



North Carolina Department of Cultural Resources

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

Division of Archives and History
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
of US 25 from SR 1528 to SR 1361, Henderson
County, R-2214, Federal Aid Project M-
5000(10), State Project 8.1950801, ER 96-
7321

Dear Mr. Graf:

Thank you for your letter of August 16, 1995, transmitting the 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:

Former Youngblood General Store. This store is eligible under Criterion A for its association with the commercial history of Henderson County and the town of Fletcher, and under Criterion C as an intact example of a commercial building.

Cunningham-Poteat-Bagwell House. This property is eligible under Criterion C as an example of the transitional Queen Anne/Colonial Revival style that is not commonly found in local rural settings.

The following properties were determined not eligible for listing in the National Register of Historic Places:

Mountain Home. Alterations and extensive modern infill have damaged the integrity of this planned community.

Ranch Motel and House. This property is under fifty years old and does not have exceptional importance necessary to meet Criterion Consideration G.

Liverett Farmhouse. This house represents a building type common in the county and better examples of the type can be found throughout the county.



Bodenhammer House. This bungalow represents a common house type and better examples can be found throughout the county.

Former Naples Baptist Church. This church is greatly deteriorated and has lost integrity through removal of its windows and interior fixtures.

Mitchell Enterprises Building. There are better and more intact examples of the streamlined moderne style in the county.

Fletcher Commercial District. With the exception of the Former Youngblood General Store, the buildings in this district are greatly deteriorated and/or altered and do not represent the community that thrived in Fletcher in the early twentieth century.

Dr. Sumner House. There are better examples of bungalows found throughout the county.

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

House and Duplexes. Please provide additional information about whether there is any relationship between this modest rental complex and the building boom of the 1920s in this area.

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

bc: File
Brown/Bevin
Martin
County
RF

REPORT & BACKGROUND MATERIALS CHECKLIST

COUNTY: HENDERSON

PROJECT NAME: US 25 FROM SR 1528 TO SR 1361

TIP No.: R-2214

✓

REPORT

✓

SHPO LETTERS

✓

PHOTOGRAPHS OF ALL PROPERTIES OVER FIFTY YEARS OF AGE

✓

MAP DESIGNATING LOCATIONS OF ALL PROPERTIES OVER FIFTY YEARS OF AGE

NO

SURVEY SITE FORMS

—

OTHER

**AN HISTORIC ARCHITECTURAL SURVEY OF
US 25 FROM BROOKSIDE CAMP ROAD (SR 1528)
TO ST. JOHN'S ROAD (SR 1361)
HENDERSON COUNTY, NORTH CAROLINA
FEDERAL AID PROJECT NO. M-5000 (10)
STATE PROJECT NO. 8.1950801
TIP NO. R-2214**

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
US 25 FROM BROOKSIDE CAMP ROAD (SR 1528) TO ST. JOHN'S ROAD (SR 1361)
HENDERSON COUNTY, NORTH CAROLINA
FEDERAL AID PROJECT NO. M-5000 (10)
STATE PROJECT NO. 8.1950801
TIP PROJECT NO. R-2214

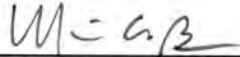
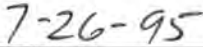
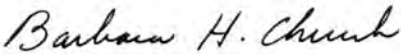
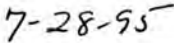
PHASE II

Prepared For:
The Federal Highway Administration
and
The North Carolina Department of Transportation

Prepared By:
Marvin A. Brown
July 1995

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 _____ Marvin A. Brown Principal Investigator	 _____ Date
 _____ Architectural Resources Section North Carolina Department of Transportation	 _____ 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 Brookside Camp Road (SR 1528) to St. John's Road (SR 1361) in Henderson County (Federal Aid Project No. M-5000 (10), State Project No. 8.1950801, TIP Project No. R-2214). The project length is approximately 6.8 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 34 resources within the APE were not eligible for listing in the National Register. Photographs and a map showing the location of these 34 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 11 resources previously identified by NCDOT and (2) evaluating and making recommendations of eligibility of these resources for listing in the National Register. The 11 resources were the community of Mountain Home (Greiner survey number 1 [#1]), the Ranch Motel and House (#2), the Liverett Farmhouse (#3), the Bodenhammer House (#4), the former Naples Baptist Church (#5), Mitchell Enterprises Building (#6), the Fletcher Commercial District (#7), the former Youngblood General Store (#8), the Cunningham-Poteat-Bagwell House (#9), the House and Duplexes at the junction of US 25 and Robert Street (#10), and the Dr. Sumner House (#11). None of these resources are listed in the National Register or the North Carolina Study List of resources believed to be potentially eligible for listing in the National Register.

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 for six of the resources 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 former Youngblood General Store and the Cunningham-Poteat-Bagwell House. Greiner recommends that the other nine resources are not potentially eligible for Register listing.

The following table summarizes the status and evaluation of the 11 resources:

SUMMARY OF RESOURCES EVALUATED WITHIN THE AREA OF POTENTIAL EFFECT

PAGE

*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:

None

Resources Considered Potentially Eligible for the National Register:

Former Youngblood General Store (#8) - NW corner of junction of US 25 and SR 1358	V-1
Cunningham-Poteat-Bagwell House (#9) - NW corner of junction of US 25 and SR 1362	V-8

*RESOURCES NOT CONSIDERED POTENTIALLY ELIGIBLE FOR THE
NATIONAL REGISTER*

Mountain Home (#1) - bounded by US 25, SR 1368, and SR 1375	V-14
Ranch Motel and House (#2) - SE corner of junction of US 25 and SR 1532	V-28
Liverett Farmhouse (#3) - on rise on W side of US 25, 0.2 miles S of junction with SR 1367	V-33
Bodenhammer House (#4) - on rise at NW corner of junction of US 25 and SR 1367	V-38
Former Naples Baptist Church (#5) - W side of US 25, 0.2 miles S of junction with SR 1534	V-41
Mitchell Enterprises Building (#6) - NE corner of junction of US 25 and SR 1534	V-44
Fletcher Commercial District (#7) - intersection of US 25 with SR 1358 and SR 1541	V-47
House and Duplexes (#10) - NW corner of junction of US 25 and Robert Street	V-57
Dr. Sumner House (#11) - E side of US 25, 0.1 miles S of SR 1361	V-63

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

Thirty-four 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 locations are included in a photographic inventory accompanying this report under separate cover.

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	Fletcher Commercial District (#7) - intersection of US 25 with SR 1358 and SR 1541	V-47
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I. INTRODUCTION

The North Carolina Department of Transportation (NCDOT) is proposing improvements to US 25 from Brookside Camp Road (SR 1528) to St. John's Road (SR 1361) in Henderson County (Federal Aid Project No. M-5000 (10), State Project No. 8.1950801, TIP Project No. R-2214). The project length is approximately 6.8 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 11 resources previously identified by NCDOT: the community of Mountain Home (#1), the Ranch Motel and House (#2), the Liverett Farmhouse (#3), the Bodenhammer House (#4), the former Naples Baptist Church (#5), Mitchell Building Enterprises (#6), the Fletcher Commercial District (#7), the former Youngblood General Store (#8), the Cunningham-Poteat-Bagwell House (#9), the House and Duplexes at the junction of US 25 and Robert Street (#10), and the Dr. Sumner House (#11). 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 11 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 11 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 Hendersonville, Fruitland, and Skyland USGS topographical quadrangle maps (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 rise upon which the Liverett Farmhouse sits and at a few areas of open fields. The APE's distance from the project corridor ranges from approximately 100 to 900 feet and the APE encompasses approximately 470 acres of land.

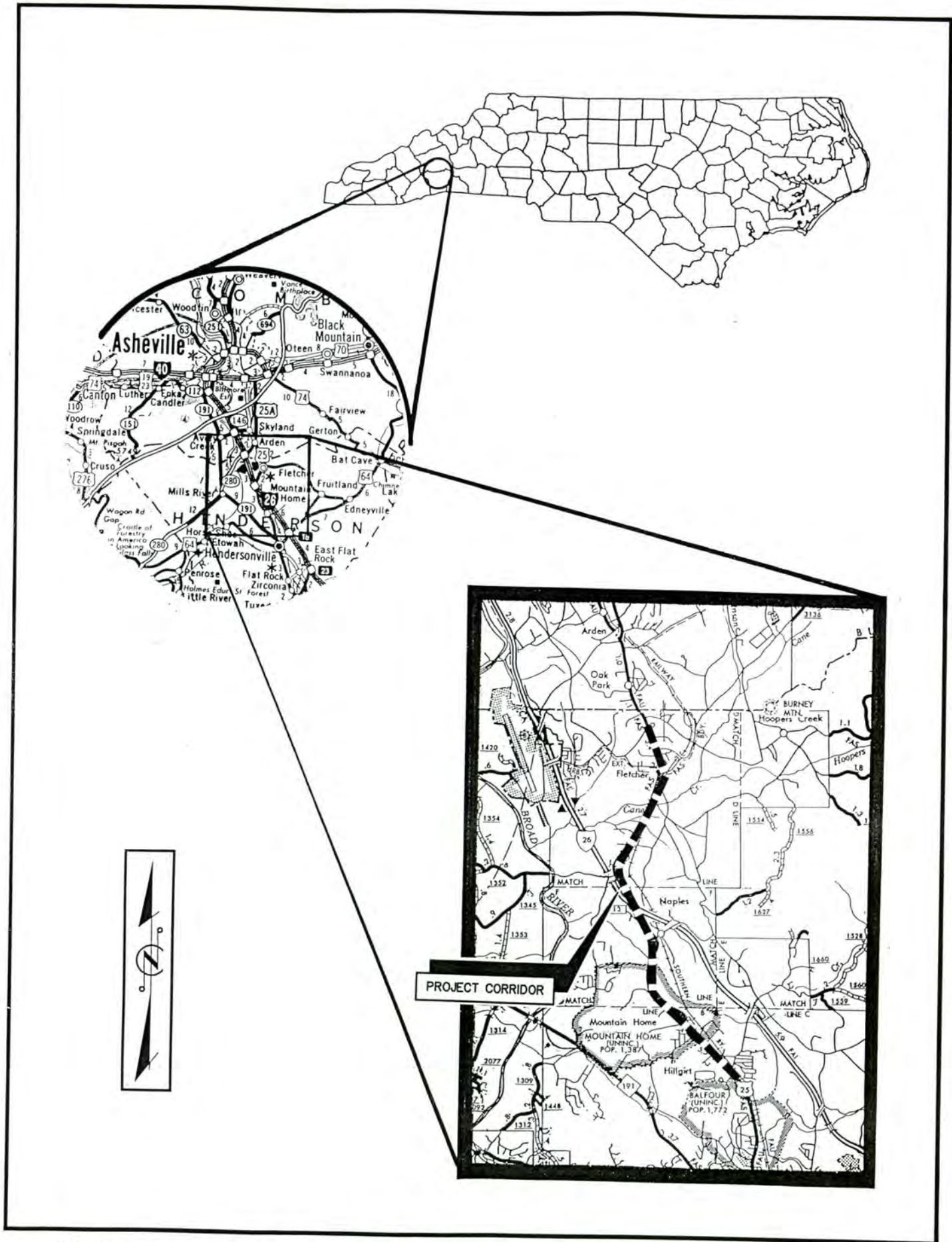


FIGURE I.1 Project Locator and Corridor Map

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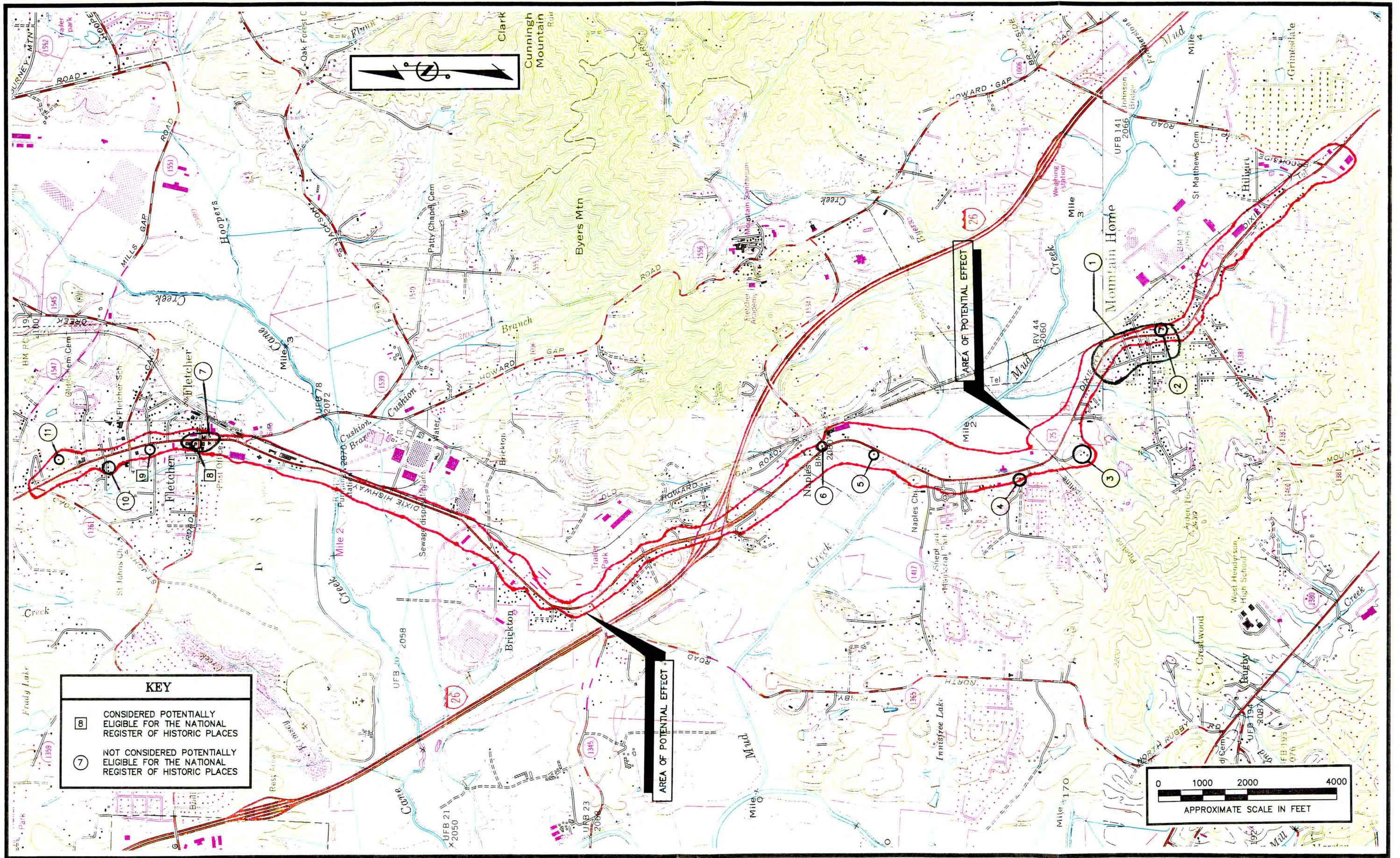


FIGURE I.2 Area of Potential Effect and Property Inventory Map

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 largely 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 just above the northern terminus of the APE at Calvary Episcopal Church, which they helped build in 1859. They also established a summer colony near the community of Fletcher, although none of the mid- or late-nineteenth-century buildings that they erected there or elsewhere stand within the APE.

The coming of the railroad in the 1880s--largely parallel to and just east of the APE--led to a population and growth boom in Asheville, Hendersonville, and their environs during the last two decades of the century (Plate II.1). The turn-of-the-century Liverett Farmhouse (#3) and the Cunningham-Poteat-Bagwell House (#9) survive within the APE from the initial post-railroad period growth. The railroad supported both of the properties, providing access to market for the produce raised on the former farm associated with the Liverett Farmhouse, and for the lime slaked by William Edward Poteat's Blue Ridge Lime Company and nearby brickyards. During this period, however, the area in and around the APE still remained largely agricultural. Limited evidence of agricultural activity remains visible from the APE (Plate II.2).

Rail lines, a better road network, and national economic prosperity led to an even larger boom in the area in general, and in and around the APE in particular, in the 1910s and 1920s. During these decades significant growth, which previously had largely been limited to the immediate environs of Asheville and Hendersonville, extended out to the APE, and numerous buildings and an entire colony sprang up along US 25 on land that had previously been in fields. In 1914 Floridians established the summer colony of Mountain Home (#1). During the teens and twenties, bungalows like the Dr. Sumner House (#11) were raised independently within the APE. The red-brick commercial buildings of Fletcher (#7) also sprang up, near the junction of US 25 and Fanning Bridge Road (SR 1328), to serve local traffic and the tourist trade (Plate II.3). The influence of automobile traffic on the area during the period is apparent at the garages of Fletcher and at the Mitchell Enterprises Building (#6), which originally functioned in part as a gas station.

From the community of Naples located at I-26, north to Fletcher, US 25 follows an alignment different than that of the old Buncombe Turnpike, which apparently originally followed Old Howard Gap Road (SR 1536) and Howard Gap Road (SR 1006) on the east side of the railroad tracks (Figure II.1). This alignment, which is pictured on the 1905/1907 USGS quadrangle maps of the area, was in use until after World War II, judging from the absence of pre-War buildings along the present path of this stretch of US 25.

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 (Plate II.4), flea markets and gas stations (Plate II.5), fast food restaurants (Plate II.6), ranch houses, and trailers (Plate II.7).

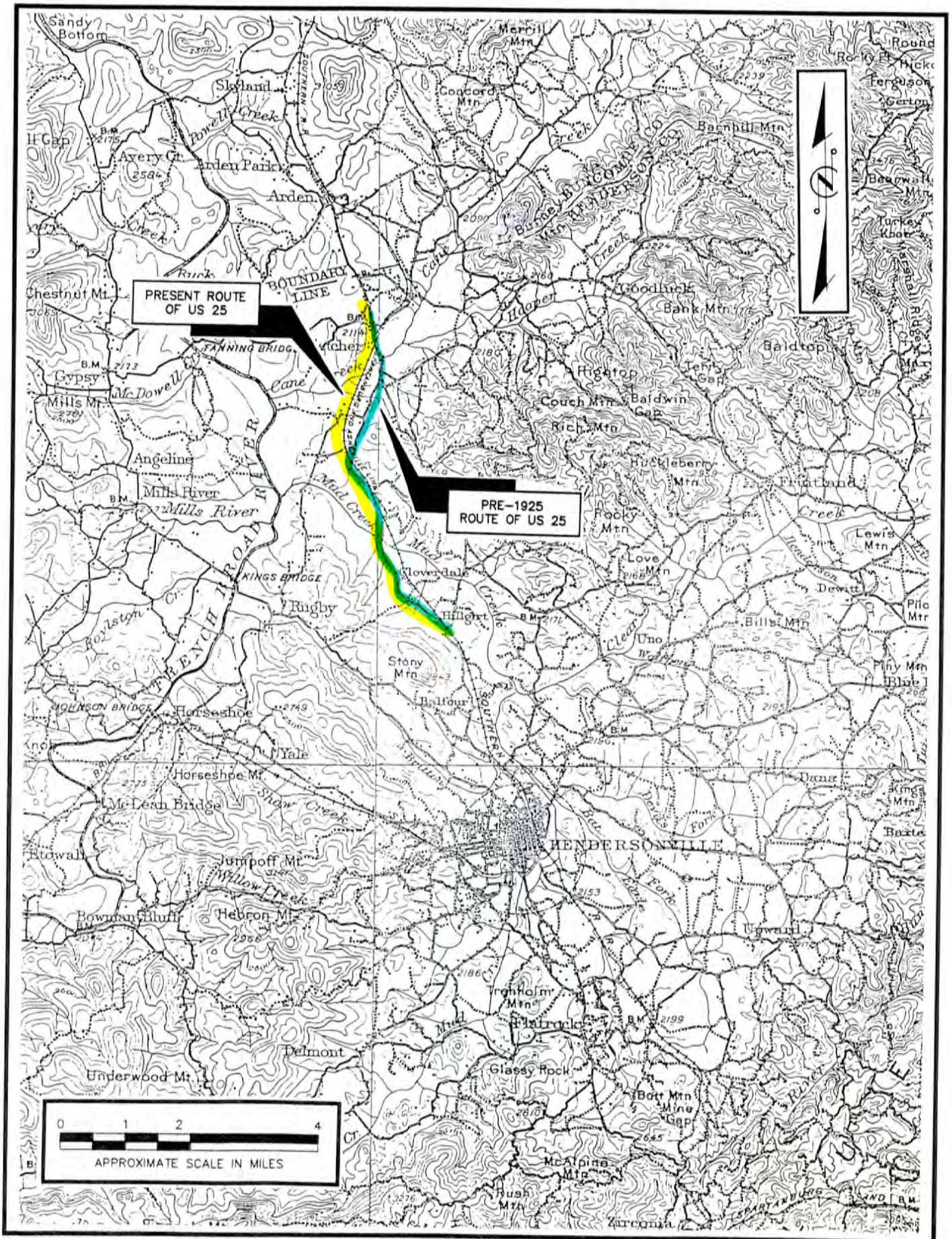


FIGURE II.1 Composite 1905 Saluda and 1907 Pisgah Geological Survey Quadrangle Maps



PLATE II.1
Southern Railway
tracks and US 25
south of Fletcher,
facing south

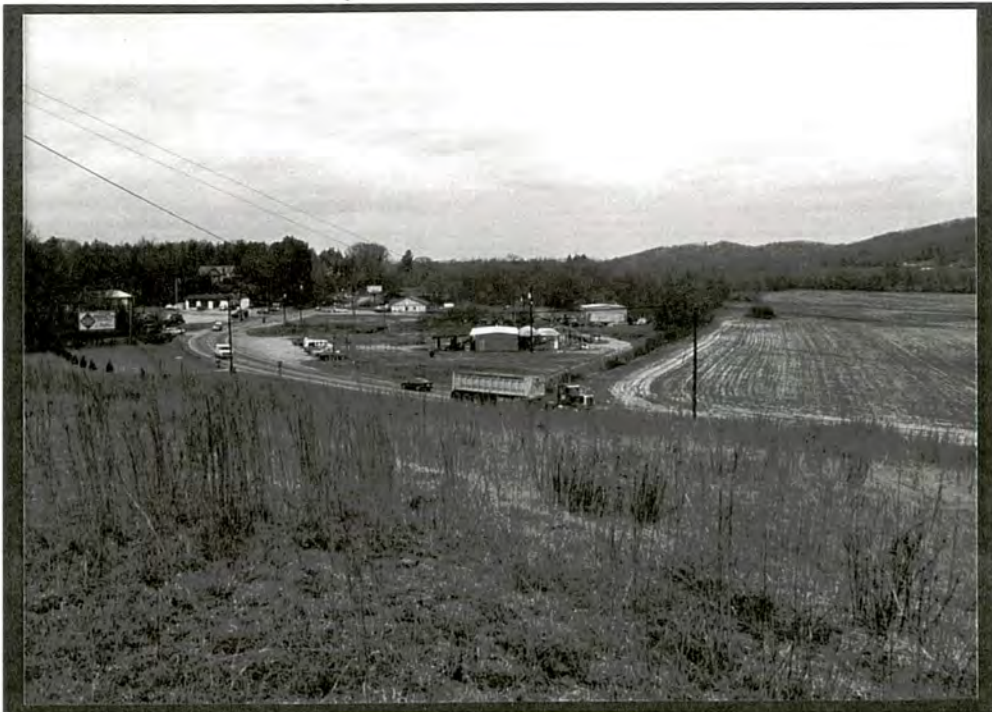


PLATE II.2
US 25 and agricultural
fields, facing north
from Liverett House
(#3) north of
Mountain Home



PLATE II.3
Fletcher Commercial
District (#7) and
US 25, facing south



PLATE II.4
Ranch Motel (#2) and
US 25 in Mountain
Home (#1) near
southern end of APE,
facing east



PLATE II.5
US 25 and Hardee's
Restaurant at overpass
of I-26, facing south



PLATE II.6
Smiley's Flea Market
and Citgo Gas Station
on US 25 north of
Butler Bridge Road
(SR 1345), facing north



PLATE II.7
Early- and late-
twentieth-century
residential development
at junction of US 25
and Cane Creek Road
(SR 1545) near norther
end of APE,
facing north

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 additional property associated with the Mountain Home community. 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 11 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 plat maps, deeds, and personal interviews. The main secondary sources were histories of Henderson and Buncombe counties, and files located in the Western Regional Office of the SHPO in Asheville. These files contained the results of scattered surveys of Henderson County's resources. 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 11 designated resources. 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 just through windows. The resources were keyed to the Hendersonville, Fruitland, and Skyland USGS topographical quadrangle maps that covers the APE. Preliminary sketch maps were drawn for the six resources with multiple buildings that could benefit from a graphic as well as a narrative description. Upon completion of fieldwork, tax and plat maps were obtained to assist in determining and mapping the potential boundaries for the two resources believed to be potentially eligible for National Register listing--the former Youngblood General Store (#7) and the Cunningham-Poteat-Bagwell House (#9). 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. The region's most extensive transportation and agricultural development has occurred on the plain, 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 along the turnpike of numerous droveage stops. 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 in Flat Rock and the Fletcher area, most dwellings were modest one- or two-story, log or frame structures. No resources survive from this period within the APE. Just beyond the APE's northern terminus, however, the ornate brick bell tower (1859) of Calvary Episcopal Church still stands. Although a nonresidential building, it represents the contrast between the high-style abodes of the South Carolinians and the traditional dwellings of the local residents that, according to architectural historian Michael Ann Williams (1981:14), "must have starkly symbolized the economic and political gulf between the two populations."

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 facilitated the spending by George Vanderbilt in the early 1890s of 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 on either side of US 25 at the southern terminus of the APE 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 near the northern end of the APE 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 and the APE, exemplifies successful, well-planned suburban development in the area during the 1920s. 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 were 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).

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 turn-of-the-century Liverett Farmhouse (#3) is a traditionally fashioned farmhouse similar to many other rural dwellings in the area, its two-story, single-pile, gable-end main block shielded by a full-facade porch across the front and backed by a two-story ell. The contemporary, one-and-a-half-story Cunningham-Poteat-Bagwell House (#9), with its multiple gables and varied roofline, is unusual for a rural house in the area, but typifies the transitional Queen Anne/Colonial Revival style. The houses of

Mountain Home (#1), which were built from 1914 into the twenties are generally much altered, but nonetheless retain the foursquare and bungalow forms so popular during their period of construction (Williams 1981:6-9).

The APE's nonresidential buildings are also typical. The early red-brick buildings of Fletcher (#7), primarily erected in the teens and twenties, utilize a simply finished commercial style. The 1912 former Youngblood General Store (#8), with its original Luxfer glass windows and pressed tin ceilings, is a notably intact small-town example of the style. The Mitchell Enterprises Building (#6), erected in the 1930s, is a straightforward brick representative of the Streamline Moderne style. And the deteriorated former Naples Baptist Church (#5), built in 1942, is a small, gable-front, frame structure with a tiny steeple that mirrors the design of numerous other modest churches built throughout the state in the late nineteenth century and the first half of the twentieth (Williams 1981:11-12).

V. PROPERTY INVENTORY AND EVALUATIONS

A. *Properties Considered Potentially Eligible for the National Register*

FORMER YOUNGBLOOD GENERAL STORE (#8) (W corner of junction of US 25 and SR 1358)

History

This former general store was established by brothers J.N. and B.H. Youngblood in the village of Fletcher in 1912. It apparently replaced an earlier building, for in 1905 its site was occupied by a building, as were the other three lots at the intersection of US 25 and Fanning Bridge Road (SR1358), the principal crossroads of the tiny community. Its walls were set by a bricklaying machine invented by J.N., which had no commercial success beyond its use at the store. The bricks may have been made locally, at brickyards located just south of Fletcher on US 25 (Thomas 1995; United States Department of the Interior 1905).

J.N. and B.H. owned a large tract of land at the northwest corner of Fanning Bridge Road and US 25. Joining the real estate development boom of the period, they subdivided this tract into 24 lots in 1926 (Figure V.1). The store occupied two of the 12 small commercial-sized lots facing US 25. Eleven larger lots, each about 50-feet wide and 115- to 130-feet deep and presumably intended for residential development, were laid out on an alley and a street to the west. Other than the erection of the present Fletcher Motor Company building adjacent to the general store, the brothers' development plans apparently did not bear fruit.

The general store was operated by the brothers and then by its present owners, Sally Youngblood Thomas, B.H.'s daughter, and her husband, Harry, until 1970, when it was divided into two stores. The northern half has held a television repair business since then. A few different businesses have occupied the southern half in the past 25 years; at present it holds a ceramics shop run by Mr. Thomas (Thomas 1995).

Description

The former general store building is a two-story brick rectangle with a flat parapet wall wrapped around its north and south side and east front elevations. Its north side elevation is a blank wall partially hidden by the abutting Fletcher Motor Company building (Plate V.1). The elevation's only adornment is provided by bands of yellowish bricks laid in headers as every seventh row of the otherwise stretcher-bond-laid building. These bands continue around all four elevations.

The principal east elevation and its corner entry, which is angled towards the intersection, has a more decorative, if still restrained, commercial finish (Plate V.2). Its largely unaltered, angled plate glass windows and entries are divided by flush pilasters set on limestone or cast stone bases. Their transoms, hidden behind metal awnings, retain their original thick rippled panes of Luxfer glass (Plate V.3). Above the ground-floor openings are blind panels outlined in raised courses of brick, nine-light casement windows topped by a soldier course of bricks, and a cornice of flush headers and projecting soldiers.

The north side elevation is plainly finished, marked only by the bands of headers and six-light casement windows (Plate V.4). The west elevation is lit by considerably larger casement windows that provided additional light to the storage areas of the rear of the building (Plate V.5). It includes a basement with a modern garage door and entry. A tiny modern concrete block shed projects from the rear of two of its bays.

Partition walls divide the interior of the building into two store spaces and also divide off a rear storage area. Shelves, counters, and other original fixtures have been removed, but the pressed tin ceilings in both store spaces remain in place.

Evaluation

The former Youngblood General Store is believed to be potentially eligible for listing in the National Register of Historic Places under Criterion A for its association with the commercial history of Henderson County and the early twentieth-century life of the town of Fletcher. A rare, local, intact example of a commercial building located outside of Hendersonville, it recalls a time during the first half of the twentieth century when Fletcher had a thriving commercial district at its crossroads that served the needs of local residents who did not wish to travel to Hendersonville or Asheville to shop, and of tourists passing through on US 25. It also reflects the importance of US 25 to the development of the area. The store is therefore associated with events that made a significant contribution to the broad patterns of local history. (A)

The store is also believed to be eligible for listing in the National Register under Criterion C for embodying the distinctive characteristics of a type and period of architecture. Little altered and located on its original site amidst other contemporary if deteriorated and altered commercial buildings, it retains its integrity of location, design, setting, materials, workmanship, feeling, and association. Its finish is modest but handsome, relying on its brickwork, along with functional Luxfer transoms and pressed tin ceilings, for adornment. This reflects the functional treatment of many other commercial buildings erected in the late nineteenth and early twentieth centuries. The store is not believed to be eligible for Register listing under Criterion B, for it is not known to have been associated with the lives of significant individuals. The historic and architectural context within which the store falls--Railroads, Real Estate, Boom, and Bust, 1880-1945--is discussed above at Section IV.B. (B)

Boundaries

The proposed National Register boundaries of the former Youngblood General Store are the same as those of the approximately one-eighth-acre lot (Henderson County Tax Map 9653.19/Lot 70/Parcel 0122) it occupies at the northwestern corner of the intersection of US 25 and SR 1358 (Figure V.2).

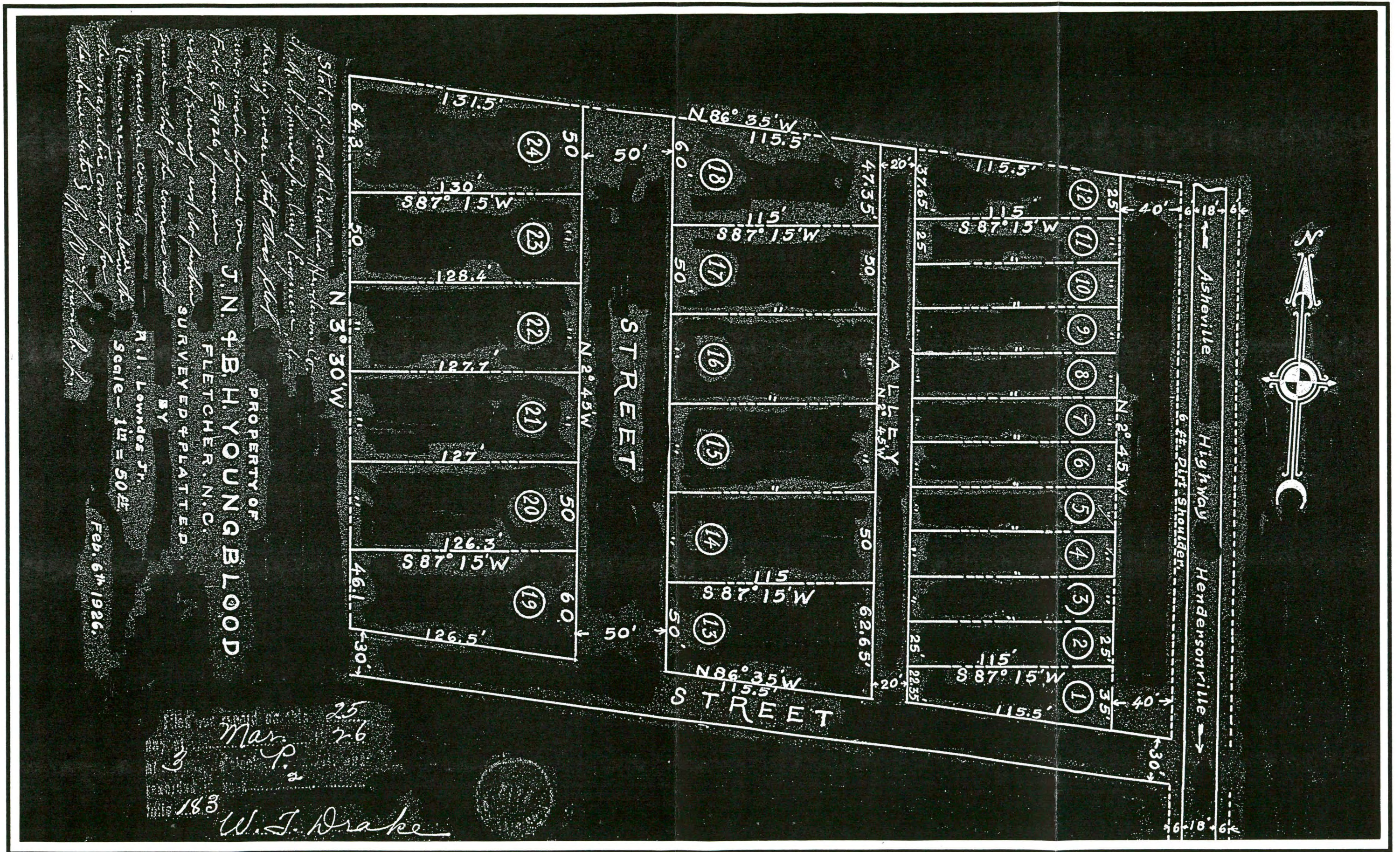


FIGURE V.1 1924 Plat Map of Property of J.N. and B.H. Youngblood in Fletcher



PLATE V.1
Former Youngblood
General Store (#8),
north side and
east front elevations

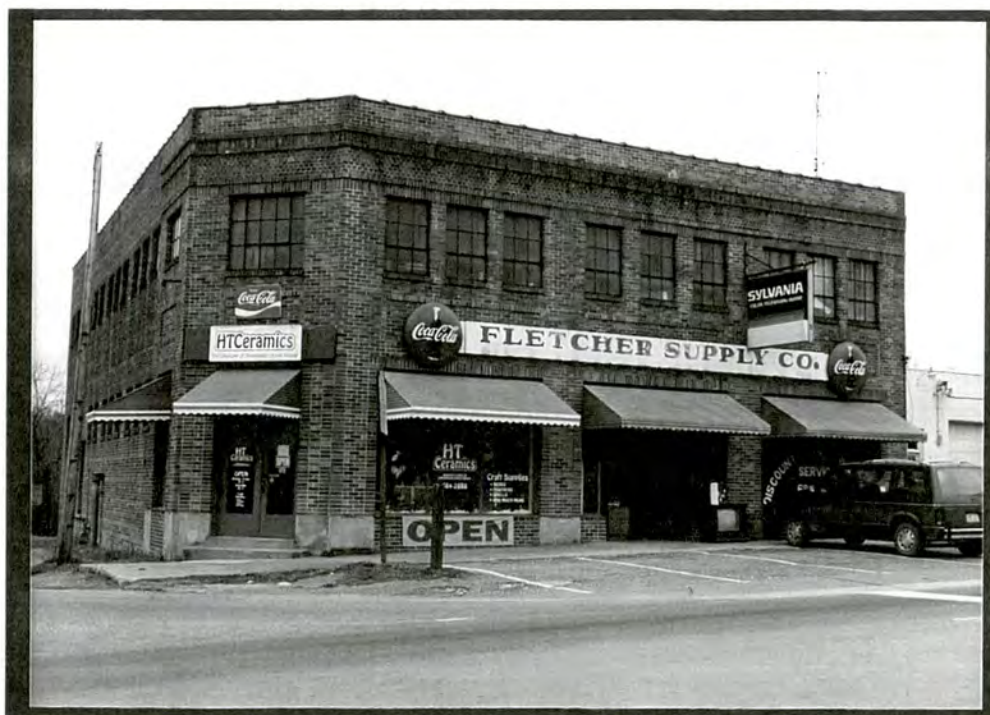


PLATE V.2
Former Youngblood
General Store (#8),
east front and
south side elevations



PLATE V.3
Former Youngblood
General Store (#8),
Luxfer glass transom,
east front elevation



PLATE V.4
Former Youngblood
General Store (#8),
south side and
west rear elevations



PLATE V.5
Former Youngblood
General Store (#8),
west rear elevation

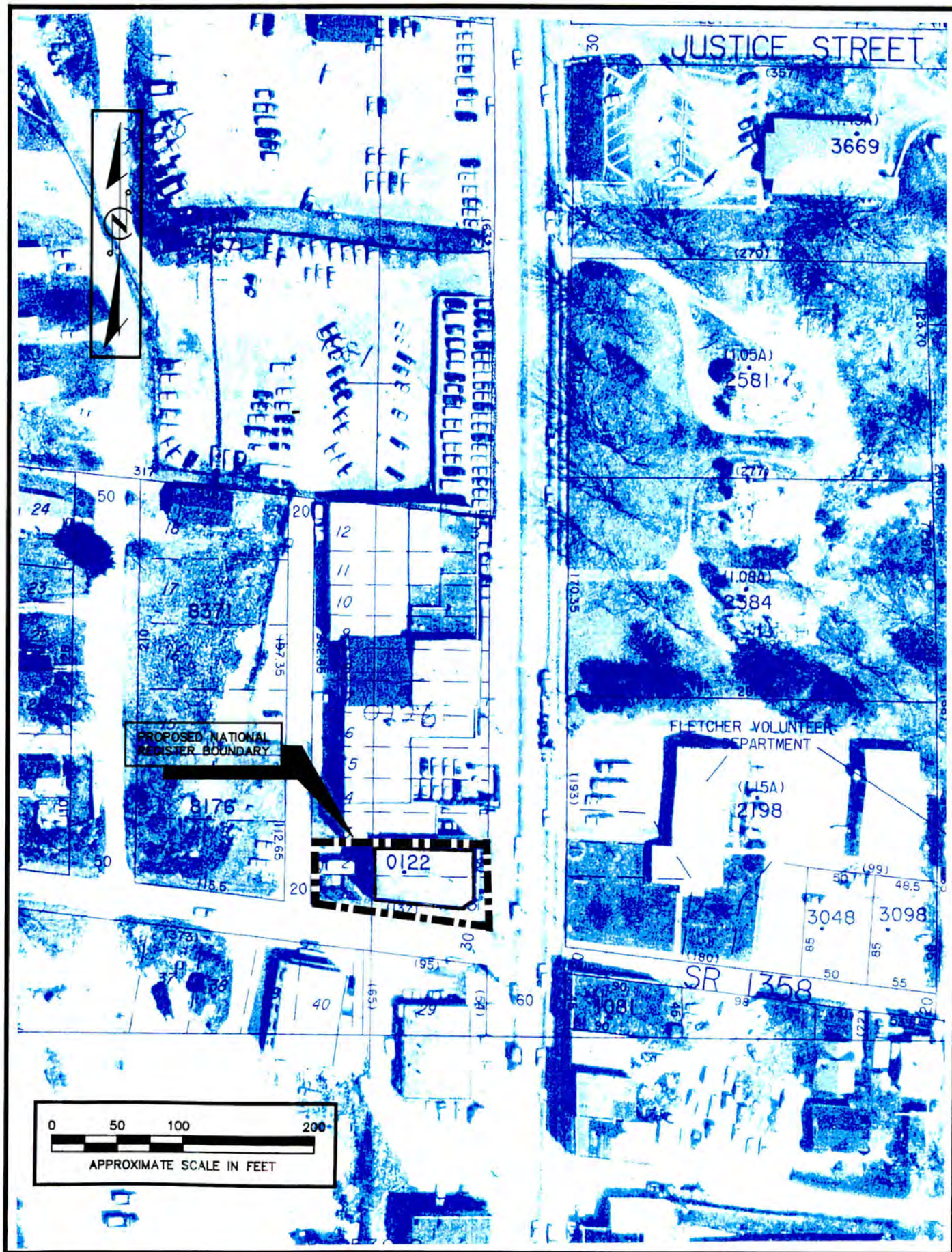


FIGURE V.2 Sketch Map and Proposed National Register Boundaries of the former Youngblood General Store (#8)

CUNNINGHAM-POTEAT-BAGWELL HOUSE (#9)
(NW corner of junction of US 25 and SR 1362)

History

In 1896 a ten-acre lot, part of which is now occupied by the Cunningham-Poteat-Bagwell House, was purchased from Robert B. Blake by William E. Cunningham (Henderson County Deed Book 37, Page 355). William Edward and Martha L. Poteat purchased an approximately three-acre portion of this lot from Cunningham and his wife, Alice, in 1907 (Henderson County Deed Book 58, Page 96) and 1908 (Henderson County Deed Book 71, Page 260). Mrs. Poteat willed all of her property to her adopted daughter, Idalee Poteat Lance, in 1946 with the directions that the "R.B. Blake property" with two houses on it be sold and the remainder of the property, including the "W.E. Cunningham property" be retained (Henderson County Will Book 10, Page 138). In 1951 Mrs. Lance conveyed about one-and-one-tenth acres of the Cunningham property, including the Cunningham-Poteat-Bagwell House, to John and Louise Bagwell, who continue to own the property and occupy the dwelling (Henderson County Deed Book 309, Page 77). The appearance of the house suggests that it was either erected by Cunningham or the Poteats. The Bagwells (1995) believe that the house was standing when the Poteats bought the property, suggesting that Cunningham was the builder.

William E. Cunningham was a clerk who served as postmaster of the Fletcher post office from 1889 to 1893. He was the nephew of Dr. George Washington Fletcher, a physician, building contractor, postmaster, and operator of the Fletcher Inn, for whom the post office was officially named (Ray 1970:56).

William Edward Poteat was a local industrialist. He owned an interest in the Blue Ridge Lime Company, a local concern that operated a lime kiln and produced mortar. The kiln was located near Fletcher, as were four brickyards (John and Louise Bagwell 1995). The house was apparently not a farmhouse under his ownership, nor has it anchored a farm since the Bagwells have owned it.

Description

This one-and-a-half-story, weatherboarded, frame house is a basic expression of the transitional Queen Anne/Colonial Revival style popular around the turn of the century. Its varied, picturesque, metal-shingled roofline reflects the influence of the Queen Anne style. The east front elevation features a wide gable (Plate V.6), the south side elevation a projecting cross gable (Plate V.7), the north side elevation a facade gable, and the west rear elevation two staggered gables (Plate V.8). Reflecting the Queen Anne style, pierced fanlight ventilators mark the tops of the front and south gables, and a wide corbelled chimney rises from the center of the roof. The Colonial Revival style is expressed at the wide cornice returns of each gable and at the porch wrapped around the southeastern corner of the house, which features tapered columns and rectilinear balusters. Plain friezeboards accent the cornices and returns, and plain cornerboards the corners of the structure. The six-over-six sash windows are set in plain surrounds topped by molded lintels. Affixed to the rear of the house is a small one-story ell and a partially enclosed side porch. The interior of the house, only a small part of which was viewed, retains at least some of its original ceiling board finish.

Four small, early-twentieth-century, domestic-related outbuildings stand on the property. To the house's rear is a partially open, gable-front, weatherboarded shed (Plate V.9). To its south side is a gable-front brick-veneered shed, a gable-front weatherboarded garage, and a weatherboarded gable-front shed (Plate V.10). All four of these buildings are maintained by the Bagwells.

Evaluation

The Cunningham-Poteat-Bagwell House is believed to be eligible for listing in the National Register under Criterion C for embodying the distinctive characteristics of a type and period of architecture. Little altered and located on its original site, with an acre of land and four small early outbuildings framing it, it retains its integrity of location, design, setting, materials, workmanship, feeling, and association. The house is a basic expression of the transitional Queen Anne/Colonial Revival style that is not commonly found in local rural settings. The elements of the house that most notably represent the transitional style are its multiple gables and columned wraparound porch. The house's retention of a number of early or original elements that have often been altered in contemporary dwellings--particularly its porch, weatherboards, metal shingled roof, and corbelled chimney--further aid it in embodying its style. The property is not believed to be eligible for Register listing 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 individuals. The historic and architectural context within which the house falls--Railroads, Real Estate, Boom, and Bust, 1880-1945--is discussed above at Section IV.B.

Boundaries

The proposed National Register boundaries of the Cunningham-Poteat-Bagwell House former are the same as those of the 1.09-acre lot (Henderson County Tax Map 9653.19/Lot 61/Parcel 8196) it occupies at the northwestern corner of the intersection of US 25 and SR 1362 (Figure V.3). They exclude other lots originally associated with the house, which have been divided off from the property and upon which other buildings unrelated to the house have been constructed.



PLATE V.6
Cunningham-Poteat-
Bagwell House (#9),
east front elevation



PLATE V.7
Cunningham-Poteat-
Bagwell House (#9),
east front and
south side elevations



PLATE V.8
Cunningham-Poteat-
Bagwell House (#9),
west rear and
north side elevations



PLATE V.9
Cunningham-Poteat-
Bagwell House (#9),
shed to rear,
facing northeast



PLATE V.10
Cunningham-Poteat-
Bagwell House (#9),
outbuildings to south
side, facing south



FIGURE V.3 Sketch Map and Proposed National Register Boundaries of the Cunningham-Poteat-Bagwell House (#9)

B. Properties Not Considered Potentially Eligible for the National Register

MOUNTAIN HOME (#1)
(Bounded by US 25, SR 1368, and SR 1375)

History

In 1913 a "Summer Homes" committee from St. Petersburg, Florida, came to Henderson County to locate the site for a summer colony. In October, 1914, they filed a plat map for the community of Mountain Home (Figure V.4) and began construction of roads and houses (Fain 1980:458). The town apparently occupied at least part of the site of the mid-nineteenth-century, 1,000-acre plantation of Henry Ellis Lain, whose home stood within the community (Ray 1970:42-43, 343-344; Williams 1980a). The Florida origins of Mountain Home were apparent from some of its platted street names, including Ochlawaha Drive (never built), St. Petersburg Place (now Holly Place/SR 1438), Florida Place (now Old Park Place/SR 1370), and Pinellas Way (now Pinellas Street/SR 1371).

Some of the community as platted was built, much was not. The streets in the teardrop between the Asheville Road (US 25) and Courtland Boulevard (SR 1368) were erected and homes built on some of their lots. A few dwellings were also built on Sycamore Place (now Sycamore Circle/SR 1369) west of the top of the teardrop and on the lots between Fourth Street (SR 1377), Second Avenue (now Ripley Avenue/SR 1374), and the Asheville Road beneath the teardrop's fall. Streets may also have been laid further south, east of Fourth Street and north of Mountain Road. Major portions of the planned community were not realized. Nothing came of the lots planned to the northwest. Most of the southwestern portion of the community, south of Second or Ripley Avenue and west of Fourth Street, was also not built. Also not created were the four parks, Spring, Sycamore, Cedar, and White Pine.

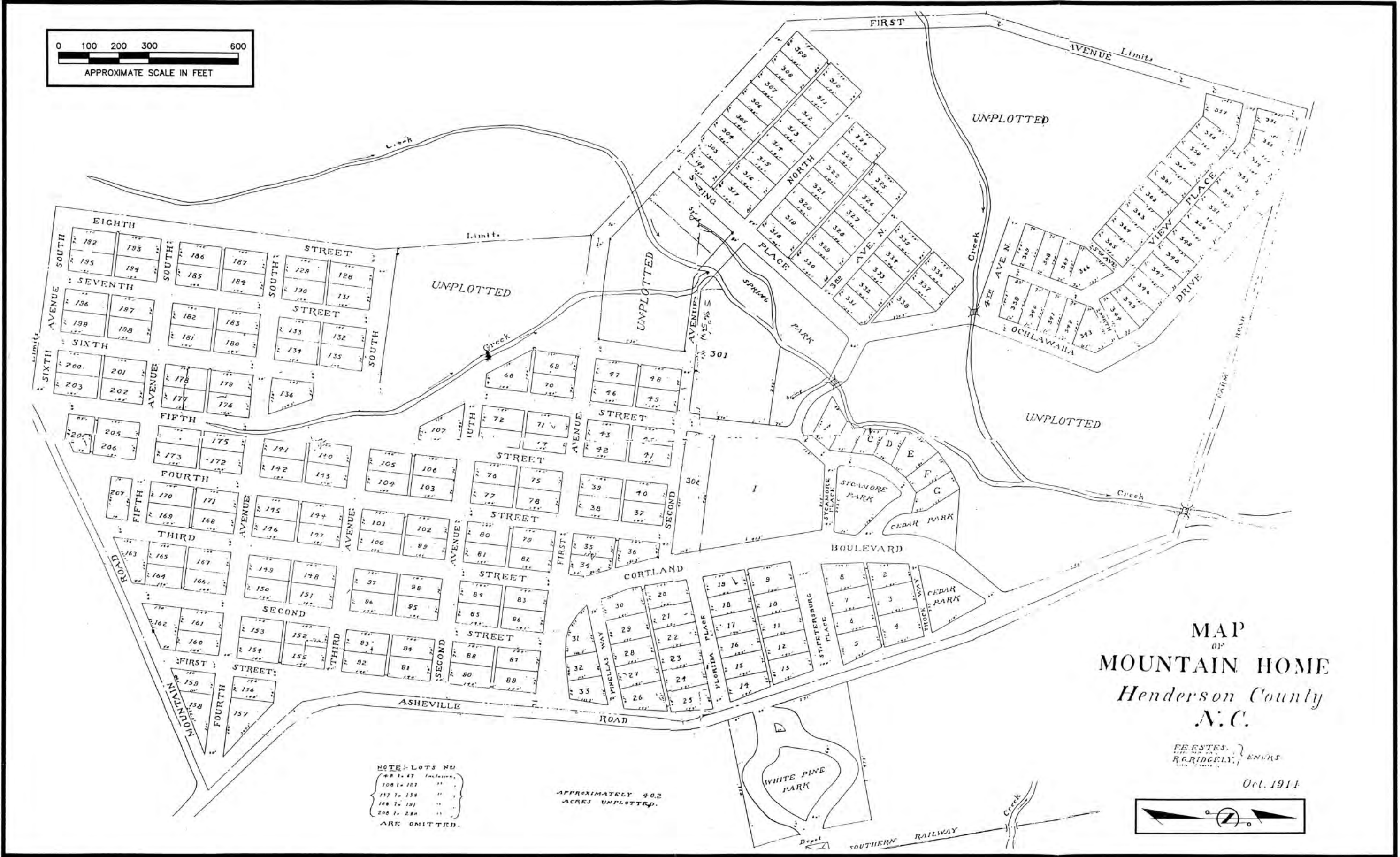
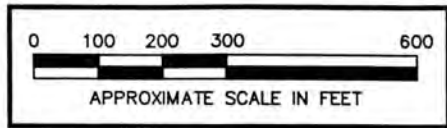
In spite of never growing to its planned dimensions, the core of the town did thrive. It continues to survive as the Mountain Home community to the present, as attested to by the a modern post office located at the northern juncture of Courtland Boulevard and US 25, at the site of the planned Cedar Park (Plate V.11).

Appearance

The surviving early houses of Mountain Home appear to have been erected from 1914 into the 1920s. They stand in the original teardrop of the development and on the block to its south. Most have been altered and many have modern neighbors that were erected in the community from the 1950s to the present (Figure V.5) (Plates V.II through V.30). They are primarily frame bungalows and Craftsman-style dwellings. Among the more notable are a largely intact, two-story, gable-front, Craftsman-style duplex on the west side of Courtland Boulevard south of First Avenue (Plate V.20); a once similarly fashioned, greatly altered residence to the north that now serves as a bed and breakfast (Plate V.18); and a large foursquare with exposed rafter ends at the northwest corner of Old Park Road (SR 1370) and US 25 (Plate V.28). The five-bay, gable-end, stone house on the west side of Courtland Boulevard south of US 25 was built in 1914 on the foundation of the mid-nineteenth-century Henry Ellis Lain House (Ray 1970:42-43, 343-344; Williams 1980a) (Plate V.12). Among the numerous buildings within the core of Mountain Home built since the 1950s are the Ranch Motel (#2) (Plate V.23), a vacant roadside restaurant (Plates V.25 and V.27), trailers and manufactured houses (Plates V.12 and V.14), an auto body shop (Plate V.30), a modern chiropractor's office (V.29), and the modern Mountain Home post office (V.11).

Evaluation

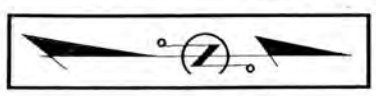
Mountain Home is not believed to be eligible for listing in the National Register as a historic district because alterations to its early houses have destroyed its integrity of design, material, and workmanship, and extensive modern infill along US 25 and among its early houses west of the highway have taken from it much of its integrity of setting, feeling, and association. Its components both lack individual distinction and fail to represent a significant and distinguishable entity. The community is much different from the one established in 1914 and does not well represent planned residential development in Henderson and Buncombe counties in the early twentieth century. To find intact representatives of that important part of the area's history, one need travel only a few miles south on US 25 to the contemporary intact historic districts of Druid Hills and Hyman Heights and a number of other neighborhoods in Hendersonville (Brown 1994), or north on US 25 to the intact planned suburb of Oak Park just across the Buncombe County line (Brown 1995). In sum, because of its loss of integrity and the number of intact nearby communities that spring from the same historic context, Mountain Home is not believed to meet Criterion A or C for listing in the National Register. The community is also not believed to be eligible for Register listing under Criterion B, for it is not known to have been associated with the lives of significant individuals. The historic and architectural context within which Mountain Home falls--Railroads, Real Estate, Boom, and Bust, 1880-1945--is discussed above at Section IV.B.



MAP
OF
MOUNTAIN HOME
Henderson County
N.C.

FEESTES, } ENGINEERS
R. RIDGELY, }

Oct. 1914



NOTE: LOTS Nos.
48 to 87 inclusive,
108 to 127 "
137 to 158 "
168 to 181 "
200 to 238 "
ARE OMITTED.

APPROXIMATELY 4.02
ACRES UNPLOTTED.

FIGURE V.4 1914 Plat Map of Mountain Home

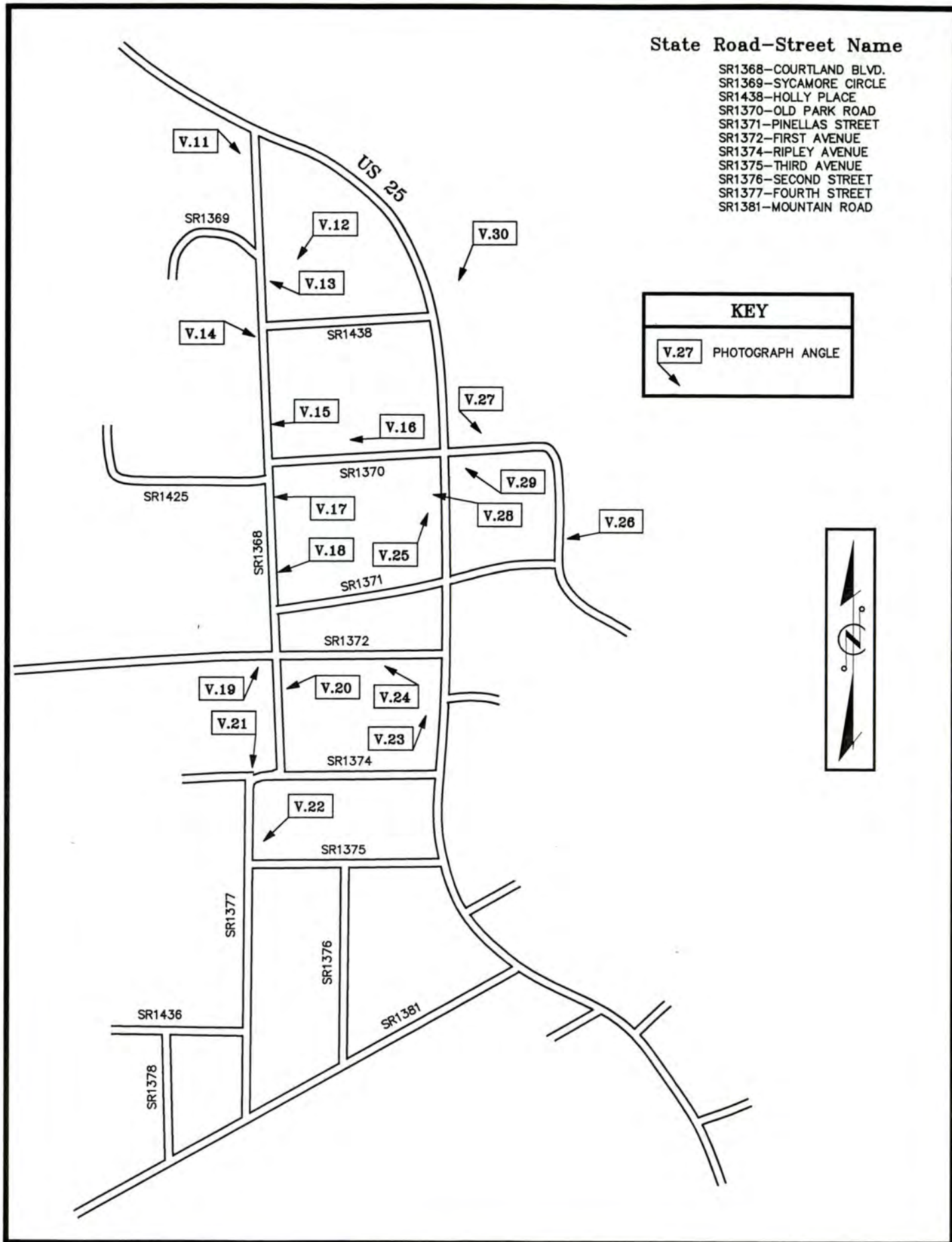


FIGURE V.5 Mountain Home (#1) Sketch and Photograph Angle Map

NO SCALE



PLATE V.11
Mountain Home (#1),
southeast corner of
junction of US 25
and SR 1368,
facing southeast



PLATE V.12
Mountain Home (#1),
west side of SR 1368
north of SR 1438,
facing southwest



PLATE V.13
Mountain Home (#1),
SR 1369, looking
northwest from
junction with SR 1368



PLATE V.14
Mountain Home (#1),
southeast corner of
junction of SR 1368
and SR 1438,
facing southeast



PLATE V.15
Mountain Home (#1),
east side of SR 1368
opposite junction
with SR 1370



PLATE V.16
Mountain Home (#1),
SR 1370 looking west
towards SR 1368
from US 25



PLATE V.17
Mountain Home (#1),
SR 1368 south of
SR 1425, facing west



PLATE V.18
Mountain Home (#1),
west side of SR 1368
north of SR 1371,
facing west



PLATE V.19
Mountain Home (#1),
SR 1368 at junction
with SR 1372,
facing north

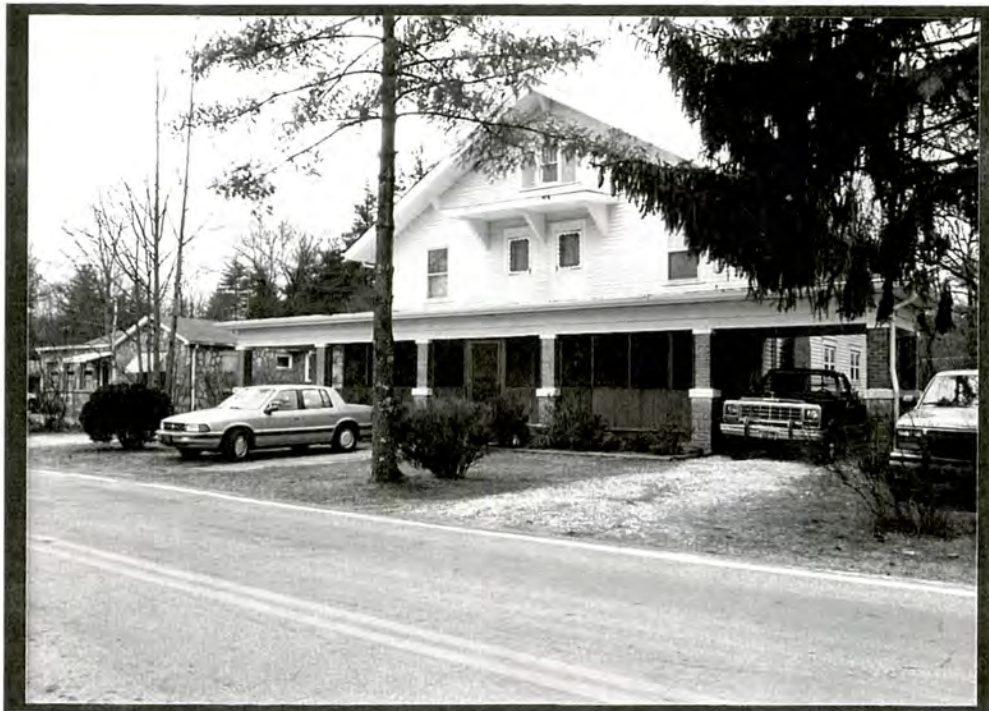


PLATE V.20
Mountain Home (#1),
west side of SR 1368
south of junction
with SR 1372,
facing southwest



PLATE V.21
Mountain Home (#1),
north side of SR 1374
at junction with
SR 1377, facing
southwest

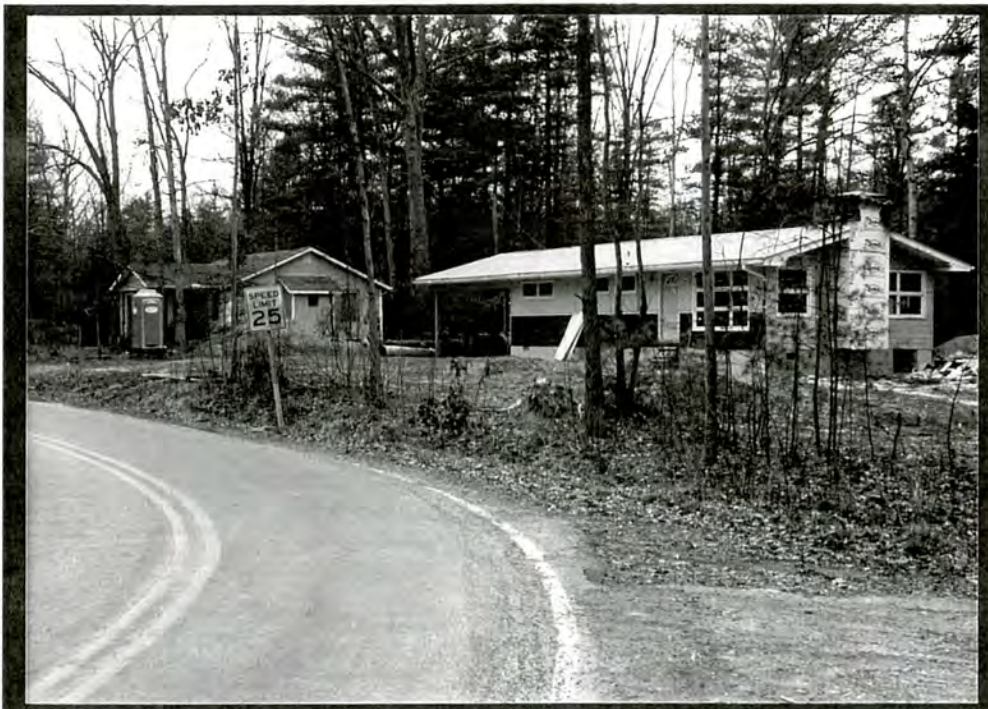


PLATE V.22
Mountain Home (#1),
west side of SR 1377
south of junction
with SR 1374,
facing southwest



PLATE V.23
Mountain Home (#1),
east side of US 25
north of junction
with SR 1374,
facing northeast



PLATE V.24
Mountain Home (#1),
north side of SR 1372,
looking northwest from
junction with US 25



PLATE V.25
Mountain Home (#1),
US 25 looking
northeast towards
junction with SR 1370



PLATE V.26
Mountain Home (#1),
south side of SR 1371
from junction with
SR 1370, facing west
towards US 25



PLATE V.27
Mountain Home (#1),
northeast corner of
junction of SR 1370
and US 25,
facing southeast



PLATE V.28
Mountain Home (#1),
south side of SR 1370
looking northwest
from junction
with US 25



PLATE V.29
Mountain Home (#1),
northwest corner of
junction of SR 1370
and US 25,
facing northwest



PLATE V.30
Mountain Home (#1),
west side of US 25
looking south from
junction with SR 1438

RANCH MOTEL AND HOUSE (#2)
(SE corner of junction of US 25 and SR 1532)

The Ranch Motel was built about 1950 by a man named Cousins. He is believed to have erected the house just to its south at the same time. In 1956 the motel, but not the house, was purchased by Joyce Ehlers and her husband, in whose hands it has remained. The Ehlers retained the motel's original name, which is set in neon on a rustic sign on the edge of US 25 since it was opened (Ehlers 1995) (Figure V.6).

The house is a one-story, gable-front, frame bungalow clad in board-and-batten and German siding (Plate V.31). A small porch wraps around its northwest corner at its west-facing front entry. Three-over-one sash windows light its interior. A later-added shed and carport extend the house to the south. Looking north from the porch and the windows of the north-facing side elevation, the Ranch Motel is in full view (Plate V.32).

The motel is a one-story, basically L-shaped, frame building turned towards a large parking lot and US 25 (Plate V.33). Its long gable roof sweeps forward over a continuous porch that shades its eight units and the office at its center. Twisted saplings and regular lattices support the porch. A facade gable pierces it at the office. PermaStone and board-and-batten siding sheath the motel's front elevation (Plate V.34). The rear elevation is marked by board-and-batten siding and three-over-one sash windows (Plate V.35). The motel's rustic theme is announced by its original sign, which features the letters of its name, outlined in wavy bands of neon, roughly drawn on a ragged-edged chunk of faux weatherboards that appears to have been wrenched from the side of an unpainted building (Plate V.36).

The Ranch Motel and House are not believed to be eligible for listing in the National Register because they are not 50 years old or older and do not fall within any of the Register's Criteria Considerations/Exceptions. In particular, although they were built in response to the tourist trade that has continued to be an important part of the area's economy since the end of World War II, they fall far short of the "exceptional importance" standard of Criteria Consideration G. The historic and architectural context within which the motel and house fall-- Railroads, Real Estate, Boom, and Bust, 1880-1945--is discussed above at Section IV.B.

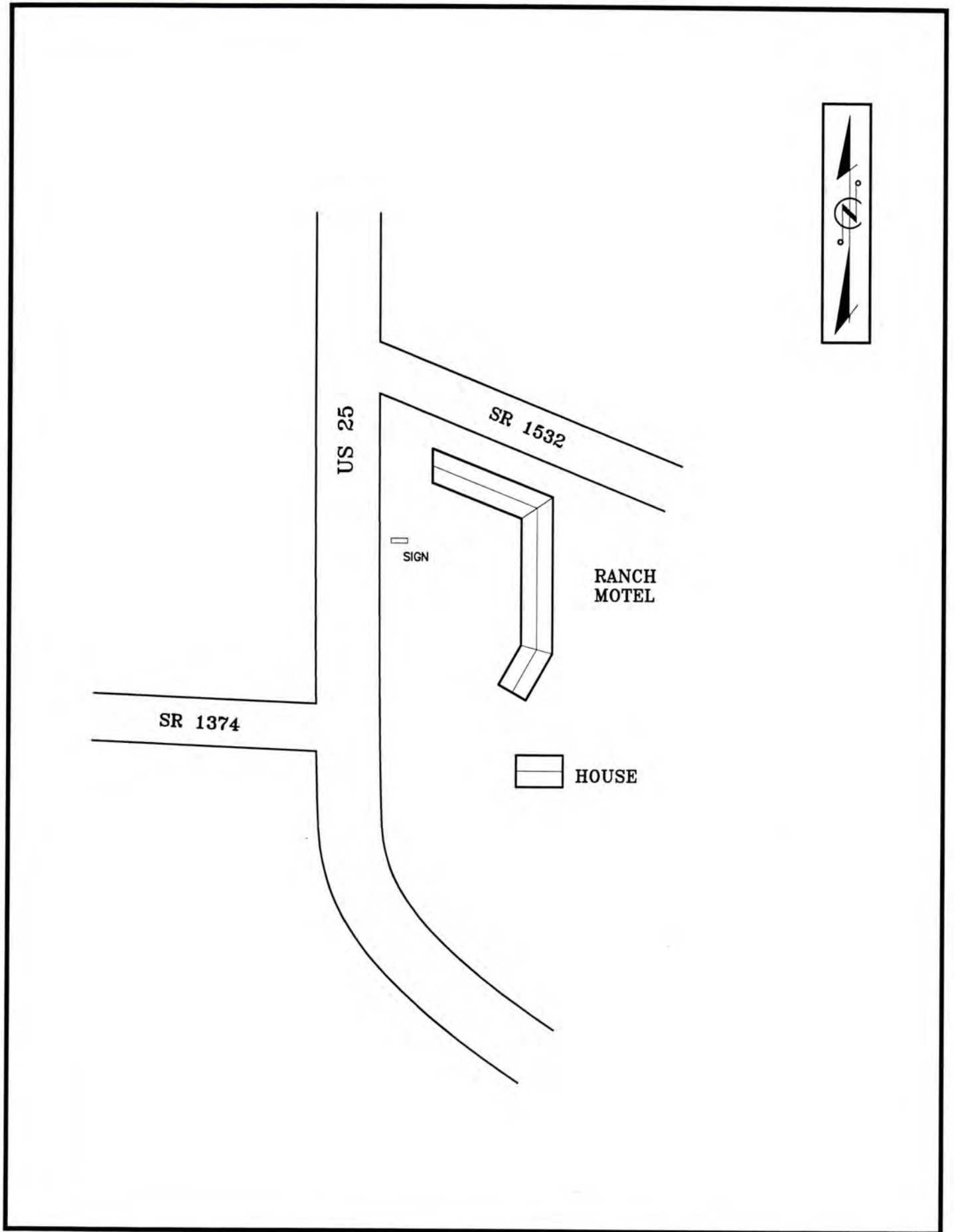


FIGURE V.6 Sketch Map of Ranch Motel and House (#2)

NO SCALE



PLATE V.31
Ranch Motel and
House (#2), west
front and south side
elevations of house,
motel to far left



PLATE V.32
Ranch Motel and
House (#2), north side
elevation of house,
facing south from
motel parking lot



PLATE V.33
Ranch Motel and
House (#2), west
front elevation of
motel, facing north
from house



PLATE V.34
Ranch Motel and
House (#2), southwest
front elevation of
motel, facing east
from US 25



PLATE V.35
Ranch Motel and
House (#2), north rear
elevation of motel,
facing south
from US 25



PLATE V.36
Ranch Motel and
House (#2), sign, facing
south from US 25

LIVERETT FARMHOUSE (#3)

(On rise on W side of US 25, 0.2 miles S of junction with SR 1367)

The form and finish of the Liverett Farmhouse suggest that it was erected around the turn of the century. A tenant house immediately to its southeast side appears to date from the teens or twenties. The four outbuildings to its rear also likely date from the early twentieth century (Figure V.7). Research failed to uncover the house's history; it is named for its present owner of record, Harold R. Liverett, Sr. of Texas (Henderson County Land Records).

The main house [A] utilizes a common, traditional, I-house form (Plate V.37). Its two-story-tall, one room-deep, three-bay-wide frame is topped by a gable-end roof pierced by an interior brick chimney stack. A hip-roofed porch supported by plain square posts crosses the first story of its northeast-facing front facade. A one-and-a-half-story ell extends to its southwest rear. A porch shades the ell's southeast side (Plate V.38). The ell's other elevations are largely hidden by smaller one-story additions (Plate V.-39). The matching two-over-two windows of the main block of the house and the one-and-a-half-story section of the ell suggest that they were erected around the same time. Varied sash including some three-over-one windows in the one-story additions suggest that they were added later. The severe finish of the house is relatively intact. It is still clad in weatherboards and retains its original windows and exposed rafter ends. Alterations include the addition of asphalt shingles to the roof and plaster to the foundation, and the replacement of porch members, possibly including some or all of the posts. The chimney stacks of the main block and between the main block and the ell appear to have been rebuilt as well.

A one-story, gable-front, German-sided tenant house [B] stands to the main house's southeast (Plate V.40). It features a porch extended across its entry and an adjacent window, plain window frames holding four-over-one windows, and exposed rafter ends. Four outbuildings stand to the southwest rear of the house: a small, gable-front, weatherboarded barn [C] with sheds extended along either side elevation; a gable-end crib [D] with open slatted walls; a small, weatherboarded, gable-front shed [E]; and a gable-front, weatherboarded, two-bay garage [F] with a shed attached to its northwest side (Plates V.41 and V.42). The outbuildings, like the main house and tenant house, are well maintained and in good condition.

The Liverett Farmhouse 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 Henderson County during the late nineteenth and early twentieth centuries and better examples of the type can be found throughout the county. It is therefore not believed to be individually eligible for the National Register under Criterion C. Further, the outbuildings associated with the farmhouse are not sufficiently diverse, unusual, or typical to make the property as a whole eligible to the Register as a district. They no longer serve their original functions and the land associated with the house is no longer cultivated. The property is therefore not believed to be eligible for listing in the Register under Criterion C as a significant and distinguishable entity. The property is also not believed to be eligible for Register listing under Criterion A, for it is not known to have made a significant contribution to the broad patterns of our history. Nor it is believed to be eligible under Criterion B, for it is not known to have been associated with the lives of significant individuals. 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.

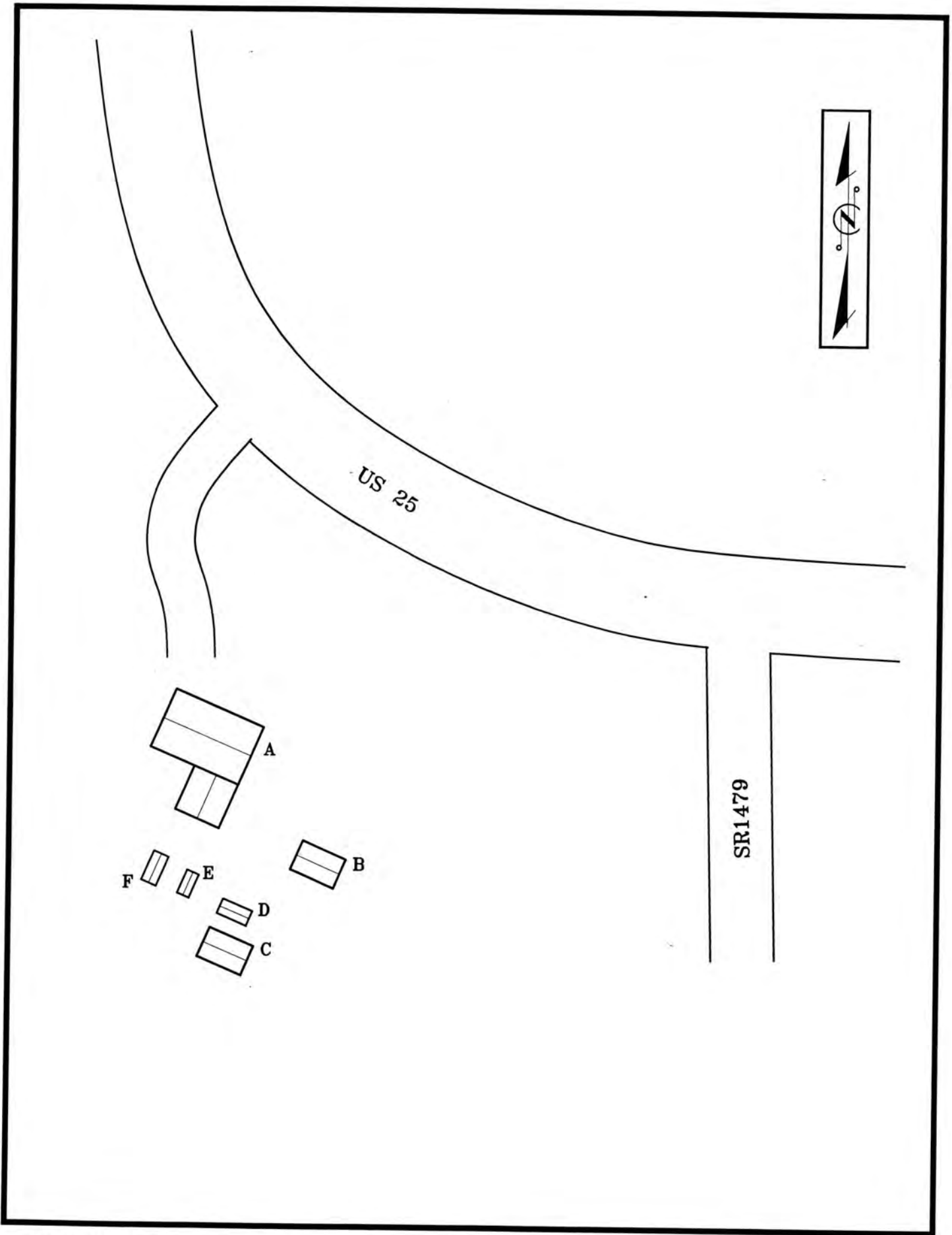


FIGURE V.7 Sketch Map of Liverett Farmhouse (#3)

NO SCALE



PLATE V.37
Liverett Farmhouse
(#3), main house,
northeast front and
southwest side
elevations



PLATE V.38
Liverett Farmhouse
(#3), main house,
northeast front and
southeast side
elevations



PLATE V.39
Liverett Farmhouse
(#3), main house,
southwest rear and
northwest side
elevations



PLATE V.40
Liverett Farmhouse
(#3), tenant house,
northeast side and
northwest front
elevations



PLATE V.41
Liverett Farmhouse
(#3), shed at right,
barn at center, crib
at left, facing
southwest



PLATE V.42
Liverett Farmhouse
(#3), barn at right,
crib at center right,
shed at center left,
garage at left,
rear of main house
in left background,
facing northeast

BODENHAMMER HOUSE (#4)
(On rise at NW corner of junction of US 25 and SR 1367)

The form and style of this dwelling suggest that it was erected in the 1910s or 1920s. Its early history is not known; its present owner is Kerry Bodenhammer. The house is a brick-veneered, one-and-a-half-story, Craftsman-style bungalow with a cross-gable roof and multipane-over-one sash. Its east-facing front elevation, which overlooks US 25 from the rise upon which the house sits, features triple window groupings to either side of its entry and a similar grouping in its gable (Plate V.43). A Craftsman-style porch and porte cochère extending across the front elevation, the house's only notable decorative feature, is formed of squat, battered, panelled posts raised on tall brick piers. The south-and north-facing side elevations are marked by triple window groupings (Plates V.44 and V.45). One also fills the gable of the west-facing rear elevation, which is pierced by a modern sliding glass door (Plate V.46). The house is intact and in good condition.

This 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--the bungalow--common in Henderson County during the early twentieth century, and better examples of the type can be found throughout the county. It is therefore not believed to be individually eligible for the National Register under Criterion C. It does not stand in association with any other buildings that are 50 years old or older and is therefore not eligible for listing in the Register under Criterion C as part of a historic district. It is also not believed to be eligible for Register listing under Criterion A, for it is not known to have made a significant contribution to the broad patterns of our history. Nor it is believed to be eligible under Criterion B, for it is not known to have been associated with the lives of significant individuals. The historic and architectural context within which the house falls--Railroads, Real Estate, Boom, and Bust, 1880-1945--is discussed above at Section IV.B.



PLATE V.43
Bodenhammer
House (#4), east
front and south
side elevations



PLATE V.44
Bodenhammer
House (#4), east
front and north
side elevations



PLATE V.45
Bodenhammer
House (#4), north
side and west
rear elevations



PLATE V.46
Bodenhammer
House (#4), south
side and west
rear elevations

FORMER NAPLES BAPTIST CHURCH (#5)
(W side of US 25, 0.2 miles S of junction with SR 1534)

The former Naples Baptist Church was erected around 1942. According to church records, it was only utilized for two decades, for around 1962 the congregation moved to its present home, just south on US 25 across Mud Creek (Fretz 1995). At heart the church is a plainly finished, gable-front, frame rectangle. Its front elevation, which faces north towards the nearby edge of US 25, is marked by a projecting two-story pavilion (Plate V.47). The first story of the pavilion holds double entry doors. The smaller upper section, which does not rise above the level of the principal gable-front roof, has louvered windows that presumably once shielded the church bell. The rectangle is also broken at the north side elevation, near the rear, by a small gabled projection (Plate V.48). Two windows and a gable louver mark the west rear elevation (Plate V.49). The building is greatly deteriorated. It retains its original weatherboard cladding and exposed rafter ends, but its windows have fallen away or been removed and vines cover its walls so thickly that it almost disappears beneath greenery in the summer. Further, its interior no longer contains any church fixtures.

The church 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. Deterioration and the removal of its interior fixtures have diminished its integrity of design, materials, and workmanship. Other similar early-twentieth-century churches survive in the county in far better condition. The church is therefore not believed to be individually eligible for listing in the Register under Criterion C. It does not stand in association with any other buildings that are 50 years old or older and is therefore not eligible for listing in the Register under Criterion C as part of a historic district. It is also not believed to be eligible for Register listing under Criterion A, for it is not known to have made a significant contribution to the broad patterns of our history. Nor it is believed to be eligible under Criterion B, for it is not known to have been associated with the lives of significant individuals. The historic and architectural context within which the church falls--Railroads, Real Estate, Boom, and Bust, 1880-1945--is discussed above at Section IV.B.



PLATE V.47
Former Naples
Baptist Church (#5),
east front and
south side elevations



PLATE V.48
Former Naples
Baptist Church (#5),
east front and
north side elevations



PLATE V.49
Former Naples
Baptist Church (#5),
west rear and
south side elevations

MITCHELL ENTERPRISES BUILDING (#6)
(NE corner of junction of US 25 and SR 1534)

The Mitchell Enterprises Building was erected in the 1930s--probably late in the decade--by a Mr. Trout. It early held a service station and a tavern and, to its rear, it provided a campground for travelers. It presently holds Jack Mitchell's RV service business (Mitchell 1995).

The one-story building is a basic example of the Streamline Moderne style. The style was popular in the late 1930s, particularly for commercial architecture, where its lines were believed to attract the eyes of passing motorists (Gleye 1981). The building's brick cladding is laid in a clean, smooth, unornamented fashion, wrapping in four curves around the edges of the southwest front facade and its projecting pavilion, which front directly on US 25 (Plate V.50). The windows of its front, northwest side, and southeast side elevations extend across it in a regular rectangular band (Plate V.51). The building's only ornamentation is found at its corners, above its two principal front doors, and at a projecting central pilaster, all of which are laid in header bond. Its northeast-facing rear elevation is functionally finished, even lacking the concrete-coped parapet walls of the other elevations (Plate V.52). Its equally functional interior does not contain any Streamline motifs. The front bays of the building have been altered. A service bay on the left-hand side of the front elevation has been filled with a window. The building is in good condition.

The Mitchell Enterprises Building 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. Even though the Streamline Moderne style was never particularly popular in the region, the building is but a basic example of the style that is not notable. Other representatives of the style, particularly service stations, survive elsewhere in the county. The loss of a service bay, gas pumps, and other elements from its original service station use have further diminished its integrity of design, materials, workmanship, feeling, and association. The building is therefore not believed to be individually eligible for listing in the Register under Criterion C. It does not stand in association with any other buildings that are 50 years old or older and is therefore not eligible for listing in the Register under Criterion C as part of a historic district. It is also not believed to be eligible for Register listing under Criterion A, for it is not known to have made a significant contribution to the broad patterns of our history. Nor it is believed to be eligible under Criterion B, for it is not known to have been associated with the lives of significant individuals. The historic and architectural context within which the building falls--Railroads, Real Estate, Boom, and Bust, 1880-1945--is discussed above at Section IV.B.



PLATE V.50
Mitchell Enterprises
Building (#6),
southwest front
and northwest
side elevations



PLATE V.51
Mitchell Enterprises
Building (#6),
southwest front
and southeast
side elevations



PLATE V.52
Mitchell Enterprises
Building (#6),
southeast side
and northeast
rear elevations

FLETCHER COMMERCIAL DISTRICT (#7)
(Intersection of US 25 with SR 1358 and SR 1541)

History

The community of Fletcher in northern Henderson County was settled during the middle third of the nineteenth century by wealthy South Carolinian lowlanders. They built a number of impressive summer homes there, often of stone, both before and after the Civil War. However, unlike the southern Henderson County community of Flat Rock, a contemporary lowlander summer colony, the Fletcher area has lost most of its nineteenth-century character and only at isolated structures reflects its origins (Williams 1981:15).

The commercial district of Fletcher apparently began to develop at the crossroads of the old Buncombe Turnpike (US 25) and Fanning Bridge Road (SR 1358) in the 1870s (Figure V.8). During the last quarter of the nineteenth century and the early decades of the twentieth, a number of small post offices in northern Henderson and southern Buncombe counties were consolidated into the Fletcher post office, reflecting the increasing importance of the crossroads (Ray 1970:54). By the 1920s a thriving commercial district was located there, which included the Youngblood General Store (#8) [B]; four connected stores, now reduced to three [I, J, and K]; another group of three connected commercial buildings, also now reduced by one [E and F]; and three early-twentieth-century dwellings, none of which survive, north of the present fire station [L].

The reasons for the growth of the commercial district are well stated by local historian Lenoir Ray (1970:58):

With the improvement of roads and the advent of the automobile resulting in the concentration of the county's business center in Hendersonville, Fletcher was the only small community which did not suffer marasmus [ie. progressive emaciation]. The answer to this apparently lies in its location, first on the Howard Gap Road and then on US 25, always on the high road and a goodly distance from Hendersonville and Asheville and a growing community with easy access to out-lying communities.

Fletcher's commercial district thrived into the 1960s, when challenges by larger, ever more easily accessible stores began to erode its commercial base (Thomas 1995).

The red-brick commercial buildings served local traffic and the tourist trade. The influence of automobile traffic on the area during the period is apparent at the garages [E and F] and former gas station [H] that the community still retains. Early in the century automobile traffic even reshaped the appearance of the crossroads. Probably prior to 1926--when a plat map of the property of J.N. and B.H. Youngblood pictures the intersection of US 25 and Fanning Bridge Road much as it is today--and certainly before World War II, US 25 swung west on Fanning Bridge Road and then south down the present alley at Circle F Electric [D] before angling back into its present alignment. The Youngbloods arranged with the state, perhaps through an exchange of property, to have the road straightened through the town (Thomas 1995).

Appearance and Inventory

Fletcher's surviving early-twentieth-century buildings are straightforward, functional, one- and two-story, red-brick, commercial structures. With the exception of the former Youngblood General Store [B], they are greatly deteriorated and/or altered. Interspersed among them are modern buildings--particularly the commercial building and fire station that occupy two of the corners of the intersection of Fanning Bridge Road and US 25--and at least

five once occupied lots that detract from the integrity of the community. Four of the vacant lots contained buildings as late as 1980, when an attached commercial building stood at the southeast corner of US 25 and Fanning Bridge Road, and three early-twentieth-century residences stood north of the fire station, also on the east side of US 25. By 1980 the building attached to Southers Garage [E] had already been demolished (Williams 1980b).

Fletcher Motor Company Building [A]:

The Fletcher Motor Company Building appears to have been built in stages from the 1920s into the 1960s (Plate V.53). Two functional two-story blocks at its north end, altered inside for use as part of a large modern car dealership, are its earliest sections. Most of the building, however, is showroom and repair space erected within the past 50 years. A large car lot extends to the building's north.

Former Youngblood General Store [B]:

Erected in 1912 by J.N. and B.H. Youngblood, the former Youngblood General Store (discussed in more detail at a separate entry above) is the only building in Fletcher's commercial district that retains its integrity and appears to be individually eligible for listing in the National Register (Thomas 1995). Its plain finish, marked by little else than bands of windows and decorative and projecting courses of bricks, reflects the functional treatment of many commercial buildings erected locally in the late nineteenth and early twentieth centuries (Plate V.54).

Modern Commercial Building [C]:

This modern, one-story, masonry, commercial building appears to have been erected in the 1970s (Plate V.55). Its businesses, which front US 25 behind plate glass windows and a full-facade awning, include an insurance agency and a barber shop.

Circle F Electric Building [D]:

This one-story, functional, concrete-block, flat-roofed building, which faces Fanning Bridge Road (SR 1358), was erected after 1950. It houses Circle F Electric, Inc., electrical contractors (Plate V.56).

Southers Garage [E]:

Southers Garage is flanked on its south by the Wade's Truck Service building, and on its north by the crumbling party wall of a two-story brick building that was demolished prior to 1980 (Williams 1980b). It is a functional, one-story, flat-roofed, red-brick building with a modern entry and earlier service bay set in its east-facing front facade. It appears to have been built in the teens or twenties (Plate V.57).

Wade's Truck Service [F]:

The Wade's Truck Service building appears to have been built in the teens or twenties. It abuts Southers Garage on its north. Like Southers', it is a functional, one-story, flat-roofed, red-brick building. Two service bays rather than one pierce its front facade (Plate V.57).

Storage Building [G]:

This large, functional, rectangular, gable-front, frame and corrugated metal storage building, which stands behind the Southers Garage and Wade Truck Service buildings, appears to have been erected after 1950 (Plate V.58).

Bill Walker Tire [H]:

This one-story, L-shaped, concrete block, former service station appears to have been largely built within the past 50 years. The projecting open section at its north end, which once sheltered cars being fueled, is topped by peaked parapets and may date from the 1920s or 1930s (Plate V.59).

Early Commercial Building [I]:

This two-story red-brick building at the northeast corner of US 25 and Old Cane Creek Road (SR 1541) is a plainly finished structure probably erected in the teens or twenties (Plates V.60 and V.61). Its plate glass front bays have been altered and most of its upstairs bays are boarded over or covered with signs. The building is in fairly good condition, certainly much better than its neighbors affixed to the north. Its faded signage suggests some of its more recent functions, including a car repair shop, fabric sales, and a karate academy.

Early Commercial Building [J]:

Like the buildings which flank it to either side, this former commercial building appears to date from the 1910s or 1920s (Plates V.60 and V.61). Taller than its neighbors, it includes two blind panels above the four windowless bays of its second story. The entry bays and storefront windows of its ground floor may be in large part original, although their appearance cannot be confidently judged because they are deteriorated and partially boarded over. The building appears to have been vacant for many years and is in poor condition.

Early Commercial Building [K]:

This one-story, red-brick, former commercial building is the smallest of the three joined structures on the east side of US 25 between Old Cane Creek and Fanning Bridge Road (Plates V.60 and V.61). Its three ground-floor bays have been altered and boarded over. Three blind panels remain intact above these bays. It is abandoned and in poor condition, but has fared better than a former barber shop to its north, which has been torn down since 1980 (Williams 1980b).

Fletcher Volunteer Fire Department [L]:

The Fletcher Volunteer Fire Department is housed in a large, modern, L-shaped, masonry building (Plate V.62).

Evaluation

The commercial district of the community of Fletcher is not believed to be eligible for listing in the National Register as a historic district because alterations to, and deterioration and abandonment of, its early surviving buildings have destroyed its integrity of design, material, and workmanship. Further, modern construction and the creation of at least five vacant lots where once stood early commercial and residential buildings have taken from it most of its integrity of setting, feeling, and association. Its components--with the exception of the former

Youngblood General Store (#8), which is recommended above as individually eligible for National Register listing--lack individual distinction and fail to represent a significant and distinguishable entity. Its surviving commercial buildings no longer represent the community that thrived at the intersection of US 25 and Fanning Bridge Road during the first half of the twentieth century. Because of its loss of integrity, the Fletcher Commercial District is not believed to be eligible for listing in the National Register under either Criterion A or C. It is also not believed to be eligible for Register listing under Criterion B, for it is not known to have been associated with the lives of significant individuals. Unofficial assessments made in 1992 by architectural historians with North Carolina's SHPO--located in the Fletcher Commercial District file--reach the same conclusion: Fletcher's commercial district no longer constitutes a historic district (Williams 1980b and accompanying materials). The historic and architectural context within which Fletcher falls--Railroads, Real Estate, Boom, and Bust, 1880-1945--is discussed above at Section IV.B.

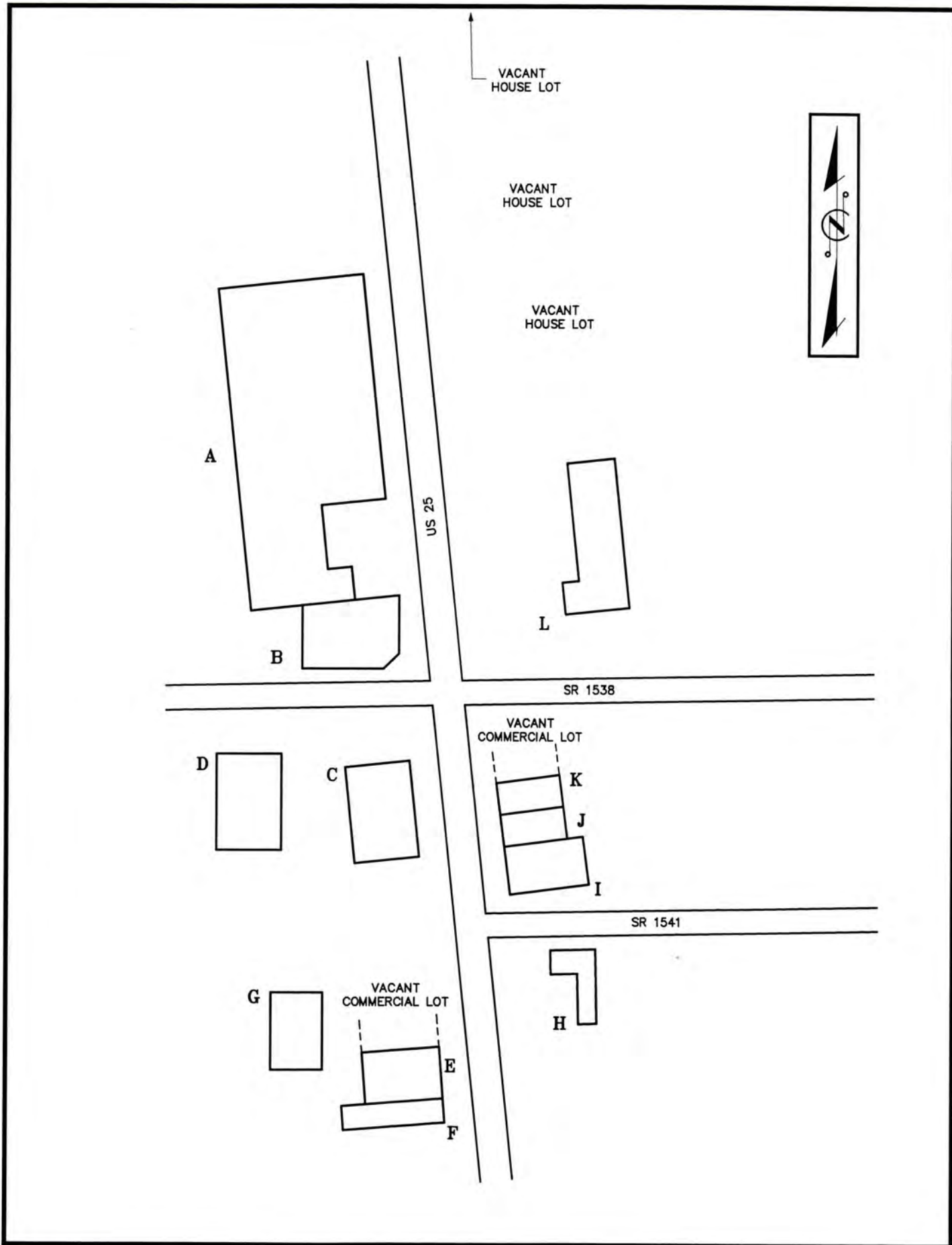


FIGURE V.8 Sketch Map of Fletcher Commercial District (#7)

NO SCALE



PLATE V.53
Fletcher Commercial
District (#7), Fletcher
Motor Company
Building (A),
facing southwest

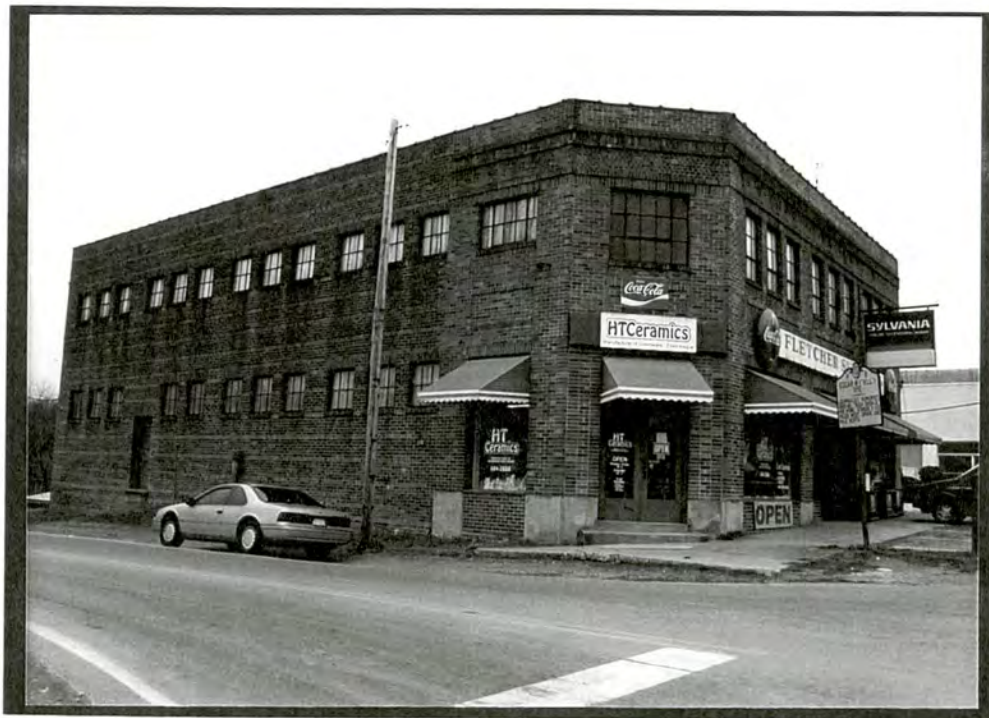


PLATE V.54
Fletcher Commercial
District (#7), Former
Youngblood General
Store (B),
facing northwest



PLATE V.55
Fletcher Commercial
District (#7), Modern
Commercial Building
[C], facing southwest



PLATE V.56
Fletcher Commercial
District (#7), Circle F
Electric Building [D],
facing southwest



PLATE V.57
Fletcher Commercial District (#7), Wade's Truck Service [F], at far left, Southers Garage [E] at left center, and Storage Building [G] at right, facing southwest

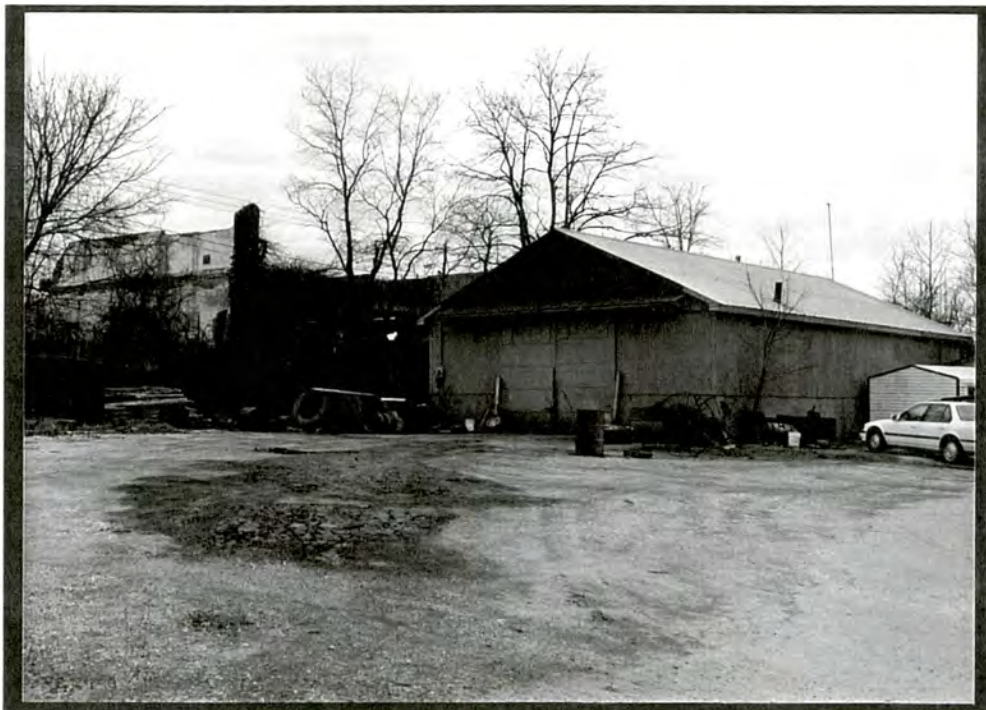


PLATE V.58
Fletcher Commercial District (#7), Storage Building [G], facing southeast

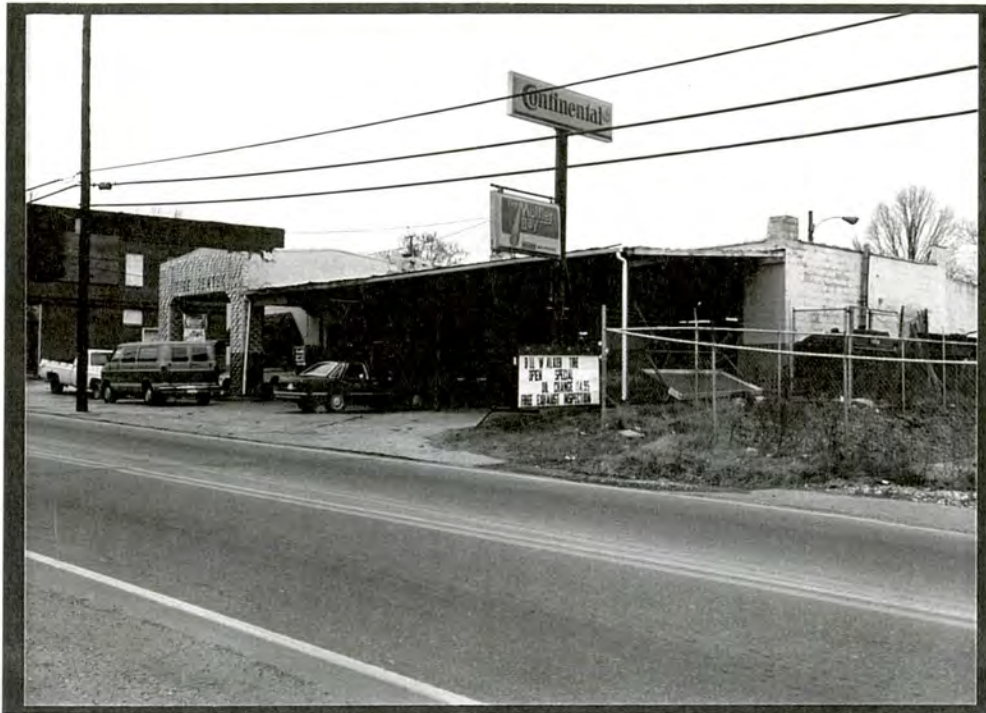


PLATE V.59
Fletcher Commercial
District (#7),
Bill Walker Tire [H],
facing northeast



PLATE V.60
Fletcher Commercial
District (#7), Early
Commercial Buildings,
[I] at right, [J] at
left center, and
[K] at far left,
facing northeast



PLATE V.61
Fletcher Commercial
District (#7), Early
Commercial Buildings,
[K] at left, [J] at
right center, and
[I] at right,
facing southeast



PLATE V.62
Fletcher Commercial
District (#7), Fletcher
Volunteer Fire
Department [L],
facing northeast

HOUSE AND DUPLEXES (#10)
(NW corner of junction of US 25 and Robert Street)

The form and style of this dwelling suggest that it was erected in the 1920s. The three small duplexes to its rear may be contemporary with it (Figure V.9). The early history of the four buildings, all of which are occupied by tenants, is not known. The house [A] is a brick-veneered, one-story, intact, Craftsman-style bungalow with a central hipped roof and chimney stack, cross gables, and six-over-one sash windows. Its front elevation features two projecting gables at either end, the southern one of which is cut away to hold a porch (Plate V.63). Its central entry, recessed between the gables, is flanked by sidelights and windows and topped by a pedimented hood supported by knee braces. Its north side elevation on Roberts Street is plainly finished (Plate V.64). Its south side elevation is enlivened by a projecting gable and a beltcourse of soldier bricks beneath which is a partial basement (Plate V.65). A small screened-in frame porch, apparently original, extends from the west rear elevation.

A pair of two-story, brick-veneered, gable-end buildings stand behind the house, on the south side of Roberts Street. A third stands opposite them on the north side of Roberts Street. All three were apparently built as rental duplexes with two garages downstairs and two apartments above. The two [B and C] on the south side of Roberts Street feature second-story balconies on their south elevations (Plate V.66). Their north elevations contain side entries and pairs of garage bays (Plates V.67 and V.68). The unit opposite them [D] lacks a balcony and has its south-facing street entry set between its two garage bays (Plate V.69). Differences in sash and bay placement suggest that the buildings may not have been built at precisely the same time, but their similar forms and function indicate that they were probably constructed within a few years of each other. Like the house, all three duplexes appear to be in good condition and largely intact.

The house and duplexes are not believed to be eligible for listing in the National Register under any of its Criteria. They do not embody the distinctive characteristics of a type, period, or method of construction. The house represents a building type--the bungalow--common in Henderson County during the early twentieth century, and better examples of the type can be found throughout the county. It is therefore not believed to be individually eligible for the National Register under Criterion C. None of the plainly finished duplexes is a notable example of its type and they also are not believed to be individually eligible for the National Register under Criterion C. The four buildings lack individual distinction and fail to represent a significant and distinguishable entity, either together or with the few scattered bungalows and other modern buildings that stand along US 25 near them. They are therefore not believed to be eligible for listing in the Register under Criterion C as part of a historic district. The four buildings are also not believed to be eligible for Register listing under Criterion A, for they are not known to have made a significant contribution to the broad patterns of our history. Nor are they believed to be eligible under Criterion B, for they are not known to have been associated with the lives of significant individuals. The historic and architectural context within which the four fall--Railroads, Real Estate, Boom, and Bust, 1880-1945--is discussed above at Section IV.B.

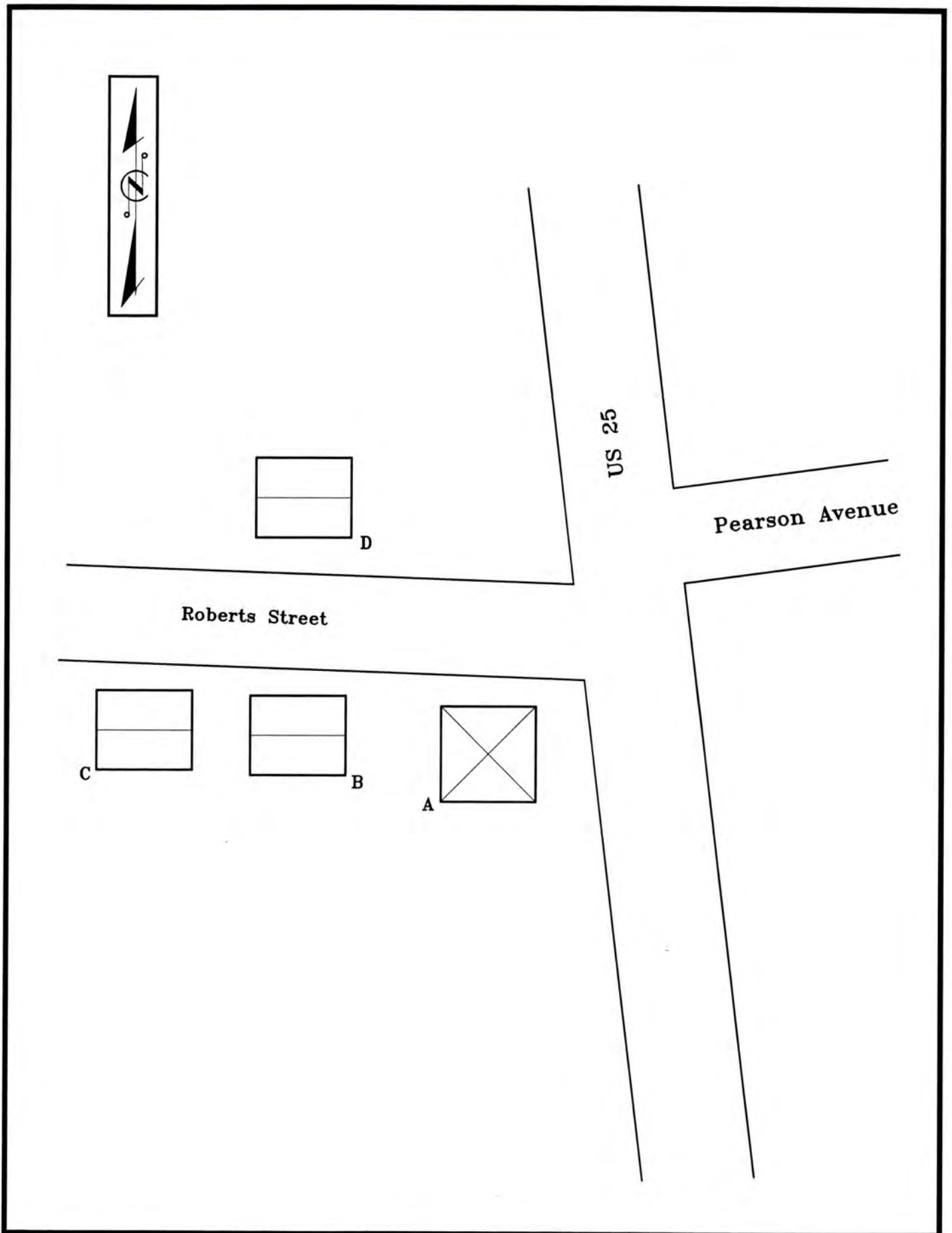


FIGURE V.9 Sketch Map of House and Duplexes (#10)

NO SCALE



PLATE V.63
House and Duplexes
(#10), house, east
front elevation

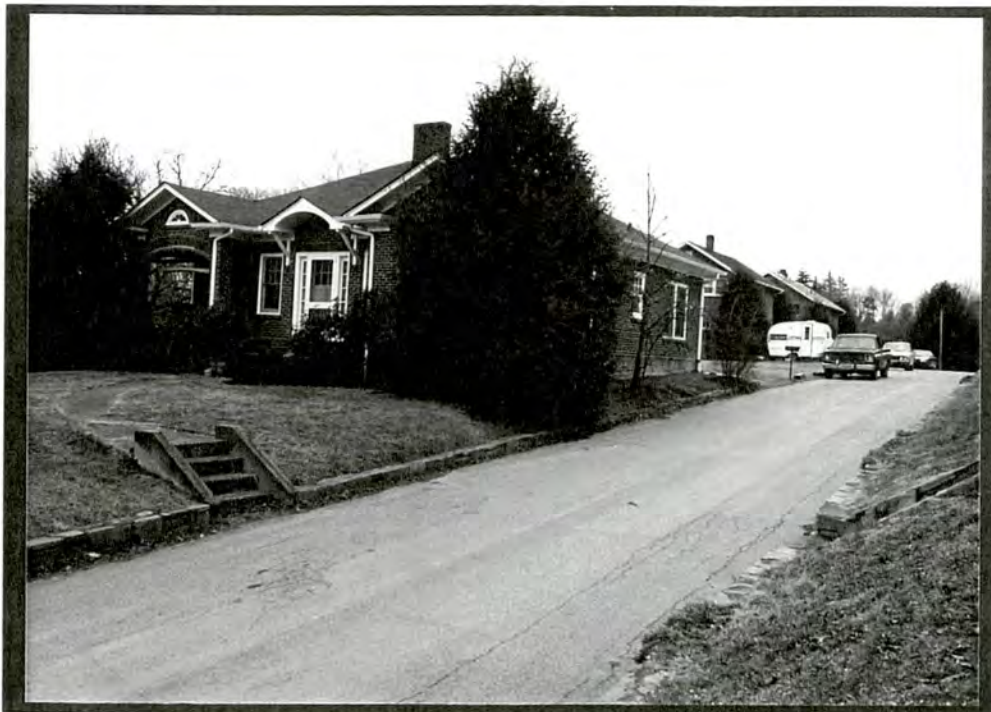


PLATE V.64
House and Duplexes
(#10), house, east
front and north side
elevations, duplexes
B and C at right



PLATE V.65
House and Duplexes
(#10), house, south
side and west
rear elevations



PLATE V.66
House and Duplexes
(#10), duplexes B
and C, south rear
and east side
elevations



PLATE V.67
House and Duplexes
(#10), duplex B,
north front elevation



PLATE V.68
House and Duplexes
(#10), duplex C,
north front and
east side elevations

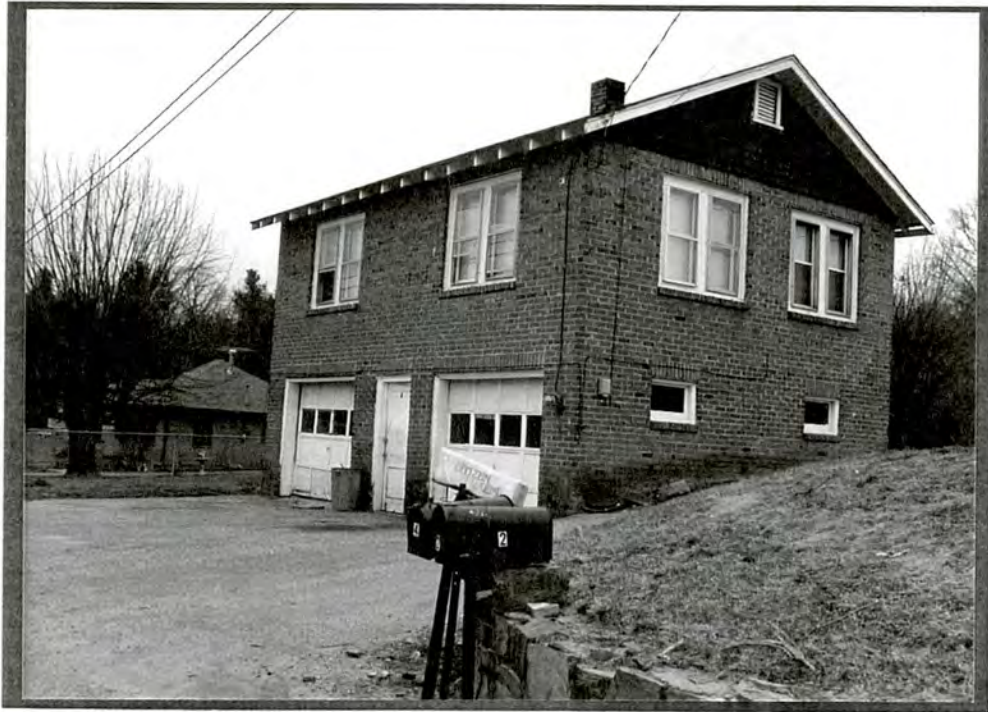


PLATE V.69
House and Duplexes
(#10), duplex D,
south front and
east side elevations

DR. SUMNER HOUSE (#11)
(E side of US 25, 0.1 miles S of SR 1361)

The form and style of this dwelling suggest that it was erected in the 1910s or 1920s. Its present owner, Hazel Carver, who purchased it in 1975, states that it was early owned by a Dr. Sumner, but does not know whether or not he was its builder (Carver 1995). The house is a brick-veneered, one-story, Craftsman-style bungalow with multipane-over-one sash and exposed rafter ends at its gable-end front block and hip-roofed rear ell. A modest structure at heart, its most striking features are an expansive porch and porte cochère that extend across and beyond its west-facing front elevation (Plate V.70). The deep front section of the porch consists of a large king truss supported at the ends by square posts on brick piers and edged by deeply notched front rafters. At the south side elevation the porch extends out into a porte cochère (Plate V.71). Along the north side elevation, it steps back and extends as a subsidiary side porch (Plate V.72). The remainder of the house is plainly finished, marked only by a gable bay projecting to the south behind the porte cochère, and a hip-roofed ell extending to the rear (Plate V.73). The house is intact and in good condition.

The Dr. Sumner 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--the bungalow--common in Henderson County during the early twentieth century, and better examples of the type can be found throughout the county. Its only noteworthy feature is its large king truss. How often this feature appears elsewhere in the county is not known, although an identical smaller truss marks a gable-front bungalow less than half a mile to the south on the same side of US 25. Regardless of how common or uncommon the truss is, a single notable decorative feature does not make an otherwise unremarkable bungalow significant. The house is therefore not believed to be individually eligible for the National Register under Criterion C. It does not stand in association with other buildings that are 50 years old or older and is therefore not eligible for listing in the Register under Criterion C as part of a historic district. It is also not believed to be eligible for Register listing under Criterion A, for it is not known to have made a significant contribution to the broad patterns of our history. Nor it is believed to be eligible under Criterion B, for it is not known to have been associated with the lives of significant individuals. The historic and architectural context within which the house falls--Railroads, Real Estate, Boom, and Bust, 1880-1945--is discussed above at Section IV.B.



PLATE V.70
Dr. Sumner House
(#11), east front
elevation



PLATE V.71
Dr. Sumner House
(#11), south side and
east front elevations



PLATE V.72

**Dr. Sumner House
(#11), north side and
west rear elevations**



PLATE V.73

**Dr. Sumner House
(#11), west rear and
south side elevations**

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- 1980b "Fletcher Commercial District" North Carolina Historic Structure Data Sheet. Form, notes, and later correspondence concerning the integrity of Fletcher's resources located in files of Western Regional Office of North Carolina State Historic Preservation Office, Asheville, North Carolina.

VII. APPENDICES

**PHASE II WORK PLAN FOR AN
HISTORIC ARCHITECTURAL SURVEY
OF US 25
FROM SR 1528 TO SR 1361
HENDERSON COUNTY, NORTH CAROLINA
TIP NO. R-2214**

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 County, North Carolina (TIP No. R-2214). 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 ten resources--eight individual resources and two districts--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 eight individual resources and two districts, 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 Mountain Home and Fletcher 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 ten 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 ten 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 Mountain Home and Fletcher historic districts which are outside of the APE. Detailed proposed National Register boundaries will be drawn for these two potential districts, for areas within and near the APE, if they are recommended as eligible for listing in the National Register. Where the boundaries of the districts extend 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.

MARVIN A. BROWN (page 2)

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*.