

PRIMARY RECORD

Primary #
HRI #

Tinomial

NRHP Status Code

Other Listings

Review Code

Reviewer

Date

Page 1 of 3

*Resource Name or #: (Assigned by Recorder) 1393 UNIVERSITY AV

P1. Other Identifier: Farm House Motel

*P2. Location: ☐ Not for Publication ☒ Unrestricted

*a. County Riverside

and (P2b and P2c or P2d. Attach a location map as necessary.)

*b. USGS 7.5' Quad _____ Date _____ T _____; R _____; 1/4 of _____ 1/4 of Sec _____; B.M.

c. Address 1393 UNIVERSITY AV

City: Riverside

Zip _____

d. UTM: (Give more than one for large and/or linear resources)

Zone _____; _____

mE/ _____

mN

e. Other Locational Data: APN: 250-190-009

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This one story, 23 unit motor court is located on the north side of University Avenue approximately mid-block between Iowa and Cranford Avenues. A concrete foundation supports wood frame structures. The rental units are laid out in two parallel lines that follow the western and eastern property lines. This arrangement allows for automotive access from University Avenue through the center of the lot. Eight "L" shaped two-unit structures are separated by alternating single and double-bay carports. The rear walls of several carports have been removed. Seven additional units are located at the rear (north) elevation of each row. The manager's office is attached to the south end of the unit at the southeast corner of the lot. A pool is sited at the northeast corner of the lot.

The architectural imagery of the motor court is a variant of the California Ranch house. The identifying image of the gambrel roof over the board-and-batten sheathing and the diamond-paned or multi-light windows can be found in contemporary ranch houses. While this image is most forcefully used in the design of the office, its theme is perpetuated throughout the complex. Within each of the paired units, board-and-batten wood siding covers stucco walls and the apex of the gable roof extends beyond the wall plane of the front unit; the second unit is defined by a smaller gable/dormer element above the doorway. The units are illuminated by three-part windows; fixed sash central openings flanked by tall double-hung windows. The landscape is characterized by several mature palm trees and well-maintained bushes in the front yard set back. A large replica of a horse pulling an open wagon and a water pump are located near the office, completing the rural image of the motel. The neon pole sign, in the shape of a gambrel roof, was added to the property in 1958. A trellis was added to the pool area in 1964. The complex retain a high level of integrity.

*P3b. Resource Attributes: (List Attributes and codes) HP05 Hotel/Motel

*P4. Resources Present: ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5b. Description of Photo:

(View, date, accession #)

*P6. Date Constructed: 1953

Age and Sources: ☒ Historic

☐ Prehistoric

☐ Both

*P7. Owner and Address:

Riverside CA

*P8: Recorded by: J. Tearnen/L. Bricker

J. Tearnen/L. Bricker

Lauren Bricker and Janet Tearnen

1405 Garden St.

Redlands

*P9. Date Recorded: 10/20/1998

*P10. Survey Type: (Describe)

Intensive Survey

*P11. Report Citation: (Cite survey report and other sources, or enter "none.")

Historic Resources Survey: Hacienda Motel and Farm House Motel, Riverside, CA, Draft Final Report, 20 October 1998.

*Attachments: NONE ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record

☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record

☐ Artifact Record ☐ Photograph Record Other (List) _____

BUILDING, STRUCTURE, AND OBJECT RECORD

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*NRHP Status Code: 3S

*Resource Name or #: (Assigned by Recorder) 1393 UNIVERSITY AV

B1. Historic Name Farm House Motel

B2. Common Name Farm House Motel

B3. Original Use: Motel

B4. Present Use: Motel

*B5. Architectural Style: California Ranch

*B6. Construction History: (construction date, alterations, and date of alterations)

Construction Date: 1953

1953 Original Permit Original Permit no on file

1958 Sign Neon Sign

1964 Addition Add trellis

*B7. Moved? ☐ Date Moved: Original Location:

*B8. Related Features: Sign, horse and water pump

*B9a. Architect:

b. Builder:

*B10. Significance: Theme: Motor Court Architecture

Area Eastside

Period of Significance 1953

Property Type Motel

Applicable Criteria: C

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

See Continuation Sheet

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:

See report citation

B13. Remarks:

*B14. Evaluator: J. Tearnen/L. Bricker

Lauren Bricker and Janet Tearnen

1405 Garden St.

Redlands

*Date of Evaluation 10/20/1998

(This space reserved for official comments.)

B10. Significance (continued):

The Farm House Motel is an excellent example of a motor court in the city of Riverside. It is exceptional for its architectural quality and integrity and evidences the once important role University Avenue (historically Eighth Street) played as a segment of State Highway 60. The motel is eligible for designation as a local landmark and for listing in the National Register of Historic Places.

The Farm House Motel is located on University Avenue in the Eastside community of Riverside. The development of the Eastside began after the Gage Canal brought water to the eastern Riverside plain. In March 1882, Matthew Gage filed a claim for land under the Desert Irrigation Act which allowed him full title if he brought adequate irrigation to the area within three years. This square mile of barren land is located between what is now University Avenue, Le Conte Drive, Chicago Avenue, and Canyon Crest. According to historian Tom Patterson, the new canal was one of the circumstances making possible the first town-lot addition to the original Riverside. (1) A number of subdivisions followed and by the early twentieth century there was substantial residential development along Eighth Street (now University Avenue).

The Sanborn Fire Insurance Map of Riverside (1908; rev. 1951) and City building permits indicate that the predominant land use of Eighth Street remained residential until the early 1950s. By this time it was a segment of State Highway 60 (395), which ran from Mission Boulevard east through downtown along Eighth Street and functioned as an important transportation link between the Los Angeles area and communities to the east and the desert. (2) The traffic along Eighth Street east of downtown was intensified with the completion of the University of California, Riverside in the mid-50s. By the late 1950s the section of Eighth Street immediately west of Iowa Avenue had been widened and functioned as a terminus of State Highway 60 until the segment from Eighth Street to Blaine Street was completed. This situation funneled the increased highway traffic along Eighth Street and, from a marketing perspective, the north side of the street became the "right" or preferred side to locate auto-dependent businesses.

By the late 1950s, the impact of motorized consumers traveling along State Route 50 began to be reflected in the built environment along Eighth Street. A number of single-family residences were converted to multi-family units and/or commercial use, although the majority of the single-family residences were replaced with restaurants, motels, car washes, and service stations that served the travelers visiting the area. These changes of use were officially recognized on the City's Zoning Map of 1956 in which the area immediately west of Chicago Avenue (then the eastern city boundary) and Eighth Street was zoned C-3 "General Commercial Zone," and C-4 "Automobile Service Station Zone." (3) Though the Hacienda Motel was outside the city boundaries (until the annexation in February 1957) it is probable that similar land use patterns were evident along the stretch of Eighth Street that was connected with State Route 60.

The realignment of State Route 60, so that it bypassed Eighth Street, was completed in the early 1960s. Though motels and other auto-related buildings continued to be constructed along Eighth Street (renamed University Avenue in 1966), after this time the loss of direct contact with motorists began to be evidenced on the local economy. This financial decline continued through the 1970 and 80s. From that time to the present, the redevelopment of the downtown area and the expansion of the University of California, Riverside campus have provided impetus for the revitalization of University Avenue.

Among the auto-related buildings constructed when Eighth Street was a segment of State Route 60 is the Farm House Motel. While the establishment chose to call itself a "motel," reflecting post-war marketing trends of the tourism industry, as a work of architecture it can be characterized as a "motor court." The origins of the motor court date back to the formulation of the "auto court," a building type that emerged in the 1920s in response to the impact of the automobile on the American middle class. (4) With the improvement and expansion of the nation's highway (and eventually interstate) systems, travelers on vacation began to prefer the car over the train. At first accommodations for the traveler were provided in auto camps with spaces for tents to be set up next to the vehicles, or the more traditional urban and resort hotels. Then more permanent auto courts began to be constructed along the auto-accessible edges of cities. These consisted of rows of detached small dwelling units -- essentially simple geometric boxes, square or rectangular in plan with a simple gable roof.

The form and design of the units varied depending on the approach that was taken to attract motoring visitors, e.g., cottages, cabins, wigwams. The units were arranged in various configurations: parallel rows, and "L" plan, a narrow or wide "U" plan, a crescent, etc. (5) The configuration selected depended on the location of the court from the road. Also, many of the courts were planned with expansion in mind, so that the rear portions of the site were not developed immediately. Guests parked their cars in front of the individual unit or in carports located adjacent to the unit. A bathroom in each unit was not an original feature of the auto court (initially, a centrally located building provided the necessary accommodations) however, they soon became standard. Early auto courts regularly included kitchens or kitchenettes within the units, but by World War II they had largely disappeared due to low demand and the cost they added to a project. Pools, recreation rooms, and other communal facilities were usually sited for easy access to all rental units. The manager's office and residence was placed near the front of the property. Occasionally a service station or restaurant was developed as part of the complex.

One distinction made between motor court and auto courts is that the rental units are untied under a single roof. This trend becomes more prevalent in the post-war period, along with a tendency to

*Recorded By: J. Tearnen/L. Bricker

*Date

10/20/1998

☒ Continuation ☐ Update

provide parking in the long continuous spaces in front of the units or to discretely place the car to the rear of the units. These features become standard in the larger-scale or chain-operated motel of the 1950s and 60s. The post-war period witnessed a boom in the construction of motor courts or motels. This was due to several factors: the decentralization of cities, increased car ownership, the federal interstate highway program begun in 1956, and the image of the motel business as having a higher cash flow than most other types of real estate investment.(6)

Notes:

1. Tom Patterson, A Colony for California. 2nd ed. (Riverside Museum Associates: Riverside, CA., 1996).
2. Pocket Renie Atlas of Riverside and San Bernardino Counties (Los Angeles: Renie Map Service, 1960).
3. "Ordinance Number 2438 and Official Zoning Map to Accompany Ordinance Number 2438," Riverside Daily Press, 6 November 1956, 7-11.
4. Warren James Belasco, Americans on the Road: From Autocamp to Motel, 1910-1945 (Cambridge, Mass: The MIT Press, 1979).
5. John A. Jakle, Keith A Schulle and Jefferson S. Rogers, The Motel in America (Baltimore: The Johns Hopkins University Press, 1996), 37-38.
6. Ibid., 45.

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*Recorded by Bricker and Tearnen *Date 10/19/98 ☒ Continuation ☐ Update

P3. Description:

This one-story, 23 unit motor court is located on the north side of University Avenue approximately mid-block between Iowa and Cranford Avenues. A concrete foundation supports a wood frame structure. The rental units are laid out in two parallel lines that follow the western and eastern property lines. This arrangement allows for automotive access from University Avenue through the center of the lot. Eight "L" shaped two-unit structures are separated by alternating single and double-bay carports. The rear walls of several carports have been removed. Seven additional units are located at the rear (north) of each row. The manager's office is attached to the south end of the unit at the southeast corner of the lot. A pool is sited at the northeast corner of the lot.

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B10. Significance:

The Farm House Motel is an excellent example of a motor court in the city of Riverside. It is exceptional for its architectural quality and integrity and evidences the once importance role University Avenue (historically Eighth Street) played as a segment of State Highway 60. The motel is recommended for listing as a local landmark and for listing in the National Register of Historic Places.

The Farm House Motel is located on University Avenue in the Eastside community of Riverside. The development of the Eastside began after the Gage Canal brought water to the eastern Riverside plain. In March 1882, Matthew Gage filed a claim for land under the Desert Irrigation Act which allowed him full title if he brought adequate irrigation to the area within three years. This square mile of barren land is located between what is now University Avenue, Le Conte Drive, Chicago Avenue, and Canyon Crest. According to historian Tom Patterson, the new canal was one of the circumstances making possible the first town-lot addition to the original Riverside. (1) A number of subdivisions followed and by the early twentieth century there was substantial residential development along Eighth Street (now University Avenue).

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By the late 1950s, the impact of motorized consumers traveling along State Route 60 began to be reflected in the built environment along Eighth Street. A number of single-family residences were converted to multi-family units and/or commercial use, although the majority were replaced with restaurants, motels, car washes, and service stations that served the travelers visiting the area. These changes of use were officially recognized on the City's Zoning Map of 1956 in which the area immediately west of Chicago Avenue (then the eastern city boundary) along Eighth Street was zoned C-3 "General Commercial Zone," and C-4 "Automobile Service Station Zone." (3) Though the Farm House Motel was outside the city boundaries (until the annexation in February 1957) it is probable that similar land-use patterns were evident along the stretch of Eighth Street that connected with State Route 60.

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Among the auto-related buildings constructed while Eighth Street was a segment of State Route 60 is the Farm House Motel (1953). While the establishment chose to call itself a

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B10. Significance (cont):

"motel," reflecting post-war marketing trends of the tourism industry, as a work of architecture it can be characterized as a "motor court." The origins of the motor court date back to the formulation of the "auto court," a building type that emerged in the 1920s in response to the impact of the automobile on the American middle class.(4) With the improvement and expansion of the nation's highway (and eventually interstate) systems, travelers on vacation began to prefer the car over the train. At first accommodations for the traveler were provided in auto camps with spaces for tents to be set up next to the vehicles, or the more traditional urban and resort hotels. Then more permanent auto courts began to be constructed along the auto-accessible edges of cities. These consisted of rows of detached small dwelling units - essentially simple geometric boxes, square, or rectangular in plan with a simple gable roof.

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6. *Ibid.*, 45.

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B12. References:

Baker, Geoffrey and Bruno Funaro. *Motels*. New York: Reinhold Publishing Corp., 1955.

Belasco, Warren James. *Americans on the Road: from Autocamp to Motel, 1910-1945*. Cambridge, Mass: The MIT Press, 1979.

How to Build and Operate Motor Courts and Highway Motels. New York: Ahrens Publishing Company, n.d.

Jakle, John A, Keith A. Sculle and Jefferson S. Rogers. *The Motel in America*. Baltimore: The Johns Hopkins University Press, 1996.

Liebs, Chester H. *Main Street to Miracle Mile: American Roadside Architecture*. Boston: Little, Brown and Company, 1985.

Map of Riverside, CA. Riverside: Riverside Chamber of Commerce, 1951, 1961.

Map of Riverside, California and Vicinity. Riverside: Riverside Board of Realtors, 1968.

"Ordinance No. 2438 and Official Zoning Map to Accompany Ordinance No. 2438." *Riverside Daily Press*, 6 November 1956, 7-11(B).

Patterson, Tom. *A Colony for California*. 2nd ed. Riverside Museum Associates: Riverside, CA., 1996.

Pocket Renie Atlas of Riverside and San Bernardino Counties. Los Angeles: Renie Map Service, 1960, 69-70.

Riverside, City of, Building Permits.

Riverside County of, Assessor's Building Records.

Riverside Street Map. Oakland, CA: Thomas Bros., c. 1961.

Street Map of Riverside California. Riverside: Riverside Chamber of Commerce, January 1949.