

United States Department of the Interior
National Park Service

National Register of Historic Places Multiple Property Documentation Form

This form is used for documenting property groups relating to one or several historic contexts. See instructions in National Register Bulletin How to Complete the Multiple Property Documentation Form (formerly 16B). Complete each item by entering the requested information. For additional space, use continuation sheets (Form 10-900-a). Use a typewriter, word processor, or computer to complete all items

X New Submission Amended Submission

A. Name of Multiple Property Listing

Historic and Architectural Resources of Central Albuquerque, 1880-1970

B. Associated Historic Contexts

(Name each associated historic context, identifying theme, geographical area, and chronological period for each.)

Contextual Themes: (1) Industrial, (2) Commercial, (3) Residential, and (4) Institutional

C. Form Prepared by

name/title William A. Dodge, Ph.D. / Consulting Historian
organization William A. Dodge, Consulting LLC date 31 July 2012
street & number 701 Alvarado Dr. NE telephone 505-259-2367
city or town Albuquerque NM 87108
state zip code
e-mail wdodge12@comcast.net

D. Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR 60 and the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation. (See continuation sheet for additional comments.)

Signature and title of certifying official Date
State or Federal Agency or Tribal government

I hereby certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.

Signature of the Keeper Date of Action

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Provide the following information on continuation sheets. Cite the letter and title before each section of the narrative. Assign page numbers according to the instructions for continuation sheets in National Register Bulletin *How to Complete the Multiple Property Documentation Form* (formerly 16B). Fill in page numbers for each section in the space below.

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Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, PO Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

SECTION E STATEMENT OF HISTORIC CONTEXTS

Introduction

The growth and development of a modern city is an amalgam of social, political, and economic events that shape its size, design, and character. Although similarities can be drawn among cities in like geographic regions during particular time periods (for example, late nineteenth century railroad towns in the West), no two are exactly alike. For this reason, it is meaningful to explore the socio-political and economic interrelationships that occur within a particular city in order to better understand the meaning of its historic built environment. It is through the understanding of these interrelationships that we make decisions as to the significance of the built environment as it applies to historic preservation and the eligibility of buildings or districts for inclusion in the National Register of Historic Places through vehicles such as the Multiple Property Documentation Form (MPDF) (National Park Service 1999).

Albuquerque has been subject of several such MPDFs: auto-oriented commercial development; twentieth century suburban growth; and multi-unit dwellings; as well as the state-sponsored study of historic and architectural resources of Route 66 (Kammer 1992, 1999; 2000; Wilson 1996a). In addition, the city has more than 150 individual properties and districts included in the National Register of Historic Places (with additional properties listed in the State Register of Cultural Properties). While these studies and National Register properties all provide valuable information for understanding the history and development of Albuquerque, they do not always demonstrate the interrelationships between these properties or specific historical themes that result in a more comprehensive or holistic reading of the city's built environment. The goal of this MPDF is to interconnect the findings of previous studies with an analysis of historic developments (such as industrial and institutional) in order to better understand how the area referred to as "Central Albuquerque" evolved from its founding as a railroad town in 1880 into a city in the late twentieth century (1970) – a transition that typified the model of Southwestern urban growth from a small "city-town" into an archetypal Sun Belt metropolitan center – an evolution in which major changes to the city's built environment would have an effect on its architectural legacy.

Central Albuquerque is a term conceived to not only situate geographically an area of present-day, metropolitan Albuquerque vis-à-vis its relationship to other parts of the city, such as, the Heights, the West

Side, or the North and South valleys; but also to recognize its place as the historic center of social, economic, and political events that shaped the city's future development. The core of Central Albuquerque is the "original townsite" founded upon the arrival of the railroad in 1880, and historically referred to as "New Town" Albuquerque (or "New Albuquerque"). As would be expected, as the city grew during the course of the twentieth century, the boundaries of Central Albuquerque expanded as the new city annexed newly formed subdivisions and three previously unincorporated communities into its boundaries: the original *Villa de Alburquerque* founded by Spanish colonists in 1706 (commonly known as "Old Town" and located two miles west of the railroad town); the seventeenth century Hispanic village of Barelás (situated immediately south of the original townsite); and the once semi-autonomous, neighborhoods of Martineztown and Santa Barbara (located to the northeast of the historic downtown's commercial center). In short, Central Albuquerque represents what most of the city's residents considered "downtown" for almost eighty years. It was the place where at one time or another most people lived, worked, shopped, and visited doctors' offices as well as government offices. Today, its built environment reflects the historical patterns of these activities.

A note about the time period - 1880 to 1970 - covered by this MPDF: this ninety-year period was established for some obvious – and not so obvious – reasons. The obvious: the year 1880 marks the arrival of the railroad which was a seminal moment in the City of Albuquerque history and is, in fact, its *raison d'etre*. The end year of 1970 is less obvious; but represents a point in the city's timeline where significant changes were occurring in the character of Central Albuquerque. By 1970, "urban sprawl" was in full force as housing, shopping, and industry were leaving (or in many cases had left) the traditional downtown core for the Northeast and Southeast Heights, and soon thereafter, the West Mesa. New subdivisions were reaching the foothills of the Sandia Mountains, shopping had moved to the many strip centers found throughout the city and the largest retailers were now housed in two regional shopping malls – Winrock and Coronado. Except for government offices, most jobs were now located outside of Central Albuquerque at the University of New Mexico, Kirtland Air Force Base, Sandia National Laboratories, and the newly built, "industrial parks" sitting astride the interstate highways. By the late 1960s, Central Albuquerque was a site of urban renewal projects that leveled block after block of late nineteenth and early twentieth century buildings in preparation for new development, much of which was not completed until the following decades – leaving instead empty parking lots interspersed by a handful of new high-rise buildings. Therefore, by 1970, Central Albuquerque was about to undergo a dramatic change, not only in its built environment but also its role in the history of the city.

Development: 1880 to 1916

The founding and subsequent growth of New Town – in essence Central Albuquerque – was inarguably the momentous engineering decision by the Atchison, Topeka & Santa Fe Railroad (AT&SF)¹ to build its transcontinental tracks along the base of the sandhills that flank the east side of Rio Grande Valley in order to avoid the problem of yearly flooding in the lower portions of the valley. This decision (together with a dispute with the neighboring town of Bernalillo over land prices) not only resulted in Albuquerque becoming a depot stop but also the economically important decision to make the town an “AT&SF division point.” This meant the construction of a large locomotive maintenance shop and regional administrative offices at the south edge of town in the community of Barelitas (Wilson 1986).

As the railroad officially arrived in New Town on April 5, 1880, an enterprising group of local businessmen – Franz Huning, William C. Hazeldine, and Elias Stover – recognized the economic potential of this event and formed the New Mexico Town Company to purchase and develop land for the new railroad town (Simmons 1982: 218-19). The original townsite was laid out in grid pattern bounded on the east by the newly-laid railroad tracks, on the west by 16th St, on the north by Copper Ave., and on the south by Coal Ave. (Simmons 1982: 224).² Soon after its founding, the new townsite was divided administratively into four quadrants or wards. The wards, labeled First, Second, Third and Fourth (starting from the northeast quadrant and moving clockwise) were formed by the intersection of Railroad Ave. (New Town’s main east-west street, and renamed Central Ave. in 1912) and the railroad tracks. In the weeks following the railroad’s arrival, the townsite consisted of hastily erected wooden shacks and canvas tents irregularly arranged along the newly laid-out dirt streets. As building materials arrived by rail, however, the burgeoning town began to develop quickly – both architecturally and economically.

The key to this development was, of course, the railroad. Even as the depot was being finished, the AT&SF shops and maintenance yards were under construction. By the mid-1880s, the locomotive and car-repair shops, and the roundhouse were completed. Within twenty years, 52,000 freight cars were passing through the city annually, and its shops and passenger facilities represented an investment by the company of more than \$3.5 million (Simmons 1982: 329). As a result, AT&SF quickly became the town’s largest employer. In addition to the employment opportunities provided by the railway company, its presence opened up numerous economic opportunities for other businesses to flourish.

Although the railroad represented the city’s major industry, other enterprises played an important role in early Albuquerque development and were positively affected by the arrival of the AT&SF. As early as the 1870s, the irrigated Middle Rio Grande valley with fields located adjacent to Old Town and in neighboring traditional small farming communities supported a number of agricultural enterprises. Using

¹ The corporate history of the AT&SF Railroad upon its arrival in New Mexico in 1878 becomes somewhat convoluted with respect to its subsidiaries, the Santa Fe & Southern Pacific Railroad and the Atlantic & Pacific Railroad (see Myrick 1990). For simplicity, the railroad company arriving in Albuquerque in 1880 will be referred to as the AT&SF.

² The City of Albuquerque uses numerals to signify numbered streets. This convention will be followed in this MPDF.

new technology, such as the steel plow and the mechanical reaper, as well as centuries-old irrigation ditches (*acequias*), valley farmers were able to significantly increase their acreage under cultivation and their production (DeWitt 1978: 18-19). The arrival of the railroad meant new markets for this traditional economy and encouraged farmers to experiment with new crops, such as tobacco and sugar beets (Simmons 1982: 273; 328). However, the expansion of the city's built environment as well as a rising water table curtailed Albuquerque's agricultural potential by the first decade of the twentieth century.

Similarly, sheep-raising and wool production were traditional economic activities for residents of the valley. Large sheep herds grazed on the East Mesa along the western slopes of the Sandia and Manzano mountains. Grazing lands were later expanded further east into the Estancia Valley and to the west along the Rio Puerco (DeWitt 1978:23). Between 1883 and 1885, one million sheep were driven to the Albuquerque market per year (Davis 1980: 8-1). Horse-drawn wool trains filled with their raw products arrived in Albuquerque from both nearby ranches and from as far away as eastern Arizona, thus creating an opportunity for local businessmen to enlarge their processing, marketing, and shipping facilities.

Local cattlemen also grazed their herds on the grasslands of the nearby mesas. Albuquerque's stockyards served as a shipping point for this industry. By the late 1870s, Albuquerque was a regional commercial center for hides, wool, and livestock and freighting enterprises were formed to deliver these goods to eastern markets. These shipping and distribution enterprises expanded once the AT&SF arrived.

This expansion resulted in the construction of new scouring mills and warehouses adjacent to the railroad tracks between 1st St. and Broadway the length of the city limits. The Albuquerque Wool Scouring Mill was started in 1896 and the Arnot Wool Company followed soon thereafter. Using electric machines, the Albuquerque Wool Scouring Mill treated five million pounds of wool annually. The Rio Grande Woolen Mills employed carders, spinners, and weavers to manufacture bolts of fabric. It also employed tailors and seamstresses who then made finished garments at an inexpensive cost to local residents (Simmons 1982: 239-40).

Other manufacturing businesses in downtown Albuquerque benefitted from the arrival of the railroad. The Southwest Brewery and Ice Company produced 30,000 barrels of Glorieta Beer per year and forty-five tons of ice per day in its factory situated on the east side of the tracks at Roma Ave. The Albuquerque Foundry and Machine Works, located east of the tracks across from the rail yards, manufactured as much as \$100,000 worth of iron goods per year – much of it for the AT&SF (Simmons 1982: 332; Kammer 2000: E-15). Albuquerque's central location in the territory bolstered its potential as a warehousing and distribution center. Immediately upon the railroad's arrival, large commercial warehouses, such as the Charles Ilfeld Wholesale Company and the Gross, Kelly and Company, appeared on either side of the tracks, both north and south of Railroad Ave., to facilitate the storage and transfer of merchandise, such as grocery products, hardware, and other dry goods (Sanborn Insurance Map, 1891; Wilson 1986: 2). The AT&SF accommodated these businesses by building several spur lines

right up to their loading docks. Another major user of these spur lines was the Hahn Coal and Wood Yard, located east of the tracks and north of Railroad Ave. Wholesale warehouses and lumber yards, including the first office of a long-time Albuquerque business, the J.C. Baldrige Lumber Company (400 block of South 1st St.), were also located south of Railroad Ave. along 1st St. (Sanborn Insurance Maps, 1891, 1902).³

By 1900, New Town Albuquerque (now a fully incorporated city of more than 6,000 people) supported a wide range of small manufacturing and service industries including: brickyards, tanneries, flour mills, packing houses, wagon factories, steam laundries, bottling works, ice companies, and a cement plant (the physical evidence of which has now long disappeared).

Soon after the turn of the century, a second major industrial employer arrived in the city – the American Lumber Company – whose fortunes were also tied to the railroad. Incorporated in 1901, the company purchased timber lands in the Zuni Mountains, some 100 miles west of Albuquerque, and in 1903 the company was ready to build a sawmill and associated wood-working factories on 110 acres of former agricultural land just northwest of the city limits (Glover and Hereford 1986: 7-8). The sawmill plant and other buildings were connected by a railroad spur to the AT&SF's main line. This allowed easy access for incoming shipments of logs cut in the white pine forests, and then a convenient shipping method to markets throughout the West. By 1908, the American Lumber Company was reportedly the largest lumbering enterprise in the Southwest. It was comprised of sawmills, a box factory, and a sash and door factory, large holding ponds for unprocessed logs, and its own electric plant built by the Albuquerque Gas & Electric Company – all connected by five miles of railroad track. Thirty to forty carloads of logs were shipped from the plant every day and as much as fifty million board-feet of finished lumber were produced per year (Simmons 1982: 332). Within three years of opening its mill, the company employed more than 850 people (Glover and Hereford 1986: 18).

Concurrent with its industrial growth, New Town Albuquerque's commercial center, situated west of the tracks along Railroad and Gold avenues between 1st and 4th streets, began to build out with permanent structures. As seen in historic photographs, the commercial district featured densely packed blocks of hotels, banks, mercantile shops, dry goods stores, saloons, and professional offices housed in one, two and occasionally three-story brick and wood frame buildings that typified the Victorian styles of the period (Fitzpatrick and Caplin 1976; Johnson and Dauner 1981; Palmer 2006). Two of New Town's earliest hotels – the three-story, brick San Felipe Hotel and the three-story, wood-frame and adobe Armijo House were both built within two years of the railroad's arrival. Ironically, both of these early landmark buildings were destroyed by fire before the turn of the century.

³ A note about street addresses. The present-day quadrant system (NE, NW, SE, and SW) to designate street addresses was not adopted by the city until July 1, 1952. Therefore, I have used original address designations (e.g., 315 S.1st St.) for demolished buildings. For still-standing buildings, I have used the modern address (e.g., 502 Copper Ave. NW).

As fire became a scourge of the city's buildings (due in large part to their wood frame construction as well as the city's primitive firefighting capabilities), more and more two-part commercial blocks were rebuilt using brick.⁴ Comparing Sanborn Insurance maps from the 1880s to the early 1900s shows a marked increase in the number of brick buildings. These new, sturdier structures also demonstrated more ornate architectural designs typical of the popular Victorian and Italianate commercial styles. The styles featured long and narrow, arched second-story windows, corner turrets, cast-iron engaged columns, and exaggerated triangular pediments often decorated with faux urns, the building's date of construction, owner's name, and flagpoles (Longstreth 1987: 24-29,34-35). These blocks were often anchored on the corners by two-story buildings that wrapped around the block and were interspersed with modest false-front structures. The buildings housed retail shops, banking, and hotel lobbies on the first floor with professional offices, hotel rooms, and meeting halls (including an "opera house" in the city's A.A. Grant Building) on the second floor.

These businesses offered goods and services to the rapidly expanding population attracted by railroad jobs and other new industries. Within a few short years, the downtown core of commercial buildings on Railroad and Gold avenues from 1st Street to 3rd streets looked like many towns and cities found across the western United States. In 1910, Albuquerque resident Harvey Fergusson (1931: 282) remarked that, "[the city] was almost a model of what a small American town should be. In all essentials it was just like a town in Iowa or Kansas . . ."

Downtown Albuquerque featured a number of distinctive Victorian buildings at the turn of the century; however, only a few have survived the ravages of time and "modernization." Two buildings in particular, the Pacific Desk Building (1907) at 213-215 Gold Ave. SW and the Walter G. Hope Building (1894) at 220 Gold Ave. SW, have received the attention of preservationists. Both represent excellent examples of the two-part commercial block building that was the dominant commercial building type during this time period (Longstreth 1987:24). The Yrissari Building is a wrap-around two-part commercial building at the corner of 4th and Central (400-08 Central SW) built in 1909 (DeWitt: 1978:77; Palmer 2006:78). While some of its distinctive features have been lost to remodeling, it still sits prominently along Central Ave. Similarly, the Garcia-Bliss Building wraps around the corner at 5th and Central (500-04 Central SW) and was built about the same time as the Yrissari Building (Cherry 2001: 83-84).

True to its two-part heritage, its second floor once housed the Elgin Hotel, one of the city's earliest downtown rooming houses. The three story Hudson-Highland Hotel (200-06 Central SE) was built just before the turn of the century (DeWitt 1978:90). The building features a double arch over the center windows, but otherwise represents a simple, utilitarian design typical of this hotel type which was located near railroad depots and catered to traveling salesmen. Large skylights over the stairwell provided natural light to display goods to prospective customers.

⁴ Two-part commercial blocks are also referred to as "Decorative Brick" or "Utilitarian Commercial" (Wilson 1996a: E-7).

In addition to these more common commercial buildings, there were several structures in New Town Albuquerque that were particularly notable. In 1902, the AT&SF finished construction of its railroad hotel: the Alvarado (demolished 1970). A long-time unofficial city landmark, the Alvarado stretched from the corner of Railroad Ave. south along 1st St. for more than a city block. It was part of a depot complex that included the depot building (1902, destroyed by fire 1993), an Indian workroom (also called the Curio Building, constructed in 1912), and the telegraph office (1914) that were all designed in the California Mission style that became the “company style” for AT&SF buildings (Wilson 1986: 3). The hotel featured luxurious guest rooms, dining facilities operated by the nationally recognized Fred Harvey Company, and its ballroom hosted a multitude of social galas. The adjacent Indian Building showcased the arts and crafts of local Pueblo and Navajo artisans – silverwork, blankets, and pottery. The grounds were landscaped with multiple courtyards, flowing plants, and fountains. More than just a deluxe railroad hotel, the Alvarado became the social center and gathering spot for the city’s residents.

Another notable early structure in downtown Albuquerque was the Rosenwald Building built in 1910 at the southeast corner of 4th and Central (DeWitt 1978: 76-77). The Rosenwald brothers, Aron and Edward, commissioned the regionally renowned El Paso architectural firm of Trost and Trost to design a building characterized by “modern” styling and using the latest construction techniques. The result was a three-story structure designed in a simplified Prairie style and constructed of reinforced concrete, thus claiming to be the first fireproof structure in New Mexico. It was the city’s only department store for many years.

While the new city’s downtown satisfied all the mercantile needs for its citizens, and was within easy walking or streetcar-riding distance from most residential areas, by the early 1900s there were also small groceries or general merchandise stores that served local neighborhoods. These included: Champion Grocery, the Broadway Market, Toribio Archuleta’s store, and the Jesus Romero store in Old Town (DeWitt 1978: 85, 97; 1980: 7-6). Similar small, neighborhood businesses were located along Mountain Road near the North End neighborhood, in Barelás along South 4th St. and Barelás Rd., and in Huning Highlands Addition.

Champion Grocery, located at the southeast corner of 7th St. and Tijeras Ave., was built in 1904 by Alessandro Matteucci and featured a retail store on the ground floor with living quarters for the family on the second floor – a typical two-part commercial design for its time (DeWitt: 1978:85; Palmer 2006: 74). The Broadway Market (also known as the Jones Market) at 421 Broadway SE also served as a neighborhood grocery store for the Huning Highlands Addition and South Broadway area. Thought to be constructed around 1910, the market, like Champion Grocery, was a two-part commercial building with live-work space. It too was designed in a distinctive decorative brick style, reminiscent of Victorian architecture albeit with Southwest Vernacular accents (DeWitt 1978: 91; Cherry 2001: 121-22). In the Martineztown/Santa Barbara neighborhood, Toribio Archuleta built a grocery store at the corner of

Broadway and Mountain around 1908 (DeWitt 1978: 97). Many of these small neighborhood businesses were located in one-story buildings (often constructed of cast stone and featuring corner doorways) situated at the intersection of two residential streets primarily in the First, Second and Third Wards – for example, the Auge Building located at the corner of Arno and Tijeras in the Huning Highlands Addition, built for Henry Auge in 1908 by Angelo de Tullio.

The New Town economic boom quickly turned vacant lots into new residential areas. Housing tracts platted on the east side of the railroad tracks in the First and Second wards included arguably the city's most prominent early neighborhood: the Huning Highlands Addition that was developed by the long-time Albuquerque merchant and entrepreneur Franz Huning. Touted as "Albuquerque's first subdivision," residential housing in Huning Highlands Addition began in 1880 and within eight years sixty-three percent of its 536 lots had been sold (Kammer 2000: E-6). It was platted at the base of the sandhills just east of Broadway and spanned both sides of Railroad Ave. It was thus situated slightly above the lower-lying valley which was marked by the feverish noise and activity accompanying the industrial and commercial development occurring across the railroad tracks.

The neighborhood was developed by Albuquerque's Anglo residents and its housing styles and landscaping reflected their traditional Anglo-American values and Victorian tastes in home design – styles such as Queen Anne, Italianate, Hipped Box, and Colonial Revival, often designed from popular "pattern books" which allowed the owner/builder to sometimes mix and match styles (DeWitt 1978: 88-89; Kammer 2000: E-6). While there were many modest cottages and bungalows built in the neighborhood, there were also multi-storied, High Style Victorian homes, such as the McMillen House and the Learnard House, built in the 1890s for some of the city's more prominent citizens (DeWitt 1978: 94).

The First Ward also incorporated the Hispanic communities of Martineztown and Santa Barbara, located to the north Huning Highlands. Martineztown, sometimes referred to as "Dog Town" by early city residents, centered on Edith Blvd. (the main road north to the town of Bernalillo) and the Second Presbyterian Church (Simmons 1982:338). In the early 1900s, the community of Santa Barbara was developed immediately south of Martineztown and centered around San Ignacio Catholic Church (built slightly later in 1916). Both neighborhoods (unincorporated until 1948) were characterized by simple, single-family adobe structures laid out in a dense, often irregular, housing pattern (DeWitt 1978: 96-98).

The Second Ward included the South Broadway neighborhood that extended to what is now Avenida Cesar Chavez (the eastern extension of Bridge Blvd.). In the 1880s, South Broadway was comprised of a series of housing subdivisions appealing to the newly created workforce employed by the AT&SF. This primarily Anglo community replicated the Victorian house styles found in the Huning Highlands Addition but on a more modest scale indicative of their generally lower economic status. Some adobe homes were also found in the neighborhood which probably represented a scattering of earlier

homes once connected with the Barelás neighborhood and subsequently separated by the railroad tracks (DeWitt 1978:107-08; Kammer 2001: 27).

Plats for residential housing west of the tracks also appeared almost immediately upon the arrival of the railroad. Houses were soon constructed within the boundaries of the original townsite, both north and south of the commercial district. These were generally modest, one-story Hipped Box style houses – some of which are still found scattered up and down 1st, 2nd, and 3rd streets. The Perea Addition, a more upscale residential area situated between New Town and Old Town, was platted in 1881 with 800 lots. Surprisingly, development was slow to get started, possibly because of its distance from the AT&SF rail yards and early businesses which were situated close to the railroad tracks (Kammer 2000: E-17). Most of these early homes were designed in the Victorian (Queen Anne, Hipped Box) style. Many of these homes still grace the neighborhood today, including: the Hesselden House, two-story stone duplex on Roma (1882) ; the Keleher House on Tijeras (1882); the Charlotte Hubbell House on Copper (1883-86); and the J. H. Coons House on 12th St. (1884).

As the business district expanded westward along Railroad Avenue, the Perea Addition experienced a building boom between 1905 and 1915 that included a number of eclectic styles, such as the fine Prairie style, Berthold-Spitz House on 10th St. (1910) designed by the regionally renowned architect Henry Trost; the distinctive Breece House (remodeled as the Fez Club) designed in the World's Fair Classic style on Copper (1905-08), the Tudor Revival home of Kate Nichols Chaves on 11th St. (1909); and the Robertson House on 12th St. (1904-08), built in the Classic Revival style for Harry F. Lee, a prominent state official (DeWitt 1978: 100-04).

As the American Lumber Company grew in size, its employees often chose to live in nearby subdivisions located in what was called the "North End" (Kammer 2000: E-14). Originally sited north of Mountain Road and east of 12th St., ninety-eight homes had been built by 1902, but by 1910 construction had spread south of Mountain to Tijeras Avenue and grown to 766 homes (Biebel 1981a: 22-23). These houses were primarily modest homes representing simple vernacular styles indicative of their working class owners.

The 33-acre Reynolds Addition was platted in 1912 by P. F. McCanna. It was located south of Central west of 8th St., just southwest of downtown (Biebel 1986: 8). Like the Perea Addition its home construction started slowly, featuring Craftsman style bungalows and Prairie style homes. It was also the area of some of the city's earliest apartment houses, such as, the Washington Apartments (City of Albuquerque 1981).

Old Town (or "Old Albuquerque") has typically been thought of as a remnant of the Spanish Colonial era with its distinctive flat-roofed, adobe architecture. In fact most of homes seen today reflect architectural development initiated during the late nineteenth and early twentieth centuries (DeWitt 1980: 7-1). Following the railroad's arrival, and concomitantly the arrival of eastern-style building materials, prominent Old Town residents began to build new "modern" houses that reflected contemporary Victorian

styling, such as Queen Anne or Italianate cottages, or used the newly imported building materials to construct Northern New Mexican or Southwest Vernacular style houses, featuring pitched metal roofs, and tall narrow windows. Examples of this architecture include the homes of Herman Blueher, Fred Stueckel, Ambrosio Armijo, and Henry Springer (DeWitt 1978: 31-32; 1980: 7-10; Kammer 2000: E-6-14; Palmer 2006: 18).⁵

To the south of downtown in the Third Ward, the Atlantic & Pacific Addition and the Baca Addition together with smaller platted additions that sometimes only encompassed a block or two were platted in the 1880s (Kammer 2000: E-6; 2001: 26). The housing developments primarily served the AT&SF employees who worked at the nearby locomotive shops and rail yard. The housing stock was comprised primarily of small sturdy wood frame cottages in the Queen Anne style (DeWitt 1978: 54). Two, slightly more upscale examples of Third Ward housing were the AT&SF's Superintendent's House – a fine example of a Victorian Romantic cottage built of red sandstone in 1881 – and the J. J. Gorman House that represents arguably the most exuberant example of Victorian architecture in the neighborhood (DeWitt 1978: 74).

To the south of downtown and adjacent to the AT&SF locomotive shops was the village of Barelás. Established by the Pedro Varela (Barela) family in 1662 as a farming community it lay astride the *Camino Real* at a widely used river crossing (DeWitt 1978: 53; Wilson 1996b: 8-21). The AT&SF railroad tracks and the development of the locomotive shops in 1880 separated the village from its easternmost fields and more importantly from its *acequia madre*, thus effectively putting to an end its agricultural heritage (the area east of the tracks became the South Broadway and San Jose neighborhoods, which also catered to railroad workers). Speculative housing subdivisions with rectangular street block patterns were soon laid out and the streetcar system was expanded to serve the community (see below). While, the north end of the neighborhood featured Victorian style cottages and simple working class homes (including some so-called “shotgun houses”), houses located in the south end of Barelás continued to reflect the community's Hispanic heritage with the use of more adobe construction (DeWitt 1978: 54; Wilson 1996b: 8-21).

In large part because of its “boom town” beginnings, and perhaps because of its somewhat transient population initially, single-family houses in New Town were supplemented by multi-unit dwellings (Kammer 1999). Within ten years of the town's founding, there were thirteen hotels, lodging houses, and houses offering “furnished rooms” advertising in the *Albuquerque Business Directory* and *Albuquerque Evening Democrat* (Kammer 1999: E:6-7). These included the city's multi-story hotels such as the Armijo House and San Felipe Hotel as well as more modest, two-story wood frame structures such as Strong's

⁵ Most of these structures were significantly altered architecturally during the 1950s and 60s – emphasizing Spanish hacienda or Indian Pueblo design features – in order to satisfy the expectations of Old Town tourists who expected to see “Spanish Albuquerque” not “Victorian Albuquerque.”

European Hotel (later renamed the Sturges Hotel) and the Windsor Hotel (later renamed the Palmer House). The latter were both popular with railroad workers.

Kammer (1999) has categorized several types of multi-unit dwellings that were built during this time period. As noted above, both large and small hotels offered accommodations for extended stays that included all the usual amenities-meals, housecleaning, etc. Similarly, some long-term stay hotels, such as the Grand Central and the Elgin, were located on the upper floors of commercial buildings such as the Armijo Building and Bliss Building. City residents also rented rooms in “lodging houses,” also referred to rooming houses or boarding houses. Often these were former single-family houses that had been subdivided into rooms for rent. They offered meals as a part of their rental price.

Another category referred to in advertisements of the period was called “furnished rooms,” which, although similar to rooming houses, did not offer meals as part of rent. For the next several decades furnished rooms were the most common type of multi-unit dwelling rented by Albuquerque residents. Most of the city’s boarding houses were located in the Second and Third Wards (near the railroad yards), within blocks of Railroad Ave. and along the streetcar lines (Kammer 1999: E-8-13). In response to the increasing number of workers required by the AT&SF who wished to live within walking distance of their jobs, by the turn of the century the Third Ward was particularly in need of housing alternatives. To meet this need one builder decided to construct a multi-unit dwelling type with a more seedy reputation – the tenement. An example of this type was an eight-unit brick structure that was built in 1908 at the corner of 1st St. and Hazeldine Ave. The first true apartment building (spaces with a living area, kitchen, and bath) made its appearance in the city in 1910 with the construction of the Anson Flats (now demolished) on 5th St. just north of downtown (DeWitt 1978: 85; Kammer 1999: E-15).

Unifying these various residential neighborhoods, industrial areas and commercial districts was a relatively extensive streetcar system. As early as 1881, the Street Railway Company operated mule-drawn streetcars on a three-mile track between Old Town, New Town, and Barelás (Kammer 2000:E-8). Californian William H. Greer formed the Albuquerque Traction Company in 1903 and constructed an electric streetcar system to replace old line. This line, serving the original townsite was later merged with the Highland Line that served the East Mesa (including the University of New Mexico) to form the City Electric Company (Simmons 1982: 333).

Albuquerque’s streetcar system, in operation until replaced by gas-powered buses in 1928, ran east on Central Ave. from Old Town through downtown to the railroad tracks then south on 2nd and 3rd streets to Bridge St. – serving the AT&SF rail yards. Another line continued east across the tracks, jogging northward to serve the south end of the Martineztown/ Santa Barbara neighborhoods and then south on Edith to serve residents of Huning Highlands Addition and South Broadway. From the corner of Central and Edith, the streetcar continued eastward, up the sand hills, to the University of New Mexico and the new University Heights subdivision (created in 1906). At the corner of Central and 2nd, the streetcar line ran north to New York Ave. (later renamed Lomas Blvd.) where it turned west to 12th St. and then

north and ran several blocks to the gates of the American Lumber Company. This public transportation system, started at the beginning of the city's history, was instrumental in tying together this fast-growing city at the dawn of statehood (see Wilson 1996a: Map 1).

To serve the growing population of New Town, numerous institutional buildings – schools, churches, synagogues, hospitals, and government office buildings – were constructed early in the city's history.

The earliest schools in the city were either private or parochial. The first school is thought to have been started by Jesuit priests from the San Felipe de Neri church who set up a Catholic school for boys only in 1872. Ten years later, the Sisters of Charity opened two schools: Our Lady of the Angels Private School (parochial), and the Old Town Public School. In 1879, Colorado College supported the establishment of a public school called the Albuquerque Academy. It was quickly endorsed by the leading public figures in New Town who, in 1890, raised enough money to build Perkins Hall, a handsome three-story, brick and stone building at the corner of Railroad Ave. and Edith Blvd. in the Huning Highlands Addition (Simmons 1982: 308; Palmer 2006:108).

The following year public education was formally established by the Territorial legislature and the Albuquerque Academy became the city's first high school. Within two years, a public elementary school was opened within each of the city's four wards (DeWitt 1978: 115). While each ward school had a somewhat distinctive, architectural styling, they all basically followed a similar plan: two-story, brick or cast stone, with hipped or gabled roofs (all have been demolished).

By 1910, in addition to the four ward schools and Central High School (320 South 3rd), Albuquerque had numerous other educational facilities: elementary schools in Barelás, Old Town, and Santa Barbara neighborhoods (Palmer 2006:36); the Harwood School (a Methodist Mission school for girls established in 1887); St. Vincent's Academy (opened by the Sisters of Charity as a public school in 1883 at the corner of 6th St. and New York [Lomas] Ave.); and St. Mary's Catholic School (1902) located next to the Immaculate Conception Church in the 200 block of North 6th (DeWitt 1978: 66, 115-18; Simmons 1982: 307-09).⁶ In 1914, Albuquerque Public Schools opened a new high school on the northeast corner of Central and Broadway (DeWitt 1978: 91). The three-story, Collegiate Gothic style building was designed by the architectural firm of Trost and Trost which was busy designing a number of downtown commercial buildings in the early 1900s.

The Albuquerque religious community also made its presence known in New Town, bolstered in part by the New Mexico Town Company's offer of free lots for religious institutions (Simmons 1982:303-04). The First Congregational Church was erected in the Huning Highlands Addition at the corner of Coal

⁶ Two other vocational schools, the Albuquerque Indian School and the Menaul Training School, were located just north of the city (and outside this study's boundaries). They served Native Americans and "Spanish-Americans" boys respectively.

and Broadway in 1881 and a Methodist Episcopal Church (later renamed the First Methodist Church) was built at 3rd St. and Lead Ave. later that year. The Methodist's first building was a simple Folk Gothic style adobe structure. In 1904, construction was started on a replacement structure. The new, larger cross-gable building, also designed in a Folk Gothic style, was more ornate and is used today as the Fellowship Hall (DeWitt 1978: 83; Cherry 2001: 73-74; Palmer 2006: 64-65). In 1882, St. John's Episcopal Church (later enlarged and designated as a Cathedral) was built on the southeast corner of 4th St. and Silver Ave. (DeWitt 1978:80). The First Christian Church, a rectangular brick building, was constructed on the east side of Broadway, just south of Railroad Ave. in 1905.

Other denominations also established churches in New Town including: the Presbyterians at 5th St. and Silver Ave. (early 1880s); the Baptists (1887); and the Lutherans built St. Paul's Church in 1891. African-American residents constructed a building for their African Methodist Episcopal congregation in 1897; and the Jewish community, whose membership was comprised of many of the city's early merchants and civic leaders, erected a distinctive domed synagogue, Temple Albert (now demolished), at 7th St. and Gold Ave. in 1900 (Simmons 1982: 305; Palmer 2006: 66). The Roman Catholic Church, the dominant religious sect in Albuquerque whose ties went back to the founding of the Spanish *villa* in 1706, also established a parish church in New Town in 1882 – the Immaculate Conception – to serve newcomers who came to work at the rail yards and the sawmill (Simmons 1982: 305). In addition to these large denominational religious institutions, several smaller neighborhood churches housed in more modest wood-frame structures were found in many neighborhoods.

Health care services in Albuquerque also arrived with the railroad in 1881. The AT&SF constructed the first hospital in Central Albuquerque at 316 Broadway SE to serve their employees. The hospital consisted of four buildings – a two-story administrative building, two one-story ward wings, and a laundry/dining room building with additional ward space on the second floor (Sanborn Insurance Map, 1913). The campus also consisted of a house for the hospital's physician and a number of detached sleeping rooms.⁷ Two years later, civic leaders opened the "Cottage Home" for city residents needing health care (Simmons 1982: 345-46).

The city's health care facilities expanded at the turn of the century when word of Albuquerque's favorable climate for the treatment of tuberculosis began to spread across the country. People with the disease, "lungers" in the parlance of the times, soon arrived in droves by train to "chase the cure" through exposure to the dry air and sunshine. As a result, the first TB sanatorium, St. Joseph's, was founded by the Sisters of Charity and opened on Grand Ave. (now Martin Luther King [MLK] Blvd.) in 1902 – just north of the Huning Highlands Addition. The site was chosen in part for its location on the slightly elevated sandhills, thus taking advantage of the fresh breezes above the valley (Palmer 2006:114). This was

⁷ These buildings still exist and are now part of the St. Francis Xavier Church and School.

followed by the opening of the Southwest Presbyterian Sanatorium at the corner of Oak St. and Railroad Ave. in 1908 (Palmer 2006: 120). Four years later, the Methodist Deaconess Sanatorium opened its doors further east on Railroad Ave. near the University of New Mexico campus – giving East Central Ave. the moniker “TB Row.” Other privately operated “sans” in the area included Murphy’s, Monkbridge, and the Albuquerque Sanatorium (Kammer 2000: 20-22).

In 1886, the Bernalillo County Courthouse (demolished 1959) was constructed following a protracted political struggle over the county seat between the towns of Albuquerque and Bernalillo (Simmons 1982: 230). Despite New Town’s up-and-coming stature as the city’s downtown, the courthouse was constructed in the southeast corner of Old Town, facing the streetcar tracks along Railroad Ave. The majestic three-story structure, designed in a style reminiscent of Richardsonian Romanesque, was made of red sandstone cut by Italian stonemasons. It towered over the older, low-slung adobe buildings and the newer, Victorian cottages starting to appear around the plaza.

Other government-related buildings were also built near the downtown commercial core. The imposing three-story building Federal Building and Post Office (listed in the National Register as the “Old Post Office”) was

constructed at the northwest corner of 4th St. and Gold Ave. in 1908 (DeWitt 1978: 80).⁸ Its Mediterranean styling features arched windows and a tile roof. New Town’s first City Hall was constructed sometime before 1914 on 2nd St. between Tijeras and Copper avenues. The two-story, enframed building was designed in a simplified Neoclassical style and contained not only city offices, but also the headquarters for the fire department and a jail facility (Longstreth 1987: 114-15; Palmer 2006: 80-81).

Although telephone service in the city started slowly, by the turn of the century the Colorado Telephone System had enough subscribers to open a new two and one-half story, brick building at the corner of 4th St. and Tijeras (Palmer 2006: 72-73).

Other institutional facilities were slower to develop. In 1891, a library was started by Clara Fergusson and Mrs. William Hazeldine, the wives of noted civic leaders, in the prominent, three and one-half story Commercial Club building, which designed in the Richardsonian Romanesque style. By 1900 this public library was moved to Perkins Hall where the collection resided until the 1920s (Simmons 1982: 317-18). An imposing National Guard Armory (now demolished), which doubled as the city’s first convention hall, was also built during this era at the corner of Silver Ave. and 5th St.

New Mexico’s long struggle to achieve statehood was helped in part by the rapid development of New Town Albuquerque. Their development gained further momentum when the city hosted the Sixteenth National Irrigation Conference in 1908 that included 4,000 delegates from all over the world. The conference showcased the city’s new water and sewer systems, trolley lines, and new commercial architecture such as the Alvarado Hotel. With the signing of the statehood act by President William Howard Taft on January 6, 1912, Central Albuquerque was poised to take another major step in industrial

and commercial development, which in turn spurred development of residential neighborhoods and institutional facilities

Growth: 1917 to 1945

Following World War I, two of Albuquerque's major economic pursuits – wool and agriculture – began to experience a steady decline. The wool industry faced stiff competition from Australia and Argentina, coupled with high labor costs and increased restrictions on grazing lands (Davis 1980: 8-1; Holtby 2012). While the industry continued to operate in Albuquerque until the early 1970s, driven primarily by Frank Bond's wool company which handled just over 500,000 pounds at its peak, it never again attained the success it achieved in the nineteenth century. The New Mexico-Arizona Wool Warehouse, constructed by Bond in 1928 represents the city's only architectural legacy of its once thriving wool industry. New Mexico agricultural production was challenged by large farms operating in southern Colorado. In addition, Albuquerque's rapid urbanization was beginning to encroach upon and the valley's farmlands, particularly around Old Town, and the rising water table hampered crop production. A short but significant, post-war worldwide economic downturn also affected these formerly important local industries.

Similarly, by 1914, the American Lumber Company was encountering financial difficulties which led to the eventual takeover of the lumber company headed by George E. Breece. Although it enjoyed an economic rebound in the 1920s, it never regained the prominence it had in the years previous. Following further ownership changes in the 1930s, Breece eventually reacquired the mill site in 1941; however, labor problems at the mill proved to be the last straw and Breece liquidated his company in 1942 (Glover and Hereford 1986: 44-46, 50).

Instead, Albuquerque's growth and development during the next three decades depended primarily on the expansion of the AT&SF locomotive shops, and the development of the state's highway system, which together with the railroad promoted the development of Albuquerque's wholesale distribution business and retail merchandising, which as late as the mid-1920s, was still the only wholesale grocery distribution center in the state (Biebel 1986: 1-2). The development of the highway system also promoted the automobile industry and the subsequent rise of tourism as an important local industry (Wilson 1996a).

The AT&SF locomotive shop complex was significantly expanded and improved between 1914 and 1924 (Wilson 1986: 1). This included the construction of a new, 35-stall Roundhouse (1914-15) to maneuver the locomotives around the rail yard, a Blacksmith Shop and Flue Shop (1916), a company-owned and operated Fire Station (1920), the Machine and Boiler shops (1921-23) that utilized modern industrial designs to facilitate the repair and overhaul of the steam locomotives, and a Tender Repair Shop (1924). This major remodeling was designed to improve the capacity and efficiency of the repair facility as

⁸ This building was often referred to as the "First Federal Building" to distinguish it from the Federal Building built in 1930.

well as modernize the equipment. To accommodate these new buildings, the railroad acquired additional land south of Pacific Ave. along 2nd St.

The original shops, constructed in the 1880s, were comprised of wood frame structures or stone masonry buildings with heavy timber framing; however, the new massive Machine and Boiler shops utilized steel framing and glass curtain walls that proved to be a cheaper and easier way to build than. The oversized one-story buildings housed specialized work bays with skylights, and overhead traveling cranes (including one 250-ton crane) to facilitate the repair of the massive steam locomotives.

The railroad industry nationwide reached its peak in the 1920s; but began its gradual decline in the 1930s as automobile travel began to capture the country's imagination, and the interstate trucking industry increased its annual mileage bolstered by an improved highway network. By the mid-1930s, however, the Depression had affected all forms of transportation including train travel, and railroad employment sank to an all-time low in 1933 with just 300 men working only three days per week (*Albuquerque Progress*, vo. XV, no. 2, February 1948). Rail transport rebounded in the 1940s as it became the primary method of conveying troops and materiel from coast to coast, and wartime restrictions on gasoline and rubber products curtailed private automobile use. This increase in workload was reflected by the fact that Albuquerque AT&SF facilities employed 1,500 workers during the 1940s – the highest employment total in company history (Wilson 1986: 10).

The development of a state highway system in 1917 – a direct result of the passage of the 1916 U.S. Federal Aid Road Act – boosted the trucking and warehousing industry in Albuquerque (Wilson 1996a: E-8). The need for an improved state highway system was spurred on by the rapid growth in automobile and truck ownership in the state. In 1910, only 470 cars and trucks were registered; however, by 1920 that number had grown to more than 17,000 and a decade later, the total number of motor vehicles registered in the state was almost 84,000 (Bieble 1986: 3).

In 1926, the major north-south highway across New Mexico (New Mexico Route 1) was designated U.S. Route 85, while the main east-west road, albeit with a long, looping, north to south detour, was designated U.S. Route 66. Prior to 1937, both routes ran through Albuquerque on 4th St. to Bridge Blvd. where the highways turned east/west and crossed the Rio Grande over the Barelás Bridge.⁹ As Albuquerque's growth pattern started to shift to the east and automobile tourism began to increase nationally, the city's Chamber of Commerce actively lobbied to straighten Route 66's alignment across the center of the state. After years of effort, coinciding with technological advances in road building and bridge construction, Route 66 was eventually realigned in 1937 (Kammer 1992: 56-68). Central Ave. was now a part of Route 66 and its intersection with Route 85 at 4th St. put Albuquerque at the crossroads of two major U.S. highways.

Concurrent with this federal road-building activity, Albuquerque in the decade of the 1920s invested in paving the city's major east-west streets – Central, Grand, Coal – and its north-south

thoroughfares – 2nd, 4th, Broadway, and Edith. Between 1926 and 1929, twenty miles of streets were paved, during which time streetcar tracks were removed and motorized buses became the mode of public transportation. At the same time federal highway funds were used to pave the roads between the city and the town of Bernalillo and eastward to Tijeras Canyon (Biebel 1986:4). The Central Ave. Bridge over the Rio Grande was completed in 1931. With realignment of Route 66, “subways” under the railroad tracks were constructed at Central and Tijeras and the Coal Ave. viaduct was rebuilt (using New Deal-Public Works Administration [PWA] funds) to facilitate traffic flow (Biebel 1986: 57).

The improvements to Route 66 and other major arterial streets and highways resulted in significant changes to the Central Albuquerque and the commercial landscape in particular (Kammer 1992; Wilson 1996a). The increased traffic brought about by automobiles and long-haul truckers provided needed economic opportunities for the city during the Depression, and the new Route 66 alignment began to stretch the city both east and west from its downtown commercial core (Kammer 1992: 70). Automobile traffic especially resulted in new business types and resultant changes to the city’s built environment along Central Ave. and 4th St. (U.S. Highway 85) as the “tourism industry” created new building types: tourist cabins, motels, gas stations, auto repair shops, and drive-in restaurants (Wilson 1996a: F-27ff).

By the mid to late 1930s, the number of small manufacturing companies and warehouses along both sides of the railroad tracks north of Central Ave. began to increase dramatically. While, most of these buildings were modest in both their size and design, an exception to this pattern was the Springer Transfer Company building at 121 Tijeras NE, just east of the railroad tracks. This building was constructed in 1929 for the Springer Transfer Company, a company founded in 1901 as a transfer and storage company. The 30,000 square foot office and storage building was designed in a Mayan Revival style, which reflected the Revival Movement that was popular in residential architecture during this period. The more common building type was a simple vernacular design that featured a large, open work space with a small office or office/showroom space found either in a corner of the building or in a separate, but attached, structure.

The railroad spur running between Hannett and Haines avenues (then named Harding and Coolidge, respectively), which once served the American Lumber Company, was added onto in the mid-1930s thus promoting the growth of other small, industrial and manufacturing businesses. These included: the New Mexico Tank and Culvert Co. at 1719 North 6th St. featuring a metal building with a distinctive sawtooth roofline; the Rio Grande Steel Co., whose buildings and work yards took up the entire 1700 block of North 6th; the Santa Fe Builder’s Supply Company whose warehouse flanked the north side of the spur line at North 6th; and Eidal Manufacturing Company located at 520 W. Coolidge Ave. (now Haines Ave.) (*Albuquerque Progress*, vol. IV, no. 5, July 1937). The location of these industrial companies between Aspen (then named Wilson) and McKnight avenues and between 5th and 12th streets, an area

⁹ State Route 1 originally ran north/south along 2nd St. until it shifted to 4th St. in 1924.

previously undeveloped, was the beginning of an industrial section of Central Albuquerque that grew significantly following World War II.

Along 1st and 2nd streets, north of New York Ave. (now Lomas Blvd.), numerous warehouses, lumber yards, motor freight companies, coal and bulk oil storage depots, and small manufacturing and service oriented businesses began to replace the modest working class homes that once lined these streets just north of downtown. These businesses included: the Hahn Coal Company located just south of Summer Ave. (then called Harrison); and the Eaton Metal Products a steel fabricating plant, located at 1824 2nd St. NW. Following the war, Eaton (together with Kohlhaas Company, also located on North 2nd St.) manufactured many of the underground storage tanks found throughout the city.

These companies made significant contributions to the wartime production of military hardware. For example, the Eaton Metal Products Company manufactured the metal ramps used by landing ships during the invasion of Sicily. The Eidal Manufacturing Company made heavy duty truck trailer and tractor assemblies for the U.S. Army Corps of Engineers. Eidal subcontracted with Rio Grande Steel Products and the New Mexico Tank and Culvert Company to produce these items (*Albuquerque Progress*, vol. XI, no. 2, March 1944).

During this period, commercial development in Central Albuquerque continued to grow steadily and produced some of the city's most noteworthy buildings. One early structure was the architecturally flamboyant Occidental Life Insurance Company Building built in 1917. Located on the northwest corner of 3rd St. and Gold Ave., the building was designed by Henry Trost and modeled after the Doge's Palace in Venice, Italy (DeWitt 1978: 80-83; Cherry 2001: 70-71; Palmer 2006: 82-83). A fire in 1933 destroyed its roof and distinctive cornice, but it was immediately rebuilt under the direction of noted architect W. Miles Britelle, Sr. When finished a year later, the new cornice, finials, and corner tower even more closely resembled the Italian original.

The McCanna/Hubbell Building, constructed in 1919 at the southeast corner of 5th and Central, continued the practice of the two-part commercial block. However, the building (also known as the Albuquerque Gas & Electric Building or the "Public Service Company Building") was distinctive for the elaborate lighting display installed in its pressed metal cornice and around the porthole windows that wrapped around the corner of Central and 5th. This distinctive feature effectively advertised the use of its product – electricity (DeWitt 1978: 79; Cherry 2001: 81-82).

The "new look architecture" for downtown Albuquerque continued in the 1920s. Central Albuquerque began a revitalization that started with construction of the city's first "skyscraper" and ended with six million dollars being spent in new construction between 1926 and 1930 (Biebel 1981b: 4). In 1922, the nine-story First National Bank Building, designed by the firm of Trost and Trost, was built in the heart of downtown at the corner of Central and 3rd (DeWitt 1978: 76; Biebel 1986: 9; Cherry 2001: 67-68). This three-part stacked vertical block building with Italianate styling dominated the city's skyline and projected a modern, "big city" look (Longstreth 1987: 93). As the

historian Charles Biebel notes, “The building clearly proclaimed Albuquerque’s prosperous commercial and financial affinity with similarly progressive communities from El Paso to Denver and Los Angeles to Chicago”

(1986: 9). In addition to housing the city’s major financial institution (founded in 1881), the building’s upper floors contained the offices of the city’s leading professionals – physicians, dentists, insurance companies, and attorneys.

Two years later, work was completed on the six-story Sunshine Building, also designed by Henry Trost (DeWitt 1978: 75; Cherry 2001: 62-63). Located just a block away from the First National Bank Building at the southeast corner of Central and 2nd, the Sunshine Building was also a three-part stacked vertical design with a heavy cornice that was topped by a balustrade and decorative urns. The building featured a combination of retail, offices, and a theater. The theater’s entrance on Central was marked by an elaborate marquee of copper and glass. These two downtown edifices symbolized the promise of Albuquerque’s commercial future in the early twentieth century.

The Franciscan Hotel, built in 1923 (demolished 1972) at the northwest corner of Central and 6th, was another Trost and Trost design; however, for this building the El Paso firm used design elements derived from regional Spanish and Pueblo architecture (Biebel 1986: 9; Palmer 2008: 98). It had an eight-story main structure with four, three-story towers on the corners to give the stepped back appearance of a traditional New Mexico Indian Pueblo. Its location, some six blocks from the railroad station but only two blocks from U.S. Highway 85, suggested the increasing popularity of the automobile in the city.

Other automobile-related businesses, such as tire and auto parts stores, and dealerships (e.g., the Buick Automobile Company and the Simms Motor Company) had already begun to establish themselves on the 500 and 600 blocks of West Central as the Franciscan was being built. In 1924, the Quickel Building – a handsome two-story, dark red brick with contrasting concrete sills framing large showroom windows – was constructed to house the city’s first Ford dealership on the southwest corner of Central and 5th – just across the street from the Franciscan. In the late 1920s, the Galles Motor Company opened a new showroom for its line of Chevrolet, Oldsmobile, Cadillac, Pontiac, and luxury LaSalle automobiles. Its one-story Pueblo style building was located immediately adjacent to the Franciscan (Biebel 1986: 13). In 1927, the city’s first Firestone Tire Company store was opened at 701 Central Ave. NW. Numerous automobile-related businesses were located along the North 4th St. corridor.

Inarguably, however, the *pièce de résistance* of downtown architecture in the 1920s was the KiMo Theater. Opened in 1927 on the northeast corner of Central and 5th, its eccentric and somewhat fanciful design was a hallmark of the “Pueblo Deco” style (DeWitt 1978: 78-79; Cherry 2001: 78-79; Palmer 2006: 90-91). It was commissioned by Oreste and Maria Bachechi, whose architect Carl Boller of Boller Brothers, visited the state’s Indian Pueblos and reservations to gather ideas and examples of Native American symbolic and stylistic elements.

The result was a theater featuring both movies and live performances housed in a one-of-a-kind edifice highlighted by a variety of stylized Indian motifs and friezes made of tile and terracotta. The KiMo's already ornate façade was accentuated by an illuminated canopy and within a year of opening, a tall neon sign.

Elsewhere in the commercial core, additional, albeit less noteworthy, buildings began to infill the downtown's blocks. Neighborhood businesses also flourished helped in large part by the dramatic seventy-five percent increase in the city's population during the decade (Biebel 1981b: 4). "Mom and Pop" stores like Charlie's Grocery, the With Market in the Sawmill area; and Manuel's Market and the AAA & Sons store in the Martineztown/Santa Barbara community continued to be local choices for groceries and other sundries. Only Manuel's Market in South Martineztown remains in business today; however, it serves as a link to the heritage of the neighborhood store.

While the Great Depression began to cause economic devastation across the nation in 1930-31, its effects were not immediately felt in New Mexico, due in large to its backlog of on-going construction projects such as the second Federal Building (1930) and the city's general lack of manufacturing and industrial jobs, which had been hardest hit by the economic downturn in other metropolitan areas (Biebel 1986: 21-34). However, by 1933 the Depression began to settle in and building construction starts in the city slowed down dramatically. Thus, as New Deal programs were set up and economic stimulus funding began to flow nationwide, the city applied for and received a number of financial benefits. New Mexico and Albuquerque in particular received a relatively disproportionate amount of financial support thanks in large part to Governor (and Albuquerque resident) Clyde Tingley's close friendship with President Franklin D. Roosevelt (see Biebel 1986: 27-36). Grant money from the Civil Works Administration, the Public Works Administration, and Works Projects Administration were used for many infrastructure projects and other public works projects, such as the Central and Tijeras underpasses and the Coal Ave. viaduct, as well as some public buildings discussed below.

Architecturally, the 1930s was noteworthy for the number of commercial buildings designed with Art Deco and Streamlined Moderne styling. In Central Albuquerque, several noteworthy examples of this style are reflected in a number of buildings including: the Skinner Building (1931) at 722 Central SW; the Fremont Grocery Building (1932) at 616 Central SW; the Sauer Packard dealership (1931) at the corner of Gold Ave. and 6th (Cherry 2001: 103-04); and the former Oden Motor Company building (1936) on the 600 block of 4th St. NW.

This trend in the Moderne building styles continued into the early 1940s (before wartime restrictions on materials virtually shut down the construction industry) with the completion of a decorative brick building for the Valiant Printing Company (1940) at 615 Gold Ave. SW and the Excelsior Laundry Company Building (1942) (also known as the American Linen Supply Building) at 522-24 2nd St. NW (Cherry 2001: 57). Also constructed during this period was the former Woolworths (Walgreen's) Building (1941) at 317 Central NW, which also has long and low appearance that is accentuated by horizontal tile

banding (DeWitt 1978: 77-78). It represented a contemporary look for the traditional two-part commercial block.

One of last major commercial projects in the 1930s was the construction of the Hilton Hotel in 1939 (DeWitt 1978: 75; Cherry 2001: 59-60). The Albuquerque Hilton, located at 125 2nd St. NW, was the first hotel built in New Mexico by the world-famous hotelier Conrad Hilton. Designed by Hilton architect Anton Korn, it featured a two-story ground floor to house the lobby, restaurant/bar, and ballrooms, while an eight-story tower contained the guest rooms. The hotel has a modernist form, but distinctive Southwestern styling with stuccoed walls and Territorial Revival brick coping along rooflines, decorative and functional features in metal and wood, and an arcaded lobby.

Housing in the late 1910s and 1920s was marked by infill development, primarily small vernacular style homes, in the older neighborhoods such as, Huning Highlands, Barelás, and Martineztown/ Santa Barbara. A study conducted by the Charles Biebel found that by 1920 the number of houses in the Third Ward had increased 330 percent (to 615 buildings), mostly due to the expansion of the railroad yards, while the number of buildings in the Fourth Ward totaled 766 – a 681 percent increase from 1900 (Biebel 1986: 7). The number of houses in the various Highlands additions, east of the railroad tracks had increased to more than 1,000. However, Biebel's study shows that housing growth was not confined to infill alone. In order to accommodate city's ever-expanding population, larger "subdivision" style additions also contributed to residential development in this period. He notes that more than 300 subdivisions were platted between the years 1900 and 1940. Although many of these were situated on the East Mesa, especially in the 1920s and 1930s, at least fourteen subdivisions were located in the downtown area (Biebel 1986: 6, Table 1).

In-fill projects were most conspicuous in the North End including the Albright-Moore Addition, the Reynolds Addition, and the Huning Castle Addition. The North End which ran from Mountain Rd. to Indian School Rd. and from 1st St. to Forrester Pl. included 3.79 acres and was annexed by the city in 1927. By 1930, this area consisted of more than 800 modestly-sized homes mostly built in a Southwest Vernacular style (Biebel 1986: 8).

The 33-acre Reynolds Addition was platted in 1912 by P. F. McCanna. It is located south of Central west of 8th St. and when annexed in 1923 it contained only 50 houses (Biebel 1986: 8). Within ten years, however, the number of buildings had increased to more than 240. It featured modest Craftsman style bungalows, homes featuring Prairie School designs, and vernacular style cottages. This was also an area where some of the city's first apartment buildings, such as the Eller Apartments and Washington Apartments, were built.

The largest annexation of land in the downtown area was the acquisition of the Huning Castle Addition in 1928 – a total of 156 acres situated south of Central, between 15th St. and the river (Biebel 1986: 8-9). This area of former swamp land was the late nineteenth century site of Franz Huning's extensive farm with pastures, orchards, his flour mill, *La Molina de Glorieta*, and his home, the long-time

city landmark “Castle Huning” (demolished 1957). Just prior to the stock market crash, two prominent Albuquerque citizens, A.R. Hebenstreit and William Keleher acquired the property from the Huning family and began development of the subdivision. The centerpiece of the planned development was the new site of the Albuquerque Country Club. Its clubhouse, a fine example of Mediterranean styling, set the tone for the neighborhood’s architecture (DeWitt 1978: 106). Although construction of homes was slowed by the Depression, the area was eventually built-out and featured upscale homes built in Eclectic and Modern Movement styles along tree-lined, curvilinear streets connected by Laguna Blvd. and its broad grassy median. Two of the neighborhoods finer examples of residential architecture were also two of the first homes built in the neighborhood: the two and one-half story Hebenstreit House (200 Laguna SW) built in 1929 in the Mediterranean style designed by T. Charles Gaastra, Architect, and the Lembke House (312 Laguna SW), built in 1937-38 in the International style as rendered by Townes and Funk, Architects.

Apartment living in the city increased in popularity during the late 1910s and 20s, and became the most popular form of multi-unit dwelling by the mid-1930s (Kammer 1999: E:15-18; see also *Albuquerque Progress*, vol. IV, no. 5, May 1938). The first large, two-story apartment complexes were found along west Central Ave. including: the symmetrically designed Washington Apartments (SW corner of Central and 10th St.) built in 1916; the Castle Apartments (SE corner of Central and 15 St.) built in 1920; and the Eller Apartments (113-117

8th St. SW) also constructed in 1920, which were designed by the firm of Trost and Trost in a classic townhouse form. Kammer notes that these three buildings in particular were well-designed and appealed to a higher socio-economic class that put the city in step with other urban areas of the country at this time (Kammer 1999: E:18-19).

Kammer (1999: E:19) also points out that the demand for apartments was quite high, with vacancy rates in the 1920s through the mid-1930s ranging from less than twelve percent to less than four percent. The 1930 census reported that the city had a total of 95 multi-unit residential buildings (“multi-unit” being defined as a dwelling three or more families). It is also interesting to note that by 1949, the category of “boarding house” no longer appeared in the city’s business directory.

The popularity of the apartment building during the 1920s and 30s can be seen in the variety of building styles as well as their location in all parts of the city (Kammer 1999: E-20-23). In particular, the single-story, “courtyard” apartment, featuring four to ten units opening up into a central, U-shaped courtyard were particularly popular. In the Huning Highlands neighborhood, these included: the Kozy Kort (1927); Wilson Apartments (1927); the Moorish inspired Alhambra (1929); and the Wigen Apartments (1933). The Fourth Ward neighborhood featured: the White Eagle (1930); the El Portal (1930); the Del Rio (1931), and the Mecca (1936). Just south of downtown in the Reynolds Addition, courtyard apartments were represented by Caralan Court (1936) and the Monahan Apartments (1937). The Monahan Apartments, located on West Gold Ave., were featured in *Albuquerque Progress* (vol. 11, no. 3)

and were touted for their adobe construction and Pueblo-Spanish Revival styling. Other popular styles included Mediterranean and Mission Revival as well as Southwest Vernacular and Territorial Revival. Many of these buildings feature decorative elements such as ceramic tiles, bas-relief medallions, curvilinear and stepped parapets, protruding *vigas* (log beams), decorative brick coping, pedimented lintels, and arched entryways.

Like other aspects of the city's built environment during this period, the number of institutional buildings also grew significantly. By the end of the 1930s, the Albuquerque High School campus at the corner of Central and Broadway had been enlarged with the addition of the Manual Arts Building (1927), the Classroom-Administration Building (1937), and the Gymnasium (1938), incorporating two gyms, music rooms, and a cafeteria – thus forming a block-long quadrangle along Broadway Blvd. Public Works Administration (PWA) grants were used to build the 1930s additions (Biebel 1986: 51, 79). In 1940, the Library Building was the final structure added to the complex.

Two of the four Albuquerque ward schools were replaced in the late 1920s as the older nineteenth-century structures became overcrowded and did not meet contemporary fire code standards (Biebel 1986: 50). In the First Ward, Longfellow School (demolished and replaced in the 1980s) was constructed on the northeast corner of Grand Ave. (MLK Blvd.) and Edith in 1927. The two-story, dark red brick building was constructed in a Romanesque Revival style with a rectangular central building flanked by two, symmetrical diagonal wings. Just to the south in the Second Ward, the Eugene Field School was opened in 1928 on the site of the earlier school at 700 Edith Blvd. SE (DeWitt 1978: 107). The building's design broke away from typical institutional styling (described in an earlier section) and instead was constructed in a lighter, Mediterranean style featuring a stucco finish and red tile roof. Washington Middle School (demolished and replaced on the same site) was opened in 1922 in the Reynolds Addition and also featured a Romanesque styling, similar to the Longfellow School.

In 1933, the old Fourth Ward School burned to the ground and was replaced a year later by a new building – Lew Wallace School (513 6th St. NW) – designed in the popular Territorial Revival style – a style created by the regionally renowned architect John Gaw Meem and which was becoming widespread during this time for residential, commercial, and institutional buildings during this time. In addition to the typical brick coping along the parapet walls, the Lew Wallace School features a simplified, but distinctive, Spanish Baroque details over the south entryway (Cherry 2001: 92-93). In 1937, the Coronado School at 601 4th St. SW was opened, replacing the original Third Ward School. It too was designed in the Territorial Revival style. Both Lew Wallace and Coronado schools were designed by architect Louis Hesselden and built using PWA grants.

On the west edge of Central Albuquerque, the Old Town School (now demolished) was completed in 1920 at 115 Rio Grande Blvd. (Albuquerque Museum Photo Archives no. PA1992.5.118). The two-

story, stucco building was designed in a Mission Revival style with a stylish curvilinear parapet and eyebrow arches over the second-story windows. The private Harwood School for Girls also opened a two-story brick building just north of the downtown core at 1114 7th St. NW in 1925 (DeWitt: 1978 118), while the public Santa Barbara School (1908) was enlarged. A County School (now demolished) was constructed in the 1920s on 1600 block of North 4th St. amid the numerous tourist courts that lined the major north-south thoroughfare.

Several new churches were constructed in Central Albuquerque during this period. In 1916, the San Ignacio Catholic Church at 1300 Walter NE was built to serve the Santa Barbara neighborhood. It is constructed

of adobe in the traditional cruciform shape and features a four-story bell tower. In 1922, the Second Presbyterian Church, located in Martineztown at 812 Edith NE, was constructed in the California Mission style (DeWitt 1978: 97-98). The First Baptist Church at the northwest corner of Central and Broadway was completed in 1937 (Raymond 2006: E-46). The rectangular, yellow brick building with a square tower features terracotta details (an addition was built in 1950).

As the city's population grew, other downtown churches were extensively remodeled to accommodate the larger congregations. In the 1920s, St. John's Episcopal Church was designated a cathedral and a new building was designed by John Gaw Meem (Palmer 2008: 62-63). The Immaculate Conception Catholic Church also saw major renovations to its original 1892 structure. In 1913, towers and transepts were added, and in 1924 more additions were built. In 1931, a classroom building was constructed on the property (Cherry 2001: 100-102).

Health care in Albuquerque continued to focus on TB sanatoriums; however, in 1926 the AT&SF Railroad decided to expand their medical facilities for employees (now numbering well over 1,000) and constructed one of the city's first large-scale hospitals on the southwest corner of Central and Elm (DeWitt 1978: 90). The new

AT&SF Hospital (later renamed Memorial Hospital) was a three-story building complex of Italianate design featuring a central building with two diagonal wings and a monumental front staircase.

Two years later, and a few blocks to the north on Grand Ave. (MLK Blvd.), the Sisters of Charity built St. Joseph's Hospital to supplement their TB facilities (DeWitt 1978: 90). Designed in a Romanesque Revival style, similar to its neighbor, Longfellow School, the three-story, stone-trimmed brick building also featured diagonal wings, rounded arched windows and entryway. In 1932, Presbyterian Hospital dedicated a new building that was funded by the Maytag Foundation and designated as one of its nationwide laboratories for tuberculosis research. Although no longer an entrance to the hospital, the façade of this building is still visible on Oak St., south of Central.

A small, but noteworthy, children's hospital – originally named Dr. Luken's Children's House and Hospital was opened in 1921 on Grand Ave. (now MLK Blvd.) across the street from the St. Joseph's

Sanatorium (Palmer 2006:118-19). The Prairie style building operated as an orphanage and health clinic until 1944 when it became Regina Hall for St. Joseph's School of Nursing. Another new health care facility, the Women's & Children's Hospital (now demolished) was also constructed in the early 1920s at 615 E. Central.

Institutional government buildings were also the recipient of new construction monies. In 1924, the city decided to build a new public library and chose a location in the Huning Highlands Addition at 423 Central Ave. NE, the northwest corner of Central and Edith, adjacent to the new Albuquerque High School and the site of old Perkins Hall. The new library building was designed by Arthur Rossiter and represents a fine example of early-phase Spanish-Pueblo Revival architecture (DeWitt 1978: 90).

In 1926, the County of Bernalillo decided to move its courthouse from Old Town to the now well-established downtown Albuquerque. It built a Neoclassical style building in a public square-like setting on the corner of 5th and Tijeras.

In 1930, a new Federal Building and courthouse for the growing city was built adjacent to the 1908 Federal Building and Post Office (DeWitt 1978:80; Cherry 86-87). Located at Gold and 5th (601 Gold Ave. SW), the new six-story building was designed with a Mediterranean styling accented by Southwestern details, notably bird images derived from Pueblo pottery designs. It has a two-story ground floor façade constructed of a limestone (dolostone) with a grand arched entryway. The upper floors feature thunderbird motifs set in terracotta panels on yellow brick.

As elsewhere in the country, the outbreak of World War II severely curtailed building development in Albuquerque. New construction, whether commercial, industrial, or institutional, had to meet strict guidelines proving the building was essential to the war effort. Although, the nearby presence of important Army installations helped lessen the effects of building restrictions on the city, the rationing of construction materials meant that residential construction industry came to a virtual standstill in the mid-1940s. In 1942-43 several small apartment buildings were constructed in an attempt to relieve immediate shortages for military and civilian defense workers; however, only a paltry eleven complexes were completed – not nearly enough to meet demand (Kammer 1999: E-26-28). Soon after V-J Day, however, Albuquerque again began to continue its rapid growth, albeit primarily outside the boundaries of Central Albuquerque.

Expansion-Deterioration-Renewal: 1946 to 1970

Following World War II, Central Albuquerque experienced an unprecedented population boom. The 1940 census recorded the city's population at 35,449; however, by 1950 the population had more than doubled to 96,815, and by 1960, it had more than doubled again to 201,503 (Rabinowitz 1981: 2). This dramatic post-war upsurge ignited an economic revival for light industrial firms, small manufacturers, and wholesale distribution companies, as well as commercial businesses. In addition, the city experienced an major increase in the tourism industry during 1950s as a result of national prosperity, improved highways (U.S. Highway 66 and later the interstate highway system), and America's continued

love affair with the automobile.

This economic revitalization came despite the significant loss of railroad jobs as the AT&SF retired its fleet of steam locomotives and replaced them with a diesel engine that required much less maintenance (Wilson 1986:10).¹⁰ The company consolidated its diesel shops into two locales – Cleburne, Texas and San Bernardino, California. The Albuquerque shops were converted to a repair facility for equipment and track maintenance (the massive Roundhouse became an oversized storage shed and was eventually demolished). The number of employees went from a wartime high of 1,500 workers to only 200, and while this was still a much larger workforce than the average industrial enterprise in the city (which averaged less than 50 employees) it was still a dramatic decrease that for a while significantly affected Albuquerque's economy (Wilson 1986: 10). In 1946, the AT&SF constructed a new freight depot complex south of the Depot that featured a two and one-half story, California Mission Revival style office building and adjacent freight house with exterior loading docks, which reflected an increase in cross-country rail freight traffic.¹¹

The economic changes brought about by the major reduction of AT&SF employees in the locomotive shops was paralleled by the fact that Albuquerque's one-time second largest employer, the various lumber companies that operated the sawmill, never recovered after the George E. Breece Lumber Company shut down in 1942. In essence, the area became merely a large-scale lumber yard for companies such as the Duke City Lumber Company and J. C. Baldrige Company. The sawmill complex itself was soon bisected by the northward extension of Twelfth St. and the eventual dismantling of the American Lumber Company's many buildings and structures. In the late 1940s and early 1950s, companies such as the New Mexico Company (1401 12th St. NW), manufacturer of pre-fabricated wood products, were constructing new offices and warehouses along North 12th.

Spurred on by the rapid conversion from wartime to peacetime manufacturing, businessmen in the late 1940s and early 1950s expanded the area of small manufacturing companies and repair shops just north of downtown – from roughly 12th St. east to the railroad tracks, north of Mountain Rd. Wholesalers and distributors also continued to utilize buildings in the traditional warehouse zone along the railroad tracks – especially along 1st and 2nd streets, north of Central Ave. and west of Broadway, both north and south of Central.

According to *Albuquerque Progress* magazine (vol. XVIII, no. 3, March 1951) manufacturing city-wide had increased from one hundred businesses in 1946 to approximately three hundred in 1951. These firms employed more than 75,000 workers and fabricated a variety of products including: bridge building equipment (Eidal Manufacturing Co.), steel products (Eaton Metal Products and the Rio Grande Steel

¹⁰ This transition from steam to diesel had actually started in 1939, but was postponed during the war years. The AT&SF's last steam locomotive was retired in 1956.

¹¹ The new freight complex replaced an earlier two-story, wood-frame building and smaller warehouse structure and loading

Products), steel storage tanks

and culverts (Kohlhaas Co. and New Mexico Tank & Culvert Co.), concrete and brick products (Edgar D. Otto & Sons and the Kinney Brick Co.), wood products (Duke City Lumber Co., J.C. Baldrige Co., and The New Mexico Co.), and construction equipment and materials (Harrison Caterpillar Tractor and the Santa Fe Builders Supply Co.).

Large warehouses, such as the vast Springer complex on North Broadway (expansion of the old Springer Transfer Company at Tijeras and the tracks) served not only local businesses, but large national chains such as Sears & Roebuck Company. Similarly, growing local businesses needed space to store inventory. The American Furniture Company built a large warehouse on 1st St. at McKinley Ave. in 1948 and it was soon flanked up and down 1st with similar sized buildings that backed up to the railroad tracks or utilized semi-truck loading docks. The spur lines that once served the American Lumber Company were now serving a number of new manufacturing businesses and small warehouses – still providing easy access to transcontinental rail transportation.

By and large, these buildings were very utilitarian structures, usually one or two-stories tall with few if any decorative elements. They were commonly made of concrete block, hollow clay tile, or prefabricated steel with small offices either attached to main structure or partitioned off within the building. However, some, such as the Springer complex, used relatively stylish red brick with office areas enclosed by Modernist glass curtain walls. Another noteworthy architectural exception was the AT&SF Freight House, whose Mission style building was harmonious with its neighboring depot buildings but was an anomaly among the otherwise ordinary-looking warehouse offices.

The trucking industry was growing in post-war Albuquerque as the city continued to be a commercial distribution center. For example, *Albuquerque Progress* in its May 1954 issue noted that there were six major motor freight lines in the city that owned more than 1,500 trucks and employed more than 550 people. This industry was strengthened in 1956 when the city, state and federal highway departments agreed upon the cross-city rights-of-way for Interstates 40 and 25. The existing location of warehouse district at the north end of Central Albuquerque was well-suited for access to and from these “superhighways” (Rabinowitz 1981: 7).

While the growth of these small manufacturing and transportation businesses was impressive and important to the local economy, they only made up 5% and 7.4% respectively of the total employment in the city (Smith & Co. 1963). The largest employer in the Albuquerque area in the 1950s and 1960s was the various local and state government offices, and in particular, the Federal government who since 1940 had made the city home to many of its regional offices and had prompted Albuquerque’s nickname, “Little Washington” (Rabinowitz 1979:

62; 1981: 3). The government employment figures totaled 26% for 1950 and 25.6% for 1960, when a total of ten major federal offices were situated in the downtown area. In 1970, these percentages fell slightly to

22.4% for government employment, while rising to 10.4% for manufacturing, and declining to 3.5% for transportation (Smith & Co. 1963).

Reflecting the abundance of government jobs was the construction of two new Federal buildings in the 1960s – ironically located across the street from one another on the 500 block of Gold Ave.¹² The first building, completed in 1960, was an eight-story, simplified International style, steel-framed structure with a design similar to the Simms Building (see below) (Kammer 2001).¹³ The Dennis Chavez Federal Building (the U.S. Courthouse and Office Building) was completed in 1965 and comprised thirteen above-ground stories with a basement and underground parking garage. The steel-frame structure was faced with polished granite and was distinguished by a checkerboard window pattern.

It was the thirteen-story Simms Building, built at 4th and Gold on the site of the former landmark Commercial Club building (1886), that started the trend of International style office buildings in Central Albuquerque – a style that would soon become *de rigueur* for office buildings in the downtown area. Built in 1954, the Simms Building was the tallest, and at the time the most distinctive, structure in downtown. It features windowless brick side walls, while the north and south facades are comprised entirely of glass curtain walls – a first in Albuquerque office building architecture – and topped by the “Panorama Room” (Palmer 2006: 68-69). The architectural firm of Flatow and Moore paid homage to its historically significant predecessor by incorporating rusticated sandstone blocks, salvaged from the Commercial Club, into the ground floor facing of the new structure.

The Simms Building was just the start in the creation of a new skyline for Central Albuquerque. In January of 1961, the Bank of New Mexico Building (New Mexico Bank & Trust Building) was completed just across 4th St. from the Simms Building. This International Style high rise office building (fourteen stories tall) featured a similar style to its neighbor across the street. In 1966, the eighteen-story National Building (later named the Western Bank Building, now the Compass Bank Building) was completed on the 600 block of Marquette Ave. NW. The building’s concrete façade featured windows recessed in gridded panels and a six-floor parking garage just above the lobby level that reflected a decades-long parking space shortage in downtown. The building, which was the tallest in the city until 1990, originally housed many state offices. Some two years later, the eight-story City Hall building was completed catty-corner to the National Building. By the late 1960s, these government and private office buildings dwarfed the city’s earlier skyscrapers – the First National Bank Building, the Sunshine Theater, and the Hilton Hotel (now Hotel Andaluz) – giving the downtown skyline a new, contemporary look that continues to the present day.

¹² In the 1970s, the now vacant building at 501 Gold was sometimes called the “old new Federal Building” to distinguish it from the Second Federal Building (1930) and the newer Federal Courthouse Building (the Dennis Chavez Building).

¹³ Not coincidentally, noted Albuquerque architect Max Flatow was a partner in the firms that designed both this structure and the Simms Building.

Central Albuquerque's new look was not limited to office buildings. Small businesses made alterations to building facades in an attempt to "modernize" them and keep their customer base. This effort actually began a decade earlier when the McClellans department store added an Art Moderne aluminum canopy and black tile to the façade of the Rosenwald Building, and the Lerner Shops modernized their façade with Moderne details (Fitzpatrick and Caplin 1976: 118). This trend continued unabated after the war with not only with the addition of stylish canopies, but also updating display windows, removing Victorian decorative elements from rooflines, and covering brick facing with stucco. Paris Shoes and the Kistler-Collister Department store were two of the most noteworthy merchants to remodel in the mid-1950s.

As documented in the monthly issues of *Albuquerque Progress*, new construction was also taking place in downtown. J.C. Penney constructed a new Modernist building in 400 block of Central in 1949, and the American Furniture Company built a new store on 4th just north of Central. Sears opened their new downtown store in 1948 in a Streamlined Moderne building, which was expanded in 1955 following an interior fire. Simon's Department Store replaced storefronts in an old Victorian block on 1st and Gold in 1953, and a year later the national chain Fedway opened a store on Copper that occupied almost the entire block between 3rd and 4th. The parking facility on the building's rooftop was a novel feature that made a lasting impression on shoppers coming downtown from their homes in the Heights. Albuquerque National Bank tore down the 1891 Zeiger Building in 1956 at the corner of Central and 2nd and built a new main office in a Modernist style that the architectural historian Edna Heatherington Bergman described as, "a very uncommunicative building, and yet must have had a strikingly up-to-date appearance on the Central Avenue of 1952 [sic]" (Bergman 1958: 254).¹⁴

During the late 1940s and 1950s, Albuquerque's downtown commercial district was still the place for the city's residents to shop, bank, visit their physician, and conduct other business aside from grocery shopping at their small neighborhood market. By the late 1950s, however, traffic congestion downtown combined with a lack of parking was causing headaches for shoppers and causing merchants and businessmen to rethink their business models. One of the earliest developers to consider the possibility of retailers relocating outside of Central Albuquerque was Robert Waggoman who, in 1947, developed the Nob Hill Business Center at Central and Carlisle – some four miles east of downtown. By the mid-1950s not only was Waggoman joined by other store owners in the Nob Hill area, but other small developers were building single or multi-unit businesses east of the University along Central, Lomas, Menaul, and south on Carlisle near Gibson.

By 1960, the exodus of major retailers out of downtown was in full swing as "strip shopping centers" were being built at almost every major intersection in the Heights. Shopping centers, such as

¹⁴ In her UNM Master's Thesis, Bergman incorrectly dates the construction of the ANB office as 1953; however, an article in the *Albuquerque Tribune*, dated June 20, 1956, reports on the demolition of the Zeiger Building in anticipation of the new bank building.

Parkland Hills, Fair Plaza, Indian Plaza, Hoffmantown, and Princess Jeanne, were close to the newly built residential subdivisions and easily accessed by the now ubiquitous automobile (see discussion in Wilson 1996a). As noted, the popular department store Kistler-Collister had extensively remodeled their store in downtown in 1955; however, by 1960 they determined that their future lay in the Heights and built a Modernist building with underground parking on the corner of San Mateo and Lomas. The final nail in the downtown shopping coffin was the construction of Winrock Shopping Center in 1961 and the nearby Coronado Mall just three years later, which attracted the retail giants such as Sears, J.C. Penney, and Montgomery Ward.

Other businesses, such as banks and service-oriented merchants, also followed this trend by opening branch offices along the major arterials. One of the earliest examples was actually located within the boundaries of Central Albuquerque – the Albuquerque National Bank branch on North 4th St., which offered both lobby service and the innovative “drive-up window.” The pressure to accommodate the automobile resulted in the installation of a drive-up window to ANB’s main office on Central (actually located around the corner at 2nd and Copper). First National Bank soon followed with a branch on East Central. The corner grocery market (a neighborhood institution since the late nineteenth century) was taken over by local and national chain “supermarkets”, e.g. Barber’s, Rhodes, and Piggly Wiggly. These large, free-standing, self-serve grocery stores were spaced regularly around the city along major arterials and featured on-site parking.

Even downtown doctor’s and dentist’s offices were not exempt from this downtown exodus. In 1953, the architectural firm of Flatow and Moore designed Medical Arts Square (801-17 Encino Pl. NE), situated on the sandhills just above Central Albuquerque but easily accessible to the city’s major hospitals. This complex of one-story, International style buildings housed individual offices that were connected by a canopied walkway. In the center of the office complex was a large parking area so that patients could park their automobiles right in front of their doctor’s office – a previously unheard of convenience. The complex also had a pharmacy on site. Thought to be the first of its kind in the nation by its designer Max Flatow, the medical plaza concept was soon copied by other developers who built similar, but generally smaller complexes along Oak St. in the vicinity of the several hospital complexes located on the east edge of Central Albuquerque.

The two largest hospitals, St. Joseph’s and Presbyterian, also reflected the growth of the city in the 1960s. Both added new modern buildings, while the final vestiges of the tuberculosis sanatoriums were demolished (Palmer 2006: 114-15; 120-21). As these hospitals expanded on their original sites, the Lovelace Clinic, which formerly had offices in the First National Bank Building downtown, decided to move their health care facilities to the Southeast Heights, working in conjunction with the Methodists to develop the Lovelace-Bataan Memorial Hospital complex on Gibson Blvd. near the airport (Fitzpatrick and Caplin 1976: 99).

The County Courthouse (1926) also went under an architectural modernization in 1964. The

building was expanded and its Neoclassical façade was transformed into a distinctive Mayan Revival style. Other institutional building renovations included the construction of a new church with Art Deco styling designed by architect Edward Schutte for the Immaculate Conception parish in 1953. In the 1950s a new church and education building were built for the First Methodist Church and the 1904 structure was designated as the Fellowship Hall (Palmer 2006:64-65). In 1957, the city completed the Civic Auditorium building near St. Joseph's Hospital. The architects Gordon Ferguson and Donald Stevens designed a distinctive domed structure constructed of poured concrete over an earthen mound. Once the concrete set, the earth was removed from underneath the interior finished. The structure was demolished in 1987.

Driving this shift in commercial development out of Central Albuquerque was, of course, the dramatic growth of single-family housing on the East Mesa. Although residential development of the Heights had begun soon after the founding of the University of New Mexico in 1889 and the area immediately around the campus grew somewhat steadily in the 1920s and 30s, the real building boom came after World War II when residential suburbs and shopping centers were created from undeveloped mesa land reaching as far east as the Sandia foothills, some ten miles from the original 1880 townsite. This suburbanization was a response to population growth, the close proximity to new employment opportunities offered by Kirtland Air Force Base, Sandia National Laboratories, and the siting of new manufacturing complexes along the interstate highways.

Central Albuquerque was left out of the building boom. For those families still wishing to live downtown, there were individual lots available, particularly in the popular Castle Huning Addition (also known as the "Country Club" area). Small subdivisions were also created from former agricultural fields around the Old Town as late as the mid-1960s. Building styles in these in-fill projects and small housing tracts included the contemporary Ranch, International, as well as the long-time Albuquerque favorites Spanish-Pueblo Revival, Territorial, and Mission styles.

The severe post-war housing shortages also resulted in a need for new multi-unit dwellings. New apartments in Central Albuquerque tended to cluster west of downtown, many them replacing old, run-down boarding houses, and on lots just off Central Ave. in the university area (Kammer 2000: E-28-30). In 1950, *Albuquerque Progress* magazine issued an edition devoted to new multi-unit dwellings in the city; however, it featured almost exclusively complexes located on the East Mesa. In 1964, however, Albuquerqueans witnessed a dramatic new design in downtown apartment buildings – not too dissimilar from the changes going on in downtown office building design – the apartment tower.

In fact, there were two Modernist style apartment towers constructed in Central Albuquerque within a year (and within blocks) of each other in the early 1960s. The ten-story Alcalde Place Apartments (600 Alcalde Pl. SW) were designed and built by the prominent Hebenstreit family in 1963. Located in the Huning Castle Addition, its Modernist design expresses verticality by the number of its floors as well as horizontality by its exterior floor slabs that are shaded by a distinctive masonry screen. Like many

contemporary Modernist buildings (e.g., the Simms Building) the Alcalde building's ground floor is underemphasized and appears almost invisible in relationship to its tower floors.

The second apartment tower, the fourteen-story, concrete and steel frame Park Plaza building (1331 Park Ave. SW), is situated on the edge of the Huning Castle Addition less than one-half mile from the Alcalde Apartments. Its architect, William E. Burk, Jr., designed the single tower structure in the International style and the building was ready for occupancy in July, 1964. It originally housed 144 one and two-bedroom apartments, and a heart-shaped swimming pool surrounded by a landscaped outdoor patio area.¹⁵ When completed, the building's lobby contained a delicatessen, beauty and barber shops (Anonymous 1964).

By the early 1960s, there was growing concern among civic leaders about the fate of Central Albuquerque as a viable businesses district as more and more shoppers began abandoning downtown and stores began to close their doors. In addition to the vacancies, the city's oldest buildings were being neglected and started showing signs of serious deterioration creating an economically depressed and blighted urban condition. Already, the downtown commercial core had lost some major buildings, such as the 1889 Whiting Building at the corner of 2nd and Gold, which was once the heart of the city's thriving financial district. In 1962, the city began to further address this issue of deteriorating buildings by establishing the City Building Removal Team (CBRT) that included members of the city's departments of fire, building, planning, and health. Approximately ninety buildings were investigated, mostly between 1st and 3rd streets – the heart of the original 1880 townsite – and as a result thirty-one were condemned. By 1963, twenty-four had been torn down (Ferro 1976: 28). By the late 1960s and early 1970s, other groups, such as the Albuquerque Metropolitan Development Company (AMDC) and the Albuquerque Urban Development (AUDA), were actively involved in building demolition and the remodeling of old storefronts. In addition, AMDC and AUDA were involved in the planning of major development projects such as Civic Plaza, a modern downtown shopping complex, the Convention Center, new hotels, and a new Police Department building – all of which came to fruition in the 1970s (Ferro 1976: 28; Palmer 2006: 80-81). As seen in an aerial photo from the *Albuquerque Journal* (May 23, 1976, Section F, pg. 1), entire blocks between Copper and Silver avenues along 1st and 2nd streets had been cleared of structures (including the famed Alvarado Hotel in 1970) for parking lots. To the north of Central, blocks of buildings had been demolished and a new convention center, the First Plaza office/banking/retail complex, the high-rise Albuquerque Inn and the new police building had been constructed.

Other urban renewal programs such as the federally funded Model Cities Program (created in 1966) also affected housing areas along the South Broadway corridor and in the South Martineztown neighborhoods, thus significantly affecting traditional residential patterns. In 1969, the Huning Highlands

neighborhood was surveyed

by city planners and found to have the highest concentration of substandard housing in the city (*Albuquerque Journal*, May 25, 1969). It was thus included in the Model Neighborhood program for the Model Cities Program and narrowly escaped wholesale renovation which would have probably included a significant amount of building demolition.

New zoning ordinances, first enacted in 1955, resulted in the nibbling away at the edges of established neighborhoods such as the Fourth Ward to allow the conversion of former homes into small offices or other commercial development (for example, the two-story Federal Housing Authority offices at 10th St. and Tijeras). In 1957, Old Town was designated by the city as an historic zoning district to encourage heritage tourism and as a result found itself in a legal battle with the Navajo Freight Lines over a new depot structure on Mountain Rd. at the northeast corner of the historic zone. This dispute was finally resolved and eventually the former depot became the site of the Albuquerque Museum of Art and History. The historic zoning designation promoted tourism in Old Town, which had its own ramifications on the neighborhood's historic architectural integrity.

As a result of the city's eastward expansion and these federal urban renewal policies and practices, by 1970, Central Albuquerque was on the cusp of further significant physical changes to its built environment that would forever alter the city's historic urban fabric.

¹⁵ In 1979, the building was converted to condominiums and some units were enlarged.

SECTION F ASSOCIATED PROPERTY TYPES

The Central Albuquerque MPNF has four Associated Property Types with subtypes.

(1) Industrial Buildings of Central Albuquerque, 1880-1970

Description:

Industrial buildings, such as warehouses, manufacturing plants, and repair shops, played an important role in the growth and development of Central Albuquerque. Their form generally consisted of a large open space with an office, either located within the main building or in an attached separate building.

This building type is often found clustered together along the railroad tracks or spur lines, or along major arterials outside of residential neighborhoods.

Industrial buildings are divided into two subtypes, each reflecting a different industrial function.

(A) Subtype: Warehouse

Warehouses are used by a variety of businesses for inventory storage (e.g., the American Furniture warehouse), and by freight companies for the storage of goods and materials in transit (Springer Transfer & Storage). The primary feature of the warehouse building is one or more large open interior spaces. In order to structurally support these large interior spaces, different truss systems are employed, such as bowstring, lattice, triangle, sawtooth, etc., which in turn affects the exterior appearance of the building. Windows, if present, are generally set high on the wall. There may also be skylights on the roof to facilitate interior lighting. There may be single or multiple entry bays that feature tall sliding or overhead doors to allow large sized items to be brought in. Warehouse buildings and their offices can be made of a variety of materials, such as steel frame, poured concrete, concrete block, masonry, or hollow clay tile.

The warehouse also includes office space that can be situated inside the main building or be located outside in a separate, smaller building that is usually, but not always, attached to main building. Those offices that attached to the warehouse generally have interior access to the warehouse space.

Another characteristic of the warehouse is the loading dock (or multiple docks) that accommodate the movement of goods from the train car or truck to the interior space. Loading docks can be made of a variety of materials including wood, masonry, or concrete and usually stretch the length of a building. The docks are located adjacent to a driveway (for truck transport) or railroad tracks. For truck transport, many loading docks feature an angled pull-in space that lowers the truck's bed to the level of the dock.

Warehouses generally have very little style to their utilitarian big-box design, although the street façade usually has some form of signage, such as the company's name painted on its façade or street-facing elevation. Exterior offices may employ some simple decorative elements and a small sign. There are exceptions to this as is the case with the Springer Building (1929) that was designed in a Mayan Revival style – a part of the popular Revivalist Movement of the 1920s.

(B) Subtype: Manufacturing or Repair Shop

The manufacturing or repair shop building may be a large complex of buildings (e.g., the AT&SF locomotive shops or the American Lumber Company complex) or a much smaller facility featuring a single building with an interior office cubicle. The building subtype is characterized by a large open space, but usually not as large as a warehouse. This space is often subdivided into individual work spaces to accommodate various types manufacturing steps or specific repair jobs. Windows, both fixed and operable are more common than in warehouses and are used for ventilation as well as light. Building materials vary from prefabricated steel or sheet metal siding on a steel or wood frame to concrete or CMU block to hollow clay tile. Like warehouses, these buildings have little in any ornamentation or formal styling. They can have pitched or flat roofs. In addition to the main entry door, the building may have large, overhead door to facilitate deliveries or move vehicles in and out of the building.

Buildings in this subtype occasionally set aside space as a showroom for display of their merchandise. In these instances, large fixed windows are commonly found on the street façade, behind which is an open space set off from the actual manufacturing space by interior walls.

The exterior space, or “work yard,” that surrounds buildings in this subtype may contain structures or objects that contribute to the buildings significance. These may include open-sided, or partially enclosed, structures and/or industrial hoists, cranes, or derricks.

The AT&SF shops are a unique and specialized version of this subtype. Its Machine Shop was specifically designed to repair massive steam locomotives, with large cranes installed in the building to facilitate this job. The Machine Shop also featured a subtle Neoclassical design in concrete on its east and west façades, and gull-height glass curtain walls with operable windows on the north elevation. The complex also contained several other shop buildings, specialized structures (e.g., locomotive turntable, transfer tables, platforms, water reservoir/towers, etc.), and objects (e.g., engines, rolling stock, handcars, etc.) that supported the repair work to the locomotives and other necessary repairs to the railroad facilities (see Wilson 1986).

(C) Subtype: Railroad Spur Lines

The railroad spur line was an important component for industrial buildings of both subtypes. These standard gauge tracks served specific areas or businesses. They either paralleled the main lines or curved away from the main line and crossed city streets to reach the area/business being served.

Property Type Significance:

Industrial buildings and spur lines played a significant role in the growth and development of Central Albuquerque between 1880 and 1970. For this reason, they may be eligible under Criterion A. Warehouses were essential in the early development of the wool industry as well as wholesale distribution

of goods in the city and surrounding region. As passenger train travel declined following World War II, the AT&SF freight business also took on added importance.

The construction of the AT&SF locomotive shops was arguably the largest single factor in the growth and development of Central Albuquerque in the first half of the twentieth century. However, it was the post-World War II expansion of smaller manufacturing and repair shops – as the locomotive lost their importance – that helped keep the city’s economy growing. These small shops located in a variety of shapes and sizes and clustered in just north of the city’s commercial core provided alternative employment opportunities to the large corporate entities being built outside the boundaries of Central Albuquerque. They also provided needed goods and services to the local community.

Industrial buildings may also be eligible under Criterion C as they relate to the location and siting of this property type, and embody a method of construction that typify the evolution of industrial buildings. In some cases, the building’s architectural styling may meet eligibility under Criterion C.

Property Type Registration Requirements:

To be eligible for registration in the National Register of Historic Places under this Multiple Property Nomination, industrial buildings must be located within the boundaries of Central Albuquerque and have attained significance between 1880 and 1970, meet one of the four National Register criteria for eligibility, and be evaluated with regard to the seven aspects of integrity. Spur lines must have their tracks still in place and be directly associated with an industrial building subtype.

More specifically, industrial buildings must be sited in their original location, and they must retain their original character-defining features: building footprint and massing; roof shape; materials; fenestration pattern, particularly with regard to window/door size and location. If the building is to be registered as a warehouse subtype, it must retain its loading docks. Decorative elements on the building are generally less important, but this is dependent on whether or not the building was designed in a particular formal style.

(2) Commercial Buildings in Greater Albuquerque 1880-1970

Description:

Commercial buildings in Central Albuquerque from 1880 to 1970 are a property type that reflects the use of this area as the city’s retail center, as well as the place for professional offices, entertainment venues, upscale hotels, and other buildings housing goods and services for the city’s residents. The buildings’ reflect the evolutionary trends in commercial architecture found nationwide during this long time period. These buildings, which are representative of Central Albuquerque’s growth and development, have been divided into six subtypes. These subtypes have, in part, been derived from Longstreth (1987) and Wilson (1996a).

(A) Subtype: One-part Commercial Block

The one-part commercial block is the earliest form of permanent commercial building in Central Albuquerque. The subtype is characterized by a one-story, simple box-like structure with a decorated façade. It can be free-standing or be incorporated into a grouping of similar buildings to form a city block. Commonly used as retail stores or professional offices, most buildings of this type feature a flat roof with a sizeable space between the top of the display window and the cornice used to accommodate a business sign. Some buildings of this type used a gabled or flat-topped false front to achieve the same purpose. The façade features a single, or sometimes double-entry, door flanked by large display windows with kick plates between the sidewalk and bottom of the windows/door. Buildings located on street corners often had entryways situated on the diagonal at the corner. Transoms are commonly found between the door/windows and the roofline.

The one-part commercial block accommodated a variety stylistic variation through time, often changing with whatever style was in vogue during that time period. So, while early storefronts in Central Albuquerque were hastily built wood-frame structures with simple hand-lettered signage, as more materials became available the owners frequently re-designed (or built new) with materials and ornamentation that by the turn of the century reflected Victorian styles – particularly Italianate commercial design. Later new commercial blocks were added or replaced existing blocks with styles from the popular Revivalist Movement (e.g., Mission Style) or the more vernacular Decorative Brick style which used brick to form design patterns on the façade. In the 1930s and 1940s, Art Deco and Streamlined Moderne styles were in vogue, while many buildings were built or remodeled to reflect the Modernist styles.

The one-part commercial block, together with the two-part commercial block and the stacked vertical block (see below), represented the architectural foundation for Central Albuquerque's downtown commercial core (defined as 1st to 6th streets and Copper Ave. to Gold Ave.). However, as the city grew, one-part commercial block buildings (referred to as a Commercial Strip by Wilson [1996: F-27]) were also constructed either individually or in small groups along major arterials outside the downtown core. By the 1920s and '30s this type of commercial development could be seen in the Barelás neighborhood along 4th St., and in the Huning-Highlands and South Broadway neighborhoods along Central Ave. and Broadway Blvd. respectively. Outside of central downtown, these buildings often housed the new type of business – the supermarket (e.g., Barber's, Rhodes, and the national chain Piggly Wiggly). These self-service grocery stores were originally situated within a block of stores (the commercial strip); however by the 1930s, its form had been changed to a free-standing, one-story building with one-site parking.

(B) Subtype: Two-Part Commercial Block

The two-part commercial block was until World War II, the most common type of commercial building type in the United States. This type, ranging in height from two to four stories, is characterized by

a horizontal division that formed two distinct zones. The lower or street level zone, were more public zones that normally housed retail shops, office space, or hotel lobbies. Their design and ornamentation essentially mimicked the one-part commercial block. The upper stories were used for more private spaces, such doctor's offices, fraternal organization meeting rooms, and hotel rooms, although some of these building types even accommodated entertainment events such as opera houses or dance halls.

Like the one-part commercial block, the ornamentation of the two-part block reflected the stylistic tastes of the period. Almost always serving the same utilitarian function, these buildings frequently became very ornate structures during the Victorian architectural period with a flourish of window and cornice embellishments. Later, as styles changed, many of these embellishments (corner towers or turrets, high-pitched roof pediments, and window treatments) were removed and by the 1920s the designs were more simplified often involving brickwork and new materials such as terra cotta. The Art Moderne styles of the 1930s used more geometric forms in their decorative elements and utilized larger windows on the upper stories. Streamlined Moderne styling emphasized the building's horizontality with elements such as decorative banding, corner and ribbon windows. The Moderne Movement also introduced new materials such as Vitrolite and Carrara Glass in new color combination.

(C) Subtype: Stacked Vertical Block

The stacked vertical block applies to buildings more than five stories tall. Starting in the late nineteenth century, as urban land values increased, architects and builders were forced to think vertically and yet retain the Victorian preference for picturesqueness. They subsequently created a two-part or three-part building type that retained the essentials of the earlier one and two part commercial blocks but allowed for more height. With the invention of the elevator, this expression of verticality could be increased.

The two-part vertical block creates two distinct, horizontal zones that were treated separately as architectural units. The ground level, usually one or two stories tall, served as the base or foundation for the vertical "shaft" rising above it. The verticality of the building was often emphasized by engaged columns, pilasters, or piers. The three-part vertical block was similar but created three horizontal zones, which Longstreth has likened to the three divisions of a classical column: base, shaft, and capital (1987: 93). This type became the dominant form for office buildings and other tall structures beginning in the 1920s.

The stacked vertical block was adaptable to many different academic styles, such as Classical or Neoclassical, Richardsonian Romanesque, Prairie, and Art Moderne. In the 1930s, Art Deco styling produced some elaborate, stepped back designs, often topped with a sculpture-like element.

The post-World War II, free-standing Modernist "skyscraper" can be thought of as a two or three-part stacked vertical block that lacks a traditional street façade, with two or more elevations essentially

indistinguishable. The ground floor of the Modernist high rise building is also quite different from its predecessors in that it is frequently horizontal and open, often with recessed entryways that emphasize the building's shaft.

(D) Subtype: Hybrid

The hybrid commercial building combines residential living space with a retail store or service shop. The building type can be seen in two forms. The first is basically a two-part commercial block building with a retail space on the street level and an apartment space on the second floor for the store owner and his family. These buildings were most common in neighborhood settings where the store served the needs of local residents for such essentials such as groceries or a pharmacy. The style of the building was again dictated by the time period's architectural preferences.

The second form of hybrid commercial building was the result of increased automobile traffic along major arterials such as 4th St. (U.S. Highway 85) that also included residential housing. Recognizing the business opportunities along such streets, homeowners would enclose porches or build small additions onto the front of their homes and open a small business. These were generally vernacular style add-ons – built of structural clay tile, cement block, or wood-frame with a stucco finish and often simply incorporating residential style windows. Other than a modest sign, these structures featured little decoration. These types of hybrid commercial spaces became popular soon after World War II as returning servicemen recognized inexpensive, easy-to-start business opportunities.

(E) Subtype: Strip Center

The strip center follows the form of the one-story commercial block; however, rather than relying on pedestrian traffic and on-street parking, it was developed in the late 1930s to accommodate primarily automobile traffic. The first example of the commercial strip center was the Nob Hill Center built by 1946, which was located outside of Central Albuquerque in the Heights, and featured parking in the center of its U-shaped design. Soon thereafter, strip centers, with even more parking both in front and to the rear of the stores, started appearing all across town, especially adjacent to the new housing subdivisions in the Heights. In the 1960s, this type of commercial development was also seen in Central Albuquerque, along Central Ave. just west of Old Town.

(F) Subtype: Medical Plaza

The medical plaza is an outgrowth of the post-World War II movement of commercial activities away from the traditional downtown core. Prior to this time, the offices of many health care professionals (doctors, dentists, etc.) were located on the upper floors of two-part commercial blocks or stacked vertical

blocks. However, with the development of the medical plaza building type these offices were relocated outside of the downtown commercial core to areas adjacent to the hospitals situated along the eastern edge of Central Albuquerque.

As exemplified by Medical Arts Square (1953), located within one-half mile of both Presbyterian and St. Joseph's (now Lovelace) hospitals, this complex of one-story, International style buildings were set in elongated rows of identical buildings that each housed a medical professional. In addition, the complex included an independent pharmacy for the convenience of the patients. Ample parking was provided right in front of each office row, so that the complex resembled the strip shopping center which was being constructed all across the city at this time. Within the next twenty years, similar medical plazas were built along Oak St. and side streets adjacent to the hospitals.

Property Type Significance:

Commercial buildings are an essential component for understanding the growth and development in Central Albuquerque between 1880 and 1970.

Under Criterion A, the various subtypes of commercial buildings contribute to the patterns of development that shaped the city's growth as it transformed itself from a small railroad town to a Sunbelt city. Together with residential dwellings, this was the first property type constructed in New Town Albuquerque and the evolution and changes in this property type provides the best physical indication of Central Albuquerque's economic growth and decline – both in the downtown commercial core and neighborhood businesses. The post-war suburbanization of the city and its negative effects upon the growth Central Albuquerque are also reflected in the evolution of this property type.

Commercial buildings may also be eligible under Criterion C as they relate to the location and siting of this property type, and embody a variety of architectural styles and methods of construction that typify the evolution of commercial types and styles both nationally and regionally.

Property Type Registration Requirements:

To be eligible for registration in the National Register of Historic Places under this Multiple Property Nomination, commercial buildings must be located within the boundaries of Central Albuquerque and have attained significance between 1880 and 1970, meet one of the four National Register criteria for eligibility, and be evaluated with regard to the seven aspects of integrity.

More specifically, commercial buildings must be sited in their original location and retain their original character-defining features: building footprint and massing, particularly on the façade; roof shape; materials; fenestration pattern, particularly with regard to window/door size and location; and ornamentation as it applies to the building's particular style.

(3) Residential Buildings of Central Albuquerque 1880-1970

Description:

From its founding in 1880, New Town Albuquerque residential development has reflected not only the growth of Central Albuquerque, but also reflected the variability in national and regional housing styles from the 1880s through the 1960s. This variety of styles also reveals the range of socio-economic classes in the downtown area and the variation in styles and housing patterns related to the city's different ethnic neighborhoods. Throughout the time period covered by this MPDF, Central Albuquerque's housing patterns have remained generally constant with regard to the location of housing areas, lot setbacks, and street widths. Certain exceptions to this patterning is found in parts of the downtown area's older neighborhoods such as, Old Town, Barelás, and Martineztown/Santa Barbara, which echoes pre-railroad Hispanic patterning (ex., narrow, winding streets, irregular lot orientations, etc.). Housing patterns in certain parts of Central Albuquerque have been disrupted by the expansion of commercial and industrial properties, especially following World War II, that encroached upon previously residential areas of the city, such as Central Ave. in the Huning-Highlands neighborhood, and 2nd through 6th streets for several blocks both north and south of Central. Otherwise, the residential patterns seen in the late 1960s reflect the patterns that developed over the previous decades.

Residential dwellings are divided into four subtypes – (1) single family houses, (2) rooming houses and boarding houses, (3) duplexes and triplexes, and (4) apartment buildings – that reflect at various times the transient nature of the city's population and the lack of available housing due to outside factors, such as wartime shortages. While the term “single family houses” is clearly understood by most historians, Kammer (1999: F-31- F-37) has provided a detailed description of rooming houses, boarding houses, and apartment buildings under the term “multi-unit dwellings.” Since Kammer's MPDF overlaps geographical boundaries with the Central Albuquerque MPDF, it seems appropriate to incorporate his multi-unit property types and descriptions into the present study. However, since his period of significance stopped at 1960, a new form of apartment building – the Apartment Tower – has been added to update this category.

The styles and plans referenced in this section for the subtype single family houses are derived from the work McAlester (1998), Crocker Ltd. (2001), Wilson (2003), and Kammer (2000). The descriptions for the multi-dwelling unit subtypes generally follow Kammer (1999). Kammer has organized the discussion of rooming and boarding houses and apartment buildings by form rather than by style as is the case for single family houses. Thus, for example, a courtyard apartment complex can be designed using any number of different styles: Spanish-Pueblo Revival, Territorial Revival, or Mission style.

Examples of all the subtypes are referenced in the historic context (Section E).

(A) Subtype: Single Family House

The single family house is the common type of residential dwelling in Central Albuquerque. It expresses the wide range of house forms, building materials, and styles; from a small, one-story Vernacular style home to an elaborate, multi-story architect-designed “high style” house. As suggested in McAlester (1995: 5-59), the style, form and structure of the American home is dynamic in nature often resulting in modifications to their exterior appearance through time and ownership change. Such changes are caused by the desire to update a home’s appearance, a need to add more living space, or minimize maintenance. In addition, the term “style” is a rather fluid concept, especially when dealing with homes not designed by architects, which are owner designed and built. This vernacular interpretation of style results in architectural descriptions using modifiers such as “simplified” or “restrained.” Regionalism also plays a part in the choices made by the house designer, as does variation based on local climate or availability of building material affects the construction outcome. For these reasons, the following descriptions of house styles in Central Albuquerque are based on standardized types that may be modified based on the influences just noted. Future researchers should be aware of these variations and take them into account in their analysis.

House styles in Central Albuquerque largely reflect popular tastes and are for the most part time sensitive. Early house types of the late nineteenth century are found in housing additions platted around the original townsite and include several Folk National forms, such as the simple Shotgun home and the Hipped Box which could then be embellished using a variety of formal academic style features – Queen Anne or Neoclassical for example. Perhaps the most popular house style in Central Albuquerque’s working class neighborhoods was the simplified Queen Anne cottage.

More fashionable middle and upper-class neighborhoods, such as Huning-Highlands, featured houses constructed in styles belonging to the Romantic and Victorian styles, including Gothic Revival, Italianate, Queen Anne, Folk Victorian, and Second Empire. Their popularity became widespread with the publication of pattern books.

Victorian houses, in particular, reflect a period of industrialization and the growth of the railroad industry in America beginning in the mid-nineteenth century. Advances in building materials and techniques, such as the balloon frame, mass produced wire nails, and manufactured house components and decorative details, together with the ability to ship materials across the country by rail, allowed architects and builders to design and construct homes using more complex styling with more ornate embellishments. Much of the wood details were produced locally by the American Lumber Company. Queen Anne style homes and cottages were one of the most popular styles in New Town Albuquerque in the late nineteenth century,

The turn of the twentieth century saw the development of the middle and upper-class neighborhood in the Fourth Ward and with some new designs such as Neoclassical, Tudor, Mission and Mediterranean Revival styles, which imitated early Anglo-American, English, and Mediterranean styles, but also saw the appearance of radical new Modern styles, such as Prairie and Craftsman, which dominated

much of the new housing prior to the First World War. The Craftsman or Bungalow house was also a very popular style in Central Albuquerque from around 1905 through the early 1930s.

In the 1920s, Revival styles once again became the most popular style in the new stylish subdivisions such as the Country Club area. The popular Mediterranean house style in Central Albuquerque incorporates decorative features associated with Spanish Colonial and Italian Renaissance, as well as the classic Mediterranean styling. These styles are found to a greater or less degree in virtually all Central Albuquerque neighborhoods and among all socio-economic classes.

In the 1930s, styles associated with the Modernist Movement, such as Art Moderne, Streamlined Moderne, and International gained nationwide popularity. Influenced by European architects, this stylish housing type, characterized by simple lines and generally unadorned facade gained modest popularity in Central Albuquerque, but was probably even more popular as a commercial building style.

Modernist homes also included simpler styles, such as the Ranch, Minimal Traditional, and Contemporary, which became very popular following World War II. The Minimal Traditional took its form from the traditional Tudor cottage; however, it lacked the steeply pitched roof and decorative detailing. These were inexpensive homes, which frequently comprised the early versions of large tract subdivisions, but were also used for infill development in working class neighborhoods.

The post-war Ranch style home, characterized by a long façade facing the street, a large fixed “picture” window and the attached garage, reached its peak of popularity in Albuquerque in the 1950s and 1960s. The Ranch style home required a wider lot size than what had been the previous standard. For this reason, most Ranch houses in Central Albuquerque were built in the later subdivisions such as the Country Club neighborhood.

The Contemporary style house is also a post-war design that has its architectural roots in the International style but with a variety of wall finishes, as opposed to the International style’s exclusive use of a smooth stucco finish. Many simplified Contemporary houses in the city feature the distinctive butterfly roofline.

Regionalism in architectural design has played a large part in the styling of Central Albuquerque houses – in particular the Spanish-Pueblo Revival and Territorial Revival styles. Both of these very popular styles were conceived by the renowned New Mexico architect John Gaw Meem based on indigenous and early colonial forms and thus are intimately linked to Southwest. While both of these types reach a “high style” of design in upper class neighborhoods, many of Central Albuquerque working class homes are smaller, simplified versions of this style that lack some of the more elaborate decorative details.

Finally, the Southwest Vernacular style of home, commonly found in ethnic and working class neighborhoods, is an eclectic form that may include a combination of revival and modern styles (e.g., a Bungalow house plan with a flat roof and Mission style window details). Most homes in this style feature little or modest ornamentation. Another regional design, often defined as Southwest Vernacular, is the

Northern New Mexico style. It is generally one-story, although two-story is not uncommon, laid out in a U or L-shaped form. It may have one of several roof forms – flat, hipped, pyramidal, or pitched – have a stucco finish, but otherwise little ornamentation.

(B) Subtype: Boarding Houses and Rooming Houses

Boarding houses and rooming houses were the first type of multi-unit dwelling utilized by residents in Central Albuquerque and were most popular between 1880 and 1920. Kammer has divided this subtype into two forms: the hotel rooming house, and the residential boarding house. One of the primary distinctions between the two was that boarding houses included at least one meal per day as a part of the rent, while rooming houses included no meals in the rental agreement.

Hotel rooming houses were usually located in the upper stories of two-part commercial buildings. As noted in the Section F, Commercial Buildings, these two-part commercial blocks featured retail shops on the first floor with more private office space or hotel rooms on the second floor. Access to the hotel was by a narrow entry stairway to one side of the façade that led to the central hallway on the second floor.

Residential boarding houses were one or two story houses that were usually converted single family homes. These houses were located in residential neighborhoods that in the nineteenth century in particular were situated close to the downtown commercial core to facilitate access to jobs. As converted single family homes, boarding houses included a variety of architectural styles; however, their converted use often meant that additions or architectural modifications were made to the original house to accommodate the new, additional room units. These modifications frequently meant enclosing porches or verandas to create sleeping porches.

(C) Subtype: Duplexes and Triplexes

Duplex and triplex units constitute a common form of residential dwelling in Central Albuquerque throughout the entire period of significance. These dwellings are usually one-story with common interior walls that divide the living units into two or three apartments. Two-story duplex units, with living areas on two floors, are a variation of this type. While Territorial Revival is a common design style, these apartment types were built in a variety of styles reflecting regional and temporal periods.

Kammer describes the two-story double house as a rare building type that is a variation on the duplex. It features a wide, symmetrical façade with double entries. The Arno Apartments, designed in a Hipped Box style, and located in the Huning Highland Addition are an example of this type.

(D) Subtype: Apartment Buildings

Kammer's discussion of apartment buildings (1999) focused on one and two-story residential dwellings that consisted of less than twenty apartment units. Apartment buildings first showed up in

Central Albuquerque just before the First World War to address the continuing needs for housing as the city's population continued to increase. Kammer categorizes three types of apartment buildings.

The apartment block is a two-story structure that could be built parallel to the street on a wide lot with multiple entries to an interior corridor and stairs to the second floor. Another variation was constructed on deep, narrow lots that used a single entry to access a double-loaded corridor that ran perpendicular to the street. Access to the second floor was by an interior staircase. A third type was labeled as a "tenement" on Sanborn fire insurance maps. It was a one-story structure with four or more units, each with its own entry.

The most common apartment building type in Central Albuquerque is the courtyard apartment complex. These are generally one-story structures, although two-story buildings were constructed in the late 1940s when housing shortages were critical. The complex's distinctive feature was, of course, the courtyard, which was situated in the interior space of the building's U or L-shape plan. These buildings were designed in a variety of styles, but most often featured a Spanish-Pueblo Revival, Territorial Revival, or Mediterranean design.

A post-1960 type of apartment building, not described by Kammer, is the apartment tower. The building type features a reinforced concrete and steel frame construction similar to the tall, vertical stack commercial building subtype. The apartment tower can be divided into three forms: low-rise (less than four stories); mid-rise (four to seven stories); and high-rise (eight or more stories). The invention of the elevator, together with modern construction techniques and materials made the increased verticality possible – a development made advantageous in light of increasing land costs in the late 1950s and 1960s. A common feature of the apartment tower was the use of glass curtain walls or large picture windows that flooded the units with light. Other features include: small balconies for each unit, a lobby area on the ground floor just inside the entryway, and common areas on the ground floor for use by its occupants for entertaining guests, parties, etc. On-site parking, sometimes covered by large carports, was an essential feature of the building. Central Albuquerque features two apartment towers – Park Plaza and the Alcalde Apartments – both built in the early 1960s.

Property Type Significance:

Residential dwellings, both single family houses and multi-unit buildings, are an essential component for understanding the growth and development in Central Albuquerque between 1880 and 1970.

Under Criterion A, residential dwellings contribute to the patterns of development that shaped the city's growth as it transformed itself from a small railroad town to a Sunbelt city. Early housing patterns reflected not only the creation of housing neighborhoods around the downtown commercial core – the original townsite – but also the change in housing patterns and styles in older parts of Central Albuquerque, such as Old Town and

Barelas, whose neighborhoods eventually became incorporated into the city limits. As the city's population grew, new housing areas (subdivisions) expanded outward from downtown, a move facilitated by the early streetcar lines and later the automobile. Post-World War II suburbanization – outside the Central Albuquerque boundaries – stunted this growth in most of the older neighborhoods and their subsequent deterioration as people moved out of downtown resulted in the start of an urban renewal policy that had a significant impact on traditional housing patterns into the 1970s.

Multi-unit dwelling types are also significant for their reflection of population pressures on the housing market. Boarding houses and rooming houses are particularly associated with the development of New Town upon the arrival of the railroad and the creation of new job opportunities. Later, following World War II, new population pressures again surfaced and Albuquerque had to respond to the need for mid and high density urban housing as a result of the city's growth.

Residential dwellings may also be eligible under Criterion C as they relate to the location and siting of this property type, and embody a variety of architectural styles and methods of construction that typify the evolution of housing types and styles both nationally and regionally.

Property Type Registration Requirements:

To be eligible for registration in the National Register of Historic Places under this Multiple Property Nomination, residential dwellings must be located within the boundaries of Central Albuquerque and have attained significance between 1880 and 1970, meet one of the four National Register criteria for eligibility, and be evaluated with regard to the seven aspects of integrity.

More specifically, residential dwelling must be sited in their original location and maintain their relationship to the street. They must retain their original character-defining features: building footprint and massing, particularly on the façade; roof shape; materials; fenestration pattern, particularly with regard to window/door size and location; and ornamentation as it applies to the building's particular style.

(4) Institutional Buildings in Central Albuquerque 1880-1970

Description:

Institutional buildings are divided into five subtypes that reflect various government and private institutions that supported the citizens, commercial, and industrial interests in Central Albuquerque.

(A) Subtype: Government Offices

The government office building was used by city, state, and Federal agencies to conduct official business. The buildings were owned by the government (not leased space). Their size and design varied greatly through time as the agencies' work forces grew in number. These office buildings contained offices for administrative, judicial, and law enforcement agencies. The style of these buildings generally coincided with the popular styles of the period; however, more often than not local and state office

buildings dating prior to 1950 were designed in Neoclassical style that conveyed a sense of importance. Federal buildings from this era tended to reflect a more regional design such as Mediterranean styling. Post-1950 buildings tended to reflect the contemporary Modernist design influences.

(B) Subtype: Schools

Some of earliest buildings in Central Albuquerque were built for educational purposes. This included both public schools and private schools, including parochial schools. Their size varied largely on the number of students that were expected to attend. The design of public schools frequently followed a standardized plan to minimize design expenses. These schools were often designed in popular regional styles such as Territorial Revival, Mediterranean or Mission style. Other schools generally used simplified designs of popular styles, such as Neoclassical.

(C) Subtype: Public Libraries

The Albuquerque Public Library system has been traditionally headquartered in Central Albuquerque, with later branches opened up throughout the city. As such it has provided educational support to citizens through several facilities, which, like other institutions, have required new buildings as the city's population has grown. Each new facility has reflected the architectural style most popular at the time of construction.

(D) Subtype: Hospitals and Sanatoriums

The earliest hospital buildings in Central Albuquerque were associated primarily with the care of tuberculosis patients in the early 1900s. These complexes included large main buildings surrounded by small cottage-like structures where recuperating patients stayed for extended periods of time. This type of complex was soon incorporated into larger general hospitals with a large entry lobby, surgical suites, specialized wings for diagnostic treatment, and of course patient wards for both long-term care. There were also special entry doors for emergency care that featured *porte cocheres* for protected access into the building. Prior to 1950, design styles were often quite formalized that not only reflected the style of the period, but also the building's importance. However, after 1950 the building design, most frequently using a Modernist styling, utilized forms that could be easily added onto as the needs of the hospital grew.

(E) Subtype: Religious Buildings

Religious buildings include churches, synagogues, meeting halls, fellowship halls, or other structures used for religious purposes. This building subtype in Central Albuquerque reflected the iconography of the particular denomination that built it. In general, these buildings feature a prominent

central entryway, a nave with seating that faces an altar. Meeting rooms and offices may set off to the sides of the nave. These buildings may or may not have a steeple or bell tower depending on the style of the church's religious affiliation. Some buildings used for religious services were not originally built for that use. They may be significant if an historical association can be established.

Property Type Significance:

Under Criterion A, institutional buildings represent support systems important to the operation, overall health, and general welfare of the city's residents and their location in Central Albuquerque reflects the importance of this part of the greater metropolitan area. The siting and style of these institutional buildings often make architectural and landscape statements about the building's stature within the community. The size and number of buildings in this property type also reflect the growth and development of the city.

Institutional buildings may also be eligible under Criterion C as they relate to the location and siting of this property type, and embody an architectural style and methods of construction that typify the evolution of institutional buildings both nationally and regionally.

Property Type Registration Requirements:

To be eligible for registration in the National Register of Historic Places under this MPDF, institutional buildings must be located within the boundaries of Central Albuquerque and have attained significance in their subtype between 1880 and 1970, meet one of the four National Register criteria for eligibility, and be evaluated with regard to the seven aspects of integrity.

More specifically, institutional buildings must be sited in their original location, and retain their original character-defining features: building footprint and massing, particularly on the façade; roof shape; materials; fenestration pattern, particularly with regard to window/door size and location; and ornamentation as it applies to the building's particular style.

(5) Historic Districts in Central Albuquerque, 1880-1970

Any of the four Associated Property Types described above, Industrial, Commercial, Residential, or Institutional, may be nominated as a Historic District in accordance with *National Register Bulletin, How to Apply the National Register Criteria for Evaluation* (National Park Service).

Description:

A Historic District for any of the four Associated Property Types will contain a significant concentration of buildings, structures, or objects that are united historically or aesthetically by plan or physical development. A Historic District should convey a visual sense of the historic environment or be an arrangement of historically or

functionally related properties. The description of each Property Subtype presented above should guide the identification and integrity of the properties proposed for inclusion in the district.

Significance:

As discussed under each Associated Property Type, the general significance of the Historic District should be derived from its association with the growth and development of Central Albuquerque between 1880 and 1970 under Criterion A. The historic context presented in Section E presents the details of these historic associations for the different property types by chronological era. In addition, some buildings or structures may be significant under Criterion C. The Historic District may include a combination of buildings significant under either or both Criterion.

Registration Requirements:

To be considered eligible for registration, a Historic District must exhibit enough of the characteristics associated with the property type and have been in use during the period of significance. In addition, the district must conform to the following stipulations:

1. All contributing buildings must show a direct relationship to the historic theme and have been built and/or used during the period of significance;
2. For Industrial Historic Districts there should no more than 15% commercial, residential, or institutional property types within the district's boundaries;
3. For Commercial Historic Districts no more than 25% of the buildings within the district's boundaries should be commercial, residential, or institutional property types;
4. For Residential Historic Districts there should be no industrial property types, no more than 5% institutional property types, and no more than 10% commercial property types within the district's boundaries; and
5. For Institutional Historic Districts there should be no industrial property types, no more than 10% commercial property types, and no more than 5% residential property types within the district's boundaries.

SECTION G GEOGRAPHICAL DATA

The geographical boundaries of “Central Albuquerque” are defined as follows:

North: I-40 west from the I-25/I-40 interchange (“the Big I”) to the Rio Grande;

West: East bank of the Rio Grande south from I-40 to Bridge Blvd. (Barelas Bridge);

South: Bridge Blvd. (called Cesar Chavez Blvd. east of the railroad tracks) east from the Barelas Bridge to I-25; and

East: I-25 north to intersection of Coal Ave./Mulberry St., north on Mulberry St. to Roma Ave., east on Roma Ave. to Encino Pl., north on Encino Pl. to Medical Arts Ave., then west to the I-25/I-40 interchange.

SECTION H SUMMARY OF IDENTIFICATION AND EVALUATION METHODS

This multiple property listing for the historic and architectural resources of Central Albuquerque is based on archival research, existing historic resource surveys, and reconnaissance surveys conducted by cultural historian William A. Dodge, Ph.D. during the spring and summer of 2012 under a contract with the Planning Department, City of Albuquerque. The project was funded by a Certified Local Government (CLG) grant from the Historic Preservation Division (HPD), State of New Mexico. Maryellen Hennessy and Edgar Boles of the Planning Department conceived the project, supervised the fieldwork stage, and commented on drafts of the Multiple Property Documentation Form, as well as the accompanying National Register of Historic Places Nomination Form for the AT&SF Freight Office. The final draft of both forms was reviewed by HPD staff, Terry Moody and Shalie Gaspar.

The complexity of the historical theme for this project, i.e., the interrelationship among industrial, commercial, residential, and institutional entities that led to growth and development of Albuquerque during a ninety year time span, meant that a variety of historical sources were consulted in preparing the historic context; however, the author relied primarily on the standard secondary sources for the basic history of the city. This was supplemented by a detailed examination of Sanborn Insurance Maps published during the various decades included in the period of significance, Hudspeth City Directories, and *Albuquerque Progress* magazine. Additional information was found in the extensive historic preservation files located in the City of Albuquerque's Planning Department. Additional archival data were found in files located in the Center for Southwest Research, University of New Mexico.

Albuquerque Progress magazine in particular offered many insights into the history of the more vernacular industrial and commercial buildings, particularly those built following World War II. Existing architectural surveys, such as those conducted by the Albuquerque Landmarks Survey (DeWitt 1978), as well as more recent surveys of downtown properties (e.g., Cherry 2001; Raymond 2006) formed the basis for describing the more well-known historic resources in the downtown area. Additional hours of reconnaissance surveys (using *Albuquerque Progress* photographs as a guide), were undertaken particularly for the 1950s and 60s warehouse and manufacturing buildings located north of Central Ave. in order to better understand the largely undocumented story of industrial development outside the massive AT&SF rail yards south of Central. A second challenge was getting an understanding of the socio-economic-political conditions that affected Central Albuquerque in the 1960s, particularly the role of urban renewal in the destruction of many of the city's historic resources. This is a time period that is only beginning to receive attention by historians and architectural historians, but will be an important topic as future historic preservation initiatives are developed.

As an example of an historic industrial resource in Central Albuquerque that fits this MPDF, the author prepared a National Register nomination form for the AT&SF Freight Office building, located at 314 1st St. SW. Constructed in 1946, the Freight Office represents the expansion of the freight industry in Central Albuquerque following the war and is one of the few remaining AT&SF Depot Complex buildings that features distinctive AT&SF, simplified Mission styling.

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