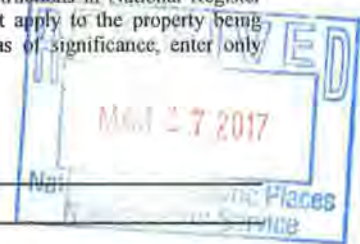


United States Department of the Interior  
National Park Service

56-939

# National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.



### 1. Name of Property

Historic name: Foster's Log Cabin Court

Other names/site number: Log Cabin Motor Court

Name of related multiple property listing:

N/A

(Enter "N/A" if property is not part of a multiple property listing)

### 2. Location

Street & number: 330 and 332 Weaverville Road

City or town: Woodfin State: NC County: Buncombe

Not For Publication:  N/A

Vicinity:  N/A

### 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this  nomination  request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property  meets  does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

national  statewide  local

Applicable National Register Criteria:

A  B  C  D

<p style="font-size: 1.2em; font-family: cursive;">Heidi Cherry</p> <p><b>Signature of certifying official/Title:</b></p> <p><u>Department of Natural and Cultural Resources</u></p> <p><b>State or Federal agency/bureau or Tribal Government</b></p>	<p style="font-size: 1.2em;">3/8/2017</p> <p><b>Date</b></p>
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<p>In my opinion, the property <input type="checkbox"/> meets <input type="checkbox"/> does not meet the National Register criteria.</p>	
<p><b>Signature of commenting official:</b></p>	<p><b>Date</b></p>
<p><b>Title :</b></p>	<p><b>State or Federal agency/bureau or Tribal Government</b></p>

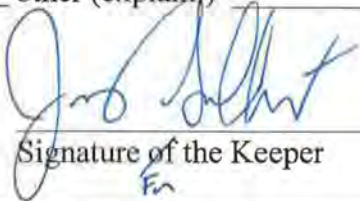
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**4. National Park Service Certification**

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain;)

  
Signature of the Keeper

5-1-2017  
Date of Action

**5. Classification**

**Ownership of Property**

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

**Category of Property**

(Check only **one** box.)

- Building(s)
- District
- Site
- Structure
- Object

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**Number of Resources within Property**

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>22</u>	<u>3</u>	buildings
<u>0</u>	<u>0</u>	sites
<u>0</u>	<u>0</u>	structures
<u>0</u>	<u>1</u>	objects
<u>22</u>	<u>4</u>	Total

Number of contributing resources previously listed in the National Register N/A

**6. Function or Use**

**Historic Functions**

(Enter categories from instructions.)

DOMESTIC/hotel  
DOMESTIC/single dwelling  
DOMESTIC/secondary structure  
COMMERCE/restaurant  
TRANSPORTATION/road-related  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

**Current Functions**

(Enter categories from instructions.)

DOMESTIC/hotel  
DOMESTIC/single dwelling  
DOMESTIC/secondary structure  
COMMERCE/restaurant  
TRANSPORTATION/road-related  
 \_\_\_\_\_  
 \_\_\_\_\_

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## 7. Description

### Architectural Classification

(Enter categories from instructions.)

Rustic Revival

Bungalow/Craftsman

### Materials: (enter categories from instructions.)

Principal exterior materials of the property:

Wood/log

Wood/shingle

Wood/weatherboard

Wood/board-and-batten

Wood/plywood

Asphalt

Metal

Stone

Brick

### Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

### Summary Paragraph

Foster's Log Cabin Court is a collection of tourism-related resources located in Woodfin, approximately five miles north of Asheville, on the old Weaverville Highway (present-day Weaverville Road, US 19 Business). Begun around 1931, the court features an intact collection of one-story Rustic Revival-style saddle-notched log cabins, a dining lodge, and associated structures that was one of the earliest tourist courts located around Asheville. Zeb and Audrey Foster built and operated the court, which was located on their property in the Pine Burr Park subdivision. The thirteen one-room and five two-room cabins are loosely arranged in two lines that extend westward from Weaverville Road and lie beneath a thick canopy of pine trees. The dining lodge sits close to Weaverville Road, on the east side of a remaining section of the old Dixie Highway that passes through the property.

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## Narrative Description

Foster's Log Cabin Court is a Rustic Revival-style tourist court located on the west side of Weaverville Road in the community of Woodfin in central Buncombe County. Situated among tall pine trees at the end of a short asphalt and gravel lane, the court consists of log cabins and related buildings dating from ca. 1917 to 2016, with the majority of the cabins constructed in the early 1930s. Zebulon H. and Audrey Foster erected the first cabins and opened the court in 1931, after allowing motorists to camp beneath the pines on their property for a season or two. Enhancing the setting of the court is a relatively undisturbed natural landscape that contributes to the character and integrity of the property. Tall white and yellow pines, as well as dogwood trees, cover the property in much the same manner as when the cabins were built. In addition, a remnant of the old Weaverville Highway, once part of the early-twentieth-century Dixie Highway system, still runs through the eastern portion of the property in its original location. These landscape features together with the rustic log cabins and dining lodge convey the property's rural setting and character, which were part of the tourist court's appeal to passing motorists during its period of significance (ca. 1931 – 1967).

In addition to the small, one-story, pole-log cabins and dining lodge, the Rustic Revival style of Foster's Log Cabin Court manifests itself in the informal arrangement of individual cabins scattered among the tall pine trees, creating a private, wooded setting. The arrangement accommodates the motor tourist, allowing each driver to park conveniently in front of their cabin. The earliest cabins are distributed in a linear pattern on relatively flat land in the eastern portion of the property near the Weaverville Highway. The first set of cabins were built along the northern edge of the property facing south. The second set of cabins built a year later formed a line that generally faced north toward the original group. Later cabins are informally arranged on the hillside that slopes up toward the west side of the property. An unpaved gravel drive winds through the court, following the distribution of cabins and providing vehicle access to each cabin throughout the property. The entrance portion of the driveway, extending between Weaverville Road and the court's office, is paved with asphalt.

Owners of the property have had the challenge of maintaining facilities and providing amenities that meet customers' expectations, while preserving the court's architectural integrity. Initially, the Fosters built seven rustic log cabins around 1931 and six more for the second season.<sup>1</sup> Several years later, they upgraded these cabins by adding wood floors, alcohol stoves, and some brick chimneys for heat. They also built a log wash house and more cabins.

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<sup>1</sup> Audrey Foster, "A Home Away From Home," manuscript, collection of John Maltry, 4-5 and 31-33, and Buncombe County Register of Deeds Office, Asheville, NC. Audrey Foster kept journals and records of her life and time spent operating the tourist court, which she later compiled into an unpublished manuscript entitled, "A Home Away From Home." For the most part, Mrs. Foster's writings appear to be accurate recollections of her family, business dealings, and events, but the manuscript veers, in places, into seemingly fictionalized accounts of certain scenes or individuals. At one point she confided to a favored guest that she "was keeping a record of interesting happenings at the court and that one fine day I planned to write a book about the things that happened" (p. 10).

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Bathrooms were added to pre-existing cabins by building small shed-roof extensions that blended with the original construction. The Fosters acquired additional land along the Weaverville Highway, and in 1937 they built a dining lodge to house a restaurant. Audrey Foster ran the restaurant for one year before bringing in a young couple to manage it.<sup>2</sup>

The court's log cabins and dining lodge are built in the Rustic Revival Style and employ round logs fitted together with saddle notching. The chinking between the logs utilizes wire screen lath covered with mortar. The pole-log buildings are one story and sit on rock foundations. The roofs are either side gable or hip with attached front gable and hip porch roof extensions supported on log posts or brackets. The cabin interiors are typically finished in natural wood with exposed log or wood-paneled walls, wood floors, and wood-paneled ceilings. The Rustic Revival-style buildings typify the popular log and folk building traditions of this heavily forested region. Log construction was employed by the Fosters due in part to its economy, but the style lent a pioneer character to the court that appealed to a popular desire to return to a simpler past that more closely communed with nature.

A short section of roadbed from the old Weaverville Highway, which was a portion of the Dixie Highway, passes through the motor court property from north to south and separates the dining lodge (#25) and sign (#26) from the rest of the property. The former alignment of the highway served into the mid-1920s, when the roadway was shifted to the east onto the former right-of-way for the trolley that ran between Asheville and Weaverville. Approximately ten feet in width, the pavement is a rough aggregate that is deteriorating and mixed with a thin layer of gravel. The section of roadbed north of the court's driveway is flanked on both sides by dense vegetation. On the south side of the driveway, the old roadbed passes directly behind the dining lodge but and is bordered by vegetation to the west.

Significant changes to the property since the post-World War II period have not adversely affected its historic character and integrity. The North Carolina Department of Transportation constructed a new highway in the 1960s that passes immediately west of the court, but dense vegetation at the edge of the property and in the highway right-of-way screens the court from passing traffic. Around 1979 an in-ground swimming pool was constructed on a rise at the southern edge of the property where it was beyond the view of most cabins; it was filled in 2008. The original brick fireplaces have been rebuilt and new fireplaces added, all of which have been constructed with local rock. A log home was built in 1987 in the hilly southwest corner of the property behind a stand of large pine trees. Erected as the residence of a subsequent owner, its rustic appearance is compatible with the character of the property, and it remains out of sight of all but three cabins. All of these changes have successfully maintained the rustic character of the cabins' architecture and the integrity of the property.

Set in its historic landscape, Foster's Log Cabin Court possesses integrity of location, design, materials, workmanship, feeling, and association. The property retains the majority of its original one-story pole-log cabins built during the 1930s to accommodate travelers the

<sup>2</sup> Ibid., 3-4 and 31.

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region. A few cabins have been lost to fire and deterioration over the years, but most remain intact and are arranged in two lines on either side of the gravel drive. The building design and workmanship incorporating natural materials gives the tourist court much of its visual character rustic feeling. The small frame house that drew the Fosters to the property in 1920, prior to establishing the court, stands on the south side of the property, along with other structures erected by the Fosters to support the operation of the business. Commercial development along Weaverville Road and the construction of US 19-23 to the west of the property have compromised the rural setting surrounding Foster's Log Cabin Court, but the wooded site still provides a sheltered and intimate setting for the cabins.

The boundaries of the nominated property encompass the three-acre rectangular tax parcel [PIN 9731-64-1523-00000] historically associated with the tourist court and described in Buncombe County Deed Book 2775, page 55 (April 18, 2002). The property consists of twenty-two contributing and four non-contributing resources. A contributing building, site, structure, or object adds to the historic associations, historic architectural qualities, or archaeological values for which the property is significant. Contributing resources add to the property's significance because they were present during the period of significance, relate to its documented historic significance, and possess historic integrity. A non-contributing building, site, structure, or object does not add to the historic associations, historic architectural qualities, or archaeological values for which the property is significant. Non-contributing resources do not add to the property's significance because they were not present during the period of significance, do not relate to the historical significance, or no longer possess historic integrity due to alterations, disturbances, or other changes. Alterations to a building's overall form, massing scale; changing or obscuring the majority of exterior materials, or the removal of character-defining stylistic elements negatively affect the historic integrity of the property's resources.

The inventory of resources is organized beginning with the earliest cabins, which are situated in a line along the northern boundary of the property. The inventory continues with the second line of cabins to be added to the property, situated to the south and facing the original group, and extends along the gravel driveway up the slope of the property to the western edge of the tract. The Zeb and Audrey Foster House in the southern part of the property follows, along with the old Weaverville Highway roadbed, dining lodge, and sign.

**1. Traveler's Rest Cabin, ca. 1931, ca. 1940, ca. 2010**

**Contributing building**

The one-story, four-bay, two-room dwelling with an asphalt-shingle hip roof is constructed of saddle-notched logs with concrete chinking. The cabin displays exposed rafter tails, scalloped fascia boards, a three-light-over-three-panel single-leaf wooden entry door, and four-over-one double-hung wood sash windows. A central hip-roof entry porch is supported by diagonal log brackets. A second entrance has been enclosed with wood siding to contain a small closet. A low wood deck was added around 2010 at the front the cabin with round wood posts and a two-bar railing.

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The cabin is entered through the kitchen and dining area, which is finished with wood paneled walls, vinyl tile floor, and an acoustical tile ceiling. A large metal-frame two-light picture window has been installed in the east elevation. The bedroom has a wood floor, wood-paneled and sheetrock walls, and an acoustical tile ceiling. The small bathroom addition retains exposed log walls, tile floor, and a four-light wood-frame hopper window.

**2. Snuggle Inn Cabin, ca. 1931, ca. 1940, ca. 2010**

**Contributing building**

The one-story, two-bay, one-room cabin with an asphalt-shingle side-gable roof is constructed of saddle-notched logs with concrete chinking. The cabin displays wood shingles in the gable ends, exposed rafter tails, a three-light-over-three-panel single-leaf wooden entry door, and four-over-one double-hung and four-light wood sash windows. A single-bay hip-roof entry porch is supported by peeled log posts with diagonal brackets. A low wood deck has been added at the front the cabin with round wood posts and a two-bar railing.

On the interior, the cabin is finished with exposed log walls, wood floors, and a wood-paneled cove ceiling. The small bathroom addition retains exposed log walls and a four-light wood-frame window.

**3. Midnight Roost Cabin, ca. 1931, ca. 1940, ca. 2010**

**Contributing building**

The one-story, two-bay, one-room cabin with an asphalt-shingle hip roof is constructed of saddle-notched logs with concrete chinking. The cabin displays exposed rafter tails, an exterior brick chimney flue on the west wall, a three-light-over-three-panel single-leaf wooden entry door, and four-over-one double-hung wood sash windows. A single-bay hip-roof entry porch is supported by peeled log posts with diagonal brackets. A low wood deck has been added at the front the cabin with round wood posts and a two-bar railing.

On the interior, the cabin is finished with exposed log walls, wood floors, and a wood-paneled cove ceiling. The small bathroom addition retains exposed log walls, hexagonal tile floor, and a four-light wood-frame hopper window.

**4. Lazy Daisy Cabin, ca. 1931, ca. 1940, ca. 2010**

**Contributing building**

The one-story, two-bay, one-room cabin with an asphalt-shingle side-gable roof is constructed of saddle-notched logs with concrete chinking. The cabin displays wood shingles in the gable ends, exposed rafter tails, a three-light-over-three-panel single-leaf wooden entry door, and four-over-one double-hung wood sash windows. A single-bay hip-roof entry porch is supported by peeled log posts with diagonal brackets. A low wood deck has been added at the front the cabin with round wood posts and a two-bar railing.



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On the interior, the cabin is finished with exposed log walls, wood floors, and a wood-paneled cove ceiling. The small bathroom addition retains exposed log walls, hexagonal tile floor, and a four-light wood-frame hopper window.

**5. Happy Haven Cabin, ca. 1931, ca. 1940, ca. 2010**

**Contributing building**

The one-story, two-bay, one-room cabin with an asphalt-shingle hip-gable roof is constructed of saddle-notched logs with concrete chinking. The cabin displays wood shingles in the gable ends, exposed rafter tails, a three-light-over-three-panel single-leaf wooden entry door, and four-over-one double-hung wood sash windows. A single-bay hip-roof entry porch is supported by peeled log posts with diagonal brackets. A low wood deck has been added at the front the cabin with round wood posts and a two-bar railing.

On the interior, the cabin is finished with sheetrock walls, wood floors, and a wood-paneled cove ceiling. The small bathroom addition retains exposed log walls, wood floor, and a four-light wood-frame hopper window.

**6. Mountain Dew Cabin, ca. 1931, ca. 1940, ca. 2010**

**Contributing building**

The one-story, four-bay, two-room cabin with an asphalt-shingle hip roof is constructed of saddle-notched logs with concrete chinking. The cabin displays exposed rafter tails, a central brick chimney flue, two five-panel single-leaf wooden entry doors, and four-over-one double-hung wood sash windows. A central hip-roof entry porch supported by diagonal log brackets shelters the two entrances. A low wood deck has been added at the front the cabin with round wood posts and a two-bar railing; it encompasses an earlier concrete slab stoop.

On the interior, the two bedrooms have exposed log walls, wood floors, wood-paneled cove ceilings. The two bedrooms are separated by a single-leaf vertical-board wood door. Two similar doors enclose a small vestibule that accesses the bathroom addition at the rear of the cabin. The small bathroom retains exposed log walls, tile floor, and a four-light wood-frame hopper window.

**7. Hillbilly Cabin, ca. 1932, ca. 1940, 1980s**

**Contributing building**

The one-story, two-bay, one-room cabin with an asphalt-shingle hip roof is constructed of saddle-notched logs with concrete chinking. The cabin displays an exterior stone chimney on the west wall, exposed rafter tails, a five-panel single-leaf wooden entry door, and four-over-one double-hung wood sash windows. A single-bay hip-roof entry porch is supported by peeled log posts with diagonal brackets on stone bases. A low wood deck has been added at the front the cabin.

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On the interior, the cabin is finished with exposed log walls, wood floors, and a wood-paneled cove ceiling. A large fireplace with a solid wood mantel shelf was constructed on the west side of the cabin in the 1980s. The small bathroom addition retains exposed log walls, hexagonal tile floor, and a four-light wood-frame hopper window.

**8. Kozy Korner Cabin, ca. 1932, ca. 1940, ca. 2010**

**Contributing building**

The one-story, two-bay, two-room dwelling with an asphalt-shingle hip roof is constructed of saddle-notched logs with concrete chinking. The cabin displays exposed rafter tails, a five-panel single-leaf wooden entry door, and four-over-one double-hung and four-light wood-sash casement windows. A single-bay hip-roof entry canopy is supported on diagonal log brackets. A low wood deck has been added at the front the cabin with round wood posts and a two-bar railing. Chain link fence defining the yard around the cabin has been added in recent years to allow for pets.

On the interior, the cabin is finished with exposed log walls and wood floors. A wood-paneled partition wall separates the bedroom from the small kitchen and bathroom at the rear. The bedroom ceiling is covered with replacement wood paneling. The kitchen and bathroom have fiberboard ceilings with battens and vinyl and ceramic tile floors, respectively.

**9. Snug Harbor Cabin, ca. 1932, ca. 1940, ca. 2010**

**Contributing building**

The one-story, two-bay, two-room cabin with an asphalt-shingle hip roof is constructed of saddle-notched logs with concrete chinking. The cabin displays exposed rafter tails, a five-panel single-leaf entry door, and four-over-one double-hung and four-light wood-sash casement windows. A single-bay hip-roof entry canopy is supported on diagonal log brackets. A low wood deck has been added at the front the cabin with round wood posts and a two-bar railing. A chain-link fence surrounds the cabin to form an enclosed pet run.

On the interior, the cabin is finished with exposed log walls and wood floors. A wood-paneled partition wall separates the bedroom from the small kitchen and bathroom at the rear. The bedroom ceiling is covered with replacement wood paneling, and the bathroom and kitchen have a fiberboard ceiling with battens. The bathroom floor is hexagonal tiles.

**10. Office, ca. 1932, ca. 1977, 2014**

**Contributing building**

Originally built as a guest cabin, the one-story, two-bay, two-room cabin is constructed of saddle-notched logs with concrete chinking. The cabin originally featured a hip roof with an attached hip-roof entry porch, which was damaged by a falling tree. In 2014, the repair work included the addition of an engaged full-width front-gable porch with square wood posts, a wood floor, and exposed roof structure. The cabin displays exposed rafter tails, an

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exterior brick chimney flue on the west elevation, a glazed-and-paneled single-leaf wooden entry door, and four-over-one double-hung wood sash windows. On the interior, the cabin is finished with exposed log walls, wood floors, and flush board cove ceilings. A wooden check-in counter and small wood desk attached to the rear wall were added to the front room to accommodate the office.

Owner Richard Litz, who purchased the motor court in 1977, made the Fosters' house (#24) his permanent residence and relocated the office from the house to this building. It has served as the office since Litz's ownership.

**11. Double or Nothing Cabin, ca. 1932, ca. 1940, 1980s, ca. 2010**

**Contributing building**

The one-story, four-bay, two-room dwelling with an asphalt-shingle hip roof is constructed of saddle-notched logs with concrete chinking. The cabin displays an exterior stone chimney on the west elevation, exposed rafter tails, and four-over-one double-hung and four-light wood-sash casement windows. A central hip-roof entry porch supported by diagonal log brackets shelters the two entrances, which contain single-leaf wooden entry doors. A low wood deck has been added at the front the cabin with round wood posts and a two-bar railing. A shed-roof log addition carries across the rear (south) elevation and contains a small kitchen and bathroom.

The cabin is entered through a sitting room with exposed log walls, wood floors, and a finished cove ceiling. A stone fireplace occupies one corner of the room. The bedroom has exposed log walls, wood floors, and a sheetrock ceiling. The kitchen and bathroom also retain exposed log walls, but have vinyl and ceramic tile floors, respectively. The bathroom window is a replacement.

**12. Day's End Cabin, ca. 1932, ca. 1940**

**Contributing building**

Formerly known as "Honey Moon," the one-story, two-bay, one-room cabin with an asphalt-shingle side-gable roof is constructed of saddle-notched log with concrete chinking. The cabin displays wood shingles in the gable ends, exposed rafter tails, an exterior brick chimney flue on the west elevation, a five-panel single-leaf wooden entry door, and four-over-one double-hung wood sash windows. A single-bay front-gable entry porch is supported by peeled log posts with diagonal brackets on stone piers. A low wood deck has been added at the front of the cabin. A shed-roof log addition carries across the rear (south) elevation and contains a small kitchen and bathroom.

On the interior, the cabin is finished with exposed log walls, wood floors, and a wood-paneled cove ceiling. The kitchen, located at the rear of the cabin, has a wood-paneled ceiling and is finished with exposed log walls and a wood floor. The bathroom is entered through a single-leaf solid wood door and has a ceramic tile floor. A four-light wood-frame casement window illuminates the bathroom.

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**13. Sleepy Susan Cabin, ca. 1932, ca. 1940, 1980s**

**Contributing building**

The one-story, two-bay, one-room cabin with an asphalt-shingle side-gable roof is constructed of saddle-notched logs with concrete chinking. The cabin displays an exterior stone chimney on the east elevation, exposed rafter tails, a five-panel single-leaf wooden entry door, and four-over-one double-hung wood sash windows. A single-bay front-gable entry canopy is supported by long diagonal log brackets. A small flagstone patio lies at the front the cabin. A shed-roof log addition carries across the rear (south) elevation and contains a small kitchen and bathroom.

On the interior, the cabin is finished with exposed log walls, wood floors, and a wood-paneled cove ceiling. The stone fireplace with a thin wood mantel shelf was constructed on the east side of the cabin in the 1980s. The kitchen and bathroom are similarly finished with exposed log walls, wood-paneled ceilings, and four-light wood-frame casement windows. The kitchen displays a wood floor, but the bathroom has hexagonal tile floor.

**14. Moon Beam Cabin, ca. 1932, ca. 1940**

**Contributing building**

The one-story, two-bay, one-room cabin with an asphalt-shingle hip roof is constructed of saddle-notched logs with concrete chinking. The cabin displays exposed rafter tails, an exterior brick chimney flue on the east elevation, a five-panel single-leaf wooden entry door, and four-over-one double-hung and four-light wood-sash casement windows. A single-bay front-gable entry porch is supported by peeled log posts with diagonal brackets. A low wood deck has been added at the front the cabin. A shed-roof addition carries across the rear (south) elevation and contains a small kitchen and bathroom.

On the interior, the cabin is finished with exposed log walls, wood floors, and a flush board cove ceiling. The rear addition has sheetrock walls, vinyl and ceramic tile floors, and a wood ceiling.

**15. The Hermitage Cabin, ca. 1935, ca. 1940, 1980s**

**Contributing building**

Originally built as the public bath house and converted to a cabin around 1940, the one-story, four-bay, four-room cabin with an asphalt-shingle side-gable roof is constructed of saddle-notched logs with concrete chinking. Resting on a stuccoed stone foundation, the cabin displays an exterior stone chimney on the west elevation, wood shingles in the gable ends, exposed rafter tails, and four-over-one double-hung and four-light wood-sash casement windows. A central front-gable entry porch supported by log posts shelters the two entrances. The main entrance is a glazed-and-paneled single-leaf wooden door but the second entrance, which enters the bedroom, is a five-paneled wood door.

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The cabin is entered through a sitting room with exposed log walls, vinyl tile floor, and a wood-paneled cove ceiling. A stone fireplace occupies one corner of the sitting room, which opens directly into a similarly finished kitchen. A single-leaf wood door separates the sitting room and bedroom, which has exposed log walls, replacement wood floors, and a wood-paneled cove ceiling. The bathroom exhibits exposed log walls, ceramic tile floors, and a replacement single-light window.

The Fosters decided that adding a bath house would be an improvement over the shared outhouses that originally served the motor court and erected this building in the mid-1930s. The east side of the building contained showers and restrooms for women and the west side was for men. Audrey Foster noted, however, that the bath house was extremely difficult to keep clean and soon thereafter the decision was made to add bathrooms to each cabin.<sup>3</sup>

#### 16. Laundry, ca. 1935

#### Contributing building

Resting on an uncoursed stone foundation, the laundry is a one-story frame building with a shed roof, board-and-batten siding, and shed-roof additions on the south side and rear (east) elevations. The laundry is entered through a single-leaf glazed-and-paneled wooden door on the façade, and the entrance is surmounted by a shallow, peaked canopy. Windows throughout are typically four-light wood sash. A concrete block flue rises against the rear elevation. A small portion of the exterior sheathing at the northwest corner has been replaced with plywood.

On the interior, the main laundry occupies the small center portion of the building with a concrete floor and vertical board sheathing on the walls. A single-leaf wood door opens into a storage room located at the north end of the building. A partially screened wall separates the central laundry from a workspace with vinyl flooring, wood paneled walls, and built-in wood shelving.

#### 17. Garage, ca. 1950

#### Contributing building

The one-story, front-gable frame garage is clad with plywood sheathing and accessed through a paneled wooden overhead door. The building exhibits exposed rafter tails and purlins, open vents in the gable peak, and an unfinished interior floor.

#### 18. Shed, ca. 1950, ca. 2002

#### Non-contributing building

Dating from around 1950, the one-story frame shed has been renovated in recent years with plywood sheathing replacing original weatherboards and an asphalt-shingle roof. The

<sup>3</sup> Ibid., 7.

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front-gable building has exposed rafter tails and purlins, modern double-leaf wood doors, and a brick foundation wall. The interior has a concrete slab floor.

**19. New Laundry, 2016**

**Non-contributing building**

Resting on a concrete block foundation, the two-story, four-bay frame building features an asphalt-shingle side-gable roof and is clad with plywood sheathing. The structure has two single-leaf vinyl entry doors, one-over-one vinyl windows, and an attached full-width one-story shed-roof porch. Located on the southern edge of the property behind the shed (#18), the building will be used as a laundry.

**20. Overlook Cabin, ca. 1938, 1980s**

**Contributing building**

The one-story, two-bay, two-room cabin with an asphalt-shingle hip roof is constructed of saddle-notched logs with concrete chinking. Resting on an uncoursed stone foundation, the cabin displays exposed rafter tails, an exterior stone chimney on the façade, a five-panel single-leaf wooden entry door, and four-over-one double-hung wood sash windows. An attached hip-roof entry canopy is supported by diagonal log brackets. A stone patio lies in front of the cabin.

On the interior, the cabin is finished with exposed log walls, wood floors, and a finished ceiling. The front room, which includes a small fireplace on the north elevation that was added in the 1980s, doubles as a bedroom and sitting area. A small second bedroom is located at the rear. The bathroom retains exposed log walls and a four-light wood-frame hopper window.

**21. Gold View Cabin, ca. 1938, ca. 2010**

**Contributing building**

The one-story, three-bay, four-room cabin with an asphalt-shingle hip roof is constructed of saddle-notched logs with concrete chinking. The cabin displays an exterior stone chimney at the west elevation, exposed rafter tails, a five-panel single-leaf wooden entry door, and four-over-one double-hung wood sash windows. The façade features a picture window composed of a central single-pane wood-sash window flanked by three-over-one wooden sash. A single-bay hip-roof entry deck supported by square wood posts shelters the central entrance door. A low wood porch has been added at the front the cabin with round wood posts and a two-bar railing.

On the interior, the cabin is finished with sheetrock and wood-paneled walls, wood floors, and fiberboard ceilings with battens. The entry door opens into a large sitting room, which also contains a day bed, with a brick fireplace on the west wall. A bedroom to the east of the sitting room is entered through a modern single-leaf wood door. Doorways on the north wall of the sitting room open into a second bedroom and a bathroom, which has a

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hexagonal tile floor. A short hallway leading to the east accesses a full kitchen located at the rear of the cabin. The kitchen is finished with vinyl tile floors, painted wood cabinets, and four-light windows.

## 22. Thunder Road Cabin, ca. 1938, 1960s, ca. 2010

### Contributing building

Formerly known as "Top-o-the-Hill," the cabin has been renamed in honor of *Thunder Road*, the 1958 film starring Robert Mitchum that was filmed in and around Asheville, including some interior scenes shot in this cabin. The one-story, three-bay, three-room cabin with an asphalt-shingle hip roof is constructed of saddle-notched logs with concrete chinking. The cabin displays a stone foundation, exposed rafter tails, a five-panel single-leaf wooden entry door, and four-over-one double-hung wood sash windows. The façade features a picture window composed of a central, multi-pane, wooden window flanked by four-over-four double-hung wood sash. An attached front-gable entry porch supported by log posts shelters the central entrance door and has an open roof truss and log rails. A wood deck has been added west of the porch with round wood posts and a two-bar railing.

The cabin is entered through a large sitting room with a brick fireplace on the west wall. The interior of the cabin was remodeled in the 1960s, after filming of *Thunder Road*, with sheetrock and wood-paneled walls and a dropped ceiling. The original wood floors remain exposed in the sitting room and bedroom, which is located to the east of the sitting room and is entered through a modern single-leaf wood door. A bathroom with a hexagonal tile floor and full kitchen are located at the rear of the cabin. The kitchen has vinyl floors and four-light wood-sash windows.

## 23. Black Bear Lodge, ca. 1987

### Non-contributing building

Located at the western edge of the property, Black Bear Lodge is a one-and-a-half-story contemporary log building with a side-gable roof, rear shed dormer, and a tall concrete block foundation. It displays exposed rafter tails, decorative purlins, and six-over-six double-hung wood-sash windows. The north end bay of the engaged full-width porch with square wood posts is enclosed with one-over-one windows and plywood sheathing. The porch is reached by a double run of wood steps attached to the front elevation, and the porch floor extends beyond the engaged roof to form an uncovered wood deck attached to south elevation. The building is entered through a single-leaf glazed-and-paneled wood door and wood-frame screen door.

The interior of the lodge features a large, open, central room with wood floors, walls, and ceiling. Wood stairs rise along the north wall of the room to a loft that overhangs the kitchen and dining area on the first story. A simple wood railing with wide wood balusters are found on the stairs, loft, and second-story landings. A doorway beneath the stairs enters a short hall that connects to a bedroom, bathroom, and utility room. In addition to the open

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loft, other second-story bedrooms are partitioned at the north end of the structure. The bathrooms are typically finished with sheetrock walls and ceramic tile floors.

#### **24. Zeb and Audrey Foster House, 328 Weaverville Road, ca. 1917, 1940s Contributing building**

Located on the southern portion of the property, the one-story Craftsman-influenced frame house predates the establishment of the tourist court. The dwelling sits back from Weaverville Road with a grass lawn and short gravel drive lying on the west side of the old section of Weaverville Highway. The driveway to the house is accessed through the gravel parking lot on the south side of the dining lodge (#25).

Resting on a stone foundation and covered with weatherboards, the house features an asphalt-shingle side-gable roof, interior stone chimney, exposed rafter tails, and six-over-six double-hung wood-sash windows. An attached front-gable entry porch is supported by tapered wood posts. The wood porch rests on a stone foundation and the wood steps are flanked by stacked stone cheek walls. Asbestos shingles cover the house's south elevation, which also displays vinyl soffits. A one-story hip-roof addition at the rear of the house is constructed of frame and similarly finished with weatherboards, exposed rafter tails, and an asphalt-shingle roof. The north elevation of the rear wing contains a single-leaf entry door, multi-light wood-frame casement windows, and an attached wood deck.

The house appears to have been standing in 1920, when Zeb and Audrey Foster purchased the original two lots in Pine Burr Park that formed the core of the motor court. Howard A. Wright, original owner of the lot, appears to have built the house after purchasing the property in 1917 from the Pine Burr Park Company (Deed Book 214, page 287). In her journal Mrs. Foster recounted that when she and her husband "found this little white house sitting squarely in the middle of an acre of ground" they knew immediately that it suited their needs.<sup>4</sup>

Although its origin is unclear, the addition may date from the 1940s, when Audrey Foster's sister, Lelia, came to live with her following the death of Zeb Foster.<sup>5</sup> It is conceivable that Foster enlarged the small house to accommodate her sister, and the addition's exterior materials and features including the weatherboard siding, exposed rafter tails, and wood-frame casement windows are consistent with the period. The rear addition has been further enlarged in the late twentieth century with a shed-roof addition on the north elevation and a small, open, metal-roof shed attached to the west (rear) elevation.

The house served as the Fosters' home and office for the tourist court until 1970, when Mrs. Foster sold the property. The house remained in use as the office by subsequent owners. The owners between 1986 and 2002 used the house exclusively as a private

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<sup>4</sup> Ibid., 3.

<sup>5</sup> Ibid., 55.



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residence and relocated the office to a repurposed cabin. After 2002, the current owners converted the house to a long-term rental property.

## **25. Dining Lodge, 332 Weaverville Road, 1937**

### **Contributing building**

Situated close to Weaverville Road and facing east, the Dining Lodge is a one-story commercial structure constructed of saddle-notched logs with concrete chinking. Capped by an asphalt-shingle hip roof and resting on a stone foundation, the building features interior and exterior stone chimneys, exposed rafter tails, decorative scalloped fascia boards, and one-over-one and two-over-two horizontal-light double-hung wood sash windows. A central front-gable entrance bay shelters a single-leaf glazed-and-paneled wooden entry door framed by sidelights. The main block of the building has been enlarged at least three times with a one-story gable-roof rear ell, shed-roof frame addition, and a shed-roof concrete block wing. The frame ell and shed-roof addition are covered, respectively, with weatherboards and asbestos shingles. The concrete block wing has two-over-two double-hung windows with horizontal muntins.

On the interior, the dining room is finished with exposed log walls and wood floors. The wood and plaster ceilings display decorative log beams. The stone fireplace on the south wall has a stone mantel shelf.

## **26. Sign, ca. 1970s**

### **Non-contributing object**

Erected in the 1970s along Weaverville Road, the sign consists of two large plywood arrows attached on either side of two log supports. The painted sign reads "The Log Cabin Motor Court" and consists of white letters on a green background. A small cutout log cabin and pine tree silhouettes are also present on the green field of the arrow. A hanging metal panel beneath the wood sign lists the court's amenities along with Audrey Foster's slogan, "A Home Away From Home." A note on the bottom of the panel reads "Since 1929."

The sign stands on the north side of the entrance drive and the arrows point west toward the court from the highway. A decorative, L-shaped wall constructed of irregularly coursed stone wraps around the north and west sides of the sign.

## **General Statement about Archaeological Potential**

Foster's Log Cabin Court is closely related to the surrounding environment, and archaeological remains, such as trash deposits, wells, and structural remains that may be present, can provide information valuable to the understanding and interpretation of the property. Information concerning the growth of the tourism industry, social standing and mobility, as well as structural details and landscape use, can be obtained from the archaeological record. Therefore, archaeological remains may well be an important component

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of the significance of the property. At this time no investigation has been done to discover these remains, but it is likely that they exist, and these potential remains should be considered in any future development of the property.

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### 8. Statement of Significance

#### Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

#### Criteria Considerations

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

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**Areas of Significance**

(Enter categories from instructions.)

Architecture

Entertainment/Recreation

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Period of Significance**

ca. 1931 - 1967

\_\_\_\_\_  
\_\_\_\_\_

**Significant Dates**

ca. 1931

\_\_\_\_\_  
\_\_\_\_\_

**Significant Person**

(Complete only if Criterion B is marked above.)

N/A

\_\_\_\_\_  
\_\_\_\_\_

**Cultural Affiliation**

N/A

\_\_\_\_\_  
\_\_\_\_\_

**Architect/Builder**

Parker, Bill - builder

\_\_\_\_\_  
\_\_\_\_\_

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**Statement of Significance Summary Paragraph** (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

Located approximately five miles north of Asheville, North Carolina, in Buncombe County, Foster's Log Cabin Court is a collection of tourism-related resources encompassing a 1930s Rustic Revival-style tourist court situated on a tree-covered, three-acre tract. The tourist court contains eighteen original pole-log cabins, a dining lodge, several support buildings, and landscape features associated with early automobile tourism and a regional style of Rustic Revival architecture. The tourist court fronts Weaverville Road, which was once part of a national tourist highway known as the Dixie Highway, extending from Michigan to Florida. Automobile tourism increased steadily along the Dixie Highway from 1900 to 1930, and Zeb and Audrey Foster, original owners of Foster's Log Cabin Court, allowed travelers to camp overnight on their land prior to building the first set of seven cabins in 1931. The court continued under the Fosters' management for almost forty years. Although the Great Depression caused a decline in tourism, the cabins and lodge were constructed, expanded, and improved upon during the 1930s, and Mrs. Foster found steady business in the continuous flow of traffic along the highway. By the 1940s, the region saw a resurgence of motor tourists, due in part to the creation of the Great Smoky Mountains National Park in 1934 and the growing acclaim of the Blue Ridge Parkway, begun in 1935, as a scenic route of great natural beauty. The widespread improvement of interstate roads by the Works Progress Administration and local highway associations during the 1930s, as well as improvements made after World War II, contributed to the rise of automobile-based tourism in the mid-twentieth century. Since 1970, subsequent owners have operated the tourist court successfully and preserved the log cabins and log dining lodge with care.

As an intact example of twentieth-century automobile-based tourism, Foster's Log Cabin Court meets National Register Criterion A in the area of Entertainment/Recreation. Foster's Log Cabin Court also meets Criterion C for architecture as an intact tourist court with Rustic Revival-style buildings characterized by saddle-notched pole-log construction. The rustic log construction has appealed to the romantic nature of passing motorists since the court's inception, offering tourists a welcome opportunity to experience the pioneer heritage of the region. As one of the region's earliest and best-preserved tourist courts, the buildings of Foster's Log Cabin Court remain scattered among tall pine trees, and the wooded setting compliments the rustic architecture of the tourist court.

The Period of Significance for the locally significant property is ca. 1931, when the first seven cabins were built, to 1967. Audrey Foster, then a widow, continued to own and operate the court until 1970, when she sold the business and the property, but the last three years of Ms. Foster's ownership were not of exceptional significance.

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**Narrative Statement of Significance** (Provide at least one paragraph for each area of significance.)

*Historical Background – Automobile-based tourism context*

Asheville and the surrounding Blue Ridge Mountains, like most of western North Carolina, have been known for their scenic vistas and healthy environment for almost two hundred years. With its moderate climate and proximity to the French Broad River, the location was ideal for settlement. Buncombe County was officially formed in 1791, with Asheville as the county seat. Buncombe County is characterized by varied topography that includes shallow river valleys and steeply rising mountain ranges.<sup>6</sup>

For decades, nineteenth-century tourists and visitors to Asheville took the railroad as far as they could and then traveled by horse and coach into the mountains over winding roads. These visitors tended to stay for the entire season once they had reached their destination, renting cottages or rooms in hotels and boarding houses. Following the completion of the Western North Carolina Railroad (WNCRR) to Asheville in 1880, transportation into and out of the city became significantly easier and Asheville's reputation as a tourist destination and health resort spread quickly. The WNCRR continued to extend its track westward to Waynesville, Sylva, Bryson City, and eventually all the way to Murphy, North Carolina, in 1891. A second railroad, the Asheville & Spartanburg Railroad, was completed to Hendersonville from the south in 1879, but took another seven years to reach Asheville, in 1886. The completion of the railroad connections proved to be important turning points in the area's development, leading to further growth in tourism and other industries.<sup>7</sup>

Although many of the early visitors to the region were summer tourists, another particular attraction for nineteenth-century visitors was the mild, healthful climate. New developments in the treatment of tuberculosis brought hope to patients, who were drawn to the region to enjoy the restorative air and convalesce at the numerous sanitariums that opened in and around

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<sup>6</sup> North Carolina Writers' Project of the Works Progress Administration, *Asheville: A Guide to the Mountains* (Asheville: University of North Carolina, revised 1941), 31; and Bill Sharpe, *A New Geography of North Carolina*, Vol. II (Raleigh, NC: Sharpe Publishing Company, Inc., 1958), 623-624.

<sup>7</sup> Larry Pope, ed., *A Pictorial History of Buncombe County* (Asheville, NC: Performance Publications, 1993), 9-12; and Douglas Swaim, *Cabins and Castles: The History and Architecture of Buncombe County, North Carolina* (Asheville, NC: Division of Archives and History, North Carolina Department of Cultural Resources, 1981), 38-40. Foster's Log Cabin Court is currently located within the limits of the Town of Woodfin, which was not incorporated until 1971. The community of Woodfin originated near the extensive farmland and ferry across the French Broad River belonging to prominent local attorney and planter Nicholas Woodfin (1810-1876) in the nineteenth century. Following the death of its namesake, the community of Woodfin was associated with several industries located on river and the early twentieth century residential developments that grew up around those industries. Due to its location on a principal north-south highway through Asheville, Foster's Log Cabin Court has typically been more closely associated with the larger city.

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Asheville, which ranged from large homes to institutions built with sunny, open-air porches. Many of the patients who came to recuperate often stayed or came back to settle down.<sup>8</sup>

With Asheville located at the crossroads of two railroads, it emerged as the population and economic center of the region and new development was concentrated in and around the town's main commercial section.<sup>9</sup> Asheville began electric streetcar service in 1889, the second city in the nation to do so, initially to ameliorate the steep grade between the railroad depot and downtown.<sup>10</sup> Expansion of the streetcar lines led to the growth of residential neighborhoods near downtown and the extension of development on the west side of the French Broad River. However, it was the automobile that would fundamentally change the patterns of residential settlement and commercial activity along the nation's roadways.

Plans to extend Asheville's street railway system to north, linking the city with Weaverville, began in the 1890s, although no action on the proposal was initiated until the first decade of the 1900s. In 1909, electric trolley service finally reached into the Buncombe County countryside, extending all the way to Weaverville. Beginning at Grace station in Asheville, the line crossed Baird's Flats (present day Beaver Lake) and ran through New Bridge, Pine Burr, and Stoney Knob to its terminus just south of Weaverville's town center. Under the direction of R. S. Howland, the Weaverville line of the Asheville & East Tennessee Railroad (A&ETRR) ran from 1909 to 1922, when a fatal accident near Asheville effectively ended its operation. The Weaverville line followed an easement on private land that roughly paralleled the highway between Asheville and Weaverville, and the electric railway, or trolley, facilitated travel along this corridor and led to commercial development in the area.<sup>11</sup>

As automobile ownership skyrocketed in the first decades of the twentieth century, municipal governments widened streets and improved roads. Where roads enabled cars to travel, trade and commercial activity grew, creating new corridors of commerce that thrived on traffic. Because each car was a potential customer, business associations in towns across the nation began to form highway associations to improve roads and encourage tourism. An early highway association created the Dixie Highway, which became one of the most important routes in the South.<sup>12</sup> Conceived in 1914 by Indiana businessman and auto dealer Carl G. Fisher, the Dixie Highway consisted of a series of paved highways to promote automobile travel

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<sup>8</sup> William O. Moore, "Resort Asheville," *North Carolina Architect*, Vol. 25, Issue 4 (July/August 1978), 20.

<sup>9</sup> Swaim, 80.

<sup>10</sup> David C. Bailey, Joseph M. Canfield and Harold E. Cox, *Trolleys in the Land of the Sky: Street Railways of Asheville, N.C. and Vicinity* (Forty Fort, PA: Harold E. Cox, 2000), 5 and 8-9.

<sup>11</sup> Bailey, et al, 59-73.

<sup>12</sup> Chester H. Liebs, *Main Street to Miracle Mile: American Roadside Architecture* (Baltimore, MD: The Johns Hopkins University Press, 1985), 10. Liebs notes that the number of registered automobiles increased from 8,000 in 1900 to 8 million by 1920 and that number tripled in the next decade, reaching 24 million by 1930 (p. 17).

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between the Midwest and Florida, where Fisher was actively developing real estate on the Atlantic coast. Consisting of two principal routes totaling more than 4,000 miles, the Dixie Highway extended from Chicago to Miami through Chattanooga, Tennessee, which was selected as the headquarters of the Dixie Highway Association.<sup>13</sup>

While increased automobile ownership and improving road conditions helped to initiate a nationwide shift in travel patterns during the 1920s, dramatic changes in tourism were still at least a decade away. During the period between 1920 and 1930, Asheville's population nearly doubled from 28,000 to more than 50,000, and the number of visitors was estimated at 250,000 annually.<sup>14</sup> Population growth, along with the increasing numbers of visitors drawn to the region's natural attractions, famed hotels, health resorts, and mild summer temperatures, fueled a tremendous burst of real estate speculation in the first decades of the twentieth century. Speculative home building, neighborhood and resort development, and the construction of seasonal houses followed unrestrained expectations. In 1928, the number of listed real estate agents in Asheville required three full pages of the city directory.<sup>15</sup>

A number of new suburban subdivisions were planned north of Asheville along the A&ETRR's Weaverville line, including Grandview in 1914, Pine Burr Park in 1917, and Lake View Park in 1922. Plans for Lake View Park called for the damming of Beaver Dam Creek in Baird's Flats and the creation of a lake that would have forced the relocation of the trolley tracks. Claims arising from its fatal wreck, however, sent the A&ETRR into receivership. After the tracks were removed, the North Carolina State Highway Department acquired the trolley right-of-way from property owners along the section between New Bridge and Pine Burr Park, and constructed a new highway, which opened in 1926.<sup>16</sup>

Zebulon H. and Audrey Foster, both Buncombe County natives, purchased two lots in Pine Burr Park in 1920. Zebulon Foster (1881-1941) worked in the cleaning business in Asheville when he met Audrey Smith (1894-1978), a nurse at St. Joseph's Hospital and Royce Cottage Sanitarium. The couple married in 1916, and their daughter, Edyth, was born in 1917. Residing in the Montford neighborhood (NR, 1977) at the time, the couple bought the property approximately five miles north of Asheville because of their desire to return to a more rural setting. With their three-year-old daughter, the couple moved into the house, planted a large garden, and kept a single dairy cow, Daisy.<sup>17</sup> The Fosters were drawn to the property, which

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<sup>13</sup> Asheville was located on the Carolina Division of the Dixie Highway, one of several additional branches of the two main routes that brought the total length of the highway system to more than 5,700 miles. Martha Carver, "The Dixie Highway and Automobile Tourism in the South," *SCA Journal* (Fall 1998), 22-23.

<sup>14</sup> Swaim, 43.

<sup>15</sup> The number of real estate agents listed is approximately 175, and the list of active members of the Asheville Real Estate Board includes 76 individuals and firms. *Miller's Asheville, N.C., City Directory* (1928), 20-21 and 871-874.

<sup>16</sup> Bailey, et al, 59-73.

<sup>17</sup> Foster, 3-4 and 31-33.



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contained "a little five room house," for its thick grove of pine trees, open grassy areas for a garden and small pasture, and its view of the surrounding mountains: Baird to the east and Goldview Knob to the west.<sup>18</sup>

The Fosters' Pine Burr Park lots bordered the old highway alignment and the couple added the intermediate area between the old roadbed and the new highway in 1932.<sup>19</sup> The heavily traveled highway provided a steady stream of potential guests, who had few other options for overnight accommodations on this section of road. At some point in the late 1920s, a passing traveler asked to stop for the night and camp under the pines. The visitor's compliments about the beauty and comfort of the site planted the idea with the Fosters that the property could become "a regular stopping off place for travelers." The Fosters allowed visitors to camp on the property for the first few years and many pitched their tents on the bed of pine needles that covered the ground.<sup>20</sup>

Asheville's booming economy of the 1920s ended abruptly in 1930 with the failure of the Citizens Bank & Trust Company, which lost more than \$8 million of city, county, and public school funds.<sup>21</sup> The effects of the national economic depression in the early 1930s meant that the tourists who once flocked to the region were now staying home. Despite the financial challenges, a steady stream of travelers passed the Fosters' property on the main highway connecting Asheville and Tennessee. The increasing popularity of automobile travel brought about significant changes in accommodations and related businesses across the region. One of the most visible innovations in the age of auto-related tourism was the development of the tourist court or motor lodge. While traveling by car, visitors typically favored low-cost lodging and services, including convenient auto-oriented motels and restaurants built along the highways, and 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 number of tourist courts and motels rose through the mid-twentieth century in direct correlation to a decrease in the number of hotels and boarding houses.

Preceding the tourist courts were tourist camps, which were simply properties where the owners allowed motorists to camp overnight. They differed little from the kinds of campgrounds one would find in the national forests. During the late 1920s, Zeb and Audrey Foster allowed motorists to camp overnight on their land prior to constructing the first seven of the diminutive Rustic Revival-style guest cabins in 1931.<sup>22</sup>

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<sup>18</sup> Ibid., 3-4.

<sup>19</sup> Buncombe County Register of Deeds Book 437, page 186.

<sup>20</sup> Foster, 3-4.

<sup>21</sup> Nan K. Chase, *Asheville: A History* (Jefferson, NC: McFarland & Company, Inc., 2007), 111-114.

<sup>22</sup> Ibid., 4.

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Around 1931, the Fosters hired Bill Parker of Reems Creek to build the first set of seven cottages with little porches. Arranged in a line, the one-room cabins were constructed of pine logs. The cabins contained two beds, a table and chairs, and a small coal-fired laundry stove. The cabins did not have bathrooms, but two outhouses—one for men and one for women—were located on the property. Despite the relatively primitive accommodations, the cabins attracted many guests in their first season. The cabins rented for \$1.00 per night or \$5.00 per week.<sup>23</sup>

After the success of the first season, the Fosters erected six more one-room cabins that formed a second line. Around 1932, Zeb Foster sold his cleaning business in Asheville to assist with managing the tourist court, which they called Foster's Log Cabin Court. During the mid-1930s, the Fosters added a few more cabins, including several larger units, a laundry, a public bath house to replace the outhouses, and the dining lodge, which was completed in 1937. Foster's Log Cabin Court consisted of seventeen cabins by the mid-1930s and at its peak, in 1941, included twenty-one cabins. Some of the larger pines on the property were cut to get lumber for the later cabins, but the Fosters were careful to keep enough trees to maintain the court's rustic atmosphere. The Fosters' residence served as the office during their ownership, and around 1940, small bathroom additions were made to each of the cabins.<sup>24</sup>

Creation of the Great Smoky Mountains National Park in 1934 along the border of western North Carolina and eastern Tennessee, along with other federal relief projects in the 1930s, brought a gradual return of tourists to Asheville and the surrounding region. Construction began in 1935 on the Blue Ridge Parkway, with local officials vigorously endorsing a route that passed close to the city. Tourism eventually returned as a major component of the local economy, but the post-Depression era witnessed a significant change in region's tourist-based economy. Leisure travelers were no longer characterized as wealthy elites who stayed for a full season at large resort hotels. Visitors were now more likely to travel in their own car, cover greater distances, and make shorter stays.<sup>25</sup>

The dining lodge at Foster's Log Cabin Court was completed and ready to open on June 1, 1937. Audrey Foster recalled that the court "lost a good number of guests" due to the lack of a restaurant, which led to the decision to provide a convenient place for their guests to eat. Mrs. Foster operated the dining lodge the first season, but soon hired a cook, three waiters (including her daughter, Edyth), and a dishwasher to assist her. In addition to the dining room,

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<sup>23</sup> Ibid., 4-6.

<sup>24</sup> Ibid., 5-6, 8, 31, 41 and 54.

<sup>25</sup> Richard D. Starnes, *Creating the Land of the Sky: Tourism and Society in Western North Carolina* (Tuscaloosa, AL: University of Alabama Press, 2005), 133-136.

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the building originally housed a small office and a shop for local pottery, novelties, and souvenirs.<sup>26</sup>

Feeling that she neglected the cabins and guests, Audrey Foster turned over the operation of the dining lodge to Jay and Mary Gardner, a local couple that previously ran the kitchen at The Pines, a neighboring tourist court. The Gardners bought a small piece of land from Audrey Foster in 1939, where they built a small house (no longer standing). They ran the dining room, which soon evolved into a restaurant, until Jay Gardner was called into military service during World War II, at which time Audrey Foster closed the dining room due to a lack of help and the effects of wartime rationing. Following Jay Gardner's three years of service, the couple returned to operate the restaurant but moved their residence to Asheville. They continued to run Foster's Log Cabin Dining Room into the late 1950s, when they wished to get out of the restaurant business due to changes in the tourism industry and increased competition among dining establishments.<sup>27</sup> Subsequent owners of the motor court have operated the dining room as Hays House Restaurant, Pine Ridge Log Cabin Restaurant, and Fireplace Restaurant.<sup>28</sup> The building is currently leased and operated as the Bavarian Restaurant and Biergarten.

Following Zeb Foster's death in 1941, Audrey Foster continued to operate the tourist court with the assistance of her sister, Lelia, also a trained nurse. The war brought additional challenges with gas and food rationing, and the restaurant closed for a period while Jay Gardner fulfilled his military service. In June 1955, Audrey Foster sold the court to Donald and Ethelynn Graham of Miami. Dr. Graham, an ageing chiropractor, and his wife stayed at the court while the doctor recovered from a surgery. According to Foster, the Grahams felt that running the court might be less strenuous for Dr. Graham, and Audrey Foster moved to Happy Hollow, a cabin at the rear of the property, with plans to retire from the business. Foster recalls that the Grahams struggled to keep the guests happy and at the end of the season she bought back the court.<sup>29</sup>

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<sup>26</sup> Foster, unpublished journals, collection of John Maltry.

<sup>27</sup> Foster, 19-21. In her writings Audrey Foster refers to the couple as Jay and Mary Gardner, but deed records identify them as Robert Jay and Velma Sue Gardner (Deeds 517/343 and 591/424).

<sup>28</sup> *Ibid.*, 21, and Deeds 1064/115, P3/205, and 1167/606.

<sup>29</sup> Foster, 63-64, and Buncombe County deeds 759/583 (June 7, 1955) and 763/46 (September 1, 1955). In her manuscript, Foster has altered their names and refers to the couple as Dr. and Mrs. Bell. Beginning in August 1957, Foster's Log Cabin Court became a prominent location in the filming of the movie *Thunder Road*, starring Robert Mitchum. The story of moonshiners set in Kentucky and Tennessee, most of the action was filmed in and around Asheville, as well as Lake Lure and Lake Toxaway. A number of interior scenes were shot in Cabin #20, then known as "Top-o-the-Hill" and now called "Thunder Road." The production crew brought equipment trucks, trailers, buses, and an electric generator to the court, and a nighttime patrol was required for security. The cast and crew ate catered meals under the pines, and curious onlookers stopped by in droves to catch a glimpse of the film's stars. When rain delayed production on the film, Mitchum often took refuge at the court away from the crew's headquarters in the Battery Park Hotel in downtown Asheville (Foster, 56-60).

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The tourist courts in Asheville were primarily located along the principal north-south and east-west arteries. Tunnel Road, designated US 70, approached downtown from the east. US 25, which had been part of the Dixie Highway system, passed through the center of town, following Weaverville Highway, Merrimon Avenue, Biltmore Avenue, and Hendersonville Road from the north to the south. To the west of Asheville, new motor courts were built along US 19-23-74, or Smoky Park Highway, which was the road from Asheville to Great Smoky Mountains National Park.

Tourist courts became immensely popular in Asheville by the mid-1950s. The city directory for 1953 lists six motor courts, including the Rhododendron Court on Merrimon Avenue. The following year forty-one such establishments were listed in the city directory, nearly all of them containing the word "court" in the name; at the same time eleven tourist courts were listed in the Hendersonville city directory. Motels eventually supplanted the tourist courts as motorists began to prize efficiency and familiarity in their overnight accommodations. The motel differed by being one- or two-story continuous or connected multi-unit structures, often arranged in a U- or L-shaped configuration. Motels were increasingly owned by corporate chains, offering travelers a familiar place to spend the night as they drove through the region.

Tourist courts and motels became so popular in Asheville that even the stalwart Grove Park Inn (NR, 1973) attempted to cash in on the trend. By the 1950s, the famous inn began to show its age and was sold in 1955 to Jack Tar Management Co. of Texas, which owned hotels in Florida, South Carolina, and Texas. Convinced that visitors wanted modern facilities, the new owners began a dramatic renovation of the rustic inn and either removed or concealed many of the building's distinguished architectural features. Bowing to current trends, fifty additional guest rooms were built in 1958, housed in an adjacent structure known as Fairway Lodge. The \$200,000 "lodge" was a two-story motel constructed of native stone, redwood, and concrete with exterior corridors and concrete access ramps.<sup>30</sup>

The number of motels and motor courts continued to rise through the 1950s and 60s, reaching a peak of sixty-one by 1970. Not surprisingly, the number of city directory listings for hotels began declining during the same time, contracting by more than half from twenty-nine in 1950 to twelve in 1970. Audrey Foster finally sold Foster's Log Cabin Court in 1970 and retired from the business. Subsequent owners have continued to operate court as a guest accommodation, and in 1986 the name was changed to Log Cabin Motor Court by owners Robert Claas and Jim Childress.

In March 1970, Audrey Foster sold the court, then called Foster's Motor Court, to Robert and Zora Hays (Deed 1015/239). The Hayses ran the court for a couple of years before selling it and the Hays House Restaurant to Ed and Helen Cremer and James and Christine Collins in 1972 (Deed 1064/115). The Cremers later obtained the Collins' interest in the business, which had been renamed the Pine Ridge Log Cabin Restaurant and Motor Court, and then sold the

<sup>30</sup> Bruce Johnson, *Built for the Ages: A History of the Grove Park Inn* (Asheville, NC: Grove Park Inn Resort and Spa, 2004), 63-68.

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property to Richard and Frances Litz in 1977 (Deed 1167/606). Richard Litz operated the court as Litz's Log Cabins and introduced several changes to the property. At the time only two cabins—present Goldview and Thunder Road—had fireplaces. Litz taught himself stone masonry and collected rocks from the highway cut on Beaucatcher Mountain to construct stone fireplaces and chimneys on the remaining cabins. The Litz's resided in the Foster's house (#24) and moved the office into a former cabin. Litz installed an in-ground swimming pool during his ownership, but the pool was filled in by the current owners in 2008.<sup>31</sup> In 1986, Litz sold the court to Robert and Ellen Claas and James and Dawn Childress (Deed 1453/245). During their ownership the name was changed to the Log Cabin Motor Court. The current owners, John and Maria Maltry, acquired the business from the Claas and Childress families in 2002 (Deed 2775/55) and continue to operate the Log Cabin Motor Court through a property management company.

Since the 1970s, evolving travel preferences have given rise to the multi-story corporate chain hotels and motels conveniently located near interstate interchanges, on densely developed commercial strips, and in close proximity to shopping centers and restaurants. While the majority of old motor courts have been lost to time and development or converted to offices or long-term rental properties, a small number of courts in Buncombe County continue to operate as motels or tourist accommodations. The low-density footprints of motor courts and their locations on now-secondary highways have added to their competitive challenges. In recent years though, Asheville has experienced a resurgence in luxury and boutique hotel construction as the city continues to enjoy its role as a prominent tourist destination, drawing visitors to the area's many youth summer camps, church conference centers, vacation homes, historical sites, and natural attractions. The Log Cabin Motor Court serves as a touchstone of the region's tourism history, offering affordable accommodations in a convenient, yet rustic setting.

### *Architecture Context*

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. Many of the early courts presented a theme that carried through the name of the business and the physical appearance of the buildings. Dating from the late 1940s, the Rockola Court and Rock Haven Terrace on Smoky Park Highway west of Asheville both offered stone-veneered units. Foster's Log Cabin Court consisted of log cabins, and at the adjacent Pines Cottages, guests stayed in log and frame cabins scattered throughout the wooded grounds. Mac's Indian Village, built in 1937 near Cherokee, North Carolina, featured metal-clad teepee vestibules at the entrance of otherwise plain, frame dwellings. The iconography was an important component in defining the

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<sup>31</sup> John Maltry, personal communication, September 26, 2016.

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character of these properties, creating an identity and strong visual impression for passing motorists.

The use of the Rustic Revival style was not uncommon for private houses in the region, especially seasonal residences that would allow the owners a sense of escape to the mountains without completely forgoing modern conveniences. The style appeared less frequently on commercial buildings unless the business specifically drew upon mountain culture as part of its function or marketing image—themed motor courts, restaurants, and craft shops being common examples. While architectural trends reflected nationally popular styles and influences, specific conditions such as the availability of building materials and skilled craftsmen also dictated a number of regional distinctions. In particular, wealthy visitors who were largely responsible for the area's turn of the century tourist economy fashioned much of the new architecture with romantic notions about mountain lifestyles, where comfort and luxury overwhelmed notions of authenticity. Architects and skilled craftsmen, who were frequently brought in to work on various projects, coexisted with local builders and craftspeople and together introduced rustic interpretations of architectural styles that were suited to the mountain landscape and climate.

The Rustic Revival style in North Carolina owes a debt to the natural and rustic style of construction and engineering work developed from the National Park Service's design standards for national parks, which emphasized a close harmony of built structures and natural environment. The style was manifest in low, horizontal buildings constructed using native stone or rock, massive logs, and heavy timbers. Developed in the early twentieth century and instituted as policy in the 1920s, the National Park Service's rustic architecture was heavily promoted through the Civilian Conservation Corps (CCC) in the 1930s.<sup>32</sup> The CCC, a federal relief program, worked extensively in western North Carolina constructing buildings, shelters, trails, and roads in the Pisgah and Nantahala National Forests and Great Smoky Mountains National Park. The Rustic Revival style, which combined traditional building methods and natural materials with modern functionality, found widespread acceptance in the forested and mountainous region around Asheville and the tourist-driven economies of small towns along the Blue Ridge.

At Foster's Log Cabin Court, the Rustic Revival style also manifests itself in the informal arrangement of individual cabins scattered among the tall pine trees, creating a private, wooded setting. The arrangement accommodates the motor tourist, allowing each driver to park conveniently in front of their cabin. The earliest cabins are distributed in a linear pattern on relatively flat land in the eastern portion of the property near the Weaverville Highway and the later few cabins are informally arranged on the hillside that slopes up toward the west side of the property. An unpaved gravel drive winds through the court, following the distribution of cabins and providing vehicle access to each cabin throughout the property.

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<sup>32</sup> William C. Tweed, Laura E. Soulliere, and Henry G. Law, *Rustic Architecture: 1916-1942* (National Park Service, Western Regional Office, Division of Cultural Resource Management, 1977).

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Foster's Log Cabin Court is one of the oldest and most intact surviving motor courts in Asheville and Buncombe County. By the mid-1930s, several "tourist camps" were situated on Weaverville Highway north of Asheville, including The Pines, which stands adjacent to Foster's, and Bablin Brook Tourist Camp in Newbridge. Charles Metcalf owned the Bablin Brook camp, which appears to have been short-lived. William S. Robinson and Mrs. Mary Hunt also operated tourist camps along Weaverville Highway. Similar accommodations were located on Hendersonville Road to the south and Tunnel Road to the east.<sup>33</sup>

Located at 346 Weaverville Road, immediately north of Foster's Log Cabin Court, the Pines Cottages is a Rustic Revival-style tourist court consisting of approximately fifteen log and frame cabins and a central lodge arranged on a wooded 4.5-acre tract. William W. and Ida Pruett opened the tourist camp in the early 1930s, and William Pruett also worked for the Carr Lumber Company. The first few cabins were built around 1930 of pole log construction, and additional cabins with German siding, stone veneer, and asbestos shingle siding were erected through the late 1940s. The original office is a large one-story pole-log cabin on a stone foundation. The building has a side-gable roof, decorative front gable, wood shingles in the gable ends, two interior brick chimneys, and an engaged full-width shed-roof porch supported on log posts. While not as thematically unified as the neighboring Foster's Log Cabin Court, the Pines Cottages shares a comparably wooded site, informal arrangement, and overall rustic character. Ida Pruett, and then her son William S. Pruett, operated the tourist court into the 1970s, before selling the property. Like Foster's, the Pines Cottages continues to operate as a tourist court.

Nearby Sanders Court, located at 375 Weaverville Road, dates from around 1939, and stands on the east side of the road. The one-story L-shaped building was the second Sanders Court and Café location, begun by Colonel Harland Sanders, who opened his first restaurant in a service station in Corbin, Kentucky.<sup>34</sup> Rehabilitated in 2005 and converted to efficiency apartments, Sanders Court retains its basic form and design, but most of the steeply pitched roof with decorative front gables has been replaced, along with all of the windows. The exterior expression has become muted and lacks the strong visual character and polychromatic finishes depicted in postcard views of Sanders Court.

Another of the early tourist courts in Asheville is Homeland Park, located off US 70 near the entrance to the Blue Ridge Parkway east of town. Begun in the early 1930s by Eugene Hester, Homeland Park covered nearly forty-five acres and included fifty or more one-story Rustic Revival-style log dwellings, a log dance hall, and numerous recreational amenities. In the 1940s and 1950s, Bill and Beulah Rhodes owned and operated the court, which they promoted as a vacation resort and advertised using hillbilly motifs and stereotypes. Around 1940, a two-story

<sup>33</sup> *Miller's Asheville City Directory* (1935), 689.

<sup>34</sup> Shortly after purchasing the Asheville motel, Sanders' restaurant in Kentucky was destroyed by fire. Sanders sold the Asheville property in 1942, but during his brief ownership, he reportedly developed the recipe and pressure-cooking method for fried chicken that led to the creation of the Kentucky Fried Chicken restaurant chain. Kevan D. Frazier, *Legendary Locals of Asheville, North Carolina* (Charleston, SC: Arcadia Publishing, 2014), 108.

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Art Deco-influenced brick building was erected at the entrance near the highway to house an expanded restaurant, office, and gift shop. By 1950, Homeland Park, which was later known as "Hillbilly City, U.S.A.," was reportedly the largest motor court in North Carolina. The saddle-notched pole-log cabins were built according to four different floor plans, with front and rear porches, stone fireplaces, front- and side-gable roofs, and with or without kitchenettes. While many of the buildings survive relatively intact, beginning in the 1950s the cottages were sold to individual owners for single-family residences and many have since been renovated and enlarged for year-round occupancy. In addition, the restaurant building has been enlarged and extensively altered.

Along Asheville's principal north-south and east-west corridors the vast majority of surviving tourist courts and motels date from the 1950s or later. The Mountaineer Inn stands out among the number of motels located on Tunnel Road with its bold neon sign, exposed decorative log elements, and rustic imagery. The family-owned Forest Manor Inn on Hendersonville Road was demolished in 2011 for new commercial development; and the ca. 1946 Rockola Motel on Smoky Park Highway was demolished in 2008.

While many of the motor courts to the north of downtown have been demolished, others remain standing and serving other functions. The American Court Apartments at 85 Merrimon Avenue, originally built in the early 1950s as the Rhododendron Court, is one of the more intact surviving motels, though it is currently used for efficiency apartments. The former Bennett's Town-O-Tel Motor Lodge at 107 Merrimon Avenue has been converted to offices. Both the former Beaver Lake Court at 959 Merrimon Avenue and the Edge-O-Town Motor Court at 2 Weaverville Road have been renovated as small shops and offices.

Among the surviving examples of tourist courts and motels in the region, two good examples are located in Henderson County—the Florilina Motor Court and Towles Cottages. The two courts are situated on Greenville Highway (US 25 Business) between Hendersonville and Flat Rock. David and Samantha Fowler of Miami, Florida, opened the Florilina Motor Court in the late 1940s with the idea that residents wanting to escape the summer heat of Florida would enjoy vacationing in the moderate climate of the North Carolina mountains. The property contains twelve primary resources, including an office, two duplex units, and nine individual guest cottages. The buildings are organized around a central lawn ringed with trees and accessed from a loop driveway. A shaded patio, which was built on the site of an in-ground swimming pool that had fallen into disrepair by the late twentieth century, is located at the north end of the lawn, and a frame gazebo is located at the south end of the lawn. The individual guest cottages are typically one-story frame structures with side-gable roofs, German siding or board-and-batten, and six-over-six double-hung sash or six-light casement windows. Many of the cottages were rehabilitated and enlarged between 1994 and 1998, but the court appears to be little altered in its overall form and character.

Towles Cottages consists of three buildings—including a former office and pavilion—facing Greenville Highway and fifteen guest cottages organized around a curving gravel drive at the center of the property. Francis and Sarah Towles, who came to Henderson County from Florida,



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purchased the property around 1935 and began erecting the cottages. Occupying a relatively flat and open property, with small patches of lawn and scattered mature trees, the diminutive guest cottages are typically one-story side-gable frame structures with brick end chimneys, German siding, exposed rafter tails, full-width porches, six-light-over-three-panel entry doors, and six-over-six windows. The cottages exhibit variations including their sizes, attached or engaged porch roofs, metal porch roofs, and in two instances an attached one-bay garage or carport. While not identical, the guest cottages display enough consistency of scale, form, and materials to read as parts of a cohesive whole. The Towleses operated the court into the 1950s before selling the property due to the declining health of Mr. Towles. Subsequent owners continued to operate the court through the late twentieth century. All of the buildings are currently offered as long-term rental units and managed by a property management company.

Foster's Log Cabin Court presents a remarkably intact example of a 1930s motor court associated with the trend of automobile-oriented tourism in the region. While most of the individual buildings have received some degree of alteration, these changes are consistent with the historic character of the property. The complex retains its original layout and spatial relationships, overall design, setting, feeling and association. As automobiles helped to usher in a new era of tourism in western North Carolina in the mid-twentieth century, locally-owned tourist courts and motels supplanted the large resort hotels as the primary form of tourist accommodation. Foster's Log Cabin Court easily conveys its original function and retains its rustic architectural character. The cohesive collection of Rustic Revival-style cabins and dining lodge are suggestive of the pioneer heritage and traditional building methods of the area, while offering comfortable accommodations to the traveling public. Building on the area's existing reputation among tourists, the property was located in a highly trafficked area popular with summer visitors and appealed to a new breed of tourists, who were traveling to the mountains in the own cars.

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**Previous documentation on file (NPS):**

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # \_\_\_\_\_
- recorded by Historic American Engineering Record # \_\_\_\_\_
- recorded by Historic American Landscape Survey # \_\_\_\_\_

**Primary location of additional data:**

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: North Carolina Collection, Pack Memorial Library, Asheville, NC

**Historic Resources Survey Number (if assigned):** BN 1406

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**10. Geographical Data**

**Acreage of Property** 3 acres

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Use either the UTM system or latitude/longitude coordinates

**Latitude/Longitude Coordinates (decimal degrees)**

Datum if other than WGS84: \_\_\_\_\_

(enter coordinates to 6 decimal places)

- |              |            |
|--------------|------------|
| 1. Latitude: | Longitude: |
| 2. Latitude: | Longitude: |
| 3. Latitude: | Longitude: |
| 4. Latitude: | Longitude: |

**Or**

**UTM References**

Datum (indicated on USGS map):

NAD 1927 or  NAD 1983

- |             |                 |                   |
|-------------|-----------------|-------------------|
| 1. Zone: 17 | Easting: 356890 | Northing: 3938450 |
| 2. Zone:    | Easting:        | Northing:         |
| 3. Zone:    | Easting:        | Northing:         |
| 4. Zone:    | Easting :       | Northing:         |

**Verbal Boundary Description** (Describe the boundaries of the property.)

The eligible boundary is shown by a heavy dashed line on the accompanying Buncombe County tax map. The eastern boundary of the district extends in a north-south direction adjacent to Weaverville Road; the northern boundary follows the property line shared with the Pines Cottages; the western boundary extends in a north-south direction adjoining the right-of-way of US 19-23 (future I-26); and the southern boundary follows the property line back to the starting point on the west side of Weaverville Road.

**Boundary Justification** (Explain why the boundaries were selected.)

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The eligible boundary for the Foster's Log Cabin Court consists of the full three-acre parcel historically associated with the tourist cabins. The Parcel Identification Number is 9731-64-1523-00000.

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### 11. Form Prepared By

name/title: Clay Griffith and Wendy Wichman  
organization: Acme Preservation Services, LLC  
street & number: 825C Merrimon Ave., #345  
city or town: Asheville state: NC zip code: 28801  
e-mail: cgriffith.acme@gmail.com  
telephone: 828-281-3852  
date: December 30, 2016

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### Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Foster's Log Cabin Court

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Buncombe County, NC

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## Photographs

The following information pertains to each of the photographs:

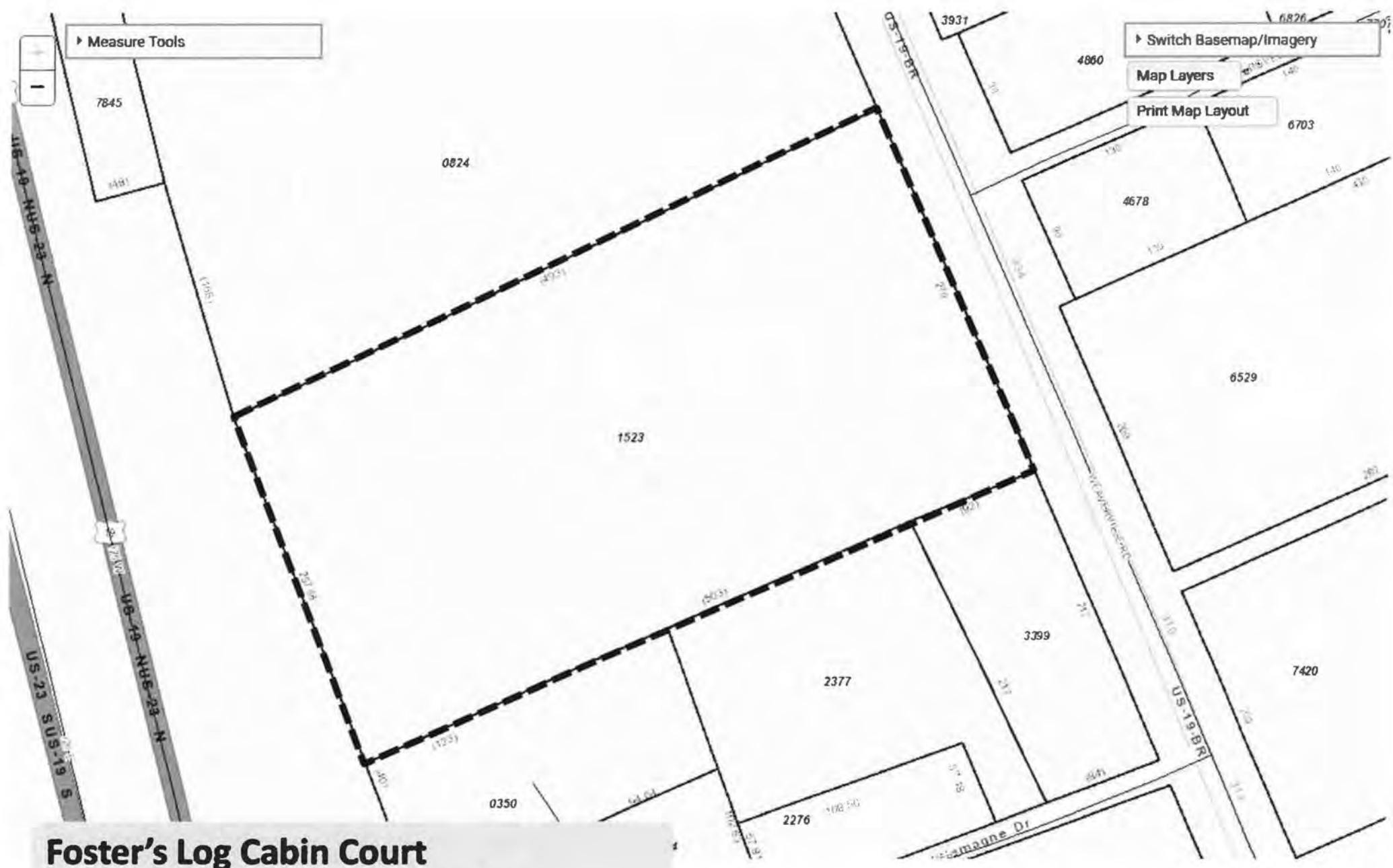
Name of Property: Foster's Log Cabin Court  
Location: 330 and 332 Weaverville Road, North Carolina  
County: Buncombe  
Name of Photographer: Clay Griffith / Acme Preservation Services  
Date of Photographs: as noted  
Location of Digital Master: Historic Preservation Office  
North Carolina Division of Archives and History  
109 E. Jones Street  
Raleigh, North Carolina 27601-2807

### Photographs:

1. Foster's Log Cabin Court, January 11, 2017
2. Cabin Row (#16-18), June 7, 2016
3. Traveler's Rest, January 17, 2017
4. HillBilly, January 17, 2017
5. Office, January 17, 2017
6. Hermitage, January 17, 2017
7. Thunder Road, June 7, 2016
8. Mountain Dew, interior, June 7, 2016
9. Dining Lodge, December 8, 2016

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 460 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.



Measure Tools

Switch Basemap/Imagery

Map Layers

Print Map Layout

# Foster's Log Cabin Court


Woodfin, Buncombe County, North Carolina

## Boundary Map

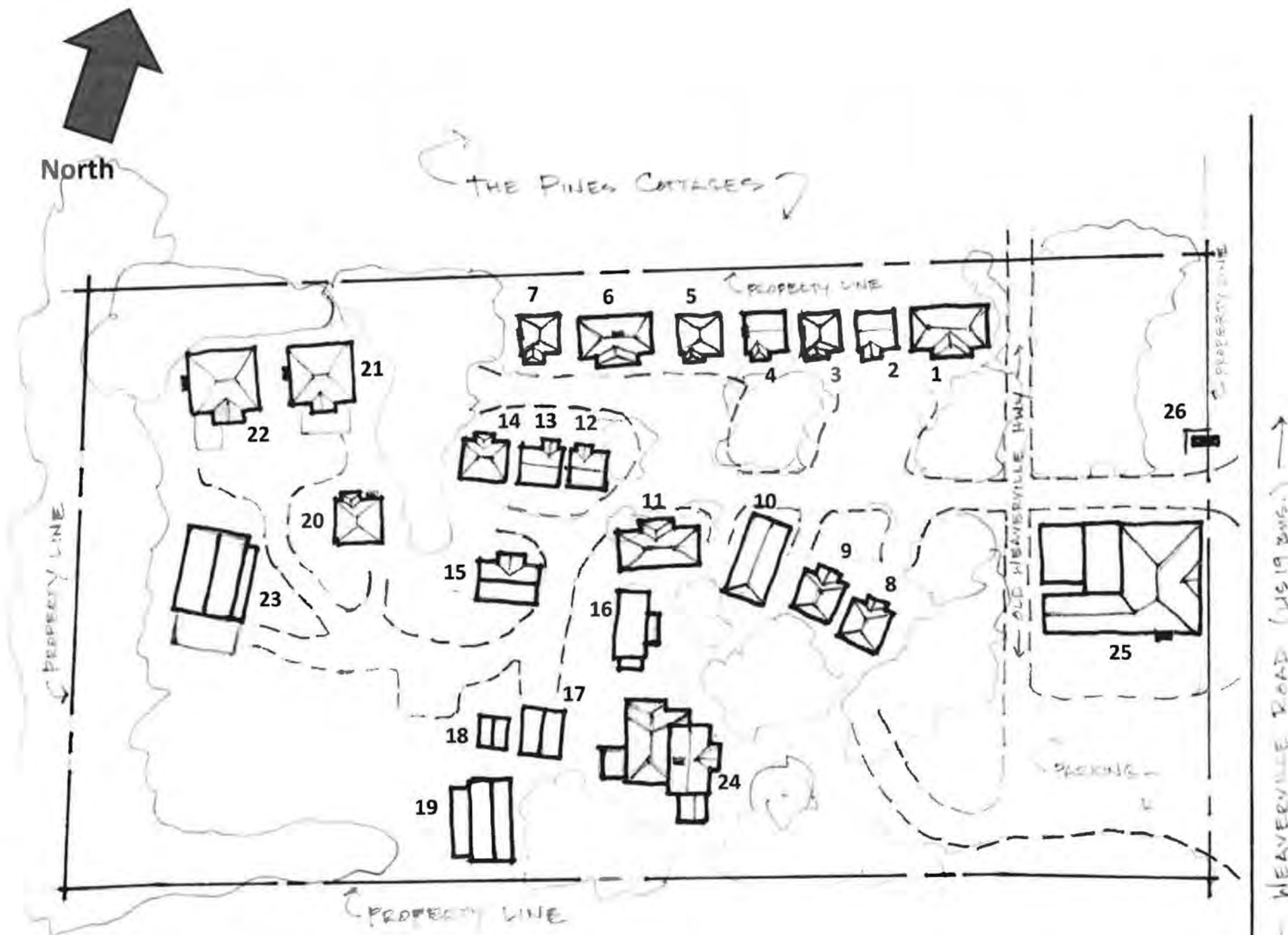
Scale: 1" = 100' (approx.)

PIN 9731-64-1523-00000

(Base map: Buncombe County GIS)

National Register Boundary 





**Resource key:**

*(Resources are keyed to inventory number)*

1. Traveler's Rest, ca. 1931 (C)
2. Snuggle Inn, ca. 1931 (C)
3. Midnight Roost, ca. 1931 (C)
4. Lazy Daisy, ca. 1931 (C)
5. Happy Haven, ca. 1931 (C)
6. Mountain Dew, ca. 1931 (C)
7. Hillbilly, ca. 1932 (C)
8. Kozy Korner, ca. 1932 (C)
9. Snug Harbor, ca. 1932 (C)
10. Office, ca. 1932 (C)
11. Double or Nothing, ca. 1932 (C)
12. Day's End, ca. 1932 (C)
13. Sleepy Susan, ca. 1932 (C)
14. Moon Beam, ca. 1932 (C)
15. The Hermitage, ca. 1935 (C)
16. Laundry, ca. 1935 (C)
17. Garage, ca. 1950 (C)
18. Shed, ca. 1950 (NC)
19. New Laundry, 2016 (NC)
20. Overlook, ca. 1938 (C)
21. Gold View, ca. 1938 (C)
22. Thunder Road, ca. 1938 (C)
23. Black Bear Lodge, ca. 1987 (NC)
24. Zeb and Audrey Foster House, ca. 1917 (C)
25. Dining Lodge, 1937 (C)
26. Sign, ca. 1970s (NC)

**Foster's Log Cabin Court**

Woodfin, Buncombe County, North Carolina

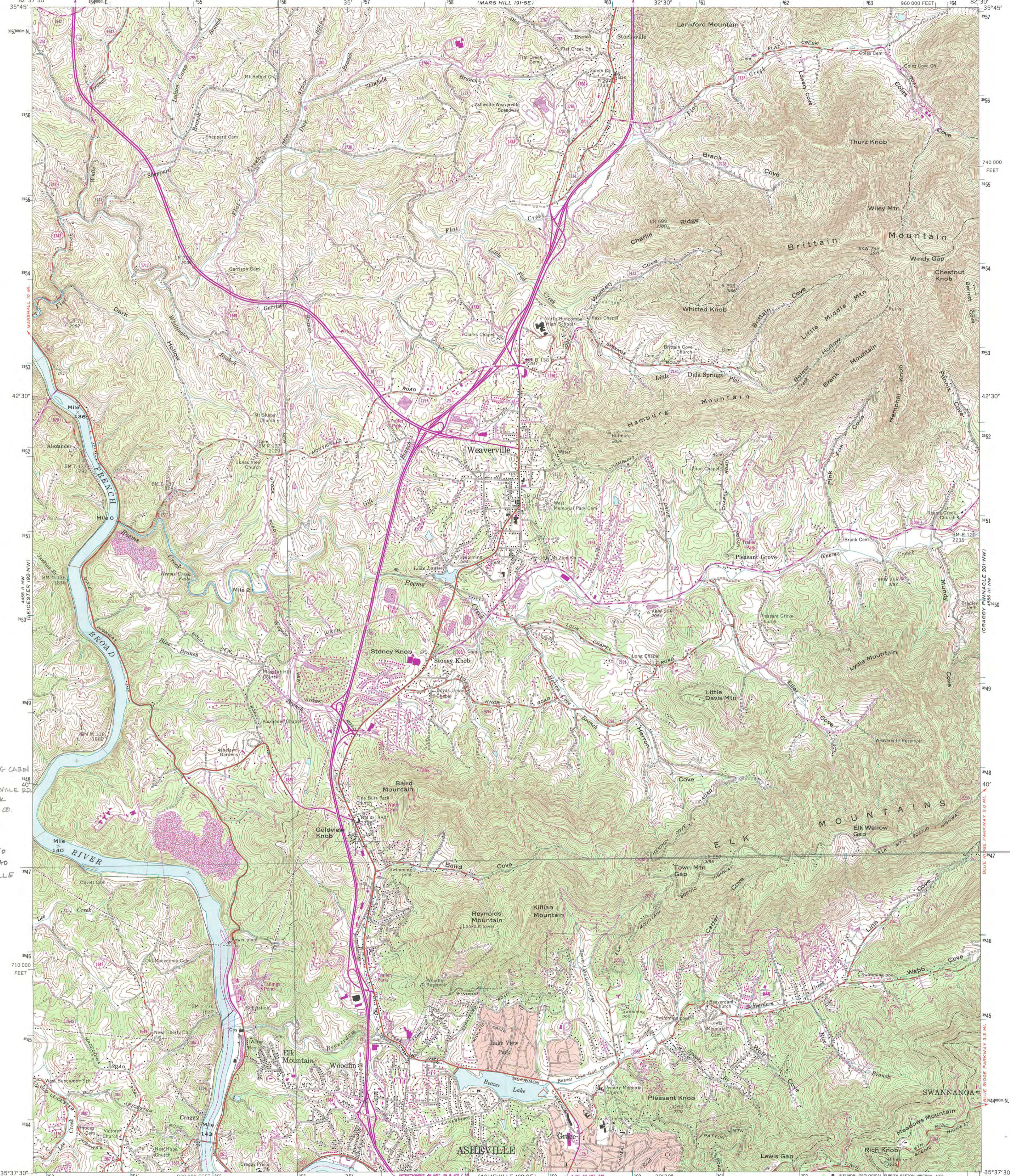
**Site Plan**

Scale: 1" = 65' (approx.)

PIN 9731-64-1523-00000

(Base map: Buncombe County GIS)



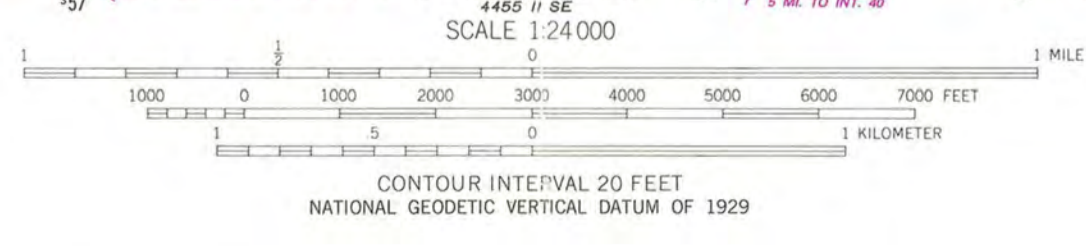
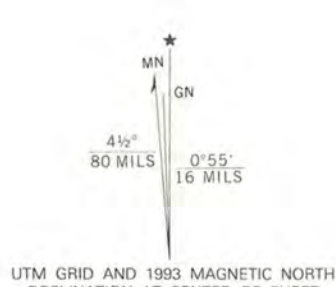


FOSTER'S LOG CABIN  
COURT  
350 WEAVERVILLE RD.  
WOODFIN, N.C.  
BUNCOMBE CO.  
UTM 17  
E 56750  
N 3947240  
WEAVERVILLE  
QUAD

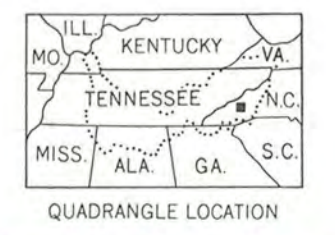
Mapped and edited by Tennessee Valley Authority  
Published by the Geological Survey  
Control by NOS/NOAA, USGS and TVA  
Revised by TVA in 1962 by photogrammetric methods using  
aerial photographs taken 1961 and by reference to TVA-USGS  
quadrangle dated 1942. Map field checked by TVA, 1962  
Polyconic projection. 10,000-foot grid ticks based on  
North Carolina coordinate system  
1000-meter Universal Transverse Mercator grid ticks,  
zone 17, shown in blue  
1927 North American Datum (NAD 27)

North American Datum of 1983 (NAD 83) is shown by dashed  
corner ticks. The value of the shift between NAD 27 and  
NAD 83 for 7.5-minute intersections are given in  
USGS Bulletin 1875

Fine red dashed lines indicate selected fence and field lines  
visible on aerial photographs. This information is unchecked  
Red tint indicates areas in which only landmark buildings are  
shown



THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS  
FOR SALE BY U.S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092  
TENNESSEE DEPARTMENT OF CONSERVATION, DIVISION OF GEOLOGY, NASHVILLE, TENN. 37243  
AND U.S. TENNESSEE VALLEY AUTHORITY, CHATTANOOGA, TENN. 37402  
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST



QUADRANGLE LOCATION  
Revisions shown in purple and woodland compiled by the  
Geological Survey in cooperation with State of North Carolina  
agencies from aerial photographs taken 1990 and other sources  
Contours not revised. This information not field checked  
Map edited 1993

ROAD CLASSIFICATION		TVA 192 NE
Primary highway, hard surface	Light-duty road, hard or improved surface	
Secondary highway, hard surface	Unimproved road	
Interstate Route	U.S. Route	State Route

WEAVERVILLE, N. C.  
35082-F5-TF-024  
1962  
PHOTOREVISED 1993  
DMA 4455 II NE - SERIES 1942



DEAD  
END



Days End  
Cabin #1

12



Traveler's Rest  
Cabin 1



Hill  
Cabl

15

15



OFFICE

FIREWOOD  
FOR SALE  
AT OFFICE

NOTICE  
24 HOUR  
VIDEO  
SURVEILLANCE



Hermitage  
Cabin 16

16

16



Thunder Road  
Cabin 20

20

20







UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

Requested Action: Nomination

Property Name: Foster's Log Cabin Court

Multiple Name:

State & County: NORTH CAROLINA, Buncombe

Date Received: 3/17/2017      Date of Pending List:      Date of 16th Day:      Date of 45th Day:      Date of Weekly List: 5/1/2017

Reference number: SG100000939

Nominator: State

Reason For Review:

Accept       Return       Reject      5/1/2017 Date

Abstract/Summary Comments: Excellent example of a rustic style (log construction) tourist court. Constructed along a major north-south road in 1931 and expanded through the decade, the complex of single and double room cabins has seen little change, except for the addition of working bathrooms - done in a sympathetic manner.

Recommendation/ Criteria: Accept A / C

Reviewer Jim Gabbert

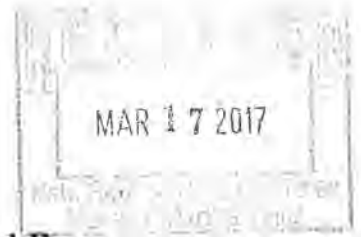
Discipline Historian

Telephone (202)354-2275

Date \_\_\_\_\_

DOCUMENTATION:    see attached comments : No    see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.



**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

March 16, 2017

Ms. Stephanie Toothman, Keeper  
National Register of Historic Places  
National Park Service  
U.S. Department of the Interior  
1201 Eye Street NW (2208) Eighth Floor  
Washington, D.C. 20005

Re: Foster's Log Cabin Court – Buncombe County  
Otto King House – Henderson County  
Berry O'Kelly Historic District – Wake County

Dear Ms. Toothman:

Enclosed are the above referenced nominations to be approved for the National Register of Historic Places.

We trust you will find the nominations to be in order. If you have any questions please call Claudia Brown, 919.807.6573.

Sincerely,

A handwritten signature in cursive script that reads "Kevin Cherry".

Kevin Cherry, Ph.D.  
State Historic Preservation Officer

KC/jct: enclosure