

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

1. Name of Property

Historic name: Lexington Hospitality Motor Inn

Other names/site number: Harley Hotel; Ramada Inn/FA 1603

Name of related multiple property listing: N/A

2. Location

Street & number: 2143 North Broadway Street

City or town: Lexington State: KY County: Fayette

Not For Publication: NA Vicinity: NA

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

national statewide local

Applicable National Register Criteria:

A B C D

<p>_____ Signature of certifying official/Title: Craig Potts/SHPO Date _____ _____ Kentucky Heritage Council/State Historic Preservation Office _____ State or Federal agency/bureau or Tribal Government</p>

<p>In my opinion, the property <input type="checkbox"/> meets <input type="checkbox"/> does not meet the National Register criteria.</p> <p>_____ Signature of commenting official: Date _____</p> <p>_____ Title : State or Federal agency/bureau or Tribal Government</p>

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4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:) _____

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property

- Private:
- Public – Local
- Public – State
- Public – Federal

Category of Property

- Building(s)
- District
- Site
- Structure
- Object

Number of Resources within Property

Contributing	Noncontributing	
<u>1</u>	<u>0</u>	buildings
<u>3</u>	<u>0</u>	sites
<u>1</u>	<u>0</u>	structures
<u>0</u>	<u>1</u>	objects
<u>5</u>	<u>1</u>	Total

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Number of contributing resources previously listed in the National Register N/A

6. Function or Use

Historic Functions

DOMESTIC: hotel

OTHER: convention facility

Current Functions

WORK IN PROGRESS

7. Description

Architectural Classification

MODERN MOVEMENT: New Formalism

Materials:

Principal exterior materials of the property: Brick, Metal, Stucco, Concrete, Glass

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Narrative Description

Summary Paragraph

The Lexington Hospitality Motor Inn (FA 1603) is located at 2143 North Broadway Street in Lexington, seat of Fayette County, Kentucky. It is identified as a type of construction, a resort-like suburban hotel with convention facilities, explained further in the Statement of Significance. The building exhibits elements of New Formalism and was constructed in 1968-1969 with additions and alterations from the early 1970s and later. The hotel is a rectangular-shaped flat-roofed complex centered on an outdoor swimming pool, indoor swimming pool, an outdoor bar area, and a recreation area with remains of a putting green and shuffleboard courts; tennis courts are located north of the hotel and other amenities. The roughly rectangular-shaped footprint is created by an octagonal Administration Wing attached to wings with suites and guest rooms. The resource's current room count includes 154 guest rooms and suites. The guest rooms are accessed via central corridors and originally featured patios or balconies, although the patios and access to the balconies were removed c.2000. Non-historic exterior alterations include a portecochere covered with synthetic stucco, the removal of original windows and sliding glass doors in the guest rooms, and a non-historic sign. Interior alterations include the removal of some historic finishes and a re-arrangement of some spaces in the Administration Wing. The property includes parking lots and a lawn area with mature trees and plantings. The area proposed for listing is 7.15 acres, and includes 1 contributing building, 3 contributing sites, 1 contributing structure, and 1 non-contributing object.



Lexington Hospitality Motor Inn, Fayette Co., KY Latitude: 38.078527° Longitude: -84.454317°

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Setting

The Lexington Hospitality Motor Inn is located near the northeast corner of I-64/75 and North Broadway Street/Highway 68. The immediately adjacent areas include commercial and residential properties. Those include commercial properties and gas stations located along North Broadway Street, and a neighborhood of one-story ranch-form single dwellings from the 1970s located to the north and east of the property.

Inventory

1. Hotel, constructed 1968-1969 with an addition for the pool enclosure in 1976, contributing building
2. Grounds, 1968-1969, contributing site
3. Outdoor pool and recreation area (including shuffleboard courts and putting green), constructed 1968-1969, contributing site
4. Outdoor bar and adjacent paved terrace, constructed 1968-1969, contributing object
5. Tennis court, constructed 1976, contributing site
6. Sign, constructed c.2000, non-contributing object

1. Hotel

Administration Wing – Exterior

The hotel includes a central Administration Wing attached to two- and three-story guest wings to the north and west; the north wing is attached to an additional L-shaped wing that contains guest rooms and the indoor pool enclosure. Altogether, the wings form a rectangular-shaped footprint. Amenities like the outdoor swimming pool and play area are located in the courtyard created by this wrap-around footprint.



Lexington Hospitality Motor Inn, Administration wing

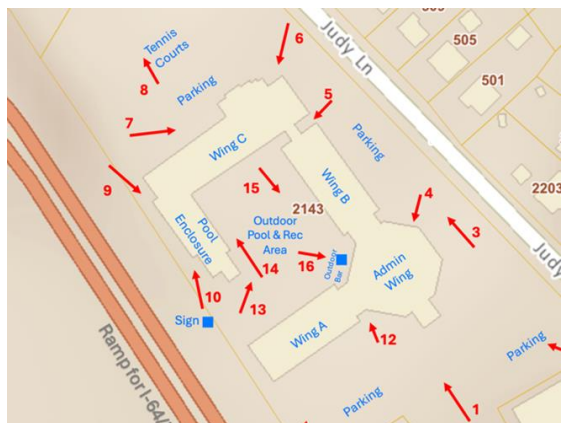
The Administration Wing, located at the southeast corner of the hotel's rectangular footprint, is an original octagon-shaped structure with an original cantilevered roof. This wing houses the registration desk, lobby, kitchen, storage rooms, convention rooms, and other public facilities.

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The exterior walls are comprised of original, single-light, almost-floor-to-ceiling windows in wood frames.

The main entry is defined by a non-historic porte-cochere that replaced the original structure in c.2000. The porte-cochere features a pent roof with a standing seam metal roof supported by four square columns covered with synthetic stucco. The porte-cochere leads to the main entrance, which features paired, non-historic, single-light commercial-style doors in metal frames.



Main Hotel Plan



Wing A

At the northeast corner of the Administration Wing, an original dock area leads to an entrance that was used to load in convention materials, according to historic research.

Asphalt shingles cover the roof of the administration wing.

Wing A – Exterior

Wing A is a two-story wing of guest rooms located at the south end of the building's footprint. The concrete-block structure has a flat roof and is covered with synthetic stucco. A short breezeway attaches Wing A to the Administration Wing. This breezeway has exterior entrances on the north and south elevations that feature paired single-light commercial-style doors in metal frames (possibly original) and original two-light transom with wood frames. The concrete steps and metal railings approaching these entrances also appear original.

Wing A's guest rooms have paired, non-historic, single-light sliding glass windows in metal frames. Wall-mounted HVAC units are located below the windows. On the ground level, remnants of the original guest room patios are visible (including short concrete walkways that lead from the parking lot to concrete patio pads). On the second story, the original balconies have been removed, and the exterior walls have been moved slightly outward.

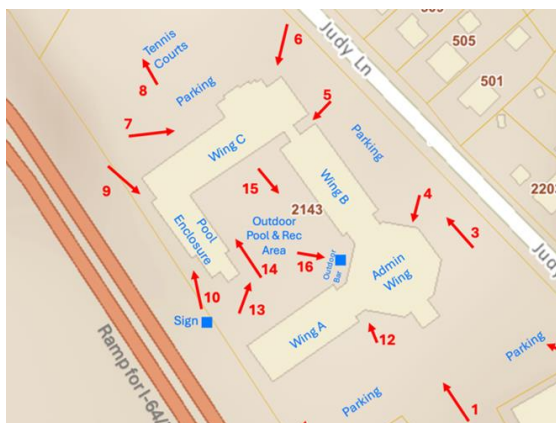
An additional entrance is located at the west end of Wing A and features paired single-light commercial-style doors in metal frames that might be original. The single-light fixed wood window on the second story directly above this entrance is also original.

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Wing B is a two-story wing of guest rooms located on the east side of the building's footprint. The concrete-block structure has a flat roof and is covered with synthetic stucco. A short breezeway attaches Wing B to the Administration Wing. This breezeway has exterior entrances on the east and west elevations that feature paired single-light commercial-style doors in metal frames (possibly original) and original two-light transom with wood frames. The concrete steps and metal railings approaching these entrances also appear to be original.

Wing B's guest rooms have paired, non-historic, single-light sliding-glass windows in metal frames. Wall-mounted HVAC units are located below the windows. On the ground level, remnants of the original guest room patios are visible (including short concrete walkways that lead from the parking lot to concrete patio pads). On the second story, the original balconies have been removed, and the exterior walls have been moved slightly outward.



Main Hotel Plan



Photo 6, Wing B at left, Wing C at right

Wing C – Exterior

Wing C is a three-story wing of guest rooms located on the north side of the building's footprint. The concrete-block structure has a flat roof and is covered with synthetic stucco. A short breezeway attached Wing B to Wing C. This breezeway has exterior entrances on the east and west elevations that feature single-light commercial-style doors in metal frames (possibly original) and four original single-light fixed wood windows on the first floor and five original single-light fixed wood windows on the second floor.

Wing C's guest rooms have paired, non-historic, single-light sliding glass windows in metal frames. Wall-mounted HVAC units are located below the windows. On the ground level, remnants of the original guest room patios are visible (including short concrete walkways that lead from the parking lot to concrete patio pads). On the second and third stories, the original sliding glass doors that led to the balconies have been removed; however, the balconies and original balcony railings remain intact.

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Pool Enclosure - Exterior

The pool enclosure is attached to the west end of Wing C.

This one-story painted brick and concrete block structure was constructed in two phases. The southernmost section was constructed in 1968-1969, at the same time as the rest of the hotel; the rest of the structure was added in 1976.

The north section, which has a storage area and the lobby area for the indoor pool, has a non-historic end-gable roof with asphalt shingles, a non-historic single-light metal door with a two-light sidelight and an original single-light fixed window with a metal frame and brick sill on the north elevation and three original single-light fixed windows with metal frames and brick sills on the west elevation.

The south section has brick and rough-faced concrete block walls. The portion of the end-gable roof over the indoor pool has a SunFun-brand aluminum and glass roof, while the portion over the storage area at the south end has an asphalt shingle roof.

The entrance to the storage area on the west elevation has original, paired, flush metal doors; the storage area also includes original metal vents on the west and south elevations.

A small one-story room at the southeast corner (the portion of the pool enclosure that was constructed in 1968-1969) has single-light fixed windows, cladding of non-historic horizontal vinyl siding, and asphalt shingles on the end-gable roof.



Pool Enclosure



Administrative Wing Corridor

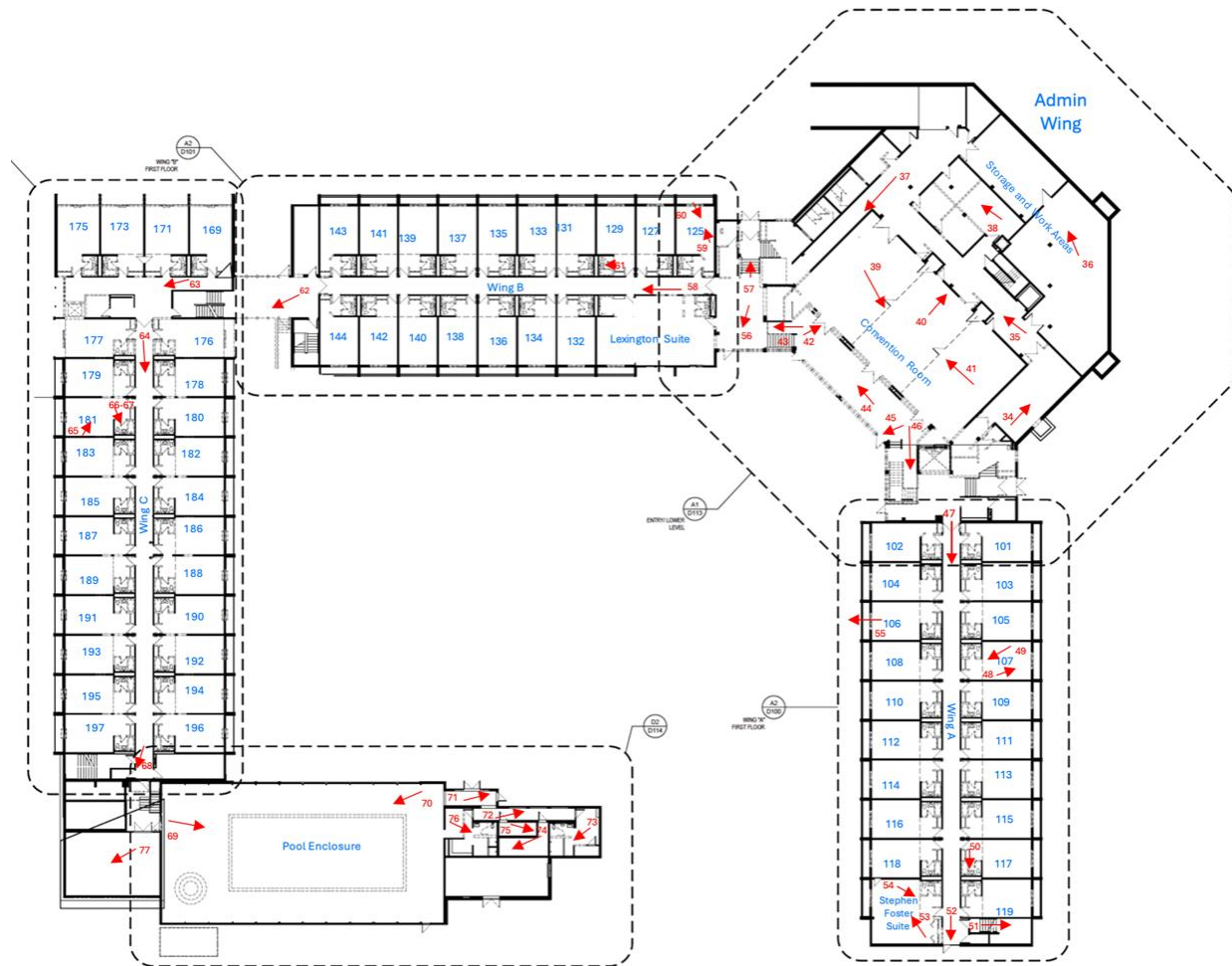
Hotel Interior

Administration Wing – First Floor (ground level) – Lobby and Other Public Amenities

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From the porte-cochere on the southeast corner, the main entrance leads to the main level of the Administration Wing and the lobby and check-in area, located just southwest of the main entrance. The Administration Wing includes a central “back of the house” area with a kitchen, laundry, storage, and staff office space. An outer corridor wraps around this central area and provides circulation to the registration desk and other public areas.



First floor Plan

The lobby and breakfast area, as well as most of the main level of the Administration Wing, has non-historic tile flooring and baseboards and acoustic ceiling tiles. The lobby and corridors on this level are illuminated by the almost floor-to-ceiling original wood windows. The non-historic wood circular registration desk (possibly c.2000) is lighted by a non-historic pendant light. Although the breakfast area features non-historic hanging light pendants and can ceiling lights (likely c.2000), several original crystal chandeliers remain throughout the corridors of the main level of the administration wing. The breakfast area also includes an alcove with non-historic built-in cabinets on the north wall for breakfast service.

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This level also includes several non-historic spaces, including modern men's and women's restrooms, a laundry room with a non-historic flush entry door, and a small gym with non-historic carpeting and a non-historic single-light entry door.

However, the stairways on this level (and throughout the building, as well) retain many original features. For instance, the stairways that comprise the transitions between the main level of the Administration Wing and Wings A and B retain the original plywood wall boards, steel railings, windows in wood frames, and metal-frame doors.

Administration Wing – First Floor (ground level) – Kitchen, Laundry, and Storage Area

The middle of the administration wing, a staff area with space for a kitchen, laundry, and storage, has original clay tile floors, original flush metal doors (some paired), and acoustic tile ceilings with florescent lighting (that may be original).



Ground Level Laundry Area



Convention Room

Administration Wing – Lower Level

Part of the lower level of the Administration Wing includes convention spaces, while other portions contain storage and staff work areas.

The storage and staff work areas in the west half of the wing have poured concrete floors (some covered with carpet or tile flooring), original flush metal doors, and concrete block walls. Some rooms have drop acoustic tile ceilings, while others have exposed wiring and HVAC systems. Most of the rooms have fluorescent tube lighting.

The convention room is a large open space that can be divided into three smaller spaces by original folding partition walls that move on metal ceiling tracks. The room has non-historic carpet that resembles the original color, original brass wall sconces, and historic round brass flush ceiling lights, as well as non-original canned lights in the drop ceiling. The papered walls have a wood chair rail. The convention room is accessed by three sets of paired flush metal doors on the west and east walls. The doors on the east wall open to a corridor that connects the convention room to the storage and staff work areas. The doors on the west wall open to the

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corridor that connects the convention room to stairs that lead to exterior exits as well as Wings A and B.

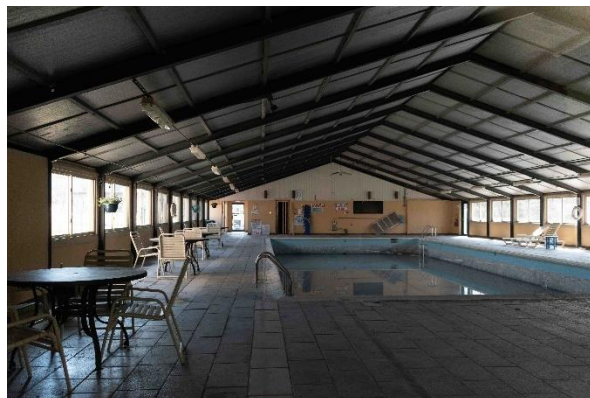
Wings A, B, and C

Wings A, B, and C have double-loaded corridors with paired non-historic flush doors that lead to individual guest rooms and suites. The walls sconces in the corridors do not appear to be original.

The guest rooms have non-historic flooring, non-historic two-light sliding glass windows, and non-historic wall-mounted AC units under the windows. The round brass ceiling lights in the suites are original (according to historic photos), while the lighting in the bathrooms may be replacements from the Harley Hotel or Ramada Inn eras. The guest rooms also feature brass sconces that may not be original. Some of the rooms have closets, which originally had bi-fold doors.



Typical Room



Pool Enclosure

2. Grounds, Contributing site

The resource includes landscaped grounds and asphalt parking lots on the south, east, and north sides of the hotel. Grassy areas and plantings like trees and shrubs appear throughout the property.

The circular drive just southeast of the main entrance appears to be original, based on historic photos. Original concrete sidewalks provide circulation throughout the property. The concrete curbing appears to be original. The pole lighting appears to be original, as well.

The vinyl privacy fence that extends along the east and north side of the property is not original. Likewise, the wood privacy fence that extends between the north parking lot and the tennis courts is not original.

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3. Outdoor pool and recreation area, contributing site

The courtyard created by the building's footprint includes several original recreation areas. For example, two original concrete shuffleboard courts remain in the southwest corner of the courtyard. An original concrete pad for a 9-hole putting green is located in the northeast corner.

The outdoor pool is located southeast of the indoor pool enclosure. The pool is surrounded by a metal fence. The paved area around the pool appears to be original, based on comparisons with historic photos.



Outdoor Pool Area



Concrete Pad for Putting Green

4. Outdoor bar and adjacent paved terrace, contributing object

In the southeast corner of the courtyard (adjacent to the Administration Wing), another original paved pad was historically used for an outdoor lounge. The adjacent wood-frame object is likely original and was used for an outdoor bar. It has four square wood supports and a side-gable roof with wood shingles, which may be original; the horizontal vinyl siding that wraps the base, however, is not original.



Outdoor Bar



Tennis Courts

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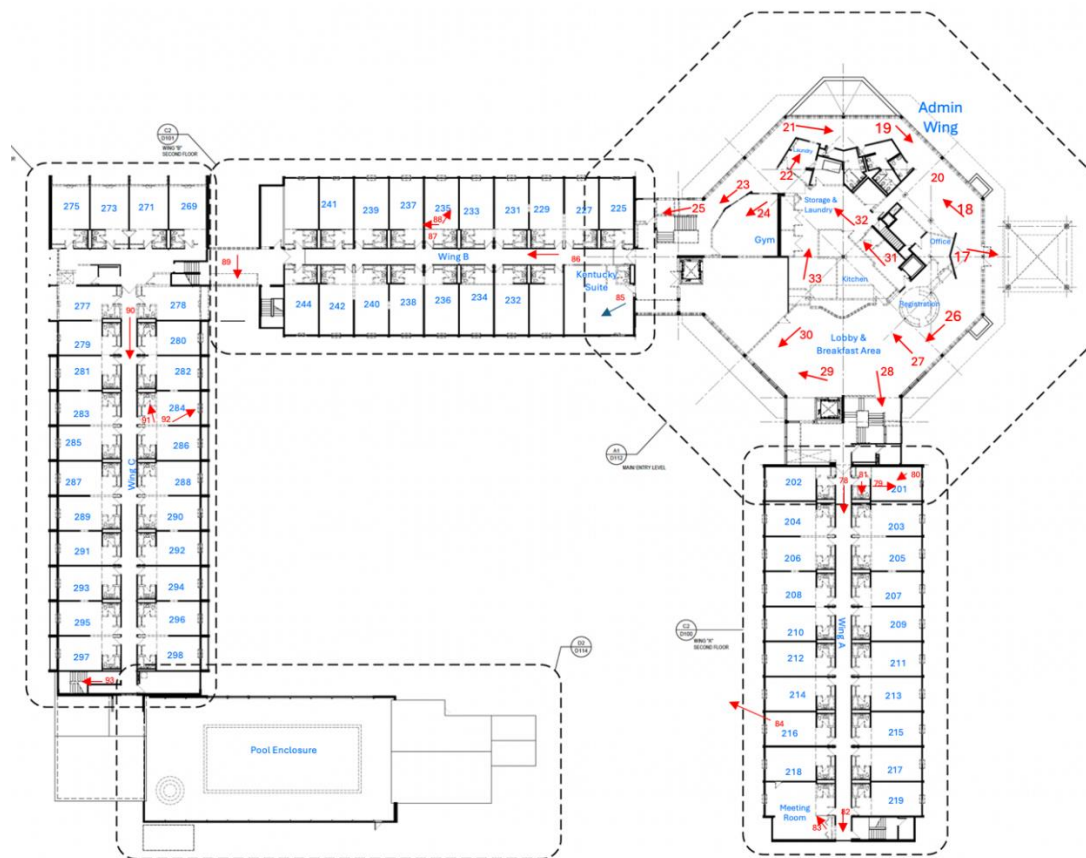
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5. Tennis court, contributing site

A tennis court at the north end of the property was added in 1976. The tennis court is surrounded by trees and overgrown bushes, and fencing prevents access to this amenity. However, the tennis courts are visible from the upper-story guest rooms on the north side of Wing B and Wing C.

6. Sign, non-contributing object

A rectangular back-lit sign with round metal supports is located west of the hotel near the interstate ramp. The sign, which reads “RAMADA BY WYNDHAM,” is not original and was installed in c.1999-2000.



Lexington Hospitality Motor Inn – Second Floor of Guest Wings & Ground Level of Admin Wing

Photos and direction: **1**
Space labels: **■**

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Changes to the Property Since the Period of Significance

The following discussion outlines changes that have been made to the property since the period of significance.

First, the hotel's ownership changed in 1979 when Harry B. Helmsley and his company Helmsley Enterprises purchased the Hospitality Motor Inn chain, which included the Lexington property. The building became a Harley Hotel and underwent a \$500,000 renovation in c.1979-1980, with most of the renovations planned for the guest rooms and the public areas. Historic postcards suggest that the exterior changed very little during this time. However, little is known about the exact interior changes because extensive historic photographs of the interior spaces during this period were not able to be located during the resource for this nomination. For example, in the guest rooms and suites, some of the bathroom fixtures and lighting do not appear to be original but may date to the Helmsley Hotel era.

The second ownership change occurred in 1999 when the property became a Ramada Inn and Conference Center. The following changes are known to have been made to the property during this period:

- The existing sign (a non-contributing object) was added.
- The existing vinyl privacy fence and the wood privacy fence that extends between the north parking lot and the tennis courts are not original and were probably installed during the Ramada Inn period.
- Alterations were made to the outdoor bar, including the addition of vinyl siding.
- Minor changes were made to the pool enclosure, including the addition of non-historic horizontal vinyl siding on the southeast corner and the addition of a non-historic single-light metal door on the east side.
- The existing porte-cochere was added.
- The existing synthetic stucco may have been added at this time.
- The existing single-light commercial-style doors that existing in the main entry (under the porte-cochere on the south entrance) were likely added during the Ramada Inn period. They replaced the original paired glass doors in aluminum frames.
- Several alterations were made to the first floor (ground level) of the Administration Wing, including the addition of a laundry room, the addition of a gym space, renovations to the restrooms, replacement of the flooring, addition of pendant lights in the lobby and breakfast area, addition of can ceiling lights and a dropped acoustic tile ceiling, and installation of the existing registration desk.
- The flooring in the convention area was likely replaced during this period. In addition, can ceiling lights have been added to the convention space (possibly during the Ramada Inn period). The wood chair rail may not be original.
- The eastern wall in the breakfast area (including the built-in cabinets) is not in its original location. Historically, this wall did not exist; instead, a stage was located in this area at the time of construction in 1968-1969. It seems unlikely that the stage was removed during the Harley Hotel period, as the hotel still featured musical performances. Therefore, it seems likely that this wall was installed during the Ramada Inn period.

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- The restaurant (which was located in the northwest section of the main level of the Administration Wing) was decorated with walnut paneling and the adjacent lounge had exposed beams; these elements have been removed, but the date of their removal is unknown. However, they were definitely removed by the Ramada Inn period.
- The doors leading to the guest rooms are not original and seem to date to the Ramada Inn period. Likewise, the carpeting and the wall sconces in the corridors in Wings A, B, and C likely date to the Ramana Inn period.
- The guest rooms have non-historic flooring, non-historic two-light sliding glass windows, non-historic doors, and non-historic wall-mounted AC units under the windows – all of these changes seem to date to the Ramada Inn period. The lighting in the bathrooms may be replacements from the Harley Hotel or Ramada Inn eras. The remaining elements of the bathrooms (including the toilets, showers, and surfaces) do not appear to be original. Some of the rooms have closets, which originally had bi-fold doors, which were removed at an unknown time.
- In addition, the guest rooms originally featured patios on the ground level and balconies with railings on the upper levels; these spaces were accessed by sliding glass doors. However, on the ground level, the sliding glass doors were replaced with sliding glass windows that appear over wall-mounted HVAC units. On the upper levels of Wing A and Wing B, sliding glass doors were removed, the exterior walls of the guest rooms were moved slightly outward to fill in the balconies, and sliding glass windows were installed over wall-mounted HVAC units. On the upper levels of Wing C, the sliding glass doors were replaced by sliding glass windows over wall-mounted HVAC units, but the exterior walls and balcony railings remain in the historic locations.

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8. Statement of Significance

Applicable National Register Criteria

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

Criteria Considerations

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

Areas of Significance

COMMERCE

Period of Significance

1968-1979

Significant Dates

1968

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1976

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Significant Person

N/A

Cultural Affiliation

N/A

Architect/Builder

Tabler, William B., Sr. (Architect)

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Statement of Significance

Summary Paragraph

The Lexington Hospitality Motor Inn (FA 1603) meets NRHP Criterion A and is significant in the area of Commerce at the local level within the historic context “Resort-like Suburban Hotels in Lexington, Kentucky, 1968-1979.” The Period of Significance spans from 1968, the year construction began on the hotel, to 1979, the year the resource became a Harley Hotel. Significant dates include 1968, the year of construction and 1976, when the tennis courts and the indoor pool enclosure were constructed. The resource is a significant construction in response to important local events in the 1960s and 1970s. Lexington wished to increase commercial tourism to the city by taking advantage of the completion of local parts of Interstates 64/75, which skirted the city’s northern edge. Lexington hoped for its economy to benefit through an increase in tourist revenue, from conventions and regional/national conferences. The Lexington Hospitality Motor Inn (HMI) was built in 1968-1969, part of a hotel chain developed by the Standard Oil Company of Ohio (Sohio) as a way to capture more of the travel market by expanding into overnight accommodations. The “ultra modern”¹ chain of “resort-type inns”² included approximately 14 properties located in the Midwest, the South, and along the East Coast. Among the many hotels and motels erected in Lexington during the Period of Significance to tap into this commercial opportunity, the Lexington HMI gives the greatest view of how these events impacted the hotel industry and led to a new resource type that emerged after World War II: resort-like suburban hotels with convention centers. This is a business that thrives on modern appearances, and alterations have been made to the Hospitality Motor Inn in the 1980s and later. Still, the nominated resource retains many of its character-defining features, including its New Formalism appearance, its original octagon-shaped Administration Wing with a cantilevered roof, most of its historic floorplan and circulation pattern, its original play of light and dark afforded by the historic windows, and historic amenities like a convention center, pools, and recreation areas. These remaining design elements were the hallmarks of the hotel type and were features that brought travelers to the property for overnight stays.

Historic Context: Resort-Like Suburban Hotels with Convention Facilities in Lexington, Kentucky, 1968-1979

Introduction

America’s tourism industry grew after WWII, leading to a need for additional overnight accommodations. This expansion was made possible by post-WWII economic prosperity, the increasing number of families who owned at least one automobile, and the rapid development of new highways and other tourism infrastructure (like additional accommodations, gas stations, restaurants, and other amenities that catered to travelers). At the same time, more conventions and conferences were being held, adding to the need for additional overnight accommodations.

¹ “Lexington-North, Kentucky” [blog], Highway Host (n.d.), <http://www.highwayhost.org/Kentucky/Lexington/North/north1.html>.

² “D.G. Carr to manage new inn,” *Lexington [KY] Herald-Leader*, 29 June 1969, p. 85.

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These national trends were evident in Louisville, too. The construction of new highways (like I-64/75 and the New Circle Road bypass) and increased convention tourism were particularly impactful on the city's physical fabric.

Construction of New Highways in Lexington Leading Up to the Period of Significance

The development of the nation's highway system had a significant impact on the Lexington region after WWII.³ Lexington was impacted by the construction of I-64 and I-75 as well as the bypass known as New Circle Road (historically referred to as the Belt Line).

The State Highway Commission approved construction of the Belt Line Highway, which is now New Circle Road or State Route 4, in May 1947, and the divided highway was to circle Lexington from Georgetown Pike to Richmond Road. According to the state highway commissioner, "this will be the greatest improvement we could get started in this community."⁴ Construction began in 1949, and the highway opened in 1953.⁵

Historic photos and maps illustrate that at the time the Belt Line Highway was constructed, most of the land surrounding it was undeveloped. On Lexington's northside, much of the land around the Belt Line was zoned residential, but the zoning was changed to business and commercial zoning after the highway's construction, per announcements in the local newspapers. In the late 1940s, local developers anticipated that the north side of the Belt Line would be "centered conveniently to all the many necessary new business enterprises such as tourists camps and courts, motels, trailer camps, parking lots for tourists taking busses downtown, filing and service stations, repair and tire shops, drug stores, groceries, restaurants—in fact all classes of business that caters to tourists and heavy flow of traffic trade..."⁶ And in fact, the developers' assumptions were correct; many auto- and tourist-related resources were constructed along New Circle Road after it opened. For instance, the following hotels and motels were established on New Circle Road in the 1950s and 1960s:

- Catalina Motel (208 West New Circle Road) - By 1960⁷
- Continental Inn (801 NE New Circle Road) – c.1965⁸
- Flaming Embers Motel (588 NE New Circle Road) - 1964⁹
- Holiday Inn East (826 New Circle Road) – 1960¹⁰
- Lexington Motor Inn (1205 NE New Circle Road) – c.1953¹¹
- The Ramada Inn (232 NW New Circle Road) – 1966

³ Foster Ockerman, Jr., *A New History of Lexington, Kentucky* (Charleston, SC: The History Press, 2021), 125.

⁴ "\$2,000,000 Belt-Line Highway around city given final approval," *The Lexington [KY] Leader*, 1947, p. 1.

⁵ "Belt Line overpass," *Lexington [KY] Herald-Leader*, 29 January 1953, p. 18.

⁶ "Northwood," *The Lexington [KY] Leader*, 10 July 1947, p. 6.

⁷ "Two cars stolen," *The Lexington [KY] Herald*, 30 May 1960, p. 2.

⁸ Cheryl Truman, "Staying power," *Lexington [KY] Herald-Leader*, 5 May 2002, p. J1-J3.

⁹ Ad, *Lexington [KY] Herald-Leader*, 13 December 1964, p. 2.

¹⁰ Ad for "The Beautiful New Holiday Inn," *Lexington [KY] Herald-Leader*, 10 January 1960, p. 14.

¹¹ "County court order," *The Lexington [KY] Herald*, 17 February 1953, p. 14.

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The construction of I-64 and I-75 also had a significant impact on the hotel and motel industry in Lexington. Local newspapers noted that, "The city of Lexington will become one of the 'hubs of the nation' during the next few years. This fact is assured by the new interstate highway system... When the system is completed, a four-way crossroads in the great highway plan will be located near Lexington, putting the city on both a north-south and an east-west route."¹² The I-64/75 intersection (near the site of the Lexington HMI) was completed by about 1964. This link made "Lexington a keystone for 2,400 miles of highways designed to connect the Great Lakes to the Gulf of Mexico and the Mississippi River to the Atlantic Ocean."¹³

The placement of I-64 on the north side of Lexington was strategically positioned at the "gateway to the Bluegrass Area Horse Farms."¹⁴ Some local officials and Lexington's Urban Renewal Board advocated for a downtown route, giving travelers easier access to downtown's amenities and businesses, but the northern route was eventually chosen.¹⁵

The newly constructed interstates impacted the development around the interchanges, as well as development around connecting links. (New Circle Road, for example, was the "connecting link between the two completed sections of Interstate 75" in 1964; therefore, the construction of I-75 also impacted development along that bypass.¹⁶) For example, in 1964, *The Lexington Herald* noted that "A new motel under construction at New Circle Road and Newtown Pike is an early sign of the changing traffic patterns that will come next year upon complete of current work on Interstates 64 and 75 in the Lexington area."¹⁷

Tourism and the Convention Business in Lexington Prior to and During the Period of Significance

The tourism and convention/conference industry was growing in Lexington in the 1960s, according to a review of local newspaper articles that covered the expansion. Likewise, across Kentucky, income from tourism increased \$11 million between 1962 and 1963.¹⁸

Some of this tourism was fueled by the horse industry. After all, Lexington had been the center of the state's horse industry for decades. The *Design Plan for Downtown Lexington* noted:

There are approximately three hundred farms in the immediate vicinity of Lexington with a complete range of supporting services...the beautiful Keenland Race Course is maintained by the Keeneland Association and the "Big Red Mile" is known as the fastest trotting course in the nation, boasting world records for both trotting and pacing. The demand for racing stock in this area has more than doubled in the past 30 years and the

¹² Jim Eddleman, "Two federal highways will cross near city within next few years," *Lexington [KY] Herald-Leader*, 12 January 1958, p. 145.

¹³ Betty Lee Mastin, "Lexington became king of the road in '64," *Lexington [KY] Herald-Leader*, 28 June 1984, p. 44.

¹⁴ "Lexington-North, Kentucky."

¹⁵ Ockerman, *A New History of Lexington, Kentucky*, 125.

¹⁶ "Bypass the bypass," *The Lexington [KY] Herald*, 4 July 1964, p. 4.

¹⁷ "Interstate traffic close at hand," *The Lexington [KY] Herald*, 8 November 1963, p. 4.

¹⁸ "What are prospects for New Year," *The Lexington [KY] Herald*, 1 January 1964, p. 4.

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future of this industry is bright provided that the present complex of farms on the northern side of the urban area can withstand the pressures of urbanization.¹⁹

However, beyond the horse industry, Lexington's journalists in the mid-1960s wrote about the increasing "conventions and tourism and travel" that were a great source of "economic benefit to the community."²⁰ The Tourist, Travel and Convention Committee of the Lexington-Fayette County Chamber of Commerce led the charge to attract more convention business and worked to "establish Lexington as a convention center."²¹ For instance, the chamber sponsored "a series of tours of the Lexington-Blue Grass area" to highlight the city's amenities.²² A 1968 article in *The Lexington Herald* stated that in that year, about 1,500 people were visiting Lexington each week for conventions.²³ The article also reported that "each convention delegate spends an average of \$35 per day" and that "conventions are big business affecting the whole community."²⁴

However, during the 1960s, the city lacked a major convention facility,²⁵ as was noted in the 1966 *Design Plan for Downtown Lexington*. The document explained the need for additional facilities, stating that "space should be provided for convention meeting rooms and exhibits. At present the maximum convention possible in Lexington is limited by the hotel meeting and exhibit facilities available."²⁶ As a result, convention planners turned to local hotels for meeting space for large events.²⁷

*Estimated Number of Conventions in Lexington in the 1960s and 1970s*²⁸

¹⁹ Lexington-Fayette Urban County Government, Lexington-Fayette County Planning Commission, Helm Roberts, and the American Institute of Architects, *Design Plan for Downtown Lexington* (1966), p. 7, available from the Lexington Public Library, Lexington, Kentucky. It is important to note that the Lexington HMI was constructed on the city's north side, and several horse farms and other horse-related resources are located a few miles northeast of the Lexington HMI along Paris Pike/U.S. 68.

²⁰ Caden Blincoe, "Accounts receivable," *Lexington [KY] Herald-Leader*, 27 December 1964, p. 28.

²¹ Sue Napier, "CC makes effort to draw conventions to Fayette," *Lexington [KY] Herald-Leader*, 7 June 1968, p. 1.

²² Caden Blincoe, "Tourism, conventions prime chamber targets," *The Lexington [KY] Herald*, 4 April 1965, p. 52.

²³ "Conventions are big business," *The Lexington [KY] Herald*, 9 June 1968, p. 4.

²⁴ Ibid.

²⁵ The \$50 million Lexington Center was constructed in the mid-1970s. See Wallace Jones, "Around the town in Lexington, Kentucky: Introducing Lexington Center," 1976, available from the Lexington Public Library, Lexington, Kentucky.

²⁶ *Design Plan for Downtown Lexington*.

²⁷ Some conventions and conferences were also held at local universities, including the University of Kentucky and Transylvania University.

²⁸ The data in this chart were gathered from lists of coming events in the *Lexington [KY] Herald* and the *Lexington [KY] Herald-Leader*. These lists included the name of the event (such as conventions, conferences, concerts, sporting events, and other community gatherings), the location, and the approximate number of anticipated participants. The years 1960 and 1964 were studied because they give an impression of the number of conventions at the beginning and at the midpoint of the decade. The years 1968, 1969, 1970, 1971, 1972, and 1974 were studied because they are within the period of significance. However, the local newspapers' coverage of conventions and other community events was insufficient in 1973, 1975, 1976, 1977, 1978, and 1979 to study these events in this manner. But still, the data available give an impression of how the number of conventions grew during the 1960s and 1970s.

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Local newspapers from the 1960s and 1970s included weekly lists of coming events, conventions, and conferences. A quick search of these listings helps to illustrate the city's increasing number of conventions in the 1960s leading up to the Period of Significance. The 1960s and 1970s were chosen for this analysis to illustrate that a growing number of conventions held locally likely had a significant impact on Sohio's decision to construct a Hospitality Motor Inn in Lexington. The following table exemplifies this growth:²⁹

Location	1960	1964	1968	1969	1970	1971	1972	1974
Campbell House ³⁰	10	29	14	10	19	17	19	15
Continental Inn	N/A (Built c.1965)	N/A (Built c.1965)	1	0	0	0	0	0
Hilton Motor Inn	N/A (Built 1973)	N/A (Built 1973)	N/A (Built 1973)	N/A (Built 1973)	N/A (Built 1973)	N/A (Built 1973)	N/A (Built 1973)	64
Holiday Inn - East	2	2	0	3	0	1	0	0
Holiday Inn – North	N/A (Built 1964)	0	10	10	23	25	35	55
Hospitality Motor Inn	N/A (Built c.1969)	N/A (Built c.1969)	N/A (Built c.1969)	9	50	38	66	64
Hyatt Regency Hotel	N/A (Built 1977)	N/A (Built 1977)	N/A (Built 1977)	N/A (Built 1977)	N/A (Built 1977)	N/A (Built 1977)	N/A (Built 1977)	N/A (Built 1977)
Imperial House (later became the Ramada Inn)	N/A (Constructed c.1963)	12	18	22	11	7	2	0
Lafayette Hotel ³¹	14	0	0	0	0	0	0	0
Phoenix Hotel	33	41	46	68	56	57	39	22
Transylvania College	1	0	0	1	1	0	0	1
Springs Motel	0	0	0	1	0	0	0	0
University of Kentucky	3	11	4	11	11	9	21	3
Total Estimated Conventions	63	95	83	144	170	155	182	224

²⁹ The chart was compiled by the researcher for this nomination based on original research. The data was gathered from the *Lexington Herald*, the *Lexington Leader*, and the *Lexington Herald-Leader*.

³⁰ For additional information about Lexington's hotels and motels during the Period of Significance, please see the chart in a subsequent section.

³¹ The Lafayette Hotel, which was located downtown, was constructed in 1920 and was converted to use for office space in the 1970s. See Bettye Lee Mastin, "Trust President sees value of old buildings," *The Lexington [KY] Herald*, 16 July 1980, p. 9.

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Expected Number of Participants	17,288	19,680	22,929	40,409	38,934	43,495	42,940	37,950
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According to newspaper articles from the 1960s, the Chamber of Commerce was responsible for this push (at least in part), and discussions of organizing a local convention bureau began as early as 1960.³² However, the Chamber of Commerce was assisted by local businesspeople who were also pursuing convention traffic. For example, the *Lexington Herald-Leader* noted that “the city’s all-out drive for convention dollars is being sparked by Garvice D. Kincaid, who owns the Campbell House and the Phoenix Hotel and is negotiating to purchase the Lafayette Hotel. Kincaid is a prime mover in organizing a local convention bureau as an affiliate of the Chamber of Commerce.”³³

Growth of Hotels and Motels in Lexington After World War II Through the Period of Significance

The increase in conventions in Lexington also paralleled a construction boom for hotels and motels.

In the 1960s, several downtown hotels were demolished downtown to make way for parking lots or new structures. For example, downtown’s Drake Hotel (constructed by 1895 as the Reed Hotel³⁴) was demolished in 1962.³⁵ Likewise, another large hotel—the Lafayette Hotel (sometimes referred to as the Hotel Lafayette)—was converted to an office building for the Kentucky Central Life and Accident Insurance Company in c.1963.³⁶ But at the same time, tourism and the number of conventions in Lexington were increasing, leading to an increase in the construction of overnight accommodations, especially as some downtown accommodations were being eliminated.

Despite these changes in downtown hotels, the total number of hotel and motel accommodations in Lexington was significantly increasing by 1960. A 1960 article in the *Lexington Herald-Leader* touted:

...a growing number of local hotel accommodations. There are approximately 1,900 first class hotel and motor court rooms in Lexington and its suburbs. At least three other motels are in various phases of construction, while some motels also plan additions.³⁷

The trend continued into the mid-1960s, as a 1966 *Lexington Herald-Leader* article stated:

³² Russell Rice, “First class lodging facilities continue to increase in Lexington,” *Lexington [KY] Herald-Leader*, 29 May 1960, p. 6.

³³ Ibid.

³⁴ “Location of letter boxes,” *Lexington [KY] Herald-Leader*, 30 June 1895, p. 4.

³⁵ “Jury awards \$1,500 in ‘wrecking’ case,” *Lexington [KY] Herald-Leader*, 15 May 1963, p. 17.

³⁶ “Lafayette Hotel conversion to office building planned,” *Lexington [KY] Leader*, 4 January 1963, p. 1.

³⁷ Rice, “First class lodging facilities continue to increase in Lexington.”

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One of the most rapidly growing industries in the Lexington area is that of motels and hotels, especially those with restaurants attached. Approximately 1,600 new rooms were proposed or under construction during 1965. Of that total, all but 200 are planned for areas located on or near New Circle Road and the Interstate highway.³⁸

Sources from the 1960s also explained that the increasing number of hotel rooms also impacted the city's ability to attract more convention trade, noting that, "Additional first-class rooms in the area will enhance further Lexington's bid for more convention trade."³⁹

The following list includes all of the hotels and motels that were constructed in Lexington after World War II and through the Period of Significance:

- Avalon Motel (917 Georgetown Street) – By 1956⁴⁰
- Campbell House (1375 South Broadway) – Construction began 1950⁴¹
- Catalina Motel (208 West New Circle Road) - By 1960⁴²
- Continental Inn (801 NE New Circle Road) – c.1965⁴³
- Daniel Boone Inn (5556 Versailles Road) – 1962
- Downtowner Motor Inn (347 East Main Street) - 1960⁴⁴
- Flaming Embers Motel (588 NE New Circle Road) - 1964⁴⁵
- Greystone Hotel (425 Race Street) – By 1952
- Hilton Motor Inn (1938 Stanton Way) - 1973⁴⁶
- Holiday Inn East (826 New Circle Road) – 1960⁴⁷
- Holiday Inn West (925 Newton Pike) – 1964⁴⁸
- Holiday Inn North (1950 Newton Pike) – 1966
- Hospitality Motor Inn (2143 North Broadway Street) – c.1969
- Howard Johnson's Motor Lodge North (1987 North Broadway Street) – 1966⁴⁹
- Howard Johnson's Motor Lodge South (2280 Nicholasville Road) - 1959⁵⁰
- Hyatt Regency Lexington (401 West High Street) – 1977⁵¹
- Imperial House Motor Hotel (525 Waller Avenue) – c.1963⁵²

³⁸ "Motel construction is big business," *Lexington [KY] Herald-Leader*, 23 January 1966, p. 14.

³⁹ Rice, "First class lodging facilities continue to increase in Lexington."

⁴⁰ *The Lexington [KY] Herald*, 13 June 1956, p. 21.

⁴¹ "The Campbell House: Our 30th year," special advertisement supplement to the *[Lexington, KY] Sunday Herald-Leader*, 22 November 1981, p. 1.

⁴² "Two cars stolen," *The Lexington [KY] Herald*, 30 May 1960, p. 2.

⁴³ Cheryl Truman, "Staying power," *Lexington [KY] Herald-Leader*, 5 May 2002, p. J1-J3.

⁴⁴ Ad for the Downtowner Motor Hotel, *The Lexington [KY] Herald*, 14 April 1960, p. 9.

⁴⁵ Ad, *Lexington [KY] Herald-Leader*, 13 December 1964, p. 2.

⁴⁶ "Motel opens sales office," *The Lexington -KY] Herald*, 3 August 1973, p. 34.

⁴⁷ Ad for "The Beautiful New Holiday Inn," *Lexington [KY] Herald-Leader*, 10 January 1960, p. 14.

⁴⁸ "New Holiday Inn opens while work continues," *The Lexington [KY] Herald*, 12 April 1964, p. 48.

⁴⁹ "Lexington-North, Kentucky."

⁵⁰ Ad, *The Lexington [KY] Herald*, 30 October 1959, p. 14.

⁵¹ Ad, 14 April 1977, p. 9.

⁵² "Historical society meets," *The Lexington [KY] Herald*, 24 September 1963, p. 9.

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- Lexington Motor Inn (1205 NE New Circle Road) – c.1953⁵³
- Lakeview Motel (Richmond Road) – By 1953⁵⁴
- Quality Courts Motel (1050 Newtown Pike) – By 1966⁵⁵
- The Ramada Inn (232 NW New Circle Road) – 1966
- Ranch Motel (1133 Winchester Road) – 1950⁵⁶
- Sheraton Motor Inn (5532 Athens-Boonesboro Road) – 1972-1973⁵⁷
- Springs Motel (2020 Harrodsburg Road) - 1948⁵⁸
- Welch's Motel and Restaurant (1915 Nicholasville Road) – By 1961⁵⁹

To put the growth of Lexington's hotel and motel industry in the 1960s in better context, the city had 43 hotels and motels in 1969 (the year the Lexington Hospitality Motor Inn was constructed).⁶⁰ Of those 43 establishments, 22 were constructed after World War II. And of these 22 hotels and motels that were built post-WWII, 13 were constructed in the 1960s. Most of the post-WWII hotels and motels were constructed in growing suburban areas; the 1977 Hyatt Regency was the only hotel constructed in downtown Lexington during the period of significance.

Discussion of the Development of Motel and Hotel Resource Types

In order to adequately demonstrate the significance of the Lexington Hospitality Motor Inn in its context with other overnight accommodations that existed in Lexington during the Period of Significance, it is first important to briefly recount the development of the motel and hotel resources and how they merged to form a new resource type after World War II.

Before the development of the resource type "resort-like suburban hotels with convention facilities," several different types of overnight accommodations were available for travelers, including hotels, motor courts, and motels.

The Hotel Resource Type

Before the introduction of highways in the 20th century, in mid-sized cities like Lexington, most hotels were located in the central business district. That is, during the pre-automobile era, hotels were often situated near train depots or in other convenient settings downtown.⁶¹ For example, the Scott Hotel (historically located in downtown Lexington at the corner of Scott Street and

⁵³ "County court order," *The Lexington [KY] Herald*, 17 February 1953, p. 14.

⁵⁴ Ad, *The Lexington [KY] Herald*, 16 April 1953, p. 5.

⁵⁵ Ad, *Lexington [KY] Herald-Leader*, 3 April 1966, p. 79.

⁵⁶ "Day's Motel Sold," *The Lexington [KY] Herald*, 20 September 1950, p. 2.

⁵⁷ "Construction of motor inn under way," *The Lexington [KY] Herald*, 18 October 1972, p. 1.

⁵⁸ Beverly Fortune, "Landmark for sale," *Lexington [KY] Herald-Leader*, 26 December 2008, p. C3.

⁵⁹ Ad for two RCA console models for sale at Welch's Motel, *The Lexington [KY] Herald*, 16 December 1961, p. 15.

⁶⁰ According to listings in the Lexington city directories.

⁶¹ John A. Jakle and Keith A. Sculle, *America's Main Street Hotels: Transiency and Community in the Early Auto Age* (Knoxville, TN: University of Tennessee Press, 2009), 11.

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South Broadway) "serviced the railroad industry that was significant to the city's commerce in the 19th and early 20th century."⁶²

Furthermore, the majority of hotels in small towns and cities were physically incorporated into downtown business "blocks" throughout the 19th century. They were frequently housed in a single building (or a row of contiguous buildings) that served a range of purposes, including banks, lodge rooms, and so-called "opera houses," but most often served as simple retail establishments.⁶³ Moreover, many were not purpose-built as hotels. Lexington's former Emery Hotel (183 N. Limestone Street) fit this model; the small building was constructed as part of a downtown block in 1892 as a meat market, became the city's first A&P grocery store by 1920, and became the Emery Hotel by 1927.⁶⁴

Significantly, between 1910 and the Great Depression in particular, new hotels of a different type arose in America's small towns and cities. These early-automobile-era hotels resembled the hotels of the railroad era in terms of programming and layout, but they were taller, had larger footprints, and were more opulent:

In the urban setting, elaborate, multistory hotels provided the public with overnight accommodations. Typically, these hotels were located near the city center. Equipped with high-class restaurants, barbershops, shoe-shine stands, and other integrated services, there were literally the malls of an early age. When away from home, the affluent class of traveler looked to the hotel for temporary residence.⁶⁵

These early-20th century hotels offered every luxury and convenience, including large dining rooms, lounges, and coffee shops. Rather than serving families on vacation, these hotels primarily catered to the demands of business travelers. Although some hotels had parking garages, others lacked convenient parking.⁶⁶ For instance, in downtown Lexington, the 1920 12-story Lafayette Hotel was a large property that included a garage.⁶⁷ The "magnificent" building featured Tavernello marble stairways, beamed and paneled ceilings, floors of Tennessee and Famosa marble, "homelike" lounges with fine furniture, a large ballroom and banquet hall, 300 guest rooms with private baths.⁶⁸

The Motel Resource Type

Motels (versus hotels) as a resource type have only existed since the early 20th century. The term was originally used by the Milestone Mo-Tel in San Luis Obispo, California, which opened in

⁶² "Plan includes historic structure study," *Lexington [KY] Herald-Leader*, 10 November 2001, p. 8.

⁶³ Jakle and Sculle, *America's Main Street Hotels*, 11.

⁶⁴ Don Edwards, "End is near for landmark of ill repute," *Lexington [KY] Herald-Leader*, 16 September 1986, p. B1.

⁶⁵ Michael Karl Witzel, *The American Motel* (Osecola, WI: MBI Publishing Company, 2000), 20.

⁶⁶ John A. Jakle, Keith A. Sculle, and Jefferson S. Rogers, *The Motel in America* (Baltimore: Johns Hopkins University Press, 1996), 25-26.

⁶⁷ "Making way for Lafayette Hotel," *Lexington [KY] Herald-Leader*, 18 May 1919, p. 21.

⁶⁸ "Lexington's magnificent new Lafayette Hotel," *Lexington [KY] Herald-Leader*, 29 February 1920, p.

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1925.⁶⁹ The term blended “hotel” with “motor,” as motels were intended to serve motorists along the U.S.’s newly constructed highways.

These early motels differed from hotels in several significant ways. First of all, hotels were usually located in downtowns or near railroad stops. Motels, in contrast, were clustered along highways, oftentimes on the outskirts of a community or along areas of sprawl that followed the construction of a new highway frequented by travelers. Second, motels were designed with the overnight or short-term traveler in mind and had plenty of parking; historic hotels, however, often lacked convenient parking if they were in dense urban areas:

By the 1920s, automobile travelers wanted hotel-like accommodations like railroad travelers enjoyed with the ability to accommodate parking their cars as well. Enter the motor hotel or by 1925, the motel. Early motor hotels offered private rooms, indoor plumbing, and an attached garage. In the first years of the 1920s, many of these rooms were still stand-alone cabin buildings. By the end of the decade, most configurations featured long rows of attached rooms.⁷⁰

Historians have noted additional benefits that motels offered to travelers over hotels:

Motels offered several conveniences: the ability to park the car right outside the cottage door, more privacy, no streetcar or city traffic noise, no tipping, no traffic congestion when arriving at the accommodation, no dress codes because of the lack of formal public spaces, and a speedy check-out system. The growing affinity toward these types of motel qualities set the pace for the rise of an American roadside cultural icon.⁷¹

What’s more, motels were not “a large multistory structure with formal spaces such as lobbies, dining rooms, and ballrooms [like hotels often had]. Instead, the motel was a single-story affair, often comprising several small buildings. It lacked formal spaces in which dress and other codes of social conduct were strictly regulated by a surveillant management.”⁷² The informal nature of motels attracted travelers, especially families looking for moderately priced and convenient overnight accommodations.

In the 1920s, many motels consisted of several “cottages” or “cabins” with private bathrooms. The structures were often arranged in a straight row as houses would be situated in a suburban neighborhood.⁷³ The Day’s Motel (1420 Versailles Road) was a good example of this type of motel. By the late 1930s and 1940s, “motor courts” became popular. These motels had a U- or L-shaped plan, creating a courtyard of parking in the center. One corner of the U-shaped plan

⁶⁹ Eric Zorn, “World’s first motel a site worth saving,” *Chicago Tribune*, 15 August 2006, https://blogs.chicagotribune.com/news_columnists_ezorn/2006/08/worlds_first_mo.html.

⁷⁰ Daniel Dmilowski, “The astonishing hidden history of the motel,” Dr. Daniel Milowski, Ph.D.: Historian of Route 66 and the American Southwest [blog] (5 September 2022), <https://www.danielmilowski.com/the-astonishing-hidden-history-of-the-motel/>.

⁷¹ Megan Kendrick, “Roadside Motels,” SAH Archipedia (2023), <http://sah-archipedia.org/essays/CA-01-ART-01>.

⁷² Jakle et al., *The Motel in America*, 19.

⁷³ *Ibid.*

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included an office.⁷⁴ Sometimes, small buildings with one or two rooms each would be placed along a grid pattern, similar to houses in a suburban neighborhood. Other motels in the 1940s and 1950s—like the Lexington Motor Inn at 1205 NE New Circle Road—started to incorporate all of the units under a single roofline (versus previous plans that included several buildings arranged in a row in a U- or L-shaped plan).⁷⁵

Although few motels were constructed during World War II, the post-war travel boom led to a construction boom for motels and other facilities used by travelers like restaurants.⁷⁶ The US had 30,000 motels in 1948 and 60,000 into 1956.⁷⁷ “The peak seems to have been reached in the early 1960s, when approximately 61,000 motels operated in the United States.”⁷⁸ Competition for travelers’ attention was strong, and elements like neon signage, bright colors, and eye-catching designs differentiated motels and attracted patrons.⁷⁹ In short, the entrepreneurs who owned motels “...designed their establishments to be as alluring as possible.”⁸⁰ Advertisements like postcards announced the unique qualities that made motels special, like “swimming pools, larger rooms, ...wall-to-wall carpeting, air conditioning, free ice, in-room telephones, and TVs.”⁸¹

In addition, as the number of cars on the road continued to rise after WWII, once-modest motor courts expanded to include dozens of rooms, sometimes even hundreds spread across several one- and two-story buildings. The facilities available at motels also improved, with swimming pools, arcades, and gift shops.⁸² On-site dining also became the norm; after all, “...it didn’t take most motel owners long to figure out that a restaurant added profits to their businesses – not only from people spending the night but from passersby as well as local clientele.”⁸³

During this post-WWII period, the distinction between larger motels and newly constructed hotels was beginning to blur. The word “motel” usually implied affordable accommodations with exterior access to guest rooms, while a “hotel” might have more luxurious accommodations with interior access to guest rooms. But even the Hospitality Motor Inn chain itself blurred the line between a “hotel” and a “motel.” Although it has the features of a hotel (like interior access to guest rooms), Sohio likely chose to include “motor inn” in the chain’s name to give the impression that this hotel chain was affordable, like a motel, and offered some of the same conveniences (like plenty of parking and easy access to the highways).

Emergence of a New Resource Type: Resort-Like Suburban Hotels with Convention Facilities

⁷⁴ Dmilowski, “The astonishing hidden history of the motel.”

⁷⁵ Kendrick, “Roadside Motels.”

⁷⁶ Jakle et al., *The Motel in America*, 20.

⁷⁷ Michael Karl Witzel, *The American Motel* (Osecola, WI: MBI Publishing Company, 2000), 88.

⁷⁸ Jakle et al., *The Motel in America*, 20.

⁷⁹ Dmilowski, “The astonishing hidden history of the motel.”

⁸⁰ John Margolies, *Home Away from Home* (Boston: Little, Brown and Company, 1995), 47.

⁸¹ “Sol-Mar Motel,” The Henry Ford (2024), www.thehenryford.org/artifact/368650.

⁸² Dmilowski, “The astonishing hidden history of the motel.”

⁸³ Margolies, *Home Away from Home*, 55.

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New transportation routes, including interstate highways and related routes like Lexington's New Circle Road bypass, affected the hotel/motel industry in several ways:

- Pre-WWII hotels and motels were located along transportation routes that were being usurped by the new interstate system and other new transportation routes. The industry realized that many motorists preferred accommodations close to interstate interchanges and in other expanding suburban areas near major transportation routes constructed after WWII.
- Passers-by were traveling at high speeds along these new highways. Therefore, hotels and motels needed large signs or other design features that attracted motorists. Many national chains developed design standards and branding that allowed motorists to identify that chain from a distance. For example, the Howard Johnson orange roofs, the large green Holiday Inn signs, and the Modern octagon-shaped Administration Wings of the Hospitality Motor Inns helped motorists quickly differentiate one property from another.

The growth of the tourism and convention industries also affected hotel development. By the 1960s, as more and more American cities were vying for convention traffic and other tourism, entrepreneurs in the hotel industry were realizing that the existing models for hotels and motels did not serve all of the needs of the modern American tourist – both recreational tourists and tourism based on conventions and conferences.

- American families were traveling more after World War II, and they desired certain amenities that motels could not offer. However, the growing middle class still didn't want to pay the higher prices at historic downtown hotels, even though those hotels oftentimes offered more luxury. They wanted a new model of hotels that offered affordable luxury.
- Travelers preferred larger rooms than existing hotel and motel models provided. Historic hotels were usually constructed in land-locked locations and were oftentimes confined to a city's existing downtown street grid. Therefore, space was at a premium, and rooms were small. Likewise, roadside motels also usually had small rooms.
- What's more, most motels were mom-and-pop establishments, and motels lacked consistent quality accommodations that tourists and convention-goers preferred.⁸⁴ And motels certainly were not luxurious. In contrast, travelers were increasingly looking for accommodations that offered some sort of out-of-the-ordinary excitement, and hotels responded with amenities like spas, fine dining restaurants, lounges that featured top-notch musicians, elaborate pools and play areas, mini-golf or putting greens, and elaborate décor and landscaping. Put another way, the hotel industry responded to Americans' desire to stay at hotels that offered more resort-like amenities.
- Although pre-WWII hotels might have had the capacity for conventions and large meetings (in terms of the number of guest rooms available and meeting spaces), historic hotels often had limited available parking, and guests might have to leave their cars in a nearby parking garage and carry their baggage to their rooms. Plus, in some instances, it was inconvenient to load in the vast number of large displays and other equipment required for conventions. Plus, most motels lacked the meeting space for conventions.

⁸⁴ Jakle et al., *The Motel in America*, 20.

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In response to these events, a new resource type developed – “resort-like suburban hotels with convention facilities.” This new resource type combined the best features of pre-WWII hotels and motels to meet the multiple requirements of the modern American traveler and convention-goer:

- These hotels met the needs of many types of travelers, from businesspeople and convention-goers to families seeking vacations with luxurious yet affordable accommodations.
- They provided plenty of parking and were convenient to major transportation routes, oftentimes located directly adjacent to highway offramps.
- Suburban properties were usually constructed on affordable, undeveloped land (versus land-locked downtown locations). Therefore, developers had plenty of space to spread out, and properties had sprawling campuses. Furthermore, room sizes were large (in comparison to older hotels and motels).
- They had spaces for conventions and meetings for several hundred persons. They also provided convenient ways to load materials in and out of the building for large gatherings.
- They had enough amenities to provide a resort-like feel, including multiple dining options (often with fine dining restaurants), lounges that attracted top-rated musicians, one or more pools, putting greens, shuffleboard or other game areas, play areas for the kids, saunas, gift shops, and other upscale offerings.

Lexington’s Motels and Hotels During the Period of Significance

The Lexington city directories listed the following motels and hotels during the Period of Significance (properties that fit the type “resort-like suburban hotel with convention facilities” appear in bold text):⁸⁵

Name	Location	Date of Construction	Type of Resource ⁸⁶	Extant? Integrity?
Annex Hotel	209 ½ E. Main St.	Late 19 th century	Downtown hotel – Was an alleged brothel by 1968 ⁸⁷	No
By-Pass Motel	273 NE New Circle Road	c.1930	Motel	No

⁸⁵ Motels and hotels were both evaluated to give a holistic view of overnight accommodations in Lexington during the period of significance.

⁸⁶ The categories used for this analysis include motel, pre-WWII hotels, suburban hotel with convention facilities, and suburban hotel without (or with very limited) convention facilities. The residential hotel type is also included because the 1960s and 1970s Lexington city directories listed several such resources along with other listings for motels and hotels. A residential hotel was one that “provided rooms or suits for permanent residents who rented by the month” or week; Paul Groth, *Living Downtown: The History of Residential Hotels in the United States* (Berkeley, CA: University of California Press, 1989), 1.

⁸⁷ Chandler Davis, “Hale planned raid on houses of vice,” *Lexington [KY] Herald-Leader*, 8 August 1968, p. 1.

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Campbell House	1375 S. Broadway	1950⁸⁸	Resort-like suburban hotel⁸⁹ with convention facilities	Yes – Poor historic integrity⁹⁰
Catalina Motel	208 W. New Circle Rd.	By 1960 ⁹¹	Motel	Yes
Congress Inn Motel	1700 N. Broadway	c.1930	Motel	No
Continental Inn	801 New Circle Rd.	c.1965⁹²	Resort-like suburban hotel with convention facilities	No
Cox's Hotel	127 N. Broadway St.	Late 19 th century	Pre-WWII downtown hotel – Was a residential hotel by 1968 ⁹³	No
Daniel Boone Inn	5556 Versailles Rd.	1962	Motel	Yes
Day's Motel	1420 Versailles Rd.	c.1930	Motel	Yes
Downtowner Motor Hotel/Downtowner Motor Inn	347 E. Main St.	1960 ⁹⁴	Downtown hotel with convention facilities	No
Edward Hotel	103 E. Vine St.	Late 19 th century	Pre-WWII downtown hotel – Was a residential hotel by 1965 ⁹⁵	No
Ember's Inn	588 NE New Circle Rd.	1964 ⁹⁶	Suburban hotel without convention facilities	No
Emery Hotel	183 N. Limestone St.	1892 ⁹⁷	Pre-WWII downtown hotel	No
Flora's Tourist Court	1210 Winchester Rd./1210 E. 3 rd St.	1933 ⁹⁸	Motel	No
Graham Hotel	127 N. Broadway St.	Late 19 th century	Pre-WWII downtown hotel	No

⁸⁸ "The Campbell House: Our 30th year," 1.

⁸⁹ At the time the Campbell House was constructed, it was located about 2 miles outside of Lexington's boundaries. See "The Campbell House: Our 30th year," 1.

⁹⁰ Two west wings were added in 1964, increasing the number of rooms from 104 to 143. A second story was added c. 1976, bringing the number of rooms to about 300. Colonial Hall (a major convention facility) almost doubled in size c.1976. A coffee shop and skylight was added c.1980. Two kitchens have been added since initial construction. See "The Campbell House: Our 30th year," 1. In addition, the resource underwent a \$10 million renovation in 2014 that led to additional alterations (Janet Patton, "Making hotel a destination again," *Lexington [KY] Herald-Leader*, 12 May 2014, p. B1).

⁹¹ "Two cars stolen," *The Lexington [KY] Herald*, 30 May 1960, p. 2.

⁹² Cheryl Truman, "Staying power," *Lexington [KY] Herald-Leader*, 5 May 2002, p. J1-J3.

⁹³ Obituary for Paul H. Hysong, *Lexington [KY] Herald*, 6 August 1968, p. 2; List of rooms for rent, *Lexington [KY] Herald-Leader*, 18 June 1981, p. 43.

⁹⁴ Ad for the Downtowner Motor Hotel, *Lexington [KY] Herald*, 14 April 1960, p. 9.

⁹⁵ List of rooms for rent, *Lexington [KY] Herald*, 19 January 1965, p. 15.

⁹⁶ Ad, *Lexington [KY] Herald-Leader*, 13 December 1964, p. 2.

⁹⁷ Don Edwards, "End is near for landmark of ill repute," *Lexington [KY] Herald-Leader*, 16 September 1986, p. B1.

⁹⁸ "Flora's Court motel latest victim of city's growth," *Lexington [KY] Herald-Leader*, 25 April 1990, p. B1.

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Greystone Hotel ⁹⁹	425 Race Street	By 1952 ¹⁰⁰	Urban hotel without convention facilities	No
Hilton Motor Inn	1938 Stanton Way	1973¹⁰¹	Resort-like suburban hotel with convention facilities	Yes – Fair historic integrity
Holiday Inn – East	826 NE New Circle Road	1960¹⁰²	Resort-like suburban hotel with convention facilities	No
Holiday Inn – West	925 Newtown Pike	1964 ¹⁰³	Suburban hotel without convention facilities	No
Holiday Inn – North	1950 Newton Pike	1966¹⁰⁴	Resort-like suburban hotel with convention facilities	No
Horseshoe Motor Lodge (previously the Avalon Motel)	917 Georgetown Street	By 1956 ¹⁰⁵	Motel	Yes
Hospitality Motor Inn	2143 North Broadway Street	c.1969	Resort-like suburban hotel with convention facilities	Yes – Good historic integrity
Hotel Lafayette/Lafayette Hotel	200 E. Main Street	1920 ¹⁰⁶	Pre-WWII downtown hotel	Yes
Howard Johnson Motor Lodge North	1987 North Broadway Street	1966 ¹⁰⁷	Suburban hotel without convention facilities	Yes
Howard Johnson Motor Lodge South	2280 Nicholasville Road	1959 ¹⁰⁸	Suburban hotel without convention facilities	No
Hyatt Regency	401 West High Street	1977 ¹⁰⁹	Post-WWII downtown hotel	Yes
Imperial House Motor Hotel	525 Waller Avenue	By 1963¹¹⁰	Resort-like suburban hotel with convention facilities	No
The Kimball House	267 South Limestone Street	1882 ¹¹¹	Pre-WWII downtown hotel	Yes
Lakeview Motel	Richmond Road	By 1953 ¹¹²	Motel	No
Lexington Motor Inn	1205 NE New Circle Road	By 1953 ¹¹³	Motel	No

⁹⁹ The Greystone Hotel was a “hotel for colored people.” See “Neal’s beer license hearing set today,” *Lexington [KY] Herald*, 28 May 1952, p. 3.

¹⁰⁰ Ibid.

¹⁰¹ “Motel opens sales office,” *The Lexington -KY] Herald*, 3 August 1973, p. 34.

¹⁰² Ad for “The Beautiful New Holiday Inn,” *Lexington [KY] Herald-Leader*, 10 January 1960, p. 14.

¹⁰³ “New Holiday Inn opens while work continues,” *The Lexington [KY] Herald*, 12 April 1964, p. 48.

¹⁰⁴ “Motel construction is big business.”

¹⁰⁵ Advertised rooms for bachelors by 1956; see the *Lexington [KY] Herald*, 13 June 1956, p. 21.

¹⁰⁶ Bettye Lee Mastin, “Trust President sees value of old buildings,” *The Lexington [KY] Herald*, 16 July 1980, p. 9.

¹⁰⁷ “Lexington-North, Kentucky.”

¹⁰⁸ Ad, *Lexington [KY] Herald*, 30 October 1959, p. 14.

¹⁰⁹ Ad, *Lexington [KY] Herald* 14 April 1977, p. 9.

¹¹⁰ “Historical society meets,” *Lexington [KY] Herald*, 24 September 1963, p. 9.

¹¹¹ “College-town idea checks in,” *Lexington [KY] Herald-Leader*, 29 June 2002, p. 1.

¹¹² Ad, *Lexington [KY] Herald*, 16 April 1953, p. 5.

¹¹³ “County court order,” *Lexington [KY] Herald*, 17 February 1953, p. 14.

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Phoenix Hotel/Hotel Phoenix	120-122 Main Street	Established 1879; new building 1901; façade partially reconstructed 1952 ¹¹⁴	Pre-WWII downtown hotel	No
Quality Courts Motel	1050 Newtown Pike	c.1970	Motel	Yes
Ramada Inn	232 New Circle Road NW	1966	Resort-like suburban hotel with convention facilities	No
Ranch Motel	1133 Winchester Road	1950 ¹¹⁵	Motel	No
Savoy Hotel	105 Church Street	c.1930	Pre-WWII downtown hotel	Yes
Scott Hotel	700 South Broadway Street	1902 ¹¹⁶	Pre-WWII downtown hotel	No
Sheraton Motor Inn	5532 Athens- Boonesboro Road	1972-1973 ¹¹⁷	Suburban hotel without convention facilities	Yes
Southland Hotel	157 ½ North Limestone Street	By 1927 ¹¹⁸	Pre-WWII downtown hotel	Yes
Sportsman Motel	1107 Winchester Road	c.1930	Motel	Yes
Springs Motel/Springs Inn	2020 Harrodsburg Road	1948 ¹¹⁹	Motel	No
Sunset Motel	Highway 25, 6 miles north of Lexington	c.1930	Motel	No
Troy Hotel	112 ½ North Broadway Street	Late 19 th century	Pre-WWII downtown hotel – Was a residential hotel by 1962 ¹²⁰	No
Welch's Motel and Restaurant	1915 Nicholasville Road	By 1961 ¹²¹	Motel	No
Yocum's Motor Lodge	1229 Nicholasville Pike	c.1910	Motel	No

Brief History of the Hospitality Motor Inns Chain

The chain of Hospitality Motor Inns was a subsidiary of the Standard Oil Company of Ohio (Sohio), which had previously diversified into vending machines via the Cardinal Vending

¹¹⁴ Deese, *Lexington, Kentucky: Changes in the Early Twentieth Century*.

¹¹⁵ "Day's Motel Sold," *Lexington [KY] Herald*, 20 September 1950, p. 2.

¹¹⁶ "New hotel nearing completion," *Lexington [KY] Herald*, 4 May 1902, p. 9.

¹¹⁷ "Construction of motor inn under way," *The Lexington [KY] Herald*, 18 October 1972, p. 1.

¹¹⁸ Help wanted ad, *Lexington [KY] Herald-Leader*, 10 January 1927, p. 8.

¹¹⁹ Beverly Fortune, "Landmark for sale," *Lexington [KY] Herald-Leader*, 26 December 2008, p. C3.

¹²⁰ "Housebreaking count placed against George Tanner Jr.," *Lexington [KY] Herald-Leader*, 26 November 1962, p. 8.

¹²¹ Ad for 2 RCA console models for sale at Welch's Motel, *Lexington [KY] Herald*, 16 December 1961, p.

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Company subsidiary.¹²² Sohio was seeking ways to encourage motorists to travel more—and thereby purchase more Sohio gasoline—and thus, Hospitality Motor Inns was Sohio’s “move into the motel field.”¹²³

The design of the Hospitality Motor Inns has been referred to as “ultra modern,”¹²⁴ and the HMI chain was also referred to as “resort-type inns.”¹²⁵

All HMI hotels were patterned after a design created for Hospitality Motor Inns by William B. Tabler, Sr. of New York.¹²⁶ Tabler also wrote the “famous ‘Rules of Thumb,’ an architectural guide for hotels that set the standard for design in the hospitality industry.”¹²⁷ These standards include guidelines for maximum suggested construction costs per room as well as planning suggestions, such as recommendations for room size based on bed size and a suggestion that bedroom floor areas should equal the total public and service areas. Tabler’s Rules of Thumbs also noted that “ballroom, dining rooms and function areas are necessary for convention headquarters.”¹²⁸ Tabler designed hotels that are located in over 20 countries, “more hotels, by far, than any other firm or individual.”¹²⁹ Therefore, Hospitality Motor Inns hired one of the best Modern architects in the hotel business, demonstrating the chain’s desire for a modern facility that could compete (at least from design and functionality standpoints) with other large hotel chains.

Likewise, to manage their hotels, Sohio hired college-educated hotel-motel professionals who had managed sites like the Peabody Hotel in Memphis (Don Campbell),¹³⁰ the Baytown (TX) Holiday Inn (David Van Scoter),¹³¹ and the Dallas Airport Holiday Inn (Dick Walters).¹³² In Lexington, D. Glenn Carr was the first manager of the local HMI: “A native of Nashville, Tenn., Mr. Carr began his hotel career in 1964 with the Marriott Corp. He was assistant manager of the Twin Bridges Motel in Washington, D.C., until 1967. In 1968, Carr joined Hospitality Motors Inns and was named food and beverage manager of the Columbus, Ohio, inn. He held that assignment until his current promotion.”¹³³ These hires suggest that HMI was trying to compete with other semi-luxury hotels and large chains like Holiday Inns.

¹²² Joseph E. Kuebler, “Sohio vending arm booms,” *The Akron [OH] Beacon Journal*, 5 August 1964, p. 52.

¹²³ “Motel-hotel business is fun, expert insists,” *[Willoughby, OH] News-Herald*, 27 May 1964, p. 12.

¹²⁴ “Lexington-North, Kentucky.”

¹²⁵ “D.G. Carr to manage new inn,” *Lexington [KY] Herald-Leader*, 29 June 1969, p. 85.

¹²⁶ “\$2 million dollar motor inn is planned in north end.”

¹²⁷ “William B. Tabler Architects,” Archinect (n.d.), <https://archinect.com/WILLIAMTABLER.COM>.

¹²⁸ Jack N. Blackstock, “Downtown hotel-motel” [white paper] (1958), available online at file:///Users/susan/Downloads/ttu_etd001_012726.pdf.

¹²⁹ Joseph A. Wilkes and Robert T. Packard, *Encyclopedia of Architecture, Vol. 5: Tabler, William B to Zoos* (Madison, WI: University of Wisconsin Press, 1988), 1.

¹³⁰ Don Campbell majored in hotel and restaurant administration at Oklahoma State University. By age 30, he became the General Manager of the Peabody Hotel in Memphis, and “was reportedly the youngest manager of a major hotel in the country.” See “Motel-hotel business is fun, expert insists.”

¹³¹ “Innkeeper at Baytown Holiday Inn resigns,” *The Baytown [TX] Sun*, 28 May 1964, p. 2.

¹³² Dick Walters received a degree in hotel administration from Oklahoma State University. See “Sohio names inn manager,” *[Willoughby, OH] News-Herald*, 17 June 1964, p. 3.

¹³³ “D.G. Carr to manage new inn.”

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The first Hospitality Motor Inn opened in the Cleveland area (Willoughby, OH) in 1964, the second in Columbus in 1965, the third in Cleveland in 1967, and others followed in various stages of development at approximately the same time as the Lexington property (Pittsburg, Toledo, and Lansing).¹³⁴ Therefore, it seems that the Lexington HMI was the 7th property constructed for this new chain.

Furthermore, it seems that all HMIs had similar plans. That is, based on existing research, HMIs shared these characteristics:

- Two-story main building with a glass-walled octagon-shaped plan that housed the administration and service areas (like the restaurants, lobby, and kitchen)
- Two-story wings (for guest rooms) that are connected to the main building by glass-walled stairwells
- Conference/banquet facilities that could serve up to 300 people, including a “convenient drive-in entrance [that] makes it easy to load and unload materials and displays for meetings”¹³⁵
- Restaurant and cocktail lounge
- Coffee house that was open 24-hours
- Indoor and outdoor swimming pools
- Shuffleboard courts
- 9-hole putting greens
- Outdoor children’s play area
- Concrete pad near the pool for dining or dancing
- Rooms with balconies or patios
- Ample parking¹³⁶

HMIs were located at the intersection of interstates and major roadways, as “Sohio’s plans for the motel subsidiary is to tie the motor inns...to the highway.”¹³⁷ Moreover, Sohio’s expressed goal was to “serve the motoring public.”¹³⁸ Still, though, according to Sohio’s president, C. E. Spahr, the “Hospitality Motor Inns will be more than pleasant stopping places for travelers. We want to become an integral part of each community in which we locate.”¹³⁹

Sohio intended to attract a wide range of customers, stating that “While the commercial traveler is expected to form the backbone of the inn’s patronage, its many facilities are expected to appeal also to tourists, local groups and families.”¹⁴⁰

¹³⁴ “\$2 million dollar motor inn is planned in north end.”

¹³⁵ “Steve Storns joins Hospitality Motor Inn,” *Lexington [KY] Herald-Leader*, 23 July 1971, p. 6.

¹³⁶ Kuebler, “Sohio vending arm booms;” “Sohio opens first Hospitality Motor Inn,” *The Lima [OH] News*, 6 August 1964, p. 6.

¹³⁷ Ibid.

¹³⁸ “Sohio opens first Hospitality Motor Inn.”

¹³⁹ Ibid.

¹⁴⁰ Ibid.

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The chain also asserted that the “Hospitality Motor Inns are a new and innovative force in the hotel industry today” and that “Hospitality Motor Inn has everything anyone could want in a modern motel.”¹⁴¹ Furthermore, members of the local press noted that “Hospitality Motor Inn truly provides the finest service and facilities for any occasion. For total enjoyment, be it for a light lunch, a formal business gathering, or a long vacation, Hospitality offers the finest for everyone.”¹⁴²

Brief Comparison of Hospitality Motor Inns

The following lists the state of each Hospitality Motor Inn known to have been constructed (14 resources).

- Cleveland-East (6051 SOM Center Road, Willoughby, OH – the first Hospitality Motor Inn): Demolished
- Cleveland-West (17000 Bagley Road, Middleburg Heights, OH): Demolished c.2023¹⁴³
- Cleveland-South (5300 Rockside Road, Independence, OH): Now a Ramada Inn; original footprint remains, but the exterior has been heavily remodeled, the height has been increased, the structure no longer resembles a hotel from the 1960s/1970s, and the resource has lost a lot of integrity of design, materials, association, and feeling
- Lansing (3600 Dunckel Drive, Lansing, MI): Demolished
- Indianapolis (2141 N. Post Road at I-70, Indianapolis, IN): Was converted to a Howard Johnson’s and has lost integrity of design, materials, and feeling¹⁴⁴
- Toledo (1800 Miami Street at I-75, Toledo, OH): Was converted to a Day’s Inn, and a c.2023 renovation has changed the design, materials, and feeling of the resource
- Pittsburg (699 Rodi Road, Pittsburg, PA): Was converted to a Comfort Inn, and subsequent renovations have added a large non-historic entry that obscures the historic octagon-shaped main building, and the resource has lost integrity of design, materials, feeling, and association
- Columbus (1000 E. Dublin-Granville Road at I-70, Columbus, OH¹⁴⁵): Demolished
- Cincinnati (8020 Montgomery Road at I-71, Cincinnati, OH): Demolished
- Grand Rapids (4041 Cascade Road at I-96, Grand Rapids, MI¹⁴⁶): Demolished
- Fort Wayne (5250 Distribution Drive, Fort Wayne, IN): Demolished
- Hartford/Springfield (1 Bright Meadow Blvd., Enfield, Connecticut): Was converted to a Holiday Inn, but extensive renovations have obscured the original design and have given the resource a Neo-Classical appearance, altering the design, materials, feeling, and association

¹⁴¹ “Steve Storns joins Hospitality Motor Inn.”

¹⁴² “Dick Waibel joins staff at Hospitality Motor Inn,” *The Lexington [KY] Herald*, 26 June 1972, p. 7.

¹⁴³ Rich Heileman, *Cleveland.com*, 30 August 2020, <https://www.cleveland.com/berea/2020/08/memories-of-a-middleburg-heights-night-spot-around-the-town.html>.

¹⁴⁴ Jeff Kamm, “At your leisure: The fading of the orange roof,” *Historic Indianapolis* (19 June 2015), <https://historicindianapolis.com/at-your-leisure-the-fading-of-the-orange-roof/>.

¹⁴⁵ “Sohio vending arm booms.”

¹⁴⁶ See ad for “Factory hiring seminar,” *The Holland [MI] Evening Sentinel*, 17 May 1975, p. 4.

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- St. Louis (3440 Riverglen Drive at I-70, Earth City, MO): Was converted to a Holiday Inn, but renovations have obscured the original design and have given the resource a Neo-Classical appearance, altering the design, materials, feeling, and association
- Atlanta (3601 North Desert Dr. at I-285, East Point, GA¹⁴⁷): Demolished

Therefore, of the Hospitality Motor Inns known to have been constructed, the Lexington HMI has the most historic integrity of the properties that remain.

Brief History of the Construction of Lexington's Hospitality Motor Inn

Hospitality Motor Inns, Inc. began purchasing land near the I-64/Paris Pike¹⁴⁸ interchange and petitioning for re-zoning of the land in 1967.¹⁴⁹ The land was previously zoned residential and was transferred from Marlboro Manor, Inc. to Hospitality Motor Inns, Inc. in January 1968.¹⁵⁰ The adjacent region was already associated with tourism. "It is also close to the site of the former Joyland Amusement Park, which shuttered in 1963 after operating for more than 40 years."¹⁵¹ At the time the resource was constructed, it was located at the "Crossroads of Kentucky" at the intersection of I-75, I-64, US 27, and US 68 – basically, this is "where the state's main East-west and North-South routes intersect."¹⁵²

The Lexington HMI was the seventh Hospitality Motor Inn to be built. The hotels were not franchises, unlike some other national chains like Holiday Inns, and all properties were owned by Hospitality Motor Inns, Inc.

Plans for the hotel were announced in the *Lexington Herald-Leader* in December 1967. The estimated cost was \$2 million¹⁵³ (other sources stated \$1.5 million),¹⁵⁴ which was comparable to Lexington's other contemporary suburban hotels with convention facilities (according to local newspaper articles from the 1960s).

Before the construction of HMI, no other development was located at the NW corner of the intersection of I-75 and I-64, according to the city directories. The 1969 city directory listed the Watts Gulf Service Station as "under construction" at 2115 Paris Pike, implying that the service station was being constructed at approximately the same time as the Lexington HMI. The Boron Service Station was constructed at 2167 Paris Pike by 1970, further adding to the roadside services that were developing at the intersection during the period of significance. After the hotel was constructed, other adjacent properties followed: "With construction of the motel¹⁵⁵ has come

¹⁴⁷ "Resort-style inn to open soon," *The Atlanta Journal*, 14 May 1975, p. 119.

¹⁴⁸ North Broadway was referred to as Paris Pike.

¹⁴⁹ See "Change in zoning for tract sought," *The Lexington [KY] Herald*, 27 July 1967, p. 34.

¹⁵⁰ List of property transfers, *Lexington [KY] Herald-Leader*, 24 January 1968, p. 20.

¹⁵¹ Beth Musgrave, "1968 Lexington hotel to be converted to 'technologically advanced' senior independent living," *Lexington [KY] Herald Leader*, 17 May 2022,

<https://www.kentucky.com/news/local/counties/fayette-county/article261480627.html>.

¹⁵² "\$2 million dollar motor inn is planned in north end."

¹⁵³ Ibid.

¹⁵⁴ "Motor inn permit for \$1 ½ million is issued," *Lexington [KY] Herald-Leader*, 11 June 1968, p. 23.

¹⁵⁵ The Lexington HMI was occasionally referred to as a "motel" in the local newspapers.

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other development of the area surrounding the interchange. Included are a restaurant and three new service stations.”¹⁵⁶

While the HMI was being built, it was publicized as “one of the largest projects currently under construction” in Lexington.¹⁵⁷ The hotel was referred to as a “resort complex”¹⁵⁸ and included 160 guest rooms, a 150-seat dining room (which including The Winner’s Table restaurant and The Starting Gate cocktail lounge,¹⁵⁹ a 50-seat coffee house providing 24-hour service, a gift shop, a convention center with meeting facilities for up to 300 guests,¹⁶⁰ and six conference suites.¹⁶¹ A two-story octagon-shaped main building with a cantilevered roof housed the restaurants, lobby, kitchen, and registration desk.¹⁶² Outside, a landscaped courtyard area had a swimming pool, 9-hole putting green, shuffleboard courts, and an indoor swimming pool in a separate building adjacent to the courtyard.¹⁶³ The local newspapers referred to the HMI design as “ultra modern.”¹⁶⁴

Most guests at the Lexington HMI were expected to be commercial travelers.¹⁶⁵ The hotel was frequently used for local, regional, and national conferences during the period of significance, a time when Lexington’s convention business was growing. The hotel was also used for business meetings and recruitment events as well as meetings for local community organizations, such as the Lexington Optimist Club¹⁶⁶ and the organizational meeting of the Lexington Advertising Club.¹⁶⁷

HMI was specifically designed to handle these conventions and large meetings:

They have the facilities to accommodate anything from a convention to a bull session. The ballroom is just the place to hold a banquet, sales meeting, seminar, or social gathering. This room can be used full size for large groups or divided into three smaller sound proofed rooms. Away from the heavy traffic areas of the Inn, facilities include an assembly area with space for receptions, pre-meeting gatherings, registration desks, and displays.¹⁶⁸

¹⁵⁶ Sue Napier, “Accounts receivable,” *Lexington [KY] Herald-Leader*, 4 May 1969, p. 82.

¹⁵⁷ Sue Napier, “Many facilities are under construction in the Lexington area,” *Lexington [KY] Herald-Leader*, 25 August 1968, p. 65.

¹⁵⁸ Lexington Hospitality Motor Inn brochure (c.1970), “Lex – Motels and hotels” folder, Kentucky Room, Lexington Central Library, Lexington, Kentucky.

¹⁵⁹ Ibid.

¹⁶⁰ “\$2 million dollar motor inn is planned in north end.”

¹⁶¹ Ibid.

¹⁶² Ibid.

¹⁶³ “Motor inn permit for \$1 ½ million is issued;” “Many facilities are under construction in the Lexington area.”

¹⁶⁴ “Lexington-North, Kentucky.”

¹⁶⁵ “\$2 million dollar motor inn is planned in north end.”

¹⁶⁶ “Optimist officers,” *Lexington [KY] Herald*, 15 September 1969, p. 2.

¹⁶⁷ “Advertising club to be organized,” *Lexington [KY] Herald*, 26 October 1969, p. 43.

¹⁶⁸ “Hospitality Motor Inn offers little extras,” *Lexington [KY] Herald-Leader*, 6 March 1970, p. 3.

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However, the hotel was also designed to appeal to tourists and local families as well as business travelers. A 1970 article explained that “Hospitality is a refreshing concept in complete accommodations for travelers, businessmen and local residents” that had “every facility for rest, relaxation, gracious dining, entertainment and business meetings. The Inn combines the luxury of a vacation resort with the outstanding facilities of a motor inn.”¹⁶⁹

For instance, the restaurant and lounge advertised to locals and encouraged Lexington’s residents to visit the hotel for fine dining and exotic dishes. A 1969 advertisement urged people to visit the hotel:

At a new and different kind of place. The new Hospitality Motor Inn-Lexington, on North Broadway at Interstate 75. In The Winners Table Restaurant, you can order such fabulous dishes as Fondue Bourguignonne, Gazpacho Andalusia, or Peach Flambé. And, of course, prime rib, filet mignon, and many fine seafoods. Yes, dining out this Friday at The Winners Table will be something very special.¹⁷⁰

Advertising from the 1960s and 1970s also encouraged families to take what modern-day travelers would call a “stay-cation” at the hotel for a weekend or more and take advantage of the resort-like amenities close to home. The hotel also attracted locals by offering special dinners and buffets on Mother’s Day and for other holidays. In addition, HMI chartered a bus to run directly from the HMI to the UK football stadium during home games.¹⁷¹ HMI also had a swim club membership available for local families, which gave members access to the swimming pools and outdoor recreation facilities.¹⁷²

Two major alterations were made to the property in 1976 when it was the Hospitality Motor Inn. First of all, the tennis courts were added to the property’s north end;¹⁷³ the land on which the tennis courts sit was not part of the original property boundaries, according to historic drawings.¹⁷⁴ Second, the existing indoor pool and pool enclosure were also added in 1976.¹⁷⁵

Post-HMI Ownership of the Former Lexington Hospitality Motor Inn

Harry B. Helmsley, who owned the Cleveland-based Helmsley Enterprises and Helmsley Hotels, purchased the Hospitality Motor Inn chain in February 1979.¹⁷⁶ An announcement in *The New York Times* stated:

¹⁶⁹ Ibid.

¹⁷⁰ Ad, *Lexington [KY] Herald-Leader*, 25 June 1969, p. 56.

¹⁷¹ Ad for HMI buffet for UK football game day, *Lexington [KY] Herald-Leader*, 25 September 1969, p.

23.

¹⁷² “\$2 million dollar motor inn is planned in north end.”

¹⁷³ Ad, *The Lexington [KY] Herald*, 1 February 1976, p. 148.

¹⁷⁴ “Hospitality Motor Inn Lexington, Kentucky Pool Enclosure” drawings, William B. Tabler Architects, 1976, available from the files of Solvida Development, Denver, Colorado.

¹⁷⁵ Ibid.

¹⁷⁶ “Hospitality inn changes name,” *The Lexington [KY] Herald*, 1 November 1979, p. 30.

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Helmsley Enterprises, owned by Harry B. Helmsley, the real estate developer, said yesterday it was offering to pay \$25 a share for any and all shares of Hospitality Motor Inns, a deal that would involve more than \$36 million on the basis of nearly 1.5 million shares outstanding. Last October Helmsley reached agreement with the Standard Oil Company (Ohio) to buy Sohio's 49 percent stake in Hospitality Motor Inns at \$25 a share.¹⁷⁷

Helmsley and his wife, Leona, operated the Lexington hotel as one of the Harley Hotel brand hotels – one of a chain of 18 that the family owned outside of New York City.¹⁷⁸ Leona was a renowned “business woman and hotelier known for her outrageous behavior who was once dubbed ‘The Queen of Mean.’”¹⁷⁹ The Helmsley family also owned The Park Lane, St. Moritx, and The Palace in NYC and several other hotels (including some Sheratons and a Howard Johnson) across the country.¹⁸⁰

The Lexington hotel was listed as a Hospitality Motor Inn in the 1979 city directory but as a Harley Hotel in the 1980 directory. The Harley Hotel chain claimed to be “the most exciting new chain of hotels to be introduced in America in the last 25 years” and “first class hotels.”¹⁸¹ The building also underwent a \$500,000 renovation in c.1979-1980,¹⁸² and the name of the restaurant changed from “The Winner’s Table” to “Sige’s Restaurant,” according to city directories. The renovations were primarily planned for the guest rooms and the public areas.¹⁸³ Postcards of the Harley Hotel from the 1980s suggest that the resource retained most of its exterior historic integrity during this period; comparisons between exterior views of the Hospitality Motor Inn period versus the Harley Hotel period suggest that the exterior of the building changed very little during this period.¹⁸⁴

The hotel was still listed as the Harley until 2002 in the Lexington city directories. However, newspaper advertisements from March 1999 tout the “new Ramada Inn and Conference Center, formerly the Harley Hotel.”¹⁸⁵ Therefore, it seems that the hotel transitioned to a Ramada Inn in the spring of 1999. It remained a Ramada Inn until late 2023, when the hotel’s operations ceased.

Evaluation of the Significance of the Lexington Hospitality Motor Inn within the Historic Context Resort-Like Suburban Hotels with Convention Facilities in Lexington, Kentucky, 1968-1979

¹⁷⁷ “Helmsley in Motor Inn Bid,” *The New York Times*, 28 December 1978, p. 3D.

¹⁷⁸ Ad, *The Lexington [KY] Herald*, 15 October 1979, p. 27.

¹⁷⁹ Musgrave, “1968 Lexington hotel to be converted to ‘technologically advanced’ senior independent living.”

¹⁸⁰ Harley Hotel of Lexington brochure, (c.1980), “Lex – Motels and hotels” folder, Kentucky Room, Lexington Central Library, Lexington, Kentucky.

¹⁸¹ Ibid.

¹⁸² “Hospitality inn changes name.”

¹⁸³ “Hospitality Inn to get look with new name,” *Lexington [KY] Herald-Leader*, 24 October 1979, p. 46.

¹⁸⁴ “Harley Hotel of Lexington, Lexington, Kentucky KY Original Vintage Postcard 1981,” Amazon listing (2024), <https://www.amazon.com/Lexington-Kentucky-Original-Vintage-Postcard/dp/B00P6RUB4W>; “Harley Hotel of Lexington KENTUCKY CHROME POSTCARD B9,” Ebay listing (2024), <https://www.ebay.com/itm/165976584513>.

¹⁸⁵ Ad, *Lexington [KY] Herald-Leader*, 28 March 1999, p. 45.

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The Lexington Hospitality Motor Inn is the best local extant example of a resource that fits the type “resort-like suburban hotels with convention facilities” within the context “resort-like suburban hotels with convention facilities in Lexington, Kentucky, 1968-1979.” The movement of cities constructing this new property type is an important historic trend among American cities during the post-WWII period. The financial hardships of the Great Depression, the necessary frugalities of World War II, and post-war materials shortages, took an economic toll on cities. Beginning in the 1950s, communities were looking for a way to increase economic activity, and the greater mobility of the public became the vehicle for those revenues. Entrepreneurs worked with cities to develop a market and to create a building form that catered to that market, the type of hotel that the Hospitality Motor Inn is a good example of. The Hospitality Motor Inn gives physical expression to the efforts by commercial interests to exploit the willingness of the public to travel, for business and for pleasure.

Furthermore, the resource retains enough integrity of location, setting, design, materials, workmanship, feeling, and association to convey the association with commerce that this type of resource suggests. That is, it is still able to convey its association with themes of the construction of new highways, increases in tourism and conventions, and changes in the hotel industry to response to these events.

Evaluation of the Integrity between the Significance of the Lexington Hospitality Motor Inn and its Physical Condition Today

NRHP Bulletin 16A defines integrity as “the ability of a property to convey its significance”¹⁸⁶ and identifies seven aspects of integrity. The bulletin further states that “to retain historic integrity a property will always possess several, and usually most, of the aspects...Determining which of these aspects are most important to a particular property requires knowing why, where, and when the property is significant.”¹⁸⁷

Location

The Lexington Hospitality Motor Inn has an **integrity of location**. The location is a basis of this property’s significance because of the important relationship between resort and convention hotel business and high-traffic highways. This property is adjacent to the interstate on-ramp, a proximity which is part of the property’s identity and supported its commercial success.

Setting

The Lexington Hospitality Motor Inn retains much of its **integrity of setting** in suburban Lexington. Although the hotel was the only resource located in the immediate vicinity at the time of construction in 1968, the setting immediately began to evolve as other transportation- and tourism-related resources were constructed during the period of significance. For example, the gas station located just south of the hotel was constructed shortly after the Hospitality Motor Inn. Likewise, other restaurants, hotels, gas stations, and commercial businesses were constructed

¹⁸⁶ U.S. Department of the Interior, National Park Service, “National Register Bulletin 16A: How to Apply the National Register Criteria for Evaluation” (1997), 44.

¹⁸⁷ Ibid.

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soon after the Hospitality Motor Inn, giving the area the same mixed-use commercial setting during the Period of Significance as it has today.

Design

The Lexington Hospitality Motor Inn retains “the combination of elements that create the form, plan, space, structure, and style” that characterized the resource during its period of significance. Because of this, the property can be said to have **integrity of design**. Although some modifications that occurred after the period of significance detract from the overall integrity, the remaining historic design elements still allow the resource to convey its identity and significance as a “resort-like suburban hotel with convention facilities.”

For instance, the property’s historic rectangular-shaped footprint, the octagon-shaped Administration Wing with its cantilevered roof (which was a feature that characterized all Hospitality Motor Inns), the floor plan and circulation system (with some minor alterations as described below), the rhythm of guest room openings in the corridors, the layout of guest rooms (except for the enclosing of the balconies), the play of light and dark, and the overall New Formalism design remain prominent.

Furthermore, many of the historic amenities that gave the property its resort-like feel remain, including some of the landscaping and exterior lighting, the outside bar and adjacent paved terrace, the outdoor pool and surrounding paved terrace, the enclosed pool, the 9-hole putting area and shuffleboard courts, the tennis courts, and the indoor planters near some stairways.

In addition, much of the convention space is original, including the convention loading area, lighting, doors, and overall layout; the existing carpet is not original but matches the dark red carpet illustrated in historic photos.

Nevertheless, subsequent modifications and additions that have occurred since the Period of Significance detract from the building’s integrity of design. For example, the non-historic porte-cochere has a pyramidal-shaped roof, while the original porte-cochere had a flat roof. But still, the existing porte-cochere approximates the original structure’s mass and scale, according to historic photos.

In addition, the guest rooms originally featured patios on the ground level and balconies with railings on the upper levels; these spaces were accessed by sliding glass doors. However, on the ground level, the sliding glass doors were replaced with sliding glass windows that appear over wall-mounted HVAC units. On the upper levels of Wing A and Wing B, sliding glass doors were removed, the exterior walls of the guest rooms were moved slightly outward to fill in the balconies, and sliding glass windows were installed over wall-mounted HVAC units. On the upper levels of Wing C, the sliding glass doors were replaced by sliding glass windows over wall-mounted HVAC units, but the exterior walls and balcony railings remain in the historic locations. Concrete pathways still lead to the former locations of the patios. Furthermore, the exterior walls that define the guest rooms are still set back slightly from the structure, and the original balcony railings are still intact on the East elevation of the third floor of Wing C.

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Some of the interior uses of the Administration Wing have changed, and a few walls have been moved to accommodate these new uses. During the Period of Significance, the first floor of the Administration Wing included a lobby, secretary's alcove, service corridor, and kitchen. The restaurant and lounge were also located on this level, and a stage divided the two spaces. The stage has been replaced with a dividing wall. (The space usage of the lower level of the Administration Wing remains largely the same.)

Materials and Workmanship

The Lexington Hospitality Motor Inn retains many of the materials and workmanship that characterized it historically, including some exterior and interior doors, the plate glass windows in line wood frames, the SunFun pool enclosure with skylights, steel balcony railings on the interior stairs and along some enclosed guest room balconies, plywood wall panels, chandeliers in the Administration Wing, lighting in the convention spaces, and movable partitions and metal ceiling tracks in the convention room.

Other historic materials are not intact, though. For example, the original cladding has been replaced with contemporary synthetic stucco. The historic signage has been removed, including the original roadside sign that faced I-64/I-75 and exterior signage near the entry doors for the restaurant and the coffee shop. The main entry doors under the porte-cochere are contemporary replacements for the original paired glass doors in aluminum frames. The carpet throughout the property is not original; the lobby originally had an entry with terrazzo floors with "soft carpets" and "luxurious décor" throughout the remainder of the lobby.¹⁸⁸ The restaurant (which was located in the northwest section of the main level of the Administration Wing) was "decorated in a contemporary motif of walnut paneling" and the adjacent lounge had "exposed beams to create the warm feeling of a hunt club;"¹⁸⁹ these elements have been removed.

In the guest rooms and suites, some of the bathroom fixtures and lighting do not appear to be original but may date to the Helmsley Hotel era. The guest rooms originally had bi-fold doors that covered the closets, according to historic drawings.

Feeling

The Lexington Hospitality Motor Inn continues to "feel" like a "resort-like suburban hotels with convention facilities" from its Period of Significance.

For example, the close proximity to the interstate and other commercial properties gives the feeling that the resource is in an urban area that developed as a result of new highway systems that evolved after World War II.

Likewise, many elements remain that allow visitors to feel the property's resort-like features, including the pools, putting green and shuffleboard courts, and landscaping.

¹⁸⁸ Ad, *The Lexington [KY] Herald*, 27 June 1969, p. 32.

¹⁸⁹ "Hospitality Motor Inn opens here Friday," *Lexington [KY] Herald-Leader*, 22 June 1969, p. 74.

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Furthermore, many of the convention-related amenities remain as well, imparting the historic feeling of suburban convention hotels, including ample parking, a loading dock for convention materials, and convention meeting space with movable partitions.

Importantly, much of the resource's original lighting scheme remains, which greatly impacts the feeling. For example, the large convention room in the lower level of the Administration Wing has dark carpeting, dim lighting, and low ceilings. This scheme gives a feeling of intimacy in a large space. However, as convention-goers leave the convention room, they are greeted by high ceilings with large chandeliers and large plate-glass windows that allow sunlight to stream into the corridor outside the convention space. In a similar way, the guest wing corridors have low ceilings and are dimly lit; but as guests leave the corridors and enter the connectors between the wings, they enter a bright space illuminated by large windows. This rhythm and play between dark-and-light divides the spaces, but also allows visitors to feel that the hotel is further divided into public and private spaces by the use of light.

Association

With the integrity of location, setting, materials, design, and feeling, the property can be credibly said to have **integrity of Association** with the important tourist industry as it was evolving in Lexington after 1960. Although the resource is currently vacant, its physical form gives a strong message of the building's identity during the Period of Significance.

Furthermore, the Lexington Hospitality Motor Inn retains the most intactness among the city's other resort-like suburban hotels with convention facilities. The following lists each of these resources and comments on their historic integrity:

- Campbell House: Poor historic integrity – many additions and alterations to the historic footprint and design¹⁹⁰
- Continental Inn: Demolished
- Hilton Motor Inn: Fair historic integrity – many alterations to the historic design, which is largely covered by branding from a subsequent hotel chain
- Holiday Inn – East: Demolished
- Holiday Inn – North: Demolished
- Hospitality Motor Inn: Good historic integrity – a few alterations, but much of the historic integrity is intact
- Imperial House Motor Hotel: Demolished
- Ramada Inn (on New Circle Road): Demolished

Therefore, only three “resort-like suburban hotels with convention facilities” remain from the period of significance. Of these three, the Lexington Hospitality Motor Inn retains the most

¹⁹⁰ Two west wings were added in 1964, increasing the number of rooms from 104 to 143. A second story was added c. 1976, bringing the number of rooms to about 300. Colonial Hall (a major convention facility) almost doubled in size c.1976. A coffee shop and skylight were added c.1980. Two kitchens have been added since initial construction. See “The Campbell House: Our 30th year,” 1. In addition, the resource underwent a \$10 million renovation in 2014 that led to additional alterations (Janet Patton, “Making hotel a destination again,” *Lexington [KY] Herald-Leader*, 12 May 2014, p. B1).

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historic integrity and is best able to convey the associations with commerce that this type of resource suggests.

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Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other
- Name of repository: _____

Historic Resources Survey Number (if assigned): FA 1603

10. Geographical Data

Acreage of Property 7.15 acres

Latitude/Longitude Coordinates

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

- | | |
|--------------------------------|-------------------------------|
| 1. Latitude: 38.078527° | Longitude: -84.454317° |
| 2. Latitude: | Longitude: |
| 3. Latitude: | Longitude: |
| 4. Latitude: | Longitude: |

UTM References

NAD 1927 or NAD 1983: Datum

- | | | |
|----------|----------|-----------|
| 1. Zone: | Easting: | Northing: |
| 2. Zone: | Easting: | Northing: |
| 3. Zone: | Easting: | Northing: |

Lexington Hospitality Motor Inn
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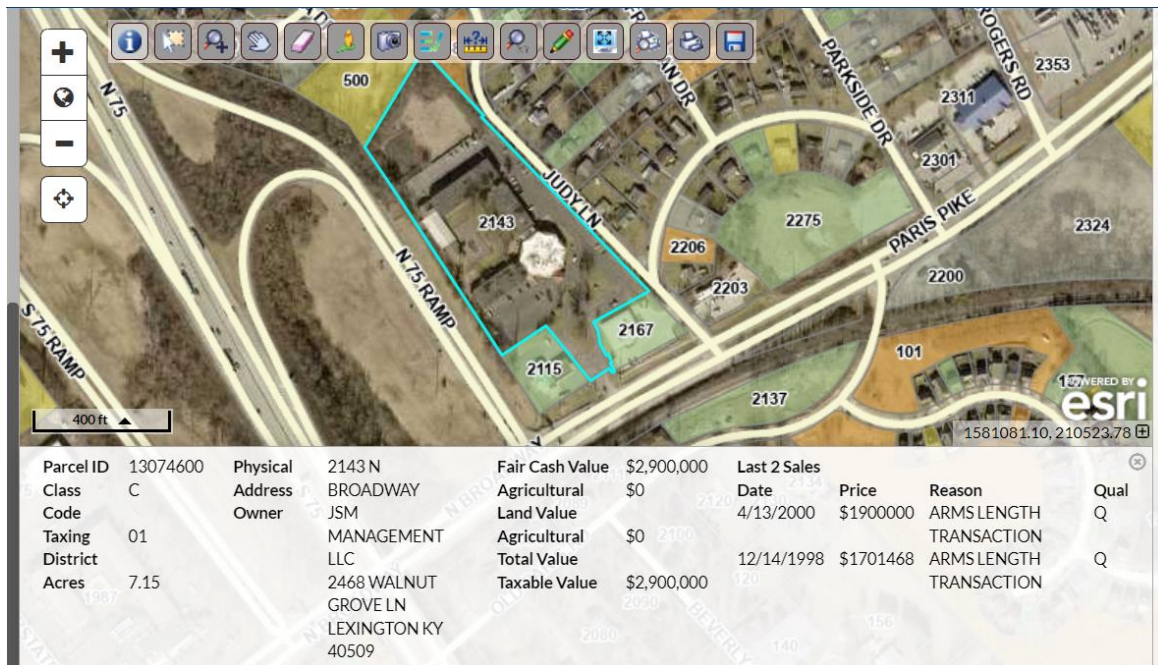
4. Zone:

Easting :

Northing:

Verbal Boundary Description

The boundary is the boundary of the property 2143 North Broadway Street, as kept by the Fayette County Property Valuation Administrator under Parcel 13074600.



Boundary Justification

The boundary encompasses the hotel and closely related resources that were constructed during the period of significance (1968-1979) and which retain integrity of setting.

11. Form Prepared By

name/title: Susan M. Lankford-Thompson, architectural historian
 organization: Owner, ROAM Consultants, LLC
 street & number: 1302 Blue Jay Lane
 city or town: Henrico state: VA zip code: 23229
 e-mail: Susan@ROAMconsultants.com
 telephone: 765-749-1053
 date: April 23, 2024

Lexington Hospitality Motor Inn
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Photographs

Photo Log

Name of Property: Lexington Hospitality Motor Inn
City or Vicinity: Lexington
County: Fayette County
State: Kentucky
Photographer: Susan Lankford-Thompson all photos except shots 70-76, by Clay Campbell
Date of Photographs February 13, 2024 (Clay Campbell's shots: March 27, 2024)

0001 of 96: Facing northwest along the entry to the grounds of the Hospitality Motor Inn
0002 of 96: Facing northwest from the southeast corner of the grounds toward the Hospitality Motor Inn
0003 of 96: Facing north along the Administration Wing (to the left) and Wing B (to the right)
0004 of 96: Detail of the load-in dock for the convention facilities
0005 of 96: Detail of the entry between Wing B and Wing C near the north end of the building, facing west
0006 of 96: Northeast corner of the building, facing southwest
0007 of 96: North elevation of Wing C, facing southeast
0008 of 96: View of the tennis courts as viewed from a room in Wing C, facing north
0009 of 96: Northwest corner of the building, facing southeast
0010 of 96: Southwest corner of the pool enclosure
0011 of 96: South elevation of the building, facing northeast
0012 of 96: Detail of the entry between Wing A and the Administration Wing on the south elevation
0013 of 96: View of the shuffleboard courts, facing northeast
0014 of 96: Outdoor pool, facing north
0015 of 96: Detail of the concrete pad for the putting green
0016 of 96: Detail of the outdoor bar, facing southeast
0017 of 96: Front entry of the Administration Wing, facing southeast
0018 of 96: Administration Wing corridor, facing north
0019 of 96: Administration Wing corridor, facing south
0020 of 96: Detail of a historic chandelier in the Administration Wing corridor
0021 of 96: Administration Wing corridor, facing southeast
0022 of 96: Guest laundry area, facing east
0023 of 96: Administration Wing corridor, facing west
0024 of 96: Gym, facing west
0025 of 96: Stairs between the Administration Wing and Wing B
0026 of 96: Lobby and registration desk, facing west
0027 of 96: Breakfast area, facing north
0028 of 96: Facing toward the connection between the Administration Wing and Wing A, facing southwest
0029 of 96: Breakfast area, facing northwest
0030 of 96: Breakfast area, facing west
0031 of 96: Work area in the middle of the Administration Wing, facing north

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- 0032 of 96: Work area in the middle of the Administration Wing, facing north
- 0033 of 96: Work area in the middle of the Administration Wing, facing northeast
- 0034 of 96: Work area in the basement of the Administration Wing, facing east
- 0035 of 96: Corridor between the convention room and the work areas in the basement of the Administration Wing, facing north
- 0036 of 96: Work area in the basement of the Administration Wing, facing north
- 0037 of 96: Corridor north of the convention room, facing west
- 0038 of 96: Storage area in the basement of the Administration Wing, facing north
- 0039 of 96: Convention room, facing south
- 0040 of 96: Convention room, detail of original lighting on east wall
- 0041 of 96: Convention room, facing north
- 0042 of 96: Entry to the convention room, facing east
- 0043 of 96: Stairs leading away from the convention room, facing northwest
- 0044 of 96: Corridor adjacent to the convention room, facing north
- 0045 of 96: Entry between the convention area and the outdoor recreation areas
- 0046 of 96: Stairs between the Administration Wing and Wing A, facing southeast
- 0047 of 96: Wing A corridor, facing southwest
- 0048 of 96: Room 107, a typical room, facing east
- 0049 of 96: Room 107, a typical room, facing west
- 0050 of 96: Bathroom in Room 117, a typical bathroom
- 0051 of 96: Stairs at the southwest end of Wing A, facing southeast
- 0052 of 96: Window at the southwest end of Wing A, facing southwest
- 0053 of 96: Stephen Foster Suite, facing north
- 0054 of 96: Stephen Foster Suite, facing south
- 0055 of 96: View of the courtyard from Room 106, facing northwest
- 0056 of 96: View of connection between Administration Wing and Wing B, facing southwest
- 0057 of 96: View of entry between the Administration Wing and Wing B, facing northeast
- 0058 of 96: Wing B corridor, facing northwest
- 0059 of 96: Room 125, a typical room, facing north
- 0060 of 96: Room 125, a typical room, facing south
- 0061 of 96: Bathroom in Room 129, a typical bathroom
- 0062 of 96: Connection between Wing B and Wing C, facing west
- 0063 of 96: Corridor in Wing C, facing northwest
- 0064 of 96: Wing C corridor, facing southwest
- 0065 of 96: Room 181, a typical room, facing east
- 0066 of 96: Detail of the bathroom in Room 181, a typical bathroom, facing southwest
- 0067 of 96: Detail of the bathroom in Room 181, a typical bathroom, facing southwest
- 0068 of 96: View of connection between Wing C and the pool enclosure, facing southwest
- 0069 of 96: Pool enclosure, facing southeast
- 0070 of 96: Pool enclosure, facing northwest
- 0071 of 96: Exit from pool enclosure to outside pool area, facing southeast
- 0072 of 96: Corridor between restrooms in pool enclosure, facing east
- 0073 of 96: Restroom in pool enclosure, facing west
- 0074 of 96: Storage room in pool enclosure, facing west
- 0075 of 96: Storage room in pool enclosure, facing southeast
- 0076 of 96: Restroom in pool enclosure, facing southeast
- 0077 of 96: Storage room at north end of pool enclosure, facing northwest
- 0078 of 96: Wing A corridor, facing southwest
- 0079 of 96: Room 201, a typical guest room, facing southeast
- 0080 of 96: Room 201, a typical guest room, facing west

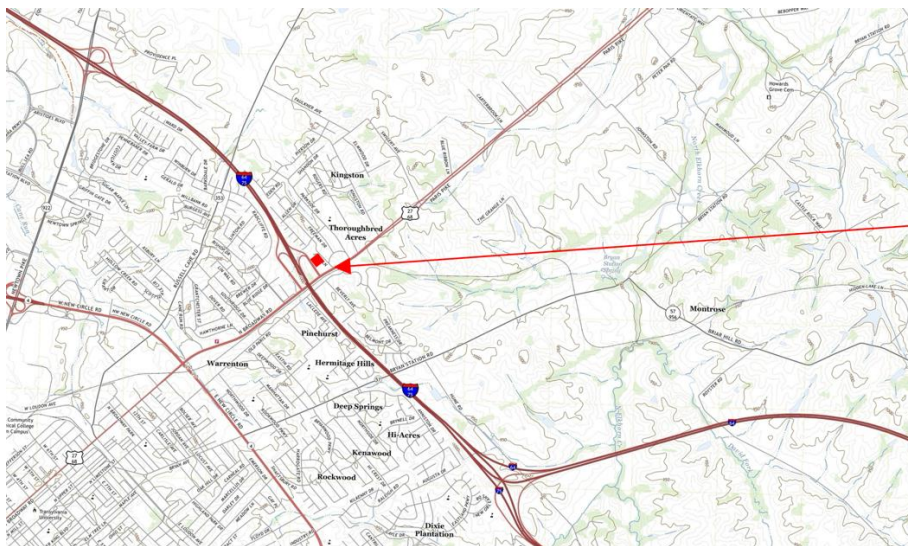
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- 0081 of 96: Bathroom in Room 201, a typical guest bathroom, facing west
- 0082 of 96: Window at the southwest end of Wing A, facing southwest
- 0083 of 96: Meeting Room on the second floor of Wing A, facing northeast
- 0084 of 96: View of the courtyard from Room 216, facing northwest
- 0085 of 96: Kentucky Suite, facing west
- 0086 of 96: Wing B corridor, facing northwest
- 0087 of 96: Sconce in Room 235, which are found in most guest rooms
- 0088 of 96: Room 235, a typical room, facing northeast
- 0089 of 96: Connection between Wings B and C, facing southwest
- 0090 of 96: Wing C corridor, facing southwest
- 0091 of 96: Bathroom in Room 284, a typical bathroom, facing east
- 0092 of 96: Room 284, a typical room, facing southeast
- 0093 of 96: Stairs at the west end of Wing C, facing north
- 0094 of 96: Wing C corridor, facing southwest
- 0095 of 96: Room 376, a typical room, facing south
- 0096 of 96: Stairs at the west end of Wing C, facing north

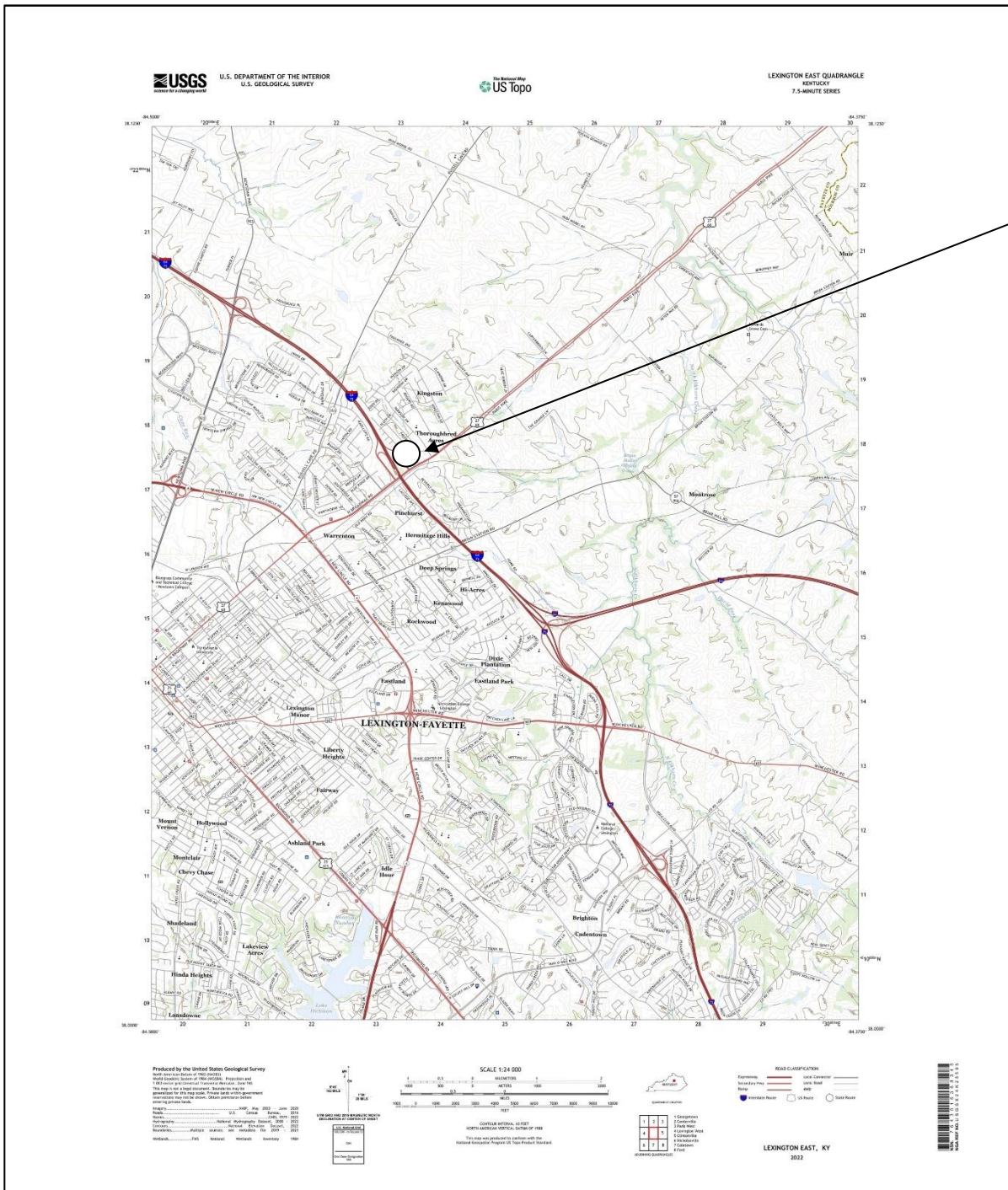


Lexington
Hospitality
Motor Inn,
2143 North
Broadway
Street,
Lexington,
Fayette
County, KY

Detail of Lexington East quad showing property location

Lexington Hospitality Motor Inn
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Lexington
Hospitality
Motor Inn,
2143 North
Broadway
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Fayette
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Kentucky