



North Carolina Department of Cultural Resources
State Historic Preservation Office

David L. S. Brook, Administrator

James B. Hunt Jr., Governor
Betty Ray McCain, Secretary
April 12, 2000

Division of Archives and History
Jeffrey J. Crow, Director

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

Re: Replace Bridge No. 59 on US-74A over Hickory Nut Creek, TIP No. B-3474, Henderson County,
ER 99-8638

Dear Mr. Graf:

Thank you for your letter of March 7, 2000, transmitting the survey report by Mattson, Alexander & Associates concerning the above project.

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

Robertson Gift Shop is eligible for listing in the National Register of Historic Places under Criterion A for Commerce and Criterion C for Architecture as an example of the rustic style as expressed in early auto-oriented architecture geared to the mountain tourist trade. We concur with the boundaries as noted on page 14 of the report.

On June 17, 1999, members of our staff met with NCDOT staff and determined that eight other properties within the APE of this project were not eligible. Those pictures were omitted from the appendix of this report. Please send the photos of these eight properties for our files.

Please note that Clay Griffith's title is Preservation Specialist in, not Head of, the Western Office as indicated on page 5 of the report.

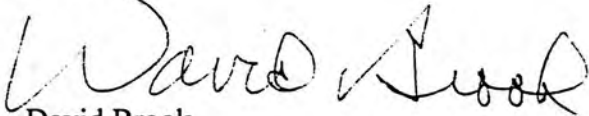
The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

	Location	Mailing Address	Telephone/Fax
ADMINISTRATION	507 N. Blount St., Raleigh NC	4617 Mail Service Center, Raleigh NC 27699-4617	(919) 733-4763 • 733-8653
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RESTORATION	515 N. Blount St., Raleigh NC	4613 Mail Service Center, Raleigh NC 27699-4613	(919) 733-6547 • 715-4801
SURVEY & PLANNING	515 N. Blount St., Raleigh NC	4618 Mail Service Center, Raleigh NC 27699-4618	(919) 733-6545 • 715-4801

Page 2

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,

A handwritten signature in black ink that reads "David Brook". The signature is written in a cursive, slightly slanted style.

David Brook
Deputy State Historic Preservation Officer

cc: W. Gilmore
B. Church

Bc: Brown/Alperin
W. Office
County
RF

**HISTORIC ARCHITECTURAL RESOURCES SURVEY REPORT
REPLACE BRIDGE NO. 59 ON US 74A
OVER HICKORY NUT CREEK
HENDERSON COUNTY
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
TIP NUMBER B-3474
FEDERAL PROJECT NUMBER BRSTP-74(27)
STATE PROJECT NUMBER 8.1951601**

**Prepared for
Ralph Whitehead Associates, Inc.
Charlotte, North Carolina**

**Prepared by
Mattson, Alexander & Associates, Inc.
Charlotte, North Carolina**

20 January 2000

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Mattson, Alexander & Associates, Inc.
Charlotte, North Carolina

20 January 2000

Richard L. Mattson 1/20/2000
Principal Investigator Date
Mattson, Alexander and Associates, Inc.

Barbara Chumt 2/8/2000
Historic Architectural Resources Date
North Carolina Department of Transportation

REPLACE BRIDGE NO. 59 ON US 74A
OVER HICKORY NUT CREEK
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The North Carolina Department of Transportation (NCDOT) proposes to replace Bridge No. 59 on US 74A over Hickory Nut Creek in Henderson County (Figures 1 and 2). Two alternatives were studied and are described below. Both require the removal of the current bridge.

Alternative 1 replaces the existing bridge with a two-lane span at the existing location. An off-site detour is not available in the project vicinity. Therefore, during construction, traffic will be maintained by an on-site detour located immediately downstream from the existing bridge. The detour alignment would begin approximately 600 feet south of the existing bridge and end approximately 700 feet north of the existing bridge. The approach work would begin approximately 200 feet south of the existing bridge and end approximately 200 feet north of the existing bridge for a total distance of approximately 400 feet. Hydraulic requirements for elevations on the new bridge require that the vertical alignment be adjusted upwards approximately 0.5 feet. Right-of-way and construction easements will be required on both sides of US 74A throughout the project limits.

Alternative 2 replaces the existing bridge with a two-lane span at the existing location. An off-site detour is not available in the project vicinity. Therefore, during construction, traffic will be maintained by an on-site detour located immediately downstream from the existing bridge. The detour alignment would begin approximately 600 feet south of the existing bridge and end approximately 400 feet north of the existing bridge. The approach work for the new bridge would begin approximately 200 feet south of the existing bridge and end approximately 700 feet north of the existing bridge for a total distance of approximately 900 feet. Alternative 2 corrects a substandard horizontal curve just north of SR 1594 (Bearwallow Mountain Road). Hydraulic requirements for elevations on the new bridge require that the vertical alignment be adjusted up approximately 0.5 feet. Right-of-way and construction easements will be required on both sides of US 74A throughout the project limits.

Purpose of Survey and Report

This survey was conducted and the report prepared in order to identify historical architectural resources located within the area of potential effects (APE) as part of the environmental studies conducted 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 potentially eligible for the National Register of Historic Places, the Advisory Council on Historic Preservation be given a reasonable opportunity to comment on such undertakings.

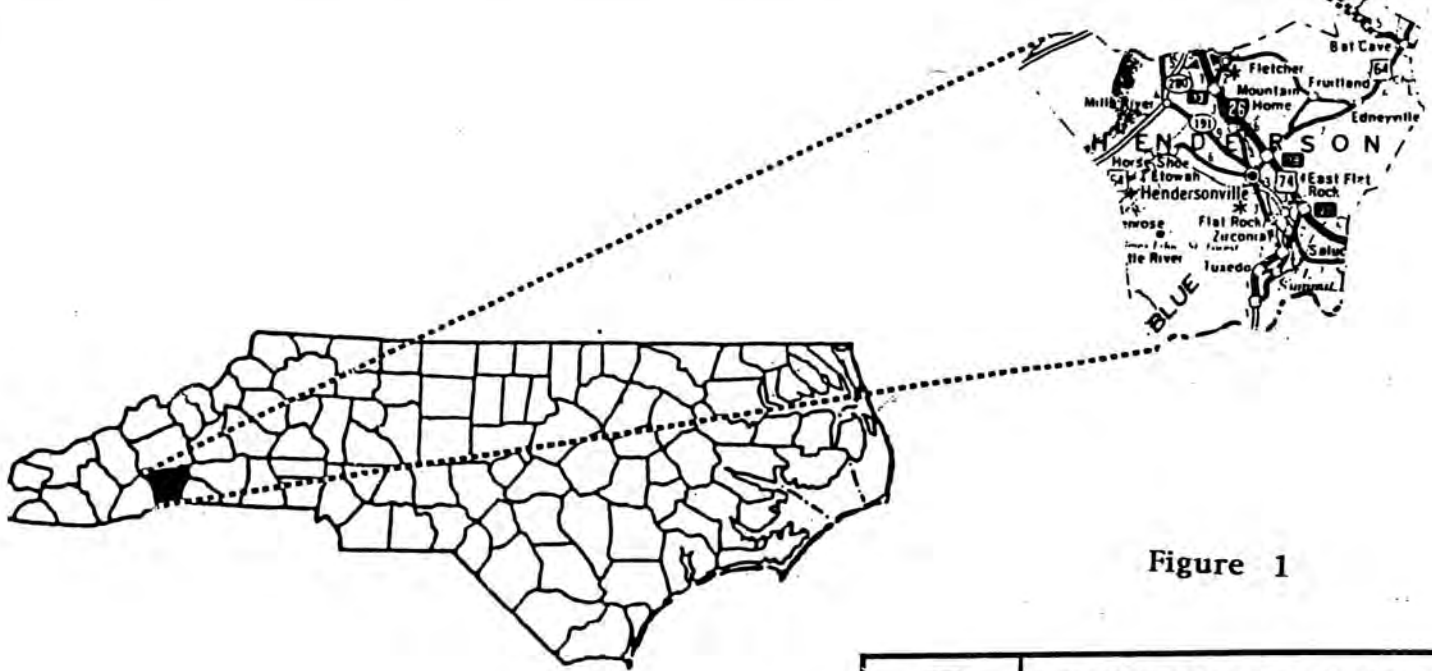
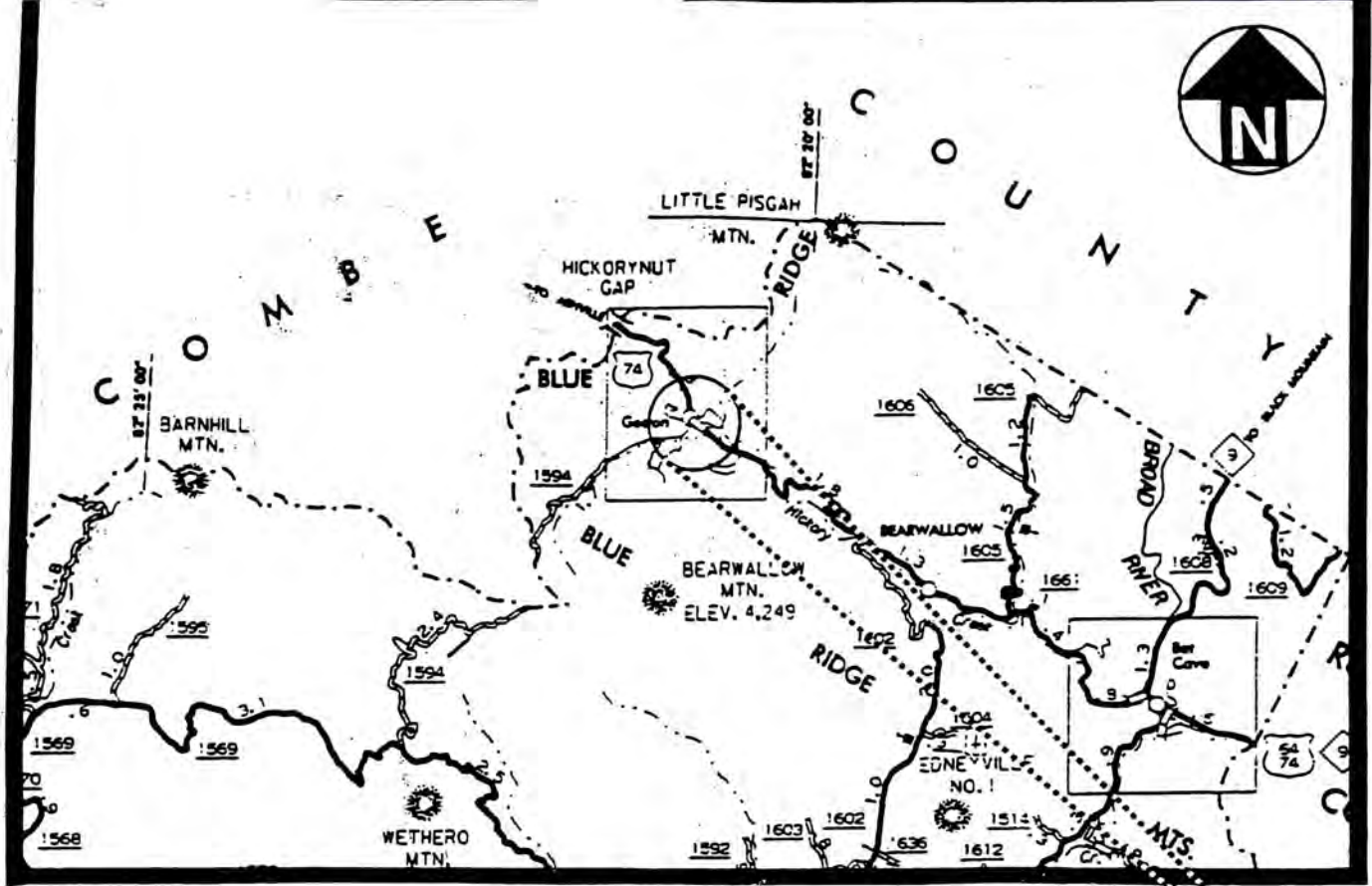
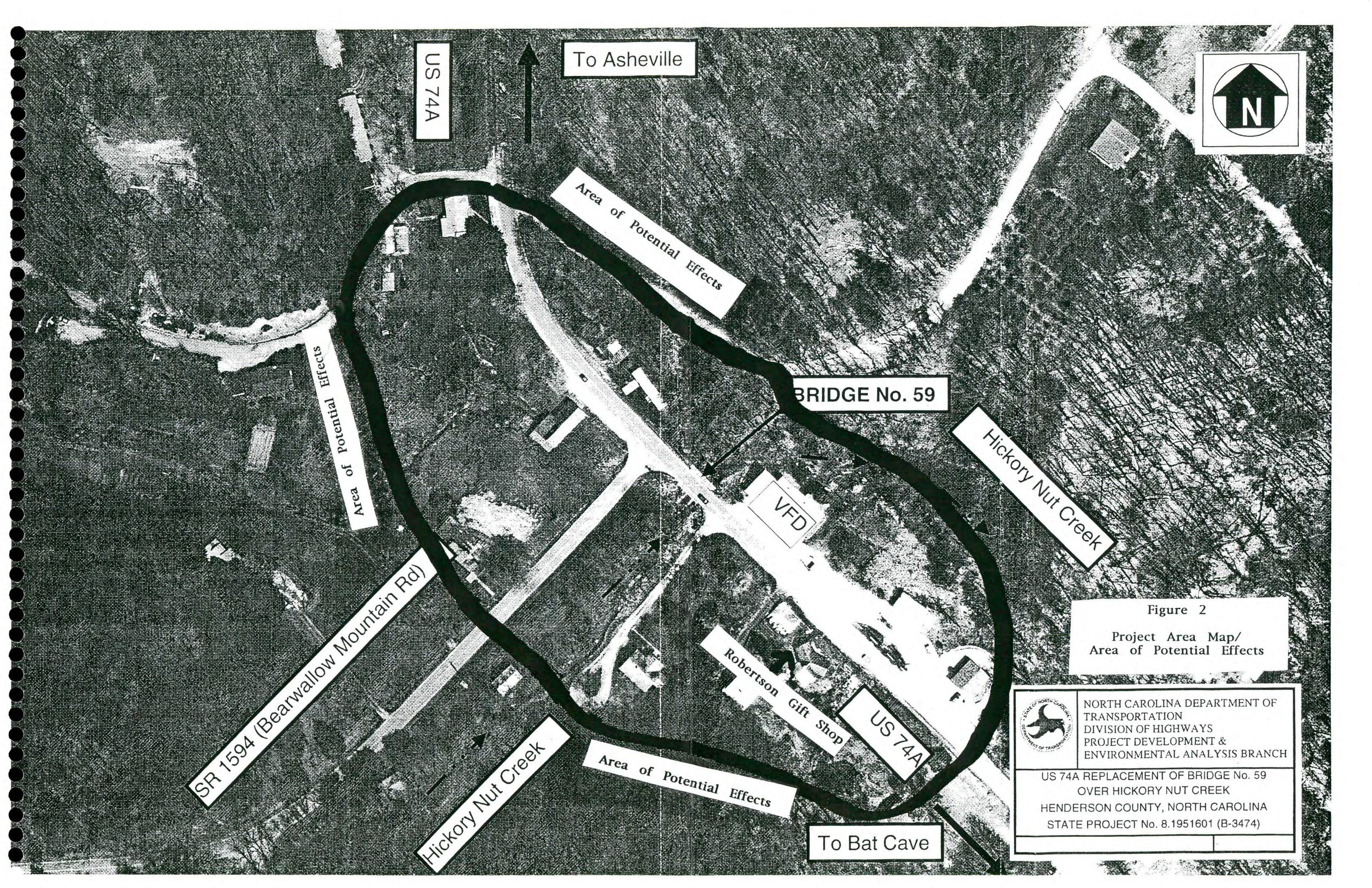


Figure 1

	<p>NORTH CAROLINA DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS PROJECT DEVELOPMENT & ENVIRONMENTAL ANALYSIS BRANCH</p>
<p>US 74A REPLACEMENT OF BRIDGE No. 59 OVER HICKORY NUT CREEK HENDERSON COUNTY, NORTH CAROLINA STATE PROJECT No. 8.1951601 (B-3474)</p>	
<p>PROJECT LOCATION MAP</p>	



US 74A

To Asheville



Area of Potential Effects

Area of Potential Effects

BRIDGE No. 59

Hickory Nut Creek

VFD

SR 1594 (Bearwallow Mountain Rd)

Hickory Nut Creek

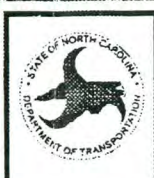
Robertson Gift Shop

US 74A

Area of Potential Effects

To Bat Cave

Figure 2
Project Area Map/
Area of Potential Effects



NORTH CAROLINA DEPARTMENT OF
TRANSPORTATION
DIVISION OF HIGHWAYS
PROJECT DEVELOPMENT &
ENVIRONMENTAL ANALYSIS BRANCH

US 74A REPLACEMENT OF BRIDGE No. 59
OVER HICKORY NUT CREEK
HENDERSON COUNTY, NORTH CAROLINA
STATE PROJECT No. 8.1951601 (B-3474)

Methodology

This survey was conducted and the report compiled in accordance with the provisions of FHWA Technical Advisory T 6640.8A (Guidance for Preparing and Processing Environmental and Section 4(f) Documents); and 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.

The "Final Identification and Evaluation" was conducted with the following goals: 1) to determine the APE, defined as the geographic area or areas within which a project may cause changes in the character or use of historic properties, if any such properties exist; 2) to identify all significant resources within the APE; and 3) to evaluate these resources according to the National Register of Historic Places criteria.

The methodology consisted of background research into the historical and architectural development of the area and a field survey of the APE. The field survey was conducted in November 1999, to delineate the APE and to identify all properties within this area which were built prior to 1950. The boundaries of the APE are shown in Figure 2. The APE is defined by modern construction, topographical features, and sight lines, and one hundred percent of this area was surveyed.

Michael Ann Williams' 1981 study, *The Historic Architecture of Henderson County*, provided historical and architectural background information. Williams conducted a partial county-wide architectural inventory that included 150-200 properties, none are located within the APE. Local residents, Ralph Carrier, Sybil Freeman, and Thomas Sherwood, were interviewed concerning the history of the project area and the Robertson Gift Shop, which stands within the APE. Finally, Clay Griffith, Head of the Western Office of the Survey and Planning Branch, North Carolina Division of Archives and History, was consulted regarding historic resources in the general vicinity of the project area.

Summary Findings of the Survey

The project area follows US 74A across Bridge No. 59 over Hickory Nut Creek in mountainous northeastern Henderson County. In the project area, US 74A cuts through the center of the small crossroads community of Gerton, which consists of a cluster of small houses and commercial and civic buildings erected between the 1920s and 1980s. This rural community primarily took shape after the construction of two-lane US 74 (now US 74A) through Hickory Nut Gap in the 1920s. The highway connected Asheville with Charlotte, and boosted economic development in the mountains by improving access to commercial markets as well as tourist destinations in the Blue Ridge. By the 1930s, Gerton included several shops along the highway catering to the tourist trade. One property, the Robertson Gift Shop (ca. 1935), was identified within the APE and evaluated in the "Property Inventory and Evaluations" section of this report. This rustic, log commercial building is recommended eligible for the National Register.

Nine additional properties, including Bridge No. 59, were determined not eligible for the National Register during the historic architectural resources photograph review session (see Appendix).

Properties Listed on the National Register

None

Properties Listed on the North Carolina State Study List

None

Properties Considered Eligible for the National Register

Robertson Gift Shop

HISTORICAL BACKGROUND ESSAY

Early Settlement to the Civil War

In common with other western North Carolina mountain counties, the area that is now Henderson County developed slowly through the eighteenth and nineteenth centuries. Although settlers from the mid-Atlantic region had streamed southward into the Piedmont during the colonial period, migration lagged well behind in the western reaches of North Carolina. Early settlement was restricted by the presence of the Cherokee Indians and the rugged, mountainous terrain, which hindered travel and trade well into the nineteenth century (Blackmun 1977: 268-272).

Until the 1785 Treaty of Hopewell, present-day Henderson County was part of Cherokee Indian territory. Although the Cherokee towns in North Carolina were situated to the west, along the Hiwassee, Little Tennessee, and Tuckasegee rivers, Cherokee tribal lands extended eastward beyond the foothills of the Blue Ridge. After the signing of the Treaty of Hopewell, the Cherokees were forced to relinquish eastern lands. The new eastern boundary of tribal lands cut through present-day Henderson County and legally opened the northeastern corner of the county to European occupation. Despite the legal boundaries, families of newcomers migrated beyond the treaty line into arable bottom lands and high hollows, and by the end of the century, whites controlled all of present-day Henderson County. Among the new inhabitants were veterans of the American Revolution who received land grants to encourage settlement and those who came from adjoining areas in both North and South Carolina (Perdue 1979; Fain 1980: 5-11, 15-20; Bowers and Fullington 1988: E1-E2).

Settlers encountered a landscape distinguished by its wide and fertile river valleys formed by the French Broad River and myriad tributaries. Henderson County is located at the southeastern edge of the Blue Ridge Mountains, and the central section (elevation approximately 2,200 feet) occupies one of the broadest valleys in western North Carolina. Despite this relatively accessible terrain, the absence of navigable waterways and the poor condition of overland routes restricted long-distance trade and population growth (Sharpe 1958: 841-842).

However, the completion of the Buncombe Turnpike in 1827 began a period of economic and cultural expansion. This important road (which roughly follows U.S. 25) stretched from Greenville, South Carolina, to Greeneville, Tennessee, and established Henderson County as the southern gateway into the Blue Ridge. The Buncombe Turnpike carried wealthy low country planters into the southern portion of the county, where they developed summer colonies in Flat Rock and Fletcher, and bestowed on this area an unusually cosmopolitan flavor (Fain 1980: 21-23). At the same time, the north-south pike sparked commerce and the beginnings of a cash-crop economy. Although the preponderance of landowners continued to engage in subsistence agriculture, more and more farmers now shipped surplus produce and stock via the pike road to distant markets. Consequently, the county's population steadily increased, reaching 5,000 by 1840, and surpassing 10,000 (including 1,740 slaves) by the onset of

the Civil War (Blackmun 1977: 202-204; Gifford 1979; Fain 1980: 24-25, 49; Bowers and Fullington 1988: E.2).

In response to this growth, the General Assembly created Henderson County from the southern section of vast Buncombe County in 1838. Two years later, following a general election, the county seat of Hendersonville was established at a propitious site along the Buncombe Turnpike (Fain 1980: 8). The new judicial seat, which was also the first town in the county, was laid out on 79 acres of land near Mud Creek. This tract was donated primarily by the area's largest landowner, Judge Mitchell King of Flat Rock and Charleston, South Carolina (Blackmun 1977: 269-272; Fain 1980: 19; Bowers and Fullington 1988: E.2).

Post-Civil War to World War I

As throughout western North Carolina, during the Civil War Henderson County experienced periodic clashes between local unionists and secessionists. Sporadic raids by Union forces, looting, and property damage marked the late war years in the county, and the growth of Hendersonville was stalled until the 1870s and the arrival of the railroad (Fain 1980: 49-60; Barber and Bailey 1988: 90; Sharpe 1958: 849-849).

The coming of the railroad, asserts county historian James T. Fain, "was the beginning of the modern era for Henderson County" (Fain 1988: 107). The Spartanburg and Asheville Railroad (absorbed by the Southern Railway in 1902) reached Hendersonville from the east in 1879, and in 1886, the gap in the line between Hendersonville and Asheville was spanned. This rail line, which was connected to the Western North Carolina in Asheville, linked the Atlantic coast to the Ohio Valley by rail and afforded Hendersonville and the county unprecedented access to national markets (Fain 1980: 365).

In the ensuing decades, Henderson County prospered with the emergence of commercial agriculture--especially dairying and truck farming--and the growing summer tourist trade. By the turn of the twentieth century, the county contained 14,000 inhabitants, while Hendersonville's year-round population had reached 2,000. In 1894, entrepreneur Flavius G. Hart, who established a produce shipping business in Hendersonville, shipped nearly twenty million pounds of fruits and vegetables (including eight million pounds of cabbage). The 1895 trade edition of the *Hendersonville Times* championed industrial and agricultural expansion. The newspaper predicted "a bright future" for dairy farming and the development of creameries. Articles also exhorted local farmers to raise cattle and sheep for export, and to cultivate large-scale fruit orchards. Commercial apple orchards emerged throughout the county, especially northeast of Hendersonville (southwest of the project area) in the hilly terrain alongside present-day US 64 (Patton 1947: 260-262; Fain 1980: 375).

In the northeast corner of the county, in the general study area, the rural settlements of Bat Cave and Bear Wallow each included a post office, several merchants, and grist mills and sawmills by the end of the nineteenth century. The community of Bat Cave also attracted tourists, who took day-long carriage rides from Hendersonville to view the tens of thousands bats in the cave for which the settlement was named. By 1902, Bat Cave boasted the Rockwood Inn, a substantial Queen Anne residence and boardinghouse (Bishir et al. 1999: 324).

The leagues of summer vacationers to the county grew steadily during the early decades of the twentieth century. By rail, travelers were able to make the journey from the South Carolina coast to Hendersonville in only two days (as opposed to ten days by stage), and tourists from northern Florida, Georgia, and South Carolina now streamed into the mountains. By the end of the summer season of 1914, the Southern Railway reported that some 50,000 tickets had been sold to travelers bound for Hendersonville. Many of these tourists ventured on to Flat Rock, Fletcher, and other small, mountain communities and summer camps (Barber and Bailey 1988: 59).

World War I to the Present

Poor roads remained a hindrance to travel well into the twentieth century, but with the growing use of the motor truck and automobile after World War I came improved highways. As a result of federal, state, and local campaigns for good roadways, new or improved roads and bridges were gradually constructed through the county's mountain gaps and river valleys. After the passing of the 1921 Highway Act, a state-supported highway system was established, and funds were expended to build highways linking the state's county seats. By the mid-1920s, the Henderson County was bisected by north-south NC 29 (later US 25) and east-west NC 28 (later US 64). In the project area, NC 20 cut through Hickory Nut Gap along the northeast corner of the county. This winding route offered motorists a predominantly paved highway between Charlotte and Asheville (though the twenty-five-mile stretch between Bat Cave and Rutherfordton remained gravel). By the end of the decade, the entire length of this highway was paved, and NC 20 was officially incorporated into the US highway system as US 74 (Figure 3) (Lefler and Newsome 1973: 600, 650; "North Carolina Highway Map" 1926, 1930).

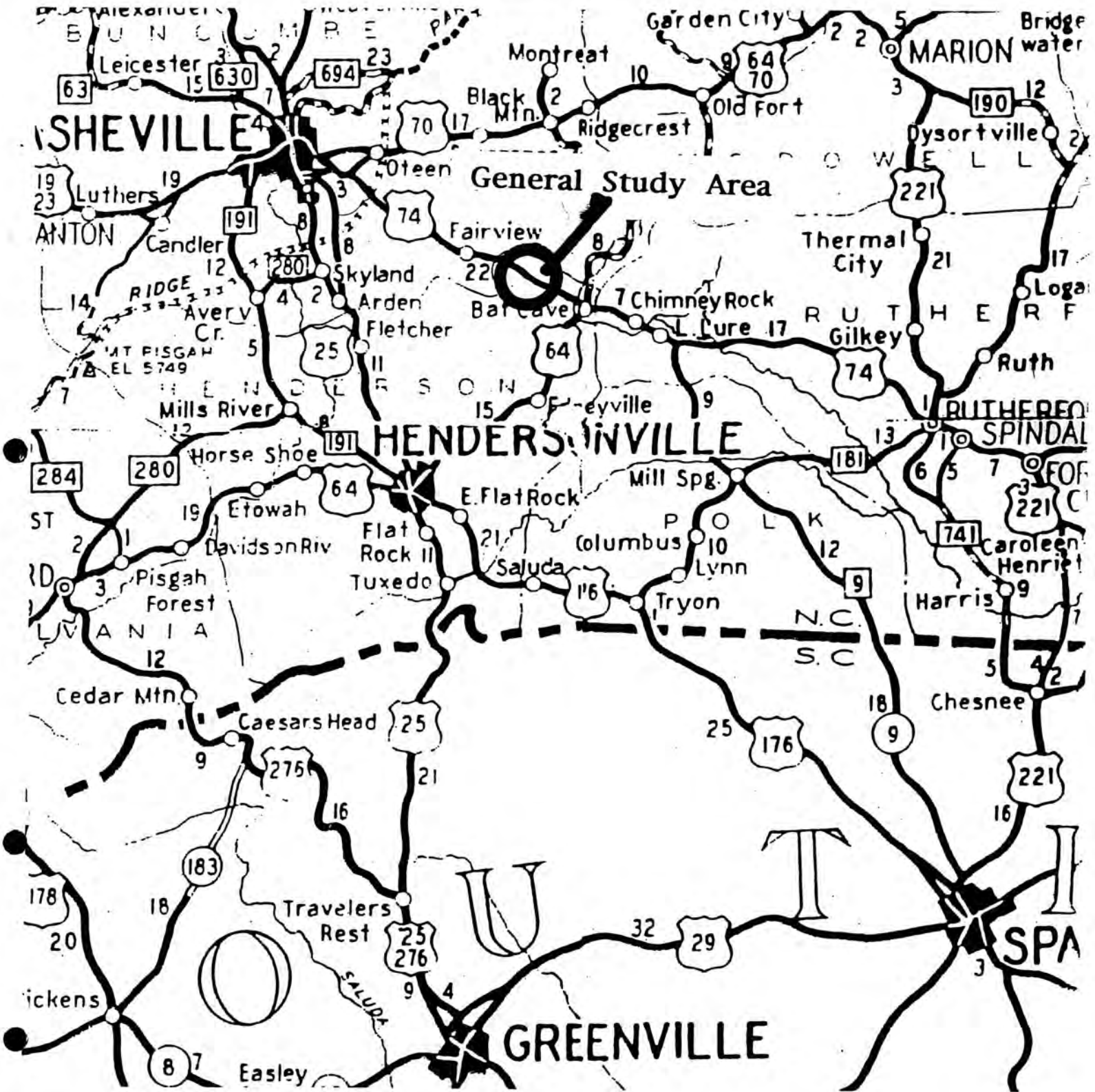
The construction of US 74 (now US 74A) opened a major transportation route through the Blue Ridge and spurred on the regional tourist trade. In tandem with present-day US 64, which ran southwest from Morganton, the highway brought growing numbers of seasonal visitors to scenic Chimney Rock and Lake Lure in northwest Rutherford County. By the end of the 1930s, US 74 was also linked to the new Blue Ridge Parkway, which was under construction to connect Shenandoah National Park in Virginia to the Great Smoky Mountains National Park in North Carolina (Bishir et al. 1999: 50-51, 85-88).

The mounting traffic along the highway attracted scores of assorted small craft shops, fruit stands, and cabin courts catering to touring motorists. Informal summer cottages arose along Hickory Nut Creek, which follows US 74A through Hickory Nut Gap. Within the project area, in 1923, Bridge No. 59 was constructed to carry the highway over Hickory Nut Creek in the Gerton community. Typical of countless small bridges erected nationwide in this period of roadway construction, the bridge is a single-span, reinforced-concrete, through-girder structure with concrete abutments. By the mid-1930s, Gerton included a post office, a collection of simple bungalows, and several small shops oriented to US 74 near the bridge. The most distinctive and preserved of the retail establishments is the Roberston Gift Shop (ca. 1935), a rustic-style log building designed by Asheville architect, Albert Heath Carrier (Carrier 1999). The store is recommended as eligible for the National Register under Criterion A for commerce and Criterion C for architecture.

Figure 3

General Study Area, 1930

Source: North Carolina Highway Map, 1930



Since World War II, manufacturing, apple and dairy production, lumber, tourism, and a rapidly increasing retiree population have all fueled the county's economic growth. Henderson County has emerged as the leading agricultural county in western North Carolina and the leading producer of apples in the state. In addition, the county underwent its greatest industrial growth with General Electric, Cranston Print Works, and Belding Hemingway (thread manufacturers) building production plants in the area (Fain 1980: 357).

The county's recent economic expansion and population boom have been fostered in large measure by interstate highway construction. Cutting across the center of the county, north-south Interstate 26 connects Asheville with Spartanburg via Hendersonville. Modern residential subdivisions and commercial strip development now surround the city and extend southward towards Flat Rock. However, the rugged northeast section of the county, including the project area, has been bypassed by the intensive development pressure transforming the I-26 corridor. Significantly, I-26 is also the new route of US 74 through Henderson County, while the original highway has been relegated to US 74A. No longer a major thoroughfare, this two-lane highway continues to reflect the early years of auto-oriented tourism. Small shops and summer cottages erected between the 1920s and 1950s still dot the route, and roadside hamlets like Gerton, Bat Cave, and Bear Wallow retain much of their original scale and patterns of development.

PROPERTY INVENTORY AND EVALUATIONS

Properties Evaluated Intensively and Recommended Eligible
for the National Register

Robertson Gift Shop

West side US 74A, 0.1 mile south of SR 1594, Gerton
Henderson County

Evaluation of Integrity (Plates 1-9)

Constructed ca. 1935, the Roberston Gift Shop is a substantially intact Rustic style commercial building. The main body of this one-story building is constructed of round logs, with a fieldstone foundation, wood-sash casement windows, a rock chimney on the rear elevation, a heavy wooden door with original iron hardware on the front facade, and a narrow front patio area of native stone. The building's two main bays angle in to meet at a recessed, center entry bay. The entrance is shielded by the building's curved central roof section, which sweeps down to extend over the doorway and front windows and was designed to simulate a thatched roof. The roof also features exposed log rafters and chestnut bark shingles in the gable ends. The simply finished interior (inaccessible but visible from outside) consists of a one large room with exposed log walls, hardwood floors, and a rock-faced mantel with a simple wooden shelf. The interior is currently used for general storage.

The frame rear wing was constructed in the 1950s. It consists of a metal cross-gable roof with bark shingles in the gable ends, a fieldstone foundation, vertical weatherboards, and sliding metal-sash windows. The rear wing was added to contain living quarters, and is currently occupied by a tenant (Carrier 1999).

The parcel also contains a gable-front, rock spring house (ca. 1935) located behind the store, and a one-story, concrete-block storage building (ca. 1940) sited adjacent to the store along the roadside. The storage building features a cast-stone front facade, a low hip roof, and a facade-width front porch with slender wooden supports. A later one-story dwelling (ca. 1950s) occupies an elevated site to the rear of these buildings, separated from the commercial complex by a wooded embankment.

Historical Background and Context

The Roberston Gift Shop was constructed ca. 1935 to cater primarily to tourists motoring through the mountains along US 74. The roadside gift shop sold mountain crafts and homemade jellies and assorted other items geared to seasonal visitors flocking to the Blue Ridge. The adjacent concrete-block building is said to have been constructed as a related storage building, and later possibly served as a fruit and vegetable stand (Carrier 1999; Freeman 1999).

The well-crafted log store was designed by Asheville architect, Albert Heath Carrier, who leased the building to his sister and brother-in-law, the Robertsons. The Robertsons operated the business until the 1950s, when the

building was leased by Aileen Threat (later Aileen Miller), who subsequently purchased the property. The Millers added the rear wing and later built the dwelling on the hill behind the store for their residence. The store closed permanently in the 1970s, and the rear wing is now rented as an apartment.

Albert Heath Carrier, in partnership with Richard Sharp Smith (supervising architect of George Vanderbilt's baronial Biltmore Estate), established the region's premier architectural firm of the early twentieth century. Although little published documentation currently exists regarding Carrier's individual career, the practice of Smith & Carrier designed residential, commercial, religious, and civic architecture in Asheville and throughout western North Carolina. The firm's work ranged from the dramatic, Neoclassical Jackson County Courthouse (1914) in Sylva, North Carolina, to the Gothic Revival St. Mary's Episcopal Church (1914) in Asheville (Griffith 1999; Bishir 1999: 247-248, 250, 266, 274, 276, 281, 329, 354).

Carrier's design for the Roberston Gift Shop is a handsome example of the Rustic style as interpreted for small, roadside architecture. The Rustic style was one manifestation of the larger back-to-nature movement that captured the American imagination during the rise of industrialization and urbanization in the late nineteenth and early twentieth centuries. In architecture, this trend towards self-conscious informality was promoted by the Arts and Crafts movement, which championed traditional craftsmanship and popularized the use of natural wood, native stone, and a variety of surface textures to evoke nature's own diversity (Martin 1995: E: 88-89; Bishir et al. 1999: 72).

The Rustic style epitomized this aesthetic in its use of log construction and rough stonework. Well-suited for rustic, woodland locations, and especially as a setting for the display and sale of local mountain crafts, this informal style gained regional popularity with the rise of tourism in the early twentieth century. An impressive example of the style is the imposing Edward F. Worst Craft Home, Penland School of the Arts (1935) in Mitchell County, designed by Tennessee architect D. R. Beeson. Other expressions range from the exclusive Glen Ghoga Lodge (1934-35) on the shore of Lake Nantahala in Macon County, to the auto-oriented Log Cabin Motor Court (ca. 1930) alongside Weaverville Highway in Buncombe County. In the thriving tourist town of Highlands in Macon County, contractor Joe Webb built a host of Rustic style residences characterized by rounded logs, chestnut-bark siding, and porch balustrades and railings of rhododendron branches (Martin 1995: E: 89; Bishir et al. 1999: 50, 72, 233, 299, 373-374, 411).

Evaluation of Eligibility

The Robertson Gift Shop is recommended eligible for the National Register under Criterion A for commerce and Criterion C for architecture. Designed by Asheville architect Albert Heath Carrier, the building is a handsome example of the Rustic style as expressed in early auto-oriented architecture geared to the mountain tourist trade. Built along the first main auto route between Charlotte and Asheville, this well-designed log store exemplifies the small shops that quickly arose to market assorted local crafts and other goods to passing motorists. In its quaint rusticity, including rounded log walls, river-rock patio and chimney, casement windows, wood shingles, and a curved roof

line that imitates a thatched roof, the building captures the exotic appeal of the Rustic style to tourists.

The property is not considered eligible under any other criterion. The store is not eligible under Criterion B because it is not associated with individuals whose activities were demonstrably important within a local, state, or national historic context. Finally, the property is not considered eligible under Criterion D because the architectural components are not likely to yield information important in the history of building technology.

Boundaries (Figure 4)

The proposed National Register boundaries are drawn to include the Robertson Gift Shop complex alongside US 74A. This area is clearly defined by the rock retaining wall and driveway to the north, the wooded embankment behind the complex to the west, the current property line to the south, and the US 74A right-of-way to the east. The boundaries encompass the Robertson Gift Shop and the adjacent spring house and storage buildings, which are all contributing resources. The boundaries exclude the west side of the parcel, which contains the 1950s dwelling and woodland.



Plate 1. Robertson Gift Shop, Looking Northwest along US 74A.



Plate 2. Robertson Gift Shop, Looking South.



Plate 3. Robertson Gift Shop, Front Facade.



Plate 4. Robertson Gift Shop, Entry.



Plate 5. Robertson Gift Shop, Front and North Elevations.



Plate 6. Robertson Gift Shop, South Elevation.

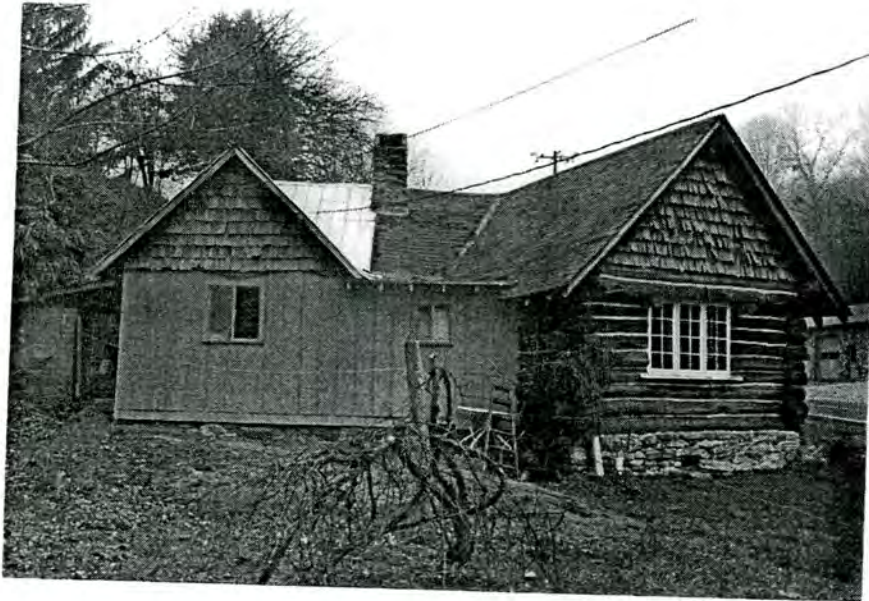


Plate 7. Robertson Gift Shop, Rear Ell, Looking North.

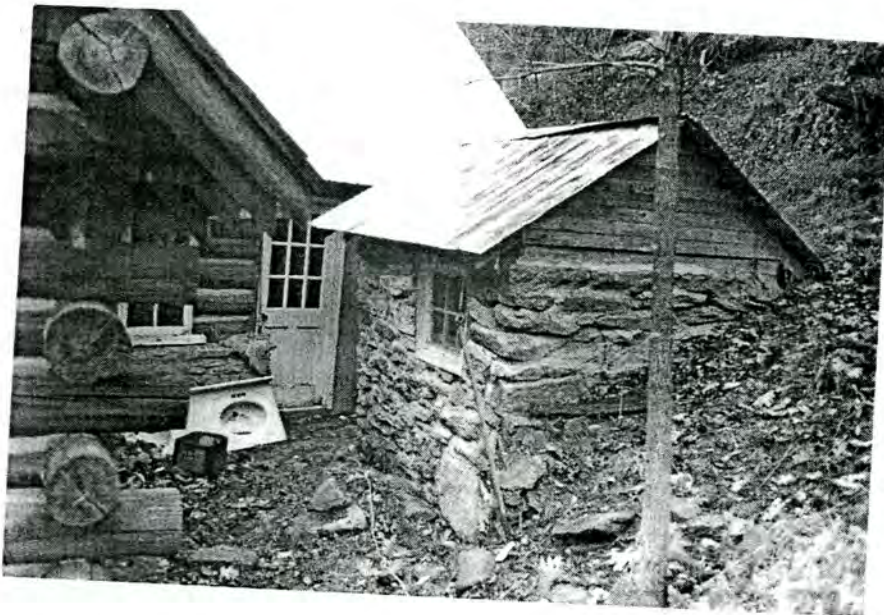


Plate 8. Robertson Gift Shop Complex, Spring House.



Plate 9. Robertson Gift Shop Complex, Storage Building, Looking South.

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APPENDIX

TIP # B-3474

Federal Aid # BRSTP-74(27)

County Henderson

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

Brief Project Description
Replace Bridge No. 59 on US 74A over Hickory Nut Creek

On 6/10/1999, representatives of the

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

reviewed the subject project at

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

All parties present agreed

- there are no properties over fifty years old within the project's area of potential effect.
- there are no properties less than fifty years old which are considered to meet Criterion Consideration G within the project's area of potential effect.
- there are properties over fifty years old (list attached) within the project's area of potential effect, but based on the historical information available and the photographs of each property, properties identified as Bridge #59 3 Properties 1, 2, 4-9 are considered not eligible for the National Register and no further evaluation of them is necessary.
- there are no National Register-listed properties within the project's area of potential effect.

Signed:

Mary Pope 6/10/1999
 Representative, NCDOT Date

Roy C Shelton 6/14/99
 FHWA, for the Division Administrator, or other Federal Agency Date

J. F. Mante June 10, 1999
 Representative, SHPO Date

David Sood, Deputy June 14, 1999
 State Historic Preservation Officer Date

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



To Asheville

US 74A

BRIDGE No. 59

Hickory Nut Creek

SR 1594 (Bearwallow Mountain Rd)

Hickory Nut Creek

To Bat Cave

US 74A

VFD

8

7

9

5


6

4

3

2

1

	<p>NORTH CAROLINA DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS PROJECT DEVELOPMENT & ENVIRONMENTAL ANALYSIS BRANCH</p>
<p>US 74A REPLACEMENT OF BRIDGE No. 59 OVER HICKORY NUT CREEK HENDERSON COUNTY, NORTH CAROLINA STATE PROJECT No. 8.1951601 (B-3474)</p>	