

**Fayetteville Municipal Survey of Buildings, Sites, and
Structures**

Final Report Including Multiple Property Documentation Form

Conducted by

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Under the auspices of the

City of Fayetteville Planning Department and Historic Resources Commission

and the

North Carolina Historic Preservation Office

September 2001

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INTRODUCTION

The Fayetteville Municipal Architectural Survey was funded by the City of Fayetteville with a matching grant from the North Carolina Historic Preservation Office. A yearlong project, it focused on documenting fifty-year-old properties that had not been previously surveyed. The Principal Investigator for the project was Michelle Michael who performed the fieldwork, photography, mapping, file organization, and report writing. Mr. Bruce Daws, Historic Properties Manager for the City of Fayetteville, assisted Ms. Michael with the research and fieldwork. Ms. Nancy VanDolsen and/or Ms. Ruth Little, Interim Survey Coordinators, reviewed all documentation for the Historic Preservation Office. In addition, Kathy Kem, Carson Hales, Mary Davis, Victor Sharpe, all of the City of Fayetteville, provided invaluable assistance. The Historic Resources Commission is also to be recognized for their persistent efforts within the city for the cause of historic preservation.

Fayetteville currently has four National Register Historic Districts, the Haymount Historic District (NR1983), Liberty Row Historic District (NR1973), Market Square Historic District (NR1983), and the Downtown Historic District (NR 1999). These areas were not included in the 2001 survey project. However, properties adjacent to the districts were evaluated for district expansion. Ms. Linda Jasperse performed the most recent survey of Fayetteville in 1980. The result of that survey was the Fayetteville Multiple Resource Nomination. Most of the nominated buildings were representative of either early architecture or high-style architecture. Only pre-1930 buildings were evaluated during the 1980 survey. Although Fayetteville was a growing city in the early twentieth century, not until the 1940s did the population mushroom. World War II had a tremendous impact on the growth of Fort Bragg and as a result, on the city of Fayetteville. Therefore, one of the goal's of the 2001 survey was to identify and document

properties that post-dated 1930 and those associated with World War II. Emphasis was also placed on surveying African-American resources.

During the planning phase of the survey project, 3,600 properties were scoped for intensive survey, during the survey over 3,800 properties were intensively surveyed. This number included resurveying areas examined in 1980 that have maintained their integrity and are now eligible as historic districts or individual properties. The city's tax records indicate that there are more than 6000 properties within the current city limits that pre-date 1952. A reconnaissance survey was conducted on the 2400 pre-1952 buildings that were not surveyed intensively. The reconnaissance survey will enable planning agencies to be aware of potential districts that have not been fully documented, and will aid any future surveys of the city.

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National Register of Historic Places
Multiple Property Documentation Form

This form is used for documenting multiple property groups relating to one or several historic contexts. See instructions in How to Complete the Multiple Property Documentation Form (National Register Bulletin 16B). Complete each item by entering the requested information. For additional space, use continuation sheets (Form 10-900-a). Use a typewriter, word processor, or computer to complete all items.

New Submission Amended Submission

A. Name of Multiple Property Listing

“Historic and Architectural Resources of Fayetteville, North Carolina, 1789-1951”

B. Associated Historic Contexts

(Name each associated historic context, identifying theme, geographical area, and chronological period for each.)

The Settlement of Two Towns, 1730-1820	E1-E5
Growth, Fire, and Rebuilding, 1821-1860	E5-E7
Civil War and Reconstruction, 1861 – 1900	E7-E11
The Dawn of a New Century, 1901-1940	E11-E16
World War II & Post War Growth, 1941 – 1950	E16-E18
Fayetteville Today, 1951 – Present	E18

C. Form Prepared by

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city or town Asheville

state NC

zip code 28801

D. Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR Part 60 and the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation. (___ See continuation sheet for additional comments.)

Signature and title of certifying official Date

State or Federal agency and bureau

I hereby certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.

Signature of the Keeper Date

Table of Contents for Written Narrative

Provide the following information on continuation sheets. Cite the letter and the title before each section of the narrative. Assign page numbers according to the instructions for continuation sheets in How to Complete the Multiple Property Documentation Form (National Register Bulletin 16B). Fill in page numbers for each section in the space below.

	Page Numbers
E. Statement of Historic Contexts (If more than one historic context is documented, present them in sequential order.)	E 1- E 18
F. Associated Property Types (Provide description, significance, and registration requirements.)	F 19 – F48
G. Geographical Data	G 49
H. Summary of Identification and Evaluation Methods (Discuss the methods used in developing the multiple property listing.)	H 50
I. Major Bibliographical References (List major written works and primary location of additional documentation: State Historic Preservation Office, other State agency, Federal agency, local government, university, or other, specifying repository.)	I 51- I 53

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 120 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 205

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Developmental History

The Settlement of Two Towns, 1730-1820

Present-day Fayetteville, in Cumberland County, North Carolina, is sited at the head of navigation for the Cape Fear River. The earliest European inhabitants of Cumberland County arrived in the 1730s. Cumberland County's geography made it a desirable place to settle. The Cape Fear River and its many creeks and streams combined with scores of pine trees and a moderate climate was rather appealing. The river afforded a means of transportation and trade, a luxury available to only a handful of communities on the coast in the eighteenth century.

These first European settlers generally followed three paths: up the Cape Fear River from Wilmington, from the Albemarle region, or from Pennsylvania through Virginia (Parker, 5). The majority were of Scottish descent. A rich Scottish tradition continues today. In addition to the Scots, other groups included Irish, Quakers, British, and second generation North Carolinians. The County of Cumberland was formed from Bladen County in 1754.

Cross Creek and Blount's Creek wind their way through the city today as they did over two centuries ago. As early as 1747 a Scot named Neal McNeal purchased land near Cross Creek. Between five and six hundred people settled on this land in 1749 (Oates, p. 173). Early mills were established on these creeks and streams. In 1754 John Newberry purchased land where the road to the western back country met with the Albemarle/ Wilmington, North/South road near Cross Creek. Here Newberry built a grist-mill in 1755 which spurred the development of the town of Cross Creek in 1760 and later the city of Fayetteville (Parker, p.10).

In 1762 the town of Campbellton was formed on one hundred acres of the Russell lands on the western bank of the Cape Fear River. The 1770 Sauthier Map of Cross Creek illustrates the existing roads. It appears that the Kings Highway (present-day Ramsey and Green Streets) entered the town from the north. A road also ran from the west at Haymount and continued through town following the lines of the present Old and Bow streets and continuing to Campbellton and the River (MacMillan Interview). The Pott's Map, 1775, of Campbellton illustrates the original grid pattern surrounding a central square. Much of the original street plan remains today but the only other vestige of this time is Pott's Cemetery, burial place of the mapmaker.

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The two towns of Cross Creek and Campbellton were combined in 1778 and called Upper and Lower Campbellton. It was not until 1783 that the two towns acquired the name Fayetteville in honor of the Marquis de Lafayette. In addition to a new name, a new town plan was implemented using the existing streets, Bow Street and Old Street. The new town plan required the use of two town squares both in Upper Campbellton. The State House, now known as the Market House, occupied the town square while the county courthouse occupied James Square. The State House served as the terminus for four radiating axes or streets. These axes are Hay, Gillespie, Person, and Green streets. The city of Fayetteville was built up around these four axes. Person Street joined Upper Campbellton and Lower Campbellton, Green connected the State House with the Courthouse, and Gillespie and Hay were prime for commercial development. A third square, known as St. John's square, was located just northwest of Town Square and was home to the Masonic Lodge.

In 1789, the city's oldest extant structure was constructed, Cool Spring Tavern (NR 1972). The tavern opened in time for the General Assembly when they met in Fayetteville to ratify the United States Constitution and charter the University of North Carolina. Also completed in the late 1700s was the brick Liberty Point building. This brick Federal-style building still stands as the terminus of Person Street's commercial block. The majority of residential development remained close to the city's center. Residential avenues were maintained along Gillespie and Green streets and south of the city center on Dick Street, while commercial development remained primarily on Person and Hay. These streets and squares were developed with commercial and residential structures. The commercial structures were centered on the Town Square. Houses were built beside and beyond the commercial structures and around James and St. John's Square. In addition several farms were located outside the city limits. John Hay's home was located on Haymount, west of the city, near the intersection of Hillside Avenue and Hay Street. The name Haymount originates from the home of Mr. Hay and the elevated position over the city the land commands, hence Haymount. Robert Strange's country home, Myrtle Hill (NR 1983) was located north of the city between Ramsey Street and the Cape Fear River. Another early citizen, James Gee, resided west of Haymount Hill and operated a hat factory. Gee's home was located between present-day Fort Bragg Road and Morganton Road west of Woodrow Street. Gee came to Fayetteville and established his factory just before the Revolution. He was the thirty-fourth signer of the Liberty Point Declaration. He died in 1804 and was buried in the Gee family cemetery near the homesite. The Cape Fear River forms a natural barrier east of the city, therefore much of the development historically and today has occurred west and north of the city. During the early

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nineteenth century a residential neighborhood developed outside the city center. Robert Strange built his town home, in 1817, on Haymount Hill. Other property owners followed Strange and constructed their homes on Haymount. The Haymount Historic District was listed on the National Register of Historic Places in 1983.

River Transportation and Inland Navigation

Throughout the United States during the late eighteenth century, state legislature and private corporations began to fund inland navigation projects, such as canals and the dredging of shallow waterways. Fayetteville's citizens also viewed inland navigation as an important opportunity. In 1790, a group of local businessmen proposed to make Cross Creek navigable. The purpose was to provide a means of water transportation from Campbellton to Haymount. On November 1, 1790, the General Assembly met in Fayetteville and an Act to make Cross Creek Navigable was passed. (Michael, p. 6) Several attempts were made to create the Canal Company but ultimately the canal failed. However, in 1815, under the guidance of Archibald Murphy, the statewide internal improvements movement began. Hamilton Fulton, a European engineer, was hired by the state to provide canal plans. The original Fulton plans for Fayetteville (dated 1819) illustrate a canal beginning at the Cape Fear River in Campbellton, and proceeding due west to downtown Fayetteville, and then winding through town, joining with Cross Creek and continuing north along the west bank of the Cape Fear River to Strodes Creek. The canal was never completed but some of the remnants that were constructed are still evident today.

The canal was an attempt to bring water transportation into the town. Changes also occurred on the Cape Fear River. The first steamboat on the Cape Fear River, the Henrietta, operated from 1818 to 1857 between Fayetteville and Wilmington (Oates, p. 178). Seawell was also instrumental in the sponsorship of the Clarendon Bridge, built in 1819, designed by Ithiel Town (Oates, p. 179).

The Fayetteville Independent Light Infantry and the Masonic Lodge

Fayetteville also developed socially during the last decade of the eighteenth century, a time marked by a number of important incorporations. The Fayetteville Independent Light Infantry Company (FILI) was formed in 1793 in response to a general threat of war (Oates, p. 89). The FILI stood ready to serve, but did not serve until the War of 1812. Their second war

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event took place during the Civil War at the U.S. Arsenal when as part of the town militia they helped to capture the Arsenal, and accepted its surrender to the confederate forces. Members of the FILI served in the first pitched land battle of the Civil War at Big Bethel, Virginia on June 10, 1861. The parade grounds for the group are still located at the corner of Cool Spring and Meeting streets.

Masonic activity began in the mid-eighteenth century as the Union Lodge was formed by the Grand Lodge of Scotland. In 1793 the Phoenix Masonic Lodge No. 8 was formed by the Grand Lodge of North Carolina. That same year, James Hogg donated the land on which to build the meeting hall, known as St. John's Square. The current lodge building replaced the first lodge in the 1850s and stands on the original buildings' foundation. The wings were added between 1948 and 1950 (Jasperse, np). The masons remain very active in Fayetteville today and still meet in the Phoenix Masonic Temple Lodge No. 8 (NR1983) building on Mason Street.

Religious Activity

The history of Fayetteville's churches begins with the settlement of the area. Throughout the history of Fayetteville and Cumberland County, the Presbyterian faith has been prevalent due to the large settlement of the Scotch in North Carolina. Throughout the country surrounding Fayetteville churches were already established, including three Presbyterian churches organized and ministered by Reverend James Campbell who was born in Scotland in 1730 and emigrated to North Carolina in 1757 from Pennsylvania. In 1758, he organized Old Bluff Presbyterian Church (NR 1974) east of the river, Barbecue Presbyterian Church, now in Harnett County, and Longstreet Presbyterian Church (NR1974), now part of Fort Bragg in Hoke County (Oates, p. 478). The first Longstreet church building was built in 1765; the current church was probably completed around 1847 (Oates, p. 486). The Baptist congregation of Cape Fear Baptist Church (NR1983) constructed their church south of the city limits near Gray's Creek. Within the city several church buildings were constructed during the first quarter of the nineteenth century. In 1816, the First Presbyterian Church of Fayetteville was built near the intersection of Ann and Bow streets. Nearby, on Green Street, the Episcopalians constructed St. John's in 1817. As early as 1783, Methodist Bishop Francis Asbury was in Cross Creek, but it was a free black named Henry Evans who came to Fayetteville as a cobbler/preacher and who firmly established the Methodist church (Parker, p. 47). The Catholic congregation was organized in 1829 and erected a building the same year.

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Education

Early schools of the period were formed by subscription usually financed by donations and tuition fees (Parker, p. 37). The first school in Fayetteville was the Fayetteville Academy for Males and Females that opened in 1784 and incorporated in 1799 (*Fayetteville Observer*, 10/13/1963). Early Academy classes were held in the Masonic Lodge. By the first quarter of the nineteenth century a new academy building was located on Green Street next to St. John's Episcopal Church. There were also schools exclusively for girls. The Female Orphan Asylum Society was formed in 1813. A later "Female School of Industry" was also formed during this period. (Parker, 39)

Growth, Fire, and Rebuilding, 1821-1860

During the nineteenth century, the city began to spread beyond Market Square to the north, past Courthouse Square to an area known as Harrington Hill, and west to Haymount. The McRae Map of 1823 illustrates this growth. Several mills and factories were established including Mallett's Mill and pond on Blount's Creek at Gillespie Street south of Dick Street, McNeil's Mill on Cross Creek near the intersection of Cool Spring and Adam streets; a cotton factory north of Grove Street on Cross Creek; and an oil mill on Cross Creek between Cool Spring Street and present day Hawley Lane.

Fire of 1831

Although ordinances had been put in place to help prevent fire and organize a fire department, the city was not prepared for the largest fire in the history of the city which occurred in 1831. In 1792, an ordinance was passed that levied penalties to owners whose chimneys caught on fire. In 1827, an ordinance was passed to prevent the "nuisances of fire" including requirements for constructing stoves, chimneys, ovens, and the mandatory maintenance of shingle roofs. One year later in 1828, an ordinance was passed that established a town fire department (McIver, pps. 52-69).

The fire of 1831 occurred on Sunday, the 29th day of May. The fire reportedly originated on the northwest corner of Market Square in a kitchen. After the smoke had cleared all three churches were destroyed, as were all the homes on Hay, Maiden Lane, Anderson, Gillespie,

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Person, Old, Bow, and Green streets; more than six hundred buildings perished. The city was devastated both economically and spiritually. There was no option to the citizens of Fayetteville but to rebuild. With help from cities and towns both far and near the reconstruction began. Roy Parker notes, "Nearly \$100,000 in relief donations came from churches, businesses, and individuals throughout the United States. A Boston fire company donated a handsome pumping engine that became the prize equipment of the Phoenix Fire Company, chartered in 1834 (Parker, pps. 48-49)." The Market House was built on the site of the State House and the Episcopalian and Presbyterian churches were rebuilt on their foundations. According to Oates, "The plan for the church (First Presbyterian) was furnished gratuitously by Messes. Towne and Davis, architects, New York (Oates, p. 491)." St. Patrick's also rebuilt the Catholic Church.

Two more fires struck Fayetteville in the 1840s. The first occurred on June 6, 1845 and destroyed approximately fifty-three buildings on Hay, Green, Old, Gillespie, Franklin and Donaldson streets. Just over one year later, on July 22, 1846, fire consumed twenty-five buildings on Green and Person streets. (Oates, pps.212-213). During the second quarter of the nineteenth century, Fayetteville was in a constant cycle of rebuilding.

Education

During the early nineteenth century the citizens of Fayetteville financed numerous academies. The Fayetteville Academy was established at its location near the Episcopal Church on Green Street by 1825. In 1831, the Episcopal Church founded the Ravenscroft School. Schools were also founded in the outlying areas for the children of planters and farmers. In 1833, the Donaldson Academy and Manual Labor School opened on Haymount Hill as a gift to the Presbyterian Church by Robert Donaldson. In 1832 a Kindergarten opened in the home of Kate Utley in Haymount. In 1854 the Fayetteville Female Seminary was built on Hay Street.

The U.S. Arsenal

In 1836, Fayetteville was chosen as the site for the U.S. Arsenal. The cornerstone of this monumental compound of forty acres was laid in 1838. It was built at the top of Haymount Hill overlooking the city of Fayetteville; the construction was overseen by "master builder" William

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Bell. Mrs. John H. Anderson who wrote the History of the Old Arsenal in 1928 states, "This was the pride and beauty spot in Fayetteville being one of the loveliest places in the south, and was often visited by people of other states" (Oates, p. 279). Many houses were built around the arsenal site including the McMillan-Rankin House, circa 1840 and the McGary-Small House, circa 1846, both located on present-day Bradford Avenue. Captain Bradford purchased land adjacent to the arsenal site and subdivided it into twelve lots that became known as the village of Belmont (MacMillan Interview). The deed records indicate that the first sale was from Captain Bradford to Mr. Henry McLean in 1840 (Deed Book 43, page 112). One year later a lot was sold to William Taylor (Deed Book 44, page 249). The Henry McLean House, circa 1840 (NR 1983) and the Taylor-Utley House, circa 1848 (NR 1983) still stand on their original village of Belmont lots.

Transportation

Railroads were the new realm of transportation throughout the country. The citizens of Fayetteville tried hard to make Fayetteville a railroad city. As early as 1832 subscriptions were opened for the Cape Fear and Yadkin Valley Railroad, however the experimental tracks failed. Fayetteville would not be part of the railroad until just before the Civil War when tracks were completed between the Egypt Coal Mine in Lee County and Fayetteville (Parker, 57).

The citizens of Fayetteville felt they needed to gain independence from the river and the railroad. Local historian Parker tells us that, "Cumberland developers turned in the 1840s to the plank road, a mode of transportation then enjoying its heyday in Pennsylvania" (Parker, p. 57). The roads, which afforded a more stable road surface for travel, were thought to be the solution to Fayetteville's transportation problem. There were to be several roads linking Fayetteville to other cities and towns. The longest of these roads was completed in 1854 to Salem (Winston-Salem). Toll-houses were established along the road and it showed a profit between 1854 and 1855. However, success was limited, and by the dawn of the Civil War the system was experiencing financial difficulty.

Civil War and Reconstruction, 1861- 1900

As Fayetteville continued to grow and rebuild, the Civil War broke out. War put a quick end to any successes the city enjoyed. In anticipation of Sherman's arrival to Fayetteville in

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1865, the Confederate forces constructed breastworks north of the city near the present Veteran's Administration Hospital. However, Sherman arrived in the city from the southwest and the breastworks were not needed. During his stay in Fayetteville Sherman ordered his forces to destroy the U.S. Arsenal, the mills, and the Fayetteville Observer newspaper offices. Once the damage was done Sherman's men continued northward where they met resistance at Averasboro before continuing to Bentonville. In an attempt to delay Sherman, confederate forces burned the Clarendon Bridge as they retreated Fayetteville for Averasboro.

Survival After the War

Fayetteville was at a stalemate after the war. Growth seemed to follow the railroad and Fayetteville had only the river. Throughout history, the city had depended on the river for trade and transportation. After the war, railroad tracks crossed the state from Raleigh to Goldsboro, Goldsboro to Wilmington, Raleigh to Greensboro, and even farther west, but Fayetteville was left out. The plank roads had proven to be expensive to maintain and could not compete with the cheaper, faster, railroad. The city government was also reeling after the war with fiscal responsibilities like maintaining roads and paying policeman. In 1881, the city gave up its charter in order to save itself from re-paying bonds that were issued in the 1870s. The city's municipal charter was not re-established until 1893 (Parker, p. 89).

Residential Development

Just after the Civil War residential structures were still located around the Market Square area including Hay, Green, Gillespie, Person, Old, and Bow streets and the James Square area, including Grove, Rowan, Ramsey streets. North of James Square was a neighborhood known as Harrington Hill where some residences were also located. Haymount to the West of downtown was also a residential neighborhood listed. (Bernard's Wilmington and Fayetteville Directory and Handbook of Useful Information for 1866-67)

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Education

Shortly after the close of the war, public education was established in Fayetteville. In 1867, the Howard School was formed for the education of African-Americans (Oates, 476-477). Ten years later the school was re-named the State Colored Normal School; now known as Fayetteville State University, the college has influenced the culture of Cumberland County and the state of North Carolina for well over one hundred years. The development of the Howard School on Gillespie Street contributed to the growth of that area. The Fayetteville graded schools were established in 1878. Schools operated in the seminary building on Hay Street, the Donaldson Academy, and a schoolhouse on Hawley Lane (Oates p. 294). Schools were also established to educate children within the county. Two schools operated in the Seventy-First Township; Raymount School, circa 1889, and Glendale School, circa 1897, both west of the city.

The Railroad

In 1879 the Western Railroad was incorporated into the Cape Fear and Yadkin Valley Railroad. Five years later it was extended south to Bennettsville, South Carolina. In 1885, the Cape Fear and Yadkin Valley laid tracks along Russell and Winslow Street (1885 Sanborn Insurance Maps). Within three years the railroad traveled as far as Greensboro. Simultaneously with the growth of the railroad came a change in architectural trends and styles in Fayetteville. The Cape Fear and Yadkin Valley Passenger Depot (NR1983) is a prime example, illustrating the Romanesque Revival-style of architecture. The Second-Empire style and the Queen Anne style were both interpreted in Fayetteville's residential as well as commercial buildings during this era.

Industry

The textile mills in and surrounding Fayetteville were destroyed in 1865 by Sherman's army. The only mill spared was Beaver Creek Mill at Rockfish. The textile mill era of Fayetteville reopened in the last decade of the nineteenth century. Before the war many mills were financed by local owners, now the ownership came from outside the area. The Holt family

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from Alamance County, North Carolina was one of the chief financiers of the textile industry in Fayetteville. The growth of the industry created growth within the city. Just outside of Fayetteville a new community named Massey Hill was formed. According to local historian Roy Parker, "Massey Hill sprang up in 1898 around the new, 10,000 spindle Holt-Morgan plant" (Parker, 104). The Holt family also owned the Holt-Williamson Mill on Russell Street in Fayetteville. The Holt-Williamson Mill Village was composed of over thirty mill houses (1914 Sanborn Insurance Map). In 1900, the Holt-Morgan plant built its mill and village in Massey Hill with streets called Spencer, Puritan, and Homewood. Parker states, "The Happy Village of Tolar-Hart was built on 190 acres of the former McIntyre Brick Yard just up the ridge from the Holt-Morgan Plant in Massey Hill (Parker, 104)". In 1906 the Victory mill and village were completed and also located in south Massey Hill near the Camden Road. The mill villages were neatly organized in rows surrounding the main mill. Usually a church, company store, and superintendents' housing were part of the village. Massey Hill comprises many house-lined streets today.

One of the most successful mills in Fayetteville was not a cotton mill, but a silk mill located on Robeson Street in two brick buildings. The Ashley-Bailey Silk Company housed its employees in a village called Ashley Heights. According to Parker, "The company acquired hundreds of acres of pinewoods and ponds adjoining its factory sites" (Parker, 106). A significant point regarding the silk mill is that it employed only African Americans. This acreage was redeveloped in the middle of the twentieth century to include Savoy Heights subdivision, Forest Lakes subdivision and Highland County Club.

The area around the silk mill is only one of the historically African American neighborhoods within the city. Moore Street and Gillespie Street were home to many of Fayetteville's leading African American citizens. The Moore Street area between Ramsey and Hillsboro Street has many significant homes. Moore Street is also adjacent to Orange Street, location of the Orange Street School, an early twentieth century public school built for African American school children. Hillsboro Street, which intersects with the western end of Moore Street, was the site of a hospital for the African American community. Dr. C.A. Eaton, an African American doctor established this hospital in a former hotel in 1914 (Parker, p. 96). The Howard School was established on Gillespie Street after the Civil War for the education of the city's African American children. This school was the beginning of Fayetteville State University, which is still setting an example for higher education within the state. Historically, Gillespie Street has always been home to many prominent African American citizens. Some of these homes remain as a reminder to the importance of the African American

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community of past and present, including the home of Dr. W.P. Devane, a former city alderman and doctor during the early twentieth century. Other historically African American neighborhoods within the city were established along Old Wilmington Road, North Street, and Murchison Road around Fayetteville State University. The majority of African American businesses were located on Person Street and Gillespie Street (Parker, p.128).

The Dawn of a New Century, 1901-1940

A new age began in Fayetteville in 1902 as Wade T. Saunders drove the first automobile in the city. A streetcar line was installed on Hay and Gillespie streets around 1906. The local paper reported several attempts to expand and improve the trolley system but none of these attempts ever materialized. The railroad continued to bring prosperity to Fayetteville as evidenced by the Atlantic Coast Line Railroad depot constructed in 1911 in the Dutch Colonial Revival style, which replaced an earlier depot. Commerce and industry grew as evidence of the city's prosperity of the time which the railroad helped to create. Lumber mills, iron works, the Poe Brick Factory, all prospered during this time in addition to banks and insurance companies. A new post office was constructed on Hay Street in 1911. The July 22, 1914 Fayetteville Observer reported "Much Building Going On." According to the Observer,

A ride about the city the other afternoon convinced the writer that there is a great deal of building being done. From Haymount to Campbellton and from Massey Hill to Harrington Hill houses are being erected-big houses, little houses, stores, mills, factories-all sorts. And we rejoice in the fact, because it shows that are [sic] people have been thrifty, and, having faith in the future of Fayetteville, are putting the proceeds of their thrift into real estate and improving that real estate. Campbellton, down on the riverfront, is building up at a great rate, and is now quite a manufacturing center. And Campbellton is going to be bigger and more hustling still, for it is located right at the head of navigation of Cape Fear River, and when the government has secured a minimum depth of eight feet of water in that stream, the ships that come up from the sea will unload their rich cargoes, and bustle and industry and prosperity will prevail. All hail the day! Say we."

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The city enjoyed the new opportunities afforded by the railroad, but the citizens of Fayetteville continued to seek ways to capitalize on its richest natural asset, the Cape Fear River. Large amounts of residential development resulted from the new industries and commerce. Areas north of the city began to grow including Hillsboro Street, Ramsey Street and North Street. The former Arsenal grounds on Haymount were redeveloped into residential tracts before and after the turn of the century. The city continued to expand to the west and north. Growth patterns followed the plank road system of antebellum times including the Morganton, Lumberton, and Yadkin roads.

Camp Bragg

Before the close of World War I, Fayetteville became the home of Camp Bragg. Located west of the city, this small field artillery camp changed the city forever. Upon completion of Camp Bragg in 1919 it was able to support 16,000 soldiers (Parker, 117). In addition to Camp Bragg, a small airfield was also constructed the future Pope Air Force Base west of Fayetteville. The population of Fayetteville exploded in the years following the founding of Camp Bragg. Parker noted, "It (the population) increased by 46 percent between 1920 and 1930 and by 33.8 percent between 1930 and 1940" (Parker 118).

Transportation

The automobile also affected Fayetteville at this time. Roads were built to accommodate the automobile owner and taxicabs between Fayetteville and Fort Bragg. The automobile age spurred building away from the city center as it did all over the country. It was no longer necessary to be no more than a few miles from town. The city grew towards the military base. The April 2, 1919 edition of the Fayetteville Observer headlined, "A Good Road- Gravel Highway to be constructed between Fayetteville and Camp Bragg -Work to Begin April 10." The County Commissioners signed an agreement with the U.S. Government to construct the road to the standards furnished by the U.S. Government. The project was to take four months.

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Housing

Many housing developments began simultaneously in response to the added population. The Haymount area continued to grow to the west. The Haymount business district grew at the intersections of Hay Street, Morganton Road, Fort Bragg Road, Oakridge Avenue, and Highland Avenue, forming a five-point intersection. Triangle Heights was platted in 1913 and contained residential development connected to the business district to the west. Park Street was also developed—Fayetteville's only boulevard-type development with an island separating incoming and outgoing roads. Pershing Heights, platted in 1919, consists of General Lee Avenue and Goodview Avenue and is a triangular-shaped neighborhood with a central park, lined with Craftsman-style houses and bungalows. Old homesteads were subdivided to accommodate the growing population. For example, on November 17, 1919, an advertisement in the Fayetteville Observer read:

AT AUCTION-Thursday November 20 at 11:00 a.m.

HAYMOUNT HEIGHTS

This is the property of C.W. Sandroek,
Surrounding his home and lies between
The Morganton and Western Plank Roads
The Property has Been Subdivided into

67 Lots and will be sold on

Unusually Easy Terms

Free Transportation will be available at
The Old Market House at 10 O'clock

For all persons desiring to attend the Sale

Free Prizes, Band Concert, First National Auction Co.

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Apartment houses were being built to serve a new transient population created by Fort Bragg. In addition, small homes were being built for investment as rental properties for the servicemen and their families. Growth continued in the Haymount area as well as in Massey Hill. Many large homes began construction during the teens and twenties, especially along Morganton Road and Raeford Road. Built on large lots, these were generally architect-designed stylish homes. One such architect who is known to have practiced during this time is Stiles Dixon.

In addition, the growth of Fayetteville State created the development of residential areas surrounding the college, namely College Heights subdivision, platted in 1922. College Heights, historically an African American neighborhood, was home to College employees, businessmen, tradesmen, and military personnel. Other African American neighborhoods continued to grow during this time including the areas north of the city surrounding Moore Street and North Street and to the south on Gillespie Street and Old Wilmington Road.

Development also spread across the river. Neighborhoods and communities in east Fayetteville began to grow during the early decades of the twentieth century including Sapona Park which was platted in the 1920s.

The suburban landscape is also evident in Fayetteville's 1920s neighborhoods. In west Haymount, located between Hay Street and West Rowan Street, a subdivision called Belmont was platted and designed in 1922 by Earle Sumner Draper of Charlotte. In Early Twentieth Century Suburbs in North Carolina, Thomas Hanchett wrote about Draper, "His designs are characterized by tree-shaded streets whose gentle curves follow the topography" (Hanchett, p. 79). The plans for Belmont and today's Belmont epitomize the Draper ideal. Today, the gently curving streets follow the landscape surrounding a central park with houses sited on hilltop and streetside to make the best use of the land.

Industry

The textile industry continued to prosper in the first two decades of the twentieth century. On October 8, 1919, the Fayetteville Observer reported, "The first steps toward the establishment of a public cotton warehouse in Fayetteville were taken at a meeting of Cumberland cotton

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growers in the Chamber of Commerce rooms Friday afternoon.” At this meeting a temporary organization was formed, officers were appointed, and it was agreed that a local chapter of the American Cotton Growers Association be formed. The Cotton Grower’s Cooperative Warehouse was built circa 1920 just north of Massey Hill on Tolar Street.

In addition to textiles, the lumber business was also boosting the local economy. Several plywood and veneer plants including Lacy Manufacturing, Rankin & Denney (later Rankin & Brown), were operational at this time. Kennedy’s Welding Works and the Poe Brick Factory were active industries at the beginning of the twentieth century.

Commerce

In 1916, Fayetteville’s Home Federal Savings and Loan was chartered to provide long-term mortgages to encourage home-ownership. The first real estate loan was made to an African American for \$300 in 1916. Home Federal continued to provide savings and loan services to the community throughout the twentieth century. Other financial institutions also contributed to the city’s growth, as evidenced by the construction of the First Citizens Bank building (NR 1983), Fayetteville’s first skyscraper, built on the prominent Market Square in 1926. Several other banks and insurance institutions were contributing to the local economy. The Prince Charles Hotel (NR 1983) was built to provide visiting businessmen, military personnel, and tourists a modern place to stay while in Fayetteville. The Fayetteville Chamber of Commerce, formed at the turn-of-the-century, was incorporated in 1924 to promote commerce and industry within the city (Oates, p. 526).

Education

Education in the late nineteenth century centered around the one-room schoolhouse. An 1884 report for Cumberland County listed thirty-five white and twenty-five African American schools and “free graded schools” in the city (Parker, p. 93). In 1910 three schools were built in Fayetteville for white children, Central School, Person Street School, and Haymount School (all demolished). A new modern school was built in 1915 by the city for African American children called Orange Street School (NR1987). The first principal was Edward Evans. The school was maintained until the mid-twentieth century when it was used for city storage. The school is now being used as a cultural center and museum.

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The Fayetteville School system expanded in the 1920s. Several new school buildings were built to replace smaller wood structures. Within the city, Fayetteville High School (demolished) and Massey Hill School were built during the mid-1920s. Outside the city, in the county, Seventy-First School was built in 1925 to consolidate several rural schools in the western part of the county.

The Depression Era

Fayetteville's businesses, farmers, merchants, mills, and families all suffered during the depression. The government became the economic force in Fayetteville during the 1930s. Roy Parker noted that in 1931, "Fayetteville became the headquarters of the multi-county division of the State Highway Department and the State Highway Patrol" (Parker, 123). Their headquarters are still located at the corner of Gillespie and Southern Avenue. In the 1930s a convict camp was built at this location to house prisoners who built and maintained the highways. The camp building now serves as offices and storage for the North Carolina Department of Transportation.

Public Projects

The Works Progress Administration (WPA) funded two projects in the 1930s, a new armory for the Fayetteville Independent Light Infantry and a new City Hall, designed by architect Basil Lasilets. Lasilets, who was brought to Fayetteville by the W.P.A., remained in the city and designed several public and private homes. The city also authorized the construction of several bridges during this period to cross the creeks through town. The Memorial Bridge over the Cape Fear River at Person Street was rebuilt during this time, in 1937. In addition, fire protection was added to the Haymount area with the construction of Fire Station # 2 on Olive Road, also designed by Lasilets.

World War II and Post War Growth, 1941-1950

Camp Bragg's name was changed to Fort Bragg sometime between 1918 and 1922. It became the Army's largest base during World War II. Major expansion took place at the base and that created tremendous growth in Fayetteville. As troops left for war, more arrived for training. Housing and development continued at a frantic pace. The city's tax records indicate

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that over fourteen hundred homes were built between 1940 and 1945. In addition subsidized housing was needed for lower income families. In 1942, public housing projects were built on Grove Street, Campbell Avenue, and Old Wilmington Road.

After the war, there was not sufficient housing for the new residents. Over twenty-seven hundred homes were constructed between 1945 and 1951. Several areas expanded while some new developments were created. The one-story, three-bay, side-gable frame house with gable-roof porch characterized this early form of tract housing. Subdivision streets lined with these houses are scattered throughout Fayetteville, especially near Morganton Road, Fort Bragg Road, Bragg Boulevard and Ramsey Street. In addition to residential development, commercial development also expanded during this time. It continued downtown in the first half of the twentieth century, but also spread beyond the downtown boundaries to include Haymount Hill, Ramsey Street, Gillespie Street, and Robeson Street. The military personnel's commercial needs were accommodated by development between the city and the post on Bragg Boulevard and Yadkin Road.

Although Camp Bragg was not finished in time to participate in World War I, it was fully operational when the Second World War began. The influx of temporary and permanent military employees as well as civilian employees needed to provide services caused a building boom. According to the city's tax records approximately 902 homes were constructed between 1930 and 1939. Those same records indicate that over three thousand homes were built between 1940 and 1949. One citizen of Fayetteville explained that there was so much construction within the city that it would take an hour to get from Fort Bragg Road to Raeford Road, a distance of less than one mile (Kelly interview).

During that time subdivision development peaked in Fayetteville. One of the major developers in Fayetteville during the 1940s and into the present, was Player, Inc., established in 1938. Today, their business revolves around commercial construction but in the 1940s they worked in residential development as well as commercial. In the early 1940s they developed several areas in Fayetteville including Lakeshores, Windsor Terrace, Rollingwood Circle, Summitt Avenue, and Willborough. These suburban neighborhoods fanned out from the city center along all of the major thoroughfares including Ramsey Street, Bragg Boulevard, Fort Bragg Road, Morganton Road, Murchison Road, and Raeford Road.

As the population spiked, city and community services had to adjust to the new demands. New churches and schools were needed. The city water system outgrew its early twentieth century facilities and a new water plant opened on Filter Plant Road in 1942.

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In 1939, the Federal Government selected Fayetteville as the site for the new Veteran's Administration Hospital. Fayetteville also became a stopover for tourist traveling on highway 15 A (Ramsey Street), during the 1940s several motor courts and tourist cottages sprang up in the area especially along this corridor.

Present-day Fayetteville, 1951-Present

The 1950s saw continued growth in housing starts. Many neighborhoods, composed of Ranch-style houses, were developed during the decade. In 1955, the first shopping center, Eutaw Village was opened on Bragg Boulevard within a few miles of downtown. While Eutaw Village became the impetus for development patterns that continue today, the downtown area remained a shopping destination until the 1970s. The economic health of the downtown declined during the 1970s and 1980s corresponding with the construction of Cross Creek Mall in the 1970s.

As the demographics for the city changed so did the development patterns. Residential areas were built adjacent to the hospital including Briarwood Hills, Clairway, Glendale Acres, Bordeaux, and Evergreen. Growth around the mall peaked as the downtown area declined. Beyond the mall residential developments were built including Devonwood and Cottonade. Commercial, retail, and residential development has continued to sprawl, spilling out of Fayetteville's boundaries into the county. In recent years the city has annexed many areas, so that now the city's landscape contains remnants of farmsteads interspersed with new subdivisions and strip shopping centers. The city now reaches the border of Fort Bragg from Bragg Boulevard, Yadkin Road, and Reilly Road. The city extends to the north approximately seven miles from the Market House and west almost ten miles from the Market House. New subdivisions and apartment complexes are continually being built. As a result more commercial structures are built to accommodate the added housing. Most of this development is taking place outside of the central city area. However, the desirability of the historic neighborhoods has forced new development to infill historic areas, to the extent of demolishing historic structures for the land. In recent years the downtown area has enjoyed a renaissance. Though still in the early stages, many historic buildings are currently undergoing restoration and seem to be at the threshold of revitalization.

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RESIDENTIAL ARCHITECTURE

A. High-Style Residences

1) *Georgian and Federal Styles*

The majority of Fayetteville's early architecture has already been listed on the National Register of Historic Places during the 1980 survey. There are no Georgian-style houses within the city limits of Fayetteville. Some of these buildings may have been destroyed by the 1831 fire, or by subsequent development within the city. The earliest building within the city limits is the Federal-style Cool Spring Tavern, circa 1789 (NR1972). Following closely, also executed in the Federal style of architecture is the Oval Ballroom, circa 1830 (NR1973), Sandford House, circa 1800 (NR1973), and the Baker-Haigh-Nimmocks House, circa 1804 (NR 1973).

2) *Greek Revival Style*

The Greek Revival style was the dominant style between 1830 and 1860 in North Carolina. Vernacular and high style versions of the style stand in Fayetteville. The Phoenix Masonic Lodge, circa 1858 (NR1983), located on St. Johns Square in downtown Fayetteville is a late manifestation of the style built as an institutional building. The most significant example of the residential form of the Greek Revival is Fair Oaks on Morganton Road. Enclosed behind a wrought iron fence with gate, Fair Oaks appears as it did in 1858. Attributed to local builder Ruffin Vaughan, it is a three-bay hip-roof structure with a full-width porch that protects a Greek Revival-style entrance with transom and sidelights. Decorative ironwork was probably added during the late nineteenth century. Large six-over-nine sash windows emit light into the interior which is planned around the central stair hall. Original interior appointments include ornate plaster moldings and ceiling medallions. Fair Oaks contains one of the best collection of nineteenth-century outbuildings in the city; all are frame including a well-house, school, servant's quarters, kitchen, and garage.

The Greek Revival can also be seen in Fayetteville's vernacular residential architecture. An important rural interpretation is Buena Vista, circa 1840 (NR). Located near the Fort Bragg border, Buena Vista is an excellent example of the rural Greek Revival. It is a two-story, five-bay, side-gable, frame house sheathed with weatherboard and topped by a standing seam metal

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roof. An attached, full-width, shed-roof porch protects the front Greek Revival entrance with sidelights and transom. The interior is planned around a central stair hall. Simple but elegant moldings surround the ceilings and two-panel doors. Other Greek Revival-style homes have been blended with Italianate features including the Kyle House, circa 1855 (NR1972) on Green Street and the Hinsdale House, circa 1870 at 100 Hinsdale Avenue. The houses generally have a hip roof, symmetrical massing, usually three-bay with central entrance, a flat-roof or hip-roof porch, and large windows. The Italianate influence is seen with the addition of brackets under the eaves and decorative metal work on the porches. It appears that complimentary elements were adapted from each style during construction.

Another outbuilding that appears to date from the Greek Revival period is located on Winslow Street. This one-and-one-half story, brick structure is protected by a hip roof and appears to have been a smokehouse. It is overgrown and behind a Minimal Traditional-style house. Apparently, the property was once the farm of Charles McMillan.

3) Late Nineteenth Century Revival Styles

Fayetteville does not have a large collection of intact Victorian-era buildings. Fayetteville's population dropped from 4,660 in 1870 to 3,485 in 1880, and in 1881 the city lost its charter. During the Victorian era the money for elaborate homes was not available to many prospective homeowners within the city. There are a few exceptions including the Sedberry Holmes House, circa 1890 (NR 1975), a wonderful Queen Anne-style house located in the Downtown Historic District. Many houses exhibit both the Queen Anne style and the Colonial Revival style including the circa 1906 Dudley W. Townsend House at 321 Arch Street, a two-story dwelling with weatherboard, wraparound porch, and balcony. A second example can be found at 330 Dick Street, also a two-story house with hip-roof, wraparound porch, and small second floor balcony. Dwellings utilizing both the Queen Anne style and the Colonial Revival were built in both historically African American and white neighborhoods. Two-story examples include 135 Blount Street, 336 and 430 Gillespie Street, 1013 Arsenal Avenue, 412 Bryan Street, 210 Davis Street, 300 Highland Avenue, 209 Moore Street, and 213 Moore Street.

The most elaborate one-story house with Queen Anne and Colonial Revival detailing is 350 Dick Street built in the late nineteenth century. This example has a hip-roof with eyebrow vent, and wraparound porch with corner turret. It is sheathed with weatherboard with shingle siding under the bay windows. Inside, beautiful woodwork and spindle-work adorns the central

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hall plan. Another elaborate example is the circa 1900 Stedman House at 1524 Morganton Road. This hip-roof, gable-and-wing example is sheathed with weatherboard and adorned with a wraparound porch. Other examples of the one-story type are located at 408 Gillespie Street and 2116 Rock Avenue. The Stevens House at 408 Gillespie Street is a one-story, five-bay, frame Victorian cottage with clapboard siding and sunburst motif adorning the gable. The gable-on-hip roof form exhibits a projecting gable-front clipped bay wing. An engaged porch with metal posts protects the entrance door with transom. The circa 1910 house at 2116 Rock Avenue is also a combination of the Queen Anne and Colonial Revival styles but is more restrained in regards to detail and was altered during the 1940s with the addition of a bay window.

The outbuildings associated with Queen Anne/Colonial Revival-style structures are often one-story, gable-front, frame garages sheathed with weatherboard that were built after the advent of the automobile. Domestic outbuildings are often restricted to sheds with either gable-front roofs or shed roofs.

The Second Empire Style, though not common in Fayetteville, is well represented in commercial and residential architecture. The Sedberry McKethan Drug store, circa 1884, is in the Market Square Historic District (NR1983). It is a four-story, stuccoed, commercial structure with mansard roof. Ornate window hoods top the two-over-two windows. The Mansard Roof House, circa 1883 (NR1973) on Mason Street is individually listed in the National Register. It is a two-story, frame dwelling sheathed with weatherboard. The mansard roof is adorned by decorative brackets under the eaves and topped by a metal widow's walk. The double-hung two-over-two sash windows are capped by decorative window hoods and flanked by shutters.

5) Early 20th Century Styles

a. *Colonial Revival Style*

The Colonial Revival is the prevalent architectural style within many historic neighborhoods in Fayetteville. In fact, the evolution of the style can be traced in Fayetteville's late nineteenth century to mid-twentieth century neighborhoods. The 900 block of Hay Street contains the earliest examples of the style. The majority are brick, two-story structures with hip roofs and porte cocheres. The 1100-1400 blocks of Raeford Road also exhibit an interesting selection of the Colonial Revival from monumental frame structures with full-width porches and porte cocheres topped with sleeping porches to restrained mid-twentieth century brick structures.

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The William O. Huske House, circa 1925 at 205 Rush Road is an exquisite example of the Colonial Revival. A two-story, side-gable, brick home with wood shingled wings; the interior features a duel staircase in the entry foyer. A later example of the style executed in stone is the circa 1939 Brownlea estate on Southampton Court.

The Colonial Revival style is also evident in rural architecture. The circa 1906 Evans House at 2824 Morganton Road, though now well within the city limits, once stood in the country outside of Fayetteville. It stands atop a hill west of Haymount with most of its outbuildings still intact. It is a two story, three-bay, hip-roof, frame Colonial Revival-style home sheathed with weatherboard. A hip-roof porch supported by brick piers and tapered posts wraps around the porch to include a porte cochere topped with a sleeping porch. The house has a center hall plan flanked by two-rooms. Once a working farm, the outbuildings include a one-story, gable-front tool-shed, garage, chicken house, and smokehouse. A one-story, three-bay, side-gable playhouse is also on the property, originally built for the Evans's granddaughter.

b. Dutch Colonial Revival

The Dutch Colonial Revival is characterized by a gambrel roof found on eighteenth-century Dutch Colonial houses. Unlike the early style which was only built in the northeastern United States, the Colonial Revival version can be seen in North Carolina. Earlier versions of the revival-style dating from the late nineteenth century are usually front facing; while those dating from the 1930s are side-gable in form. The best-known example of this style is the Atlantic Coast Line Railroad Depot, circa 1911 (NR1983) at the intersection of Hay and Winslow streets. There are several residential examples of the style dating from the early to mid-twentieth century. The DeVane-Lyon-Dawson House, circa 1908, at the corner of DeVane Street and Morganton Road, combines the Dutch Colonial Revival with bungalow detailing. Sheathed in shingle siding, the three-bay structure boasts a gambrel roof, and casement windows with diamond-shaped panes. A former outbuilding, said to be a stable, is also protected by a gambrel roof; it now serves as a single-family residence. Other Dutch Colonial Revival-style examples include 1001 Clarendon, dating to 1915. It is a two-story, three-bay, dwelling with weatherboard façade and shingled side elevations. Square posts support the pedimented portico. Double-hung four-over-one vertical light sash windows accent the full-width shed dormer. The two-story, two-bay, gable-front garage also at 1001 Clarendon is sheathed in German siding and wood shingles to complement the sheathing of the house. A circa 1924 brick example is located at 1427 Raeford Road. This home also exhibits the second-story shed dormer; however, the door

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is surrounded by sidelights and fanlight. A one-story, frame pyramidal-roof garage is located behind this brick house. Orange Street, a historically African American neighborhood also has an excellent example of the Dutch Colonial Revival style at 539. It is a two-story, three-bay example sheathed with German siding with double-hung six-over-six sash windows. A full-width shed porch and shed dormer are present.

c. Neoclassical Revival

The Neoclassical Revival-style of architecture in Fayetteville is best illustrated in the Hair House at 343 Person Street. The circa 1890 home is a two-story, hip-roof structure that maintains a high degree of integrity. Its monumental portico with Corinthian columns sets the tone for the interior which contains beautiful wood wainscoting and elaborate mantels. A second example of the style can be seen at 2107 Morganton Road. Set back on a densely wooded lot, the circa 1900 house is barely visible from Morganton Road. It is a two-story, five-bay, side-gable, frame house sheathed with German siding. Massive Corinthian columns support the projecting, monumental pedimented porch with central entrance bay flanked by sidelights and surmounted by a fanlight.

A later example of the style is located at 415 Lakeshore Drive. This circa 1949 example is a two-story, three-bay, side-gable, brick Neoclassical Revival-style house with brick quoins. A monumental, Adam-style portico with fluted Ionic columns and pilasters protects the central door with fanlight framed in brick. The second floor displays a pair of full-glazed doors that open onto an iron balcony. In keeping with the late date, three-part casement windows with shutters, brick hoods, and aprons compose the fenestration. Facing the lake, house is sited on a hill with a large terraced front lawn.

d. Eclectic Styles

1. Italian Renaissance

Fayetteville has many examples of eclectic-style architecture. The Stedman house located at Morganton Road illustrates a grand interpretation of the Italian Renaissance Revival style. Peach-colored stucco walls and an arcaded entrance with Corinthian columns balanced by complete symmetry are indicative of the style. A cantilevered curved stair marks the grand hall. Colonial Revival-style mantel, and paneled openings illustrate the Colonial Revival influence on

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the interior. A two-story, two-bay, hip-roof garage is sited behind the house. Finished in stucco, the garage houses an apartment on the second floor.

1. French Eclectic

The Wilson House is a good example of the French Eclectic style. It is a two-story, L-shaped house with central porte cochere. The brick exterior is sheltered under a multi-level hip roof with front tower. The paired wood panel doors are framed by limestone. A frame sunroom to the south of the house has metal windows of quatrefoil design. The interior is magnificent with arched hallways, a round stair tower with ceiling fresco, and fine marble and hand painted mantels. Built on the corner of Rush and Raeford roads it also boasts a beautifully landscaped site. It was designed by Baltimore architect, Edward L. Palmer, Jr., who designed the Biltmore Country Club in Asheville, North Carolina. An attached garage is connected to the house by a porte cochere. The only other outbuilding associated with the Wilson House is the stable located across the courtyard from the main house. It is a one-story, brick structure with steeply pitched hip-roof that now serves as a guest house. A more modest rendition of the style is present at 117 Stedman Street. It is a two-story, five-bay, brick, asymmetrical house with varied-level hip roof and round, two-story, entrance tower. An arched door marks the entrance to the house in the tower. Casement windows emit light into the interior and a one-story, hip roof, solarium to the south displays Gothic arches and fleur-de-lis work on roof.

2. Mission Style

Few Mission-style buildings are present in Fayetteville. The finest is the Stein Lawyers Building in the Market Square Historic District, a prominent brick building capped with a clay-tile hip roof. The Highsmith-Rainey Hospital at the corner of Hay Street and Bradford Avenue is a stark, Y-shaped brick building, with a Mission-style tower at the top of the structure. An apartment building at 203 Hinsdale Avenue is an interesting example of the style. It is a two-story, three-bay, stucco building with clay-tile accents on the parapet roof, it is restrained in its details.

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3. Spanish Eclectic Style

The Spanish eclectic style is scarcely found in the city. The examples are restrained adaptations of the style. An example at 1812 Morganton Road, circa 1931, is a one-story, side-gable building with a projecting wing. Sheathed in stucco the house is protected by a clay tile roof. A second example, 812 West Rowan Street, circa 1931, is a one-story, four-bay, gable-and-wing, brick Spanish Eclectic-style house. A gable-roof portico protects the arched entrance and decorative metalwork. A later example is located at 140 Ruth Street. This 1940s house is one-story with a basement and seven-bay façade. It has a flat roof with gable-front entrance portico and round arched openings.

4. Monterey Style

The Monterey style is illustrated by a few very similar houses. The circa 1938 Monterey-style home at 129 Magnolia is a two-story, three-bay, side-gable, frame home with projecting one-bay, gable-front wing. Elbow brackets support the second story full-width porch with square posts and balustrade. The house at Westmont is similar to 129 Magnolia but does not feature the gable-front wing.

e. Tudor Revival

The Tudor Revival is an eclectic style that drew inspiration from medieval England. Popular in the United States from the late nineteenth century to the mid-twentieth century, it has many interpretations and subtypes. Fayetteville's Tudor Revival-style architecture encompasses the stucco, brick, stone, wood, false thatched roof, and parapet gable interpretations of the style. The grandest of these is the Pittman House at Hay Street found within the Haymount Historic District (NR). It is a massive, stone manor with half-timbering, multi-level gable roofs, and wonderfully landscaped gardens. An example of the stucco subtype is seen at 341 Gillespie Street, combined with Craftsman-style elements, the house is one-and-one-half story, side-gable dwelling with half-timbering, and exposed rafter ends. Another example at Stedman Street displays a steep center gable with quoins that evokes a gothic flavor. A brick Tudor Revival-style house at Dobbin Avenue has a keyhole-shaped center gable. The outbuildings that serve the Tudor Revival-style homes in Fayetteville are usually garages and are most often one-story, either one-or-two-bay, gable-front garages finished with brick, weatherboard, or German siding.

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f. Craftsman Bungalow

Perhaps the most intact bungalow neighborhood is Pershing Heights along General Lee Avenue and Goodview Avenue. Over thirty bungalows surround a common park. Intact bungalows are scattered throughout the city; especially on Powell Street in Massey Hill, Nimmocks Street, Dick Street, Branson Street, Frink Street, Park Street, Murchison Road, Hillsboro Street, Campbellton, and East Fayetteville. Craftsman-style homes are also visible throughout the city. The most concentrated collection however is on Adam Street; all are one-story, three-bay, gable-front forms with standing seam metal roofs and attached hip-roof porches. Craftsman or Bungalow-style homes are generally supported by frame garages and/or sheds. These accessory buildings are usually one-story, one-bay, gable-front, frame structures sheathed with weatherboard or German siding. Occasionally an outbuilding may be sheathed with asbestos siding. Simple additions such as a shed-roof bay are fairly common.

6. Mid-twentieth Century Styles

a. International

The International style, popular from the mid-1920s to the present, represents a more modernistic approach to architecture and features minimal detailing, flat roofs, and smooth wall surfaces. In Fayetteville, the earliest example is the circa 1927 International-style home at 105 Dobbin Avenue. It is a two-story example with smoothly finished stucco, and metal casement windows, curtain walls, and second-story balcony illustrating the style. A circa 1936 example stands at 1610 Brookside Avenue. Also with a smooth stucco finish this one-story example rambles with three sections progressively recessed. Casement windows and curtain walls are the primary details. The International-style Cohen home at 719 Kooler Circle is a circa 1950 example of the style. It too, is one-story with a flat roof. This rambling example stands on a large lot with a commanding presence within the neighborhood. Metal casement windows and flat roof are the most distinguishing features of this example.

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b. Rustic Revival

Unusual in the sandhills region of North Carolina, one late example of this rustic revival style was constructed in Fayetteville. The style, prevalent in the United States during the late nineteenth and early twentieth century, is characterized by the use of natural materials such as logs and stone. Fayetteville's only example of the Rustic Revival-style is the Wooten House on Breezewood Avenue. Built in the mid-twentieth century, it is a one-story, U-shaped, five-bay, log house. A rough-hewn cypress log supports the two-bay, engaged porch. The gable-front ends are sheathed with rough-hewn stone. The interior boasts pine floors, a three-sided brick fireplace, and plain moldings. One of the most interesting features of this house is the built-in dovecote located on the top of the east bay roof. It is a pyramidal, three-level, four-sided dovecote. The house was rotated on its lot approximately twenty-five years ago, when encroaching development threatened the setting of the structure.

c. Minimal Traditional

The Minimal Traditional-style of architecture resulted from the depression. The style generally is associated with the eclectic styles but features modest if any decorative detail. A large number of Minimal Traditional style homes are present in Fayetteville. They are usually in the gable-and-wing or cross-gable form. Though many are sheathed with brick veneer, equal numbers are sheathed with weatherboard, asbestos, or composition siding. Windsor Heights illustrates the weatherboard-clad examples of the Minimal Traditional while Rollingwood Circle blends the Tudor Revival with the Minimal Traditional-style. Other strong collections of the Minimal Traditional style are evident along W. Churchill Road, Hull Road, McNeill Circle, and Miles Court. The outbuildings associated with the Minimal Traditional style are usually one-story, frame, gable-front garages with either one-or-two bays sheathed with weatherboard or with the material that sheaths the house.

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B. Vernacular

1. *Two-story, Gable-front*

The two-story, gable-front dwelling is typically a frame structure with simple detailing. This house type is not prevalent within Fayetteville's historic neighborhoods. Built between circa 1840 and circa 1920 this house type is seen in the Greek Revival Smith-Lauder House in the Haymount Historic District and in a more vernacular version such as 428 Moore Street, circa 1900. This two-bay example is sheathed in weatherboard with a full-width shed-roof porch. Turned porch posts and spindle-work adorn the porch. Another good example can be found at 214 Myrover Street, circa 1920 which is also a two-story, two-bay, gable-front dwelling with a one-bay hip-roof porch. This house is sheathed in weatherboard and features double-hung six-over-six sash windows and a transom over the door.

2. *One-story Gable-front*

The most dominant pre-1951 building type in Fayetteville is the gable-front form, a one-story, three-bay house with a porch across the façade. The majority are built of frame, sheathed in weatherboard, German Siding, or asbestos siding and were built between 1890 and 1950. Either a gable-front or shed-roof porch with wood square posts or replacement decorative metal posts adorns the front. Original windows were usually six-over-six double-hung sash, however sometimes these houses featured two-over-two double-hung sash windows. In many cases the windows were replaced circa 1950 with two-over-two horizontal sash windows. The house type continued to be popular into the 1940s as evidenced by a large number of gable-front concrete block homes found during the survey. Massey Hill contains a high number of this house type especially on the Ayers subdivision land.

In the downtown area some roads are lined with small gable-front dwellings, while other roads have only one or two of what once were hundreds. Some clusters of one-story, gable-front houses were platted in small courts, and appear to have been constructed as rental properties. Almost all of these within the city have been revitalized using replacement materials except for the collection at Barges Lane. This intact group of eight houses maintains all original materials and integrity both individually and as a group. All are one-story, three-bay, gable-front, frame houses sheathed with German siding. Three have attached hip-roof porches with square posts. Two have engaged, two-bay corner porches. The windows are double-hung, six-over-six sash.

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Another interesting group of gable-front dwellings is found on Sedberry Street. These simple buildings are constructed with an eclectic mix of materials including, cut granite, brick, and stone. They are perhaps the most unique structures in the city. They appear to be influenced by African American craftsmanship and artistry, however, the city directory research for the neighborhood indicates that all of the early owners were white. It is possible that the builder or builders of these homes were African American but unfortunately there are no records to support that theory. The majority of the outbuildings associated with this form are one-story, one-bay, gable-front, frame garages.

3. Gable-and-Wing

The gable-and-wing type is visible throughout the city dating from the mid-nineteenth century to the present day. In some cases they represent a particular style such as the Queen Anne or Minimal Traditional. However, there are many that are vernacular interpretations of the form. The house at 220 Davis Street, circa 1915, is a one-story, three-bay, gable-and-wing house sheathed with shingle siding. An example sheathed in weatherboard is found at 1621 Brookside Avenue, circa 1946. Many gable-and-wing houses are brick veneered including 1014 Brook Street, circa 1948. Circa 1950, concrete block examples are located at 723 and 911 Ellis Street. Stuccoed examples are found at 714 Humphrey Lane and 810 Silk Lane, circa 1950 and 1948 respectively. The outbuildings associated with these homes are most often one-story, gable-front, frame garages.

4. Side-gable

The side-gable form in Fayetteville was built in the mid-nineteenth century through the 1940s. The earliest example of the side-gable form is located at 309 B Street. The Maultsby house is a mid-nineteenth century example of this form. It is a five-bay example with an engaged full-width porch. Many later examples of the one-story, side-gable houses were constructed in mill villages. The mill villages of Puritan, Tolar-Hart, and Victory all have one-story, side-gable, frame houses, usually with a shed-roof porch. The standard house of the World War II era was also a one-story, three-bay, side-gable, frame dwelling. The 1940s side-gable house is seen throughout Fayetteville especially on Pinecrest Drive and in Windsor Terrace. The standard

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house form usually has a gable-roof porch with metal or wood posts, but some were constructed with a shed or arched porch. The interior usually comprised six rooms: two bedrooms, a bathroom, living room, dining room or nook, and a kitchen. In many cases a one-story, gable-front, frame garage is found behind the house. Other accessory buildings can include a shed or storage house, also of frame construction.

5. Triple-A

The Triple-A house or one-story, single-pile, side-gable house with front facing center gable was built from the late nineteenth century through the 1930s. Two general forms exist: a four-bay house and a three-bay house. The house at 139 Sam Cameron illustrates the four-bay type. Sheathed in weatherboard, the house also has two, five-panel doors, double-hung two-over-two sash windows, and a standing seam metal roof. Square posts support the attached hip-roof porch. An example of the three-bay form is located at 119 Turnpike Road. This German-sided example has an attached hip-roof porch, six-over-six, double-hung sash windows, and staggered shingles in the gable. Many houses have been remodeled, and feature replacement metal porch posts, the addition of asbestos, aluminum or vinyl siding, and replacement windows and doors. One-story, gable-front, frame garage or small shed may be found behind or adjacent to the main house.

6. Shotgun Houses

Predominant in the south during the early twentieth century, the shotgun house is a two-bay dwelling usually double- or triple-pile with a shed-roof porch. Details typically include only exposed rafter ends. At one time Fayetteville boasted a large collection of Shotgun houses. However, in the 1960s many of these houses were destroyed as part of a movement to remove "blight" and "slums," therefore only a few Shotgun houses remain within the city limits. The house at 1204 B Morgan Street typifies the Shotgun form. It is sheathed in German siding with double-hung, six-over-six sash windows, five-horizontal panel door, standing seam metal roof and attached shed-roof porch with square posts. Two more near Blount Street illustrate typical additions to the narrow house type. A typical rear shed-roof addition is seen at 126B Howard's Lane. This addition accommodated a kitchen and bathroom at the back of the house. The house at 129A Blount Street has a side-gable rear wing. Both methods allow the addition of space

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without irreversibly altering the original floor plan of the house. Another variation on the type is illustrated at 201 S. Broad Street in Campbellton. It has the standard form with rear, shed-roof addition, however it has an engaged, gable-front porch with square posts rather than a shed-roof porch. In rare cases, an outbuilding will be located with a shotgun house. These outbuildings are usually one-story, frame sheds with either gable-front or shed-roof forms.

Significance

Houses that reflect national trends in architectural styles and vernacular dwellings represent knowledge of architectural styles within Fayetteville and how the people of Fayetteville adapted these styles and forms to meet their tastes and ways of life. Many of the houses are significant as representative examples of a particular style, trend, or vernacular form. In addition, some houses may be determined significant due to their association with an important person or event. Buildings dating to pre-1900 are rare representatives of early Fayetteville history, although they primarily represent the history of the wealthier segment of society. Houses post 1900 represent a wider ranges of socio-economic status.

Registration Requirements

In order to qualify individually under Criterion C, a house must have been built prior to 1951 and be a good illustration of a particular style or vernacular form. The house should maintain architectural and historic integrity of materials, workmanship, and design. However, houses eligible under Criterion A or B may exhibit a lower level of integrity as long as the historic character is maintained.

C. Multiple Family Dwellings

Early twentieth-century multiple-family houses are scattered throughout Fayetteville. The double-shotgun form or duplex was built in Fayetteville during the 1920s and 1930s. The most common form of this type was one-story, four-bay, three-pile, gable-front dwelling sheathed with German siding. A gable-front porch shelters the five-horizontal panel doors on the examples at 416 and 418 Adam Street and 1104, 1112, and 1116 Simpson Street. Another common type of duplex built during the 1920s was the two-story, double-pile, side-gable, frame structure with a full-width, hip-roof porch. Intact examples are at Oakridge Avenue, Broadfoot

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Avenue, and Hinsdale Avenue. Two-story, side-gable, Colonial Revival-style duplexes line Woodside Avenue. These unusual apartments feature a front and side entrance as well as basements.

In the 1940s apartment buildings began to spring up all over Fayetteville. The impact of World War II on the city's population was staggering. In addition, many people associated with the military did not live more than a few years in the city and therefore did not purchase a house. There were several different types of apartment buildings. The Devereaux Apartments, completed in 1940, was one of the finest apartment buildings constructed in Fayetteville. It is a two-story, brick Colonial Revival-style building with a flat-roof. The central double-leaf entrance with broken pediment opens into a paneled foyer. A Mission-style apartment building was built on Hinsdale Avenue and features stuccoed walls, a central entrance, and a flat-roof with clay tile accents. In the late 1940s and early 1950s many apartment complexes were built. The Haymount Apartments at the corner of Oakridge and W. Rowan Street consisted of three, two-story brick, L-shaped, Colonial Revival-style buildings. The Haymount Court Apartments, circa 1950, is a larger development located at the end of Oakridge Avenue where it intersects with Woodland. This complex consists of eight buildings sited along Oakridge Avenue, Woodland Avenue, and Forest Street. All of the buildings are two-story, five-bay, side-gable, brick buildings with metal casement windows. The entrances vary from one building to another featuring either a concave portico, gable-roof portico, or central pavilion with quoins. An interesting adaptation of the multiple family dwelling is found in the Keithville Rental Units adjacent to Fort Bragg. This small group of homes was built by the Keith family between 1930 and 1950 in response to the housing need at Fort Bragg. The homes are executed using regional forms such as the gable-front and are grouped in a neighborhood type setting.

Significance

The Multiple Family dwelling is a significant building type in the city of Fayetteville that served as housing for much of the population. The evolution of this type of dwelling can be traced through Fayetteville's multi-family architecture. The establishment of Camp Bragg necessitated more rental housing due to increased transient population that worked at the base. The growth of Fort Bragg led to the construction of apartment buildings and multi-family houses. These buildings represent the effect that Fort Bragg had upon the city. Some of these buildings are also architecturally significant. As an architectural record, the evolution of multiple family dwellings can be traced in Fayetteville from the simple double-shotgun duplex to multi-family apartment complexes.

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Registration Requirements

In order to qualify individually under Criterion C, a multiple family dwelling must have been built prior to 1951 and be a good illustration of a particular style or vernacular form. The building should maintain architectural and historic integrity of materials, workmanship, and design. However, buildings eligible under Criterion A or B may exhibit a lower level of integrity as long as the historic character is maintained.

D. Districts

The districts in Fayetteville symbolize many different themes and building types. They range from the large lot mansions in the Raeford Road/Lakeshore Drive Historic District to the bungalows in Pershing Heights, part of the West Haymount Historic District, to the mill houses in Massey Hill. Some of Fayetteville's districts illustrate rental homes needed for a booming transient population while others illustrate the affluent African American community important to Fayetteville's history. The Downtown Historic District (NR 1999) is significant as the city's main commercial hub. The Haymount Historic District (NR 1983) illustrates the evolution of residential architecture from the early 1800s to the early 1920s. The majority of Fayetteville's historic districts are primarily residential. These represent different eras and types of development in the city.

The African American neighborhood that developed around the Orange Street School and St. Josephs Episcopal Church includes Chatham Street, Orange Street, Mechanic Street, Frink Street, and part of Moore Street. The houses in this area represent African American Fayetteville from the late nineteenth century until 1951. Stylistically, the neighborhood is just as broad including Queen Anne, Bungalow, Colonial Revival, Dutch Colonial Revival, Tudor Revival, Minimal Traditional, and Ranch residences. These dwellings were home to educators, dentists, carpenters, plasterers, musicians, and military personnel.

The Arsenal Avenue District reaches from the south side of Hay Street to Branson Avenue and east to west from Myrover to Broadfoot. This interesting district surrounds the site of the former U.S. Arsenal. In the late nineteenth century the arsenal lands were subdivided and sold for development. Arsenal Avenue is a fashionable street displaying Colonial Revival, Bungalow, and Tudor Revival style houses. The buildings on Hay Street are also fashionable

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homes in the Colonial Revival style. South of Arsenal there is a mix of large Colonial Revival-style homes built of brick combined with frame Queen Anne-style houses and frame bungalows. The streetscapes in the district are distinguished by a cohesive rhythm of solids and voids combined with mature trees and plantings.

The West Haymount Historic District is a large district that combines several different periods of development. Beginning on the north side of Hay Street there is a combination of the Greek Revival, Colonial Revival, and Craftsman styles of architecture. Hinsdale Avenue is the eastern boundary displaying houses constructed in the Greek Revival, Colonial Revival, Craftsman, and Mission styles. The neighborhood grew to the northwest to include an Earle S. Draper designed neighborhood in Belmont, the early twentieth-century neighborhood of Monticello Heights, the bungalow area of Pershing Heights, the 1940s houses of Huske Heights, and Park Street's boulevard avenue. Although the district encompasses many different developments they are unified and are interpreted as one district.

The development known as Sherwood Forest includes homes on Morganton Road, Olive Street, Magnolia Avenue, and Dobbin Avenue. Developed in the 1930s, it is composed of concrete streets, sidewalks, large lots and nicely appointed homes executed in the Colonial Revival, Tudor Revival, and International styles of architecture. A second district, Worth Terrace, developed in the thirties and forties adjacent to Sherwood Forest. Encompassing Morganton, DeVane, Stedman, and Pugh Streets, Worth Terrace has a more eclectic mix of architecture than Sherwood Forest, with most constructed in the Colonial Revival style but the French Chateaux, Tudor Revival, and Bungalow styles are also well represented.

The Westlawn Historic District is bounded by Pate and Bethune streets to the east and west and Fort Bragg Road and Morganton Road to the north and south, the streets are lined with bungalows, Craftsman-style, and Colonial Revival-style homes. Developed between the 1920s and 1940s the neighborhood maintains cohesive streetscapes and architecturally significant houses. The Westlawn school was built in the 1940s in the center of the neighborhood and adds to the distinct character of the neighborhood.

In the 1940s Fayetteville experienced a World War II population boom due to the growth of nearby Fort Bragg. This necessitated the development of new houses and neighborhoods. Some neighborhoods exhibited a high percentage of owner occupancy while others were owner and tenant occupied neighborhoods. Pine Forest subdivision off of Raeford Road is one that was mostly owner-occupied. Consisting of the houses along Woodcrest and Valley Road, this neighborhood developed in the 1930s through the 1950s. Examples of the Colonial Revival, Tudor Revival, and early Ranch-styles are exhibited in this neighborhood.

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A neighborhood that contained a large percentage of rental properties since its date of construction is Windsor Terrace. Developed by Player, Inc. in 1941, Windsor Drive was the original street. Planned with a park at the front of the neighborhood, Windsor Drive enters from Hillsboro Street and loops around to its point of origin. Here, modest one-story, frame dwellings line the streets and maintain their original rhythm of solids and voids. Most of the buildings exhibit some elements of the Minimal Traditional style. The development was enlarged in 1942 to include Hawthorne, Central, and Oakland drives just west of Windsor Drive. Another subdivision, Rollingwood, developed simultaneously with Windsor Terrace in the West Haymount section of town. Rollingwood was also planned on a curved street that formed a loop originating from West Rowan Street. The homes in Rollingwood are more stylistic than those at Windsor Terrace. Here the Minimal Traditional-style homes are combined with Tudor Revival-style homes. The street follows the topography of the site allowing many of the homes to be sited atop small hills. Many of the front yards are protected by retaining walls which further add to the sense of place.

A small, more modest district is located at Barges Lane adjacent to the downtown area. Barges Lane is a small grouping of simple, one-story, three-bay, gable-front structures that maintain most if not all of their original materials. All are sheathed with German siding. These houses built in the 1930s have continuously been used as rental properties. Barges Lane connects Grove Street with Lamon Street. It is on this thoroughfare that five of the eight houses are sited. All on the west side of the street, the houses form a continuous rhythm and are separated by neat hedgerows. A small lane turns to the west and contains the remaining three houses. This area represents the once common development of clusters of rental houses. Though other examples remain within the city limits, their integrity has been compromised by the use of substitute materials.

Significance

Fayetteville's historic buildings often combine together to illustrate a particular period of time or theme, known as districts. Residential districts may illustrate a regional or national building trend, innovative city planning, or a cohesive neighborhood representative of a period of time. All are significant to the developmental and architectural history of the city that can be traced through its historic districts.

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Registration Requirements

In order to qualify for listing as a National Register Historic District the overall historic character of the district should be intact, meaning that the integrity of location, setting, feeling and association has not been irreversibly compromised. The loss of an individual building's integrity should not compromise the district if the original form is intact and it contributes the district as a whole with original massing and setback. The district must have been developed prior to 1952. In addition, the buildings within the district should be linked by period of development, particular architectural style or type, or associated with an event or significant person.

INSTITUTIONAL

A. Educational Buildings

Two late nineteenth-century school buildings remain within the city. The Raymount School is the only extant one-room frame schoolhouse. It was moved in the late 1970s to the campus of Fayetteville Technical Community College. The Glendale School, circa 1897, served the community in Seventy-First Township, west of Fayetteville. Originally built as a gable-and-wing building with a belltower, it was renovated in the 1920s when it was moved to accommodate the new Seventy-First school. It is a prime example of a frame school building with classical details as evidenced in the pedimented porch with Doric columns. The circa 1924 Seventy-First School was built to educate the students in the western part of the county that had been meeting in one-room schools. Seventy-First School exhibits restrained elements of the Neoclassical revival style. It is a U-shaped building with central entrance bay surrounded by limestone details. The interior boasts original wood floors, baseboards, plaster walls, and transoms over the interior doors. The original decorative metal ceiling is intact in the former auditorium that is now used as a media center. Massey Hill School was built in 1925 to accommodate the growing population in the Massey Hill area. Like Seventy-First School the Neoclassical revival style is displayed, only more ornately at Massey Hill. It is also a U-shaped building. A pedimented, full-height portico with Doric-style columns marks the entrance bay. The interior is adorned with original wood floors and plaster walls and transoms are maintained over the interior doors.

The Washington Drive School was built circa 1940 as an African American High School. It was designed by architect, William Deitrick, in a "modified, modernistic style" (Fayetteville Observer, May 9, 1940).

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Westlawn School was built in the 1940s in a residential section of Haymount. This rambling Neoclassical Revival-style brick school represents the expansion of the school system within the city. The building occupies an entire city block on the north side of Westlawn Avenue. A pedimented portico with Doric columns marks the central entrance bay. Two, long, one-story, side-gable wings flank the main block.

B. Religious

Fayetteville has several notable religious buildings listed on the National Register including the Evans African Methodist Episcopal Zion Church, Hay Street United Methodist Church, First Baptist Church, St. John's Episcopal Church, First Presbyterian Church, and St. Joseph's Episcopal Church. Michael the Archangel Catholic Church, circa 1936, a wonderful Gothic Revival-style church with hip-roof parish house and well-manicured gardens, was originally built for St. Patrick's Catholic congregation, Fayetteville's oldest and largest Catholic group. When St. Patrick's congregation outgrew the building in the late twentieth century, the congregation turned the building over to the Lebanese Catholic community.

Another church built in 1938 is St. James Lutheran Church on Morganton Road in Haymount. It is a three-bay, brick, gable-front building designed in the Gothic Revival style of architecture. St. Ann's Catholic Church, the first African American Catholic church in Fayetteville, was built in 1940 and is a Classical Revival brick church building that still serves a diverse congregation.

Cool Spring Baptist Church and St. James Church, both built on Cool Spring Street in the 1920s, represent small community churches. Fayetteville has hundreds of small community churches throughout the city; these two are the best-preserved representatives. Both are one-story, gable-front, frame churches. St. James is more decorative than its Baptist counterpart, having gothic arched windows. The Baptist church is plain with large double-hung sash windows and simple bell tower. Two other small churches are located in Massey Hill and are associated with mill villages. Calvary Methodist Episcopal Church, ca. 1904, at Whitfield and Southern Avenue is a one-story, one-bay, gable-front frame church sheathed in weatherboard. Good Shepherd Episcopal Church in the Tolar-Hart Mill Village is a picturesque one-story, gable structure with simple Gothic revival-style detailing.

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Holy Trinity Episcopal Church, built in 1952 is an example of a brick Gothic Revival style architecture. The one-story, one-bay, brick gable-front church exhibits the horizontal expression of the style rather than the vertical found in earlier Gothic Revival churches. Two, recessed, side-gable, rear wings project from the main block. The east wing is original whereas the west wing is a late twentieth-century addition. The dark brick enables the church to blend into its wooded site on Raeford Road.

Significance

The city's schools are significant architecturally and historically. They illustrate the growth of the city and the initiative to provide quality education to our children. They also represent an architectural element of the city's history that is rare. The national architectural trends are evident in the school architecture in the city. The 1920s represented the use of the Classical Revival-style for school architecture both nationally and regionally. The classical Revival-style school buildings of the early twentieth century contrast sharply with the flat-roof, rambling structures of the 1950s. However, all represent the national architectural trends evident in the school buildings of a given time.

While most religious buildings are important architecturally, they are also important to the social history of a community. In most cases, the church is the center of a given community, and is a link to the developmental history of the city. The majority of Fayetteville's churches are designed in common architectural styles of the period. During the 1920s and 1940s, many churches were designed in a regional interpretation of the Gothic Revival. The style was easily adapted into a variety of interpretations within the city. In addition, the Classical Revival-style remained a popular choice for church architecture.

Registration Requirements

Many of Fayetteville's educational and religious buildings qualify for individual listing on the National Register of Historic Places. In order to be individually eligible, the building must have been constructed prior to 1952 and illustrate a largely intact example of a particular style or form. In determining eligibility the property should maintain integrity of materials, workmanship, and design. Association with site, setting, and location are also important variables in determining eligibility. The buildings association with an important person or event can also contribute to the eligibility.

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INDUSTRIAL, COMMERCIAL, FINANCIAL, AND SOCIAL BUILDINGS

A. Industrial buildings

Fayetteville has many surviving industrial buildings that illustrate the industrial development of the city including mill buildings, warehouses, and welding shops. Most of the pre-1951 industrial buildings are brick structures of different sizes and forms depending on their use; for example a mill building may be one- or two-stories while a warehouse is usually one-story. The Holt Williamson Manufacturing Company, located at the corner of Russell Street and Eastern Boulevard, is the oldest cotton mill building in the city. It has undergone many alterations and is currently in a deteriorated state. The village that once stood adjacent to the mill was destroyed in the 1960s and 1970s. One mill house stands on Scarborough Street as testimony to the former village.

Located in Massey Hill, the Cotton Grower's Warehouse is an intact brick warehouse, built circa 1919, as a result of a local movement to locate a cotton warehouse in Fayetteville. The Atlantic Coastline Rail Tracks run just north of the building and a large metal water tower is intact also behind the building.

The Sandlin Warehouse, originally known as Adams Grain & Provision Company, was built circa 1917 on Rankin Street. It is a one-story, side-gable brick warehouse with attached shed-roof loading dock. Stepped parapet walls compose the end walls of the structure. Original two-over-two double-hung sash windows and large sliding warehouse doors pierce the brick walls of this important warehouse.

During the late nineteenth and early twentieth century the Silk Mill was one of the most successful mills in Fayetteville. The village was directly behind it with a church, store, and community center. Only two houses remain from the original village. Patterson's Storage now uses the Silk Mill buildings, two two-story, brick buildings. False parapet walls have been added to the facades for the new businesses. The sides and rear elevations of the buildings have been little altered. Several bays of windows have been infilled with brick.

Kennedy's Welding Works is one of the most intact industrial buildings in the city. It is a two-story, side-gable, five-to-one common bond brick building with monitor roof. Standing to the north of the building is a tall, round smokestack with glazed headers and rounded coping.

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B. Commercial Buildings

There are several commercial buildings scattered throughout the city. The most stylish commercial buildings in Fayetteville are found in the downtown district. The buildings found outside the downtown district include general stores, barber shops, markets, and retail stores. These buildings are usually one or two-story, brick structures with a standard three-bay storefront. The Little Star Market Grocers building at 1110 Hay Street is a freestanding, two-story brick building with two storefronts. The storefronts are surrounded by limestone. An angled bay to the east of the storefronts contains the stairway door to the second floor. An awning protects the storefronts.

A second group of interesting buildings is located on the east bank of the Cape Fear River. The Cain Brothers building on Clinton Road was built in 1921 and expanded in 1933. The Cain Brothers operated a general merchandise store in this one-story, three-bay, brick commercial building with a standard storefront. A recessed brick panel in the cornice features a date stone reading "Cain Bros. 1921-1933". The building attached to the east has a slightly lower parapet wall and is a one-story, twelve-bay, flat roof building with paneled parapet wall. A metal awning protects the front. Three of the four fronts have half-glazed double-leaf doors flanked by windows. The group sits immediately east of the Cape Fear River Bridge.

The Art Moderne style of architecture is evident at 901 and 927 Bragg Boulevard. The building at 901 housed the Johnson Market Grocers in the 1951 City Directory. It is a two-story, three-bay, brick building with flanking one-story wings with rounded corners. The former Canada Dry Bottling Company at 927 also illustrates the Art Moderne style. It, too, is a two-story, brick building with curved corners; however this three-bay example has a full-height central bay executed in cast concrete. Glass block is used for the second floor fenestration.

C. Transportation

Buildings associated with transportation are important reminders of the progress made in this area in the last one hundred and fifty years. In Fayetteville, early transportation was dependent on the Cape Fear River and the plank road system. When the railroad finally arrived, tracks were laid north and south along Winslow Street and Hillsboro Street, and east and west along Russell Street. The Atlantic Coast Line Depot was located on Winslow Street and the Cape Fear & Yankin Valley Railroad Station was located at Russell and Ray. Both of these stations are listed on the National Register of Historic Places. The Atlantic Coast Line Railroad

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freight depot located at the rail-yard off Russell Street is a huge gable-front brick structure that once served as the freight depot for the Atlantic Coast Line Railroad. It is shown on the 1923 Sanborn Insurance Map in its existing form and location.

The automobile age ushered in a whole new group of buildings. Although the first automobile arrived in Fayetteville in 1902, extant gas stations and dealerships rarely date from before the 1930s. M & O Chevrolet, listed in the National Register in 1983, was built in 1938. The rising number of people using automobiles necessitated a rise in the number of service stations throughout the city. There are a number of former gas stations, usually Art Deco or Art Moderne in style, that dot the roadways of Fayetteville. Two earlier gas stations, Herndon Brothers at 710 Ramsey Street and Tatum Brothers on the Dunn Road are similar in style. Tatum Brothers is a one-story, five-bay, flat-roof structure with Art Deco-styled pilasters. A clay tile embellishes the roof line. A three-bay storefront leads to the main office while a two-bay service center is incorporated to the south. Herndon Brothers is similar in design but also has a porte cochere attached to the front of the building.

D. Financial

Financial buildings that pre-date 1951 are centrally located in the downtown commercial district. They range in age from 1926 to the late twentieth century. They are generally representative of the most popular architectural styles of their time period. For example, the First Citizens Building, circa 1926 is a Neoclassical skyscraper while the Branch Bank & Trust Building on Hay Street, 1950 is a stark International style building with cantilevered flat-roof porch. The First Citizen's Bank Building, circa 1926 (NR 1983) on Market Square is the most prominent of the financial buildings within the city. The ten-story Neoclassical building was designed by Greensboro architect, Charles Hartmann, and is Fayetteville's first skyscraper. Ionic pilasters separate the bays on the first story and mezzanine level.

During the mid-twentieth century Fayetteville's Home Federal Savings & Loan Company built a new building on Green Street. Completed in 1951, it was built by Player, Inc. The two-story, Colonial Revival-style building boasted the first Drive-up teller in the state. Home Federal Savings and Loan has had a long history in the mortgage business in Fayetteville.

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E. Hospitality

The Prince Charles Hotel (NR 1983), built in the 1920s is the earliest intact hotel within the city. It was built in the Neoclassical style with one hundred rooms for businessmen, tourists, and military personnel. With the advent of the highway and better roads in the mid-twentieth century, enterprising Fayetteville citizens built a number of motor courts. The main highway at this time was highway 15-A (present-day U.S. 401) which led from Green Street at Market Square north to Raleigh. The Leonard Tourist Court, less than a half-mile from Market Square, is a U-shaped building with central porte cochere. Originally constructed in brick the building was stuccoed during the late twentieth century and now serves as offices. A second motor court is the Buckingham Court Tourist Camp now known as Ramsey Street Apartments. Also built in the mid-1940s the court is adjacent to the Veteran's Administration Hospital. It is a series of one-story, side-gable buildings surrounding a central office. The advent of U.S. 301 (predecessor to I-95) moved the motor court industry from Ramsey Street to the outskirts of town in the 1950s.

F. Social Buildings

Although historically, Fayetteville's social history has been centered around churches, women's clubs, and Masonic lodges, the 1940s gave way to a different form of social club. Breece's Landing was built in the 1940s on the western bank of the Cape Fear River just north of Campbellton. The concrete block dance hall was accompanied by a wooden pier and floating barge. Pleasure boat cruises along the river was one of the attractions. The Landing was the place for weekend socials and high school proms during the mid-twentieth century. The social history between Fayetteville and Fort Bragg is evidenced in the USO Building on Ray Avenue. This was the second USO building located in Fayetteville. Built around 1950, it was the social center and community link between the military and citizens.

G. Government Buildings

Throughout Fayetteville's history the local government has erected a number of buildings to serve its citizens. The Market House, a National Historic Landmark, was erected at the town square in 1832 to replace the old State House destroyed in the fire of 1831. The building is fashioned after the town hall/markets found in England. It stands as the focal point of

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Fayetteville's downtown and serves as the city's logo. The (former) U.S. Post Office was built on Hay Street in 1911. This Beaux Arts-style building is constructed of stone and brick and now houses the local Arts Council.

In 1912, the Public Works Commission erected a frame water plant building on Glenville Lake, which still stands at that location. The plant was capable of processing one million gallons of water per day. The World War II era was a popular one for civic improvement. In 1942 a new purification plant was built with a capacity of three million gallons of water per day. William C. Olsen, of Raleigh, designed the building. He also designed water treatment plants in Raleigh, Rocky Mount, Kinston, and Tarboro. The building is a three-story, three-bay, brick Art Moderne-style building. A central entrance wing projects from the front of the building and features a recessed entrance. The City of Fayetteville seal tops the door.

Another local project was centered on expanding fire protection. The growth of the city to the west to include Haymount and beyond necessitated the expansion of the city's fire department. In 1942, the city hired local architect Basil Lasilets to design fire station number two to be located on Haymount Hill on a triangular-shaped lot on Olive Street. The station was designed in the Colonial Revival style and built of brick. It is a one-story, cross-gable building with stepped parapet ends. A two-bay garage marks the engine entrance to the station. Two other entrances are surmounted by fanlights.

In addition to the above the Works Progress Administration (WPA) sponsored two buildings in the 1940s: the city hall and the Fayetteville Independent Light Infantry Armory. City hall was also designed by Basil Lasilets and executed in a Colonial Revival style reminiscent of Colonial Williamsburg buildings. More The city hall is located on Market Square facing Green Street and is included in the Market Square National Register Historic District (NR 1980) and the Downtown Historic District (NR1999). The Fayetteville Independent Light Infantry Armory was built in 1942. Located on Burgess Street in the Downtown Historic District (NR1999), it is a two-story brick building with restrained Art Deco design.

One federally sponsored building was completed in Fayetteville in October 1940. The Veteran's Administration Hospital was built on Ramsey Street north of downtown. It is a grand Colonial Revival building. The tradition of the Veteran's Administration designers was to incorporate a local landmark or local tradition into the building's design. In Fayetteville a two-story replica of the Market House, a National Historic Landmark, caps the center bay of the hospital building. The building and its compound buildings exhibit the Colonial Revival and Georgian Revival-styles of architecture.

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Significance

Fayetteville's industrial, commercial, financial, social, and government buildings reflect the development and growth of Fayetteville. Although they may conform to regional or national trends architecturally they were built in response to the economic needs and development of the city. Industrial buildings are significant records of the city's industrial evolution. Commercial buildings illustrate the commercial growth of the city and the changing needs of the population. Financial buildings are significant indicators of the economic growth of the city. Social buildings are significant as cultural links to Fayetteville's past and leisure activities. Government buildings in Fayetteville represent local funding as well as national building programs important to broad trends in our history on the local, state, and national levels.

Registration Requirements

Many of Fayetteville's industrial, commercial, financial, social, and government buildings qualify for individual listing on the National Register of Historic Places. In order to be individually eligible, the building must have been constructed prior to 1952 and illustrate a largely intact example of a particular style or form. In determining eligibility the property should maintain integrity of materials, workmanship, and design. Association with site, setting, and location are also important variables in determining eligibility. A building's association with an important person, event, or period of history may also make it eligible.

Some of Fayetteville's industrial, commercial, financial, social, and government buildings are located in historic districts. In order to be eligible as a contributing building within a historic district the building must maintain its integrity of materials, workmanship, and design. In addition its association with site, setting, and location are important for eligibility. A building may also be eligible for its historical importance to the city, state, or nation and therefore be contributing to the district.

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IV Engineering

A. Bridges

Fayetteville's location on the Cape Fear River necessitated the construction of bridges. The Clarendon Bridge was the first bridge to straddle the river; it has subsequently been replaced as new materials and methods have been introduced. Cross Creek and Blount's Creek meander through the city also creating the need for bridges. Prior to the 1920s Fayetteville's bridges were built of wood, but during that decade the city replaced their wood bridges with concrete. Three notable examples are the Ray Avenue bridge, Cool Spring Street bridge, and Hawley Lane bridge, all built between 1923 and 1930. The inclusion in the system of railroads in the late nineteenth century also prompted the need for bridges to carry railroad cars over waterways and later roadways. The railroad bridge over the Cape Fear River adjacent to Person Street is an excellent example. It is built of huge limestone blocks and spans the river from East Fayetteville to Campbellton. A smaller railroad bridge, though no less significant is located over Blount's Creek behind Fayetteville State University. It is a small arched bridge constructed of stone.

B. Canals

Fayetteville's history as a river town spurred capitalization of its waterways. In the late eighteenth century, the citizens began a movement to provide water transportation into the city from the River. Although the early attempt failed, inland navigation became a focus of the state government in the early nineteenth century. The Old Fayetteville Canal was begun around 1817 but never completed. However, several remnants of the canal are intact around the city. The most visible remnants are located behind the Veteran's Administration Hospital adjacent to Clark Park.

C. Breastworks

During the last months of North Carolina's involvement with the Civil War, it was feared that Sherman would make his way to Fayetteville from the North. A series of breastworks were constructed to assist the Confederate Army in delaying Sherman's men. A portion of the breastworks are listed on the National Register (NR1981) on the site of the Veteran's

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Administration Hospital. However, another group of Confederate breastworks, some which are over five feet in depth, are near the VA Hospital.

Significance

The construction of bridges, canals, and breastworks are all significant representations of a particular period of history. Railroad bridges represent the importance of the railroad to the developing city. Vehicular bridges show the development of the street network that was modified in the early twentieth century in response to the automobile. Canals represent the importance of water transportation from the nearby river to town. All are associated with the transportation, commercial, and industrial history of the city. The construction of breastworks is limited to association with the military and to the Civil war in particular. However, all are representations of national and regional trends in engineering and illustrate their implementation in the city of Fayetteville.

Registration Requirements

Most structures associated with engineering will qualify individually for National Register Listing. In order to be eligible the construction date must be prior to 1952. In addition, they must maintain their integrity of setting, location, design, feeling, materials, workmanship, and association. Those listed as a contributing structure within a historic district must also maintain the above listed integrity. In addition, the historical significance of the structure must be taken into consideration as well as its integrity.

FUNERARY AND MEMORIALS

A. Cemeteries

The history of Fayetteville is evident in the number of cemeteries within the city limits and are represented by plantation cemeteries and city cemeteries. The location of former church sites as well as farm sites can be traced through the city's cemeteries. Cross Creek # 1, the city's oldest cemetery was listed in the National Register in 1998. Cross Creek # 2 is a continuation of that cemetery, and is located across Grove Street. Cross Creek # 2 contains statuary including angels, crosses, obelisks, tablet markers, and a mausoleum. An iron fence adorned with the Star

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of David separates the well-manicured Jewish cemetery. An African American cemetery is also adjacent to Cross Creek # 2, though not part of Cross Creek, it is an important link to the African American community. Pott's Cemetery, located in the churchyard of Campbellton Presbyterian Church is the oldest city cemetery. An iron fence encloses the graves of Jesse Potts, one of the original landholders, and his family. Marble tablets and small stone mark their graves. Other cemeteries are located far from the city center and were formerly attached to early plantations.

The Mallet Family Cemetery, now located on the grounds of the Department of Transportation, was once the family plantation and mill site. This small cemetery is partially enclosed by a brick wall with a simple iron gate. The stones are all marble, most crafted by George Lauder, a notable stonecutter from Scotland who opened a marble yard in Fayetteville in 1845. "Lauder cut the largest number of gravestones, spread over the widest geographic region (almost two-thirds of the state), of any stonecutter in North Carolina prior to the twentieth century" (Little, p. 200). It contains the graves of the Mallet family dating from 1805 to 1844. The Strange Family Cemetery is located north of the city center on grounds formerly part of Myrtle Hill, Robert Strange's country home. The small cemetery is now located in the back yard of a home built in the mid-twentieth century. The tombs are brick with marble tablets made by George Lauder, prominent craftsman. Elmwood Cemetery is the largest African American Cemetery in the city. It is the second publicly-owned African American cemetery in Fayetteville. Elmwood, located at the corner of Cumberland Street and Murchison Road, dates from 1879. The last interment occurred in 1996. Some of the tablet stones are hand-carved without dates. One of the most interesting graves within the city limits is located in a small agricultural field behind a house on North Street. The simple marble stone has the name Winnie Twigg, who was an African American seamstress.

B. Monuments

The most prominent monument within the city is the Confederate Monument located at James Square. The square, which originally joined Green Street, Ramsey Street, Grove Street, and Rowan Street, has changed substantially. The monument however is a reminder of the former square. The Cumberland County Monument Association was formed in 1895 to erect a monument in honor of the Confederate Soldiers who gave their lives in the Civil War. According to the Fayetteville Observer, "The monument was unveiled on May 10, 1902 in the presence of five hundred veterans and thousands of citizens" (Fayetteville Observer, June 14, 1909). The bronze statue of a Confederate soldier faces south atop a granite base. John Tolar

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erected a monument in conjunction with the confederate soldier in 1913. His personal monument is to his father and eight uncles who all volunteered in 1861, six of whom were killed or wounded in battle. Their names, companies, and records are engraved on rectangular shaped tablets surrounding the monument.

Significance

Cemeteries and monuments are significant to the city's history as works of art and as records of the city's history. Cemeteries provide the final resting place for many important Fayettevillians, but they also provide park-like settings within the urban and rural environment. In addition, the statuary and monuments found in Fayetteville's cemeteries are records of time and place providing an artistic record of funerary traditions. Fayetteville's monuments are reminders of people and events important enough to the city to be commemorated by the citizens.

Registration Requirements

To qualify for listing in the National Register of Historic Places as a cemetery or monument, it must have been built prior to 1952. In addition it must maintain identifiable features specific to its function. To be considered eligible the resource must maintain its integrity of setting, location, design, feeling, and association. A cemetery must maintain its aesthetic and historical significance as well as its original plan and the ability to convey its original purpose. The collection of gravemarkers may also be of artistic significance. A cemetery may also qualify under criteria consideration D if it derives its primary significance from graves of persons of transcendent importance from age, from distinctive design features, or from association with historic events.

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G. **Geographical Data**

The geographical area encompasses the city limits of Fayetteville, North Carolina as of December 31, 2000.

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H. Summary of Identification and Evaluation Methods

The multiple property documentation form for the architectural resources of Fayetteville, North Carolina, is based upon the 2001 architectural survey conducted by Michelle A. Michael and the 1980 Multiple Resource Nomination prepared by Linda Jasperse, under the auspices of the Survey and Planning Branch of the North Carolina Historic Preservation Office. An initial reconnaissance survey identified areas within the city that fell into three categories: potential National Register properties and districts; endangered properties; and areas not previously documented. These areas were surveyed by intensive survey. The final inventory identified and documented over 3,800 buildings, structures, and sites over fifty years of age. The city tax records indicate that there are an additional two thousand buildings within the city limits pre-dating 1951. These were not intensively surveyed due to budget and time constraints. These areas were documented by reconnaissance survey specifying the boundaries of the area, approximate number of resources, type of resource, and approximate dates of construction.

The resources documented vary from vernacular to high style. Emphasis was placed on properties and areas considered eligible for National Register status. Each resource was documented by a photograph and written description. Additional research was conducted using Sanborn Insurance Maps, City Directories, interviews, existing survey files, local publications, and newspaper articles. Deed research was conducted on properties potentially eligible for individual listing in the National Register of Historic Places. Michelle A. Michael, from December 2000 to September 2001, conducted this work on a full-time basis within the city of Fayetteville. Bruce Daws, Historic Properties Manager for the City of Fayetteville, assisted on a part-time basis as a field and research assistant.

The properties were grouped under five architectural contexts that best describe the development of the city of Fayetteville. The contexts are: The Settlement of Two Towns, 1730-1820; Growth, Fire, & Rebuilding, 1821-1860; Civil War and Reconstruction, 1861-1900; The Dawn of a New Century, 1901-1940; World War II and Post War Growth, 1941-1950; and Present Day Fayetteville, 1951-Today. The property types were organized chronologically by style and function.

The survey identified a wide range of resources in the city spanning the years from circa 1840 to 1952. Integrity requirements were based upon knowledge of existing properties. The architectural and physical features of the city's finer surviving properties, derived from the inventory, were considered in developing the outlines of potential registration requirements

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Bruce Daws, Historic Properties Manager, City of Fayetteville, multiple conversations between January 2001 and September 2001.

Rosalie Kelly, Private citizen and long time Fayetteville Preservationist, February 15, 2001.

Dan McMillan, retired Fayetteville Architect and historian, August 8, 2001.

Richard Player, Jr. (Former) President of Player, Inc. Construction Company, July 5, 2001.

Conclusion

The Fayetteville Municipal Architectural Survey was funded by a matching grant administered by the North Carolina Historic Preservation Office. The last comprehensive survey of Fayetteville was conducted in 1980 and resulted in more than ten individual National Register nominations and one district nomination. Since the 1980 survey the city has grown at an astounding rate and annexations have geographically changed the face of the city as a whole. The goal of the 2001 survey was to identify and document buildings over fifty years old that had not been previously surveyed, and to update existing survey files. Approximately 3800 buildings were documented during the course of the survey. The initial reconnaissance survey identified areas with the most potential for historic districts and endangered areas; these areas were surveyed first. The results of this survey included recommending properties to the North Carolina State Study List, documenting historic areas that have not been previously recorded, updating previous survey files, and determining areas for additional documentation.

Although the city of Fayetteville was one of the first communities to embrace historic preservation in North Carolina with the movement to save and restore the Market House, a National Historic Landmark, education continues to be the most important issue within this community. It is important for the public and private sector to realize and learn that their history did not end in the middle of the nineteenth century. The built environment is tangible evidence of that history. Architecture is a living artifact that can be enjoyed by the entire community not just the few who visit museums.

Education must begin with the people who make and uphold the laws and ordinances of the city. The city government and commissions need to incorporate historic preservation into all aspects of the planning process. The city should take a Section 106 approach to planning.

Section 106 or Environmental Review was introduced as part of the 1966 Historic Preservation Act. It requires that areas impacted by Federal or State-funded projects be reviewed for natural, historic and cultural resources. If the areas are thought to be significant and adversely affected by the proposed project, less encroaching alternatives will be sought. By using this model in local planning many historic neighborhoods, homes, and buildings could enjoy a new future instead of demise by demolition. Adaptive reuse is more economical and less wasteful than new construction. In addition it adds a sense of continuity and psychologically enhances the community as a whole. The downtown area is currently enjoying this type of renaissance. The hard work of private citizens and non-profit agencies has brought life back into a downtown that many thought was doomed. The Historic Resources Commission has played a vital part in the preservation of the community. By becoming a Certified Local Government they have been able to compete for grants to fund preservation projects including this survey project. Other vital work the commission has contributed includes passing a new historic preservation ordinance, demolition by neglect ordinance, updating the design guidelines, publishing a newsletter, sponsoring tours, and programs, not to mention their monthly meetings. The community development program also helps revitalize older neighborhoods. The number of neighborhoods seen during the survey that are being revitalized with the use of Community Development Block Grant funds is numerous. However, new synthetic materials are often used compromising the integrity of the historic building and neighborhood. The following recommendations are meant to provide a means of community awareness at both private and public levels.

SHORT-TERM RECOMMENDATIONS

Continue community education through tours, newsletters, and programs.

The community has embraced the heritage tours sponsored by the Historic Resources Commission. The result of these tours can be community awareness and support, two important components of community preservation.

Start a Volunteer Clean Up Event

Fayetteville churches have long organized and participated in Operation INASMUCH. This project consists of a day when volunteers from local churches assist property owners or tenants by making minor repairs or painting their homes. Preservation North Carolina has a similar program call S.W.A.T (Saving Worn-out Architectural Treasures). The Historic Resources Commission could take this as an example and assist a historic property owner in need with minor repairs, painting, or general clean-up. Volunteers could be pooled from the local historic districts and commissions. Identify properties that are in need of work. Ask property owners to submit an application specifying the work that needs to be done and the reasons they need assistance. The list could be prioritized based on level of deterioration. If successful this type of event could be held twice a year, in the Fall and Spring.

Attend conferences and workshops.

The Planning Department staff and the Historic Resources Commission should continue to attend local and statewide historic preservation conferences and workshops. In addition, property

owners should be made aware of conferences in order to bolster community education and awareness.

Nominate potential historic districts to the National Register.

One of the results of this survey was to place potential National Register districts and properties on the North Carolina State Study List. Continue to the next step and nominate these properties and districts to the National Register. Hold community meetings to answer questions regarding National Register nominations. Community support is vital to a successful district nomination.

Work with property owners to nominate individual buildings to the National Register.

Many property owners may wish to have their property individually nominated to the National Register but may not be able to afford a private consultant. Work with the property owner with technical assistance or create a matching grant program from the Historic Resources Commission to enable property owners to list their historic property.

Work with property owners to nominate local landmarks and districts.

The strongest protection for historic properties is at the local level. It is important to convey the idea that maintaining a historic property benefits not only the individual owner but also the community as a whole. Conduct heritage tours spotlighting landmark properties; this may encourage others to landmark their properties.

Work on incentives for property owners in local historic districts. Creating a local historic district is difficult. Property owners must conform to rules but are not rewarded with a tax break.

The commission and the planning department must work to convince neighborhoods to become a district. Education again is the key. Plan community meetings to answer questions. Take community members through the Haymount Historic District to illustrate its success. Recruit historic district property owners to speak to people in potential districts. This may provide invaluable insight to property owners in potential districts. It is important to stress that without local protection a historic neighborhood can lose wonderful elements including individual properties for new construction or parking. Formulate an incentive program for individuals in a district, this could be a competitive award or grant for maintaining a historic home according to the Secretary of Interior's Standards for Rehabilitation.

Conduct architectural surveys of newly annexed areas.

The 2001 survey included only the city limits as of December 2000. The city has annexed several areas since the survey began. City staff and members of the historic resource commission should conduct reconnaissance surveys of all newly annexed areas. The tax records can pinpoint areas over fifty years old. Use these records to identify the area. Conduct reconnaissance surveys of these areas by driving through the neighborhoods and recording the types of buildings, the integrity, and the approximate number. File them according to neighborhood or annexation. This will enable the city to maintain records of historic properties throughout the city. Within this report are areas that if maintained will be potential historic districts when they reach the fifty-year age requirement. Keep a watch on those areas identified and begin community education before the district integrity is lost.

Take a Section 106 Approach in the Planning Department.

The National Historic Preservation Act of 1966 authorized Section 106. This mandates that all federal and state funded projects conduct a Section 106 review to identify historical properties and how they will be affected by the funded project. The city of Fayetteville can utilize the same principles as Section 106 in the daily planning program for the city. Before the city funds a project, it should identify historic and natural resources and work to minimize impact on these properties and their integrity. In addition, privately funded projects should also consider the impact on the surrounding properties; this principle should be used in commercial areas as well as residential, new as well as historic.

LONG-TERM RECOMMENDATIONS

Survey the remainder of the city.

Although, this survey covered approximately 4000 buildings, there are still approximately 2000 buildings more than fifty years old were not intensively surveyed. The city should apply for another grant to complete the fieldwork portion of this survey. Instead of another full history, a supplemental developmental history can be written, focusing on the survey area. Identify additional National Register eligible properties and districts and nominate them to the Study List. It may be necessary to amend this Multiple Property Documentation Form to address registration requirements.

Conduct a survey of the recent past, important buildings constructed in the last fifty years.

Perhaps this recommendation can be combined with the previous. The city of Charlotte just completed a similar survey. The city of Fayetteville has many significant buildings that were

constructed within the last fifty years, including drive-In restaurants and 1950s-60s modern houses. These buildings, though not old enough for the National Register, are worthy of documentation and research for they most likely will be eligible for the National Register when they reach fifty years of age.

Publish the Historic Architecture of Fayetteville and Cumberland County.

Encourage the county to conduct a countywide survey to include the outskirts of Fayetteville.

Co-sponsor the publication with Cumberland County and apply for a grant to publish the findings of current and previous surveys.

Historic and Architectural Resources of Fayetteville, NC - Study List

Individual Properties

RESIDENTIAL

1. 350 Dick Street, Late 19th Century
2. Hair House, 343 Person Street, ca. 1900
3. Townsend House, 321 Arch Street, ca. 1910
4. Evans House, 2824 Morganton Road, ca. 1920
5. Huske House, Rush Road, ca. 1925
6. Stedman House, 1524 Morganton Road, ca. 1900
7. Stedman House, 1516 Morganton Road, ca. 1925
8. Wilson House, 2004 Raeford Road, ca. 1926
9. Brown-Lea House, 450 Southampton Ct., ca. 1939
10. Wooten Log House, 2770 Breezewood Ave., 1940s

MUTIPLE FAMILY DWELLINGS

11. Devereaux Apartments, 100 Bradford Ave., 1940

EDUCATIONAL BUILDINGS

12. Glendale School, 6830 Raeford Road, 1890s/ 1920s
13. Seventy-First School, 6830 Raeford Road, 1924
14. Massey Hill School, 1062 Southern Ave., 1925

RELIGIOUS BUILDINGS

15. (former) St. Patrick's Catholic Church, 806 Arsenal Ave., 1936
16. St. Ann's Catholic Church, 365 N. Cool Spring St., 1940

HOSPITALS

17. Veteran's Administration Hospital, 2300 Ramsey St., 1940

INDUSTRIAL BUILDINGS

18. Kennedy's Welding Works, 321 Alexander St., ca. 1898
19. (former) Adam's Grain & Storage, 211 Rankin St., ca. 1917
20. Cotton Growers Cooperative Warehouse, Tolar St., ca. 1922

COMMERCIAL BUILDINGS

21. Cain Bros., 1117-1125 Person St., East of River, 1922
22. Little Star Market Grocers, 1110 Hay Street, ca. 1938
23. Johnson Market Grocers, 901 Bragg Boulevard, ca. 1940
24. Canada Dry Bottling Company, 927 Bragg Blvd., ca. 1948
25. Eutaw Shopping Center, Bragg Blvd., ca. 1955

TRANSPORTATION BUILDINGS

26. Atlantic Coast Line Freight Depot, ca. 1900
27. Tatum Bros. Service Station, 810 Dunn Road, 1930s
28. (former) Crossover Service Station, 3131 Ft. Bragg Rd., 1940s
29. (former) Filling Station, 544 Bragg Blvd., 1940s

SOCIAL BUILDINGS

30. Breece's Landing, 128 N. Water Street, 1930s.

MUNICIPAL BUILDINGS

31. Fire Station # 2, Olive Street, 1942

CEMETERY & MONUMENT

32. Cross Creek Cemetery # 2, Bounded by Grove, Ann, and Lamon Streets.
33. Confederate Monument, Northeast corner Ramsey & Grove Streets

Historic Districts

1. Tolar-Hart Mill Village
2. Holt-Morgan Mill Village
3. Victory Mill Village
4. Orange St./Chatham St./Moore Street Historic District including Mechanic and Frink Sts.
5. Arsenal District expanded to include Hay to Branson, Myrover to Broadfoot
6. West Haymount Historic District
7. Raeford Road/Lakeshore Drive
8. Sherwood Forest
9. Westlawn
10. Worth Terrace
11. Pine Forest
12. Rollingwood
13. Windsor Terrace Historic District
14. Keithville Rentals
15. Sedberry Street Granite & Stone Houses
16. Barges Lane

Boundary Expansions

Haymount Historic District- Expand to include
Bradford Avenue

Reconnaissance Survey-Results

Hanna Subdivision and Drake Park

Developed between the 1940s and 1960s. The streets form a grid pattern south side of Raeford Road. Building materials include brick, stucco, frame, and substitute materials.

Willborough

Willborough is a single road ending in a court on the north side of Raeford Road. Player, Inc. developed the area in 1942. Most of the houses are one-story, side-gable, or gable-and-wing dwellings sheathed in asbestos, weatherboard, or synthetic siding. Approximate number of resources is thirty-seven.

Highland Village

Four streets laid in a curvilinear pattern follow the topography of the site. The streets are named McBain, McPhee, McGill, and McRae. Highland Village is an excellent example of 1950s subdivision development. All of the houses are one-story or split-level brick and wood siding, side-gable or hip-roof homes. Area should be considered as a potential district when it reaches the age requirement. Approximate number of resources is one hundred and twenty.

Gallup Acres

Development on south side of Raeford Road approximately five miles from downtown. Neighborhood consists of 1950s and 1960s houses. Most are one-story, Ranch-style brick or frame homes.

Cliffdale Road

Mostly residential road is currently undergoing major expansion. New subdivisions have been developed in the last ten-to-fifteen years. There are several 1940s era gable-front, frame homes along Cliffdale Road. In addition, one farmstead is evident at the southeast corner of Cliffdale and Reilly Roads.

Myrtle Hill

Myrtle Hill is a 1940s development centered around Myrtle Hill, Robert Strange's Country House. It consists of vernacular 1940s dwellings as well as Minimal Traditional and Cape Cod-style houses.

Circle Court

A street located on the east side of Ramsey Street. Curvilinear street lined with one-story, side-gable or gable-and-wing frame homes sheathed with German siding, asbestos shingle, or aluminum siding.

Post Avenue, Lynn Avenue, Marita, Tokay, and Glenola

All located on the eastern side of Ramsey Street. All of these streets exhibit simple vernacular dwellings, Minimal Traditional-style, or Ranch-style homes. Dating from the 1940s to the 1960s these homes are generally frame or brick.

Council Heights

Council Heights is a historically African American neighborhood developed north of College Heights adjacent to Fayetteville State University and E.E. Smith High School. Most of the houses date from the late 1940s and 1950s. They include vernacular dwellings, Minimal Traditional-style, and Ranch-style homes.

Country Club Drive

There are just a few pre-1952 homes along Country Club Drive. There is one stuccoed building now serving as a school that requires survey documentation.

Stamper Road

Curvilinear Street connecting Bragg Boulevard with Cain Road. A residential avenue lined with 1950s era frame houses mostly Ranch-style dwellings.

Eutaw Village Duplexes

An interesting group of duplexes that appear to date from between 1949 and 1952. These are all side-gable or gable-and-wing, frame duplexes. Original materials included asbestos shingle siding and two-over-two horizontal light windows. Many have replacement materials.

McPhearson Estates

Well-planned neighborhood on the north side of Bragg Boulevard just east of Eutaw Village. McPhearson Estates is composed of curvilinear streets integrated with several parks within the neighborhood. The houses appear to date from the 1940s and 1950s. This neighborhood should be researched as a potential historic district.

Bonnie Doone

The Bonnie Doone area is important to the developmental history and the impact of Fort Bragg on the community. The majority of buildings appear to date from between 1930 and 1950. Much of the integrity has been compromised by demolitions and replacement materials, but still should be documented.

Yadkin Road

Yadkin Road is an important connector to Fort Bragg as well as a historic roadway. There are several pre-1952 buildings along this avenue that should be recorded. The increasing

commercialization of this road makes it a difficult road to survey. In addition, research should be conducted regarding the relationship to the base and if any buildings were moved from the base to this area.

Reilly Road

The majority of the buildings on Reilly Road were constructed after 1951. However, there is a group on the city limit line where it joins Fort Bragg that appear to be former military buildings. They are frame structures sheathed with German siding. These buildings should be documented and researched for their association with the base.