

# Phase 1 Cultural Resource Study for the Crown Motel in Flagstaff



Prepared for

**Flagstaff Shelter Services, Inc.**

Prepared by

**Cornerstone Environmental Consulting, LLC**



March 2025

**PHASE 1 CULTURAL RESOURCE STUDY FOR THE CROWN MOTEL  
IN FLAGSTAFF**

Subject Property

**The Crown Motel**  
3300 E. Route 66  
Flagstaff, Arizona 86004  
**APN 108-09-057A**

Prepared for

Ross Schaefer

**Flagstaff Shelter Services, Inc.**  
4185 E. Huntington Drive  
Flagstaff, Arizona 86004

Prepared by

Joshua S. Edwards

(with contributions from Mark Reavis)

**Cornerstone Environmental Consulting, LLC**

320 N. Leroux Street, Suite A  
Flagstaff, Arizona 86001  
(928) 522-4148  
[www.SWArchaeology.com](http://www.SWArchaeology.com)

CEC Report No. 24-173  
March 19, 2025 (Revised March 31, 2025)

# TABLE OF CONTENTS

---

Table of Contents .....	i
List of Figures .....	iii
Summary of Findings.....	v
1.0 Project Location and Description.....	1
2.0 Regulatory Context .....	1
3.0 Methodology .....	8
3.1 Methodology for the Analysis of Significance and Integrity .....	9
3.1.1 Significance .....	9
3.1.2 Integrity.....	10
4.0 Historical Overview .....	11
4.1 Settlement and Early Development of Flagstaff .....	12
4.2 Road Development.....	13
4.2.1 Beale Wagon Road .....	13
4.2.2 National Old Trails Road .....	14
4.2.3 Route 66.....	15
5.0 Archival Research .....	16
5.1 Crown Motel .....	19
5.2 Crown Restaurant.....	22
5.3 Crown Railroad Café .....	24
6.0 Architectural Description .....	27
6.1 Building 1.....	30
6.2 Building 2.....	34
6.3 Crown Restaurant.....	36

6.3.1 Neon Signs.....	40
7.0 Evaluation of Significance and Integrity .....	42
7.1 Significance.....	43
7.2 Integrity.....	44
8.0 Summary and Recommendations.....	50
9.0 Preparer’s Qualifications .....	52
References.....	53

## LIST OF FIGURES

---

<b>Figure 1.</b> General project area location. ....	2
<b>Figure 2.</b> General project area location shown on aerial photo. ....	3
<b>Figure 3.</b> Project parcel depicted on aerial photo. ....	4
<b>Figure 4.</b> 2021 drone photo of Howard Johnson motel, facing northwest. Photo credit CMT Engineering (2021). ....	5
<b>Figure 5.</b> 2021 drone photo of Howard Johnson motel, facing west-southwest. Photo credit CMT Engineering (2021). ....	5
<b>Figure 6.</b> 2023 photo of the Crown Railroad Café, facing west-southwest. ....	6
<b>Figure 7.</b> 2025 photo of the Crown Railroad Café, facing west-southwest. ....	6
<b>Figure 8.</b> 1954 and 1964 aerial photos showing the study area. ....	17
<b>Figure 9.</b> 1974 and 1992 aerial photos showing the study area. ....	18
<b>Figure 10.</b> 1963 Crown Motel postcard. ....	19
<b>Figure 11.</b> Post 1967 Crown Motel postcard. ....	19
<b>Figure 12.</b> Crown Motel newspaper ads (ADS June 28, 1968, and February 11, 1970). ....	20
<b>Figure 13.</b> 1965 Flagstaff Innkeepers ads (ADS June 30, 1965, and June 29, 1966). ....	21
<b>Figure 14.</b> 1992 Ho-Jo newspaper ad (ADS March 31, 1992). ....	22
<b>Figure 15.</b> 1960s Crown Restaurant newspaper ads (ADS January 27, 1968, April 4, 1969, and January 13, 1968). ....	23
<b>Figure 16.</b> Crown Restaurant newspaper article (ADS November 9, 1974). ....	24
<b>Figure 17.</b> 1998 photo of John Cavolo (ADS, July 12, 1998). ....	25
<b>Figure 18.</b> Photo of John Cavolo greeting customers at the Crown Railroad Café (photo credit Elizabeth Cavolo). ....	25
<b>Figure 19.</b> Pre 2022 photo of Crown Railroad Café interior (photo credit Elizabeth Cavolo). ....	26
<b>Figure 20.</b> Pre 2022 photo of Crown Railroad Café electric train (photo credit Elizabeth Cavolo). ....	26
<b>Figure 21.</b> Aerial photo showing building numbers. ....	28
<b>Figure 22.</b> 2024 photo of porte cochere. ....	29

<b>Figure 23.</b> 2025 photo of porte cochere. ....	29
<b>Figure 24.</b> Building 1 plan drawing from Coconino County Assessor’s Office 2004 Property Record Card.....	31
<b>Figure 25.</b> Photo of Building 1, facing northwest.....	32
<b>Figure 26.</b> Photo of motel rooms in Building 1, facing west-northwest. ....	33
<b>Figure 27.</b> Photo of Building 1 1967 endcap, facing west-northwest. ....	34
<b>Figure 28.</b> Building 2 plan drawing from Coconino County Assessor’s Office 2004 Property Record Card.....	35
<b>Figure 29.</b> Photo of Building 2, facing northwest.....	35
<b>Figure 30.</b> Photo of Building 2 and swimming pool, facing south. ....	36
<b>Figure 31.</b> Restaurant plan drawing from Coconino County Assessor’s Office 2004 Property Record Card.....	37
<b>Figure 32.</b> Photo of stone cladding. ....	38
<b>Figure 33.</b> 2023 photo of stone cladding and original porte cochere. ....	38
<b>Figure 34.</b> Photo of stone cladding. ....	39
<b>Figure 35.</b> Photo of stone cladding. ....	39
<b>Figure 36.</b> Pre 2024 photo of the Crown Railroad Café, photo credit Austin Corbett.....	41
<b>Figure 37.</b> 2024 photo of neon “Restaurant” sign, facing northeast. ....	41
<b>Figure 38.</b> 2024 photo of train mural, facing northwest.....	42
<b>Figure 39.</b> Setting photo of Route 66, facing northeast. ....	47
<b>Figure 40.</b> Setting photo of berm, facing southeast.....	47

## SUMMARY OF FINDINGS

**Property Historic Name:** Crown Motel and Restaurant

**Street Address:** 3300 E. Route 66

**APN:** 108-09-057A

**Lot Size:** 1.67 acres

**Description:** 72,000 ft<sup>2</sup>, 58-room hotel and restaurant

**Legal Description:** SW ¼ of Section 12, Township 21 North, Range 7 East

**Subdivision:** Pine Park Manors, Block A, Lot 62

**Construction Date:** 1963 (the Crown Restaurant was built in 1967)

**Period of Significance:** 1926–1968 (Thomason 2005)

**Major Alterations:** 1988 Building 2 constructed (and a one-story storage room was possibly added to the endcap of Building 1 at that time), 1992? Crown Motel sign removed and oversized porte cochere added when it became a Howard Johnson's, 1996 awnings added during restaurant remodel, 2007 neon on restaurant roof changed from green to red, 2024 restaurant signs, neon, and porte cochere removed

**Areas of Significance:**

Commerce and Transportation (NPS 2002)

City of Flagstaff Criterion B (NRHP Criterion A)

Theme: Tourism and Commerce (1926–1970; Cleeland 1989; Stein 1996; Cassity 2004; Thomason 2005; Motley 2012)

Architecture

City of Flagstaff Criterion D (NRHP Criterion C)

Theme: Commercial Architecture

**Property Type:** Route 66 Motels/Tourist Courts (Cassity 2004)

**Recommendations:** The cumulative impacts of changes that have occurred outside of the period of significance have resulted in a property that no longer expresses its significance within its historic context. As a result of this study, the subject property is recommended as *not eligible* at the state and national level.

## 1.0 PROJECT LOCATION AND DESCRIPTION

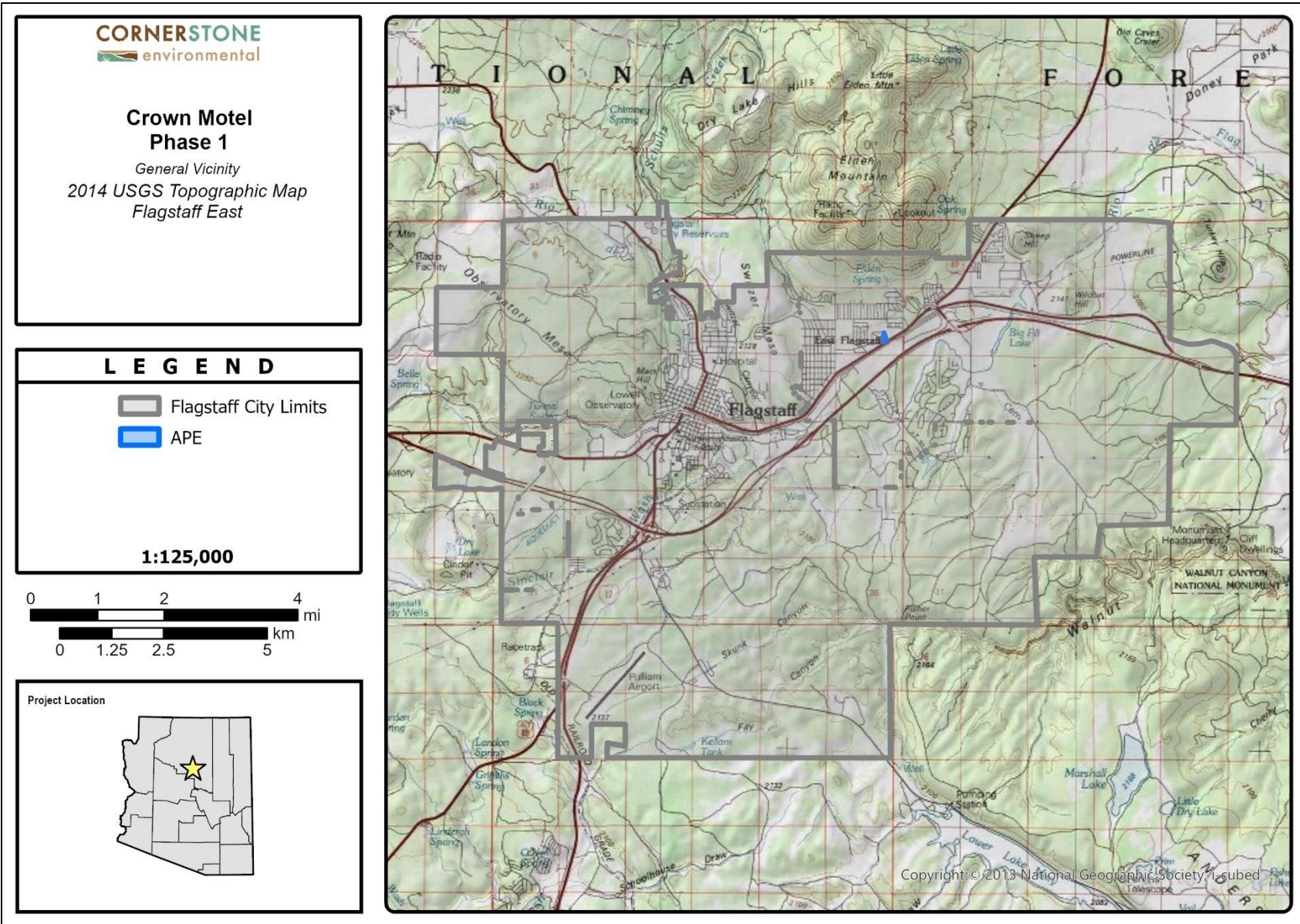
The former Crown Motel and Restaurant at 3300 E. Route 66 in Flagstaff (APN 108-09-057A; 1.67 acres; Figures 1–7) was purchased by Flagstaff Shelter Services (FSS) in April of 2022. The project is called The Crown, A Hotel-to-Housing Project, and FSS has converted the hotel into permanent housing for individuals and families experiencing homelessness. In 2024, FSS leased the restaurant building to Los Tapatios Restaurant, the owners of which proceeded to remove the neon “Restaurant” signs from the east and west elevations of the building without the property owner’s permission, along with neon around the edge of the roof. In addition, the porte cochere was also removed by the owner.

Cornerstone Environmental Consulting, LLC (Cornerstone) was commissioned by FSS to conduct a Phase 1 Cultural Resource Study (CRS) pursuant to City of Flagstaff Zoning Code, Section 10-30.30.050.A. Among the goals of this study are providing a brief background of motels and Route 66 in Flagstaff, summarizing the results of limited archival research on the Crown Motel, and photo documenting the motel and restaurant buildings. The focus of this study, however, is to evaluate the impact of the removal of the neon “Restaurant” signs on the historical integrity of the property.

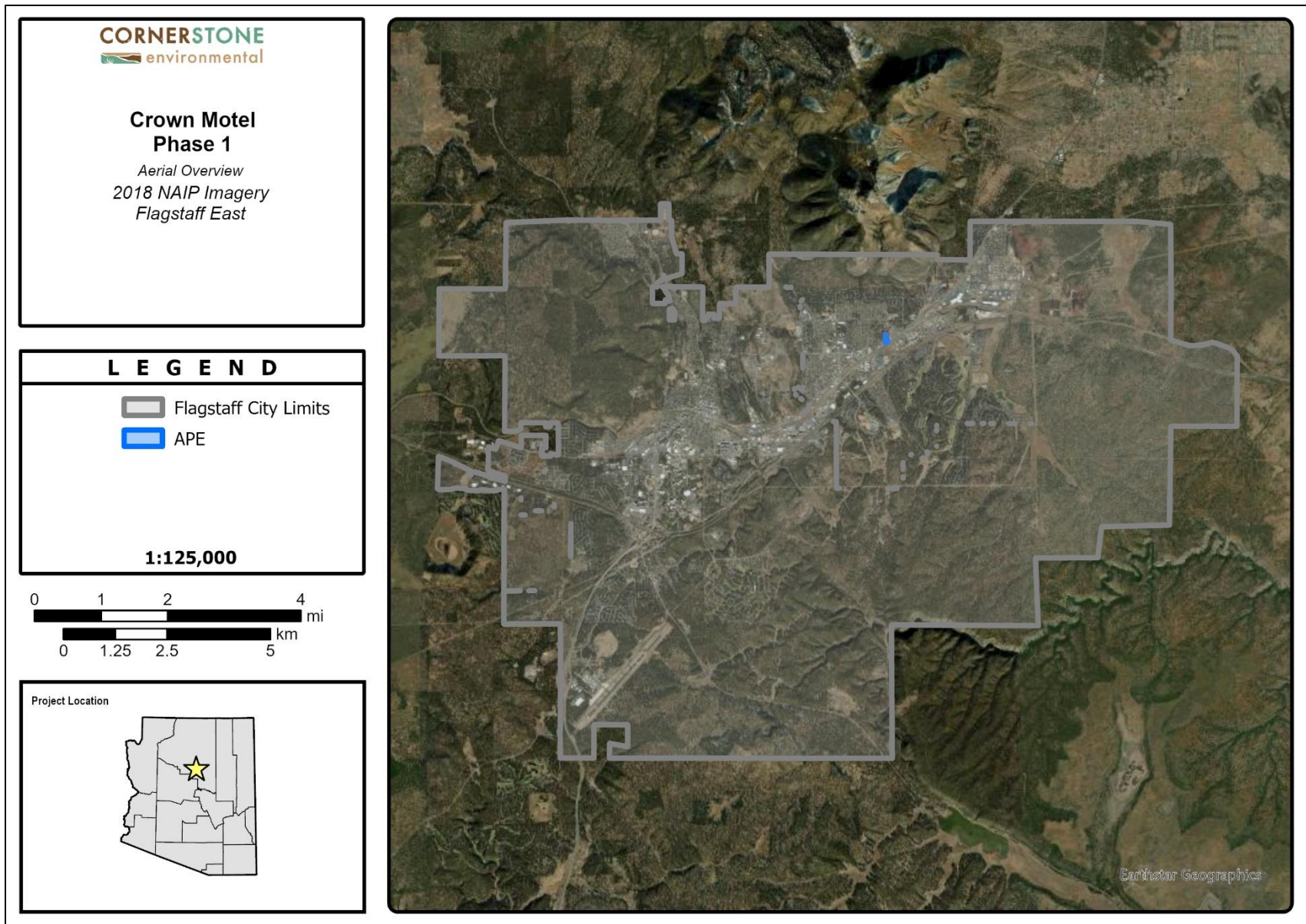
In 2005, a National Register of Historic Places (NRHP) Multiple Property Documentation form draft called Route 66 Motels of Flagstaff, Arizona, 1926–1968, recommended that the subject property is *not eligible* for listing on the National Register due to loss of integrity (Thomason 2005). In 2012, an inventory of historic resources along Route 66 throughout the state of Arizona recommended the Crown Motel as *individually eligible* (Motley 2012). More recently, as part of a 2023 effort by FSS to be eligible to receive Arizona state grant funding for historic preservation, the Arizona State Historic Preservation Office determined that the former Crown Motel is *eligible* for the National Register (email dated October 17, 2023, from Dr. William Collins).

## 2.0 REGULATORY CONTEXT

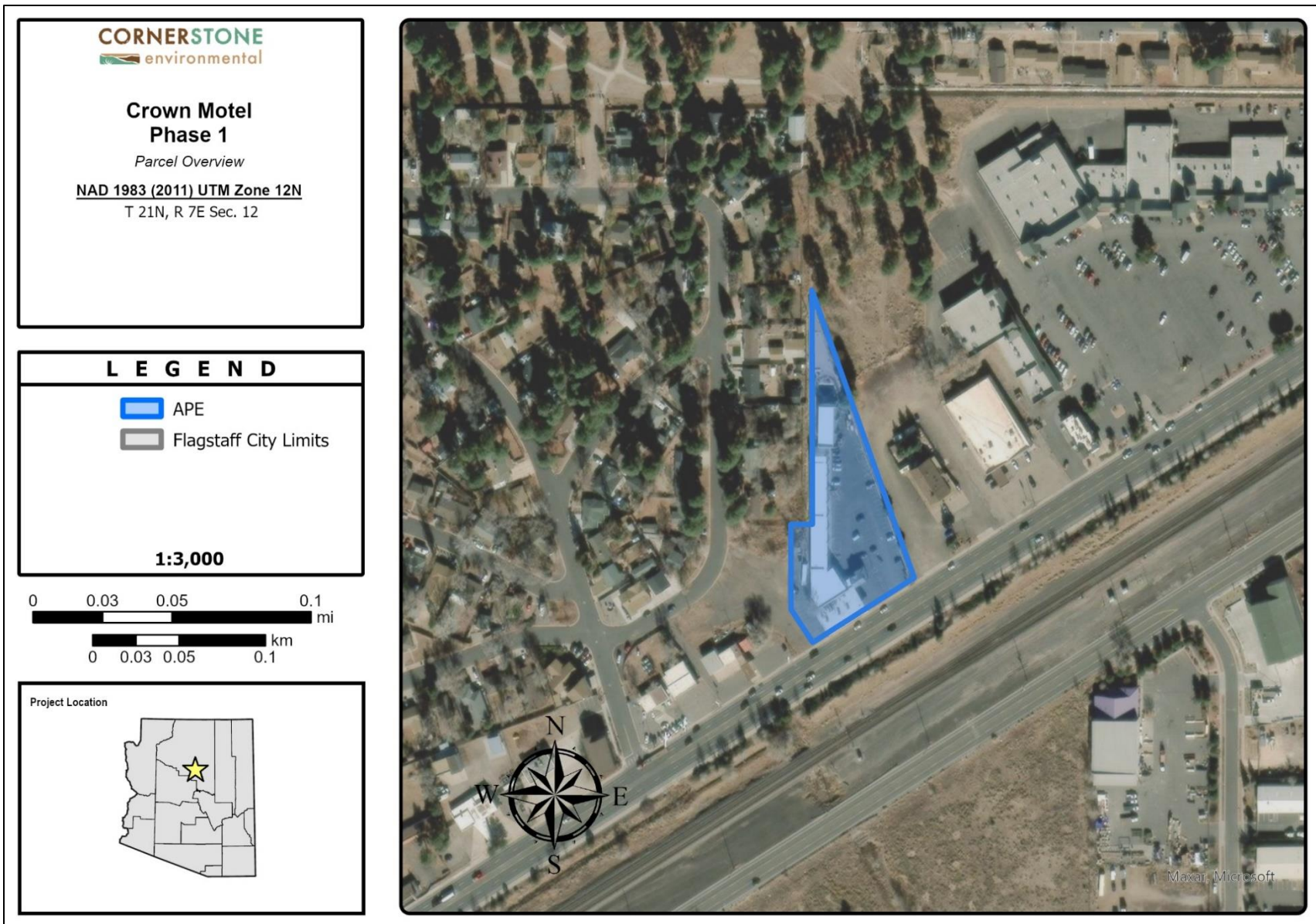
The purpose and content of a Phase 1 CRS is outlined in the Heritage Preservation Division of the City of Flagstaff (City) Zoning Code. As stated in the Zoning Code (30.30-10), a Phase 1 CRS shall evaluate the significance of identified and potential historical resources, assess identified and potential impacts, provide measures to mitigate major impacts on said resources, and advise whether a Phase 2 or Phase 3 CRS should be required.



**Figure 1.** General project area location.



**Figure 2.** General project area location shown on aerial photo.



**Figure 3.** Project parcel depicted on aerial photo.



**Figure 4.** 2021 drone photo of Howard Johnson motel, facing northwest. Photo credit CMT Engineering (2021).



**Figure 5.** 2021 drone photo of Howard Johnson motel, facing west-southwest. Photo credit CMT Engineering (2021).



Figure 6. 2023 photo of the Crown Railroad Café, facing west-southwest.



Figure 7. 2025 photo of the Crown Railroad Café, facing west-southwest.

All buildings 50 years of age or older were identified as potential historical resources and were evaluated for significance and integrity to determine if they constituted significant historical resources per the Flagstaff Zoning Code. Buildings less than 50 years of age, which did not display exceptional significance, were recorded with minimal evaluation. The determination of significance for cultural resources is defined in Flagstaff Zoning Code (30.30-13) as the following:

The criteria for determining the significance of a historic resource are based on the potential of the historic resource to contribute to our understanding of the past.

1. A resource is significant if:
  - a. It is eligible as a National Historic Landmark, or for the National Register of Historic Places, or the Arizona Register of Historic Places; or
  - b. It is associated with events or persons in the architectural, engineering, archeological, scientific, technological, economic, agricultural, educational, social, political, military, or cultural annals of the City, the State of Arizona, or the United States of America; or
  - c. It represents the work of, or for, an important individual; or
  - d. It embodies distinctive characteristics of type, period, region, artistic values or methods of construction, including being the oldest of its type or the best example of its type; or
  - e. It has yielded, or may be likely to yield, information needed for scientific research, such as important archaeological resources.
2. A resource is generally not significant if:
  - a. It is less than 50 years old at the time of application; or
  - b. The features, materials, patterns and relationships that contributed to its significance are no longer present or no longer have integrity.
3. Requirement to Meet the Criteria, Regardless of Age: Properties that are 50 years old are not automatically significant. In order to be significant, all resources, regardless of age, must be demonstrated to meet the criteria for determining the significance of a cultural or historical resource.

Evaluation of significance and integrity and application of the National Register of Historic Places (NRHP) Criteria was conducted in accordance with the guidelines established by the U.S. Department of the Interior and National Park Service in U.S. Secretary of the Interior Standards and Guidelines for Archaeology and Historic Preservation (NPS 1983) and National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation (NPS 2002).

### 3.0 METHODOLOGY

The Phase 1 CRS for the Crown Motel entailed archival research, fieldwork, evaluation, and report preparation by Cornerstone's Principal Investigator Josh Edwards. Cornerstone conducted the research by searching historical records and visiting the subject property.

Archival and secondary research was conducted with the goal of establishing a building construction timeline and site history. Research methodology was based on the National Park Service guidance outlined in *National Register Bulletin 39: Researching a Historic Property* (NPS 1998). Locations of research materials included Northern Arizona University (NAU) Cline Library's Special Collections and Archives and Colorado Plateau Archives; public records at the Coconino County Recorder's Office and Assessor's Office; public records from the City of Flagstaff; the Arizona Memory Project collection; and various online newspaper databases. The following list details the types of documents and sources that were consulted during the course of this study:

- Aerial photographs
- AZSITE database
- City of Flagstaff/Coconino County plat maps (1878, 1889, 1909, 1919/1925, and 1939)
- Coconino County deed, tax assessment, and property records
- Existing cultural/historical resource studies and historic contexts
- Flagstaff Building Timeline Collection, 1890-2000 (Hooper n.d.)
- Flagstaff City Directories (1929–1989 [some years missing from record])
- Flagstaff Telephone Directories (1930–1989 [some years missing from record])
- Bureau of Land Management General Land Office maps
- Historical topographic maps
- Historical postcards
- Sanborn Fire Insurance Co. maps (1910, 1916, 1943, 1948, and 1956)
- National Register of Historic Places Focus database
- Newspaper archives
  - o Arizona Daily Sun
  - o The Coconino Sun
- Cline Library Special Collections, including oral history interviews

Fieldwork was conducted on September 22, 2023, February 19, 2024, and February 8, 2025, by Cornerstone Principal Investigator Josh Edwards and he was accompanied in the field by Flagstaff Historic Preservation Officer Mark Reavis on February 19, 2024. The subject parcel was visited to identify and document potential historical resources. Digital photographs were taken to document each significant resource present in the project area. A photograph log was created to describe the subject, facing, and location of each photograph.

### ***3.1 METHODOLOGY FOR THE ANALYSIS OF SIGNIFICANCE AND INTEGRITY***

For a resource to be considered a significant cultural/historical resource for the City of Flagstaff or to be considered eligible for listing in the NRHP or the Arizona Register of Historic Places (ARHP) the resource must possess both significance and integrity. Definitions of significance and integrity are found in the Flagstaff Zoning Code (30.30-13) and the NRHP Criteria for Evaluation (36 CFR § 60.4). Evaluation of significance and integrity and application of the NRHP Criteria for Evaluation was conducted in accordance with the guidelines established by the U.S. Department of the Interior and National Park Service in *U.S. Secretary of the Interior Standards and Guidelines for Archaeology and Historic Preservation* (NPS 1983), *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation* (NPS 2002), and *National Register Bulletin 32: Guidelines for Evaluating and Documenting Properties Associated with Significant Persons* (NPS 1989).

#### **3.1.1 SIGNIFICANCE**

For a resource to be considered significant it must meet City Criterion A (be at least 50 years old) and at least one other Criterion for Evaluation (B, C, D, or E; NRHP Criteria A, B, C, and D, respectively) by being associated with an important historical context, retain historic integrity of those features necessary to convey its significance, and have been built and used within the appropriate period of significance for the identified theme (NPS 2002). The period of significance is the date range in which properties eligible for the National Register must be demonstrated to have been associated with the appropriate theme. The ARHP utilizes the same criteria and process for determining significance. For means of ease of communication, NRHP Criteria will be used throughout this report. The NRHP Criteria for Evaluation (36 CFR § 60.4) are as follows:

*The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:*

- A. That are associated with events that have made a significant contribution to the broad patterns of our history; or*
- B. That are associated with the lives of significant persons in our past; or*
- C. That embody distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguished entity whose components may lack individual distinction; or*
- D. That have yielded, or may be likely to yield, information important in prehistory or history.*

The City of Flagstaff's criteria for determining significance of cultural/historical resources are similar to that of the NRHP but are not an exact replica. The criteria are defined in Flagstaff Zoning Code (30.30-13) as the following:

*The criteria for determining the significance of a cultural resource is based on the potential of the cultural resource to contribute to our understanding of the past.*

1. *A cultural resource is significant if:*
  - a. *It is eligible as a National Historic Landmark, or for the National Register of Historic Places, or the Arizona Register of Historic Places; or*
  - b. *It is associated with events or persons in the architectural, engineering, archeological, scientific, technological, economic, agricultural, educational, social, political, military, or cultural annals of the City, the State of Arizona, or the United States of America; or*
  - c. *It represents the work of, or for, an important individual; or*
  - d. *It embodies distinctive characteristics of type, period, region, artistic values or methods of construction, including being the oldest of its type or the best example of its type; or*
  - e. *It has yielded, or may be likely to yield, information needed for scientific research, such as important archaeological resources.*
2. *A resource is generally not significant if:*
  - a. *It is less than 50 years old at the time of application; or*
  - b. *The features, materials, patterns and relationships that contributed to its significance are no longer present or no longer have integrity.*
3. *Requirement to Meet the Criteria, Regardless of Age: Properties that are 50 years old are not automatically significant. In order to be significant, all resources, regardless of age, must be demonstrated to meet the criteria for determining the significance of a cultural resource.*

### **3.1.2 INTEGRITY**

Integrity is defined as the ability of a property to convey its significance. The seven aspects of integrity are location, design, setting, materials, workmanship, feeling, and association. *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation* (NPS 2002) includes the following definitions of the seven aspects of integrity:

- **Location** *is the place where the historic property was constructed or the place where the historic event occurred.*
- **Design** *is the combination of elements that create the form, plan, space, structure, and style of a property.*
- **Setting** *is the physical environment of a historic property.*
- **Materials** *are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.*

- **Workmanship** is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.
- **Feeling** is a property's expression of the aesthetic or historic sense of a particular period of time.
- **Association** is the direct link between an important historic event or person and a historic property.

Several steps are utilized to assess integrity. The first steps are to identify the character defining features, or essential physical features, that are required to demonstrate a resource's significance and to determine if these features are present and sufficiently visible to convey the resource's significance. The next step is to determine whether the resource should be compared with similar properties. This process may reveal which character defining features are necessary and is particularly important in cases where the resource is a rare surviving example (NPS 2002).

The last step is to determine which aspects of integrity are particularly relevant to the resource. A resource that retains historic integrity will likely retain most or all seven aspects of integrity. However, which aspects are most important to a certain resource will depend on the type of resource and under which NRHP Criteria the resource is significant. A building significant under NRHP Criteria A or B (association with significant events or persons, respectively), for example, may not need to retain as high a degree of design, workmanship, and materials as would be required for eligibility under NRHP Criterion C (architectural value). Likewise, for a building to be significant under Criterion D, the retention of location, setting, feeling, and association is less important than for a building eligible under Criteria A or B (NPS 2002).

#### **4.0 HISTORICAL OVERVIEW**

This historical overview was adapted from several existing historic contexts developed for the City of Flagstaff. Except where otherwise cited, this section closely follows the Flagstaff Multiple Resource Area NRHP Nomination Form (NPS 1986), the Route 66 Motels of Flagstaff NRHP Multiple Property Documentation Form (Thomason 2005), Cornerstone's Historical Resource Studies along Route 66 in Flagstaff (Edwards 2015, 2020; Clementino and Edwards 2015; Edwards and Lutes 2017; Edwards et al. 2017, 2018, 2019), and the draft La Plaza Vieja Neighborhood Historic Context (Lutes 2015). If the subject property demonstrated no association with a particular theme, that theme is not represented in this historical overview.

#### ***4.1 SETTLEMENT AND EARLY DEVELOPMENT OF FLAGSTAFF***

The first attempt by non-native immigrants to settle the Flagstaff area began when two groups of pioneers from Boston, organized as the Arizona Colonization Company, surveyed an area near Leroux Spring in 1876. Lots and blocks for a townsite were laid out but, discouraged with the poor prospects for farming or mining, those first pioneers abandoned the site within a few months.

In the summer of 1880, Atlantic & Pacific Railroad surveyors, followed by the grading subcontractors for the new line, established a camp at Antelope Spring near the base of Mars Hill (Stein 2006). The railroad line was established along the southern boundary of Section 16, just south of Antelope Spring. Although the surveyors had located their construction terminus at the spring, which was also near the crossroads of the Overland Route (Beale Road) and Fort Valley Road, they did not plan a town at that location, since a division town had been laid out at Winslow and another planned for Seligman. Nevertheless, a construction terminus boom town began to grow in 1881 when Peter J. Brannen, a merchant from Prescott, located a branch store near the spring just north of the railroad's right-of-way. Other merchants and businessmen, operating saloons, restaurants, and dry good stores, began to erect log and tent structures along the railroad line west of Brannen's store. This early commercial focal point for Flagstaff would be known in the future as "Old Town." Archaeological excavations conducted in 1976 revealed the presence of some of those initial business sites, but no standing structures remain today.

In 1881 Edward E. Ayer, a lumberman with operations in Michigan and Wisconsin, contracted with the Atlantic & Pacific Railroad to supply all the ties for the roadbed construction and the lumber for bridges. Ayer erected a sawmill, which was in operation by the summer of 1882. Noted as the largest and most modern in the southwest, it was producing 150,000 board feet of lumber per day, two weeks before the arrival of the first train to Flagstaff in August of 1882.

The steep railroad grade up to the settlement at Antelope Spring forced the trains to stop on the flatter ground one half mile to the east, so a depot was erected at that location. Businesses began to relocate at this "New Town" in 1883. P.J. Brannen was the first to construct a stone store building on the corner of San Francisco Street and Railroad Avenue, also known as Front Street. Soon a large number of frame buildings sprang up along Railroad Avenue.

When most of Old Town burned down in a fire in 1884, the commercial center was relocated to be at the New Town location. A fire in that area in 1886 destroyed almost the entire new district, but it was largely rebuilt by early 1887 with the new buildings being built of brick or stone. Residential areas were also

developing in the late 1880s north of the commercial area to about Cherry Street, and along Leroux Street, then known as Gold Avenue.

The 1890s were important in Flagstaff's economic and political history. Two banks were established by 1890, the Arizona Bank and the Bank of Flagstaff. A private electric light plant was built in 1890 and that same year the beginning of a telephone system was installed. A fire department was also organized in the 1890s. In 1891 the Territorial Legislative Assembly passed an act that created Coconino County out of a portion of Yavapai County. Flagstaff was designated as the county seat by special election.

The Town of Flagstaff was incorporated on May 26, 1894, by an order of the Coconino County Board of Supervisors. The Supervisors appointed Gohram A. Bray as mayor and J.A. Vail, J.F. Daggs, P.J. Brannen, and David Babbitt as members of the Common Council. The first town elections were held in May 1895. During Julius Aubeneau's term as mayor in 1898, the town of Flagstaff held its first bond election. Voters approved the measure, which authorized \$95,000 to build a town-owned water line and reservoir.

The establishment of Flagstaff as the seat of Coconino County, the town's incorporation, and the initiation of its utility systems, helped provide the impetus for Flagstaff's first major building boom. By 1900 Flagstaff had a population of slightly under 2,000 people supported by a prosperous economy founded on the lumber, sheep, and freighting industries.

## ***4.2 ROAD DEVELOPMENT***

Seeking a quick, safe means of communication and travel to link the east and west coasts, the U.S. Congress authorized five surveys in seven years across the land between Texas and California: Sitgreaves' Expedition in 1851, Aubury's and Whipple's in 1853, Beale's in 1857–1859, and Ives' in 1858. Of particular significance to the local history of settlement routes is Beale's expedition, for Flagstaff has grown over and around the Beale Wagon Road (also known as the Beale Trail).

### **4.2.1 BEALE WAGON ROAD**

From 1857 to 1859, Edward Fitzgerald Beale made two round trips across northern Arizona surveying the route for a wagon road (Beale 1858, 1860; Stacy 1970; Thompson 1983). In 1859, Beale's road construction party, accompanied by a trial run of military camels, passed through the Flagstaff area (Beale 1860). While earlier surveyors (Sitgreaves 1851 and Whipple 1853) had explored the region, Beale was the first to mark and construct a practical highway along the 35th parallel. The Beale expedition was particularly notable for its use of camels as pack animals.

As it avoided rough terrain to the north and south and offered instead cool pines and reliable springs, the Beale Wagon Road became favored by stockmen, mule packers, and emigrants in the last half of the nineteenth century. The route, moreover, was selected by General Palmer in 1867–1868 when he surveyed the railroad line across the northern Arizona Territory; the railroad and trail are less than a mile apart throughout most of the state. In Flagstaff today, the Beale Wagon Road can be traced through an East Flagstaff residential district, through the playground of Weitzel Elementary School, over McMillan Mesa, and across Museum of Northern Arizona grounds to Fort Valley.

Beginning in 1863, with the discovery of gold in Prescott, a new road was created to connect the area to the Beale Wagon Road and Flagstaff. The road can be divided into two segments: the 35 miles between Flagstaff and Lockett Springs (then called Lockwood Spring, which is southeast of Bill Williams Mountain) and the 50 miles between Lockett Springs and Prescott (Fort Whipple). This route became known as the Overland Road on General Land Office (GLO) maps, as well as the Prescott Cutoff of the Beale Wagon Road (Site AZ I:14:5[ASM], or 02-1672), and served as the major way of travel between the two communities from 1863 to 1882. The U.S. Army used the road extensively during those years, primarily to transport men and supplies Fort Whipple in Prescott from as far away as Fort Wingate and Santa Fe, New Mexico. Settlers in the region, and for a brief time, private stagecoach enterprises, also made use of it.

The junction of the Beale Wagon Road and the Prescott Cutoff is east of Buffalo Park in Flagstaff, near the present Weitzel's Puento de Hozho Bilingual Magnet School (Smith 1984). Judging from topography and the 1878 General Land Office map, the route climbs the east slope of McMillan Mesa (Switzer Mesa) before it heads towards Antelope Spring (O'Hara and Downum 2005). The current project area lies near the historic alignments of the Beale Wagon Road along the current alignment of Route 66.

#### **4.2.2 NATIONAL OLD TRAILS ROAD**

Flagstaff leaders focused renewed attention on the Beale Wagon Road as travel by automobile became popular. In the early 1910s, the U.S. Congress proposed to appropriate funds for construction of a coast-to-coast highway. Led by Flagstaff priest Cyprian Vabre, the Santa Fe-Grand Canyon-Needles National Highway Association, which was affiliated with the National Old Trails Association, urged Congress to route the highway along the Beale Wagon Road. Partially as a result of this lobbying effort, the route through northern Arizona towns such as Flagstaff, Winslow, and Williams was officially designated as the coast-to-coast "National Old Trails Road" in 1913.

By 1920, travel along the National Old Trails Road had increased to 12,000 vehicles annually. The Flagstaff business community kept pace with the needs of travelers by developing new lodging and automobile repair facilities. Chief among these were the Monte Vista and Ideal Hotels, the DuBeau Motel and Coconino Apartments, and tourist camps such as Harman's (later Barker Village), F.E. Brooks', Pine Grove, Mt. Elden, Kit Carson, and the B&M Camp. The C&M Garage, located at 204 South Mikes Pike Street, illustrates the development of the local auto repair industry resulting from automobile travel on the National Old Trails Road.

### **4.2.3 ROUTE 66**

In 1926, U.S. Highway (Route) 66 was designated as a major east/west highway from Chicago to Los Angeles (Quinta and Kelly 1988). This designation led to the renaming of many alignments of the National Old Trails Road to Route 66 across central Arizona. In 1926, most of this road through Arizona had a dirt or gravel surface. The federally funded highway boosted Flagstaff's economy along with other important federal projects during the 1930s and 1940s. The highway was rebuilt through Northern Arizona in the early 1930s as part of depression-era work projects. In some places it was re-routed, and in others only widened.

Route 66 played an important role in the national transportation history of the mid-twentieth century and enhanced commerce between the Midwest and the west coast. The road was used in the 1930s by westward-moving migrants who were displaced by the climatic conditions of the Dust Bowl and the economic impacts of the Great Depression. Route 66 carried displaced "Dust Bowlers" during the depression and the later boom of migrants to the Sunbelt during the post-war era (Scott and Kelly 1988). Residents of Flagstaff watched as these destitute homeless people rumbled past their homes almost daily, some on foot, and others in their cars and trucks that were loaded with their possessions (Yount 1994). Route 66 was used intensively to transport troops and materials during World War II, and following the war, the all-weather road became popular for "open road adventure" (Kirvan and Rogge 2006).

The newly invented car culture and tourism spawned numerous roadside businesses that developed to provide gas, food, and sleeping quarters along nearly the entire length of the highway (NHR66F 2014). Motels not only provide lodging to customers, but they also often facilitate social interactions and act as meeting places for all types of people involved in travel, tourism, and western development. Auto travelers became a consistent source of revenue for the numerous businesses that sprung up along Route 66, and local communities like Flagstaff offered amenities from campgrounds to motels with diners to fashionable restaurants. And by the 1930s, motels were increasingly associated with gas stations and restaurants (Cassity 2004).

At the end of World War II, most commercial buildings in Flagstaff were one- and two-part commercial blocks in the downtown area. These multipurpose, closely built, buildings are characteristic of traditional streetscapes of small-town America at the time and had changed little since the dawn of the nation (Ryden 2010). The 1940s and 1950s saw the prevalence of more substantial standardized franchises that were characterized by uniformity (Scott and Kelly 1988). The independent operations that retain their vernacular designs remain distinct from the chain motels and are crucial artifacts that serve to chart the changing social dynamics associated with Route 66 and reflect broader transportation and social patterns in the nation (Cassity 2004). The locations, designs, and materials used to build these motels reflect the circumstances that gave purpose to a particular building.

As Flagstaff expanded outside of the downtown area, new businesses shifted from a focus on the commercial block to specialized architectural trends that focused on the automobile. Associated growth occurred at lower densities than in the past, resulting in businesses that were more widely dispersed (Ryden 2010). Customers and employees alike were then required to drive to their destinations. As a result, new building types and traffic management methods were developed to accommodate the growing automobile culture. Business owners were also forced to design their buildings and signage to compete citywide.

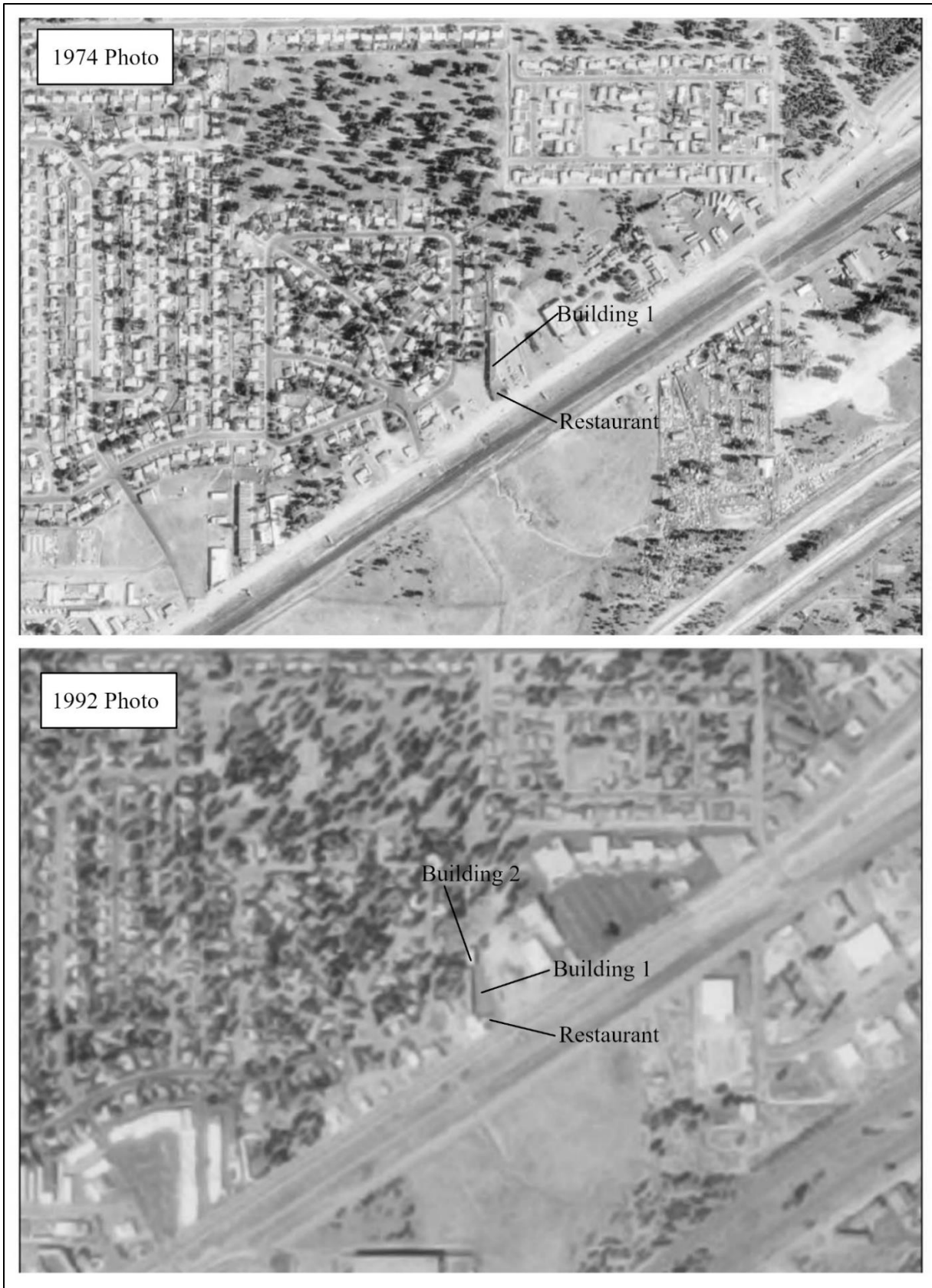
In 1968, the bypass around Flagstaff was complete with three interchanges, two at each end of where U.S. 66 split off from I-40 to enter the city and one at the I-17 interchange. An additional interchange at Butler Avenue was completed a year later (Arizona Daily Sun [ADS], October 21, 1971, p. B7). In 1985, state highway transportation officials voted to decertify Route 66 and remove all designation highway signs.

## **5.0 ARCHIVAL RESEARCH**

Multiple resources were utilized during the course of archival research for this project (*see* Section 3.0 Methodology). A search of the Coconino County Assessor's office vault on January 10, 2025, resulted in no results, as expected given east Route 66 is not part of Flagstaff's original plat. However, online search of their records did yield the 1947 plat of neighboring Pine Park Manors, which shows the undeveloped subject parcel at Block A, Lot 62. Historical aerial photographs show the subject parcel as undeveloped land in 1954, with Building 1 shown on the 1964 aerial, the restaurant building on the 1974 aerial, and Building 2 on the 1992 aerial (Figures 8 and 9).



**Figure 8.** 1954 and 1964 aerial photos showing the study area.



**Figure 9.** 1974 and 1992 aerial photos showing the study area.

## 5.1 CROWN MOTEL

The first mention of the Crown Motel in historical records is in 1963 when the warranty deed from Evie E. Richardson and Don M. Richardson to Crown Motel Co. is published (Arizona Daily Sun [ADS] July 22, 1963). The Crown Motel originally had 41 rooms with the address of 3300 E. Santa Fe Avenue and offered air conditioning and televisions in the rooms by 1968. However, the air conditioning may have been added during the 1967 restaurant addition, as observed in historical postcards that show HVAC units added to the roof of Building 1 between 1963 and 1967 (Figures 10 and 11). The motel remained a 41-unit lodge until at least 1968 (ADS June 28, 1968). By 1970 there were 42 rooms (ADS February 11, 1970) and by 1974 the Crown Motel had 45 rooms, each with free color televisions and telephones (ADS November 9, 1974). The addition of Building 2 in 1988 brought the total to 58 rooms.



**Figure 10.** 1963 Crown Motel postcard.



**Figure 11.** Post 1967 Crown Motel postcard.

Most results from online newspaper searches were employment listings, advertisements, and police reports, including vandalism, theft, assault, and the arrest of a murderer (ADS November 21, 1967; Figure 12). However, several other entries refer to the motel's management's involvement with the local Flagstaff charities and organizations. In 1964 the Arizona Daily Sun ran a Notice of Sale of Real Estate for Delinquent Assessment (ADS June 1, 1964). The 1965 Flagstaff City Directory lists Mickael Brymer as clerk, Glen Jonagan as manager, and Mary Jonagan as assistant manager. The same year, Mr. and Mrs. Corpening represented the Crown Motel at a Flagstaff Innkeepers Association luncheon at The Gables restaurant where they discussed plans for a Lake Mary Road trash clean up (ADS April 16, 1965; Figure 13).

**COMING TO FLAGSTAFF'S WINTER FESTIVAL...?**



**ENJOY YOUR STAY AT THE**  
**CROWN MOTEL**

If you're an out-of-towner or if you have guests coming to Flagstaff's Winter Festival, everyone will enjoy their stay at the Crown. 42 full rooms available, TV, modern equipment. Make reservations now.

**FULL SERVICE RESTAURANT**  
OPEN 5:30 A.M. - 10:30 P.M.

**DAILY LUNCHEON SPECIALS**  
**WE WELCOME THE OPPORTUNITY TO SERVE YOU!**

• BANK AMERICARD • MASTER CHARGE • NATIONAL CREDIT CARDS

**3300 E. SANTA FE ON U.S. 66** **PH. 774-5241**  
—CONVENIENTLY LOCATED NEXT TO THE MUSEUM CLUB—



and  
**RESTAURANT**  
3300 East Santa Fe on Hwy 66

- 41 Units
- Air Conditioned
- TV in Rooms

**“Close to all Points of Interest”**  
**Restaurant Open 6 to 11 p.m.**  
**Daily**

*featuring: the “finest in dining” and some of the friendliest people in Northern Arizona to serve you.*  
**“Homemade Pies”**

- Carte Blanche
- American Express
- Diners Club

Figure 12. Crown Motel newspaper ads (ADS June 28, 1968, and February 11, 1970).

## THE FLAGSTAFF INNKEEPERS...

WELCOME YOU TO

### FLAGSTAFF and NORTHERN ARIZONA

- Amber Sky Motel
- Auto Lodge
- Arizonian
- Ben Franklin Motel
- Blue Spruce Motel
- Branding Iron Motel
- Crown Motel
- Flamingo Motel
- French Quarter
- Hi-Land Motel
- Holiday Inn
- Imperial "400"
- "L" Motel
- Monte Vista Hotel
- Motel Time
- Motel 66
- Nackards Downowner
- Nor Star Motel
- Park Plaza Motel
- Pony Soldier Motel

- Porter House
- Ramada Inn
- Rodeway Inn
- Saga Motel
- Sky Line Motel
- Spur Motel
- Timberline Motel
- Town & Country Motel
- Trail Riders Motel
- Vandevier Motel
- Weatherford Hotel
- Wonderland Motel



# Welcome from The

## Flagstaff Innkeepers

- Auto Lodge
- Ben Franklin Motel
- Branding Iron Motel
- Crown Motel
- Flamingo Motel
- French Quarter
- Hi-Land Motel
- Holiday Inn
- Hotel Monte Vista
- Imperial "400"
- Motel Time
- Motel 66
- Nackards Downowner
- Nor Star Motel
- Pony Soldier Motel
- Porter House
- Ramada Inn

- Rodeway Inn
- Saga Motel
- Spur Motel
- Town & Country Motel
- Weatherford Hotel
- ASSOCIATE MEMBERS**
- Flagstaff Realty & Insurance Agency
- Lumberjack Cafe & Curio Shop
- Mountain States Telephone Co.
- Hava-Hopi Tours Inc.
- Northern Arizona Gateways
- Rowan's Flagstaff Pharmacy
- Pepsi-Cola Bottling Co.



**TO ACHIEVE THE MOST COURTEOUS SERVICE POSSIBLE, AND TO MAKE YOUR STAY ONE YOU WILL WANT TO REPEAT, THESE MEMBER MOTELS AND HOTELS HAVE ADOPTED THE FOLLOWING PRINCIPLES (Taken from Sec. 2 of the By Laws)**

**OBJECTS:**

1. To form a body composed of Motel and Hotel Owners and Managers.
2. To encourage active participation in all things that have to do with the betterment of the Motel and Hotel Industry.
3. To assist in every honorable way in furthering the interests of its members and to better equipped themselves with our work and its fellow associations.
4. To cooperate with other organizations engaged in worthwhile endeavors for the welfare of the Motel and Hotel Industry.
5. To encourage at all times, the interchange of constructive ideas.
6. To sustain a high standard of ethics within the Motel and Hotel profession.

MAKE ONE OF OUR MOTELS OR HOTELS YOUR HEADQUARTERS. WE CAN HELP YOU PLAN YOUR SIGHTSEING. YOU'LL SEE MORE AND BE MORE RESTED!

Inn Keepers Strongly Support all Civic.....  
and Community Activities... Because We Love Flagstaff.....

**TO THESE SCENIC WONDERS That Are All Within a Day's Trip From Flagstaff**

- GRAND CANYON
- GLEN CANYON DAM
- SUNSET CRATER
- WUPATKI NATIONAL MONUMENT
- SKY RIDE — ARIZONA SNOW BOWL
- METEOR CRATER
- PAINTED DESERT
- WALNUT CANYON
- PETRIFIED FOREST
- OAK CREEK CANYON — RED ROCKS
- MONTEZUMA CASTLE, and OTHERS

MAKE ONE OF OUR MOTELS OR HOTELS YOUR HEADQUARTERS. WE CAN HELP YOU PLAN YOUR SIGHTSEING. YOU'LL SEE MORE AND BE MORE RESTED!

Inn Keepers Strongly Support All Civic and Community Activities... Because We Love Flagstaff.....

Figure 13. 1965 Flagstaff Innkeepers ads (ADS June 30, 1965, and June 29, 1966).

In 1966, the Crown Motel donated to the Flagstaff Ski Patrol, which was a volunteer organization founded in 1961 (ADS March 2, 1966). The following year, in 1967, the Crown Motel requested that the Flagstaff City Council approve installation of no parking signs for 228.8 feet of Route 66 in front of the motel (ADS October 23, 1967). The motel is also listed as a Member of the Flagstaff B.P.O. Elks in 1968 (ADS February 14, 1968), they donated to the Lions Club in 1969 (ADS November 8, 1969) and were a member of the Jaycees in 1970 (ADS January 21, 1970).

In the late 1960s, the Crown Motel and Restaurant signs were major reference points for this section of Route 66. Newspaper ads for Mack's Phillip's 66 to the west (ADS December 11, 1968) and the Museum Club to the east both say, "Next to the Crown Motel" (ADS October 3, 1968). One can only imagine that the Museum Club and the Crown Motel must have had an intimate relationship, not only from the late-night meal and stay after a show, but also among employees. This is exemplified by the 1971 entry in the Flagstaff City Directory listing Thelma C. Taggart as a waitress at the Crown Restaurant and her husband Curt as a musician at Museum Club.

Bob and Ina (Mike) Henderson managed the hotel and restaurant beginning in August of 1968 (ADS October 18, 1968). Bob Henderson had at least ten years of experience in the restaurant business, the previous five of which were spent managing his own restaurant in Williams, Arizona. Once Interstate 40 was constructed, much of the east-west traffic that previously passed in front of the restaurant along Route 66 was no longer. However, in 1969 Mrs. Jay Meister stated that business was booming, with the motel and restaurant being 50 and 78 percent, respectively, busier than the previous year (ADS June 27, 1969). Frank and Jackie Smith managed the restaurant and motel in 1974 (ADS November 9, 1974). Then in 1991 the Crown Motel joined the Howard Johnson hotel chain and by 1992 the address was changed to Route 66 (Bergstrom 2025; Figure 14).

**CROWN RESTAURANT  
HO-JO-MOTEL**

John & Pat Johnson  
*Invite you to enjoy your Breakfast, Lunch or Dinner at the  
Crown Restaurant  
On Route 66*

<b>BREAKFAST</b>		<b>LUNCH OR DINNER</b>
Biscuits & Gravy	<b>\$ .99</b>	Chicken Fried Steak Mashed Potatoes & Gravy
Served 24 Hrs.		Vegetable & Dinner Roll

**Starting Monday - Sunday, March 30th Through April 5th, 1992**

**ROUTE 66**

**MOTEL**  
Ho Jo

**3300 E. SANTA FE** Telephone 526-1826

**Figure 14.** 1992 Ho-Jo newspaper ad (ADS March 31, 1992).

## ***5.2 CROWN RESTAURANT***

Many Route 66 cafes began as lunchrooms with a lunch counter and stools as well as tables and chairs, and later, booths, and larger dining spaces were typically separated from the cooking area by a service window. Diners were often made more inviting with windows that made the building's interior visible from Route 66 and enabled potential customers to imagine themselves inside. The 1940s and 1950s saw

the prevalence of more substantial standardized franchises that were less defined by family roles and size and tended toward menu uniformity (NPS 1995). The Crown Restaurant was an exception, as it was characterized by the families that owned and managed it.

The Crown Restaurant was built in 1967 by Don and Evie Richardson as a coffee shop attached to the Crown Motel. Its most striking feature is an angled overhanging roof with a rugged fieldstone base below “like a Los Angeles Googie-style coffee shop transported to high-country Arizona” (Bergstrom 2025). The restaurant was “just a family and workingman’s place... with good, inexpensive food and fast, courteous service” that catered to truckers and traveling families and welcomed “ordinary people” (ADS November 9, 1974).

In August of 1968, Bob and Ina (Mike) Henderson took over management of the restaurant (ADS October 18, 1968). They were open from 6 AM to 11 PM and offered a luncheon special that was served daily in addition to a weekly fish and seafood Friday night festival. The menu included shrimp, a seafood platter, an all you can eat fish fry, Crab Louie, and lobster. Dinners were typically around \$1.10 each with all you can eat fried chicken on Sundays for \$1.49 (Figures 15 and 16). By 1974 the restaurant served breakfast 24 hours a day (ADS November 9, 1974).



**Figure 15.** 1960s Crown Restaurant newspaper ads (ADS January 27, 1968, April 4, 1969, and January 13, 1968).

Many Flagstaff locals worked at the Crown Restaurant through the years, including long-time cook Herbert Michael “Mickey” Witkoff, who worked there for 25 years from 1972 to 1997. Witkoff owned three restaurants in Tucson before moving to Flagstaff in 1972 (ADS September 26, 2000). The Crown

Restaurant continued to serve traditional Thanksgiving dinners into the 1990s, as seen in a newspaper ad for Al Kashey's Crown Restaurant in 1994 (ADS November 20, 1994).

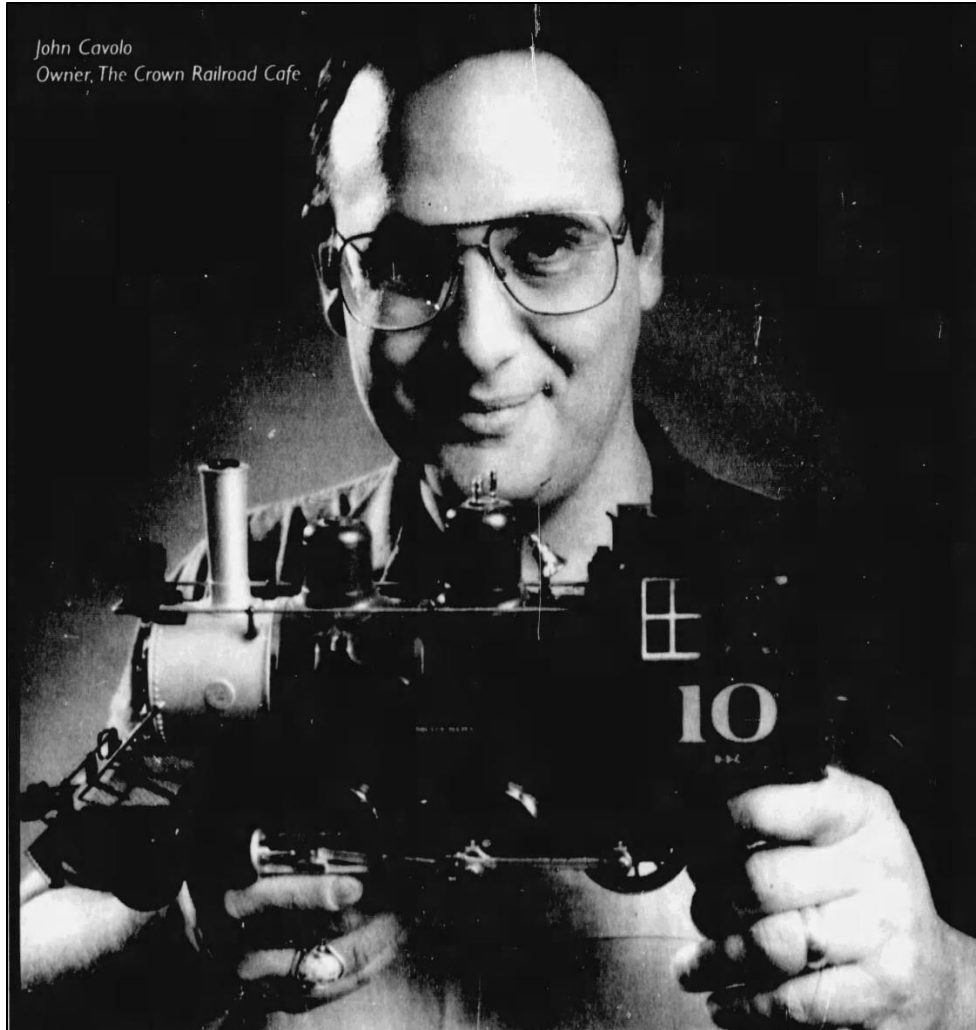
Dempsey Nelson, and his son Dale Nelson, of Nelson Tile Company, laid the original tile in the restaurant (Elizabeth Cavolo, personal communication to Josh Edwards, January 10, 2025). While they were working on the floor there was a terrible storm, and they had to stay at the Crown Restaurant very late into the night until the storm passed.



**Figure 16.** Crown Restaurant newspaper article (ADS November 9, 1974).

### ***5.3 CROWN RAILROAD CAFÉ***

While the Crown Railroad Café did not operate during the period of significance, it was a cultural landmark on Flagstaff's eastside and is discussed briefly here. First called the Crown Restaurant & Railroad Diner, open 6AM–9PM (ADS December 26, 1996), The Crown Railroad Café was a train themed diner that was created by John F. Cavolo in 1996 (Figures 17–20). Mr. Cavolo was born in Yonkers, New York in 1958, and eventually earned a degree in business administration from Gettysburg



**Figure 17.** 1998 photo of John Cavolo (ADS, July 12, 1998).



**Figure 18.** Photo of John Cavolo greeting customers at the Crown Railroad Café (photo credit Elizabeth Cavolo).



**Figure 19.** Pre 2022 photo of Crown Railroad Café interior (photo credit Elizabeth Cavolo).



**Figure 20.** Pre 2022 photo of Crown Railroad Café electric train (photo credit Elizabeth Cavolo).

College in Pennsylvania in 1980 (ADS, September 18, 2018). After college, he opened and operated a Peter Piper Pizza franchise with his father and uncle in Scottsdale, Arizona. Then in 1982 John moved to Flagstaff with his wife, Christine (née Cupo). There he immersed himself in the community and was involved with Youth Football and the Special Olympics in addition to being on the Flagstaff City Council. He then opened an Italian restaurant on the west side of town called The Pasta Works. Cavolo applied for the liquor license for the Crown Restaurant and Railroad Café in 1997 (ADS June 16, 1997).

All of Mr. Cavolo's business were family oriented and focused on the customer's experience. He was known for personally greeting the many travelers and locals alike that came to the café and serving them "Scratch Cooking and Big Portions." John eventually converted The Pasta Works into The Crown Railroad Café West, and for a short time, owned a small Mexican restaurant named Tres Locas after his wife and two daughters (Elizabeth Cavolo, personal communication to Josh Edwards, January 6, 2025).

Aside from being known for John Cavolo's booming and welcoming voice, the Crown Railroad Café was renowned for its interior model train that ran around the perimeter of the dining room above the windows. As Northern Arizona's largest electric train display, their 1:22.5 scale electric trains were German-made Leman-Gross-Bahns. The steam, diesel, and trolley versions were meticulous reproductions of the full-sized originals. Mr. Cavolo sold advertising space on the side of the train cars, which were hand painted by Art Zeeb (who also painted the window signs), and would often eventually gift them to the advertisers. In the summers, Cavolo "would feed the hot shots on their way out of town and pack up brown bag lunches for them at a good rate" (Elizabeth Cavolo, personal communication to Josh Edwards, January 6, 2025).

The Crown Railroad Café was featured in Arizona Highways at least three times, made the cover of New Roads Magazine, has been the backdrop for several movies, and was an iconic stop for tourists. John Cavolo died in 2018, and the café closed its doors in August of 2023.

## **6.0 ARCHITECTURAL DESCRIPTION**

By Mark Reavis and Joshua S. Edwards

The Crown is a two-story motor-lodge style motel with an attached one-story restaurant building. The complex represents a progression of compatible construction starting with the completion of the main motel building in 1963 (Building 1; Figure 21) and soon followed by construction of the Crown Restaurant in 1967, which fronts Route 66. Building 2 is an unattached, yet stylistically compatible, motel building that was constructed in 1988 behind and in parallel alignment with Building 1. Possibly the same



**Figure 21.** Aerial photo showing building numbers.



**Figure 22.** 2024 photo of porte cochere.



**Figure 23.** 2025 photo of porte cochere.

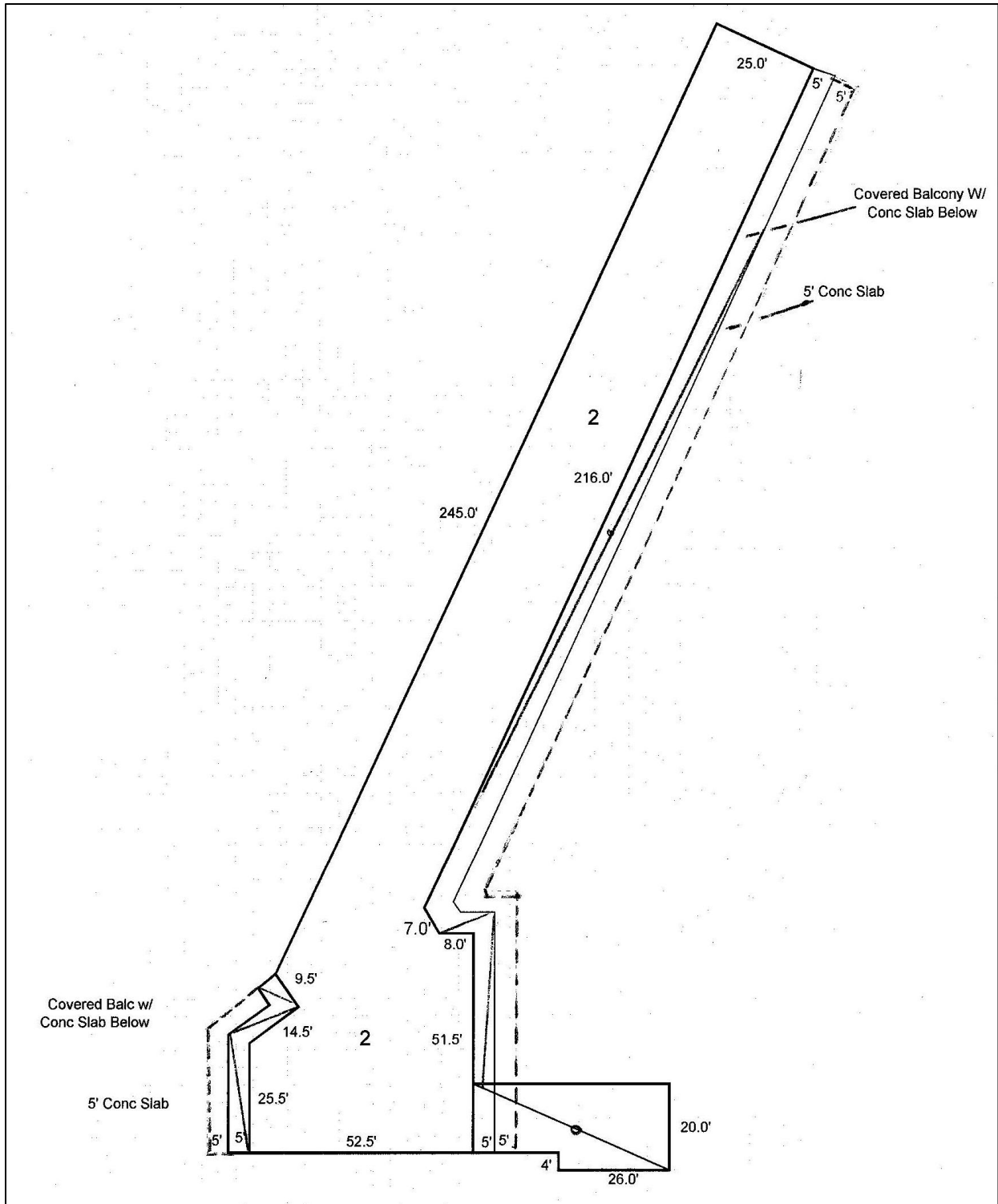
year, the original porte cochere (Figures 22 and 23) was modified into a much larger porte cochere that was an intrusive element with stylistic characteristics that were significantly different from the original in size and form. A portion of the original thinner horizontal sheltering porte cochere appeared to still be present until 2024.

## ***6.1 BUILDING 1***

Most of the footprint of the motel is oriented north to south with the western property line, but the southernmost portion that includes the restaurant is oriented to Route 66 on its east side and at an approximate 45-degree angle to the road on the west side. This section of the Building 1 has double-loaded rooms that are back-to-back with both west and east balconies and windows (Figures 24 and 25). The remainder of Building 1, which contains the majority of the rooms, is single room width and extends north along the property line. This portion of Building 1 has balconies and doors oriented to the east and the west face is blank, only punctuated by very small square openings containing two panel slider windows for each bathroom. The resulting overall shape creates a distinctive elbow bend in the footprint of the building. This motel wing has three projecting vertical firewalls extending above the roof plane and a north end cement masonry unit (CMU) wall. The low-sloped roof drains to the west.

Flagstaff's volcanic landscape provides an abundant supply of light volcanic cinders to be used as aggregate for these lightweight yet strong structural CMU wall blocks. This long-standing industry still operates locally as the Block-Lite company. The motel's south end-wall was purposely faced parallel to Route 66 and features a stacked bond CMU face, while the remainder of the building is oriented directly north. This stacked bond was popular in mid-century design for its distinctive modern look with a defined grid of both horizontal and vertical lines. Developments in construction methods during this period made stacked bond walls structurally possible and just as strong as more typical "running" brick bonds with staggered end joints.

By taking advantage of the extruded block and its U-shaped cavity at the block ends the stacked bond style allows for vertical reinforcing and filling with grout with an aligned vertical end joint no longer being structurally critical. The further use of CMU specialized blocks with an internal cradle configuration allows for placement of horizontal reinforcing steel and solid grout forming a horizontal bond-beam. Such an opening is evident in the south-wall and its second-floor opening facing Route 66 and at door and window headers. The hollow CMU was also ideal for the vertical columns that support the upper story for room access along the open balcony. The columns of the motel are a major architectural expression that tie into the balcony roof overhang that is faced with corrugated metal.



**Figure 24.** Building 1 plan drawing from Coconino County Assessor’s Office 2004 Property Record Card.



**Figure 25.** Photo of Building 1, facing northwest.

The thin concrete balcony is supported by the primary architectural elements of the building complex, which are the CMU columns. Each column footprint is 8" x 24", utilizing "roman brick" proportioned CMU of 4" high x 16" long x 8" wide with half portions for the 8" face. These slender columns extend two stories and up past the roof plane segmenting the corrugated fascia. The use of 4" CMUs changes the appearance of more recognizable CMU of 8" x 8" x 16", resulting in a more horizontal appearance. This effect is exemplified in the central area of Building 1 just north of the porte cochere. Each area between vertical column frames two rooms on each level. Each of the room sets is mirrored with a centerline CMU dividing wall flanked by windows that are a slider (horizontal proportion) with two glazed frames (one of which is operable) with doors near the porch columns.

On the upper level, each two-room set steps up in height to the north, as the site is slightly inclined in that direction (Figure 26). At ground level, the southernmost of each two-room set has a step up into the room to accommodate for the rise in the sidewalk, while the north room entryway is flush with the sidewalk. The second floor has no step up to the rooms and has balconies that are horizontal for four bays of the central area. These subtle changes were addressed with architectural skill to maintain the horizontal balcony and roof line. When larger changes were required to maintain ceiling heights metal stairs were used for transitions.



**Figure 26.** Photo of motel rooms in Building 1, facing west-northwest.

A defining element of the motor lodge is an open-air first and second floor walkway (balcony) providing direct access to each of the rooms. The second-floor walkway is supported by full height concrete block columns that act as both structural and architectural elements. Metal railings enclose the upper walkway and uncovered stairs. Transitional stairs for the balcony are triangular metal pans with poured concrete steps. The current railings replaced a more horizontally oriented railing that would not meet protective spacing requirements of building codes today. The north end of Building 1 is an endcap to the design that was added at the same time as the restaurant building in 1967. The added bay is half the width of the other bays on the second floor with two half-width bays below, although the northernmost single story storeroom bay may have been added with Building 2 in 1988 or later (Figure 27).

The primary architectural character of the building is of a low-slung horizontal nature. The rooms' windows are large with horizontal proportioned openings and are equipped with bi-pass sliders. The current steel doors are likely not original. The air conditioning units are honestly expressed in each room's elevation. As a motor lodge it has a robust connection to the vehicle parking provided immediately adjacent. The rooms' windows and doors face the parking lot and are visible from the street, making the function of the building as a motel immediately evident. The stylistic elements of the building

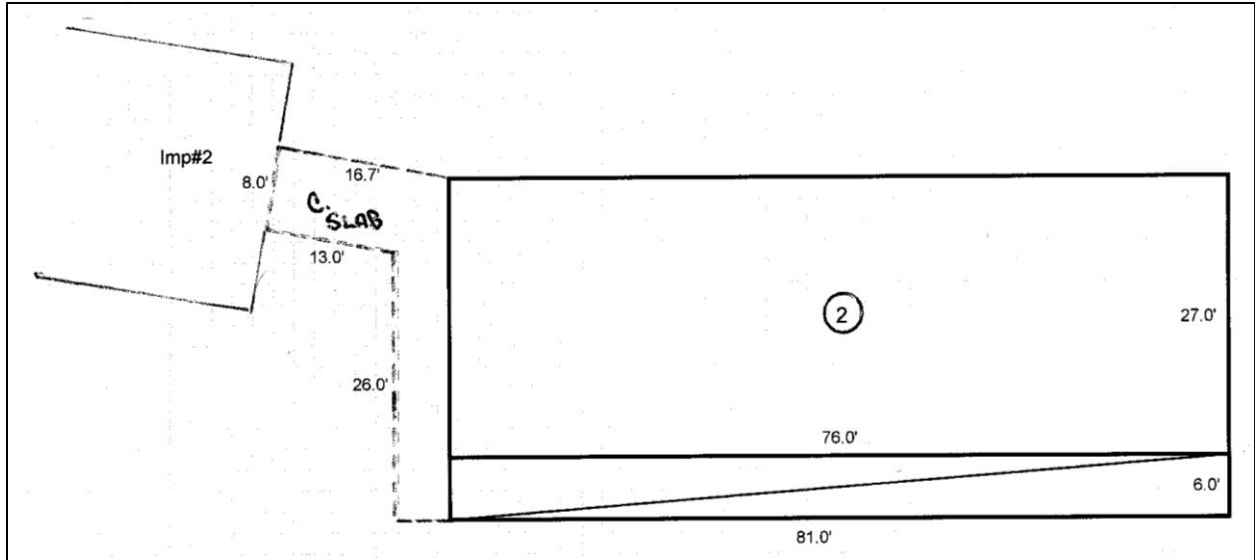
are simple and bold, characteristic of the pre-franchise, mom-and-pop hotels, when significant funds for architectural detailing were rarely available.



**Figure 27.** Photo of Building 1 1967 endcap, facing west-northwest.

## ***6.2 BUILDING 2***

Building 2 is directly north of the original motel building and was added around 1988 outside the period of significance. This detached building contains twelve motel rooms and has stylistic elements that are compatible with the original motel building (Figures 28–30). Building 2 reflects some of the appearance of the original motel in its proportions but is executed much more massively with deeper columns and a partial sloped roof between the columns.



**Figure 28.** Building 2 plan drawing from Coconino County Assessor’s Office 2004 Property Record Card.



**Figure 29.** Photo of Building 2, facing northwest.



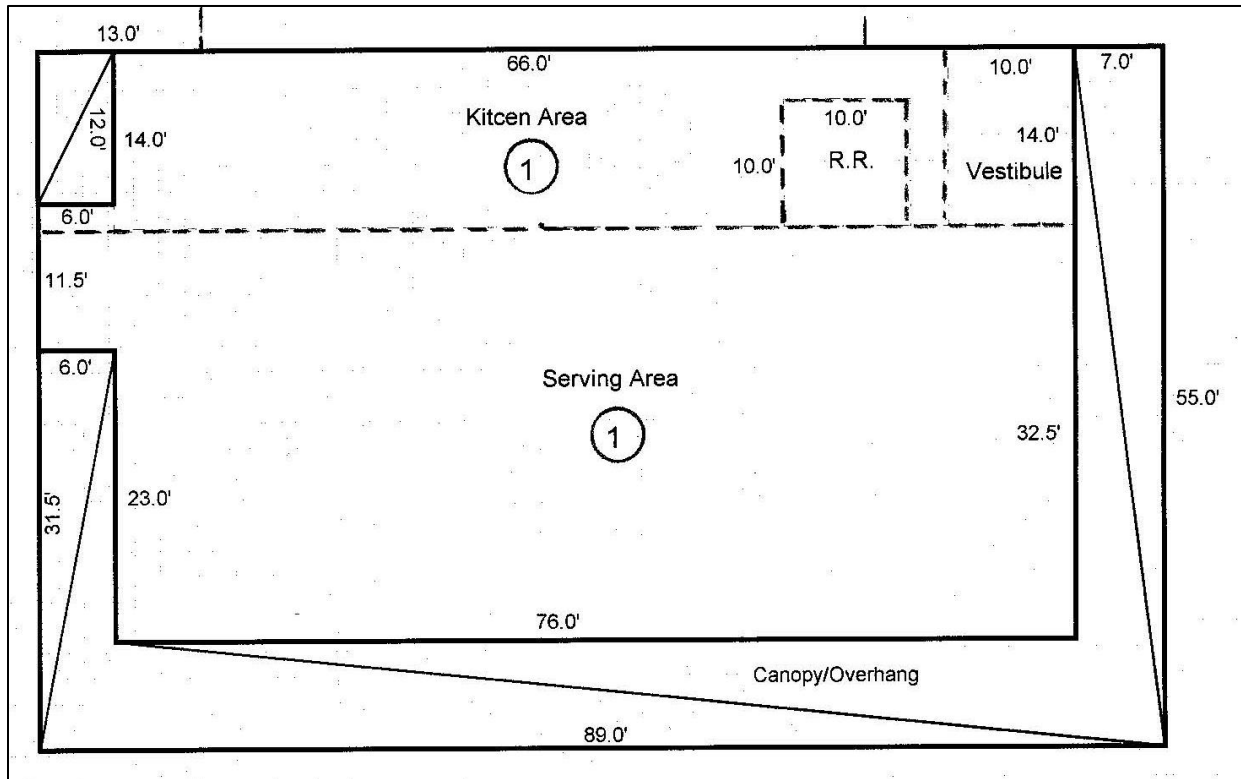
**Figure 30.** Photo of Building 2 and swimming pool, facing south.

### ***6.3 CROWN RESTAURANT***

The 1967 restaurant addition, tied into Building 1, provides much of the architectural interest of the building complex and faces Route 66 (Figure 31). The large wrap-around windows are characteristic of diner style restaurants that dot the Mother Road. The windows are a continuous band of glass that extends around the three elevation faces of the restaurant building. Each window that makes up the window band has a thin spaced mullion. The restaurant has a more visually dynamic design than the motel and has Gogie architectural elements. The architect allows the eye to pick up the corrugated metal of the balcony roof fascia and blends it into the restaurant’s delta/boomerang shaped roof. Whether purposeful or by chance the resulting design mimics the appearance of the many trains that pass by each day, with the restaurant as the locomotive pulling the cars behind.

Below the windows is a stone cladding (Figures 32–35) that is reminiscent of characteristic Flagstaff vernacular architecture that utilized native stone both structurally and as a facing material. The stone facing pattern could be described as an “Ashlar” pattern but has no horizontal alignment characteristics. It could be described as a European Ashlar with a look of collected field stones. This facing is distinctive in its randomized selection of distinctively shaped pieces mosaiced together. Also of note is the high degree of color variation in the selected stone facing. It is a unique aspect of this building and required

considerable craftsmanship to execute. This is an architectural detail, using unidentified igneous rock, that was mimicked by using the same stone in the planters that currently block the porte cochere and in the sign base at the opposite side of the parking lot along the street. The southernmost window on the diner's east elevation has thicker vertical separations from where the original pillars from the now removed freestanding Crown Motel sign are incorporated into the building.



**Figure 31.** Restaurant plan drawing from Coconino County Assessor's Office 2004 Property Record Card.

Most noteworthy in the restaurant's architectural expression is the building's distinctive cantilevered roof. Its delta streamlined shape expresses movement and an aerodynamic form, while demonstrating the exposed structural elements and simple design of the period. The end roof is faced with a corrugated metal fascia. Its south face is accented with blocks bolted to the south fascia of the roof as a repeating pattern. It is not much of a stretch to conjecture that the roof form was inspired by a streamlined locomotive and following cars.



**Figure 32.** Photo of stone cladding.



**Figure 33.** 2023 photo of stone cladding and original porte cochere.



**Figure 34.** Photo of stone cladding.



**Figure 35.** Photo of stone cladding.

While not ornately decorated or styled, the subject property can comfortably be lumped into the general style of commercial architecture, and the restaurant has aspects of Googie architecture. Influenced by car culture, the atomic age, and the space age, Googie architecture is a type of futurist architecture that was popular from around 1945 to the early 1970s. With roots in Streamline Moderne architecture, Googie is part of the mid-century modern style and was common among roadside businesses like restaurants, gas stations, and motels.

The Crown Restaurant was constructed with an upswept roof with geometric shapes and conspicuous use of steel, glass, and neon. This “space age” design is symbolic of motion, as reflected in the boomerang cross-section shape of the saltbox roof. The Googie stylistic elements present on the Crown Restaurant building represent an architectural signboard whose marketing emphasis is on futuristic design. As time has passed, the Googie style has been scorned and less valued than others, with many buildings in this style being destroyed.

### **6.3.1 NEON SIGNS**

Prior to 2024, two oversized neon signs reading “Restaurant” in channel lettering with a large, stylized cursive “R” extended above the tapered roofline on the east and west elevations (*see* Figures 6 and 7). The “Restaurant” sign on the east elevation was once directly beneath the Crown Motel sign that has since been removed (*see* Figures 10 and 11), probably in 1988 when Building 2 was added or in 1992 when the motel became part of the Howard Johnson’s chain. The neon lined cursive script was visible to travelers moving west to Los Angeles, or east to Chicago, and was emblematic of the mid 1960s architectural style of Route 66 (Figures 36 and 37).

1960s America was on the move, making it increasingly important for businesses to do more to entice customers to stop at their establishments. “Neon signs were designed as attention-grabbing grace notes in our landscape” (Barna and Homan 2018:9) whose warm colors signaled a welcome respite from driving. Along Route 66’s long stretches with only the occasional headlights to illuminate the road, the Mother Road’s neon signs oriented people among unfamiliar landscapes. The romantic images portrayed in these artworks not only evoked history but were time capsules that reminded people of the cultural climate in which they were created (Mahar 2002).

Commercial neon signs had their debut in the U.S. in the 1920s, more than a decade after the invention of the technology, but it was not until the late 1930s and 1940s that neon caught on in the U.S. Today, “Neon signs can act as powerful beacons of the past in our present landscapes, enabling that light to illuminate our future” (Barna and Homan 2018:13). “A simple decision to trim expenditures at the start,



**Figure 36.** Pre 2024 photo of the Crown Railroad Café, photo credit Austin Corbett.



**Figure 37.** 2024 photo of neon “Restaurant” sign, facing northeast.

by ‘adapting’ neon to LEDs, destroys not only the look and the cultural and historical value of a neon sign, but it destroys all that sign represented in the first place” (Barna and Homan 2018:11).

The Crown Restaurant’s neon signs were likely installed in 1967 by the Young Electric Sign Company (YESCO), who have been in operation since 1920. YESCO leased the neon signs to the Crown Restaurant and the Crown Railroad Café and still have an office in Flagstaff. In 2007, YESCO rehabilitated the signs with new neon and paint, removed the green neon that was bordering the edge of the roof on the east and west elevations and replaced it with red neon, and installed the train mural above the windows facing Route 66 (Figure 38). They also manufactured and installed 75’ of new illuminated awnings and recovered both the north and south elevation awnings at that time (Keith Roberts, personal communication to Josh Edwards, February 7, 2025).



**Figure 38.** 2024 photo of train mural, facing northwest.

While the space age architectural elements of the Crown Restaurant were interesting, it was the warm, welcoming neon that lured travelers to stop for a meal and potentially stay the night. And while western-themed or Streamline Modern buildings added to the kitschy character of Route 66, neon is the hallmark of America’s greatest highway and brought the Mother Road to life (Mahar 2002). Even with all the alterations to the Crown Motel through the years, the Crown Restaurant’s neon “Restaurant” signs helped to maintain the property’s geographical uniqueness and definitively shaped the identity of this incredibly significant historical stretch of Route 66 (Sonderman 2016).

## **7.0 EVALUATION OF SIGNIFICANCE AND INTEGRITY**

The Crown Motel (now The Crown; 3300 E. Route 66 in Flagstaff) was constructed during the nation’s love affair with car culture and the space age. The legends and landscapes of Route 66, forever captured in song and on screen, were accessible to every traveler. The luxury of staying in a comfortable motel within futuristic architecture was a theme embodied in not only the lodgings of Arizona’s larger cities but also in the motels and motor courts that dotted the Mother Road throughout the high country (Ryden 2010).

With the increased growth of automobile tourism in the 1950s and 60s, and the associated increase in car size, the on-street parking and/or small business-adjacent parking lots became inadequate in size and accessibility. The necessity of sufficient parking areas led to commercial building adaptations that either grouped businesses together away from the street, which eventually led to the creation of shopping centers and strip malls, or to separate businesses from each other, but close to the street, as in the Crown Motel and surrounding businesses. Earlier commercial blocks had become relics of the past that were shunned by modern business owners who wanted a more modern look and feel.

This change in attitude spawned adaptations in the commercial landscape that catered to customers in cars who desired efficient roadways and ample parking. While many mid-century motels in Flagstaff were constructed as courts, some with a carport for each room, the Crown Motel took a strip form with box-and-canopy elements. Visibility also became essential to commercial business buildings along Route 66, leading to the adoption of large lighted signs that would beckon customers, like weary travelers driving along the mother road in need of lodging and food, to pick a particular place to stop among the veritable cornucopia of choices. The Crown Motel buildings have been associated with Route 66 since the time of their construction in 1963 (the Crown Railroad Café was built in 1967; the period of significance for the Route 66 historic context is 1926 to 1968; Thomason 2005), and they functioned as a motel and diner until recently. The subject property still has abundant available parking and maintains the massing, layout, and configuration of the main buildings.

In 2005, a draft National Register of Historic Places (NRHP) Multiple Property Documentation form called Route 66 Motels of Flagstaff, Arizona, 1926–1968, recommended that the subject property is *not eligible* for listing on the National Register due to loss of integrity (Thomason 2005). In 2012, an inventory of historic resources along Route 66 throughout the state of Arizona recommended the Crown Motel as Individually Eligible (Motley 2012). It is important to note that these comprehensive surveys completed in 2005 and 2012 (Thomason and Motley, respectively) only minimally touch on a building's history and largely depend upon basic visual assessments of all properties included in the inventory. More recently, as part of a 2023 effort by FSS to be eligible to receive Arizona state grant funding for historic preservation, the Arizona State Historic Preservation Office determined that the former Crown Motel is eligible for the National Register (email dated October 17, 2023, from Dr. William Collins).

## ***7.1 SIGNIFICANCE***

A cultural resource can be significant at a local level per the City of Flagstaff (COF) Zoning Code, at a state level eligible for listing in the ARHP, and/or at the national level eligible for listing in the NRHP. To be considered significant, a resource must be associated with an important historical context. At a local

level, the criteria for determining significance are established in the Flagstaff Zoning Code (30.30-13). The NRHP Criteria for Evaluation (36 CFR § 60.4) are used to evaluate resources for the ARHP and NRHP. Motels like the Crown Motel can be considered significant under COF Criterion B (NRHP Criterion A; association with events that have made a significant contribution to the broad patterns of our history) in the areas of transportation and commerce, or under COF Criterion D (NRHP Criterion C; architectural or engineering design significance) if they are a good example of a type, style, or period of construction.

The area of significance of Transportation and Commerce Along Route 66 (Cleeland 1989; Stein 1996; Cassity 2004; Thomason 2005; Motley 2012; Edwards 2021), under COF Criterion B (NRHP Criterion A), includes three associated historic themes, the most appropriate of which is Tourism and Commerce related to Route 66. For motels, eligibility under COF Criterion B (NRHP Criterion A) in the area of transportation and commerce requires that a motel show a clear association with, and convey a feeling of, personal and commercial traffic along Route 66 (Cassity 2004). The motel must be located near or accessible from Route 66, and “must retain its appearance from the period of historic significance” (Cassity 2004:315). The period of significance for this theme is 1926 to 1968, which is the timeframe that Route 66 was operational in Flagstaff prior to construction of Interstate 40. The last area of significance, Architecture, under COF Criterion D (NRHP Criterion C), includes the architectural styles described in the Historical Overview and the period with which each style is associated.

Eligibility under COF Criterion D (NRHP Criterion C) requires that a building must be a good example of an architectural type or style in its design, materials, and workmanship as it once appeared on Route 66. The Crown Motel Building 1 and Crown Restaurant building were associated with Route 66 from the time of their construction in 1963 and 1967, respectively, until 1968 when Interstate 40 was constructed, and functioned as a motel and café until 2022.

## ***7.2 INTEGRITY***

Integrity is defined as the ability of a property to convey its significance. Seven aspects are used to evaluate integrity: location, setting, design, materials, workmanship, feeling and association. To retain historic integrity, a property will usually possess most, if not all, of the aspects of integrity (NPS 2002). In order to evaluate the integrity of a property, it must be determined which of these seven aspects are most important to a property’s significance. Once these important aspects are identified for a property, integrity is evaluated based on the aspects cited above and how they relate to the property’s overall significance. NPS (2002) establishes four steps in assessing the overall integrity for a property:

- define the essential physical features that must be present for a property to represent its significance;
- determine whether those essential physical features are visible enough to convey significance;
- determine whether the property needs to be compared with similar properties; and
- determine, based on the significance and essential physical features, which aspects of integrity are particularly vital to the property being evaluated and if those aspects of integrity are present.

All properties change over time, and it is not necessary for a property to retain all of its historical physical characteristics in order to retain integrity and express its significance within an important historic context. However, the property must retain the essential features that enable it to convey its historic identity (NPS 2002). In order to be considered an essential physical feature, that characteristic must define *why* a property is significant, conveying a historic property’s association with applicable NRHP Criteria and Areas of Significance (NPS 2002). Secondly, an essential physical feature must define *when* a property is significant, expressing a historic property’s association with its period of significance. Without these historic character-defining features, a property cannot be identified within its historic context.

As discussed above, the Cown Motel is a representation of the commercial style that is characteristic of Transportation and Commerce (Motel/Tourist Court) along Route 66. Based on the federal guidelines for assessing integrity for historic properties (NPS 2002:45), most aspects of integrity have been negatively affected by changes that have occurred outside the period of significance. However, the property still has abundant available parking and maintains the layout and configuration of the two buildings that were constructed during the period of significance (Cassity 2004). Each aspect of integrity is described below in four levels of retention: strong, diminished, weak, and lost.

**Location.** The first aspect of integrity is *location*. Location is the place where a property was constructed. In order to retain this aspect, a historic property must be in the same place in which it was built; the relationship between a property and its historic associations is typically destroyed if a property is moved (NPS 2002).

The former Crown Motel, originally constructed as a mid-century motel, is in its original location of construction along Historic Route 66. As the relationship between the property and its historic location is maintained, the property retains a *strong* degree of location.

**Design.** Another aspect of integrity is that of *design*, which refers to the physical elements of a historic property “that create its form, plan, space, structure, and style” (NPS 2002:44). Design captures the historical functions and aesthetics of a property that were the result of human decisions and choices when

the property was first conceptualized. The organization of interior spaces, the proportion and scale of the exterior, the shape and form of a property, ornamentation (textures, colors, type, style, and arrangement), and materials are all related to design (NPS 2002).

The large wrap-around windows of the restaurant were once a continuous band of glass extending around three sides of the building. These windows, characteristic of diner style restaurants that dot the Mother Road, are now overhung by awnings that diminish the open feeling and visibility to the inside of the restaurant (although the awnings are not considered a permanent addition since they can be removed relatively easily). The former Crown Motel has *lost* integrity of design due to removal of several key components of the property's lighting, removal of the porte cochere, and additions made in 1988, outside of the period of significance.

**Setting.** The location of a property is complemented by its *setting*, which is another aspect of integrity. Setting is the actual physical environment of a historic property, and it includes many characteristics of a particular property's surroundings. Setting refers to the character of a property within its environment. Although it is much more abstract than location (a property's specific place), setting is very important in demonstrating how, not just where, a property fits within a larger landscape (NPS 2002).

The setting surrounding the former Crown Motel has changed over the decades, but it still retains this aspect of integrity (Figures 39 and 40). Historic Route 66 is now configured to accommodate more traffic, with four lanes plus a turning lane, which has negatively affected the historic setting. However, Route 66 still runs in front of the buildings and functions in relation to the subject property much the way it did during the period of significance, and so does the railroad. However, the berm between the railroad and Route 66 that was added in the 1990s does detract from the relationship between the railroad and the former Crown Motel. In addition, the area surrounding the former Crown Motel on both sides (including the Western Truck & Auto Repair to the west, the NRHP-listed Museum Club next door to the east, and Starlight Lanes to the east of that) represents one of the most intact groups of mid-century buildings along Route 66 in Arizona, and one could make a strong argument that this area should be its own historic district. The aspect of integrity of setting is *diminished* but not lost.

**Materials and Workmanship.** *Materials* is an aspect of integrity that addresses the physical elements that were used during a particular period of time and in a particular way to create a historic property. The materials used to construct a property reveal availability, style preferences, technologies, and traditions. A property must retain the key exterior materials dating from the period of significance for that property to have integrity of this aspect (NPS 2002). Closely related to materials is *workmanship*, which may be applied to a property as a whole or its individual components. Workmanship can be expressed in



**Figure 39.** Setting photo of Route 66, facing northeast.



**Figure 40.** Setting photo of berm, facing southeast.

vernacular methods of construction, not just elaborate ornamental detailing or finishes, and is the “physical evidence of the crafts of a particular culture or people during any given period in history or prehistory” (NPS 2002:45).

The former Crown Motel has *lost* the aspects of materials and workmanship due to changes to the property that occurred outside of the period of significance. Some of the additions, like the addition of Building 2, are difficult to recognize as being outside of the period of significance since they are similar to the style and construction of Building 1 and Building 1 was also remodeled at the same time. The exterior alterations that have had the most negative effect on these aspects of integrity are the removal of the port cochere, which covered and encompassed the original one, the removal of the neon “Restaurant” signs from the Crown Restaurant building, and the removal of the Crown Motel sign. The removal of original materials and substantial modifications to the exterior of the property have eliminated the suite of historic character-defining elements necessary to retain integrity of materials and workmanship.

**Feeling.** Another aspect of integrity is *feeling*, which is defined as a historic property’s expression of a particular time. As a whole, integrity of feeling is a property’s ability through its physical features to convey its historic character (NPS 2002). Often, feeling is the result of several aspects of integrity that, when taken together, relate a property’s place within a historical framework and period of significance. One measure of feeling is if someone staying at the motel during its period of significance would recognize the property if they were there today.

Changes to the setting, as discussed above, have impacted the feeling of a mid-1960s Route 66 motel. However, retention of many historic character-defining elements of the property help it to retain its mid-century “personality.” Those elements include:

- the general plan and massing of a two-story motor-lodge style motel with an attached one-story restaurant
- most room balconies and doors are oriented to the east creating a robust connection to the vehicle parking provided immediately adjacent
- stacked bond cement masonry unit face of the motel’s south end-wall with its distinctive modern look common in mid-century design with a defined grid of both horizontal and vertical lines
- slender columns that extend two stories and up past the roof plane segmenting the corrugated fascia are a major architectural expression that tie into the roof
- balcony roof overhang faced with corrugated metal
- open air first and second floor walkways (balcony) providing direct access to each of the rooms
- metal railings enclosing the upper walkway and uncovered stairs
- the building’s a low-slung horizontal profile
- simple and bold characteristics of a mom-and-pop hotel

- large wrap-around windows extending around the three elevation faces of the restaurant building are characteristic of many contemporaneous diner style restaurants
- stone cladding below the restaurant windows that is characteristic of Flagstaff vernacular architecture
- the delta shaped cantilevered restaurant roof that is streamlined to express movement and an aerodynamic form while incorporating exposed structural elements reflecting a mid-century architectural style

Those who stayed at the motel or ate at the diner during the period of significance would likely recognize the property, despite modifications to its surroundings, removal of the motel sign, removal of the oversized neon “Restaurant” signs, and removal of the port cochere. Therefore, the property still conveys a sense of a mid-century motel and retains a *weak* aspect of feeling.

**Association.** The last aspect of integrity is *association*. Association is the direct connection between a historic property and an important historic event or person. A property retains integrity of association if it is in the place where the event occurred and is “sufficiently intact to convey that relationship to an observer” (NPS 2002:45). Much like integrity of feeling, integrity of association is the ability to convey historic character through physical features.

While documented in the archival record, association also requires the presence of physical features to convey that relationship to an observer (NPS 2002). Association is the direct connection between either an important historic event or person and a historic property. As the discussion above illustrates, several key aspects of integrity are weak or lost due to changes that occurred outside of the period of significance. The Crown Restaurant building provides much of the architectural interest of the building complex and faces Route 66. The restaurant has a more visually dynamic design than the motel buildings and has Googie architectural elements. Therefore, changes to this building have a greater effect on the overall character and historic integrity of the subject property than buildings away from the road.

For over fifty years, the neon “Restaurant” signs of the former Crown Restaurant were beacons to travelers on Route 66 and were emblematic of the mid 1960s architectural style that characterized the Crown Motel. The removal of the neon signs and the porte cochere in 2024 had detrimental effects on the historic character of the former Crown Motel. The cumulative impacts of changes that occurred outside of the period of significance have resulted in a different property than existed during that time. The former Crown Motel no longer expresses association with its original context and period of use. Therefore, the former Crown Motel has *lost* association with Route 66.

## 8.0 SUMMARY AND RECOMMENDATIONS

The former Crown Motel and Restaurant at 3300 E. Route 66 were once a motel and diner associated with transportation and commerce along historic Route 66 during the mid-twentieth century. The Crown Motel buildings have recently been converted into permanent housing and the diner is being remodeled to continue its use as a restaurant. The two motel buildings lack ornamental detailing or finishes, with basic commercial building styles and materials that culminate in a unique feeling of a mom-and-pop, Route 66 motel. The motel evolved over time, with several major changes and alterations outside the period of significance, including:

- 1988 building 2 was constructed (and a one-story storage room was possibly added to the endcap of Building 1 at that time)
- 1992? the Crown Motel sign was removed and the oversized porte cochere was added when it became a Howard Johnson's
- 1996 addition of awnings to three sides of the Crown Restaurant building
- 2007 neon on the restaurant roof was changed from green to red
- 2024 neon "Restaurant" signs, neon, and porte cochere removed
- addition of new steel doors
- removal of exterior lighting on Building 1
- addition of a swimming pool
- changes to decorative elements like handrails, stair wells, and light fixtures.

In 2005, a National Register of Historic Places (NRHP) Multiple Property Documentation form draft focusing on Route 66 Motels of Flagstaff recommended the subject property as *not eligible* for listing on the National Register due to loss of integrity (Thomason 2005). In 2012, an inventory of historic resources along Route 66 throughout the state of Arizona recommended the Crown Motel as *individually eligible* (Motley 2012). In 2023, the Arizona State Historic Preservation Office determined that the former Crown Motel was eligible for the National Register (email dated October 17, 2023, from Dr. William Collins).

Prior to 2023, several key aspects of integrity were already weak or lost due to changes that occurred outside of the period of significance. In 2024, the property owner leased the restaurant building to new occupants who removed the neon "Restaurant" signs from the east and west elevations of the building, along with neon around the edges of the roof. In addition, the porte cochere was also removed by the owner. Even with all the prior alterations to the Crown Motel through the years, the neon and "Restaurant" signs continued to define the geographical identity of the property and this incredibly

significant historical stretch of Route 66 (Sonderman 2016). They were the most important character defining element of the property because they were visible to everyone who drove or walked along Route 66 in east Flagstaff, or rode on the train, especially at night. The cumulative impacts of changes that have occurred since 1968 have resulted in a property that no longer expresses its significance within its historic context.

As a result of this study, Cornerstone recommends that the former Crown Motel and Restaurant do not retain their association with the theme of tourism and commerce within the period of significance for Route 66 in Flagstaff of 1926–1968 (Thomason 2005). Therefore, the subject property is recommended as *not eligible* at the state and national level. Further mitigation measures for this project will be discussed during the Heritage Preservation Commission meeting on April 16, 2025.

## **9.0 PREPARER'S QUALIFICATIONS**

### **Joshua S. Edwards, M.S., RPA (Principal Investigator)**

Mr. Edwards is an archaeologist and historic preservation specialist who meets the Secretary of the Interior's Professional Qualification Standards in History and Archaeology. He has a Bachelor of Arts degree in Anthropology from the University of Arizona and a Master of Science degree in Quaternary Sciences from Northern Arizona University. He obtained specialized interdisciplinary academic training in soil geomorphology, fluvial systems studies, arid lands processes, paleoenvironmental reconstruction, and faunal analysis, and has over three decades of experience with archaeology and history of the American Southwest. This includes archaeological survey, testing, and data recovery at prehistoric and historic sites throughout Arizona and western New Mexico, and projects in California, Nevada, Colorado, Wyoming, and Texas. This experience is augmented by international experience in Mexico, Germany, and Peru.

Mr. Edwards has worked in the field of Cultural Resource Management for over thirty years and as a historic preservation professional for the past eleven years. He served as a Heritage Preservation Commissioner for the City of Flagstaff for two years, is currently a Commissioner on the City of Cottonwood Historic Preservation Commission and has exhaustive experience conducting National Register of Historic Places significance and eligibility studies for historical resources throughout the American Southwest.

## REFERENCES

---

### Arizona Historical Society

- 1909 Southern Portion of School Addition to the Town of Flagstaff. Map. Special Collections and Archives, Cline Library, Northern Arizona University, Flagstaff, AZ. Available at: <http://archive.library.nau.edu/cdm/compoundobject/collection/ahsnd/id/956/rec/3>. Accessed March 18, 2025.
- 1919–1925 Map of Flagstaff, Coconino County, Arizona. Special Collections and Archives, Northern Arizona University, Flagstaff, AZ. AHS-ND.901, AHS Map #293. Available at: <http://archive.library.nau.edu/cdm/singleitem/collection/cpa/id/61170/rec/2>. Accessed March 2, 2025.
- 1993 *City of Flagstaff Southside/Old Town Historic Building Survey*. Arizona Historical Society, Northern Arizona Pioneers Historical Society, Flagstaff, AZ. Volume I and Volume II, Inventory Form 207.

### Barna, Al, and Randall Ann Homan

- 2018 *Saving Neon: A Best Practices Guide*. Giant Orange Press, San Francisco Neon.

### Beale, Edward F.

- 1858 The Report of Edward Fitzgerald Beale to the Secretary of War Concerning the Wagon Road from Fort Defiance to the Colorado River, April 26, 1858. House Executive Document No. 124, 35th Cong., 1st Sess. Government Printing Office, Washington, D.C.
- 1860 The Report of Edward Fitzgerald Beale to the Secretary of War Concerning the Wagon Road from Fort Smith to the Colorado River. House Executive Document No. 42, 36th Cong., 1st Sess. Government Printing Office, Washington, D.C.

### Bergstrom, Matt

- 2025 Pancakes Across America: Crown Railroad Café. Available at: <https://www.mnmuseumofthems.org/Pancakes/cakes/AZfl.html>, accessed February 17, 2025.

### Cassity, Michael and Thomason and Associates

- 2012 *Historic Properties Associated with U.S. Highway 66, from Chicago to Santa Monica, 1926 to 1985*. National Register of Historic Places Multiple Property Documentation Form. National Register Branch, Interagency Division, National Park Service, Washington, D.C.

### City of Flagstaff

- 2009 Section 10-90.20.020: Flagstaff Southside Historic District (National Register District) Map. Available at: <http://www.flagstaff.az.gov/DocumentCenter/Home/View/14486>. Accessed March 2, 2025.
- 2011 *City of Flagstaff Zoning Code, Chapter 10-30: General to All*. Available at: <http://www.flagstaff.az.gov/index.aspx?nid=1416>. Accessed March 2, 2025.

### Cleeland, Teri A.

- 1989 *Route 66 in Arizona*. National Register of Historic Places Multiple Property Documentation Form.

Clementino, Lauren M., and Joshua S. Edwards

- 2015 A Phase 1 Cultural Resource Study for the Hub on Campus Flagstaff Project in the City of Flagstaff, Coconino County, Arizona. Cornerstone Environmental Consulting Report No. 15-109.

Cline, Platt

- 1976 They Came to the Mountain: The Story of Flagstaff's Beginnings. Northern Arizona University, Old Press, Flagstaff.

CMT Engineering Laboratories

- 2021 Phase I Environmental Site Assessment: 3300 East Route 66. CMT Project 2941. Manuscript on file at Cornerston Environmental, Flagstaff.

Coconino County Assessor

- n.d. Commercial Property Record Card for 112-02-007. Available at: <http://assessorpublicdocs.coconino.az.gov/publicaccess/controltemplate.aspx>. Accessed March 2, 2025.

- n.d. Commercial Property Record Card for 112-02-008. Available at: <http://assessorpublicdocs.coconino.az.gov/publicaccess/controltemplate.aspx>. Accessed March 2, 2025.

Coconino County Recorder

- 1890 Plat of the Townsite of Flagstaff, Yavapai County, Territory of Arizona. Coconino County Recorder, Flagstaff, Arizona. Plat map 900000 of File 1, Map 1, January 24, 1890, page 1.

Edwards, Joshua S., Kevin Dickinson, and Annie J. Lutes

- 2019 Phase 1 Historic Resource Study for Woody Mountain Campground in Flagstaff, Coconino County, Arizona. Cornerstone Environmental Consulting Report No. 19-112.

Edwards, Joshua S., Shane M. Montgomery, Annie J. Lutes, Cory Fournier, and Glenn Dunno

- 2017 Phase 1 and 2 Historic Resource Study for the Wonderland Motel in Flagstaff, Coconino County, Arizona. Cornerstone Environmental Consulting Report No. 17-130.

Edwards, Joshua S., and Annie J. Lutes

- 2017 Phase 1 Cultural Resource Study for the Knights Inn in Flagstaff, Coconino County, Arizona. Cornerstone Environmental Consulting Report No. 17-121.

Edwards, Joshua S., Shane M. Montgomery, Annie J. Lutes, and Cory Fournier

- 2018 Phase 1 and 2 Historic Resource Study for the Saga Motel in Flagstaff, Coconino County, Arizona. Cornerstone Environmental Consulting Report No. 18-103.

Edwards, Joshua S.

- 2015 *Letter Report for Cultural Resource Study of 700 and 702 S. Milton Rd.* CEC Report 15-104. Cornerstone Environmental Consulting, Flagstaff, AZ.

- 2020 Evaluating Route 66 Properties: Three Case Studies. *Kiva* 86(2):194–202.

Hooper, Bruce

- n.d. Flagstaff Building Timeline Collection, 1890–2000. Special Collections and Archives, Cline Library, Northern Arizona University, Flagstaff, Arizona.

Johnson Publishing Company

- 1929- Flagstaff City Directories 1929–1965. Flagstaff Telephone and City Directories, Flagstaff City-Coconino County Public Library, Arizona Memory Project. Available at: <http://azmemory.azlibrary.gov/cdm/singleitem/collection/flgdir/>. Accessed March 2, 2025.
- 1973 Flagstaff City Directory, Part II. Available at: [azmemory.azlibrary.gov/cdm/search/collection/flgdir](http://azmemory.azlibrary.gov/cdm/search/collection/flgdir). Accessed March 2, 2025.
- 1989 Flagstaff Business Directory. Available at: [azmemory.azlibrary.gov/cdm/search/collection/flgdir](http://azmemory.azlibrary.gov/cdm/search/collection/flgdir). Accessed March 2, 2025.

Kirvan, Chad V., and A.E. Rogge

- 2006 Cultural Resource Survey for the Mohave County Highway 10 (Historic Route 66) Flood-Damaged Culverts Project, Mohave County, Arizona. URS Cultural Resource Report 2006-10(AZ).

Lutes, Annie Jay

- 2015 *(DRAFT) La Plaza Vieja Neighborhood Historic Context, 1901–1954*. SWCA Environmental Consultants, Flagstaff, AZ.

Mahar, Lisa

- 2002 *American Signs: Form and Meaning on Route 66*. The Monacelli Press, New York.

McAlester, Virginia and Lee

- 2006 *A Field Guide to American Houses*. Alfred A. Knopf Press, New York.

Motley Design Group, LLC (Motley)

- 2012 *A Historic Resource Survey of Route 66 in Arizona*. Motley Design Group, LLC, Phoenix, Arizona.

Mountain States Telephone and Telegraph Company

- 1931 Flagstaff Telephone Directories 1931-1965. Flagstaff Telephone and City Directories, Flagstaff City-Coconino County Public Library, Arizona Memory Project. Available at: <http://azmemory.azlibrary.gov/cdm/singleitem/collection/flgdir/>. Accessed March 2, 2025.

National Historic Route 66 Federation (NHR66F)

- 1995 *History of Route 66*. Electronic Document, <http://www.national66.org/>. Accessed March 19, 2025.

National Park Service (NPS)

- 1983 *Railroad Addition Historic District, Flagstaff, Coconino County, Arizona, National Register #83002989*. Amended in 1986 and 1997. National Register Branch, Interagency Division, National Park Service, Washington, D.C.
- 1986 *Historic Resources of Flagstaff, AZ, Flagstaff Multiple Resource Area*. National Register Branch, Interagency Division, National Park Service, Washington, D.C.

- 1989 *National Register Bulletin 32: Guidelines for Evaluating and Documenting Properties Associated with Significant Persons*. U.S. Department of the Interior, National Park Service, Cultural Resources, National Register of Historic Places, History and Education, Washington, D.C.
- 1998 *National Register Bulletin 39: Research a Historic Property*. Originally published 1991, U.S. Department of the Interior, National Park Service, Cultural Resources, National Register of Historic Places, History and Education, Washington, D.C.
- 2002 *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*. Originally published 1990, U.S. Department of the Interior, National Park Service, Cultural Resources, National Register of Historic Places, History and Education, Washington, D.C.
- 2010 *Flagstaff Southside Historic District, Coconino County, Arizona, National Register #10000107*. Originally registered 1992, National Register Branch, Interagency Division, National Park Service, Washington, D.C.

O'Hara, Michael F., and Christian E. Downum

- 2005 *Archaeological Overview of the USGS Campus, Flagstaff, Arizona*. Northern Arizona University Archaeological Report No. 1262.

Ryden, Don (and the City of Phoenix Historic Preservation Office)

- 2010 *Midcentury Marvels: Commercial Architecture of Phoenix 1945–1975*. City of Phoenix, Arizona.

Sanborn Map Company

- 1910 *Flagstaff, Coconino County, Arizona*. Map. Sanborn Map Company, New York, NY. October 1910, Sheet 1 and 10.
- 1916a *Flagstaff, Coconino County, Arizona*. Map. Sanborn Map Company, New York, NY. January 1916, Sheets 1 and 11.
- 1916b *Flagstaff, Coconino County, Arizona*. Map. Sanborn Map Company, New York, NY. January 1916, revised September 1943, September 1948, May 1956, and May 1958. Sheets 1, 10, and 11.

Scott, Quinta, and Susan Croce Kelly

- 1988 *Route 66: The Highway and Its People*. University of Oklahoma Press, Norman.

Smith, Jack

- 1984 *A Guide to the Beale Wagon Road through Flagstaff, Arizona*. Tales of the Beale Road Publishing, Flagstaff.

Sonderman, Joe

- 2016 *Route 66 Roadside Signs and Advertisements*. Voyageur Press and Quarto Publishing Group, Minnesota.

Stacy, May Humphreys

- 1970 *Uncle Sam's Camels: The Journal of May Humphreys Stacy Supplemented by the Report of Edward Fitzgerald Beale (1857-1858)*, edited by Lewis Burt Lesley. Rio Grande Press,

Glorieta, New Mexico.

Stein, Pat

1996 *Historic U.S. Route 66 in Arizona: National Register of Historic Places Multiple Property Nomination.*

2006 *Logging Railroads of the Coconino and Kaibab National Forests: Supplemental Report to a National Register of Historic Places Multiple Property Nomination.* SWCA Environmental Consultants, Flagstaff, AZ.

Thomason, Philip

2005 *Route 66 Motels of Flagstaff, Arizona, 1926–1968.* National Register of Historic Places Multiple Property Documentation Form. Thomason and Associates, Nashville, TN.

Thompson, Gerald

1983 *Edward F. Beale and the American West.* University of New Mexico Press, Albuquerque.

Yount, Norma Jean Richards

1994 *Goldroad Arizona on Historic Route 66: The Golden Years, 1937-1942, Glimpses & Insights of Life in the Gold Mining Camps of Goldroad, Oatman, Katherine, & Cyclopic.* Aardvark Global Publishing.