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ASHEVILLE

CITY PLAN

by John Nolen, Ph.B., Sc.D.



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ASHEVILLE, NORTH CAROLINA

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ONE of the greatest satisfactions in doing any sound work for an institution, a town, or a city, or for the nation is that good work done for the public lasts, endures through generations, and the little bit of work that any individual of the passing generation is enabled to do gains through association with such collective activities an immortality of its own. - - - -

Charles W. Eliot.



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ASHEVILLE CITY PLAN

by John Nolen, Ph.B., Sc.D.



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ASHEVILLE, NORTH CAROLINA

A PRESENTATION

By the City Commissioners

THE motive of the City Commission in printing the City Plan for general distribution is that it may be studied by the tax-payers and citizens of Asheville and their purposes toward it determined upon the basis of a full knowledge of the arrangements and changes proposed therein.

The City Plan, as prepared by Dr. John Nolen and adopted by the preceding administration, is merely a groundwork of ideas tentatively designed to improve existing situations in Asheville and largely to control the future growth of the city. But the plan is only a plan, we should remember, and its realization or rejection

rests in the decisions that public sentiment shall formulate in regard to its utility and desirability as a whole and the practicability of its several parts and details.

It is hoped, therefore, that the people of Asheville will most carefully examine and learn the City Plan as presented herein. And from time to time, as matters relating to it are considered by the City Commission and City Planning Commission, expressions of the will of the citizenship of Asheville will be given due hearing and heed.

Suggestion from any interested source will cordially be welcomed at all times.

JOHN H. CATHEY
Mayor and Commissioner of Finance

FRANK L. CONDER
Commissioner of Public Works

C. H. BARTLETT
Commissioner of Public Safety
City Hall, Asheville, North Carolina

1925

NOTE—This booklet will no doubt possess considerable historical value. Preserve it, then, for future generations to see.

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A PRESENTATION

By the City Planning Commission

“THE City Planning Board shall study the resources, possibilities and needs of the city or town,—and make recommendations on any matter which will in its opinion make the community a better place to live in or a better place to work in.”

This, briefly, summarizes the duties of the City Planning Commission as given in the Act of the Legislature which created it. And the City Plan for Asheville, the work of Dr. John Nolen, herewith presented, represents the efforts of this Commission to make Asheville “a better place to live in and a better place to work in.”

The City Plan suggests the steps which, in our opinion, the city government should take in order to make Asheville a city beautiful; to harmonize the work of improvement into a definite, unified program of civic progress. The Plan recommends remedies for such existing conditions which are now, or may in the future, be

found objectionable or a hindrance to the growth of the City.

The City Planning Commission presents the plan of Dr. John Nolen to the citizens of Asheville, then, for its final disposition which depends upon their sentiment regarding it.

Years must pass before every objective named in the Plan can possibly be realized. It will be the work of a generation. For that reason no set of definite recommendations can be any more than a flexible outline—subject to the expressed will of the people.

The Plan is being presented in book form so that Asheville citizens can easily familiarize themselves with its provisions and make their criticisms or suggestions regarding it.

These criticisms and suggestions are invited, and this body will give them the careful consideration which they deserve.

THE CITY PLANNING COMMISSION

GEORGE STEPHENS A. G. BARNETT
D. HIDDEN RAMSEY HARRY L. PARKER
AND THE CITY COMMISSIONERS, Ex OFFICIO

As the Plan Affects

THE DEPARTMENT OF FINANCE

ASHEVILLE'S City Plan, as presented in the following pages, affects the Department of Finance in that this division of the City Government must provide the funds necessary to carry out its recommendations.

Without funds to put it into operation, the Plan must necessarily remain a mere paper dream. To realize every objective named in the City Plan, and at once, would so far as finances are concerned, be impossible. There are many suggestions in the Plan which cannot even be considered during the present generation for this same reason—lack of funds.

But it was not Dr. Nolen's idea, nor the idea of the City Planning Commission, that Asheville should lay everything else

aside and devote its every energy to carrying out the Plan. The work must naturally be spread over a long period of years. Every recommendation presents a separate objective, to be attained when conditions and finance make its realization logical.

All new work that is being done in Asheville is being done so far as possible in accordance with the Plan. Waste of effort, waste of time and money in useless experiment, is thus avoided because the City knows in advance what it hopes to achieve.

That is how a City Plan makes economy possible. That is one reason why the adoption of a City Plan in Asheville meets with the hearty approval of the Department of Finance.

JOHN H. CATHEY,
Mayor-Commissioner of Finance

As the Plan Affects

THE DEPARTMENT OF PUBLIC WORKS

THE adoption of a City Plan in Asheville affects the Department of Public Works inasmuch as this Department must supervise the work of improvement it suggests and, in many cases, actually do that work. With the Department of Public Works rests the responsibility for carrying out the Plan; for putting into operation the vision of Dr. John Nolen and the City Planning Commission—to make Asheville a city beautiful.

For several reasons, among the most important of which is a lack of funds, a long term of years must pass before every feature of the Plan can be achieved. A number of its recommendations have already been realized. Others will become realities within the next few years. And others will require more than a decade before they can be carried out.

But the Plan is the constant guide of this Department. We are working according to its recommendations in everything that we do and, so far as is practicably possible, it is being carried out to the letter.

It is wisdom on the part of the City Commission to print the City Plan in this form and distribute it to the Citizens of Asheville for their careful consideration. The law requires that public notice be given before any important improvement can be carried out in the City and that hearings be given to those taxpayers who may be affected.

Study the Plan then, form your opinions regarding it, and when the time comes, your criticisms if there be any will be given most careful attention by the proper authorities.

FRANK L. CONDER,
Commissioner of Public Works

As the Plan Affects

THE DEPARTMENT OF PUBLIC SAFETY

A CITY with a well-designed system of streets, convenient and adequate, is much easier policed; much easier protected by the fire department, because of the saving in running time between various sections of the City thus made possible.

But it is chiefly in the measures proposed for the relief of Asheville's traffic problem, rapidly assuming serious proportions through the increasing use of the automobile, that the City Plan affects the work of the Department of Public Safety.

The City Plan, presented in this book, proposes to reroute several of the street car lines and suggests that street car transfer points be located on private property to relieve the congestion of traffic in Pack Square. It advocates the establishment of

loading stations for the bus lines which operate in the City. It provides for the widening of some of our most important thoroughfares, the establishment of traffic squares at our most crowded street intersections, and suggests new streets to permit more direct passage to parts of the City heretofore not easily accessible.

From the viewpoint of the Department of Public Safety these recommendations seem wise indeed because it is only through the revision of our street system that any lasting traffic relief can be accomplished. That is why the Department of Public Safety gives its hearty endorsement to this step on the part of the City Commission to give the citizens of Asheville a more thorough understanding of the Plan and its suggestions.

C. H. BARTLETT,
Commissioner of Public Safety

A REVIEW OF PROGRESS

of the City Plan to Date

THE present city government of Asheville has been earnestly and faithfully striving to carry out the program of development which Dr. John Nolen has prepared for a guide.

The plot of ground suggested for a High School athletic field has been acquired, and was formally opened to the public last year.

The cross-town street, which runs from the river bridge to the Market street intersection, and which provides a thoroughfare to West Asheville, has been opened. Wherever the opportunity has presented itself, streets have been widened, and their corners rounded off according to the recommendations of the Plan.

The Claxton School, the Newton School, the Vance School and the new grammar school in West Asheville have been located on the spots suggested by the Plan, or as near to those locations as it has been possible to secure the land.

Because of the increase of property values on the College Street location which Dr. Nolen suggested as the site of Asheville's civic center, the center has been moved to the northeastern corner of Pack Square where the New City Market Building is already under construction. Plans

for the new Municipal Building, which will include an auditorium seating 5,000 people and which will be erected on the site of the present City Hall, are half-completed.

Parks are being opened up in accordance with the City Plan wherever practicable and as rapidly as possible. The new City Recreation Park, including the 56-acre lake and the Municipal golf course and playgrounds, will be partially opened May 15.

The Impounding Reservoir, newly acquired, with a 400,000,000 gallon water capacity, doubles Asheville's water supply.

The City Plan recommends the widening of College Street, Biltmore and Patton Avenues. This matter has been presented to the abutting property owners on these streets and because the City does not have the money necessary to carry out the work, the project has been, for the time being, abandoned.

A program of education which has as its object the controlling of the smoke nuisance has been undertaken in conjunction with the Chamber of Commerce, and a Smoke Control Commission has been appointed.

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CITY PLANNING REPORT

FOR

ASHEVILLE, NORTH CAROLINA

Asheville Today

Asheville stands today on threshold of new state in its evolution.

Asheville today is on the threshold of a new state in its evolution. Since the World War, the South has been coming back and today its prospects for the future are brighter than ever before. It is no longer entirely an agricultural section of the country but is rapidly developing its natural resources, diversifying its crops and entering extensively into the manufacturing fields of the world.

The increased popularity of the automobile and its use for distant touring makes the more out-of-the-way places as accessible today as the main line cities were a few years ago. The good road movement is only in its infancy and every year will see big improvements in highway development making possible a wider and wider range for motor travel.

Asheville can be hub for National Western North Carolina Playground.

Within the year there has been started a new movement to make Western North Carolina one of the playgrounds of the Nation. The mountains, the climate, and the geographical location of this region produce a combination of conditions that offers unlimited possibilities for development. Because of its central relation to the mountains and other points of interest Asheville can well be the hub of the entire movement. To fit the city for the part it is to play in the future of the region is one of the chief objects of the Survey and the goal of the City Planning Studies.

The ASHEVILLE CITY PLAN

Existing Conditions

As a basis for the City Planning Studies a survey has been made showing the Existing Conditions as they were in 1922. These investigations were carried out in a broad general way but designed to establish the main facts that govern and control the activities and growth of Asheville. Until broad questions of policy and comprehensive methods of procedure are agreed upon there is little value in going into minute details of individual problems. A single problem taken by itself cannot be satisfactorily solved until it is properly oriented with other factors to which it is vitally related in the larger scheme.

City Plan is result of extensive survey of existing conditions.

Synopsis of Survey

The data, maps and other material collected in the preliminary investigation was brought together in a Field Book which was used as a general reference for the ensuing City Planning work.

Survey covers Asheville's History, Physical Aspects, Statistics, Streets, Transportation, Business and Industry, Housing, Health, Recreation, Attractions and Public Utilities.

The questions covered by the Survey are shown by the following synopsis:

History.

Physical Aspects.

Geography; Topography; Climate.

Statistics.

Area; Population; School Census; Taxation; Financial Statement.

Streets.

Street System; Building Blocks; Street Widths; Pavings; Sidewalks; Surface Drainage; Lighting; Monuments; Highways; Bridges; Traffic Code.

Transportation.

Railroads; Switching Yards; Grade Crossings; Grade Eliminations; Pullman Car Schedule; Street Car and Interurban Systems:

Street Car System; Routes; Schedules; Fare; Car Barns.

Interurban System; Route; Schedule; Fare; Car Barn.

Bus lines: Routes; Schedules; Fare.

Motor Cab Rates.

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Business and Industry.

Retail; Wholesale; Industries; Industrial Resources; National Forest Reserve; Horticulture; Agriculture; Truck Gardening; Banking.

Housing.

Existing; Industrial; Apartments; Typical Lots; Best Residential Areas; Subdivisions under Development; Location of Colored Population.

Health.

Personnel; Report; List of Tubercular Boarding Houses and Sanitariums; Nervous Sanitariums; Garbage Disposal.

Recreation.

Public Parks; Privately Owned Parks; Playgrounds; Ball Park; Country Club; Rural Park.

Special Phases of Asheville.

Mountain Resort City; Recreational Features; Map Showing Relation of Asheville to Important Cities in Eastern U. S.; Places in and near Asheville.

Public Utilities.

Water Supply; Sewer System; Gas; Electric Power; Telephone Service; Telegraph; Fire Protection; Police Protection; City Market.

History of Asheville

Asheville dates history from 1793.

John Burton is City's Founder.

Is Named for Samuel Ashe.

Asheville was founded in 1793 and called by order of the County Court Morristown; afterwards it was called Morris Town, Town of Morris, and Buncombe County Courthouse. The town was founded and laid out by John Burton, who obtained a grant of land of 200 acres in 1794, called the Town Tract; later another grant was obtained called the North Tract. It is thought that the town probably got its name from Robert Morris, who successfully financed the Revolution.

In 1795 Samuel Ashe was elected Governor and shortly afterward the town changed its name to Asheville. In November, 1797, the village that the

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County of Buncombe had christened as Morristown received its first legislative charter and was duly and lawfully constituted thenceforward "A Town by the name of Asheville." In an act March 8, 1883, the spelling was corrected to Asheville.

Asheville became a city in 1833. The Western North Carolina Railroad was the first to reach Asheville in 1881. In 1886 the Asheville and Spartanburg Railroad was completed to Asheville.

First Railroad in 1881.

Western North Carolina

It is becoming more and more evident that the radius of city life is changing, largely through the development of the automobile and good roads, but also through the change in ideas of pleasure and recreation and the construction of comfortable homes, inns and hotels remote from the cities. These changes accompanied by intelligent organization are leading those who are interested in the western part of North Carolina to plan for the development of that entire region in such a way as to make it a more and more popular resort for tourists. Asheville is the logical capital for this movement, and if the city itself is to get the full benefit of the success of the Western North Carolina movement, it should carry out to the full the city planning proposals upon which the successful development of the region depends. If Asheville is to be an appropriate center for Western North Carolina mountain life, it needs a much better street system, the reservation of parks and open spaces, the development of an appropriate civic center, and other municipal improvements making for convenience, beauty and pleasure.

The Automobile is changing the radius of City life.

Asheville needs better Street System, more Parks, a Civic Center.

National Forests Reserve

Western North Carolina is the heart of the Southern Appalachian Forest Reserve, containing Boone, Mt. Mitchell, Pisgah and Nantahala Forests. Pisgah and Mt. Mitchell Forest reserves are in Buncombe County. The Pisgah Forest, comprising 80,600 acres, formerly a part of the Vanderbilt estate, is now a National Forest, and on October 17, 1916,

Western North Carolina is Heart of Southern Appalachian Forest Reserve.

The ASHEVILLE CITY PLAN

was by proclamation of the President of the United States made The Pisgah National Forest and Game Preserve. The beginning of this forest is within 10 miles of the city limits of Asheville.

Situated in Asheville is the office and experimental station of the U. S. Forest Service, and also the main office of the Appalachian Forest Experimental Station.

Pleasure vs. Health Resorts

City is well known as Health and Pleasure Resort.

Cooperation of Individuals and Public Agencies can give Asheville benefits of being both Pleasure and Health Resort.

Asheville is Center of Southern Water Power Area; of Mineral and Forest Resources of South.

Asheville is well known both as a health and pleasure resort. Its hotels and inns cater to pleasure seekers who come in great numbers annually, and the hospitals and sanitariums attract many seeking health. To some extent these two purposes conflict with each other, but this is largely due to the fact that no effort has been made to separate the two purposes and take care of them independently and in such a way as not to interfere one with the other. The new zoning law will to some extent guide the development and guard the pleasure seekers from such objection as there might be from an uncontrolled development of hospitals and sanitariums. In addition to such public regulation as may be obtained through a zoning ordinance, the semi-public agencies of the city, such as the Chamber of Commerce, for example, co-operating with private owners of property, can help work out this problem in such a way as to obtain for Asheville the benefits of being both a pleasure and health resort.

Asheville's Resources

Asheville is in the center of the Southern Water Power area between Washington, D. C., Birmingham and Montgomery, and is very near the center of the mineral and forest resources found in this area. These resources include in addition to the water power large deposits of bituminous coal and other such mineral products as red and brown iron ore, magnetite, maganee and chrome ore, gold, silver, copper, tin, lead, zinc, aluminum, asbestos, corundum, fullers earth, garnet, graphite, gypsum and mineral pigments, barite, fluorspar, phosphate rock,

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mica, pyrite, rutile, soapstone, talc, zircon and monazite, kaolin, fire clay, brick shale, feldspar, silica, ball clay, marble, granite and slate; limestone and shale. In addition there are found practically all classes of building material such as: cement, lime, variety of building stone, chestnut, spruce and balsam timber, mixed hardwoods and long and short leaf pine.

Many classes of building material are found here.

Within a forty mile radius of Asheville there is 200,000 horse power of available water power undeveloped, and the outdoor working season for this region is practically 365 days out of the year.

200,000 horse power of water power within 40 miles of City still undeveloped.

Asheville has many other resources. The chief of these affecting a resort, however, are scenery, climate, hotels and country clubs. The mountain scenery surrounding Asheville is probably not equalled by that surrounding any other Southern city with such facilities and attractions for tourists. Moreover, Asheville has not merely mountain and river scenery of unusual beauty, but it has an all-the-year-round climate with which that of no other American mountain city compares. Its hotels are first class, and some of them known not only throughout this country, but in Europe as well. Among the most important may be mentioned the Grove Park Inn, Kenilworth Inn, Battery Park Hotel, The Manor and Langren Hotel.

Asheville has wealth of resources.

Hotels have international fame.

The country clubs of Asheville, the Asheville Country Club, and the Biltmore Forest Country Club, stand out even among the most famous of the winter and summer resorts of the United States. Probably no single factor counts for so much in a modern resort as provision made for golf. Convenient arrangements have been worked out by which visitors to Asheville can obtain the privileges of the country clubs.

Golf Clubs have important place in modern resort.

In addition to the opportunities for golf provided by the private country clubs, the City of Asheville should lay out and develop as a feature of its new park system a municipal golf course in the Country Park at the northern end of the city, or in connection with Biltmore Field.

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Topography

Asheville has very rough topography.

The topography of the City of Asheville is on the whole very rough. The land rises abruptly from the French Broad River, leaving only a narrow strip of bottom land which is subject to flood. Many branches or creeks have cut ravines to their outlets in the Swannanoa and French Broad Rivers, leaving plateau-like ridges. The thickly built-up sections of the city are found on these ridges and the valleys made by creeks have a scattered development except in the broad valley made by the so-called Town Branch, which has a thickly populated negro district at its head and a main thoroughfare leading from the Railroad Station to the business center of the city.

On the east side of the French Broad River the city has a general slope west from the Sunset Mountains to the river. On the west side of the river the general character of the land is that of a plateau sloping abruptly to the river and more gently toward Hominy Creek, Cannie Branch and Smith Mill Creek, which are all boundaries to the city. •

City's Average Elevation is 2,250 feet.

The average elevation of the City of Asheville is 2,250 feet. The Government bench mark is located on the south side of the Post Office Building about 4 feet up from the sidewalk at an elevation of 2,210 feet. Highest elevation in the city limits is approximately 2,700 feet.

Mountain Section is on High Plateau.

The mountain section of North Carolina is a high plateau bounded on the east by the Blue Ridge Mountains and on the west by a chain known under the names of Iron, Smoky and Unaka Mountains. Between these are cross chains called, beginning at the north, the Black, Pisgah and New Found Mountain Ranges.

Is Drained by French Broad River.

The French Broad River drains this high plateau country and flows into the Tennessee River, which flows into the Ohio River. Asheville is located at the junction of the French Broad and the Swannanoa Rivers. The city includes in its corporate limits West Asheville, which is located on the west bank of the French Broad River.

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French Broad River

The French Broad River is the main topographical feature within the boundaries of the city. The river which is from 300 to 400 feet in width, enters the Asheville area from the southwest corner, flows north, then sharply to the east, and finally north again through the city. The river, and its steep banks, forms a decided break in the city, separating it into two distinct localities, Asheville proper and West Asheville.

The railroad has followed the valley route into and through Asheville, and what few industries there are that have been developed are located so as to obtain the rail facilities and the use of the river water. There is still a small amount of level land adjacent to the river and within the next few years this will undoubtedly be used for further factory development. Other sections of the river bank are too steep and too far removed from the railroad for such use, and could best serve the community as a whole if acquired for park purposes.

French Broad divides City into two distinct localities.

Railroad follows the valley route.

Swannanoa River

The Swannanoa River, a branch of the French Broad, flows from east to west along the southern boundary of the city, separating Asheville from Biltmore Village. West from Biltmore Avenue the river valley is quite broad and here, to the north of the river, will be located the new passenger station and the railroad yards for the passenger train service. South, the river is bounded by the Biltmore Estate. To prevent this part of the stream from being developed in an undesirable way and thus depreciating adjacent high class residential property, and at the same time making a poor approach to the city by train, we believe all the valley not needed by the railroad should be developed for park and playground purposes.

East from Biltmore Avenue the banks of the Swannanoa River should be improved in connection with the Swannanoa Drive, the Southern National Highway to Black Mountain.

Swannanoa Valley should be developed for Park purposes to prevent depreciation of high-class residential property.

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Ravines and Creeks

City's Valley and Ravine Sections should be under public control.

Due to the character of the topography the Asheville district is cut by numerous rather deep ravines which lead from the upper levels to the rivers. Within the built-up part of the city these creek valleys have had a haphazard development and are in many places almost in the slum class. These deep ravines do not lend themselves to good housing and living conditions and steps should be taken to prevent such use, in the still unoccupied ravines, as exists within the built-up area of the city. These valleys should become public property or at least be under public control to prevent nuisances and to provide natural drainage and sewer locations. Many of them have been included in the proposed park system.

Flood Data

Normal flow of French Broad is 2 feet on Government Gauge.

A government water gauge is set up at Asheville in the French Broad River. The normal flow of the river is 2 feet on this gauge; 4 and 4½ feet is normal flood stage. At 4 and 4½ feet the water is at the tops of its banks and no damage is done to the surrounding land. The flood of 1916, the greatest ever known in the history of Asheville, did great damage to bridges and the property next to the river. The water backed up the Swannanoa River, causing much damage and loss of life.

Climate

Asheville's Average Yearly Temperature is 55 degrees.

The mean annual temperature of Asheville is 55 degrees. The warmest month is July, with an average temperature of 71.7 degrees; the coldest month February, with an average temperature of 38.1 degrees. The total range is from 28.8 degrees to 74.1 degrees. The records show the number of days of sunshine 256, and the annual rainfall of about 40 inches.

Climate gives Asheville unique place among Mountain Resorts.

It is evident from the above facts that in the matter of attraction due to climate Asheville is unique among American mountain resorts.

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Vegetation

The Asheville region is peculiarly rich in the variety of native trees and shrubs, and an effort should be made to give distinction to the region by planting in parks and private places a wide range of the trees, shrubs and vines that flourish in Asheville. Among the most desirable are:

Region is rich in variety of native trees and shrubs.

Trees.

Tulip	Carolina Hemlock
Magnolia	Sassafras
Oaks	Flowering Dogwood
Chestnut Oak	Judas
Hickory	

Shrubs.

	Mountain Laurel
Rhododendrons	Large variety of
Azaleas	Cornus and Virbur-
	num

Agriculture

The country around Asheville offers every evidence of being a natural apple region. The apples are fine in quality and the amount raised is increasing every year.

Asheville country is becoming an apple-growing center for which City is logical distributing point.

There has been difficulty in marketing the crops in the past few years, but as the new orchards come in and this region gains a national recognition as an apple growing country this problem will solve itself. Asheville is the logical distribution point for this product.

Beef cattle and the dairy industry are particularly well suited to the country around Asheville, because of the all-year-round grazing. Around Asheville are very few truck gardens compared to the demand of the local market.

Population

In 1900 Asheville had a population of 14,649, in 1910, 18,762, and in 1920, 28,504. Based on the above, it is reasonable to believe that by 1940 Asheville will have a population of about 50,000 people, and the

Population of 50,000 in 1940 is foreseen.

The ASHEVILLE CITY PLAN

city planning proposals should take that figure into account, as twenty years, or approximately one generation, represents about the period that a city government can look ahead in making general plans for the improvement and development of such a city as Asheville.

Decentralization offers remedy for congestion of city life.

One of the most difficult and embarrassing problems of modern cities is that of congestion. This applies to small as well as large cities, altho not, of course, to such a great degree. The remedy for congestion is to be had in a number of ways, one of which, that has not been utilized to any great extent, is that of decentralization. This principle can be applied both to residential and industrial development, and in the case of residential development the units can be made more self-contained than is usual, and much can be done to decentralize the shop areas and recreation by providing local shops and amusements.

Asheville is on Main Lines of Southern Railroad.

Railroad Transportation

Asheville is on the Southern Railway main lines between Washington and Memphis, and also between Cincinnati and Charleston, S. C., with a branch line from Asheville to Murphy, connecting at Murphy with the Louisville and Nashville to Atlanta.

Only three grade crossings in City.

There are only three grade crossings in Asheville; Lyman Street, Haywood Road and Biltmore Avenue in Biltmore. Separation of grades has already been provided for by an overpass on Meadow Road, Leicester Road and West Asheville Bridge. By the new plan for the relocation of the railroad station on Biltmore Avenue and Swannanoa Drive, the crossing at Biltmore Avenue should be eliminated.

Railroads are well located in City but removal of Passenger Station to Biltmore is advocated.

Relocating the Railroad Station

The railroads in Asheville are well located, coming into the city from the north and west, following the valley of the French Broad River, and running to the south of the city and then turning eastwardly along the valley of the Swannanoa. This is a good

The ASHEVILLE CITY PLAN

general location, and with careful planning, proper consideration could have been given to public park reservations along the river valleys in connection with the railroad right-of-way.

The chief difficulty with the railroad location, however, is the railroad station. The present station is on Depot Street near the foot of Bartlett Street in a congested and unpleasant section of the city, which is difficult to get to and from, on account of the heavy grades and the unfavorable width and arrangement of streets.

After a thoroughgoing study of the problem we agreed with the proposal that the new railroad station be located on Biltmore Avenue north of the Swannanoa River, not far from the present Biltmore Village station. Here we have shown in special study which is submitted, an adequate passenger station with a station park and a grouping of stores, making provision not only for present needs but also for the future.

Local Street Cars

The location of the street car lines is shown on the General Plan. The principal routes are:

- Riverside Park, Depot and West Asheville via Southside Avenue.
- Depot and Charlotte Street to Country Club.
- Grace and Biltmore.
- East Street and Patton Avenue.

Most of the cars run on a fifteen minute schedule. The interurban service is provided by the Asheville and East Tennessee Railroad Company and the Weaverville Line. There are also bus lines as follows:

- Asheville and Hendersonville.
- Asheville and Black Mountain.
- Canton Bus Line—Asheville to Waynesville and Canton.

The city planners have proposed a revision of the routing of some of the car lines, which has been shown on the diagram which has already been submitted.

Street Car Routes.

Bus Lines.

Rerouting of certain car lines is proposed to remedy Pack Square congestion.

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One of the most baffling problems of Asheville is the congestion in Pack Square, due in large part to the fact that the schedules of the street cars require them to wait in the Square for a considerable time. This difficulty will be partly remedied by the new proposed re-routing of the cars and the relocation of the transfer stations. It would be further aided by requiring that more of the transfer system of the street cars should be provided for on private property.

Main Thoroughfares

A diagram of the main thoroughfare system of Asheville does not present the same orderly uniform appearance that a similar diagram of rectangular or more level cities would show. This is due to the fact that the topography is very much broken and cross cut by valleys and ravines, thus making it necessary to locate the main highways more in accordance with grade conditions than direct connections. The main trunk highway through Asheville is the Dixie Highway coming in from Weaverville and Knoxville to the north, following over Broadway and Biltmore Avenues and on to Hendersonville to the south. Two other important traffic routes are: first, Central Highway, passing through West Asheville over Haywood Road west to Pisgah National Forest; second, Southern National Highway, which branches off the Dixie Highway near Biltmore Village and extends east up the valley of the Swannanoa River to Black Mountain. These three state highways form the backbone of the thoroughfare system of Asheville. Branching from these routes we have shown a system of thoroughfares composed of selected and existing streets, new connections, and in some places new streets that cover the entire city and bring a developed through connection within a half mile of all property likely to be built-up.

Due to the fact that there is little opportunity to lay out streets parallel to the chief traffic arteries it is necessary that they be highly improved as to line and grade and that they be given extra width. The three state highways above mentioned should be at least 80 feet in width where they pass through the city. All

Asheville's thoroughfares must be located in accordance with grade conditions.

Dixie Highway is Main Trunk Route through City; Central and Southern National Highways are also important routes.

State Highways are backbone of Asheville's thoroughfare system.

It is necessary that chief traffic arteries be widened, and improved.

The ASHEVILLE CITY PLAN

other streets shown as part of the thoroughfare system should be at least 60 feet in width. Many of the existing streets selected to take this future traffic are not now of this width, and before more development takes place on abutting property, building lines should be established to insure their future widening. The following lists show the more important new streets proposed and the widenings recommended:

New Streets.

Swannanoa Drive to Station Plaza.
Valley Street to Southside Avenue.
South Liberty Street connections.
Tunnel from Clingman Ave. to Roberts Street.
West Chestnut Street to Courtland Avenue.
Oakland Avenue to Biltmore Avenue and Meadow Road with connection to Victoria Road.
Philip Street to Clingman Avenue and to Battery Park Avenue.
South Depot to Meadow Road.
French Broad Avenue extension.
Murdock Avenue to Charlotte Street.
Oak Street to Charlotte Street.
Montford Avenue to Riverside Drive.
Montford Avenue to French Broad Avenue.
Riverside Drive to Lyman Street.
Cherry Street to Merrimon Avenue.
Coleman Avenue to Broadway.
Patton Square to West Chestnut Street.
South Lexington Street to Atkins.
Parallel Street south of Patton Avenue.
East Street continued.
Lyman Street to Carrier Bridge.
West Asheville Bridge to Carrier Bridge.
Riverside Drive.
Haywood Road to Swannanoa Avenue.
Montana Avenue to Rich Street.
Pennsylvania Avenue to Sumter Street.
Hanover Street to Amboy Road.
Dunham Street to Brevard Road and Hanover Street.
Amboy Road extension.
Lanvale Avenue to Louisiana Avenue.
Craggy Avenue extensions.
Crown Street extensions.

New Streets are Suggested.

A Few Asheville Facts---a

A SHEVILLE is the central and capital city of the mountain region known as Western North Carolina, which includes twenty-five counties.

Asheville reflects in every phase of activity the growth and prosperity of the territory which it serves.

The following figures for the region as a whole are significant:

The postal rates for the representative offices in the vicinity of Asheville have been combined in a recent survey which shows an increase of 770% in 1924 or nearly eight times the total for 1900.

The volume of bank transactions as shown by the daily record of debits to individual accounts is generally recognized as a very definite indication of business conditions. The records of the Asheville Clearing House Association show that check transactions in 1924 were more than double the total volume for 1919, the total for 1919 being \$140,040,000, and for 1924 \$282,215,000.

Building activity in Asheville is not accurately reflected in the record of building permits issued by the City of Asheville. The community has completely outgrown the old corporation and extensive building operations are in progress in all of the adjoining areas, including Biltmore, Biltmore Forest, South Biltmore, Kenilworth, Oaklyn, Norwood Park, Grace, Lake View Park and other sections. In the old city, building permits have increased from \$1,411,156 in 1920 to the total of \$4,217,895 for the year 1924. Building activity during 1925 promises to exceed all previous years, the record for the month of March alone showing a total volume of \$1,365,000. In addition to this fully \$800,000 was spent during the same month for building in suburban areas.

FINANCIAL STATEMENT City of Asheville

April 1925

Assessed Valuation, 1924

Real Valuation, estimated over.....

STATEMENT OF DEBT

Bonds outstanding

Bonds now offered.....

Floating Debt, (excluding current revenue notes and other debt to be retired in entirety of the bonds now offered).....

Total Debt, including bonds now offered.....

Deductions:

Sinking Fund, except for water, light and power.....

Water debt, included above.....

Electric Light and power debt included above.....

Uncollected special assessments actually pledged to local improvement bonds.....

Special assessments about to be levied and pledged

Net indebtedness, including bonds now offered.....

The \$400,000 floating debt represented by the bonds now offered is to be retired from current revenues, and the City will retire this debt by a bond issue.

There is no separate school district in Asheville, the City aggregating \$1,597,000 (including the floating debt) of the City debt listed above.

Net revenues from the City's water and electric service are sufficient for interest and other purposes.

and a Financial Statement

STATEMENT

North Carolina

, 1925

..... \$ 73,106,277.00

..... 115,000,000.00

AS OF APRIL 1, 1925

..... \$6,530,700.00

..... 1,760,000.00

debt, bond anticipation
immediately upon the deliv-

..... 400,000.00

..... \$8,690,700.00

and power debt \$ 62,978.37

..... 1,586,000.00

above 100,000.00

y levied and
included above 700,107.88

and similarly 303,242.36 \$2,752,328.61

offered \$5,938,371.39

resents permanent improvements
the City expects in due time to re-

dict debt, Asheville's school bonds
(bonds now offered) being a part

ter, electric light and power ser-
vices, amortization of all bonds for the

THE volume of manufacturing in the industrial district of which Asheville is the center has been steadily increasing and has shown a remarkable gain in recent years. During the past twenty years the number of wage earners employed has increased 175% for Western Carolina as compared with 80% for the country as a whole. During the same period the value of manufactured products has grown from \$12,000,000 to the present total of more than \$100,000,000, an increase of 715% as compared with 380% for the entire United States.

Important assets in Asheville's economic structure are the growing agriculture throughout this region, the development of forest resources and their by-products and the continual development of mineral resources. The value of mineral production last year was approximately \$3,500,000 exclusive of brick and clay products.

The local power and light company anticipated and prepared to meet an increase of 16% in 1924. The actual record for 1924 shows a gain of 27% in the number of electric light meters installed in Asheville.

In 1900, there were 50 water meters in operation in Asheville, and at the end of 1924, there were 8,220, and the number is increasing at the rate of 750 to 850 per year.

The scholastic population is growing so rapidly that the city officials find it difficult to provide adequate facilities. The school enrollment for 1924 shows an increase of 66% since 1919.

During 1924 the number of owned telephone stations increased 22.2% in Asheville, as compared with 15.4% in Birmingham, 15% in New Orleans, 11.6% in Atlanta, 7.4% in Jacksonville, and 6.6% in Louisville. There are now a total of 8,659 stations, which is an increase of 1,575 since 1923.

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*Biltmore and Patton Aves.,
Broadway and Haywood Road to
be widened.*

*Many other Streets should be
widened.*

Dunwell Avenue to Louisiana Avenue.
Amboy extension to Hominy Station.

Streets Widened to 80'

Biltmore Avenue	Patton Avenue
Broadway	Haywood Road

Streets Widened to 60'

Depot Street	Riverside Drive
Roberts Street	Wellington Avenue
Merrimon Avenue	Amboy Road
Victoria Road	Hanover Street
Meadow Road	Rich Street
Valley Street	Dunham Street
Riverside Drive	Brevard Road
West Chestnut Street	Onley Road
Chestnut Street	Clinton Avenue
Murdock Avenue	Sand Hill Road
College Street	Bear Creek Road
Town Mountain Road	Sulphur Springs Road
Charlotte Street	Lanvale Avenue
Bartlett Street	Craggy Avenue
Biltmore Avenue	Louisiana Avenue
Victoria Road	Hazel Road
Beaucatcher Gap	Dorchester Street
Chunns Cove Road	Baker Street
Swannanoa Drive	Westwood Place
	Craven Street

Existing Street Widths

*Asheville Street widths are too
narrow, but widenings proposed
must be conservative.*

The street widths are narrow, ranging from 25 feet to 70 feet. For example, Biltmore Avenue is 55 feet wide; Patton Avenue 51 feet; Broadway 44 feet; College Street 46 feet; and Charlotte Street 50 feet. Under the proposed plan the important streets have been widened, but the increase in the width has been conservative because of the great difficulty in making widenings in a city with Asheville's topography and present building conditions.

Street Sections

*Adoption of Standard Street
Section makes uniformity possible.*

As a part of the report a sheet of typical street sections is included which shows different types of roadways in accordance with their importance as a part of the street system. One of the chief gains from the adoption of a standard street section is the resulting uniformity of streets that form a continuous system.

The ASHEVILLE CITY PLAN

With a standard section it is possible to develop different parts of the route at different times and yet when the job is finished to have a uniform street. The sections are based on 8 foot units for roadways and 2 foot units for sidewalks with a minimum allowance of 6 feet for a planting strip where trees are to be used. Slight variations from these units are made where it seems advisable as for instance in the Minor Street Section where an extra 2 feet is allowed in the roadway because of the lack of leeway where only two lines of traffic occur. In this section also the sidewalk is placed against the curb so as to give more space between the street trees on either side of the street. The planting strip is dropped below the 6 foot minimum because in this case the lawn area is also available for tree growth. The sections shown are for Minor Streets, Secondary Streets, Major Streets and Main Thoroughfares outside the business area with a special section showing a Business Street and another special section called a Branch-side Street which shows the type of development proposed along the ravine and in connection with the river parkways.

Standard Sections for Streets are described.

New Bridges

At the present time there are four bridges across the French Broad River connecting Asheville and West Asheville. They are: Pierson Bridge at the north, Smith Bridge leading from Spring Street, West Asheville Bridge connecting directly with Haywood Road, and the Carrier Bridge at the bend in the French Broad River. Over the Swannanoa River are two bridges, one leading to the Biltmore Estate and the other to Biltmore Village. These bridges are all well placed and serve the present needs. However, in the future, with the further development of West Asheville and the possibility of the city's having the use for park purposes of a part of the meadow land of the Biltmore Estate, a new bridge should be built at the foot of Hanover Street making a direct lead from Biltmore Field to West Asheville Center. This bridge would also form a connection between the proposed parkways on either bank of the river.

New bridge at foot of Hanover Street is suggested.

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Parking For Automobiles

New Street program will greatly improve auto-parking problem.

In the opinion of most people the provision of space for the parking of automobiles appears to be the most pressing problem of cities. There is no question about its being a pressing problem, and yet its importance as compared with other city planning problems is in many respects exaggerated.

It is a fair question to ask in connection with each city, how far the public can undertake to provide public parking space for private automobiles. In so far as the public cannot provide such parking space, it must be provided, as already done in many places, on private property.

In the case of Asheville radically improved conditions will result from carrying out the present city planning program. There will be wider streets, increased space in traffic squares and liberal provision in direct connection with all public buildings, and space in various parts of the city in the park properties to be acquired.

Traffic Squares

Traffic Squares at Street intersections will remedy traffic problem.

The traffic problem in cities is one of the most important, due very largely to the increase in the number and use of automobiles. The remedy for present unfavorable conditions is twofold: the increase of facilities for traffic through street widenings, especially the application of the one-way street principle to narrow streets. The other methods of relief not much employed heretofore is the opening up of traffic squares at important points of street intersection. Reflection and observation show that the greatest congestion of traffic comes at the intersection of important streets, and that relief there will in many cases largely solve the problem. The new city plan for Asheville provides a number of traffic squares at such critical street intersections as, for example:

Brevard Road and Amboy Road
Louisiana Avenue and Mill Creek Park-
way
West Asheville Center
Station Plaza
Biltmore Village
Biltmore Avenue & St. Dunstan's Road

Where Traffic Squares will be located.

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Patton Square
Southside Plaza
Pack Square
Chestnut Circle
Murdock Triangle
Civic Center

It should be added that not only do such traffic squares serve to increase convenience in circulation in a city and in the dispatch of business, but they also relieve the monotony of city streets and afford excellent sites for profitable business development.

Chestnut Circle

At the angle in Broadway where Chestnut Street crosses and East Street joins we have suggested a local center which we have designated Chestnut Circle. Here a traffic square has been shown, circular in form, around which would be grouped the neighborhood stores and on the park side a field house or community building. This square would terminate the business development that will eventually extend along Broadway from Pack Square. The store development about this section would be the local base of supplies for a greater part of what might be called North Asheville. The accompanying plan with its perspective sketch suggest other details that could be worked out in the building up of this intersection.

Local center is suggested for Broadway at Chestnut and East Streets.

Southside Plaza

South of Patton Avenue we have planned a local square at the intersection of Biltmore and Southside Avenues to which we have given the name of Southside Plaza. This center would be developed after the manner proposed for Chestnut Circle and would serve the local needs of South Asheville in the same way as the Circle does those of North Asheville. The little sketch connected with the plan gives an idea of what could be done with simple buildings to make such a square attractive and harmonious. The surrounding buildings could be planned for stores and shops on the first floor and on important corners with offices and halls above. The second story of the remainder of the buildings could be used for small apartments.

Southside Plaza to be formed at the intersection of Biltmore and Southside Avenues.

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Patton Square

The turn to Clingman Avenue will be made at the proposed Patton Square.

As a termination for Patton Avenue and as a local center for the immediate neighborhood we have shown by a sketch plan a development which we have designated Patton Square. It would be at this point that the turn would be made to Clingman Avenue in going to West Asheville by the way of the new cut through the ridge. This square would also be on the circumferential route formed by the new connection north to Chestnut Street so that the extra traffic space at this point would be decidedly advantageous. If in the development of the stores, at the corner of Haywood Street and Patton Avenue, a building with a tower of some sort could be constructed on the axis of Patton Avenue it would add greatly to the appearance of the street and be one of the outstanding architectural features of Asheville.

Subway to West Asheville Bridge

A Subway under Jefferson Drive will provide a direct connection from Pack Square to West Asheville.

At the present time there is no good direct connection between Pack Square and West Asheville Center due to the roundabout route that it is necessary to take to get from the west end of Patton Avenue to the West Asheville Bridge. We have suggested that a tunnel, or subway, be built directly east on the line of the present bridge cutting through the ridge to Clingman Avenue. This subway would pass under Jefferson Drive and cross the creek beyond on an embankment, the fill across the valley being obtained from the excavation through the ridge.

Civic Center

The proposed Civic Center, on the north side of College Street between Spruce and Oak, will be site for Post Office, Library and Community Building.

In order to provide sites for future much needed public buildings and at the same time to make possible the centering of the community activities in Asheville, we have proposed the establishment of a Civic Center and have shown, by means of a sketch plan, a Scheme for Grouping of Public Buildings. The area selected was that on the north side of College Street between Spruce and Oak Streets. This area is very close to Pack Square and its activities but is at the same time just out of the lines of traffic although directly accessible. Here it was proposed to

The ASHEVILLE CITY PLAN

cut Walnut Street through from Spruce to Oak Street centering it on the High School Building. In the center of this area we have planned a large square with Vance Street opening into it from the North and with an outlet south to College Street on the axis of the Court House. About this square would be grouped such buildings as the new Post Office and Federal Building, Library, and a large Community Building containing an Auditorium. The eastern end of this lot would be developed in connection with the High School as a sort of educational center, and here would be located in the future other appropriate public or semi-public buildings. North of Walnut street extended, between Vance and Oak Streets, would be an ideal site for a large first class down town hotel. The church at the corner of Spruce and College Streets could remain in its present location and adjacent to it would be a very satisfactory site for a small building to be used by the American Legion.

The property covered by this proposed scheme is not highly developed and should not be expensive to acquire. Once acquired, however, and developed as proposed this site would give Asheville not only a beautiful but also unique community center. Under any scheme for the development of this property, streets would have to be projected through it and the lines shown make the best connections with the existing adjoining streets.

Pack Square

Pack Square is, and probably always will be, the center of activity for Asheville. It is geographically in the center of the city, east of the river, and is accessible from West Asheville. It is also located at the top of the rise and dominates all the surrounding territory.

Tying in with the proposed Civic Center and supplementing the public buildings there located we have shown an extension and development of the eastern end of Pack Square. Pack Square is at present very crowded and the open space is entirely inadequate to meet the needs of a larger Asheville. The plan suggests that the remainder of the area, not al-

Would give Asheville beautiful community center.

Pack Square is Geographical Center of City.

Development at Eastern End of Square will tie in with Civic Center.

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ready owned by the city, between Market and School Streets, and south from College Street be acquired and developed as an open plaza with a small parked island on the College Street side. Facing on this plaza, and on the axis of the present Pack Square we have shown the location for a City Hall. It is also recommended that the remainder of the block in which the Court House is now located be taken over by the County and the eastern portion used for a County Agriculture Building.

Bus line station to be created near Marjorie and Spruce Streets.

The scheme also contemplates the purchase of the block south from Marjorie Street, and east from Spruce Street, to be used as a bus line station and parking space for out of town machines. This property has a decided cross slope and the plan proposes that the parking space be entered from East Street and that it be graded to the East Street level. On the Marjorie Street level would be a shelter and waiting room with steps leading down to a platform at which the busses will stop.

Farmer's Exchange at Market and Spruce Streets.

In the block between Market and Spruce Streets and from the new proposed Plaza south to East Street we have planned a Market Platz and Farmers' Exchange.

West Asheville Center

Life of West Asheville centers at Waynesville Avenue and Haywood Road.

Due to the manner in which the French Broad River flows through Asheville and because of the general topography, the West Asheville hill is separated from the remainder of the city and forms a unit more or less independent of Asheville proper. There is already a neighborhood center started at the intersection of Waynesville Avenue and Haywood Road and the life of West Asheville is here expressed in the school, public buildings and the stores. This present center is the logical place for a larger development necessary to take care of the future of this section, and we have prepared a plan suggesting what should be done to provide for the ultimate needs.

Propose Circle at Haywood Road and Hanover Street for West Asheville Community Center.

The scheme proposes an open circular space at the intersection of Haywood Road and Hanover Street with a widening of Haywood Road from Richmond Avenue leading up to the center. About this plaza-like treatment we have shown a location for the pub-

The ASHEVILLE CITY PLAN

lic and semi-public buildings that will in all probability be built as this part of Asheville grows. In a commanding location at the head of the street we have shown a site for a Community Building, while to either side are locations for Y. M. C. A., School, Theatre and lodge rooms, Library, Church, or other public buildings. Connecting up with these buildings and extending to and surrounding the intersection proposed at Haywood Road and Westwood Avenue is the store and shop group. A small open space here located together with the grounds about the public buildings and the playfields for the Y. M. C. A., and the school would give this center a certain sense of spaciousness in keeping with the character of the surrounding country. Such a development would make the most of the West Asheville opportunities and result in a center that would be a pride to the whole community.

The City Market

At the present time the City Market is established on Pack Square under the Municipal Building. In the new scheme for the grouping of public buildings a better and more adequate site is provided for the City Market on Market Street facing a newly opened up part of Pack Square.

Site for City Market proposed for Market Street.

A well organized, well maintained City Market will greatly stimulate the growing of truck produce and dairy products in the adjacent outlying country by giving the farmer a direct outlet for his wares. It will also be a great benefit to the Asheville housewives as it will provide them with fresher and cheaper fruit and vegetables.

Incinerator

The best location for an incinerator is often a problem, primarily because cities grow up without a plan, without early action as to zoning, and without an attempt to forecast the extent and direction of the city's growth. Under these circumstances the incinerator is often located on a site which is unobjectionable at first, but becomes objectionable as the city develops.

City Incinerator has good location.

The ASHEVILLE CITY PLAN

Incinerator burned 10,355 loads of trash in 1920.

In the case of Asheville the location of the incinerator is in many respects a good one, and now that the surroundings have been acquired and brought under control, all objection to it should cease. The principal changes needed were an enlargement of the site, the installation of a new odorless incinerator plant, and an improvement of the maintenance of the incinerator property. All this is now being carried out in accordance with suggestions made at an earlier special conference.

Some idea of the amount of waste in the city can be gathered from the fact that in 1920 the city incinerator burned 10,355 loads of trash.

Existing Parks

Montford and Aston Parks are inadequate for City.

Asheville has two existing parks that have been partially developed, Montford Park on Montford Avenue, about two acres, and Aston Park, South French Broad Avenue, about fourteen acres. There are also two other areas which are still undeveloped, one of about an acre at the corner of Magnolia Avenue and Flint Street, and the other approximately eight acres in West Asheville on Sulphur Springs Road and Rumbough Place. It is obvious that this acreage is entirely inadequate for the present population and makes no allowance whatever for the future.

Park System

Proposed Park System will utilize land which might otherwise become undesirable. Will follow banks of French Broad and Swannanoa Rivers, and include mountainside on East of City.

In planning the park system for Asheville advantage has been taken of the natural features and in many cases land is included which is now in a natural state and suitable for park purposes, but which if not so treated would soon become undesirable property. The main lines of the system follow the banks of the French Broad River and the Swannanoa River with a main loop about West Asheville using the Smith Mill Creek Valley and the Hominy Creek Valley. East of the city another section of the system is shown extending along the mountainside and including a large area on Sunset Mountain. Projecting into the city from this ring of parkways are numerous park ravines and valleys which would

The ASHEVILLE CITY PLAN

serve as local parks and at the same time make pleasant ways from the center of the city to the outer park ring.

Scattered through the city at advantageous and desirable locations are a number of local parks and playgrounds which would serve the immediate local neighborhood and add greatly to the attractiveness of the residential areas of Asheville. Connecting these various scattered units with the main portions of the park system is a system of parked drives reaching all parts of the city. The streets selected for this purpose should be given special care, be well paved, and well planted with street trees and in some cases shrubs. As a resort city Asheville will always be a place where people walk and these drives would form pleasant ways about the city to all points of interest.

Park Drives

With each succeeding year more tourists will come to Asheville by automobile, and at the same time the registration from the city itself will be constantly on the increase. At the present time there are a number of very pleasant trips out from Asheville, many of which require that a person be gone for the better part of the day. On the other hand, there are few opportunities near the city for pleasant short afternoon drives of an hour or so. In connection with the park system a series of drives are shown as a part of the river and mountain parkways that would furnish attractive short trips. Such a development would tend to make people more contented with the Asheville region and less likely to use Asheville simply as a headquarters, spending most of their time driving to and returning from the surrounding places. These drives would also serve to open up the country surrounding the city and would produce excellent frontages to be developed as small estates for high class homes.

Asheville is in the heart of the Western North Carolina Mountain district. From Asheville as a center there are many beautiful one day automobile trips to such noted points of interest as Mt. Mitchell, Pisgah National Forest, Chimney Rock and Black Mountain. Within a short ride of the center of the

Local Parks, scattered throughout City, will serve local neighborhoods.

Parked Drives are part of plan.

Need for auto drives in City is pointed out.

National beauty spots should be preserved and made easily accessible.

The ASHEVILLE CITY PLAN

city are many interesting drives, winding through natural woods and picturesque valleys, and affording innumerable vistas of the distant mountains. It is these natural attractions together with its climate that has made the Asheville district a national all-year-round resort. The mountains, the woods, the rivers, the creeks, with the hillsides and ravines covered with their native shrubs and evergreens, is the greatest asset to the community. Every effort should be made to protect these gifts of nature, and near the city where private ownership would endanger their beauty and preservation they should be acquired and held in public control.

Proposed Parks and Playgrounds

Parks and Playgrounds, shown on new plan, are named.

The following list gives the more important parks and playgrounds shown on the plan:

Hominy Creek
Western Parkway
Vanderbilt Parkway
Biltmore Field
Mill Creek Parkway
West Asheville Playground
Ravine Park
Biltmore Park
Virginia Parkway
Victoria Park South Playfield (colored)
Carolina Parkway
Georgia Parkway
South Riverway
North Riverway
Washington Park (colored)
Jefferson Park
Mountainside Park
High School Playground
Town Branch Park
Aston Park Extension
Valley Park
Country Park
Spring Parkway
Countryside Parkway
Mountain Ridge Park
Swannanoa Parkway

Biltmore Field

Biltmore Field to be Asheville's play center.

In connection with the park development we have shown a large tract designated Biltmore Field in the

The ASHEVILLE CITY PLAN

angle formed by the French Broad River. This property is part of the Biltmore Estate and it is recommended that it be obtained by the City for such activities as require large, open, comparatively level areas. Here would be an excellent location for an Aviation Field and also for a Municipal Golf Course. Another section of the property might be developed with buildings, track and other features for Fair Grounds.

Country Park

As the population of Asheville increases and more and more of the country is taken up with private estates and thus closed to the public, there will be a real need for a large natural "country park" within a short car ride distance from the center of the city. We have shown such a park area just beyond the present northern boundary of the city and reached directly from the center via Broadway. This tract would contain approximately 350 acres and would be kept in a natural condition and be available to all as a place for picnics, all day excursions, rambles and walks.

Area for "Country Park" is selected near Northern City boundary.

This park being on the Dixie Highway a properly selected section of it might be set aside as a camp operated by the city for the benefit of automobile tourists.

Local Parks

In addition to the larger parks and parkways we have shown on the plan a number of small parks scattered through the residential part of the city. These green spaces are in most cases quite small and are often in the form of triangles at the intersection of streets. They are not large enough to provide for recreation features but would be excellent breathing spots and rest places. Such areas would not only add much to the beauty and attractiveness of residential streets but would be greatly appreciated by visitors and tourists, a point always to be thought of in connection with Asheville's future.

Small Parks in Residential Sections will provide rest places and add to civic beauty.

Playgrounds

For all local needs the schoolgrounds which are well scattered throughout the city will serve when

The ASHEVILLE CITY PLAN

Playgrounds are also provided for West Asheville, the intersection of Biltmore Ave. and Valley Street, and Southside Ave., at Beech Street.

Enlarged school grounds will serve as athletic and recreation centers.

Four acres is needed for school play ground property.

Every school pupil needs one hundred square feet of play space.

High School playground should be enlarged.

enlarged as athletic and recreation centers. There are, however, other uses for larger athletic contests, professional games, etc., which can only be supplied adequately by having well-equipped up-to-date athletic fields. We have shown three such playfields—one, the West Asheville Playground, corner of Clinton Avenue and Brevard Road to serve West Asheville; two, the High School Playground at the intersection of Biltmore Avenue and Valley Street, to take care of the main portion of Asheville and the High School Athletics; and third, South Playfield, a somewhat smaller area on Southside Avenue at Beech Street, for the use of the negro population.

Schoolgrounds

The modern practice in connection with the purchase of school property is to acquire at least a city block, or approximately four acres or more of land for a school site and playground use. Wherever the existing schoolgrounds in Asheville have fallen below this standard we have shown on the plans recommendations for their enlargement, extending the property in most cases to adjacent streets, to insure suitable boundaries. The location of new school sites is also suggested covering the entire area within the city limits. These new grounds average five or six acres in extent and are so located that the children farthest removed from the school district will not have to walk more than half a mile distance.

In a recent pamphlet by Dr. G. D. Strayer of Columbia University he stated that "Play space of at least one hundred square feet per pupil should be provided in connection with every elementary school building. With the larger elementary school building in mind, sites of five or six acres should be bought wherever the cost is not prohibitive. Where sites are bought in anticipation of the growth of the city even larger areas will prove advantageous."

High School Playground

The Asheville High School is located in the midst of the built-up residential district so that it is difficult to obtain sufficient room for athletic games in the immediate vicinity of the school. The modern

The ASHEVILLE CITY PLAN

high school athletic field should be at least ten acres in extent in order to provide facilities for baseball, football, track and other events. If the girls are to be given the same opportunities for recreation as is usually provided for the boys a field of even larger size is desirable. We have recommended a location for the High School Playground back from the intersection of Valley Street and Biltmore Avenue. Here is some comparatively level land and also a valley which could easily be graded to form an amphitheatre, providing ample space for sports and good places on the slopes for the on-lookers.

Private Schools

Asheville's scenery, climate and favorable average annual temperature make the city one of the natural centers for private schools. It has now, in or near the city six such institutions. The planning of the city and all the region should cater to these private schools, and thus add to the natural attractions which have led to their establishment in the neighborhood.

Plan should favor private schools.

Battery Park

One of the biggest undertakings ever attempted in Asheville is the work, now under way, of removing the Battery Park Hill close to the center of the city and bringing the property into business use. The opening up of this property for general business will make a decided change in the present conditions in the existing retail and shopping center.

Opening up of Battery Park Hill is great move for City.

It is to be hoped that the city authorities and the local owners will co-operate in every possible way to see that this big scheme is developed for the best interests of the city as a whole. Private enterprise can go far in the development of private property but there are some features that can only be put through by public action. Such features as widening adjacent streets or cutting of streets through abutting property are beyond the control of a private owner, but in this case are essential if the new development is to fit into the existing scheme of things and be a real part of Asheville. Western North Carolina is becoming a better recognized and more popular resort country every year and here in the Battery Park de-

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Battery Park Hill may become tourist center for section.

velopment is the possibility of making a tourist city center for this entire region. If this center could be laid out with hotels, shops and other attractions for the convenience of motorists and other tourists it might well become the point to which all roads would lead.

Well laid-out subdivisions will add much to City's beauty.

Large Land Subdivisions

A city grows through private developments in two ways. The additions may be small and consist simply of a street or two added to develop a small holding, or it may grow through the laying out of a large tract in a single ownership or through the co-operation of a group of owners. Much of what is unfortunate in the outskirts of a city is due to the necessarily piecemeal character of developing small holdings, and much of what is best is the result of the more intelligent, skilful and profitable development of larger areas. Asheville has recently been fortunate in two large subdivisions. One known as Beaver Lake is to the North of the city, comprising five hundred acres, laid out with careful regard to the natural features and with liberal lots. Beaver Lake will be a high-class residential neighborhood, providing not only home sites but also local shops, parks and other recreation facilities.

Biltmore Forest is the property of the Vanderbilt Estate, and the area is already planned and partially developed. Biltmore Forest is located south of Asheville beyond Biltmore Village. This subdivision will provide very high grade residential property and be developed by improvements of the highest standards.

Movement to Suburbs is foreseen.

One of the most prominent American economists and statisticians in a recent communication to business men throughout the country wrote under the heading, "Revolution in Real Estate," as follows: "Clients who want suburban real estate should buy at once! A big change is coming about in the real estate market. During the past decade or more people have been crowding to the cities. Now, however, a reverse movement to the country is beginning which promises to be the greatest shifting in population since the institution of the railroad. Within the next

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ten or more years the building of suburban homes should rival the growth of the automobile, good roads, the movies, the phonograph or radio!

The city no longer has a wall around it. Railroads made the first breach, but the railroads opened up only narrow strips along their lines radiating from the city. In most cases the railroads followed the valleys and lowlands, which are not the best building location. Between these lines are miles of land much more desirable for building but which have been inaccessible to the commuter because men had no means of getting to the train. It is in these areas between the railroad lines and within a radius of 15 or 20 miles of the cities, which the motor car and good roads have opened up, that the most spectacular development in new building should take place!"

Automobile is making country accessible.

Local Store Centers

Wherever there is a possibility of profit the small store is bound to appear. This indiscriminate scattering of such developments is a menace to the value of good residence property and often unfavorable for permanent stores. The plan shows a number of special street intersections treated in an appropriate way as neighborhood store centers. By zoning the property about these squares an opportunity would be given for the development of store property under the best conditions not only in regard to the stores themselves but also in their relation to the surrounding homes.

Store centers are best developed under zone plan.

Apartment Houses

There is a tendency today because of the high rents, cost of coal and difficulties of obtaining help, for people to drift into apartment house living. This is particularly true of people who are to be in a place for only a short period, and for people who are seeking relaxation because of sickness, age or general need of rest.

Apartment houses should be grouped together to protect single family houses.

Apartment houses are already appearing in numbers in Asheville and their growth is increasing. An apartment house is a poor neighbor for single family houses especially when built, as they usually are,

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out to the street line and to the side lot lines. To safeguard the single family house sections it is best that apartment houses be excluded and that they be grouped together at special locations. This arrangement is also best for the apartment house dwellers themselves as the locations are likely to be on car line streets, near stores and other points of attraction more intimately associated with their habits of living and essential requirements.

Factories

Certain class of factory development is encouraged.

Asheville has but few factories. In all there are only five in or near the city employing about 1,425 workmen. The best interests of Asheville probably lie in giving no special encouragement to the increase in the number of factories, except so far, perhaps, as they will be the native art and craft industries of the mountains, such as weaving, furniture making, bookbinding, etc., which should be encouraged. These are already well represented in the Biltmore Industries, which have been carried on for years, and more recently in those of the Grove Park Inn. There are no disadvantages—in fact, there is everything to gain—in encouraging this type of indigenous industrial life and providing for its legitimate extension.

Hospitals and Sanitariums

Sanitariums will not conflict with other property under zone plan.

There are within the city limits twenty-one sanitariums and boarding houses that take patients, and beyond the city limits four. In order that the hospitals and sanitariums may better serve their purpose and at the same time not conflict with the purposes of other property, their location should be more stringently regulated. This could be accomplished partly by the zoning plan and partly by other restrictions in the building code of the city.

Biltmore Village

Biltmore village is fine example of town planning.

Biltmore Village was laid out years ago by Frederick Law Olmsted, Sr., for Mr. George W. Vanderbilt. It covered only a small tract of land adjacent to the main entrance of the Vanderbilt Estate. Mr. Van-

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derbilt not only had the property well laid out, but also carried through completely the constructions of the village and retained during his lifetime the ownership of all the buildings. Biltmore Village is one of the best examples in the United States of town planning and construction. It is convenient and attractive, and is an example of a method of development which could be followed on the outskirts of cities everywhere as a means of providing for city extension and growth. The same method that was employed in establishing Biltmore could be used with advantage at Asheville, and of course at other places, in providing also for industrial villages.

Cemeteries

There are three cemeteries within the city limits of Asheville. The largest, Riverside Cemetery, then, West Asheville Cemetery, and a small cemetery off Biltmore Avenue at Unadilla Road. Developments are fast surrounding the two cemeteries in Asheville proper and will in a few years have extended to the West Asheville Cemetery. The modern practice is for a city to acquire a large tract of land, at least five miles from the center of the city, and develop it in a parklike way for cemetery purposes. Located in open country where land is inexpensive sufficient property can be obtained to give such a cemetery an attractive setting and make it much more of a haven of rest and quiet than is possible within the built-up section of the city.

Country location for cemeteries is advocated.

Negro Life in Asheville

The colored population of Asheville is about 33 1-3 per cent of a total of 28,504 people. So far as tendencies can be estimated in advance this per cent is likely to continue and the colored section thus increase in the same proportion as the whole population. At the present time the principal sections of Asheville occupied by negroes are: the Town Branch Valley from College Street to the Southern Railroad; Buttrick Street and Possum Hollow, and blocks scattered along Broadway.

Definite section of City is suggested for activities of colored population.

It is in most respects a distinct advantage to the negroes to be separated from the white population

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provided the areas in which they live are suitable in location and character and provided furthermore that those areas are developed with due regard to good homes, schools, stores, and adequate facilities for recreation. The plan which we are submitting includes definite provision of schools and recreation areas for the colored people of Asheville with reasonable increase in the future. Action with regard to the neighborhood stores and homes is dependent upon private initiative and we recommend that the Chamber of Commerce in consultation with representatives of the colored race endeavor to work out this problem in the best possible manner.

Zone Plan

Zone plan designates Business, Industrial, Residential and Public Districts.

In order to regulate and safeguard private property and investments in Asheville we have prepared a Zone Study dividing the city into districts. These districts, four in number, are designated according to use as follows: Business Districts, Industrial Districts, Residential Districts and Public Property.

The Industrial Districts have been confined to the property along the river and adjacent to the railroad. These districts are not of great extent as we believe it will be many years, if ever, before Asheville will need more space for factories.

Patton and Biltmore intersection is main business center.

The chief Business District is centered about the intersection of Patton and Biltmore Avenues, with arms extending out along the main traveled arteries. West Asheville also has its main business center which has been located along Haywood Road. Throughout the Residential section, at strategic points where store centers would be advisable, small business districts are outlined.

The remainder of the city area that is privately owned is designated as Residential District.

Zoning Ordinance

Zoning study will be guide for final ordinance.

The zoning study for Asheville has been made with the idea that it would be the guide to follow in drawing up the final ordinance, but would in all probability require a number of local modifications before it would be entirely acceptable to the majority

The ASHEVILLE CITY PLAN

of property owners concerned. However, the main consideration and recommendations are fundamental and positive and can be subject to little alteration. The three chief purposes behind the proposed zoning are to control the types of residential development, to protect home districts from the encroachment of business and industry, and to segregate the business and industrial areas thus providing for them more efficiently.

Zone plan will protect property from encroachment.

Zoning has recently become a very popular phase of city planning and is being undertaken by many of our cities and towns. It should be remembered, however, that zoning is not a panacea for all the evils of short-sighted city building nor an alternative for constructive city planning. At its best, it can only prevent and restrict undesirable building and this acts more in a negative than positive way. Much of the present zoning is being done without a city plan and in such cases it has a tendency to perpetuate existing conditions rather than make possible right future growth.

Zoning is, however, no panacea for short-sighted city building.

Moreover, many of the zoning ordinances are extremely complicated and weighed down with legal technicalities and the tendency has been to increase these conditions rather than simplify them. To a great extent this has been due to the blind copying of precedents established in the larger cities especially New York. The conditions presented in the smaller communities are on an entirely different basis and we feel strongly that the key note of a zoning ordinance for such places as Asheville should be simplicity. We also believe that there should be a certain amount of flexibility in the ordinance making more allowance for change and growth.

Keynote of Asheville zoning ordinance should be simplicity.

English Method

In England they are planning zoning in two stages, the first step districts the town on broad lines and establishes the predominant use of the different sections. The second step determines the exact zoning of any particular area on the presentation of a site plan showing the detail treatment that it is proposed to make. This keeps the regulations flexible and makes allowance for new features and new con-

English zoning plans worth copying.

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ditions that were perhaps unknown when the original act was passed. American cities would do well to look into this feature of the English work.

Ordinance to be Simple

No need here for complicated zoning law.

In Asheville there seems to be very little need of an elaborate, complicated zoning ordinance. The districts should be kept as simple as possible in outline and the restrictions reduced to a minimum of technicality. We have proposed but three classes of use, and have designated the districts—Business, Industrial, Residential. In addition to the zoning within the city limits it would be very desirable if restrictions could be placed on all land surrounding the city proper so as to prevent nuisances and undesirable developments taking place just across the city line and in the adjacent countryside.

Residence Districts

Single and two family homes alone allowed in Residence Districts.

The Residential District would provide for single and two family houses only with such appurtenances as usually accompany home property. Churches, Institutions, Public and Semi-public buildings should be allowed by special permission on presentation of definite plans as to their exact location and character.

Apartments should go in Business District.

Apartment houses and other such developments are by their character, construction and method of operation practically in the same class as business property and should be included in the Business District.

Business Districts

The Business District would provide for wholesale and retail business, light manufacturing, hotels, apartments, theatres, etc., and any use allowed in the Residential District.

Industrial Districts

The Industrial District would allow all kinds of manufacturing and storage (except such as were deemed detrimental because of odor, noise, or other harmful characteristics), railroads and all such uses as are allowed in the other two districts.

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Height and Bulk

Height and bulk restrictions would be specified for each use district thus avoiding the complication of separate districts for both these classes of restrictions.

Size restrictions for buildings are advocated.

Legislation

It would of course require special legislation for Asheville to obtain any control over the surrounding country. What happens, however, in this area is of vital importance to the future city and steps should be taken early to secure the necessary authority to definitely establish the character of this area tributary to the city.

Disposition of country surrounding city is vitally important.

Summary and Principal Recommendations

The city plan report deals with many matters and is comprehensive in character. It is conceived on the basis of a long program requiring for its gradual execution perhaps a period of a generation or more. Some matters for one reason or another are of immediate importance. Others are less urgent. It is difficult at any one moment to select those of first importance. In general, however, our view is that in any list of city planning matters requiring early consideration and action the following should be included.

Main objectives of plan are named in summary.

1. The preparation under a definite program of a complete topographical survey, in connection with the serial map of Asheville.

Matters which require early consideration are given.

2. The keeping up-to-date of basic data necessary for city planning work and the continuing of city planning services.

3. A more definite utilization and development of the natural resources of the Asheville region.

4. The heading off of congestion through the growth of population by carefully anticipating the needs of such growth and providing for them.

Anticipate the needs.

5. The improvement of railroad transportation, especially through the relocation of the passenger station.

The ASHEVILLE CITY PLAN

The civic center, and Pack Square Extension

6. The extension of Pack Square and the establishment of an appropriate Civic Center for Asheville.

Improve traffic conditions.

7. The improvement of traffic conditions in Pack Square and the relief of central city congestion by the early re-routing of street cars and the relocation of transfer stations.

Widen the streets.

8. The widening of thoroughfares recommended, or the provision for future widening by the establishment of official building lines; also the gradual opening up of new streets as outlined.

9. The improvement of traffic conditions through the establishment of traffic squares and by other methods recommended in the report.

Establish a park system.

10. The establishment of a park system by the acquisition, detail planning and development of the areas proposed for parks, parkways and playgrounds. Ultimately the entire Asheville region should be taken into account.

11. The adoption of a definite program providing adequate sites for all future schools including provision for a large high school playground.

Battery Park Hill.

12. The laying out of the Battery Park property with full regard to both the public and private opportunities that the location of the property makes possible and desirable.

Plan for negro life.

13. Definite planning for the requirements of negro life in Asheville from all points of view, but especially with regard to the welfare of the colored population.

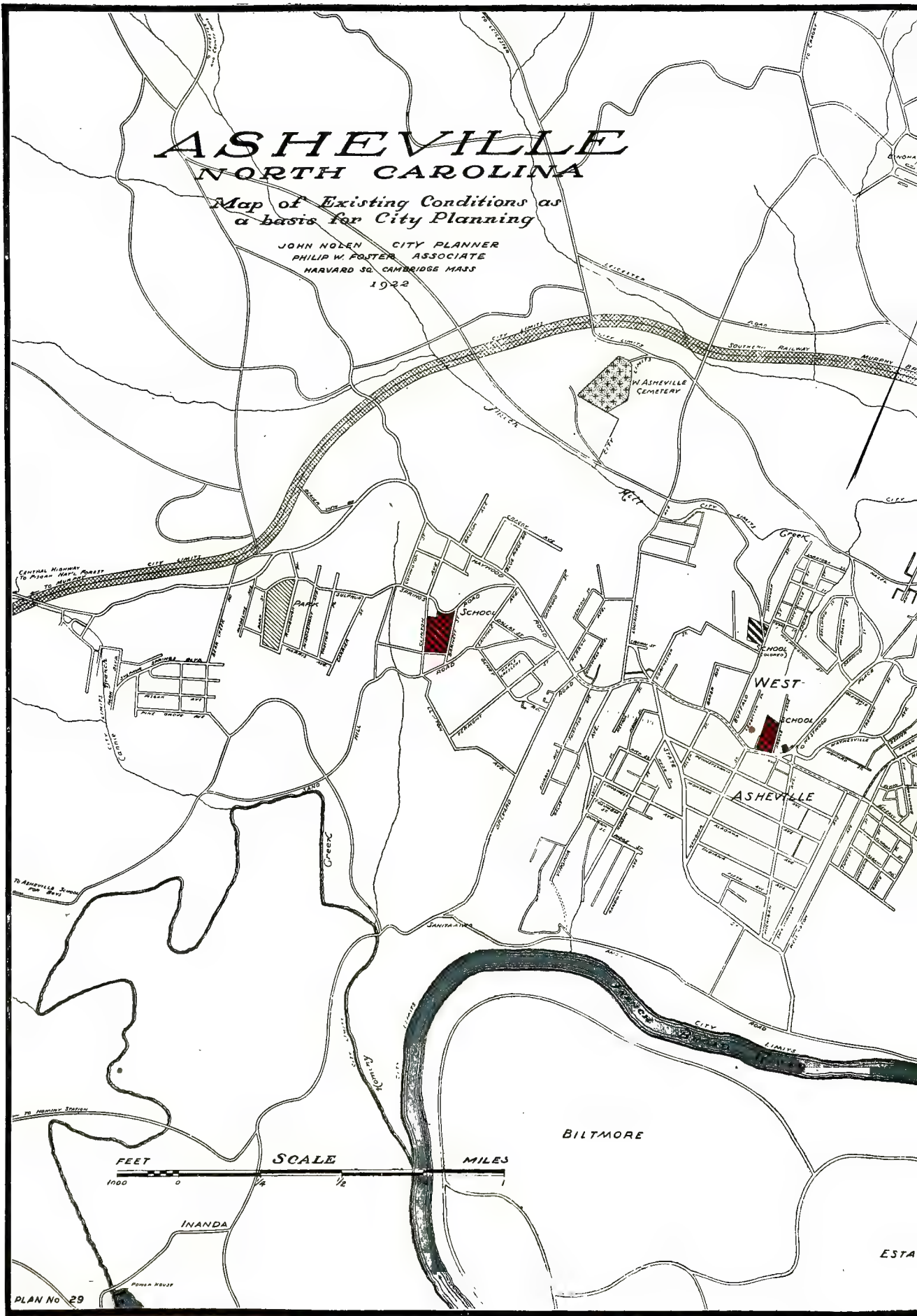
Safeguard property interests.

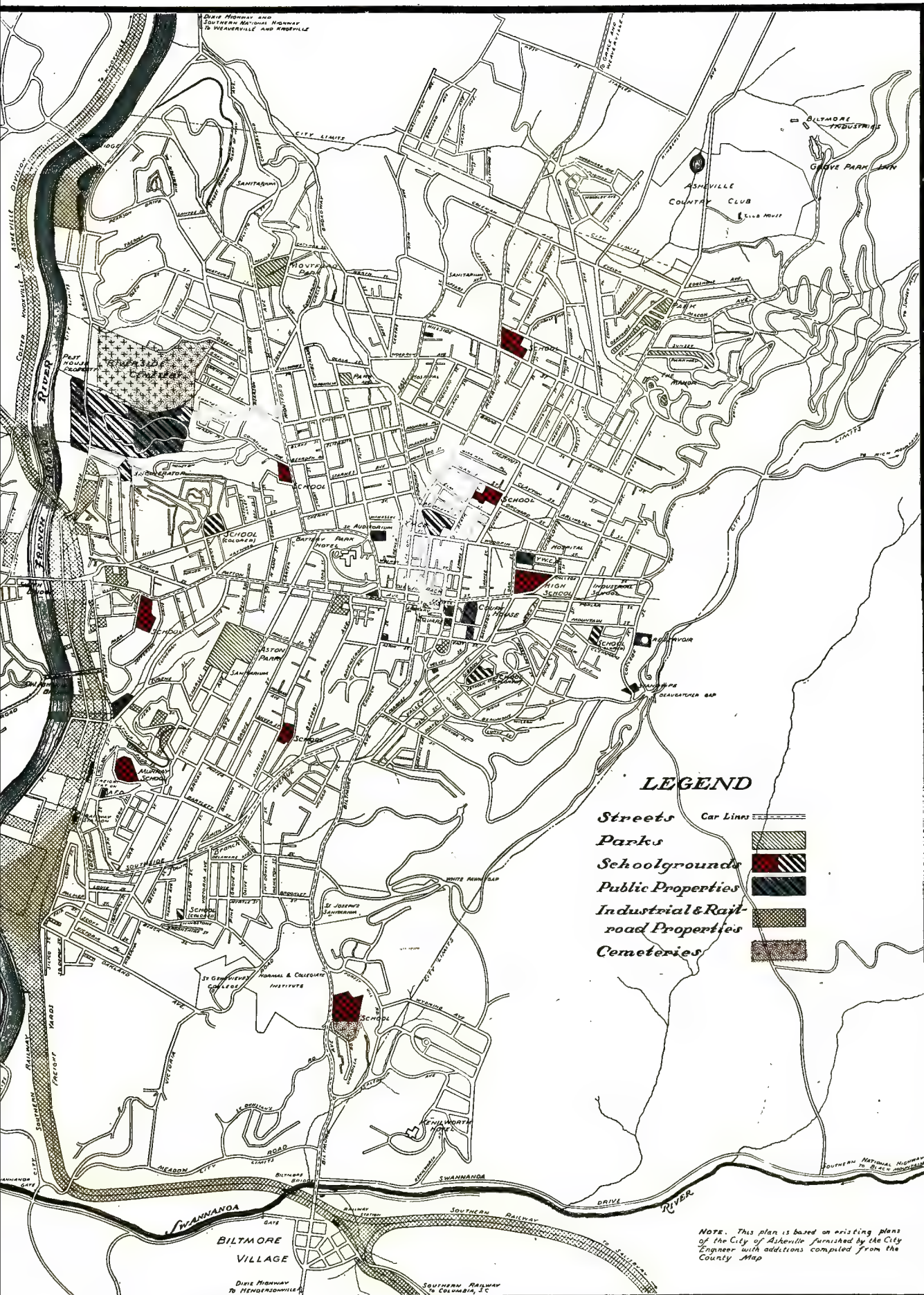
14. The safeguarding of legitimate property interests and the more orderly control of future buildings through the adoption of the Zone Plan and Ordinance.

ASHEVILLE NORTH CAROLINA

Map of Existing Conditions as
a basis for City Planning

JOHN NOLEN CITY PLANNER
PHILIP W. FOSTER ASSOCIATE
HARVARD SQ. CAMBRIDGE MASS
1922





DIXIE HIGHWAY AND SOUTHERN NATIONAL HIGHWAY TO WEAVERVILLE AND FRODOVILLE

BILTMORE INDUSTRIES

ASHEVILLE COUNTRY CLUB

BILTMORE VILLAGE

DIXIE HIGHWAY TO HENDERSONVILLE

SOUTHERN RAILWAY TO COLUMBIA, S.C.

NOTE: This plan is based on existing plans of the City of Asheville furnished by the City Engineer with additions compiled from the County Map

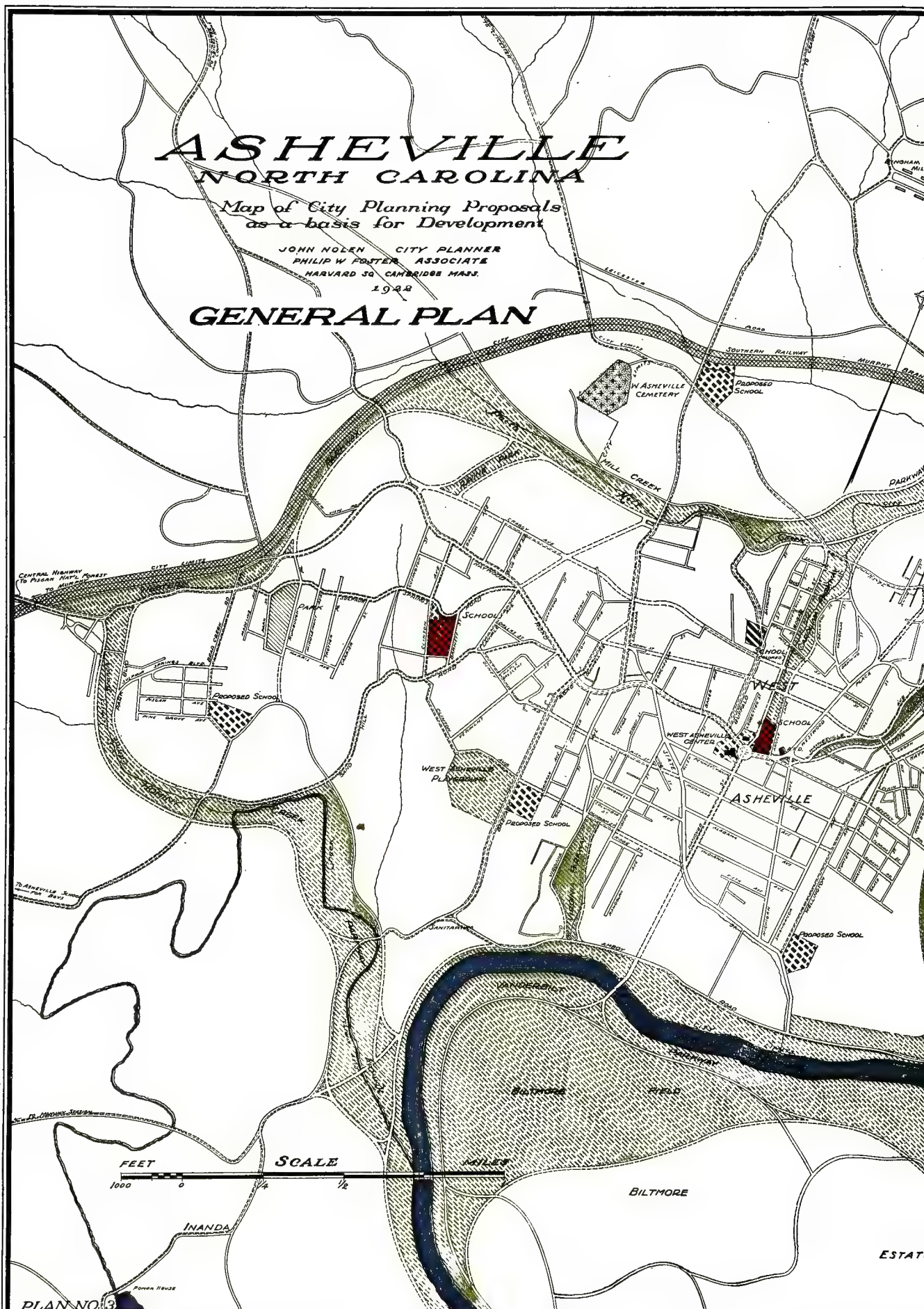
ASHEVILLE NORTH CAROLINA

Map of City Planning Proposals
as a basis for Development

JOHN NOLEN CITY PLANNER
PHILIP W. FOSTER ASSOCIATE
HARVARD ST. CAMBRIDGE MASS.

1928

GENERAL PLAN



PLAN NO. 3



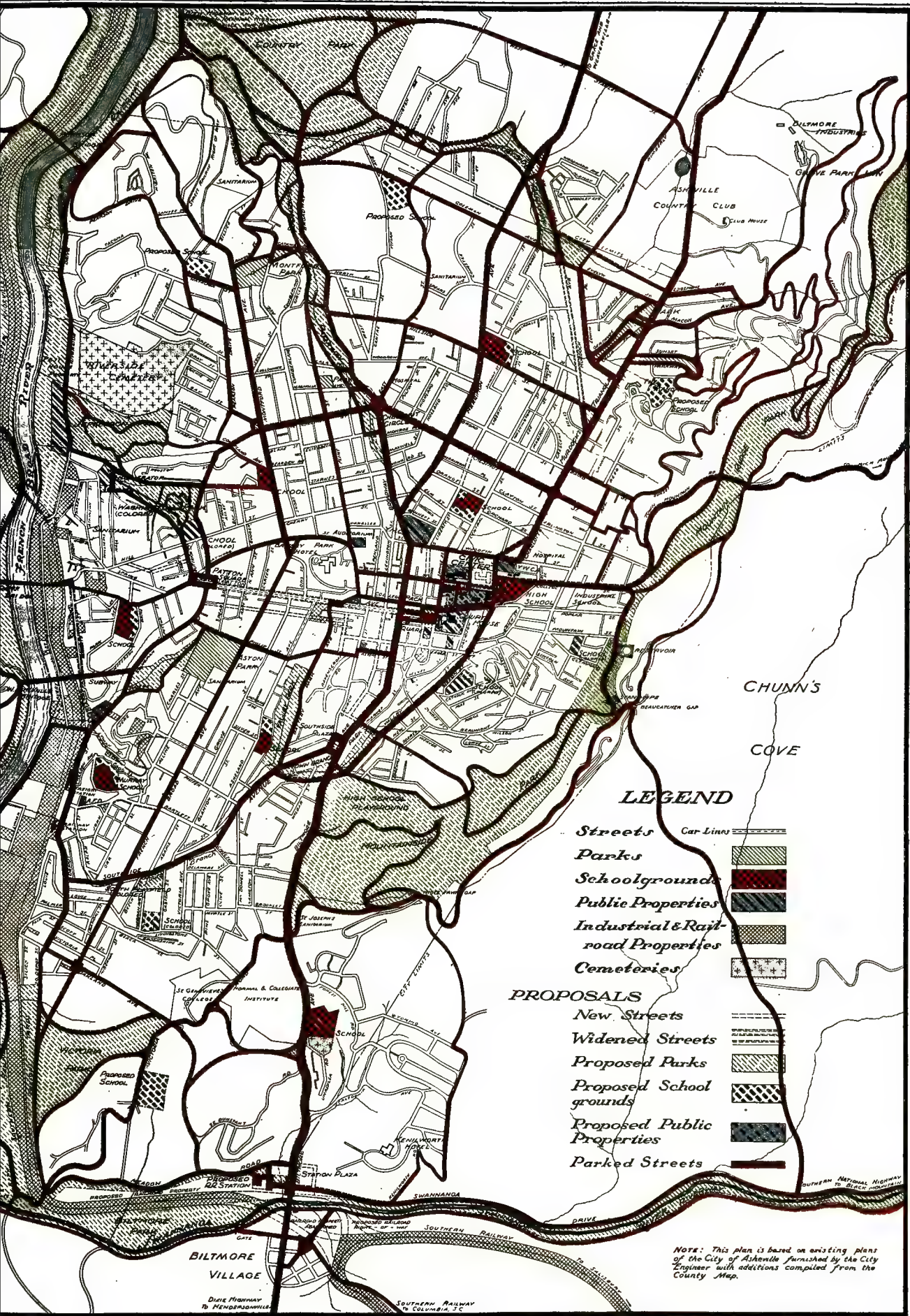
ASHEVILLE NORTH CAROLINA

Map of City Planning Proposals
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JOHN NOLEN CITY PLANNER
PHILIP W. FOSTER ASSOCIATE
HARVARD SQ. CAMBRIDGE MASS.
1922

PARK SYSTEM





LEGEND

- Streets Car Lines
- Parks
- Schoolgrounds
- Public Properties
- Industrial & Rail-road Properties
- Cemeteries

PROPOSALS

- New Streets
- Widened Streets
- Proposed Parks
- Proposed School grounds
- Proposed Public Properties
- Parked Streets

Note: This plan is based on existing plans of the City of Asheville furnished by the City Engineer with additions compiled from the County Map.

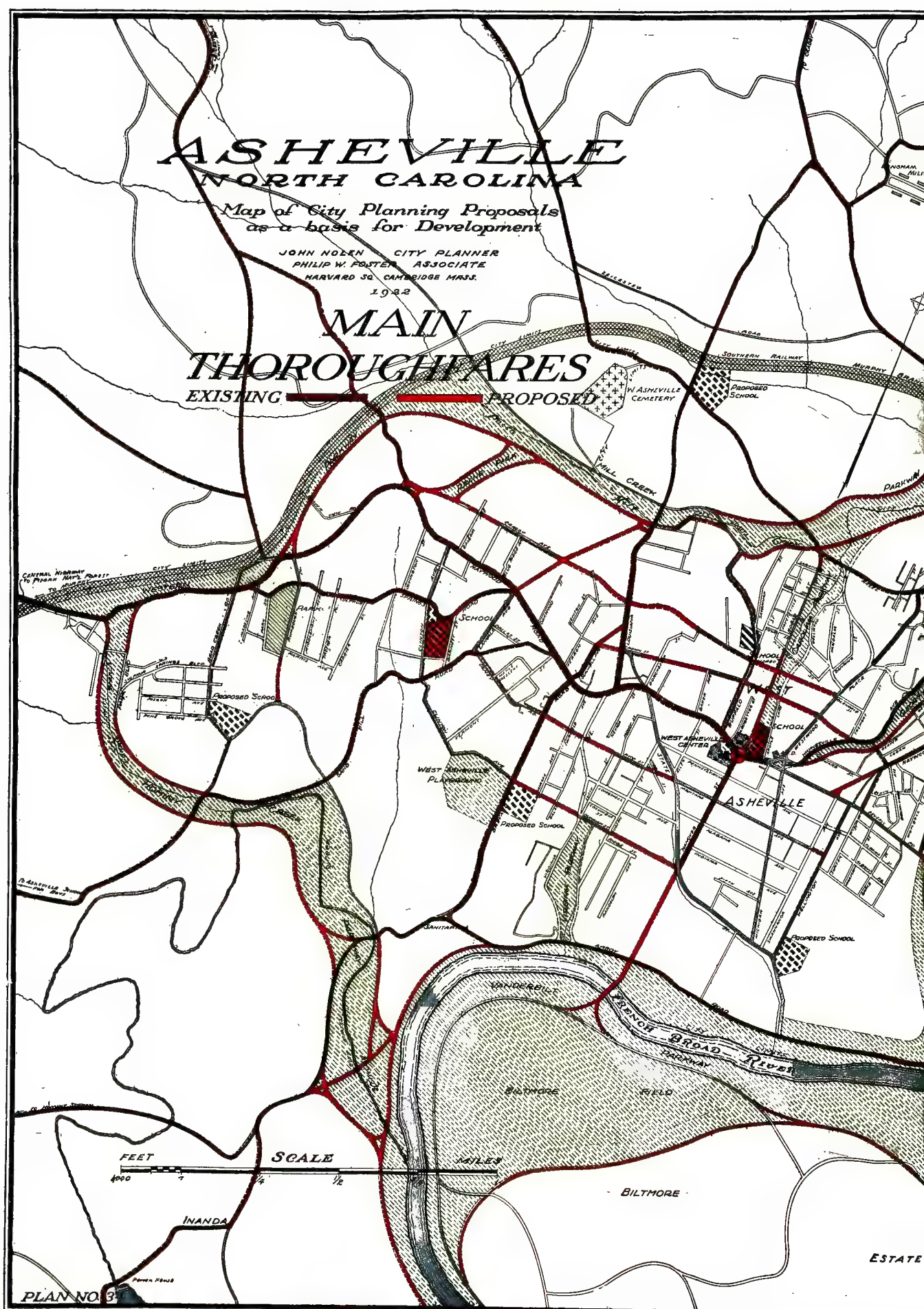
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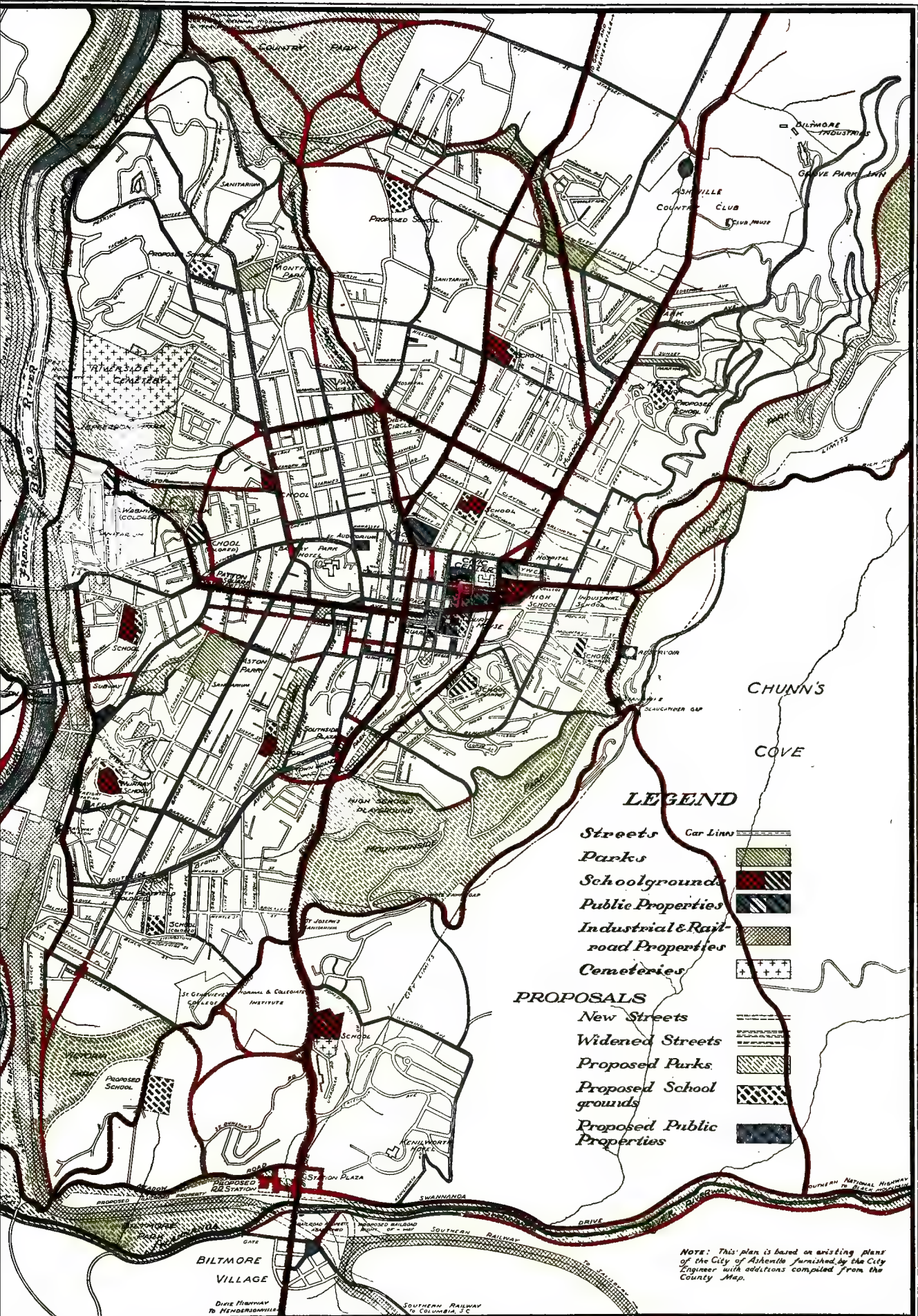
Map of City Planning Proposals
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1922

MAIN THOROUGHFARES

EXISTING PROPOSED





LEGEND

- Streets
 - Parks
 - Schoolgrounds
 - Public Properties
 - Industrial & Railroad Properties
 - Cemeteries
- PROPOSALS**
- New Streets
 - Widened Streets
 - Proposed Parks
 - Proposed School grounds
 - Proposed Public Properties

NOTE: This plan is based on existing plans of the City of Asheville furnished by the City Engineer with additions compiled from the County Map.

BILTMORE VILLAGE

DIXIE HIGHWAY TO HENDERSONVILLE
SOUTHERN RAILWAY TO COLUMBIA, S.C.

ASHEVILLE NORTH CAROLINA

Map of City Planning Proposals
as a basis for Development

JOHN NOLEN CITY PLANNER
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1922

ZONE STUDY



DISTRICTS
Business
Industrial
Residential
Parks

