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SMOKEY PARK HWY
CANDLER | 28715



EXECUTIVE SUMMARY

SMOKEY PARK HIGHWAY | CANDLER

12.47 acres of Open Use land at the west end of Buncombe County approximately 20 minutes from downtown Asheville. Former location of the Historic Turnpike Hotel which was built in the 1860's and had two hotel buildings and a store across the railroad tracks. Gorgeous stream (Hominy Creek) bisects the property and a railway line which could potentially be utilized (buyer to confirm). Road frontage along Smokey Park highway gives plenty of access for any number of development concepts. Located on the Turnpike between Asheville and Murphy.

MLS: 3845671
Approx Acres: 12.47

Rolling pasture with potential uses to include:

- warehousing/light industrial,
- multi-family,
- tiny home community,
- manufactured home park,
- large residential estate,
- residential subdivision,
- wedding venue
- other creative event space



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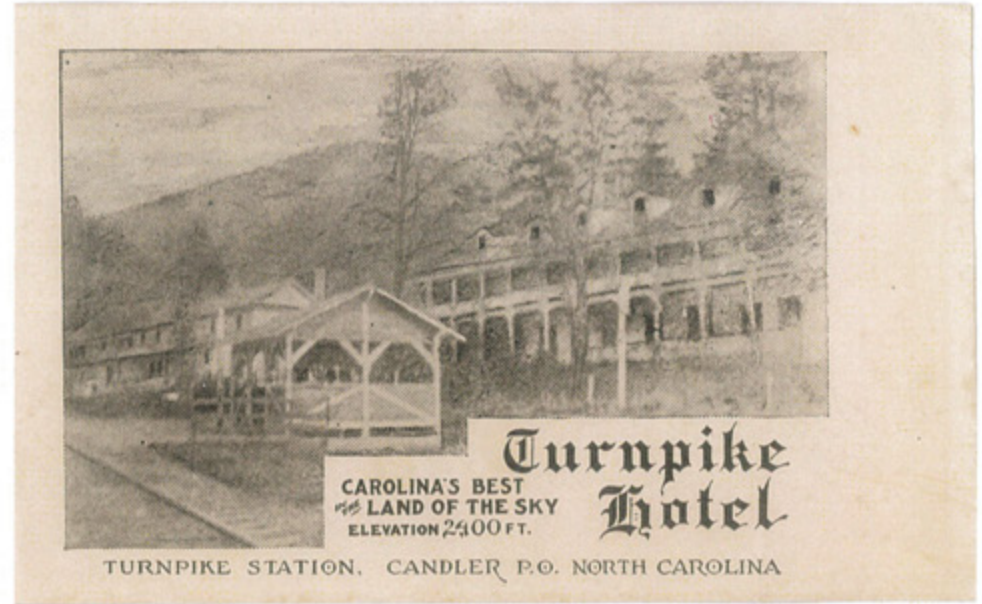
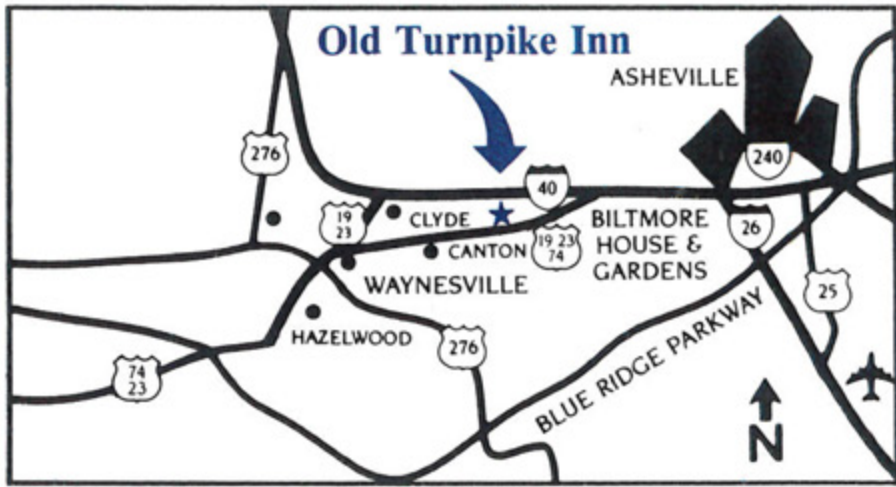


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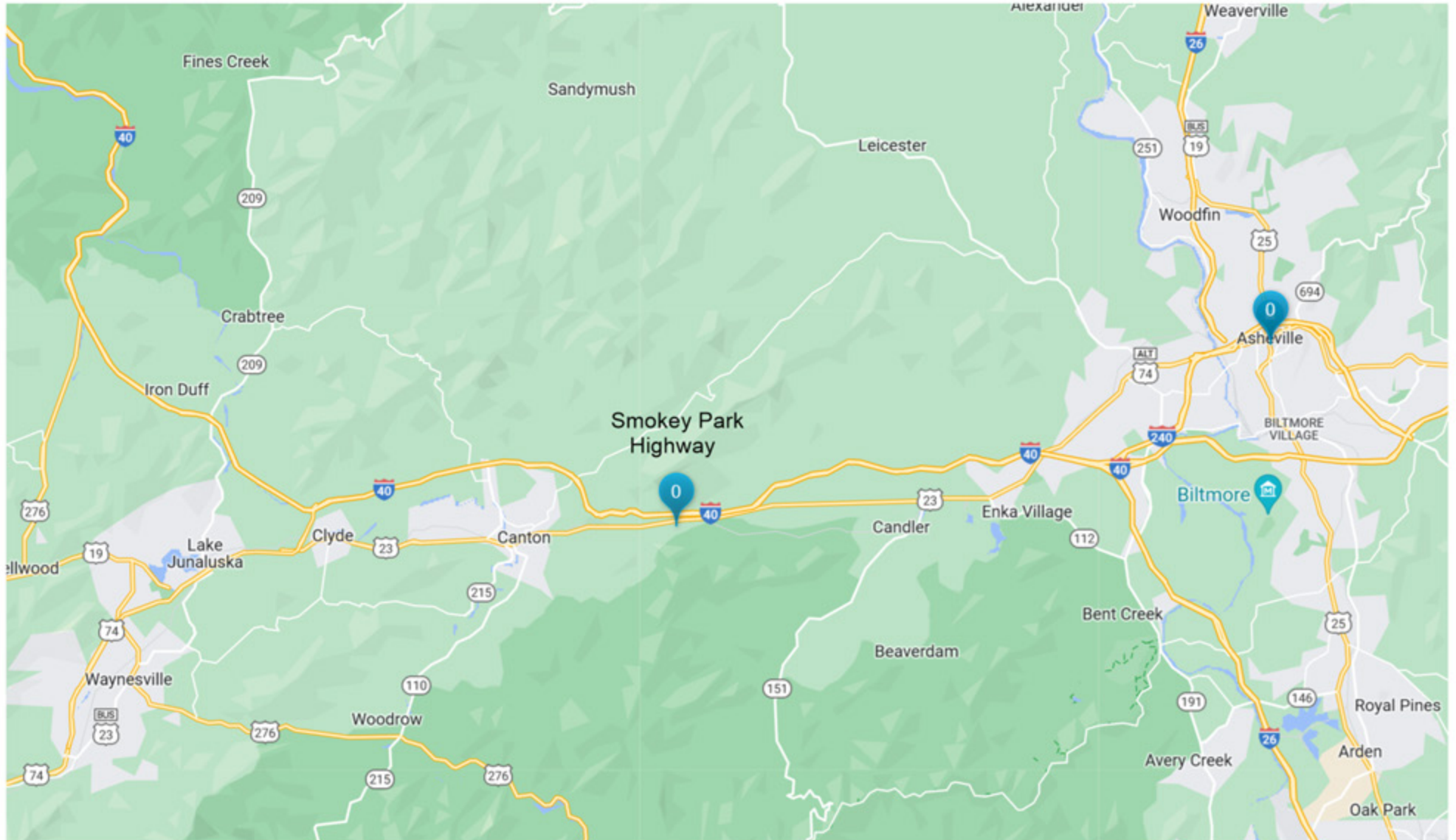






Smokey Park Highway

20 Miles From Downtown Asheville

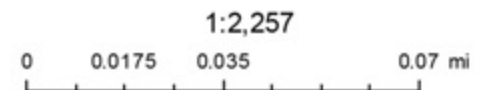


Smokey Park Highway

Buncombe County

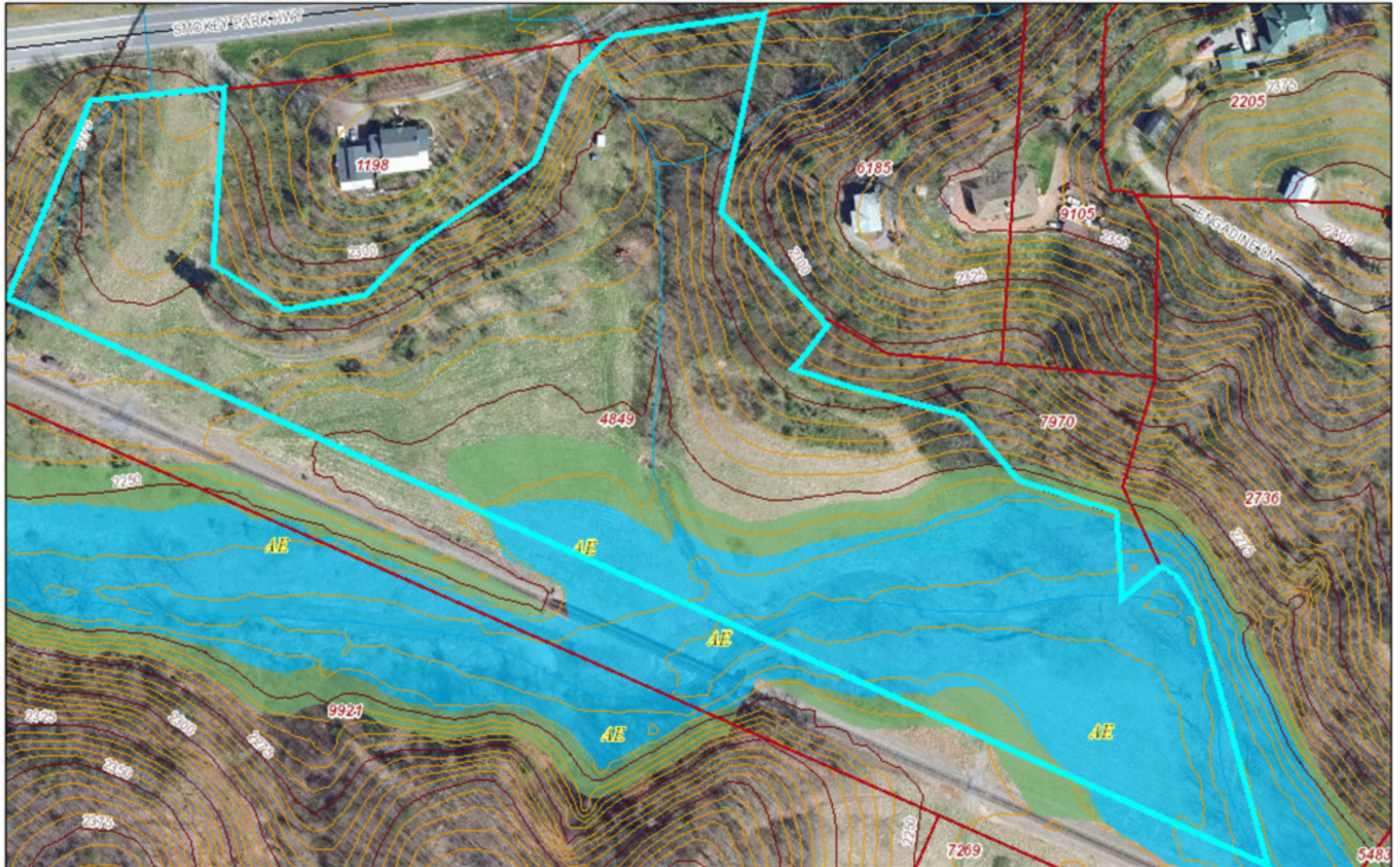


April 3, 2022

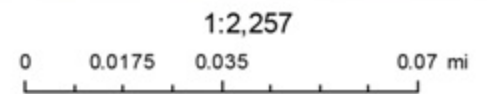


Smokey Park Highway

Buncombe County

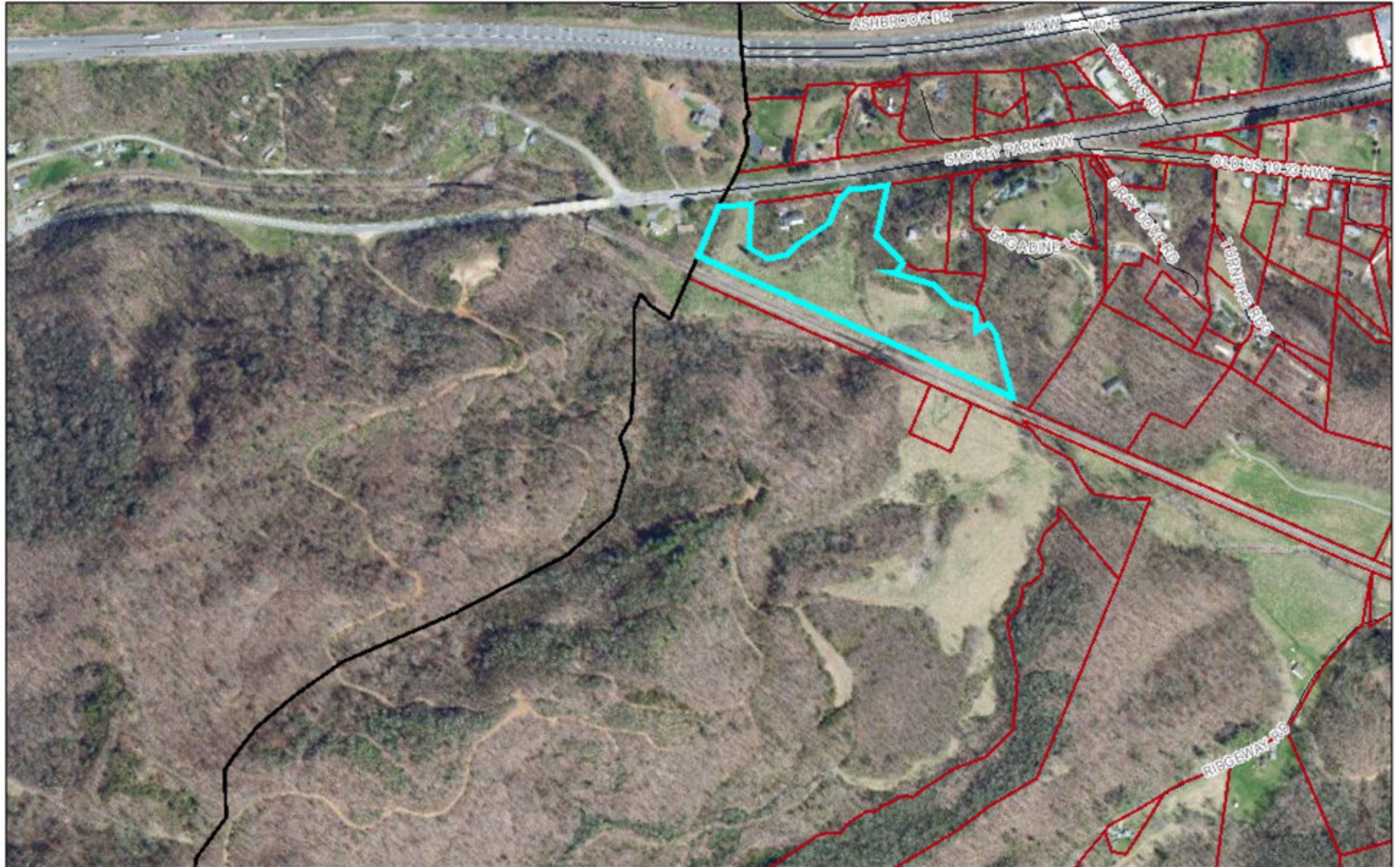


April 3, 2022



Smokey Park Highway

Ridgway Rd - Turnpike - Aerial



March 11, 2022

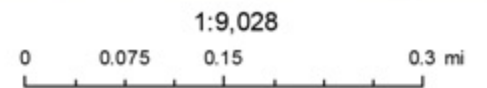


Smokey Park Highway

Ridgway Rd - Turnpike

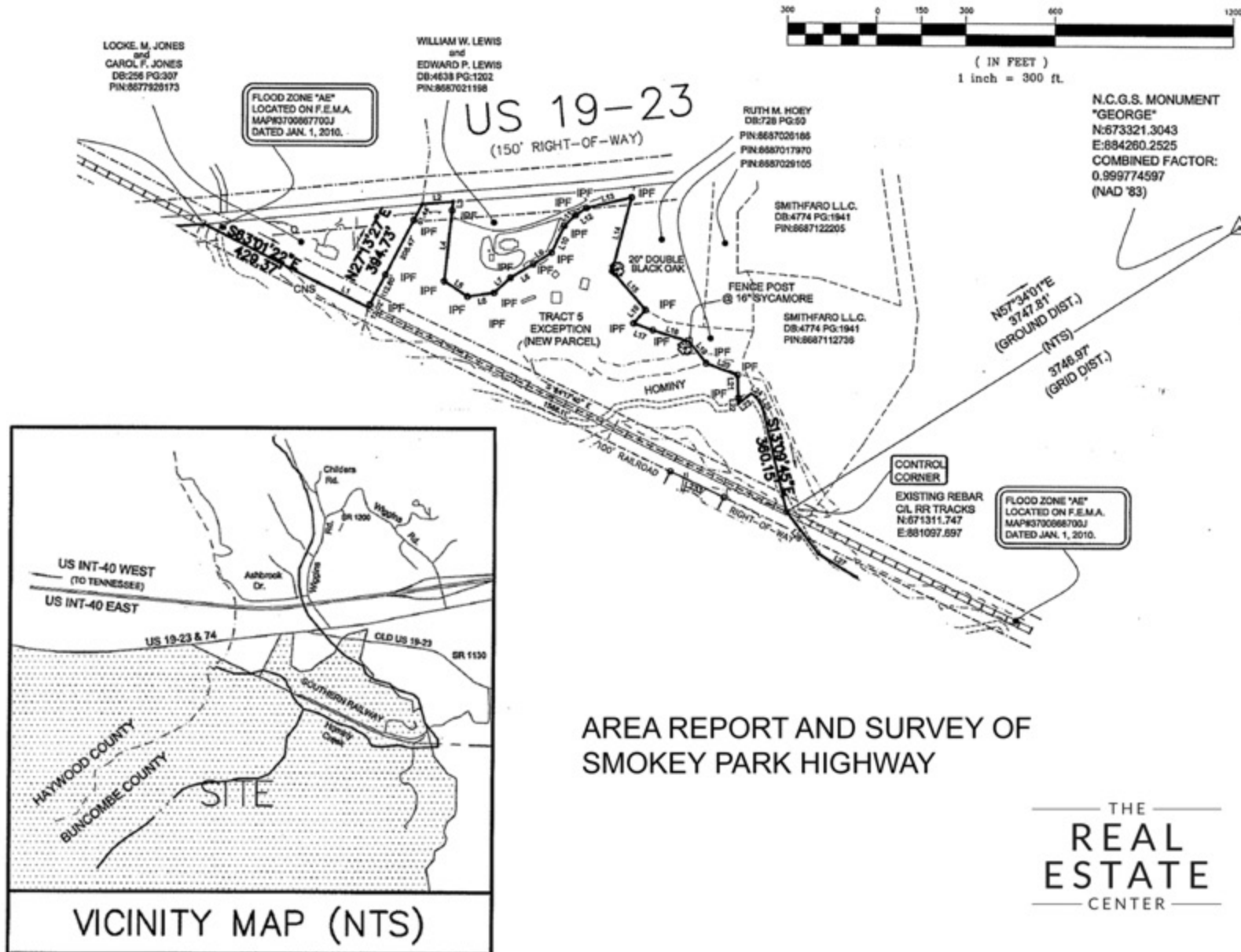


March 11, 2022



Smokey Park Highway

Survey



AREA REPORT AND SURVEY OF SMOKEY PARK HIGHWAY

Smokey Park Highway

Site Development Plan 1



Smokey Park Highway

Site Development Plan 2



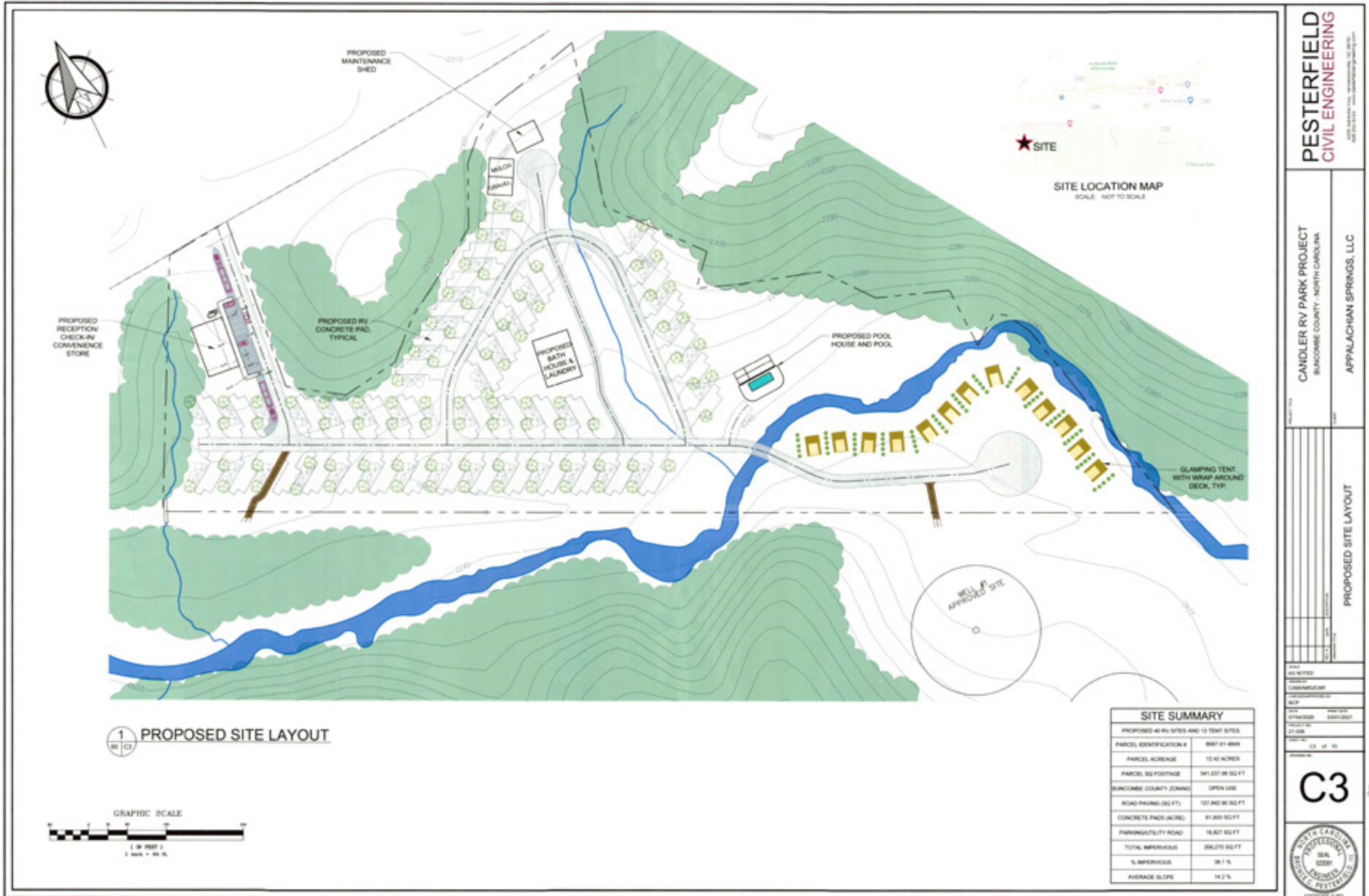


SITE DEVELOPMENT PLAN
for APPALACHIAN SPRINGS, LLC
BLANDHOLE COUNTY, NORTH CAROLINA
DATE:
2 GERBER ROAD SUITE 202-C, ASHEVILLE, NC 28803

NO.	DATE	DESCRIPTION

Project No.:
Scale:
North Arrow:
Date:
Drawn by:
Checked by:
Title:





1 PROPOSED SITE LAYOUT

SITE SUMMARY	
PROPOSED RV SITES AND TENT SITES	
PARCEL IDENTIFICATION #	8807-01-4849
PARCEL ACREAGE	12.40 ACRES
PARCEL SQ FOOTAGE	541,037.88 SQ FT
BUNCOMBE COUNTY ZONING	OPEN USE
ROAD PAVING (SQ FT)	107,842.90 SQ FT
CONCRETE PADS (ACRES)	81,800 SQ FT
PARKING/UTILITY ROAD	16,807 SQ FT
TOTAL IMPERVIOUS	266,275 SQ FT
% IMPERVIOUS	38.1 %
AVERAGE SLOPE	14.3 %

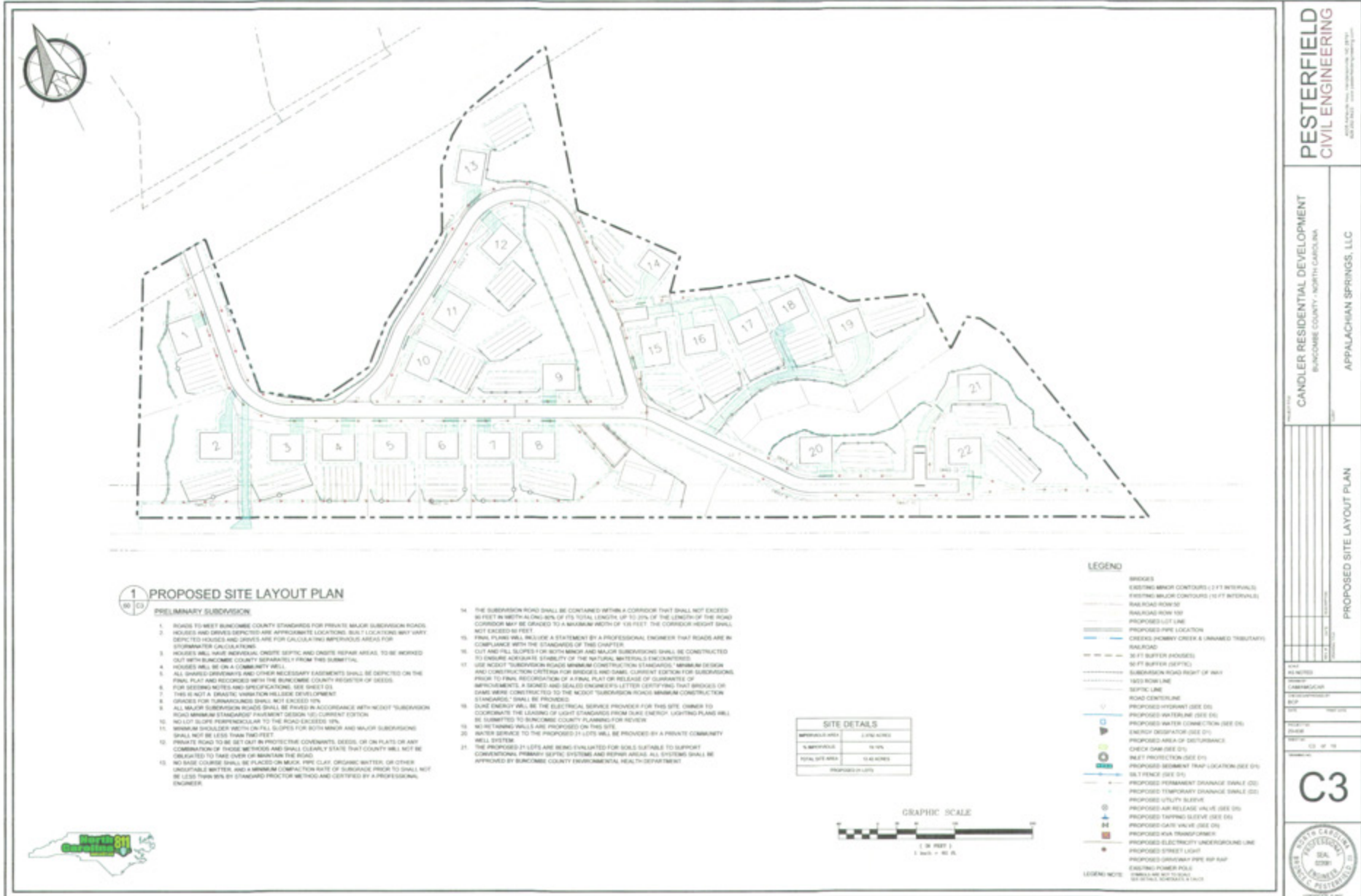
PESTERFIELD
CIVIL ENGINEERING

CANDLER RV PARK PROJECT
BUNCOMBE COUNTY - NORTH CAROLINA
APPALACHIAN SPRINGS, LLC

PROPOSED SITE LAYOUT

C3





PESTERFIELD
CIVIL ENGINEERING

CANDLER RESIDENTIAL DEVELOPMENT
BUNCOMBE COUNTY, NORTH CAROLINA
APPALACHIAN SPRINGS, LLC

PROPOSED SITE LAYOUT PLAN

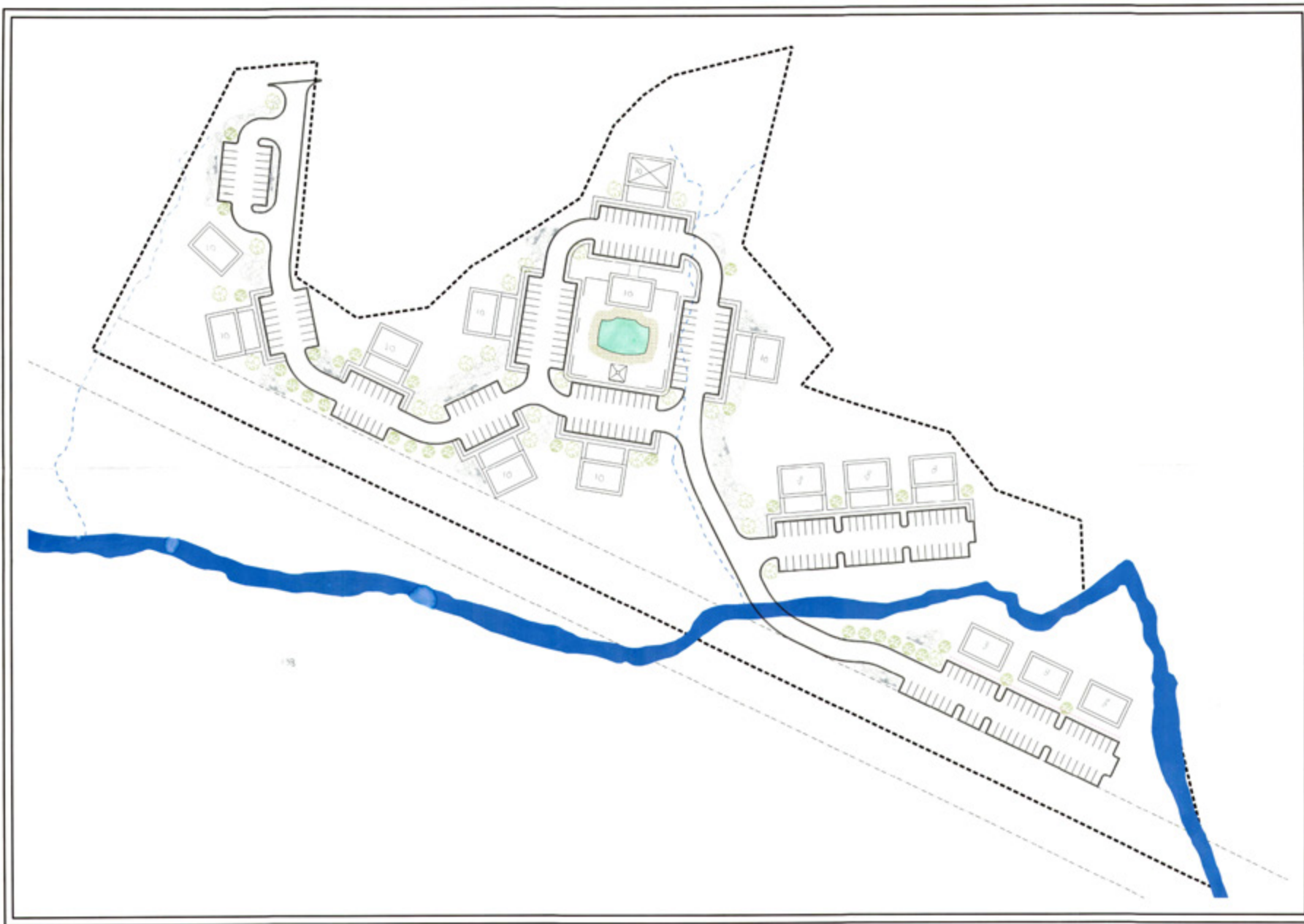
C3



Smokey Park Highway

Turnpike Station

120 Unit Multi-family Conceptual Plan



PESTERFIELD
CIVIL ENGINEERING

TURNPIKE STATION
120 UNIT MULTIFAMILY CONCEPTUAL PLAN
BLUNCKOMBE COUNTY & HAYWOOD COUNTY - NORTH CAROLINA
TURNPIKE STATION

DATE	
SCALE	
PROJECT	
CLIENT	
DESIGNER	
DATE	

C1



Smokey Park Highway

Conceptual 1



REVIEW BY GOVERNING AGENCY

DATE	
BY	

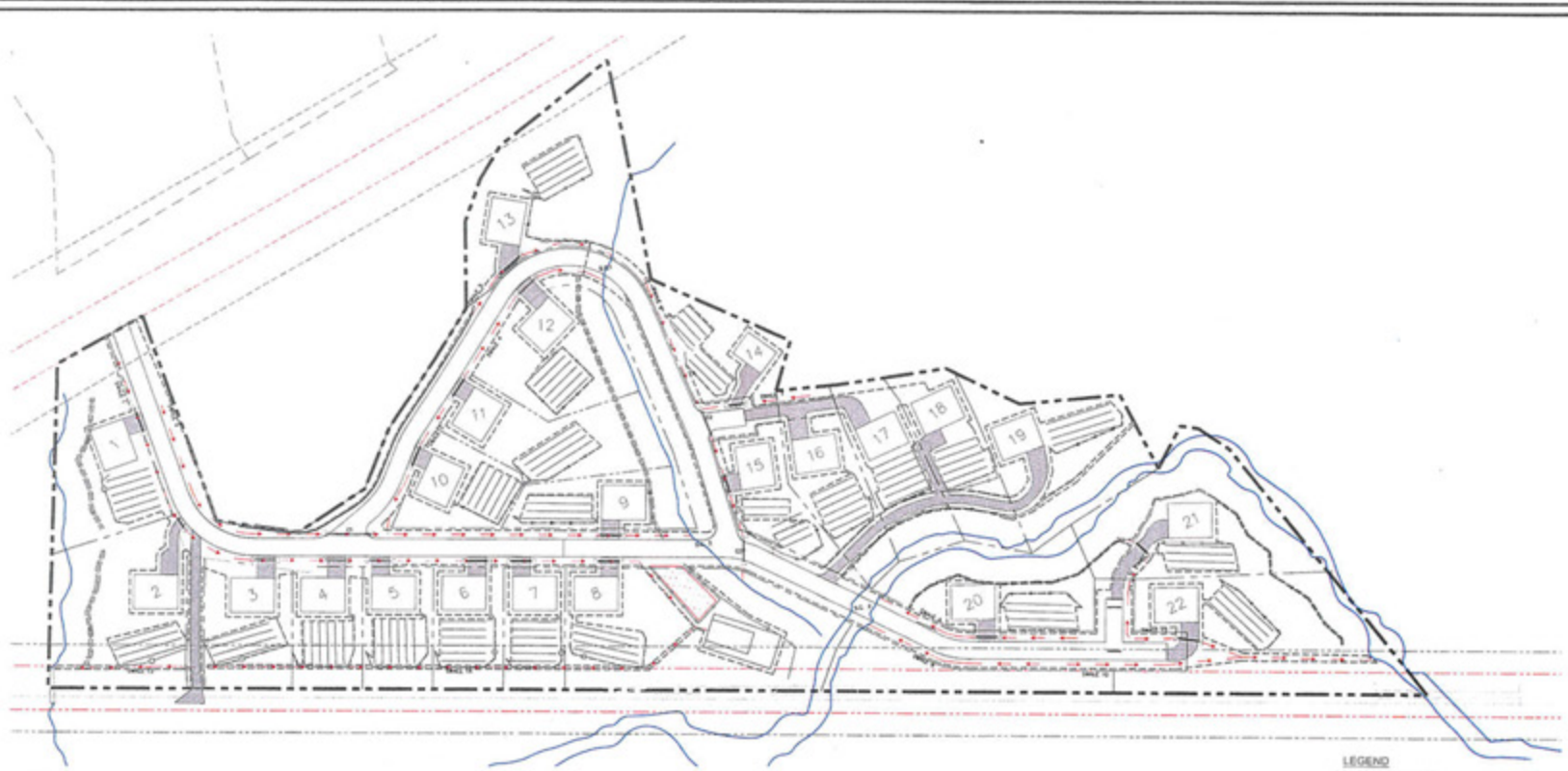


SITE DEVELOPMENT PLAN
for
APPALACHIAN SPRINGS, LLC
BLANCHFORD COUNTY - NORTH CAROLINA

APPALACHIAN SPRINGS, LLC
2 GERBER ROAD SUITE 202-C, ASHEVILLE, NC 28803



Parametrix Land Resource Consultants, PLLC
5100 West 20th Street, Fort Collins, CO 80502
970.221.4100 www.parametrix.com



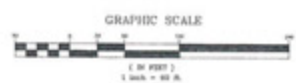
1 PROPOSED SITE LAYOUT PLAN

PRELIMINARY SUBDIVISION

1. ROADS TO MEET BUNCOMBE COUNTY STANDARDS FOR PRIVATE MAJOR SUBDIVISION ROADS
2. HOUSES AND DRIVES DEPICED TO BE APPROXIMATE LOCATIONS. BUILT LOCATIONS MAY VARY DEPENDING UPON HOUSES AND DRIVES ARE FOR CALCULATING SPHERICAL ABRAID FOR STORMWATER CALCULATIONS
3. HOUSES WILL HAVE INDIVIDUAL ON-SITE SEPTIC AND ON-SITE REPAIR AREAS. TO BE WORKED OUT WITH BUNCOMBE COUNTY SUPERVISORS FROM THIS SUBMITTAL.
4. HOUSES WILL BE ON A COMMUNITY WELL.
5. ALL SHARED CONDUITS AND OTHER NECESSARY ELEMENTS SHALL BE DEPICTED ON THE FINAL PLAN AND RECORDED WITH THE BUNCOMBE COUNTY REGISTER OF DEEDS.
6. FOR RECORDING NOTES AND SPECIFICATIONS, SEE SHEET C2.
7. THIS IS NOT A DRAINAGE MAP. DRAINAGE WILL BE DEVELOPED.
8. GRADES FOR TERRACES SHALL NOT EXCEED 10%.
9. ALL MAJOR SUBDIVISION ROADS SHALL BE FRAMED IN ACCORDANCE WITH HICDOT SUBDIVISION ROAD MINIMUM STANDARD FRACTIONAL DESIGN 10% CURRENT EDITION.
10. NO LOT SLOPE PERPENDICULAR TO THE ROAD EXCEEDS 10%.
11. WHEREVER SHOULDER SECTION ON FULL SLOPES FOR BOTH MAJOR AND MAJOR SUBDIVISIONS SHALL NOT BE LESS THAN TWO FEET.
12. PRIVATE ROADS TO BE SET OUT BY PROTECTIVE CONCRETE, DECK, OR CURBS OR ANY COMBINATION OF THESE METHODS AND SHALL CLEARLY STATE THAT COUNTY WILL NOT BE OBLIGATED TO TAKE OVER OR MAINTAIN THE ROAD.
13. NO BARE COURSE SHALL BE PLACED ON MUCK, POOR CLAY, ORGANIC MATTER, OR OTHER UNSUITABLE MATERIAL, AND A MINIMUM COMPACTION RATE OF SUBGRADE PRIOR TO SHALL NOT BE LESS THAN 90% BY STANDARD PROCTOR METHOD AND CERTIFIED BY A PROFESSIONAL ENGINEER.

14. THE SUBDIVISION ROAD SHALL BE CONTAINED WITHIN A CORRIDOR THAT SHALL NOT EXCEED 80 FEET IN WIDTH ALONG 80% OF ITS TOTAL LENGTH UP TO 20% OF THE LENGTH OF THE ROAD CORRIDOR MAY BE GRADUED TO A MINIMUM WIDTH OF 100 FEET. THE CORRIDOR HEIGHT SHALL NOT EXCEED 80 FEET.
15. FINAL PLANS WILL INCLUDE A STATEMENT BY A PROFESSIONAL ENGINEER THAT ROADS ARE IN COMPLIANCE WITH THE STANDARDS OF THIS CHAPTER.
16. CUT AND FILL SLOPES FOR BOTH MAJOR AND MAJOR SUBDIVISIONS SHALL BE CONSTRUCTED TO ENSURE ADEQUATE STABILITY OF THE NATURAL WATER TABLE CONDITIONS.
17. USE HICDOT "SUBDIVISION ROADS MINIMUM CONSTRUCTION STANDARDS" MINIMUM DESIGN AND CONSTRUCTION CRITERIA FOR BRIDGES AND DAMS. CURRENT EDITION FOR SUBDIVISIONS PRIOR TO FINAL RECORDATION OF A FINAL PLAN OR RELEASE OF GUARANTEE OF IMPROVEMENTS, A SIGNED AND SEALED ENGINEER'S LETTER CERTIFYING THAT BRIDGES OR DAMS WERE CONSTRUCTED TO THE HICDOT "SUBDIVISION ROADS MINIMUM CONSTRUCTION STANDARDS" SHALL BE PROVIDED.
18. DUNE ENERGY WILL BE THE ELECTRICAL SERVICE PROVIDER FOR THIS SITE. OWNER TO COORDINATE THE LEASING OF LIGHT STANDARDS FROM DUNE ENERGY. LIGHTING PLANS WILL BE SUBMITTED TO BUNCOMBE COUNTY PLANNING FOR REVIEW.
19. NO RETAINING WALLS ARE PROPOSED ON THIS SITE.
20. WATER SERVICE TO THE PROPOSED 21 LOTS WILL BE PROVIDED BY A PRIVATE COMMUNITY WELL SYSTEM.
21. THE PROPOSED 21 LOTS ARE BEING EVALUATED FOR SOILS SUITABLE TO SUPPORT CONVENTIONAL PRIMARY SEPTIC SYSTEMS AND REPAIR AREAS. ALL DT/TEMS SHALL BE APPROVED BY BUNCOMBE COUNTY ENVIRONMENTAL HEALTH DEPARTMENT.

SITE DETAILS	
INFORMATION AREA	3 DRAINAGES
% IMPERVIOUS	10.5%
TOTAL WTA AREA	10.4 ACRES
PROPOSED 21 LOTS	



- #### LEGEND
- BRIDGES
 - EXISTING MINOR CONTOURS (2 FT INTERVALS)
 - EXISTING MAJOR CONTOURS (10 FT INTERVALS)
 - PAVING ROW 50
 - PAVING ROW 100
 - PROPOSED LOT LINE
 - PROPOSED PIPE LOCATION
 - CREEK (POWER CREEK & UNNAMED TRIBUTARIES)
 - PAVING ROW
 - SOFT BUFFER (20'-0" / 20'-0")
 - SOFT BUFFER (20'-0" / 20'-0")
 - SUBDIVISION ROAD RIGHT OF WAY
 - WELL ROW LINE
 - SEPTIC LINE
 - ROAD CENTERLINE
 - PROPOSED HYDRANT (SEE C2)
 - PROPOSED WATERLINE (SEE C2)
 - PROPOSED WATER CONDUIT (SEE C2)
 - ENERGY DISTRIBUTOR (SEE C1)
 - PROPOSED AREA OF DISTURBANCE
 - CHECK DAM (SEE C1)
 - RAIL PROTECTION (SEE C1)
 - PROPOSED SEDIMENT TRAP LOCATION (SEE C1)
 - SILT FENCE (SEE C1)
 - PROPOSED PERMANENT DRAINAGE SHALE (SEE C2)
 - PROPOSED TEMPORARY DRAINAGE SHALE (SEE C2)
 - PROPOSED UTILITY SLEEVE
 - PROPOSED AIR RELEASE VALVE (SEE C1)
 - PROPOSED TRAPPING SLEEVE (SEE C1)
 - PROPOSED GATE VALVE (SEE C1)
 - PROPOSED WVA TRANSFORMER
 - PROPOSED ELECTRICITY UNDERGROUND LINE
 - PROPOSED STREET LIGHT
 - PROPOSED DRIVEWAY PIPE (SP RAMP)
 - EXISTING POWER POLE

PESTERFIELD
CIVIL ENGINEERING

CANDLER RESIDENTIAL DEVELOPMENT
BUNCOMBE COUNTY - NORTH CAROLINA

APPALACHIAN SPRINGS, LLC

PROPOSED SITE LAYOUT PLAN

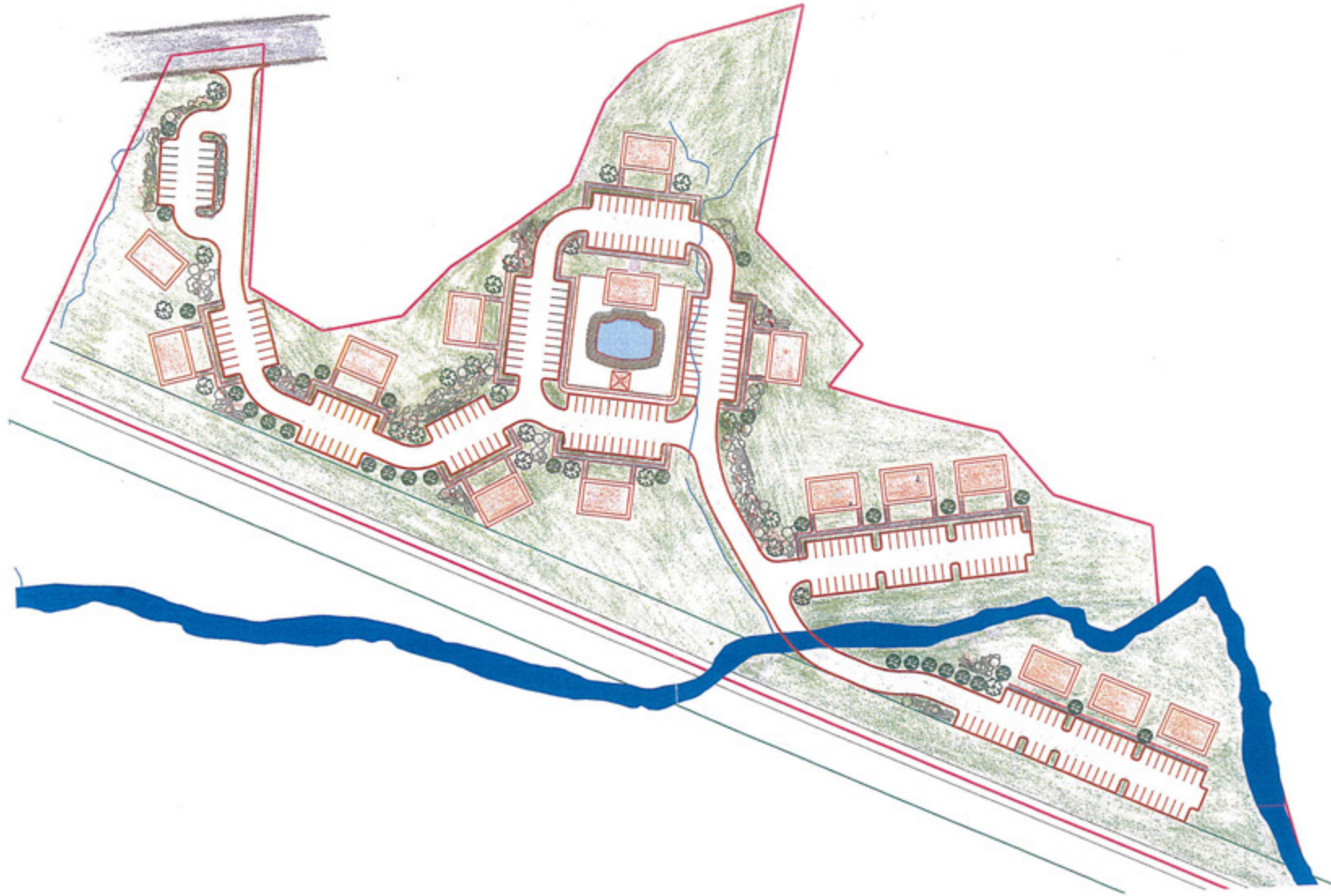
DATE	10/15/2024
BY	PESTERFIELD
PROJECT	CANDLER RESIDENTIAL DEVELOPMENT
LOCATION	APPALACHIAN SPRINGS, NC
SCALE	AS SHOWN
PROJECT NO.	2024-001
SHEET NO.	13 OF 13

C3



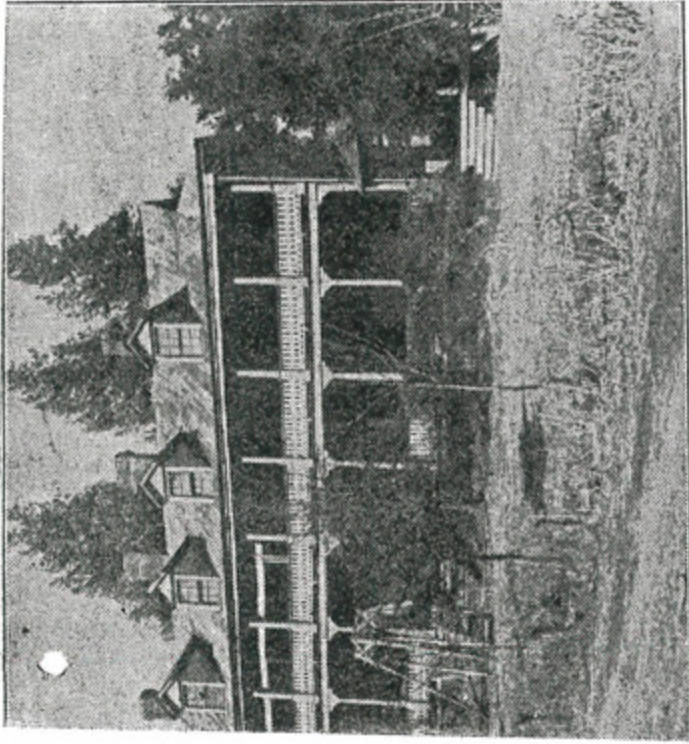
Smokey Park Highway

Conceptual 3



Smokey Park Highway

History Turnpike Hotel



shows the Turnpike hotel building which was one of the most widely known hotels in North Carolina during the 50-year period from 1866 to 1916 when it was operated by its owner, George H. Smathers.

*Written by Mrs. M. J. ...
...
...
...*

**BUILT IN 1866,
STILL STANDING**

**Owned And Operated By
J. C. Smathers For
Dec. 1935 50 Years p. 82**

CANDLER, Dec. 7. (Special)—The Turnpike hotel building at Turnpike on the Buncombe-Haywood county line is one of the oldest hostleries still standing in Western North Carolina, dating back to the year 1866.

During the days when the Turnpike hotel was the chief stopping place between Asheville and Waynesville, many distinguished guests were entertained there, including Zebulon Baird Vance, North Carolina's famous war governor, and Senator T. J. Jarvis.

George H. Smathers, prominent attorney of Asheville, whose father built the Turnpike hotel, probably knows more about the history of the old place than any other man now living.

The property belonged to Mr. Smathers' father, the late J. C. Smathers, and consisted of 800 acres of fine mountain land. It is five miles west of Candler and one-fourth of it is in Buncombe county, the remainder being in Haywood county. The hotel buildings are on the Buncombe county side.

J. C. Smathers was born at Pigeon River, now Canton, in 1824. He married Lucilla E. Johnson, a daughter of Henry Johnson, of Haywood county, in 1855. He then bought land at Turnpike and lived there until his death in 1916 except for a period of four years, 1872 to 1876, when he resided in Waynesville.

When Mr. Smathers built the hotel in 1866 it had 10 rooms. It was two stories high and of frame construction. Later, in 1880, Mr. Smathers erected a new hotel of 20 rooms. The new structure was built to the east of the old hotel and was connected by a walkway. Both are still standing.

In the days before the railroad the Turnpike hotel was widely known and popular. Being practically midway between Asheville and Waynesville, it was a favorite stopping place. In those days it was considered a good day's journey from Asheville to Waynesville, a distance of 32 miles. The old turnpike road, from Asheville via Turnpike and Waynesville to Murphy, was built in 1855 and J. C. Smathers kept the toll gate at Turnpike. He also served as postmaster there for 20 to 30 years. Another of his enterprises was a mill at Turnpike where he ground about half of the wheat used in Haywood and Buncombe counties prior to the War Between the States.

About 1874 the Turnpike hotel began to entertain summer visitors, many coming from Charleston, S. C., Savannah, Ga., Columbia, S. C., and some from as far as Texas. Among the guests were Captain Buck Kitchin and his son, Will, who later became governor of North Carolina; Senator Vance, Senator Jarvis, and State Treasurer Worth. Vance, Jarvis and Worth spent several days there about February, 1881, while serving as State commissioners charged with the duty of supervising the construction of what is now the Murphy division of the Southern railway. The terminus of the railroad line at that time was at Turnpike.

YOUNG PEOPLE OF CANDLER SECTION TO SING CAROLS

CANDLER, Dec. 23. (Special)—The young people of the Montmorenci Methodist and Hominy Baptist churches of Candler will sing Christmas carols at the home of the older residents and shut-ins of the community Tuesday evening. Those who would like to take part are requested to meet at the home of Mr. and Mrs. E. E. Roberts at 8 o'clock.

All of the 13 Smathers children were reared at the old Turnpike hotel place. These 13 children were: J. L. Smathers, Asheville furniture dealer, who died in 1926; Lou A., wife of W. O. Muller, of Asheville, both of whom are dead; Dr. B. F. Smathers, a dentist, now residing in Waynesville; George H. Smathers, attorney, now residing in Asheville; Mrs. Hester (Hettie) A. Satterthwait, wife of S. C. Satterthwait, now of Waynesville and Atlanta; Mrs. Emma Willis, widow of Jenkins Willis; Miss Elizabeth M. Smathers, now residing in New York city; Mrs. Martha S. Inman, New York city, widow of Ed. S. Inman; the late Mrs. Lillie Mathis, wife of G. M. Mathis, of Asheville; John W. Smathers, now resident in Atlanta; William M. Smathers, Asheville; Mrs. Eva Moffett, wife of E. M. Moffett, of New York city; the late Mrs. Mollie Herron, wife of the late J. P. Herron, of Waynesville.

About 1875, E. T. Clements, of Winston-Salem, mail contractor, and stage-line operator, who owned the old Eagle hotel in Asheville, began operating a stage-line between Asheville and Waynesville via Turnpike, Weddin and Bailey contractors of Asheville, succeeded Clements in this business. The stage-coach guests stopped at the Turnpike hotel for dinner.

The Turnpike hotel operated until

CHURCHES WILL GIVE PROGRAMS Dec. 1935

CANDLER, Dec. 20. (Special)—The churches of the Candler section will observe Christmas with a number of programs to be given during the coming week.

Montmorenci Methodist church will have a program and treat for the children Sunday morning at the Sunday School hour.

A play will be given at the Hominy Baptist church Sunday evening at 6:30 o'clock.

Pleasant Hill, Snow Hill, and Aceton Methodist churches will have Christmas trees and appropriate programs on Christmas eve.

On the same night White Rock Baptist church will have an old-fashioned tree with presents and goodies for all. At this church members give birthday offerings consisting of the number of pennies of their ages and this fund is set aside during the year and used for the Christmas celebration.

Westeyan Methodist church will also have an old-fashioned tree and program. This will take place Monday night.

Oak Hill Methodist church will have a program Sunday night and the Liberty Baptist church will have a play and give a treat on December 24.

Baptist Church



Turnpike

By KAY D. RUSSELL
Citizen-Times Correspondent
Jan. 9, 1991

For more than 50 years the Buncombe Turnpike running from Greenville, Tenn., to Greeneville, S.C., brought prosperity to innkeepers and farmers.

In 1824 a bill for the laying out and building of the Buncombe Turnpike was passed by the North Carolina Legislature. The toll road was to extend about 75 miles from the Saluda Gap at the South Carolina line to the border of Tennessee. Work began on the turnpike in 1827.

Steel drivers worked in pairs, one wielding a sledgehammer while the shaker held a drill in place for the smashing blows. After each blow the shaker gave the drill a quarter-turn. Lyrics to the folk song about John Henry grimly describe steel drivers' work in this era.

... Shaker, why don't you pray?
If I miss that steel as I drive on down,
Tomorrow'll be you burying

Rock that was too solid for drills was blasted by filling 2-foot holes with gunpowder. Bonfires were built on broad shelves of granite or gneiss, then water was sluiced from above to split the hot rock.

The Buncombe Turnpike officially opened in 1828. Toll gates or toll houses were set up at 10-mile intervals. Tolls were charged by various counties to help pay for road maintenance; \$2.50 for a six-horse wagon or four-wheel pleasure carriage, \$2 for a four-horse wagon, \$1.50 for a two- or three-horse wagon or a peddler's cart, \$1 for a two-wheeled gig or sulky, 50 cents for a two-wheeled road cart, 20 cents for a horse and rider, 10 cents for a horse being led.

Livestock tolls were 6¼ cents per head for horses, mules and beef cattle, and 3 cents each for hogs and sheep.

Enterprising businessmen bought up land along the turnpike and opened stock stands providing overnight lodging and food for the drovers and their animals. Stock stands varied greatly in accommodations.

Alexanders' was the largest stand and was well known for its "superior accommodations."

Brought Prosperity

followed an old gobbler walking in a column that was kept in line by the drover on horseback in front and drivers along side and in back.

During the fall and winter, traffic on the turnpike became so heavy that another road was established known as the New Stock Road. It left the turnpike near Burnsville Hill and emerged in Tennessee.

Stagecoaches ran from Asheville to Greeneville, Tenn., using the turnpike to carry mail and passengers. The brightly colored coaches were drawn by four horses.

Stands along the way kept relays of fresh horses. By replacing the horses every 10 miles, a stagecoach could travel 60 miles a day.

Carriages would leave Asheville after breakfast and reach the Warm Springs (Hot Springs) for dinner, a distance of 37 miles.

Local farmers traveled the turnpike in wagons loaded with home-grown and prepared bacon, lard, dried fruits, meal, apples and walnuts which they sold in Charleston, S.C., and Augusta, Ga.

Once the drovers arrived at their destination, it took 10 days to two weeks to sell their stock. They then paid their drivers and began the 4-to-5-day return trip home.

It took 30 to 60 days to go and return from market. The drovers returned home with molasses, sugar, rice, salt, coffee, nails and dry goods.

In 1854 the Legislature chartered the Western North Carolina Railroad in response to lobbying efforts by Asheville residents.

The Buncombe Turnpike Company sold all its stock to the Western North Carolina Railroad Company in 1869 and the Buncombe Turnpike toll gates were taken down.

The railway reached Asheville in October 1880. Work continued and rails were laid following the bed of the Buncombe turnpike into Marshall. By 1882 the rails reached Paint Rock, joining the railroad in Tennessee.

Between 1880 and 1885, the stock drives all but stopped. The rails could move the animals more quickly, more cheaply and more safely.

The stock stands fell into disrepair and then finally disappeared.

History Highlights

perior accommodations." Built in 1828 by James Mitchell Alexander, it was considered a summer resort.

David Vance's stand in Marshall (Aspland) featured a tavern that was 150 feet in length.

Widow Frisbees' stand was known for the flavorful sauerkraut served there.

Fletcher's tavern was owned by Dr. Fletcher, a local physician who also owned a farm.

Widow Patton's stand had a government-licensed distillery. A dealer known as "Black Betsy" was filled with apple brandy and stood on the sideboard where visitors could help themselves.

A typical meal served to the drovers and drivers cost 25 cents and consisted of cabbage boiled in an iron kettle for most of the day, platters of spareribs and sausage with sage seasoning, pots of dried beans rich with grease, baked sweet potatoes, biscuits, cornbread and cracklin' bread washed down with butter-milk, sweetmilk or black coffee.

Stand proprietors raised corn and bought additional corn from local farmers to feed the stock during the three-month stock drives which lasted from October through December.

Stock stand owners also sold goods to the farmers during the year. At harvest time they accepted the corn in payment of all debts.

Drovers generally were the owners of the stock and rode on horseback in front, and drivers followed the herds on foot.

Drivers were often friends or relatives or adventurers who made the drive to see some of the world. The journey lasted over a month, and the pay was \$10 to \$15 with with "found" (lodgings and food).

The cattle and mules came from Kentucky, Tennessee and North Carolina, Turkeys — 400 to 600 per flock — came from Tennessee and Kentucky.

Hogs were the most plentiful, and most of them came from Tennessee in herds of 300 to 1,000.

Flocks of 400 or more turkeys



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