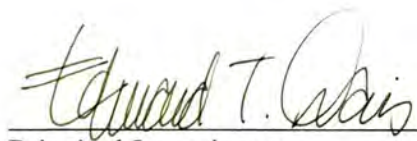


HISTORIC ARCHITECTURAL RESOURCES REPORT
Final Evaluation and Identification

US 421 from I-40 Bypass to west of US 158, Forsyth County
TIP No. U-2827. Federal Aid No. NHG-421(5)
State Project No. 8.1622701

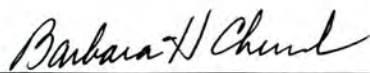
North Carolina Department of Transportation
Report Prepared by Edward T. Davis

May, 1999



Principal Investigator
North Carolina Department of Transportation

May 24, 1999
Date



Supervisor, Historic Architectural Resources Section
North Carolina Department of Transportation

May 26, 1999
Date

II. Management Summary

The North Carolina Department of Transportation (NCDOT) proposes improvements (resurface and replace guardrail where needed) along US 421 from the I-40 Bypass to west of US 158 in Forsyth County. In addition to these improvements, the bridges located across US 421 at Fourth, Green and Spruce Street will be removed and the streets will be barricaded. The eastbound exit ramp onto Peters Creek Parkway will be extended westward to approximately 100 meters west of Crafton Street. The Peters Creek Parkway bridge over US 421 will be widened to include a center turn lane and the ramp terminals will be reconstructed.

In a Memorandum to H. Franklin Vick, P.E., former Branch Manager, Planning and Environmental Branch, NCDOT, from David Brook, Deputy Secretary, State Historic Preservation Office (SHPO), Mr. Brook recommended that "an architectural historian with the North Carolina Department of Transportation establish boundaries for the Ardmore Historic District." (See attached Memorandum in Appendix). Mr. Brook also stated that "No further historic architectural survey is recommended for this project." In addition to this request, the SHPO listed a number of properties which are catalogued on the National Register of Historic Places, the State Study List and/or locally designated landmarks which may be effected by these improvements. These are the James Mitchell Rogers House (FY 98), the Conrad-Starbuck House (FY 1417), the Irvin M. McIver House (FY 883), the Henry F. Shaffner House (FY 901), the West End Historic District (FY 2507) and the Old Salem National Historic Landmark District. The effect of the project as proposed on these structures and districts will be determined by the Federal Highway Administration (FHWA) at a consultation between FHWA, SHPO and NCDOT once designs are available.

The boundaries for the proposed Ardmore Historic District were delineated by a NCDOT staff architectural historian and reviewed in the field with representatives of the Forsyth County Planning Department. These boundaries are outlined on an attached map.

NCDOT conducted the survey of the proposed historic district and compiled this report in order to identify this historic architectural resource as part of the environmental studies performed by NCDOT and documented by a Categorical Exclusion (CE). This report is prepared as a technical appendix to the CE and as part of the documentation of compliance with the National Environmental Policy Act (NEPA) and the National Historic Preservation Act (NHPA) of 1966, as amended. Section 106 of the NHPA requires that if a federally funded, licensed, or permitted project has an effect on a property listed in or eligible for the National Register of Historic Places, the Advisory Council on Historic Preservation be given an opportunity to comment. This report is on file at NCDOT and available for review by the public.

NCDOT conducted the survey and prepared this report in accordance with the provisions of FHWA Technical Advisory T 6640.8A (Guidance for Preparing and Processing Environmental and Section 4(f) Documents); the Secretary of the Interior's Standards and Guidelines for Archaeological and Historic Preservation (48 FR 44716); 36 CFR Part 800; 36 CFR Part 60; and Survey Procedures and Report Guidelines for Historic Architectural Resources by NCDOT. This survey and report meet the guidelines of NCDOT and the National Park Service.

The survey methodology consisted of two field surveys and background research on the project area. A NCDOT staff architectural historian conducted field surveys by car and on foot. Background research was conducted at the Forsyth County Public Library, the North Carolina State Library, the Planning Department for the City of Winston-Salem, the records of the (former) *Winston-Salem Journal and Sentinel*, and the North Carolina Collection at Wilson Library at the University of North Carolina at Chapel Hill.

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V. Purpose of Survey and Report

This survey was conducted and the report prepared in order to determine the boundaries of the proposed Ardmore Historic District as part of the environmental studies performed by NCDOT and documented by a Categorical Exclusion (CE) This report is prepared as technical appendix to the CE and as part of the documentation of compliance with the National Environmental Policy Act (NEPA) and the National Historic Preservation Act (NHPA) of 1966, as amended. Section 106 of the NHPA requires that if a federally funded, licensed, or permitted project has an effect on a property listed in or eligible for the National Register of Historic Places, the Advisory Council on Historic Preservation be given an opportunity to comment. This report is on file at NCDOT and available for review by the public.

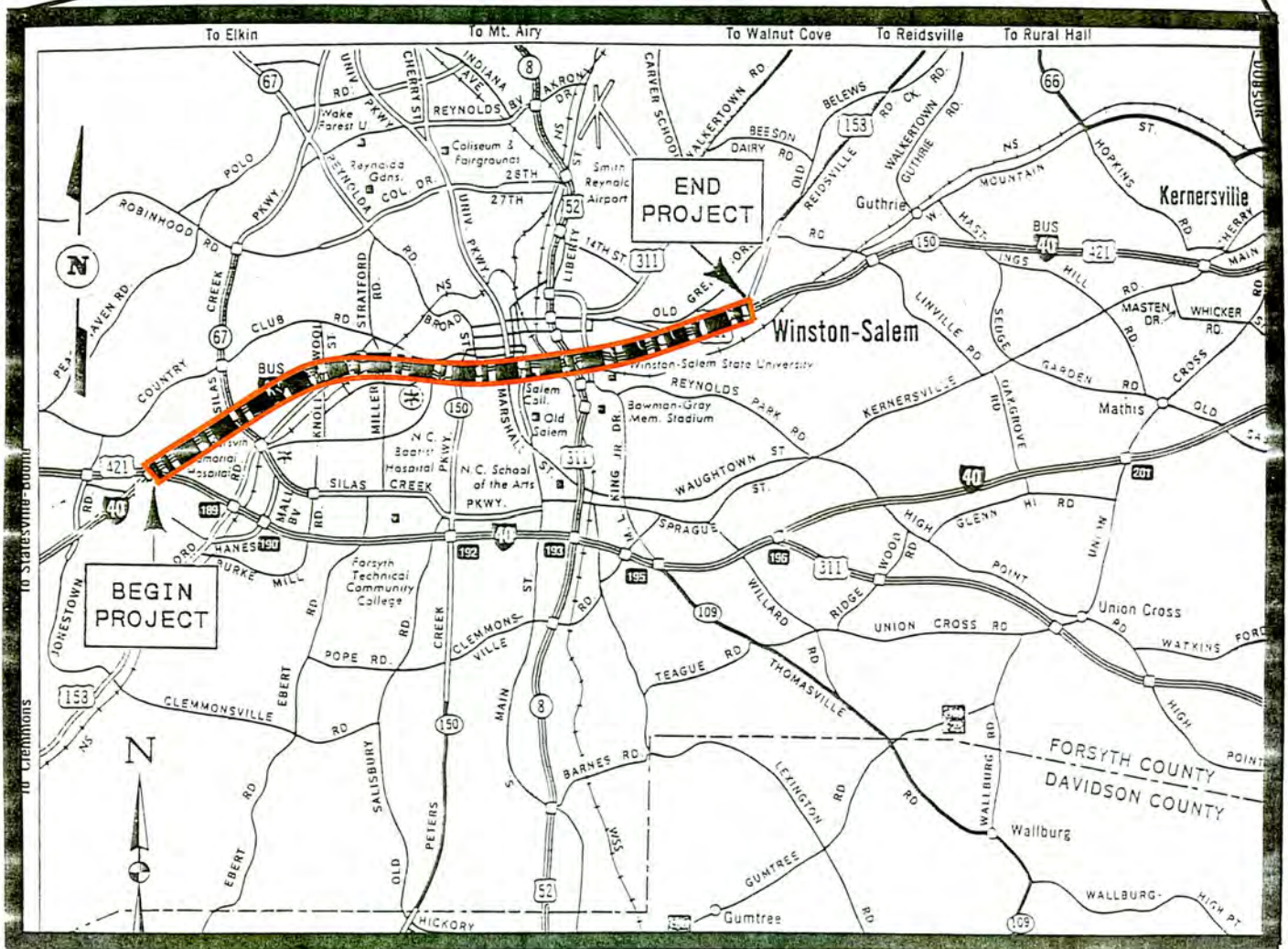
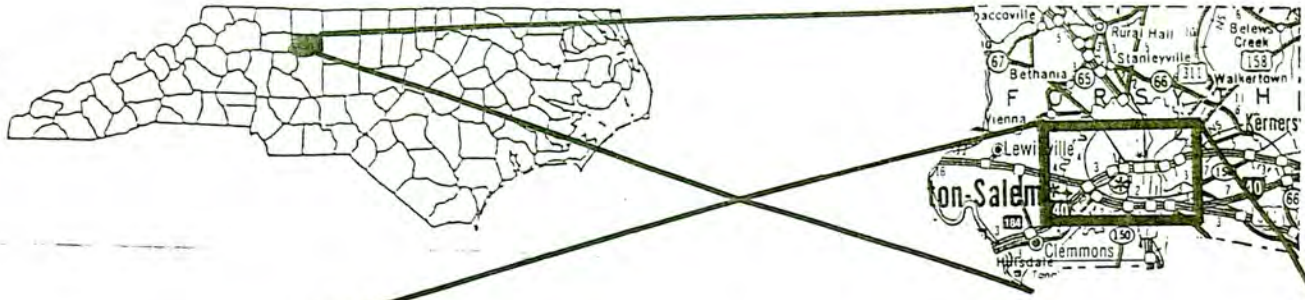
VI. Methodology


This survey was conducted and the report compiled by NCDOT in accordance with the provisions of FHWA Technical Advisory T 6640.88A (Guidance for Preparing and Processing Environmental and Section 4 (f) Documents); the Secretary of the Interior's Standards and Guidelines for Archaeological and Historic Preservation (48 FR 44716); 36 CFR Part 800; CFR Part 60; and Phase II (Abridged) Survey Procedures for Historic Architectural Resources by NCDOT dated June 15, 1994. This survey report meets the guidelines of NCDOT and the National Park Service.

The survey methodology consisted of a field survey and historical background research of the project area. An initial field survey was conducted in November, 1997 with final surveys conducted in July, 1998. The survey in July was conducted together with staff members of the City of Winston-Salem Planning Department. All of the streets and buildings in the proposed district were reviewed in the field and representative buildings were photographed for this report.

Background research about the project area concentrated on the development of the Ardmore neighborhood between 1910 and 1948. The vertical files at the Forsyth County Public Library were researched, as well as articles about the neighborhood which were printed in the *Winston-Salem Journal and Sentinel*.¹ In addition, persons and organizations (Ardmore Neighborhood Association, Historic Winston Foundation, etc.) knowledgeable about the architectural history of both individual buildings and the proposed district were consulted. There are no individual properties in the proposed district listed on the National Register or the State Study List.

¹ The late William East, the editor of the *Winston-Salem Journal and Sentinel*, and later the *Winston-Salem Journal*, was born and raised in Ardmore, purchased his own home there and lived there until his death six years ago.




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

US 421
 FROM I - 40 BYPASS TO
 WEST OF US 158
 FORSYTH COUNTY
 T. I. P. PROJECT U - 2827

Area of Potential Effect ———

VII. Contextual Description of Proposed Historic District

When the cities of Winston and Salem consolidated in 1913 the joint population was 30,000. The newly formed city's motto was "Fifty-Fifteen" (fifty thousand people by 1915). The result of the city's aggressive self-promotion combined with burgeoning industrial development, was rapid growth. Thousands of people poured into the city, primarily to be employed by R.J. Reynolds Tobacco Company or the textile mills owned by the Hanes families. R.J. Reynolds, which had been the largest employer in the city prior to a 1992 leveraged buyout, introduced Camel cigarettes in 1914. This brand of cigarette became the most popular in the world and Reynolds flourished as the nation's largest tobacco industry.²



Composite Drawing Indicating the Growth of R.J. Reynolds Tobacco Company: 1876 – 1946.
North Carolina Division of Archives and History

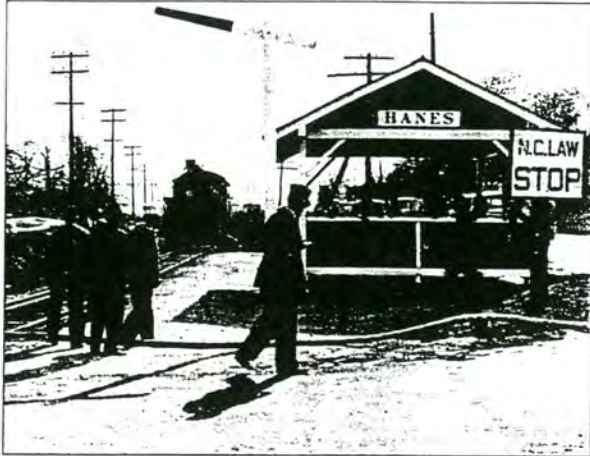
Hanes Knitting Company was begun in a plant on Sixth and Church streets in 1901, and the company expanded their plant to include additional spinning mills in 1910 on South Stratford Road.³ The company initially made undergarments for other manufacturers, but in 1913 began producing under its own label. In 1914 the company built a third plant at the corner of Sixth and Main Streets.⁴ The company profited greatly during World War I,

² Frank V. Tursi, *Winston-Salem, A History* (Winston-Salem, John F. Blair Publishers, 1994)169. It is interesting to note that Reynolds imported so much French paper and Turkish tobacco for Camels that Winston-Salem – located over 220 miles from the ocean – became a port of entry by the United States Customs Service and by 1916 was the eighth largest port of entry in the nation.

³ This area of the county, previously known as Hanestown, had it's own schools, stores, churches and company-owned housing.

⁴ Frank V. Tursi, 171.

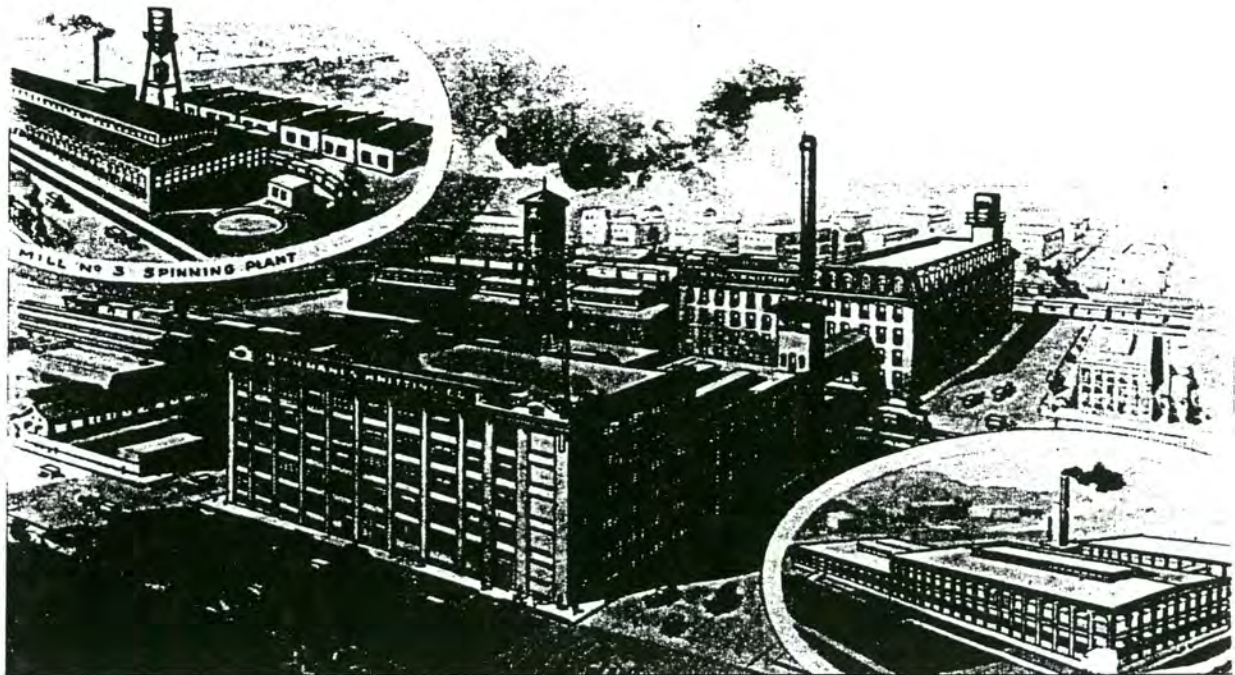
providing undergarments for the army. By 1940, Hanes textiles and R.J. Reynolds Tobacco companies would employ 60 percent of the cities work force.⁵



View of Hanestown and the Railroad Station on South Stratford Road circa 1910.

The Photography Collection, Winston-Salem County Public Library

By 1920, the United States census indicated that the population of the city had reached 48,395, making it the largest city in the state. While Charlotte would overtake Winston-Salem's population within five years, the Twin City's industrial prowess remained unchallenged. By 1930, it produced more tobacco products than any other city in the world, more men's knit underwear than any other place in the country and more knit and woolen goods and wagons than any other southern city.⁶



*In 1920, Hanes Knitting Company (center) opened a new plant on Sixth and Main streets
With new spinning mills located at Hanestown (pictured in the corners).*

The Photography Collection, Winston-Salem Forsyth County Public Library

⁵ Frank V. Tursi, 168.

⁶ Hanes Corporation, *The Hanes Story* (Winston-Salem, Hanes Corporation, 1965) 21.

The industrial boom which occurred after the two towns consolidated in 1913 also produced a plethora of new-moneyed millionaires. The North American Review published an article in the October, 1930 issue on Winston-Salem entitled "The Town of a Hundred Millionaires".⁷ These persons, lead by the wife of R.J. Reynolds, Katherine Smith Reynolds, bought into the architectural national mainstream. They largely abandoned their Queen-Anne and stick-style mansions on West Fifth Street and built (often occupying entire blocks) new Beaux Arts houses in the exclusive enclaves of Country Club Estates and Buena Vista. And they hired a series of nationally prominent architects and landscape architects (Charles Barton Keen; Cram, Goodhue and Furguson; Shreve and Lamb; Mayer, Murray and Phillips and Thomas Sears) to design their houses, churches, corporate headquarters and associated grounds. The unusual number of buildings designed by these nationally prominent firms is unprecedented in the state both before and after this boom period.

While new neighborhoods were developed for the executives and owners of these flourishing industries, new neighborhoods were also needed for the middle class. Workers in the local factories lived in (mill) factory-owned housing and in scattered clusters of modest houses located near the factories and along the trolley car lines as well as along East Third, Fourth and Fifth Street.⁸ The large number of young professional workers (factory, mill and bank employees, teachers, accountants, policemen, nurses, among others) who had relocated to the city needed housing, and this was provided by a series of neighborhoods (suburbs) which would be located along several hills just outside the city limits. Among the first of these suburbs in Winston-Salem was Ardmore.

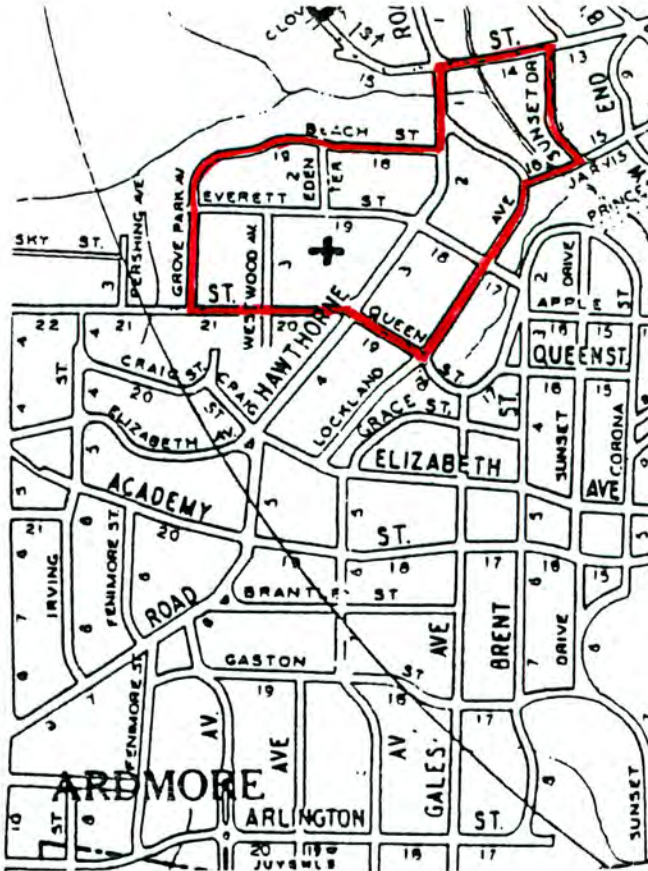
During the years 1913 to 1930, Forsyth County began its gradual transformation from a largely rural to an urban and suburban-dominated county. In this period of rapid growth, the trend toward suburbanization, which began in Winston-Salem in the nineteenth century with the neighborhood now known as the "West End", accelerated. Transportation and utility systems reached farther into undeveloped land on the periphery of the city. Fields and farms gave way to newly planned suburban residential plans. These sedate landscape plans and classically and romantically inspired houses reflected the City Beautiful Movement which had supplanted the nineteen-century ideal of the picturesque park.

The large suburban neighborhood (500 acres) now known as Ardmore was originally two farms owned by William Ebert and John Nading. The farms were purchased for \$120.00 per acre in 1913, and a neighborhood was planned. The proposed neighborhood was

⁷ Ben Dixon MacNeill, "The Town of a Hundred Millionaires," The North American Review, October, 1930.

⁸ R.J. Reynolds Tobacco Company bought 48 acres along Cameron Avenue in 1917 and built 180 modest houses. These were sold to employees at cost.

coined "Ardmore" after a well-known Philadelphia suburb.⁹ In 1914 advertisements began to appear promoting the proposed neighborhood and listing C.C. Smithdeal and John Smithdeal as the developers.¹⁰ The original section included the area west of Sunset Drive and south of First Street and bounded by Queen Street and Hawthorne Road on the west.



Original Section of Ardmore.
Map (1938) courtesy of the
Winston-Salem/Forsyth County
Planning Department.

The first three houses were constructed on Ardmore Avenue (now Hawthorne Street) by the developers. They were sold to Ray Johnson, W.G. Jerome and J.S. Kukendalh.¹¹ Residents of the newly consolidated city of Winston-Salem were initially skeptical of this proposed development as there were no plans to run the trolley cars into the neighborhood and the new (unpaved) roads were difficult to travel when wet because of the steep grades leading to the suburb.

In order to further entice prospective homebuyers, developers laid out and constructed a nine-hole golf course which they called Westover Park Golf Course located on land

⁹ Frank V. Tursi, 184. The posh suburb of Ardmore, located southwest of Philadelphia was, perhaps chosen as a promotional image for the new development in Winston-Salem.

¹⁰ Gene Whitman, "Ardmore, A City Within A City", Twin City Sentinel. February 26, 1962. The author had conversations (December 10, 1998) with Frank V. Tursi who recalls seeing period advertisements listing additional developers. John Smithdeal and his family lived at 2200 Elizabeth Avenue.

¹¹ Gene Whitman, 4.

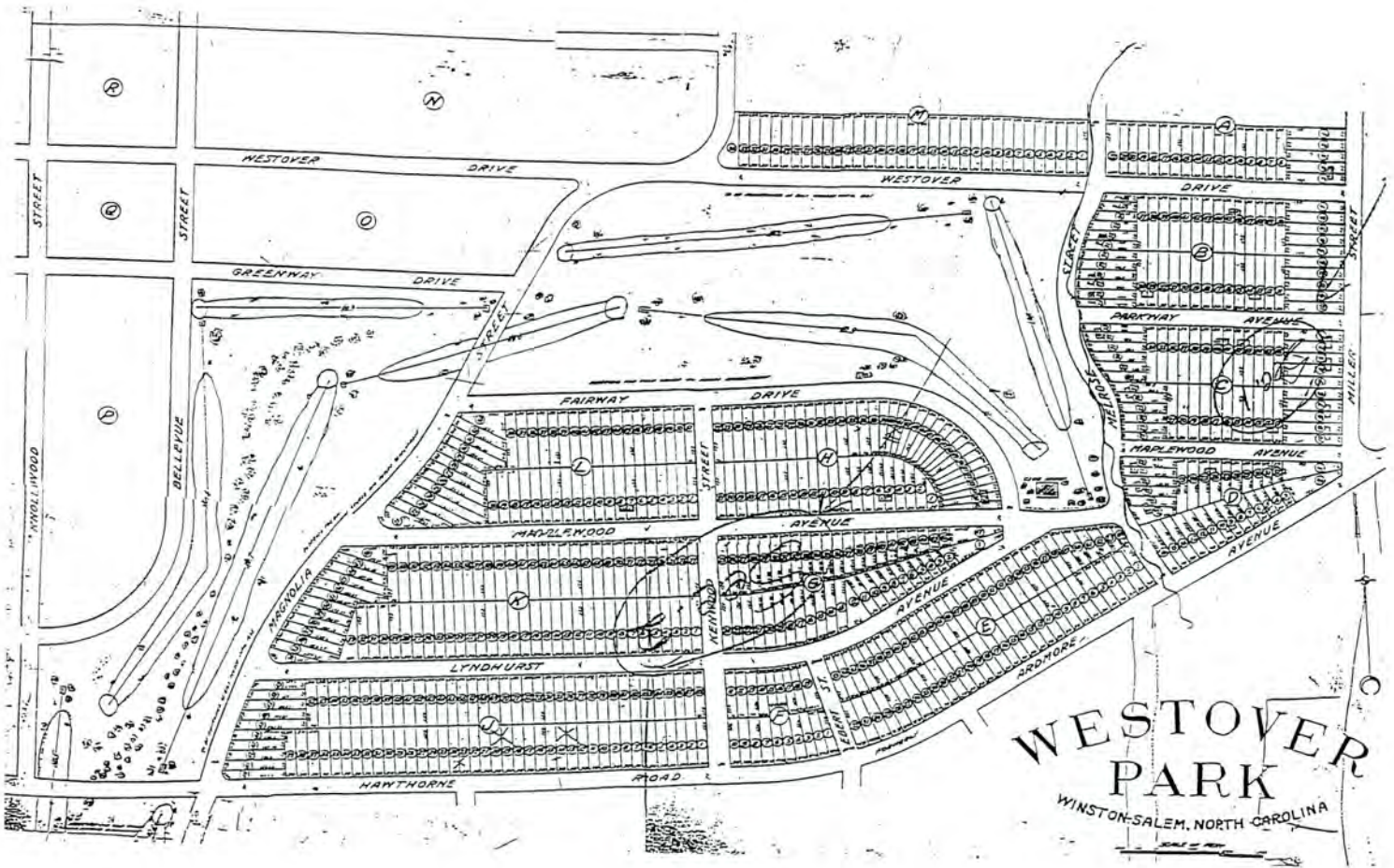
most of which is now Baptist Hospital complex

N-?

bits of here - When was this much longer area SW of the city section laid out & what about area in between these 2 maps?

which they purchased from Pleasant Hanes. From 1914 until 1930 the developers claimed that "a house a week is constructed in Ardmore".¹²

On December 20, 1920, Baptist trustees voted to build a hospital on Hawthorne Avenue. Land for the hospital was donated by Pleasant Hanes, B.F. Huntley, Fred Sheets, F.B. Benbow, Mary Sue Ethridge and Herbert Vogler.¹³ The original building was designed by Charles Barton Keen (architect of Mrs. Catherine Smith Reynold's country house "Reynolda" and B.F. Huntley's estate in Country Club Estates, among others). The hospital later joined with the medical school (Bowman Gray School of Medicine which was founded in 1941) as part of the relocation of Wake Forest College to Winston-Salem in 1952.



Design for Westover Park and Golf Club, circa 1925.
The name "Westover Park" disappears by 1933 when the city maps refer to the neighborhood as "Ardmore".
Courtesy of the Winston-Salem/Forsyth County Planning Department

¹² Gene Whitman, 4.
¹³ Gene Whitman, 4.

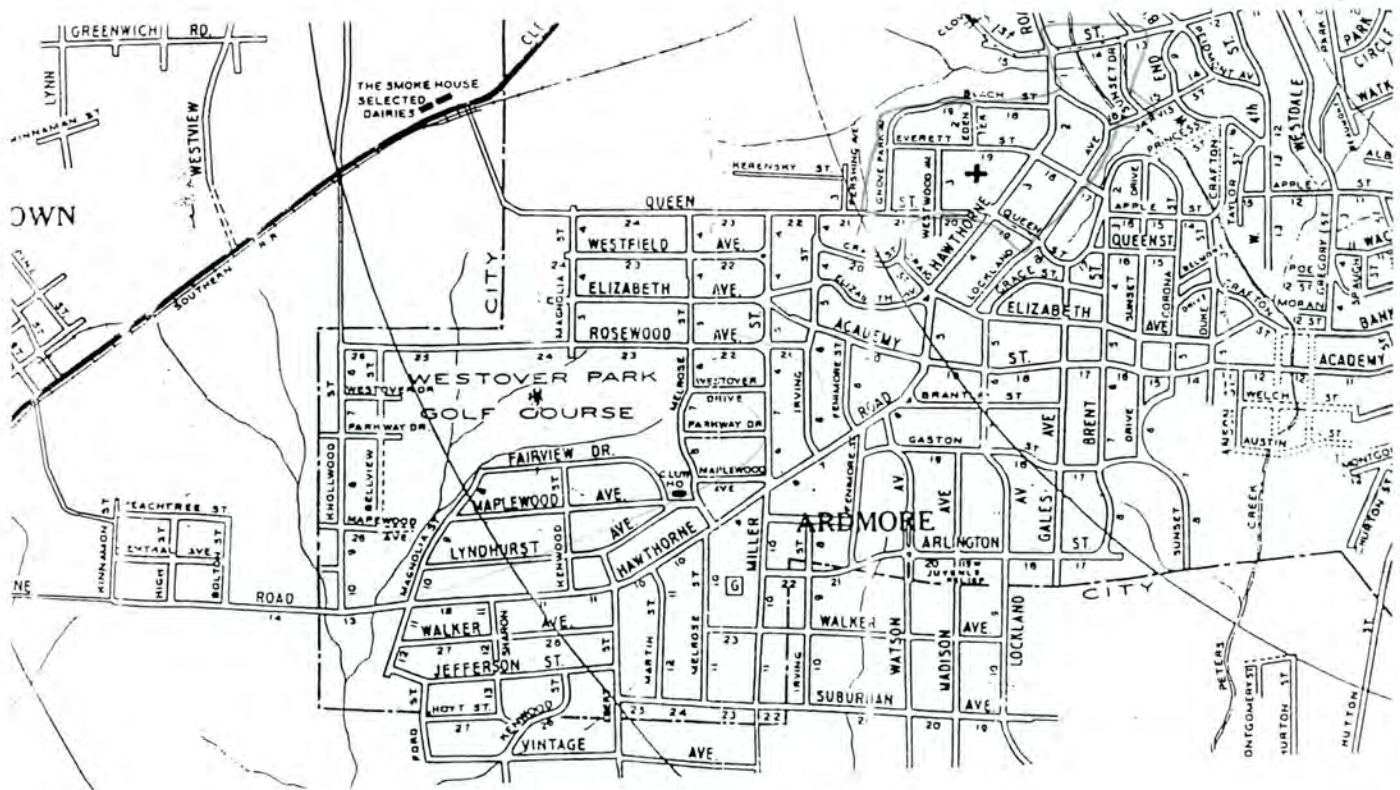
When was the golf course developed?

During the 1920's churches, a post office, a movie theatre, a shopping area with a grocery store, hardware store, bakery and restaurant were constructed in the neighborhood and a school was built. The rapidly expanding neighborhood was confined on the east side by the Peters Creek gorge and on the south and north sides by West First Street and the Southern Railway. The only direction which was available for expansion was westward. Land was purchased from Pleasant Hanes, Mrs. Anna Brady, Charles Gold, W.G. Eager and J.R. Poindexter.¹⁴ Many lots were sold for individual houses, however a significant portion of these properties was developed as suburban apartment houses. These developments – Twin Castles, Cloverdale, Ardmore Terrace and Miller Park – were the first suburban apartment buildings in the city. They were all lowrise (two or three stories) structures set in park-like settings. As the medical school would necessitate additional annually leased housing, a second set of apartment complexes (Monticello, Crest Court, Joy, Magnolia, Marlboro, Boxwood and Oakwood) would be constructed in the 1950's.

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*City Map of Winston-Salem, 1933 indicating the neighborhood of Ardmore.
 Courtesy of the Winston-Salem/Forsyth County Planning Department*

From the outset of the development, houses of worship, constructed primarily along the highest ridges of Hawthorne and Cloverdale Avenues, have been both prominent

¹⁴ Gene Whitman, 4.

landmarks and community centers. An abbreviated list of these institutions include Ardmore Baptist Church, Ardmore Methodist Church, Highland Presbyterian Church, Temple Emmanuel and Ardmore Moravian Church. A newspaper article published in the Twin City Sentinel on February 26th, 1962 reported that ...” near the geographic center of older Ardmore, three of the original churches – Methodist, Baptist and Moravian – are buying adjacent homes and tearing them down to get space for expansion and parking. By the barometer of this gasoline-powered era, when a community starts tearing down homes for parking space, it’s become a city....”¹⁵

The Depression abruptly ended the building frenzy. By 1933 several mortgage companies had foreclosed on many of the homes, and the city owned hundreds of vacant lots which it claimed due to unpaid taxes.¹⁶

While the construction of individual residences was halted during the Depression, several important projects were undertaken in Ardmore during the 1930’s as part of the Works Progress Administration (WPA) work-relief program. The first project (1935) was the construction of Miller, Melrose and Magnolia Streets. P.H. Hanes contributed the majority of the city’s matching sponsorship.¹⁷ The second project, undertaken three years later, provided the city with its largest public park (Miller Park). The park was made possible by the donation of 30 acres by Clint Miller. Alderman Emory James raised \$12,000.00 as the city’s match for this WPA project.¹⁸ The park has served as a principal recreational area for Winston-Salem and Forsyth County for over seventy years.¹⁹

Several of the institutional buildings and churches were designed by architects, however the majority of the houses were erected by the owner-builder, built on speculation by a local contractor, or ordered from one of several popular catalogs (Sears, Alladin, Gordon-Van Tine Company, etc.). They reflect the variety of architectural styles that were fashionable nationally at that time. In Ardmore, the Colonial Revival, bungalow and American Foursquare are the most prevalent, though many homes were designed in variants of the Romantic Revivals – Spanish, Tudor and Dutch. These early twentieth century houses differ from their Victorian predecessors in simpler detailing, more geometric massing and space devoted to new technology. Overall, these houses are smaller, as the square footage decreased to compensate for the technological improvements in the kitchen, bath, and heating and ventilating systems which now comprised about twenty-five percent of the total cost of the house.²⁰

¹⁵ Gene Whitman, 4.

¹⁶ Gene Whitman, 4.

¹⁷ Gene Whitman, 4.

¹⁸ Gene Whitman, 4.

¹⁹ According to Frank V. Tursi, (previously cited) no definitive study of WPA projects has been undertaken for Winston-Salem and/or Forsyth County. It is believed that Miller Park is one of the largest projects constructed in the county under this program.

²⁰ Gwendolyn Wright, Building the American Dream: A Social History of Housing in America (New York: Pantheon, 1981) 128.

The suburban movement was promoted nationally as an idyllic escape from the city and a healthy environment in which to raise a family.²¹ In North Carolina, as elsewhere, the single-family detached house in the suburbs became the American ideal. Ardmore, as a large, early and middle-class suburb of Winston-Salem, well represents this ideal.

²¹ David B. Handlin, The American Home: Architecture and Society, 1815-1915 (Boston: Little, Brown, 1979) 174.

VIII. Evaluation, Justification, and Boundaries of Proposed District

Evaluation:

The proposed Ardmore Historic District is eligible for the National Register under Criterion A for community planning and development. The neighborhood was planned and developed in 1913 and rapidly expanded westward until the Depression. The urgent need for middle-class housing was necessitated by the expansion of the tobacco and textile industries in Winston-Salem in the first forty years of the century. Construction resumed again in Winston-Salem after World War II. Ardmore is the first planned residential development to be constructed outside the city limits and the first constructed in that city which relied on transportation by automobile (the West End and other earlier neighborhoods located closer to downtown were connected by trolley).

The proposed Ardmore Historic District is not eligible for the National Register under Criterion B for associations with significant individuals. While a number of individuals who are significant in the history of Winston-Salem have lived in Ardmore, the proposed Ardmore historic district does not best represent the contributions of any particular individual associated with the city.

The proposed Ardmore Historic District is eligible for the National Register under Criterion C for architecture. The proposed district contains examples of all styles of residential design which enjoyed national popularity in the first forty years of the twentieth century. Included in this inventory of buildings are bungalows, Colonial Revival, Tudor Revival, Mediterranean Revival and American Foursquares. There is also a rare early Art Moderne house.²² The two parks in the proposed district have rustic picnic shelters and restroom facilities, a style made popular both for residential and public park structures by A.J. Downing's nineteenth century publications on landscape and residential designs.²³

The proposed Ardmore Historic District is not eligible for the National Register under Criterion D for Information Potential. The architectural components of the proposed district are not likely to yield information important to the history of building technology.

²² This house is located on the southeast corner of Miller and Hawthorne Streets. This is one of the earliest houses (circa 1940) designed in the Art Moderne style in Forsyth County.

²³ Besides Miller Park, a second, small park is located at the corner of Lockland and Elizabeth Avenues.

Justification:

The proposed eligible boundaries for the Ardmore Historic District are drawn to include the highest concentration of buildings dating from the initial period of growth and subsequent from the post-war expansion (approximately 1948). Newer residential development and recently developed commercial areas have been excluded from the proposed boundaries. The boundaries were established by NCDOT and the City-County Planning Board staff on-site in Winston-Salem.

Boundaries:

Beginning at the edge of right of way on the east side of Brent Street at the intersection of Ardsley Street (this is the south west corner of the proposed district) north to the intersection of Gaston Street (buildings on the east side of the street have been constructed within the last thirty years). The boundary continues east along the edge of right of way on the south side of Gaston Street and turns north on Sunset Drive, following the eastern edge of the right of way until it intersects with Corona Street. The boundary continues north on Corona Street and turns to the east at Academy Street for one block (Duke Street). The boundary continues north along the eastern edge of right of way along Duke Street, which becomes Crafton Street at the intersection of Belmont Drive. The boundary then continues across the intersection of Seneca Street and Crafton Street to the northeastern point of lot 80C in Block 1021. The boundary then follows the western right of way of Business I-40, continuing to the southeastern edge of lot 30B in Block 1068. The boundary then crosses Lockland Avenue to a point on the edge of the western right of way at the eastern intersection of lots 42 and 43 in Block 1065 and continues down the western right of way on Lockland Avenue until it intersects with Queen Street. The boundary proceeds down the northern right of way of Queen Street one block, crossing South Hawthorne to circle the original building of the current Baptist Hospital complex²⁴ crossing back across Queen Street to the north west corner of lot 112 located in Block 1069. The boundary continues along the northwest property lines of lots 112, 6, 116, 114B, 104, and 113 in Block 1069. The boundary line continues west along the northern property line of lot 101 in Block 609 and along the southern property line of lot 35 in Block 6096. The boundary turns ninety degrees at the southwest corner of lot 35 and proceeds to the north to the north west corner of the lot. The line proceeds along the northern property lot line to the west beginning at the north east corner of lot 34 and terminating at the north west corner of lot 28 in Block 6096. The property line then turns ninety degrees to the north and proceeds north to the south east corner of lot 76 in Block 1078. The line then turns west and continues to the western right of way of Miller Street at the south west corner of lot 64 in Block 1078. The boundary proceeds north along the western right of way of Miller Street to the northwest corner of lot 49 in Block 1079

²⁴ The original hospital building was designed by Charles Barton Keen. Keen announced his major projects in the quarterly publication T-Square. No other hospital building was identified as being designed by Keen in this publication.

where it turns west and proceeds to the northwest corner of lot 56 in Block 1079. The boundary then crosses Melrose Street and Cloverdale Avenue to the southeast corner of the Ardmore Terrace Apartments property line and continues around this property line on the west, north and east of the complex to the intersection of the south eastern property line of the apartments and the northern right of way of Cloverdale Avenue. The boundary continues west along in Block 1644 the northern right of way of Cloverdale Avenue until it intersects the eastern right of way of Oakwood Drive at lot 39 in block 2086. The boundary then follows the western right of way of Oakwood Drive south to the southwest corner of lot 47 in Block 2086 where it proceeds west to the southwest corner of Block 6101A. The boundary proceeds north to the north west corner of Block 2403A and continues along the northern and western perimeters of Block 2403A to the right of way off Queen Street. The boundary then follows the right of way of Queen Street west, crossing Knollwood Street to the north west corner of lot 12 in Block 2395. The boundary turns south, following the rear (western) lot lines from lot 12 in Block 2395, crossing Maplewood, Lyndhurst and, finally Hawthorne Roads where it stops at the southern right of way of Hawthorne Road at lot 212 in Block 1644. The boundary follows the southern right of way of Hawthorne Road to the east to the intersection of the north east corner of lot 202 in Block 1644 where it turns south to the southeast corner of the same lot in Block 1644. The line continues east along the northern boundary line of lot 25C until it intersects with the western right of way of Magnolia Street where it turns south, following the western right of way of Magnolia Street to the south west corner of lot 2J in Block 1645. The boundary continues east across Magnolia Street following the southern boundary of lot 34 to the south west corner of lot 30 in Block 1113. The boundary continues east across the back (southern) lot lines of the houses fronting Walker Avenue, crossing Collingwood Street and proceeding east along the back (southern) lot lines of the houses fronting Walker Avenue. The boundary crosses Ebert Street and follows the southern line of lot 98 in Block 1097 turning north at the south east corner of lot 98 and proceeding north along the back (east) property lots of the houses fronting Ebert Street to the western most corner of lot 22 in Block 1096. The boundary continues to the northeast following the back (southern) property lot lines of the houses fronting Hawthorne Road to the north east corner of lot 40 in Block 1095. The boundary then crosses Melrose Street and follows the eastern right of way of Melrose Street south to the southwestern corner of lot 16 in Block 1682. The boundary continues east along the back (southern line) of the property lot lines of the houses fronting Elgin Road across Miller Street, following the eastern right of way of Miller Street to the north east corner of lot 1 in Block 1681. The boundary continues east along the southern right of way of Elgin Street to the north east corner of lot 1 in Block 1675 where it turns north, crossing Elgin Street continuing north along the back (east) lot line of the houses fronting Miller Street to the intersection of the north east corner of lot 1 in Block 1675 and the right of way of Ardsley Street. The boundary continues east along the eastern right of way of Ardsley Street, crossing Irving Street, Fenimore Street, Watson Avenue, Madison Avenue, Lockland Avenue, Gales Avenue and terminates at the intersection the right of way of Ardsley and Brent Streets.

*NOTE: Map indicating location of properties illustrated herein
and proposed boundaries attached to this report in side pocket.*



#1. Original Building of Baptist Hospital. Designed by Charles Barton Keen. Hawthorne Avenue and Queen Street.



#2.



#3. House on Hawthorne Avenue



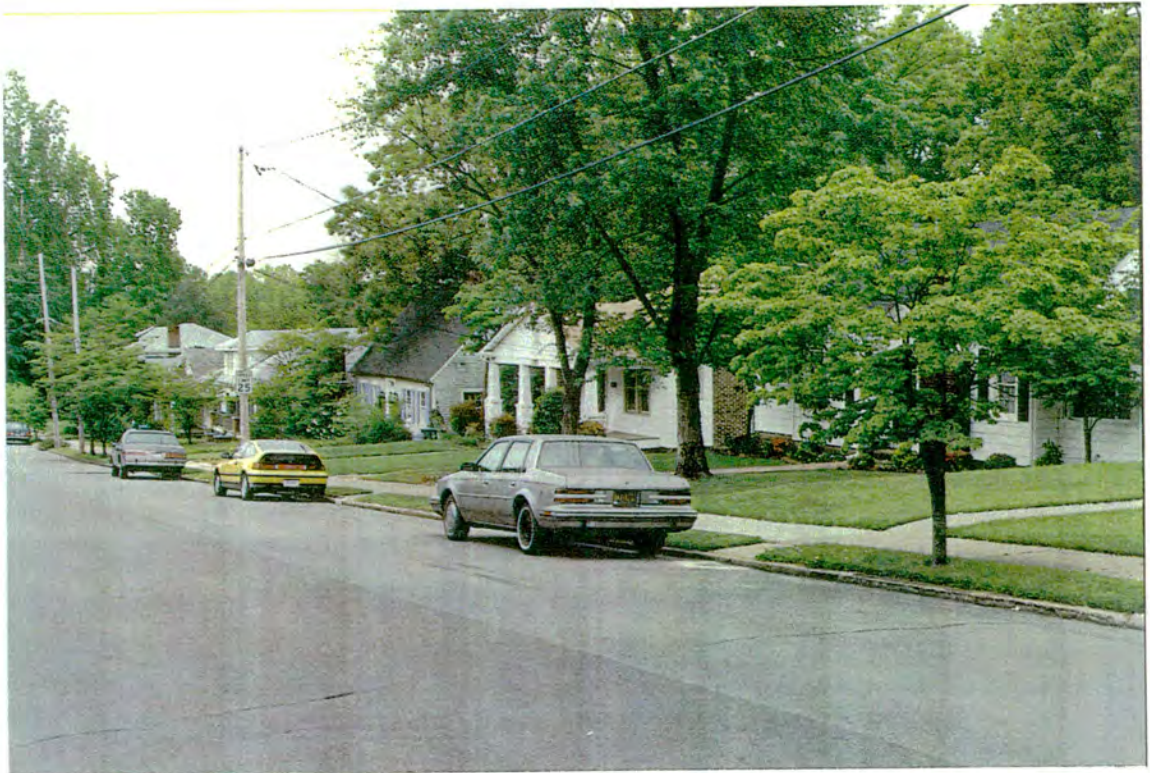
#4. Park at the corner of Elizabeth Avenue and Lockland Avenue.



#5. House on the Corner of Corona and Queen Streets



#6. Looking south down Corona Street



#7. Looking south on Gales Avenue between Brantley Street and Gaston Street.



#8. Houses on the Corner of Gaston and Irving Streets.



#9. Ardmore Fire Station. Corner of Academy and Gales Avenue.



#10. Former Ardmore Elementary School. Corner of Elgin Road and Miller Street (currently Redeemer Presbyterian Church and School).



#11, Entrance Facade, former Ardmore Elementary School.



#12. Rear Elevation, former Ardmore Elementary School.



#13. Playing fields of former Ardmore Elementary School.



#14. Playing Fields of former Ardmore Elementary School looking west toward Melrose Street.



#15. Spanish Revival House at northeast corner of Hawthorne Road and Miller Street



#16. Moderne House located on the southwest corner of Hawthorne Road and Miller Street



#17. Moderne House located on the southwest corner of Hawthorne Road and Miller Street



#18. View of Houses on the west side of Hawthorne Road from Irving Street



#19. Looking north on Watson Avenue near intersection of Ardsley Street.



#20. Ardmore Moravian Church. Northwest corner of Hawthorne and Academy Streets.



#21. Ardmore Baptist Church.



#22. Highland Presbyterian Church. Southwest corner of Cloverdale Avenue and Magnolia Street.



#23. Temple Emmanuel. Southwest corner of Oakwood Drive and Cloverdale Avenue.



#24. Temple Emmanuel. Southwest corner of Oakwood Drive and Cloverdale Avenue.



#25. Apartments from Magnolia Street



#26. Apartments from Cloverdale Avenue.



#27. Picnic Shelter, Miller Park.



#28. Miller Park.

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X. Appendix

