



North Carolina Department of Natural and Cultural Resources
State Historic Preservation Office

Ramona M. Bartos, Administrator

Governor Roy Cooper
Secretary Susi H. Hamilton

Office of Archives and History
Deputy Secretary Kevin Cherry

June 28, 2018

MEMORANDUM

TO: Kate Husband
Office of Human Environment
NCDOT Division of Highways

FROM: Renee Gledhill-Earley *Renee Gledhill-Earley*
Environmental Review Coordinator

SUBJECT: Historic Structures Survey Report, Sidewalk Addition Along the West Side of
SR 1432 from SR 1429 to US 23 Business, EB-5923, PA 18-03-0006,
Jackson County, ER 18-1246

Thank you for your May 30, 2018, memorandum concerning the above-referenced undertaking. We have reviewed the materials submitted and offer the following comments.

We have reviewed the report for this project and concur with the consultant's assessment that Azalea Motel and Cottages (JK0104) is not eligible for listing in the National Register of Historic Places under any criteria for the reasons stated in the report.

The above comments are offered in accordance with Section 106 of the National Historic Preservation Act and the regulations of the Advisory Council on Historic Preservation at 36 CFR 800, If you have any questions concerning them, please contact me at 919-807-6579 or renee.gledhill-earley@ncdcr.gov

Please use the above assigned tracking number for any correspondence or questions concerning this undertaking. Failure to do so may cause delays in our response. We appreciate your time and consideration.

cc: Mary Pope Furr, NCDOT, mfurr@ncdot.gov

Received: 06/05/2018
State Historic Preservation Office



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

JAMES H. TROGDON, III
SECRETARY

ER 18-1246

May 30, 2018

MEMORANDUM

Due -- 6/27/18

TO: Renee Gledhill-Earley
Environmental Review Coordinator
North Carolina State Historic Preservation Office

S-ERLE/AS
6/26/18
RJA

FROM: Kate Husband
Architectural Historian
NCDOT Division of Highways

SUBJECT: EB-5923, Sidewalk along west side of SR 1432 (Skyland Drive), Jackson
County PA 18-03-0006

Enclosed please find the Historic Structures Survey Report, survey site database, and additional materials for the above referenced project for your review and comment per 36CRF.800. Please contact me by phone (919-707-6075) or email (klhusband@ncdot.gov) if you have any additional questions or comments.

Mailing Address:
NC DEPARTMENT OF TRANSPORTATION
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Website: www.ncdot.gov

Location:
1020 BIRCH RIDGE RD
RALIEGH NC 27610

**HISTORIC ARCHITECTURE
ELIGIBILITY EVALUATION FINAL REPORT**

**Sidewalk Addition Along the West Side of SR 1432 (Skyland Drive) from SR 1429
(Chipper Curve Road) to US 23 Business**

Jackson County

Azalea Motel and Cottages

TIP Project # EB-5923

WBS Project # 47589.1.1

Prepared for:

David McHenry – Environmental Supervisor

Highway Division 14

North Carolina Department of Transportation

253 Webster Road

Sylva, NC 28779

Prepared by:

Vaughn & Melton Consulting Engineers, Inc.

1318-F Patton Avenue

Asheville, NC 28806

Hillary Cole, RLA

Principal Investigator



May 2018

**HISTORIC ARCHITECTURE
ELIGIBILITY EVALUATION FINAL REPORT**

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1318-F Patton Avenue
Asheville, NC 28806



May 2018

A handwritten signature in black ink, appearing to read 'Hillary Cole', is written over a horizontal line.

May 13, 2018

Hillary Cole, RLA Architectural Historian

Date

Vaughn & Melton Consulting Engineers, Inc.

Mary Pope Furr, Supervisor

Date

Historic Architecture Section

North Carolina Department of Transportation

Sidewalk Addition Along the West Side of SR 1432 (Skyland Drive) from SR 1429 (Chipper Curve Road) to US 23 Business in Jackson County. TIP Project # EB-5923; WBS Project # 47589.1.1

MANAGEMENT SUMMARY:

The North Carolina Department of Transportation (NCDOT) plans to add an 8-foot sidewalk along the west side of SR 1432 (Skyland Drive) from SR 1429 (Chipper Curve Road) to US 23 Business in the Town of Sylva. The proposed project is included in NCDOT's 2018 Transportation Improvement Program (TIP) as EB-5923. The purpose of the project is to provide pedestrian access along Skyland Drive. The project length is approximately 0.75 miles. The project area is located 1.5 miles east of downtown. This project is subject to review under the Programmatic Agreement for Minor Transportation Projects in North Carolina (NCDOT 2009). NCDOT architectural historians established an Area of Potential Effects (APE) and conducted a preliminary investigation, identifying one property, the Azalea Motel and Cottages (JK0104), warranting additional study and a National Register of Historic Places (NRHP) eligibility evaluation.

Vaughn & Melton Consulting Engineers (V&M) was retained by NCDOT to assess the NRHP eligibility of the Azalea Motel and Cottages and document its finding in this report. As a result of this study, for the purposes of compliance with Section 106 of the National Historic Preservation Act, as amended, V&M recommends the Azalea Motel and Cottages property is **not eligible** for the NRHP.

SSN	Property Name	Address	PIN	Eligibility Determination	Criteria
JK0104	Azalea Motel and Cottages	97 Skyland Drive	7641-49-5531	Not Eligible	NONE

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I. Project Description and Methodology

The North Carolina Department of Transportation (NCDOT) plans to add an 8-foot sidewalk along the west side of SR 1432 (Skyland Drive) from SR 1429 (Chipper Curve Road) to US 23 Business in the Town of Sylva. The proposed project is included in NCDOT's 2018 Transportation Improvement Program (TIP) as EB-5923. The purpose of the project is to provide pedestrian access along Skyland Drive. The project length is approximately 0.75 miles. The project area is situated in the northern portion of Jackson County, approximately 1.5 northeast of downtown Sylva.

This project is subject to review under the Section 106 Programmatic Agreement for Minor Transportation Projects (NCDOT/NCHPO/FHWA/USFS 2015). An NCDOT Architectural Historian defined an Area of Potential Effects (APE) and conducted a site visit to identify and assess all resources of approximately fifty years of age or more within the APE. Only the Azalea Motel and Cottages (JK0104) resource warranted an intensive National Register eligibility evaluation and it is the subject of this report. NCDOT Architectural Historians determined that all other properties and districts are not worthy of further study and evaluation due to lack of historical significance and/or integrity.

In March 2018, NCDOT requested that Vaughn & Melton Consulting Engineers (V&M) intensively survey the Azalea Motel and Cottages (JK0104) and prepare a report assessing the property's eligibility for the National Register of Historic Places (NRHP). The Azalea Motel and Cottages were originally surveyed by Barber in 1989 and assigned the survey site number JK0104. One of the individual cottages, referred to as #12, was assigned the survey site number JK0105.

Prior to fieldwork, the statewide architectural survey records of the HPO were reviewed using the HPOWEB online GIS service. Historic topographic maps and aerial photographs were viewed at the U.S. Geological Survey's (USGS) historical topographic map collection. U.S. census records were reviewed at Ancestry.com. Extensive deed research for the property was through the Jackson County Register of Deeds office. Additional research for the property was conducted at the Jackson County Public Library, Pack Memorial Library, the Ramsey Library at UNCA, and the Jackson County Genealogical Society. The project area is not covered by Sanborn Maps and there are no city directories for Sylva. Several property and business owners in the area provided information during the field survey.

V&M architectural historian Hillary Cole visited the Azalea Motel and Cottages on April 11, 2018. The properties were visually inspected, and the exteriors, including settings, were documented through written notes and digital photographs. Numerous phone interviews were conducted with almost all the former property owners or their family members. The Azalea Motel and Cottages are currently being rented out as full-time apartments and residences, therefore access to the interior spaces was not permitted. The survey and subject files located online and at the Western Office of the HPO in Asheville were also reviewed.

The historical development, architecture, and cultural significance of the Azalea Motel and Cottages were assessed and evaluated within their respective context according to the established NRHP criteria. The following resources were referenced to develop a local context and identify and comparable resources: National Register of Historic Downtown Sylva Historic District, Jackson County North Carolina, 2014 (Fearnbach, Heather), *The Heritage of Jackson County Sesquicentennial Edition* (Williams, 2001), and *Sylva* (Images of America) (Hotaling, 2008).

The results of this intensive-level investigation and NRHP evaluation are presented in the following chapters of this report. This report complies with the basic requirements of Section 106 of the

National Historic Preservation Act of 1966, as amended; the Department of Transportation Act of 1966, as amended; the Department of Transportation regulations and procedures (23 CFR 771 and Technical Advisory T 6640.8A); the Advisory Council on Historic Preservation regulations on the Protection of Historic Properties (36 CFR 800); and NCDOT's current Historic Architecture Group Procedures and Work Products and the HPO's Report Standards for Historic Structure Survey Reports/Determinations of Eligibility/Section 106/110 Compliance Reports in North Carolina.

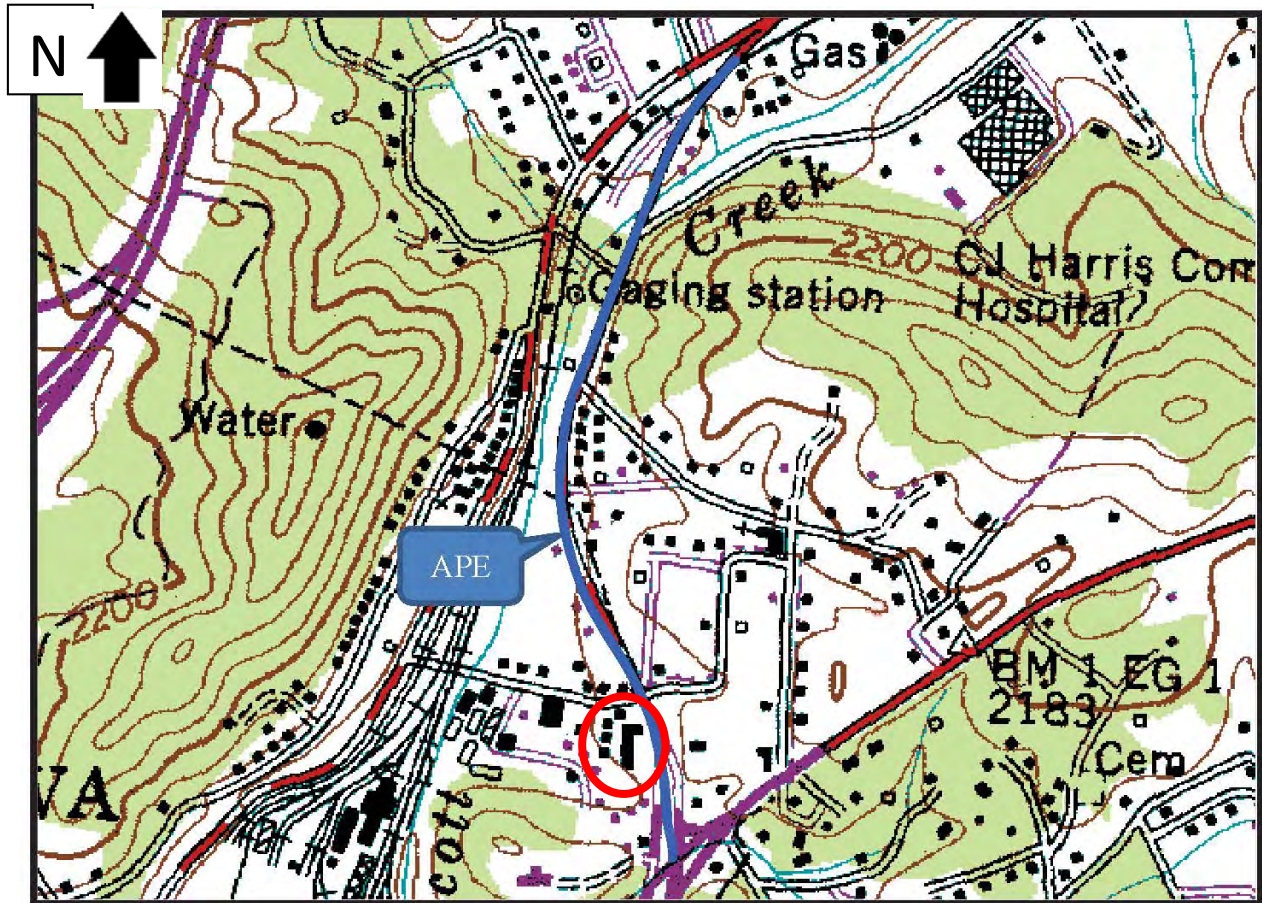


FIGURE 1: Area of Potential Effects (APE) provided by the NCDOT (USGS 1978). The project site is circled in red

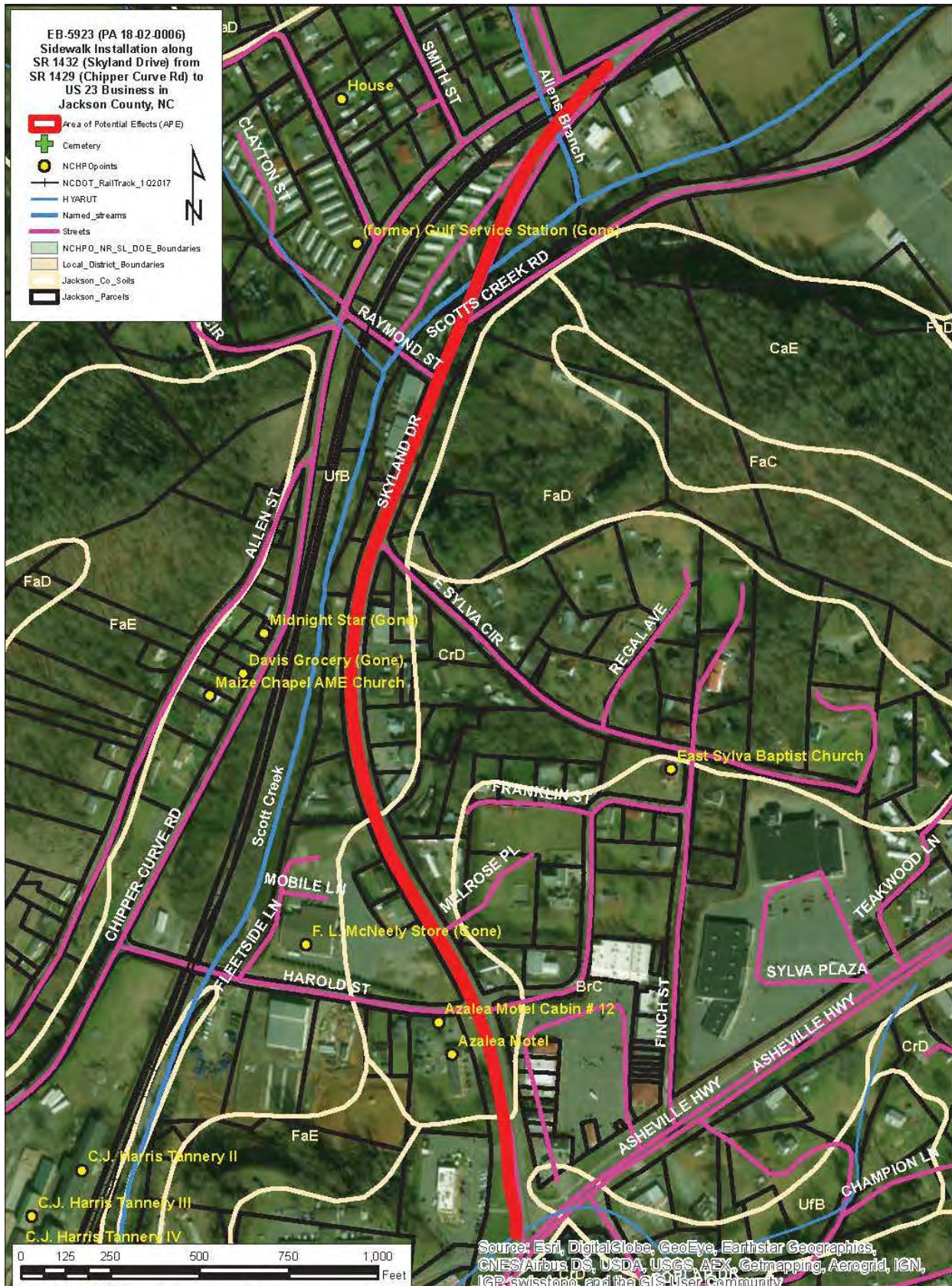


FIGURE 2: 2016 Aerial of the Azalea Motel Property with HPO documented sites listed



FIGURE 3: Azalea Motel (JK0104), 97 Skyland Drive, oblique front view to the northwest

II. Inventory and Evaluation - Azalea Motel and Cottages (JK0104)

Resource Name	Azalea Motel and Cottages
HPO Survey Number	JK0104
Location	97 Skyland Drive
PIN	7641-49-5531
Date(s) of Construction	Ca. 1949, 1979, ca. 1983
Eligibility Recommendation	Not Eligible

A. Description

Setting

The Azalea Motel and Cottages, originally Mac’s Motel and Rock Cottages, is located inside the city limits of Sylva in Jackson County. The motel faces east on a 0.89-acre parcel at the intersection of Skyland Drive and Harold Street just north of the intersection with NC 107. The property is 1.5 miles from downtown in an area mostly zoned commercial with a few older residences interspersed along the property corridor. The 0.89-acre parcel, which has approximately 1,000 feet of road frontage, adjoins a 2.82-acre parcel purchased by the current property owner in 2016 (Deed 2172/160). The accompanying site map (Figure 4) illustrates the location of the various structures located on this property. According to Dan Deitz, the son of the original property owner, the site had four principal components when it was built around 1949: the long motel building (A); three 1-bedroom 1-bathroom stone-veneer cottages (B); one 2-bedroom 1-bathroom stone cottage (C); and a large sign (D) south of the motel. Two structures were constructed on the property by later owners, including a duplex (F) built in 1979 and a triplex (E) added around 1983. Three additional duplexes were constructed in 2016 (G) on the adjacent 2.82-acre parcel to the south of the motel, which is owned by the motel’s current owner.



FIGURE 4: Google Earth Aerial photo with locations of structures

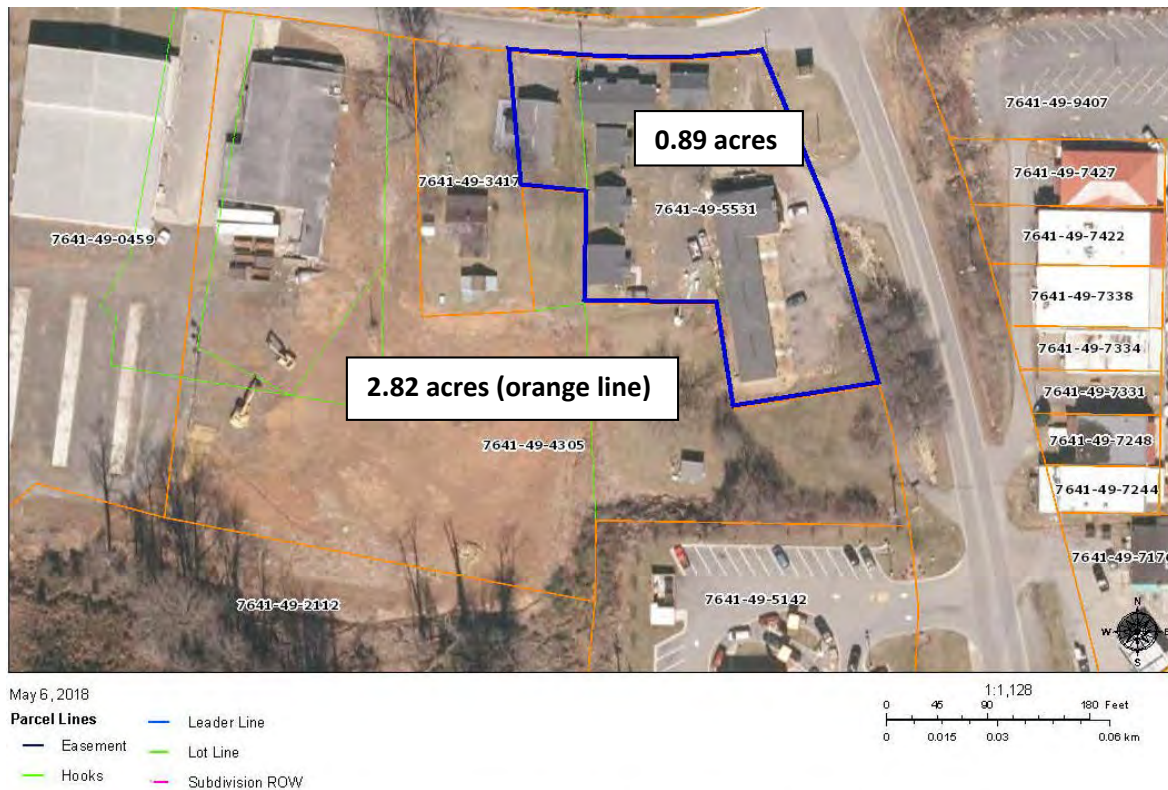


FIGURE 5: Boundaries of the Azalea Motel and Cottages Property and the adjacent duplexes (2016) with acreages, shown on GIS Parcel Map with Aerial Overlay. The three new duplexes aren't shown but are located just south of the 0.89 acre parcel where the shed structure is shown on this aerial photo.

Parking for the motel is located on both the east and west sides of the motel building and each residence has its own parking. An asphalt driveway wraps around the building creating access from both Harold Street and Skyland Drive. The property sits lower than Skyland Drive at the bottom of a rock and boulder strewn slope planted with Leyland cypress and a weeping willow. In addition, the landscape includes a few oak trees and maple trees located throughout the property and along the edge of the driveway accessing Skyland Drive. A large metal sign with the words "Azalea Motel" is located at the southern entrance to the property off Skyland Drive. The south and west sides of the motel are separated from the asphalt driveway and parking lot by small grassy areas. A concrete walkway leads to the former office area from the asphalt parking lot. Concrete walkways lead to each motel room/apartment from the asphalt parking lot. The front of the motel gradually steps down in the landscape due to the slope, a short concrete retaining wall is located along the southeast side of the motel. There is also sidewalk bounded by a concrete paver retaining wall along the north end of the motel allowing access to the lower level.



FIGURE 6: View of property from the hillside to the south, facing north



FIGURE 7: View of property from across Skyland Drive, facing northwest



FIGURE 8: View from the northeast corner of the property at the intersection of Skyland Drive and Harold Street, facing north



FIGURE 9: View from the southeast corner of the property towards the intersection of NC 107 and Skyland Drive, facing south

Azalea Motel (A), ca. 1949

The Azalea Motel is a one-story L-shaped concrete block structure with a full walk-out basement. The motel is built into a slope that falls gently to the south and breaks the structure into four parts as it steps down the slope from the north to the south. Due to the elevation drop, it is a single-story motel along the east elevation with an above ground basement located along the north and west elevations. The roof is broken up into four separate rooflines due to the slope. The northernmost L-shape leg of the structure was historically the main office and manager's apartment. It has a front gable roof on its east elevation and a hip roof on the west elevation. The other three parts of the structure each have hip roofs.

The motel layout includes the former office and manager's apartment which has been converted into a three-bed one-bath apartment in the northern part of the structure, three hotel rooms in each of the three other sections of the structure (9 rooms total), and two 1-bedroom 1-bathroom apartments in the lower story basement of the motel. The motel rooms were historically numbered one through eleven.¹

Documentary photos depict a concrete block L-shaped motel, the northern portion of the structure covered with a stone veneer. The motel had full width inset porches along the east elevation supported by wooden decorative piers. The motel was originally built with metal casement windows with concrete sills throughout the structures except for the facade of the office, which contained large picture windows with four-light sidelights. A neon "Motel" sign was located on the east elevation of the office and a neon "office/vacancy" sign was located on the porch gable on the east elevation of the office. According to a historic postcard depicting Mac's Motel (Figure 10), the original roof was red asphalt and the building was painted dark brown with white trim.

¹ Williams, Michael. Former Owner Interview, by phone. Conducted April 12, 2018 by Hillary Cole.



FIGURE 10: Mac's Motel, postcard view, ca. 1950 (source: <https://www.cardcow.com/514182/mac-s-motel-located-city-limits-sylva/>)



FIGURE 11: Current photograph, same view as the postcard, facing north

The building has seen alterations over the years. In the early 1980s the concrete block was stuccoed over on the east and south elevations and painted light grey. The red asphalt roof was replaced with a black asphalt roof. According to former owner Michael Williams, he replaced most of the windows with vinyl sash windows in 1990s except for windows located on the lower level of the north and northeast sides of the building. The original doors were also replaced with fiberglass doors and the screen doors on the east elevation were removed. Sometime after 1989 the decorative wooden porch posts were removed on the east elevation. Decorative wood posts carrying the porch of the office were replaced with plain wood posts. On the east side of the office, the neon "Office/[No] Vacancy" sign above porch access was removed. Original picture windows with four-light sidelights on the east side of the office were replaced by vinyl-sash picture windows with two-light sidelights.

A doorway entrance was apparent in the center of the west elevation of the motel in the 1989 survey, but it has since been enclosed with concrete block. An entrance added to the lower level of the north elevation provides access to the ground-level unit. A sidewalk bounded by a concrete paver retaining wall was also added along the north elevation to access that lower level unit from the west side of the motel.

The interiors were not available for investigation, but the owner's assistant stated that all the interiors were remodeled in 2014.²



FIGURE 12: Photo from the 1989 survey of the east façade of the office

² Smith, Wayne. Owner Interview, by phone. Conducted April 19, 2018 by Hillary Cole.



FIGURE 13: Current photo of the east façade of the office facing northwest



FIGURE 14: 1989 survey photo of the east façade of the office facing southwest



FIGURE 15: Current photo of the east façade of the motel facing southwest



FIGURE 16: Current photo of the east façade of the motel facing northwest



FIGURE 17: 1989 survey photo of the west façade of the motel facing southeast



FIGURE 18: Current photo of the west façade of the office facing southeast



FIGURE 19: Current photo of the west façade of the office facing east

Azalea Cottages, #12 (C), #13, #14, #15 (B), ca. 1949

To the west and north of the motel there are four detached cottages, constructed with fieldstone. The Azalea Cottage #12 larger than the other three, which are similar in size and scale

Historically all four of these cottages had red asphalt roofs which have since been replaced with black asphalt. Historically all four cottages' trim and the porch columns were painted white, they were painted dark brown in 2014.

Cottage #12, the largest of the four cottages, is a one-story rectangular fieldstone rock side gable structure with attached front gable porches supported by tapered wood columns on rectangular stone piers. Originally designed to serve as one residence, the 2-bedroom, 1-bathroom cottage was accessed by two front doors, with one door opening directly into a bedroom.³ In 2014 the bedroom entrance was covered over with vinyl siding. In the 1989 survey, this cottage appears to have double hung six-over-six double-hung wood sash windows and concrete sills. The windows were replaced with six-over-six vinyl windows in 2014. The single-leaf three-light wooded doors shown in the 1989 survey photos were replaced in 2014, and original wooden screen doors were removed.

Cottages #13, #14, and #15 are one-story side gable buildings constructed with fieldstone exteriors and attached front-gable porches supported by tapered wood posts on stone piers. The cottages display asphalt shingle siding in the gable ends and porch gables. Originally designed to serve as duplexes, the three cottages were accessed by two front doors and each side of the duplex contained one bedroom and one bathroom. When the property was purchased by Tinsel Town, Inc. in 2014 the three cottages were converted into single 1-bedroom, 1-bathroom residences. The secondary entrances were covered over with vinyl siding. In the 1989 survey photos, the cottages appear to have multi-light picture windows and concrete sills on the facades. These windows were replaced in 2014 with sliding eight-light vinyl windows. Original double-hung wood-sash windows on the side and rear elevations were replaced at the same time with four-over-four and six-over-six double-hung vinyl windows. The single-leaf three-light wooded doors shown in the 1989 survey photos were replaced in 2014, and original wooden screen doors were removed.



FIGURE 20: Postcard depicting the façade of the cottages (#15,#14,#13,#12) facing northwest, ca. 1950

³ Williams, Michael. Former owner Interview.



FIGURE 21: 1989 survey photo of the façade of the #15, #14, and #13 cottages facing west



FIGURE 22: Current photo of the façade of the #15, #14, and #13 cottages and rear of the triplex facing northwest



FIGURE 23: Current photo of the façade and south elevation of the #15 cottage facing northwest



FIGURE 24: 1989 survey photo of the façade and east elevation of cottage #12 facing northwest



FIGURE 25: Current photo of the façade and east elevation of cottage #12 facing north

Azalea Motel Sign (D), ca. 1981

The original “Mac’s Motel” sign was a large neon sign on a tall metal post. It was replaced with the Azalea Motel sign on a new location sometime in the early 1980s.



FIGURE 26: Postcard depicting the original Mac’s Motel sign, ca. 1950, and current photo of the Azalea Motel sign, facing north

Triplex (E), ca. 1983

This additional 0.21-acre property was acquired by Investor’s Eight, a subsequent ownership group, in 1982 (550/551). In 1983, the group built a one-story side-gable triplex on the property. Each unit contains 1-bedroom and 1- bathroom. According to one of the owners, Michael Williams, this was a stick-built structure, not a mobile home.⁴ This simple building has vertical wood siding, an asphalt roof, and a concrete block foundation. Two front-gable entry porches are supported by simple wood posts. The structure has double-hung vinyl window and single-leaf fiberglass doors.

⁴ Williams, Michael. Former Owner Interview.



FIGURE 27: 1989 survey photo of the façade of the triplex, facing southwest



FIGURE 28: Current photo of the façade of the triplex, facing south

Duplex (F), 1979

This duplex structure was built before Investor’s Eight purchased the 0.21-acre tract. It is a side-gable structure set on a concrete block foundation and covered with synthetic siding. The building has double-hung vinyl windows, decorative shutters, and single-leaf fiberglass doors with screen doors. A front-gable entry porch is supported by wooden columns and accessed by an extensive handicap-accessible ramp attached to a wooden deck.



FIGURE 29: Current photo of the north elevation and façade of the duplex facing south

Duplexes (G), 2016

The current owner purchased the adjacent 2.82-acre parcel in 2014. This same property was historically owned by the Deitz family when they owned the Azalea Motel and Cottages property but was subdivided and sold at some point. Sometime during the 1990s, the Williams built a simple storage shed on the property, which can still be seen on the 2016 aerial photo. The current owner, Tinsel Town, Inc., cut into the existing hillside and tore down the storage shed to build three duplexes in 2016. These duplexes are each 1-bedroom, 1-bathroom units. The buildings are one-story side-gable structures built on concrete foundations. They are covered in vertical wood siding and have asphalt-shingle roofs and front-gable porches supported by simple wood columns. The windows are four-over-four and six-over-six double-hung vinyl sash. The entries have single-leaf multi-panel fiberglass doors.



FIGURE 30: Current photo of the south elevation and façade of Duplex #2 facing south



FIGURE 31: Current photo of the three duplexes facing south

B. Historical Background

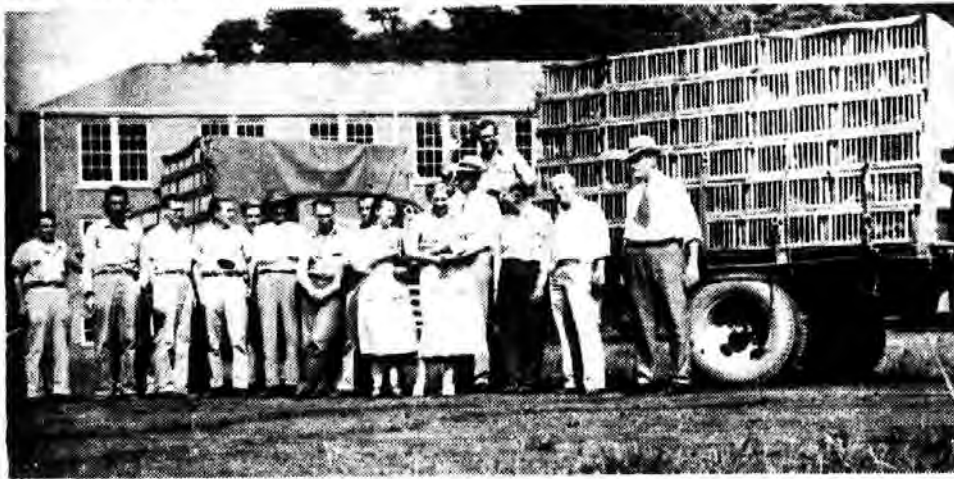
The location of the Azalea Motel and Cottages is tied closely to the history of Skyland Drive, which was historically part of US 23. The original owners chose this property to build on because of its location along the main thoroughfare into Sylva and then on into the Great Smoky Mountain National Park. US 23 was historically the major route from Asheville to the western counties and served as the main highway entrance to Great Smoky Mountains National Park. The history of this road is complex due to numerous name changes and road relocations, but suffice to say the Azalea Motel and Cottages have been located along either a main access road or thoroughfare into the town of Sylva since they were built around 1949.

On February 11, 1947, Lee Bumgarner (d. 1983) and his wife Ruth C Bumgarner, who were local farmers, sold “Lots 44, 43, and 38 of the Dillard Subdivision of the Shipfield Tract” to Cornelius Daniel “Mac” Deitz (1914-2004) and his wife Elywn Queen Deitz (1918-2006). The property included the current Azalea Motel and Cottages parcel and the adjacent 1.1-acre parcel where the three additional duplexes were constructed in 2016 (170/299).

Mac Deitz was a native and longtime resident of Jackson County. A U.S. Navy veteran of World War II, Dietz was a member of the Navy from 1938-1946 and served in the Pacific during the war. During his service he resided in Norfolk, Virginia. He married Elwyn Queen, a Jackson County native, on August 1, 1942. Returning home from military service, Dietz worked for the Veteran’s Administration from 1946 to 1951, during which time he was an instructor for the Sylva Veteran Farm Training Program, a program the taught modern farming techniques and shop work skills to ex-servicemen. In 1946, he helped to initiate a program to grow strawberries commercially in Jackson County, and taught potential strawberry growers through the G.I. Training Program. He was part of the Agricultural Worker’s Council of Jackson County and a key member in the formation of a Hatching Egg Program in 1949 as a means to help local farming families earn more income. By 1951, Dietz had earned a Master’s Degree and Principal’s Certification. He worked as principal in the Jackson County public school system until he retired in 1976. Elwyn Dietz taught in the county school system until she retired in the late 1970s. Mac Dietz was a member of the William E. Dillard American Legion Post Club 104 and Sylva Lions Club, of which he was a former president.⁵

⁵ Jackson County Genealogical Society. *Jackson County Heritage North Carolina Volume 1*. Waynesville: Walsworth publishing company. 1992. 205.

1st Load Of Pullets Arrive In Egg Program



Shown above is the first group of pullets to arrive in the county and they are being inspected by the Agriculture Worker's Council. The Hatching Egg program was started by this group who are, left to right, T. F. Cannon, Roy Fox, W. T. Brown, Robert Varner, Carl Jamison, John Farley, C. T. McMillan, Mrs. Thelma Harrill, Miss Mary Johnston, D. C. Higdon, Cornelius Deitz, Fred Shelton, John Corbin, and C. J. Rich.

FIGURE 32: 1949 photo of Mac Deitz (standing on the trailer) article in *The Sylva Herald*, Thursday October 20, 1949 (source: <http://syv.stparchive.com/>)

The Deitz family bought the property with the plan of building a motel and cottages to capture the tourist traffic utilizing the US 19A-23 corridor (now called Skyland Drive) which ran adjacent to the property. They built the concrete block motel and the four rock cottages to utilize the property as an investment property, renting out the motel rooms and the cottages to supplement their teaching incomes.⁶ They named the motel “Mac’s Motel” and the cottages were referred to as the “Rock Cottages.” The motel and cottages opened for business in 1949.⁷

The motel and cottages weren’t advertised extensively with the exception of the rock cottages which were heavily advertised for rent in 1949-1950 when they were first built. The advertisements ran from July of 1949 to November of 1950 and for the larger cottage (Azalea #12) the advertisements read: “For rent: 3 room and 1 bath Rock cottage, Inside city limits, East Sylva section. Kitchen wired for electric stove, automatic hot water tank. See C.D. Deitz at cottages after 5 P.”⁸ The smaller cottage advertisements read: “Rock cottage for couple. Inside city limits, East Sylva. Modern conveniences. Kitchen wired for electric stove. See C.D. Deitz at cottages after 4 pm.”⁹

The only advertisements for Mac’s Motel uncovered by the author ran from 1957 to 1961 in the local high school yearbooks. The advertisements were simple text, “Mac’s Motel, TV in Rooms,” with a phone number and the location listed as simply “Sylva, NC.” As seen in Figure 33, the advertisement in the 1961 high school annual was the most creative marketing-wise. The ad consisted of a drawing of a wooden sign with the name, location, and slogan claiming the motel to be “Best for Rest” in Sylva.

⁶ Jackson County Genealogical Society, 206.

⁷ *The Sylva Herald and Ruralite*. May 19, 1949. Accessed April 18, 2018 at <http://syv.stparchive.com/>. Page 11, Image 11.

⁸ *The Sylva Herald and Ruralite*. July 20, 1950 and September 28, 1950. Accessed April 18, 2018 at <http://syv.stparchive.com/>. Page 11, Image 11.

⁹ *The Sylva Herald and Ruralite*. November 2, 1950. Accessed April 18, 2018 at <http://syv.stparchive.com/>. Page 7, Image 7.



FIGURE 33: Mac's Motel Advertisement, 1961. (source: Sylva Webster Highschool "Golden Eagle" 1961 High School Annual)

The Deitz family lived in Cottage #12 while they built the motel. Then they lived in the owner's apartment of the motel and operated the motel and cottages for the next fourteen years.¹⁰ During this period, only two other motels were listed in Sylva, both of which remain extant today.



FIGURE 34: Photo of Mac and Elwyn Deitz, ca. 1991. (source: Jackson County Genealogical Society. *Jackson County Heritage North Carolina Volume 1*)

¹⁰ Deitz, Dan. Former Owner's Son Interview, by phone. Conducted May 8, 2018 by Hillary Cole.

On May 8, 1963, the Deitz's sold the parcel of land containing the motel and cottages to Charles Robert "Red" Bumgarner (1907-1967) and his wife Violet "June" Bumgarner (1909-1989), who was Mac Dietz's sister (Deed 270/209). Red and June Bumgarner were married January 12, 1936, in Rabun County, Georgia. A lifelong resident of Jackson County, Red was a veteran of World War II, a member of the William E. Dillard American Legion Post No. 104, and parts manager at Allison's Inc., a local automotive store. The Bumgarner's ran the motel and lived in the owner's apartment from 1963 to 1967. After Red Bumgarner's death in 1967, June continued to live in the owner's apartment and ran the motel and cottages.¹¹ Mac and Elwyn Dietz had purchased the 1.1-acre lot adjacent to the motel in 1960 (Deed 238/159), and sold it to June Bumgarner on September 15, 1970 (Deed 354/538). June Bumgarner then sold both the motel and cottages property and the adjacent 1.1-acre tract to W.O. Frazier (Deed 351/604).

A native of Birmingham, Alabama, W.O. Frazier was a former president of the Bus Operators Union Local 1267 in Miami, Florida, before moving to Sylva. During the time that W.O. Frazier and his wife Doris owned and operated the motel, they kept the name as "Mac's Motel." The Fraziers lived in the owner's apartment and ran the motel until W.O. passed away on July 9, 1971.¹²

After W.O. Frazier's death, Doris Frazier sold the motel in 1971 to Hubert J. "Ham" Hamilton (d. 1995) and Mary E. Hamilton (Deed 354/538). At the time, the street address was 58 Old Asheville Road, and the Hamilton's changed the name to "Hamilton Motel." The Hamilton's operated the motel and rental cottages for nine years.

In April 1981, the Hamilton's sold the motel property and the adjacent 1.1-acre lot to Investor's Eight, Inc.¹³ The new ownership group, consisting of four married couples, renamed the business "Azalea Motel and Cottages," then located at 29 Skyland Drive. The owners were James W. and Jenny L. Hunter, George W. and Rosina R. Reeser, Michael C. and Beverly W. Williams, and James M. Herron, III and "wife". Each of the couples in Investor's Eight owned a quarter interest in the property.

On December 15, 1982, the group purchased an adjacent 0.21-acre lot to the north from Charles A. Bryson and his wife Vickie M. Bryson (Deed 550/151). The small lot already contained a duplex built in 1979. The Investor's Eight group constructed a triplex on the lot around 1983 for an additional rental property.¹⁴

On November 6, 1984, three of the couples sold their quarter interest in the property to Michael C. and Beverly W. Williams, making them full owners of the property (587/650). The Williams did not live on the motel property during the time they owned it. They hired a property manager, who for many years was Lois Cogdill, to manage the day-to-day operations of the motel and rental cottages. During the time the Williams owned the property, they built a storage shed on the adjoining 1.1-acre parcel to the south. A number of local residents recalled that during the Williams' ownership the United Christian Ministries housed homeless families in the motel for short durations while they found them more permanent residences.

On January 31, 2014, Michael and Beverly Williams sold the property to Tinsel Town, Inc., a company owned by Wayne Smith (2023/133). The new property owner fully renovated the interior spaces of the motel and stone cottages. The former office of the motel was renovated and converted into a 3-bedroom 1-bathroom apartment. The cottages were all converted to single residences and the secondary entrances were covered over. In addition, the windows and doors in the cottages were replaced. In 2016,

¹¹ Bumgarner, Harry. Former Owner's Nephew Interview, by phone. Conducted April 18, 2018.

¹² The Atlanta Constitution. Obituaries. July 9, 1971. Accessed April 19, 2018 at www.newspapers.com.

¹³ Buchanan, Jim. "Things and Stuff Jest Nosing' Round with Jim." *Sylva Herald and Ruralite*. May 28, 1981. Accessed April 18, 2018 at <http://syv.stparchive.com/>.

¹⁴ Williams, Michael. Former Owner Interview.

Tinsel Town hired Ashley Construction Company to build three 1-bedroom 1-bathroom duplexes on the west side of the property to utilize as additional rental units.

C. TOURISM AND ARCHITECTURE CONTEXTS

In the late nineteenth century, western North Carolina grew in popularity as a vacation destination for wealthy families. This was due to the expansion of the railroad, marketing of the restorative and healing qualities of the fresh mountain air, and a plethora of beautiful mountains to view. The first generation of hotels and resorts began to be constructed in Jackson County around the turn of the twentieth century. The Toxaway Company built the five-story Toxaway Inn in 1903 (demolished 1941), the Sapphire Valley Inn on Lake Sapphire, and the Fairfield Inn on Lake Fairfield (both demolished). In 1920, the New Jackson Hotel (later known as the Carolina Hotel) was built in downtown Sylva, and in 1927, the Poinsette Hotel (later known as the Hotel Lloyd) was erected in Sylva. A parallel cottage industry of boarding houses also developed in the area. Both the Lloyd Hotel and the Carolina Hotel are still in existence although they no longer function as hotels. Their spaces have been repurposed into commercial spaces and apartments.

While Jackson County enjoyed a small amount of tourism visitation prior to the creation of the Great Smoky Mountains National Park, it wasn't until the park opened in the 1930s that tourism began to grow in the area. From 1930 and 1933 there was a one-hundred-and-fifty percent increase in visitation numbers to the Great Smoky Mountain National Park.¹⁵ Hoping to capitalize on this increase in tourism, Jackson County began to market itself as the ideal place to use as a headquarters while touring the entire "Land of Sky" region due to its central location in western North Carolina and its proximity to Great Smoky Mountain National Park.¹⁶

In addition to the Park, the construction of the Blue Ridge Parkway and the construction of an improved highway system also helped to bring tourism to western North Carolina. Prior to the 1930s, travel to Jackson County was difficult due to lack of roads and poorly maintained existing roads. It wasn't until 1926 that Highway No. 10 (which later became US 23) was paved.¹⁷ Access to Sylva was limited due to the same issues facing Jackson County as a whole. In 1932, paving began on Highway 106, starting at No.10 in Sylva, and was completed in 1934.¹⁸

Understanding the history of US 23 and NC 107 is essential to understanding building patterns of tourist accommodations within the County and the Town of Sylva as tourist courts were typically located along the principal north-south and east-west arteries. Running east-west as the main arterial, US 23 was historically referred to as No. 10 (1924 and prior), then it renamed as US 19-23, followed by US 19 A-23 (1947) and then around 1962 it bypassed Sylva and was renamed to US 23. Prior to 1944 US 19-23 ran immediately to the west of the Azalea Motel and Cottages property. Sometime around 1947, US 19-23 was renamed to US 19A-23 and was rerouted to the east along what is currently known as Skyland Drive. US 19A-23 remained in this location until sometime between 1955-1956 when it was relocated and built on a new location further to the east. The road the property is located on was renamed as Old Asheville Highway. The new US 19A-23 still intersected with Old Asheville Highway directly to the south of the Azalea Motel property. Then in 1974, US 19A-23 became US 23 Business, and US 23 proper was placed

¹⁵ Fearnbach Heather. "Downtown Sylva Historic District": National Register Nomination, 2014, Survey and Planning Branch Historic Preservation Section, North Carolina Department of Cultural Resource, Raleigh. 63.

¹⁶ Chamber of Commerce, Sylva, North Carolina. "Sylva: Where New Delights Await You." Sixteen- page undated brochure, Western North Carolina Tourism Brochures Collection, Pack Memorial Library, Asheville.

¹⁷ Hoyle, C.A. *Panorama of Progress Jackson County Centennial Sylva, North Carolina*. September 2-8, 1951. 33

¹⁸ Hoyle, 35.

on a bypass. Sometime in the late 1980's Old Asheville Highway was renamed to Skyland Drive. NC 107 (historically called No. 106 until 1933) was the main north-south arterial and it was located just south of the Azalea Motel and Cottages property. This road was a direct route from South Carolina to the Great Smoky Mountain National Park.

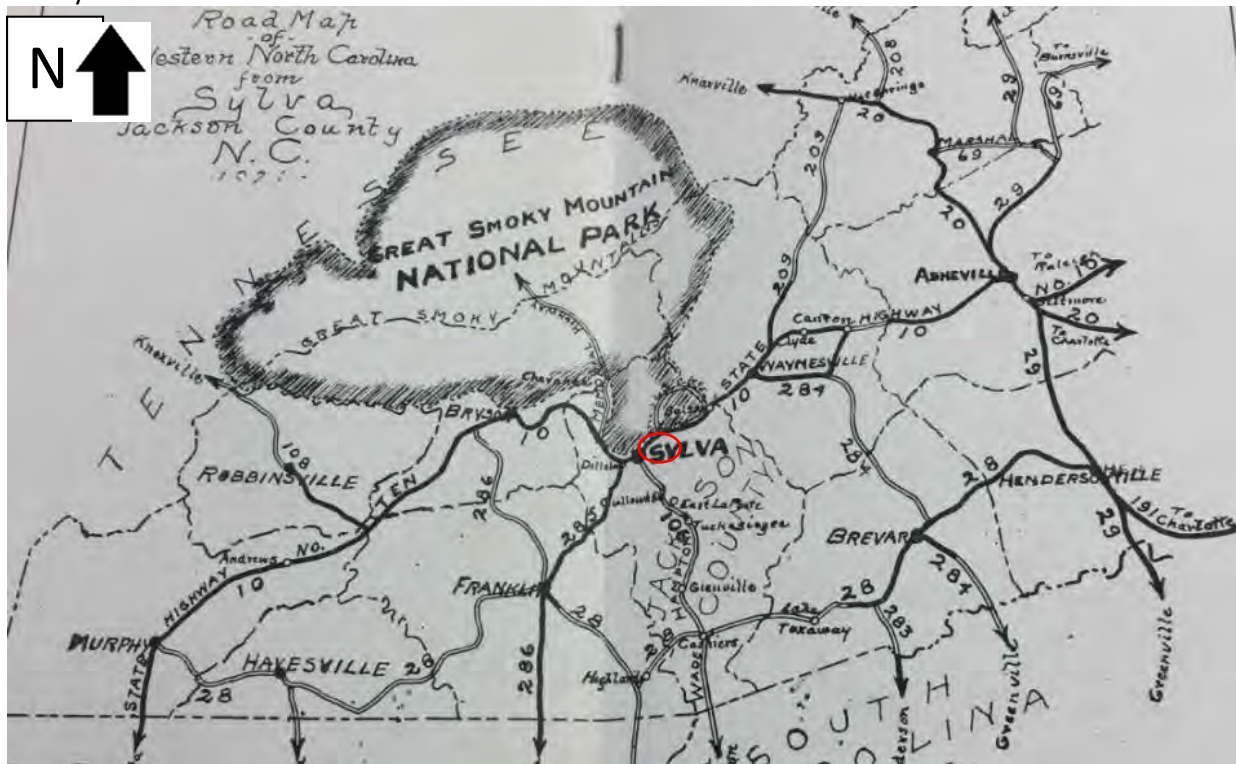


FIGURE 35: 1926 road map showing State Highway No. 10 (running east and west) before it became US 19-23 and NC 106 (running north and south) before it became NC 107. The approximate location of the property site is circled in red

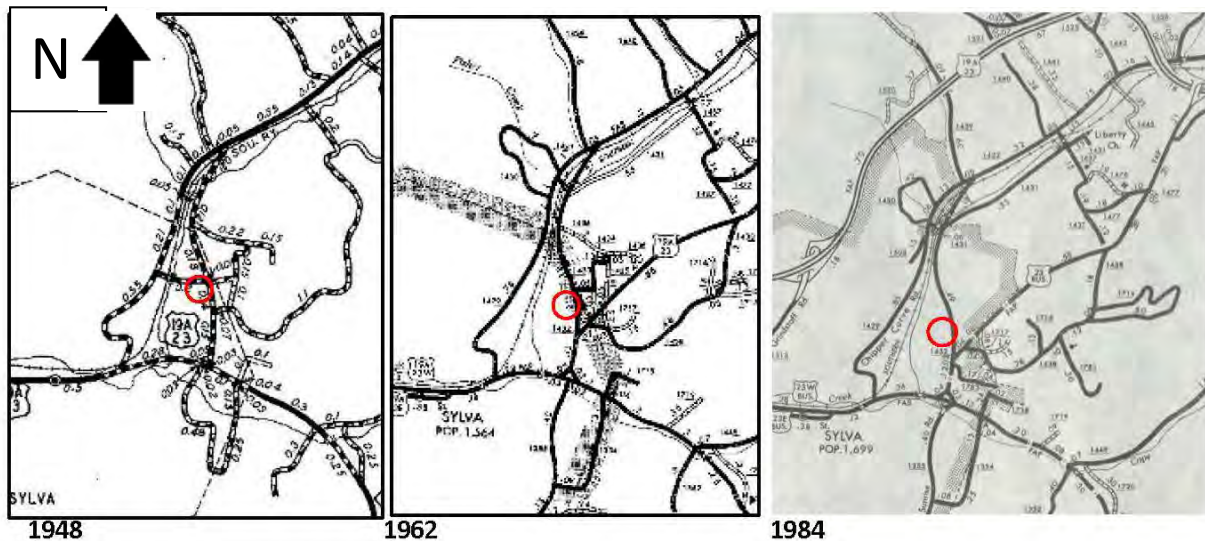


FIGURE 36: Highway Maps illustrating the changes in location of US 19-23 from 1948 to 1984. The approximate project site location is circled in red (source: <https://connect.ncdot.gov/resources/State-Mapping/Pages/Historical-County-Maps.aspx>)

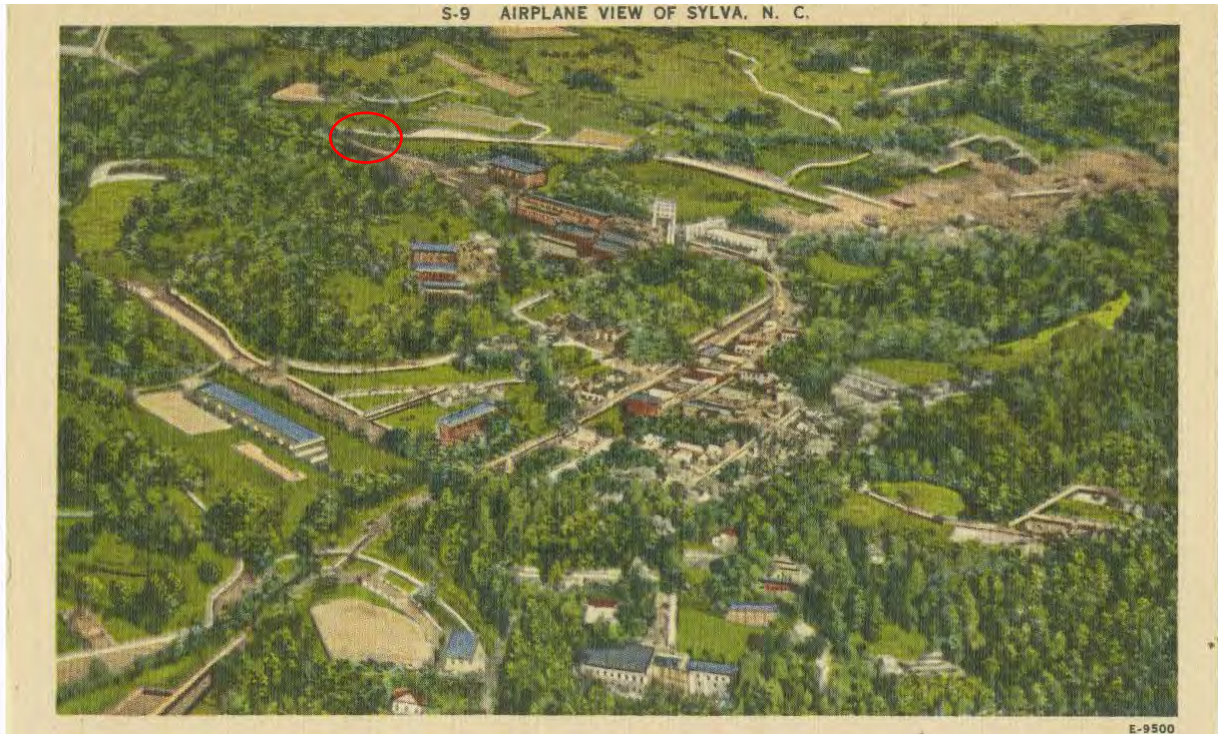


FIGURE 37: Ca. 1939 postcard looking south over Sylva. Skyland Drive is the road located along the top of the image. The project site is circled in red (source: <https://www.cardcow.com/171312/airplane-view-sylva/>)



FIGURE 38: Ca. 1941 photo looking south over Sylva. Skyland Drive is the road located along the top of the image. The project site is circled in red (source: *Sylva*, Hotaling, 2008)

Due to the growing popularity of the Great Smoky Mountain National Park, the park's visitation topped any other National Park by almost double in 1945. By 1946, in order to capitalize on the needs of the numerous park visitors there were more than thirteen travel accommodations in Jackson County, eight of which were in Sylva.¹⁹ There were three hotels listed along with various boarding houses, cabins, and cottages, but no motels or motor courts at this point. The three hotels were the Carolina Hotel, the Lloyd (Poinsette) Hotel, and the Sylva Hotel (also known as the Potts House).²⁰ By 1948 there were sixteen travel accommodations listed in Sylva, and another twenty-four listed in greater Jackson County.²¹ In both 1951 and 1952, a Great Smokies-Blue Ridge Vacation Map, but together by the Western North Carolina Tourism Association, listed various accommodations in the area, they listed sixteen in Jackson County. Interestingly they listed three motor courts or motels in the County, none of which were listed as being the three that were built in Sylva by this time.²² The Sylva Herald estimated that there were twenty-three Jackson County motels and tourist courts in 1952.²³

In 1962 there were fourteen lodging establishments listed in Jackson County. In 1964 Jackson County's tourist trade continued to improve showing increases of 30 percent in Sylva and other areas adjacent to the park. The number of lodging facilities grew to eighteen in 1968, and then down to fifteen by 1972.²⁴ From 1978 to 1981, there were only three "year-round" motels listed in Jackson County: Hamilton Motel (formerly Mac's Motel), Sylva Motor Court, and Town House Motor Court, all of which were located in Sylva. Although there were an additional forty-four "seasonal" motels and courts listed within the county.²⁵

But despite the efforts of Jackson County and the Town of Sylva, from the 1950s to the 1970s the area wasn't able to experience the extensive tourism growth found in the Cherokee Indian Reservation, and nearby Swain, Cherokee, Haywood and Macon counties.²⁶ As shown in Figure 39, the number of tourist establishments in Jackson County from the 1950s up to the early 1970s did not undergo any appreciable growth. In 1956 no lodging establishments were listed separately in the County Business Patterns survey, because they represented too small an amount of employment for itemization (any industry below a minimum level was not reported). This limited growth in the County occurred even though a championship golf course was built in Sapphire in 1956 and ski slopes were opened there in 1966.²⁷ The main economic drivers in Jackson County during that time were manufacturing/industrial, agricultural, and educational.²⁸

¹⁹ *The Sylva Herald*. November 14, 1945. "Smokies Lead in Visitors for Travel Year 1945." Page 1.

²⁰ Williams, Max R., ed. *The History of Jackson County: Sesquicentennial Edition*. Sylva, North Carolina: Jackson County Historical Association, 2001. 33-34.

²¹ *The Sylva Herald*. September 9, 1948 "Tourist Accommodations to be Found in Jackson County"

²² Western North Carolina Tourist Association. *Great Smokies-Blue Ridge Vacation Map.. 1951*. University of North Carolina at Asheville D.H. Ramsey Library Special Collections and University Archives.

²³ Starnes, Richard D. *Creating the Land of the Sky: Tourism and Society in Western North Carolina*. Tuscaloosa, AL: University of Alabama Press, 2005. 136..

²⁴ Tooman, L. Alex. *The Evolving Economic Impact of Tourism on the Greater Smoky Mountain Region of East Tennessee and Western North Carolina*. UMI Dissertation Services. 1995. 276.

²⁵ *The Sylva Herald*. February 2, 1978. "County Health Department Announces Sanitary Score."; June 12, 1979. "County Health Department Announces Sanitation Ratings"; May 7, 1981. "County Health Department Lists Sanitation Ratings.

²⁶ Tooman, . 273.

²⁷ Tooman, 275-276.

²⁸ Tooman, 279.

Table 8.20 Lodging Establishments in Jackson County, 1956-1977

Year	Hotels/ Motels Etc.
1956	N/A
1962	14
1968	18
1972	15

Source: County Business Patterns

FIGURE 39: A Survey of Lodging Establishments in Jackson County between 1956 and 1977

Then in the 1970s and 1980s, improved interstates and rural highways made it easier for tourists to visit the Great Smoky Mountain National Park, the Cherokee Indian Reservation, or the numerous other mountain attractions advertised in western North Carolina while spending the night in Asheville. This drew much-needed economic revenue away from rural counties in Western North Carolina, including Jackson County, and reinforced Asheville’s economic prominence in the region.²⁹

In regards to motels and motor courts as popular tourist accommodations, the ca. 1949 construction date of the Azalea Motel and Cottages coincides with the advent of the motel and motor court in the late 1940s and early 1950s. During this time leisure travelers in the post-depression era shifted from being wealthy elites who stayed for a full season at large resort hotels or boarding houses to less affluent visitors who were now more likely to travel in their own car, cover greater distances, and make shorter stays.³⁰ Architectural Historian Clay Griffith writes about the motel/motor court movement in the mountains of western North Carolina, which became popular starting in the mid-1930s. Motels replaced hotels and boarding houses as the popular choice for lodging as visitors tended to travel to the mountains in their own cars and their visits became shorter and the area visited became larger. The auto tourist typically favored low-cost lodging and services and convenient auto-oriented motels and restaurants built along major roadways. According to Griffith, “Tourist courts were typically family-owned accommodations consisting of one-story cottages or multi-unit buildings informally arranged around a public court and parking areas. The buildings were often rendered in a rustic style and exuded a folksy charm.” Eventually, motels surpassed tourist courts in popularity due to motorist’s requirement for efficiency and familiarity in their overnight accommodations. Griffith states that “a motel differed by being one- or two-story continuous or connected multi-unit structures, often in a U- or L-shaped configuration.”³¹

The Azalea Motel and Cottages is representative of the motel and motor-court movement in western North Carolina. It is an example of the many one-story motels built along the highways and interstates of America that catered to the automobile tourist. Due to their relatively young age and a brief period of popularity between the late 1940s and mid-1960s, there have been very few comparable court motels surveyed. A search for contemporary properties within Sylva identified two other mid-century, one story motels for comparison, although neither of them was previously surveyed by the State Historic Preservation Office. The Economy Inn, formerly called the Sylva Motor Court, was built ca. 1949,

²⁹ Starnes, Richard D. 147.

³⁰ Starnes, Richard D. 133-136.

³¹ Griffith, Clay. “Foster’s Log Cabin Court” National Register Nomination, 2017, Survey and Planning Branch, Historic Preservation Section, North Carolina Department of Cultural Resources, Raleigh, NC. 22-24.

and the Blue Ridge Inn, formerly known as the Town House Motor Court, was built ca. 1950. Both are still functioning as motels and are located within, or adjacent to, Sylva's downtown.

The Economy Inn (Sylva Motor Court) was originally built by Mr. and Mrs. E.M. Lloyd around 1949. The Lloyds also owned the Hotel Lloyd downtown. The motor court was built as a 23-unit facility. In the late 1950s or early 1960s it was purchased and subsequently operated by Norman Earl Faust (d. 1997) and his wife Imogene Carlton Faust (d. 1991). The property is located adjacent to downtown along Scott's Creek on old US 19A-23. A swimming pool was added around 1961. A postcard view dating from around 1951 depicts the concrete block motel with a red asphalt roof, metal casement windows, rafters on the roof overhang, and decorative wood piers supporting the porch. Since that time the motel has undergone various alterations including a vinyl-covered, front gable office addition, replacement stucco-covered columns on the porch, removal of the eave rafters, and the addition of brick veneer.



FIGURE 40: Sylva Motor Inn, postcard, ca. 1951 (source: <https://www.ebay.com/itm/Old-Postcard-SYLVA-NORTH-CAROLINA-SYLVA-MOTOR-COURT-/162687795362>)



FIGURE 41: Economy Inn (Sylva Motor Inn), photo by author, 2018

The Blue Ridge Inn (formerly known as the Town (or Towne) House Motor Court) at 58 West Main Street stands at the south end of downtown. William B. Dillard built the 23-unit motor court around 1950. Dillard sold the property in 1965 to Arnold Thomas “Tom” Murray and his wife. In 1971, the Murrays added 13 units to the motor court. In January 1979, the Murrays sold the property to Ralph Herring and his wife of Hartwell, Georgia. The Herrings previously operated a motel in Clarkesville, Tennessee.³² Postcards from the late 1950s depict a long, low, one-story frame motel with horizontal wood siding, a brick veneer apron, and full-width porches supported by decorative metal posts on concrete patios. The motel appears to have been built with six-light metal-frame awning windows. Since this time the motel has been added onto with at least two additions, an extension was built onto the existing two story portion of the motel located at the west end. It is a two-story L-shaped stuccoed addition with full width inset porches on both levels supported by stuccoed columns. It is accessed by a staircase with a metal banister and the second level has metal porch railings. There is also a vinyl clad rectangular shaped pre-fabricated structure with a front gable roofed located on the northeast side of the motel which looks like a storage structure. The original brick and horizontal siding has been replaced with stucco and the decorative metal porch columns have been replaced with stuccoed columns. The majority of the original windows have been replaced with either vinyl sliding windows or vinyl double-hung windows.



FIGURE 42: Blue Ridge Inn (Town House Motor Court), postcard views, ca. 1959 (source: <https://www.cardcow.com/480914/town-house-motor-court-sylva/>)

³² Asheville Citizen Times. “WNC Roundup”. January 19, 1979. Accessed by author on April 21, 2018 from www.newspapers.com



FIGURE 43: Blue Ridge Inn (Town House Motor Court), rear elevation on US Business 23, photo by author, 2018



FIGURE 44: Photo of the Blue Ridge Inn (Town House Motor Court) façade along Main Street, photo by author, 2018

Although the Sylva Motor Court and the Town House Motor Court are similar to the Azalea Motel and Cottages in regards to their dates of construction, layout, architectural style, and function, they have not been previously documented by the State Historic Preservation Office. Two contemporary properties to the Azalea Motel and Cottages that have been determined eligible for the National Register are the Miami Motel at 1269 Smokey Park Highway in Candler, Buncombe County (BN 6728; DOE 2016), and the Sunset Motel at 523 S. Broad St in Brevard, Transylvania County (TV0656, DOE 2017).

The Miami Motel and Restaurant is a 1.17-acre property consisting of three buildings constructed between 1952 and 1964: two motel buildings (1952 and 1954), and a restaurant (1964). The 1952 motel building is a low, narrow structure that features a flat roof with a low parapet wall on the south and west elevations. Projecting bays on the south end of the east and west elevations create its T-shaped form. The motel features restrained Spanish Colonial Revival stylistic influences. The exterior is covered in an ashlar stone veneer with stucco above the bay openings. A flat concrete awning extends above the

windows and doors the full width of the façade and west elevations. The building has three-light metal-frame awning windows and glass jalousie doors. The 1954 motel wing is similar in style and form to the earlier building, with the only major difference being the lack of projecting office bays on the south elevation. Built in 1964, the restaurant has a low pitched pyramidal roof with wide overhanging boxed eaves. Lower hip-roof bays project from the east and west side elevations. The concrete block building is covered with stucco on the exterior. The façade features a central, glazed entry door with large fixed-pane windows set in a metal frame and flanked by wood-paneled shutters. The original neon sign remains intact. The restaurant is currently being utilized as a diner although the motel is no longer operational. The Miami Motel retains integrity as a mid-twentieth century roadside motel.



FIGURE 45: Miami Motel Complex facing east, photo by author, 2018



FIGURE 46: Miami Motel facing northeast, photo by author, 2018



FIGURE 47: Miami Motel, looking north west, photo by author, 2018

The Sunset Motel consists of two buildings situated on a one-acre parcel (see FIGURE 46). The main building is a one-story, U-shaped motel with a flat-roof two-story office block. The motel was constructed in two phases, and the earliest section was built in 1955 as a long, low, brick building with full-width engaged porches supported by square posts on brick piers. The original metal-frame casement windows set atop brick header sills remain intact and operable. The second section of the motel was built in 1960, when the motel was enlarged to its current U-shape. The side-gable, four-room guest wing to the north, which was executed in a mid-century modern style, changed the layout of the motel from a reverse L to a U-shaped plan. The east end is built of brick to match the original hotel section; however the west end is built of concrete block. This end also has large plate-glass windows. Between each guest room, circular-motif breezeblock curtain walls support the inset porch overhangs. A two-story concrete block office wing was built around 1960 at the southwest corner of the motel. The lower walls are stuccoed and the upper walls are covered with wood sheathing and batten strips. Lastly, a one-story, gabled, two part concrete block addition, was also added around 1960. A non-contributing manager’s house built in 1972 is also located on the property. The utilitarian one-story dwelling has a hip roof, inset porch, plywood siding, and wood casement windows. The Sunset Motel sits in its original location in a similar setting as when it was built, it retains its historic U-shaped form, as well as its iconic breeze block walls and neon signage. The motel retains the vast majority of its historic materials and features and, as a functional motel, still expresses the feeling of mid-century roadside guest accommodations.



FIGURE 48: Aerial View of the Sunset Motel Complex (Google Earth)



FIGURE 49: Sunset Motel façade and south elevation, facing east



FIGURE 50: Sunset Motel west elevation facing north, photo by author, 2018

D. EVALUATION

For purposes of compliance with Section 106 of the National Historic Preservation Act of 1966, as amended, the Azalea Motel and Cottages (JK01014) is **not eligible** under any criteria due to a lack of architectural significance and integrity. While the motel and cottages location, setting, feeling, and association are intact, exterior and interior changes to the various buildings have compromised the integrity of design, materials, and workmanship. The **motel's** concrete block exterior has been stuccoed over and painted, the red asphalt roof has been replaced with a black asphalt roof, the original decorative porch columns have either been removed or replaced with plain wood columns, the original neon "office and vacancy" sign has been removed, a rear entrance was infilled, a side entrance was added to the lower level, and the original owner's apartment and office have been combined into one unit. All of the **cottages** second front entry doors have been removed and the areas covered with vinyl siding and their red asphalt roofs have been replaced with black asphalt. In both the motel and cottages none of the original exterior doors remain and almost all of the windows have been replaced with vinyl windows. Finally, the interiors have been altered significantly under the current owner's renovations. The original Mac's Motel **sign** that stood from 1950 to the 1980s was removed and the new Azalea Motel sign was built on a new location in the early 1980s.

The National Park Service's description of criteria for listing on the National Register of Historic Places is:

The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- A. That are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. That are associated with the lives of significant persons in our past; or
- C. That embody the distinctive characteristics of a type, period, or method of construction, or

that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

D. That have yielded or may be likely to yield, information important in history or prehistory.

The Azalea Motel and Cottages is **not eligible** for the National Register of Historic Places under Criterion A (event). *To be eligible under Criterion A, a property must retain integrity and must be associated with a specific event marking an important moment in American pre-history or history or a pattern of events or historic trend that made a significant contribution to the development of a community, a state, or the nation. Furthermore, a property must have existed at the time and be documented to be associated with the events. Finally, a property's specific association must be important as well.* The complex of resources comprising the Azalea Motel and Cottages is not believed to be historically significant under Criterion A. The Azalea Motel and Cottages is one of three surviving motels or motor courts built in Sylva the late 1940s and early 1950s to capture the tourism traffic visiting the Great Smoky Mountain National Park and the other attractions in the "Land of the Sky" region of western North Carolina. The addition of the various duplexes and triplex has negatively impacted the historic setting of the motel and the layout of the cottages. These new structures have affected the sense of historic character and function of a 1950's motel complex. Additionally, the motel and cottages were one of many such establishments found in western North Carolina. Other motels within the western North Carolina region, such as the Miami Motel (BN6726) in Buncombe County and the Sunset Motel (TV0656) in neighboring Transylvania County, have a much higher degree of integrity than the Azalea Motel and Cottages.

The Azalea Motel and Cottages is **not eligible** for National Register under Criterion B (person). *For a property to be eligible for significance under Criterion B, it must retain integrity and 1) be associated with the lives of persons significant in our past, i.e. individuals whose activities are demonstrably important within a local, state or national historic context; 2) be normally associated with a person's productive life, reflecting the time period when he/she achieved significance, and 3) should be compared to other associated properties to identify those that best represent the person's historic contributions. Furthermore, a property is not eligible if its only justification for significance is that it was owned or used by a person who is or was a member of an identifiable profession, class, or social or ethnic group.* The property has been associated with various owners, most notably the Deitz and Williams families. C. D. "Mac" Deitz is notable for his work as an instructor with county veterans training programs and later as a public school principal. None of the property owners, however, attained the level of prominence and significance required for National Register listing under Criterion B.

The Azalea Motel and Cottages is **not eligible** for the National Register under Criterion C (design/construction). For a property to be eligible under this criterion, it must retain integrity and either *1) embody distinctive characteristics of a type, period, or method of construction; 2) represent the work of a master; 3) possess high artistic value; or 4) represent a significant and distinguishable entity whose components lack individual distinction.* The Azalea Motel and Cottages is an example of the common mid-century modernist-style motels and motor courts built between the late 1940s and early 1960s in western North Carolina. While the architecture of the Azalea Motel is utilitarian, the cottages are more notable for their bungalow influence and fieldstone construction, a building practice that gained popularity in the first half of the twentieth century. The motel possesses few remarkable features and its later alterations include stucco over the original concrete block, replacement windows and exterior doors, removal of decorative porch piers, and extensive interior remodeling. The cottages, while they possess more interesting features than the motel, have been altered with the enclosure of the secondary front entrances with vinyl siding, replacement windows, and non-original exterior doors. The motel and the cottages have also had interior renovations that have compromised the original design intent, craftsmanship, and workmanship. The motel and cottages retain their basic forms and materials but are

otherwise undistinguished. Comparable structures, such as the Miami Motel (BN6726) and the Sunset Motel (TV0656), retain the majority their original architectural features and have had minimal exterior alterations. The Azalea Motel and Cottages lack sufficient architectural integrity to be eligible for the National Register under Criterion C for their design and construction.

The Azalea Motel and Cottages is **not eligible** for the National Register under Criterion D (potential to yield information). For a property to be eligible under Criterion D, it must meet two requirements: *1) the property must have, or have had, information to contribute to our understanding of human history or pre-history, and 2) the information must be considered important.* As a mid-twentieth century motel, the Azalea Motel and Cottages is unlikely to contribute significant information pertaining to building technology or historical documentation not otherwise accessible from other extant resources and written records.

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