EXECUTIVE SUMMARY

The City of Flagstaff (City) commissioned this historic context in 2014 for the La Plaza Vieja neighborhood, in Flagstaff, Coconino County, Arizona. This historic context was developed to provide the beginnings of an analytical framework by identifying important historic themes of the neighborhood within time and space. By understanding what geographical, temporal, and historical aspects shaped the physical environment of La Plaza Vieja, we can begin to identify the essential elements critical to the historic integrity of the neighborhood.

Using the Areas of Significance established by the National Register, four themes (or areas) of historic significance were identified for La Plaza Vieja: Community Planning and Development, Industry, Ethnic Heritage, and Architecture. This historic context further defined important property types associated with these important historic themes. A property type is the link by which the history of the neighborhood is connected to its built environment. An identified property types was considered important if it correlated with the relevant historic themes present through the development of La Plaza Vieja. Additionally, this study utilized existing literature to aid in determining the historic character-defining elements those property types must possess to be considered significant representations of type and context (including geographical and temporal context). For La Plaza Vieja, the property types that represent the Areas of Significance during the Period of Significance (1901–1954) are the national/vernacular cottage, the Craftsman bungalow, and the minimal traditional type.

This historic context is intended to be a working document and has been submitted to the City as a draft report that can be updated by later research. It is meant to serve as a living framework that will be edited, revised, and updated to best meet the needs of the residents, the future of the neighborhood, and the planning objectives of the City of Flagstaff.
INTRODUCTION

Flagstaff is a community that was built by the railroad, the sawmill and timber manufacturing, and the livestock industry. The neighborhoods that grew because of these factors form the foundation of the Flagstaff community. They convey historic patterns through the alignment of streets, placement, and style of buildings, and the overall development of the landscapes that make up the historic environment. The only neighborhood divided physically by the historic Atlantic & Pacific (then Atchison, Topeka & Santa Fe; today BNSF) railroad—the east/west transcontinental railway that traverses the historic 35th Parallel Route through northern Arizona—La Plaza Vieja (or “The Old Town”) evolved from the original settlement of Flagstaff. The neighborhood’s history began as an early commercial center of tents and log cabins of the early pioneers who supplied the railroad construction crews. The growth and development of the La Plaza Vieja neighborhood is represented in its layout and composition of buildings, reflecting its evolution from an early, bustling commercial center to an ethnically diverse working class neighborhood supporting Flagstaff’s critical industries.

Located today in what is west-central Flagstaff, La Plaza Vieja is west of the downtown commercial district and northwest of Northern Arizona University. It is roughly bounded by Milton Road to the east, the commercial businesses that line U.S. Route 66 to the south, West Chateau Drive to the west, and the alley that parallels West Coconino Avenue and West Grand Canyon Avenue to the north (Figure 1). La Plaza Vieja represents what was the initial settlement of Flagstaff at the base of Mars Hill. Today, it is laid out primarily in two different grids, the first encompassing a portion of the original Flagstaff Townsite that organically aligned to the railroad right-of-way. The second includes the later Riordan Addition that, unlike the Townsite, had been intentionally oriented to the section lines of the Public Land Survey System (Section 21). The neighborhood also contains a small part of the Normal School Addition, represented roughly by the area around the intersection of South Park Street and West Tombstone Avenue, oriented in a way that allowed the lots to face either an east or west direction.

La Plaza Vieja is a community that grew physically around the railroad. When a disastrous fire purportedly started at a dance hall nearly destroyed the initial settlement in 1884, local entrepreneurs reestablish their businesses in the newly emerging commercial center of New Town. This left the Old Town settlement to renew itself as a residential community that would become home to many of Flagstaff’s working middle class beginning in 1901. With its proximity to the railroad and lumber mill, the neighborhood’s evolution was inextricably linked with the industrial growth of Flagstaff. Representing a rich Hispanic and Basque heritage, the residents of La Plaza Vieja labored for the sheep growing industry and the local lumber and timber trade, until the closure of the nearby sawmill in 1954.

Figure 1: La Plaza Vieja Neighborhood Boundaries
La Plaza Vieja is surrounded by six National Register Historic Districts (Figure 2): Lowell Observatory, Northern Arizona Normal School, North End Residential, Railroad Addition, Flagstaff Southside and Flagstaff Townsite. La Plaza Vieja has historical importance that is contemporary to several of these districts but is unique because of its relationship to the development of industry in Flagstaff and the migration and settlement of working class Hispanic and Basque families.

Before Settlement, c. 10,000 BCE–1879

Human occupation of the Flagstaff area has persisted on and off for thousands of years. Archaeological remains such as artifact scatters and isolates, and larger sites like the village of Elden Pueblo, the cliff dwellings of Walnut Canyon, and the stacked sandstone habitations of Wupatki, reveal that cultural groups have been utilizing the area for millennia. The earliest inhabitants were Paleoindians, nomadic hunters who followed big-game species 12,000 to 8,000 years ago, as evidenced from the isolated projectile points that may still be found in the region. The Flagstaff area was also occupied by Archaic cultures, who hunted smaller game animals and exploited a variety of economically important wild plants (Huckell 1996).

In the seventh and eighth centuries, the Sinagua would settle in the region and mark the transition from a hunting-gathering economy to one based on agriculture, sedentary habitations, and the production of pottery. The Sinagua became the dominant human occupants of the Flagstaff area until the region was abandoned in the early fifteenth century. After the prehistoric abandonment of the Flagstaff area, the next century marked a time of cultural change and social reorganization. With the end of prehistoric occupation, groups began to coalesce into mixed populations alongside Athabaskan groups, such as the Navajo and Apache. Despite the drastic drop in population, some areas in the region maintained cultural occupations throughout this time as European exploration began and the antecedents of modern-day Native American tribes emerged.

Arizona also served as a corridor for Spanish explorers through New Mexico as well as a conduit for the creation of the first overland route to California (Campa 1979). The first Spanish exploration in the area was in 1539, when Fray Marcos de Niza and Estevan the Moor traveled into northern Arizona to investigate stories of the great riches, legends of gold that enticed Francisco Vázquez de Coronado who would soon follow. A half century later, Don Juan de Oñate y Salazar was selected to lead an expedition to find valuable mineral deposits and potential settlement areas in the lands north of Mexico. Born to Spanish-Basque colonists, Oñate began his journey at the beginning of 1598, soon claiming all of modern-day New Mexico for Spain (Campa 1979). From his new capital of San Gabriel, Oñate set out himself to explore the pueblos of Zuni and Hopi, sending a second party further west to the Flagstaff area as part of his ultimately unsuccessful quest to find silver in northern Arizona.

In 1848, the U.S. government acquired the areas to the north of the Gila River in present-day Arizona from Mexico as a result of the Treaty of Guadalupe Hidalgo. The Gadsden Purchase 20 years later would bring the lands to the south of the river into the U.S. The acquisition of what is today the state of Arizona sparked renewed interest in exploration of the Southwest by the U.S. government when in 1851, Captain Lorenzo Sitgreaves was sent to establish a westward travel corridor from the Zuni River to the Colorado River. Sitgreaves party was the first official expedition to come through the San Francisco Peaks area (Cline 1976). Later known as the 35th Parallel Route, Sitgreaves traveled along the Little Colorado River and north of the San Francisco Peaks led by Antoine Leroux (Sitgreaves 1853).

A mountain man from Taos, Leroux was the first American on record to have extensively explored the vicinity of Flagstaff both on his own and as a guide to several of the major government expeditions to travel the 35th Parallel Route. In 1853, he guided Lieutenant Amiel Weeks Whipple around the San
Francisco Peaks within a short distance of the future site of Flagstaff. Whipple was examining the feasibility of the route for a transcontinental railroad (Sheridan 2012). Traveling through the San Francisco Peaks on at least four separate occasions, Lieutenant Edward Fitzgerald Beale was commissioned to survey the 35th Parallel Route, specifically for a wagon road. He surveyed his route from late summer of 1857 through the winter of 1858 (Beale 1858). Once the construction of the wagon road was complete in 1859, the 35th Parallel Route became known as the Beale Camel Trail (Beale Wagon Road, today), as Beale famously used camels as beasts of burden for the survey and construction of this important wagon road (Beale 1858; Cline 1976).

In 1863, the Arizona Territory was organized and Prescott was designated the territorial capital in 1864. Coincidentally, gold was discovered in and around the area around this same time. As a result, a cutoff road from the Beale Wagon Road was constructed, allowing easier access to the new territorial capital and its mines from this important cross-country travel route. This cutoff road was known as the Overland Road, stretching for approximately 85 miles from Flagstaff to Prescott. The road was in use primarily from 1863 until 1882, when the railroad came through the region. The intersection of the Beale Wagon Road and Overland Road was located near the sports field behind what is today Mount Elden Middle School at the intersection of Cedar Avenue and North Fourth Street. It then turns southwest, passing north of the U.S. Geological Survey Flagstaff campus, through the Flagstaff Medical Center complex and Flagstaff High School campus, and along the western end of the Flagstaff Townsite at foot of Mars Hills before passing directly by Antelope Spring (Old Town Spring), in Old Town Park (Bureau of Land Management [BLM] 1879).

By the late 1860s and early 1870s, hundreds of men were scouting and hunting around the springs and open parks of the San Francisco Peaks. The Beale Wagon Road was regularly in use at this time, bringing explorers, prospectors, and freight from the Rio Grande through northern Arizona to the Colorado River (Cline 1976). By May 1876 Thomas F. McMillan, Flagstaff’s first settler, had established what was later known as Clark’s Ranch in the area of Flagstaff High School today. A short time later, two groups from Boston, Massachusetts arrived and attempted to settle. The first Boston group failed to do so, having set up at Leroux Spring (north of Fort Valley). Arriving in spring, the group found farming conditions difficult and the lack mineral resources (namely silver) disappoint; the group would abandon its efforts by summer. The second Boston group traveled south into Antelope Valley and camped at McMillan’s ranch on the way to Prescott. The Bostonians found themselves in this vast open park (where Flagstaff would soon develop) on July 4, 1876, the nation’s centennial birthday. In observance of this celebratory occasion, the group trimmed a pine tree of its branches and raised upon this flagstaff (Cline 1994). The event appeared to have been significant at the time as the area of McMillan’s ranch was known as “Flagstaff” by at least 1878, when Jonathan L. Harris surveyed the area for the General Land Office (GLO) and placed the name on the map (BLM 1879).

COMMUNITY PLANNING AND DEVELOPMENT

Flagstaff’s Initial Settlement, 1880–1901

On July 27, 1866, Congress incorporated the Atlantic and Pacific Railroad Company and tasked the new enterprise with building a railroad along the 35th Parallel Route (also the Beale Wagon Road) from Missouri to the Colorado River. The development and construction of this railroad would take place across northern Arizona between 1878 and 1883. As part of the railroad’s charter, the company was granted a 200-foot-wide right-of-way along with 20 odd-numbered sections for each mile of track on either side of the right-of-way in New Mexico and Arizona (Janus Associates, Inc. [Janus] 1989).
General William Jackson Palmer was placed in charge of extending the tracks westward along the 35th Parallel Route, and his survey through northern Arizona would become the route along which the Atlantic and Pacific Railroad Company (A&P) would build their line (Cline 1976). Despite its land wealth, the A&P suffered financially and after constructing 361 miles of track, the company fell into bankruptcy and then came under control of two other railroad enterprises: the St. Louis and San Francisco (Frisco) Railroad and the Atchison, Topeka, and Santa Fe Railway (AT&SF or Santa Fe) (Janus 1989; Sheridan 2012). These two railroad companies would gain the ailing company’s interests and use A&P’s charter (and name until 1897\(^1\)) to finish the railroad lines between Albuquerque and Needles, California (Janus Associates 1989).

By 1880, railroad surveyors had established a camp at Antelope Spring, at the base of Mars Hill west of modern-day downtown, in anticipation of the chartered railroad making its way into Arizona. The rail lines would cross Antelope Park and just south of Antelope Spring. At this time, there was still a flow of travelers and freighting along the Beale Wagon Road. The decennial census for 1880 records 67 persons and 27 households counted in the San Francisco Peaks area (Cline 1976). It was in this year that Yavapai County also established a voting precinct at “Flag Staff,” demonstrating that the areas of Antelope Park and Antelope Spring were associated with the name.

The A&P Western Division headquartered in Albuquerque was set to construct the railroad through Flagstaff. Antelope Spring made the perfect place to set up camp, as the crews constructing the railroad settled where they would be close to both water and their job on the railroad line. Additionally, the railroad itself needed substantial amounts of water for its operations. In response to these preparation activities, Patrick B. (P.B.) Brannen and his nephew Peter J. (P.J.) Brannen saw opportunity in the railroad camp and chose a site near Antelope Spring for a general merchandise store located along what is today West Coconino Avenue. Built sometime between the winter months of 1880 and early spring 1881, the Prescott-based Brannen and Company store was housed initially in a tent in order to quickly set up and provide supplies to clientele. The franchise would soon be established within a sturdy log cabin a few months later (Cline 1976, 1994; Hochderffer 1965; Tinker 1969). This was the first establishment near Antelope Spring and it was in this log cabin/tent-store that “Flagstaff” would be selected as the name of the new post office and settlement in February 1881 by a vote of prominent local businessmen.

In turn, several more business establishments (saloons were a particularly popular enterprise) were constructed ahead of the railroad. Edgar Whipple, who had come in 1880, was the first to open up a restaurant and saloon in a tent near the spring and Frank and Anna Beal were the operators of Flagstaff’s first hotel, the Pioneer (Cline 1976). Flagstaff, boasting at least 100 houses by the time the railroad line reached the area on August 1, 1882, had prospered with the coming of the railroad as residents had primarily worked to supply materials to the rail lines, or had provided goods and services to the

\(^1\) The Frisco and AT&SF agreed to jointly control the A&P through northern Arizona resulting from the 1879 Tripartite Agreement; however, the railroad was known as the A&P from 1866–1897. By this time, the AT&SF was operating the line as the Santa Fe Pacific railroad, after acquiring full ownership of the A&P. The railroad would operate under the Santa Fe Pacific name for only a few years and by 1902, the railroad became AT&SF (or simply “the Santa Fe”) (Janus 1989). It would operate until 1996, when the Burlington North and Santa Fe (today the BNSF Railway) merged the longstanding railroad holding, forming what is now the second-largest railroad in the country.
The railroad company itself had lacked the desire in developing a town at Antelope Spring. It had never intended to establish an official railroad townsite as it had already identified its division towns of Winslow and Seligman as primary centers for its operations in northern Arizona. This did not stop the lively community centered at the base of Mars Hill. The Flagstaff area was perfectly fine developing on its own, independent of the railroad (Paradis 2003).

The original settlement of Flagstaff was initially clustered around Antelope Spring. Often referred to as Antelope Park, the camp quickly became a thriving, bustling community growing rapidly during its pre-railroad heyday (Cline 1976; Tinker 1969). During the week, the population was an estimated 200 people, doubling in number on the weekends as people came to enjoy the saloons, dance halls, and gambling. There were 20 wood-frame buildings and at least as many tents by late fall 1881 near Antelope Spring. The frame establishments faced southeast and abutted the north side of railroad right-of-way and the street on which these buildings were situated, today West Coconino Avenue, was a rough dirt road that intersected the Overland Road near the spring (Cline 1976).

The bustling community received a tremendous boost with the arrival of the railhead. Within a period of weeks after the railroad reached Flagstaff in August 1882, there were a total of 18 saloons and several other general businesses (Cline 1976). Despite little direct involvement on behalf of the A&P, decisions made by the railroad did influence the direct development of Flagstaff, thereby leading to the decline of the commercial district along Coconino Avenue in Old Town. Due to the rather steep slope around Antelope Spring, the railroad depot was placed one half-mile east in the southwest quarter of Section 15 on land owned by the railroad as part of its charter. This resulted in the emergence of a second settlement around the depot. In 1883, P.J. Brannen again had the foresight to build a commercial building where none had previously existed. This time, instead of his tent-cabin combination, Brannen constructed this building of cut stone opposite the railroad depot, which at the time was modestly comprised of two railroad boxcars.
Flagstaff Townsite

Other Flagstaff entrepreneurs soon followed Brannen (Tinker 1969). Streets for this “New Town” were laid out in a grid pattern parallel to the railroad right-of-way. The orientation of “New Town” was much like the “Old Town” settlement near Antelope Spring (thence called Old Town Spring). Between 1883 and 1884, New Town and the original community of Old Town (also called the East End and West End, respectively) existed as independent towns. In early 1884, Old Town experienced a building boom that included a large brewery called the Flagstaff Brewery that would operate until 1892 (Cline 1976, 1994). After a devastating fire wiped out the original commercial row nearly consumed the entirety of Old Town on July 22, 1884, New Town became the permanent commercial center of Flagstaff. No attempt was made to rebuild any of the buildings in Old Town that had been destroyed in the fire, and the community was largely abandoned as far as business activities were concerned (Cline 1976; Hochderffer 1965; Tinker 1969).

With its transcontinental significance, Flagstaff was set up to serve a critical role in many local industries. Another devastating fire that consumed nearly all of New Town on February 14, 1886, but unlike the 1884 fire in New Town, Flagstaff’s residents and business owners were determined to rebuild (Hochderffer 1965). Fire again devastated Old Town on May 11, 1887 while New Town was rebuilding (Cline 1976). When George Hochderffer came to Flagstaff for the first time on June 7, 1887, he noted that Old Town had at that time only two frame houses and less than a dozen log establishments compared to what it had been just a few years earlier due to the fire.

By the winter of 1887, the commercial center around the depot in New Town had been reestablished, with many residential homes north of what is today Cherry Avenue. Up to this point, no one had focused on establishing anything permanent in terms of building construction. The community had been largely been comprised of short-term residents and temporary travelers who had come and gone with the construction of the railroad, or those who had moved on to new places to pursue more lucrative business opportunities (Hochderffer 1965). This changed in the late 1880s and early 1890s as stone was used more and more in local construction. Despite the setbacks caused by what seemed to be an endless number of local fires, Flagstaff remained a fast-growing settlement and, much like other towns in the Arizona Territory like Holbrook and Winslow. It was a town focused on the railroad as it fostered new industries and expanded existing commercial enterprises in the region.

Coinciding with this continued push to develop and grow, the Flagstaff residents set to work obtaining a townsite patent and incorporation as a town. It was a complex process primarily due to the checkerboard pattern of land ownership, as 20 odd-numbered sections of land for every mile along the tracks were controlled by the railroad company (Kupel 2003). Old Town was within Section 16, and was available for a patent; however, Sections 15 (with the depot) and 21 belonged to the railroad. The townsite survey identified the layout of blocks, lots, streets, and alleys, as well as public areas like parks and open spaces. Flagstaff’s townsite patent, establishing an irregular grid of 92 blocks oriented to the alignment of the rail line, was granted by the U.S. Government in January 1889 and recorded one year later in January 24, 1890 (Coconino County Recorder 1890). Approximately one year after the townsite patent, Coconino County was created from Yavapai County on February 21, 1891. Flagstaff was later incorporated as a town on May 26, 1894 (Cline 1967; Hochderffer 1965).

With Flagstaff established as the seat of the newly formed Coconino County, the town was poised for growth. By the time the AT&SF acquired full interest in the A&P in 1897 and moved the Western Division headquarters from Albuquerque to nearby Winslow, the Flagstaff community had developed substantially. Old Town was located in the original Townsite and had a valuable and precious resource in Old Town Spring. Old Town would evolve from its short-lived beginnings as an early commercial center virtually wiped out by fire to a thriving residential neighborhood home to a substantial portion of
Flagstaff’s Hispanic population, most who had traveled to the town from New Mexico seeking a new life in the lumber and livestock industries. The southern portions of the Flagstaff Townsite (Old Town) within the La Plaza Vieja neighborhood maintain the original layout, through which the railroad has operated since 1882. The northern portion of neighborhood (north of the railroad) is centered along West Coconino Avenue and West Lower Coconino Avenue. South of the railroad, the triangular area of the Old Town grid maintains its orientation to the right-of-way, bounded by the railroad to the north and west, and West Clay Avenue to the south.

Historically, the northern portion of Milton Road connected with Phoenix Avenue, what is today Mikes Pike. By 1925, the segment of Sitgreaves Street (between the AT&SF and Central Arizona Railway right-of-ways) was used to reroute Milton Road in order to connect with Railroad Avenue. This new route provided unimpeded passage under the railroad tracks via tunnel west of the wye, where historically the Central Arizona Railway cut off from the A&P south of the intersection at Humphreys and Railroad Avenues (see Figure 3; Arizona Historical Society 1919–1925). While this would have relieved traffic on Beaver and San Francisco Streets, it also cut off a small residential portion of the La Plaza Vieja neighborhood on the modern-day east side of Milton Road and south of Phoenix Avenue (Sanborn Map Company 1916a). With the increase in population growth and the number of visitors to Flagstaff (and resultant traffic), the residential character of former part of Old Town soon faded, and it eventually became the commercial corridor it is today (Sanborn Map Company 1916b). With the that defines the western boundary of the neighborhood.

**OLD TOWN SPRING AND FLAGSTAFF’S WATER SUPPLY**

When the A&P construction crews arrived in 1880, they settled in the area of Old Town because of the ease of access to Antelope Spring and to the coming railroad right-of-way, making this an ideal location for workmen. As early merchants, such as P.J. Brannen, Ed Whipple, and Frank Beal, established their businesses around the spring to cater to the crews, Antelope Spring played a key role in the initial settlement of Flagstaff. In addition to serving as a critical source of water for the railroad, it also provided the majority of the town’s water supply over many years, and as a result, the development of Flagstaff’s water supply would have a close relationship to the railroad (Hochderffer 196; Kupel 2003).

After establishing the railroad depot south in 1883, Antelope Spring became known as Old Town Spring and was the only source of water for the early community (Kupel 2003). As its population grew, early Flagstaff needed to acquire new sources of water as disputes and violence began to erupt due to demand. For example, in 1885 a resident by the name of J.W. “Old Man” Rumsey decided to take matters into his own hands. Rumsey, who had built his cabin near Old Town Spring, went to extreme measures to ensure his family would have an adequate water supply when he fenced off the spring and attempted to claim it as his own (Cline 1976; Hochderffer 1965).

In order to address the future of Flagstaff’s stressed water supply, the community turned to well-known Leroux Spring. The spring had been a critical water source for the expeditions of Sitgreaves, Whipple, and Beale, as well as the first Boston Party and other early settlers prior to the settlement of the Flagstaff area. Early entrepreneurs like Charles Veit and Frank Cavanaugh saw business opportunity and transported water from Leroux Spring in barrels to deliver to residents for a fee. Others like Jack Smith and Frank Hart soon followed suit with water delivery from their own springs located in what is today the Inner Basin (Kupel 2003). The A&P was involved as well; railroad workers continually pumped water for steam engine boilers into tank cars from company-owned springs. In May of 1886, the A&P attempted to streamline its water acquisition process by building a pipeline from Old town Spring to its water tank located next to the depot in New Town. The railroad company would later build a similar pipeline to the tank from Rogers Lake in 1886 (Kupel 2003).
The railroad’s involvement in providing water to its own enterprises did not prohibit private ventures from participating in Flagstaff’s now lucrative water business. In fact, the railroad’s economical approach to ensuring its own water supplied how water was much more easily transferred through a pipeline rather than relying on manual hauling and delivery. The railroad continued to develop an additional pipeline in the summer of 1888 from a company-owned spring eight miles south of town, maintaining Flagstaff’s reliance on the railroad for its water (Kupel 2003).

Eventually, interests in the water supply business would shift from individual businessmen to larger corporate entities that would better facilitate the transitioning of Flagstaff from small, rural community to a settled municipality by the end of the century. By 1897, the residents of Flagstaff were complaining of poor service and severe price inflation. Similar to other areas of the state, this dissatisfaction eventually led to the responsibility of supplying and maintaining water for public consumption being placed on the municipality (Kupel 2003).

Old Town Spring was a critical factor in the initial settlement of Flagstaff that continued to maintain the community and the railroad for years after the first railroad construction crews camped at the base of Mars Hill. The spring was so important that early residents had planned to preserve it within a park once the townsite was platted and recorded in 1890; however, this did not occur for almost a century, when Old Town Park was established in 1986 (Cline 1994). Today the spring is in the park located between West Coconino Avenue and West Lower Coconino Avenue in the La Plaza Vieja neighborhood just north of the BNSF right-of-way, and is maintained by the City of Flagstaff (see Figure 3).

**Early Development of La Plaza Vieja, 1901—1954**

**The Normal School Addition**

In 1914, George Babbitt laid out 22 blocks for a new addition to the Flagstaff Townsite. Babbitt was a long-time resident and local businessman who, along with four brothers, started Babbitt Brothers Trading Company and had later expanded into the cattle ranching business (Cline 1994). Having joined the Northern Arizona Normal School Board of Directors in 1912, Babbitt obtained the title to the land in the southern part of the Railroad Addition from the AT&SF railroad company in 1915. He expedited the sale of the lots, resulting in the rapid development of residences and rental cottages. Babbitt then decided to re-plat the subdivision in order to reorient the lots to have all lot fronts face an east or west direction. He recorded this re-plat on January 4, 1916. Coincidentally, with the subsequent growth in attendance at the Normal School in the months following Babbitt’s reorientation of his addition, there was a marked demand for new housing for both faculty and students. As a direct result from the school’s housing needs, there were many modest bungalow residences built in the Normal School Addition. The northwest corner of the Normal School Addition is physically separated from the rest of the subdivision by the former alignment of the Central Arizona Railway right-of-way, which is today Milton Road. This northwest corner is within the La Plaza Vieja neighborhood (see Figure 3).

**The Riordan Addition**

As the site of the first major sawmill operation that drove that perpetuated the growth of local economy and job sector in Flagstaff, the Riordan Addition is inextricably linked with the lumber industry in Flagstaff. In 1881, an industrialist named Edward E. Ayer from Chicago selected the site for a sawmill on the site of what is today the Days Inn on West Route 66 and the manufactured home community along West Kaibab Lane (see Figure 3). He built his sawmill with machinery and other equipment that arrived by wagon train via the Beale Wagon Road and Overland Road. The railroad company at the time had
anticipated it would take six months to finish the bridge over Canyon Diablo and Ayer had decided to ship the necessary materials by wagon rather than wait to do so by rail (Cline 1976).

Ayer’s tenacity ushered in the advent of lumbering in Flagstaff even before the arrival of the railroad. In 1880, the Ayer Lumber Company had secured a contract to cut and supply railroad ties and other wood materials to the A&P for the construction of its lines. On average, 3,000 to 3,400 ties were required per mile of track (Stein 2006). Ayer was contracted to harvest timber on A&P land under an oral agreement with the railroad, and he saw not only the opportunity to benefit not only by his contract for ties, but also by using the railroad as a way to transport lumber across the county (Glover 1990; Stein 2006). The sawmill was in full operation by August 19, 1882, just over two weeks after the arrival of the railhead (Cline 1976; Stein 2006). With the establishment of the railroad depot in 1883, there were three towns in the Flagstaff area. In addition to the familiar Old Town and New Town, there was a third town, Mill Town (Milltown), which was situated around the Ayer mill approximately a half-mile south of Old Town. Milltown was a true company town, owned entirely by the Ayer Lumber Company that served as employer, landlord, banker, and governing entity. Milltown (later shortened to “Milton,” a name reflected today by the street that served as the Central Arizona Railway right-of-way [see Figure 3]) had its own company regulations within its boundaries, the most notable being perhaps the prohibition of sale of hard alcohol.

After contracting to buy additional timber supply on 161 sections on railroad-controlled land around the Flagstaff area, Ayer sold his company to his former operations manager, Denis M. (Matt) Riordan in 1886. He and his brothers, Michael J. and Timothy A. who would soon join Matt in Flagstaff, purchased the sawmill and rights to the 161 sections of timber (Glover 1990). The newly formed Arizona Lumber Company was struck by misfortune on its first day of operation in July 1887 as the original Ayer sawmill was lost to a fire. The expedited reconstruction of the mill demonstrated the Riordans had the steadfast perseverance needed to run what would become one of the most progressive and successful lumber companies in the Southwest in the 1890s. Once rebuilt, the brothers continued to operate the sawmill and manage the employee community of Milton. By 1887, the Flagstaff area was home to approximately 1,000 people, including those living in Milton (Cline 1976).

The Arizona Lumber and Timber Company (AL&T) would operate its main mill in Flagstaff at the location of the original Ayer mill over the next 50 years. The mill was again destroyed by fire in 1898, but was rebuilt quickly. Milton continued to grow with the construction of several wood-frame houses, with maintained streets and sidewalks, and other services (Cline 1976). From the early 1880s until 1920, Milton was a separate community until the Riordans platted and recorded the 100-acre Riordan Addition, annexing it to the Town of Flagstaff on June 14, 1920 (Coconino County Recorder 1920). It was not until the incorporation of the addition into the town limits that the residents of Milton received the benefit of their paid property taxes in the form of police and fire protection services, and voting rights (Cline 1994).

THE ARIZONA CENTRAL RAILWAY

By the time the Riordan brothers purchased Ayer’s mill operation in 1886, they had also acquired the Arizona Mineral Belt Railroad, reorganizing it as the Central Arizona Railway (Glover 1990). The railroad, running between Flagstaff and Mormon Lake, was intended to extend to the south to connect northern Arizona with the mines in Globe; however, finances were proving scarce in order to finish the line (Tinker 1969; Stein 2006). Matt Riordan had recognized the value of the railroad during his years with the Ayer Lumber Company, seeing it as a means not only to haul lumber from the areas around Mormon Lake to which Ayer’s timber rights had applied, but it could also haul lumber to market if the line was completed to Globe (Stein 2006).
In 1890, the Riordans reorganized the Arizona Lumber Company as the AL&T, and began operation of a mill in Clark’s Valley. The Central Arizona Railway allowed the AL&T to haul timber from this area to the main mill in Flagstaff. In 1900, the Riordans built a dam in order to form a lake to provide a recreation spot for local residents. Named Lake Mary after Timothy’s oldest daughter, the lake would later become an important water source for Flagstaff (Cline 1976). The Central Arizona Railway was never completed to southern Arizona as planned, but the line still gave the Riordans an edge over their competitors in local and regional markets. A small number of spur lines would soon be constructed, radiating out from the mainline of the Central Arizona Railway south of Clark Valley (Stein 2006).

With the utilization of their railroad mainline and spur network, the AL&T developed the first logging railroad, a concept that would soon revolutionize the timber industry and maintain it for the next several decades. The Riordans would have the privilege of possessing the only engineered logging railroad with the former Arizona Mineral Belt Railroad (Stein 2006). The original alignment Central Arizona Railway, which operated from 1889 to 1937 in the form of numerous main lines and spurs throughout the Flagstaff area, is still evident today captured in the street layout of modern-day Mikes Pike Street and Milton Road. The switch that diverted railroad cars to the mill south of Old Town is also visible. This spur came off the main line that once ran along Milton Road, south of Clay Avenue. It can be seen as a berm that runs south of the Flagstaff Armory parking lot where it meets the Clay Avenue Wash, which turns west and crosses under South Malpais Lane. The wash continues to trace the original railroad alignment; tracking through McCracken Plaza via East McCracken Street and the northern portion of the Arrowhead Village mobile home park in La Plaza Vieja (see Figure 3).

THE FLAGSTAFF ARMORY

After World War I, public support for the armed services grew and reached a peak during the 1920s. Early in 1920, communities in Arizona desired to create a regiment. Flagstaff was the first to organize an artillery battery in the state, with 40 volunteers in a matter of a few weeks (Cline 1994). The “Battery A” was faced with needing an armory for storage purposes. With approximately $50,000 raised from state funds, additional donations were made by M.I. Powers, Thomas E. Pollock, Charles J. Babbitt, as well as Timothy and Michael Riordan. Dr. R O. Raymond, a local doctor and philanthropist, donated the large site located at 503 West Clay Avenue (Cline 1994; Drickamer and Runge 2011).

Within only six months, the Battery A Field Artillery of the Arizona National Guard stood prominently on the corner of Clay Avenue and Milton Road. The 75 × 200-foot building, with its 20-foot walls, was designed by one of Arizona’s leading architectural firms, Lescher and Mahoney, and built by local contractors J.C. Grim and Ole Solberg constructed entirely of concrete (Cline 1994; Woodward Architectural Group 1993). Dedicated in 1921, the Armory is a unique local example of a stylized Second Renaissance Revival design demonstrating the development of cast-in-concrete technology. Common high-style design elements from the Second Renaissance Revival, such as projecting cornices and story differentiation/emphasis are absent. Certain characteristics of the style are drawn upon; however, illustrated as local adaptations present in the large arched, first-floor entrance with formed concrete quoins and door surrounds (McAlester 2013).

INDUSTRY

La Plaza Vieja and the Lumber Trade, 1882–1954

Since the 1880s, logging and lumbering has been a primary industry in the region, with the earliest logging activities focused on local needs. The Ayer’s mill, which cost $150,000 to build and employed between 150 to 250 people in its early operating days, was capable of processing 100,000 board-feet per
day (Stein 2006). By June 1887, the Ayer’s sawmill of Milltown was under new ownership, Matt, Tim, and Michael Riordan and employed approximately 300 to 400 men. The Riordans finished railroad switch to the sawmill, thereby connecting their newly formed Arizona Lumber Company to the main railroad (Hochderffer 1965). The mill whistle, signaling workdays, the noon break, and the outbreak of local fires, would become a familiar and reliable sound in Old Town and later, La Plaza Vieja.

The Arizona Lumber and Timber Company (1890–1954)

The Riordans purchased Ayer’s interests in 1886, as Ayer left to focus on other endeavors more important than his successful Flagstaff mill enterprise. Matt Riordan would act as general manager and principal stockholder, while Timothy Riordan served as superintendent. By late 1889, the brothers had negotiated 25-year contracts for virtually all of the A&P-owned timber (868 sections) and two cattle companies (238 sections) (Sheridan 2012; Stein 2006). The following year, the AL&T had three satellite mills in addition to their main operation in Flagstaff. The locations of these smaller operations remain largely unknown. In the meantime, the logging railroad system was a constantly changing and adapting web of tracks and spurs. Often, temporary lines would be laid down in order to clear out a particular area and would be completely removed within months of installation (Stein 2006).

In October 1897, the Riordans acquired the Greenlaw Lumber Company, owned by brothers Charles A. and Eben F. Greenlaw, both former Ayer Lumber Company employees in the early 1880s. The Greenlaw mill was located in the small community of Cliffs, where the Flagstaff Mall stands today. The location of this mill enabled the AL&T to access areas north and south of the mill via additional logging railroad lines in new areas around Flagstaff. The mill operated until it was dismantled in 1925 (Stein 2006).

On August 23, 1898, Matt Riordan resigned and his brother Timothy took his place at the helm of the AL&T. Timothy Riordan would serve until June 1933. During the mid-1920s, the lumber industry had experienced a recession from which some companies, like Cady Lumber Company (formerly the Flagstaff Lumber Company) that ceased operations permanently by October 1927, never recovered. Those that survived were hit yet again when the demand for lumber tanked in the 1930s due to the financial slump of the Depression. Conditions declined further with the shutdown of local mining operations such as the United Verde Copper Company in Jerome. These mines were big customers of the Flagstaff mills, buying large quantities of support timbers and other lumber products. Michael Riordan had passed away in 1930, leaving Timothy Riordan to operate the company. As a result of the deteriorating market, the remaining Riordan was forced to cut milling operations to two or three days a week. This drastically reduced his workforce and significantly scaled back the AL&T’s operations.
From 1929 to 1933, the AL&T mill operated sporadically. The mill closed entirely for a year between 1930 and 1931, after which it reopened on a part-time basis. In 1933, Timothy Riordan decided to pursue other interests and sold the AL&T to Joseph C. Dolan, who had managed the Flagstaff Lumber Company from 1917 until the mid-1920s. The mill continued operations through the mid-1930s. Dolan took advantage of this down time, using it to repair the company’s railroad network and extend the line into new areas (Vance 1992). By the spring of 1937, Dolan had brought the AL&T back to full operation (Vance 1992).

After seven years at the helm, Dolan offered to lease the entire AL&T operations, including the sawmill, planning mill, and lumberyard in November 1940. The lumber recession of the mid-1920s, the fallout from the Depression in the 1930s, and the depletion of good timber throughout the Flagstaff area had taken its toll on the owner of the AL&T. With the advent of motorized trucking, spur logging (using railroad spurs to collect timber) was beginning to fall out of favor and Dolan believed that to make pace with the changing logging operations would require more effort than it was worth (Stein 2006; Vance 1992). On March 1, 1941, the Saginaw and Manistee Lumber Company based in Williams leased the AL&T mill for an agreed term of 15 years, with the option to buy at the end of the lease (Vance 1992). World War II greatly affected the struggling logging industry in Flagstaff. Basic industrial parts and materials, such as copper and rubber, became difficult to acquire for operation and maintenance of the mill and the railroad network. The AL&T, along with other logging companies contributed to the war effort by selling machinery and rail for scrap. The war also affected the labor force as men were reporting to for the war effort. The labor shortages of the summer of 1942 particularly hit the Flagstaff area hard as the number of available workers fell at a rapid rate. The lumber companies continued to do their part in supporting the war, with a large percentage of production diverted directly to the U.S. Government (Vance 1992). By the end of the war, the only logging railroad still in use in the Flagstaff area was the AL&T’s Allan Lake line. Ushering in the official end to spur logging, the Allan Lake line ceased operations completely with its last run in March 1966 (Stein 2006).

Between 1937 and 1947, the lumber companies in Flagstaff experienced consolidation of both its labor force and industry. Flagstaff itself had grown 25 percent in the decade preceding the war; however, housing was scarce because of the effects on the lumber industry. By the end of the war, housing conditions in several neighborhoods, including La Plaza Vieja, were terrible (Vance 1992). While the demand for lumber began to recover after the war, in 1953, the consolidation of the lumber industry in the region began as Southwest Forest Industries purchased the Saginaw and Manistee Lumber Company. On December 18, 1954, the last log went through the Saginaw sawmill, south of La Plaza Vieja (Cline 1994). The machinery and other salvageable equipment was then moved to the mill on Butler Avenue, home of the former Cady Lumber Company (the old Flagstaff Lumber Company), purchased by Southwest Lumber Mills in 1935. In 1959, Southwest Lumber Mills became Southwest Forest Products (later, Southwest Forest Industries) and would continue to operate at the site on Butler Avenue until 1993.

The old AL&T planing mill stood vacant until it was destroyed by fire in 1955. On May 30, 1961, after sitting vacant since 1954, the former Saginaw sawmill, forever “the old AL&T” to locals, was consumed by an early morning fire with flames reportedly 100 feet high. The fire was so intense that it held fire crews back an entire block. Eventually, local fire officials called off the fight and were forced to watch as the fire burned itself out (Cline 1994). It was a somber day for Flagstaff. At least three generations of local men had worked at the AL&T mill and many of them (including Jesus Sedillo, Jacobo Lopez, and Edwin A Freborg) had lived in La Plaza Vieja. The old mill site would not be cleared of debris and rubble until a few years later when the tall stacks that had become such recognizable elements of the landscape to the surrounding neighborhoods were brought down in 1963 (Cline 1994).
Sheep Raising in the Flagstaff Area, 1886–1954

The first sheep raising activities in northern Arizona around 1868 when James Baker brought his flocks of sheep into the Mogollon Rim area about 60 miles south of Flagstaff (Cline 1976). Prior to this, at least a half million sheep had been driven from New Mexico into California during the 1850s, with some of these flocks traveling through northern Arizona. The sheep industry would not get its start in the region until 1875, with the arrival of John Clark and his 5,000 head of sheep into what is now Mohave County (Cline 1976; Haskett 1936). In southern California, a severe drought forced many raisers in the sheep and cattle industry to move their herds into other areas, including Arizona and Nevada. Spending the winter in Big Sandy, Clark moved his flocks to the area around Bill Williams Mountain where he remained until 1877 before coming to the Flagstaff area to settle in what would be named Clark’s Valley (later Lake Mary)(Haskett 1936). Soon the grasslands, meadows, and forested areas around Flagstaff began to attract others to the region as William H. Ashurst, and brothers J.F. and W.A. Daggs moved into the area. Ashurst settled on Anderson Mesa by 1876 and the Daggs brothers along Silver Creek in Apache County. Thomas F. McMillan, the first settler in the Flagstaff vicinity, arrived in 1876, followed by others including David F. Hart, James O’Neill, John Elden and Charles H. Schulz (Cline 1976).

By the late 1870s, northern Arizona’s reputation as prime sheep range was starting to spread and with the completion of the railroad in 1882, sheep and cattle began to flow into the area. While construction of the transcontinental route had greatly promoted the lumber industry, it also ushered in rapid development of the livestock business (Hochderffer 1965). Sheep raising was a much more restrictive industry in terms of geographical location than cattle growing, but northern Arizona provided the perfect climate for it. Thus, Flagstaff was poised to become the center of the sheep industry in Arizona.

In the early 1880s, most of northern Arizona was open range, save for Native American reservation lands, and as a result, the practice of transhumance developed (Cline 1976; Douglass and Bilbao 1975). Instead of settling permanently and moving flocks from pasture to pasture year round, herdsmen established a pattern of seasonal movement. Flocks would graze on the lush grasses in the grasslands and meadows around Flagstaff during the spring and summer months before being moved south the warmer climate of the Gila and Salt River valleys during the fall and summer (Sheridan 2012).

The industry continued to develop through the 1880s and by the start of 1887, local sheepmen had realized the opportunity provided by the railroad as nearly 150,000 sheep were estimated to be in the San Francisco Peaks area (Cline 1976). Sixty percent of all sheepmen who had established ranches in Arizona were in Coconino County, which boasted 201,499 head of sheep by 1894 (Sheridan 2012). While the sheer numbers of animals put a strain on available range, many sheep-raising operations, such as the Daggs brothers, with nearly 50,000 sheep and the largest holder in the state, continued with success (Cline 1994).

Similar to the lumber industry, sheep raising in Flagstaff also enticed a number of immigrants to the area. Sheep had been very big business in New Mexico since the early Spanish times (Cline 1976). Hispanic sheepmen from New Mexico had brought flocks through Arizona early on and by the early 1880s, these herdsmen along with their Basque counterparts, were tending sheep around the Flagstaff vicinity. Sometimes, herdsmen would take their pay in shares of a herd rather than monetary compensation. As a result, many of these Hispanic and Basque residents of Flagstaff began to build their own flocks. Additionally, some of these shepherders settled in La Plaza Vieja, such as Francisco Saiz, Francisco Gallardo, Nicholas Baca, and the Castillo brothers: Prospero, Santiago, Gilermo, and Eduardo. There were still thousands of sheep in northern Arizona during 1900–1920, when one-third of sheep in Arizona were located in Coconino County. It was at this point that Flagstaff was established as the official headquarters for the Arizona Sheep Breeders and Wool Growers Association (established on October 1, 1886) through the first half of the twentieth century (Cline 1976; Haskett 1936).
ETHNIC HERITAGE

As a result of the various industrial developments that occurred during the 1880s, Flagstaff possessed a diverse cultural and ethnic composition by the late nineteenth and early twentieth centuries. The end of World War I revealed a community that had developed into distinct socioeconomic and ethnic areas, with the neighborhoods north of Santa Fe Avenue housing the working and middle class Anglo families. The areas north and south of the railroad right-of-way in the original Flagstaff Townsite (the northern portions of La Plaza Vieja) had developed into a community of primarily New Mexican families, with a few Mexican and Basque immigrants as well. This diverse cultural element represents an important characteristic of Flagstaff’s historic legacy.

In the early 1880s, the area north of the railroad right-of-way along West Coconino Avenue had served as Flagstaff’s first commercial row. As these early entrepreneurs tended to live near their businesses, residences were constructed here as well, primarily in the areas north (behind) the southeast-facing businesses (Cline 1976). With the establishment of the Ayer Lumber Company in 1882, Old Town was set to develop as a center of commerce for the area. The catastrophic fire of 1884 that substantially destroyed most of Old Town created a new slate for growth. Fortunately, the mill had escaped the devastation and with the permanent relocation of Flagstaff’s business district with the railroad depot, the void left in Old Town was quickly filled by new homes. With the establishment of the AL&T by 1890, the Old Town area began its evolution into La Plaza Vieja, a diverse community of the working middle class that would foster the economic and social growth of Flagstaff.

Hispanic Immigrants from New Mexico and Mexico, 1894–1935

Hispanic families from New Mexico and Mexico came to the Flagstaff area in the least 1870s and early 1880s as Hispanic sheepmen began herding the flocks of Clark and the Daggs brothers. Many Hispanic immigrants to the area at this time had arrived with the construction of the railroad as well. If not employed by the railroad company, these men often took up jobs locally as sheep tenders or in Ayer’s mill. This encouraged these families to settle in the Old Town area beginning in the 1880s. Divided by the railroad tracks, New Mexican families began to settle from Clay Avenue north to West Coconino Avenue to take advantage of new employment opportunities with the lumber company. This resulted in a building boom that established this area of La Plaza Vieja as the center of the New Mexican Hispanic community (Woodward Architectural Group 1993).

Between 1894 and 1935, Old Town evolved from a commercial center to a primarily Hispanic residential neighborhood, comprised of families mostly from New Mexico. One of the earliest La Plaza Vieja families to come to Flagstaff from New Mexico was the Castillo family. Arriving in the 1890s, Senin and Genoeba Castillo had four sons all in the shepherding industry. Building a home at 415 West Tucson Avenue in 1911, the family later built a rental home behind the main residence around 1925. Also in 1911, Nicholas Baca established his residence at 504 West Tucson Avenue. Baca had traveled from New Mexico in 1905 and became a successful sheep-raiser in the Flagstaff area. Other La Plaza Vieja families of New Mexican heritage included the families of Paul Rodriguez, Francisco Gallardo, Abencio Anaya, Andres Chavez, Santiago J. Nuanez, Ambrosio Armijo, Manuel Velasco, Francisco Saiz, Rafael Samora, Benigno Trujillo, and Francisco Gurule (Woodward Architectural Group 1993).

By the 1890s, most railroad crews building the spurs for the AL&T were comprised of Mexican or Mexican-American workers. This trend that began in the late nineteenth century would continue into the first few decades of the twentieth century. From 1910 through the 1920s, the southwestern U.S., including Flagstaff, witnessed large-scale migrations of Mexican immigrants (Stein 2006; Vance 1992). The
primary catalyst behind these migrations was the Mexican Revolution. Starting in the spring of 1910 and continuing into the 1920s, Mexican workers arrived in the Flagstaff area and became part of the growing community. A large segment of the AL&T’s workforce was Hispanic, with most of those workers being of Mexican heritage. In the coming years, the Mexican population would provide the majority of the labor force for northern Arizona lumber companies, as many U.S. workers would head to war during WWI (Stein 2006; Vance 1992).

The Depression hit the Mexican workforce as hard as it hit the lumber industry. As the price of lumber dropped, many lost their sole source of income. Many of the AL&T’s Mexican employees lived in La Plaza Vieja and along “Chantes Town” or “Shack Row,” the company housing area south of the mill in Milton. It was at this time that Timothy Riordan scaled back operations at the AL&T mill. The situation had deteriorated so substantially that by the fall of 1931, Riordan had purchased train tickets for 200 of his Mexican workers and their families to return to Mexico who were now out of a job (Cline 1994). Many Mexican immigrants in the neighborhood, and larger Flagstaff community, returned to Mexico during the 1930s (Vance 1992). Despite the departure of many families, La Plaza Vieja had a small Mexican immigrant area remain along West Clay Avenue. Juan Valdivia and his wife Rosa emigrated from Mexico with their four children in 1908, constructing their home at 802 West Clay Avenue (Woodward Architectural Group 1993).

Local Basque Populations, 1901–1935

In the late 1870s, alongside the other settlers following the sheep flocks to northern Arizona were the Basque. The Basque are an ethnic group from the Pyrenees Mountain range covering an area of southern France and portions of northern Spain. There is some indication that there were a few Basques in Arizona in the early 1870s; however, a list of Arizona sheepmen covering the years 1891 to 1906 fails to identify any Basque surname in the area. This list does not appear to be comprehensive, as it fails to include the sheepmen known to be present in Arizona who did not have established ranches, as many Basques would have been at the time (Douglass and Bilbao 1975).

Basque tended to do business where other Basques were and many of the Basque immigrants that came to the area were following opportunities presented by family and friends that had already established themselves in America (Boyd 1999). Known as Amerikanaak (New World Basques), these immigrants were skilled at seizing opportunities wherever they happened to settle. Amerikanaak were also more than willing to undertake jobs that were completely unlike the traditional occupations of their homeland as well (Boyd 1999). The Basque who traveled the mountains of the southwestern U.S. in the 1870s found they needed to push forward into new open range territory, entering the Flagstaff area after the drought that had driven California flocks eastward into Arizona and Nevada.

Overall, the historical Basque population in Flagstaff was relatively small compared to other groups, but it is nevertheless significant. It is often difficult to determine the nature or size of a Basque population, as they are typically counted based on national origin (Spain or France and sometimes Mexico) rather than ethnic origin. The Basque population in Flagstaff is representative in part of the transhumance pattern that developed during the 1880s. The result of this seasonal migration between Flagstaff and the Phoenix area is reflected in the small Basque communities that developed in these two places (Douglass and Bilbao 1975).

In Flagstaff, the Basque contributed both socially and economically to the community in many ways. Once a Basque population was established within a community, a hotel or boarding house was typically erected to cater to the needs of primarily single Basque men in the off-season (sheep herding) who were not settled ranchers (Stein 1991). The hotel or boarding house was built near a railroad or main transportation corridor in order to be easily locatable by new arrivals in town. As a result, the hotel or
boarding house became a pivotal focal point in Basque social structure. Additionally, a pilotaleku (handball court) was built near the boarding house or hotel. Two handball courts were built in Flagstaff, both in the nearby Southside neighborhood. One court was constructed at 124 West Benton (the Martin Boarding House) and one at 24 South San Francisco Street, next to the Tourist Home.

Basques families, rather than living in the boarding houses, resided in modest homes, sometimes constructed in a vernacular style inspired by the folk residences of their homeland in the Pyrenees. While none of the residences in La Plaza Vieja appears to demonstrate this Basque tradition, there were Basque residents living in the neighborhood. One such resident may have been Leandro Archuleta, whose surname is traditionally linked to the Basque province of Guipuzcoa, representing a distinctly New Mexican Basque legacy going back to Oñate’s 1598 expedition (Pearce 1965). Archuleta may have built the residence at 519 West Tombstone Avenue in 1912 (the other possible candidate who built the home may have been Manuel Velasco, whose last name is also Basque-derived). If Archuleta built this house, he would represent both the Basque heritage and New Mexican legacy prominent in Flagstaff at the time. Maximo Jáuregui, also of Basque heritage, was another resident of La Plaza Vieja, residing in the house he built at 611 West Tombstone Avenue in 1931 (Woodward Architectural Group 1993).

ARCHITECTURE

Flagstaff has witnessed a variety of architectural styles, trends, and innovations in residential construction over the course of its development. Throughout its history, Flagstaff has had prime access to local building materials through robust lumber and stone industries. It were these trades that attracted a large number of skilled craftsmen, artisans, and builders to the area in turn. Due to ample local supply, wood was a preferred building material, representing another important aspect of the local lumber industry. Flagstaff is characterized by the adaptation of architectural styles and construction practices that developed into established local building traditions (Table 1).

La Plaza Vieja presents a unique historic environment as twelve of the oldest historic residences were moved from their original locations to where they stand today in the neighborhood. Eight of these houses were built around the turn of the century and served as employee housing for the AL&T, historically outside the current boundaries of the neighborhood. The eight residences were moved after the closing of the mill in the early 1950s and placed along the south side of West Clay Avenue. One of these AL&T homes has since been demolished following the original inventory in 1993. Additionally, one residence was moved within the neighborhood, but was relocated on the same street (West Tucson Avenue), with another home moved to the La Plaza Vieja sometime after its construction in the mid-1940s, but from an unknown location (Woodward Architectural Group 1993).

The styles of architecture represented in La Plaza Vieja are similar to those in other areas of Flagstaff that historically coincided with large-scale, national trends. In particular, these style movements included the national or vernacular folk trend (after ca. 1850–ca. 1930), the Craftsman bungalow (1905–1930), and the Minimal Traditional type (ca. 1935–1950) that became a popular design of post-World War II houses (McAlester 2013). Locally, these style trends appeared in the La Plaza Vieja neighborhood between ca. 1901 to ca. 1954.

The National/Vernacular Cottage, 1901–1930

The national or vernacular folk trend in residential housing construction spread across the country because of the transcontinental railroad network, as building equipment and materials could be transported easily by rail (McAlester 2013). For La Plaza Vieja, however, its proximity to the nearby lumber mill provided a wealth of local lumber for building purposes. Between 1911 and 1930,
approximately half of the residences built in the neighborhood were characterized by a simple, vernacular style that epitomized function and simplicity. These national folk or vernacular cottages were typically one-story, wood-frame residences with varied-but-simple layouts. These residences maintained some modest characteristics, including gable (sometimes hipped) roofs over the main block, wood cladding, and basic detailing with boxed or enclosed eaves. Most cottages built in La Plaza Vieja had a gable-front-and-wing (intersecting gable) roof, but there were also some homes built with a gable-front or side-gabled plan and had hipped- or shed- roof porches that were eventually enclosed for additional interior space. The national/vernacular cottage was one of the preferred house types of the New Mexican-born residents of La Plaza Vieja, coinciding with the development of the neighborhood west of Milton Road and south of the railroad right-of-way between 1901 and 1930.

The earliest examples of these types of cottages built in the mid-1890s in Flagstaff had shiplap or weatherboard siding, reflected in few examples in La Plaza Vieja as well. However, for this neighborhood, many of the national cottage residences have a stucco finish, likely inspired by the concurrent Craftsman style. Likewise, the gable-front vernacular design with a full hipped-roof porch observed in the La Plaza Vieja neighborhood grew from the Craftsman-styled homes popular at the time. Other Craftsman-inspired details found on the vernacular cottages in the neighborhood include exposed rafters; scaled-down, gabled, central entrances; and stucco wall cladding (reminiscent of the California or Western-style bungalow).

The AL&T Company Houses, 1892–1901

The residences built in the AL&T company town were designed to be functional and simplistic. The community of Milton (“Milltown”) was separate from the nearby areas of Old Town and New Town. The buildings and land were held by the lumber company and the houses provided were reserved for employees. By 1887, there was an additional boarding house erected that could accommodate approximately 150 men (Tinker 1969). Eight of these company homes were moved to La Plaza Vieja after the lumber operations ceased in 1954 and placed along the south side of West Clay Avenue (Woodward Architectural Group 1993). This portion of the Riordan Addition had been vacant up to this point, with all of the lands south of West Clay Avenue (southwest of the Armory) continuously utilized by the logging operation since 1881.

All built between 1892 and 1901, these company residences are primarily national/vernacular cottages, designed with a “T”-shaped layout, intersecting gable roof, enclosed eaves, and weatherboard or clapboard siding. Stucco was applied to a few of the residences, along with other alterations that added Craftsman-style details, such as exposed rafters, with California-style bungalow inspirations represented by offset entryways and in the stucco exteriors (McAlester 2013).

One of these AL&T company houses is an example of an early vernacular cottage, built around 1892. A basic house with simple form, the house at 923 West Clay Avenue is a unique example of the “double-ell” cottage popular in other neighborhoods in Flagstaff at the end of the nineteenth century. The symmetrical front gables are separated by a shed roofed porch between the modestly styled ells (Woodward Architectural Group 1993). Another house unique in its design is the AL&T company house now at 907 West Clay Avenue. With its massed-plan layout, this box-shaped residence has a hipped pyramidal roof, demonstrating the pyramidal family of the national folk housing tradition (McAlester 2013).

The Craftsman Bungalow, 1912–1930

The Craftsman design was a preferred style in Flagstaff, becoming a popular local design by 1909 and one used in La Plaza Vieja by 1912 (Woodward Architectural Group 1993). This architectural style
coincided with the growth of the Hispanic community in La Plaza Vieja between 1912 and 1930, and was the dominant style in the country at this time. The majority of the Craftsman houses found in La Plaza Vieja do not necessarily reflect the ethnic heritage or cultural traditions of those who lived there, as these home designs were patterned after examples found in books and magazines (McAlester 2013).

The simple Craftsman residences in La Plaza Vieja are characterized by simple, rectangular plans with low-pitched, gabled roofs, exposed rafters, unenclosed eaves, and porches that may be full or partial width, the latter sometimes offset. Other design details that are present within the neighborhood are decorative, false beams or knee brackets under the gables, as well as shed dormers, notably on the front-gabled roof examples. Some Craftsman-styled homes maintain the traditional wood-frame, double-hung windows, as well as shiplap, clapboard, or weatherboard exterior wall cladding; however, overall most of these original wood details characteristic of the Craftsman style in the neighborhood have since been replaced with aluminum frame window and aluminum siding.

Most of the classical Craftsman bungalows in La Plaza Vieja are front- or side-gabled examples, but a few are of the hipped-roof subtype (McAlester 2013). This form is box-like in shape, often with an offset recessed porch. One example of this subtype is the Maximo Jáuregui House (611 West Tombstone Avenue), which was built around 1930. Built by Jáuregui, a Basque, it represents one of the last Craftsman bungalows built in La Plaza Vieja. Stylistic details include one-over-one double-hung, wood-frame windows, exposed rafters, shiplap siding (since covered with stucco), and an offset porch under the main roof. The Jáuregui residence represents the continued residential development in the middle class neighborhood of La Plaza Vieja in the 1930s (Woodward Architectural Group 1993).

**Minimal Traditional, 1943–1950**

The Minimal Traditional house type represents the end of residential development in the La Plaza Vieja neighborhood. The small number of these types of homes, which was one of the most common forms of the years following World War II, reflects the decline of the neighborhood after the war. Built between 1943 and 1950, the Minimal Traditional residences of La Plaza Vieja represent the need for affordable, small houses that could be built quickly in a post-war era, particularly for those servicemen promised home ownership under the Servicemen’s Readjustment Act of 1944 (the GI Bill) as they reintegrated into civilian life (McAlester 2013). In La Plaza Vieja, the Minimal Traditional house is a small, wood-frame residence comprised of a single story with a low-pitched, hipped roof, and stucco wall cladding (or the less common asbestos tile). Some Craftsman-style details appear to have been incorporated into a few of these houses, including exposed rafters, a scaled-down entry porch with gabled canopy, and decorative knee braces in the eaves.
Summary of Historic Character-Defining Elements

As described above, the styles of architecture represented in La Plaza Vieja coincided with large-scale, national trends as often occurred in other areas of Flagstaff. Table 1 presents the historic character-defining elements of architectural styles and building types of residential development in La Plaza Vieja from ca. 1901 to ca. 1954. It should be noted that while the AL&T houses were likely relocated to La Plaza Vieja until after the Period of Significance (when the mill closed) and are not included in the table below (see Table 1), these residences overwhelmingly share historic character-defining elements of the national/vernacular cottages tradition witnessed during the early development of Flagstaff.

Table 1. Historic Character-Defining Elements of residences in La Plaza Vieja, ca. 1901 to ca. 1954

<table>
<thead>
<tr>
<th>Element/Characteristic</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>National/Vernacular Cottage (1901–1930)</strong></td>
<td></td>
</tr>
<tr>
<td>One story</td>
<td></td>
</tr>
<tr>
<td>Wood frame</td>
<td></td>
</tr>
<tr>
<td>Varied, but simple layout</td>
<td>Often T- or L-shaped, rarely “double ell” (symmetrical front gables)</td>
</tr>
<tr>
<td>Gable roof (sometimes hipped)</td>
<td>Most are gable-front-and-wing (intersecting gable) roof, with some examples having a gable-front or side-gabled plan.</td>
</tr>
<tr>
<td>Boxed or enclosed eaves</td>
<td></td>
</tr>
<tr>
<td>Wood wall cladding (siding)</td>
<td>Many have a stucco finish in La Plaza Vieja</td>
</tr>
<tr>
<td>Hipped- or shed-roof porch</td>
<td>May have been enclosed for extra interior space</td>
</tr>
<tr>
<td><strong>Craftsman Bungalow (1912–1930)</strong></td>
<td></td>
</tr>
<tr>
<td>Simple, rectangular or square plan</td>
<td></td>
</tr>
<tr>
<td>Wood frame</td>
<td></td>
</tr>
<tr>
<td>Low-pitched, gabled roof (sometimes hipped)</td>
<td>Front or side-gabled plan</td>
</tr>
<tr>
<td>Unenclosed eaves</td>
<td></td>
</tr>
<tr>
<td>Exposed rafters</td>
<td></td>
</tr>
<tr>
<td>Decorative false beams or knee braces under gables</td>
<td></td>
</tr>
<tr>
<td>Double-hung, wood-frame windows</td>
<td>May have multiple-pane uppers</td>
</tr>
<tr>
<td>Wood wall cladding (siding)</td>
<td>Many have been replaced with aluminum siding</td>
</tr>
<tr>
<td>Full- or partial-width porch (partial may be offset)</td>
<td></td>
</tr>
<tr>
<td>Scaled down Craftsman elements</td>
<td>Scaled down, gabled, central entrance</td>
</tr>
<tr>
<td><strong>Minimal Traditional (ca. 1943–1950)</strong></td>
<td></td>
</tr>
<tr>
<td>Small, typically square plan</td>
<td></td>
</tr>
<tr>
<td>Wood frame</td>
<td></td>
</tr>
<tr>
<td>Low-pitched, hipped roof</td>
<td>May be pyramidal</td>
</tr>
<tr>
<td>Stucco or asbestos tile</td>
<td></td>
</tr>
</tbody>
</table>
SUMMARY AND MANAGEMENT RECOMMENDATIONS

The research and archival work conducted to prepare this historic context revealed several data gaps in existing information that would improve and clarify the knowledge and understanding of the development of the La Plaza Vieja neighborhood. There is much information to be obtained from local, long-term residents and while biases in these primary and secondary sources should be considered and accounted for in terms of historical narratives, oral histories and interviews would be a valuable resource in order to add to the historic context of the neighborhood.

Time was limited for the development of this context study. Additional archival research at Northern Arizona University’s Special Collections and Archives, as well as city, county, and other state-level collections may reveal critical information regarding the major stages of growth, important events, as well as more detailed ethnic associations that characterize the neighborhood. As neighborhoods are often in flux, demographics change over time. Census records may shed light on the movement of residents (both into and out of the neighborhood) in both time and space, which would aid in identifying relationships between cultural and environmental influences. Importantly, La Plaza Vieja was just one residential area in a historically bustling boomtown along the railroad, and external influences on this diverse neighborhood were exerted from other areas of Flagstaff, its industries, and its development, but also from a greater context found at the state and regional level.

Perhaps most importantly, the historic building survey conducted originally in 1993 and updated in 2009 should be reviewed and undergo an additional revision, utilizing the historic context and framework established for the neighborhood itself. Properties that have been torn down or substantially altered to the point that historic integrity is lost should be removed. Many homes in this neighborhood were moved around. There are perhaps a few residences that were not carefully considered during these previous studies and should be re-examined, as awkward rooflines and arrangements of floor plans seem to suggest that more than one residence was placed together and combined into one. Once the survey is updated, property types should be re-evaluated and further defined for the neighborhood, if necessary.

While none of Flagstaff’s historic neighborhoods developed in a vacuum, as described above, La Plaza Vieja was conceptually a separate place from the nearby Southside neighborhood. The previously conducted building surveys examined La Plaza Vieja under the same context as the Southside neighborhood. Justifiably, La Plaza Vieja should be evaluated under its own historic context. Historically it was separated from Southside by the Arizona Central Railway, and then by Milton Road/U.S. Route 66. These two residential areas were affected by similar catalysts, such as by the lumber and timber industry, but likely in very different ways.

Additionally, the residences north of the railroad right-of-way should be inventoried, particularly along West Coconino and West Lower Coconino Avenues which served as the original site of Old Town. However, as the property at 216 Spring Street attests (100+ years old), the historic building survey north of the railroad should not be limited to these particular streets, and should incorporate all properties considered part of the La Plaza Vieja neighborhood. This will create a baseline of information for the neighborhood that further defines the historic environment as the survey will identify those properties within this area that are contributing to the historic character of La Plaza Vieja.

Table 2 presents planning recommendations and discussion points that highlight data gaps identified during the research phase of this project. These are not all-inclusive and should change as research questions are answered and data gaps are filled in.

Table 2. Planning Recommendations and Discussion Points for the Historic La Plaza Vieja Neighborhood
<table>
<thead>
<tr>
<th>Recommendation</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Research</strong></td>
<td></td>
</tr>
<tr>
<td>Arizona Memory Project</td>
<td>Flagstaff Telephone and City Directories</td>
</tr>
<tr>
<td>Coconino County</td>
<td>Records and plat maps</td>
</tr>
</tbody>
</table>
| NAU Special Collections and Archives | AL&T Company Collection (NAU.MS.266 / NAU.PH.676)  
- Includes employee records (1920-1932)  
*Los Recuerdos del Barrio en Flagstaff*  
- Established oral histories |
| Neighborhood Association / Local Residents | New oral histories and interviews  
- Involve residents |
| Arizona Archives Online | Primary sources across the state of Arizona |
| **Property Type Development** |         |
| Identify primary areas of preservation  
- Are some areas more important than others? | Old Town Spring  
- Coconino Avenue  
- Tucson Avenue  
- Clay Avenue |
| Identify neighborhood property types  
- More than architectural styles?  
- Building types? | Define Categories  
- Residences  
- "Middle" category?  
- Landmarks  
- Former Guadalupe School  
  - Now Haven Montessori and Canyon Explorations |
| Identify inherent characteristics of a property that either contribute to or detract from its historic character | Assess what level of modification or alteration impacts a property’s integrity |
| Locate data and information from previous projects | Archaeological investigations at Old Town Springs Park  
- Bicentennial of Flagstaff  
- Nathaniel ‘Nat’ White  
- Museum of Northern Arizona |
| **Historic Building Survey** |         |
| Update 1993 / 2009 historic building survey | Re-evaluate properties included in the survey, focusing on inaccuracies in dates, architectural styles, and integrity  
Re-evaluate those properties within the original survey area that were not included  
Conduct new survey of portions of neighborhood north of the railroad  
- Include all properties in neighborhood boundary  
  - West Coconino and West Lower Coconino Avenue  
  - 216 South Spring Street |
| **Neighborhood** |         |
| Identify what the historic district / core (if any) would be | Does it coincide with neighborhood boundaries?  
Would it be discontinuous blocks? |
| Identify the goals and objectives of preservation | Listing in the landmark overlay zone? |
### Neighborhood plan

**Old Town Springs**

<table>
<thead>
<tr>
<th>Evaluate and assess significance on a local, state, and national level</th>
<th>Impetus behind the railroad and settlement of Flagstaff If significant, what opportunities exist for preservation?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Identify path to preservation</td>
<td>Likely modified by the railroad in the past</td>
</tr>
<tr>
<td>- Restore / rehabilitate / reconstruct spring</td>
<td></td>
</tr>
<tr>
<td>- Explore diverting water away from railroad right-of-way</td>
<td></td>
</tr>
<tr>
<td>Best use for the neighborhood</td>
<td>Historic flow blocked by concrete</td>
</tr>
<tr>
<td>- Would neighborhood benefit from restoring / rehabilitating / reconstructing original spring?</td>
<td></td>
</tr>
<tr>
<td>- Currently a minimal element in the city park</td>
<td></td>
</tr>
<tr>
<td>- How do we share this significant resource and part of Flagstaff’s history with the neighborhood and with the city as a whole?</td>
<td></td>
</tr>
</tbody>
</table>
REFERENCES CITED

Arizona Historical Society

Beale, Edward Fitzgerald
1858 Wagon Road from Fort Defiance to the Colorado River: Letter from the Secretary of War, Transmitting the Report of the Superintendent of the Wagon Road from Fort Defiance to the Colorado River. United States Congress House, 35th Congress, 1st Session, House Executive Document No. 124, Washington, D.C.

Boyd, Robert

Bureau of Land Management (BLM)

Campa, Arthur L.

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


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


Drickamer, Lee C. and Peter J. Runge

Glover, Vernon J.
Haskett, Bert  

Hochderffer, George  

Huckell, Bruce  

Janus Associates, Inc.  

Kupel, Douglas E.  

McAlester, Virginia Savage  

Pearce, T.M.  

Sanborn Map Company  


Sheridan, Thomas E.  

Sitgreaves, Lorenzo  

Stein, Pat  

Tinker, George H.

Woodward Architectural Group.

Vance, Robert