

# Exhibit C

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Tim Johnston  
PLN030646  
L18040132

**HISTORICAL AND ARCHITECTURAL EVALUATION**

For the Carmel River Inn  
Located on U.S. Highway 1 at the Carmel River Bridge  
P.O. Box 221609  
Carmel, CA 93922

For  
Moonstone Hotel Properties  
2905 Burton Ave.  
Cambria, CA 93428

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PLANNING & BUILDING  
INSPECTION DEPT.

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## INTRODUCTION

This is an historical and architectural research and evaluation of the Carmel River Inn, located on the west side of Highway 1, at the north end of the Carmel River Bridge near Carmel, California, conducted in January and February, 2004 by Kent L. Seavey, consultant for the Moonstone Hotel Properties. Moonstone requested this report as part of a project to upgrade and expand the visitor accommodating facility through, in part, the rehabilitation of identified historic cabins. Most of the cabins have had alterations and additions over time.

Approximately 18 of the 22 permanent buildings present are over fifty years of age, and are located near Carmel in an unincorporated portion of Monterey County. The property is identified as U.S. Highway 1 @ Carmel River Bridge, Carmel, CA 93922. The Assessor's Parcel Number is **009-563-005**. This evaluation is in the form of a report and includes State of California DPR 523 forms, used for recordation of properties of possible historical and cultural significance.



## **Historic Status**

The subject buildings are not included in the California Office of Historic Preservation-maintained "Historic Property Data File for Monterey County" (updated to March 15, 2004). They are not listed on any official Monterey County historic resource inventory or survey. Nor are they individually listed on the National Register of Historic Places or the California Register of Historical Resources.

## **HISTORICAL BACKGROUND**

### **Brief Historical Background of the Subject Property**

The land on which the present day Carmel River Inn stands was part of the 4,366.8 acre Rancho Canada de la Segunda (second valley), originally granted to Lazaro Soto in 1839 by then governor of Alta California, Juan Bautista Alvarado. The grant was confirmed by the U.S. Land Commission in 1851 when the land was sold to a Andrew Randall for five hundred dollars. Between 1851 and 1866 the property changed hands several times, until purchased by Lloyd Pacheco Tevis. Tevis in turn sold the rancho to Mrs. Dominga Doni de Atherton, wife of noted Californian Faxon Dean Atherton, and mother-in-law of the equally famous novelist, Gertrude Atherton (Hale: 1980).

In 1888 William Hatton became the ranch manager for Mrs. Atherton, and in 1890, Atherton rented the property outright to Hatton for an annual fee of one dollar per acre. Will Hatton was a native of Wicklow County, Ireland. He left his family farm about 1862, to become an apprentice seaman. In 1869 Hatton became an agent for the U.S. Revenue Service in Charleston, South Carolina. He met and married Kate Harney there. In 1870 the young couple came to California, where Will went to work near Salinas as an apprentice dairyman on the St. John Dairy Ranch (Hale:1980).

In 1892 Hatton had acquired enough capital to purchase the Atherton property, and added it to another 640 acres he bought from the Pacific Improvement Company. He also held a small parcel just south of the Carmel River on land previously owned by the Gregg family. Hatton became manager for the Pacific Improvement Company's Carmel Valley holdings, with his Del Monte Dairy being the sole supplier to Monterey's Del Monte Hotel. He modernized the dairy operations of the PI Co. facilities and improved their stock with the introduction of Durham cattle. When Will Hatton died at the age of forty-five in 1894, Kate and her six children continued to run the dairy operation with the help of her brother, John Harney, and a neighbor, Andrew Stewart.

In 1904 the Hatton family had to sue Joseph W. Gregg to clear title to a portion of their property along the north bank of the Carmel River that would eventually become part of the subject property, the Carmel River Inn. (Mo. Co. Book of Deeds: Book 47, Page 144)



Kate Harney Hatton died in March of 1922, leaving the land of William Hatton in fair division among his heirs. The subject property, Lot 17 of the Hatton Lands (see attached map), was left to Dr. Martin McAulay, husband of Dr. Sarah Hatton McAulay, and the McAulay children. The medical couple had met while attending the Hahneman Medical College in San Francisco in the early 1900s. They married, and practiced medicine together for several years in Newman, California. The McAulays moved to Monterey in 1908, continuing their practice. After service in WWI Dr. McAulay and his wife established the El Adobe Hospital in the old Pacheco Adobe in Monterey in 1920, where they also maintained their residence. Unfortunately, Sarah McAulay was killed in an automobile accident in September of 1922.

Dr. McAulay later remarried. His second wife was Irene Winslow. In 1934 McAulay invited his brother-in-law, Orville Jones, from Southern California to help him develop a small motor court on the old Hatton property adjacent to the Carmel River Bridge. Jones was a plumber by trade, and worked with his two young sons, Orville B. Jones, Jr., and Kenneth L. Jones in constructing the original group of about 14 cabins on the site.

In 1941 Orville, Sr. and Cree L. Wilder established the firm of Wilder & Jones, Mechanical Contractors in Carmel. After Dr. McAulay's death in 1944, the Jones family continued to operate the facility. The original name was El Rio Carmelo Motor Court. The McAulay interests transferred title to the property to the Mission Fields Company in 1951 (Mo. Co. Book of Deeds, Book 1322, Page 101). None of the living relatives from both families interviewed for this report could remember anything about the Mission Fields Co. name, nor are officers named in any public records reviewed.

The first written reference located about the Inn was found in the publication *Key To The Monterey Peninsula* (Gahagan: 1956), where it is listed as El Rio Carmelo Motel, noting that, "New management has recently transformed this place into a cozy, comfortable 14-unit (rustic type) layout; ten of the cabins with kitchens."

In the June 13, 1957 issue of *The Carmel Pine Cone*, in an article headed "Restaurant and Rec Hall at Carmel River Bridge", it was noted that A.C. Smith's plans for a restaurant, swimming pool and recreation hall in connection with his Carmelo Motel had been approved by the Monterey County Planning Commission.

According to Monterey County Assessor's records the pool was not constructed until 1959, and there was no restaurant before 1963. Careful review of local business directories and popular periodicals of the time identified an Italian restaurant called Domenici's operating in conjunction with the motel from 1965 to 1974.

In 1966 the property was sold to the Carmel River Inn Developers partnership. In 1967 the new owners of the Inn won an appeal to change the zoning for the then 39 unit motel, to allow up to 108 rental apartments on the six acre property. The apartments were never constructed, but one outcome of the rezoning was the closure of Oliver Road at the Inn, turning it into the present day cul de sac (*Monterey Peninsula Herald*: 1/18/67). In the 1970s unsuccessful efforts were made to build condominiums on the property. In 1978 a move was initiated to add 45 new cottages to the property.

In the 1980s the owners of the Inn continued to seek additional accommodations for the facility. In 1981 they won approval for 45 new cottages, but never acted on the project (*Monterey Peninsula Herald*: 3/12/81), but in 1985 county planners rejected a bid for any further expansion (*Monterey Peninsula Herald*: 7/17/85).

The property was sold to ACF Property Managers of Sherman Oaks, California, then purchased by the current owners, Moonstone Hotel Properties, in 2003

## **DESCRIPTION**

The Carmel River Inn consists of twenty-two wood-framed buildings informally sited in a wooded landscape setting immediately adjacent to the Carmel River. Sixteen of these structures are motor court cabins, fourteen originally constructed in 1934, with two a little later. One cabin was constructed in 1941. There are four duplex cabins, constructed between 1957 and 1962. There is a two-story motel building with 19 rooms, constructed in 1960, and a storage facility that is dated 1934, and may be a former cabin (see Appendix I for individual building descriptions).

## **Contributing Buildings**

The majority of the buildings present are small, one-story wood-framed guest cabins with attached carports. They are mostly irregular in plan, and all rest on concrete foundations. The exterior wall cladding for all of the pre-1940 cabins is vertical board-and-batten. The cabins, with few exceptions, have low-pitched side-gabled roofs, with open car-ports attached to one side of the structure. 8

Most of the carports are under extensions of the side-gabled roofs, however four of the carports are front gabled. Some of the cabins have small, overhanging door hoods, supported by wood brackets. All current roof covering on the cabins is composition shingle. Only two of the pre-1940 cabins have fireplace chimneys. Fenestration throughout the pre-1940 cabins consists of a combination of paired multi-paned wood casement type, and paired or banked small multi-paned wood sliders. The taller paired casement type windows vary from 2/1 to 8 light panels. Flush, hollow-core wood entry doors are generally centered in the facades. Decorative treatment throughout the campground consists of fascia boards with sawn trim in a modified bead-and-reel motif, scalloped vertical trim board in the gable ends of the cabins, and their carports where present, and planked wood shutters pierced by a pine tree motif. The shutters are clipped at their upper corners. The later cabins and duplexes are described individually in Appendix I. According to both Kathleen McAulay & Lois Jones, the builders family members, the cabins original natural redwood exterior finishes were in place until at least 1954. About 1956 they were stained, or painted barn red, and the decorative trim and distinctive wood shutters added. The shutters were painted white. The original wood shingle roofing was replaced with green composition shingles.

The cabins are randomly scattered throughout a grove of mature trees of varying species. Most cabins have low hedges or shrubbery around their perimeters and some grassed areas to the front, rear or sides of the structures. Low retaining walls and small patios of brick and adobe are also present, but undated. As originally constructed, the campground was surrounded on three sides, north, east and west, by fields of artichokes running all the way to the Carmel Mission, and on the south by the Carmel River. In the mid 1950s the land to the north and west was subdivided into a residential neighborhood called Mission Fields. A high levee was constructed along the north side of the Carmel River and planted with riparian growth by the Army Corps of Engineers for flood control purposes. The entry to the Inn, originally off Oliver Road, has also been modified over time, and now comes off U.S. Highway 1, near the Carmel River Bridge. The facility has basically lost its larger historic landscape setting, but the remaining campground, with its informal clutter of small tourist cabins continues to convey a strong sense of time and place and of feeling and association.

## **Noncontributing Buildings**

There are four noncontributing buildings present in the Carmel River Inn complex, three duplex guest units, and a two-story, nineteen room motel structure. These buildings do not appear to qualify as contributing features of the potential historic district because of age and/or architectural style. The proposed period of significance for the historic district is 1934-1956, the period in which it was constructed and operated by the McAualy-Jones family, and when the exterior appearance of the cabins changed. The four noncontributing features were built between 1957 and 1960, with additions and alterations as late as 1983. Individual descriptions of these buildings can be found in Appendix I.

## EVALUATION FOR SIGNIFICANCE

Two sets of criteria were used in evaluating the potential historical and architectural significance of the Carmel River Inn. The first set of criteria is defined within that of the National Register of Historic Places, which was established by the National Park Service. The California State Historical Resources Commission developed the second set of criteria for the California Register of Historical Resources.

### **National Register of Historic Places**

To meet the criteria for the National Register of Historic Places, a building, site, or object must have architectural and historical integrity, and satisfy at least one of the following conditions:

- Criteria A    it is associated with events that have made a significant contributions to the broad patterns of our history, or
- Criteria B    it is associated with the lives of persons significant in our past, or
- Criteria C    it embodies the distinctive characteristics of a type, period, or method of construction, or that represents the work of a master, or that possesses high artistic values, or that represents a significant and distinguishable entity whose components may lack individual distinction, or
- Criteria D    it has yielded, or is likely to yield, information important in preceptor or history.

### **California Register of Historical Resources**

In order for a resource to be eligible for the California Register of Historical Resources, a building, site or object must meet three standards of review:

1. A property must be significant at the local, state or national level, under one or more of the following criteria:
  1. It is associated with events or patterns of events that have made a significant contribution to the broad patterns of the history and cultural heritage of California and the United States.

It is associated with the lives of persons important to the nation or California's past.

It embodies the distinctive characteristics of a type, period, region, or method of construction, represents the work of a creative individual, or possesses high artistic values.

It has yielded, or may be likely to yield, information to the prehistory or history of the state or nation.

2. The resource must maintain enough of its historic character or appearance to be recognizable as a historic property, and to convey the reason for its significance; and
3. It is fifty years old or older (except for rare cases of structures of exceptional significance).

Resources already listed, or determined eligible for the National Register, or California Historic Landmarks #770 or higher are also, by definition, eligible for the California Register. A property is automatically eligible for the register if it has been listed under any state, national or local historic resource criteria, unless the preponderance of evidence indicates otherwise.

### **Evaluation for Significance**

The 1934 Carmel River Inn was evaluated for significance based on age, historical association, and architectural value. Eighteen of the twenty-two buildings present appear to meet the 50 year-old threshold of the National and California Registers. Historically the eighteen contributing buildings are significant in the development of California's emerging automobile oriented tourist industry, particularly as it related to the development of this industry in Monterey County in anticipation of the completion of the Carmel-San Simeon coastal highway (U.S. Highway 1), in the 1930s. The Inn is also significant in the area of architecture for its high concentration of little altered 1930s motor court cabins. Of the twenty-two buildings or structures present, eighteen appear to qualify for listing as an historic district in the California Register of Historic Places, at the local level of significance.

Four of the twenty-two buildings do not appear to meet the age requirement for consideration for listing, and are either not consistent with the architectural style of the contributing features, or have been altered over time.

In its current physical state, the El Rio Carmelo Motor Court portion of the Carmel River Inn continues to evoke enough of a sense of time and place, and of feeling and association to qualify for listing as an historic district on the National Register under criterion 1, for its association with events that have made a significant contribution to the broad patterns of the history and cultural heritage of California. The facility also embodies the distinctive architectural characteristics of an early California tourist motor court, a period design once common, but now rare, qualifying it for listing under criterion 3, in the area of architectural significance.

### **Potential Impacts**

Under the California Environmental Quality Act (CEQA), a “project that may cause a substantial adverse change in the significance of an historic resource is a project that may have a significant effect on the environment.” In this context, a historic resource is one that is listed in or determined eligible for listing in the California Register of Historical Resources.

The proposed project includes demolition or relocation of a single guest unit just west of the proposed historic district, as part of a planned rehabilitation and expansion of the Carmel River Inn, to include five new 8-plex guest units in a former artichoke field, west of the present complex. The project will rehabilitate the remaining historic motor court guest cabins, and may restore an early unit, converted to storage use, as a guest cabin to compensate for the potential loss of the single guest unit. It also proposes additional landscaping to enhance the natural setting of the complex.

CEQA identifies demolition of historic structures as a significant impact on the environment. In defining historic, the structure must be on or be eligible for the National Register of Historic Places, a California Landmark above #770, a California Point of Interest or be listed or eligible for listing on a local register. The threshold for significance, for listing on a local register, must be established through a public process and can be quantitative or qualitative.

Because the El Rio Carmelo Motor Court portion of the Carmel River Inn, located on U.S. Highway 1 at the Carmel River Bridge near Carmel appears to be eligible to qualify for listing in the National Register, demolition of an historic guest cabin may have a significant impact on the environment. Moving the existing guest cabin to an appropriate location on the property, or returning a former guest cabin now used for storage purposes to visitor accommodating use, should mitigate such a potential impact in the context of eligibility requirements of the National Register. However, any proposed alterations or new additions to the proposed historic district will have to be designed in conformance with the Secretary of the Interior's *Standards for the Treatment of Historic Properties*, under the treatment for *Rehabilitation*. Careful adherence to the Secretary's Standards will reduce any potential adverse change in the significance of the property to a less than significant effect on the environment.



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1980 *A Tribute to Yesterday*, Santa Cruz: Valley Publishers.
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9/21/22; 11/4/44; 2/1/66; 8/19/75; 6/10/80; 3/12/81;  
1/31/85; 3/12/85; 7/17/85
- Personal Interview  
Mr. John Klein (longtime visitor to the Carmel River Inn)  
2/11/04

Personal Interview

Mrs. Lois Jones (widow of Kenneth Jones, one of the builders of the Carmel River Inn) 2/10/04; 3/6/04; 4/2/04

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Kathleen McAulay Jones (daughter of Dr. Martin McAulay & Irene Winslow) 2/24/04; 4/3/04

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Tamsin McAulay (granddaughter of Dr. Martin McAulay) 2/16/04

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Mrs. Rudolph Stach (daughter of Dr. Martin McAulay & Dr. Sarah Hatton) 2/12/04

Witzel, M.K.

2000

*The American Motel, Osecola, WI: M & I Pub.*

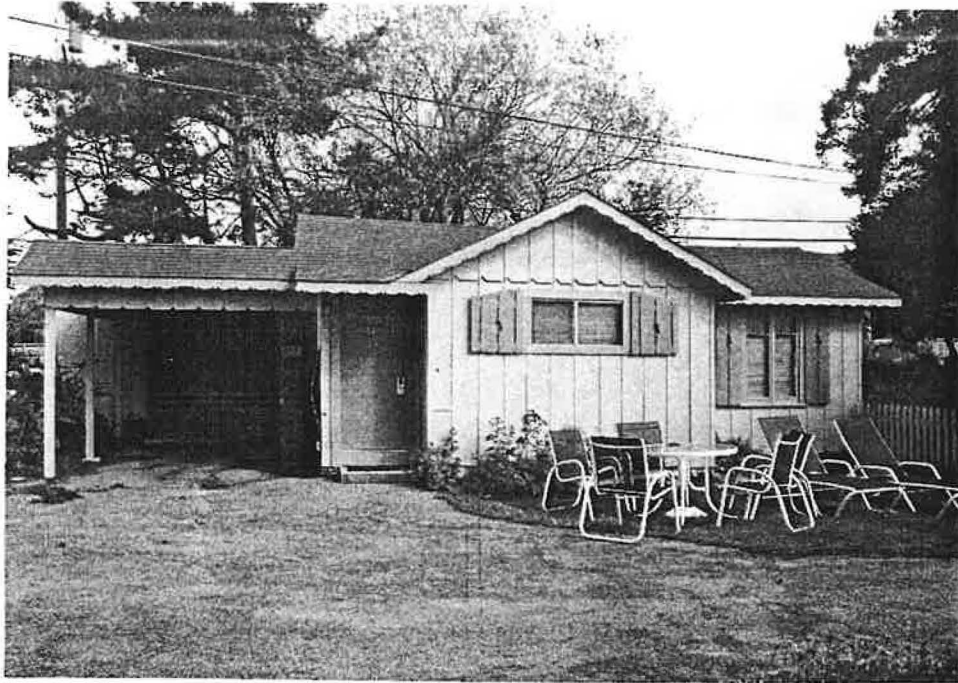
# APPENDIX I



Motel Bldg.

1960-65

A two-story, wood-framed motel building, ell shaped in plan, resting on a concrete slab foundation. The exterior wall cladding is sheet plywood with battens. The low-pitched, intersecting gable roof has wide overhanging eaves with decorative false purlins in the gable ends. It is covered in tar & gravel. An open, cantilevered second floor balcony, supported on square, wood posts, runs along the long axis of the ell on both the NE facing facade, and SW rear elevations, as well as along the NE, and NW facing elevations of the short axis of the ell. The balcony has a simple wood rail with slender balusters. The staircase on the facade is toward the center of the building, and toward the SW on the NW elevation. There is a covered pass-through on the second floor at the joining of the ell. Fenestration is fairly symmetrical, with a rhythm of paired doors and windows along the long axis of the nineteen unit building. There is a combination of small aluminum sliders and sliding glass aluminum doors. The entry doors appear to be flush metal. The first floor office, in the end of the short axis of the ell, has three large fixed, plate glass windows. There are flower boxes along the balcony rails. The motel building is sited in a large, asphalt parking lot, framed by low shrubbery and flower beds. This is not a contributing building to the historic district.



Cabin # 11

“Colton”

1934

A one story, wood-framed auto court cabin, irregular in plan, resting on a concrete slab foundation. The exterior wall cladding is vertical board-and-batten, with scalloped trim boards in the gable ends and above the carport entry. The roof is low-pitched and cross-gabled, with a lower projecting bay centered on the west facing facade, and stepped down towards the north over the carport. The hollow-core, flush-wood entry door is between the bay and the carport. The roof slightly overhangs the eaves, with a sawn decorative fascia in a modified bead-and-reel pattern. The roof covering is composition shingle. Fenestration is irregular with combination of tall, paired 2/1 multi-paned wood casement type windows, and small, multi-paned wood sliders. The wood sliders have been replaced on the front (west) elevation by aluminum sliders. Most windows are flanked by planked wood shutters, clipped at the upper corners, and pierced in the center with a pine tree motif. There is a storage unit at the east end of the carport, which is otherwise supported by three square wood posts. There is low shrubbery around the perimeter of the cabin, and a grassed space in front.

This was the first cabin constructed by the Orville Jones family in 1934, and acted as their residence and the auto court office until the 1940s.



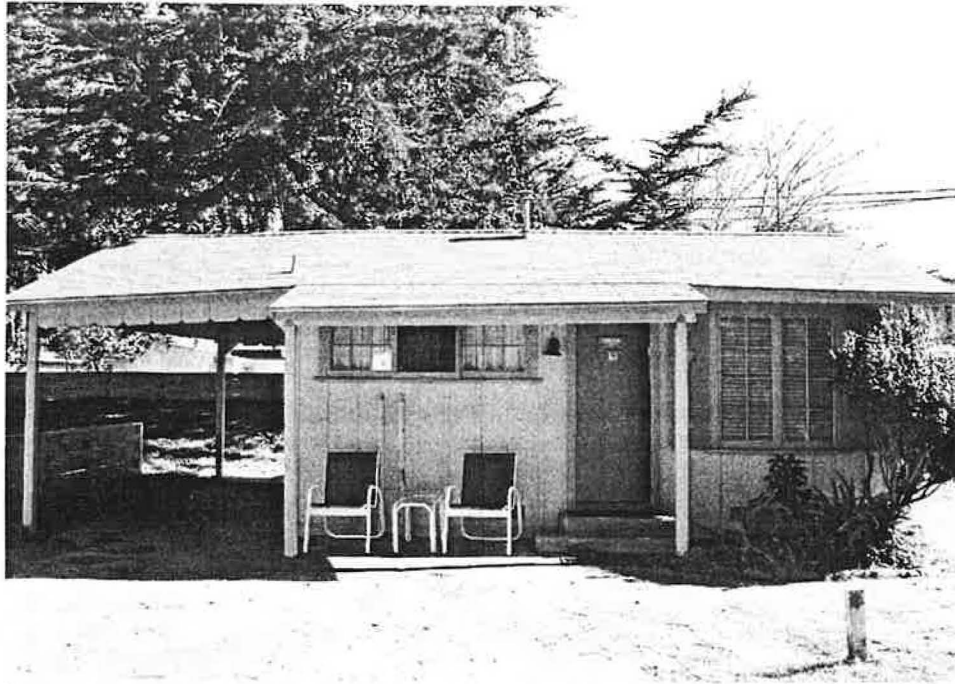
Cabin # 12

"Viscano"

1934

A one-story, wood-framed auto court cabin, rectangular in plan, resting on a concrete slab foundation. The exterior wall cladding is vertical board-and-batten, with scalloped trim boards in the gable ends and above the carport entry. The side-gabled roof is low-pitched, with a partial-width extension, centered in the west facing facade, overhanging the raised, hollow-core, flush-wood entry door as a hood or canopy, supported by square wood posts. The overhanging roof eaves have a sawn decorative fascia in a modified bead-and-reel pattern. The roof covering is composition shingle. Fenestration is irregular, with a combination of tall paired 4/1 multi-paned wood casement windows and small, multi-paned wood sliders. Most windows are flanked by planked wood shutters, clipped at the upper corners, and pierced in the center with a pine tree motif. The side-gabled carport to the north is supported on three, square wood posts. There is low shrubbery around the perimeter of the cabin, and a wood lattice grille on the north side of the canopy, planted with a flowering vine.

This is one of the original 1934 auto court cabins.

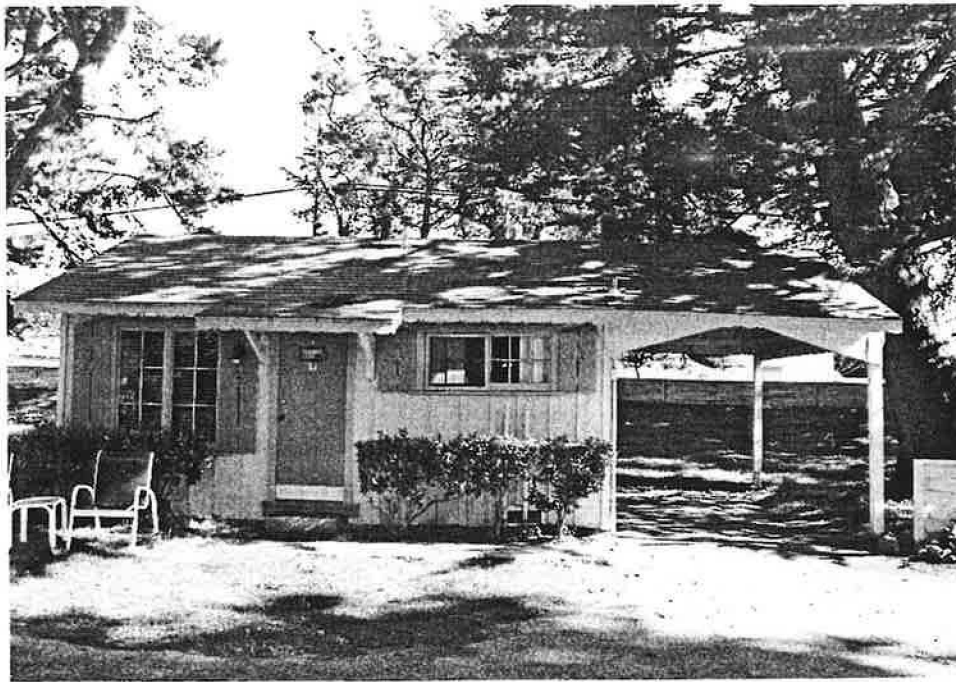


Cabin # 13

"Abrego"

1934

A one-story, wood-framed auto court cabin, rectangular in plan, resting on a concrete slab foundation. The exterior wall cladding is vertical-board-and-batten, with scalloped trim boards in the gable ends and above the carport entry. The side-gabled roof is low-pitched, with a partial-width extension, centered in the west facing facade, overhanging the raised, hollow-core, flush-wood entry door as a hood or canopy, supported by square wood posts. The overhanging roof eaves have a sawn decorative fascia in a modified bead-and-reel pattern. The roof covering is composition shingle. Fenestration is irregular, with a combination of tall paired eight-light multi-paned wood casement windows and small, multi-paned wood sliders. Most windows are flanked by planked wood shutters, clipped at the upper corners, and pierced in the center with a pine tree motif. The side-gabled carport to the north is supported by two, square wood posts. There is low shrubbery around the perimeter of the cabin. This is one of the original 1934 auto court cabins.



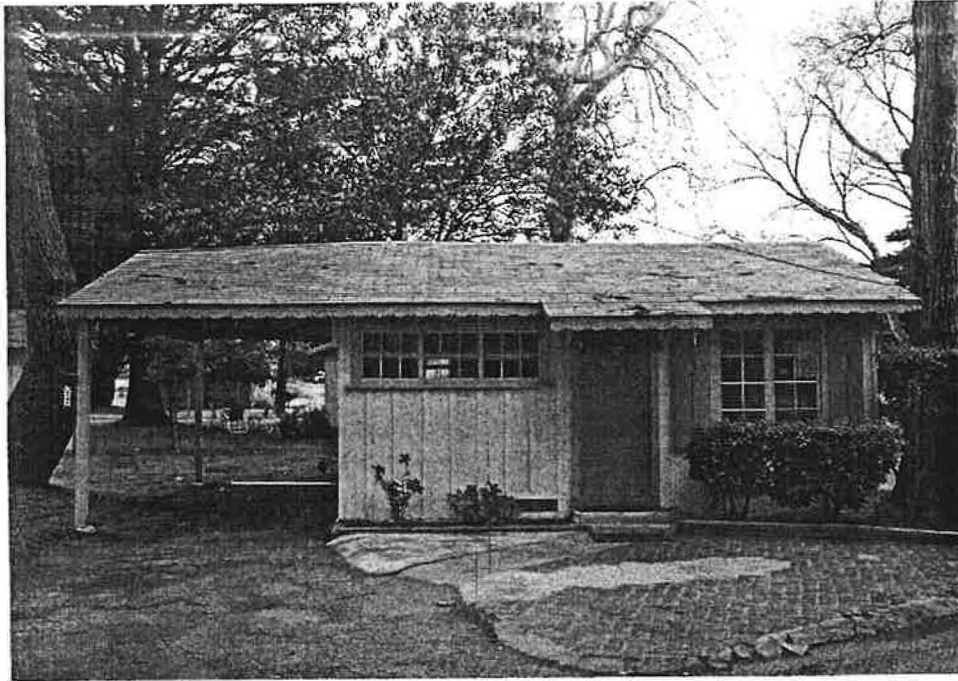
Cabin # 14

"Vasquez"

1934

A one-story, wood-framed auto court cabin, irregular in plan, resting on a concrete slab foundation. The exterior wall cladding is vertical-board-and-batten, with scalloped trim boards in the gable ends, and a pedimented cut above the carport entry, on the SE side of the cabin, with a decorative bead-and-reel detail in the apex. The side-gabled roof is low-pitched, with a partial width extension, centered in the SW facing facade, overhanging the raised, hollow-core flush-wood entry door as a hood, supported on wood brackets. The overhanging roof eaves have a sawn decorative fascia in a modified bead-and-reel pattern. The roof covering is composition shingle. Fenestration is irregular, with a combination of tall paired eight-light multi-paned wood casement windows, and small, multi-paned wood sliders. Most windows are flanked by planked wood shutters, clipped at the upper corners, and pierced in the center with a pine tree motif. The carport, on the SE side of the cabin is supported by two, square wood posts. There is low shrubbery around the perimeter of the cabin. This is one of the original 1934 auto court cabins.





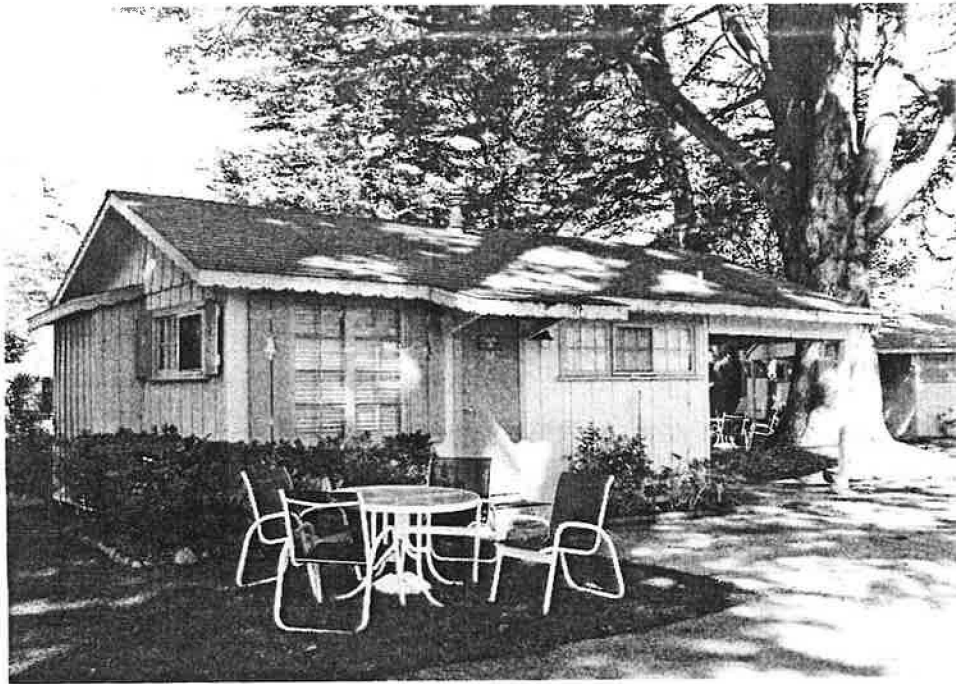
Cabin # 15

"Miller"

1934

A one-story, wood-framed auto court cabin, irregular in plan, resting on a concrete slab foundation. The exterior wall cladding is vertical board-and-batten, with scalloped trim board in the gable ends. The side-gabled roof is low-pitched, with a partial-width extension, centered above the raised hollow-core, flush-wood entry door on the SE facing facade, supported on wood brackets. The overhanging roof eaves have a sawn decorative fascia in a modified bead-and-reel pattern. The roof covering is composition shingle. Fenestration is irregular, with a combination of tall paired eight-light multi-paned wood casement windows, and small, multi-paned wood sliders. Most windows are flanked by planked wood shutters, clipped at the upper corners, and pierced in the center with a pine tree motif. There is a small anodized aluminum slider in the NE side-elevation, and a small aluminum slider in the SW side-elevation. The SW side-elevation also has a small diamond-shaped screened vent. The carport, on the SW side of the cabin, is supported by two, square wood posts. There is low shrubbery around the perimeter of the cabin.

This is one of the original 1934 cabins.

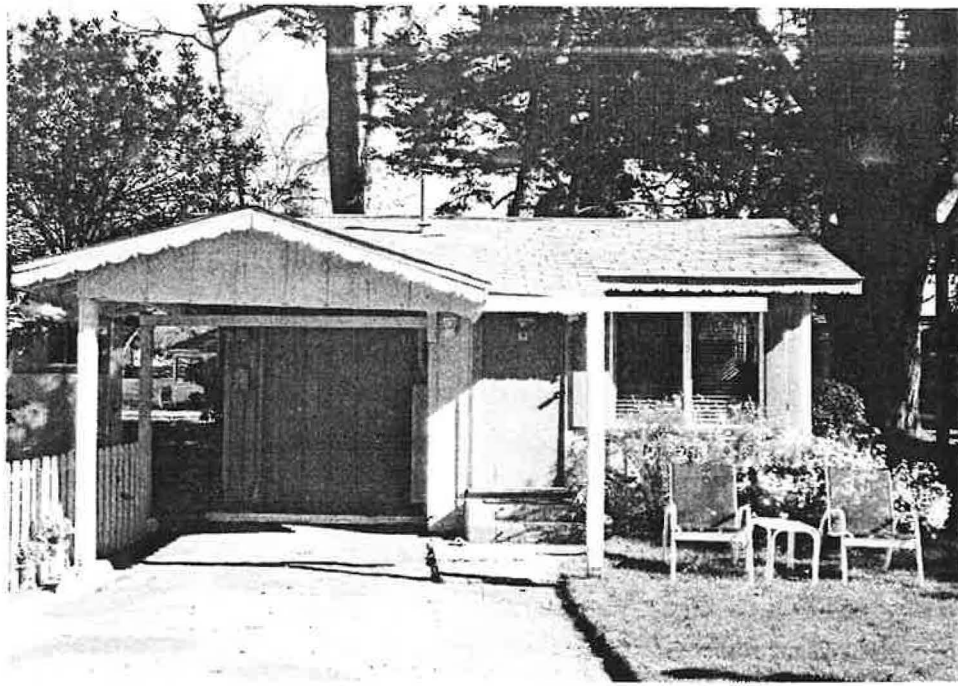


Cabin # 16

"Adams"

1934

A one-story, wood-framed auto court cabin, irregular in plan, resting on a concrete slab foundation. The exterior wall cladding is vertical board-and-batten, with scalloped trim boards in the gable ends, and above the carport entry on the north side of the cabin. The side-gabled roof is low-pitched, with a partial-width extension, centered above the raised, hollow-core, flush-wood entry door on the east facing facade, supported on wood brackets. The overhanging roof eaves have a sawn decorative fascia in a modified bead-and-reel pattern. The roof covering is composition shingle. Fenestration is irregular, with a combination of tall paired eight-light multi-paned wood casement windows, and small, multi-paned wood sliders. Most windows are flanked by planked wood shutters, clipped at the upper corners, and pierced in the center with a pine tree motif. The carport, on the north side of the cabin is supported by two, square wood posts. There is low shrubbery around the perimeter of the cabin with a grassed area in front. This is one of the original 1934 auto court cabins.



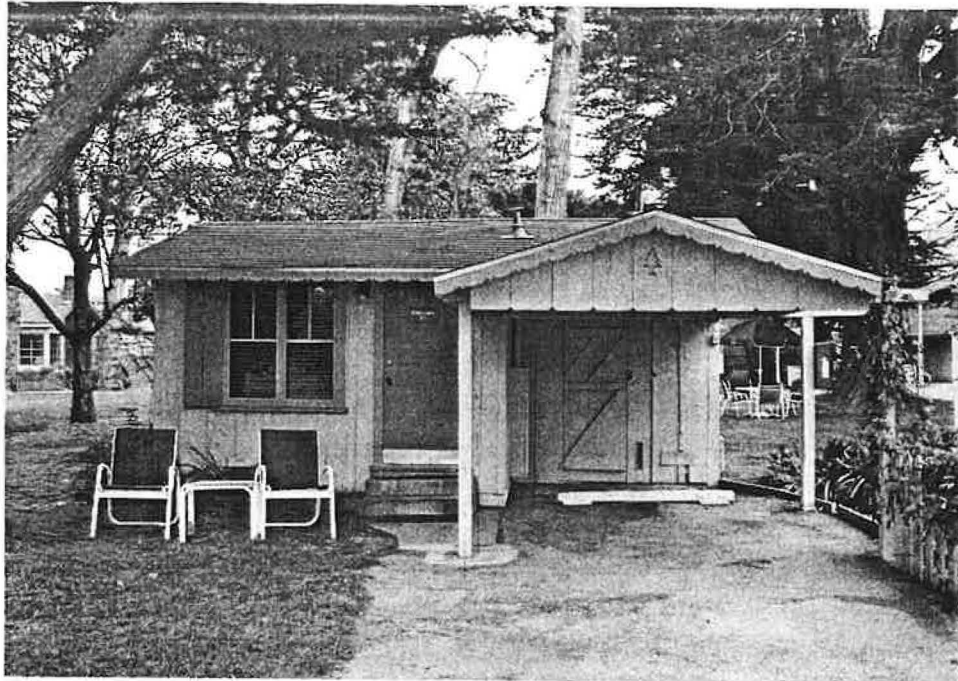
Cabin # 17

"Estrada"

1934

A one-story, wood-framed auto court cabin, irregular in plan, resting on a concrete slab foundation. The exterior wall cladding is vertical board-and-batten, with scalloped trim boards in the gable ends. The low-pitched, side-gabled roof has an intersecting front-gabled carport roof projecting from the NW side of the SW facing facade. The open carport, with storage at its rear, is supported on three, square wood posts. The main roof extends as a partial-width hood over the raised, hollow-core flush-wood entry door, at the SE side of the carport. This feature is also supported by the carport posts. The overhanging roof eaves have a sawn decorative fascia in a modified bead-and-reel pattern. The roof covering is composition shingle. Fenestration is irregular, with a combination of single and paired vinyl-clad sliders replacing the original tall paired 2/1 multi-paned wood casement windows and small, multi-paned wood sliders. Most windows are flanked by planked wood shutters, clipped at the upper corners, and pierced in the center with a pine tree motif. There is low shrubbery with flowers planted around the perimeter of the cabin.

This is one of the original 1934 auto court cabins.



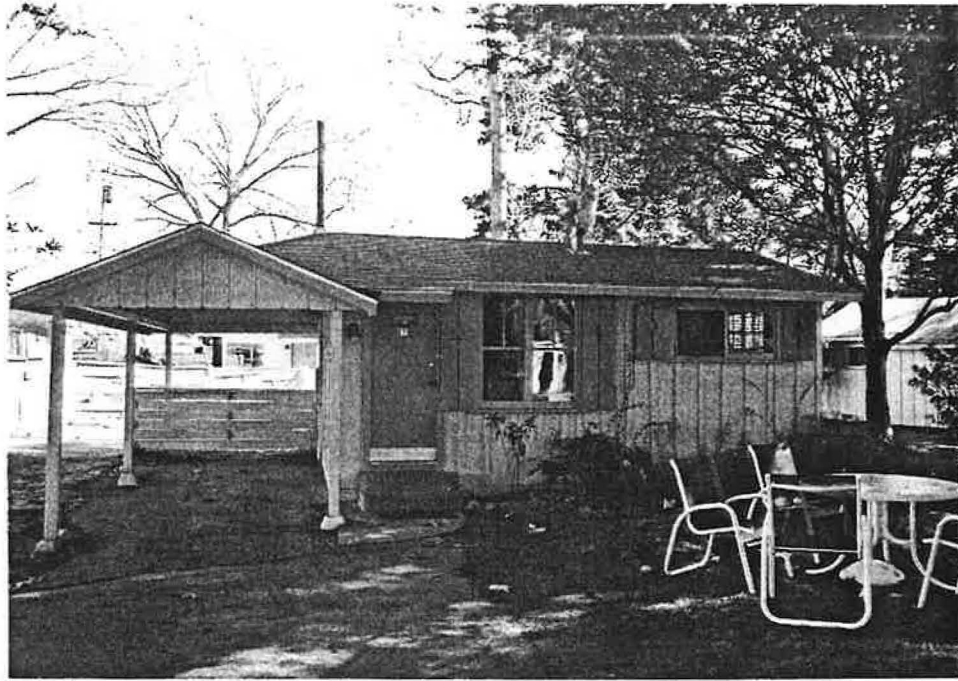
Cabin # 18

“Soberanes”

1934

A one-story, wood-framed auto court cabin, irregular in plan, resting on a concrete slab foundation. The exterior wall cladding is vertical board-and-batten, with scalloped trim boards in the gable ends. The low-pitched, side-gabled roof has an intersecting front-gabled carport roof projecting from the south side of the west facing facade. The open carport, with storage at the rear, is supported on three, square wood posts. The raised, hollow-core flush-wood entry door is immediately north of the carport. The overhanging roof eaves have a sawn decorative fascia in a modified bead-and-reel pattern. The roof covering is composition shingle. Fenestration is irregular, with a combination of tall paired 2/1 multi-paned wood casement windows and small, multi-paned wood sliders. Most windows are flanked by planked wood shutters, clipped at the upper corners, and pierced in the center with a pine tree motif. The front gable of the carport on this cabin has the pine tree motif cut into the gable apex. There is low shrubbery planted around the perimeter of the cabin. This appears to be a mirror image of cabin # 17 that has not been altered.

This is one of the original 1934 auto court cabins.



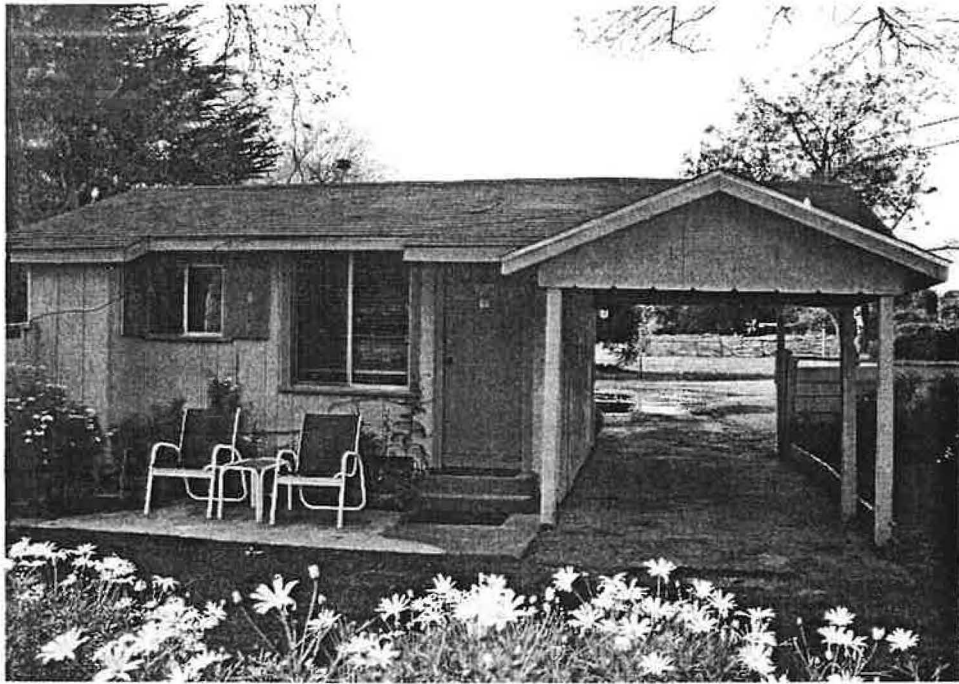
Cabin # 19

"Hartnell"

1934

A one-story, wood-framed auto court cabin, irregular in plan, resting on a concrete slab foundation. The exterior wall cladding is vertical board-and-batten, with scalloped trim boards in the gable ends. The low-pitched hip and gable roof has an intersecting front-gabled carport roof projecting from the north side of the west facing facade. The open carport is supported on four, square wood posts, and extends slightly to the rear (east) of the main building envelope. The main roof extends as a partial-width hood over the raised, hollow-core flush-wood entry door, immediately south of the carport. The overhanging roof eaves have a plain wood fascia. This may be an undated replacement for the original decorative fascia boards that are a character-defining feature of the auto court. The roof covering is composition shingle. Fenestration is irregular, with a combination of tall paired 2/1 multi-paned wood casement windows and small, multi-paned wood sliders. There is one small aluminum slider on the south side-elevation. Most windows are flanked by planked wood shutters, clipped at the upper corners, and pierced in the center with a pine tree motif. There is low shrubbery planted around the perimeter of the cabin, and a grassed area in front.

This cabin may have been constructed slightly later than 1934.



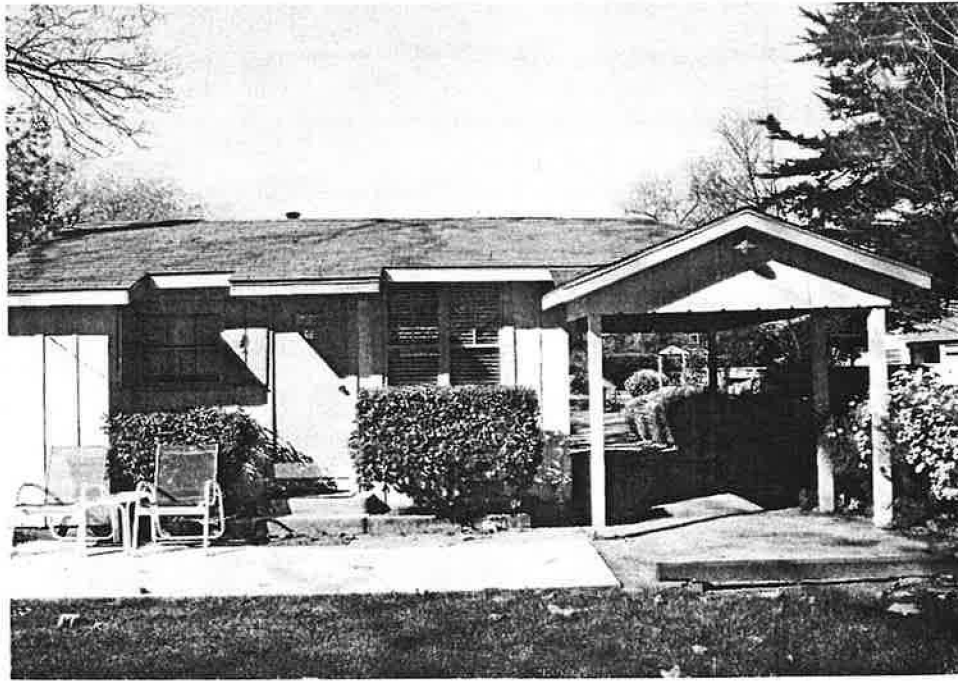
Cabin # 20

"Esselen"

1934

A one-story, wood-framed auto court cabin, irregular in plan, resting on a concrete slab foundation. The exterior wall cladding is vertical board-and-batten, with scalloped trim boards in the gable ends, and along the top of the open carport. The low-pitched, side-gabled roof has an intersecting front-gabled carport roof projecting from the NE side of the SE facing facade. The open carport is supported on four, square wood posts. The main roof extends as a partial-width hood over the raised, hollow-core flush-wood entry door immediately SE of the carport. A similar extension of the roof & building envelope at the SE cr. of the cabin suggests an undated minor addition. The overhanging roof eaves have a plain wood fascia. This may be an undated replacement for the original decorative fascia boards that are a character-defining feature of the auto court. The roof covering is composition shingle. Fenestration is irregular, with aluminum sliders in a variety of shapes and sizes replacing the original wooden windows. Most windows are flanked by planked wood shutters, clipped at the upper corners, and pierced in the center with a pine tree motif. There is low shrubbery with flowers planted around the perimeter of the cabin, including grassed areas front and rear.

This is probably one of the original 1934 auto court cabins.



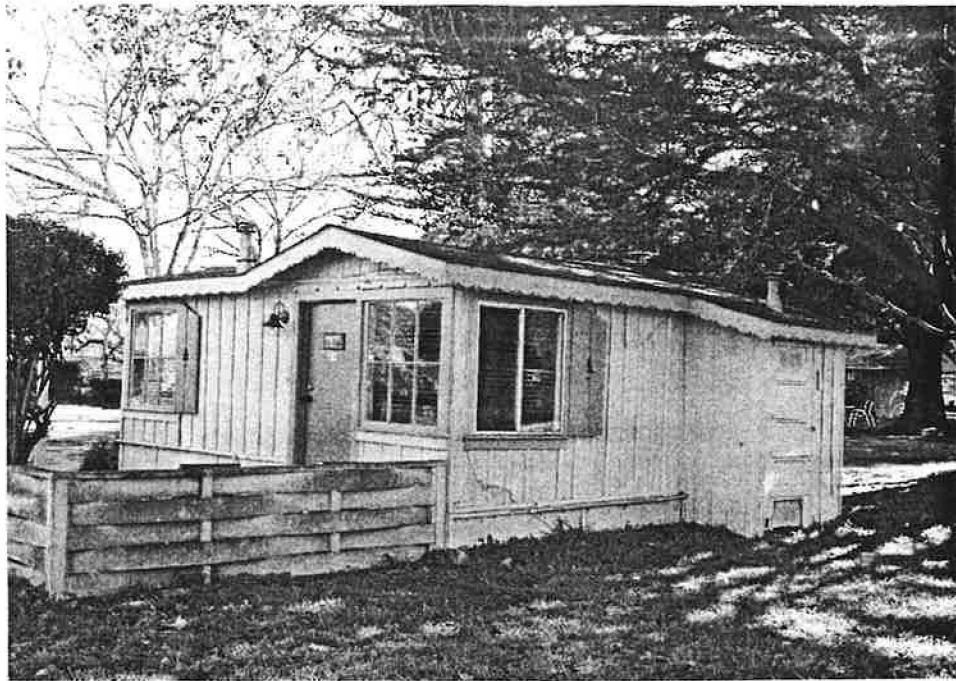
Cabin # 21

"Ohlone"

1934

A one-story, wood-framed auto court cabin, irregular in plan, resting on a concrete slab foundation. The exterior wall cladding is vertical board-and-batten, with scalloped trim boards in the gable ends, and along the top of the open carport. The low-pitched hip-and-gable roof has an intersecting front-gabled carport roof projecting from the NE side of the east facing facade. The open carport is supported on four, square wood posts. There are two, small partial-width extensions of the main roof along the front (east) elevation. one is a door hood over the raised, hollow-core flush-wood main entry, centered in the building envelope, and the other is found at the SE cr. of the cabin as an undated minor addition. The overhanging roof eaves have a plain wood fascia. this may be an undated replacement for the original decorative fascia boards that are a character-defining feature of the auto court. The roof covering is composition shingle. Fenestration is irregular, with a combination of tall paired 2/1 multi-paned wood casement windows and small, multi-paned wood sliders. Most windows are flanked with planked wood shutters, clipped at the upper corners, and pierced in the center with a pine tree motif. There is low shrubbery planted around the perimeter of the cabin and grassed areas front and back.

This cabin may have been constructed slightly later than 1934.



Cabin # 22

“Sherman”

1934 (?)

A one-story, wood-framed auto court cabin, irregular in plan, resting on a concrete slab foundation. The exterior wall cladding is a combination of vertical board-and-batten, with scalloped trim boards in the gable ends, and two-foot plywood panels below the water-table. The low-pitched intersecting gabled roof has overhanging eaves with a sawn decorative fascia in a modified bead-and-reel pattern. The roof covering is composition shingle. The raised, hollow-core flush-wood entry door is centered below the gable apex on the south side of the west facing facade. Fenestration is irregular, with a combination of large, multi-paned fixed wood windows, a smaller multi-paned wood casement window, and large aluminum sliders. Most windows are flanked by planked wood shutters, clipped at the upper corners, and pierced in the center with a pine tree motif. No carport is present. There is tall shrubbery and flowers around the perimeter of the cabin, including grassed areas in the front and rear. The grassed area to the west is enclosed by a low, horizontal woven wood fence.

This cabin is smaller than the rest, has a different roof treatment and fenestration, and is set apart, on the west side of the main access road. It may date a little later than 1934.

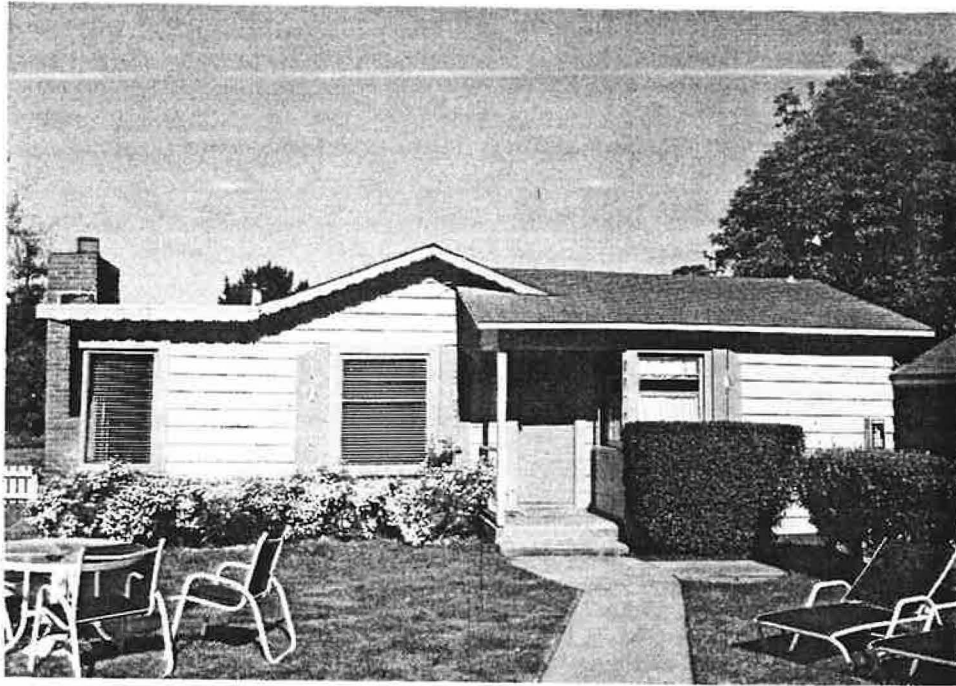




Cabin # 24-25      "Steinbeck-Ricketts"      1948

A one-story, wood-framed duplex cabin, rectangular in plan, resting on a concrete slab foundation. The exterior wall cladding is a medium-width horizontal "V" wood siding. The low-pitched side-gabled roof has two small, partial-width extensions off the west facing facade, acting as door hoods over the two entries along this elevation. The entries are toward the center of the building, where the building is divided, and are raised, hollow-core flush-wood doors. There is a screen of vertical wood boards at the inside edge of each door, supporting the hoods, and affording some visual privacy. The overhanging roof eaves have a sawn decorative fascia in a modified bead-and-reel pattern. There is one adobe exterior gable-end chimney present. It is found centered in the roof apex on the south side-elevation. Fenestration is irregular, with a combination of fixed and casement type multi-paned wood corner windows, and one aluminum slider on the rear (east) elevation. There is no carport present. There is low shrubbery around the perimeter of the duplex cabin, with some mature trees present. There are grassed areas in the front and rear.

This cabin was constructed in 1948 during a minor expansion of the Inn.

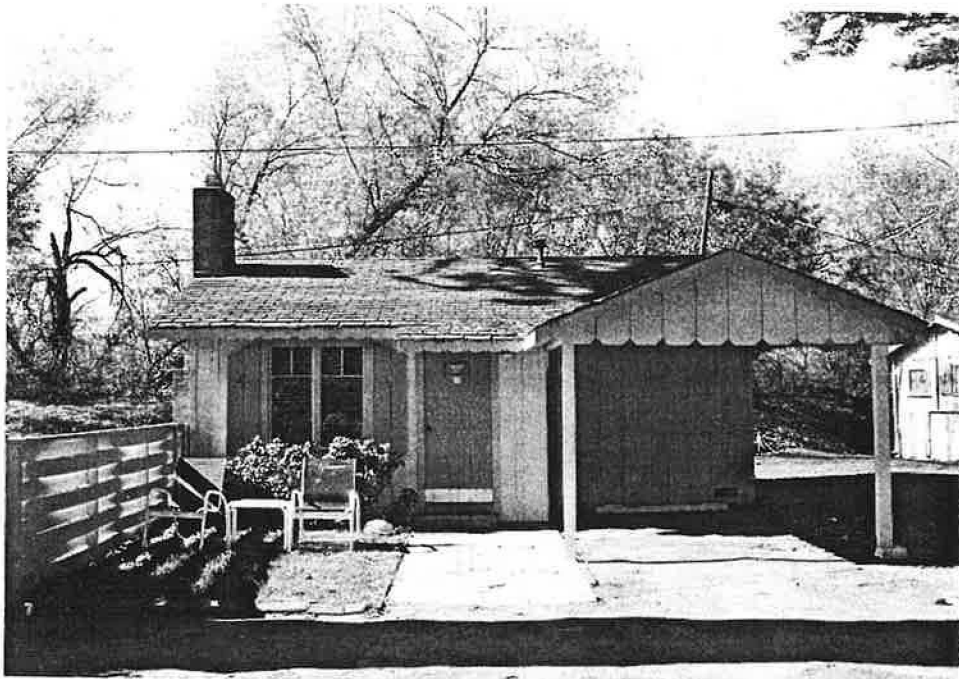


Cabin # 26

"Larkin"

1941

A one-story, wood-framed residence, irregular in plan, resting on a concrete slab foundation. The exterior wall cladding is a medium-width wood shiplap siding. The low-pitched, cross-gabled roof has a flat-roofed bedroom on the west side-elevation, added by Ken Jones in 1954. The overhanging roof eaves are partially faced with a sawn decorative fascia in a modified bead-and-reel pattern, in the gable-end of the east facing facade. The gable dies into the roof-plane on the north side of the facade, which also creates a door hood over the centrally located raised, hollow-core, flush-wood entry door. The door hood is supported by a single, square wood post which has a plain fascia, as does the flat-roofed addition to the west. There is one brick, exterior eave-wall chimney present. It is located near the SW cr. of the west side-elevation. The roof covering is a combination of composition shingle and tar & gravel. Fenestration is irregular, with a combination of single, fixed wood windows, and tall, 2/1 multi-paned wood casement windows. Most windows have horizontal muntins, and are flanked by planked wood shutters, clipped at the upper corners, and pierced in the center with a pine tree motif. There are flowers around the perimeter of the house, with grassed areas all around. This was Ken & Lois Jones home from 1947 to 1954.



Cabin # 27

“Serra”

1934

A one-story, wood-framed auto court cabin, irregular in plan, resting on a concrete slab foundation. The exterior wall cladding is vertical board-and-batten, with scalloped trim boards in the gable ends, including the attached carport entry. The low-pitched, intersecting gable roof has overhanging eaves with a sawn decorative fascia in a modified bead-and-reel pattern. There is a partial-width extension, centered in the east facing facade, overhanging the raised, hollow-core flush-wood entry door as a hood, supported by the carport roof and a single, square wood post. There is one brick gable-end chimney, offset to the east of the apex along the south side-elevation. This was probably added in 1948. The roof covering is composition shingle. Fenestration is irregular, with a combination of tall, 2/1 multi-paned wood casement windows, and smaller multi-paned fixed, and sliding wood windows. Most windows are flanked by planked wood shutters, clipped at the upper corners, and pierced in the center with a pine tree motif. The front gabled carport, on the north side of the cabin, with storage to the rear, is supported by two, square wood posts. There is low shrubbery around the perimeter of the cabin, and a horizontally woven wood fence to the south.

This is one of the original 1934 auto court cabins.



Cabin # 28

“Portola”

1934

A one-story, wood-framed auto court cabin, rectangular in plan, resting on a concrete foundation. The exterior wall cladding is vertical board-and-batten, with scalloped trim boards at the gable ends, and along the top of the attached carport entry. The low-pitched side-gabled roof has a partial-width extension, centered in the NE facing facade, overhanging the raised, hollow-core flush-wood entry door as a hood. It is supported on wood brackets. The overhanging roof eaves have a sawn decorative fascia in a modified bead-and-reel pattern. The roof covering is composition shingle. Fenestration is irregular, with a combination of tall, paired 2/1 multi-paned wood casement windows, and smaller, multi-paned fixed and sliding wood windows. Most windows are flanked by planked wood shutters, clipped at the upper corners, and pierced in the center with a pine tree motif. The open carport sits under the main roof on the NW side of the cabin, supported by two, square wood posts. There is low shrubbery around the perimeter of the cabin, with grassed areas, front and rear. This is one of the original 1934 auto court cabins.



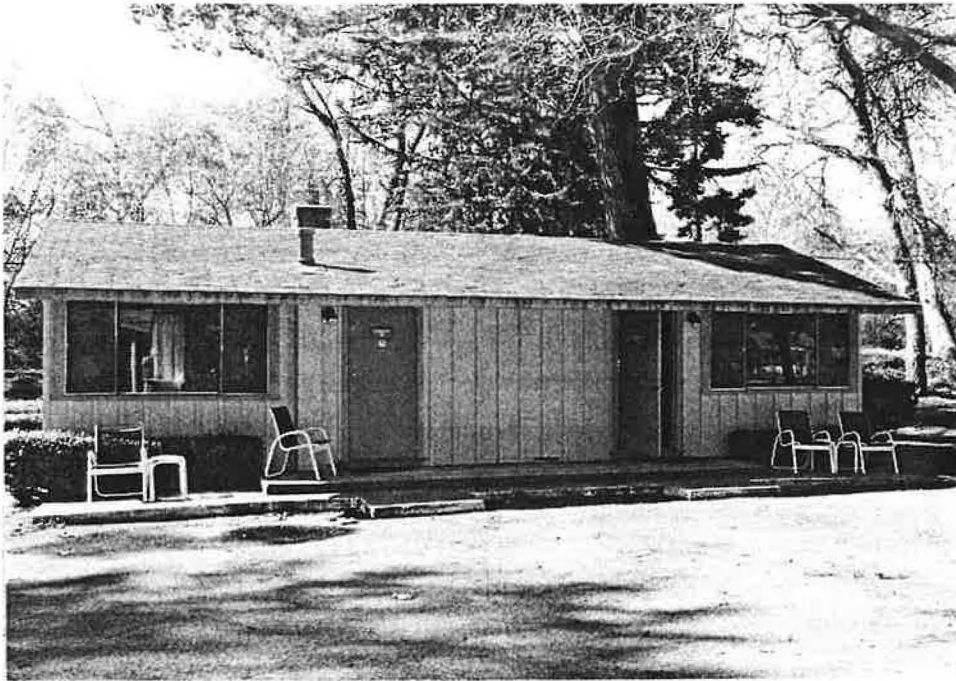
Cabin # 29

"Sloat"

1934-38

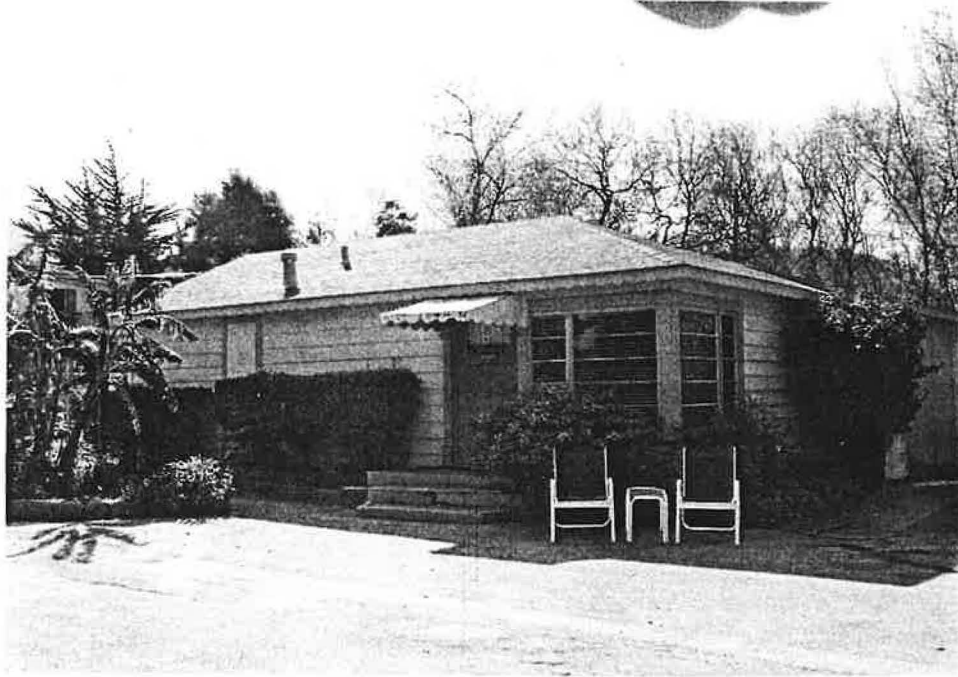
A one-story, wood-framed auto court cabin, irregular in plan, resting on a concrete foundation. The exterior wall cladding is vertical board-and-batten. The low-pitched intersecting front-gabled roof has a lower projecting bay off the SE cr. of the east facing facade. This appears to be a 1938 addition, based on the horizontal window muntins, and presence of an adobe gable-end chimney centered in the apex of the bay. The chimney may be even later. There is a shed-roofed hood above the raised, hollow-core flush-wood entry door on the north side of the of the facade. This feature, and the overhanging roof eaves have a sawn decorative fascia in a modified bead-and-reel pattern. The roof is covered in composition shingle. Fenestration is irregular, with a combination of tall, paired 2/1 multi-paned wood casement windows, small, multi-paned wood sliders, and the wood casement windows with the horizontal muntins noted above. Most windows are flanked by planked wood shutters, clipped in the upper corners, and pierced in the center with a pine tree motif. There is no carport. There may have been one where the addition was constructed. There is some low shrubbery around the perimeter of the cabin, with grassed areas front and rear.

This may be one of the original 1934 cabins, modified in 1938, and again in the early 1950s.



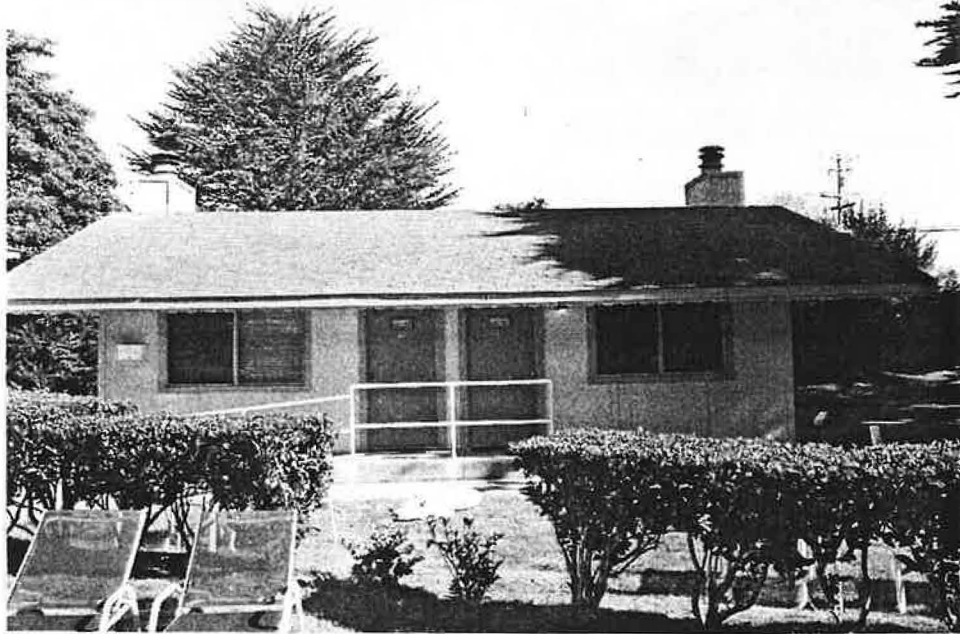
Cabin # 30-31 "Osborne-Stevenson" 1963

A one-story, wood-framed duplex cabin, rectangular in plan, resting on a concrete slab foundation. The exterior wall cladding is vertical battens over sheet plywood. The low-pitched, side-gabled roof overhangs the eaves, with a plain fascia. There is one interior brick chimney present. It is located in the roof-plane at the rear (SW) of the duplex, towards the SE, and was constructed in a 1981 addition. The roof is covered in a composition shingle. The two rooms of the duplex are divided in the middle of the building, with raised, hollow-core flush-door entries offset toward either end of the structure. Fenestration is symmetrical, with wide, tripartite aluminum sliding windows at either end of the NE facing facade, and smaller aluminum sliders on the rear (SW) of the building. There is low shrubbery around the perimeter of the duplex, and the side and rear areas are grassed. This building was constructed in 1959, well after the period of significance. By date and design the duplex is not a contributing building to the historic district.



Cabin # 32-33 "Jacks-Fremont" 1941(?)

A one-story, wood-framed duplex guest unit, irregular in plan, resting on a concrete foundation. The exterior wall cladding is a medium-width horizontal "V" wood siding. The hip-and-gable stepped roof has overhanging eaves with a sawn decorative fascia in a modified bead-and-reel pattern. There is one, massive end-gable adobe chimney present, centered in the gable end of a lower projecting bay towards SE. This feature was probably constructed in 1959 when the swimming pool was added, as it has an open hearth on the pool side, facing a recreation area. The roof is covered in composition shingle. The principal entry is near the north cr. of the NE facing facade and is Colonial Revival in design. It abuts a large, fixed wood corner window with horizontal muntins, facing into the auto court. This was constructed as an office and managers living quarters. The entry door is capped by a fabric awning. There is a 1984 shed-roofed addition at the NW cr. of the building. Fenestration is irregular with a combination of fixed and sliding multi-paned wood windows, and aluminum sliders. The building was used variously over time as a managers office, maids qtrs., and from 1965 to about 1974 as Domenici's Italian Restaurant. Lois Jones indicated that the building was present when she moved to the Inn in 1947. this building may have replaced one of the original 1934 auto court cabins.



Cabin #34-35 "Castro-Alvarado" 1957-84

A one-story, wood-framed duplex guest unit, rectangular in plan, resting on a concrete slab foundation. The exterior wall cladding is sheet plywood with a few battens. The side-gabled roof has wide, overhanging eaves with a sawn decorative fascia in a modified bead-and-reel motif. There are two wood-cased end-gable chimneys present, centered on the NE and SW side-elevations. The roof covering is composition shingle. The raised, hollow-core flush-wood entry doors are paired in the middle of the SW facing facade, with flanking aluminum sliding windows. Similar windows appear on the rear (NE) of the duplex. An open metal railing fronts the unit. There is a grassed area in front of the building. This duplex was originally a garage and storage unit. It was remodeled and converted to visitor accommodation use in 1984. The building is not a contributing building to the historic district.





Storage Bldg.

1934(?)

A one-story, wood-framed storage bldg., square in plan, resting on a mud-sill foundation, the exterior wall cladding is vertical board-and-batten, with scalloped trim boards in the gable ends. The low-pitched side-gabled roof has overhanging eaves with a sawn decorative fascia in a modified bead-and-reel pattern. There appears to be a full-width, flat-roofed addition along the rear (SW) elevation. The roof covering is composition shingle. There is an attached garage on the NW side of the NE facing facade with a lift-type plywood door. The principal entry is immediately east of this feature, with a three-panel wood door. Fenestration is irregular, with small, fixed multi-paned wood windows. The windows are flanked by planked wood shutters, clipped in the upper corners, and pierced in the center with a pine tree motif. There is low shrubbery, with flowers around the perimeter of the building, and grassed areas on the sides and rear. This building may be a converted 1934 auto court cabin.

# APPENDIX II

**PRIMARY RECORD**

Primary # \_\_\_\_\_  
 HRI # \_\_\_\_\_  
 Trinomial \_\_\_\_\_  
 NRHP Status Code 3B  
 Other Listings \_\_\_\_\_  
 Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

Page 1 of 6 Resource Name or #: (Assigned by recorder) *El Rio Carmelo Motor Court Historic District*

P1. Other Identifier:

P2. Location:  Not for Publication  Unrestricted a. County *Monterey*  
and (P2b and P2c or P2d. Attach a Location Map as necessary.)

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

c. Address: \_\_\_\_\_ City *Carmel by-the-Sea* Zip *93922*

d. UTM: (Give more than one for large and/linear resources) \_\_\_\_\_ ; \_\_\_\_\_ mE/ \_\_\_\_\_ mN

e. Other Locational Data (Enter Parcel #, legal description, directions to resource, elevation, etc., as appropriate)

*U.S. Highway 1, at the Carmel River Bridge*

Parcel No. *009-563-005*

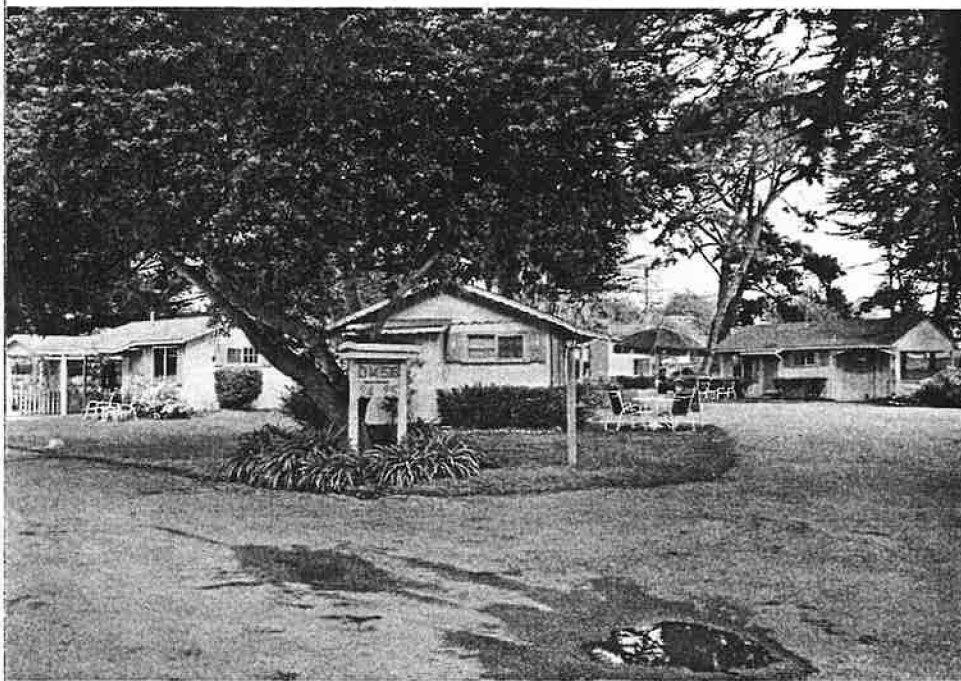
P3. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

*El Rio Carmelo Motor Court Historic District consists of nineteen of the twenty-two existing wood-framed buildings that constitute the present Carmel River Inn. They are informally sited in a wooded landscape setting immediately adjacent to the Carmel River. Fifteen of these structures are motor court cabins, originally constructed ca. 1934. Two contributing structures were built in 1941, one as a cabin, and the other as a combined office and managers quarters. One further contributing structure is a duplex cabin constructed in 1948. The remaining building is a noncontributing duplex cabin, constructed in 1957 and extensively altered in 1984. The district is located just south of the City of Carmel by-the-Sea, on the west side of U.S. Highway 1, at the north end of the Carmel River Bridge. The district is bounded on the SW by a high levee running along the north bank of the Carmel River; on the NW by open meadowland; on the north by a 1950s residential subdivision, and on the east by Oliver Road, and on the SE by the modern two-story Carmel River Inn facility. (Detailed descriptions of each cabin are attached as Appendix 1).*

P3b. Resource Attributes: (List attributes and codes) *HP5 - Hotel/Motel*

P4. Resources Present  Building  Structure  Object  Site  District  Element of District  Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P5b. Description of Photo: (View, date, accession #)  
*Looking NE at (L to R) cabins # 17, 16, 24/25, 14, 2/6/04, #47850-36A*

P6. Date Constructed/Age and Sources

Prehistoric  Historic  Both

*1934, Mo. Co. Assessor's records*

P7. Owner and Address

*Moonstone Hotel Properties  
2905 Burton Ave.  
Cambria, CA 93428*

P8. Recorded by: (Name, affiliation, and address)

*Kent L. Seavey  
Preservation Consultant  
310 Lighthouse Ave.  
Pacific Grove, CA 93950*

P9. Date Recorded: *4/1/2004*

P10. Survey Type: (Describe)

*Intensive-required CEQA review*

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

*None*

- Attachments  NONE  Continuation Sheet  District Record  Rock Art Record  Other: (List)
- Location Map  Building, Structure, and Object Record  Linear Feature Record  Artifact Record
- Sketch Map  Archaeological Record  Milling Station Record  Photograph Record

**DISTRICT RECORD**

Primary # \_\_\_\_\_

HRI # \_\_\_\_\_

Trinomial \_\_\_\_\_

Page 2 of 6

NRHP Status Code

3B

Resource Name or #: (Assigned by recorder) *El Rio Carmelo Motor Court Historic District*

D1. Historic Name: *El Rio Carmelo Motor Court Historic* D2. Common Name: *Carmel River Inn*

**D3. Detailed Description** (Discuss overall coherence of the district, its setting, visual characteristics, and minor features. List all elements of district.):

*See Appendix 1, attached.*

**D4. Boundary Description** (Describe limits of district and attach map showing boundary and district elements.):

*The district is composed of that portion of Parcel 1 in Document 2003118034, Official Records of Monterey County, in the Legal Description included as Exhibit "A", attached.*

**D5. Boundary Justification:**

*The boundary encompasses the original concentration of 14 motor court cabins in their immediate historic landscape setting, as well as later visitor accomodating buildings that were constructed during the facilities period of significance, between 1934 and 1956.*

**D6. Significance: Theme** *The Twentieth Century*

**Area** *Monterey County*

**Period of Significance** *1934-1956*

**Applicable Criteria** *NRA, C*

Discuss district's importance in terms of its

historical context as defined by theme, period of significance, and geographic scope. Also address the integrity of the district as a whole.)

*El Rio Carmelo Motor Court Historic District is significant under National Register criterion A, in the area of history for its part in the development of California's emerging automobile oriented travel and tourism industry in the 1930s. Locally it represents an early (1934) response to anticipated economic opportunities associated with the completion of the Carmel-San Simeon coastal highway (1937). It is also significant under National Register criterion C, in the area of architecture, as the best and last remaining intact 1930s era motor court in the unincorporated portion of Monterey County. El Rio Carmelo Motor Court represents an important, phase in the growth of travel and tourism. As more and more people took advantage of the freedoms afforded by automobile travel, auto campgrounds gave way to simple cabins, which were later improved, then arranged as motor courts.*

**D7. References** (Give full citations including the names and addresses of any informants, where possible.):

Belasco, W., *Americans on the Road*, Cambridge, MA: M.I.T. Press, 1981

Hardwick, S.W., "Relics of a Time of Turbulence: Autocamps by the River", *The Californians*, Nov-Dec, 1991

Monterey County Assessor's Office records, Salinas

Monterey County Book of Deeds, various

**D8. Evaluator:** *Kent Seavey*

**Date:** *4/1/2004*

**Affiliation and Address:** *Preservation Consultant*

## CONTINUATION SHEET

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_

Page 3 of 6 Resource Name or #: (Assigned by recorder) *El Rio Carmelo Motor Court Historic District*

Recorded by: *Kent L. Seavey*

Date *4/1/2004*

Continuation  Update

D6. Managers of these facilities competed for motorists business by offering more and more sophisticated facilities and by designing motor courts in architectural themes.

The motor court as an institution was an intermediate phase in the development of visitor accommodating facilities catering to motorists. There were few roadside caravansaries before 1920. The advent of the automobile as a form of low cost transportation generated new travel, with an attendant demand for cheap accommodation. Some private homes offered rooms for these early "tourists", but the majority of the earliest motorists stayed in campgrounds. California was the first state in which cabins were built to replace tent spaces. The first of these were little more than shelters for camping equipment. As competition increased, however, cabins began to be improved. Indoor plumbing, heating, comfortable beds, and more substantial construction appeared. The informal cluster of cabins became the cabin, or the cottage motor court. The September, 1934 issue of *Fortune* magazine, described the typical court, "the outside was a semi-circle of gabled, one-room cottages with an office at the entrance/exit." much like El Rio Carmelo. Some "courtors", as those who owned and/or managed these facilities were called, tried to attract passing motorists with architectural themes, mimicking Spanish missions, adobe pueblos and medieval villages. By the mid-1930s, however, emerging trade publications, like the Tourist Court Journal, were recommending a move toward simpler, and efficient design. El Rio Carmelo Motor Court is a good example of this design approach, with its simple construction, informal vernacular style, and attached carports. The facility provided cheap lodging for budget-minded travelers that afforded four walls for privacy, comfortable accommodations, and a home-like atmosphere on the road.

The builder, Orville Jones, was the brother of property owner Dr. Martin McAulay's second wife, Irene Winslow. Jones, who had suffered from the effects of the Great Depression, was invited to bring his family up from Southern California to undertake the construction of the facility and its management. He and his two young sons, Ken and Orville, Jr. did the actual construction. The family occupied cabin # 11 as home and office until about 1941, when they built a more substantial office and manager's residence, now used for visitor accommodation as Cabin #32-33. Helen Jones, Orville's wife, managed the motor court.

A 1933 article in the *Architectural Record*, "Roadside Cabins for Tourists," noted that "more than 400,000 shacks for autoists" were erected between the years 1929 and 1933. This amounted to a nationwide investment of more than \$60 million. This construction of temporary tourist homes was the most active part of the building industry during the Depression. Economist Julius Weinberger stated that over 85 percent of vacation travel in 1935 was by automobile, accounting for over half of the total estimated expenditures for all recreational purposes in the country that year. By the mid-thirties, the Federal Housing Administration had changed its rules, to allow small business investors to finance their plans for motor court cabins, with no down payment. New audiences, nationwide, were introduced to the institution of the motor court in 1934, by the release of the film classic *It Happened One Night*, with Clark Gable and Claudette Colbert. According to the widely read *Fortune* magazine article cited above, "at a time of class unrest, the road seemed to bind people as a playground and symbol...the familiar roadside was a unifying "organism" and the tourist camp was a central "cell". While other capitalist institutions crumbled or proved ineffective, the tourist camp had come to stay, and was pronounced "an American institution patronized generously by millions of all types and classes of people."

When construction began on El Rio Carmelo Motor Court in 1934, anticipation for the completion of the new Carmel-San Simeon highway was high. As early as November, 1929, the *Monterey Peninsula Herald*, in an article titled "Coast Highway Completion Will be Boon to Central California Communities", editorialized that, "With the completion of the fine, new highway linking Monterey Peninsula with Salinas Valley....prospects for easy travel down the coast assume added interest and importance. motorists from the interior section will soon map their week end or longer tours down the coast via the peninsula, and early completion of the Carmel-San Simeon route will be awaited with impatience, not only here but throughout a large portion of Central California."

None of the living McAuley/Jones relatives interviewed have specific knowledge of the earliest development and operation of El Rio Carmelo Motor Court. It is clear, however, that it was not dissimilar to the majority of mom and pop operations that characterized the evolving industry. Many motor courts in the 1930s tended to be highly individualistic, reflecting the personalities of their owner/operators. When constructed there was no levee separating the facility from the Carmel River. One simply walked to the river to fish or relax along its banks, or followed it down to Carmel River Beach. The area was quite rural with fields of artichokes all around. The old Hatton Dairy buildings were to the east. Pt. Lobos was within easy walking distance to the south. The Carmel Valley, Carmel Highlands and the village of Carmel-by-the-Sea were accessible by good roads. No financing records for the business have been found, nor any references to affiliation with any trade associations of the day. The first published advertisement for the motor court located was in a 1956 tourist guide to the Monterey Peninsula. The location of the caravansary, at the northern entrance to the developing Carmel-San Simeon highway, and the economic data provided above suggests that there may not have been need to advertize during the early years of operation, because of location, and in all probability, return business. Nationally, travel expenditure began to rise in 1934, increasing steadily until a recession in 1938. It then improved to new heights in a 1940-41 economic boom. This later period saw Orville Jones, Sr. establishing a mechanical contracting firm in Carmel, and renewed building at the motor court. Cabin # 26 was built and the new office/managers qtrs. probably constructed. Jones daughter-in-law, Lois, indicated that the office building was in place when she first moved to the property with her husband Ken Jones in 1947. One further unit was added in 1948, duplex cabin # 24-25. Ken and Lois lived at the motor court until 1954.

D7. Personal Interviews, Mrs. Lois Jones (wife of Ken Jones) 2/10/04, 3/6/04, 4/2/04; Mrs. Kathleen Jones (daughter of Dr. McAulay & Irene Winslow) 2/24/04; 4/3/04; Ms. Tamsin McAulay (granddaughter of Dr. McAulay) 2/16/04; Mrs. Rudolph Stach (daughter of Dr. McAulay & Dr. Sarah Hatton) 2/12/04

Witzel, M.K., *The American Motel*, Osecola, WI: M & I Pub., 2000

**CONTINUATION SHEET**

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_

Page 4 of 6      Resource Name or #: (Assigned by recorder) *El Rio Carmelo Motor Court Historic District*  
Recorded by: *Kent L. Seavey*      Date *4/1/2004*       Continuation     Update

D6. Dr. McAulay died in 1944 and the Jones family continued to own the motor court until 1951. At that time the McAulay interests transferred title to the Mission Fields Co. , about which no information has been forthcoming. There is very little in the record regarding the development of the motel industry in Monterey County. The principal source of information has been from available business directories, the earliest of which to list "Auto Inns" , was the Polk Business Directory for Salinas and Monterey in 1922. In that year at least two such facilities were in operation. By 1926-27 the number of "Auto Camps" had doubled to four, with an increase to fifteen by 1930. In 1937 there were still fifteen "Auto Camps" listed, with a net loss of one, to fourteen, by 1939. 1941 saw an increase of "Auto Courts" to thirty-seven, no doubt in response to the expansion of Ft. Ord, in preparation for war. By 1947 "Auto Camps and Motels" had decreased in the county to the pre-war level of fourteen. By 1950 "Auto Courts and Motels" had increased to forty-three, partly in response to increased activity at Ft. Ord during the Korean War, with fifty-nine in operation by 1951. These auto camps, motor courts and motels tended to be concentrated in Salinas and Pacific Grove before WWII , with one or two in Monterey. Only one is listed for Carmel, beginning in 1941. According to the Monterey County Cultural Affairs Officer, Ms. Meg Clovis, there are no known intact early motor courts remaining in the unincorporated portions of Monterey County. The California Office of Historic Preservation-maintained "Historic Property Data File for Monterey County" updated to March 15, 2004, has no record of any such facilities. It appears that El Rio Carmelo Motor Court is the only remaining intact and operating example of this significant American tourist institution in the County of Monterey.

The original guest cabins remaining on the site of El Rio Carmelo Motor Court are one-story, wood-framed vernacular buildings, most with attached carports. Their character-defining features include vertical board-and-batten exterior wall cladding, multi-paned wood casement and sliding windows (see photo below). The decorative bead-and-reel facia boards and clipped window shutters that also characterize the guest units were added by 1956. The cabins are randomly placed adjacent to a basically L-shaped drive. This provided easy parking access and traffic control from the court office, which, as in the case of the subject property, was generally next to the single entrance/exit. Lawn area here is provided for the individual cabins, the river bank being the original public common. The form allowed management to service the cabins easily and housekeeping could clean them with the least amount of effort. It was an effective design to keep the visitors apart, yet still allow them to get together. The "U" form would later become the standard for the trade, creating a central common for socializing. The landscaping of the immediate complex contributes to the significance of the district, as it was originally planted and maintained by Helen Jones, first manager of the facility. El Rio Carmelo Motor Court and its landscape setting is the best, and probably the only intact 1930s travel oriented tourist-serving motor court in Monterey County. it retains a high degree of physical integrity , and evokes a strong sense of time and place and of feeling and association. It clearly reflects a significant period of automobile-related tourist travel in Monterey County and Central California in anticipation of the opening of the Carmel-San Simeon Highway in the mid-1930s.



Description of Photo: (View, date, accession#)  
*Looking NE at the w/facing facade of cabin #11, Orville Jones, 1934, Kathleen Jones Col., Phoenix, AZ*

# LOCATION MAP

Primary # \_\_\_\_\_

HR# \_\_\_\_\_

Trinomial \_\_\_\_\_

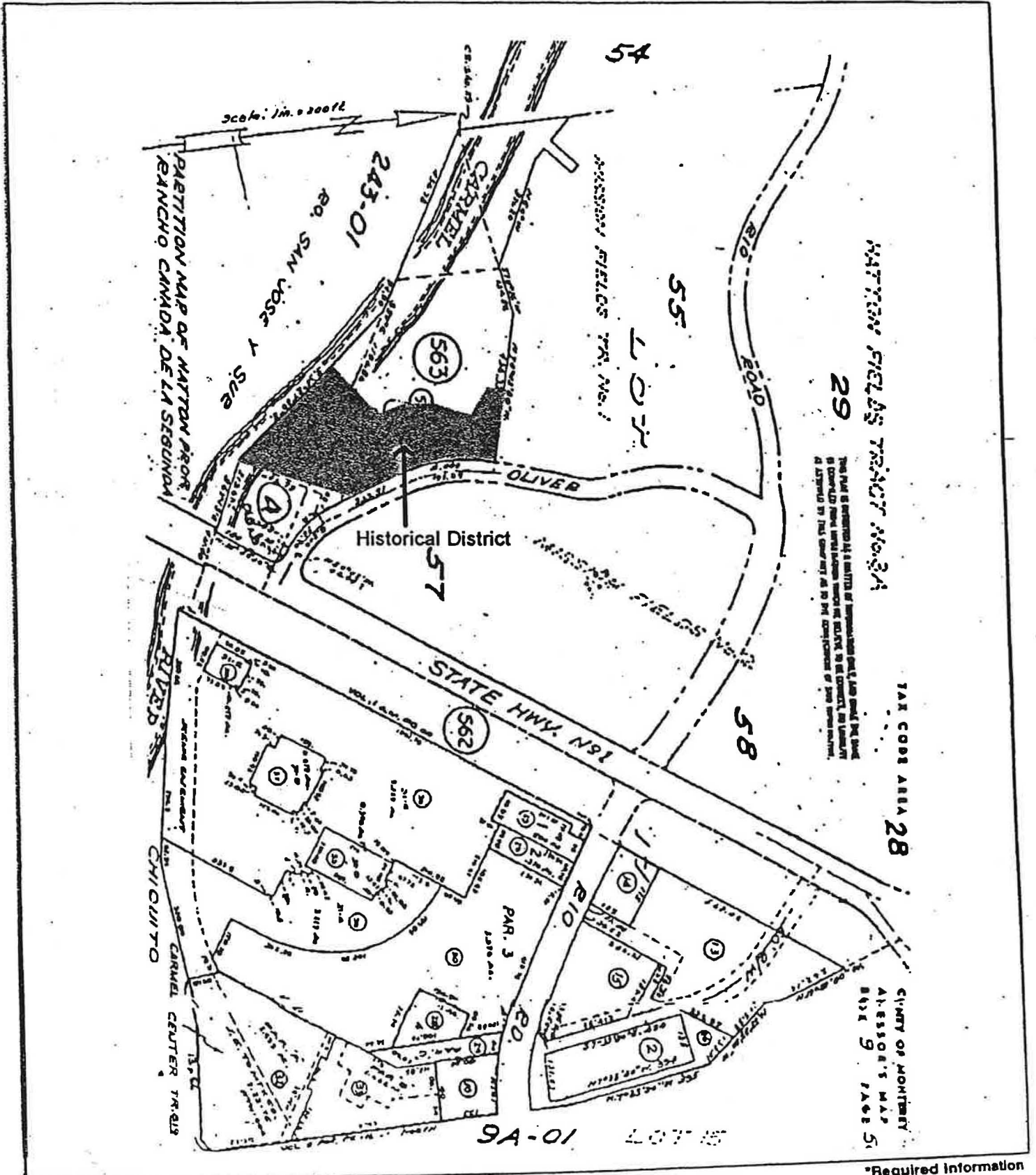
Page 5 of 6

\*Resource Name or # (Assigned by recorder) El Rio Carmel Motor Court Historic District

\*Map Name: Partition Map of Hatton Property

\*Scale: 1" = 1000'

\*Date of Map: 03/17/27



**LOCATION MAP**

Primary # \_\_\_\_\_  
 HRI# \_\_\_\_\_  
 Trinomial \_\_\_\_\_

Page 6 of 6

\*Resource Name or # (Assigned by recorder) El Rio Carmel Motor Court Historic District

\*Map Name: Historic District Boundaries

\*Scale: 1" = 100'

\*Date of Map: 03/18/04



MONTEREY

DRAWING PATH: T:\DWG\11508\Historical District.dwg

HISTORICAL DISTRICT

**CARMEL RIVER INN**

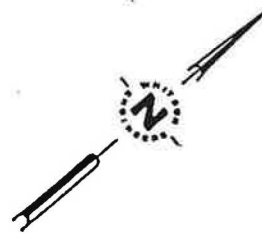
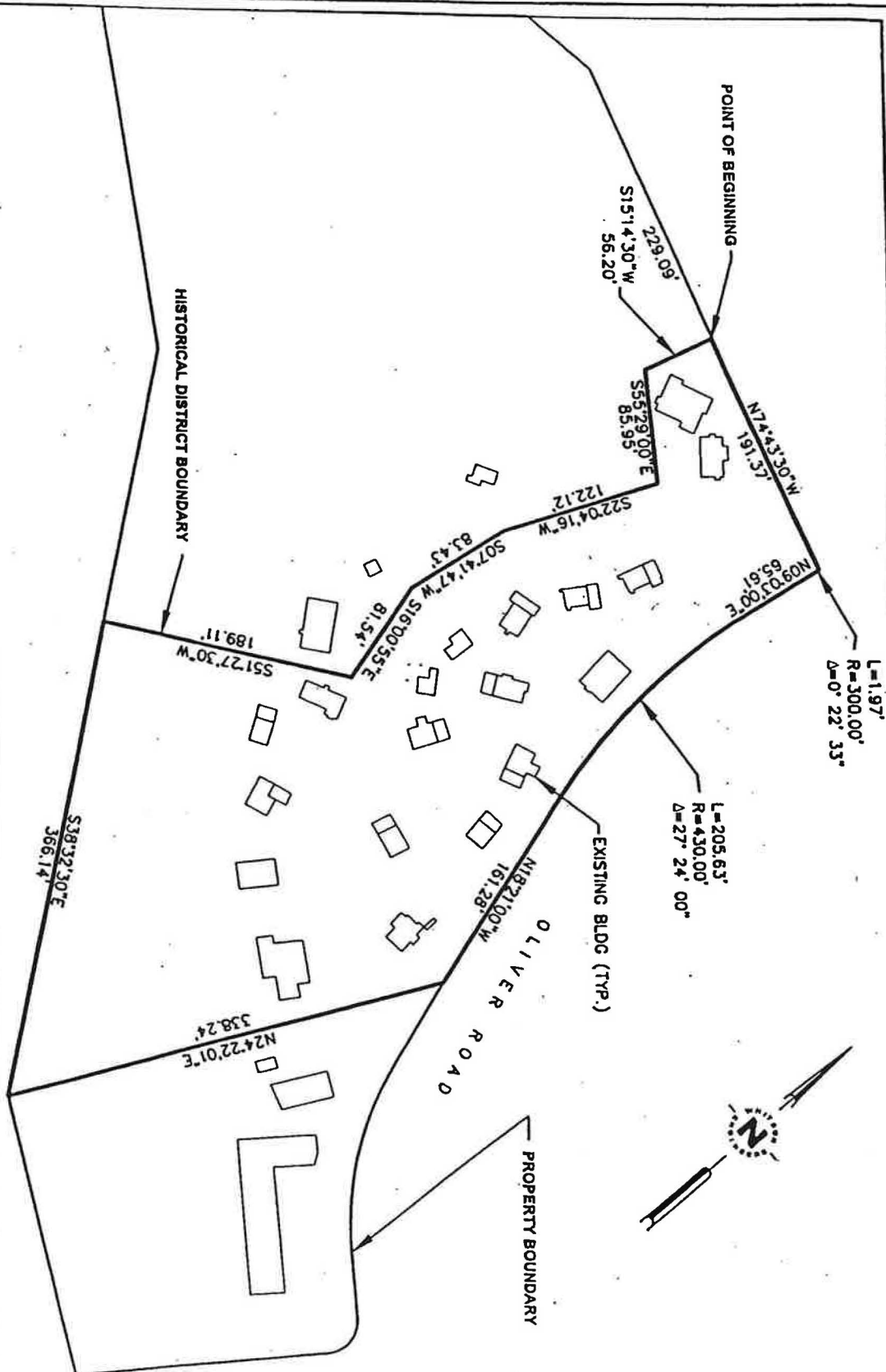
CALIFORNIA

DATE: MARCH 18, 2004  
 SCALE: 1" = 100'  
 DRAWN: KP  
 CHECKED: KMW  
 PROJECT No.: 1508.00

SHEET

1

OF 1





**Exhibit "A"**  
**Legal Description**

Parcel 1

Certain real property situate in the Rancho Canada de la Segunda, County of Monterey, State of California, described as follows:

A portion of that certain property described as Parcel I in Document 2003118034, Official Records of said County, more particularly described as follows:

**Beginning** at a point in the boundary of Parcel I as said Parcel is described in said document, from which point the northwesterly terminus of the course described as N. 74° 43' 30" W., 438.33 feet in said document bears North 74° 43' 30" West, 229.09 feet; thence

- 1) South 15° 14' 30" West, 56.20 feet; thence
- 2) South 55° 29' 00" East, 85.95 feet; thence
- 3) South 22° 04' 16" West, 122.12 feet; thence
- 4) South 07° 41' 47" West, 83.43 feet; thence
- 5) South 16° 00' 55" East, 81.54 feet; thence
- 6) South 51° 27' 30" West, 189.11 feet to a point on the boundary of said Parcel I; thence along said boundary of said Parcel I
- 7) South 38° 32' 30" East, 366.14 feet to an angle point in said boundary; thence leaving said boundary
- 8) North 24° 22' 01" East, 338.24 feet to a point on the southerly line of Oliver Road; thence along the southerly line of Oliver Road
- 9) North 18° 21' 00" West, 161.28 feet; thence
- 10) Northwesterly, 205.63 feet along the arc of a curve to the right, the center of which bears North 71° 39' 00" East, 430.00 feet distant, through a central angle of 27° 24' 00"; thence
- 11) North 09° 03' 00" East, 65.61 feet; thence
- 12) Northeasterly, 1.97 feet along the arc of a curve to the right, the center of which bears South 80° 57' 00" East, 300.00 feet distant, through a central angle of 0° 22' 33" leaving said southerly line of Oliver Road; thence along the boundary of said Parcel I
- 13) North 74° 43' 30" West, 191.37 feet to the point of beginning.

**END OF DESCRIPTION**

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