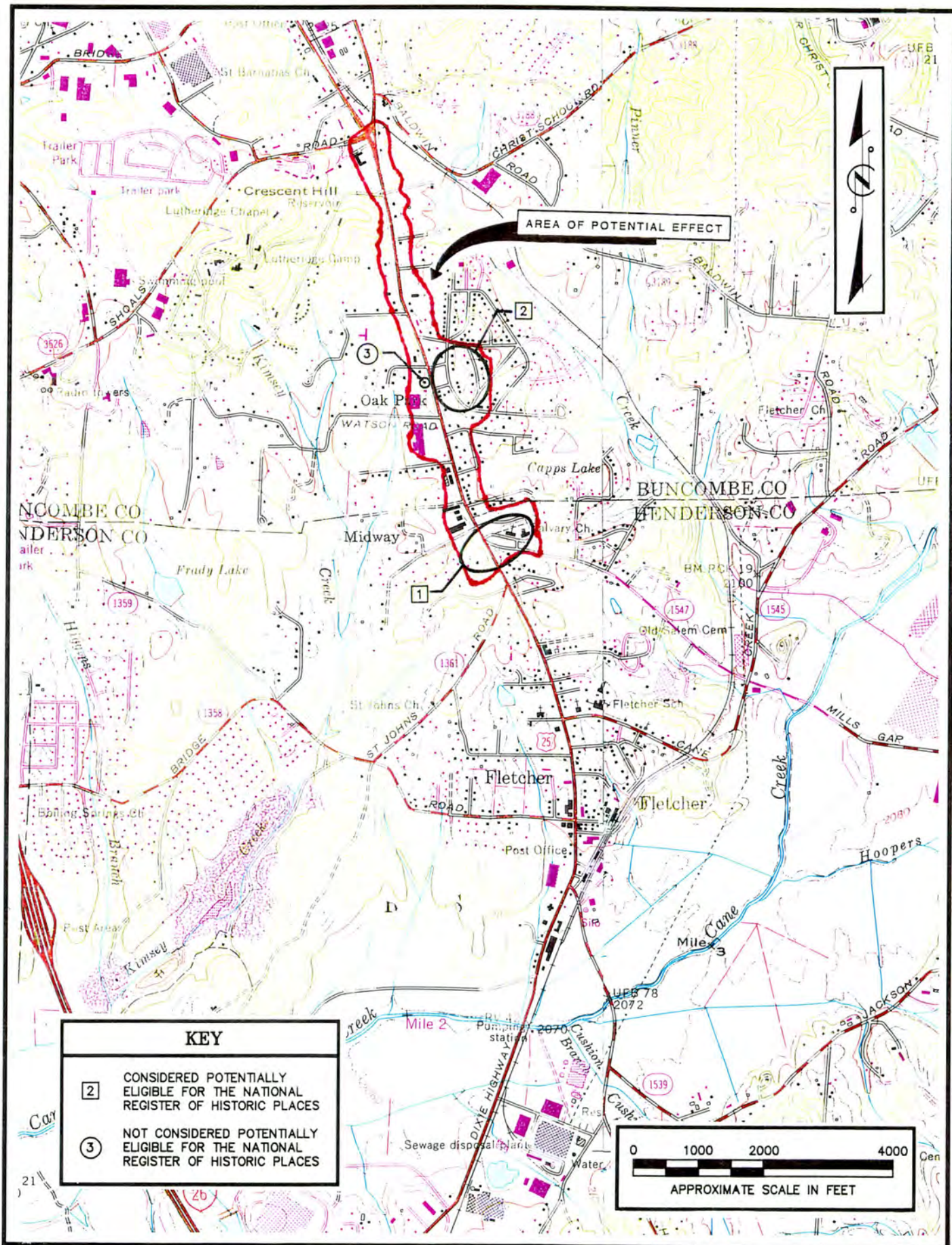


FIGURE I.2 Area of Potential Effect and Property Inventory Map

II. PHYSICAL ENVIRONMENT

The project's Area of Potential Effect (APE) is located along the spine of US 25, south of Asheville and north of Hendersonville. US 25 within the APE follows the route of the Buncombe Turnpike which, after its establishment through the fertile French Broad Valley in 1827, led to the first major spurt of growth in the area. The mark of wealthy visitors from the low country of South Carolina, who followed the turnpike into the Blue Ridge each summer during the antebellum period, is apparent at Calvary Episcopal Church (#1), which they helped to establish. The church's bell tower, the only surviving element of its original 1859 home, and its cemetery, both located east of US 25 at the southern end of the project, are the only standing resources within the APE that predate the early twentieth century (Plate II.1).

The coming of the railroad in the 1880s led to population and growth booms in Asheville, Hendersonville, and their environs in the 1880s and 1890s and, coupled with a better road network and economic prosperity, in the 1910s and 1920s. Only in the latter two decades did this growth extend out to the APE, which is approximately equidistant from the two county seats. Prior to that time the APE had remained predominantly rural, even though it was located along the area's major transportation artery (Figure II.1). Between 1915 and 1921 US 25 was paved through much of the APE from Asheville south to the Henderson County line. In the late 1920s US 25A was constructed from US 25 at the northern end of the APE to Asheville (Jenkins 1959:16; *Asheville Citizen* September 14, 15, 18, 20, and 22, 1927). This activity, and the general boom mentality of the period, led to the development of the Oak Park (#2) community within the APE in 1927. Oak Park is the most visible mark of the period on the APE's environment (Plate II.2).

US 25 remains a major connection between Hendersonville and Asheville, carrying local traffic and numerous tourists. The facilities and housing that have sprung up on the highway since the 1950s to serve these individuals now dominate the APE. They include motels, gas stations, religious retreats, ranch houses, trailers, supermarkets, and fast food restaurants (Plates II.3 and II.4).

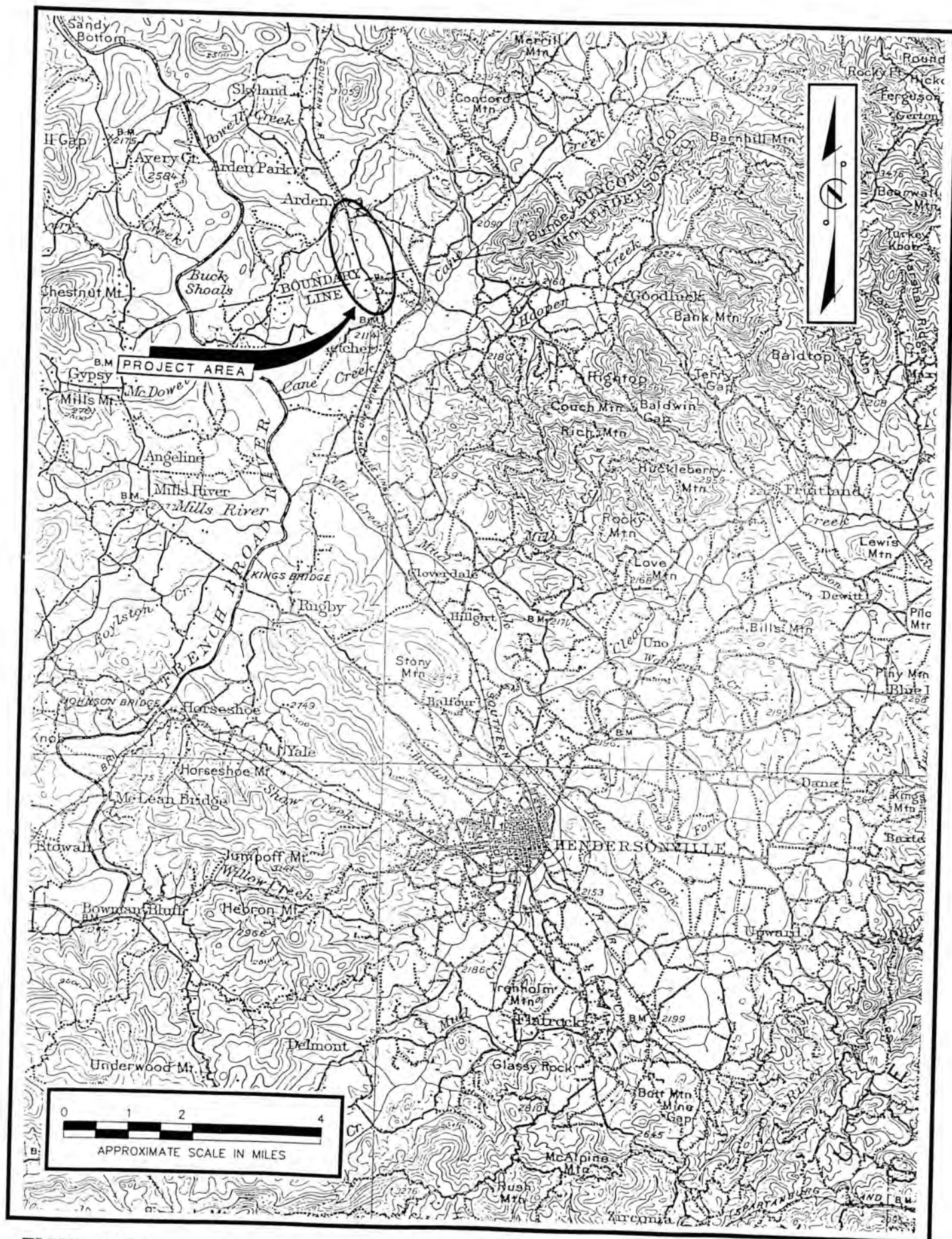


FIGURE II.1 1905 Saluda and 1907 Pisgah Geological Survey Quadrangle Maps



PLATE II.1

Calvary Episcopal Church (#1) and cemetery at junction of US 25 and SR 1547 at southern end of APE in Henderson County, looking northeast



PLATE II.2

Oak Park Historic District (#2) looking southeast from park and US 25 towards junction of White Oak Road and Park Court South in Buncombe County

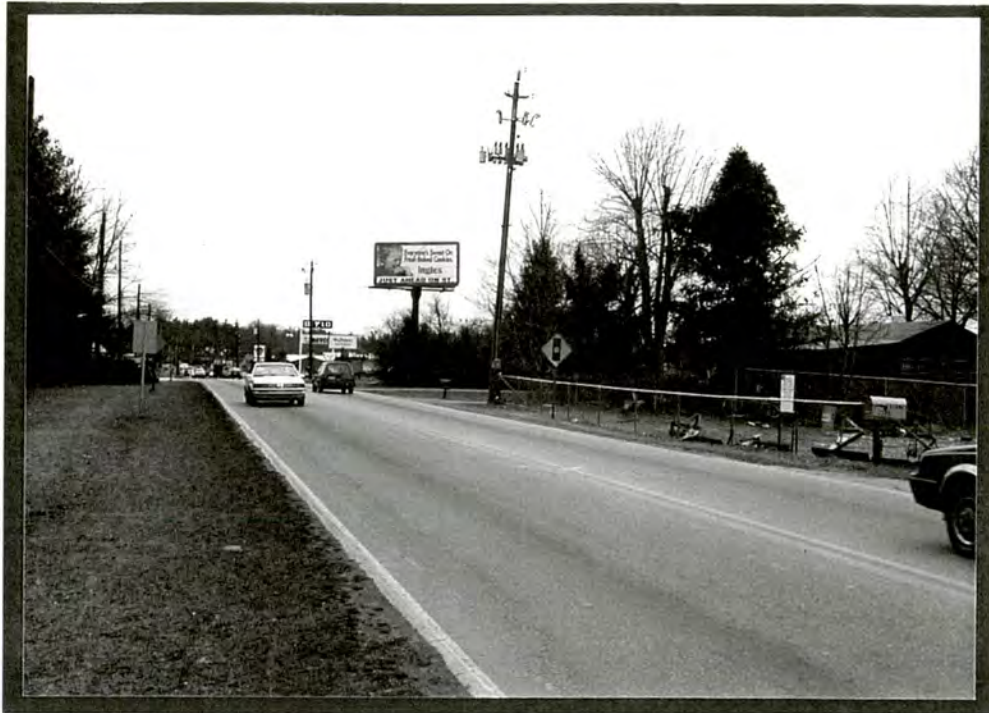


PLATE II.3

Modern commercial and residential development along US 25 opposite Oak Park Historic District, looking south



PLATE II.4

Modern commercial development along US 25 and SR 3526 at northern end of APE in Buncombe County, looking south

III. METHODOLOGY

The Phase I and preliminary components of a Phase II historic architectural survey of this project were conducted by the North Carolina Department of Transportation (NCDOT), which established an Area of Potential Effect (APE) that parallels US 25; photographed and mapped resources 50 years old or older within the APE; and made preliminary assessments of the eligibility of the APE's resources for listing in the National Register. The APE was initially established by NCDOT when it began the project study. It was based upon contour lines, tree lines, and other natural and manmade features, and was designed to include all resources that were reasonably considered close enough to US 25 to be affected by the undertaking. The APE was expanded by Greiner, as it completed the Phase II survey of the project, to include the property associated with Calvary Episcopal Church and Rectory and the Oak Park Historic District. On December 1, 1994, NCDOT met with the State Historic Preservation Office (SHPO), to which it presented the results of its survey. It then requested Greiner, Inc. to complete the Phase II survey of the APE and record at the intensive level three designated resources.

The methodology Greiner utilized for completing the Phase II survey consisted of initial historical background research, an intensive-level field survey of the APE, and subsequent site-specific research. The main primary sources of historical information were newspaper advertisements, plat maps, deeds, and personal interviews. The main secondary sources were histories of Buncombe County, Henderson County, and Calvary Episcopal Church, and files located in the Western Regional Office of the SHPO in Asheville. These files contained the results of the late-1970s comprehensive survey of Buncombe County and scattered surveys of Henderson County's resources. Of particular utility was the file on Calvary Episcopal Church and Rectory. The purpose of the research and field survey was to understand the historical and architectural contexts of the APE and to develop an understanding of early suburban residential development and architecture around Asheville and Hendersonville and along US 25 between the two communities. Such understanding was crucial in determining which resources within the APE were potentially eligible for listing in the National Register.

The fieldwork was conducted by Senior Architectural Historian Marvin A. Brown of Greiner on February 13-15, 1995. He drove or walked every paved road, driveway, and path within the APE in order to view, assess, and record the three designated resources--the Calvary Episcopal Church and Rectory, the Oak Park Historic District, and a house on the west side of US 25 opposite Royal Oak Road in Buncombe County. The exteriors and grounds of these resources and their multiple components were extensively studied during the field survey. Only a limited number of interiors were accessible for viewing, however, some through windows. The resources were keyed to the Skylands USGS topographical quadrangle map that covers the APE. Preliminary sketch maps were drawn for the two resources believed to be potentially eligible for National Register listing. Upon completion of fieldwork, tax and plat maps were obtained to assist in determining and mapping the potential boundaries for these two resources. The final stage of Phase II of the project consisted of reviewing all of the materials gathered during research and fieldwork, making final assessments of the potential National Register eligibility of the resources within the APE on the basis of this information, and summarizing all of this work, along with accompanying maps and photographs, in the present report.

Greiner conducted its survey according to the standards established by: Section 106 of the National Historic Preservation Act of 1966, as amended; the Department of Transportation Act of 1966, as amended; the Department of Transportation regulations and procedures (23 CFR 771 and Technical Advisory T 6640.8A); the Advisory Council on Historic Preservation regulations on the "Protection of Historic Properties" (36 CFR 800); and NCDOT's "Historic Architectural Resources, Survey Procedures and Report Guidelines."

IV. BACKGROUND INFORMATION AND HISTORIC CONTEXTS

A. The Buncombe Turnpike and Early Development, 1827-1879

Buncombe and Henderson counties are located at the southeastern edge of the Blue Ridge Mountains in western North Carolina. Asheville, Hendersonville, and US 25 and the project area between them are contained in the long plain of the French Broad Valley, which extends through the two counties. On the plain the region's most extensive transportation and agricultural development has occurred, as well as intense permanent and seasonal residential development (Swaim 1981:9).

Non-Native American settlement of the area began in earnest after the Revolutionary War and subsequent displacement of the area's indigenous population. Early settlers were generally Scotch-Irish, English, and German. In 1792 the mountain county of Buncombe was formed. Thinly populated and vast, it contained all of ten present North Carolina counties and parts of two others. Asheville, Buncombe County's seat, was incorporated in 1797. By 1839 growth was sufficient to merit the carving out of Henderson County from Buncombe and two years later its seat, Hendersonville, was established (Swaim 1981:9-10, 33; Patton 1947:1-2, 139-140; Bowers and Fullington 1988:E1-3).

The area's first major period of growth occurred after the completion of the Buncombe Turnpike in 1827. A toll road established near the French Broad River that connected Tennessee and Kentucky stockmen with the markets of South Carolina, it ran through Hendersonville and Asheville, largely following the present route of US 25. Tremendous droves of hogs, cattle, sheep, and even turkeys soon passed south down the road. This led to the clearing of land for increased production of corn and oats to feed the passing animals. It also led to the establishment of numerous droveage stops along the turnpike, such as the one that was located near the Shufordsville spring on the east side of US 25 south of its junction with US 25A in Buncombe County. The turnpike was further utilized by wealthy South Carolinian lowlanders, who followed it north and west into the more healthful air of the Blue Ridge, establishing summer colonies in Flat Rock in southern Henderson County and in Fletcher near the Henderson and Buncombe county lines. Competition diminished the droves by mid-century, and the Civil War and the establishment of rail lines through Kentucky and Tennessee following the conflict ended them. The turnpike, however, had established the route of US 25 as the area's major transportation artery and also permanently introduced the tourist trade, which remains a major component of the region's economy and shaper of its physical environment (Fain 1980:21; Patton 1947:96; Swaim 1981:11, 14-17, 141; Sondley 1977:617-623; Lefler and Newsome 1954:316, 605; Bowers and Fullington 1988:E2, E8).

Growth in the area in general was slow through the 1870s. Farms were small, producing mixed crops and, increasingly, orchard products. After the Civil War they became even smaller, as sharecropping arose. Industrial activity was minimal, limited to grist mills, saw mills, and a few iron forges (Swaim 1981:12, 19).

The architecture of the area was primarily traditional and conservative during the period. While some relatively large stylish houses were built by wealthy South Carolinians, most dwellings were modest one- or two-story, log or frame structures. Architectural historian Michael Ann Williams (1981:14) has noted that the contrast between the high-style abodes of the South Carolinians and the traditional dwellings of the local residents "must have starkly symbolized the economic and political gulf between the two populations." Only part of one building from the period survives within the APE, the bell tower of Calvary Episcopal Church. The 1859 brick church, which was rebuilt along its original lines after it burned in 1935, was exceedingly grand for the area and certainly symbolized the gulf between the local citizens and their summer visitors. Not surprisingly, the funds for its

construction largely came from the pockets of the South Carolinians who had established a summer colony nearby in the Fletcher community. These individuals, at least during the warmer months, also made up much of the church's early congregation (Williams 1981; Swaim 1981:49-77; Jenkins 1959:7-8, 17-18).

B. Railroads, Real Estate, Boom, and Bust, 1880-1945

The second major period of growth in Henderson and Buncombe counties was ushered in by the arrival of rail lines in the 1880s. In 1879 the Spartanburg and Asheville Railroad, later the Southern Railway, was extended north from South Carolina to Hendersonville. Between 1880 and 1882 the Western North Carolina Railroad was completed across Buncombe County through Asheville. In 1886 the two county seats were connected, when the Spartanburg and Asheville Railroad was brought north to Asheville. The rail lines spurred tremendous population growth in the area during the last two decades of the century, leading to the incorporation of many small communities, such as Arden (1895) just north of the project area in Buncombe County. They also provided an outlet for the agricultural products of the two counties, carrying to market apples, milk, butter, corn, and tobacco (Fain 1980:84-85, 92; Swaim 1981:20-23; Bowers and Fullington 1988:E3).

The railroad further spurred the development of a middle- rather than just upper-class tourist trade in Hendersonville, Asheville, and their environs. By the mid-1890s Hendersonville was "a noted summer resort for the citizens of South Carolina and other Southern states" and Asheville held a "peculiar prominence as a resort, by reason of its location, its railroad facilities, its many fine hotels, and its easily accessible views--splendors of scenery" (State Board of Agriculture 1896: 351, 293). In the late nineteenth and early twentieth centuries eight to ten passenger trains a day, many specially chartered, poured tourists into Hendersonville's depot. They stayed in boarding houses, hotels, and private houses, and at religious retreats, which sprang up in the area around the turn of the century. The late nineteenth- and early twentieth-century surge in tourism, and an accompanying real estate development boom, occurred not just in the Hendersonville and Asheville areas, but to a lesser extent in neighboring mountain counties as well (Bowers and Fullington 1988:E8, 10-12; Swaim 1981:24-26).

The ability of the railroad to bring large quantities of materials and numbers of workmen into the area also allowed George Vanderbilt, in the early 1890s, to spend millions of dollars on the construction of Biltmore Village and the fabulous Biltmore Estate. The works of the estate, which anchored a 125,000-acre tract of land, went beyond a simple display of wealth, upgrading local attitudes about forest conservation, agriculture, and traditional handicrafts (Swaim 1981:23-24).

Growth in the area after the turn of the century, particularly in the teens and twenties, was even more dramatic. In terms of the built environment, this period has been called "the most spectacular in Asheville's history" (Swaim 1981:42). It was equally profound in Hendersonville and greatly affected development along US 25 between the two towns. The history of the two towns and the area during the period is dominated by a boom in real estate speculation and development, a boom which inevitably led to a bust.

No precise date marks the start of the boom, although growth soared upwards from the teens well into the twenties. The community of Mountain Home in Henderson County north of Hendersonville along US 25 exemplifies growth in the teens. In 1913 the property was selected by a Summer Homes Committee from St. Petersburg, Florida. By the following year the summer colony was platted and construction of its small frame houses had begun (Fain 1980:548). The red brick commercial buildings of Fletcher just south of the Buncombe County line indicate that the development of the town, separate from its beginnings as an antebellum summer colony, began in earnest in the teens and continued through the twenties. By 1920 tourism was such a major part of the local economy that a group of Henderson County businessmen formed the Henoco Club solely to promote

the county and its seat to out-of-state individuals. In early 1921 the club visited Florida to draw visitors to the area. Its efforts helped make the summer of 1921 one of the area's most successful tourist seasons ever (Bowers and Fullington 1988:E9).

The star of Asheville burned brighter in the teens and twenties than that of any other community in the region. Its rise has been attributed "to a complex of factors from money supply and freewheeling credit to location on major train and auto routes and the recklessly grandiose psychology of the Jazz Age. . . . [Its fame as a tourist and health center] attracted men of vision and wealth who catalyzed the out-pouring of creative energies . . . [turning the city into a] Circe for both resident and outside developers, from the conscientious to the get-rich-quick buyers and sellers of option papers, many from the Florida real estate boom-bust" (Swaim 1981:42).

Like the actions of South Carolinians a century earlier in establishing Flat Rock and Fletcher, Buncombe and Henderson County's development boom in the 1920s was fueled by non-natives. As had their low-country predecessors, Floridians came to the Blue Ridge to escape the summer heat. They also came in hopes of making large sums of money in real estate speculation. With their money fueling the development flames, land values began to soar in the early 1920s, reaching a peak in 1925-1926 before declining through the end of the decade into bust and Depression (Fain 1980:112-113; Swaim 1981:26).

In the early and mid-1920s, numerous subdivisions and planned suburbs were created in Hendersonville and Asheville and their outlying areas, and along the spine of US 25. Most featured modestly-sized residential lots, provisions for a business section laid out on smaller lots, paved streets and, where close to Hendersonville or Asheville or their services, water and sewer connections (Fain 1980:118).

Oak Park, on the east side of US 25 just north of the Henderson/Buncombe County line, exemplifies successful, well-planned suburban development in the area during the 1920s (Figure IV.1). Platted and opened in late 1927, when the air had already begun to leak from the boom, it was the creation of L.B. Jackson, one of Asheville and Buncombe County's most eminent developers. Backed by the presence of city services, good highway connections, a beautiful location, and the promise of high financial returns, the development was relatively successful until broken by the bust at the end of the decade (*Asheville Citizen* September 14, 15, 18, 20, and 22, 1927).

The height of the boom and the depth of the coming bust in the area was best represented by the ill-starred Fleetwood Hotel. In September, 1925 Commodore J. Perry Stoltz began construction of a \$2,000,000 replica of his Miami Beach Fleetwood Hotel, in the heart of Laurel Park Estates west of Hendersonville. He was attracted to Hendersonville, he announced, by a letter from the Chamber of Commerce and by the claims of friends that the town was a coming Miami. By June, 1926 the steel superstructure of the hotel was completed and 13 of its 15 stories had been clad in brick. Construction stopped that summer, however, never to commence again. The rusting structure loomed over the town and surrounding countryside until 1937, when it was dismantled for scrap (Toms 1963:2-6; *The Hendersonville News*, June 3, 1926; Fain 1980:112, 119-126). "The very evident failure of the Fleetwood venture," local historian James H. Toms (1963:5) noted, "began to show in the life of the community of Hendersonville. Many individuals had lost all of their savings through investments in highly overpriced property, and the area as a whole suffered from the tragedy of having its collective dream of a fabulous future for Hendersonville completely shattered. The mountain area's financial condition in 1927 was a forecast of the financial problems that were to plague the nation in just two years." The collapse of Asheville's and Hendersonville's banks in November, 1930 emphatically terminated the great boom. Following the failures, the area had to await the end of World War II for renewed tourism and growth (Fain 1980:133).

F.A.H. Humphreys
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F.A.H. Humphreys

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W. Hagan
Superintendent

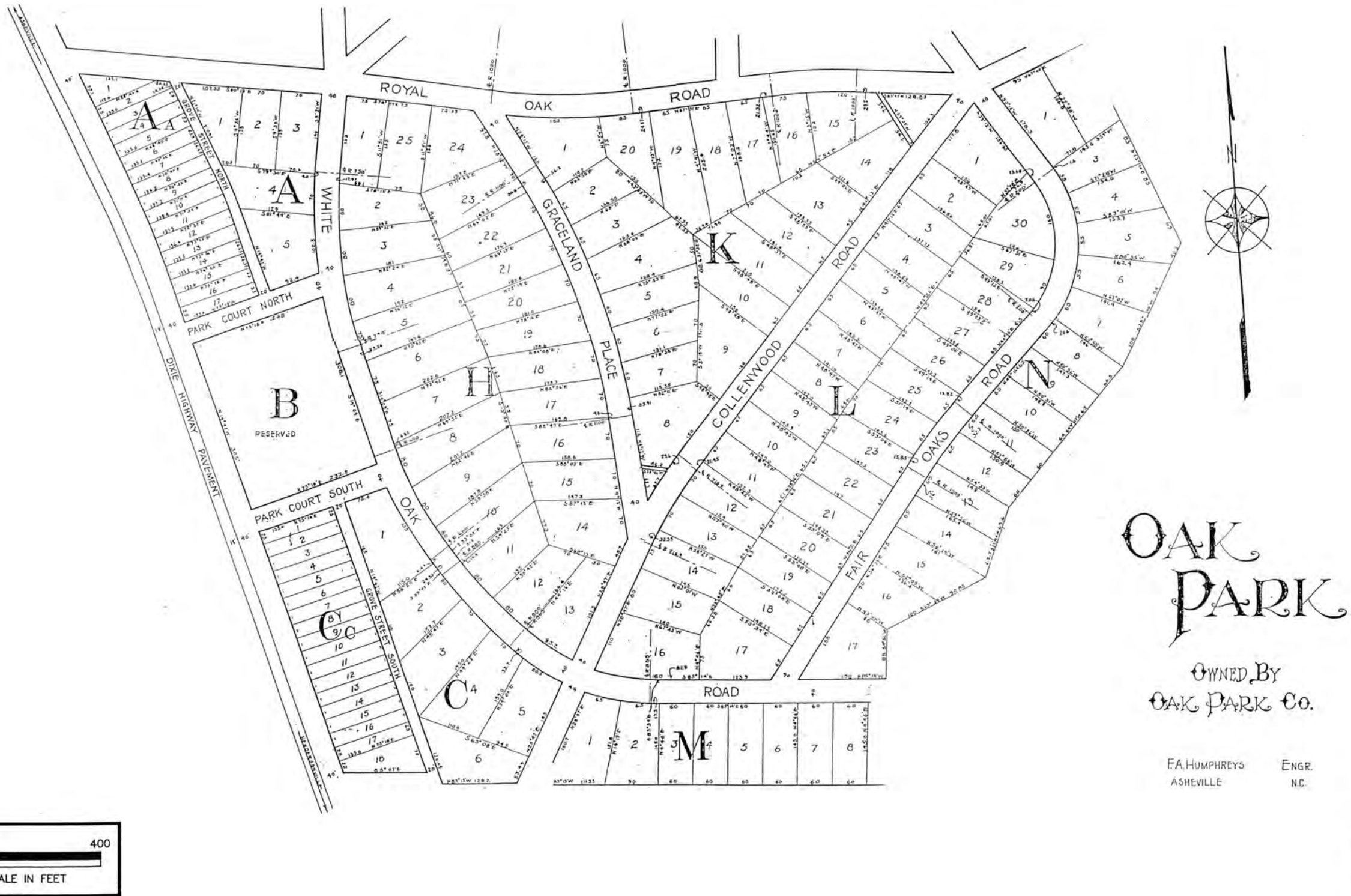


FIGURE IV.1 1927 Plat Map of Oak Park

Both the initial post-railroad growth of the 1880s-1890s, and the larger boom of the teens and twenties, are represented at the resources within the APE. The old Calvary Episcopal Church rectory, constructed in 1885-1886, is one of the oldest surviving buildings in the area. A boxy, two-story, two-room-deep structure of local stone, it is largely plainly finished on the exterior, reflecting local vernacular construction of the time; its long front windows, which allow access from its front parlors to its front porch, are its most stylish exterior features. Its modest finish and traditional proportions likely reflect the fact that it was built with money raised by local rather than low-country parishioners (Jenkins 1959:13-14; Holland 1991).

The late-1920s houses of Oak Park represent a number of styles and forms popular during the teens and twenties. Clad largely in brick veneer, they include foursquares (41 White Oak Road) and bungalows (44 Collenwood Road), and Colonial Revival- (46 White Oak Road), Tudor Revival- (southwest corner of Park Court South and White Oak Road), and Craftsman-style structures (21 Graceland Place). The neighborhood's curved streets, regular lot sizes, and park are also reflective of planned development of the time. Unlike other suburban developments of the period, such as Mountain Home, the original section of Oak Park has largely remained intact and little altered, still mirroring the dreams of its developers and first home owners.

V. PROPERTY INVENTORY AND EVALUATIONS

A. Resources Listed in, Declared Eligible for, or Considered Potentially Eligible for the National Register

*CALVARY EPISCOPAL CHURCH AND RECTORY (#1)
East and west sides of US 25 at junction with SR 1547, Fletcher vicinity,
Henderson and Buncombe counties*

History

The first Calvary Episcopal Church was erected in 1859, two years after local residents and summer visitors from the South Carolina low country decided that the area needed a permanent seat of worship. The building committee of Daniel Blake and Alexander Robertson employed architect E.C. Jones of Charleston to design the church and contractor Ephriam Clayton of Asheville to erect it (Jenkins 1959:7-8). An imposing, brick, Early Gothic Revival-style structure, the church looked much like the present building, which largely replicated it. It was erected on a four-acre parcel which, in 1859, was expanded by 13 acres given by Frances Helen Blake (Jenkins 1959:9). Of the early buildings erected on these 17 acres--which included the church, a large open carriage shed, a one-room frame school, and a small frame rectory--only the church tower survives to the present. Its bricks, as were those of the main body of the church, were dug, formed, and fired by slaves on the "old Tatum place" at the present site of the Oak Park community, a half-mile to the north (Jenkins 1959:8-12).

In order to accommodate the large family of Rector William Shipp Bynum, a new rectory was constructed in 1885-1886 on four acres of land across the Hendersonville Highway, now US 25, from the church. Money for the building was raised in part by the sale of needlework and embroidery worked by the women of the parish, and stone for the building's walls was donated by congregants as well. The four walls of the building were standing, their mortar not fully dry, during the great Charleston earthquake of late 1886, which left cracks in the structure. The rectory was occupied soon after by Reverend Bynum and his family. The building served as a rectory from 1886 through 1979. Its longest tenant was Rev. Mark Jenkins and his family, who occupied it from 1940 through 1970. The building is now rented to Henderson County Youth Services, which utilizes it as a halfway house for abused and displaced children and young adults (Jenkins 1959:13-14; Holland 1991).

The cemetery extending from US 25 up to and beyond the church was begun with the congregation around 1859. Among its earliest graves are those of the Blake and Fletcher families, who were among the congregation's founders (Sailer 1995; Fletcher 1959:7-8). In the mid-1920s Rector Clarence Stuart McClellan, Jr. conceived the idea of having rough stone monuments with bronze plaques erected throughout the cemetery to commemorate "great men of the south". These individuals, most of whom were associated with the Confederacy and conservative conceptions of the South, included Jefferson Davis; Dan Emmett, composer of "Dixie"; Orren Randolph Smith, designer of the "Stars and Bars"; Stephen Foster; Joel Chandler Harris; Frances Fisher Tierman aka Christian Reid, who coined the term "Land of the Sky" for the region; and Southern humorist Edgar Wilson Nye, who lived just west of the church. The memorial stones and plaques were subsequently moved from the main body of the cemetery and gathered together in a landscaped plot located east of the present parish house (Jenkins 1959:16-17, 19). In early 1935 lych gates, the brick posts of which reflect the design of the church tower, were erected on US 25 at the main entrance to the churchyard (Jenkins 1959:17).

In December, 1935 the church was destroyed by fire. Little survived, other than a small stained-glass window and the tower and its bell. The congregation hired S. Grant Alexander and Son, Asheville architects, to design and build the new church and local contractor Grover Wall to supervise the construction. The tower was saved and incorporated into the design, which largely replicated the earlier building, although on a larger scale. The bricks, as were those of the original church, were made locally and the oak woodwork was carved in nearby Tryon. In 1938 the building was consecrated (Jenkins 1959:17-18).

The last major building activity occurred in 1952-1953, when a new parish house was erected behind the church. It was designed by the Alexander firm and constructed by Ernest Herrin of Fairview, North Carolina. Extensive parking areas were added near the parish house in 1954 and 1959 (Jenkins 1959:20-21).

The church owns approximately 22 acres of land on the east side of US 25, which encompass the church, cemetery, and parish house, and approximately 10 largely wooded acres on the west side of the highway, upon which the old rectory is located. Tax records and maps indicate that all of the land is located in Henderson County, but for a tiny corner of the churchyard that extends north into Buncombe County (Figure V.1).

Description

Calvary Episcopal Church (1938) [A (contributing)] is a large, brick, Early Gothic Revival-style building that largely duplicates its 1859 predecessor (Plates V.1 and V.2). Its tower, which steps up in four stages to a steeply pitched cross-gabled roof, is the only original element of the first church to survive. Buttresses, recessed panels, and a belfry with pointed-arched openings adorn the tower, step by step. An inset cross and inset trefoil further adorn its central front (west) panels.

The main block of the church is essentially a large rectangle with a steeply pitched gable-front roof. Its west front elevation is pierced by three large pointed-arch windows, and bracketed on one side by a pair of buttresses and on the other by the tower. Two projecting parapet-roofed entries--the rear one of which contains a chapel--buttresses, and rectangular window openings mark its south side elevation. Buttresses, rectangular window openings, a wooden covered walkway, a tall panelled chimney stack, and a rear parapet-roofed entry adorn the north side elevation (Plate V.3). Affixed to the side of the north rear entry by a hyphen is a conical-roofed octagonal room punctuated by squat buttresses. A five-sided bay bracketed by buttresses, which contains the chancel, extends from the east rear of the church (Plate V.4).

A ribbed oak ceiling roofs the interior of the church, which is lit by stained-glass windows and hanging pierced-metal light fixtures. Oak pews line either side of a single aisle leading up to the five-sided chancel (Plate V.5). An oak screen with columns and trefoil arches edges the entry to the small chapel located parallel to and south of the chancel (Plate V.6). The only notable changes to the interior occurred in 1991, when brick pavers were laid over the wooden floor and the alter was shifted 12 feet forward to accommodate a new organ installed at the chancel's rear (Fullington 1991).

The church is set amidst a large churchyard that takes up much of the 22 acres of church property located on the east side of US 25. The main entrance to the yard and cemetery off of US 25 is flanked by lych gates (1935) [B (contributing)]. The two brick posts of the gates are modeled after the church tower (Plate V.7). They step up to cross-gabled caps, have buttresses and recessed panels, and are pierced by crosses. The grounds and cemetery [C (contributing)] behind the gates contain graves dating from the beginnings of the congregation to the present. Most are simple stone tablets topped by flat, segmental, or pedimented arches, or more modern slant markers.

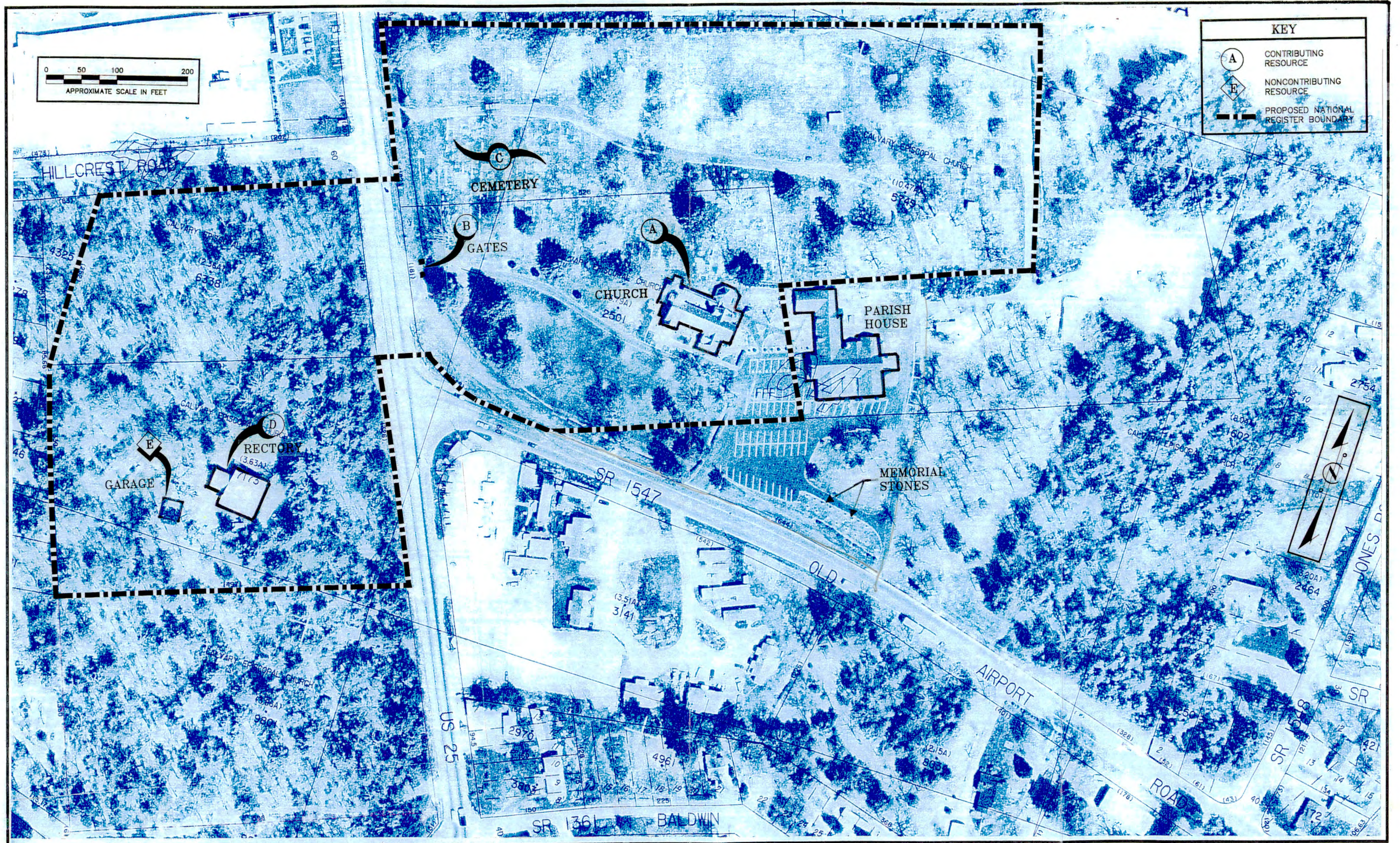


FIGURE V.1 Sketch Map and Proposed National Register Boundaries of Calvary Episcopal Church and Rectory (#1)

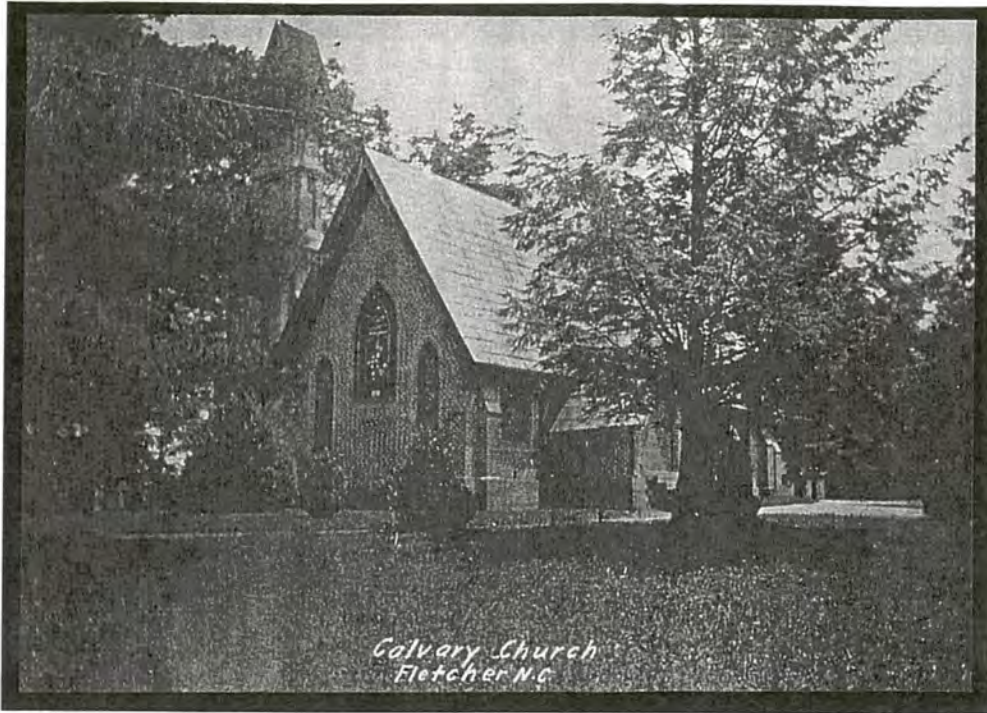


PLATE V.1

Calvary Episcopal Church (#1), documentary photo of original church, west front and south side elevations (Source: Rev. Mark Jenkins, *Historical Sketch of Calvary Episcopal Church*)



PLATE V.2

Calvary Episcopal Church (#1), church, west front and south side elevations



PLATE V.3

**Calvary Episcopal
Church (#1), church,
west front and north
side elevations**

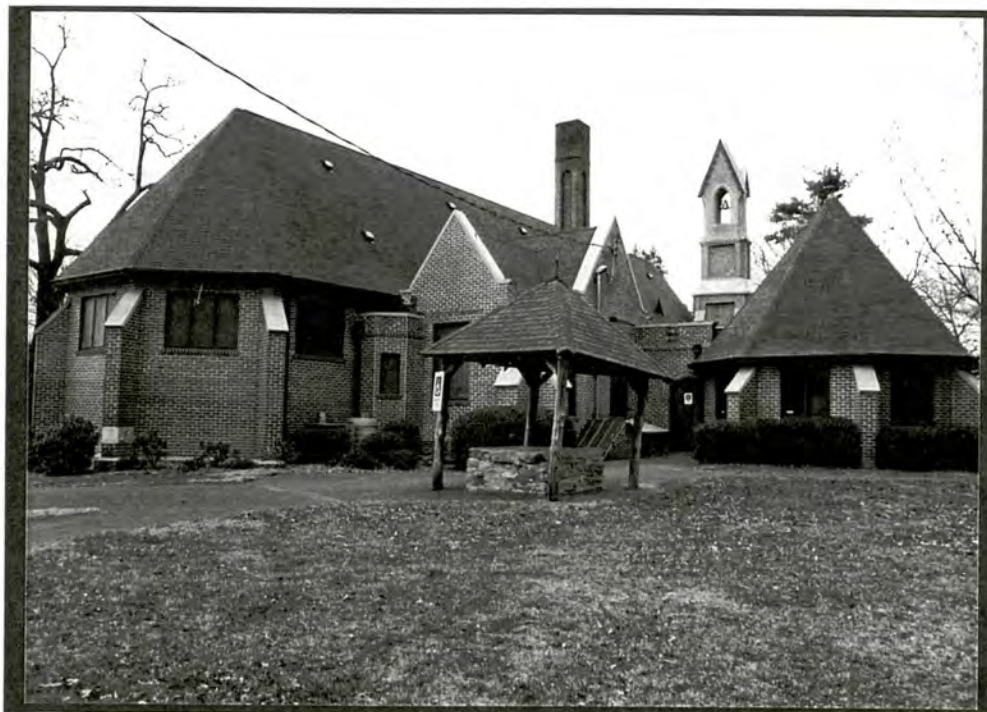


PLATE V.4

**Calvary Episcopal
Church (#1), church,
east rear and north
side elevations**



PLATE V.5
Calvary Episcopal
Church (#1), church,
nave and chancel
facing east



PLATE V.6
Calvary Episcopal
Church (#1), chapel
facing east



PLATE V.7
Calvary Episcopal
Church (#1), lych
gates and church,
facing northeast

The graves of some of the wealthier members of the congregation, such as the Blake family, are marked by stone crosses (Plate V.8).

Rough stones with inset bronze plaques commemorating Southern figures, scattered throughout the cemetery beginning in the mid-1920s, are now gathered in rows on a landscaped plot east of the present parish house (Plate V.9). The parish house located to the rear (east) of the church, was erected in 1952-1953 (Plate V.10). It is a long, low, brick-veneered building with cross-gabled roofs, wall dormers, and a few wide decorative buttresses. It contains an auditorium that seats 500, offices, eight classrooms, a library, and two kitchens (Jenkins 1959:20-21). Neither the rows of moved commemorative markers nor the parish house contribute to the integrity of the property and they are located outside of its recommended National Register boundaries.

On the west side of US 25, opposite and just south of the church, is the 1885-1886 former rectory [D (contributing)]. It is a boxy, two-story, low-hip-roofed dwelling formed of roughly coursed, 32-inch-thick stone from nearby Blake Mountain (Jenkins 1959:13; Holland 1991). The central entry of its three-bay east front facade is flanked by paired two-over-two-over-two windows which, when raised into the wall, allow direct access from the front parlors onto the screened-in front porch (Plate V.11). The windows of the second story of the facade, as are the others of the building, are two-over-two sash edged by shutters. The north and south side elevations are plainly finished; a modern wooden stair, installed for fire safety reasons, climbs the south side wall (Plate V.12). The rear elevation is marked by a second wooden fire escape and an original, centered, one-and-a-half-story stone ell that appear to have been originally separated from the house by a breezeway (Plate V.13). This passage has been framed in, as has a porch on the south side of the ell. Because of its present use as a shelter, access to the building was not gained. The property's 1991 application for inclusion on the North Carolina Study List of properties considered potentially eligible for listing in the National Register, however, notes that its interior is two rooms deep, with back-to-back rooms opening off of either side of a central hallway at both the first and second floors. The rear room of the ell, originally the kitchen, now holds the laundry and furnace room. Upstairs, three steps lead down to the upper story of the wing, which originally housed two servant's rooms. Fireplaces serve each of the eight principal rooms. To the southwest rear of the house is a garage [E (noncontributing)] rebuilt from materials salvaged from the razing of the old parish house about 1954 (Holland 1991).

Evaluation

The Calvary Episcopal Church and Rectory property is believed to be potentially eligible for listing in the National Register under Criterion C. Although it is a religious property, it is included within the exception of Criterion Consideration A, for it derives its primary significance from its architectural importance. The historic and architectural context within which the property falls--Railroads, Real Estate, Boom, and Bust, 1880-1945--is discussed above at Section IV.B.

The property is one of the few in the area that includes a resource constructed between 1860 and 1890--the 1885-1886 rectory. Built with local rather than low-country money and plainly finished, the building represents conservative local building traditions. The 1938 church, rebuilt along the lines of its predecessor, is a striking local example of early twentieth-century, ecclesiastical, Gothic Revival-style architecture. Little altered and remaining amidst their original settings of woods and cemetery, both buildings retain their integrity of location, design, setting, materials, workmanship, feeling, and association. They further embody the distinctive characteristics, at the local level, of their respective types and periods of construction. The property is therefore believed to be eligible under Criterion C.



PLATE V.8
Calvary Episcopal
Church (#1),
cemetery,
facing southwest



PLATE V.9
Calvary Episcopal
Church (#1),
memorial plaques,
facing southeast



PLATE V.10
Calvary Episcopal
Church (#1),
parish house,
west front elevation



PLATE V.11
Calvary Episcopal
Church (#1),
former rectory,
east front and
north side elevations

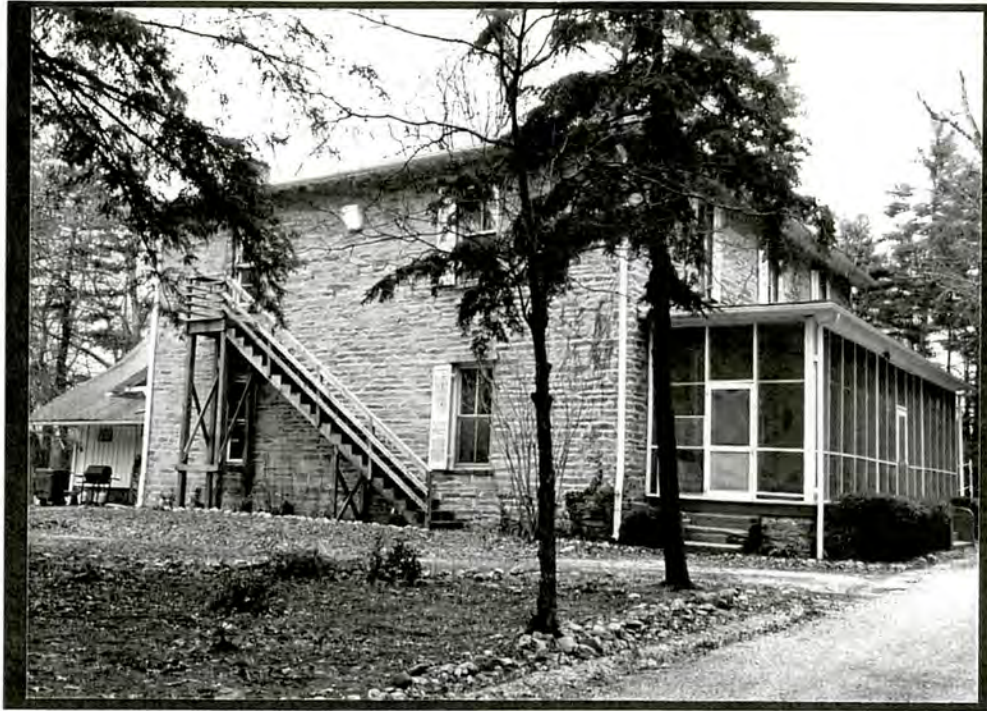


PLATE V.12
Calvary Episcopal
Church (#1),
former rectory,
east front and
south side elevations



PLATE V.13
Calvary Episcopal
Church (#1),
former rectory,
west rear and
south side elevations

The property includes resources dating from the antebellum period, the 1859 church bell tower and a few graves in the surrounding cemetery. The tower, however, is just a fragment of the original church appended to a 1938 building, and only a miniscule proportion of the graves in the cemetery date from the antebellum period. The property therefore no longer represents the impact that seasonal low-country South Carolinian residents had on the area during the antebellum period and is not believed to be eligible under Criterion A for its association with events that made a significant contribution to the broad patterns of local history. The property is further not believed to be eligible under Criterion B, for it was not associated with the lives of persons significant in the past.

Boundaries

The proposed National Register-boundaries of the Calvary Episcopal Church and Rectory property take in approximately 15-1/2 acres, encompassing the land owned by the church upon which the church, cemetery, gates, and rectory are located. This acreage includes approximately 9-1/2 acres of land on the east side of US 25 and approximately six largely wooded acres on the west side of the highway. The boundaries exclude an approximately eight-acre parcel of land owned by the church, located east and south of the church and cemetery, that is not historically associated with the church and upon which is located a paved parking lot and the moved memorial stones. The boundaries also exclude an approximately four-acre parcel located south of the rectory that is not historically associated with the church. Finally, the boundaries exclude portions of tracts upon which the church and cemetery are located. These excluded portions take in a paved parking lot, the modern parish house, and wooded land upon which no graves are located that is located outside of the cemetery proper. These portions were excluded because they would serve as "buffer zones or acreage not directly contributing to the significance of the property" and they are peripheral areas that in part "no longer retain integrity due to alterations in physical conditions or setting caused by human forces, such as development . . ." (National Register Bulletin 21 n.d.:2). Tax records and maps indicate that all of the approximately 15-1/2 acres are in Henderson County, but for a tiny corner of the churchyard that extends north into Buncombe County (Figure V.1 above). These acres are located on Henderson County Tax Map 9653.15. They are comprised of all of Lot 54/Parcel 6338 and Lot 54/Parcel 7173; almost all of Lot 64/Parcel 2501; and the historic western two-thirds of Lot 64/Parcel 5749.

OAK PARK HISTORIC DISTRICT (#2)
US 25, Park Court North, Park Court South, White Oak Road, Graceland Place, and Collenwood Road,
Buncombe County

History

The community of Oak Park is located on the east side of US 25 in Buncombe County, less than one-half mile north of the Henderson County line. Part of the Buncombe-Henderson County real estate boom of the 1920s, it was partially developed before the bust at the end of the decade. Its earliest developed section remains largely intact to the present, particularly along White Oak Road at and near its park.

Oak Park was carefully planned. Its developers, the Oak Park Company, hit the ground running on September 14, 1927, filing a plat map, placing an advertisement in the *Asheville Citizen*, orchestrating the placement of an article touting the community at the top of Section B of the paper, and erecting a "casino" on the property from which sales agents hustled and drinks were served (Figure IV.1 above). Advertisements in the following days stated that a surety bond had been given the state, guaranteeing such improvements as hard-surfaced streets, (Asheville) city water and sewer connections, electric lights, and telephone connections (Figure V.2). Purchasers were promised that their money would be returned, if desired, in two years with eight percent interest. "Only" 100 lots were to be sold, each for but \$975.00. Holding the initial sale to 100 lots was not very limiting, for only an additional 11 house lots were platted, along with another 35 narrow, apparently commercial lots on the Dixie or Hendersonville Highway, now US 25 (*Asheville Citizen* September 14, 15, 18, 20, and 22, 1927).

Along with its investment potential and amenities, Oak Park's location was touted by its developers. Its property was called one of the most beautiful tracts in western North Carolina and it was averred that all of its lots had grand mountain views. Standing halfway between "the metropolis of the mountains [Asheville] and Hendersonville," Oak Park was dubbed "The Midway City" by its creators (*Asheville Citizen* September 14, 1927). The beauty of the community's views, its developers claimed, was only enhanced by the convenience of its location, on the Dixie Highway just south of the soon-to-be-completed "parallel road" to Asheville, now US 25A.

For a few years Oak Park was successful. The streets on its plat map near US 25 were indeed constructed: the 1927 map matches the neighborhood's present appearance, with the exception of Grove Street North and Grove Street South parallel to the Dixie Highway, which were never built (Oak Park Company 1927). According to Sarah Campbell (1995), who was born in the community in 1928, the roads were paved early on and water and sewer lines were run to Asheville. At least 18 houses were erected on White Oak Road, Graceland Place, and Collenwood Road between about 1927 and 1930, and one or two additional dwellings were erected a block farther east in the development as well. The casino in the park, a screened pavilion, was utilized as a tea room into the 1930s (Campbell 1995).

Oak Park's careful planning and early success were the work of its principal developer, Oak Park Company president L.B. Jackson, one of the most prominent and successful developers in Asheville and Buncombe County in the 1920s. Jackson (1897-1974) moved with his family from Georgia to Asheville in 1915 and, in 1922, he entered the real estate business. Although only in his twenties, he soon raised as many buildings in Asheville as any other area developer in the area. In 1924, at the reported age of 28, he erected the city's first skyscraper, the



**MODERN IMPROVEMENTS HAVE NOT
DESTROYED NATURAL BEAUTY---
IN THIS INSURED SUBURB!**

OAK PARK, located on the Hendersonville Highway, almost where the new road will intersect with the present route, is one of the most beautiful tracts in Buncombe County, and is Asheville's first insured suburb. Hardsurfaced streets, city water, telephone service, electric lines, in fact modern conveniences, will be yours under age-old oaks on a site commanding a sweeping view of the surrounding country.

May we ask that you give us an opportunity to show you why we believe in the future of Oak Park?

MODERN fortunes are based, in most cases, on early purchases of real estate. Bonds and stocks can be sold so easily or lost. You can't lose real estate; it stays where it is. With buildings protected by fire insurance you own it and see it grow in value as you grow in years, and in safety.

Real estate is the best investment. We are not asking you to take a chance! After two years, under a bond given to you, we will return your money with **EIGHT PER CENT** interest. We are confident of the future of Asheville and proud of our part in the past.

ALL LOTS \$975 EACH

YOUR MONEY REFUNDED AFTER TWO YEARS WITH EIGHT PER CENT INTEREST

HOME SITES HAVE FROM 60 TO 80 FOOT FRONTAGE

IMPROVEMENTS GUARANTEED IN BOND

Furnished By

NATIONAL SURETY COMPANY

THROUGH

P. C. BLACKMAN, MRG. INS. DEPT.
WACHOVIA BANK & TRUST COMPANY

Oak Park

"The MIDWAY CITY" L.B. JACKSON
President

EXECUTIVE OFFICES
Jackson Building

OFFICE ON PROPERTY
Telephone Arden 25

FIGURE V.2

Advertisement for Oak Park
(Source: Asheville Citizen, September 20, 1927)

Jackson Building. This was soon followed by a second skyscraper, the Flatiron Building, Asheville's largest office structure. Between 1922 and 1929, when the collapse of the local building boom halted his activities, he erected office buildings, apartments, hotels, and approximately 500 residences in Asheville. The subdivisions he created in the area included Linwood Park, Oakhurst, Beverly Hills, Royal Pines, and Oak Park (Asheville Chamber of Commerce c.1926-1927; *Asheville Citizen* September 23, 1932; *Asheville Citizen* February 23, 1974; Swaim 1981:43).

After more than three years of enforced selling of novelties rather than real estate, Jackson still retained his passion for development; in 1932 he reported to an Asheville newspaper that he had no hobby, "unless it is building houses and developing real estate" (*Asheville Citizen* September 23, 1932). When the economy allowed, he returned to the field. Following his death in Florida in 1974, an obituary noted that Jackson's subsequent business ventures included co-ownership of a golf course and the establishment of a chain of laundries in Tennessee, Florida, and the Carolinas (*Asheville Citizen* February 23, 1974).

The cessation of all building activities in Oak Park a few years after its development was a product of the times. The failure of Jackson, along with his fellow mountain developers, to perceive the economic precipice upon which the region was perched in late 1927 is reflected in one of the first advertisements he ran for Oak Park. Next to a rendering of Calvin Coolidge's stern visage, the copy states that "President Coolidge with that sound judgment that has marked his administration, believes in Western North Carolina" (*Asheville Citizen*, September 18, 1927). Belief alone could not sustain development. By 1931 lots held by the Oak Park Company had been foreclosed upon, and no new building appears to have taken place in the community for at least another 20 years. Although more modest, modern residences have been constructed in the community since 1950, a number of its original lots remain vacant.

Architectural Resources

Oak Park's carefully platted, naturalistic form is similar to that of many other suburban developments built during the Buncombe and Henderson County real estate boom of the 1910s and 1920s. It includes a park; curved streets; modestly sized, regularly shaped, residential lots; and small lots on US 25 suited but not historically used for nonresidential development. The 18 houses built within the core of the community in the late 1920s are representative of forms and styles popular in the area, and indeed throughout the country, during their period of construction (Figure V.3).

The neighborhood's largest houses stand on White Oak Road where it faces the park. They are two stories tall, two rooms deep, and generally utilize the foursquare form. They display elements of a number of the styles popular during the 1910s and 1920s but, reflecting their construction late in the period, these elements are severely articulated. Representative of these houses are the foursquare at 41 White Oak Road, which includes a Craftsman-style porch; the dwelling at the southwest corner of White Oak and Park Court South, which features clipped-gable roofs and limited half-timbering; and the boxy residence at 36 White Oak Road, which is adorned with a Colonial Revival-style entry portico and a single semicircular window framed in rusticated stone. All three of the houses, like almost all of the dwellings in Oak Park, large and small, are clad in brick veneer.

The development's smaller houses, located on White Oak Road past the edges of the park and on Graceland Place and Collenwood Road, are one or one-and-a-half stories tall and are almost exclusively bungalows. Although these houses are small, their Craftsman-style finish, particularly at porches, windows, and roofs, is in many ways more decorative and complete than the finish of the larger, more austere houses of the community. Typical are

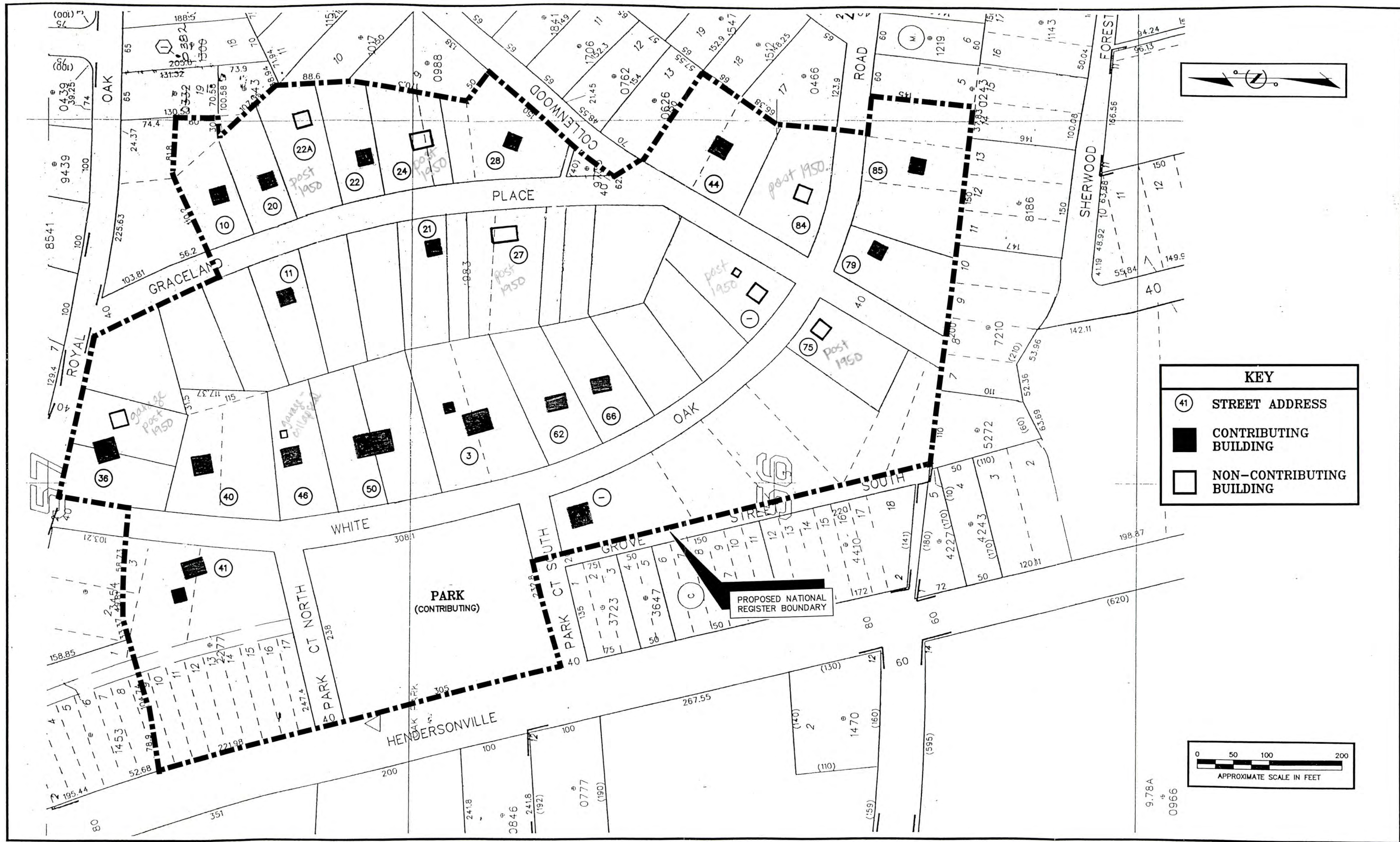


FIGURE V.3 Sketch Map of Oak Park Historic District (#2)

the neighboring one-story, brick-veneered bungalows at 10 and 20 Graceland Place and 79 and 85 White Oak Road.

Oak Park's houses are a window on a brief period of time, from late 1927 through the end of the decade. The bust, the Depression, and then the years of the War and its immediate postwar period foreclosed development there until the 1950s. The houses built within the community since that time are generally small and unremarkable.

Inventory

House and Garage - 41 White Oak Road (Buncombe County Tax Map 9653.11/Lot 57/Parcel 2277)

House and garage erected between 1927 and 1930. House is brick-veneered, two-story, hip-roofed foursquare with multipane-over-one windows and wraparound Craftsman porch of squat, tapered, wooden posts on brick piers. Two-car garage is also brick veneered and topped by a hipped roof. Both house and garage retain integrity and contribute to district (Plate V.14).

Park - White Oak Road, US 25, Park Court North, and Park Court South (Buncombe County Tax Map 9653.11/Lot 56/Parcel 3925)

One-and-a-half-acre square of land bounded by White Oak Road, US 25, Park Court North, and Park Court South. Set aside by the developers as a park for the community, it was never developed, although a casino or tea house stood upon it into the 1930s. Largely open, with a scattering of mature shade trees, it retains its integrity and contributes to the district (Plate V.15).

House - Southwest corner of White Oak Road and Park Court South (Buncombe County Tax Map 9653.11/Lot 56 Parcel 5582)

Erected between 1927 and 1930. Features brick-veneered first story and stuccoed and half-timbered upper story; clipped hip roof and multiple hipped dormers; front porch with square brick columns and shallow pointed arches; integral two-car garage beneath first story. Retains integrity and contributes to district (Plate V.16).

House - 75 White Oak Road (Buncombe County Tax Map 9653.11/Lot 56/Parcel 6378)

Post-1950, one-story, gable-end, frame residence. Noncontributing because of age (Plate V.17).

House - 79 White Oak Road (Buncombe County Tax Map 9653.11/Lot 56/Parcel 7392)

Erected between 1927 and 1930. One-story brick-veneered bungalow with multipane-over-one windows, exposed rafter ends, and porch and entry set beneath projecting front gable. Retains integrity and contributes to district (Plate V.18).

House - 85 White Oak Road (Buncombe County Tax Map 9653.11/Lot 56/Parcel 9330)

Erected between 1927 and 1930. One-story brick-veneered bungalow with multipane-over-one windows, cross-gable-and-hip roof, integral one-car garage, and Craftsman-style porch of tapered columns on brick piers (Plate V.19).



PLATE V.14

Oak Park Historic District (#2), house and garage at 41 White Oak Road, south front and west side elevations



PLATE V.15

Oak Park Historic District (#2), park at White Oak Road, US 25, Park Court North and Park Court South, facing east from US 25



PLATE V.16

Oak Park Historic District (#2), house at southwest corner of White Oak Road and Park Court South, north front and west side elevations



PLATE V.17

Oak Park Historic District (#2), house at 75 White Oak Road, east front elevation



PLATE V.18
Oak Park Historic
District (#2), house
at 79 White Oak Road,
north front and
west side elevations



PLATE V.19
Oak Park Historic
District (#2), house
at 85 White Oak Road,
north front and
west side elevations

House and Garage/Apartments - 36 White Oak Road (Buncombe County Tax Map 9653.11/Lot 57/Parcels 5309, 5378, and 6367)

Boxy, two-story, brick-veneered house erected between 1927 and 1930 features high hipped roof, multipane-over-one windows, Colonial Revival-style entry portico, and integral shed-roofed wing, perhaps originally open, marked by a shed dormer, corner buttresses, and a semicircular window framed and underpinned by large rough stones. Post-1950, two-story, gable-front building to rear contains apartments above brick-veneered and concrete-block garage bays. House retains its integrity and contributes to district. Garage/apartments noncontributing because of age (Plate V.20).

House - 40 White Oak Road (Buncombe County Tax Map 9653.11/Lot 57/Parcel 5225)

Erected between 1927 and 1930. Two-story, gable-front, brick-veneered house with front porch marked by exposed rafter ends, multipane-over-one windows, stuccoed and half-timbered gable, and tapered posts on brick piers (Plate V.21).

House and Garage - 46 White Oak Road (Buncombe County Tax Map 9653.11/Lot 57/Parcel 5135)

House and garage erected between 1927 and 1930. Two-story, hip-roofed, brick-veneered, Colonial Revival-style dwelling features glazed corner bricks, soldier courses of bricks marking bases of stories, multipane-over-one windows, and full-facade one-story porch supported by round columns. Garage collapsed a few days before fieldwork in Oak Park began; according to owner it will likely be torn down rather than reconstructed (Hendrix 1995). House retains integrity and contributes to district. Garage has lost integrity and does not contribute to district (Plate V.22).

House - 50 White Oak Road (Buncombe County Tax Map 9653.11/Lot 57/Parcels 5058 and 5071)

Erected between 1927 and 1930. Two-story brick-veneered house with clipped gable-front roof, multipane-over-one windows, and Craftsman-style wraparound porch of squat battered posts on brick piers. Two-story clipped gable-end wing, affixed to south end of house in 1990, has matching brick-veneered finish and windows. Main block of house retains integrity and contributes to district, although it has been doubled in size by a modern, if sensitively designed, side wing (Plate V.23).

House and Garage - 3 Park Court South (Buncombe County Tax Map 9653.11/Lot 56/Parcel 5991)

House and garage erected between 1927 and 1930. House is frame foursquare with multipane-over-one windows, hipped roof, and hip-roofed front ventilator. Two-story portico may be a later addition. Two-bay, frame, gable-front garage stands to rear. House now holds a business, ProComm, which makes commercials. House and garage retain integrity and contribute to district (Plate V.24).

House - 62 White Oak Road (Buncombe County Tax Map 9653.11/Lot 56/Parcel 6820)

One-and-a-half-story bungalow erected between 1927 and 1930. Features brick-veneered first story and shingled upper story and oversized front dormer; multipane-over-one windows; recessed corner porch with tapered post on brick pier; and replacement plate glass front window. House retains integrity and contributes to district (Plate V.25).



PLATE V.20

Oak Park Historic District (#2), house at 36 White Oak Road, west front and north side elevations



PLATE V.21

Oak Park Historic District (#2), house at 40 White Oak Road, west front and north side elevations



PLATE V.22
Oak Park Historic
District (#2), house
and garage at
46 White Oak Road,
west front and
north side elevations



PLATE V.23
Oak Park Historic
District (#2), house
at 50 White Oak Road,
west front and
north side elevations



PLATE V.24

Oak Park Historic District (#2), house and garage at 3 Park Court South, west front and north side elevations



PLATE V.25

Oak Park Historic District (#2), house at 62 White Oak Road, west front and south side elevations

House - 66 White Oak Road (Buncombe County Tax Map 9653.11/Lot 56/Parcel 6744)

Two-story, frame, Colonial Revival-style house erected between 1927 and 1930. Features gambrel front roof with two full-length shed dormers to either side; weatherboarded first story and shingled upper story; exposed rafter ends; and full-facade front porch supported by round columns with one-bay balcony above. House retains integrity and contributes to district (Plate V.26).

House and Garage - Northeast corner of White Oak Road and Collenwood Road (Buncombe County Tax Map 9653.11/Lot 56/Parcel 7586)

Post-1950, one-story, gabled frame residence. Post-1950, frame, gable-front, two-car garage. Both are noncontributing because of age (Plate V.27).

House - 84 White Oak Road (Buncombe County Tax Map 9653.11/Lot 56/Parcel 9407)

Post-1950, one-story, brick-veneered, hip-roofed ranch house. Noncontributing because of age (Plate V.28).

House - 11 Graceland Place (Buncombe County Tax Map 9653.11/Lot 57/Parcel 7136)

Two-story gable-end dwelling erected between 1927 and 1930 featuring brick-veneer cladding; multipane-over-one windows; and a full-facade Craftsman-style porch with squat, tapered, paneled columns raised on tall brick piers. Retains integrity and contributes to district (Plate V.29).

House - 21 Graceland Place (Buncombe County Tax Map 9653.11/Lot 56/Parcels 7987 and 7983)

One-story gable-front bungalow erected between 1927 and 1930 featuring brick-veneer cladding; multipane-over-one windows; and a full-facade Craftsman-style porch with squat tapered columns raised on brick piers. Retains integrity and contributes to district (Plate V.30).

House - 27 Graceland Place (Buncombe County Tax Map 9653.11/Lot 56/Parcel 8806)

Post-1950, one-story, brick-veneered, gable-end ranch house. Noncontributing because of age (Plate V.31).

House - 10 Graceland Place (Buncombe County Tax Map 9653.11/Lot 57/Parcel 9217)

One-and-a-half-story gable-end bungalow erected between 1927 and 1930 featuring brick-veneer cladding at first story and shingles above; multipane-over-one windows; shaped exposed rafter ends; gable-front dormer; and an integral, full-facade, Craftsman-style porch with paired tapered columns supported by brick piers and walls edged with concrete coping. Retains integrity and contributes to district (Plate V.32).

House - 20 Graceland Place (Buncombe County Tax Map 9653.11/Lot 57/Parcel 9231)

One-story gable-front bungalow erected between 1927 and 1930 featuring brick-veneer cladding; multipane-over-one windows; shaped exposed rafter ends; and an engaged front porch marked by brick posts and a gable-front roof. Although vacant, retains integrity and contributes to district (Plate V.33).



PLATE V.26

Oak Park Historic District (#2), house at 66 White Oak Road, west front and south side elevations



PLATE V.27

Oak Park Historic District (#2), house and garage at northeast corner of White Oak Road and Collenwood Road, west front and south side elevations



PLATE V.28

Oak Park Historic District (#2), house at 84 White Oak Road, east side and south front elevations



PLATE V.29

Oak Park Historic District (#2), house at 11 Graceland Place, east front and north side elevations; rear elevations of 36 and 40 White Oak Road at right



PLATE V.30

Oak Park Historic District (#2), house at 21 Graceland Place, east front and north side elevations



PLATE V.31

Oak Park Historic District (#2), house at 27 Graceland Place, east front and south side elevations; rear elevations of 3 Park Court South and 62 White Oak Road at left



PLATE V.32

Oak Park Historic District (#2), house at 10 Graceland Place at left, west front and north side elevations; 20 Graceland Place at right



PLATE V.33

Oak Park Historic District (#2), house at 20 Graceland Place, west front and south side elevations

House - 22A Graceland Place (Buncombe County Tax Map 9653.11/Lot 57/Parcel 9154)

Post-1950, gable-front, concrete-block, one-story dwelling built on raised basement and set towards rear of lot. Noncontributing because of age (Plate V.34).

House - 22 Graceland Place (Buncombe County Tax Map 9653.11/Lot 57/Parcel 9068)

One-story gable-end bungalow erected between 1927 and 1930 featuring brick-veneer cladding; multipane-over-one windows; a shallow shed-roofed front dormer; and a recessed corner porch marked by square brick piers and a round-arched side opening. Retains integrity and contributes to district (Plate V.35).

House - 24 Graceland Place (Buncombe County Tax Map 9653.11/Lot 56/Parcel 9979)

Post-1950, one-story, frame, gable-end house. Noncontributing because of age (Plate V.36).

House - 28 Graceland Place (Buncombe County Tax Map 9653.11/Lot 56/Parcel 9876)

One-and-a-half-story frame bungalow erected between 1927 and 1930. Features multipane-over-one windows; one-story side wing; large gabled front dormer; and Craftsman-style porch with squat battered posts raised high on tall, multicolored, brick piers. Retains integrity and contributes to district (Plate V.37).

House - 44 Collenwood Road (Buncombe County Tax Map 9653.11/Lot 56/Parcel 9579)

One-and-a-half-story frame bungalow erected between 1927 and 1930. Features multipane-over-one windows; one-story side wing with integral garage beneath; large gabled front dormer; and Craftsman-style porch with squat battered posts raised high on tall brick piers. Retains integrity and contributes to district (Plate V.38).

Evaluation

The Oak Park Historic District is an intact, early twentieth-century, suburban development. The integrity and character of its residences, which represent a significant and distinguishable entity, are believed to make it eligible for listing in the National Register under Criterion C. These residences, erected between 1927 and 1930, embody the distinctive characteristics of their types and periods of construction, particularly the bungalow and foursquare forms and Craftsman and Colonial Revival styles popular in the teens and twenties. Their physical environment has been little altered and they continue to be located on planned, curved, tree-lined streets orientated towards a square of parkland. Accordingly, they retain their integrity of location, design, setting, materials, workmanship, feeling, and association.

The district's place in the early twentieth-century history of Asheville, Hendersonville, and their environs is believed to make it eligible for National Register listing under Criterion A as well in the area of community planning and development. Oak Park reflects trends central to the growth of the area early in the century, particularly the real estate boom of the 1920s and the advent of planned suburban development. It is therefore associated with events that made a significant contribution to the broad patterns of local history. The architectural and historical context within which the district falls--Railroads, Real Estate, Boom, and Bust, 1880-1945--is discussed above at Section IV.B.



PLATE V.34
Oak Park Historic
District (#2), house
at 22A Graceland Place
west front elevation



PLATE V.35
Oak Park Historic
District (#2), house
at 22 Graceland Place,
west front and
north side elevations



PLATE V.36
Oak Park Historic
District (#2), house
at 24 Graceland Place,
west front elevation

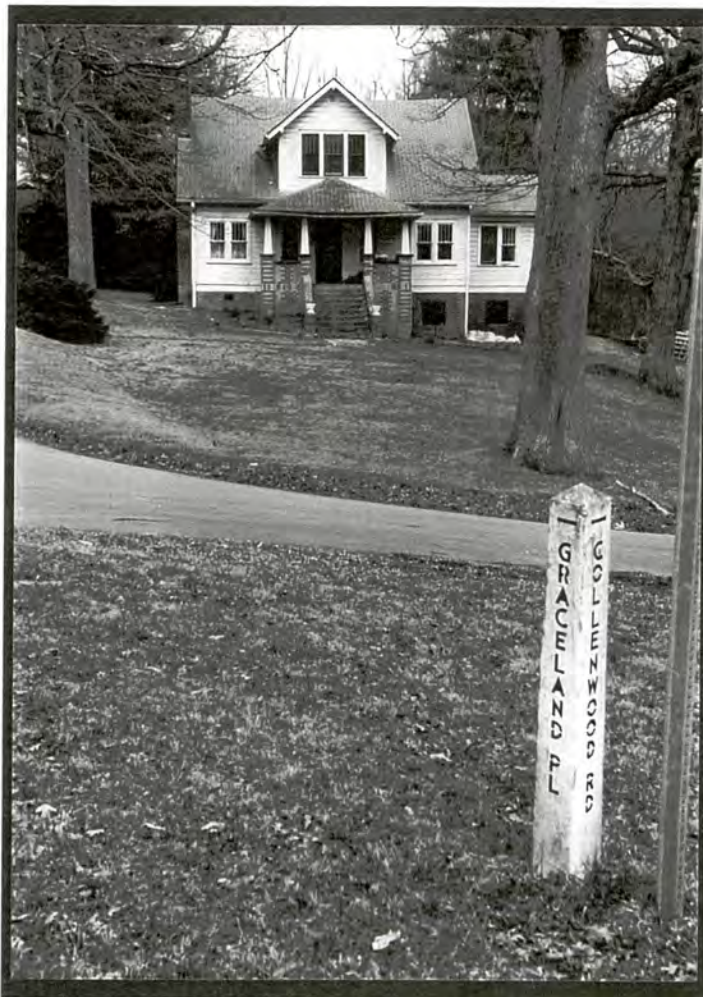


PLATE V.37
Oak Park Historic
District (#2), house
at 28 Graceland Place,
south front elevation



PLATE V.38
Oak Park Historic
District (#2), house
at 44 Collenwood Road,
west front and
south side elevations

Boundaries

The proposed National Register boundaries for the Oak Park Historic District contain houses, a park, and never-developed lots located on Park Court South, Park Court North, US 25, White Oak Road, Graceland Place, and Collenwood Road. They include virtually all of the lots that were developed within the suburb in the late 1920s. They exclude other lots which, although platted in 1927, were not built upon until the 1950s. These other lots are now largely filled with small modern houses. The district extends to US 25 only at the park and the lot of the house at 41 White Oak Road. The adjacent lots on the east side of US 25 are occupied by modern commercial structures. The lots on the opposite side of US 25 were never associated with the district and also contain modern commercial and residential development. The district's boundaries embrace approximately 8.5 acres (Figure V.3 above).

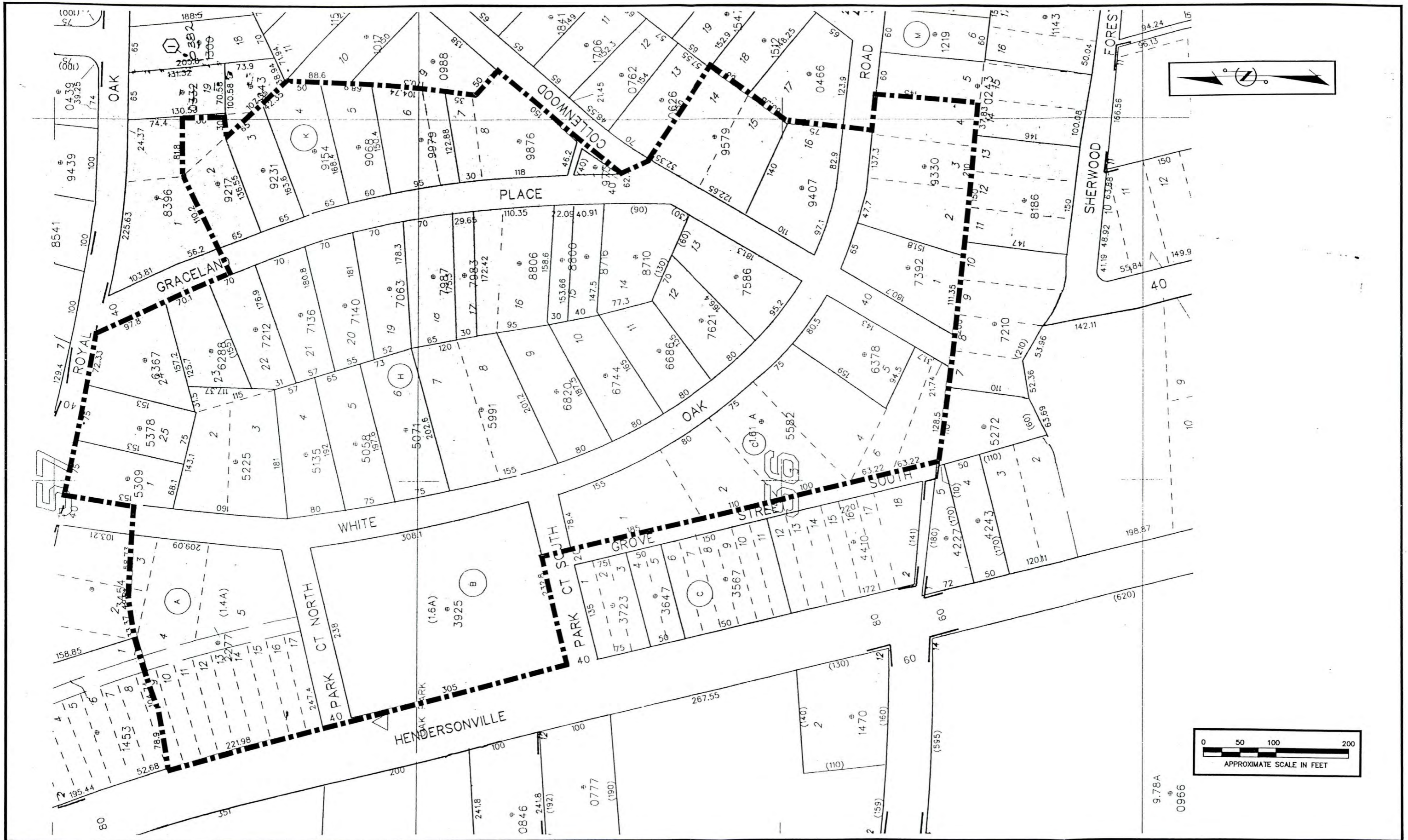


FIGURE V.4 Proposed National Register Boundaries of Oak Park Historic District (#2)

B. Properties Not Considered Potentially Eligible for the National Register

HOUSE (#3)

*West side of US 25 opposite Royal Oak Road, Oak Park vicinity,
Buncombe County*

History

This modest frame dwelling was probably erected, or at least extended, in the 1920s, during a major period of development in Buncombe and Henderson counties. Development in its vicinity, which was particularly heavy in the 1920s, is best represented by the community of Oak Park created across US 25 and just south of the house in 1927. The house is unlikely to have been built after 1930, when the collapse of the local real estate market halted most residential construction in the area for more than a decade. No evidence was uncovered indicating that the building served any function other than that of a dwelling.

Description

The house is a plain, weatherboarded, one-story frame structure. Its three-bay front block is marked by a hipped roof, six-over-six windows, a facade gable, and a deep porch with exposed rafter ends and plain square posts (Plate V.39). To the block's north side stretches a one-story gable-end wing with four-over-one windows (Plate V.40). This wing appears to date from the 1920s and possibly postdates the main body of the house by a decade or so. A shed-roofed ell extends to the rear of the hip-roofed front block (Plate V.41). A concrete and brick foundation supports the dwelling and its roofs are clad in seamed metal. Access could not be obtained to the house, which is vacant and sealed. Three functional gable-roofed outbuildings stand to the dwelling's rear (Plate V.42). One clad in plywood and a second formed of cement block are less than 50 years old. The third, a garage/shed sheathed with vertical board siding, is likely more than 50 years old.

Evaluation

The house is not believed to be eligible for listing in the National Register under any of its Criteria. It does not embody the distinctive characteristics of a type, period, or method of construction. It represents a building type common in Buncombe County in the early twentieth century and better more intact examples of its type can be found throughout the county. Its three outbuildings, only one of which is likely more than 50 years old, are not notable. The house is therefore not believed to be eligible for the National Register under Criterion C for its architecture. It is also not believed to be eligible under Criterion A, for it is not known to have made a significant contribution to the broad patterns of our history. Nor is it believed to be eligible under Criterion B, for it is not known to have been associated with the lives of significant people. The house is also not believed to be eligible for the Register as part of a historic district. Its stretch of US 25 and adjoining streets are marked by a mix of modern commercial and residential development and a few early twentieth-century houses, which do not constitute a significant and distinguishable entity. These resources and busy US 25 separate the house from the nearby Oak Park neighborhood, which is recommended above as potentially eligible for Register listing.

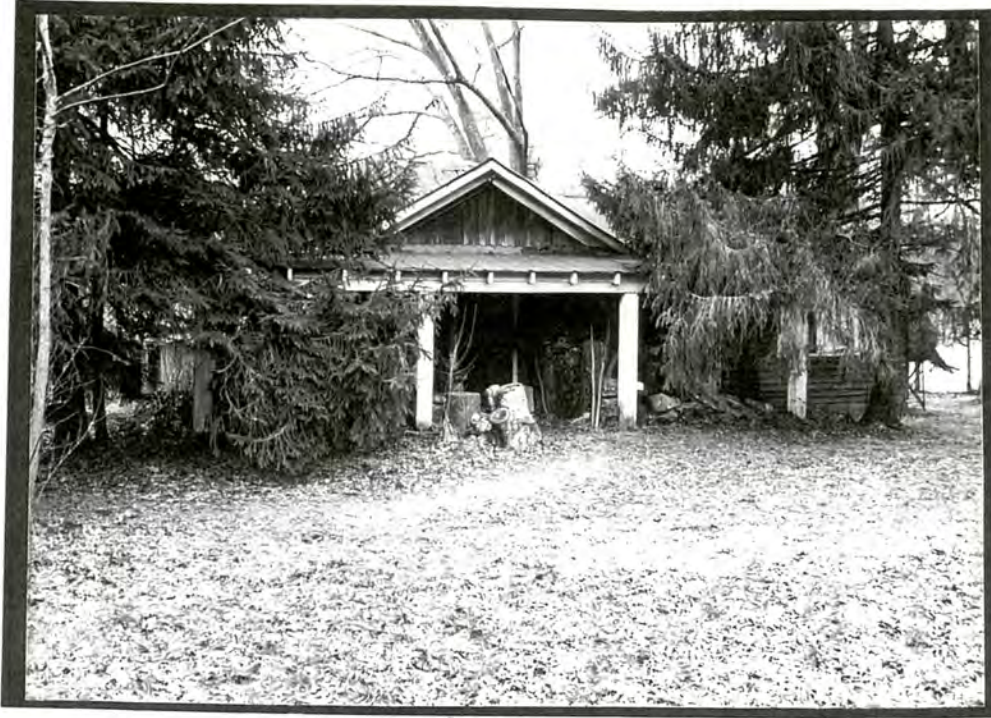


PLATE V.39

House (#3) on west
side of US 25
opposite Royal Oak
Road, east front
elevation



PLATE V.40

House (#3) on west
side of US 25
opposite Royal Oak
Road, east front and
north side elevations



PLATE V.41

House (#3) on west side of US 25 opposite Royal Oak Road, north side and west rear elevations



PLATE V.42

House (#3) on west side of US 25 opposite Royal Oak Road, outbuildings to west rear

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VII. APPENDICES

**PHASE II WORK PLAN FOR AN
HISTORIC ARCHITECTURAL SURVEY
OF US 25
FROM SR 1361 IN HENDERSON COUNTY
TO US 25A IN BUNCOMBE COUNTY
HENDERSON AND BUNCOMBE COUNTIES, NORTH CAROLINA
TIP NO. R-2213**

Prepared For:

**Planning and Environmental Branch
North Carolina Department of Transportation**

Prepared By:

**Greiner, Inc.
Raleigh, North Carolina**

December 8, 1994

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I. INTRODUCTION

The following is a work plan for conducting a Phase II historic architectural survey in support of improvements to US 25 in Henderson and Buncombe counties, North Carolina (TIP No. R-2213). This work plan is submitted to the Planning and Environmental Branch, North Carolina Department of Transportation (NCDOT) by Greiner, Inc. Its scope of work and appended work hour estimate were devised after consultation with Ms. Barbara Church, Architectural Historian, NCDOT.

The work plan consists of an intensive-level Phase II survey and the preparation of an historic architectural survey report. This report will describe three resources--two individual resources and one district--within the project's Area of Potential Effect (APE) that appear to be potentially eligible for listing in the National Register of Historic Places. The identities of these resources were provided to Greiner by NCDOT following a meeting on December 1, 1994 between NCDOT and the North Carolina State Historic Preservation Office (SHPO), at which NCDOT presented the results of its Phase I survey of all resources 50 years old or older within the APE. If Greiner is subsequently asked to evaluate more than two individual resources and one district, or if any other potentially eligible resources are identified during the Phase II survey, Greiner will require a supplement to evaluate and report on them.

The work plan for this project will follow the basic requirements of the National Historic Preservation Act of 1966, as amended; the Department of Transportation Act of 1966, as amended; the Department of Transportation regulations and procedures (23 CFR 771 and Technical Advisory T 6640.8A); the Advisory Council on Historic Preservation regulations on the "Protection of Historic Properties" (36 CFR 800); and NCDOT's "Historic Architectural Resources, Survey Procedures and Report Guidelines."

Deliverables under this work plan will consist of (1) high-quality reproductions of photographs of every resource within the APE which appears to be 50 years old or older; (2) USGS quadrangle or other appropriate maps with the location of each such resource marked; (3) photographs of streetscapes and representative resources within the potential Oak Park and Lutheridge historic districts which are outside of the APE; (4) a draft Phase II historic architectural survey report; (5) a revised Phase II report incorporating comments from NCDOT's and the Federal Highway Administration's (FHWA) review of the draft report; and (6) a final Phase II report incorporating comments from the SHPO. These deliverables will be developed pursuant to the above-referenced laws, regulations, and guidelines.

II. METHODOLOGY

The purpose of the Phase II historic architectural survey is to more closely examine and evaluate three potentially National Register-eligible resources within the APE, the identities of which were provided to Greiner by NCDOT following the above-described meeting between NCDOT and SHPO. The evaluations will be used by FHWA to determine the potential effect of the improvements upon National Register-eligible resources within the APE. The survey will be accomplished through the following tasks.

1. General historical research will be conducted to determine the overall development of the project area and the significance of certain architectural types, residential development trends, and specific families. From this research historic and architectural contexts that illumine the project area will be developed. Specific historical research will be conducted on each individual resource and district.
2. A thorough intensive-level field survey will be conducted of all portions of the APE which are accessible by car or by foot. The APE previously established during the first phase of this project by NCDOT and FHWA will be refined while conducting this survey if necessary.
3. The three resources within the APE which appear to be potentially eligible for listing in the National Register will be described, evaluated, photographed, and mapped. Proposed National Register boundaries will be delineated for those individual resources which are recommended as eligible for listing in the National Register. Photographs will also be taken of streetscapes and representative resources within the potential Oak Park historic district which are outside of the APE. Detailed proposed National Register boundaries will be drawn for this potential district, for areas within and near the APE, if it is recommended as eligible for listing in the National Register. Where the boundaries of the district extends well beyond the APE, general boundaries will be drawn.
4. The results of this work effort will be submitted to NCDOT and FHWA in a draft and final Phase II historic architectural survey report prepared in accordance with NCDOT's guidelines.

Upon agreement between FHWA, NCDOT, and SHPO on the eligibility of resources, Greiner will submit a separate work plan and budget for producing a document that will evaluate the effects the project will have on National Register-eligible resources. This evaluation of effects will be developed in consultation with NCDOT and FHWA.

III. DELIVERABLES

The following is a list of the deliverables for the Phase II historic architectural survey.

1. High-quality reproductions of USGS or other appropriate maps locating the APE and the resources evaluated in this report. Sketch maps and National Register boundary maps, as described above, for these resources.
2. High-quality reproductions of 3-1/2 x 5 black and white photographs in sufficient quantity to convey the appearance, integrity, significance, and eligibility of these resources.
3. A draft Phase II historic architectural survey report, in final form, prepared in accordance with NCDOT guidelines.
4. A revised Phase II historic architectural survey report incorporating NCDOT's and FHWA's comments.
5. A final Phase II historic architectural survey report incorporating SHPO's comments.

It should be noted that the work plan does not include the evaluation of project effects; preparation of Requests for Determination of Eligibility; 4(f) statements on historic properties; or Memoranda of Agreement.

It should be further noted that if Greiner is required to submit any information beyond that which is necessary for assessing potential National Register eligibility, Greiner will submit an additional work plan and budget covering the cost of that work.

IV. PROJECT SCHEDULING, COORDINATION, AND PERSONNEL

Fieldwork and research will begin on the Phase II historic architectural survey upon receipt of written Notice to Proceed from NCDOT. Following completion of this work, a draft Phase II survey report prepared in accordance with NCDOT's guidelines will be submitted to NCDOT, along with all required maps and photographic reproductions. After Greiner receives written comments on the draft report from NCDOT and FHWA, a revised report will be submitted to NCDOT. Following receipt of comments from SHPO, a final report incorporating those comments will be submitted to NCDOT.

Once the eligibility of resources is agreed upon by FHWA, NCDOT, and SHPO, Greiner will submit a work plan for the effects documentation.

Greiner will not be responsible for coordinating any consultation efforts with FHWA or SHPO. Such consultation will be handled by NCDOT. However, with the approval of NCDOT, Greiner will attend one consultation meeting with these agencies in Raleigh.

Staffing under this work plan will include Mr. Terry Klein, Project Manager; Mr. Marvin Brown, Senior Architectural Historian; Ms. Suzanne Pickens, Senior Architectural Historian; Mr. James Snodgrass, Graphics Coordinator; and Ms. Brenda Crumpler, Administrative Assistant.

MARVIN A. BROWN
Greiner, Inc.

EDUCATION:

J. D./1980/Stanford Law School

M.A./1977/University of Pennsylvania/American Civilization, *magna cum laude*

B.A./1977/University of Pennsylvania/American Civilization, *magna cum laude*

PROFESSIONAL:

National Trust for Historic Preservation

Preservation Foundation of North Carolina

Vernacular Architecture Forum

EXPERIENCE:

Mr. Brown has over twelve years of experience in historic architectural and historic investigations. This experience includes: performing historic architectural surveys in support of federal, state, local, and private projects; writing National Register nominations for individual properties and historic districts; directing and conducting three countywide historic architectural inventories; and engaging in historic research in support of archaeological projects.

**1992 to
Present**

*Architectural Historian, Archaeology and Historic Architectural Group, Greiner, Inc.
Key projects include:

Architectural Historian and Historian for Phase I and II historic architectural surveys of Guess Road, Durham County, North Carolina, for the North Carolina Department of Transportation. Project involved identification and evaluation of historic properties to be affected by roadway widening.

Architectural Historian and Historian for Phase I and II historic architectural surveys of North Carolina Highway 11, Duplin and Lenoir Counties, North Carolina, for the North Carolina Department of Transportation. Project involved identification and evaluation of historic properties to be affected by roadway widening.

Architectural Historian and Historian for historic architectural survey of site of proposed new Tallahassee, Florida, federal courthouse. Project for the General Services Administration.

Architectural Historian and Historian for historic architectural survey of twelve-square-block study area for the Ellis Street Bridge Replacement project in Salisbury, North Carolina. Project for the City of Salisbury.

Historian for Phase II archaeological investigation of proposed runway improvement sites at the Baltimore/Washington International Airport. Project for the Maryland Aviation Administration and the Federal Aviation Administration.

Historian for Phase I archaeological investigation of Parking Lot-Hiker/Biker Trail at the Baltimore/Washington International Airport. Project for the Maryland Aviation Administration and the Federal Aviation Administration.

Historian for Phase I archaeological survey for a bridge replacement at Larrys Creek, Lycoming County, Pennsylvania. Project for the Pennsylvania Department of Transportation.

Historian for historic architectural survey of Wissahickon Avenue, Philadelphia, Pennsylvania, for the Pennsylvania Department of Transportation. Project involved identification and evaluation of historic properties to be affected by roadway widening.

Historian for historic architectural survey for replacement of Old Betzwood Bridge, Montgomery County, Pennsylvania. Project for the Pennsylvania Department of Transportation.

Architectural Historian and Historian for Phase I and II historic architectural surveys of United States Highway 221, McDowell, Burke, and Avery Counties, North Carolina, for the North Carolina Department of Transportation. Project involved identification and evaluation of historic properties to be affected by roadway widening.

Historian for Historic Preservation Plan for the Baltimore/Washington International Airport. Project for the Maryland Aviation Administration and the Federal Aviation Administration.

Historian for archaeological investigations at Biles Island Wetland Mitigation Site, Bucks County, Pennsylvania. Project for the Pennsylvania Department of Transportation.

Architectural Historian and Historian for Level of Action Assessment surveys of five intersection projects in Burlington, Cape May, Middlesex, and Monmouth Counties, New Jersey. Project for the New Jersey Department of Transportation.

Architectural Historian and Historian for historic architectural surveys of intersection projects in Montgomery County, Pennsylvania. Project for the Pennsylvania Department of Transportation.

Architectural Historian and Historian for Phase I and II historic architectural surveys of State Route 1503, Henderson County, North Carolina, for the North Carolina Department of Transportation. Project involved identification and evaluation of individual historic properties and neighborhoods to be affected by roadway widening.

Architectural Historian and Historian for Phase II historic architectural survey of Wilmington Bypass Project, New Hanover and Brunswick Counties, North Carolina, for the North Carolina Department of Transportation. Project involved identification and evaluation of historic properties to be affected by construction of new highway.

Architectural Historian and Historian for Phase I and II historic architectural surveys of United States Highway 501, Person County, North Carolina, for the North Carolina Department of Transportation. Project involved identification and evaluation of individual historic properties and neighborhoods to be affected by roadway widening.

1990-1992

*Architectural Historical Consultant, North Carolina Division of Archives and History, Greensboro Preservation Society, and City of Greensboro.

Directed National Register project, including the drafting of: a Multiple Property Documentation Form covering the history and architecture of the city of Greensboro; National Register historic district nominations for a 670-property suburb, a 384-property neighborhood, a 376-property neighborhood, a 269-property neighborhood, a college campus, and a mill village; and National Register nominations for three schools, a hospital, a row of townhouses, and two residences.

Wrote and photographed an architectural history and inventory of Greensboro for the Greensboro Preservation Society, awaiting publication.

1988-1990

*Director of Architectural History and Historic Preservation, The Cultural Resource Consulting Group, Highland Park, New Jersey. Key projects included:

Architectural Historian and Historian for Phase I Cultural Resource Management Plan and Survey of the Hackensack Meadowlands. Identified sites of historical and architectural significance in fourteen municipalities in Hudson and Bergen Counties, New Jersey, to help guide the planning of land use and preservation policies. For the Hackensack Meadowlands Development Commission.

Architectural Historian and Historian for Phase 1A and Phase 1B of Monmouth-Ocean Transmission Line cultural resource survey. Thirty-five-mile-long pipeline project, which extended through six municipalities in Monmouth and Ocean Counties, New Jersey, conducted for the New Jersey Natural Gas Company.

Architectural Historian and Historian for Phase 1A of South Toms River-Lacey Township Gas Main cultural resource survey. Ten-mile-long pipeline project, which extended along a historic railroad alignment through seven municipalities in Ocean County, New Jersey, conducted for the New Jersey Natural Gas Company.

Architectural Historian and Historian for Phase 1A of CD-1 Adjustment Program cultural resource survey. Project in association with pipeline construction and improvements in five municipalities in Morris County, New Jersey, conducted for the Texas Eastern Gas Pipeline Company.

Architectural Historian and Historian for historic architectural survey of the Route 27 highway improvement project in Middlesex and Somerset Counties, New Jersey. Project, which followed a section of the route of the historic King's Highway between New Brunswick and Princeton, conducted for the New Jersey Department of Transportation.

Directed the two-year Somerset County Historic Sites Inventory, which included recording and photographing all of the county's historic structures, and writing histories and architectural histories of the county and each of its 21 municipalities. Project for the Freeholders of Somerset County, New Jersey, and the State Office of Historic Preservation.

Architectural Historian and Historian for archaeological and architectural assessment of a portion of the GSA Raritan Depot, Edison, New Jersey. Project for the United States Environment Protection Agency and Enviresponse, Inc.

Architectural Historian and Historian for the historical architectural review and impact assessment of the East Jersey State Prison TDWR tower site in Woodbridge, New Jersey. Project for the Federal Aviation Administration.

Wrote individual, district, and multiple property National Register nominations and listings, for private and public entities, for residential properties, bridges, synagogues, and churches throughout New Jersey.

1986-1987

*Architectural Historical Consultant, North Carolina Division of Archives and History, and Granville County, North Carolina.

Directed Granville County Historic Sites Inventory, which included the following: Surveyed, photographed and researched more than 500 18th-, 19th- and 20th-century buildings and farm complexes. Wrote historical and architectural descriptions of each inventoried property. Drafted countywide Multiple Property Documentation Form and 37 National Register nominations for individual properties and districts.

Wrote and photographed book on architecture and history of county.

1985

*Architectural Historical Consultant, North Carolina Division of Archives and History, and Lincoln County, North Carolina.

Directed Lincoln County Historic Sites Inventory, which included the following: Surveyed, photographed and researched more than 500 18th-, 19th- and 20th-century buildings and farm complexes. Drafted historical and architectural descriptions of each inventoried property.

Wrote and photographed book on architecture and history of county.

1983-1984

*Architectural and Historical Consultant, Santa Monica, California.

Wrote National Register and state historic district nominations, and Historic Preservation Certification applications, for properties in southern California, for private and public entities.

Wrote Los Angeles Historic-Cultural Monument nominations for the Los Angeles Conservancy.

Wrote walking tour brochures and prepared docent training materials, for tours of historic districts in downtown Los Angeles and in Monrovia, California, for the Los Angeles Conservancy.

1980-1982

*Attorney, Parker, Milliken, Clark & O'Hara, Los Angeles, California, and Rosenberg, Nagler & Weisman, Beverly Hills, California.

PUBLICATIONS:

- 1994 *Greensboro: An Architectural Record*. Author. Awaiting publication.
- 1988 *Heritage and Homesteads: The History and Architecture of Granville County, North Carolina*. Author. Delmar: Charlotte, NC.
- 1986 *Our Enduring Past: A Survey of 235 Years of Life and Architecture in Lincoln County, North Carolina*. Author. Delmar: Charlotte, NC.

AWARDS AND HONORS:

- 1991 *Historic and Architectural Resources of Granville County, North Carolina* Multiple Property Documentation Form included in part in *National Register Bulletin 16B, How to Complete the National Register Multiple Property Documentation Form*.
- 1990 *Historic and Architectural Resources of Granville County, North Carolina* Multiple Property Documentation Form reproduced in *National Register Bulletin 35, National Register Casebook: Examples of Documentation* as example of how to research, draft, and complete MPD forms.
- 1989 North Carolina Society of Historians, 1989 Architectural History Book Award for *Heritage and Homesteads*.