



Beginnings

*Houses in Biltmore Forest
from the 1920's and 1930's*

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A Labor of love that could not have been possible without the help of:

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Historical Background

Beginning in the 1800s and continuing until the Great Depression, Asheville experienced a period of rapid growth that it has never repeated. With the arrival of the railroad in 1880, Asheville's industrial base and tourist industry expanded. The general increase in profits and easy credit, together with changing tastes in residential building and the emergence of the suburban subdivision, resulted in the development of several new residential communities on the edge of Asheville. At first these communities relied upon the streetcar for transportation, but with the development of Grove Park residential area beginning in 1908 the focus of transportation between the city center and the affluent residential subdivision shifted to the individual's motorcar. Each subdivision was progressively more modern more expensive, and more desirable as a place to live for the Asheville elite. coming as it did in the final decade before the collapse caused by the Depression, Biltmore Forest was the last and the most prestigious of this movement in Asheville.

Although a part of this movement, Biltmore Forest was distinguished from the earlier subdivisions in several major aspects. Firstly, it was the most prestigious, not merely because it was the last of the many developments, but because of the impetus behind it. This impetus included the social aura parted by Mrs. Vanderbilt who built one the the first houses and moved there herself, and the exclusiveness of being developed from a portion of the Biltmore Estate.

Secondly, the philosophy behind its landscape design—life in a forest—set it apart from the earlier developments, even those whose street plans were curvilinear. in Biltmore Forest the natural beauty of the wooded area and its retention were the overriding considerations in formulating and implementing the landscape design. Thirdly, Biltmore Forest was incorporated in 1923, shortly after its beginning, and has remained an independent political entity to the present day, successfully resisting efforts by adjoining Asheville to annex it.

Fourthly, it has remained the most desirable address in the Asheville vicinity throughout its history, without suffering the usual fall from fashion and subsequent decline of so many other suburban subdivisions of the 1920's. This has resulted in several advantages for the district, such as (1) only two houses have become non-contributing due to alterations; (2) no house has been replaced by a commercial building or converted from a residence to a commercial use; and (3) the entire district has been well maintained.

Buena Vista Road

4 Buena Vista Road - 1936



31 Buena Vista Road - 1931



26 Buena Vista Road - 1928



6 Buena Vista Road - 1928



30 Buena Vista Road - 1938



20 Buena Vista Road - 1926



18 Buena Vista Road - 1927



32 Buena Vista Road - 1926



7 Buena Vista Road - 1937



Buena Vista Road

15 Buena Vista Road - 1934



23 Buena Vista Road - 1934



29 Buena Vista Road - 1927



25 Buena Vista Road - 1937



22 Buena Vista Road - 1926



11 Buena Vista Road - 1937



Browntown Road

2 Browntown Rd - 1924



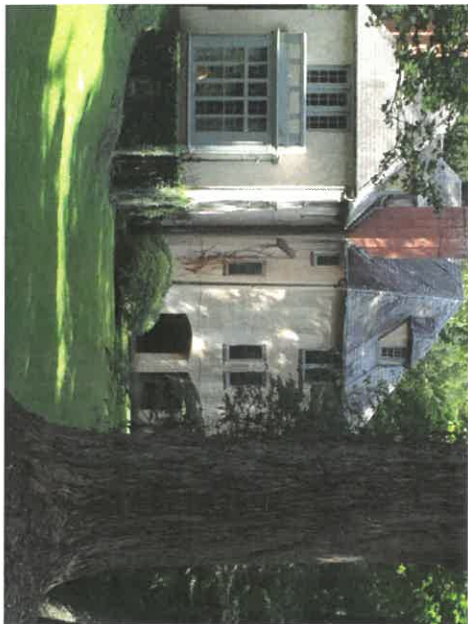
5 Browntown Rd - 1924



19 Browntown Rd - 1927



Fairway Place



Ridgefield



Eastwood Road

26 Eastwood Rd - 1924



14 Eastwood Rd - 1928



25 Eastwood Rd - 1936



21 Eastwood Rd - 1926



7 Frith Drive - 1925



Hendersonville Road

883 Hendersonville Rd - 1925



933 Hendersonville Rd - 1931



939 Hendersonville Rd - 1926



891 Hendersonville Rd - 1927



909 Hendersonville Rd - 1939



599 Hendersonville Rd - 1920



899 Hendersonville Rd - 1926



913 Hendersonville Rd - 1925



635 Hendersonville Rd - 1928



Lone Pine Road



1 Lone Pine Rd - 1928



2 Lone Pine Rd - 1937



5 Lone Pine Rd - 1937



6 Lone Pine Rd - 1927



7 Lone Pine Rd - 1928

1 Stuyvesant Rd - 1925



2 Stuyvesant Rd - 1937

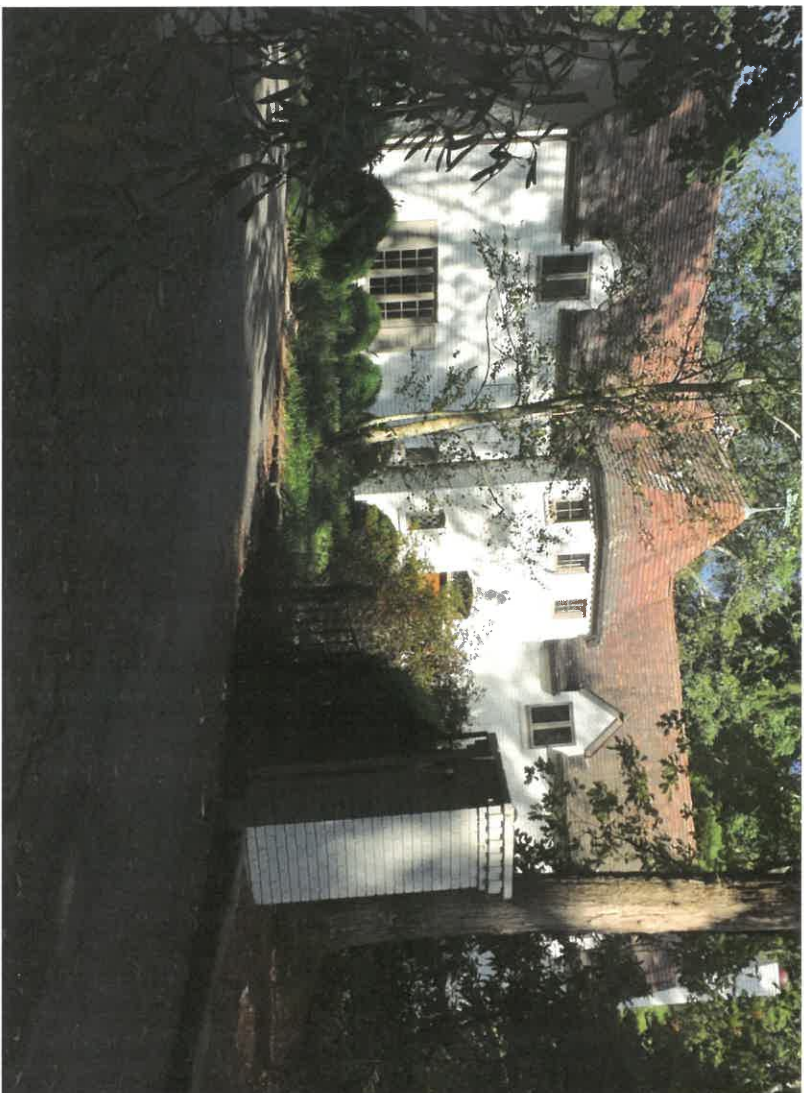


12 Stuyvesant Rd - 1930



Stuyvesant Road

14 Stuyvesant Rd - 1928



7 Stuyvesant Rd - 1923



11 Stuyvesant Rd - 1923



303 Vanderbilt Rd - 1936



305 Vanderbilt Rd - 1924



319 Vanderbilt Rd - 1928



304 Vanderbilt Rd - 1904



310 Vanderbilt Rd - Mid 1800



325 Vanderbilt Rd - 1926



305 Vanderbilt Rd - 1920's



316 Vanderbilt Rd - 1925



328 Vanderbilt Rd - 1925



Vanderbilt Road

Vanderbilt Road

Smith Shop - 1920's



Frock Shop - 1920's



Vanderbilt Road

398 Vanderbilt Rd - 1929



412 Vanderbilt Rd - 19



436 Vanderbilt Rd - 1924



408 Vanderbilt Rd - 1938



404 Vanderbilt Rd - 1938



340 Vanderbilt Rd - 1923



410 Vanderbilt Rd - 1925



422 Vanderbilt Rd - 1936



White Oak Road

14 White Oak Road - 1929



17 White Oak Road - 1925



4 White Oak Road - 1925



15 White Oak Road - 1927



21 White Oak Road - 1927



8 White Oak Road - 1922



16 White Oak Road - 1927



25 White Oak Road - 1922



10 White Oak Road - 1923



References

*Determination of Eligibility, Biltmore Forest Historic District, North
Carolina Department of Transportation, September 1989*