

PHASE 1 HISTORIC RESOURCE STUDY

El Pueblo Motel

3120 East Route 66
Flagstaff, Arizona
Parcel 108-08-002

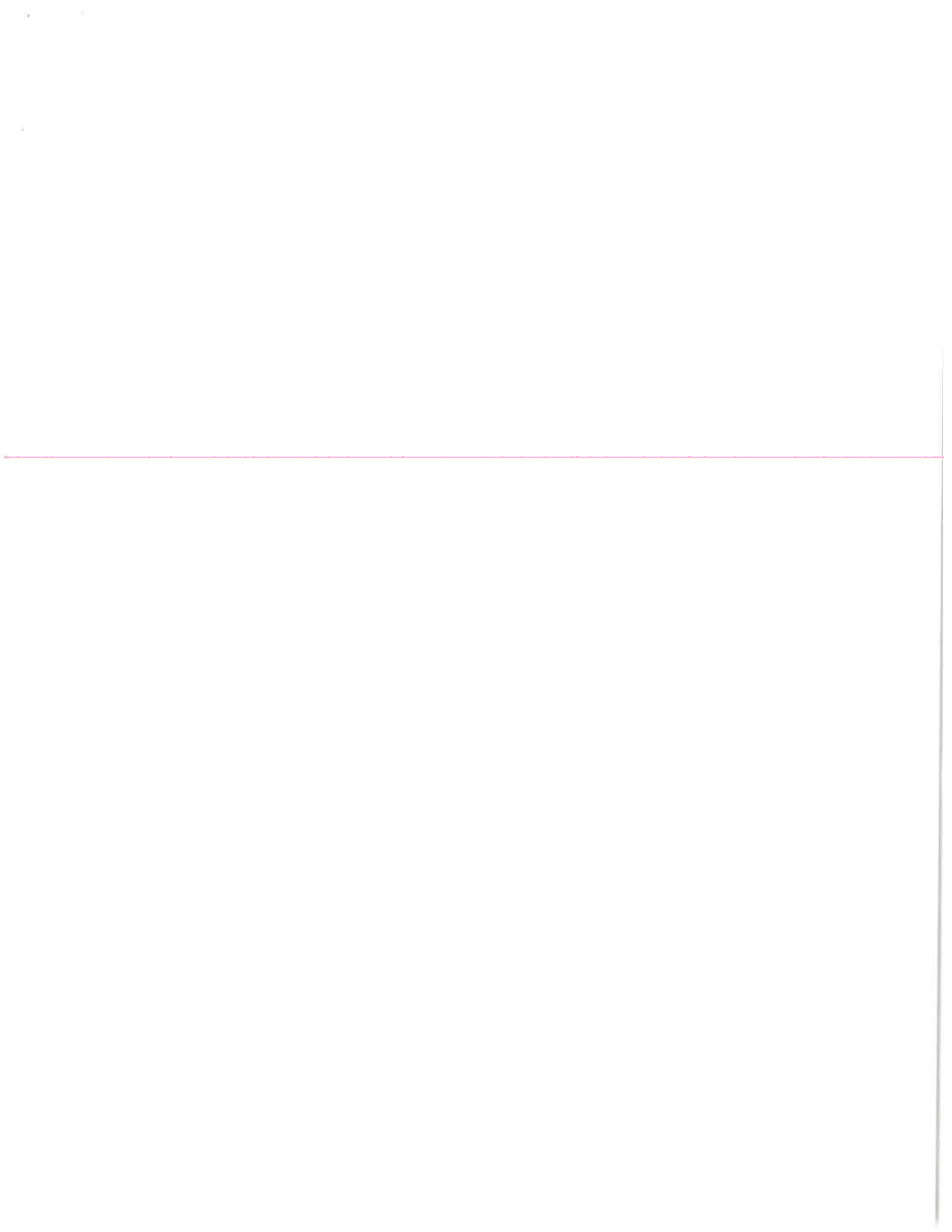
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January 2020



Project Description

The work of this project is to transform the property back from Single Room Occupant housing to overnight traveler accommodations. For the three historic guest room buildings, the rooms will be combined - the original rooms and the original carports (now rooms). This will drop the room count from seventeen to nine (ignoring the five rooms in the modern building). Each room be reorganized on the interior and will receive a "wet room" addition, a bathroom and utility room, which accommodates the replacement of all utilities and services. Each room will receive a front and rear patio addition as well. ~~All poor and differed maintenance will be corrected.~~ This involves notable grading behind the buildings, replacing the doors and windows, tile parapet caps, and various miscellaneous repairs to the structures and finishes. The historic office building will be similarly rehabilitated including the removal of prior additions, and adding a "wet room" addition, and a patio addition. For all buildings, the Spanish Colonial Revival architecture will be preserved and enhanced. The site will have the parking areas reduced in size and defined. The site will be landscaped in keeping with the design intent, and a wall will be constructed along the Route 66 frontage. The modern (fifth) building receives no work.

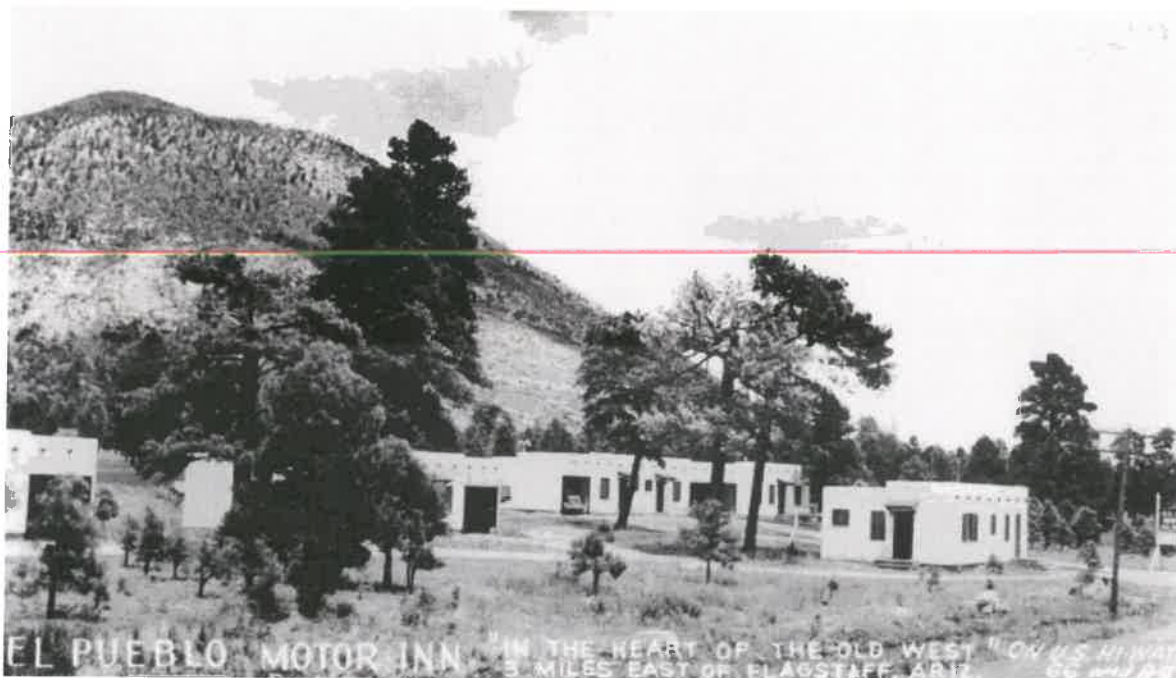
See also the "design goals" listed in *Part 4: Assessment of Potential Impacts Proposed* (below) and see also the attached concept plans.

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Part 1a: Background The Motel Itself

Historic Buildings:



Date Unknown - Pre-1940

This postcard photograph shows the six-unit motel as it was built in 1936¹ with four buildings. Two buildings have two center guest units with flanking carports (left two buildings). The third building has the same room and carport layout except that a two-bedroom manager's unit with carport is appended on the far side (far right behind office). The fourth building is the office (at front, right-most building in picture).

Contractor R.E. Goble built the Spanish style² motel for Philip & Bernice Johnston.

¹ The earliest motel outside of the Downtown area.

² Due to the parapets and vigas, today we might classify the building as Territorial style. However, it was identified as "Spanish style" in the original newspaper article about its construction and the *Multiple Property Documentation Form for Route 66 Motels in Flagstaff* (Thomason and Associates 2005) identifies the style as "Spanish Colonial Revival".

It is a typical auto (or tourist) court with small and separated cottages in neat rows toward the rear and with an office up toward the highway; themed (gimmick) architecture; and small scale "mom and pop" operation with on-site living quarters.

The 1939 AAA Directory of Motor Courts and Cottages listed the El Pueblo Motor Court as having eight guest rooms³. This could only be accurate if the added center guest unit (see next paragraph) was under construction (or anticipated) and if the manager's unit had already been converted to a guest room.



1940 Photograph (Cline Library) with Added Room

In 1940, in the original architectural style, a guest room with a carport was added (near the center of the photograph - at base of pair of pines). This room differs from the rest in that the room and carport face west instead of south.

³ *Auto Courts (Travel Bureau, Arizona Highway Department, 1939?)* lists the El Pueblo as having six guest rooms.

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Pony Soldier Motel - 1960s Postcard

In October of 1947, the Johnstons sold the parcel with motel buildings to W.I. and Edna Welch. In March of 1949, they sold the adjacent parcel to Ira and Helen Gibson. On this second property, now two properties to the west, the Pony Soldier Motel was built in 1962.

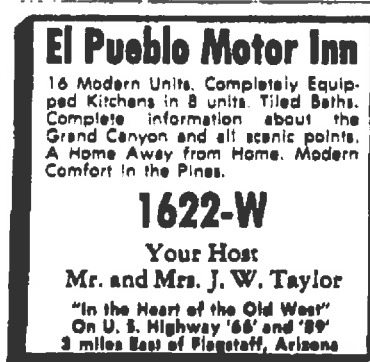


Motel, without Porches, in Background of (after October 1942) Photograph



Postcard with Tile-roof Porches and Carports

Sometime after October of 1942, probably after Johnston's sale of the property in 1947, the tile-roofed porches were added to all the buildings. Based on design features that can be seen, the right-most car in the photograph appears to be from the early mid-1950s. The added porches with tile roofs enhance the "Spanish Colonial Revival" theme and detract from the sense of a "Territorial" style.



1955 City Directory
(Telephone Book)

In 1952, Mrs. Welch was active in Arizona Motor Hotel Association suggesting that W.I. and Edna Welch still owned the motel at that time. However, J.W. Taylor (representing the El Pueblo Motel) was elected to serve on the Board of the Flagstaff Motor Hotel Association in February of 1955 suggesting that the sale of the property to J.W. Taylor and E.F. Leach had taken place by then.

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EL PUEBLO MOTOR COURT, FLAGSTAFF, ARIZONA

1955 Postcard with Carports Converted to Rooms

By 1955, the seven carports were converted to guest rooms (without kitchenettes) creating the sixteen-room configuration.



In the Spring of that year, the motel was advertised as the "El Pueblo Motel and Riding Academy" offering guided tours of Walnut Canyon and scenic mountain trips. Today, there is no evidence of horse facilities on the property.

In October 1955, E.F. Leach bought out J.W. Taylor's half interest in the property and in the following year he was serving on the Board of Tourists Strip Association (representing the El Pueblo Motel).



Early 1960s - First Phone book Listing is 1961

By 1961, a portion of the west end of the property was sold off as a separate parcel. The Geronimo Motel (now Mountain View Inn) was built on that portion. And, a portion of the eastern end of the property was also sold-off as separate parcel. On that portion the Flagstaff 66 Oil Company gas station (now Monte Vista Marine) was built⁴.

Mr. & Mrs. Dick Daggett were active in the American Hotel Motel Association and identified in newspaper articles as the property owners in 1962. Mr. & Mrs. Charles Johnston⁵ are listed as the managers in 1963.

1 and 2 BEDROOM apartments
with kitchen, low weekly rates.
El Pueblo Motel, 774-5170. 34

The motel operators were advertising Single Room Occupancy housing continuously from 1968 until 1979. That remains the current use of the historic buildings⁶.

By 1970 Mike Purcell owned the motel. He was a local business and civic leader. Initially he owned the Coca-Cola Bottling Plant and then Flagstaff Vending until 1992. He was a

⁴ An Historic Resource Survey of ROUTE 66 IN ARIZONA (Motley 2012) dates the Geronimo Motel and Flagstaff 66 Oil Company station at 1970. However, both appear in the telephone book (for the first time) in 1961.

⁵ No known connection to Philip and Beatrice Johnston.

⁶ The fifth existent building on the site is still used for overnight traveler accommodations.

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City Council member, a Planning and Zoning Commission member, and later served on a committee that wrote the City's current Charter. He also served on the Arizona State Fair Commission and a Coconino County Water Task Force. He was a member of the Chamber of Commerce (Treasurer in 1950), the Symphony Board, the Northern Arizona Health Care Foundation, and was a Mason, a Shriner and a Rotarian (President in 1967). He was also active and celebrated locally in both golf and bowling.

Joel and Diane Eide and Howard and Eunice Hovland purchased the property in December of 1978. Joel was hired in 1970 by Northern Arizona University to teach art, music, and theater history. He later became the Director for the university's art gallery and greatly expanded its exhibition program, and organizing workshops, conferences, and performances. Diane is a local artist who taught art in the Denver and Flagstaff Public Schools and drawing and art education at Northern Arizona University. Diane and Eunice were sisters-in-law. Joel and Diane Eide now own Gallery 465 (Clarkdale, AZ).

FLAGSTAFF DISTRICT
EL PATIO COCKTAIL LOUNGE 16 E Santa Fe Av 774-3222
EL PUEBLO MOTEL Bao Wei-Min mgr 3120 E Santa Fe Av 526-0176
EL RANCHO GRANDE BAR Sally Chapman ownr 202 S San Francisco 774-3902
EL RANCHO MARKET Greg Thalheimer mgr 3500 E Santa Fe Av 526-6404

1982 Telephone Book

In December of 1981, Wei-min and Rung-May Bao purchased the property and become on-site managers. In December of 2006, Wei-min Bao sold the property to PTHC Acquisitions, LLC and the current owner purchased the property in November of 2007.

Alterations of Unknown Dates:



As noted, when the manager's unit became a guest room is unclear. However, at an unknown time⁷, the original manager's unit (appended to the building behind the office) was divided into two guest rooms, establishing the current seventeen room configuration.



Additions to the office Building

Similarly, at some point the office building received an addition at the rear which expanded the manager's unit, a lobby addition on the east side, and the neon sign was added⁸. The inventory of the personal property included in the 1981 sale of the property indicates that the office building had seven rooms which suggests that the east (lobby) addition did not yet exist in 1981⁹. The neon sign was likely added well before the property became primarily Single Room Occupancy housing in 1968.

⁷ After 1955 when it was still advertised as having 16 guest rooms.

⁸ The *Multiple Property Documentation Form for Route 66 Motels in Flagstaff* (Thomason and Associates 2005) dates the two additions as 1965.

⁹ The office building had seven rooms then while it has eight now.

The Fifth Building:



Building No. 4

Notably missing from the above narrative is discussion relative to the existent fifth building on the property (Building No. 4) that is located along the rear property line and currently contains five guest rooms¹⁰.

Based on the lack of any architectural style and the building materials used, it also appears to have been built or significantly altered in the last few decades and is not a considered a resource. The inventory of the personal property included in the 1981 sale of the property indicates that the property had a total of only 19 guest rooms, and that at some location the property had a garage and a linen room. It is likely that in 1981 this building¹¹ included only two guest rooms and the other now missing spaces (garage and linen room). The existing porch enclosure is likely associated with the last remodel that created the five-guest room configuration.

The building is ignored in the project proposal, and herein, and would be demolished and removed if the owner advances the second phase of the project.

¹⁰ The *Multiple Property Documentation Form for Route 66 Motels in Flagstaff* (Thomason and Associates 2005) dates the building as 1965.

¹¹ Possibly originally built as manager's house.

Interiors:

With even less understanding of timeframes (no postcard evidence), various changes have been made to the interior spaces of the buildings. Many evident interior changes are changes to earlier changes - layers of interior remodeling.



Typical Current Interior

All the rooms have experienced various added and/or relocated spaces and remodeling. All the showers appear to be additions and the water heaters, wall heaters and air conditioning units have been added and moved around. All the kitchenettes have been altered - some removed, sizes were reduced to add showers, and the casework and appliances have been replaced. Some interior door hardware appears to be

original, but all the electrical and light fixtures, and plumbing fixtures, have been replaced in recent times. The six original rooms have a coved plaster detail between the wall and ceiling that may be original, but likely at least the acoustic tile ceilings were installed when the carports were converted to rooms (post 1955). All flooring is modern.

As with the guest rooms, the office building has experienced multiple layers of interior remodeling. The most notable change was adding the manager's living quarters function to the building. While this is a more common configuration for a tourist court, this property was originally built with a separate manager's unit (at the east end of the row of guest rooms). The later rear addition to the office expanded the living quarters to a two-bedroom configuration. The change of use seems to have occurred in 1939 and the expansion(s) may be as old as 1965.

Maintenance and Repairs:



"Maintenance" Damage

The buildings may have originally had three-over-one wood sash double hung windows¹² though few are existent. The enclosure of the carports added three-light steel casement windows and pairs of three-light steel casement windows. However, through the years the windows have been variously changed, randomly, and often re-sized, some relocated, and new windows have been added. Currently while the property has few of

the older windows, it also has one-over-one wood sash double hung windows, two-over-two wood sash double hung windows, fixed wood windows, both silver and bronze anodized aluminum sliders, aluminum storefront windows and even some vinyl windows.

The *Multiple Property Documentation Form for Route 66 Motels in Flagstaff* (Thomason and Associates 2005) indicates that the doors were all replaced in the 1980s. In recent years (less than five), the then missing vigas were recreated and the few that were not missing were replaced. Visible metal parapet flashing has been added. Many of the noted interior changes were maintenance related.

For the guest room buildings, the grade (ground) was, or has been allowed to become, higher than the floor elevation such that the rear walls have finish damage and framing rot. Changes in the highway elevation have made the office building at or below the sidewalk elevation causing significant drainage problems all around the building.

Overall the property and buildings have experienced decades of poor maintenance and decades of deferred maintenance.

¹² *Multiple Property Documentation Form for Route 66 Motels in Flagstaff* (Thomason and Associates 2005)

Site:

AS previously noted, three portions of the original site were sold-off and other development occurred on those portions.

In the photographs (postcards) above, the changes in the highway are evident. When the motel was built, the highway was the earliest iteration of Route 66 - the renamed Old Trails Highway which generally followed the Beale Wagon Road). The road was dirt (gravel), with perhaps two-lanes, and a drainage ditch separated the highway from the El Pueblo Motel site. By the early 1950s the road had been widened or moved north such that it was very close to the office building and the drainage ditch is no longer existent. Today, the highway has a center turn lane and sidewalks (making it even closer to the office) and has been raised vertically such that the office floor is at or below the sidewalk elevation.



Route 66 in the 1950s
(Arrowhead Lodge at Left)

Part 1b: Background Philip Johnston

The son of missionaries, Johnston had moved to Northern Arizona with his family in 1896. His father (William) built a mission at Tolchaco, Arizona on the Navajo Indian Reservation and this is where he spent much of his childhood. Growing up on the reservation, young Philip learned to speak Navajo while playing with Navajo children.



Johnston Photograph 1914

In 1901, at age 9, Philip traveled to Washington, D.C., with his father and Navajo leaders to speak to the newly appointed President Theodore Roosevelt to persuade him to add more land to the Navajo Reservation. Philip was the translator between the Navajo leaders and Roosevelt.

After graduating from the Arizona Normal School (now Northern Arizona University), Johnston enlisted in the Army in 1918 (World War I). After his time in the Army, he attended the University of Southern California and received a degree in civil engineering.

Until his retirement in 1950, Johnston worked for the City of Los Angeles Water Department¹³. Around the period when the motel was built (1936), he would have been working under Frederick Eaton and William Mulholland while Los Angeles was finishing the aqueducts from the Owens Valley and starting to add Mono Lake to the City's water system.

Inspired by the bombing of Pearl Harbor, Philip Johnston is broadly credited with initiating the idea of using "code

¹³ From 1925 to 1962 Johnston also worked as a freelance photographer and writer for the Auto Club magazine, "Touring Topics".

talkers" during World War II. Code talkers transmitted military messages using formally or informally developed codes built upon their native languages.

The idea of Native American code talkers was not entirely new. As a World War I veteran Johnston was likely aware of Comanches and Choctaws serving as code talkers in the U.S. Army units. In his papers he notes that in the articles he read after the attack on Pearl Harbor he had read of the Canadian Army using Native Americans as signalmen. And, though not public, the U.S. Army was already exploring the use of Native Americans as code talkers in World War II.



Comanche Code Talkers of the 4th Signal Company

Johnston's unique contribution was proposing the deployment of Navajo people and their language; bringing the idea to the U.S. Marine Corps (at the suggestion of the U.S. Army); and the recruitment, training, and his leadership and program development that followed implementation. It was the Navajo Code Talkers of World War II who revolutionized the practice.

Johnston recruited four Navajos who were working in the Los Angeles shipyards, and arranged to demonstrate the utility of using the Navajo language to transmit military communications. While the demonstration was convincing, debatably either Johnston or the U.S. Marine Corps realized that conversational Navajo wasn't the answer and that a code system was needed.

Following the March of 1942 "interesting and successful" demonstration, the U.S. Marine Corps instituted a pilot program and recruited the first 29 Navajo (May 1942). Early recruitment was performed in the Four Corners area by officers from the Phoenix recruitment office and by a "mobile recruitment unit" made up of officers based out of San Francisco, California. Shortly after three additional Navajo Marines were added to the program, and together the 32 Navajos worked to develop the code. By August of 1942 the pilot program was considered successful and the recruitment of 200 more Navajo was authorized.



Recruiter Philip Johnston in front of the motel (after October 1942)

After the program was instituted, Johnston asked the U.S. Marine Corps for a special dispensation to serve in the Navajo Code Talking Program. In September his request was granted, and he served as a school administrator for the "confidential" program. By October of 1942, then Staff Sergeant Philip Johnston and Corporal John A. Benally, one of the three stateside code talkers, were sent out to recruit more Navajos to join the program.

On December 7, 1942, the Navajo Communication School at Camp Elliot began formal lessons under Johnston's supervision.

Code talkers served with all six Marine divisions in the Pacific and with Marine Raider and parachute units. Regarding the taking of Iwo Jima, Fifth Marine Division Signal Officer Major Howard Conner said, "The entire operation was directed by Navajo code ... During the two days that followed the initial landings I had six Navajo radio nets working around the clock ... They sent and received over 800 messages without an error. Were it not for the Navajo Code Talkers, the Marines never would have taken Iwo Jima."



Raising the Flag on Iwo Jima - February 23, 1945
(Left-most Soldier is Ira Hayes)


Conventional U.S. Marine Corps codes involved lengthy encoding and deciphering procedures using sophisticated electronic equipment. The Navajo code, relying on the sender's and the receiver's brains, mouths, and ears, was much faster. The Navajo code was the only one never to be deciphered by the enemy. After World War II, the practice of deploying Navajo code talkers continued until the Viet Nam war.

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One resource suggested that early on the Johnstons maintained a home "behind the motel". The exact location is unknown and there's no evidence of a home on the site.

Clearly, through the years they came to Flagstaff often visiting family and friends. After his retirement in 1950 they owned a home in the Cheshire neighborhood but also maintained their southern California residence.

After 1950 Johnston often wrote Letters to the Editor (Daily Sun et al) on matters related to reporting about the Navajo. Multiple newspaper articles highlight his lectures and other activities relative to the Navajo. There is no evidence of Johnston being involved or concerning himself in any way with his former motel.

STATE OF ARIZONA } COUNTY OF COCONINO } WITNESS MY HAND AND OFFICIAL SEAL.		I HEREBY CERTIFY THAT THE WITHIN INSTRUMENT WAS FILED FOR RECORD IN COCONINO COUNTY, STATE OF ARIZONA.	FEE NO. <u>23412</u> <u>3.00</u> DOCKET <u>863</u> PAGE <u>54</u> DATE: <u>DEC 16 1981-3 55</u>
BY <u>Olga Eckso</u> DEPUTY		HILSH I. HUGHES COCONINO COUNTY RECORDER	REQUEST OF FIRST AMERICAN TITLE INS. CO. OF AZ.
Witness recorded, mail to F.D. HARRISON 5003 E. SNOWSHOE WAY FLAGSTAFF, AZ. 86001	Witness my hand and official seal. By _____ Deputy Recorder	County Recorder	Compared Photostated Fee:
Acct. # <u>619855</u> Order No.	WARRANTY DEED		

For the consideration of Ten and 00/100 Dollars, and other valuable considerations, I, or we,

PHILIP JOHNSTON, a divorced man the GRANTORS
do hereby convey to
MELVIN L. SHEELY and RENA M. SHEELY, husband and wife the GRANTEEES
the following described real property situate in Coconino County, Arizona:

Lot One Hundred Twenty-One (121), MOBILE HAVEN SUBDIVISION, according to the plat thereof recorded March 9, 1966 in Case 2, Map 93, Records of Coconino County, Arizona.

SUBJECT TO: Existing taxes, assessments, liens, encumbrances, covenants, conditions, restrictions, rights of way and easements.

The name "Philip Johnston" also appears in many Letters to the Editor associated with the Taxpayers' Protective Association of Flagstaff, the 1956 County Delegation to the GOP, and on other conservative matters. Similarly, the name "Philip Johnston" is associated with the 1965 development of, and subsequent sales in, the Mobil Haven Subdivision. However, none of these materials confirm or even suggest that it is the same person. In fact, "Philip Johnston" continued to sell Mobil Haven lots after the subject Philip Johnston died in 1978.

Part 1c: Background
Route 66



El Pueblo Motel 2005
(From Route 66 Motels in Flagstaff MPDF)

For brevity, the *Multiple Property Documentation Form for Route 66 Motels in Flagstaff* (Thomason and Associates 2005) is entirely incorporated herein by reference.

Familiarity with this extensive historic context document is necessary to appropriately assess this proposed project. While some key points from that document follow, references will be made directly without repeating the text from the form. Some key points:

"Motels were one of the most prominent businesses that developed along Route 66 throughout its history. Like the automobile industry, the motel industry boomed in the United States during the early to mid-twentieth century. The development of lodging facilities on Route 66 followed a progression from free municipal campgrounds to pay camps and private campgrounds, to privately owned motels and tourist courts."

The early "motor inns" and tourist courts included carports, were designed "for the better class of motorists", and

were a response to the increasing number of "well-to-do tourists."

"Route 66 motels in Flagstaff are locally significant under National Register Criteria A¹⁴ and C¹⁵ or their historic association with Route 66, their importance in the commercial and transportation history of the City, and/or their architectural value."

"The period of significance is defined as 1929 to 1968. The date of 1929 coincides with the construction date of the oldest remaining Route 66 associated motel in Flagstaff, the Motel DuBeau. ~~The date of 1968 marks the opening of Interstate 40 around Flagstaff and the decline in traffic along Route 66¹⁶.~~"

"In order to retain integrity of design, a motel must (sic) retain the majority of its exterior design from its original appearance or any remodeling which took place between its construction date and 1968. Most motel rooms, bathrooms and kitchen areas were updated every ten to twenty years. Motel rooms should maintain their overall form and plan but alterations such replacement of original fixtures, and replacement wall, ceiling, and floor finishes will not substantially detract from a motel's integrity as long as its appearance from its period of significance is intact. Alterations and additions to the property completed after its period of significance must not substantially alter the property's historic appearance. The property must retain its configuration from its period of significance."

The documentation form similarly addresses materials, calling for retention of the majority of the exterior materials and focusing assessment on the historic appearance and the ability of the property to convey its historic character. "Integrity will not be significantly compromised if the original materials are replaced with compatible new materials."

¹⁴ Flagstaff Zoning Code Criteria B - Footnoted added.

¹⁵ Flagstaff Zoning Code Criteria D - Footnoted added.

¹⁶ Notably however, Route 66 wasn't decommissioned until 1984 (ADOT) - Footnote added.

Part 2: Assessment of Significance

The property is significant (ZCS 10-30.30-050.B.1) in multiple historic contexts as follows¹⁷:

Criteria A: The property is eligible for the National Register of Historic Places.

Criteria B: The property is associated with Route 66 which significantly influenced transportation and commercial development in Flagstaff.

Period of Significance: 1929-1968

Criteria C: The property is associated with Philip Johnston, himself importantly associated with World War II code talkers.

Period of Significance: 1936-1947

Criteria D:

1. It is the oldest tourist court, Route 66 Motel, outside of the downtown area.

Period of Significance: 1936-1962¹⁸

2. The site and buildings embody distinctive design characteristics of early tourist courts.

Period of Significance: 1936-1962^{ibid}

3. The architecture (artistic method) embodies distinctive characteristics of the Spanish Colonial Revival style, or the Territorial style.

Period of Significance: 1936-2020¹⁹

¹⁷ Per the guidance of *National Register of Historic Places Bulletin 15 - How to Apply the National Register Criteria for Evaluation*, all are identified.

¹⁸ 1962 being the year that chain motel construction became dominant.

¹⁹ Though less fashionable, Spanish Colonial Revival and Territorial style architecture is relevant and widely used today.

Part 3: Assessment of Integrity

Tabular Assessment:

	Lost	Compromised	Intact
Location			ALL
Design	C	D	B
Materials		C	B, D
Workmanship		C, D3	B, D1, D2
Feeling			B, C, D
Setting	C	B, D	
Association			B, C, D

The property retains its integrity relative to its Flagstaff Route 66 Motel context (Criteria B). Using the integrity metrics from the *Multiple Property Documentation Form for Route 66 Motels in Flagstaff (Thomason and Associates 2005)* its only notable degradation lies in the interior, or floor plan changes, and to a lesser extent, the altered setting.

The integrity relative to its association with Philip Johnston (Criteria C) has been severely compromised, or lost, by changes to the use and setting, form, and architectural changes made by the subsequent owners, and as a result of poor maintenance²⁰. While the property generally resembles its original appearance, it does not "closely" resemble what Johnston built and owned.

As the oldest tourist court, as an example tourist court, and as an example Spanish Colonial Revival style work, the integrity relative to Criteria D is retained but compromised²⁰ - changes to the setting and poor maintenance being the notable factors. There is additional loss if the work is considered a Territorial style building²¹.

²⁰ The proposed project corrects this deficiency.

²¹ However, added between 1942 and 1955, the elements that diminish the Territorial styling and enhance the Spanish Colonial Revival styling have themselves become historic.

Part 4: Assessment of Potential Impacts Proposed

From the background and assessments, we see that in moving forward there are several challenges. On the one hand, the three historic contexts²² offer different possible paths that are not necessarily congruous with one another. Proposals that respect one context diminish another - most notably relative to the Johnston connection. At the same time, existent changes and decades of poor maintenance also direct the path forward.

To navigate these possibilities, we have established the following project (design) goals:

Preserve the Historic Property: Doing so, and creating an economically viable project, are tied together. The outcome must pay for the preservation. And, capitalizing on the property's historic nature is one of the economic viability strategies.

Create an Economically Viable Project: Restoring the original use is the primary strategy to achieve an economically viable project. This goal also drives the retention of the carport conversions and the tile-roofed porches.

Restore the Original Use: This project will restore the original historic use - overnight accommodations for "well-to-do" travelers.

Correct Poor Maintenance: Correcting the extensive damage requires significant work and additional changes.

Rehabilitate the Property: The proposed work is intended to meet the Secretary of the Interior's *Rehabilitation* treatment standards and to respect all three historic contexts^{ibid}.

²² The Route 66 association, the Johnston connection, and the tourist court configuration and architecture.

Celebrate the Johnston Connection: To the extent feasible, the proposal enhances the resemblance and does not further the loss of integrity relative to this context²³.

Achieving these goals will have certain unavoidable impacts on the resource. However, the metric of interest is not the mere existence of impacts but rather the proposition of "major impacts" as defined in the code (ZCS 10-30.30-050.D).

None of the following are major impacts that require identification per the Zoning Code and this information is provided for transparency, full understanding of the proposal, and discussion if warranted. ~~Known impacts are:~~

1. Interior Changes: From a Zoning Code perspective, the interiors are not a consideration²⁴. Even if the Keeper of the National Register of Historic Places determines that the interior changes that exist today, or those now proposed, make the property ineligible²⁵, that event would not be a major impact.
2. Grading and Tress: Behind each building, the work of this project will include digging out the soils to create a slope away from the buildings and causing water to flow around the buildings. This will require the removal of several trees.
3. Site Wall: This project proposes a stucco over block site wall along the Route 66 sidewalk. Per the Zoning Code (ZCS 10-30.30-050.D), this is not a major impact because it is reversible²⁶.

²³ Note that the currently enclosed carports will have the enclosing wall removed and a new window/door system installed a few feet back creating the sense of the old carports.

²⁴ By specific intent of the City Council in adopting the applicable section of the Zoning Code.

²⁵ From a National Register of Historic Places perspective, the interior changes are potentially problematic. However, this project is not jeopardizing the eligibility. If ineligible, it is already ineligible due to existent floor plan changes.

²⁶ The Arizona State Historic Preservation Office has deemed properties ineligible for the National Register of Historic Places when site walls obscure views of a resource. They have also reversed that determination when site walls are removed.

4. Patio Walls (Front): This project proposes stucco over block patio walls at the front of each unit. They are constructed separately from the building and porches. Per the Zoning Code (ZCS 10-30.30-050.D), this is not a major impact because it is reversible *ibid*.
5. Window Replacement: The proposed work includes replacing all the windows. The property has sixty-seven windows. Less than 25% are historic - 12 three-over-one wood double hung (1936), 3 three-lite steel casements (1955), and one pair of three-lite steel casements (1955)²⁷. The wood windows are deteriorated beyond repair. Replacement windows will be selected that meet the Secretary of the Interior's *Rehabilitation* treatment standards.
6. Door Replacement: The proposed work includes replacing all the doors. The exterior doors, and most if not all the interior doors have already been replaced, so this project does not constitute a major impact. Replacement doors will be selected that meet the Secretary of the Interior's *Rehabilitation* treatment standards.
7. Parapet Tiles: Currently the parapets have visible metal flashing - a common if unsightly roofer's solution. Traditionally the Spanish would have topped a parapet with no flashing (Territorial style) or barrel tile (Spanish Colonial Revival style). The current proposal is to add barrel tiles to cover the flashing (which is also easily reversible).
8. Rear Additions: The proposal includes adding bathrooms, utility rooms and patios at the rear of the buildings. This approach allows for the replacement of all the building systems (water, sewer, gas, electricity and data) without ripping into the existing structures. In adding onto the buildings, considerable effort has been made to follow the *Secretary of the Interiors' Standards for the Treatment of Historic Properties (sic)* and the

²⁷ The remainder have been replaced through the years. Relocated windows were not counted as historic.

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Part 5: Measures to Mitigate Major Impacts

Since no major impacts are proposed, no mitigation measures are necessary and no measures to mitigate major impacts are included herein.



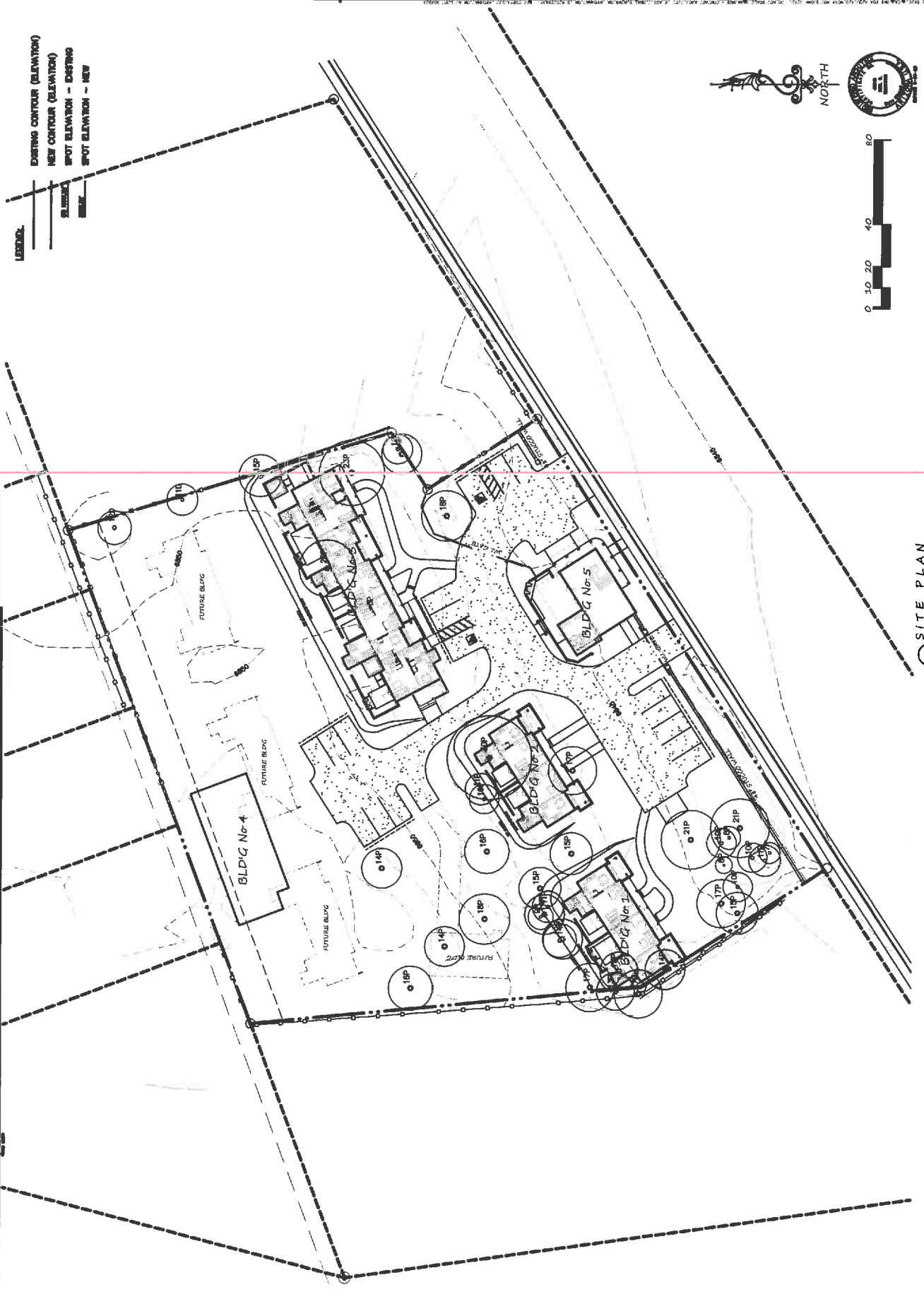
Postcard - Postmarked 1941

Part 6: Information Resources

This report was developed by compiling information from many resources. Of note, these included:

1. Field observations, measurements, and photography by Karl Eberhard and Phil Scandura (2004 through 2020).
2. Multiple postcard collections, with notable contribution by James Speed (Rare: Johnston Photograph 1914).
3. Multiple Deeds and Recordings from the Coconino County Recorder's Office from 1935 through present.
4. Multiple Arizona Daily Sun (and predecessor) newspapers, and other Arizona newspapers, from 1935 through present.
5. Multiple Northern Arizona and Flagstaff City Directories and Telephone Books from 1935 through present.
6. The Philip Johnston Collection, Museum of Northern Arizona.
7. Multiple documents from the Arizona Memory Project, notably including Philip Johnston interview.
8. *The Navajo Code Talkers of World War II: The First Twenty-Nine* (Gorman 2015) from University of New Mexico Digital Repository.
9. Various National Park Service documents, notably including *Multiple Property Documentation Form for Route 66 Motels in Flagstaff* (Thomason and Associates 2005), *An Historic Resource Survey of ROUTE 66 IN ARIZONA* (Motely 2012), *Secretary of the Interiors' Standards for the Treatment of Historic Properties (sic)*, the *National Register of Historic Places Preservation Brief 14 - New Exterior Additions to Historic Buildings*, and *National Register of Historic Places Bulletin 15 - How to Apply the National Register Criteria for Evaluation*.
10. Multiple Pow Wow Programs 1935 through end.
11. Multiple Websites.
12. Oral testimonies, notably by Steve VanLandingham.
13. Misc. documents from the City of Flagstaff Historic Preservation Office.

LEGEND:
 --- EXISTING CONTOUR (ELEVATION)
 --- NEW CONTOUR (ELEVATION)
 --- SPOT ELEVATION - EXISTING
 --- SPOT ELEVATION - NEW



○ SITE PLAN



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 408 WEST JANE, FLAGSTAFF, ARIZONA 86001
 M. M. H. S. E. I. B. O. R. T.

SCALE: 1/8" = 1'-0"

SITE PLAN

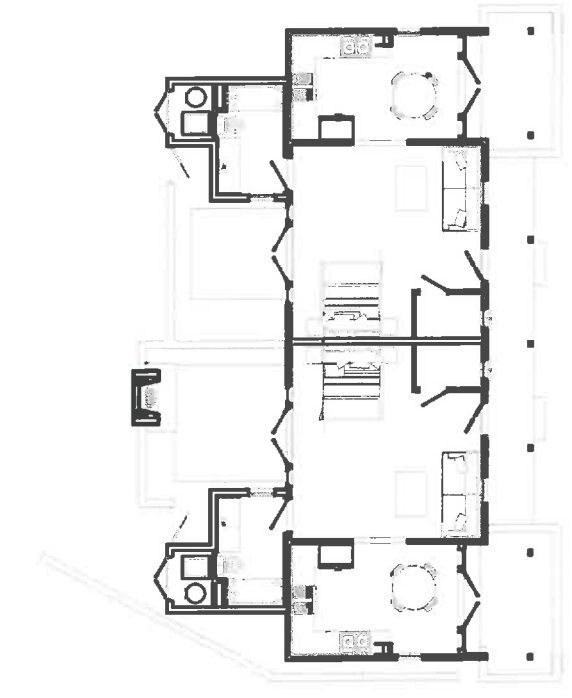
05/27/2023

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EL PUEBLO MOTEL
 2320 E. ROUTE 66
 FLAGSTAFF, AZ

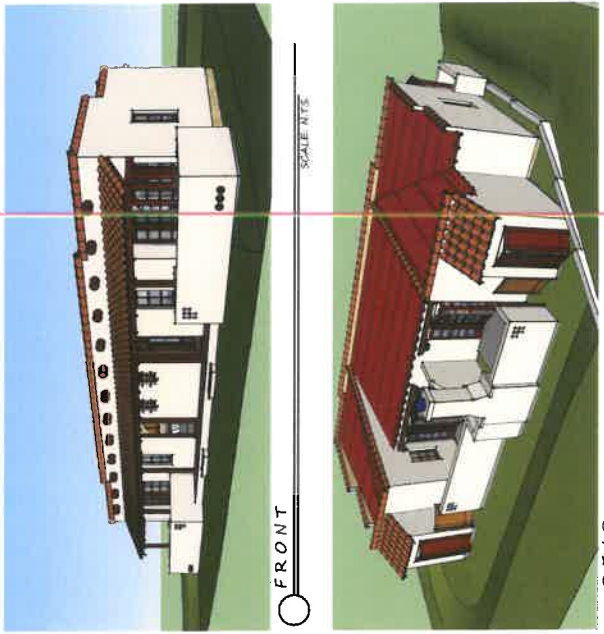
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FLOOR PLAN

SCALE: 3/16" = 1'-0"



FRONT

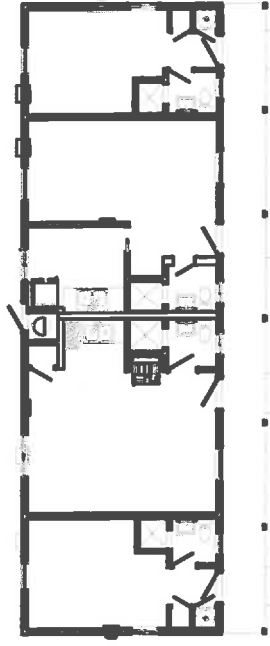
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REAR

SCALE: NTS

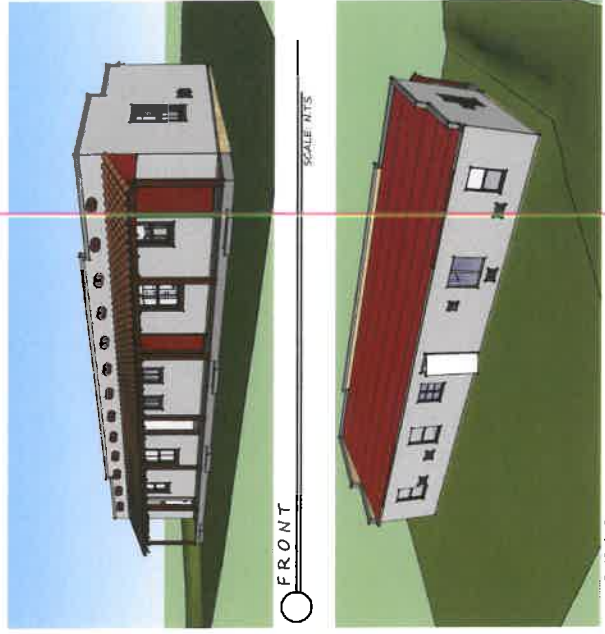
PROPOSED

AS-BUILT



FLOOR PLAN

SCALE: 3/16" = 1'-0"



FRONT

SCALE: NTS

REAR

SCALE: NTS



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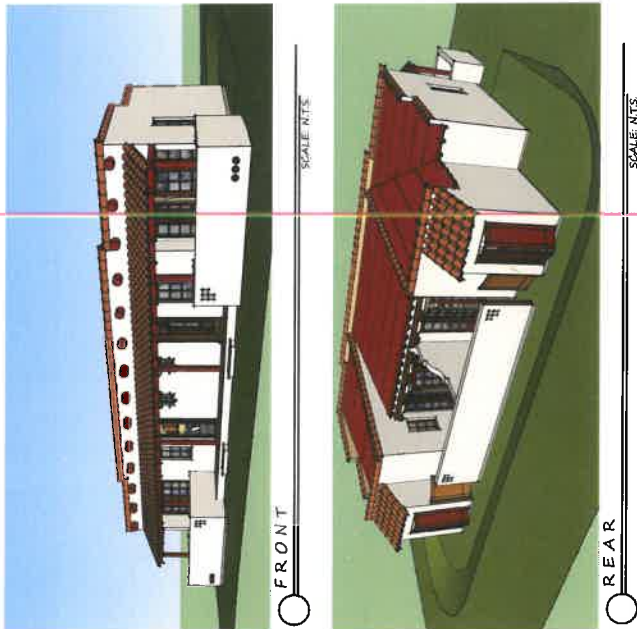
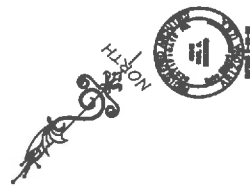
EL PUEBLO MOTEL
 1130 E. ROUTE 66
 FLAGSTAFF, AZ

BUILDING 1

OCT 2024

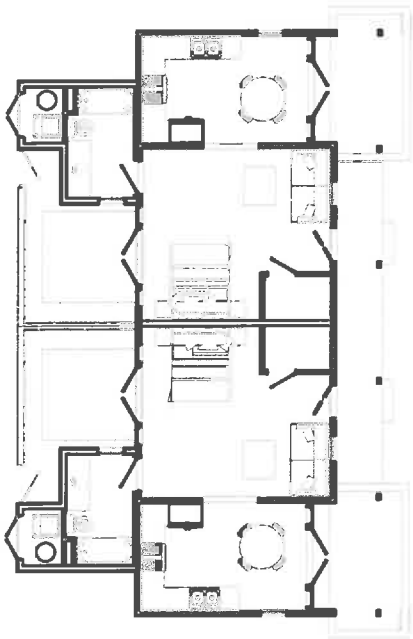
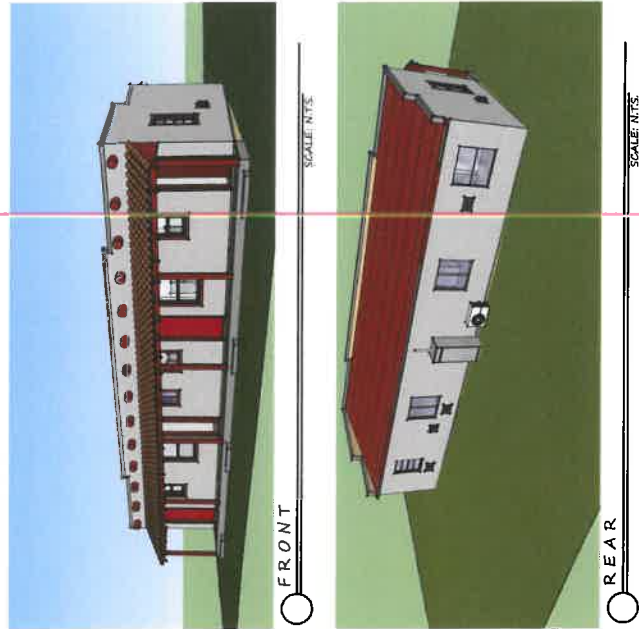
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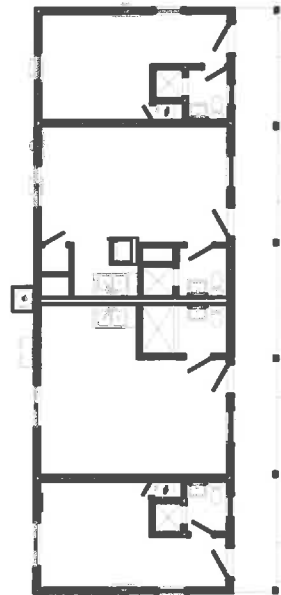
PROPOSED

AS-BUILT



FLOOR PLAN

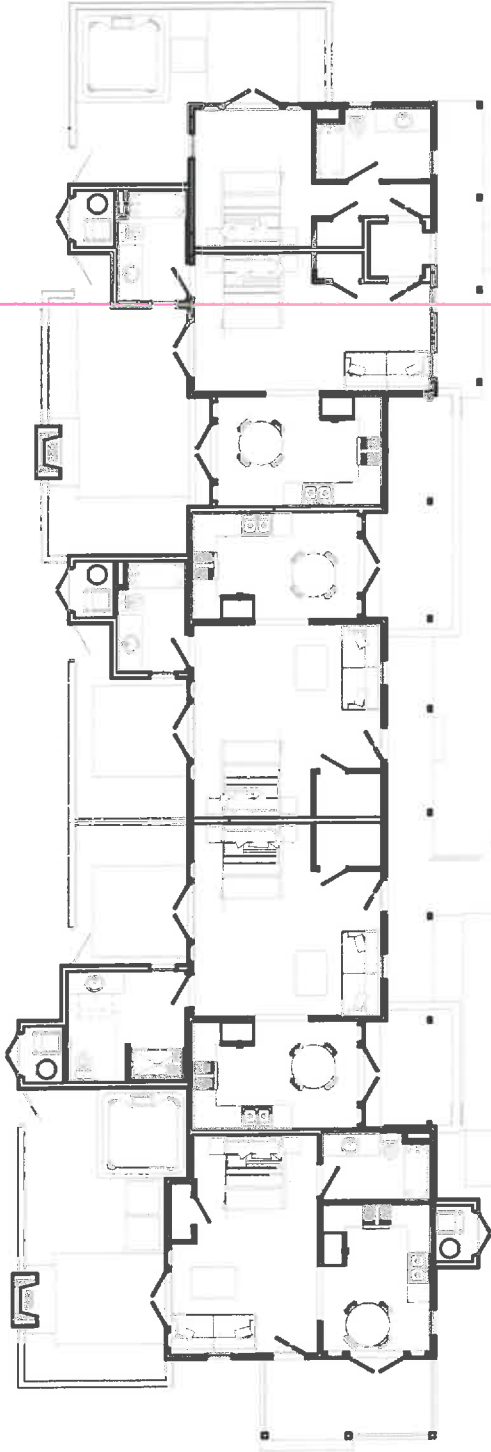
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FLOOR PLAN

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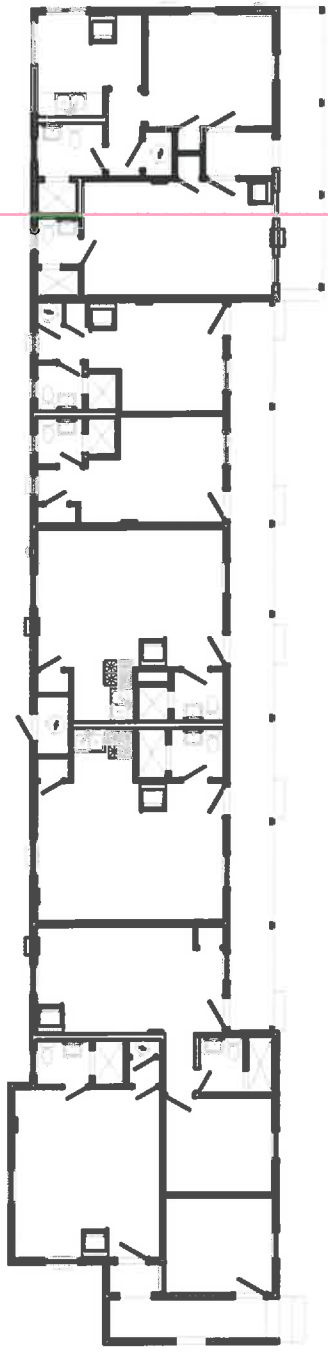
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FLOOR PLAN

SCALE: 3/16" = 1'-0"

PROPOSED
AS-BUILT



FLOOR PLAN

SCALE: 3/16" = 1'-0"

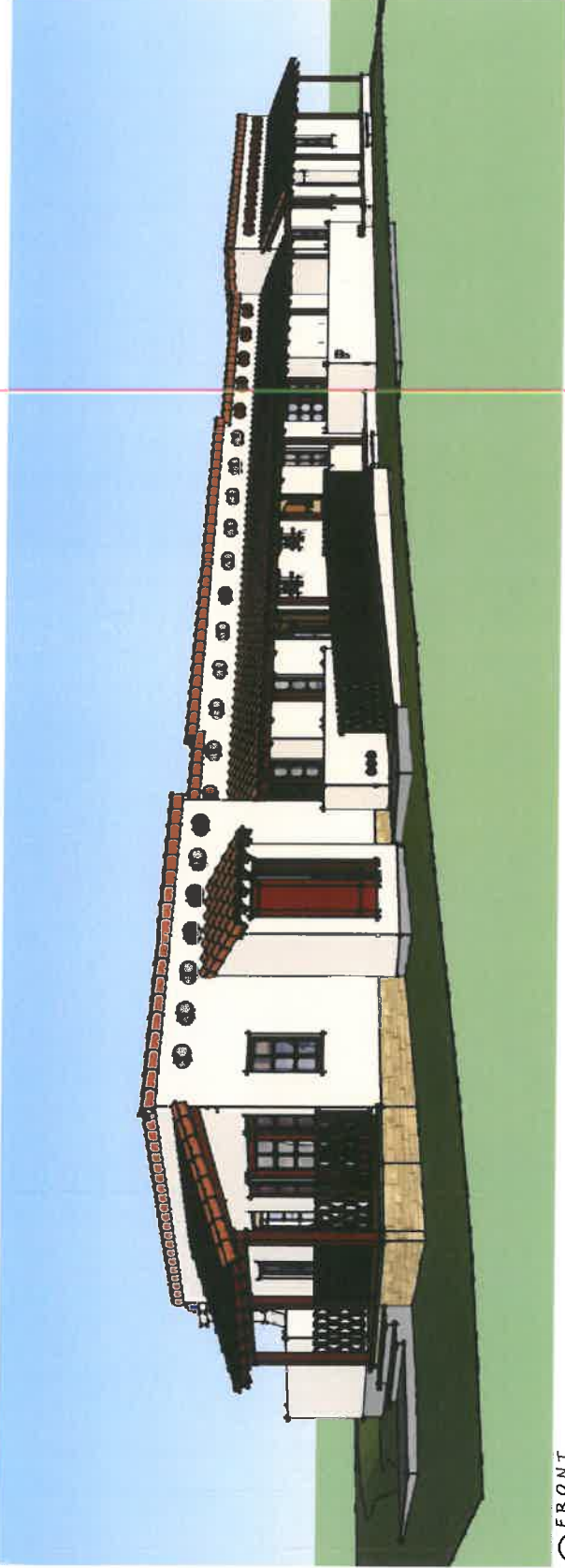


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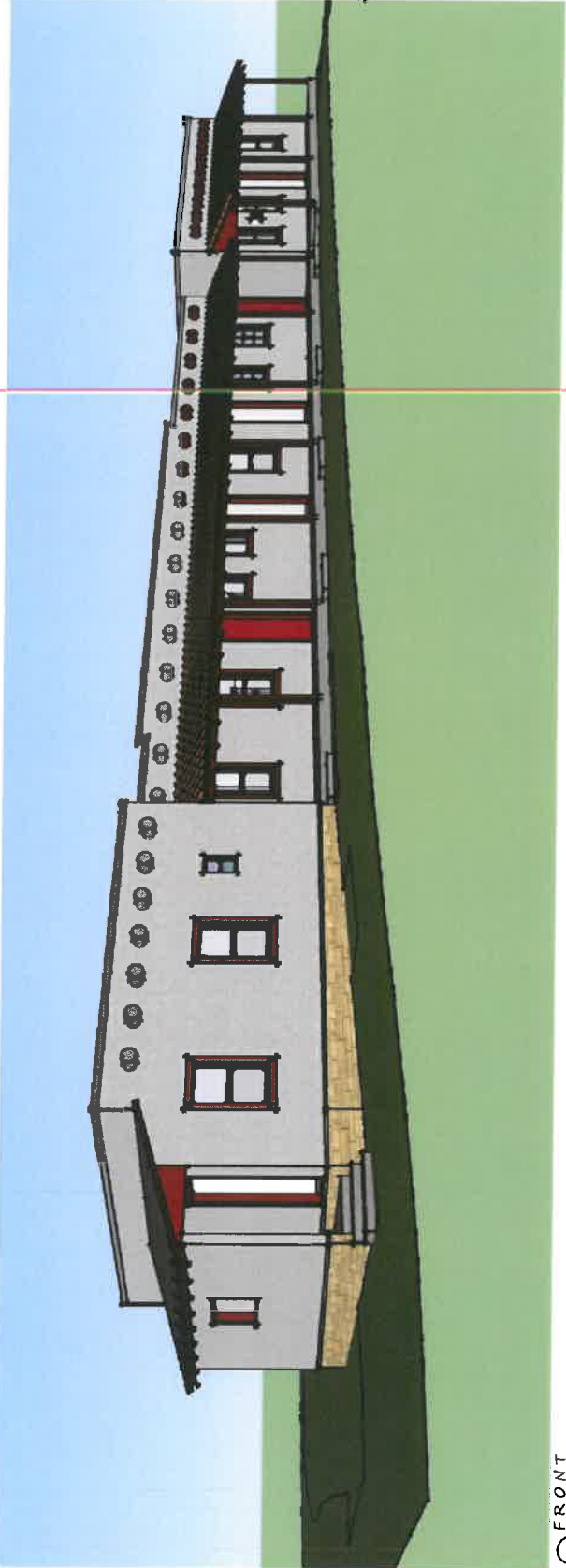


PROPOSED
AS-BUILT



FRONT

SCALE: 1/8"=1'-0"



FRONT

SCALE: 1/8"=1'-0"

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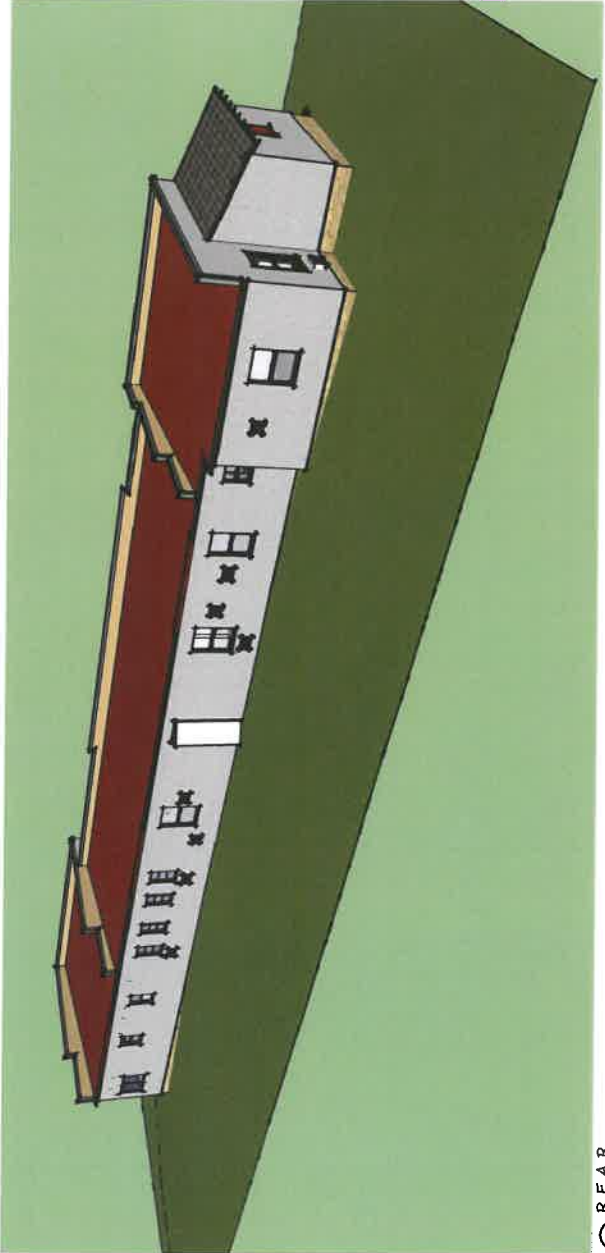


PROPOSED
AS-BUILT



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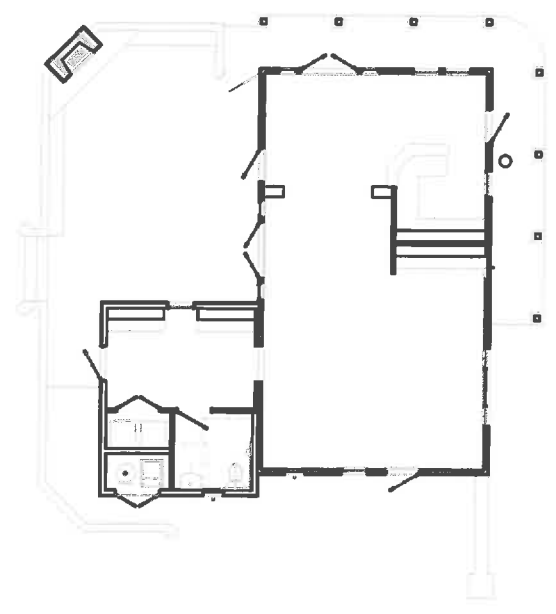
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REAR

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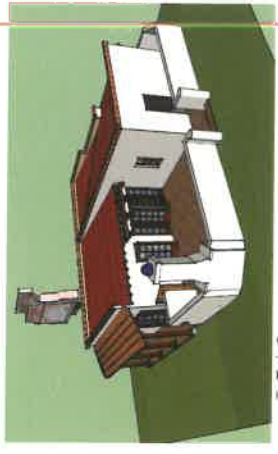
FLOOR PLAN

SCALE 3/16" = 1'-0"



FRONT

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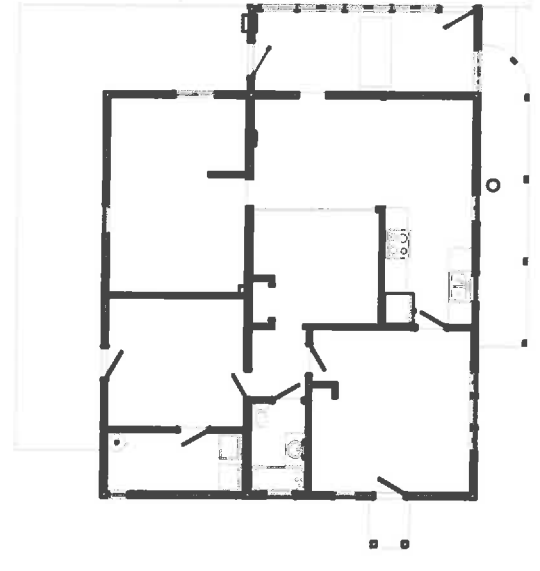
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TYPICAL FIREPLACE

SCALE: N.T.S.



FLOOR PLAN

SCALE 3/16" = 1'-0"



FRONT

SCALE: N.T.S.



REAR

SCALE: N.T.S.



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BUILDINGS
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