

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 Frog Level Historic District

other names/site number _____

2. Location

street & number Roughly bounded by Commerce and Boundary streets on the south, Water Street and Richland Creek on the north, rear property lines of Depot Street buildings on the east, and 80 Commerce Street on the west
not for publication N/A

city or town Waynesville vicinity N/A

state North Carolina code NC county Haywood code 087 zip code 28786

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this _____ 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 meets _____ does not meet the National Register Criteria. I recommend that this property be considered significant _____ nationally _____ statewide locally. (____ See continuation sheet for additional comments.)

Jeffrey Crow SHPO 7/11/03
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): _____

Frog Level Historic District
Name of Property

Haywood, North Carolina
County and State

5. Classification

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
(Do not include previously listed resources in the count)

Contributing	Noncontributing	
16	3	buildings
0	0	sites
1	0	structures
0	0	objects
17	3	Total

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

Number of contributing resources previously listed in the National Register
N/A

6. Function or Use

Historic Functions

(Enter categories from instructions)

Cat: Commerce/Trade Sub: specialty store
Commerce/Trade restaurant
Commerce/Trade warehouse
Social meeting hall
Defense arms storage

Current Functions

(Enter categories from instructions)

Cat: Commerce/Trade Sub: specialty store
Commerce/Trade warehouse
Social meeting hall
Vacant

7. Description

Architectural Classification (Enter categories from instructions)

Commercial Style
Romanesque

Materials (Enter categories from instructions)

foundation brick
roof asphalt
walls brick
other stone
weatherboard

Narrative Description

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

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8. Statement of Significance

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)

Architecture

Commerce

Period of Significance

ca. 1900-1949

Significant Dates

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

unknown

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more 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: Western Office, Archives and History

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10. Geographical Data

Acreeage of Property approx. 5

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

Zone Easting Northing
1 17 319450 3929490
2

Zone Easting Northing
3
4
 See continuation sheet.

Verbal Boundary Description

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

Boundary Justification

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

11. Form Prepared By

name/title Sybil Argintar Bowers, Preservation Planning Consultant

organization Bowers Southeastern Preservation date March 3, 2003

street & number 166 Pearson Drive telephone (828) 253-1392

city or town Asheville state NC zip code 28801

12. Additional Documentation

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.

Additional items (Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name less than fifty, list attached

street & number telephone

city or town state zip code

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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Frog Level Historic District
name of property
Haywood County, North Carolina
county and state

Summary

The Frog Level Historic District in Waynesville, the county seat of Haywood County, North Carolina, comprises approximately five acres. The district is northwest of Main Street, downhill from the county courthouse, and occupies a low lying area centered around Richland Creek and the railroad tracks. While there were some businesses located along Main Street that pre-dated the arrival of the railroad, most of Main Street developed concurrently with Frog Level once the train arrived in 1884. Both areas expanded during roughly the same period of significance, but historically the Frog Level businesses were much more closely associated with the railroad industry in terms of serving as warehouses and wholesale centers. The first stopping place for tourists arriving in Waynesville was in Frog Level, with the livery businesses located there serving to carry visitors up the hill to the various inns and boarding houses. Frog Level businesses were different than most of those located along Main Street, and it was a commercial center in its own right.

The historic district is bounded roughly by Richland Creek and Water Street on the north, Commerce Street and the railroad tracks on the south, and side or rear lot boundaries on the east and west. The railroad tracks continue east and west of the district, with primarily new construction and residential areas located outside the district boundaries. Included within the district boundaries are one and two-story brick or frame buildings dating from the first three decades of the twentieth century which face onto Commerce, Depot, and Boundary streets.

The concentration of contiguous contributing buildings which comprise the historic district has changed only minimally from an architectural standpoint during the period of significance from ca. 1900 to 1949. These minimal changes include the addition of new materials and changing of historic configurations of a few of the storefronts, or application of modern materials which completely cover the facade, again only on a handful of the buildings. However, overall the area has retained its integrity in terms of architecture, setting, and its historical associations with the railroad and the commercial development it encouraged. Outside of the district to the southwest, southeast, and northeast is newer commercial development, with some newer residential areas located to the northwest.

The nominated district consists of sixteen contributing buildings, one contributing structure (bridge - #20) and three non-contributing buildings. All of the non-contributing buildings were built within the period of significance, but have been extensively altered through the application of modern materials which completely cover the historic facade. There are two vacant lots within the district boundaries. Notable buildings in the district are the **House** (#1, ca. 1900), a one-story Queen Anne cottage, unusual among the more elaborate grand two-story Queen Anne houses elsewhere in Waynesville; the **C. G. Logan Auto Company** (#7, ca. 1915), a one-story frame building with original weatherboard and German siding, serving as an early example of transportation-related frame garages; the **Medford Furniture Company** (#11, 1912), a two-story Romanesque-influenced brick building; and the **T. N. Massie & Son** building (#12, ca. 1900), also a two-story Romanesque-influenced brick building. The two Romanesque-influenced buildings, an uncommon style in Waynesville, retain almost all of their original architectural features. The **North Carolina National Guard Armory** (#8, 1936), which stands at the southeastern

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edge of the district, is also notable for its brick massing, crenellated roofline and corner towers, and decorative concrete medallions, and is a highly intact example of a government building constructed during the Works Progress Administration era.

INVENTORY LIST

Although streets in the district run in a northwest to southeast and northeast to southwest direction, for purposes of this nomination Depot Street will be considered to run north-south and Commerce and Water Streets to run east-west. Buildings are listed in the order of east-west streets first, followed by north-south streets. East-west streets are listed with the north side of street first and north-south streets are listed with the east side of street first. Dating of buildings is based upon 1896, 1908, 1913, 1924, and 1931 Sanborn maps used in the field, documentary photographs, oral history interviews, and owner-provided information; sources are noted with each entry. Some buildings have the same address, even though they are separate structures, which is due to the fact that one business may expand into two or more buildings. These are denoted as A, B, etc. (by the address) if they are separate buildings.

Water Street--north side:

1. 19 Water Street. House. Contributing. ca. 1900.

One-story Queen Anne dwelling with high hip roof, projecting gables, and original weatherboard siding. Conical-roofed turret on southeast corner. Attached Craftsman-style porch added between 1908-1913 with tapered posts on stone piers (Sanborn maps). Central stuccoed chimney, decorative bargeboards at front gable. Four-over-four windows, front door is three-lights-over-three-panel. House first appears on 1908 Sanborn map, but stylistically probably dates closer to 1900. The George W. Gibson family lived here from the 1930s to at least 1960. (Sanborn maps, oral history, city directory).

Commerce Street--north side:

2. 10 Commerce Street. Armory/Farmers Federation. Contributing. ca. 1915.

Two-story brick, flat roof, Commercial Style building, divided into three distinct storefront bays. One of the largest buildings in the district, the storefronts and front and north sides of the first floor of the building have all been altered with modern changes. These changes include, on the front, the addition of stone veneer framing which divides the storefront bays and covers the original kickplates, and the addition of modern doors and new display windows. In addition, new stone planters protrude out from the building onto the sidewalk. Modern storefronts are flush with the facade, rather than recessed as they were originally. On the first floor of the north side, one doorway has been bricked in, and another has a modern door infilled within the original opening. Two windows are boarded over, and a large original arched brick bay has been infilled with brick on the lower half with a modern multi-light window above. The second-story facade is still intact, with three single one-over-one windows with brick lintels and sills in each bay. Bays are divided by brick pilasters. One-over-one windows also pierce the northeast side of the building facing Depot Street and on the rear elevation. An intact door, in the center of the building, is

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single-light-over-panel-plus-transom, and leads to the second floor. A modern decorative iron security door has been added in front of it. On the alley side (facing southwest), there is an arched loading area and doorway which have been bricked in. Windows here are also boarded up. "Farmer's Federation" is still visible, painted along the cornice across the facade. In the mid to late 1910s the armory was located upstairs. Members of the National Guard practiced drills here, and community dances were held. This was used as the armory until the new building was constructed in 1936 (#8). In 1924 an auto repair shop wing was built at the rear of the building, and became a feed warehouse by 1931. The wing has been torn down. The Farmers Federation came to Waynesville in the mid-1930s and moved into the second floor. In 1945, a freezer locker was located in the southwest side of the building, a service offered by the Farmers Federation to store frozen meats, vegetables, and fruits. Richland Supply company, farm supplies, operated here in the 1950s. (Sanborn maps, oral history, documentary photos, 1916 Pictorial Story).

3. 24 Commerce Street. Royal Cafe. Contributing. ca. 1905.

Two-story Commercial Style brick building with original recessed entry and storefront configuration and the application of some modern materials, including stone veneer and metal at the storefront area. Flat roof with parapet wall on the alley (southwest) side. "Coca-Cola" sign still appears on this wall. Rear wall has been stuccoed. One-over-one windows. This building first appears on Sanborn maps in 1908, as a restaurant. It later also housed a fruit stand, and originally had a one-story horse shed at the rear, which is no longer extant. The building's longest continuous use was as a cafe, first run by Otis Burgin and later by Ira Marcus in the 1930s and 1940s. (Sanborn maps, oral history, documentary photos).

4. 40-A Commerce Street. Commercial Building. Contributing. ca. 1920.

Two-story brick Commercial Style building with an intact storefront, including transoms and brick kickplates with inset brick panels. A fixed pane display window still remains at the northeast corner of the building facing the alley. Stepped parapet roofline. One-over-one windows with concrete sills. Rear has some changes to first floor bays. The northernmost bay has been infilled with plywood on the lower half, but appears to retain the original triple window framing above. Window sashes are replaced with fixed panes in two of the openings, and a fan in the third. The southernmost bay retains its triple window framing also and the upper four-light sash. The lower half of this bay has also been infilled with plywood. This building was in use in 1924 as a retail store, but the specific goods sold is not known. By 1931 it was part of the feed and building materials warehouse of the adjacent building (#5). (Sanborn maps, oral history).

5. 40-B Commerce Street. Warehouse. Contributing. ca. 1920.

Tall one-story frame warehouse building with an L-shape floor plan. Building is nine bays wide. There is an L-shape attached frame loading dock with a standing seam shed roof and round posts at the rear, with a covered carport at the rear of the northern part of the building. Flat roof, and stamped brick metal siding on the front facade, covering the original wood siding. It appears, however, that the stamped brick siding has been on the building for many years. Windows, which appear to be original, are a combination of one-over-one and twelve-light casement. The main entrance into the building, at the north end, is recessed with a double-leaf door and multi-light display windows. The current doorway configuration may be a

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more recent change to create a vestibule into the building. Bay six of the building, approximately in the center of the front facade, is an original two-panel loading door of beaded boards. The shed roof covering over this door appears to be a recent addition. This building first appears on Sanborn maps in 1924, as a wholesale grocery with hay storage at the rear. By 1931, the building was in use as a feed and building materials warehouse, known as Hyatt and Company. (Sanborn maps, oral history).

6. 66 Commerce Street. J. B. Henry Warehouse/Boyd Wholesale. Contributing. ca. 1920.

One-story brick building with five bays, four of which are wide delivery door openings. Flat roof; multi-light, metal-frame industrial style windows at rear. On the 1913 Sanborn map a smaller, separate structure was shown at this location. By 1924, the south and northwest portions of the building were completed. By 1931, an office was added on the east side of the building, filling in the remainder of the lot and creating the current building configuration. This eastern portion served as the office for the building, and is the facade that now faces onto Commerce Street. A recessed entry, at the southeastern corner, likely served as the main entry, with the remaining bays serving as loading bays. The land for this building was sold by Sam L. Stringfield to Jennie R. Henry. The Henry family built the warehouse prior to 1924. Deed records note that it was called the J. B. Henry Warehouse. In 1924, the property was sold to R. T. Boyd and J. M. Palmer. The building changed hands several times in the late 1920s to mid-1930s, with different companies leasing the building, including Haywood Supply Company from ca. 1925 to 1927 and a feed and seed store from ca. 1927 to 1935. By the mid-1930s the property ended up back in the Boyd family. From ca. 1935 to 1960 the building was in use as Boyd Wholesale, a wholesale grocer. The store sold feed and general merchandise. Salesmen from Boyd Wholesale would travel to neighboring areas to take orders, with delivery trucks carrying products within Waynesville and surrounding areas, including Canton, Bryson City, Sylva, Candler, Lake Junaluska, and Maggie Valley. (Sanborn maps, oral history, owner, deed records).

7. 80 Commerce Street. C. G. Logan Motor Company. Contributing. ca. 1915.

One-story frame building with a front gable roof covered by standing-seam metal. Louvered vent in gable end. Three bays wide, with the center door boarded over. Windows are one-over-one and two-over-two. Weatherboard siding, unpainted, lapped at the rear with German siding on the south side. One interior brick chimney. The building was built as the C. G. Logan Motor Company, a Ford dealer, and later was occupied by the Norris Motor Company, an Oldsmobile dealer. The garage on the south side no longer stands. In 1924 the building was in use as a general store, with an attached garage at the south side. By 1931, the building was in use as part of the J. M. Palmer Milling Company. C. G. Logan, founder of the business, was known as one of the best mechanics in all of Waynesville, beginning his career as a dealer of benzine buggies in Haywood County. His dealership in Frog Level included the sale of Overland and Willis-Knight cars, of all varieties. Logan also sold Ford and other automobile parts. In addition to automobile sales, the Logan Motor Company was equipped to handle all types of repair work. (Sanborn maps, oral history, documentary photos, 1916 Pictorial Story).

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Boundary Street--south side:

8. 44 Boundary Street. North Carolina National Guard Armory. Contributing. 1936.

Two-story brick building with five distinct bays at the front (west) elevation. The second and fourth bays are lower than the center and corner bays, with crenellated parapet walls extending up above the flat roofline. The center bay is a projecting solid block with concrete coping at the cornice and concrete medallions depicting North Carolina and United States seals in either side of the incised "N. C. N. G. Armory". The corner bays are larger solid brick blocks with concrete coping at the cornice. The original brick framing remains around the front door, but a smaller door surrounded by brick infill has replaced the original door. Windows are slightly inset from the facade, set in narrow vertical bands. New window sash has been added in recent years, in a smaller configuration than the original openings. Some basement windows retain their original wood-frame sash. The rear wall of the building is an extended parapet wall. A shed roof sunroom has been added at the northeast corner, at the rear. There is a one-story wing on the south side, now enclosed, which originally served as bays for housing the army jeeps. The building has been in use continuously as a community center and served as a drill center for the National Guard until recent years when a new armory was built. According to a September 19, 1935 article in the Waynesville Mountaineer, Waynesville was one of the North Carolina towns to get an armory through the Works Progress Administration. The building was projected to cost \$24,000, and would house Company "H" of the 120th Infantry. The 22,000 square foot building would serve as a drill ground and for community use. According to the article, the town had to supply the site, with all other funding coming from the WPA program. (Sanborn maps, newspaper articles, oral history)

Depot Street--east side:

9. 282 Depot Street. Burgin's Market. Contributing. ca. 1925.

Two-story brick Commercial Style building with corner entry that still retains the original pressed tin ceiling. Building is divided into two distinct bays separated by a brick pilaster. The two existing front display windows are a later change. Transoms above the storefront windows are covered with pressed metal that simulates rusticated block. All windows boarded up in the front, multi-light double hung windows at rear. Large concrete block, shallow front gable roof addition to rear, one-story, ca. 1940s, with multi-light casement windows and garage bays. "Burgin's Market" is still visible on the southeast side of the building. This business remained in this location through the 1950s. (Sanborn maps, oral history).

10. 270 Depot Street. Commercial Building. Contributing. ca. 1935.

One-story brick commercial building, eight bays wide, with a stepped parapet roofline, striated brick facade, and concrete block at rear. Bays across the front of the building alternate between doors and display areas, apparently originally housing three distinct businesses. All transoms are covered with pressed metal to look like rusticated block. Display windows are intact, with plywood inserted below. Doors are modern replacements, except for one at the southeast corner which is a single light. It is not

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known what the original business was that occupied this building, but it has remained in continuous use as some type of retail store since it was built. (Sanborn maps, oral history).

Vacant lot to the south

11. 254 Depot Street. Medford Furniture Company. Contributing. 1912.

Two-story brick Romanesque Revival building built ten years after the adjacent T. N. Massie & Son building to the southeast (#12), in an almost identical style. Similar detailing of the two buildings makes them appear as one structure, but close examination in the field and information provided by the current owner reveals they were indeed built at different times. Sanborn maps also show that this building was constructed by 1913, with the adjacent building appearing by 1908. Building has two distinct storefront bays with two bays on the upper facade, each with segmentally arched two-over-two windows typical of the Romanesque Revival style. Original display windows, double-leaf doors, transoms. Corbelling at cornice, flat roof, stepped parapet wall on north side. The Medford Furniture Company was established in 1912. The 1913 Sanborn map indicates that there was a furniture store in the southernmost bay, the Medford Furniture Company, and a barber on the north side. The company advertised as having three floors of furniture displays, with an additional store on Main Street. An undertaker was also located in the Frog Level store. Later uses included Burgin & Owen, undertakers, and the Depot Exchange grocery. (Sanborn maps, oral history, documentary photos, owner, 1916 Pictorial Story).

12. 244 Depot Street. T. N. Massie & Son. Contributing. ca. 1900.

Two-story brick Romanesque Revival building with two distinct, intact storefront bays built prior to the adjacent building to the northwest (#11). There are two distinct storefront bays at the front, each retaining original display windows, double leaf doors, and transoms. Only change to storefronts appears to be the replacement of original paneled kickplates with brick. The upper facade has three distinct bays separated by brick pilasters. Romanesque Revival segmental arches over single and double two-over-two windows are located within these bays, with brick corbelling at the cornice. A parapet wall at the front of the building hides the gable roof behind, which is only visible from the rear of the building. Shed roof addition at rear, built after 1931. Windows boarded up at rear. The southernmost section of the building was a general store (T. N. Massie & Son) as early as 1908. By 1913, there was a still a general store in this section and a grocery in the northern bay. By 1916, Medford Furniture Company occupied this building as well as the adjacent one to the northwest (#10). Originally there were exterior stairs on the southeast side of the building, with boarders living above the stores. Claude A. Haynes General Store later occupied the building, in the early 1920s. Waynesville Candy Company has occupied the building from 1925 to the present day. George Dewey Stovall, Sr. arrived in Waynesville from Cleveland, Georgia ca. 1921. In the 1930s and 1940s this store was the distribution center for all of the Stovall 5 & 10 Cent stores in western North Carolina and northern Georgia. (Sanborn maps, oral history, documentary photos, owner).

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13. 240 Depot Street. Commercial Building. Contributing. ca. 1925.

One-story Commercial Style painted brick building with intact storefront including original display windows with glass block transom and recessed double-leaf door with transom. Flat roof with corbelled cornice. One-story concrete block addition at rear, after 1931. Built as a retail store. Businesses have included Carswell Underwood auto parts and feed store, and a plumbing company. (Sanborn maps, oral history).

14. 237 Depot Street. Cherokee Garage. Contributing. ca. 1920; altered 1940s.

One-story brick building with two distinct display areas flanking a central recessed entry that probably date to the 1940s when the building was converted to a furniture store (the Burgin-Clayton Furniture Store). Large display windows fill the lower front facade and continue around to the side of the building. Upper bays of the building are divided by brick pilasters, with a raised gable over the front center bay. Arched roof between the front and rear parapet walls. Some of the original garage bays on the southeast side of the building have been bricked in. Built as a car dealership and garage, with a capacity of thirty-five cars, this building first appears on the 1924 Sanborn map. This same Sanborn map notes concrete floors (they are actually terrazzo), heat stove, and electric lights. Office was located at the southeast corner of the building. Built by Paul and Clayton Walker. Taylor Motor Company was located here at one time. Later uses of the building were Burgin-Clayton Furniture Store, run by Otis Burgin and Henry Clayton. The sign for this is still visible on the building. (Sanborn maps, oral history).

vacant lot to south

Depot Street--west side:

15. 313 Depot Street. Messer & Carswell Store and House. Contributing. ca. 1920.

One-story frame L-shape building with the original store at the front and dwelling (now offices) at the rear. This building deteriorated considerably in recent years, but was rehabilitated by the current owners in 2000. Compatible new materials, including board and batten siding, were used, replacing the horizontal wood siding which was on the building in the 1940s. The original extended parapet wall at front remains, with the front gable roof behind, covered with standing seam metal. A full-width, shed-roof front porch replaces the one which was built between 1924 and 1931, in the same configuration. This porch does not appear in a ca. 1940s photograph, but a porch clearly appears on the 1931 Sanborn map. Details of the porch include square posts and a simple two-by-two balustrade. The front of the building is three bays wide. The center double-leaf door is flanked by large four-light windows which restore what was on the building in the 1940s. Handicap ramp has been added to west, porch at dwelling wing at rear has had posts removed. Interior brick chimney. Windows are four-light at front, one-over-one at northwest side, and are replacement sash. Store and dwelling to rear was originally part of the Waynesville Grist Mill (later Noland Mill) complex located along Richland Creek. The building, with only one rear porch, appears for the first time on the 1924 Sanborn map. By 1931, the only change to the building was the addition of porches onto the front of the store and front of the dwelling portions of the building. None of the old mill remains. John R. Carswell and R. T. Messer opened a retail grocery business on Depot Street

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in 1909. They sold all types of groceries, including a famous line of hams and bacons know as the "Morning Glory" line. The store also sold animal feed. When this building was completed ca. 1920, the retail grocery and mill store continued, with Carswell's family, including eight children, living in the attached dwelling at the rear of the store. Manson McCracken operated the store for a while, but beginning in 1946 through the mid-1960s Grady Honeycutt operated a traveling grocery store from this building. In the later 1960s an upholstery shop was located in the building. The building is now currently operated as Mill Race Mercantile, a general store. (Sanborn maps, oral history, documentary photos, 1916 Pictorial Story, owner).

16. 283 Depot Street. R. L. Lee & Company. Contributing. ca. 1935.

One-story five-bay painted stone building. Flat roof with raised parapet in center. Most former doors and windows are boarded up, but some multi-light metal windows remain on the side elevations of the building. Interior brick chimney. A recent fire in the building has damaged some of the roof and interior, but the current owner plans to rebuild. Originally a railroad spur line, which has since been removed, ran to the northwest side of the building where coal was delivered. R. L. Lee & Company operated a coal delivery business in this building. Documentary photos also indicate there was a garage wing on the southeast side of the building, which is also gone. (Sanborn maps, oral history, documentary photos).

17. 275 Depot Street. Livery Stable. Non-contributing. ca. 1905; altered ca. 1940.

One-story considerably altered building with a new brick facade and modern windows. Original arched windows of the early twentieth century livery stable remain along the northeast elevation of the building. Stepped parapet roofline. This building first appears on Sanborn maps in 1908 as a two-story livery stable. In 1931, the building was used for a general warehouse and retail store. A fire later destroyed the second story of the building. The modern brick facade that apparently added ca. 1930 to 1940s, along with some metal frame multi-light windows which were retrofitted into the original arched openings. Parton Feed Store was located here in the 1950s. (Sanborn maps, oral history).

18. 267 Depot Street. Commercial Building. Non-contributing. ca. 1920.

Altered one-story building with modern wany-edge, rough-sawn wood siding, modern doors and windows. Flat roof with parapet wall at front. Building extends to the rear, and is the same length as the adjacent former livery stable (#17). Built as a retail store. Caldwell Plumbing & Heating was located here in the 1950s. (Sanborn maps, oral history).

19. 263 Depot Street. Commercial Building. Non-contributing. ca. 1920.

Altered one-story building with modern facade. Lower half of the front of the building is brick veneer with metal frame fixed pane windows above. Door at northeast corner may be original multi-panel, with a new transom window. East facade of the building is brick, with a large one-story concrete block addition to the rear. Flat roof. Built as a retail store, operated as a tavern beginning in the 1950s. (Sanborn maps, oral history).

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20. Depot Street. Richland Creek Bridge. Contributing. 1928.

Intact concrete bridge crossing Richland Creek at the north end of Depot Street with concrete pilings and original two and one-half foot high concrete posts on street level with metal pipe railing between posts. Heavy steel beams support the structure, along with a solid concrete wall running beneath the center of the bridge. (Sanborn maps, Department of Transportation records).

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Summary

The Frog Level Historic District meets National Register Criterion C for architecture and Criterion A for its historic associations with the commercial development of the town. The buildings are architecturally significant as representative examples of early to mid-twentieth century commercial, institutional and residential architecture, including the Queen Anne style, Commercial Style, Romanesque-influenced commercial design, and a streamlined Art Moderne armory. The historic resources in the district are also important for their association with the commercial development in Waynesville, North Carolina from ca. 1900 to 1949 which initially came as a result of the arrival of the railroad and continued through the late 1930s through the 1940s until passenger service operations ceased in 1949. Due to its close proximity to the railroad, Frog Level served as the main location of the railroad-related commerce in Waynesville.

Historic Background and Commerce Context

Haywood County, formed in 1808, was named for John Haywood, treasurer of North Carolina from 1787 to 1827.¹ The town of Waynesville was established as the county seat of Haywood County in 1809.² Founded by Colonel Robert Love, the town was first called Mt. Prospect, then changed to Waynesville in 1810. The original town plan consisted of thirty half-acre lots along Main Street, with one cross street (now East and Church Streets).³ The business district of Waynesville was laid out along the northeast-southwest ridge line which formed the center of town.⁴ By 1810, the town center included a courthouse, a jail, and three taverns.⁵ The construction of the Buncombe Turnpike in 1828, connecting Tennessee to South Carolina, helped Waynesville's development to some degree, and a weekly stagecoach service, begun in 1830, between Asheville and Clayton, Georgia through Waynesville also brought some commercial development into the town.⁶ Nevertheless, by the end of the Civil War, Waynesville was still considered a hamlet, a small village on the stage line. All that was visible on Main Street were scattered houses, a brick courthouse, a hotel, a new jail, and a few lawyers and doctors offices. There were only fifteen families, two general stores, a few houses, and a total population of seventy-five people.⁷ By 1871, the town of Waynesville had incorporated, but the population was still less than 200. J.R. Love, a descendent of the town's founder, donated land north of the original section of town for development, including lots for a new courthouse.⁸

¹Mattson, Alexander, and Associates. "Town of Waynesville Architectural Survey", p. 2.

²Allen, W.C. The Annals of Haywood County, NC 1808-1935. Spartanburg, SC: The Reprint Company, 1982, p. 165.

³Mattson, Alexander, and Associates, p. 2.

⁴Mattson, Alexander, and Associates, p. 1.

⁵Haywood County Genealogical Society, Haywood County Heritage, NC, Vol. 1, Marceline, MO: Walsworth Publishing Co., 1994, pp. 17-18.

⁶Mattson, Alexander, and Associates, p. 3.

⁷Allen, p. 166.

⁸Mattson, Alexander, and Associates, p. 3.

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Like many western North Carolina towns, Waynesville did not see its initial development boom until the railroad arrived in 1884.⁹ It was predicted that ". . . the greatest benefit would come near the tracks. . . where stations developed. . ." ¹⁰ The agricultural, lumber, and tourism industries in Waynesville and Haywood County began to thrive as access to the west was opened up.

The area of town located along Richland Creek, northwest and down the hill from Main Street, was where the tracks were laid. Until this time the area had been essentially a swampland, with a few scattered buildings but no major development. Once the depot was built and the train arrived, the area which soon came to be known as Frog Level, was developed, probably on land that also belonged to the Love family.¹¹ Frog Level was so named by the local community because of its low-lying location along Richland Creek, the "frog level" when the area flooded.¹²

By the 1890s, the railroad in Waynesville had been integrated into the Southern Railway Company system.¹³ The first depot burned in 1900, but it was soon replaced with another depot that remained standing until 1987.¹⁴ The second depot, as shown in documentary photographs, was a frame structure with weatherboard siding, tiled hip roof, decorative brackets, and a covered passenger platform.¹⁵ Two streets, Railroad Street (now Commerce Street) and Depot Street were laid out.¹⁶ Farmers now had a way to sell their goods in locales further from town, and the agricultural industry changed rapidly from subsistence farming to larger-scale production. The railroad also ushered in a new tourism economy, which thrived in the late nineteenth and early twentieth centuries in Waynesville, as evidenced by the number of hotels located all along Main Street as well as those that were closer to the depot such as the Suyeta Park Inn.¹⁷ Frog Level and Main Street began to develop, with most of the retail stores, banks, and professional offices being located along Main Street, and most of the warehouses, wholesale businesses, and farm supply stores being located closer to the railroad in Frog Level.

Commercial development in Frog Level and Main Street began soon after the railroad arrived, with the organization of the first bank, Bank of Waynesville, in 1887. By 1890 the population in Waynesville had

⁹Mattson, Alexander, and Associates, p. 3.

¹⁰Farlow, Betsy. Haywood Homes and History. Waynesville, North Carolina: Don Mills, Inc., 1993, p. 14.

¹¹Clayton, Carolyn. Long-time resident of Waynesville. Interview by Sybil A. Bowers 24 October 2001.

¹²Ibid.

¹³Haywood Homes and History, p. 14.

¹⁴"Frog Level, Winds of Change", Mountaineer, 1 July 1987.

¹⁵Hilliard Jones Photo Collection, 1916 and ca. late 1950s. Copy at Archives & History, Western Office, Asheville, North Carolina.

¹⁶Sanborn Maps, 1896, 1908, 1913, 1924, and 1931. Railroad Street was changed to Commerce Street between 1924 and 1931.

¹⁷Ibid, Sanborn Maps.

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climbed to 455, with more hotels, boarding houses, and summer visitors arriving in the town each year.¹⁸ At its peak tourism boom, in the late 1910s, seven passenger trains arrived daily at Waynesville, with carriage services available from the livery businesses in Frog Level to carry visitors to their hotel destinations.¹⁹

By the late 1890s, there were only scattered buildings in Frog Level. There were several buildings constructed ca. 1900-1905, however, including four which are still extant (#1, #3, #12, and #17). In 1899, a bond referendum was passed for public schools and electric lights. The population in Waynesville in 1900 was 1,307, by 1910 -- 2,000, by 1930 -- 2,414, and by 1940 -- 2,940.²⁰ In 1902 First National Bank was chartered, and later merged with Commercial Bank, using the building built by Commercial Bank in 1906 at the corner of Main and Depot Streets (no longer in existence).²¹ The growth of the town, including continuing commercial development of both Main Street and Frog Level in the early years of the twentieth century prompted the installation in 1903 of a \$20,000 waterworks. To meet the growing need for electricity, a power plant was built along the Pigeon River in 1905, with another one being built at Waterville in 1928. Main Street was paved with "granitoid bricks" in 1905, with concrete sidewalks built on Main and Depot Streets. From 1899 on more hotels, primarily located along Main Street, new commercial buildings, and many more new houses were built.²²

By 1908, some of the early businesses in Frog Level located along Richland Creek included the Howell Mill Company (a grist mill) and the Torrence Company (a shuttle block factory). Businesses at this time located along Depot Street included a livery stable, general stores, groceries, and paint stores. A restaurant, a confectionery, a feed storage company, and lumber storage were all located along Commerce (then Railroad) Street. Some of these buildings remain within the historic district, but some were replaced by later buildings.²³ There were also several dwellings, many of which were located along Richland Creek, including the only remaining house from this time period, which is included in the district boundaries (#1).²⁴ In contrast to the businesses on Main Street from the same time period, the majority of the Frog Level businesses were related to the railroad with distribution of their products dependent upon rail transportation, or facilities which served to store products arriving by rail. The livery stables housed carriages to transport tourists arriving by rail to their hotel or boarding house destinations. In contrast, the majority of businesses on Main Street of the same time period provided retail, medical, and banking services to the community. Some of these businesses included general stores, barber shops, groceries, furniture stores, photo shops, drug stores, medical and legal offices, and banks. In addition, many of the

¹⁸Ibid, p. 167.

¹⁹Hilliard Jones Photo Collection, copy at Archives & History, western office, Asheville, North Carolina, ca. 1910.

²⁰Allen, p. 168.

²¹Ibid, p. 170.

²²Ibid, p. 169.

²³Sanborn Map 1908.

²⁴Ibid.

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inns and boarding houses for summer tourists were located up the hill from Frog Level, along Main Street.

By 1913, Frog Level had developed even further, with more commercial buildings constructed along Depot Street. Of a total of nine buildings located along the north side of Depot Street by this time, only two (#11 and #12) remain. The others were replaced from the early 1920s to the mid-1930s with newer buildings. (#9, 10, 13, and 14) Additional businesses by this time included a furniture store and barber shop (#11), a boarding house, and another restaurant.²⁵ It is interesting to note that a publication from 1916, "The 1916 Pictorial Story of Haywood County" stated that Frog Level businesses were located in "downtown" while Main Street businesses were located "uptown".²⁶ This was probably due to the fact that even though the development of the two areas happened concurrently, they were considered as separate entities with different types of businesses.

During the 1920s business in Waynesville continued to grow, and tourism, furniture manufacturing, and agriculture, all begun in the late nineteenth century, continued to be three of the thriving industries in the county.²⁷ Most of the buildings in Frog Level were constructed in the late 1910s to mid-1920s, including several which are part of the historic district (#2, #4, #5, #6, #7, #9, #13, #14, #15, #18, and #19) and are representative of the continued commercial development of the town of Waynesville. Businesses in Frog Level included the Waynesville Mill (former Howell Mill, located along Richland Creek, no longer in existence); wholesale groceries, animal feed storage, and retail stores located along Commerce (Railroad) Street. Also general stores, retail stores, auto repair shops and car dealers, and a livery stable were located along Depot Street.²⁸ As noted above, many of the buildings on the north side of Depot Street were not built until after this time, but most of those in the district along the south side of Depot Street and along Commerce (Railroad) Street still exist. By 1931, most of the standing buildings in the district had been constructed, with the only later buildings being the **Commercial Building** at 270 Depot Street (#10, ca. 1935); the **R. L. Lee and Company** coal storage (#16, ca. 1935) and the **North Carolina National Guard Armory** (#8, 1936).

As in other western North Carolina towns, however, the boom time in Waynesville ended around the time of the Depression, and only recently has new construction from the last twenty years been built in and around the central business core of the town and around Frog Level. Most of the county supported Roosevelt's New Deal programs for economic recovery. The population in Waynesville by 1930 was 2,414. The Waynesville Country Club was built in 1930, and Waynesville was one of four school districts in the county.²⁹ In the middle 1930s, work began on the Great Smoky Mountains National Park, adding

²⁵Sanborn Map 1913.

²⁶"The 1916 Pictorial Story of Haywood County". Reprint of a Special Industrial and REsourt Edition of the Carolina Mountaineer, 1916, p. 36.

²⁷Humphries, Carolyn. National Register Nomination for the Masonic Hall, 1987.

²⁸Sanborn Map 1924.

²⁹Haywood Homes and History, p. 174.

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once again to the tourism industry which has prospered in Haywood County since the 1890s.³⁰ The Blue Ridge Parkway construction began in 1934, and the Appalachian Trail was completed in 1937, both crossing northern Haywood County and bringing tourists to the area. In 1934, the Waynesville phone exchange had 631 telephones listed. The Park Theater was built on Main Street.

The Frog Level area of town also began to see a return to economic prosperity and growth in commerce by the late 1930s, and in 1936, the National Guard Armory on Boundary Street (#8) was built under the Federal Works Progress Administration (WPA) and Civilian Conservation Corps (CCC) programs. The Farmer's Federation came to Waynesville in the mid-1930s, locating in a building in Frog Level (#2). The Farmer's Federation, a national organization, had as its goal to represent agricultural interests and serve farmers in local communities. The organization also served as a resource, civic, and service club for farming families, with the goal that working as a group was more effective for farmers than working alone in agricultural production. The local Farmer's Federation in Frog Level provided a service to the community through its freezer locker operations.

In addition to the Armory and the Farmer's Federation, the county added another school district, each with one high school. A new football stadium was built at Waynesville's high school, and a new junior high school was completed.³¹ Many public works projects were built, including schools and post offices. By 1940, Waynesville's population had continued to grow, with a total population of 2,940. Great Smoky Mountains National Park was dedicated by Roosevelt in 1940, and St. John's Catholic Church on Church Street, just west of downtown, was completed in 1941. Wall Street, first known as "Back Access", opened along the rear of buildings on the east side of Main Street.³² In 1944, the Waynesville Public Library joined with other community libraries, and became the Haywood County Library. Due to the growing use of the automobile, in 1947 Waynesville installed parking meters downtown. Also in 1947, the Strand Theater opened on Main Street.

Downtown and the nearby Frog Level commercial centers of Waynesville continued to be the central focus for social life, transportation, and wholesale and retail businesses through the 1940s. Businesses in the Frog Level area in the 1930s and 1940s included hardware stores, farm supplies, coal sales, auto dealers and garages, furniture stores, wholesale groceries, warehouses, and lumber companies, all businesses dependent on the railroad. However, as the automobile began to change the primary mode of transportation for most residents, the railroad declined in importance. The last passenger train arrived in Waynesville in 1949, and freight trains pass through Frog Level twice daily, often only stopping to deliver materials to new manufacturing companies just outside the district. Most trains continue on through to Sylva.³³ Some businesses from the 1930s and 1940s, mentioned above, continued in operation

³⁰Ibid, p. 17.

³¹Ibid, p. 174.

³²Ibid, p. 176.

³³Nelson, Louise. Historic Waynesville and Haywood County, North Carolina, Louise K. Nelson, 1999, p. 37, and Hilliard Jones Photo Collection, copy of photo at Archives & History, western office, Asheville, North Carolina.

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in Frog Level in the 1950s and 1960s, but with the decline of the rail service most buildings and businesses in recent years have deteriorated. Main Street has become more of the focus of revitalization efforts. However, new property owners within the district have begun a new wave of renovation efforts, and Frog Level is once again beginning to serve as a commercial part of the town.

Architectural Context

Commercial buildings in the Frog Level Historic District are typical of the design of commercial buildings all over the country in the first two decades of the twentieth century. In contrast, however, some of the Frog Level buildings, especially the warehouse structures (#5 and #6) are more utilitarian and their appearance reflects this. Most of the buildings are one or two-story brick structures in the Commercial Style, a style prominent in American towns from 1900 to 1930. They are similar to those constructed on Main Street in Waynesville or in Canton in the same time period. The Commercial Style generally was a reaction to the more ornate commercial building styles of the late nineteenth century, maintaining the basic elements of the commercial building but simplifying the details. Ornamentation, if any, generally consisted of some patterned brick in facades or corbelling at the cornice. Parapet rooflines were common, along with large rectangular windows arranged in bands.³⁴ Two notable exceptions to this are the **Medford Furniture Company** building (#11) and the **T. N. Massie & Son** building (#12), both of which exhibit Romanesque influences of the late nineteenth century. The **C. G. Logan Motor Company** building (#7) is also an exception to the use of the Commercial Style. This structure, built as an auto dealership, is a simple frame, weatherboarded vernacular structure. The **Messer & Carswell Store and House** (#15) is also an exception to the Commercial Style, being a vernacular frame building with new board and batten siding, and a residence originally located to the rear. Warehouse buildings in Frog Level are typical of these building types, being one or two-stories, generally of brick, with little or no ornamentation, flat roofs, multi-light metal windows, and often having loading or service docks located to the rear. The residential building included within the Frog Level district (#1) is the only remaining house from the ca. 1900 time period, and is an example of a single family detached modest housing being built close to the railroad and along Richland Creek. Historically, Richland Creek was the location of additional residential development. The House at 19 Water Street is the only remaining example of a building in the Queen Anne style in this part of town, exhibiting elements such as the corner turret, decorative bargeboards, and high hip roof with projecting gables. The ca. 1920 dwelling that was attached to and located to the rear of the **Messer & Carswell Store and House** (#15), which has now been converted into office space for the current retail business, was built in a style completely different than the earlier houses, and served as a secondary use to the main part of the building.

Also, interview with George Dewey Stoval, long-time resident and Frog Level business owner, by Sybil A. Bowers, 13 February 2003.

³⁴"Storefronts on Main Street: An Architectural History", Illinois Preservation Series, Numbe 19, p. 3.

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Verbal Boundary Description

The district boundaries for this nomination are indicated on the accompanying tax/sketch map, with a scale of 1" = 200'.

Boundary justification

The historic district boundaries include the area with the greatest concentration of commercial and residential buildings dating from the first three decades of the twentieth century located within the Frog Level area of Waynesville, North Carolina. Together these resources maintain the original setting, historical associations, and architecture of the Frog Level area during its period of significance. New construction outside of the district is not included, and the one residential building in the district is included as the only remaining dwelling along Richland Creek.

Frog Level Historic District Photographs

The following information applies to all of the photographs, except where noted.

Name of property: Frog Level Historic District
Waynesville, Haywood County
North Carolina
Photographer: Sybil Argintar Bowers
Date of photos: August 2001
Location of
original negatives: Division of Archives and History
One Village Lane
Asheville, North Carolina 28803

1. Depot Street, view SE
2. 19 Water Street, view N
3. Commerce Street, view SW
4. 10 Commerce Street, view NW
5. 24 Commerce Street, view N
6. 40-B Commerce Street, view NW
7. 80 Commerce Street, view N
8. 44 Boundary Street, view E

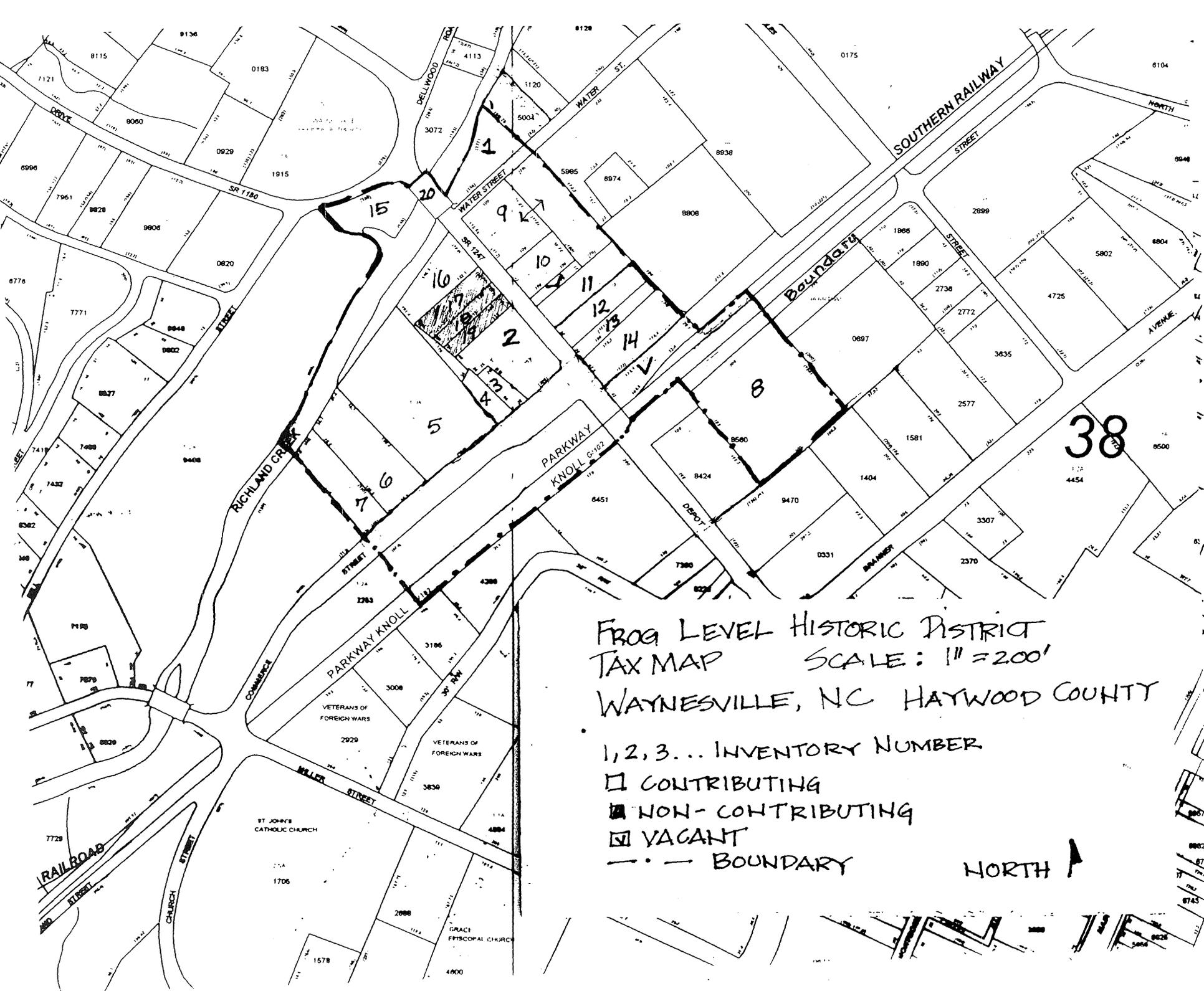
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9. 254 and 244 Depot Street, view SE
10. Storefront, 244 Depot Street, view NE
11. 240 Depot Street, view NE
12. 313 Depot Street, view S
13. Depot Street, view S
14. 267 Depot Street, non-contributing building, view SW



FROG LEVEL HISTORIC DISTRICT
 TAX MAP
 SCALE: 1" = 200'
 WAYNESVILLE, NC HAYWOOD COUNTY

- 1, 2, 3... INVENTORY NUMBER
- CONTRIBUTING
- NON-CONTRIBUTING
- VACANT
- — — BOUNDARY

NORTH 





THE TRADER
APPLIANCES
ELECTRONICS
FURNITURE
BUY-SELL-TRADE
452-7775

HALF PRICE
THIRD STORE

MOUNTAINEER
CABINETS
452-2425

10/8/12