

United States Department of the Interior  
National Park Service

### NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

#### 1. Name of Property

Historic name Black Mountain Downtown Historic District  
Other names/site number N/A

#### 2. Location

Street & number Black Mountain Avenue, Sutton Avenue, Cherry, Broadway and State Streets  
City or town Black Mountain N/A not for publication  
State North Carolina code NC county Buncombe code 021 zip code 27811  
N/A vicinity

#### 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this X nomination \_\_\_ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property X meets \_\_\_ does not meet the National Register Criteria. I recommend that this property be considered significant \_\_\_ nationally \_\_\_ statewide X locally. (\_\_\_ See continuation sheet for additional comments.)

Jessie Brown SHPD 4/20/04  
Signature of certifying official Date

North Carolina Department of Cultural Resources  
State or Federal agency and bureau

In my opinion, the property \_\_\_ meets \_\_\_ does not meet the National Register criteria. (\_\_\_ See continuation sheet for additional comments.)

\_\_\_\_\_  
Signature of commenting or other official Date

\_\_\_\_\_  
State or Federal agency and bureau

#### 4. National Park Service Certification

I, hereby certify that this property is: \_\_\_\_\_ Signature of the Keeper Date of Action  
\_\_\_\_\_ entered in the National Register \_\_\_\_\_

\_\_\_ See continuation sheet.

\_\_\_ determined eligible for the National Register \_\_\_\_\_  
\_\_\_ See continuation sheet.

\_\_\_ determined not eligible for the National Register \_\_\_\_\_  
\_\_\_ removed from the National Register \_\_\_\_\_

\_\_\_ other (explain): \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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**5. Classification**  
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Ownership of Property (Check as many boxes as apply)

- private
- public-local
- \_\_\_ public-State
- \_\_\_ public-Federal

Category of Property (Check only one box)

- \_\_\_ building(s)
- district
- \_\_\_ site
- \_\_\_ structure
- \_\_\_ object

Number of Resources within Property

Contributing	Noncontributing	
<u>56</u>	<u>17</u>	buildings
<u>0</u>	<u>0</u>	sites
<u>1</u>	<u>1</u>	structures
<u>0</u>	<u>1</u>	objects
<u>57</u>	<u>19</u>	Total

Number of contributing resources previously listed in the National Register \_\_\_N/A\_\_\_

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.)

N/A

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**6. Function or Use**  
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Historic Functions (Enter categories from instructions)

Cat: <u>COMMERCE</u>	Sub: <u>specialty store</u>
<u>COMMERCE</u>	<u>professional</u>
<u>GOVERNMENT</u>	<u>town hall</u>
<u>GOVERNMENT</u>	<u>firehouse</u>
<u>INDUSTRY</u>	<u>manufacturing</u>

TRANSPORTATION rail-related  
TRANSPORTATION road-related  
DOMESTIC single dwelling

Current Functions (Enter categories from instructions)

Cat: COMMERCE Sub: specialty store  
COMMERCE professional  
COMMERCE restaurant  
TRANSPORTATION rail-related  
TRANSPORTATION road-related

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**7. Description**

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Architectural Classification (Enter categories from instructions)

Commercial Style  
Modern Movement/ Moderne  
Craftsman  
Classical Revival

Materials (Enter categories from instructions)

foundation brick, stone  
roof asphalt  
walls brick  
stone  
other wood  
metal

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.) see continuation sheets

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**8. Statement of Significance**

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Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations (Mark "X" in all the boxes that apply.)

- a owned by a religious institution or used for religious purposes.
- b removed from its original location.
- c a birthplace or a grave.

- d a cemetery.
- e a reconstructed building, object, or structure.
- f a commemorative property.
- g less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)

Transportation  
Commerce

Period of Significance 1880 - 1954 Significant Dates 1909, 1921

Significant Person  
 (Complete if Criterion B is marked above) N/A

Cultural Affiliation N/A

Architect/Builder Smith, Richard Sharp

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.) see continuation sheets

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9. Major Bibliographical References

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(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.) see continuation sheets

Previous documentation on file (NPS)

- preliminary determination of individual listing (36 CFR 67) has been requested.
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # \_\_\_\_\_
- recorded by Historic American Engineering Record # \_\_\_\_\_

Primary Location of Additional Data

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: \_\_\_\_\_

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10. Geographical Data

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Acreage of Property  14.4 acres

UTM References (Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing	Zone	Easting	Northing	
1	<u>17</u>	<u>380280</u>	<u>3942000</u>	3	<u>17</u>	<u>380520</u>	<u>3942060</u>
2	<u>17</u>	<u>380400</u>	<u>3942220</u>	4	<u>17</u>	<u>380500</u>	<u>3941920</u>

XX See continuation sheet.

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)

The boundary of the Black Mountain Historic District is indicated by a heavy black line on the accompanying Buncombe County tax map which is drawn to a scale of 1" = 130'.

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)

The district boundaries are drawn to include primarily historic properties from the period of significance which are located along Black Mountain Avenue, Sutton, Cherry, Broadway and State streets. This was and still is the commercial core of the town. Beyond the boundaries are residential areas and modern commercial development.

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11. Form Prepared By

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Name/title Susan Robinson, Chairman with the assistance of Martha Fullington, Angela Heitter, Jane Reeves, and John Toms

Organization Black Mountain Historic Preservation Commission Date November 5, 2002

Street & number Town of Black Mountain, 106 Montreat Road Telephone 828-669-9784

City or town Black Mountain State NC Zip code 28711

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Additional Documentation

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Submit the following items with the completed form:

Continuation Sheets

Maps

- A USGS map (7.5 or 15 minute series) indicating the property's location.
- A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

- Representative black and white photographs of the property.

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Black Mountain Downtown Historic District  
Buncombe County, North Carolina

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The Black Mountain Downtown Historic District is located in western North Carolina in the town of Black Mountain, which is completely surrounded by the Blue Ridge Mountains: the Black Mountains, the Craggy Mountains, and the Swannanoa Mountains. The small town lies at the head of the Swannanoa Valley, some eighteen miles east of the county seat, Asheville, in Buncombe County.

The presence of an east - west stagecoach road in the mid-nineteenth century was a boost to the area's settlement, but the town's official establishment came when the Western North Carolina Railroad arrived and established a station in 1880. Historically the town first developed along the stagecoach road (now State Street) and later along the railroad (Black Mountain and Sutton Avenues). Commercial development spread along the north-south corridors (Cherry Street and Broadway) connecting these transportation routes; there was a revival of development along State Street in the 1920s, when it became the major route, Highway 10 and US 70. Today these travel arteries and the commercial development they spawned define the Black Mountain Downtown Historic District.

Downtown Black Mountain has been the commercial core of the town for over a century. The mountainous terrain of the area is evident within the town center where streets and lots have steep slopes. A one-story street facade may have a two- or even three-story rear elevation, and rooftops are a common vista within the district. Most of the district features one- and two-story structures which face directly on the street and closely abut one another often sharing a common wall. The buildings are typically a single structural bay wide, ranging in width from twenty to thirty feet. At the southern end of the district Black Mountain Avenue is much less dense with vacant lots and open space around some of the buildings.

Stylistically, the architecture of the district exhibits a variety of late nineteenth and early twentieth century styles including Commercial Style, Craftsman, Classical Revival, Art Deco and Art Moderne. Buildings typically are one to three stories in height with storefronts of display windows, entrances, transoms, awnings, and simple parapets. The only notable dwelling in the district, the George Stepp House (#6), dates from 1907 and shows Queen Anne influence. The Black Mountain Depot (#4), built in 1909, is influenced by the Craftsman style and is executed in pebbledash above German siding with carved heavy timber brackets. The municipal buildings such as the 1921 firehouse (#66), designed by Richard Sharp Smith, and the adjacent 1927 town hall (#67) are monumental in scale and Classical Revival in style with their brick ornamentation. Art Deco design can be seen in 205 West State Street (#63), a one-story structure built for an automobile dealership in 1927 with eclectic trim of checkerboard brickwork. Art Deco motifs are also found on the Kaltman Building (#70), 104-114 West State Street, built in 1928. The influence of the Art Moderne style is exhibited in a sleek service station (#72) built about 1950. This building still maintains its curved smooth walls, oculus windows and tile work. The Pure Oil Service Station (#75), built circa 1945, is an example of roadside design and is residential in approach with steeply pitched roof, faux half-timbering in gables, central entrance with sidelight and double-hung windows.

The predominance of brick construction within the district speaks clearly of a community that was devastated by fire in 1912, but other construction materials of interest include stone and cast iron. The oldest structure in the district is a one-story remainder of a three-story 1880 building (#9) built from rock salvaged from the excavation of the Old Fort tunnel when the railroad blasted its course through the mountains. There are also four examples of river rock construction in the district (#s 7a, 7b, 7c and 65), all built between 1915 and

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1930, and two examples of cast iron facade ornamentation (#8b and #15), the earlier from 1908 and the later from 1922.

The Black Mountain Historic District is comprised of 76 resources. Buildings and resources which retain architectural integrity sufficient to convey their historical associations during the period of significance contribute to the historic fabric of the district; 56 buildings are contributing resources. Construction after the district's period of significance or alterations which rob a resource of its architectural integrity place the affected resource in the noncontributing category; 17 buildings are noncontributing. There is one contributing structure associated with the railroad, the tracks (#1), and two noncontributing structures, a restored caboose (#3) which houses a railroad photograph collection and a recently constructed memorial monument (#2) consisting of a stone patio, fountain, sculpture and plaque. For the entire district, 75% of the resources contribute to its historical significance.

Tourism has been the inspiration for much of the excellent preservation, restoration, and rehabilitation which is ongoing in the district. The McKoy Building (#5), located at 101-103 Black Mountain Avenue, is a fine example of restoration of a circa 1890 commercial storefront/warehouse building. Based upon historical photographs, the front balcony was reconstructed.

The Black Mountain Downtown Historic District is fairly clearly defined and self contained. Beyond the district boundaries to the north are residential neighborhoods; to the south is Interstate 40. The highly concentrated district clearly ends at its east and west boundaries without the typical urban sprawl.



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**4. BLACK MOUNTAIN DEPOT** 1909

Southeast corner of Sutton and Black Mountain Avenues  
Contributing building

Located beside the Southern Railway tracks, this is a one-story rectangular building of decorative novelty wood siding and pebbledash. Hipped roof and flared eaves are supported by massive triangular, carved, heavy-timbered brackets. Paired and single windows have nine-over-one double-hung sashes; doors have transoms and sidelights. Loading area on west end has heavy timber supports with bracket which carry the extended roof. The interior is in original condition with narrow beadboard walls and ceiling. All interior woodwork is intact including office and ticket window. An interior flue serves a heating stove. Considering the style, materials and construction techniques evident in this building, it may be a Richard Sharp Smith design. Since passenger service ended in 1975 the depot has served as a shop for local artists.

**Black Mountain Avenue, east side, north to south**

**5. MCKOY BUILDING** circa 1890

101-103 Black Mountain Avenue  
Contributing building

This two-story commercial building is constructed of pressed brick laid in American bond on a stone foundation. The first story two bay facade features a recessed double-leaf wood door entrance flanked by angled windows and display windows, all with transom above. There is also a single door entrance and a single window to the south. A second story reconstructed balcony is supported by heavy brackets crosses the entire facade. The second story facade has two-over-two double-hung sash segmental arch windows. A deeply corbelled parapet is supported by corbelled wall pilasters which delineate the bays. Interior chimneys along the roof line, a new balustraded handicap ramp, and two-over-two double-hung sash windows are features of the south elevation. The north elevation has the same windows. The building is five bays deep. The interior has notable woodwork including massive chamfered support posts, wooden floors, and twelve-inch baseboards. The building is currently being rehabilitated properly using documentary photographs to reconstruct missing elements. There is a one-story metal clad outbuilding at the rear of the property. J. W. McKoy built this brick structure circa 1890 to replace his father's wooden store and to serve Black Mountain as a grocery store. The basement of McKoy's store was rented for "use of town" at two dollars per month according to the 1905 town minutes. It is believed the basement served as the first town hall. The building was used as a hospital during the influenza epidemic in 1918. In the 1930s the uses changed to C. C. Hipp's dry goods store and the Black Mountain Hosiery Mill storage and warehouse. The second floor functioned as a boarding house. In addition to owning this store J. W. McKoy was president of the Commonwealth Bank in 1907 and served as mayor of Black Mountain from 1913 until April 1914.

**Paved driveway and vacant lot**

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6. **GEORGE W. STEPP HOUSE** circa 1907  
115 Black Mountain Avenue  
Contributing building

Visible in the 1907 map of Black Mountain, the George W. Stepp House (ca. 1907) is a two-story, Queen Anne influenced, shingle and weatherboard structure with two projecting pedimented gables on the facade. Features include a recessed second-story porch between the projecting bays, a three sided wraparound porch with square posts with necking and a simple balustrade. Windows are double-hung two-over-two sash. Main entrance has a recently constructed handicap ramp. The projecting rear two-story ell with chimney is original. G. W. Stepp was a cabinetmaker and worked on the Biltmore Estate. He served as Black Mountain mayor from January 1908 to May 1911 and May 1915 to May 1917. He was the son of Jesse Stepp, who was one of Elisha Mitchell's original hiking guides. George Stepp's wife Garland worked at the post office. Now a health food store, the house sits on a residential lot with lawn, hardwood trees and stone retaining wall along the street.

**Black Mountain Avenue, west side, south to north**

- 7a. **COMMERCIAL BUILDING** circa 1915  
116 Black Mountain Avenue  
Contributing building

A one-story brick commercial building, with a corbelled parapet and stepped parapet at sides. Storefront altered by infill of diagonal siding beneath replacement windows and entrance doors. Original transom remains intact. Built by J. A. Allred for his feed and seed business. 1924 Sanborn map shows an auto storage facility in this building. Map pasteovers reveal its conversion to the Black Mountain Laundry by Wade Rowland shortly after 1924. The stone-faced structure to the north (#7b) was added at this time. The laundry served Ridgecrest and Montreat, two spiritual retreats in the area, among other businesses and individuals, until the 1950s.

- 7b. **COMMERCIAL BUILDING** circa 1925  
114 Black Mountain Avenue  
Contributing building

A one-story attached commercial building constructed of brick faced with uncut river rock. The front elevation has a central double leaf door with a transom flanked by two large fixed multi-light sashes; both exhibit stone sills; one has a transom window. Built by Wade Rowland, this building served Ridgecrest and Montreat, two spiritual retreats in the area, among other businesses and individuals, as a laundry establishment until the 1950s.

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**7c. COMMERCIAL BUILDING** circa 1930

112 Black Mountain Avenue  
Contributing building

One-story attached commercial building constructed of brick faced with irregular courses of uncut river rock. The asymmetrical facade presents a half-light wood door and an original large fixed-sash multi-light transomed window with a stone sill. Originally housed a feed and seed store owned by J. A. Allred; later Mr. Sloan took over the business. J. I. Bradham took over the store in early 1930s to add to his franchise of twenty or more other feed stores in the area.

**8a. COMMERCIAL BUILDING** circa 1955

110 Black Mountain Avenue  
Noncontributing building

Attached one-story building with a parapet of vertical sheathing. Constructed of concrete block with a central door flanked by horizontal sash windows. The Williams Brothers Oil Company used this building as their office.

**8b. EVANS BUILDING** 1908

106-108 Black Mountain Avenue  
Contributing building

Three-story American bond brick structure one bay wide and five bays deep. The first story facade is a broadly-glazed, cast iron-framed storefront with two entry doors. A modern, flat, aluminum awning crosses the facade just above the first floor. The upper stories have two-over-two, double-hung sash windows beneath brick segmental arches and a simple corbelled hood. Stepped parapets on sides lower to two stories at rear. The Evans Building served as a post office and dry goods store. Built for William C. Hall (1855-1919), the postmaster from 1913 until his death in 1919. His daughter, Will Hall Evans (1884-1959), is the source of the building's name. She operated a boarding house on the upper floors and continued her father's dry goods store on the street level. Later it became Williams Brothers Oil Company.

**9. COMMERCIAL BUILDING** circa 1880

102 Black Mountain Avenue  
Contributing building

This one-story structure is what remains of a significant piece of Black Mountain's commercial history. Built about 1880 of stone from the Swannanoa railroad tunnel excavation near Ridgecrest, possibly by W. W. Melton, builder of the Montreat Gate. This was originally part of a three-story building which housed a meat market on the first floor. Later it served as a morgue during the flu epidemic of 1918. In the 1920s and 30s the dye shop for the Black Mountain Hosiery Mill operated here on the first and second floors, and the third floor was used as the Exeter Hall. It is not documented when the upper stories were removed, but they were demolished before the 1940s. The building was

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renovated for use as an automobile garage in the 1970s. Modern materials fill the original first floor storefronts. There is a dirt lot to the north on this property where the rest of the mill stood.

**Sutton Avenue, north side, west to east, between Black Mountain Avenue and Broadway streets**

10. **SAM PAPAS BUILDING** 1914  
206 Sutton Avenue  
Contributing building

Two-story brick commercial building two bays wide and three bays deep. The first story has been infilled with modern aluminum and plate glass windows and doors. Wall pilasters punctuated with stone enframe the building. A brick dog tooth course runs above the first story. The second story has four jalousie windows. The windows have a stone sill stringcourse and stone lintels. The ornate parapet features a recessed panel with an imbedded stone plaque, "Sam Papas 1914," topped by drip corbelling. The Sam Papas building served in the past as a meeting place for the American Legion, the Black Mountain Masons and the Junior Order of Masons.

11. **COMMERCIAL BUILDING** circa 1920  
204 Sutton Avenue  
Contributing building

A two-story commercial brick building with a one bay facade. New storefront infilled with replacement windows and doors topped with a shed roof (1940s). Second story windows are replacements. The building was once occupied by Mr. R. L. Woodard's hardware store. Gordon Greenwood acquired the building in the early 1930s for a printing business and published the *Black Mountain News*. A parking lot is adjacent to the building.

12. **BROWN LIVERY STABLE** 1915  
108 Sutton Avenue  
Contributing building

The Brown Livery Stable is a three-story, stone and brick structure with three bays on the front and four on the side. The stone foundation is the remainder of the original structure which burned in the 1912 fire. The upper brick levels were built in 1915. The storefront has plate glass display windows and doors. The second and third stories feature double-hung sash windows with segmental arches and fabric awnings. The parapet has brick panels. This was the site of a general store and post office in the late 1800s. It was redeveloped for a livery stable around 1895 by Jim McKoy, and later the business was sold to J. I. Bradham, proprietor of many feed and seed stores. The rebuilt livery stable was run by Clarence and Bert Brown. The town's first automobile agency, Brown Motor Company started here following the livery stable closing. The 1924 Sanborn Map lists this as an auto repair business. The Brown Brothers managed the Ford automobile business from the 1920s until R. L. Woodard and son-in-law Roger Viverette took over in the mid 1930s. Max Woodcock continued the automobile business through the 1940s.

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**13. COMMERCIAL BUILDING**

early 1930s

106 Sutton Avenue  
Noncontributing building

One-story brick commercial building. One half has a garage bay; the other half altered with a single door and display windows. All brick is stuccoed, wood paneling for parapet, and awnings. Once an auto sales and service center for Roger Viverette.

**14. (FORMER) BLACK MOUNTAIN LUMBER COMPANY**

1908

101-102 Sutton Avenue  
Contributing building

Although this one story brick commercial building has lost a great deal of architectural integrity due to numerous alterations, it is important to note that this was part of the Black Mountain Lumber Company through the 1980s. Walter Dougharty and F. B. Dennis founded the company and built the oldest section of this building in 1908; additions were built to the east of the original structure between 1908 and 1940. More of the company was located across Broadway. The building still retains much of its multi-light window banks in the additions which appear to follow original fenestration patterns. Modified porch roof and plank side parapet are two of the more distracting alterations. The 1924 Sanborn Map shows the Black Mountain Lumber Company in this location with an office and a paint store as well.

**Cherry Street, west side, north to south between West State Street and Sutton Avenue**

**15. COMMERCIAL BUILDING**

1922

100 Cherry Street,  
Contributing building

A Commercial Style two-story brick flat-roof commercial building with corner entrance with a single cast iron column. Recessed corner entrance has a double-leaf door with transom above. Cherry Street (three bays) and State Street (one bay) elevations have large display windows topped by transoms along the first story and single and double double-hung sash windows on second story. There is a vented, stepped parapet along the Cherry Street elevation and one single door entrance at the south end. The first occupant in the corner store was Mr. Doug Hamby's barbershop. The second use was Eckles' Real Estate Office. The storefront was later used as Pence's five-and-dime store. Mr. and Mrs. M. E. Griffith moved to Black Mountain and purchased the building to open a clothing store around 1945. Tinka Crawford used the building in the 1970s for an antique shop on the first level and tearoom on the second. Today it serves as an ice cream parlor with living space above.

**16. COMMERCIAL BUILDING**

1924

102 Cherry Street  
Contributing building

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A two-story brick flat-roof commercial building two bays wide with two end single door entrances flanking two display windows on first story. Second story features modern multi-pane paired windows and a simple parapet roof. Once occupied by Mr. J. C. Wolcott, photographer who came to Black Mountain during the summer in the early 1930s. The next occupant in the mid 1930s was Walter Bingham Gragg, a well-known photographer whose works were published in the *Black Mountain News*. Mr. Gragg operated an antique and jewelry store as well. Updated 1924 Sanborn map lists a photographer and a printing business.

**17. COMMERCIAL BUILDING** 1950s

110 Cherry Street  
Noncontributing building

One-story brick building modified by new stucco finish c. 1990; step parapet roof; replacement windows and entry; unusual orientation: typical front elevation faces north to side alley while step parapet is oriented to primary street. Addition to southwest corner c. 1950 along with prominent stone wall along property line at Cherry Street. McMurray's Chevrolet dealership was the first occupant of the building.

**18. (not used)**

**19. COMMERCIAL BUILDING** 1950s, modified 1996

112 Cherry Street  
Noncontributing building

One-story ceramics studio and craft shop with metal and wood siding, metal gable roof.

**20. COMMERCIAL BUILDING** 1996

On lot between West State and Cherry Streets  
Noncontributing building

New one-story wood-frame coffee stand.

**21. COMMERCIAL BUILDING** 1940s

114 Cherry Street  
Noncontributing building

A two-story brick commercial building completely altered with new tiled first story facade, reconfigured storefront with bubble awning. Second story has replacement windows. It is believed the first story was built several years before the second story. The first occupant was Mr. Will "Shorty" Creasman's Barbershop. This building is physically connected to the adjacent dwelling by an open breezeway.

**22. HOUSE** date unknown, pre-1912

116 Cherry Street

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Noncontributing building

A one-and-one-half-story with raised basement residential structure set back from Cherry Street. Has remained a residence, but greatly altered by modern fenestration, modern wrought iron porch supports and railings, aluminum siding, roof shape change, enclosed porches and additions since its original construction. 1924 Sanborn Map shows a small, long rectangular, one-story dwelling with a porch wrapping facade and portions of side elevations. Mr. Owenby built the original home. Mr. Will "Shorty" Creasman's (barber at 116 Cherry Street) parents owned the house and made extensive renovations to the house. During the time of the Creasmans' ownership the fire of 1912 destroyed portions of Sutton and Cherry Street buildings; 118 Cherry Street is believed to be the only surviving residence in the affected fire area. Will Creasman's daughter, Jeanette C. Burnette, currently owns the residence.

**23. COMMERCIAL BUILDING** 1994

118 Cherry Street

Noncontributing building

Modern two story brick veneered commercial building with a hipped roof. Various window configurations and rambling additions to rear. The structure is set back from the street with landscaped area in front. Originally site of a two-story commercial building, according to the Black Mountain Bird's Eye View Map of 1912. It was a vacant site by the 1940s and used a parking lot. McMurray's Chevrolet automobile dealership used the lot as a junkyard in the 1950s.

**24. COMMERCIAL BUILDING** 1999

120 Cherry Street

Noncontributing building

Modern three-and-one-half story stuccoed building with modern windows and doors set back from the street. Originally site of a two-story commercial building, according to the Black Mountain Bird's Eye View Map of 1912. It was a vacant site by the 1940s and used as a parking lot. McMurray's Chevrolet automobile dealership used the lot as a junkyard in the 1950s.

**25. COMMERCIAL BUILDING** 1914

122 Cherry Street

Contributing building

A two-story brick commercial building with a tall corbelled front parapet that steps down on sides. New finials top the front corners. Storefront with transoms and awning. Original recessed entrance has been pulled out to the street. Second story double-hung windows have segmental arched surrounds and added shutters. Originally used as a dry goods store owned by Mr. Jones Spencer Wahab (1868-1934). After Mr. Wahab's death in 1934, Mr. Gasperson, Mr. McKinney and Wade Rowland opened a dry cleaning business. Weldon Early took over the business and expanded into 124 Cherry Street. Updated 1924 Sanborn Map lists this as a steam laundry.

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- 26. COMMERCIAL BUILDING** 1916  
124 Cherry Street  
Contributing building  
A one-story brick commercial building with a tall corbelled parapet cornice. Storefront altered with modern infill. Was occupied by Black Mountain Telephone and Telegraph Company and also the electric company. Partial use by Weldon Early's dry cleaning services. Updated 1924 Sanborn Map lists this as a dry cleaners. Historic photo exists.
- 27. COMMERCIAL BUILDING** 1914  
126-128 Cherry Street  
Contributing building  
A two-story brick commercial building with a corbelled cornice. First story is separated into two storefront bays. 126 has a double-leaf entrance flanked by display windows, all under canvas awning. 128 storefront has new infill materials including a single door flanked by display windows and all surrounded by plywood. Second story is divided into four bays by wall pilasters; each bay has a round arched double-hung window with round arched brick hood. 126 Cherry Street was once a feed & seed store and also the "Palace Barbershop" in the 1920s. The updated 1924 Sanborn Map lists 128 Cherry as oil storage.
- 28. COMMERCIAL BUILDING** circa 1915  
130 Cherry Street  
Noncontributing building  
A one-story commercial building, one-bay wide, aluminum-framed altered storefront with canvas awning. Recent rough-brushed stucco covers brick. R. L. Woodard operated the office of Standard Oil from this building in the 1930s.
- 29. STEPP'S** 1946  
132 Cherry Street  
Contributing building  
A one-story brick commercial building with corner double-door entrance and transom. Parapets on both Cherry and Sutton facades. Alterations include boarded window transoms and a canvas awning. Finley Stepp built this 1946 restaurant. Located directly across from the Depot, the business, known as "Stepp's," attracted many visitors and was considered the finest restaurant in Black Mountain. Previously this was the site of a wooden building that served as a hotel until it was demolished after the 1920s. The 1924 Sanborn map shows a one story office building for a brief time. It was gone by the time the map was updated soon thereafter. The lot was vacant until Finley Stepp's construction.

**Cherry Street, east side, north to south**

- 30. COMMERCIAL BUILDING** circa 1920  
101 Cherry Street

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Contributing building

A two-story brick commercial building with recessed panel parapet. Altered storefront is a variety of mostly original display windows and doors with transom above all. Two sets of triple, double-hung sash windows on second story. Awnings added to both stories. The first occupant was Winfred Hall's clothing store. Following that Frank Groves opened a shoe store in the mid 1930s. The Chamber of Commerce used the building for offices from the mid 1930s until Mr. Jones opened a grocery from the 1940s through mid-1970s. Mr. Jones' wife Bertha lived on the second floor and continued to operate the grocery when he passed away. On 1924 Sanborn Map.

**31. COMMERCIAL BUILDING** circa 1920

103 Cherry Street

Contributing building

A one-story brick commercial building with a recessed panel parapet with drip corbelling. Replacement windows and door fill traditional storefront opening. Canvas awning across transom area. W. T. Wright, Jr. operated a grocery store until the early 1930s when he decided to move his business to State Street. Jasper N. Wright continued to operate his own grocery store in the building until 1960 after which Marcellous Melton had a meat market here. On 1924 Sanborn Map.

**32. COMMERCIAL BUILDING** circa 1920

105 Cherry Street

Contributing building

A one-story brick commercial building with a recessed panel in parapet with corbelling. Replacement storefront windows, door and new awning. Milton Anderson and his father had a shoe repair shop from the 1920s through the 1930s. On 1924 Sanborn Map.

**33. COMMERCIAL BUILDING** circa 1930

107-109 Cherry Street

Contributing building

One-story brick commercial building with two storefronts including original entrances and display windows, all with transoms. Simple stepped facade parapet. Aluminum awning across storefront. Constructed by J. L. Pellom 1930-32 as watch repair business that is still operated by his son John Pellom.

**34. COMMERCIAL BUILDING** 1945

111 Cherry Street

Contributing building

One-story brick commercial building with stepped facade parapet and recessed entry storefront with reconfigured doors and display windows. Aluminum awning across storefront. Constructed in 1945 by Marcus Begley for his wife Ruby B. for her beauty shop. The Begleys lived downstairs until their son Wendell was born. Ruby eventually rented the beauty shop to Ruth Lance to keep the beauty shop in business. Marcus Begley sold the building to Jeter and Rhoda Riddle for a flower shop.

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**Service alley**

- 35. PUBLIC RESTROOM** 1999  
115 Cherry Street  
Noncontributing building  
One story brick public restroom building. Design, mass, scale and materials compatible with commercial streetscape.

- 36. COMMERCIAL BUILDING** 1929  
117 Cherry Street  
Contributing building  
A two-story burnished brick veneered commercial building with replacement double-hung windows and large vents on second-story and altered recessed storefront. Area between first and second stories infilled with projecting weathered wood marquee. Built for R. H. "Harley" Reed's grocery store that moved from the corner of Church and State Streets. Grocery was in north portion of building while J. C. Wolcott occupied the south side in the 1930s and early 1940s during the summer months. Wolcott was a photographer who traveled from Lake Wales, Florida. Updated 1924 Sanborn map shows a two story brick store with a radio repair shop in back. The map also noted "auto in basement" and "stable in basement."

- 37. CAROLINA FEED STORE** circa 1915  
119 Cherry Street  
Contributing building  
A one-story brick commercial building with recessed panel parapet. Storefront has plate glass display windows flanking doors, all with transoms. Modern canvas awning across storefront. Originally Carolina Feed Store, later a hardware and furniture store, occupied and owned by Mr. W. H. McMurray in 1920s. By 1924 it was occupied by an auto repair business, the Black Mountain Telephone and Telegraph Company and the electric company. In the 1930s a dry cleaning establishment occupied the building, operated by Mr. Dorrah and his sister Mrs. Woodsides. Later was Ann Gibson's cafe. Today it is a cafe and gift shop. Shown on 1924 Sanborn map.

**Service Alley**

- 38. COMMERCIAL BUILDING** 1939  
121 Cherry Street  
Contributing building

One-story brick commercial building with three-bay storefront comprised of a variety of display windows and doors. Canvas awning across storefront covers a recessed panel parapet. The first

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occupant in the northern storefront was Mr. Greene who ran a doughnut/hamburger shop while his accountant son, Ronald Greene, operated the Western Union until the late 1950s.

**Vacant landscaped lot**

- 39. COMMERCIAL BUILDING** circa 1915  
133 Cherry Street  
Contributing building

A one-story commercial building with recessed panel parapet. Original brick covered with stucco. Replacement windows and doors in storefront creating a new but compatible look. Prior to moving to 117 Cherry Street, J. L. Potter (Mayor Potter) ran a feed and seed/grocery store. During the apple harvest season vendors from Brown Mountain Orchard would sell their crop here.

- 40. COMMERCIAL BUILDING** circa 1915  
135 Cherry Street  
Noncontributing building

A one-story commercial building with recessed panel parapet above significantly altered storefront. Original brick covered by smooth stucco finish and entire storefront area infilled with paneling and new plate glass windows and replacement doors. "Pender's," the first chain store in Black Mountain, occupied the building. The Black Mountain Post Office occupied the space until they moved to Broadway Street. Mr. Fulcher ran a grocery before Dick Reed operated Trailways bus stop in the late 1950s and early 1960s.

- 41. COMMERCIAL BUILDING** circa 1915  
137 Cherry Street  
Contributing building

A one-story commercial building with recessed panel parapet above storefront. Recessed entry, angled and flat display windows with wood aprons. Original brick now covered by smooth stucco finish. Joseph Kimsey, town mayor in the 1925-1928, operated a grocery store. Later housed an auto parts store.

**Service Alley**

**Broadway Street, west side, north to south**

- 42. GREENE BUILDING** circa 1930  
104 Broadway Street  
Contributing building

Two-story cream brick commercial building. Symmetrical first story facade features a central, single door entrance recessed behind an ornate brick elliptical arched surround. The central entrance is

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marked with a modern bubble awning and iron grill and is flanked by replacement display windows and single door entrances. The second story has eight, double-hung sash windows with stone sills. All windows and entrances have rowlock lintels or banding. The main floor held offices of Black Mountain Insurance Agency with agent A. P. Perley, the Black Mountain Savings and Loan Company, and the law offices for R. E. Finch and Roy Taylor. Dr. Mashburn (dentist) had his office on second floor in the 1930s; later Dr. James Love (dentist) occupied the same space for several years. During World War II, the Red Cross sponsored bandage folding on the second floor.

- 43. ECKLES BUILDING** circa 1950  
106 Broadway Street  
Noncontributing building

A one-story brick commercial building. All brick obscured by later-applied stucco finish. The central entrance with transom is original; however, the stucco and smaller modern display windows compromise the integrity of this building. Built by R. S. Eckles and his son Bob for their real estate office.

- 44. COMMERCIAL BUILDING** 1964  
108 Broadway Street  
Noncontributing building

One-story brick commercial building with aluminum framed plate glass windows and doors. Designed as a project by a North Carolina State University architecture student whose name is no longer known. Built in 1964 for the law offices of Ronald E. Finch and Roy A. Taylor. Mayor Richard B. Stone, mayor of Black Mountain from 1957 to 1975, later located his law practice in this building.

- 45. COMMERCIAL BUILDING** circa 1950  
110 Broadway Street  
Contributing building

One-story brick commercial building with original wood door entrance flanked by original storefront windows which now have shutters. Awnings and gooseneck light fixtures complete the facade. Built by Dr. E. K. Brake for his dental practice.

- 46. COMMERCIAL BUILDING** 1951  
118 Broadway Street  
Contributing building

Freestanding one-story brick commercial building with angled storefront windows and plate glass door. New awning across facade. Interior exhibits 1950s chevron-patterned aluminum ceiling and cornice.

**Service Alley**

- 47. COMMERCIAL BUILDING** circa 1920 and 1948

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120 Broadway Street  
Noncontributing building

Originally a stable, rebuilt as a one-story metal building by Harry and Kay Hyder, managers of their Western Auto store. Now a metal sculpture workshop. Set back from the street behind a stone retaining wall with a lawn abutting the sidewalk.

- 48. BLACK MOUNTAIN ICE COMPANY** circa 1930  
128 Broadway Street  
Contributing building

A one-story brick commercial building with stepped and gabled parapets, arched windows and doors, and a later (added between 1936 and 1950) engaged porch and loading dock with square posts and later modern balustrade. Facade window and blind openings from cold storage section have keystones within brick surrounds. Original windows are metal--some sash and some casement. Original cold storage door with hardware and plaque, "York Ice Machinery Corporation/York, PA." Also, early ice scale on front by cold storage door. Originally built for Mr. and Mrs. Cyril Huffman's Black Mountain Ice Company and coal yard. They sold ice for iceboxes and provided cold storage. After her husband's death Jennie Huffman married Lee Segal and continued the business into the '50s. After that it became Cook's electrical contracting business which operated throughout the '50s and '60s. An historic photograph from 1919 shows the original Black Mountain fire department on this site, and the 1924 Sanborn map verifies a town hall and "calaboose" or jail here. A paste over on the map shows the 1930s brick ice company and coal yard. A 1936 Wolcott photograph shows the original ice company without the later porch.

**Service Alley**

**Broadway Street, east side, north to south**

- 49. COMMERCIAL BUILDING** 1927  
101-105 Broadway Street  
Contributing building

One-story brick attached commercial building four bays wide with original single door entrances and display windows indicated by segmental brick arches. Some window and door uses have been switched. Stone diamond motif in parapet. Built by "Count" Valentine Avena as a bowling alley. The maple from the lanes is now used for tabletops in the Black Mountain Music Hall and the counter of the Black Mountain Library. The space became an auction gallery, then a men's fine clothing store owned by Edna and Cully Konrad and partner Woody Beddingfield.

- 50. COMMERCIAL BUILDING** 1927  
107-109 Broadway Street  
Contributing building

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One-story brick attached commercial building with twin gabled and stepped parapet bays and decorative brickwork built by F. B. Dennis in 1927. 107 in original condition with display windows angling into two recessed single door entrances with transom windows intact. 107 was the Western Union office in the late 1940s and a barbershop. 109 has been modernized with plate glass door and display windows. Transom has been covered. The post office was here until 1960.

**51. COMMERCIAL BUILDING** 1946

111 Broadway Street  
Contributing building

One-story brick attached commercial building. Modern plate glass display windows angle into original double-leaf wood doors with transom. Built by A.F. Tyson, Jr. in 1946; this was the first showroom of Sossamon-Tyson Furniture Company before its growth to 101-111 Broadway as Tyson's Furniture Company in 1950.

**52. COMMERCIAL BUILDING** 1950

113 Broadway Street  
Contributing building

Large one-story brick attached commercial building with stepped parapet. Altered to continuous plate glass display windows. Built by George Rankin in 1950 for the new location of A & P Grocery.

**53. COMMERCIAL BUILDING** circa 1950

115-117 Broadway Street  
Contributing building

Small one-story cream brick attached commercial building with two original asymmetrical aluminum storefronts with boarded transoms. Built by George Rankin for "Mack" Ashley McCoy. The first occupant in 115 was a beauty shop while 117 continues to be the Acme Barber Shop.

**54. COMMERCIAL BUILDING** 1952, altered 2002

119 Broadway Street  
Noncontributing building

New pseudo-historic brick commercial facade on a 1952 building. Originally constructed by Gregg Sawyer, first occupied by "Mack" Ashley McCoy's five-and-dime store in the 1950s, then the Collins Department Store operated by Charles and Rita Collins until late 1960s. Today it is Tanner's Ladies Apparel.

**55. COMMERCIAL BUILDING** 1947

121 Broadway Street  
Contributing building

Two-story brick detached commercial building. First story has aluminum frame display windows flanking a single aluminum frame door which has a classical surround. A second-story access door is on the northern end. Two paired one-over-one replacement windows are on the second story. Built for

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Dr. and Mrs. Anthony; Dr. Anthony had his practice on the first floor while living upstairs. The Pinders owned a garden shop in a one-story addition that extends to the alley and had a side entrance from the parking lot.

**56. COMMERCIAL BUILDING** 1947 and 1948

131 Broadway Street  
Contributing building

Two-story masonry commercial building with a door flanked by display windows on the street level and steel casement windows on the second level. A stepped parapet completes the facade. Built in 1947 by Walter and Dorothy Burgess as the one-story "Washpot" laundromat. The second story was added in 1948.

**West State Street, south side, east to west**

**57. PHARMACY BUILDING** 1925

101 West State Street  
Contributing building

A one-story brick commercial building which addresses the corner of State Street and Broadway. Corner entrance has double leaf doors flanked by large display windows, all topped by round-arch fanlights within brick surrounds. The Broadway Street elevation has one display window with fanlight transom and five more fanlights. High parapet with signage and recessed panels creates a monumental appearance. Built in 1925 for pharmacist Clifford Porter, the structure served as a pharmacy from 1925-1999; succeeding pharmacists were Carter Uzzell and Stephen Roberts. Town Hardware currently occupies this space.

**58. BLACK MOUNTAIN HARDWARE** Mid 1920s

103 West State Street  
Contributing building

A two-story brick commercial building with corbelled parapet and recessed panels. Storefront features door and display windows, all topped by transom window. Second story has double-hung sash windows with modern shutters. Built by R. L. Woodard, mayor of Black Mountain from May 1921-May 1923. Woodard, who had owned two hardware businesses at different times on Sutton Avenue, opened the Black Mountain Hardware here. Later owners included J. P. Ashley and J. E. Sylvester in 1930. Ted and Rose Holman bought the building and the business in 1950. Ruth and Lawrence Brandon moved Black Mountain Hardware to the western North Carolina shopping center in the 1960s. Archie Wolf started "Town Hardware" in same building and sold to Bob McMean, who sold to the Robinsons in 1991. The upstairs has a large meeting room and once held the office of Dr. A. E. Knoefel Sr., who practiced medicine in Black Mountain from 1918-1940. The threshold at the back door is inscribed, "The wages of sin is death, 1925."

**59. FIVE-AND-DIME BUILDING** Early 1920s

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105 West State Street  
Contributing building

A two-story brick commercial building with corbelled parapet and recessed panels. Transomed storefront has central double-leaf door entrance flanked by display windows. Two double-hung sash windows with modern shutters on second story. Tom Miller occupied the store with a grocery. From about 1935 until 1964, J. L. Pence operated a Five-and-Dime store here. Stepped parapet with chimneys all down the side elevation.

**60. COMMERCIAL BUILDING** circa 1930

107 West State Street  
Contributing building

One-story brick commercial building with 1990s one-story brick addition. In the original portion two doorways are delineated by pilaster surrounds. Display windows with a transom and awning over all doors and windows completes the storefront. A service station occupied this site in the early 1920s. This building was constructed for Mr. Howard Garland and Mr. William Honeycutt's G&H Trucking office, which contracted to carry food and other supplies to A&P stores in western North Carolina. The main office was in Charlotte, while Mr. Albert Garland managed the Black Mountain office. Later Roger Viverette operated a radio sales and repair shop and soon after he consolidated his business spaces by moving the Standard Oil distributorship office to 107 W. State Street. Mrs. Ruth Brandon acquired the building following Mr. Viverette's death. In the 1990s she added the portion to the right which is brick with two display windows and awning. This new construction filled a vacant space which once provided stairway access to the back of the State Street businesses. This vacant area was also a billboard site during WW II listing all service men from Black Mountain area.

**61. ALBERT GARLAND RESTAURANT** circa 1940

111 West State Street  
Contributing building

One-story brick commercial building with a high unadorned parapet, aluminum-framed display windows flanking a single entrance, all with transoms and awnings. Facade mimics the angle of the street corner. Built for Albert Garland's restaurant. Later another restaurant followed, Mr. Garrison's "The Grill." Bob Brand then had an auction gallery /antique store until 1992.

**Intersection with Cherry St.**

**62. COMMERCIAL BUILDING** circa 1940

201-203 West State Street  
Contributing building

One-story brick commercial building with three distinct sections. The east section (201) has a single door entrance flanked by display windows which have been partially covered at the bottom with wood panels. Canvas awning across storefront. The central section (203) has high plate glass windows with wood panels beneath. Facade also has a single door entrance and a plain parapet with awning. Original

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site of a gas station operated by Pete Poteat during the 1930s. The west portion (also 203) has a storefront featuring display windows and a single door entrance to the right. Vernon Stafford had a garage on this site in the 1930s, quickly followed by the Jackson Funeral Home. Wall pilasters define the bays. Stepped parapet end walls separate the sections of the building. McMurray Chevrolet constructed these buildings as it expanded its dealership after 1940.

**63. COMMERCIAL BUILDING**

1927

205 West State Street  
Contributing building

One-story brick commercial building with faux gable roof and stepped end-parapet walls. Below roof line is a frieze of checkerboard brickwork. The central entrance has half-light, double-leaf doors and stone quoin trim; to one side is a service garage opening with elliptical brick arch and prominent faux keystone; to the other side of the central entrance and bordered with quoin trim is a display window topped by vertical-light transom windows. Built by the Brown family for a Chevrolet dealership; the company went bankrupt during the Depression era. William H. McMurray bought the property and operated a Chevrolet dealership from 1935-1952 before moving to Montreat Road.

**64. COMMERCIAL BUILDING**

1930s

207 West State Street (set back)  
Contributing building

One story concrete block constructed building with metal sash windows; original service bay replaced with entrance and windows. Slightly shorter than the dealership building and served as a paint and body shop for the dealership.

**65. COMMERCIAL BUILDING**

1929

221 West State Street  
Contributing building

One-story commercial building constructed of river stone and concrete with a central half-light door below an elliptical hood. Marred by an overly large modern mansard roof covering the parapet but considered to be contributing because of its river rock construction and original fenestration. Built by W. B. Gragg as a photo studio and business in late 1929. In the 1940s it became a beauty shop.

**66. (FORMER) BLACK MOUNTAIN FIRE HOUSE**

1921

223 West State Street  
Contributing building

A two-story brick fire house designed by Richard Sharp Smith, supervising architect for the Biltmore House in Asheville. Central portion of the three-bay facade is slightly recessed with a service bay on the first floor, a large altered window opening on the second story and a prominent gabled parapet. The flanking narrow bays delineated by wall pilasters have narrow vertical window openings and a single door entrance with transom on the right bay first story. These narrow bays once read as towers and had

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crenelated tops. Deterioration caused them to be removed. The building was used as a Fire Department until 1987. In 1989 the space became home to the Swannanoa Valley Museum.

- 67. (FORMER) BLACK MOUNTAIN TOWN HALL** 1927  
225 West State Street  
Contributing building

Monumental two-story brick building separated into three bays by stone pilasters which support stone entablature. Above the entablature is a recess paneled parapet. Central double door entrance has trabeated stone surround. Entrance is flanked by double, twelve-over-twelve light original windows set within elliptical brick arch surrounds. Decorative panels between stories. Second story has three double windows all with stone flat arches. Original use was the town hall. The Black Mountain Library occupied the second floor of the town hall from 1927-1968; Miss Susan M. Hooker was librarian. A two-bunk jail was housed in the basement until 1971. Additional occupants were the Red Cross offices in the 1940s, the Chamber of Commerce offices, Western Union telegraph office until 1950, and a small courtroom in the rear of the building which held trials on Thursdays until the 1950s. Despite extensive renovation, some original interior elements remain intact.

**Montreat Road, west side**

- 68. KAISER AUTO DEALERSHIP** 1946  
105 Montreat Road  
Contributing building

One-story commercial building with high parapet, Art Moderne brickwork: raised horizontal banding on parapet and recessed vertical banding on storefront. Clipped corner entrance and large display windows with panels complete this facade. Service bays in set back portion. Built by Albert Garland for Kaiser Auto Dealership. Dempsey Whitaker (former mayor in 1955) owned a clothing store here; it was also a tire store, then Bill Wright had a sporting goods store in the 1950s. William McMurray bought it in 1960 and opened an additional Chevrolet showroom here.

**West State Street, north side, east to west**

- 69. COMMERCIAL BUILDING** 1923  
100 West State Street  
Contributing building

Two-story brick commercial building with replacement display windows flanking plate glass double doors in storefront. Four six-over-nine double-hung windows with added shutters recessed in panels on second story. The second story was once accessible from the rear and both floors were used as an auto shop. Was the Black Mountain Garage in the late 20s. Subsequent uses were the "American Cafe," then "Dixie Home Store," a grocer that later merged with Winn and Lovett to become Winn-Dixie in the 1960s.

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**70. KALTMAN BUILDING** 1928

104-114 West State Street  
Contributing building

A one-story brick commercial building with eight storefronts. Stepped concrete parapet with incised panel. Parapets and wall pilasters feature Art Deco-influenced decorative brickwork and cream brick detail. Storefronts typically have a recessed central entrance with flanking display windows, leaded glass block transoms and awnings. Built by Mr. Kaltman, the building was occupied by multiple businesses including a doctor's office, barbershop, grocery, hardware store, meat market, and pharmacy.

**71. VICTORY THEATER** 1913 & 1925

116 West State Street  
Contributing building

A one-story commercial building of hollow concrete block construction. The widening of West State Street in 1925 caused the original front facade to be demolished and moved back. The new facade was faced with cream brick with high parapet and drip corbelling. The Victory Theater, 1913-1924, was operated by John Maloney. Mr. Clyde Jumper purchased the building for use as a pharmacy until 1946 and this use was continued by subsequent owners until 1981. In 1960 aluminum windows replaced the originals in the storefront, and the interior was remodeled.

**East State Street, north side**

**72. SERVICE STATION** circa 1950

East State Street  
Contributing building

Mid-twentieth century flat-roofed service station which maintains many of its Art Moderne details such as curved smooth stuccoed walls, oculus window and tile work. The State Street elevation consists of a large plate glass display window and single door entrance with three glass-doored garage bays.

**East State Street, south side, west to east**

**73. COMMERCIAL BUILDING** circa 1925

110 East State Street  
Contributing building.

A two-story painted brick commercial building. Parapet is vented and has accentuated rectangular panels. The first story has two glazed storefronts flanking a central entrance to upper floors. Storefronts each have display windows to each side of recessed entrances. Transoms over all first story openings. Second story has three original paired windows with steel three-over-six-over-three sashes.

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Built in the 1920s for R. H. "Harley" Reed for his grocery store. In the mid forties he ran a restaurant here. He and his family lived on second level where he also rented rooms to boarders. Later the building was occupied by Harry and Katherine Hyder's Western Auto (1948-1952) on one side and the Carolina Power & Light office on the other side.

- 74. RUG AND JUG** 1934  
114 East State Street  
Contributing building

One-story commercial building with river rock-faced facade and side elevation and a side-gabled roof. Display windows flank the off-center double door entrance. Entrance is accentuated by a front facing gable supported by columns of multicolored stacked pottery. Best known as the "Rug and Jug" craft store, built and operated by M. E. Rondell, who also made wooden toys to sell in the shop.

- 75. PURE OIL SERVICE STATION** circa 1945  
118 East State Street  
Contributing building

Typical of Pure Oil stations built in the 1930s and 1940s reflecting the "residential" design to comfort drivers. The design exemplifies the hallmark brick service station with a steep side-gabled roof with blue tile accents and faux half timbering. A central entrance with a bell cast hood is flanked by side lights and windows. An extension for the service bay with double garages is to the right. The station was constructed and managed by Clyde McElheny and J. G. Macmillan and continued by Ernest and Margaret Slagle. Mrs. Slagle was the first woman mayor of Black Mountain, 1975-1977.

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Summary Statement of Significance

Near the former stage road passing over the crest of the Blue Ridge Mountains, at the head of the Swannanoa Valley, the site of the Black Mountain Downtown Historic District was established by a depot, the Black Mountain Station of the Western North Carolina Railroad, in 1880. The town became a commercial center; by the turn of the century it had attained the largest population in Buncombe County east of the county seat of Asheville, eighteen miles away, and was the third largest town in the county overall. The district meets Criterion A for listing in the National Register because of its association with the introduction and development of regional rail transportation. Criterion A is also met because of the district's role in the commercial development of the community. Since topography had been the main barrier to railroad construction, in a manner similar to its limitation of settlement nearly a hundred years before, the arrival of the train enabled unprecedented traffic between western North Carolina and the outside world. In the area of Black Mountain it had a marked effect on tourism at nearby Mount Mitchell and the Black Mountains, the highest-elevation mountains in the eastern United States, and as described in the following section, made other commercial endeavors possible, most notably lumbering. Starting in 1898, several prominent religious conference centers were also established near the town, and all of these various enterprises were served by the businesses in the district. The Black Mountain Downtown Historic District is a well-defined collection of mercantile buildings associated with the district's entwined transportation and commercial development, including the transition from horse-drawn and railroad transportation to automobiles. The district's period of significance begins with the siting of the railroad right of way and the first railway station in 1880, and ends in 1954, the fifty-year date for properties not having exceptional significance.

Historical Background; Transportation and Commerce Contexts:

By the early nineteenth century there were scattered settlements created by English, Scotch-Irish and German immigrants in the mountain region beyond the eastern escarpment of the North Carolina Blue Ridge Mountains, which had been a barrier to travel. The Swannanoa settlement, associated with the homestead of the first family to enter the region in 1794, was located about eight miles to the west of Black Mountain's future site, and was named for its association with the Swannanoa River and its valley.<sup>1</sup> The Swannanoa Gap, immediately to the east of Black Mountain and historically one of the main points of travel across the crest of the Blue Ridge, is at the eastern headwaters of the river, which flows west towards Asheville. In the area of Black Mountain, within these headwaters, the valley is somewhat higher in elevation, bounded on its south side by the Swannanoa Mountains, a chain of ridges, and by the great Black Mountain and Craggy ranges to the north. Road development through the Swannanoa Gap and in other mountain locations was very difficult during the first part of the nineteenth century.

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Over time, stage lines were established as roads were improved. After the construction of the north-south Buncombe Turnpike through Asheville in 1824, between Greeneville, Tennessee and Greenville, South Carolina, and the 1846 Hickory Nut Turnpike to the southeast, between Rutherfordton and Asheville, an east-west turnpike was chartered by the state General Assembly through the Swannanoa Gap in 1849, further determining and improving a route that would be generally followed until the present time.<sup>2</sup> A portion of it is now State Street in the northern section of the National Register historic district. Drovers herded their stock along it during the Fall to markets in the east beyond the mountains. In the area of the future Black Mountain there were widely-scattered farms and isolated merchandising establishments near this stage route. As early as 1833 there was a store about one mile to the west,<sup>3</sup> and a schoolhouse, named the "Kerlee School House" after the family who donated the property, was established not far from the site of the future depot.<sup>4</sup> A law school had been operated by Judge J. L. Bailey at his home in the mountains several miles to the northwest between 1856 and 1860,<sup>5</sup> and Tabernacle Methodist Church was established to the north, from at least 1847.<sup>6</sup> In 1870 a post office was established at a residence about a half-mile to the east of the future Black Mountain depot. Its official name, Gray Eagle, was associated with the particular area by long-standing tradition.<sup>7</sup>

Of great importance to the future development of the settlement, the region approximately ten miles to the north had become famous for the explorations of Elisha Mitchell and Thomas Clingman during the 1830s through the 1850s, in their attempts to determine the altitude of the highest peak in the eastern United States. Beginning in the latter part of the eighteenth century, renowned naturalists had undertaken various expeditions through the western North Carolina mountains, and had described the region's botanical and geographical riches for much of the Western world.<sup>8</sup> The Black Mountains figured prominently in many of these forays, due to their altitude and breadth.<sup>9</sup> By the end of the 1850s, nationally-popular publications recounted excursions and tours to the Black Mountain range, and the various accommodations for travel. They described routes leading from the Swannanoa community, where a post office had been established in 1818,<sup>10</sup> up through the dramatic scenery of the North Fork Valley (the North Fork of the Swannanoa River), to the Black Mountains, and on to the peak on which Mitchell perished in 1857. These and other widely-read scientific and popular accounts of the nineteenth century publicized the climate, vegetation, minerals, vistas, and other features of the nearby mountains.<sup>11</sup> After railroad construction, the Black Mountain Downtown Historic District increasingly became the point of access to these mountain ranges.

A railroad over the Blue Ridge Mountains had been planned since the 1850s,<sup>12</sup> and financial scandals as well as the Civil War had impeded its final phase of construction until the 1870s; by 1869 it had been completed to Old Fort, east of the Swannanoa Gap.<sup>13</sup> Involving the building of nine tunnels and a precipitous, circuitous roadbed, using the labor of nearly 2,000 African American convicts, of whom at least 125 died on the project, the Western North Carolina Railroad was completed to Asheville in October, 1880.<sup>14</sup> At one point, to facilitate construction from the western side of the ridge, temporary skid tracks were laid, and a

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locomotive was hauled by extraordinary human and animal force over the mountain.<sup>15</sup> When it was completed, the culmination of the climb over the crest of the Swannanoa Gap was less than two miles from the post office at Gray Eagle. The project was famous in its day, and, up to the present, has been a subject for a number of writers, such as the novel by the well-known author, John Ehle, entitled *The Road*.

The completion of the railroad through Black Mountain to Asheville and beyond to Tennessee via Hot Springs; to South Carolina through Saluda, North Carolina; and finally through the far western counties, made possible in a large part of western North Carolina what had earlier only been aspirations for commercial development.<sup>16</sup>

The effect on the settlement of Gray Eagle was almost immediate. Before the train and the train depot, visitors arrived by stagecoach at the corner of what is now State Street and Montreat Road. When the railroad arrived, the center of the town shifted to what is now the intersection of Black Mountain and Sutton Avenues. In addition to the passenger trains, freight cars brought all the staples for the town including coal, ice, food, tools and mail. In late January, 1880, eight months before the train had reached Asheville, the name of the post office was officially changed to Black Mountain,<sup>17</sup> after Black Mountain Station, the railroad's name for the new depot. By 1883, with a large hotel and three boarding establishments, two general stores, five carpenters, a gristmill, a sawmill, a blacksmith, and two railway employees, the town had more accommodations than its much older neighbor, Swannanoa. About three miles to the east of Swannanoa, and five miles to the west of Black Mountain, a railway stop and post office had been established in 1880, named Cooper's after an entrepreneur who had a hardware business in Asheville.<sup>18</sup> Cooper's and Swannanoa were the only railway stops between Black Mountain and Asheville at the time. In 1883 Cooper's supported one hotel and two stores, along with two mills and two blacksmiths; Swannanoa housed a store, blacksmith, and mill.<sup>19</sup> By then, Black Mountain's development exceeded that of the two communities in combination (they merged officially 1891, with postal records showing that the name of Swannanoa was retained), and the disparity continued as time went on, as shown by census records.<sup>20</sup>

Prior to the railroad, the challenges of the mountainous topography had prevented lumber transportation and trade in the vicinity of Black Mountain and in all other parts of western North Carolina. Transporting such loads were difficult and very limited even between sites within the mountains. Obviously, hauling logs for distances out of the mountains by wagon or ox cart had not been economically feasible.

Black Mountain became a commercial approach for the previously untapped timber resources of North Fork Valley (or, "North Fork"). The 1883 Asheville City Directory states that Black Mountain "is a point for the shipment of considerable lumber." The main approach into the North Fork and the surrounding mountains had passed through Swannanoa for most of the century. By 1883 the railroad enabled the operation of a sawmill in the North Fork, with weekly mail delivery from Black Mountain.<sup>21</sup> Three Black Mountain lumber dealers, Burnett and Company, Dougherty and Walker, and J. M. Stepp and Company, are listed in both

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*Branson's North Carolina Business Directory* and *Chataigne's North Carolina State Directory and Gazetteer* for the following year, 1884.<sup>22</sup> The timber industry was expanded to a far larger extent in the years following 1911, as described below, with rail lines integral to the project, where over 100,000 board feet of lumber would be hauled from the outskirts of the town of Black Mountain daily.

In 1882 an imposing three-story hotel was built immediately west of the depot, adjacent to the railroad tracks and proudly visible to the train passengers. Its name, the Mount Mitchell Hotel, presaged the importance of the district as a gateway and center for the Black Mountain range and the region. The hotel was well positioned on the rise on which the rest of the nascent town stood, with balconies overlooking the fields, farms, and headwaters of the river, across the sweep of the valley. This building was lost to a fire in 1905,<sup>23</sup> and another one of similar size occupied the site for over two decades. Black Mountain was incorporated March 4, 1893. Shortly afterward the aldermen had a survey made, in which several of the streets in the immediate vicinity of the depot were officially surveyed and named. The street now named Black Mountain Avenue was then named Stepp Street; Depot Street in 1893 is today's Sutton Avenue, and Briggs Street is now Broadway Street. These streets designated in 1893 are all within the Black Mountain Downtown Historic District. Dougherty Street, which is immediately outside the Downtown Historic District boundaries to the east, was also established at that time. Their original locations are unaltered.<sup>24</sup>

Black Mountain Avenue is the site of the earliest extant buildings in the Downtown Historic District. It functioned as the main approach into the village from the south in the late nineteenth and early twentieth centuries.<sup>25</sup> The McKoy Building (#5) was constructed in 1890 south of the passenger railway depot, across the tracks on the site of an earlier, two-story wooden general store and boarding establishment. It is a large, two-story American bond brick building. It has served as a mercantile, boarding, and manufacturing establishment at various times. In its first years, continuing the same functions as its frame predecessor, it was a general store, with boarding facilities on the upper floor. In 1905 its basement was rented to the town aldermen as a meeting site, for two dollars a month.<sup>26</sup> During the influenza epidemic of 1918 it was converted to a hospital. It later became a dry-goods store and a warehouse storage facility for the Black Mountain Hosiery Mill, a small manufacturing enterprise.<sup>27</sup> A 1907 photograph shows the George Stepp house (#6), a two-story residence with weatherboarding, shingles, and porches, constructed that same year. Much of the street on its west side was still unbuilt at that time.<sup>28</sup> The 1908 Evans Building (#8b), a three-story brick mercantile structure, was constructed as a dry-goods store with boarding on the upper floors; it was the location of the Black Mountain Post Office between 1913-1916.<sup>29</sup> The 1909 Depot (#4), a one-story heavy timber building with pebbledash and weatherboard, originally served the district in conjunction with a freight depot located about a hundred feet to the east.<sup>30</sup>

After the railroad, and until the beginning of the twentieth century, tourist travel to Mount Mitchell had continued to pass through the village of Swannanoa and the North Fork Valley,

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along much the same route and stopping points as before. In 1903, purchase of the drainage of the upper North Fork by the city of Asheville for a watershed prohibited the use of this traditional route. Thereafter, the main access took visitors directly through downtown Black Mountain, through Montreat property, and from there on a new trail constructed across Graybeard Mountain north of Black Mountain, and on to Mount Mitchell. This trail was frequently used by the assemblies (described below).<sup>31</sup> Greatly increased tourism traffic connecting to Mt. Mitchell through Black Mountain was to come later, after 1915.

During the nineteenth century, resort hotels had been established in rural settings in western North Carolina, at sites near mineral springs; those at Warm Springs (later Hot Springs) north of Asheville, and the Sulphur Springs Hotel four miles west of Asheville had become nationally famous before the Civil War. These establishments had cottages on their grounds adjacent to the main hotel buildings. Montreat, situated two miles north of the Black Mountain commercial district, was a similar but later evolution of this resort development, without the proximity to mineral springs which were becoming less popular by the turn of the century. Incorporated in 1897 as the Mountain Retreat Association, it was non-sectarian, emphasizing healthful exposure to nature in contrast to the rush of urban life, and was the first of several such complexes in the Black Mountain vicinity. These "conference centers" were also termed "retreats" or, as religious bodies called similar complexes constructed near Black Mountain a few years later (described below), "assembly grounds," or simply, "assemblies."

According to one of Montreat's turn-of-the-century brochures, it was established "... about two miles from the railway," and was "not remote and inaccessible." It is described as an escape that is "uncontaminated by a decaying civilization." As early as 1904 its amenities included a hotel, fourteen boarding "cottages," many showing Shingle Style influences, and an orphanage. Aside from its recreational, lodging, and boarding accommodations there were no commercial facilities whatsoever.<sup>32</sup> Montreat's "uncontaminated" existence, while being "not ... inaccessible," as quoted above, depended entirely on the grocers, contractors, hardware dealers, livery stables, laundries, banks, and other fundamental services that were furnished in downtown Black Mountain.

Montreat exerted an influence on Black Mountain's architecture. A Presbyterian religious assembly after 1905, the Montreat grounds later included Montreat College, both sharing the property's established conference facilities and a colony of homes. Its campus featured local river rock construction, with Charles Godfrey of Black Mountain as contractor. The river rock buildings of Montreat "established a community-wide building idiom" outside the assembly, according to the Buncombe County Historic Properties Inventory. The use of this native material, seen less frequently in other parts of the mountains, is particularly prominent in the Black Mountain area.<sup>33</sup> The commercial buildings at 114/116 Black Mountain Avenue (#7), 221 West State Street (#65), and 114 East State Street (#74), all within the National Register historic district, are built with this rock and show this influence. The use of 112/114/116 Black

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Mountain Avenue buildings as laundry facilities serving Montreat, other local assemblies, and the general public reinforces this connection.

Other vacationers found their needs served by the businesses in the district, which was growing in tandem with the surrounding region. Two miles to the east of Black Mountain in 1907, the Southern Baptist assembly, Ridgecrest, literally adjoining the crest of the ridge at Swannanoa Gap, was founded on a site formerly called Terrell's. Two miles to the southwest, Blue Ridge Assembly (National Register, 1979) was established in 1906 by the YMCA of the South. Trainloads of visitors arrived and departed from the Black Mountain station each summer, to be transported among their assembly sites.<sup>34</sup> Summer camps and resorts, including Lake Eden, Craggy Shadows Farm, Camp Timberlake, and Camp Merri-Mac, were established nearby in the following years, and their campers and patrons, along with other vacationers, also passed through Black Mountain.<sup>35</sup> In 1910 Black Mountain was third in population within Buncombe County, after Asheville and Weaverville.<sup>36</sup>

Locally, the timber industry expanded to a great extent when a logging railroad, chartered in 1911, was constructed just a mile to the east of the passenger depot, where it connected to the main Southern Railway line. Passing through the upper reaches of the Montreat property, it traveled on twenty miles of track into the high-altitude forests of the Black Mountain range.<sup>37</sup> The first timber was removed the following year, and the operations continued for nearly ten years.<sup>38</sup> An extensive lumber plant had been constructed at the site of the connection of the two railroads, almost in sight of the Black Mountain passenger depot. It included a sawmill, large millpond, and train sidings. The project employed hundreds of laborers who lived in and near Black Mountain. The sidings could accommodate five boxcars at one time beside the mill, with the finished lumber transported at the interchange with Southern Railway. On average, 110,000 board feet of lumber were sawed and hauled from the site daily.<sup>39</sup>

Spruce taken from the Black Mountains was used in World War I aircraft construction, and the Pearly and Crockett Company operated their mill at capacity.<sup>40</sup> In 1919 the railroad ceased its passenger conveyance and reverted to lumbering alone, which in turn was discontinued in 1921. By this time, the timber of the Black Mountains had been logged to the point that the operations were no longer economically viable.<sup>41</sup>

During the 1910s the commercial district was growing rapidly to serve the summer tourists and the year-round residents who were settling among the surrounding coves and ridges, drawn to scenery and to the climate with its cool summers. By 1912, a travel guide listed thirteen hotels and large boarding houses in Black Mountain, accommodating about 600 summer visitors,<sup>42</sup> nearly double the town's year-round 1910 census population of 311.<sup>43</sup> The district saw a widening variety of amenities during the 1910s and 20s, including electric and telephone service by 1912, water and sewer in 1911, and an ice plant in 1912. Movie houses opened; the Black Mountain Theater operated in 1911 and 1912, and the Victory Theater opened in 1913. Other entertainments included a 1927 bowling alley, now the commercial building at 101-105 Broadway Street (#49). Three sanatoriums were established near the district: the Franklin

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Humanitarian Home in 1900, the Royal League Sanatorium in 1904, and the Craigmont Sanatorium in 1911.<sup>44</sup>

A fire on November 25, 1912, affected the freight depot, several stores, a local lumber dealer, and a residence, all located along Cherry Street and Sutton Avenue. It was said to have begun at a livery stable belonging to J. I. Bradham on the east side of Cherry Street, spreading to the former Brown livery stable at the corner of Sutton Avenue, along Sutton Avenue, and also to buildings on the west side of Cherry Street.<sup>45</sup> Buildings which were destroyed in the fire were succeeded by brick and masonry construction on Sutton Avenue and Cherry Street. With the exception of these buildings and the McKoy Building, virtually none of downtown Black Mountain's buildings were constructed on previously-built sites.

The first Brown livery stable building at 108 Sutton Street is one such building which was affected by the 1912 fire. It was depicted in a "Birdseye View" map of 1912, drawn before the fire, with much the same outline as the present building, except there were only two stories.<sup>46</sup> A photograph taken shortly after the fire shows that the rock construction of the lower floor survived the fire, with the same first-floor window openings as the current building, corroborating local convention that the previous first floor was re-used when the Brown family rebuilt the stable.<sup>47</sup> The present building (#12) is three stories, with this stone first-floor foundation, and brick second and third floors.

Agriculture and manufacturing had limited influence on the economic development of Black Mountain. Following the construction of the railroad, tourism and agriculture were increasingly oriented towards markets and consumers outside the region, with limited textile production, tanneries, and tobacco shipping in Asheville.<sup>48</sup> The only significant manufacturing in Black Mountain was the Black Mountain Hosiery Mill, which occupied buildings in the district for its production and storage facilities beginning in the 1920s, at 101-103 Black Mountain Avenue (#5) and 102 Black Mountain Avenue (#9).<sup>49</sup>

By the late 1910s, tourism was the primary factor behind Black Mountain's development, and Mt. Mitchell became its major tourist attraction. After four years of extensive logging, the area immediately surrounding the peak of Mt. Mitchell was designated a state park in 1915, in large part due to public concern for the deforestation of such large areas of virgin spruce and other timber which had occurred since 1911.<sup>50</sup> The lumber company, Pearly and Crockett, began carrying visitors over the logging railroad on specially-constructed cars in 1915. For these visitors, the Southern Railway established a passenger stop, "Mt. Mitchell Station," at the logging railroad junction a mile east of the Black Mountain depot, to form an express connection for tourists arriving from the growing city of Asheville to board the excursion trains.<sup>51</sup> By 1916 the railroad conveyed 10,000 visitors during the tourist season, and the excursion had become one of the most popular destinations in the eastern United States.<sup>52</sup>

At this same time, a transition from railroad tourism to automobile tourism was being foreshadowed in the heart of Black Mountain. In 1915, it was the first township in Buncombe county to vote bonds for macadamized roads.<sup>53</sup> By October 11, 1915, Black Mountain Avenue,

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Sutton Avenue, and Cherry Street were the first streets to be paved. The main east-west state road (Highway Number 10) was paved in 1916, through State Street on the northern border of the Black Mountain Downtown Historic District, further implementing the automobile connection to Asheville and providing a practical tourism alternate to the railroad.<sup>54</sup>

Cherry Street, the most direct transit between State Street and the depot, is comprised of one- and two-story commercial structures, most of which were built in the 1910s as seen on Cherry Street's east side in the 1924 Sanborn map.<sup>55</sup> Near the corner of Sutton Avenue, 122 Cherry Street (#25), originally a dry-goods store, was constructed in 1914 by J. S. Wahab. The newspaper accounts of the 1912 fire state that Wahab suffered the loss of a building, but that he was insured for most of it; the current building is likely a replacement of Wahab's earlier fire-damaged building.<sup>56</sup> Also near the Sutton Avenue corner, other mercantile buildings at 124 through 130 (#26-28) Cherry Street were constructed between 1914 and 1916. The telephone exchange was in 124 Cherry Street at one time; it is shown on the 1924 Sanborn map on the other side of the street. Commercial buildings were constructed near the Cherry Street corner with State Street on both sides of the street.<sup>57</sup> The three contiguous buildings on the east (#30-32) served as grocery businesses through most of the period of significance.

The timber industry's demise, rather than diminishing Black Mountain's economy, was the prelude to a further expansion of the town's tourism. In less than a year, in 1922, all the traffic to Mt. Mitchell's summit, which had formerly traveled over the logging railroad, was by automobile, and it first passed through Black Mountain's downtown. In the mountains, after the removal of the railroad tracks and appropriate grading operations, with some minor alterations in the route, an automobile road was constructed along the former logging railroad bed.<sup>58</sup> The Mount Mitchell Motor Road, operated by the Mount Mitchell Development Company, was opened to automobile traffic and quickly gained national renown; its advertising, with unnecessary hyperbole, said it was "the most talked of point on the globe."<sup>59</sup>

A guidebook to the toll road described the beginning of the excursion, referring to Black Mountain's downtown, the accommodations near the summit, the hours reserved for the passage of one-way traffic, and stated the regulations and charges.<sup>60</sup> In 1923, one year after its establishment, 13,000 people traveled the nineteen-mile toll road to a former commissary site near the summit which had been named "Camp Alice" since the railroad days and was later expanded.<sup>61</sup>

Some of the roadside amenities the downtown district provided for the vacationing public along the Motor Road were referred to in the guidebook. To be prepared for the twenty-mile "tour," drivers were advised by the guidebook to patronize the town's gas stations, referring to the "several supply stations at Black Mountain...to see that they have sufficiency of gas and oil as they come by." For those who might have traveled to Black Mountain on the train and needed to rent a car to drive to the summit, or to travel to the area's various accommodations, automobiles that would "always be in readiness" were available in the district [sic] for those with the need.<sup>62</sup>

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The 1924 Sanborn map of Black Mountain's downtown graphically parallels this account. It shows that State Street had four gasoline stations serving the many riders and vacationers. Close by, to provide for other travel contingencies, there were two "auto repair" shops located on Cherry Street, an "auto storage" business on Black Mountain Avenue, an "Auto Bus Line Terminal" on Sutton Avenue, and a third "auto repair" at the northwest corner of State Street and Montreat Road.<sup>63</sup> The district's first car dealership was located in a former livery stable near the depot, in the current district's Brown Building (#12), adapted to its new use by the same family who had last operated the livery business.<sup>64</sup>

The community's prosperity during the interwar period is reflected in its intact building stock. Municipal services were improved in the 1920s with the construction of a two-story brick fire department (#66) on State Street, west of Cherry Street in 1921. Its front gable roof centrally recessed from two tower-like bays give it prominence on the street. (It is currently the location of the Swannanoa Valley Historical Museum). It was designed by Richard Sharp Smith, who had come to Asheville as the supervising architect for George Vanderbilt's Biltmore House, under Richard Morris Hunt. Smith later established his practice in Asheville.<sup>65</sup> The adjacent 1927 town hall (#67) is a three-bay, two-story brick building, with a central entrance and classical detailing.

Brick Art Deco commercial structures were built on the north side of State Street later in the 1920s, adjoining an auto repair business at the corner of Montreat Road on their east.<sup>66</sup> On the south side of State Street, beginning at the corner of Broadway, there is a prominent, one-story, former drug store (#57) with a corner entrance and arched transoms. On its west it connects to two two-story commercial structures (#58-59), constructed in 1925, each having soldier course brickwork, early twentieth-century entrances with transoms, and parapet roofs.<sup>67</sup> Further east, a two-story building (#73) was constructed about 1925 by Harley Reed, a prominent local grocer, with his business located downstairs and a residential space upstairs. It has a central entrance between two glazed storefront bays with transoms.<sup>68</sup>

Broadway Street was also built up in the 1920s as the downtown grew and expanded, leaving previous construction in place on other streets. A one-story brick building (#48) near the south end of Broadway Street, on the west side, was constructed for the Black Mountain Ice Company.<sup>69</sup> It has a stepped parapet, arched windows and doors, an engaged porch, and front facade windows with keystones within brick surrounds. In 1924, on an adjacent lot fronting Sutton Street, an ice company was operated for the three summer months of the year, evidently making its yearly profits within the tourist season.<sup>70</sup> Also on the west side, a two-story, cream-brick commercial building (#42), with a parapet roof and a symmetrical front facade, housed offices. Most prominent on the east side is a group of one-story connecting buildings dating from the later 1920s, with flat or stepped parapets, which housed the A & P supermarket in the 1930s and 40s.<sup>71</sup> In later decades the group was acquired by a local furniture concern, with the exteriors for the most part left unaltered. One of the river rock buildings on State Street, known by the name the Rug and Jug (#74), was constructed in 1934 and is a hallmark to the decades' passing

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streams of visitors. It still declares its longstanding function as a crafts store on its facade, through its integration of handmade decorative pottery “pilasters.”<sup>72</sup>

The Black Mountain Downtown Historic District also contains resources from the World War II era through the early 1950s, and an important educational institution impacted the continued prosperity of the town. Black Mountain College (National Register, 1981), an experimental college now of international repute for its faculty and its educational and artistic innovations, was founded at the Blue Ridge Assembly facilities in 1933. It relocated two miles west of downtown Black Mountain in 1940.<sup>73</sup>

Two filling station buildings remain on State Street within the district. An altered 1950 Esso station (#72) with some remaining Art Moderne details is on the site of a prior station dating from the early 1920s. A classic, Pure Oil station (ca. 1945) (#75) with its trademark steeply-pitched roof and cottage design, is on the south side of the street near the eastern end of the district.<sup>74</sup>

Other 1940s buildings in the historic district include the Kaiser dealership on the west side of Montreat Road (#68). Commercial buildings which were constructed on Broadway Street in the 1940s through 1950 include offices, retail establishments, a grocery (#52), a beauty/barbershop (#53), and a laundromat (#56).

During the period of significance of the Black Mountain Downtown Historic District, and still apparent today, the commercial section did not expand appreciably beyond the core area, either along outreaching “strips” or in other clusters of development. Churches, most of the boarding houses and hotels, and assembly and recreational facilities, were scattered among the town’s residences, outside the commercial district; most other commercial and governmental activities were concentrated within it. Even on State Street, first as part of a horse-transportation state turnpike, then as part of a major automobile route (State highway 10, and US-70), establishments catering to automobile traffic and tourism remained mostly at the center of town within the district rather than stretching further beyond, or advancing more than two or three lots up Montreat Road beyond the State Street intersection.

During the late 1950s and through the early 1970s, change to the downtown was minimal. Infill dating after the period of significance is limited and for the most part compatible. Most development in Black Mountain since then has occurred less than a mile away, near Interstate 40. The proximity of the interstate has dissuaded the encroachment of larger-scale development, with its noise and activity, while forestalling the demolition of buildings in the district. The setting of the Black Mountain Downtown Historic District, with its unobstructed mountain views, is much the same as in the early twentieth century, rising over the headwaters of the Swannanoa River.

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Endnotes

<sup>1</sup> Blackmun, Ora. *Western North Carolina: Its Mountains and Its People to 1880*. Boone, N.C.: Appalachian Consortium Press, 1977, 153-54, 59.

Powell, William S. *The North Carolina Gazetteer*. Chapel Hill, N.C.: University of North Carolina Press, 1968, p.484.

<sup>2</sup> Blackmun, 203, 317.

<sup>3</sup> Parris, Joyce J. *A History of Black Mountain, North Carolina, and Its People*. Black Mountain, N.C.: Black Mountain Centennial Commission, 1992, p.15.

<sup>4</sup> Miller, Leonard P. *Education in Buncombe County, 1793-1965*. Asheville, N.C.: Leonard P. Miller, 1965, 5.

<sup>5</sup> Agar, John. "Buncombe County: a Brief History," in *Cabins and Castles, the History and Architecture of Buncombe County, North Carolina*. Swaim, Douglas, ed. Asheville, N.C.: Historic Resources Commission of Asheville and Buncombe County, 1981, 25.

<sup>6</sup> Parris, 225.

<sup>7</sup> Perkinson, Phil H. and Lemuel Johnson. *North Carolina Post Office Catalog*. No imprint, 1984. "Compiled from microfilm of the original manuscript records of the U.S. Post Office Department," name index records. Parris, 19-21.

<sup>8</sup> Schwarzkopf, S. Kent. *A History of Mt. Mitchell and the Black Mountains*. Raleigh, N.C.: N.C. Division of Archives and History, 1985, 45ff.

<sup>9</sup> Blackmun, 143ff; 297-301.

<sup>10</sup> Perkinson et al, name index records.

<sup>11</sup> Schwarzkopf, 45ff.

<sup>12</sup> Blackmun, 318-323.

<sup>13</sup> Ibid, 379.

<sup>14</sup> Agar, 20.

<sup>15</sup> Blackmun, 394.

<sup>16</sup> Agar, 20-24.

<sup>17</sup> Perkinson et al, name index records.

<sup>18</sup> Ibid, name index records.

<sup>19</sup> *Asheville City Directory and Gazetteer of Buncombe County for 1883-84*. Richmond, Va.: Baughman Brothers, Printers, 1883, 76-78 and 89.

<sup>20</sup> Perkinson et al, name index records.

*North Carolina Population Trends; a Demographic Handbook*, v.1. Carolina Population Center, University Square, Chapel Hill, N.C., 1974. Swannanoa remained unincorporated until 1970; figures through 1960 were based on township boundaries.

<sup>21</sup> *Asheville City Directory and Gazetteer of Buncombe County for 1883-84*, 76.

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<sup>22</sup> *Branson's North Carolina Business Directory for 1884*, 6<sup>th</sup> Edition. Branson, Levi, ed. Raleigh, N.C.: Levi Branson, Office Publisher, 1884, 155.

*Chataigne's North Carolina State Directory and Gazetteer, 1883-84*. J. H. Chataigne, ed. Raleigh, N.C.: Alfred Williams, Bookseller, 1883, 212.

<sup>23</sup> Massengill, Stephen E. *Western North Carolina; A Visual Journey Through Stereo Views and Photographs*. Charleston, S.C.: Arcadia Publishing, 1999, 58. In this stereoscope view by Balduin Von Herff, who had abandoned his photographic endeavors by the mid-1880s (p. 55), the hotel is shown shortly after construction, with the caption, "Mount Mitchell Hotel," superimposed inside the frame of the image itself. The hotel had various names over time, e.g., a turn-of-the-century booklet pictures it with the name, "The Mitchell House." Presbrey, Frank. "The Land of the Sky..." Southern Railway, no imprint, n. d., n.p. (Copy at Pack Memorial Library, Asheville, N.C.)

<sup>24</sup> Parris, 38.

<sup>25</sup> Ibid.

<sup>26</sup> Parris, 40.

<sup>27</sup> *Cabins and Castles*, 154.

<sup>28</sup> W. B. Gragg, 1907 photograph cited above.

<sup>29</sup> *Cabins and Castles*, 154.

<sup>30</sup> Ibid, 154.

<sup>31</sup> Schwarzkopf, 102.

<sup>32</sup> *Montreat, In the Land of the Sky*. Asheville, N.C.: Hackney and Moale, n.d. [1904] (Copy at Pack Memorial Library, Asheville, N.C.)

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<sup>33</sup> Swaim, Douglas. "An Architectural History of Asheville and Buncombe County," in *Cabins and Castles...*, 96. Parris, 98.

<sup>34</sup> Van Noppen, 85-87.

<sup>35</sup> *Cabins and Castles...*, 153.

<sup>36</sup> Census figures, 1910, published in *North Carolina Manual*, 1931, 128.

<sup>37</sup> Lovelace, Jeff. *Mount Mitchell, Its Railroad and Toll Road*. Johnson City, Tenn.: Overmountain Press, 1994, 2-4.

<sup>38</sup> Schwarzkopf, 82-83.

<sup>39</sup> Lovelace, 40.

<sup>40</sup> Schwarzkopf, 84.

<sup>41</sup> Ibid, 96-99.

<sup>42</sup> *Information to the Summer Tourists Concerning Greater Western North Carolina, Season of 1912*. No imprint; guidebook, 46. (Copy at Pack Memorial Library, Asheville, N.C.)

<sup>43</sup> Census figures, 1910, published in *North Carolina Manual*, 1931. Compiled and edited by H. M. London. Raleigh, N.C.: North Carolina Historical Commission, 1931, 128.

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44 "History of Black Mountain, North Carolina." Paper compiled by the Senior History Class of Black Mountain High School, 1933, 22 and 34. (Copy at Pack Memorial Library, Asheville, N.C.). Parris, 58, 59, 95, 114, 135-138.

45 *Asheville Citizen*. Issues November 25, 26, and 27, 1912.

46 Fowler, Thaddeus M. "Birdseye View Map...1912."

47 Parris, 265.

48 Agar, 22ff.

49 Parris, 152.

50 Schwartzkopf, 90.

51 *Ibid*, 93-95.

52 Schwartzkopf, 96-99.

53 Parris, 51

54 *Ibid*, 51.

55 Sanborn Map, Black Mountain..., 1924, sheets 1 and 2.

56 *Asheville Citizen*. Issues November 25, 26, and 27, 1912.

57 Sanborn Map, Black Mountain..., 1924, sheets 1 and 2.

58 Lovelace, 41-43.

59 *Mount Mitchell Motor Road*. No imprint, no date. Souvenir guidebook. n.p. (Copy at Pack Memorial Library, Asheville, N.C.)

60 *Ibid*, n.p.

61 Schwartzkopf, 99-101.

62 *Mount Mitchell Motor Road*, n.p.

63 Sanborn Map Company; Black Mountain, Buncombe County, North Carolina. New York: Sanborn Map company, 1924, sheets 1 and 2.

64 Parris, 101.

65 *Cabins and Castles*, 83. The Historic Resources commission of Asheville and Buncombe County maintains prints of Smith's work for this structure.

66 Parris, 92.

67 *Ibid*, 98-100.

68 *Ibid*, 92.

69 *Ibid*, 98-99.

70 Sanborn Map, Black Mountain..., 1924, sheets 1 and 2.

71 Parris, 92.

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<sup>72</sup> Ibid, 116.

<sup>73</sup> *Land of the Sky: A Guide*. Asheville, N.C.: Western North Carolina Advertizing Committee, 1931, n.p. ("Swannanoa" and "Black Mountain" Headings).

*Cabins and Castles*, 153 and 157.

National Register Nomination, Black Mountain College, 1981.

<sup>74</sup> Parris, 104-105.

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Section 10

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5. zone 17 Easting - 380440 Northing - 3941780
6. zone 17 Easting - 380340 Northing - 3941720

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VIEW NUMBER	DESCRIPTION ADDRESS	PHOTOGRAPHER	DATE NEG. #
1	Streetscape looking southwest 122-128 Cherry Street, west side	Angela Heitter	8/2002 #17 NC-HPO
2	Black Mountain Depot Sutton Ave, 100 block, south side	Susan Robinson	12/2003 #23 NC-HPO
3	Streetscape looking northwest Sutton Ave, 100 block, north side	Angela Heitter	8/2002 #20 NC-HPO
4	Streetscape looking southwest Black Mountain Ave. at RR tracks	Susan Robinson	12/2003 #24 NC-HPO
5	Streetscape looking southeast Broadway St. at State Street	Susan Robinson	12/2003 #16 NC-HPO
6	Streetscape looking northwest West State St., 100 block, north side	Susan Robinson	10/2002 #23 NC-HPO
7	Hardware & Pharmacy Buildings 101-103 West State Street, south side	Angela Heitter	2/2002 #29 NC-HPO
8	Former Black Mtn. Town Hall 225 West State Street, south side	Susan Robinson	10/2002 #5 NC-HPO
9	Facade Details 103-105 Cherry Street, east side	Susan Robinson	12/2003 #20 NC-HPO
10	Public Restrooms 115 Cherry Street, east side	Angela Heitter	4/2002 #5 NC-HPO
11	Brown Livery Stable 108 Sutton Ave, north side	Angela Heitter	2/2000 #13A NC-HPO

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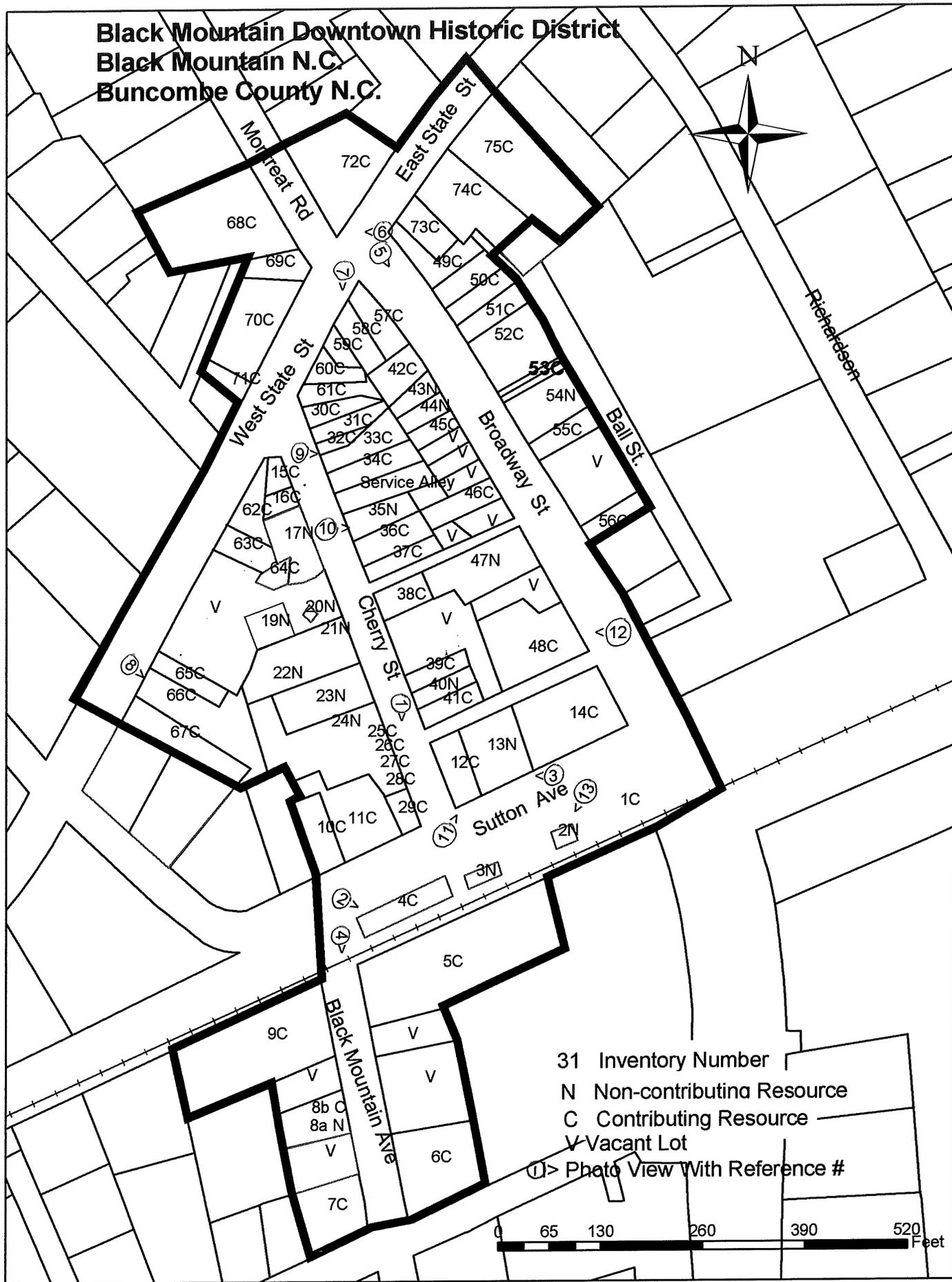
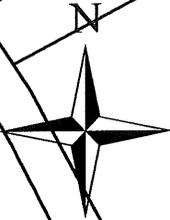
Key to Photographs

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VIEW NUMBER	DESCRIPTION ADDRESS	PHOTOGRAPHER	DATE NEG. #
12	Black Mtn. Ice Company 128 Broadway Street, west side	Angela Heitter	2/2000 #32 NC-HPO
13	Streetscape looking southwest Sutton Ave, 100 block, south side	Angela Heitter	8/2002 #10 NC-HPO

**Black Mountain Downtown Historic District  
Black Mountain N.C.  
Buncombe County N.C.**



31 Inventory Number  
 N Non-contributing Resource  
 C Contributing Resource  
 V Vacant Lot  
 (1) Photo View With Reference #

