

TEXAS DEPARTMENT OF TRANSPORTATION

Environmental Affairs Division, Historical Studies Branch

Historical Studies Report No. 2011-01

Historic-age Motels in Texas
from the 1950s to the 1970s:
An Annotated Guide
to Selected Studies

By Ralph Edward Newlan and Laura Caffrey



**Historic-age Motels in Texas
from the 1950s to the 1970s:
An Annotated Guide
to Selected Studies**

March 2011

Prepared for:



Environmental Affairs Division
Historical Studies Branch

By
Ralph Edward Newlan
and
Laura Caffrey

Michael Baker Jr., Inc.
810 Hesters Crossing
Suite 163
Round Rock, TX 78681

Historic-age Motels in Texas from the 1950s to the 1970s:
An Annotated Guide to Selected Studies

Copyright © 2011 by the Texas Department of Transportation (TxDOT)
All rights reserved.

TxDOT owns all rights, title, and interest in and to all data and other information developed for this project. Brief passages from this publication may be reproduced without permission provided that credit is given to TxDOT and the author. Permission to reprint an entire chapter or section, photographs, illustrations, and maps must be obtained in advance from the Supervisor of the Historical Studies Branch, Environmental Affairs Division, Texas Department of Transportation, 118 East Riverside Drive, Austin, Texas, 78704. Copies of this publication have been deposited with the Texas State Library in compliance with the State Depository requirements.

For further information on this and other TxDOT historical publications, please contact:

Texas Department of Transportation
Environmental Affairs Division
Historical Studies Branch
Bruce Jensen, Supervisor

Historical Studies Report No. 2011-XX
By Ralph Edward Newlan and Laura Caffrey



TABLE OF CONTENTS

INTRODUCTION	1
A. Project Description.....	1
B. Methodology	1
REVIEW OF NATIONAL REGISTER NOMINATIONS AND HISTORIC CONTEXTS	2
A. Bel Air Motel, St. Louis, MO	3
B. Apache Motel, Moab, UT	6
C. Snow Flake Motel, Lincoln Township, MI.....	8
D. Motels of the Wildwoods Multiple Property Submissions	10
E. Route 66 in Texas Multiple Property Submission	13
F. Arkansas Highway History and Architecture Multiple Property Submission.....	16
G. Taylor Rosamond Motel Historic District, Hot Springs, AK.....	18
REVIEW OF TxDOT PROJECTS	20
A. Historic Resources Determination of Eligibility Report: IH 35 Improvement Plan for Segment 4 from North Loop 340 to South Loop 340, Waco, McLennan County, Texas	21
B. Non-archeological Historic Resources Reconnaissance Survey: SH 20 (Alameda Avenue) from Glenwood Street to Loop 375 (Americas Avenue), El Paso County, Texas.....	23
C. Historic Resources Survey Report: Interstate Highway 35, Segment 2, between South Loop 363 and North Loop 363, Temple, Bell County, Texas.....	31
D. Historic Resources Survey Report: ADA Intersection Improvements, Tarrant County, Texas	37
REVIEW OF PUBLICATIONS.....	39
A. Belasco, Warren James. <i>Americans on the Road: From Autocamp to Motel, 1910 – 1945</i> . Cambridge, MA: The MIT Press, 1979.	40
B. Jakle, John A., Keith A. Sculle, Jefferson S. Rogers. <i>The Motel in America</i> . Baltimore, MD: The Johns Hopkins University Press, 1996.	41
C. Jakle, John A. “Motel by the Roadside: America’s Room for the Night,” <i>Fast Food, Stock Cars, and Rock ‘n’ Roll: Place and Space in American Pop Culture</i> , edited by George O. Carney. Lanham, MD: Rowman & Littlefield Publishers, 1995, pages 171 – 188.	43
D. Liebs, Chester H. <i>Main Street to Miracle Mile: American Roadside Architecture</i> . Baltimore, MD: Johns Hopkins University Press 1985.	44
E. Hartmann, Lisa. “America’s Postwar Motels.” <i>Society for Commercial Archeology Journal</i> , Historical Society of Western Pennsylvania, Pittsburgh, PA, Fall 1995, Volume 13, No. 3, pages 18 - 26.	45
F. Margolies, John. <i>Home Away From Home: Motels In America</i> . New York: Little, Brown and Company, a Bullfinch Press Book, 1995.	46
G. Hine, Thomas. <i>Populuxe</i> . New York: Alfred A. Knopf, 1986.	48
I. Harris, Kerr, Forster and Company. <i>Trends in the Hotel Business: A Statistical Review of the Year 1940/1970</i> . New York, 1940, 1970.....	50
J. Baker, Geoffrey and Bruno Funaro. <i>Motels</i> . New York: Reinhold Publishing Corporation, Progressive Architecture Library, 1955.	51

REVIEW OF HABS/HAER DOCUMENTATION	52
A. Rio Motel, 4810 Ocean Avenue, Wildwood, Cape May, NJ	53
B. Ebb Tide Motel, 5711 Atlantic Avenue, Wildwood, Cape May, NJ	54
C. Knoll's Resort Motel, 4111 Atlantic Avenue, Wildwood, Cape May, NJ	55
D. El Ray Motel, 4711 Atlantic Avenue, Wildwood, Cape May, NJ	56
E. Caribbean Motel, 5600 Ocean Avenue, Wildwood Crest, Cape May, NJ	57
F. Everglades National Park, Flamingo Lodge, Flamingo, Monroe, Florida	58
REVIEW OF LOCAL REPOSITORY MATERIALS	59
A. Lundgren and Maurer projects from the Austin History Center	60
B. Wilfred O. Gustafson projects from the Austin History Center	63
C. Yellow Page advertisements from telephone books.....	64
D. Advertisements from City Directories.....	65
OTHER SOURCES REVIEWED	66
IDENTIFICATION OF KEY ISSUES.....	68

INTRODUCTION

The Texas Department of Transportation Environmental Affairs Division (TxDOT ENV) contracted with Michael Baker Jr., Inc. (Baker) to undertake a review of materials relating to the survey and evaluation of post-World War II to 1970s motels. This review is intended to serve as a starting point for the eventual compilation of guidelines that will provide TxDOT ENV with a common framework for the survey and evaluation of these motels in Texas within its Section 106 project review responsibilities, similar to those that have been written for other common property types. Baker was asked to use the format developed by CP&Y for their similar investigation of agricultural processing facilities, but given the lack of studies resulting in a finding of National Register of Historic Places (NRHP)-eligible properties, the format was sometimes not completely applicable. Alterations were also made to accommodate other resource types not addressed by CP&Y.

A. Project Description

In order to examine a wide variety of materials in a clear way, different categories of material were defined: National Register nominations, National Park Service (NPS) bulletins, TxDOT projects, published materials, including books and periodicals, HABS/HAER documentation and other materials. Each item is described in its own table with categories of analysis appropriate to the material type.

B. Methodology

Each of the categories outlined above required its own research method to locate studies pertinent to the topic. To find appropriate National Register nominations, both the National Park Service's searchable websites (<http://nrhp.focus.nps.gov/natreghome.do?searchtype=natreghome>) and (<http://www.nr.nps.gov/>) and the Texas Historical Commission (THC)'s Historic Sites Atlas (<http://atlas.thc.state.tx.us/>) were employed. Documents perhaps better defined as statewide contexts are included in this section, as they utilize the Multiple Property Submission form, although they do not actually appear to nominate specific properties. A variety of search terms were used to obtain a sizable list of possible nominations, then each nomination was reviewed to evaluate its application for this task. Baker relied on TxDOT historians to review their archives to provide suitable materials in determining which previous TxDOT surveys dealt with this property type. There are currently no electronic means for indentifying past surveys which deal with a specific property types. In the search for publications pertaining to post-World War II motels, Baker consulted the Austin Public Library and the Perry-Casteneda, Fine Arts and Architecture Libraries at the University of Texas at Austin. The Avery Index to Architectural Periodicals was invaluable for locating journal articles. The books and articles obtained, both recent and contemporary with the time-period of the study, were reviewed and included in the annotated bibliography if found to have sufficient pertinence. Because of the relative lack of published materials available concerning motels of this time period, Baker also visited the Austin History Center to review materials relating to local motels, in order to provide a greater breadth of resources to consider. Additionally, TxDOT ENV provided images from telephone books from the period under consideration.

REVIEW OF NATIONAL REGISTER NOMINATIONS AND HISTORIC CONTEXTS

Because post-WW II motel property types have only recently become historic-age and a serious topic of architectural study, few National Register Nominations concern them as individual properties. Several multiple property submissions (MPS) include motels among the property types addressed, but often fail to discuss them in adequate detail, as they are only one property type among many documented.

The technical expert endeavored to examine a multitude of nominations, only to discover that many thought to be useful in studying motels failed to study that property type in the timeframe established for this study. Multiple Property Submissions for transportation corridors in several states appeared promising, but a thorough reading found them lacking in information specifically motel-related. Discussed below are seven nominations which are thought to be the most useful. The technical expert contacted the National Register Coordinator at the Texas Historical Commission to inquire about other useful nominations to review, but no additional materials were forthcoming.

The usefulness of these documents for establishing guidance in motel evaluation varies widely. Curiously, earlier nominations considered lodging facilities to be a domestic property type, but the later investigations stress their roadside commercial nature. All provided an explicit Statement of Significance and appear to be nominated under Criteria A and C, but the individual nominations have some discrepancies in this area of discussion. No nominations were found which cite Criterion B. While only nominations which claimed to include properties from the period of significance were chosen for this literature review, some failed to discuss motels during the later end of the range within the text, or offered far more information on pre-war resources. In some nominations, registration requirements were not stated at all, while others provided an adequate framework in which to analyze the resources. Integrity assessments were generally lacking: the few that did go into detail did not mention the seven aspects by name and apply them to the property in question. Discussions of boundaries were not consistent across the nominations. Generally, sources consulted for the development of a historical context were solid, including several of the sources reviewed here, as well as specific local information for the area under consideration. A problem that simply may be a result of how the NPS digitally represents these nominations is the lack of adequate illustrations. It appears that while the text of the nomination has been scanned, maps, drawings and photographs are not available on the internet at this time. Only when nominations have illustrations integrated in the text are images generally viewable at this time. Several non-digitized nominations were sent by the National Park Service upon request, but took about three weeks to arrive.

Overall, the individual nominations may prove to be the most helpful in determining a model for future work relating to motels, because they offer the most in-depth look at a single property. The MPS nominations, however, seem to offer a stronger general context for the motel as a property type, although specific motels tend to be mentioned only briefly.

A. Bel Air Motel, St. Louis, MO		
Category of Analysis	Specific Data Provided by Source	Comments
Statement of Significance	<p>"The Bel Air Motel at 4360 Lindell Boulevard in St. Louis [Independent City], MO, is a significant representative of the changes occurring in commercial design in mid-twentieth century St. Louis When its building permits were issued in late 1957, the St. Louis Post Dispatch heralded it as the first hotel to be constructed in the city in twenty-seven years and as the city's first "resort-styled motor hotel." Its construction is also representative of the city's mid-century commercial growth and revitalization along Lindell Boulevard, a major artery connecting the city's downtown and the Central West End with the burgeoning and affluent suburb of Clayton. The Bel Air Motel is associated with St. Louis hotelier and philanthropist, Norman K. Probst as the first of his numerous hotel ventures and as the best representation of his successful career in hotel development "</p>	<p>This text is interwoven with the text below in "Criteria and Areas of Significance," but seems to be suggesting Criterion A and B eligibility, but A and C are discussed.</p>
Criteria and Areas of Significance	<p>"It is eligible for the National Register of Historic Places under, Criterion A: Commerce The Bel Air Motel is also eligible under Criterion C: Architecture as an excellent example of early motor hotel design and for its mid-century Modern design, a stylistic trend that was becoming popular and is especially prevalent along this stretch of Lindell (Boulevard)." Because the final addition, the small one-story restaurant expansion was finished in 1961, less than fifty years ago, Criterion [Consideration] G is identified with this property, although most of the building's design was finished by 1959 and the restaurant expansion was both a continuation of the original design as well as an integral part of the function and significance of a "resort-styled motor hotel" by providing ample room for the full-service restaurant</p>	<p>Does not make a case for listing under A, nomination was amended to eliminate reference to Criteria Consideration G, as the 1961 kitchen addition was deemed to be "of a scale small enough that it need not meet the exceptional importance criterion."</p>
Period of Significance	1957 - 1961	Appropriate time frame of this study.
Registration Requirements	None provided.	If the requirements had been included, the errors

A. Bel Air Motel, St. Louis, MO		
Category of Analysis	Specific Data Provided by Source	Comments
		concerning nomination criteria may have been avoided.
Assessment of Integrity	<p>“The Bel Air Motel retains its original setting, surrounded by a mixture of the historic buildings of the Central West End. The associated parking areas and driveway, as well as the prominent entrance to the underground parking still frame the building and the recent work on the building as part of an historic rehabilitation has removed the cosmetic alterations and dark paint that obscured the Modern design elements, returning the concrete framing and windows to light, airy appearance. By eliminating the massive cross gabled roof over the canopy in the driveway and replacing it with a simple flat roof and exposing the steel structural frame, the canopy more appropriately blends with the grid-like framing of the historic facade. Since the lobby entry had been reframed and enclosed when it was used as a Best Western, it is being redesigned to be more transparent as well by utilizing a glass block wall (a more appropriate material in a 1950s design). Although the swimming pool was filled in, the patio and courtyard has been retained, including the original balconies facing the courtyard. On the interior, the hallways, room configurations are unaltered. Even the Minimalist design that utilized flat doors and a little trim remains intact, and the current rehabilitation project is restoring the configuration of the lobby, lounge, kitchen, and restaurant.”</p>	<p>While the aspects of integrity are discussed, only setting is directly mentioned. “Exterior Features” and Interior Features” sections also discuss alterations and integrity issues. The property was undergoing remodeling at the time of the nomination, and loss of historic fabric due to renovation (regardless of how sensitively designed) is not addressed.</p>
Boundaries	<p>“All of Lots 15, 16, 17, 18, 19 and the Northeastern triangular part of Lot 20 of John Baker's Subdivision of Block 5 1 of Peter Lindell's Second Addition and oin Block 3893 of the City of St. Louis, having an aggregate frontage of 261 feet 8 inches on the South line of Lindell Boulevard by a depth Southwardly of 246 feet 4-112 inches along the East line of said property and of 246 feet 6-112 inches along the West line of said property to an alley, having an aggregated width thereon of 250 feet; bounded West by a property now or formerly of F. B. Ver Steeg and East by Lot</p>	<p>Adequate verbal description but image of map provided was illegible (may have been due to scanning error).</p>

A. Bel Air Motel, St. Louis, MO		
Category of Analysis	Specific Data Provided by Source	Comments
	14 of said block and Subdivision. These boundaries incorporate all of the property that has been historically associated with this building and the property's legal description. Except for public sidewalks and the parking lot, the building occupies entire lot.”	
Sources of Data	Previous surveys in the area, journal articles, historic maps, governmental publications, website, previous NRHP nominations, newspaper articles, telephone books	Nomination would have benefitted from consultation of architectural texts (for Criterion C) for comparison with other buildings of its time period.
Illustrations	Map of St. Louis, architect-prepared floor plans, historic postcard images, photographs of nearby mid-century modern buildings, recent black and white photographs of resource.	Interspersed throughout document, plans are illegible, good use of historic postcard images to show retention of features, but locating them near the recent photographs in the text would have made them easier to compare.
Contribution to Study Report	Useful because of its focus on a single motel rather than a collection of similar property types (such as Wildwoods or Route 66).	The property is held to a higher standard under Criterion C because it is an individual resource rather than a contributing feature to an historic district.
Issues with Nomination	Discrepancy regarding criteria of eligibility (see above).	So much information was included regarding other significant properties on the same street, begging the question as to why the hotel wasn't being nominated as part of a district or within an MPS rather than individually. Does not serve as a clear example of motel evaluation.

B. Apache Motel, Moab, UT		
Category of Analysis	Specific Data Provided by Source	Comments
Statement of Significance	"The Apache Motel . . . is locally significant under Criterion A for its association with the development of Moab, Utah, in the mid-twentieth century." and "The Apache Motel is also architecturally significant as the best example of a motel complex from the period of significance, between 1954 and 1958."	The first statement is made in a section entitled "Narrative Statement of Significance" while the second statement appears in a later section labeled "Architectural Significance." It is unclear why the A and C statement are separated.
Criteria and Areas of Significance	A and C for entertainment/recreation, architecture, commerce and other: tourism	Text (above) states "development of Moab", but area of significance does not list "Community Planning and Development". Entertainment/recreation is not thoroughly address in text as to significance in historic period, unless it is meant to refer to the motel's association with the movie industry.
Period of Significance	1954 - 1958	The property underwent considerable alteration during this period.
Registration Requirements	Not stated.	Registration form does not have a specific section wherein to include this information.
Assessment of Integrity	Alterations are discussed within the narrative description and "Because of its high degree of integrity, the Apache Motel is historically and architecturally significant as the best example of motel architecture from Moab's boom period in the mid-1950s."	Seven aspects are not mentioned or addressed directly, and integrity is judged in comparison to other extant motels from the same period.
Boundaries	Legal description given.	Boundaries are the same as those during the period of significance.

B. Apache Motel, Moab, UT		
Category of Analysis	Specific Data Provided by Source	Comments
Sources of Data	Jakle and Moab/Utah-specific publications (books, newspaper, maps)	May have benefitted from consulting other motel-specific sources.
Illustrations	Room locator map, one poorly reproduced historic photo, 15 black and white current photos, reproduction of promotional postcard with illustration of the building	Current photos are thorough, but additional historic images would have been helpful in visualizing integrity concerns
Contribution to Study Report	Serves as an example of an eligible motel not associated with a nationally significant roadway	Report itself does not offer any new insight as to how to judge other motels.
Issues with Nomination	A more in-depth look at motels in general could have better supported the Criterion C discussion	Fairly solid information, but there were discrepancies and inconsistencies as to how areas of significance and integrity were presented.

C. Snow Flake Motel, Lincoln Township, MI		
Category of Analysis	Specific Data Provided by Source	Comments
Statement of Significance	“Although the Snow Flake Motel is not yet fifty years old, it is of exceptional significance under Criterion C in the area of architecture sufficient to warrant consideration within Category G. Presently much threatened by surrounding development, it is clearly an outstanding example of the main principles originally developed by Frank Lloyd Wright, interpreted by his longtime chief apprentice and son-in-law—and chief architect of Taliesin Associates—William Wesley Peters. Peters signed the plans on 30 August 1960, the year following Wright’s death. The building is a regional landmark and assuredly unique.”	Statement continues on and makes a clear case for the motel’s eligibility. Mentioning the encroaching development supports the Bulletin 22 statement that motels are a particularly fragile resource and should be given more leeway for eligibility before they reach 50 years old.
Criteria and Areas of Significance	Criteria C, architecture	Does not attempt to make a case for Criterion A, and is therefore different from most motel nominations encountered during this study.
Period of Significance	1961 - 62	Appropriate time frame for our study.
Registration Requirements	Not stated.	Registration form does not have a specific section wherein to include this information.
Assessment of Integrity	Only setting is called out specifically, and discussions of alterations occur throughout the narrative.	Other six aspects of integrity are not addressed directly.
Boundaries	Used historic boundaries of the property.	Sketch plan could have shown property boundary.
Sources of Data	Interviews, articles and books specifically about the property or architects	Nothing concerning the motel property type
Illustrations	Design sketch, sketch plan with photo directions, 13 black and white photographs	Difficult to get an understanding of the property as a whole – an aerial photograph would be beneficial

C. Snow Flake Motel, Lincoln Township, MI		
Category of Analysis	Specific Data Provided by Source	Comments
Contribution to Study Report	Useful if dealing with a property with strong Criterion C association.	Not very useful as an example for less architecturally significant properties, but may be helpful for comparing other motels for significance under Criterion C.
Issues with Nomination	Because of its focus on Criterion C, the context is lacking in discussion of the motel as a general property type.	In 1997 when it was written, there was little study done of motels (Jagle had just been published the year before).

D. Motels of the Wildwoods Multiple Property Submissions		
Category of Analysis	Specific Data Provided by Source	Comments
Statement of Significance	<p>'The group of well-preserved postwar (ca.1950-1970) motels in The Wildwoods represents an important period in the development of tourism. Further, they constitute an exceptionally intact collection of examples of the resort motel type as it was described in popular and trade publications of the period. . . . The postwar motels in The Wildwoods are especially important to the definition of community identity, and among motels on the statewide and national levels: "Wildwood Crest, NJ and the surrounding area provide a treasure trove of intact motels for the roadside scholar". Furthermore, the Wildwood motels virtually define the mid-1950s to mid-1960s design idiom designated "Populuxe" by historian Thomas Hine; he has singled out The Wildwoods as one of two resorts nationally that preserve "concentrations of Populuxe motels."</p>	<p>This is labeled as a "Statement of Historic Context" and begins with the criteria A and C discussion (below) and contains the consideration G sentence (below) in the middle.</p>
Criteria and Areas of Significance	<p>'The postwar motels of "The Wildwoods," New Jersey (Wildwood, North Wildwood, and Wildwood Crest) are significant under criterion "A," which covers resources "[t]hat are associated with events that have made a significant contribution to the broad patterns of our history," and "C," which covers those "[t]hat embody the distinctive characteristics of a type, period, or method of construction. . . . The group satisfies "G" of the criteria considerations by having achieved "significance within the past 50 years if it is of exceptional importance."</p>	<p>This criteria discussion is intertwined with the statement of significance (above)</p>
Period of Significance	<p>"The motel must have been built within the period of significance dating from the end of World War II to the mid-1970s."</p>	<p>This timeframe starts a few years earlier than the 1950s – 1970s time span under consideration. Also, it is unclear if any the motels considered were built after the late 1940s.</p>

D. Motels of the Wildwoods Multiple Property Submissions		
Category of Analysis	Specific Data Provided by Source	Comments
Registration Requirements	<p>“In order to be considered as eligible a motel must meet all of the following criteria:</p> <ul style="list-style-type: none"> - The motel must have been built within the period of significance dating from the end of World War II to the mid-1970s. - The building must have been constructed as a motel. - The balcony must be continuous and run along the exterior of the motel. - Building footprints must be constructed in a line, "L"-shape, "U"-shape or a variation of these forms. <p>In addition to the above requirements, a motel must meet five of the following eight requirements to be considered as eligible for the multiple property nomination:</p> <ul style="list-style-type: none"> - The building must have been constructed with a flat roof. The exception to this requirement is motels where a peaked roof is part of the motels decorative theme. - Balconies must be visually unsupported or supported by beams. - Because the automobile was such an integral part of the resort motel experience, the motel must have on-site parking. - The motel must have a carport, which may be the underside of a sundeck. - The motel must have a distinctive illuminated sign. Neon signage can contribute to increased integrity. - The motel must have an extended roof overhang at least equal to the width of the balcony. - Motel construction must be concrete block with concrete plank flooring and balconies. - The motel must have a distinctive theme, which is carried out through signage and decoration.” 	<p>This thorough list of requirements outlines what physical features were deemed necessary for a property's inclusion in <i>this</i> particular MPS, but not how the properties specifically relate to the NRHP criteria for evaluation. Motels of the same era in other locations may have different specific requirements (not necessarily concrete block construction, may have a variety of acceptable roof forms, etc.), but this could be a good model for determining requirements for other studies. The NRHP registration requirements are mentioned in the <i>Criteria/Areas of Significance</i> above.</p>

D. Motels of the Wildwoods Multiple Property Submissions		
Category of Analysis	Specific Data Provided by Source	Comments
Assessment of Integrity	“The general condition of the buildings within the Wildwoods ranges from fair to excellent. Although some alteration has occurred on a number of the motels, usually in the form of additions, the motels retain a significant degree of integrity.”	Individual properties are not discussed.
Boundaries	“The Motels of The Wildwoods includes properties within the political boundaries of the City of Wildwood, the Borough of Wildwood Crest and the City of North Wildwood, Cape May County, New Jersey” and each property’s lot and block are indicated.	If the lot and block IDs are keyed to a map, it was not included in this document. It is also not indicated if each property occupies the entirety of the block, or if other owners share in it.
Sources of Data	Many of the same sources reviewed here, tourist/travel publications plus some New Jersey-specific items	Seems adequate, travel publications for specific motels under future study should be investigated.
Illustrations	18 color photographs (scanned in black and white for web reproduction)	Only one photograph of each of the 18 resources depicted, and no images are provided for the rest of the “approximately 275” motels in the nomination
Contribution to Study Report	Focus is exclusively on motels, rather than just a brief mention in a wider study.	Provides good context.
Issues with Nomination	Not much text is dedicated to specific properties.	Does not offer a specific means by which to evaluate an individual motel, but would be useful for another MPS or district.

E. Route 66 in Texas Multiple Property Submission		
Category of Analysis	Specific Data Provided by Source	Comments
Statement of Significance	<p>Of Route 66 itself: “The significance of U.S. Highway 66, perhaps the best-known and most-often romanticized transportation corridor in the nation, lies at the intersection of the history of highway development, commerce, travel, tourism, and popular culture. Its importance is socio-cultural, economic, and to some extent, political. The interest (both historic and contemporary) in this highway and the subculture that it has spawned demonstrates that Route 66 was no ordinary road. While not the oldest or the longest transcontinental highway, Route 66 became the nation’s first all-weather road, linking Chicago to Los Angeles. The 2,400 extant miles (approximately) of Route 66 represent the development of a nationwide transportation infrastructure – notably marking every phase in the transition from dirt roads to super highways – and simultaneously underscore the economic and cultural effects of automobile travel. Ultimately, the story of Route 66 is the story of a newly mobile nation (and the responses to this lifestyle), of increasing geographic cohesion, and of the democratization of travel.</p> <p>For post-war roadside property types: “. . . the new tourism industry (encouraged by the war time road improvements to the highway system) of the postwar decades gave rise to “modern” facilities that hinted at long-term economic prosperity. The evolution of these facilities – often resulting in unique types and forms of roadside architecture – is at the heart of the cultural and economic significance of Route 66. These roadside facilities, while not necessarily unique to Route 66, were the tourist court and later the motel, the filling station that was later equipped with a full line of automotive services, cafés and diners that catered to families on the move, and various roadside recreational attractions.</p>	<p>Only Route 66 itself is actually being nominated for listing. The tourist courts/motels not previously listed are labeled <i>potentially</i> eligible, pending additional study.</p>
Criteria and Areas of Significance	<p>“The specific historic context of Route 66 in Texas relates to Criterion A (a significant event, or series of events or activities) and Criterion C (building forms, or an architectural</p>	<p>Only Route 66 itself is actually being nominated for listing. The tourist courts/motels not previously listed are labeled as</p>

E. Route 66 in Texas Multiple Property Submission		
Category of Analysis	Specific Data Provided by Source	Comments
	style relating to a stage of physical development, or the use of a material or method of construction that shape the historic identity of an area such as the Route 66 corridor). The status of eligibility for individual districts, sites, buildings, structures, and objects was determined based on each property's association with the Route 66 historic context and the historic integrity of those features necessary to convey the property's significance (integrity of location, design, setting, materials, workmanship, feeling and association). The property was also determined to be significant under one or more of the four Criteria for Evaluation Most of the resources along Route 66 that have been determined eligible meet either or both Criterion A and Criterion C."	<i>potentially</i> eligible, pending additional study.
Period of Significance	1926 - 1970	Much of the material concerns the time period earlier than this study (late 1940s and earlier)
Registration Requirements	"The Route 66 tourist courts, motels and motor inns that date from the period of significance remain significant in terms of their ability to recall the needs, the demands of the commercial tourist trade along the route. Their plans, designs, and settings reveal the evolution of the motel industry in Texas. Tourist lodgings are eligible for listing in the National Register under Criterion A in the areas of commerce and transportation (as road-related services associated with Route 66). An eligible property must retain a clear feeling and association with Route 66 and the development of the motel industry along this highway. Eligibility under Criterion C requires that the lodging facility retain sufficient degrees of integrity of location, design, materials, workmanship, feeling, association and setting. These must be good or rare examples of a type or style. Many of the historic motels along Route 66 no longer function in their original capacity, though retain their basic form and thus must be considered for eligibility."	These requirements were applied specifically to the property type defined as Lodging, which includes sub-types Motel, Motor Inns and Highway Hotels in the post-WWII time period, but more study was advised, with the motels being classified only as potentially eligible.

E. Route 66 in Texas Multiple Property Submission		
Category of Analysis	Specific Data Provided by Source	Comments
Assessment of Integrity	See above.	Not fully applied to the motels in question
Boundaries	“The Texas Route 66 Survey project area is defined as the area lying within sight of the historic road alignment, including the commercial districts through which Route 66 passed.”	Given the nature of the main resource, the flexible boundaries seem appropriate. Motel property boundaries are not given.
Sources of Data	Primary books reviewed here, other contexts and surveys, travel guides, many Route 66 websites	Most resources are so Route 66-specific to be of much use for motels in other locations.
Illustrations	None included.	Not available on line, but may be included with the actual nomination.
Contribution to Study Report	<p>These are the only “Potentially eligible Tourist Courts and Motels” within the post-WW II to 1970s timeframe:</p> <ul style="list-style-type: none"> • “Property 359-VE-24: Vega Motel, occupied and operated as a motel. [1947] • Property 375-AM-39: Colonial Manor Motel (ca. 1953), located on East Amarillo Blvd. Still functions as a motel. • Property 375-AM-177: English Motel (ca. 1955), now vacant. located on West Amarillo Blvd.” 	Detail as to whether or not these resources embody the “unique types and forms of roadside architecture” mentioned in the statement of significance for this property type is absent. The property type description is useful starting point for further investigation.
Issues with Nomination	For Route 66 alone, the nomination is strong.	Little discussion of motels within the 1950s – 1970s timeframe.

F. Arkansas Highway History and Architecture Multiple Property Submission		
Category of Analysis	Specific Data Provided by Source	Comments
Statement of Significance	“The surviving auto camps, tourist courts, and motels in the state are significant because of their association with the development of Arkansas' highway culture, the increase in auto travel in the 1930s, 1940s, and 1950s, and national trends in automobile culture.”	Doesn't really address past the 1940s.
Criteria and Areas of Significance	“The five tourist courts that are currently listed on the National Register in Arkansas are listed under Criterion C with local significance. Any future properties should be listed under Criterion A for their association with the development of Arkansas highway culture, as well as under Criterion C for their design.”	Only comments on previously listed properties and of these, offers no examples built after 1947.
Period of Significance	1910 - 1965	Supposedly covers up to 1965, but post-war discussion is lacking.
Registration Requirements	“In general, to meet registration requirements, these auto camps, tourist courts, and motels should have been built in the period between 1910-1965; they should retain sufficient physical features to identify them as having been built during this period; they should be good examples of the feature or style of structure they represent; they should be intact, unaltered, and retain their integrity of setting.”	Registration requirements are not explicitly stated.
Assessment of Integrity	Not mentioned, except for “they should be intact, unaltered, and retain their integrity of setting” as stated above.	Does not refer to the seven aspects explicitly.
Boundaries	State of Arkansas	Does not link development of roadside properties with specific roadways in the state (as various Route 66 nominations do).
Sources of Data	Previous nominations, books on automotive culture, Arkansas-specific writings	Belasco is the only motel-specific source cited.

F. Arkansas Highway History and Architecture Multiple Property Submission		
Category of Analysis	Specific Data Provided by Source	Comments
Illustrations	None available on line.	Not known if any are included with nomination.
Contribution to Study Report	Information provided is available from other sources.	Not particularly useful.
Issues with Nomination	More of a context than a nomination – only mentions resources already listed and a single other commercial property.	Document was intended as a starting point for additional survey work and includes no examples of eligible motels from current time frame.

G. Taylor Rosamond Motel Historic District, Hot Springs, AK		
Category of Analysis	Specific Data Provided by Source	Comments
Statement of Significance	'The Taylor Rosamond Motel is being nominated under Criterion C with local significance as a fine example of the movement away from individual cottages or tourist courts to the more modern and streamlines motel. The nomination is being submitted under the multiple property listing "Arkansas Highway and Transportation Era Architecture, 1910 – 1965" in conjunction with the historic context "Arkansas Highway History and Architecture, 1910 – 1965."'	Text is from the Arkansas Historic Preservation Program website (http://www.arkansaspreservation.com) rather than from the actual nomination. The NPS website indicates this nomination is part of the Arkansas Highway and Architecture MPS, but the MPS itself (reviewed above) does not mention this resource.
Criteria and Areas of Significance	The summary indicates nomination under A and the statement of significance cites C. The NPS website lists "transportation" and "modern movement" as subjects, but does not call them out specifically as "Areas of Significance."	Not clear if the nomination is for A or C, or both. The summary text includes some justification for both.
Period of Significance	Summary does not state it explicitly. The NPS website lists "1950" as a keyword.	The original house on the property was built between 1908 and 1915, and the motel rooms were built around 1950, indicating a date range.
Registration Requirements	Not provided.	No information offered as to what the Criteria cited mean.
Assessment of Integrity	Text mentions that the main building had very few alterations but that the ". . . proprietors could build and expand as needed," but does not explain if and how this happened.	Seven aspects of integrity are not referred to explicitly.
Boundaries	Not provided.	An associated map may not be digitized yet, and text makes no reference to boundaries or such a map
Sources of Data	Bibliography includes Jakle, Liebs and Margolies as well as sources particular to Hot Springs.	A reasonable amount and quality of sources consulted, but the text fails to reflect the information therein.

G. Taylor Rosamond Motel Historic District, Hot Springs, AK		
Category of Analysis	Specific Data Provided by Source	Comments
Illustrations	One photograph on website.	Inadequate, particularly for something claiming to be a district.
Contribution to Study Report	Limited.	Information is confusing at best, and doesn't provide a good example of how to evaluate a motel property.
Issues with Nomination	Criteria are not defined, no discussion of registration requirements, integrity, boundaries, or district status.	Was unable to access the actual nomination, but assumed that the text from the website was taken directly from it. If it is associated with the Arkansas Highway MPS, the text from that nomination fails to mention this resource.

REVIEW OF TxDOT PROJECTS

The Technical Expert reviewed four previous TxDOT projects in order to address motel context, design, and integrity issues within a state context. The projects reviewed were chosen based on information provided by TxDOT ENV Historical Studies Branch historians. Both technical reports and correspondence between TxDOT and THC were reviewed. One of the reasons that so few projects were selected is that the subject property types have only recently come under review due to their construction dates. The four reviewed projects contained 14 motels that were documented and evaluated during a reconnaissance level survey. One of the motels was further investigated at the intensive level. All of the motels have been considered only under Criteria A and C, offering no guidance on how Criteria B might be applied. Most determinations were based on narrow contextual information as they were undertaken at the reconnaissance level of study.

The intensive level of investigation for the Continental Motor Hotel in Temple for the IH 35, Segment 2 study provides a good application of evaluation criteria directly to the property type. But, the historic context, although adequate, was skewed toward the pre-WW II era. This study does provide a good example of what an *ineligible* motel property type would look like.

The projects reviewed concerning NRHP eligible motels were of a less intensive level of investigation than even a standard reconnaissance survey. One recommended-eligible property was included in an *Americans with Disabilities Act* (ADA) Survey in which only eligible resources are documented. Although TxDOT historians concurred with the consultant's recommendation, there were several aspects that were not thoroughly addressed. Only a general historic context for the area was included and not a specific context for the motel. The context and statement of significance could have been bolstered by consulting motel-specific literature, but because of the typical finding of "no effect to historic properties" for ADA surveys, this level of investigation is generally not undertaken, rendering ADA surveys of limited use for informing future studies of specific property types. Also, particular to this study, the discussion of the aspects of integrity was not comprehensive.

The other study, in El Paso on Alameda Avenue, was in the midst of SHPO consultation when this document was begun, and has since been coordinated. Information is included from the initial reconnaissance report, as well as excerpts of text edited to reflect SHPO's final determinations of eligibility. A completely edited final report was not available for review.

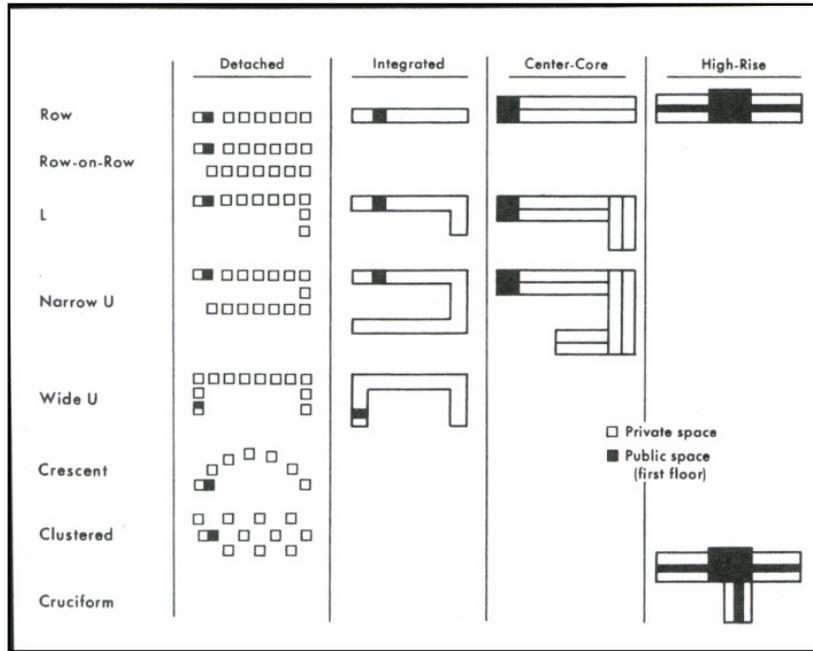
A. Historic Resources Determination of Eligibility Report: IH 35 Improvement Plan for Segment 4 from North Loop 340 to South Loop 340, Waco, McLennan County, Texas						
County	District	CSJ	Project Description	Technical Reports	Correspondence	Resource Name(s)
McLennan	Waco	0015-01-171	Widen IH 35 from N Loop 340 to S Loop 340	Reconnaissance Survey by CP&Y, edits from TxDOT	TxDOT to SHPO 6-1-10 SHPO to TxDOT 6-16-10 SHPO concurrence 7-2-10	Mardi Gras Motel Town and Country Motel Thunderbird Motel Flamingo Motel
Registration Requirements	Summary from Bulletin 15				Adequate for a reconnaissance survey.	
Historic Context	No discussion of “roadside architecture of the mid twentieth century and the “car culture”” as mentioned in the statement of significance for the Mardi Gras Motel.				Broader contexts are discussed, but not with the specificity called out in the statement of significance.	
Data Sources	Jakle				The one source to consult if you are only consulting one.	
Criteria and Areas of Significance	<ul style="list-style-type: none"> • Mardi Gras: “The Mardi Gras Motel is recommended eligible for listing in the NRHP at the local level under Criterion A Roadside trend and under Criterion C Architecture. It is recommended not eligible under Criterion B as it is not known to be associated with a significant person.” • Town and Country, Thunderbird and Flamingo: “Overall, the building lacks distinctive characteristics that would qualify it as significant for association with architectural styles, periods, or trends. There are no known associations with significant themes or persons. This resource does not meet the Criteria for listing in the NRHP.” 				The two specific contexts cited for the Mardi Gras Motel are not developed.	
Statement of Significance	<ul style="list-style-type: none"> • ‘The Mardi Gras Motel is significant for its association with roadside architecture of the mid twentieth century and the “car culture” that characterized American society during that time.’ • Town and Country, Thunderbird and Flamingo: not stated. 				True, but Mardi Gras contexts are not fully developed. Other resources are not recommended eligible, so no statements of significance are needed.	
Assessment of Integrity	Reconnaissance: <ul style="list-style-type: none"> • Mardi Gras: “Out of the four motels (in this survey), the Mardi Gras 				Reconnaissance:	

A. Historic Resources Determination of Eligibility Report: IH 35 Improvement Plan for Segment 4 from North Loop 340 to South Loop 340, Waco, McLennan County, Texas

	<p>Motel retains the most integrity and has the best iconic architectural form of the group. The motel retains integrity of location, design, setting, workmanship, feeling, and association. The integrity of material has suffered some as the porch supports are in the process of being remodeled, but retains overall integrity of materials.”</p> <ul style="list-style-type: none"> • Town and Country, Thunderbird and Flamingo: noted as retaining none of the seven aspects of integrity. <p>Correspondence:</p> <ul style="list-style-type: none"> • 6-1-10: TxDOT states: “Despite the recommendations of the report, due to loss of integrity of six of the seven aspects, TxDOT historians have determined [The Mardi Gras Motel] not eligible for NRHP listing under Criteria A or C.” • 6-16-10: SHPO states: “Despite non-historic alterations of the Mardi Gras Motel . . . the prominent office building has suffered very few changes from its historic appearance. The room wings also exhibit relatively minor changes. Despite the loss of the pool and sign replacement, this motel retains sufficient integrity for listing under criteria A and C, at the local level of significance.” • 7-2-10: TxDOT states: “Despite the recommendations of the report, due to loss of integrity of six of the seven aspects, TxDOT historians reassert our determination that the property is not eligible for NRHP listing under Criteria A or C.” SHPO concurred on 7-21-10. 	<p>For the Mardi Gras, the seven aspects of integrity are referred to directly but without detail, with the exception of materials, and overall integrity is asserted. The other three motels still retain integrity of location, but this is not indicated.</p> <p>Correspondence:</p> <p>Concerning the Mardi Gras, TxDOT and SHPO go back and forth on eligibility, focusing on the integrity of the resource. After additional research and closer examination of the property, SHPO finally concurs with the not-eligible determination, based on the motel’s lack of integrity.</p>
<p>Period of Significance</p>	<ul style="list-style-type: none"> • Mardi Gras: “mid-twentieth century” • Town and Country, Thunderbird and Flamingo: not stated 	<p>Assumed to be from time of construction to end of historic period determined for project.</p>

B. Non-archeological Historic Resources Reconnaissance Survey: SH 20 (Alameda Avenue) from Glenwood Street to Loop 375 (Americas Avenue), El Paso County, Texas						
County	District	CSJ	Project Description	Technical Reports	Correspondence	Resource Name(s)
El Paso	El Paso	0002-01-055	“The proposed project involves the rehabilitation of an existing facility requiring the acquisition of approximately 12.58 acres of right-of-way.”	Reconnaissance Survey by Mead & Hunt, later edits by TxDOT	SHPO to TxDOT 2-11-11	Dreams Motel Sands Motel Cortez Motel Sun Valley Motel
Registration Requirements	Directly from NPS Bulletin 15			Appropriate for the survey		
Historic Context	<p>“As vehicular transportation improved and gained in popularity, road trips along named highways created a relatively new type of business rooted in the old stagecoach inns (HRSR 12). Initially, as traffic on the roads increased, residents of farms and ranches provided opportunities for lodging and meals to travelers. Once the roadway was paved, carts and wagons made way for automotive traffic and more formalized lodging became available (Ibid). The evolution of architectural formats of these businesses followed a pattern that moved from auto camp/tourist home, to the cabin camp, to the cottage court, the motor court and more recently the motor inn and highway hotel (John A. Jakle, et al., <i>The Motel in America</i> [Baltimore and London: The John Hopkins University Press, 1996] 37). Likewise, prevailing patterns of building arrangement emerged (see below). Motel owners were limited in the arrangement of their cabins by the need to provide each guest with a parking place in front of or adjacent to his or her room. Therefore, function often drove design. Independent, idiosyncratic in design and decoration, and with minimal advantage to consolidation, these tourist camps, and then tourist courts, remained popular entry-level business opportunities, reaching their peak in the post-World War II period and early 1950s (Cassity 313).</p>			<p>This text was developed after initial consultation with SHPO and subsequently approved. There is also an existing context called “Commercial Development in El Paso County 1900 to 1960” into which motels could conceivably also fit, but currently motels/hotels are classified as domestic property types according to National Register guidelines.</p>		

B. Non-archeological Historic Resources Reconnaissance Survey: SH 20 (Alameda Avenue) from Glenwood Street to Loop 375 (Americas Avenue), El Paso County, Texas



Dominant variations in the spatial organization of the motel (Jakle 37)

Cabin camps, one of the earliest building types, were poorly constructed and un-winterized. As a motel type, they tended to be arranged in row, row-on-row, L, crescent, and clustered patterns. As the buildings became more substantial, the word "cottage" increasingly was used in the name. These buildings were more durable and winterized for year-round business. After 1930, motel names increasingly included the word "court." Cottage courts were generally arranged geometrically around a central open space, or court. The width of the U-shaped courts was dependent upon the depth of the lot and the extent of the highway frontage. Cottages were usually arrayed as individual units with open spaces between the units. Attached garages were popular after 1930, and it was not uncommon to find cottage-garage combinations linked wall to wall to form continuous facades, the integrity of each building preserved in individual roof lines, since the units were usually freestanding. Architecturally, cottages were made to look like little suburban houses. Public space was primarily outdoors and space not given to parking

B. Non-archeological Historic Resources Reconnaissance Survey: SH 20 (Alameda Avenue) from Glenwood Street to Loop 375 (Americas Avenue), El Paso County, Texas

was often landscaped to give the properties a more gentrified aspect. Approximately half of the motels/tourist courts within the project area fall under the Cottage Court category (see table 2).

Motor courts were structured like cottage courts except that room units were totally integrated under single rooflines usually as a single (and single-story) building. Long porches enhanced the sense of visual integration and sheltered open windows in inclement weather. Many motels were organized around large courtyards rendered as informal outdoor “lobbies.” Here the increasingly popular swimming pool was located in a landscaped ground suggestive of a resort. In these motels, parking was restricted to the outside of the U-shaped courts, and rooms were provided with doors both front and back. Not all motor courts had courtyard configurations. The motor-court idea played out in simpler row and L-shaped room arrangements. The other half of motels/courts found within the project area fall under the Motor Court category (see table 2).

Motor inns appeared in the 1950s and were located largely in metropolitan areas. Substantially larger and more luxurious than motor courts, they were most often complexes made up of two- or three-story buildings organized around a courtyard. In many motor inns, rooms were built back to back, the utilities placed down a center-core. There are two resources of this type found within the project area.

Table 2: Cottage Courts vs. Motor Courts

	Cottage Court	Motor Court	Center-Core
ROW	2	5	2
ROW-ON-ROW	9	0	0
L	3	7	0
NARROW U	2	4	0
WIDE U	1	2	0

Motels and motor courts constructed during Alameda Avenue’s period of significance (1907-1959) typically used a variety of forms and displayed prominent features to attract the attention of the traveling public, such as large canopies, bright colors, and giant signs that dominated the motel grounds

B. Non-archeological Historic Resources Reconnaissance Survey: SH 20 (Alameda Avenue) from Glenwood Street to Loop 375 (Americas Avenue), El Paso County, Texas

visually. The sign, with its elaborate neon display, was intended to provide a vertical dimension to an otherwise low-to-the-ground building configuration (Jakle 47).

In an effort to determine the significance of neon signage independently from its associated building, TxDOT Historians consulted the Neon Boneyard Historic Resources Survey and Inventory (NBHRSI) from the City of Las Vegas. According to the NBRHSI, "when evaluating signage under NRHP Criteria...one must consider the unique aspects particular of signage resources that are apart from other types of historical resources...Signs can be considered objects whose significance is not necessarily or substantially related to the building on which it was installed" Phase II Neon Boneyard Historic Resources Inventory and Survey, Las Vegas, Nevada (December 2008) 9. Neon signs are important local landmarks from their era. As further noted in the NBRHSI, due to changing resource uses, new sign ordinances, cost of maintenance, and neglect, they are becoming increasingly obsolete in the twenty-first century. Therefore it is important to consider the relative rarity of a sign in terms of how many signs of a certain type still exist today (Boneyard Survey 8). In considering rarity of type, however, it is important to remember that according to the National Register Bulletin How to Apply the National Register Criteria for Evaluation, "in justifying exceptional importance, it is necessary to identify other properties within the geographical area that reflect the same significance or historic associations and to determine which properties best represent the historic context in question,"(NR Bulletin 42)

Historically, Alameda Avenue carried the Old Spanish Trail, a national highway completed in the 1920s that ran from St. Augustine, Florida, to San Diego, California. The route entered Texas at Orange, Louisiana, and crossed the state, passing through Beaumont, Houston, and San Antonio. Within El Paso, the highway followed Alameda Avenue. The American West was a popular tourist destination during this time and many Americans were able to plan long distance vacations around the country. Travel to California and the western National Parks made Texas and El Paso a popular passing-through spot for many motorists. Major roadways of the time, such as Alameda Avenue, attracted automobile tourists and the corridors quickly became lined with motels, motor courts, and other commercial ventures aimed at attracting the driving public. Alameda Avenue continued to be a popular thoroughfare for tourists driving west until it was bypassed by IH-10 in 1959.

B. Non-archeological Historic Resources Reconnaissance Survey: SH 20 (Alameda Avenue) from Glenwood Street to Loop 375 (Americas Avenue), El Paso County, Texas		
<p>Data Sources</p>	<p>Parenthetically listed in above text.</p>	<p>Full bibliography for the entire HRSR was not applicable to motel study, but this section of the context includes Jakle (reviewed in publications section) and Cassity (listed in other sources consulted section).</p>
<p>Criteria and Areas of Significance</p>	<ul style="list-style-type: none"> • Dreams: “Although these alterations detract from the resources’ integrity of design, workmanship, materials, and feeling, the individuality and variation of features found in the individual buildings is still discernible. Therefore, this complex is eligible for individual listing in the NRHP under Criterion C at the local level of significance.” and “. . . this complex is eligible for NRHP-listing under Criterion A: Transportation at the local level of significance., • Sands: “. . . this complex is not eligible for individual listing in the NRHP under Criterion C. Additionally; this resource has no known associations with significant historical figures to qualify for eligibility under Criterion B.” and “. . . this complex is eligible for NRHP-listing under Criterion A: Transportation.” • Cortez: “This property is individually eligible under Criterion A in the area of Transportation at the local level of significance for its role in roadside architecture along Alameda Avenue, and Criterion C at the local level of significance because it embodies a significant type (roadside architecture) and period of construction.” “The HRSR report recommends that the Cortez Motel sign [. . .] is individually eligible. However, since the Cortez Motel [. . .] is eligible, the Cortez Motel sign [. . .] is considered a contributing resource to the property.” • Sun Valley: “. . . the motel lacks enough integrity to convey architectural or associative significance and the sign depends on this significance to convey its individual significance under Criteria A and C.” and “the determination of TxDOT Historians that [the sign] is not eligible under Criterion A: Transportation or Criterion C: Architecture, at the local level of significance” 	<p>Dreams, Sands and Cortez statements were rewritten to reflect SHPO’s determination. While TxDOT initially recommended the Sun Valley Motel as not eligible, its statement will be altered to indicate eligibility under Criterion A, with the sign being a contributing feature, as determined by SHPO (as indicated in correspondence).</p>
<p>Statement of Significance</p>	<p>“Motels located along Alameda Avenue potentially meet Criterion A in the area of transportation. They may also meet Criterion C for architecture if they are a good example of a type, style, or period of construction. Eligibility under Criterion A in the area of transportation requires that a motel show a clear association with, and convey a feeling of, personal and commercial traffic</p>	<p>A reworked general statement is offered about the motels after SHPO consultation (first two paragraphs on left). In initial reconnaissance report, each property was given its own</p>

B. Non-archeological Historic Resources Reconnaissance Survey: SH 20 (Alameda Avenue) from Glenwood Street to Loop 375 (Americas Avenue), El Paso County, Texas

along Alameda Avenue. Physically, the resource must be located adjacent to, or near and obviously accessible from, Alameda Avenue and must retain its appearance from the period of historic significance. Besides physical integrity, it is important that the pattern and layout of the cabin groups or motel units be clear. The elimination or modification of some buildings within the complex would not be sufficient to eliminate a property from eligibility under Criterion A if the overall pattern is discernible. A common occurrence found within the project area is that the former motels are either vacant or are now used as apartments. These resources need to be examined to determine the degree that they still reveal their historic function. If the structure has not been modified so as to compromise its integrity, then it can be considered eligible. A change of use is not enough, in and of itself, to negate a resource's eligibility.

A total of 37 motels/tourist courts were documented within the project area; however, most of these resources do not meet the criteria for eligibility under A, B, or C. While they were constructed within the period of significance and were originally associated with roadside architecture, the majority of surviving properties exhibit numerous alterations, including the demolition of the majority of units and loss of landscaped features (including infill of pool), so that they are no longer recognizable to their period of significance. In addition, the majority of former motels have non-historic age buildings located on the property. These alterations diminish the resources' integrity of design and feeling which, combined with loss of original function, renders them not eligible under Criterion A. In addition, they do not have associations with significant historical figures to qualify for eligibility under Criterion B. Furthermore, in relation to similar El Paso resources, they represent common vernacular types that do not clearly reflect the distinctive characteristic of a type, period, method of construction, work of a master, or high artistic value to qualify as eligible under Criterion C. Finally, many of the resources' unsympathetic alterations such as replacement windows and doors, siding, multiple additions, demolition of individual units, and change of function/use have compromised the complex's integrity of materials, design, workmanship, feeling, setting, and association."

"The Alameda Avenue corridor has a rich history as a major transportation corridor through the southwest. Part of this history includes the culture of roadside architecture, which includes gas stations, restaurants and lodging."

statement in which both the Dreams and Cortez were determined to not be significant within the historic context, while the Sands was, with no real explanation of the difference. The statement regarding the Sun Valley sign is not accurate, as is mentioned in SHPO correspondence.

B. Non-archeological Historic Resources Reconnaissance Survey: SH 20 (Alameda Avenue) from Glenwood Street to Loop 375 (Americas Avenue), El Paso County, Texas		
	<ul style="list-style-type: none"> • Dreams: “Research has revealed no information that this complex is associated with any persons of historical importance or events of historic significance . . . within the historic context, “Development of Transportation and Roadside Architecture in El Paso County, 1930-1960”. • Sands: “The Sands Motel is one of the best remaining examples of this type of mid-twentieth century roadside architecture in the El Paso area.” • Cortez: “Although this resource was associated with the development of roadside architecture in the early part of the twentieth century, no information has been found indicating that this complex is associated with significant events or persons . . . within the historic context “Roadside Architecture in El Paso County, 1930-1960.” • Sun Valley: “. . . the motel lacks enough integrity to convey architectural or associative significance and the sign depends on this significance to convey its individual significance under Criteria A and C.” and “the determination of TxDOT Historians that [the sign] is not eligible under Criterion A: Transportation or Criterion C: Architecture, at the local level of significance” 	
Assessment of Integrity	<ul style="list-style-type: none"> • Dreams: “The design, materials and workmanship for each building are not significant. Each structure has a simple, basic design and is constructed with basic, simple materials. Although an attempt to create visual diversity was made by providing variety in the details on each building, these details are simple and minimal, consisting mostly of variations in porch and planter designs. In addition, many of the units have undergone modifications that further degrade their integrity, such as the replacement of entry doors, and new stonework planters and porch supports. The setting and feeling have also been diminished through the loss of landscaping around the complex. In addition, the complex no longer retains its original use, having been converted from a motel to residential rental apartments.” • Sands: “The complex has been modified with replacement of entry doors on all units, replacement of signage, and removal of the swimming pool. Several windows facing the street have been covered over with stucco, probably for safety reasons. The architectural plan of this resource clearly represents a typical form commonly seen in motor court design during this period and, the facility remains in its original use as a motel. Despite the noted modifications, the duplex units also clearly retain their original form and details, including retention of parking spaces between the units, a feature often previously eliminated in other examples of similar resources. The office building, a significant building within the complex, also retains a 	<p>The statements in the reconnaissance survey beg the question, “If a property is not historically significant, must one discuss its integrity?” Each motel does not seem to be discussed to the same degree, with 1940 Dreams (recommended not eligible) and circa 1950 Sands (recommended eligible) being more thoroughly examined, while the circa 1953 Cortez and Sun Valley (recommended not eligible) are given only cursory attention concerning integrity.</p>

B. Non-archeological Historic Resources Reconnaissance Survey: SH 20 (Alameda Avenue) from Glenwood Street to Loop 375 (Americas Avenue), El Paso County, Texas		
	<p>high degree of integrity and continues to convey its design, materials and workmanship representing its mid-twentieth century period of significance. In addition, the entire complex continues to convey a good degree of setting, feeling, and association within the historic context of Roadside Architecture in El Paso County, 1930-1960.”</p> <ul style="list-style-type: none"> • Cortez: “Each rental unit has replacement doors and some have replacement windows. The design, materials, and workmanship for this building are not architecturally significant compared with other examples, and modifications to windows and doors have degraded the integrity.” • Sun Valley: “The Sun Valley Motel (Resource 265a) has been evaluated for NRHP eligibility as part of this project and recommended Not Eligible because its integrity has been so degraded by modifications.” 	
Period of Significance	Alameda Road's period of significance is given as 1907-1959.	Does not specifically align with the 1950s – 1970s timeframe of concern for this property type, but motels themselves fall into that timeframe.

C. Historic Resources Survey Report: Interstate Highway 35, Segment 2, between South Loop 363 and North Loop 363, Temple, Bell County, Texas						
County	District	CSJ	Project Description	Technical Reports	Correspondence	Resource Name(s)
Bell	Waco	0015-14-091	Roadway improvements including widening, elevating or depressing main lanes, upgrading bridges, curves and ramps, converting frontage road to one-way.	<p>Reconnaissance Survey by Prewitt and Associates</p> <p>Intensive Survey by Prewitt and Baker</p>	SHPO concurrence 8-13-2010	<p>Reconnaissance: Oasis Motel Texas Inn Continental Motor Inn Knights Inn Temple Inn Cen-Tex Alcoholic Rehab Center (former motel)</p> <p>Intensive: Continental Motor Hotel</p>
Registration Requirements	<p>Reconnaissance: “These motel complexes may be eligible for the National Register under Criterion A for associations with development of this roadway corridor through Temple and the need for overnight accommodations for travelers. Resources within each of these travel-lodging complexes have undergone alterations; nevertheless, each appears to retain integrity of feeling and association with the roadway corridor, a minimum requirement to be considered eligible under Criterion A in the areas of commerce and transportation as road-related services, according to registration requirements prepared for a multiple-property listing associated with a significant roadway corridor in Texas. Each motel complex also retains integrity of location. A few of the motel complexes in the study area may be eligible for the National Register under Criterion C for embodying the distinctive characteristics of a style, type, period, or method of construction, and may be representative or rare examples of such. In addition to feeling, association, and location, resources considered eligible under Criterion C must retain integrity of setting, design, materials, and workmanship. Again, a resource need not function in its original capacity to be considered eligible, according to registration requirements prepared for a multiple-property listing associated with a significant roadway corridor in Texas. As well, despite some loss of integrity to individual resources, such as the introduction of additions or modifications, a complex’s distinctive design may still maintain sufficient</p>				<p>Reconnaissance: All motels identified in the reconnaissance survey were recommended for intensive survey and not were not fully evaluated in this phase by the technical expert, so full registration requirements would not be necessary at this point, although a thorough general discussion of registration requirements is included. TxDOT determined all but the Continental Motor Hotel to be not-eligible, and agreed that an intensive study should be performed on that property</p> <p>Intensive: Good application of evaluation criteria directly to the property type not seen in other reports.</p>	

C. Historic Resources Survey Report: Interstate Highway 35, Segment 2, between South Loop 363 and North Loop 363, Temple, Bell County, Texas

integrity of character-defining features to be considered a good example of its type.”

Intensive:

Registration requirements appropriate for motels considered eligible under Criterion A will generally require resources to be 50 years of age or older. Resources considered eligible under Criterion A will be evaluated for attributes of historical integrity more highly than architectural and physical integrity. Thus, the most important aspects of integrity for evaluating motor hotels under this criterion are location, feeling, and association. Motels under this criterion must also be assessed with respect to their integrity of setting, design, materials, and workmanship, but will not be held to as high a standard for these physical attributes. Although stronger candidates will likely offer good representation of each of the seven aspects of integrity, at a minimum, motels considered eligible under Criterion A must be in their original location and retain much of their historic fabric, including building footprint, fenestration pattern, and character-defining details. A motor hotel may have undergone one or more non-historic changes that will be acceptable if intrinsic physical features remain intact. Those that have accumulated more than one change to intrinsic physical features (resulting in a higher percentage of loss to original historic fabric and architectural design) are less likely to be considered eligible. Also less likely to be considered eligible is a motel that has experienced major alterations like changed fenestration patterns or unsympathetic additions, is missing important historic components, was moved from its original location and setting, or is in poor physical condition. Historic-period changes are considered acceptable in most cases. A motel evaluated as eligible under Criterion A should retain notable integrity of feeling, which is best accomplished with an intact setting that conveys information about the applicable period of significance. Integrity of association must be present with archival evidence that relates specific information about how the motor hotel was affiliated with specific events or patterns with historic contexts applicable to this study area between about 1950 and 1970.

Registration requirements appropriate for motels considered eligible under Criterion C evaluate the distinctive characteristics of a style, type, period, or method of construction, and may be representative or rare

C. Historic Resources Survey Report: Interstate Highway 35, Segment 2, between South Loop 363 and North Loop 363, Temple, Bell County, Texas		
	<p>examples of such. Eligible resources, in general, will be 50 years of age or older. Although it is necessary to consider the historical significance and integrity of motor hotels evaluated under Criterion C, attributes of architectural significance and physical integrity will be more highly valued for this criterion. Thus, the most important aspects of integrity for evaluating motor hotels under this criterion are location, setting, design, materials, and workmanship. Motor hotels evaluated under this criterion must also be assessed with respect to integrity of feeling and association, but will not be held to as high a standard for these less tangible attributes. Architectural significance and integrity are evaluated by comparing a motor hotel to others of like stylistic influence, type, period, or method of construction. Motor hotels considered eligible under Criterion C should remain in their original location and retain their historic-period setting. They should have experienced no or few intrusive alterations that permanently modify design, materials, or workmanship; consequently, they should retain character defining features associated with these physical aspects of integrity. Historic-period changes are considered acceptable in most cases. Integrity of feeling is best accomplished with an intact setting that conveys information about an applicable period of significance. Integrity of association relies heavily on an explanation of how a motor hotel exudes representation or rarity of its style, type, period, or method of construction.”</p>	
Historic Context	<p>Reconnaissance: Brief, where it concerning motels specifically</p> <p>Intensive: Focus is skewed toward pre-WWII lodging, even though the resource was built much later.</p>	<p>Reconnaissance: Motels were just one of many property types being considered, and all six were being recommended for intensive study, so a brief context was adequate</p> <p>Intensive: Much more information is available concerning pre-WW II roadside lodging, than that of the time period in question, but the historic context is well written.</p>
Data Sources	Good representation of available materials.	Appropriate for each phase of study.

C. Historic Resources Survey Report: Interstate Highway 35, Segment 2, between South Loop 363 and North Loop 363, Temple, Bell County, Texas		
<p>Criteria and Areas of Significance</p>	<p>Reconnaissance: A for “commerce and transportation as road-related services” and C “for embodying the distinctive characteristics of a style, type, period, or method of construction, and may be representative or rare examples of such”.</p> <p>Intensive: “Because it no longer retains adequate integrity to convey its significance, the Continental Motor Hotel (Resources 132A–B and 132D) are recommended not eligible for the NRHP-listing under Criteria A and C; the facility’s non-historic sign (Resource 132C) is recommended as not eligible because it is less than 50 years old.” Areas of significance are “. . . associations with development of the Interstate Highway 35 corridor through Temple and the associated need for overnight accommodations for automobile travelers.”</p> <p>Correspondence: None of the motels were determined eligible, so no criteria or areas of significance were stated.</p>	<p>Reconnaissance: Adequate discussion, as no recommendation of eligibility was being offered</p> <p>Intensive: Areas of significance could have been defined more precisely by using specific categories offered in NPS Bulletin 15.</p>
<p>Statement of Significance</p>	<p>Reconnaissance: Not stated.</p> <p>Intensive: Property does not convey its significance.</p> <p>Correspondence: None of the motels were determined eligible, so no statement of significance was stated.</p>	<p>Reconnaissance: Not necessary, as all motels were recommended for intensive study.</p> <p>Intensive: Useful as an example of a not-eligible property.</p>
<p>Assessment of Integrity</p>	<p>Reconnaissance: “Resources within each of these travel-lodging complexes have undergone alterations; nevertheless, each appears to retain integrity of feeling and association with the roadway corridor, a minimum requirement to be considered eligible under Criterion A in the areas of commerce and transportation as road-related services, according to registration requirements prepared for a multiple-property listing associated with a significant roadway corridor in Texas. Each motel complex also retains</p>	<p>Reconnaissance: The report uses Penick and Smith’s basis for minimum integrity established for properties located on Route 66 in Texas, although these properties on not on such an historically significant roadway. Since no recommendations are provided, full</p>

C. Historic Resources Survey Report: Interstate Highway 35, Segment 2, between South Loop 363 and North Loop 363, Temple, Bell County, Texas

integrity of location.”

“A few of the motel complexes in the study area may be eligible for the National Register under Criterion C for embodying the distinctive characteristics of a style, type, period, or method of construction, and may be representative or rare examples of such. In addition to feeling, association, and location, resources considered eligible under Criterion C must retain integrity of setting, design, materials, and workmanship.”

“The motel complexes in the study area appear to be representative of the property type and have experienced the kinds of physical changes common to it. The oldest complex in the study area is the 1950-constructed Oasis Motel it has experienced an addition to the main office, but is distinctive for its stone-clad exterior. The two complexes near the north end of the study area, the Texas Inn and Continental Motor Inn appear to retain a fairly high degree of integrity, relative to other similar property types in the study area. Two of the complexes, the present-day Knights Inn and Temple Inn, likely are not 50 years of age or older; however, the dates of construction supplied are approximations in both cases and additional research will endeavor to verify their accuracy. The present-day Knights Inn appears to be the only historic-age motel complex that retains a historic-age swimming pool. Finally, one complex, the present-day Cen-Tex Alcoholic Rehabilitation Center, no longer functions as a motel, but this is not considered detrimental to its potential eligibility under either Criterion A or C as long as the resources retain their basic form.”

Intensive:

Alterations are addressed within the property description. “The property’s integrity of setting, feeling, and association are compromised by recent development. The overall complex does not clearly convey the power of the original Googie architectural features or even maintain the basic original elements that are necessary for consideration as a significant motel property. Unsympathetic non-historic additions and removal of historic character-defining features thoroughly negate each historic-age resource’s integrity of materials, design, and workmanship.

integrity assessments are not necessary at this phase. TxDOT determined all but the Continental Motor Hotel to be not-eligible, and agreed that an intensive study should be performed on that property. TxDOT concurred on the final determination of the Continental as not eligible presented in the intensive.

Intensive:

Covers all aspects by name except location, which can be inferred.

Correspondence:

SHPO concurred with the intensive report findings.

C. Historic Resources Survey Report: Interstate Highway 35, Segment 2, between South Loop 363 and North Loop 363, Temple, Bell County, Texas		
	<p>Correspondence: “The Continental Inn was surveyed as the most intact of several motels in the APE, based on reconnaissance level information. Upon intensive investigation, it was found that changes to design, materials, workmanship and setting impede its potential for listing on the NRHP. The motel is therefore not eligible for listing on the NRHP.”</p>	
Period of Significance	Properties do not convey significance	Useful as an example of not-eligible properties within the 1950s – 1970s time period.

D. Historic Resources Survey Report: ADA Intersection Improvements, Tarrant County, Texas						
County	District	CSJ	Project Description	Technical Reports	Correspondence	Resource Name(s)
Tarrant	Fort Worth	0902-48-737	Construct handicap-accessible ramps and other pedestrian improvements at selected intersections	Reconnaissance Survey Michael Baker Jr., Inc.	April 2009 TxDOT Internally Reviewed Projects for Historic Structures	Classic Inn
Registration Requirements	Reconnaissance: Not stated.			Reconnaissance: Should be stated for SOU compliance, but report was accepted by TxDOT. Correspondence: TxDOT cleared project with a finding of "historic resources present but no potential for adverse effect."		
Historic Context	Reconnaissance: "By 1950, the Tarrant County's population had soared to 361,253, up from 197,553 in 1930. Continued expansion in the county's manufacturing, agricultural, commercial sectors coupled with its well developed rail and roadway facilities facilitated this boom. Growth within the county's economy and the accompanying population increases spurred further suburbanization and the establishment of new residential developments throughout the region in the postwar period. These neighborhoods primarily provided single-family housing and lacked the commercial development/nodes found in the county's earlier-established residential subdivisions. They were meant to offer an alternative to urban housing conditions while at the same time allowing access to the county's employment opportunities and commercial amenities. Mirroring larger nationwide trends in the housing market, the dominant residential form erected within the county's new postwar suburban developments was the ubiquitous Ranch style home." And "The 1960s also witnessed the improvement of the county's transportation network with the construction of major roadways including the Dallas-Fort Worth Turnpike and Interstate Highways 820 and 30."			Does not address vehicle-oriented businesses in the area during the period of significance cited, and therefore does not provide an adequate context within which to evaluate the motel.		
Data Sources	Nothing motel-specific is cited.			Statement of significance could have been bolstered by		

D. Historic Resources Survey Report: ADA Intersection Improvements, Tarrant County, Texas		
		consulting motel-specific literature.
Criteria and Areas of Significance	“ . . . Eligible for listing in the NRHP under Criterion A for its association with American car-culture and Criterion C at a local level in the area of Architecture, as it is a good example of a vehicle-oriented business.”	States criteria, areas of significance as well as the geographic level, which seems uncommon in comparison with other reports.
Statement of Significance	“Built in 1964, Resource #4 embraces the American car-culture so predominant during that era. The lobby, with its floor to ceiling glazing alternating with panels of black river rock veneer, features a thin-shell fluted concrete canopy to shelter guests arriving by car. Its signage is raised well above the street-level to be seen from the nearby highway.”	Is not called out as a “Statement of Significance” specifically, but does address how the resource relates to car-culture. Because of the nature of ADA surveys, no not-eligible motel properties are documented with which to compare the eligible resource.
Assessment of Integrity	“The complex appears to have few alterations and maintains integrity of location, design, setting, materials, workmanship, feeling and association.”	Not a thorough discussion, but all aspects are directly mentioned.
Period of Significance	1964	One of the later examples cited in available literature.

REVIEW OF PUBLICATIONS

Because the earliest of post-WW II motels have just recently become over 50 years old, few publications are available that critically explore their development and continuing role from an architectural history perspective. The technical expert conducted on-line searches of local repositories including the Austin Public Library and the University of Texas at Austin, where books and articles were obtained from the Architecture, Fine Arts and the broad-focused interdisciplinary Perry Casteneda collection. Google Books and Amazon searches resulted in the discovery of materials not available to borrow locally. Most books contained bibliographies, which were then reviewed to locate additional materials, but it quickly became obvious that few motel-specific publications existed, and of those, most referenced the work already known. Many of the books reviewed referred to trade publications which proved to be unattainable first-hand, but it is assumed that the books' authors have included the most pertinent information to be gleaned from them in their own writing.

The sources reviewed below generally fall into three categories: serious scholarship, nostalgic picture books, or original source material written during the era in question that requires interpretation to be useful. Belasco, Jakle, et. al, Hartmann and Liebs (A – E) offer the most thorough and critical examination of the motel as a specific property type. Margolies, Hine and Witzel (F –H) focus primarily on the visual themes of the time period, although some discourse is offered. The statistical information from Harris, Kerr, Forster and Company and the national survey presented by Baker and Funaro (I – J) provide an in-the-moment view of the motel, from a business and architectural point of view, respectively.

A. Belasco, Warren James. <i>Americans on the Road: From Autocamp to Motel, 1910 – 1945</i>. Cambridge, MA: The MIT Press, 1979.		
Category of Analysis	Specific Data Relating to Source	Comments
Focus	Development of the motel as it relates to the rise of automobile culture	Provides a context in which to view the rise of the motel, but does not include development after 1945
Author	Belasco holds a Ph.D. from the University of Michigan in History and is currently a professor in the Department of American Studies at the University of Maryland, Baltimore County.	Decidedly a more scholarly approach than most materials available
Audience	“. . . Students of popular culture and of urban, cultural, and business history, as well as automobile buffs and nostalgia enthusiasts.” (from book jacket)	A text-based history for serious students rather than a collection of images
Period Covered	1910 - 1945	Only provides background information for the pre-WWII period
Sources of Data	Automobile literature (limited scholarly texts, nostalgic auto buff literature, polemical attacks/counterattacks), gypsying accounts (general touring accounts, mainstream authors' motor memoirs, diaries, travel guides and magazines), cars vs. trains nostalgia, autocamping vs. hotels information (hotel histories and trade literature, cultural studies), and documentation of the various types of early accommodations (municipal camps, pay camps and early motels)	Very thoroughly researched, including footnoting and a bibliographical guide
Illustrations	Black and white photographs from the Library of Congress (several per chapter)	Adequate to convey ideas in text, but not enough for an historic architectural study
Where Available	Austin Public Library	Faulk Central Branch 796.70973 Be
Contribution to Study Report	Scholarly assessment of the development of the American automobile tourist culture	A wealth of background information that is important to read, but does not extend to cover the post-WWII period

B. Jakle, John A., Keith A. Sculle, Jefferson S. Rogers. <i>The Motel in America</i> . Baltimore, MD: The Johns Hopkins University Press, 1996.		
Category of Analysis	Specific Data Relating to Source	Comments
Focus	American “architectural and social history, historical geography, marketing history and cultural criticism” through the lens of the motel (from Preface)	Focuses extensively on the cultural context surrounding the motel, revisiting the work of Belasco and extending the time period of study
Authors	Jakle: professor in the Department of Geography at the University of Illinois at Urbana-Champaign, Sculle: adjunct professor of history at the University of Illinois at Springfield and head of research and education at the Illinois Historic Preservation Agency, Rogers: assistant professor of geography at University of Tennessee at Martin.	The three authors bring a broad perspective, but none are specifically architectural historians
Audience	Students of popular culture and of urban, cultural, and business history	Fairly easy read, but with a lot of detail, so a reader would need to have a strong interest
Period Covered	1900 - 1996	Earlier years are primarily a review of Belasco (above), and the post-war timeframe focuses a bit too heavily on the business aspects
Sources of Data	Extensive research including books, periodicals, city directories, government publications	Very thoroughly researched, including footnoting and a select bibliography
Illustrations	Black and white photographs, promotional material reproductions and maps	Adequate, but color images would be helpful for understanding 1950s – 1960s styles
Where Available	Austin Public Library	Faulk Central Branch 647.947302 Ja

B. Jakle, John A., Keith A. Sculle, Jefferson S. Rogers. <i>The Motel in America</i>. Baltimore, MD: The Johns Hopkins University Press, 1996.		
Category of Analysis	Specific Data Relating to Source	Comments
Contribution to Study Report	A comprehensive look at the development of the motel through the late 20 th century	The most comprehensive book one could consult with good integration of materials such as trade publications which were not readily available for review.

C. Jakle, John A. "Motel by the Roadside: America's Room for the Night," <i>Fast Food, Stock Cars, and Rock 'n' Roll: Place and Space in American Pop Culture</i> , edited by George O. Carney. Lanham, MD: Rowman & Littlefield Publishers, 1995, pages 171 – 188.		
Category of Analysis	Specific Data Relating to Source	Comments
Focus	Attempts to codify the differences between types of accommodations over the time period.	May not be particularly useful distinctions, as definitions were never really firmly held, and continue to be blurred even more in recent years.
Author	Jakle is a professor in the Department of Geography at the University of Illinois at Urbana-Champaign.	Jakle's work is often cited in other books and articles.
Audience	Despite the book's splashy title, the article is aimed at scholarly readers.	Originally published in the <i>Journal of Cultural Geography</i> 1 (1980), 34 – 49.
Period Covered	1920s – 1960s	More information is offered on the pre-war period of development.
Sources of Data	Industry publications, magazines, government documents.	This may eliminate the need to locate the hard-to-find industry publications directly, as Jakle has distilled their essence here.
Illustrations	Black and white photographs, diagrams.	More pre-war than post-war images are included
Where Available	University of Texas at Austin	Perry-Casteneda Library E 169.02 F37 1995
Contribution to Study Report	Provides a simplified discussion of building types arranged loosely by time period.	Good quick summary, but the same information is included in the more comprehensive in Jakle, et. al.'s <i>The Motel in America</i> .

D. Liebs, Chester H. Main Street to Miracle Mile: American Roadside Architecture. Baltimore, MD: Johns Hopkins University Press 1985.		
Category of Analysis	Specific Data Relating to Source	Comments
Focus	Commercial development in the 20 th century roadside landscape with a chapter dedicated to motels.	Covers post-WWII era motels in more depth than many other publications
Author	"Chester H. Liebs is a professor of history and was the founding director of the Historic Preservation Program at the University of Vermont. He has lectured and published widely in areas ranging from reading everyday landscapes to the study of heritage transportation corridors. As a Fulbright scholar, his recent research involves interpreting the landscape of Japan."	Scholarly, and well-written
Audience	Those interested in social history, architecture, commercial development, business and automotive history.	The author weaves his narrative from many different fields of interest.
Period Covered	1910 - 1985	Early section is good background, and he has more to say than most on post-war properties.
Sources of Data	Extensive selected bibliography for motel section relies heavily on periodicals and trade publications.	Good information, as trade journals were not accessible.
Illustrations	Many photographs, both historic and from the time of the book's publication.	Shows good examples.
Where Available	University of Texas at Austin	Architecture Library Na 6212 L54
Contribution to Study Report	Good discussion of how social trends were reflected in motel architecture.	Useful because of the inclusion of so much trade publication material that was not accessible for this study.

E. Hartmann, Lisa. "America's Postwar Motels." <i>Society for Commercial Archeology Journal</i> , Historical Society of Western Pennsylvania, Pittsburgh, PA, Fall 1995, Volume 13, No. 3, pages 18 - 26.		
Category of Analysis	Specific Data Relating to Source	Comments
Focus	"This article traces the maturation of the industry and explores the architectural form of the motel . . ." in light of American prosperity and the popularity of the automobile. (quote from the introduction)	Good brief overview with strong architectural focus
Author	Hartmann is an Society for Commercial Architecture (SCA) member and historic preservation consultant from Massachusetts who teaches and lectures on American roadside architecture	Hartmann has a good grasp on architectural history and how the context has shaped the form of the motel and does not stray to discuss culture at large
Audience	Historians and preservationists interested in commercial architecture	Easy read, but in a fairly obscure journal
Period Covered	1945 – late 1960s, with references to the condition of these motels as late as in the 1990s	Perfect timeframe for this task with an update to the 1990s
Sources of Data	The authors' own survey of the properties, magazine articles, industry publications, books	References many of the other texts included in this bibliography.
Illustrations	Author's black and white photographs from the mid-1990s, historic postcard reproductions	Shows a wide variety of building forms and signage
Where Available	Baker has a copy, or it may be purchased.	Copy was produced from original publication purchased from the SCA at their website http://www.sca-roadside.org/index.php
Contribution to Study Report	Section named "Architecture of the Motel" offers a concise summary of how design tenets of the time period were reflected in motel construction	Presents a clear discussion of how and why particular styles were employed in motel architecture – use of modern forms, expressive signage, exoticism, etc.

F. Margolies, John. <i>Home Away From Home: Motels In America</i>. New York: Little, Brown and Company, a Bullfinch Press Book, 1995.		
Category of Analysis	Specific Data Relating to Source	Comments
Focus	An overview of American motel form development with a focus on several unusual examples	Changes over time in the motel industry for the most part must be gleaned from a focus on specific examples through images, rather than text
Author	John Margolies is a photographer, author, and lecturer on American architecture and design, focusing on properties related to America's highways. He has authored a dozen books, and his photographs and articles have appeared in prominent publications. He has shown his work in museums, galleries and on television. He has lectured and taught at various colleges and universities and has received fellowships and grants from both public and private sources. (http://www.johnmargolies.com/Bio.html)	Margolies's strength is in his photography rather than his text. His 30+ year career in architectural documentation has focused on its visual aspects and does not offer much in the way of critical analysis of the subject matter here. No biographical information was offered indicating any institutional study of architectural history.
Audience	General	With images dominating a simplistic text, the book is readily accessible to nearly any audience
Period Covered	1900 - 1995	Sometimes organized chronologically or alternately by resource type, it is difficult to get a clear timeline of motel development. Chapters Six and Seven most directly discuss post-WWII motels and early franchise operations, respectively.
Sources of Data	Extensive bibliography provided for both books and periodicals	While Margolies cites well-known sources (Jakle, Belasco), he also has used many primary sources, such as promotional materials from the motels themselves. Little critical examination of the materials is provided.

F. Margolies, John. <i>Home Away From Home: Motels In America</i>. New York: Little, Brown and Company, a Bullfinch Press Book, 1995.		
Category of Analysis	Specific Data Relating to Source	Comments
Illustrations	Black and white photographs, promotional material reproductions and maps	Adequate, but color images would be helpful for understanding 1950s – 1960s styles
Where Available	Austin Public Library	Faulk Central Branch 647.947302 Ja
Contribution to Study Report	A comprehensive look at the development of the motel through the late 20 th century	The most comprehensive book one could consult with good integration of materials such as trade publications which were not readily available for review.

G. Hine, Thomas. <i>Populuxe</i>. New York: Alfred A. Knopf, 1986.		
Category of Analysis	Specific Data Relating to Source	Comments
Focus	General design trends and cultural mindset of the period	Only occasional mention of motels
Author	Hine is a Yale graduate who has written five books on history, culture and design, is a frequent magazine article contributor, has curated/advised on several museum exhibitions and taught courses and lectured at universities and museums.	Hine appears as a knowledgeable generalist, and gives a good overview of the themes about the time period
Audience	Nostalgia buffs, sociologists, historians	Easily readable style but doesn't shy away from heavier topics – atomic energy, JFK's assassination, etc. – and how these ideas influenced design of the period
Period Covered	1954 - 1964	Not quite a wide enough range for this investigation, but thorough for the time frame
Sources of Data	The author's personal experience of the time period, a large collection of visual materials (see below)	Lacks scholarly citations in text (and see below)
Illustrations	Many color and black and white photographs and reproductions of promotional materials	Good illustration of points made, but almost all are not adequately identified as to source
Where Available	University of Texas at Austin	Fine Arts Library NK 1404 H54 1986 (copy is damaged)
Contribution to Study Report	Offers insight into the general design trends and cultural mindset of the period	Not very in-depth discussion of motels, but the inclusion of so much "Populuxe" imagery makes identifying such properties easier

H. Witzel, Michael Karl. <i>The American Motel</i>. Osceola, WI: MBI Publishing Company, 2000.		
Category of Analysis	Specific Data Relating to Source	Comments
Focus	Architecturally interesting motels in the US	Broad location helps to give perspective on where Texas motels might fit in the national spectrum
Author	"Michael Karl Witzel is an award-winning author, photographer, and historian. With more than 10 books and countless magazine articles to his credit, he's been noted as the nation's premier historian of American car culture." (from book jacket)	His academic background is not provided, but he is obviously an experienced writer
Audience	For car culture buffs	Witzel has authored many books and articles on roadside architecture, include this one
Period Covered	1900 - 2000	A lot of coverage of pre-WW II motels, but a decent amount of 1950s era properties
Sources of Data	Industry publications, Liebs, Jakle, Belasco	Good sources, but text is not footnoted
Illustrations	Color photographs and promotional materials dominate the pages	More of a picture book than a scholarly tome, few of the photo captions include construction dates
Where Available	For purchase at Amazon, Baker has copy	No copies available at Austin Public Library or any University of Texas library
Contribution to Study Report	Includes information about what has happened to the older properties in more recent time (still functioning, reused, abandoned, demolished)	Although the chapters appear to be arranged chronologically, the images appear to be intermixed, so the book would need to be read in its entirety, then dissected, to understand development over time

I. Harris, Kerr, Forster and Company. <i>Trends in the Hotel Business: A Statistical Review of the Year 1940/1970</i>. New York, 1940, 1970.		
Category of Analysis	Specific Data Relating to Source	Comments
Focus	Statistics relating to the hotel/motel business for each year indicated	Provides hard numbers for occupancy, rates, employment, income, and operating costs for different types of establishments in different geographical regions
Author	Harris, Kerr, Forster and Company, Accountants and Auditors	While obviously focused on the numbers, the facts reveal the financial motivation of hotel/motel owners/operators that may have led to particular architectural trends and themes
Audience	Hotel/motel owners and operators	An industry-only read, but contains information that would have influence on the built environment
Period Covered	1940/1970	Statistics from each year can be compared to see if earlier trends lasted or if significant change occurred
Sources of Data	Hotel/motel owners and operators	This offers the chance to explore what the intentions in the industry were, as compared to how it ultimately developed
Illustrations	Tables, charts, graphs	Good visual representations of change over time that may have affected the evolution of the motel form
Where Available	University of Texas at Austin	Perry-Casteneda Library TX 909 A1 H31 1940, 1970
Contribution to Study Report	Provides industry information	Statistics from the time period in question may provide a context in which to view motel development

J. Baker, Geoffrey and Bruno Funaro. <i>Motels</i> . New York: Reinhold Publishing Corporation, Progressive Architecture Library, 1955.		
Category of Analysis	Specific Data Relating to Source	Comments
Focus	The bulk of the book presents a nationwide survey of recently constructed motels, but also has sections on site and rental unit planning based on successful examples	Includes only those properties that in the authors' opinion at the time are architecturally strong, which may provide some guidance for Criterion C assessment
Authors	Baker is a professor of architecture at Tulane University in New Orleans. With Funaro, he also authored the book <i>Shopping Centers</i> for the Progressive Architecture Library.	Offers an academic approach to design criticism
Audience	Motel designers and operators, those interested in motel architecture	Geared toward serious students of architecture or those interested in successful motel construction
Period Covered	Early 1950s-constructed motels	Does not offer information past this timeline
Sources of Data	The authors' own survey of the properties, information from the architects/designers/builders	Very thorough original source material, does not rely directly on other scholarly research
Illustrations	Black and white photographs, building and site plans, elevations and sections, diagrams	Very thorough illustration of specific points made
Where Available	University of Texas at Austin, Baker has digital images	Architecture Library (storage) 647.97 B173M (non-circulating) Harry Ransom Center TX 911 B3 (non-circulating)
Contribution to Study Report	Offers "at-the-moment" architectural critique	Offers no critique of how these buildings have fared in hindsight

REVIEW OF HABS/HAER DOCUMENTATION

The Technical Expert reviewed six HABS/HAER documentation projects found on the “Built in America: Historic American Buildings Survey/Historic American Engineering Record/Historic American Landscapes Survey, 1933-Present” website. These were selected because they fell within the time frame of the study. Few motels have been documented through the HABS/HAER program. Of those that have, almost all are from the Wildwood area of Cape May NJ. These properties are included in the National Register Nomination *Motels of the Wildwoods Multiple Property Submissions* reviewed above. The quality of information in the HABS documentation varies widely, ranging from the property name and HABS number only, in the case of the Florida Everglades (resource F below) to complete drawing sets prepared for submission for the Peterson Prize with a full statement of significance (resources A and E below).

The limitations imposed, by the lack of information available, in these particular documentation projects is partially resolved by the fact that all of them are either included in the NRHP or determined eligible for NRHP listing. An additional restriction is the strident requirements contained in the NPS Multiple Property Submission that requires that all the motels have the same building materials, continuous balconies, an “L” or “U” shaped plan, and a distinctive theme. It thus provides little variation in which to compare and contrast.

Visually, the five motels from the Wildwoods do exhibit the design elements that characterize architectural features prominent in the 1950s and early 1960s. From the flat roofs, cantilevered over the balconies, balconies that are visually unsupported or supported by beams, and canted walls that assist in supporting the cantilevered roofs or balconies. The walls also frequently extended beyond the room face thus providing a spatial demarcation between individual rooms. The canted or inverse angle found in the walls can also be found in the highly colorful and brightly lit signs that announce the motel to travelers.

Another design element found in the Wildwoods motels and used extensively across the country is the linear plan for the rooms and an open grouping forming an “L” or “U” shape. This arrangement invites the weary traveler into its comforting embrace. In contrast, the Flamingo Lodge at the Everglades national Park, utilized the familiar rectangular block for the rooms, it disbursed them into the natural setting of the park.

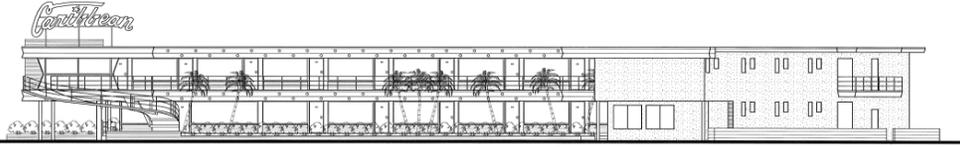
In conclusion, the photographs and drawing from the collection do assist visually, in providing a base line for the identification and evaluation of motels from the study’s timeframe. It is still the responsibility of the individual investigator to recognize alterations that would adversely affect the original intent and design.

A. Rio Motel, 4810 Ocean Avenue, Wildwood, Cape May, NJ			
Call Number	Documentation Date	Delineator	Collection
HABS NJ-1249	2004	Kent State University School of Architecture	Built in America
Documents	9 drawings, 1 data page, unprocessed field notes		First drawing page includes text, drawings include plans, elevations, sections and a locator map
Construction Date	1952		Appropriate for our timeframe
Statement of Significance	<p>"The Rio Motel is the last of over 200 historic motels which visitors see before the boardwalk and beach. An amalgam of the diverse motel styles found in the community, the Rio is an operational motel with attached gift shop and coffee shop. Close proximity to New York, Philadelphia, Baltimore, and Washington DC have made the community of Wildwood a popular tourist destination even before the age of the automobile..."</p>		The property's significance is directly related to its physical context – the beach resort with many similar property types concentrated in a small area. The property is also included in the NRHP The Motels of the Wildwoods MPS.
Image			Thorough drawing set, but photographs would have been helpful to see

B. Ebb Tide Motel, 5711 Atlantic Avenue, Wildwood, Cape May, NJ			
Call Number	Documentation Date	Photographer	Collection
HABS NJ, 5-WILDW, 5-	1992	David Ames	Built in America
Documents	1 black and white photograph, 1 data page, 1 photo caption page	Part of a larger documentation effort (New Jersey Coastal Heritage Trail)	
Construction Date	1957 (opening date)	Appropriate for our timeframe	
Statement of Significance	None provided in the on-line HABS documentation.	The property's significance is directly related to its physical context – the beach resort with many similar property types concentrated in a small area. The property is also included in the NRHP The Motels of the Wildwoods MPS.	
Image			Single photograph only, no drawings

C. Knoll's Resort Motel, 4111 Atlantic Avenue, Wildwood, Cape May, NJ			
Call Number	Documentation Date	Photographer	Collection
HABS NJ, 5-WILDW, 4-	1992	David Ames	Built in America
Documents	1 black and white photograph, 1 data page, 1 photo caption page		Part of a larger documentation effort (New Jersey Coastal Heritage Trail)
Construction Date	None provided.		Assumed appropriate for our timeframe
Statement of Significance	None provided in the on-line HABS documentation.		The property's significance is directly related to its physical context – the beach resort with many similar property types concentrated in a small area. The property is also included in the NRHP The Motels of the Wildwoods MPS.
Image			Single photograph only, no drawings

D. El Ray Motel, 4711 Atlantic Avenue, Wildwood, Cape May, NJ			
Call Number	Documentation Date	Photographer	Collection
HABS NJ, 5-WILDW, 2-	1992	David Ames	Built in America
Documents	1 black and white photograph, 1 data page, 1 photo caption page		Part of a larger documentation effort (New Jersey Coastal Heritage Trail)
Construction Date	Circa 1955		Appropriate for our timeframe
Statement of Significance	None provided in the on-line HABS documentation.		The property's significance is directly related to its physical context – the beach resort with many similar property types concentrated in a small area. The property is also included in the NRHP The Motels of the Wildwoods MPS.
Image			Single photograph only, no drawings

E. Caribbean Motel, 5600 Ocean Avenue, Wildwood Crest, Cape May, NJ			
Call Number	Documentation Date	Delineators	Collection
HABS NJ, 5-WILDWC, 1-	1997	Kent State University School of Architecture	Built in America
Documents	9 drawings, 15 data pages, unprocessed field notes		Part of a larger documentation effort (New Jersey Coastal Heritage Trail)
Construction Date	1958, west wing added 1959		Appropriate timeframe
Statement of Significance	<p>"Well-preserved Wildwood motel with distinctive original 1950s architectural features: "levitating" concrete ramp, lean in/lean out glass walls on the second-floor lounge, colorful lighting, c-shaped swimming pool, and a large neon sign which required liberalizing town ordinances. The first owner also claim[s] to have originated fake palm trees in the Wildwoods."</p>		<p>The property's significance is directly related to its physical context – the beach resort with many similar property types concentrated in a small area. This documentation includes more discussion of the architectural features of the motel. The property is also included in the NRHP The Motels of the Wildwoods MPS.</p>
Image			No photographs provided

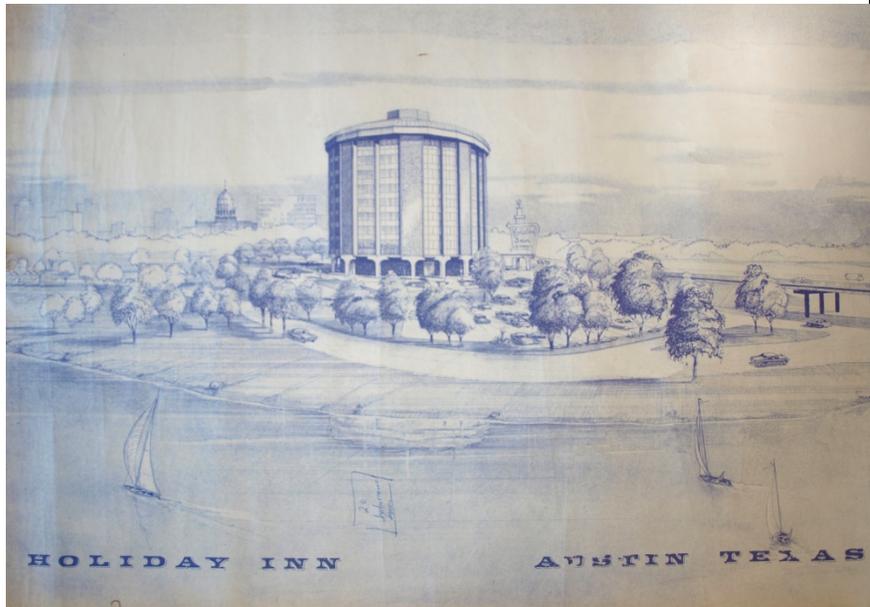
F. Everglades National Park, Flamingo Lodge, Flamingo, Monroe, Florida			
Call Number	Documentation Date	Photographer	Collection
HABS FL-522-D	N/A	Jack E. Boucher	Built in America
Documents	1 data page, 1 photo caption page, 1 color transparency (not yet digitized)	Very little information is available on the HABS/HAER website	
Construction Date	Not given in documentation.	Other sources state 1959, and a demolition date of 2009.	
Statement of Significance	None provided in the on-line HABS documentation.	No information is provided as to why the lodge was selected for documentation.	
Image	Not yet digitized on HABS/HAER website.	 <p>Image from nationalparkstraveler.com.</p>	

REVIEW OF LOCAL REPOSITORY MATERIALS

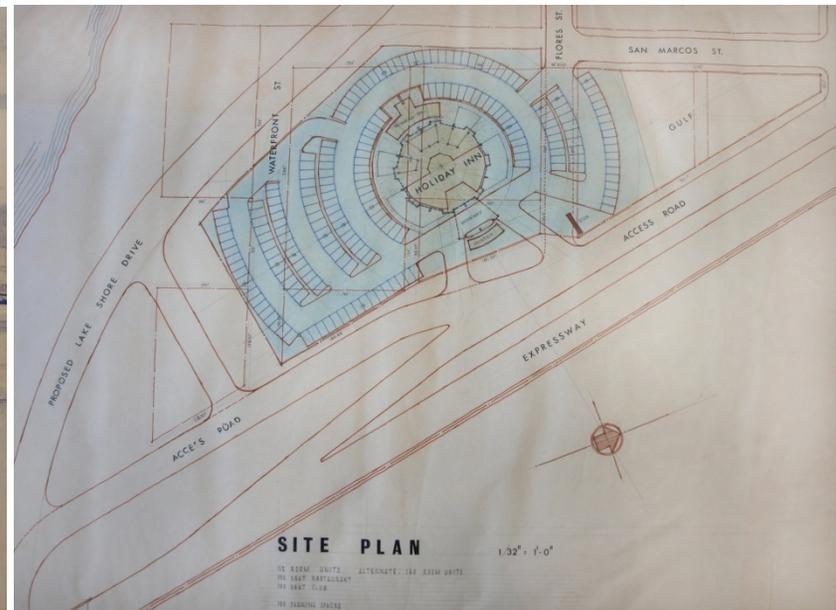
Because scholarly consideration of the motel is a fairly recent undertaking, only a small number of typically consulted sources had critical discussion of the property type. In order to provide a broader range of materials for examination, the technical expert investigated some of the motel-related holdings at the Austin History Center to gain a better understanding of design trends during the 1950s, 1960s and 1970s. Two particular collections at the History Center were of interest. Housed there are a vast collection of drawings from Lundgren and Maurer, the Austin architecture firm responsible for developing designs for an extant Holiday Inn in Austin, a design called “Holiday Inn Anywhere” and two versions of Cross Country Motor Inns. Also, many motel design drawings of Austin architect Wilfred O. Gustafson (with partner Emil Niggli) are on file, including at least two in Austin. These drawings and other available architectural archives may be useful in establishing the general trends in motel design during the 1950s through the 1970s. Lundgren and Maurer, both University of Texas graduates, were in practice for about 20 years, and in this time generated hundreds of hotel designs, both in the United States and abroad. Only partnered for 13 years, Winifred O. Gustafson and Emil Niggli, also Austin-based, had a wider range of project types, but their Terrace Motor Hotel built in the early 1950s has been noted in print. By exploring the motel designs of these two Texas firms, one may glean a better understanding of the architects’ intent, how a motel was ultimately constructed, and how it has evolved over time.

A cursory review was performed by TxDOT staff of older telephone books, looking for advertisements in the yellow pages that included drawings or photographs of motels. Included here are two such advertisements for the Mardi Gras Motel in Waco, reviewed above as part of a TxDOT project. Additionally, images from city directories are included here, showing both a birdseye image and a sign detail for the Continental Motor Inn of Temple, also reviewed in a TxDOT project. While these documents may augment the visual understanding of a property and assist in integrity assessment, it is important to note that they, as well as the Austin History Museum collections, do not include any evaluation of historical significance of these properties.

A. Lundgren and Maurer projects from the Austin History Center



Holiday Inn design proposal for IH-35 at Lady Bird Lake in Austin TX (1965), Austin History Center LM-430, FF 21VLM, R-161 LM



Holiday Inn plan design for IH-35 at Lady Bird Lake in Austin TX (1965) located in LM-430, FF 21VLM, R-161 LM at Austin History Center

A. Lundgren and Maurer projects from the Austin History Center



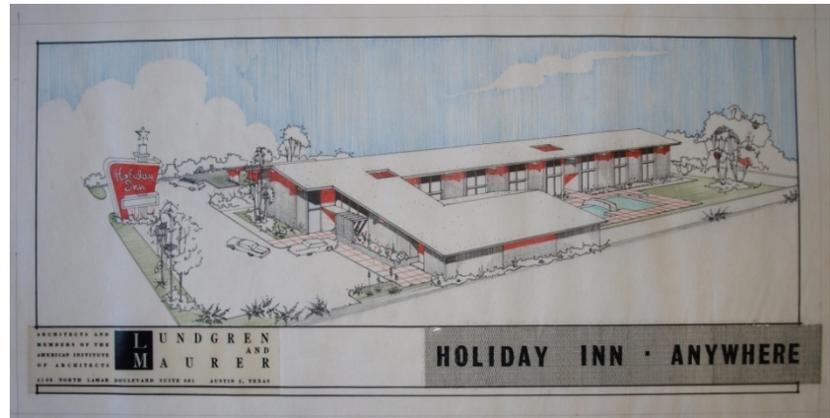
Detail of postcard of Holiday Inn as built (circa 1965), image from austinpostcard.com



The Holiday Inn today includes an additional building with attached garage (Baker, camera facing northwest)



Holiday Inn Anywhere design (1962), Austin History Center LM-247, FF-120/LM, 8761



Holiday Inn Anywhere design (1962), Austin History Center LM-247, FF-120/LM, 8761

A. Lundgren and Maurer projects from the Austin History Center



Cross Country Motor Inns design (1962-63), LM-155, FF-24/LM, 8761

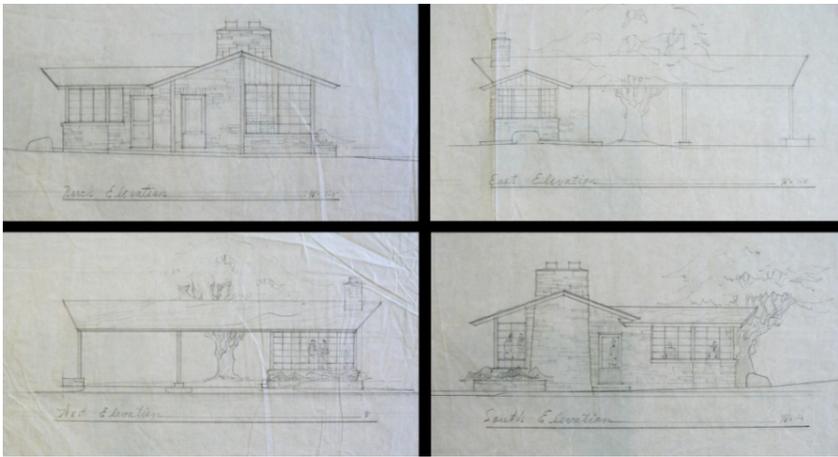
Cross Country Motor Inns design (1962-63), LM-155, FF-24/LM, 8761



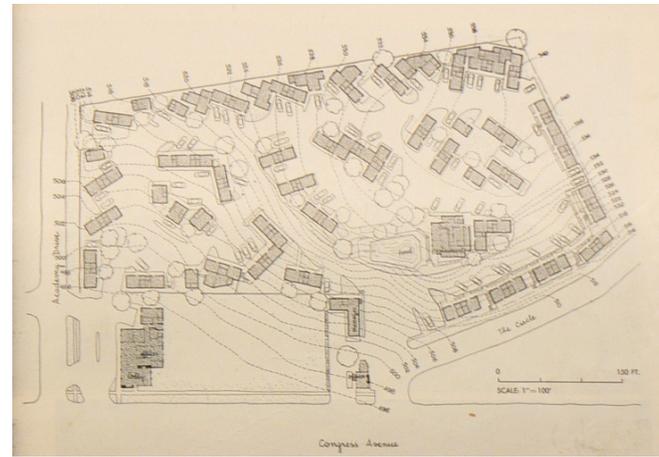
Cross Country Motor Inn as built (no date), austinpostcard.com

Now an Econolodge (Baker, camera facing southeast)

B. Wilfred O. Gustafson projects from the Austin History Center



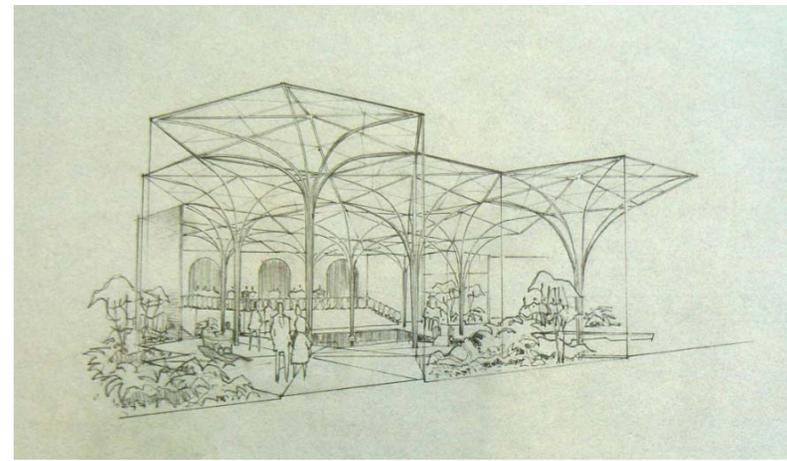
Elevations for Terrace Motor Hotel, Austin TX (1952-55), Austin History Center GU 085, FF-001, 8592 (not extant)



Plan for Terrace Motor Hotel, Austin TX (1952-55), from *Motels* by Baker and Funaro, page 19 (not extant)



Barron Motor Court design proposal for 38 ½ St. at Airport Blvd. in Austin TX (no date), Austin History Center GU-099, FF-070 (not extant)



Albert Pike Hotel addition proposal, Little Rock AR (1962), Austin History Center GU-041, FF-0490, 8592 (not known if constructed)

C. Yellow Page advertisements from telephone books

THE MARDI GRAS MOTEL

Motel of Tomorrow

Swimming Pool with underwater music

WE CATER TO THE TRAVELING MAN & TOURIST
(5 MINUTES TO DOWNTOWN WACO)

WHITE - FRENCH PROVINCIAL BRIDAL SUITES

- ★ Conference & Sample Rooms
- ★ 24 Hour Switchboard Service
- ★ TV - Hi-Fi Music And Phone In Each Room
- ★ Central Heat And Air Conditioning Individually Controlled

PL 6-3774

1901 S. VALLEY MILLS DR.
JUST WEST OF CIRCLE ON HWY 6 & 84

Yellow pages advertisement for the Mardi Gras Motel in Waco (ca. 1965)

MOTELS 185

MARDI GRAS MOTEL

"WE HONOR MOST MAJOR CREDIT CARDS"

— COMMERCIAL RATES —

756-3774

1901 S Valley Mills
Friendship Inns

- Family Units
- Bridal Suites
- Pool-
- Color TV's

FREE MORNING COFFEE

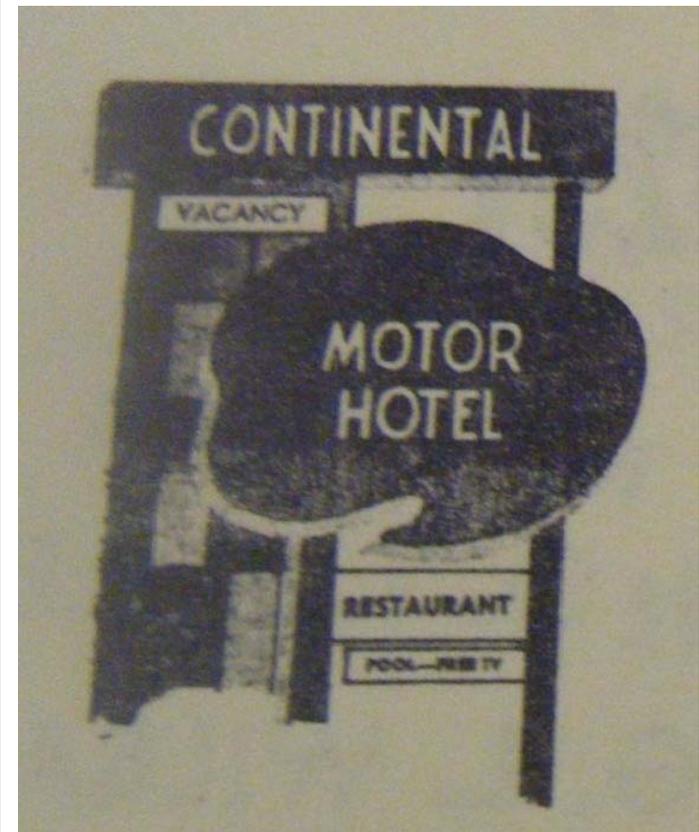
LOCATED — AT THE CIRCLE
I-35 - WEST
ONE BLOCK
1901 S VALLEY MILLS

Yellow pages advertisement for the Mardi Gras Motel in Waco (1972)

D. Advertisements from City Directories



1960 city directory featuring a birdseye-view rendering and Best Western Motels association for the Continental Motor Hotel in Temple (R. L. Polk & Co. 1960).



1963 city directory featuring a representation of the original Continental Motor Hotel sign in Temple (R. L. Polk & Co. 1963).

OTHER SOURCES REVIEWED

The above items warranted a full review because of their potential usefulness. The items below were examined and deemed not particularly helpful, but are listed here so that they can be eliminated from any future investigations on this topic.

Anonymous, "Computer Drafting Speeds Motel Design," from *Progressive Architecture*, Vol. 49, September 1968, pages 150 – 153.

Anonymous, "Hotels and Motels," from *Progressive Architecture*, Vol. 33, April 1952, pages 40 – 43.

Banham, Reyner. "The Missing Motel," from *Landscape*, Vol. 15, No. 2, Winter 1965 – 1966, pages 4 – 6.

Berger, Michael L. *The Automobile in American History and Culture: A Reference Guide*. Westport, CT: Greenwood Press, 2001.

Brener, Stephen W. "The New Motel from the Ground Up," from *Urban Land*, Vol. 24, October 1965, pages 3 – 5.

Cassity, Michael, Ph. D. *Route 66 Corridor National Historic Context Study*, Route 66 Corridor Preservation Program, National Trails System Office – Intermountain Region, National Park Service, Santa Fe, NM, December 15, 2004.

DeLuca, Salvatore. "Vegas Seashell," from *Preservation: the Magazine of the National Trust*, November – December 2005, page 16.

Draegar, James R. Book review of *The Motel in America* by John A. Jackle (*sic*), Keith A. Sculle and Jefferson S. Rogers, from *Material Culture*, Vol. 30, No. 2, Summer 1998, pages 49 – 52.

Fox, Stephen. "Googies, Mies, and Mainstream: '50s Tendencies," from *Texas Architect*, Vol. 34, No. 4, July – August 1985, pages 46 – 53.

Kane, C. Vernon. "Motel Trends: Bigger and Better, but at What Risk?" from *Architectural Forum*, Vol. 100, February 1954, pages 112, 210, 214.

Laventhol and Horwath, et al. *Hotel/Motel Development*. Washington, DC: The Urban Land Institute, 1984, page 36.

Sculle, Keith A. "The Best of Both Worlds: Home and Mobility in Motel Postcard Iconography," from *Material Culture*, Vol. 31, No. 3, Fall 1999, pages 21 – 52.

Valentine, Maggie. Book review of *The Motel in America* by John A. Jakle, Keith A. Sculle and Jefferson S. Rogers, from *Journal of the Society of Architectural Historians*, Vol. 58, No. 2, June 1999, pages 247 – 249.

US Department of the Interior, National Park Service, *Bulletin 15, How to Apply the National Register Criteria for Evaluation*, 1997.

____ *Bulletin 22, Guidelines for Evaluating and Nominating Properties That Have Achieved Significance Within the Past Fifty Years*, 1996.

Walton, Krista. "On the Road Back? Route 66 – Past, Present and Future" from *Preservation: the Magazine of the National Trust*, March - April 2008, electronic document, <http://www.preservationnation.org/magazine/2008/march-april/route66.html>

IDENTIFICATION OF KEY ISSUES

1. Is there enough critical material currently available on which to base guidelines for evaluation of motels of this era?
2. Are there enough historically significant and intact motels in Texas to warrant producing evaluation guidelines? Is it somehow both too early (not enough time as passed to properly judge the motel's place in history) and too late (because of the susceptibility of the motel to evolve and adapt to various trends) for this? Would additional fieldwork be beneficial in assessing the existence and quality of extant motels?
3. What is the best method of establishing a period of significance for a resource so routinely physically altered?
4. Comprehensive guidelines could lessen the frequency of TxDOT/SHPO disagreement with technical experts' recommendation. Currently, there appear to be no established consensus on motel integrity evaluation standards. How should they be determined?
5. The motel property type should be codified as "commercial", but current NRHP guidance includes it under "domestic" property type. Which areas of significance as defined by NPS are applicable? Commerce? Transportation? Recreation?
6. What are the most appropriate criteria for evaluating the significance of a motel? There are no available examples of how to apply Criterion B.
7. Is roadside architecture so intrinsically involved with the road itself and other buildings that a motel needs to be linked to an eligible road (or other buildings) to be considered eligible under Criterion A? The motels along Route 66 derive some of their importance to the roadway, the motels in Wildwood base their significance on the concentration of that type of property in a defined area, but can a single motel on a route of lesser historical significance (IH-35, for example) convey its significance under Criterion A individually? How does one determine the appropriate study area and breadth of context in which to evaluate a motel?