



Community & Economic Development Department

Planning Division

3900 Main Street, Riverside, CA 92522 | Phone: (951) 826-5371 | RiversideCA.gov

CULTURAL HERITAGE BOARD MEETING DATE: APRIL 17, 2019
AGENDA ITEM NO.: 2

LANDMARK DESIGNATION

I. CASE NUMBER(S): P19-0073

II. PROJECT SUMMARY:

- 1) **Proposal:** Proposed historic designation of the Farm House Motel as a City Landmark
- 2) **Location:** 1393 University Avenue
- 3) **Ward:** 2
- 4) **Applicant:** Alyssa Digangi of Bailey California Properties, LLC
- 5) **Case Planner:** Scott Watson, Associate Planner

III. RECOMMENDATION:

That the Cultural Heritage Board recommend that the City Council:

1. **DETERMINE** that Planning Case P19-0073, City Landmark Designation, is categorically exempt from the California Environmental Quality Act (CEQA) per Sections 15061(b)(3) and 15308 of the CEQA Guidelines as it can be seen with certainty that there is no possibility that the activity will have a significant effect on the environment, that said action is intended to preserve the historic character of the building and site and provide notice of the historic status; and,
2. **APPROVE** Planning Case P19-0073, based on the attached facts for findings (Exhibit 1) and thereby designate the Farm House Motel as a City Landmark.

IV. BACKGROUND:

The University Avenue Specific Plan (Specific Plan) was prepared in 1992 and identified several buildings, including the Farm House Motel, as potentially eligible for designation. The Specific Plan recommended formal historic evaluations of the properties. In 1998, City of Riverside Development Department hired consultants, Lauren Weiss Bricker and Janet L. Tearnen, to complete a Historic Resources Survey (Exhibit 2) for the Hacienda and Farm House Motels. The survey addressed the recommendation in the University Avenue Specific Plan and included an assessment of the historic and architectural significance of the properties. The Farm House Motel was identified as eligible for designation as a local landmark and for listing in the National Register of Historic Places. The eligible determination was reinforced in the 2013 Modernism Survey.

The former City of Riverside Redevelopment Agency acquired the Farm House Motel in 2008 with the goal of removing blight from the neighborhood and protecting the historic building. On March 27, 2018, the City's Successor Agency (formerly Redevelopment Agency) staff received an unsolicited proposal from Bailey California Properties, LLC for an adaptive reuse project at the site. The City Council Development Committee reviewed and selected the proposal on June 21, 2018 to move forward.

Prior to the proposal by Bailey California Properties being selected, staff worked with the applicant and advised them of the Certificate of Appropriateness requirements, the California Historic Building Code, and the Mills Act. On January 29, 2019, Bailey California Properties submitted an application (Exhibit 3) for Landmark Designation. The City will remain in City ownership until the close of escrow following entitlements. The Community and Economic Development Department Director has consented to the applicant's Landmark Designation application (Exhibit 4).

V. ARCHITECTURAL DESCRIPTION:

The Farm House Motel, located at 1393 University Avenue, fronts the north side of University Avenue between Iowa and Cranford Avenues. Constructed in 1953, it originally consisted of three one-story buildings with 23 units on a 0.97-acre site. The buildings include two parallel lines of buildings with a paved drive aisle running down the center of the property. The prominent vehicular access and the integrated carports are key features of the motor-court building type.

The motel features a variant of the California Ranch style of architecture. This includes character-defining features such as gambrel roofs, board-and-batten siding, diamond-paned or multi-lite windows, and wood multi-lite half glass and four panel cross doors. The neon pole sign, in the shape of a gambrel roof, was added to the property in 1958.

A fire in March 2017 destroyed the rear building which included four units.

VI. STATEMENT OF SIGNIFICANCE:

As stated in the 1998 survey report (Exhibit 2):

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.

Staff has reviewed the survey report, visited the site and determined that the property retains the high degree of integrity required for Landmark designation. The California Department of Parks and Recreation Forms (Exhibit 5) include additional details on the buildings.

VII. PUBLIC NOTICE AND COMMENTS:

Public notices were published in one newspaper of general circulation within the City, and mailed to property owners and occupants within 300 feet of the site, at least ten (10) days prior to the scheduled hearing. No responses were received to date.

VIII. EXHIBITS:

1. Staff Recommended Findings
2. Historic Resources Survey
3. Designation Application
4. Memo Community and Economic Development Department Director
5. California Department of Parks and Recreation Form
6. Aerial/Location Map
7. Site & Historic Photos



EXHIBIT 1 – STAFF RECOMMENDED FINDINGS

CASE NUMBER: P19-0073

MEETING DATE: April 17, 2019

FACTS FOR FINDINGS: (From Section 20.20.040 of the Riverside Municipal Code)

At a public hearing, the Board shall make written a recommendation based upon the applicable criteria from Chapter 20.50. The Board shall forward its recommendation to the City Council.

FINDING: Criterion 1: Exemplifies or reflects special elements of the City's cultural, social, economic, political, aesthetic, engineering, architectural, or natural history.

FACTS: As the automobile became the primary form of travel in the mid-twentieth century, auto tourism and auto related developments became an integral part of the economy of cities along the state highway system. By the late 1950s, the section of Eighth Street (now University Avenue) immediately west of Iowa Avenue had been widened and functioned as a terminus of State Highway 60 until it was extended to Blaine Street. This increased highway traffic along Eighth Street and, for marketing purposes, the north side of the street became the preferred side to locate auto-dependent businesses. These development trends were officially recognized on the City's Zoning Map of 1956 in which the area along Eighth Street immediately west of Chicago Avenue (then the eastern city boundary) was zoned C-3 "General Commercial Zone," and C-4 "Automobile Service Station Zone." The Farm House Motel exemplifies this auto-related economic development along University Avenue in the Eastside Neighborhood of the City.

FINDING: Criterion 3: Embodies distinctive characteristics of a style, type, period or method of construction, or is a valuable example of the use of indigenous materials or craftsmanship.

FACTS: The Farm House Motel is an excellent example of the motor court type of construction in the City of Riverside. Motor courts were often designed-themed architecture to attract motorist as they drove along the highway, such as the Wigwam Motels along Route 66. The Farm House was constructed in the ranch style to express a farm or ranch theme. The Farm House Motel features several character-defining elements of the motor court type of construction including: frontage on the highway, units laid out in parallel rows, undeveloped rear portion of the site to allow for future expansion, carports located adjacent to the unit, a bathroom in each unit, and manager's office and residence placed near the front of the property.

FINDING: Criterion 6: Reflects significant geographical patterns, including those associated with different eras of settlement and growth, particular transportation modes, or distinctive examples of park or community planning, or cultural landscape.

FACTS:

The Farm House Motel is located in the Eastside neighborhood of Riverside. The Eastside began to develop in 1882 after the Gage Canal was built. The predominant land use along Eighth Street was residential until the early 1950s when it became a segment of State Highway 60 running from Mission Boulevard on the west and along Eighth Street to Iowa Avenue on the east. State Highway 60 became an important transportation link between Los Angeles and the desert communities.

By the late 1950s, the built environment along Eighth Street served motorists traveling along State Route 60 as auto tourism increased. The majority of the single-family residences were replaced with restaurants, motels, car washes, and service stations. As a motor court, the Farm House Motel exemplifies the auto related development that occurred along University Avenue in the mid-twentieth century.

**Historic Resources Survey
Hacienda Motel and Farm House Motel
Riverside**

*U
1393 University*

Draft Final Report

20 October 1998

Prepared for:

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1.0 Executive Summary

The historic resources survey of the Hacienda Motel and the Farm House Motel on University Avenue in Riverside was completed from September to October 1998 by consultant team Lauren Weiss Bricker and Janet L. Tearnen. The purpose of the survey was to assess the historic/architectural significance of the properties and to use the findings to address planning concerns raised in the University Avenue Specific Plan (Gruen Associates, 1993).

Project methodology, as called for in the scope of work, included an intensive-level field survey, photographic documentation of the properties, research to determine construction dates and assess architectural quality and integrity, and preparation of an historic context statement. Identified properties were evaluated for significance according to the National Register of Historic Places Criteria, Title 20 of the Riverside Municipal Code, and for eligibility for listing in the California Register of Historical Resources. Results of the survey work were recorded on the appropriate State of California Historic Resources Inventory (DPR) forms. Recommendations for the treatment of the motor courts were developed based on their historic character and within the context of the City's goals and policies specified in the University Avenue Specific Plan. This included an evaluation of the applicability of re-use approaches used in communities with similar resources.

The Hacienda Motel (1948-53), historically called the La Casa Contenta Motel and Café, and the Farm House Motel (1953) were determined eligible for designation as local landmarks and for consideration for listing in the California Register of Historical Resources. The Farm House Motel was also determined eligible for listing in the National Register of Historic Places.

The University Avenue Specific Plan acknowledges that these motels are "some of the best remaining examples of University Avenue's motor court days [and] represent significant historic preservation opportunities along University Avenue that can markedly upgrade University Avenue's physical image." The Hacienda Motel and the Farm House Motel are currently occupied. The Farm House continues to function as a motor court. The Hacienda is operated under the management of Hacienda Home Care Services. Should alternative uses be required for the properties, it is recommended that those selected have the least impact on their architectural integrity and historic character including: assisted living for the elderly, low/moderate income housing, and artist studio space. Under all circumstances where physical changes are required, the Secretary of the Interior's Standards for Rehabilitation and State Historical Building Code should be utilized in the design review process. It is also recommended that, in order to maintain the historic character of the motor courts, development surrounding the properties utilize design approaches which reduce the effects of height and mass in new construction.

2.0 The Project

2.1 Introduction

In September 1998, the City of Riverside Development Department awarded consultant team Lauren Weiss Bricker and Janet L. Tearnen the contract to complete a historic resources survey of the Hacienda Motel and the Farm House Motel located on University Avenue. The purpose of the survey was to assess the historic/architectural

significance of the properties and to use the findings to address planning concerns raised in the University Avenue Specific Plan (Gruen Associates, 1993). This survey was prepared according to the Secretary of the Interior's Standards for Preservation Planning, Identification, Evaluation, and Registration of historic resources, and funded by the City of Riverside Development Department.

2.2 Scope of Work

Project methodology to complete the historic resources survey of the Hacienda and Farm House motels included:

- An intensive-level field survey of the properties including black and white photography of individual buildings and structures and context views.
- Building-specific research to determine construction dates and assess architectural quality and integrity;
- A reconnaissance survey of other motor courts within the area to provide a comparative basis for the evaluation of significance;
- Research and preparation of an historic context statement addressing the significance of the motels as a property type;
- Evaluation of significance according to the National Register Criteria, Title 20 of the Riverside Municipal Code, and for eligibility for listing in the California Register of Historical Resources;
- Recordation of survey results on the appropriate State of California Historic Resources Inventory (DPR) forms;
- Development of recommendations for the treatment of the motels based on their historic character and within the context of the City's goals and policies specified in the University Avenue Specific Plan, including an evaluation of the applicability of re-use approaches used in communities with similar resources.

This report documents methodology and findings of the historic resources survey.

2.3 Project Team

The project team to prepare the historic resources survey for the City of Riverside consisted of architectural historian Lauren Weiss Bricker, Ph.D. (as lead consultant), and historian Janet L. Tearnen, M.A. Dr. Bricker received her doctorate from the University of California, Santa Barbara. Her area of specialization is the history of nineteenth and twentieth century American architecture. For sixteen years she has been engaged in the research and evaluation of resources throughout California. Ms. Tearnen received her master's degree in History from the University of California Riverside where she specialized in Historic Preservation within the Program in Historic Resources Management. She has been working as a private consultant in the Southern California area for over seven years.

Both Ms. Tearnen and Dr. Bricker have extensive experience in the historic resources survey process and evaluating potential resources in accordance with local, state, and national criteria for evaluation. They have assessed significance of historic properties in numerous municipalities as part of the California Environmental Quality Act (CEQA) and Federal Section 106 review processes. Recently completed projects for the City of Riverside include the *University Avenue Cultural Resources Survey and Analysis: Park to Ottawa Avenues* and the *Historic Resources Study for the Magnolia Redevelopment Project Area* (1998).

3.0 Project Location and Setting

The Hacienda Motel and the Farm House Motel are located on adjacent lots on the north side of University Avenue between Iowa and Cranford Avenues (Figure 1, Appendix A). This section of University Avenue (called Eighth Street until 1966) is east of the original city limits, which ended at Chicago Avenue, and was not annexed to the City until 1957. By that time, Eighth Street was a segment of State Highway 60 (395); it functioned as an important transportation link between the Los Angeles area and communities to the east and the desert and an access route to the newly completed University of California, Riverside. The area is developed primarily with offices, retail/commercial buildings, restaurants, and motels. The Weber House (1510 University Avenue), a City of Riverside Cultural Landmark, is also located within the area.

3.1 University Avenue Specific Plan

The motel are included within the University Avenue Specific Plan area. The Specific Plan was developed to address planning and redevelopment issues along the segment of University which extends from Park Avenue on the east to the I-60 Freeway on the west.

The motels are located within Subdistrict 3 of the Specific Plan (see Figure 1, Appendix A) which is identified as a "visitor commercial area and university-related use area." The existing land use and character of the Subdistrict is described in the plan as follows:

The Subdistrict consists of large structures on larger parcels, many of which are underutilized. Frontages generally vary from 125 to 250 feet. New structures are interspersed among the older structures. Concentrated close to the UCR and I-215 are the newer and larger developments including the Days Inn [Courtyard Marriott] and the Hampton Inn...Also in this Subdistrict are restaurants, office uses, banks, and service stations.. Properties in this Subdistrict generally have more landscaping, particularly in the newer developments, between signage control and less billboard advertising than Subdistrict 1. There is, however, substantial room for improvement. (2-12)

4.0 Project Methodology

A complete list of all sources and contacts used throughout the survey project is located in Section 9.0

4.1 Pre-Field Research

The project team conducted pre-field research to determine if the properties had been previously surveyed and to identify other extant motor courts/motels located within the Riverside area to provide a basis of comparison for the evaluation of historic/architectural significance. Sources included the *City of Riverside Historic Resources Inventory Index* (1994), the *Historic Properties Directory for Riverside* (State Office of Historic Preservation, 1994), and Riverside city directories.

4.2 Fieldwork

The project team completed an intensive-level survey of the properties in September 1998 to:

- Assess architectural quality and integrity;
- Photograph all buildings and structures using black and white film, developed in 3½ x 5 inch format and as a PhotoCD;
- Develop a framework for establishing the historic context.

The project team also conducted a reconnaissance survey of the Riverside area motor courts/motels identified during the pre-field research to:

- Identify those which are still extant; and,
- Provide a basis of comparison for the assessment of historic/architectural significance of the Hacienda and Farm House motels.

4.3 Post-Field Research

Post-field research involved the review of a variety of primary and secondary source information. The objectives of the research were to provide dates of construction and alterations for the properties and to provide background information for the development of the context statement. Research locations and sources included:

- City of Riverside, Building and Safety Department (building permits)
- Riverside Municipal Library (vertical files, historical maps, city directories)
- Riverside County Assessor's Office (assessor's building records)

4.4 Contacts

The project team contacted Deborah Abele, Historic Preservation Officer for the City of Phoenix and Gary Meyer, Senior Planner for the City of Tempe, who provided information regarding preservation challenges and re-use alternatives for motor courts which have been successfully implemented in these cities.

5.0 Historic Context Statement

The Hacienda Motel and the Farm House Motel are 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 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) and Eighth Street was zoned C-3 "General Commercial Zone," and C-4 "Automobile Service Station Zone." (3) Though the Hacienda and Farm House motels were 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.

The re-alignment of State Route 60, so that it by-passed Eighth Street, was completed in the early sixties. 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 from motorists began to be evidenced on the local economy. This financial decline continued through the 1970s 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 while Eighth Street was a segment of State Route 60 are the Hacienda Motel (1948-53), originally La Casa Contenta Motel and Café, and the Farm House Motel (1953). While each establishment chose to call itself a "motel," reflecting post-war marketing trends of the tourism industry, as works of architecture they can be characterized as "motor courts." 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, an "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 courts and auto courts is that the rental units are united under a single roof line. This trend becomes more prevalent in the post-war period, along with a tendency to provide parking in 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 general 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. Sculle and Jefferson S. Rogers, *The Motel in America* (Baltimore: The Johns Hopkins University Press, 1996), 37 and 38.
6. *Ibid.*, 45.

6.0 Research Results

Pre-field review of the City's *Historic Resources Inventory Index* and the *Historic Properties Directory for Riverside* (State Office of Historic Preservation) indicated that neither of the properties had been previously surveyed.

A review of city directories identified a number of motor courts in the Riverside area constructed prior to 1960. The majority were located within three areas:

- University Avenue (east of Commerce Street)
- Magnolia Avenue (scattered from the 6200 block to the 11000 block)
- Mission Boulevard (5000-6000 blocks – an unincorporated area of Riverside County)

During the reconnaissance survey two extant pre-1960 motels were identified: the 18-unit Sierra Six Motel (historically called the Ambler Motel) at 10920 Magnolia and the Castle Court at 6842 Magnolia. The Sierra Six (ca. 1950) is an undistinguished example of a motor court in Riverside. The Castle Court (1928) is an excellent example of an early motor court in the City, and was identified as part of the Historic Resources Study for the Magnolia Center Redevelopment Project Area (Tearnen and Bricker, 1998). Motor courts also remain at 5464, 5887, and 6038 Mission Boulevard. However, these are outside the Riverside city limits.

7.0 Findings

Following the fieldwork and research, the project team evaluated the surveyed resources for historic/architectural significance according to the National Register Criteria for Evaluation, Title 20 of the Riverside Municipal Code (local significance), and for eligibility for listing in the California Register of Historical Resources.

Each property was assigned a National Register of Historic Places (NRHP) Status Code. The codes were developed by the State Office of Historic Preservation and are standardized throughout the state. The Historic Resources Inventory forms were prepared from the historic resources database which was developed by the City. A Primary Record (DPR-523A) and Building Structure Object Record (DPR-523B) was prepared for each property. The original forms were submitted to the City of Riverside Development Department. Copies of the forms, which include a description of each property and discussion of their significance, are reproduced in Appendix B.

7.1 Hacienda Motel

The Hacienda Motel (originally called the La Casa Contenta Hotel and Café) was constructed during the period 1948-53 and is significant as a good example of a motor court in the City of Riverside. It is recommended for designation as a local landmark under Chapter 20.21.010 of Title 20, because it, "(c) embodies distinctive characteristic of a type, and (i) reflects significant geographical patterns including those associated with different eras of settlement and growth." The property was assigned an NRHP Status Code of 5S1," is separately listed or designated under an existing local ordinance, or is eligible for such listing or designation.

As a property determined eligible for designation as a local landmark, it is also eligible for consideration for listing in the California Register of Historical Resources. However, it is not eligible for listing in the National Register of Historic Places because it does not meet criteria consideration G which requires properties less than fifty years old to be of exceptional importance.

7.2 Farm House Motel

The Farm House Motel was constructed in 1953 and is significant as an excellent example of a motor court in the City of Riverside and retains a high degree of integrity. It is recommended for designation as a local landmark under Chapter 20.20.010 of Title 20 because it, "(c) embodies distinctive characteristic of a type and style, and (i) reflects significant geographical patterns including those associated with different eras of settlement and growth." The property is also eligible for listing in the National Register of Historic Places, at the local level, under Criterion C, "it embodies distinctive characteristics of a type and style," and Criteria Consideration G, "it is less than fifty years old and is of exceptional importance." The property was assigned an NRHP Status Code of 3S," appears eligible for separate listing in the National Register.

As a property determined eligible for designation as a local landmark and for listing in the National Register, the Farm House Motel is also eligible for consideration for listing in the California Register of Historical Resources.

7.3 Summary of Project Contacts

Deborah Abele, Historic Preservation Officer for the City of Phoenix, provided information regarding preservation problems the City has encountered in their attempts to preserve the area's motor courts. Aggressive property maintenance standards in the city have resulted in the demolition of a number of motor courts, and many have been lost within the last ten years to redevelopment projects. Problems with re-use have included the inability to adapt the buildings to meet ADA disability requirements for office, retail, and related uses (particularly with regard to entrances and bathrooms). Finally, the "sleazy" character image of many of the city's motor courts has been difficult to reverse.

Ms. Abele indicated that the City encourages the continued use of the motor courts as motels whenever feasible. Options for re-use, which have been successfully implemented in the City of Phoenix include:

- Assisted living for the elderly (central care provider on site)
- Low/moderate income housing
- Artist studio space

According to Gary Meyer, Senior Planner for the City of Tempe, the city's motor courts are used primarily as tourist motels (mostly during the winter months) and as low/moderate income weekly rental units. The City is currently implementing a redevelopment plan for Apache Boulevard, a 2.5 mile area west of the University of Arizona. A number of motor courts are located within the redevelopment area and have recently been evaluated as part of a historic resources survey. The City will address issues relating to the preservation of the properties on a case by case basis. Mr. Meyer has sent a copy of the redevelopment plan and the historic resources survey for use by the City of Riverside.

8.0 Recommendations: Assessment of Re-Use Potential

8.1 Summary of Specific Plan Goals and Policies: Subdistrict 3

The project scope called for the development of recommendations for the treatment of the buildings based on their historic character and within the context of the City's goals and policies as specified in the University Avenue Specific Plan. The overall vision of the Plan is to revitalize University Avenue to become an active, lively, visually attractive thoroughfare. The vision for Subdistrict 3 is specifically to:

...continue the current trend of a mix of visitor-serving retail commercial, restaurants, offices and University-related facilities and larger structures fronting on a tree-lined University Avenue. Streetscape improvements and design standards and guidelines will contribute to improving the architectural and landscaping environment. The pedestrian environment is to be improved by the addition of palms, shade trees and street furniture as part of a widened sidewalk along University Avenue. A landscaped median with thematic accent trees will help reduce the perceived width of the street. The pedestrian connection to UCR for the area is planned to be reduced by the elimination of the free right-turn portion of the on-ramp to I-215 and the construction of a land bridge over I-215 from UCR to the University lands south of University Avenue. In order to reinforce the intended pedestrian environment, new structures will be encourage to have an architectural style that draws from Riverside's heritage.(4-13)

The following excerpts from the Specific Plan relate to standards, design guidelines, and implementation recommendations for Subdistrict 3:

- Design Guidelines

Section 8.3.3, Site Design and Planning: Existing site conditions, such as mature trees, natural drainage courses, and historic structures shall be incorporated into a project on any site.

Section 8.4.3, Architectural Character/Building Design: The architecture in Subdistrict 3 is envisioned to be taller than in Subdistrict 1 and 2, and this district is intended to be a more intense visitor oriented area with hotel, motel, office, and retail uses remote from existing single family development. Flat roof with decorative cornices or trellises in addition to sloping terra cotta tile roofs on the low structures are appropriate. Buildings with over three stories shall be terraced to reduce the building mass. The treatment of ground floor frontages along University Avenue to encourage pedestrian activity is especially important as this is the area closest to UCR. The Weber House, a Cultural Heritage Landmark at 1510 University Avenue needs to be protected and respected as a vital part of this Subdistrict.

- Implementation

Section 9.2.4, Motor Court Era: Some of the best remaining examples of University Avenue's motor court days can be found in the area between Cranford and Iowa Avenues. Here, two properties in particular remain reminiscent of the tourist-serving era when University was the "state highway through town." The Hacienda and Farm House motels represent a style of commercial architecture that has been successfully preserved in other communities, such as Phoenix, while being adaptively reused for contemporary purposes. Together with the Weber House, on the south side of University Avenue in this area, these motor-court-era examples represent significant additional historic preservation opportunities along University Avenue that can markedly upgrade University Avenue's physical image.

8.2 Recommendations

The Hacienda Motel and Farm House Motel are currently occupied. The Farm House continues to function as a motor court. The Hacienda is operated under the management of Hacienda Home Care Services. Should alternative uses be required for the properties, it is recommended that those selected have the least impact on the architectural integrity and historic character. Based on the experience in Phoenix, general alternatives that appear to meet these needs include: assisted living for the elderly, low/moderate income housing, and artist studio space. Under all circumstances where physical changes are required, the Secretary of the Interior's Standards for Rehabilitation and State Historical Building Code should be utilized in the design review process.

It is also recommended that, in order to maintain the historic character of the motor courts, development surrounding the properties utilize design approaches that reduce the effects of height and mass in new construction.

9.0 Sources and Contacts

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.

Gruen Associates. *University Avenue Specific Plan*. Prepared for the City of Riverside, Adopted January 26, 1993.

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.

City of Riverside Historic Resources Inventory Index, 1994.

GIS Map: University Avenue from Chicago to Iowa Avenues, September 1998.

Ordinance No. 6262, Title 20, "Cultural Resources."

Riverside County Assessor's Building Records.

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

State Office of Historic Preservation. *Historic Properties Directory for Riverside*, 25 April 1994.

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

Contacts:

Abele, Deborah
Meyer, Gary

Historic Preservation Officer, City of Phoenix, Arizona
Senior Planner, City of Tempe, Arizona

Cultural Resources Nomination Application

☒ City Landmark

☐ Structure of Merit

Please check the Designation for which you are applying

IDENTIFICATION

1. Common name: Farm House Motel
2. Historic Name: Farm House Motel
3. Street address: 1393 University Avenue
City Riverside State CA Zip 92507
4. Assessor Parcel number: 250-190-009
5. Present Legal Owner: City of Riverside
City Riverside State CA Zip
6. Present Use: Vacant Motel
7. Original Use: Motor Court

Date form prepared: 1/16/19

Preparer: Alyssa Digangi

Sponsoring Organization (if any): Bailey California Properties, LLC

Address: 2000 Market St

City, State and Zip: Riverside, CA 92501

Phone: 951-823-3755

DESCRIPTION

8. Legal property description: Attached to the application is the preliminary title report prepared by First American Title that includes the legal property description.

Include approximate property size (in feet): Street Frontage 100' Depth 422.47' - 424.76'

9. Architectural Style: Wood-Framed Farmhouse style
10. Construction Date: Estimated 1 Factual 1953 Historic Survey
Source of Information: ☒ Assessor's Records ☒ Building Permit ☐ Sanborn Map
☒ Publications ☒ Oral Interviews Phase I Report
Historic Survey

11. Architect's Name: _____ Builder's Name: _____

12. Condition: ☐ Excellent ☐ Good ☒ Fair ☐ Deteriorated
☐ No longer in existence

13. Alterations: Pool was filled in, and structure that had a fire was demolished.

14. Surroundings:

☐ Open Land ☒ Scattered Buildings ☐ Densely Built-Up

15. Use type:

☐ Residential ☐ Industrial ☒ Commercial ☐ Civic
☐ Other

16. Is the structure on its original site?

☒ Yes ☐ No ☐ Unknown
If moved, approximate year _____

17. Related features and/or out-buildings: Carports attached to motel rooms

SIGNIFICANCE

18. Historical Attributes:

- | | | |
|---|--|--|
| <input type="checkbox"/> Unknown | <input type="checkbox"/> Government Building | <input type="checkbox"/> Folk Art |
| <input type="checkbox"/> Single Family | <input type="checkbox"/> Educational Building | <input type="checkbox"/> Street Furniture |
| <input type="checkbox"/> Multiple Family | <input type="checkbox"/> Religious Building | <input type="checkbox"/> Landscape Architecture |
| <input type="checkbox"/> Ancillary Building | <input type="checkbox"/> Railroad Depot | <input type="checkbox"/> Trees/Vegetation |
| <input checked="" type="checkbox"/> Hotel/Motel | <input type="checkbox"/> Train | <input type="checkbox"/> Urban Open Space |
| <input type="checkbox"/> Bridge | <input type="checkbox"/> Rural Open Space | <input type="checkbox"/> Canal/Aqueduct |
| <input type="checkbox"/> Farm/Ranch | <input type="checkbox"/> Industrial Building | <input type="checkbox"/> Dam |
| <input type="checkbox"/> Military Property | <input type="checkbox"/> Public Utility Building | <input type="checkbox"/> Lake/River/Reservoir |
| <input type="checkbox"/> CCC/WPA Structure | <input type="checkbox"/> Theater | <input type="checkbox"/> Ethnic Minority Prop. |
| <input type="checkbox"/> Engineering Structure | <input type="checkbox"/> Highway/Trail | <input type="checkbox"/> Civic Auditorium |
| <input type="checkbox"/> Amusement Park | <input type="checkbox"/> Woman's Property | <input type="checkbox"/> Monument/Mural/Gravestone |
| <input type="checkbox"/> Cemetery | <input type="checkbox"/> Hospital | <input type="checkbox"/> Stadium |
| <input type="checkbox"/> Mine | <input type="checkbox"/> Community Center/Social Hall | |
| <input type="checkbox"/> Commercial Building, 1-3 stories | <input type="checkbox"/> Commercial Building, over 3 stories | |
| <input type="checkbox"/> Other: | | |

19. Architectural Description

20. Statement of Significance

21. Bibliography

22. Photographs

23. Letter from property owner (if other than applicant)

Architectural Description

The Farm House Motel:

The Farm House Motel, located at 1393 University Avenue, Riverside, California 92507, was constructed in 1953 and is significant as an excellent example of a motor court in the City of Riverside and retains a high degree of integrity. It has been determined eligible for designation as a local landmark and for listing in the National Register, The Farm House Motel is also eligible for consideration for listing in the California Register of Historical Resources. The historical property address is 1393 8th Street, Riverside, California 92507. The property lies on University Avenue between Iowa Avenue and Cranford Avenue. University Avenue is a main thoroughfare in Riverside is very near the University of California Riverside campus. The property was formerly undeveloped as early as 1901; developed with orchards between at least 1931 and circa 1953; and developed with the current structure in 1953. Tenants on the subject property have included the Farm House Motel (1953-circa 2005); vacant (circa 2008-present). The property is approximately 0.97 acres in area and was originally developed with a three building motel. The buildings originally totaled approximately 10,000 square-feet in size. The single-story building are wood-framed in farmhouse architectural style with exterior wood walls and asphaltic roof tiles, and were constructed on concrete foundations. The buildings are located along the west and east perimeters of the Property. There are studio rooms, 1 bedroom and 2 bedroom units with 6 carports attached to the structures. There are a total of 16 units that are from the original structures, 6 of which have attached carports. Each of these 16 units have their own entrance, the historic door has a window cased in it and is made of wood. Most of the units have a wood cased fixed window. The building does not have dormer windows. There are two units with fireplaces in them that have chimneys. The condition of the buildings is fair, the interiors are deteriorated from misuse and age. An asphalt-paved driveway is located between the Property buildings. There was a pool located towards the north end of the property. The pool area was secured with a chain-link fence. The swimming pool on the north side of the property appears to have been filled in circa 2009. In 2007 an illegal methamphetamine laboratory exploded bringing fire to the east farthest building from the frontage. The City of Riverside demolished this building in 2017 due to its destruction from the fire.

To the properties west there is the 1948-1953 historic Hacienda Motel that is intact from when it was originally constructed. There are apartment complexes to the properties northwest and north. A restaurant and parking lot to the properties northeast. A restaurant, Templo Del Sol, and associated buildings to the properties east.

Statement of Significance

The Farm House Motel:

The Farm House Motel is significant as one of the original motor courts in California, originally constructed in 1953. It was occupied as a motel as late as 2005, from that date it has since been vacant. The current site address is 1393 University Avenue, Riverside, California 92507, it's historical site address is 1393 8th Street Riverside, California 92507. It is significant as a site of many visitors to the City of Riverside. It is also significant as a main place of stay for people attending events at the Riverside Speedway. The commercial motel is eligible for designation as a City Landmark in according with the following Title 20 Criteria:

- (1) Exemplifies or reflects special elements of the City's cultural, social, economic, political, aesthetic, engineering, architectural, or natural history;
- (2) Is identified with persons or events significant in local, state or nation history
- (3) Is one of the last remaining examples in the City, region, State or nation possessing distinguishing characteristics of an architectural or historical type or specimen

not applicable

Many residents identify with the Farm House Motel from various periods. It has been an institution in the city due to the age of the structures. Many residents remember staying at the motel when visiting the Riverside Speedway. It is both culturally significant, socially significant and aesthetically significant due to these reasons. It is also one of the last remaining examples of a motor court in the region, if not all of California, distinguished in its farm house style, with the original sign from its origins. It signifies California's farming culture in its architectural style of the structures and the sign.

Add criterion 3 & 6

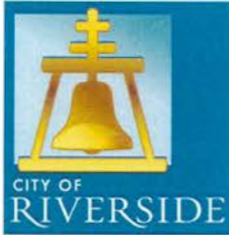
Bibliography

Bricker, Lauren Weiss and Janet L. Tearnen. *Historic Resources Survey Hacienda Motel and Farm House Motel Riverside*. 1998.

CCI. *Phase I Environmental Site Assessment: Farm House Motel*. 2008.

Partner Engineering and Science, Inc. *Phase 1 Environmental Site Assessment Report: Farm House Motel*. 2018.

Photographs



MEMO

Community & Economic Development Department

DATE: March 22, 2019

TO: SCOTT WATSON, ASSOCIATE PLANNER

FROM: DAVID WELCH, COMMUNITY & ECONOMIC DEVELOPMENT DIRECTOR

CC: MARY KOPASKIE-BROWN, CITY PLANNER

RE: P19-0073 (HD) – LANDMARK DESIGNATION OF THE FARM HOUSE MOTEL
LOCATED AT 1393 UNIVERSITY AVENUE, RIVERSIDE

The Community & Economic Development Department on behalf of the City of Riverside, as the owner of the Farm House Motel, hereby consents to the Landmark Designation application by Bailey California Properties LLC, for the Farm House Motel located at 1393 University Avenue.

Sincerely,

David Welch
Community & Economic Development Director

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

Page 2 of 3

*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

Page 3 of 3

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

*Recorded By: J. Tearden/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.

CONTINUATION SHEET

Primary # _____

HRI# _____

Trinomial _____

Page 3 of 7 *Resource Name or # (Assigned by recorder) 1393 University Avenue

*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.

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 window 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 retains an excellent level of integrity.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary #

HRI#

Trinomial

Page 4 of 7 *Resource Name or # (Assigned by recorder) 1393 University Avenue

*Recorded by Bricker and Tearnen

*Date 10/19/98

☒ Continuation

☐ Update

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).

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 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.

The re-alignment of State Route 60, so that it by-passed Eighth Street, was completed in the early sixties. 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 from motorists began to be evidenced on the local economy. This financial decline continued through the 1970s 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 while Eighth Street was a segment of State Route 60 is the Farm House Motel (1953). While the establishment chose to call itself a

CONTINUATION SHEET

Primary #

HRI#

Trinomial

Page 5 of 7 *Resource Name or # (Assigned by recorder) 1393 University Avenue

*Recorded by Bricker and Tearnen

*Date 10/19/98

☒ Continuation

☐ Update

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.

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, an "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 been motor courts and auto courts is that the rental units are united under a single roof line. This trend becomes more prevalent in the post-war period, along with a tendency to provide parking in 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 general 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. Sculle and Jefferson S. Rogers, *The Motel in America* (Baltimore: The Johns Hopkins University Press, 1996), 37 and 38.
6. *Ibid.*, 45.

CONTINUATION SHEET

Primary #

HRI#

Trinomial

Page 6 of 7 *Resource Name or # (Assigned by recorder) 1393 University Avenue

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

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.

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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.

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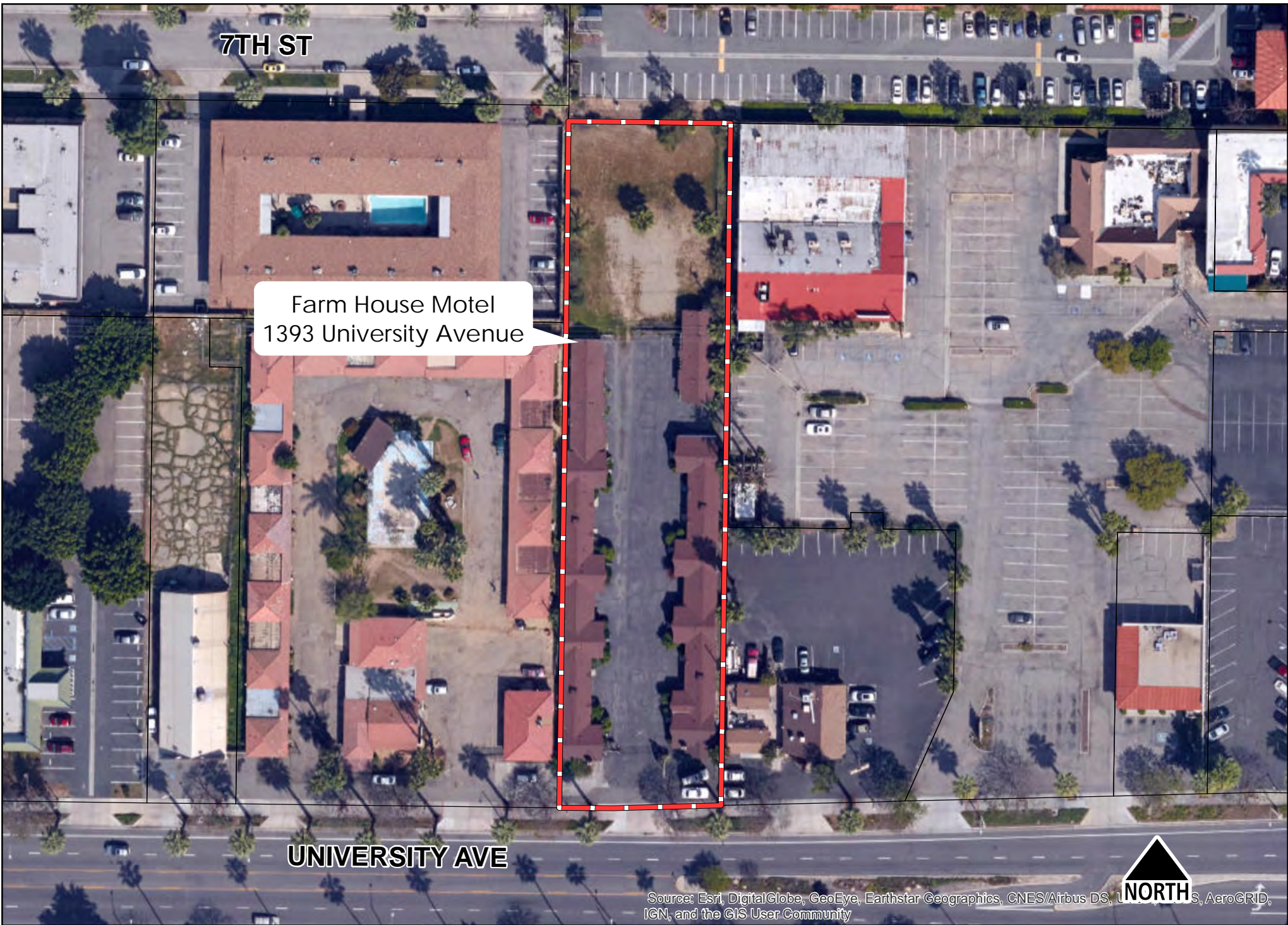
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Riverside, City of, Building Permits.

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.



Photos of Farm House Property



Front right building with office attached to right, looking east



Carport on east side

Photos of Farm House Property



Unit exterior on east side



Carport on east side

Photos of Farm House Property



Unit exterior on east side



Carport on east side

Photos of Farm House Property



Unit exterior on east side



Gap between buildings on easterly row of buildings toward northern portion of site on east side

Photos of Farm House Property



Stand alone building on easterly row at northern end of site



Stand alone building and gap between it and adjacent building on east side

Photos of Farm House Property



Stand alone building on east side



Stand alone building on east side, portion extending past fence into former pool area

Photos of Farm House Property



Rear portion of site near former pool area looking north, Grand Marc in distance to right



Grand Marc as seen from northern portion of site looking northeast

Photos of Farm House Property



Looking northwest near NWC of site



Westerly lot line as seen looking south from NWC

Photos of Farm House Property



Northerly lot line as seen looking east from NWC



Rear portion of site looking south toward building structures

Photos of Farm House Property



Easterly lot line looking south from NEC



Looking west across lot width in former pool area

Photos of Farm House Property



Northerly side of free standing building looking south



Looking west across lot width in former pool area

Photos of Farm House Property



Looking south down drive lane (east side to left, west side to right)



Building exterior on western side

Photos of Farm House Property



Rear of buildings on east side



Water heater enclosure and wall AC cut out on east side

Photos of Farm House Property



Building exterior on west side



Carport on west side

Photos of Farm House Property



Building exterior on west side



Building exterior on west side

Photos of Farm House Property



Looking south toward entry driveway and University Avenue



Looking southwest toward University Avenue

Photos of Farm House Property



Rear side of subject units to right, adjacent property to left



Looking north from University Avenue

Photos of Farm House Property



Looking northeast from University Avenue



Looking northwest from University Avenue

Photos of Farm House Property



Front right unit including rental office



Front left unit

Photos of Farm House Property



Row of units on left (west) side looking northwest



Row of units on right (east) side looking northeast