

United States Department of the Interior
National Park Service

National Register of Historic Places
Multiple Property Documentation Form

This form is used for documenting multiple property groups relating to one or several historic contexts. See instructions in *How to Complete the Multiple Property Documentation Form* (National Register Bulletin 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.

New Submission Amended Submission

A. Name of Multiple Property Listing

Multi-unit Dwellings in Albuquerque, New Mexico

B. Associated Historic Contexts

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

The Development of Multi-unit Dwellings in Albuquerque, New Mexico, 1880-1960

C. Form Prepared by

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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 Part 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 and bureau _____

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 the title before each section of the narrative. Assign page numbers according to the instructions for continuation sheets in *How to Complete the Multiple Property Documentation Form* (National Register Bulletin 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. 470 *et seq.*).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 120 hours per response including the 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, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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Continuation SheetSection E Page 1**E. Statement of Historic Context**

Following the arrival of the railroad in 1880, the center of Albuquerque began to shift away from the plaza of the Villa de Albuquerque to the new commercial and residential center developing around the railroad depot. During its first fifty years from 1880 to 1930, the commercial district remained confined to an eight-block square area west of the railroad. In the first decades early settlers arriving in Albuquerque via the railroad built houses both within the commercial core and in early subdivisions platted just beyond the boundaries of the Original Townsite. What had been a compact walkable town during its first two decades expanded to a streetcar community beginning in 1904 with the advent of an electric streetcar system. The system reached to each of the town's four wards, extending the range of residential suburbs. As the private automobile led to more distant suburbs beginning in the 1920s, Albuquerque's growth began to assume the pattern characteristic of many rapidly growing western cities. The periphery became a checkerboard marked by commercial arterials and suburban residential enclaves. Much of the emphasis on the city's growth has focused on the ways in which the electric streetcar and, then, the automobile influenced the patterns of growth associated with single-family housing. An accompanying housing theme embraces the history of efforts to address Albuquerque's nearly chronic housing shortages through the development of multiple-unit dwellings. From the earliest residential hotels and lodging houses, through rooming houses within the walkable city to the emergence of one and two-story courtyard apartment buildings, often mirroring single-family building practices, multiple-unit dwellings have played a significant but under-appreciated role in Albuquerque's housing story. While redevelopment of some of the city's older areas has resulted in the loss of a number of its earliest multi-unit dwellings, many of its early courtyard apartments and more recent types remain and are now receiving recognition and efforts to preserve them.

Early Settlement Patterns of New Albuquerque (1880-1910)

When officials of the Atchison, Topeka and Santa Fe Railroad (AT&SF) arrived in Albuquerque on April 22, 1880, local dignitaries and hundreds of citizens traveled two miles eastward from the plaza at Villa de Albuquerque to join them in celebrating the arrival of the railroad. Even as residents paused to mark the moment, however, grading crews were already at work south of the site, approaching the point at which the railroad would cross the Rio Grande. For over two weeks, freight trains had already been arriving at the site for the railroad's new yards, using

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the sidetracks to deliver the first loads of building materials that would be used to construct not only the AT&SF's shops but a new community. Characteristic of the planning associated with the selection of railroad alignments and the location of yards and repair shop sites, the railroad had already determined where it would create a new town. Three local businessmen, Franz Huning, William C. Hazeldine and Elias S. Stover, acting on behalf of the railroad's real estate firm, the New Mexico Town Company, had already purchased various parcels of land, piecing together a 3.1 square mile tract known as the Original Townsite. Located almost two miles southeast of the plaza of Albuquerque, the parcel was large enough to accommodate the AT&SF's yards and shops as well as provide a nucleus for the town that boosters hoped would spring up around the depot.

Within a few months of the railroad's arrival, Huning, Hazeldine and Stover also hired William C. Marmon, a civil engineer, to survey, mark and name streets within the new townsite (Simmons 1982:224). Typical of his midwestern upbringing, Marmon sought to replicate a townscape with which he was familiar. He devised a grid, numbering north to south running streets westward from the railroad tracks and naming east to west running streets after the minerals, such as lead, coal, gold and silver, which local boosters hoped to exploit. For the streets paralleling the tracks on the eastside, Marmon assigned the name Broadway to the street closest to the tracks and then proceeded only four blocks farther up the barren sandhills, stopping at High Street. The principal street perpendicular to the tracks and anticipated as the main commercial street he named Railroad Avenue. Climbing the sandhills on the mesa rising east of High Street, Railroad Avenue followed the alignment of a wagon road leading to Tijeras Canyon; to the west it followed the new grid for eight blocks and then veered northwesterly toward the plaza at what soon became known as Old Albuquerque.

Marmon's survey and townsite plan appeared in sharp contrast to the landscape shaped by the Spanish settlers who had received a land grant for the Villa de Albuquerque in 1706. Necessarily locating their plaza nearer to the Rio Grande, their principal water source, these early colonists took advantage of the broad flood plain offered by the Rio Grande as it flowed westward and then eastward forming a wide nine-mile U. Using gravity-based irrigation ditches, or *acequias*, the early settlers had developed the floodplain into one of New Mexico's most productive agricultural areas by the 1870s. Typical of Hispano landscape practices, the acequia system flowed far from the river, taking advantage of all areas with irrigation potential. Beyond the floodplain, on the

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mesa separating the eastern escarpment of the Rio Grande Valley from the foothills of the Sandias at a distance of eight miles, the settlers grazed their livestock, venturing to the mountains to obtain wood for fuel and construction. The townsite that Huning and his partners pieced together represented parcels they had purchased from descendants of these first settlers. Later efforts to expand New Albuquerque, particularly westward toward the river, would involve purchasing additional parcels of land, some still held by descendants of the earlier Spanish settlers.

With the impetus provided by the railroad, the new town site thrived as a shipping and trade center during the 1880s. A commercial district grew up along Railroad and Gold Avenues with warehouses, stockyards and shipping facilities lining the tracks near Railroad Avenue and the railroad's depot, yards and service shops extending south. During the town's first decade, gas streetlights, a rudimentary telephone service, a water works and a horse-drawn trolley system, the Street Railway Company, also appeared. As the new town grew, postal authorities sought to eliminate the confusion caused by the presence of a postal station at the new town as well as one at plaza-centered Albuquerque and in 1886 designated the station at the new site New Albuquerque and the plaza station Old Albuquerque. These distinctions between Old Town and New Town would persist even after Old Town was annexed in 1949. By 1891, the population of New Town stood at 3,785, and voters, taking advantage of a law passed by the territorial legislature in 1890, voted to reincorporate as a city.

In addition to bringing a mayor/alderman form of government to Albuquerque, the reincorporation resulted in the division of the town into four wards determined by its geographical quadrants. These political boundaries lasted until 1917 when voters decided to shift to a city commission/manager form of government. Persisting after 1917, however, as a means for determining the small city's grade school designations, the wards provide a focus for appreciating the city's growth and the housing patterns distinguishing many of the older neighborhoods. Determined by the two axes created by the intersection of Railroad Avenue with Second Street, the four quadrants beginning in the northeast corner and progressing clockwise were designated the first through the fourth wards respectively. By the early 1900s, each ward had its own, nearly identical, two-story brick school. Each also had one or more platted additions appended to it. Socially and economically, however, at the turn of the century the four wards were quite dissimilar as demonstrated in the early patterns of development that each exhibited (W.C. Willits city map for the Albuquerque Abstract Co., February, 1898). These

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dissimilarities were reflected to a significant degree in the number and types of multi-unit housing that appeared in each as the Original Townsite matured and peripheral residential additions appeared from the 1890s through the 1920s.

Lying mostly east of the railroad tracks, the First and Second Wards with rectangular blocks paralleling the tracks became largely residential areas. During the first thirty years of the town's development, however, the First Ward's growth lagged behind that of the second, largely because of the geographical barriers circumscribing it on two sides. To the north above the Acequia Madre lining the eastside of the Rio Grande's floodplain lay the old Hispano agricultural settlement that became known as Martineztown. To the east of High Street rose the sandhills with their sharp arroyos and unstable gravel fans presenting challenges to builders even though portions of the area were platted as early as 1886. Even when the electric streetcar lines were extended eastward from downtown along Railroad Avenue in 1908, the First Ward never benefited from the new transportation system as fully as did the Second Ward which received a streetcar spur running twelve blocks south on Edith Street. Only in the late 1910s as suburban development pushed farther east did the First Ward also begin to expand eastward up the sandhills.

East of Second Street and south of Railroad Avenue lay the Second Ward. At first centered in Franz Huning's Highland Addition platted just to the east of the Original Townsite, it grew quickly as a choice residential area offering easy access to the AT&SF yards, the Albuquerque Foundry and Machine shop, which supplied parts to the AT&SF, and downtown as well. By 1888, 63 percent of the Highland Addition's 536 lots had been sold. A decade later, additional subdivisions had been platted to the south, extending the Second Ward residential area 13 blocks south of Railroad Avenue along the railroad tracks. With the extension of the electric streetcar line down Edith Street and the completion of a viaduct over the AT&SF tracks at Coal Avenue in 1910, the Second Ward became a particularly attractive residential location. During those early decades of development, examples of several building styles arriving in the territory with the coming of the railroad appeared in these early suburbs, including Victorian Cottages, Queen Anne and Revival Style houses, and, later, bungalows.

Not only did it offer easy access to those walking to work at the AT&SF yards, it became what urban historian Sam Bass Warner has termed a "streetcar suburb," with the electric streetcar offering residents easy

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access to the commercial core of the town. Contributing further to the ward's attractiveness was a growing emphasis by the turn of the century on the salubrious effects of a high, dry climate as a potential cure for pulmonary diseases. Many of those who arrived in Albuquerque seeking to overcome tuberculosis chose houses in the Second Ward, rising up toward the sandhills, as the place to seek their cure. During the first decades of the Twentieth Century, many of the sanitarium catering to health seekers were also located along the escarpment to the East Mesa in the First and Second Wards. At the same time many owners of the large single-unit dwellings in the area converted their homes to multi-unit boarding houses.

Located to the west of Second Street opposite the Second Ward was the Third Ward with the yards and shops of the AT&SF just beyond its eastern boundary. Hemmed in to the west by the east-coursing Rio Grande and long rectangular tracts extending to the river west of Barelás Road, the ward was the home to many of the town's railroad workers, estimated to comprise one-third of Albuquerque's work force by the turn of the century. The proximity of the Third Ward to the railroad yards and depot and the many single men working or laying over in the vicinity also accounts for the great number of small hotels and boarding houses that characterized the ward's residential patterns well into the Twentieth century. Unlike the town's other three wards with their populations of largely Anglo newcomers, the population of the Third Ward was mixed with both Anglo newcomers and local Hispanos who found employment in the AT&SF yards and shops. Similar to the Second Ward, the Third Ward also emerged as a "streetcar suburb" with the electric streetcar extending south along Second Street toward the AT&SF shops.

In the northwest quadrant lay the Fourth Ward extending from the town's commercial core westward toward the irrigated fields east of Old Town Plaza. Although boosters anticipated that this area would fill in quickly as New Town expanded toward Old Town, growth progressed slowly during the new town's first two decades. It accelerated only when the electric streetcar system appeared in the early 1900s with its western arm extending along Railroad Avenue toward Old Town and its northwest arm extending north along Second Street to New York Avenue (now Lomas Boulevard) and then west to 12th Street. There it turned north again, terminating at the site of the American Lumber Company sawmill and yards. By 1906, the company employed over 850 workers and had surpassed the AT&SF as Albuquerque's largest employer. As a result of these many jobs and the two arms of the streetcar system, by the 1910s the Fourth Ward had undergone a good deal of growth. The downtown core had extended into

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its southern portion with many commercial buildings having small residential hotels in their second stories. Along the western edge of the ward a residential enclave with larger homes was developing, and residential subdivisions had been extended northward into what became known as the North End.

Early Multi-unit Dwellings in Albuquerque (1880-1910)

The first business directory published for New Albuquerque in 1883 included a large advertisement for the Armijo House, proclaiming it the "only first class hotel in the city" (Albuquerque Business Directory 1883). Located at the southwest corner of Railroad and Third Avenues, the three-story wood-framed and adobe brick building with its mansard roof and central tower offered a sharp contrast to the lodging travelers and longer-term renters had found in Old Town. Beginning just after the Civil War with the Atlantic and Pacific Hotel a series of hotels were located facing on or near the plaza. These early hotels with their sparse furnishings and housekeeping offered stage travelers and newcomers a "fairly new luxury for Albuquerque" (Simmons 1982:203). Typical of the construction methods employed in local residential architecture, these early hotels were built of adobe and employed linear plans built around a central courtyard (Sanborn Fire Insurance Map 1891). Even after the railroad arrived at New Albuquerque, Tom Post continued to operate Post's Exchange Hotel in Old Town until 1893, listing it in the town's early business directories. By 1908, Post had died and its new owners had converted the former hotel to a dance hall and bowling alley.

It was in New Albuquerque, however, that multi-unit dwellings emerged as a significant factor in meeting the rapidly growing town's housing needs. While the 1883 town directory offers no classified listing of hotels or lodging houses, as they were then termed in New Town, the listing of citizens' residences offers some insight as to the various types of lodgings available to those who did not own or rent single-family dwellings. Most apparent are the numerous references to individuals who "board at" or "room at" a particular hotel or lodging house. Included in these listings were the Armijo Hotel, the Journal Hotel and the Dawson Lodging House. The listing became more extensive two years later when one of New Town's first newspapers, the Albuquerque Evening Democrat, included notices for various hotels and rooming houses. Advertisements for four hotels and four rooming houses, all located west of the railroad tracks and within a walkable four-block radius of the intersection of Railroad Avenue with the AT&SF tracks, regularly appeared in the newspaper. While some offered daily rates ranging from fifty cents

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to \$1.50 per day, all also indicated the availability of rooms for weekly or monthly periods with several referring to their offerings as "furnished rooms."

A more complete listing of multi-unit residences appeared in the 1892 city directory, the year after the town had voted to incorporate. Twelve years after the arrival of the railroad, Albuquerque consisted of approximately 4,000 residents and offered 13 hotels, lodging houses and furnished rooms for those seeking long term lodging. Among this group were four hotels. The two most prestigious hotels were the Armijo House and the San Felipe Hotel, an ornate three-story brick structure located at the corner of Fifth and Gold. Containing eighty rooms and promoting a policy of temperance that substituted a library for the customary saloon, the hotel served as a permanent residence for many of the upper-level AT&SF employees as well as civil engineers, surveyors and other middle-class professionals working in the town. Similarly, the Armijo House drew upper-level railroad employees including the AT&SF's Albuquerque yard master. Although each would succumb to a fire in 1897 and 1899 respectively, they represented the best multi-unit dwellings available in New Albuquerque during its first two decades. The two other hotels, Strong's European Hotel and the Windsor Hotel, were located on First Street, and both listed numerous railroad employees including brakemen, firemen, conductors and carpenters among their residents. The European, which later became the Sturges Hotel, remained in business until the 1950s. Typical of most of the early buildings in New Town, most of these more modest hotels were two stories and consisted of wood frame construction. Others, however, were of adobe brick construction, marking a more widespread use of the traditional regional building material in New Town than is often associated with its early built environment.

Also included on the list were nine lodging houses and furnished rooms. The term lodging house first appeared in Albuquerque in the 1890s and generally applied to a rooming or boarding house where meals were available. In the late 1890s and during the first two decades of the 1900s, some modestly priced hotels also referred to themselves as lodging houses, sometimes alternating back and forth in the classified advertisements between hotel and boarding house listings or even appearing simultaneously in both listings. The Windsor Hotel of 1892, a two-story wood frame building at 315 South First Street, for instance, became known as the Palmer House by 1896.

The term "furnished rooms" appeared in city directories as early as 1892. By the early 1900s, the term appeared in classified advertisements

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in local newspapers, and by 1908 was listed as a separate category from boarding houses in city directories. Until 1930, nine years after the term "apartments" first appeared as a separate entry, furnished rooms constituted the largest multi-dwelling listing, persisting until 1952. It applied to single rooms available in houses, many of which had previously been a single-unit dwelling, that offered lodging but no meals. Newspaper advertisements around the turn of the century as well as city directories of the period indicate that many of these furnished rooms had female proprietors, often managing the property for absentee owners who lived in single-unit dwellings. In many instances, the same proprietors' names appear in later directories at other addresses offering furnished rooms, illustrating how some women fashioned careers as proprietors within New Town's rooming house industry.

Real estate advertisements also indicate that the town's nascent multi-unit lodging industry was also attractive to newcomers seeking to make investments in the growing town. In the spring of 1899, for example, one notice offered a 23-room lodging house with all conveniences for \$3,600. In an article tracing how many of the city's leading businessmen first established themselves in the community, Albuquerque Progress included frequent references to families that had invested in rooming houses and hotels shortly after they arrived in Albuquerque. By the 1930s, many of these same families would invest in a new generation of apartments (Albuquerque Progress 7/35:2).

Completing the types of multiple-unit dwellings available in Albuquerque during its first three decades were two ephemeral categories appearing neither in city directories nor in classified advertisements in newspapers, which began discreet listings of various multi-unit dwellings in 1899. In order to meeting the fluctuating housing needs associated with work loads in its yards and shops as well as along track sections, the AT&SF sometimes resorted to housing lower-level employees in bunkhouses as well as boxcars and other rolling stock located on sidetracks in its Albuquerque yards. An especially common practice during the 1880s and 1890s, this railroad housing was recognized in early city directories in which AT&SF personnel were sometimes listed as residing at "depot frontage." Another marginal form of multi-unit housing consisted of the brothels, or cribs, that operated more or less openly in Albuquerque until 1914. Although the 1910 census listed two prostitutes as residing in the Sturges Hotel, town officials pursued a policy of restricting the cribs to a red light district. Located in the southeast portion of the Fourth Ward centered along Copper Avenue and Third Street, prostitution was tacitly accepted with the madams who oversaw the multi-

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unit dwellings supporting the government of the growing town with their payment of regular fines (Johnson 1983:72).

The conventional types of multi-unit dwellings that appeared in Albuquerque during its first three decades, and then generally persisted into the 1940s as apartment listings gained in number reflect much of the typology offered by architectural historian Paul Groth in his study of multi-unit housing in San Francisco (Groth 1994). Neither the Armijo House nor the San Felipe Hotel approximated the palace hotels built for the wealthy that appeared in the larger cities during the 1880s and 1890s. They did, however, approximate the mid-priced hotels that "supplied housing needed for a mobile professional population that was expanding the American urban economy" (Groth 1994:56). Less for social and more for practical and personal reasons these mid-priced hotels offered "an alternative choice of residence for people whose lives did not mesh with a six-to ten-room single-family suburban house." Characterized as catering to those with "movable lives" and offering "immediate places for new jobholders," they included a lobby and dining room as amenities.

This new class requiring lodging also appeared in the growing community of New Town. During the 1890s Albuquerque was already emerging as the principal town in the territory, functioning as the service center for mining, livestock shipping, timbering as well as railroading. The civil engineers, railroad agents, bank cashiers, surveyors and businessmen who lived in the town's better hotels represented Groth's "mobile professional population" with "moveable lives" who required living accommodations while they carried out projects and developed businesses in the territory. Not so much involved in an urban economy in New Town, they served as the representatives and agents for distant investors dependant upon exploiting the West's resources as a means of expanding urban, industrial America.

While Albuquerque's range of multi-unit dwellings remained quite modest compared to those Groth examined in San Francisco, his broader observations apply to the classifications previously discussed. Below the mid-priced hotels were slightly more modest hotels and boarding houses offering residents both a room and meals. He describes them as "descended from the long nineteenth-century tradition of respectable boardinghouses--single-family houses converted to commercial housing use" (Groth 1994:80). In the early part of the Twentieth century the more modest hotels and boarding houses appeared in the same classified listing, their commonality based on the room and board, either in dining rooms or, in the case of some of the hotels, in an adjacent restaurant. Here railroad

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workers as well as single men and women lived in their separate rooms but shared common meals. Attracted to the town for the employment opportunities it offered, many of these single workers would eventually marry and then depart the multi-unit housing market as they acquired a single-unit dwelling.

In contrast, Groth holds that rooming houses were "at the margins of respectability," offering lodgers a sleeping room but no meals. So widespread were both boarding and rooming houses, Groth argues, that at the turn of the century the term "single-family house" was a misnomer, for in San Francisco one-third to one-half of families took boarders (Groth 1994:92). While no such broad claim can be made for Albuquerque, the listings for boarding and rooming houses beginning in the early 1900s (when separate listings for each type of dwelling appeared in city directories) suggest that these types of multiple-unit dwellings played a significant role in housing the town's population. By 1908, when those categories were clearly established, through 1921, when separate classified listings for apartments first appeared, there were never less than a total of 60 boarding and rooming houses listed for the growing town.

As more of these boarding and rooming houses appeared, reaching their peak in the early 1930s, many were located in houses, especially in the Second and Third Wards that had previously served as single-family residences and then been converted. The Arno Apartments at 108-110 south Arno Street in the Second Ward offer a case in point. Built as a hipped-roof two-story brick house around 1896, the building first functioned as a duplex, serving as the residence for notable New Town leaders J.C. Baldridge, owner of a lumber yard that remains in business 118 years later, and Col. D.K.B. Sellers, mayor of Albuquerque during the 1910s. By the 1920s, however, the duplex was converted into the multi-unit dwelling that it continues to function as today. Such conversion occurred in some of the larger homes in other sections of the town as well. The former Emmons House located at 616 West Coal Avenue, for instance, first appeared in the Sanborn Fire Insurance Map in 1913 and was shown as a two-story brick dwelling with a wood-frame attic. Located directly to the south of the house was the electric power and planing mill of J. Newlander. By 1921, he had acquired the Emmons House and converted the former single unit residence into the multi-unit Newlander Apartments, adding large tapered concrete pier porch supports across the front veranda.

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Beyond those seeking lodging as was the case in any growing railroad town and shipping and commercial center at the time was another group requiring housing in Albuquerque. After the turn of the century, the town became increasingly popular as a health resort for those suffering from pulmonary tuberculosis. Although there had been a trickle of health seekers traveling to Albuquerque through the second half of the Nineteenth century, shortly after 1900 the numbers increased. Accessible by rail and well publicized for the 16 sanitarium that were established over the next three decades, the town's health industry attracted thousands of consumptives. They were part of the many thousands drawn to the arid Southwest seeking the climatological therapy that many physicians of the time advocated. So popular a destination was the town, that by 1915 nearly a quarter of its 11,000 residents were thought to be "chasing the cure" (Spidle 1986:99).

Attitudes toward the health seekers were generally positive. Many New Mexicans welcomed consumptives, extending sympathy, pleased that they sought the area's sunshine and fine climate, and aware of the economic boost their legions brought to the growing town. The town's boosters billed Albuquerque "the heart of the well country," a promotional phrase that endured until the early 1930s, and the Commercial Club, forerunner of the Chamber of Commerce, instituted a promotional slogan in 1915: "Albuquerque, New Mexico, where the sick get well and the well get prosperous!"

Many of the town's first health seekers simply lived in tents. Later, as the sanitarium movement took hold, beginning with the founding of St. Joseph's Sanitarium in 1902, more lodging alternatives became available. The more elaborate and costly sanitarium were modeled on the Trudeau Sanitarium at Saranac Lake, New York. They employed a cottage plan consisting of a main building housing a dining room, kitchen, treatment rooms and facilities, offices for the staff, perhaps a recreation room and a few private and semi-private rooms for some patients (Spidle 1986:143-152). Surrounding these central facilities were the cottage residences of the health seekers. Those able to afford and to secure a cottage or, typically, half of a divided cottage often elected to convalesce at a sanitarium.

Many patients, however, sought other forms of lodging, choosing to visit the sanitarium only periodically for consultations with their physicians, many of whom were also consumptives. Some, of course, purchased or rented single-family dwellings, especially on the newly opened East Mesa where realtors emphasized the clean, unpolluted air that

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awaited homeowners above the floor of the Rio Grande Valley. So popular was the East Mesa for consumptives that according to one health seeker, "At every house in my line of vision, either on porches or in yards were other sick people" (Ellis 1934:23). In some instances several roomed together in a single house or "convalescing homes" in which "three or four boarders might rent basic accommodations" (Spidle 1986:153). With several of the larger sanitarium located along the foothills leading to the East Mesa, East Central Avenue (formerly Railroad Avenue) soon became known as "TB Row."

Others, however, alone or with a relative in attendance, lacking the means or optimism that they would survive their affliction, relied on multi-unit housing available in hotels, boarding and rooming houses, and, eventually, apartments as they began to appear during the 1910s. Since doctors' espousing climatological therapy recommended that patients seek sunny, airy rooms with a southern or eastern exposure, rooms possessing those characteristics were particularly in demand. Many of the former single-unit dwellings converted to boarding houses include sleeping porches added in an effort to cater to consumptives, many who were instructed to sleep outdoors 365 days a year. Not all boarding and rooming house proprietors, however, were willing to accept consumptives. Anne Ellis recounts how, upon arriving in Albuquerque for her first convalescence, "they would not have me in a hotel" and that she found lodging only when a AT&SF brakeman, who was a mason as her husband had been, agreed to "smuggling us in past his landlady" (Ellis 1934:17).

Although the tubercle bacillus had been demonstrated to be communicable by the German bacteriologist Robert Koch in 1882, it was only after the turn of the century that fear regarding its communicability and public health began to rise. People grew especially uneasy that the germs could be spread through spitting, sneezing and coughing, and, in 1907, New Mexico passed a law prohibiting public spitting. In Albuquerque there emerged a split in the housing market as some hotels and boarding houses refused to accept consumptives while others actively sought them. Throughout the first two decades of the Twentieth century, many of the classified advertisements for multi-unit dwellings made clear their policies regarding health seekers as potential boarders. Most direct were those that simply stated "no sick/health seekers" or "no invalids." Others, in contrast, billed themselves as "ideal place for health seekers" or, more commonly, simply noted that the rental included a sleeping porch.

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The increasing specificity that marked the rental housing market as it was advertised in the town's newspapers permits some insight as to where in Albuquerque health seekers found themselves welcome. The Albuquerque Morning Journal gradually refined its advertising section for housing rentals, first using classified advertisements in 1899 and then, by 1911, offering separate listings for three categories of lodging rentals: apartments, rooms and dwellings. These listings were further refined in 1914 when the categories rooms with board and hotels were added and the growing town was divided into three geographical categories, the North End, the Highlands and the South. Corresponding to the Fourth Ward, the First and Second Wards and the Third Ward respectively, these rental listings generally indicate that health seekers were more welcome in the Highlands where many of the lodgings listed also noted the availability of sleeping porches. Those lodgings specifically noting that they were not available to consumptives were generally located in the Third and Fourth Wards.

As more consumptives arrived in Albuquerque after 1900, they swelled the town's population, contributing to, as one early resident described it, its transformation from "a village to a small city" (Balcomb 1980:12). Even with this growth, the location of multi-unit dwellings remained centralized, retaining what Sam Bass Warner and housing historian Gwendolyn Wright describe as a "walking city." Within each of the four wards, the sections closest to the downtown core continued to combine commercial, light-industrial and residential uses and to be the locus for multi-unit dwellings.

None of the hotels appearing in city directory through 1922 were farther than five blocks from the AT&SF depot. Only with the construction of the Franciscan Hotel, located at the northwest corner of Central Avenue and Sixth Street in 1922, did a hotel exceed those traditional boundaries. Financed by public subscription and seeking both automobile and railroad travelers as its clientele, it was intended to compete with the AT&SF's Fred Harvey hotel, the Alvarado. Due to its distance from the depot, however, never fully realized its subscribers' dreams.

Those more modest hotels, serving also as boarding houses, remained concentrated along First and Second Streets rarely more than two blocks north or south of Railroad Avenue (Central Avenue after 1908) or along the five blocks of Railroad Avenue west of the tracks. Of the eleven hotels listed in the city directory in 1905, for example, all fell within this area. In 1908, the Highland Hotel (later the Hudson Hotel), located at 200 E. Central Avenue east of the railroad tracks, became the only

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hotel to appear outside of that well-defined hotel zone until some tourist courts began to appear on the hotel list in the 1930s. Frequently these hotels were located on second floors of commercial buildings with a single entry and stairway punctuating a street wall lined by entries to stores flanked by their display windows. By 1908 most of these buildings were of brick construction, having replaced the earlier wood frame buildings as the predominant building type in the downtown core. The Grand Central Hotel, for instance, was located on the third floor of the N.T. Armijo Building. Less often, as in the case of the Metropolitan Hotel at the northwest corner of Central Avenue and First Street, the entry was located more prominently beneath a veranda with an iron awning at a street corner with a ground floor lobby. The Bliss Building, located at 500 W. Central Avenue, with the Elgin Hotel located on the second floor from the early 1920s through the 1970s, remains as a reminder of these modest second-story hotels.

Extending over a greater area of New Town but still within the perimeter of a walking city were the boarding houses and furnished rooms occupied by many of the town's workers. Even with the development of the electric streetcar system after 1904, with the exception of boarding houses located near the South Edith Street streetcar spur, multi-unit dwellings were located in or around the downtown core. The 1905 city directory, for instance, one of the first directories in which hotels and rooming houses were listed as discreet items in a classified section, listed nine boarding houses. Six were located on South First or Second Street in the Third Ward and three were located on Railroad Avenue and on North First or Second Street in the Fourth Ward.

An even more detailed picture of Albuquerque's multi-unit housing appears in the 1908 city directory which established the pattern of listing boarding houses, furnished rooms, and hotels as separate categories. Ten years later, the additional category of buildings, flats and halls, which included the first apartment listings, appeared. By 1924 the separate category of apartments had been added to the classifieds. Among the fifteen boarding houses listed were 11 located in the Third Ward, two in both the Second and Fourth Wards, and one in Old Albuquerque. Among the 48 furnished rooms listed one was located in the First Ward, five in the Second Ward, 32 in the Third Ward and 10 in the Fourth Ward. Clearly, the proximity to the AT&SF yards and the downtown commercial district made the Third Ward, especially close to downtown along Gold, Lead and Silver Avenues and farther south along Second and Third Streets, attractive to workers requiring lodging within walking distance of their jobs. So in demand was lodging in this area that, by

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1908, an eight-unit brick tenement had been constructed just across from the AT&SF yards at 100-116 West Hazeldine Street. Recalling his childhood from 1898 to 1912 within the walking town, Kenneth Balcomb observes that the workday of the entire town was regulated by the whistles sounded at the AT&SF yards. When the morning whistle sounded summoning employees, people turned out of their dwellings responding to its command (Balcomb 1980:12).

The Rise of Apartment Multi-Unit Dwellings (1910-1945)

In 1911, Anders W. Anson, a general contractor who was completing the Rosenwald Building on Central Avenue, placed an advertisement in the Albuquerque Morning Journal for a rental dwelling he had recently completed on North Fifth Street. Described as having a hot water heater, six rooms and a bathroom and a large screened porch, the apartment was renting for \$75 per month and was part of a row house plan employing concrete blocks with decorative courses of cast stone and brick. Anson's housing project, completed in 1910 and razed in the early 1990s when it gave way to townhouses bearing his name, marked a significant change in the practices associated with Albuquerque's multi-unit dwellings. Although boarding and rooming houses as well as modest residential hotels would remain a part of the town's housing market until mid-century, the advent of the apartment, or flat, as an alternative multi-unit dwelling began to broaden the choices available to those not owning or renting single-family dwellings. By 1930 the number of apartment buildings listed in the classified section of the city directory surpassed those for boarding houses or furnished rooms, and by 1936 the number of apartment buildings listed exceeded the number of boarding houses and furnished rooms combined. As boosters took stock of the city's housing market at mid-century they praised the apartment building boom that had occurred a quarter century ago, noting that it had provided the city with some of "the most popular rental accommodations available" (Albuquerque Progress 4/50:2).

To a great degree, the emergence of the first modern concrete block and brick apartments built specifically as multi-unit dwellings marked Albuquerque's transition from a growing railroad town to a small city. With several two-story apartments constructed on the western fringe of downtown during and just after World War I, the town began to take on the appearance of an urban area. The electric streetcar, operating since 1904 and extended to include over six miles of track by 1908, opened northern portions of the Fourth Ward as well as areas around the University of New Mexico on the East Mesa to streetcar commuters. Even as the electric

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streetcar permitted residential sub-divisions beyond what had previously been the boundaries of the walking city, the impact of the automobile on residential settlement patterns also became more apparent. With automobile registration in New Mexico jumping from 470 in 1910, to 17,720 in 1920, and 84,000 in 1930, the effects of the private automobile on what had become the state's largest city by 1910 were dramatic. So attractive was the freedom the automobile offered in contrast to the fixed rails of the electric trolley that in 1928 Albuquerque became one of the first communities in the United States to abandon streetcars in favor of a city bus system.

This expansiveness was also reflected in city growth patterns. In 1925 under the leadership of the city's ex-officio mayor, Clyde Tingley, Albuquerque undertook a policy of aggressive annexation. By 1941 the policy had resulted in the city more than quadrupling in size and more than doubling in population from 15,157 in 1920 to 35,499 in 1940. Not only did the city begin to expand into the North End and onto the East Mesa, but as the new conservancy district began to control the chronic flooding along the Rio Grande, subdivisions were also platted just to the west of downtown in the Reynolds and Country Club Additions. Only to the south where expansion was curtailed by the bottleneck created by the AT&SF yards and the eastward curve of the river was substantial growth precluded.

The implications of this rapid growth on Albuquerque's housing resources were also substantial. Local realtors and homebuyers continued to prefer single-unit houses in the ring of new suburban tracts opening up around the downtown core. In fact, the ideal of the suburban home and the privacy accompanying it that Gwendolyn Wright terms the "apotheosis of late-Victorian culture" remained strong in Albuquerque throughout the early decades of expansion even as it does today (Wright 1981:95). As early as 1906 when he first platted the University Heights Addition on the East Mesa, Col. D.K.B. Sellers attempted to exploit this American penchant for privacy and residential exclusivity. Urging prospective home buyers to move "towards the higher ground, above the smoke and lowlands," Sellers foresaw a downtown that would become much like that in Denver in which once single-family homes became boarding houses and living "close in may become undesirable" (University Heights Improvement Company 1906). Historian Marc Simmons characterizes this attitude as one in which the city's preference for suburban tracts "took its cue from a rising national dissatisfaction with life in densely populated central cities. The builders of New Town wanted none of the crowding, excessive noise,

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and tenement blight that in the East had driven out affluent urban dwellers" (Simmons 1982:339).

Despite this predilection for single-unit over multi-unit housing, Albuquerque's rapid growth, accelerated even more so by the army of health seekers arriving throughout the 1910s and 1920s, demanded multi-unit dwellings to overcome what amounted to a chronic housing shortage. Even Col. Sellers, tireless promoter of East Mesa suburbanization, conceded in 1933 that if health seekers continued to inundate the city perhaps the city should consider a public works project to house them (Albuquerque Morning Journal 10/17/33). Although an unabashed advocate of New Deal public works projects throughout the 1930s, Clyde Tingley, soon to become the state's governor, rejected Sellers' proposal because of the debt the city would incur. Although on a personal level Tingley and his wife Carrie, who herself came to Albuquerque in 1911 as a health seeker, displayed great concern for convalescing consumptives, Tingley's official attitude embraced the popular vision of the growing city as a largely suburban community. In 1927, for instance, the Tingley-led City Commission voted to rescind a building permit that had been issued for a multi-unit convalescent dwelling in the largely suburban Terrace Addition. The commissioners did so at the behest of realtors who had objected that a "lodging house" would depreciate property values and that, even without a specific building covenant, the sale of lots within the addition implied a prohibition of multi-unit dwellings (Albuquerque Morning Journal 7/28/27).

This incident illustrates the personal decision-making approach that Tingley brought to city government. While the city's political history furnishes no other leader who promoted Albuquerque as vigorously, Tingley's leadership and administrative style remained largely personal. Even when Charles Lembke, who succeeded him as ex-officio mayor when Tingley became governor in 1935, proposed that Albuquerque initiate rudimentary planning and zoning policies to be funded as a Federal Emergency and Relief Act (FERA) project, Tingley objected. Fearing that carefully delineated procedures would spawn bureaucracies that curtailed the ad hoc style of administering he favored (and would use again when he returned as mayor in 1939), Tingley resisted efforts to institute any city planning. Only in 1949, as Tingley's power was waning, did Albuquerque first establish a planning department. This resistance to planning and zoning accounts, in part, for the mixed use neighborhoods in which both single-unit and multi-unit dwellings appeared especially from the late 1920s to mid-century.

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The first large two-story apartment buildings appearing to the west of downtown suggested that Central Avenue would become the grand residential boulevard connecting New Town to Old Town, site of the Bernalillo county Courthouse, that early promoters had envisioned. First labeled "Honeymoon Row" for the stately residences constructed just west of downtown by 1920 three apartments also appeared in the vicinity. First, came the twin red brick buildings of the Washington Apartments at the southwest corner of Tenth Street and Central Avenue in 1916. Four years later, Arno Huning, son of Franz Huning, one of the three original investors in New Town, built the 20-unit Castle Apartments at the southeast corner of 15th Street and Central Avenue. Also during 1920, Dr. Charles Eller built the 12-unit Eller Apartments at 113-117 South Eighth Street, just south of Central Avenue. The Castle and Eller Apartments, in particular, catered to more affluent residents with M.C. Mechem, a former governor, residing in the latter. These three apartment complexes represent some of the oldest remaining multi-unit dwellings in Albuquerque, other than conversions of earlier single-family dwellings, and all are individually listed in the National Register of Historic Places.

Symmetrical and with hipped roofs, the two units of the Washington Apartments stood ten feet apart and were joined by a connecting steel arch topped by a bust of George Washington. Designed by Henry C. Trost, the best known architect in the Southwest during the first quarter of the Twentieth century, the Eller Apartments were flat-roofed and faced with brick. Their symmetrical façade was broken into three bays with sleeping porches interspersed and each of the three principal entries topped by a gable. The architectural elements of both apartment buildings reflected the tastes of local leaders who sought to emulate other growing cities in the Midwest by shaping a similarly built environment. Only the Castle Apartments with its flat roof, crenellated parapet, and cement stucco coating offered elements inspired by regional styles. With its 60-foot front setback and rectangular U-shape creating a large landscaped courtyard facing Central Avenue, it also anticipated, though on a grander scale, the many courtyard apartment buildings that would begin to appear along the residential streets of the city's new subdivisions in the decades to come. Significantly, the Castle Apartments also included a separate garage behind the building, an amenity that would accompany many subsequent apartment buildings.

Although the bias in Albuquerque lay with single-unit dwellings, promoters also recognized the role that multi-unit dwellings played in fostering its image as a growing city. In 1922 an article noted that

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Albuquerque's emergence from a small town to a "thriving and prosperous little city is an interesting process" (Albuquerque Morning Journal 7/2/22). To illustrate this process, the writer cited "the increasing demand for apartment houses," asserting that "every city has them, every city demands them, not only because of their assisting in the housing problem, but also because of the desire on the part of a large number of our citizens to be relieved of the responsibility of operating a household." While some, of course, appreciated apartment living for the relief from the responsibilities of home ownership that accompanied it, the writer's observations about housing demands addressed the more pertinent issue of the city's growing pains. They reflected the national trend toward urbanization, which in the 1920 census showed that for the first time a majority of Americans lived in communities with more than 2,500 inhabitants. As a result of this demographic shift, growing cities such as Albuquerque often faced housing shortages.

Records compiled from city directories, for instance, show that residential vacancies hovered around 12% in the early 1920s, fell below 10% for the first time in 1928, and by the mid-1930s slipped below 4%, never to rise above that figure until after World War II (Albuquerque Progress 8/39:3). Similar tabulations appear in the 1930 census marking the census bureau's first concerted efforts to examine the American housing scene. The listing for dwellings in Albuquerque shows that of a total of 6,126 dwellings 5,746 were one-family dwellings, 285 were duplexes, and 95 were multi-unit dwellings housing three or more families (U.S. Census 1930:897). The latter figure also roughly corresponds to the total number of apartments and boarding houses appearing in the classified listings of the 1930 city directory. Specifically addressing the matter of lodgers residing with families, the census shows that of the 6,783 families listed 453 took in one lodger and 261 families housed two or more lodgers. These data corroborate the fact that housing shortages became acute in Albuquerque during the 1920s and underscore the attractiveness that constructing multi-unit dwellings began to hold for small investors during the 1920s and 1930s. Constructing apartment buildings became especially attractive when interest rates dropped during the Depression and first the Home Owners Loan Corporation (HOLC) and then the National Housing Act of 1934 began to make federally backed monies available for multi-unit housing up to four units.

The shift in Albuquerque's multi-unit housing from the boarding houses, furnished rooms and residential hotels that marked the town's first thirty years to apartment buildings becomes especially apparent in the classified listings appearing in the annual city directories. The

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first multi-unit dwellings formally designated as apartments were the Washington Apartments, which appeared in a classified listing entitled "Buildings, Flats and Halls" in 1919. By 1924 "Apartments" appeared as the lead word in this collective listing, and by 1927 the term began to appear as a discrete entry. Over the next 15 years a virtual apartment construction boom occurred in Albuquerque with new apartment buildings appearing every year even in the depths of the Depression. At the same time the number of boarding houses gradually declined, falling to less than 10 by 1936 and disappearing entirely from the lodging industry by 1945. Furnished rooms, on the other hand, persisted. After reaching a high of 65 in 1924, their numbers remained in the forties until the late 1930s when they dropped to less than 20 and then ceased to be a classified entry in the city directory after 1949. Those remaining through the 1930s were all located within the walking city. They included many of the modest second story hotels located on First and Second Streets near the AT&SF depot and came to constitute what Groth refers to as a "rooming house district" near the railroad tracks. These more modest multi-unit dwellings offered a sparse contrast to the better hotels and new apartments becoming available to lodgers. Even through the 1920s, many offered only what had become minimal amenities, in many cases still offering lodgers only stoves for heating rooms in contrast to the steam heating generally available elsewhere (Sanborn Fire Insurance Map 1919).

Most of the apartment buildings that followed the Washington, Eller and Castle Apartments were more modest than their three precursors. A few, such as the Arno, a conversion from a former duplex constructed around 1896, and Blakemore (1936) Apartments located on South Arno Street and the Biltmore (1931) located on West Tijeras Avenue were two stories and contained front entries leading to an interior central hall. More common in the late 1920s and early 1930s, however, were one-story courtyard apartment buildings consisting of from four to 10 units. Most of these early courtyard apartment buildings appeared on the fringes of downtown. Some appeared in the Highlands in the First and Second Wards, including the Kozy Kort (1927), the Wilson Apartments (1927), the Alhambra (1929), and the Wiggins Apartments (1933), some of which are listed as contributing properties within the Huning-Highlands Historic District. Several, including the White Eagle (1930), El Portal (1930), Del Rio (1931) and Mecca (1936) Apartments, were located in the Fourth Ward northwest of downtown.

During the 1930s as the Country Club Addition developed as a single-family suburb a mile west of downtown attracting the city's affluent professional class, similar apartment buildings appeared as

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infills in the more modest Reynolds Addition in the Third Ward just to the west of downtown. Among those early apartment buildings were the Caralan Court (1936) and the Monahan Apartments (1937). The vacant lots in this area would continue to attract apartment developers in the post-war years resulting in one of the highest concentrations of pre-1960 one and two-story courtyard apartment buildings in Albuquerque. By the mid-1930s, the apartment construction boom had even begun to extend up the sandhills of the East Mesa with El Porvenir (1937) along Grand Avenue (now Martin Luther King Boulevard). As the University of New Mexico substantially increased its enrollment beginning in late 1930s, the Grand Avenue and nearby residential streets south of what is now the Spruce Park Historic District also became an enclave for other courtyard apartment buildings.

Often located on one or two of small lots platted for residential blocks, many incorporated narrow parallel linear or U plans perpendicular to the street with the front entries to individual units opening onto small courtyards that faced onto the street. Sometimes as narrow as 10 feet, these courtyards often had an arched entry and were landscaped with flowerbeds while wider ones contained bushes, shade trees and lawns and were sometimes set off from the street by a low wall and, occasionally, an arched entry. Others, such as the Balay Apartments (1939) in the Reynolds Addition were broken into several discrete cottages each with two to four units with the entire plan organized around a central courtyard or commons. Still others, such as La Miradora Apartments (1940) and the Bachechi Compound (1927 through the 1940s), include walled compounds consisting of several buildings and a commons. The former, constructed near Old Town by the noted southwestern artist and publicist, J.R. Willis, appears as complex of seemingly random cottages unified by walkways and multiple landscaped courtyards. The latter, located on the 200 block of Wellsley Drive SE, is a five-lot residential complex in which residents live in five discrete buildings and share the common grounds as well as the main entry to the compound.

Just as the single-family dwellings built in Albuquerque's automobile-oriented suburbs of the late 1920s and 1930s accommodated the family automobile with detached and then, increasingly, attached garages, many of the apartment complexes also included a unit of detached garages. Generally they were located at the rear of the property and were often accessible through an alley bisecting the block. By the early 1940s, in an effort to add more units to their apartments, some builders began to add a two-story section at the rear of the property, placing the complex's garage beneath the second-story units where it was accessible

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from an alley. Rear entries often opened onto a small yard, some with clotheslines, separating the apartment from the detached garage. In instances in which an apartment was located on a corner lot, half of the rear entries often faced the sidewalk lining the street perpendicular to the front of the courtyard.

The inspiration for these courtyard apartment buildings came, no doubt, from both local precedents and the growing popularity of courtyard apartments extending across the American southland from Miami to Los Angeles. Pueblo and Spanish colonial building practices in New Mexico had always emphasized making use of sheltered, sunny areas, or *resolanas*, through patios and courtyards formed by the L and U-shaped plans as well as enclosed configurations of the linear houses. The use of long porches, or *portales*, enhanced tenants' use of some courtyards by providing an area shaded from the harsh summer sun. Unlike the linear plans of the traditional Hispano houses, the plans of the apartments were generally massed in order to include both private and public spaces within each unit. Joined together, however, the units approximated a widened plan with a line of dwellings not unlike the linear compounds that functioned as multi-unit housing for the extended families of the early Spanish colonists.

By the 1920s, efforts to meet housing shortages in a rapidly-growing Los Angeles had prompted many architects and builders to turn to these same design precedents as a way of satisfying the need for high-density housing while retaining a link with the privacy associated with single-unit dwellings. At the same time many designers had also learned from earlier housing reformers such as Jacob Riis. Vilifying tenements as fostering a "street habit," they had advocated a "fresh air and wholesome recreation in a fully cordoned courtyard" that would also serve to draw residents together (Wright 1981:125). Courtyard apartment buildings provided that link by removing individual apartment units from the impersonality of the city street and affording the individual a sense of separation and privacy while still meeting the requirement of a higher density of housing. With a garage located on the periphery of many of the courtyard apartment complexes, residents were also permitted to retain a connection with the private automobile that had become indispensable for many. So popular was this new housing form that during the 1920s the proportion of apartment construction in Los Angeles incorporating the courtyard plan rose from 8 to 53% and "experimental garden apartments, which left a major part of the site open, won favor on both coasts" (Wright 1981:150).

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In achieving this bridge between the individual's need for privacy in his housing and raising the density of housing in cities, the courtyard apartment building produced what architect Stefanos Polyzoides terms a "second housing paradigm" (Polyzoides 1982:55). Contrasting it with the traditional Western housing tradition emphasizing the single-unit dwelling, he argues that it "emphasizes urban continuity and focuses on the development of urban space as a positive element." Though contrary to the vision of many sub-division developers, courtyard apartment buildings were not only fulfilling the demand for housing that accompanied Albuquerque's emergence as a city. They were also offering many residents some of the positive aspects associated with single-unit dwellings while relieving them of the responsibilities and costs of home ownership. Summarizing the sometimes contradictory social forces at play in the courtyard apartment, Polyzoides argues that it "contains the seeds of both the motel, the ultimate expression of mobility and alienation, and the village green, the traditional American expression of community" (Polyzoides 1982:12).

While never incorporating the elaborate range of decorative details that many of the courtyard apartment buildings did elsewhere as they mimicked Spanish Colonial and Mediterranean building styles, those constructed in Albuquerque during the late 1920s through the early 1940s often reflected the growing interest in architectural regionalism. This use of regional design elements grew, no doubt, from the fact that many of those building apartments were also building single-unit dwellings incorporating similar designs during the inter-war period. Rarely were architects cited as being involved in the small apartment projects of the time. Occasionally, particularly in the late 1930s and 1940s, the names of A.W. Boehning or Gordon Ferguson are listed as architects in individual projects. More often, however, builders such as W. A. McCollum, J. F. Ange and H.W. Balay, and Scott Ridenour, all heavily involved in the construction of single-unit dwellings in the suburbs located on the East Mesa during the 1930s, undertook various apartment projects either for themselves or individual investors.

Typically using wood frame, structural clay tile or concrete block construction, they were easily able to apply a modicum of design elements to affect Mediterranean, Spanish-Pueblo Revival, and, Southwest Vernacular Styled apartments. Reflecting the popularity of these regional styles during the period, many of the pre-war courtyard apartment buildings offered a range of stylistic details that modestly evoked these manners. They included decorative tiles marking entry hoods, bas relief medallions on facades, curvilinear or stepped parapets, vigas, canales,

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portales, earth-tone stucco cement wall coatings, arched entries and varied fenestration to generally flat-roofed buildings. As it also became popular in residential construction during the 1940s and 1950s, elements of the Territorial Revival Style also appeared in multi-unit dwellings with a modest range of details such as a brick coping at the parapets, pedimented lintels at windows and doors, and molded portal supports.

While the vast majority of courtyard apartment buildings reflect at least a few of these design elements, two examples provide a good illustration of how builders applied regional elements to multi-unit dwellings. The Monahan Apartments (1937) at 1100 West Gold Street are an eight-unit dwelling constructed by Edna Monahan at a cost of \$16,700 (Albuquerque Progress 11/37). Unlike most of its contemporaries, builders used adobe bricks for its walls. The design also departed from another common practice in Spanish-Pueblo-inspired apartments, which simply marked each entry with a small hood or provided a single portal sweeping around the interior of the U-plan to provide the entries of each of the units with a common porch. Instead, the Monahan Apartments employed a cutout in each unit, creating a private portal detailed with corbels and wood supports. Further inducing a sense of privacy, a low wall was added to enclose the courtyard from the street and sidewalk.

El Porvenir Apartments (1938) at 1310 East Grand Street (Martin Luther King Boulevard) are located on the sandhills rising to the East Mesa, where steep sandy arroyos resisted widespread development until the 1930s. Constructed as a residence by John Giomi, who held several investment properties in the city, in 1936, two years later the property was converted to a six, and, eventually, eight-unit apartment complex. Similar to the Monahan Apartments, El Porvenir employs a range of Spanish-Pueblo Revival Style elements including stepped parapets, adobe brick walls with buttresses, vigas, and corbels as well as exposed vigas and fireplaces within the units. Making use of the steep slope of the property, the units of the complex step down the hill, accentuating the various planes of the roof, to meet the street. A former garage converted to an additional unit is located at the street level at the northeast corner. A heavy stucco-coated wall encloses the courtyard from the street, and a walkway from a parking lot on the eastside of the complex offers a second entry into the sloping courtyard. El Porvenir suggests how, at their best, the city's courtyard apartment buildings resolved the issue of retaining a necessary degree of privacy and individuality in a multi-unit dwelling that also addressed the city's need for denser housing.

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Much as the styles of single-unit construction became more eclectic just before World War II and in the years following the war, apartment construction reflected similar trends. Shorthand versions of the ranch house with low pitched roofs that began to appear as single-unit dwellings in the mid-1930s began to appear in multi-unit dwellings by 1940. Described as "a new departure in architectural style for Albuquerque," apartment buildings at North Maple Street and Grand Avenue appeared in 1941 (Albuquerque Progress 9/40). Still embracing the U-plan associated with other courtyard apartment construction but now detailed with large exterior chimneys, a broadly pitched roof extended over a continuous porch serving the entries to each of the four units, the new complex anticipated other departures from the traditional regionalism. Flat-roofed and with a slight brick coping, the three duplexes with attached garages located at the southwest corner of Spruce Street and Coal Avenue and designed by Gordon Ferguson suggest the sparser modernism that would mark the building boom following World War II.

Just eight months before the Japanese attack at Pearl Harbor, the city released statistics regarding building permits issued during 1940. Included in what had emerged as Albuquerque's best year for construction were permits for 409 residences totaling \$1.3 million, permits for 24 duplexes totaling \$100,000, and permits for nine apartment buildings, each accommodating three or four families and totaling \$62,000 (Albuquerque Progress 4/41). While modest compared to single-unit housing, these statistics, combined with a profile of the city's housing market included in the 1940 census report, indicate the role multi-unit housing played in meeting Albuquerque's housing needs. By 1940 there were 10,420 dwelling units listed in the city of 35,499 residents, 1,365, or 13%, of which consisted of multi-family dwellings of four units or more (U.S. Census 1940:240-261). Approximately 900 of those units were in complexes numbering between five and 19 units, and only 146 units were in complexes greater than 19 units. Further indicating the city's need for housing, 1,398 units were listed as having been converted, most likely from single-unit dwellings to multi-unit dwellings of three units or less. The average monthly rent was \$24.79.

In examining the period in which apartment buildings first appeared and became the predominate form of multi-unit housing in Albuquerque, it is evident that they played an indispensable role in assuaging the growing city's chronic housing shortage. Despite the emphasis leaders and realtors placed on the single-unit dwelling, it was only through the widespread construction of apartment buildings that those drawn to the state's largest city for work opportunities or as health-seekers were

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able to secure long-term lodging. While the boarding houses, furnished rooms and small hotels lingered until after the war, to a large extent, they became what Paul Groth terms "cheap lodging houses" for casual laborers, hoboes, and other transient residents. They were shunned, however, by mainstream renters whose rising expectations concerning types of housing and accompanying amenities demanded a new range of choices. As the number of apartment buildings listed in the city directory grew from seven, when they were first listed as a discreet entry in 1921, to 68 by 1942, the number of units they offered residents played a significant role in providing housing close to the downtown. Moreover, the construction of most of these apartments on empty lots marked an infill that raised the density of housing around downtown enhancing its character as an urban place.

Apartment Construction in the Post-War Boom (1945-1960)

A month after the Allied invasion at Normandy amid indications that the threat of the Axis powers was waning, Albuquerque residents were confronted with an alarming headline regarding the crisis in the local housing market. Proclaiming the "city housing shortage acute" and that "sale prices soar," the article cited the concentration of military personnel at Kirtland Field and the new military convalescent center as contributing to an already bad housing situation (Albuquerque Tribune 7/26/44). Reflecting the stress he felt from the housing shortage, ex-officio mayor Clyde Tingley complained that "my office is under steady pressure from workers in war industry and military personnel...who must live in tourist camps or entire families in single hotel rooms." Two weeks later, when a notice for an available apartment at \$17.50 per week appeared in the classified ads, the owner of the Auto-tel Court on West Central Avenue who had placed the ad announced that he had received 217 responses in just two days (Albuquerque Journal 8/5/44).

After Albuquerque's residential occupancy rate had dropped to 3.85% in 1938, it had fallen even further during the early years of the war. Despite the number of apartment buildings that had appeared during the 1930s, and despite the dozens of permits for conversions of single-unit dwelling to multi-unit dwellings that had been issued during the late 1930s and early 1940s, Albuquerque's housing market remained under extreme pressure. Even as the war began and the demands of wartime industries curtailed housing construction, several small apartment building projects were completed in 1942 and 1943 with materials already designated for domestic construction. By 1945, the classified listing for apartments in the city directory showed that during the last three years

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of the war some 11 new apartment buildings had been completed bring the total of apartment complexes to 71.

Largely unchanged, however, were the areas of the city in which apartment building construction had occurred. The only apartment buildings located outside of those well-defined zones included the Luke Apartments at 3301 North Fourth Street, the major north-south commercial strip, two apartment buildings listed in Old Town, and the Christie Apartments at the edge of the College View Addition east of the University of New Mexico. Apartment buildings were heavily concentrated along the western fringe of downtown extending from New York (now Lomas) Avenue south through the Reynolds Addition. A similar ring arcing along the sandhills from Grand Avenue (now Martin Luther King Jr. Boulevard) on the north, through the Huning-Highlands Addition and extending to the residential area south of the University of New Mexico comprised the city's other area of mixed residential use. Other areas in which apartments were located were the residential areas north of downtown and the old boarding house and furnished room area just west of the AT&SF yards, areas with only a scattering of multi-unit dwellings compared to the zones east and west of downtown.

While the U.S. Bureau of the Census had made changes in how it categorized rental housing between the 1940 and 1950 census, some basic standards remained, permitting an appraisal of role multi-unit dwellings played in Albuquerque's housing story. (For the purposes of this Multiple Property Listing multi-unit dwellings are defined as having four or more dwelling units.) Both the population of the city and its number of dwellings had grown. This growth was the result of the defense-related jobs created in and around Albuquerque, the city's expansion as a service and sales center, and its mild climate, which attracted many former soldiers who had passed through the city as G.I.s during the war. Over a ten-year period, the population had grown from 35,000 to 97,000, and the total number of dwellings in Albuquerque had increased from 10,420 to 33,625 (U.S. Census 1950: Albuquerque Standard Metropolitan Area). 14,860 units of the 1950 total were renter occupied, but the majority of those were either single-unit, two-unit, or three or four-unit dwellings, leaving only 1,845 multi-unit dwellings, a relatively small increase above the 1,365 such units available in 1940. When the three and four-unit dwellings are added to those multi-unit apartments with more than four units, the total number of multi-unit dwellings rises to 3,475 units, or 10% of the total housing available in 1950, a significant decrease from the 13% such units comprised ten years earlier.

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In 1950 Albuquerque Progress departed from its customary survey of new single-unit and commercial construction to survey apartment building construction. Noting that compared to single-unit construction only "a relatively small number of such units (apartments) had been constructed," the article praised the "city's progress in providing rental residential units" and builders' efforts to take "advantage of our climate and sunshine in a variety of designs" (Albuquerque Progress (5/50)). This emphasis on regional design would continue to characterize much of the apartment construction during the 1950s even as developers expanded the scale of apartment projects. The Girard Southeast Apartments (1952) located at 501-11 Girard Street SE, for instance, retain the U-plan and regional design elements set in a landscaped courtyard even as the developer sought to increase the density of the complex. Consisting of approximately a 1.5-acre parcel in a largely residential neighborhood, the complex includes two two-story buildings with identical U-plans. Each of the buildings contains 16 two-story units with paired or single recessed entries with posts and corbels facing the central courtyard and rear doors located along the outside perimeter of each building. To accommodate vehicles, a paved driveway passes between the two buildings, leading to two extended carports with small storage units at the rear of the property.

In contrast to the greater scale appearing in some of the enlarged courtyard plans, the Vassar Apartments (1953) located at 1400-16 North Vassar Street offer a series of five discrete linear units set on landscaped grounds. Set on a slightly sloping terrain with an irregularly-shaped parcel consisting of approximately 1.6 acres, the five buildings parallel each other and are sited perpendicularly to Vassar Street with the southernmost unit facing on Hannett Avenue. The other four buildings are arranged in pairs with each building in the pair facing the other. With four apartment units each, the five buildings of the complex are sited on well-manicured grounds with large shade trees and a space for clotheslines between the rear sides of each pair. Similar to way in which apartment buildings employing the courtyard plan often provided garages at the rear of the units, a series of four-unit carports with storage closets are located along the alley at the rear of the apartment complex. The presence of the carports located some 30 feet from the rear walls of each unit at first glance suggests a broken U-plan similar to apartments employing courtyard plans. The five dispersed units and the broad greensward in which they are set, however, denotes the efforts of some local builders to define a local version of garden apartments characterized by a lower-density plan and ample landscaped grounds surrounding them.

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The photographic survey included in the article shows that while regional design elements continued to predominate in much of Albuquerque's post-war apartment building construction, more examples of modernistic design were also appearing. Of particular note were two-story symmetrical rectangular buildings faintly suggestive of the International Style with their overhanging flat roofs, unadorned stucco cement coating, and use of horizontal windows. Sometimes appearing as two or more separate buildings, each with four or more units, or, as apartment complexes grew in the number of units they included, as elaborations of a U-plan, most were setback from the street with a surrounding lawn and a modicum of a courtyard.

The McHenburk Apartments, completed by 1954 at the northwest corner of Sycamore Street and Copper Avenue reflect that modernistic trend. Including 60 two-bedroom units on .63 acres, the complex consists of two buildings mirroring each other as they make a series of right-angle turns to form three discrete courtyards. Taking advantage of the property's sloping grade, the complex includes some garages below grade and offers residents a series of landscaped courtyards both within the complex and facing the street. With its flat roof, continuous porch, picture windows and horizontal wood facing around its second story, the complex is a good example of how imaginative post-war builders took additional steps to address the need for higher density dwellings while retaining much of the privacy found in the earlier smaller courtyards. Other new apartment buildings, however, were less successful in retaining the qualities found in some of the earlier courtyard apartments. While some new courtyards still offered residents a landscaped commons, others surrendered to the demand of the automobile, placing garages or parking areas within the interior space.

The increase that boosters predicted for apartment construction did continue through the 1950s. The number of apartments listed in the city directory grew from 75 in 1949, to 87 in 1952, to 129 in 1955, and to 165 by 1959. Despite the rapid pace of the city's growth as it jumped from 96,000 in 1950 to 201,000 in 1960, the increase in the number of apartment units actually marked a decrease in multi-unit dwellings as a percentage of the city's total number of housing units. It wasn't until the construction boom of the 1960s and 1970s that apartment complexes with the number of units in excess of 100 began to appear along the city's new commercial strips in the Northeast Heights that multi-unit dwellings began to grow as a percentage of total housing. In 1961, 16% of the total residential building permits issued were for multi-unit dwellings; by 1972 the figure had risen to 61% (Rabinowitz 1981:16).

Multi-unit Dwellings in Albuquerque, New Mexico

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In part, this shift to the commercial arterials as the location for new multi-unit construction reflected Albuquerque's zoning ordinances, adopted in 1959 that specified land usage and residential density. Much of the apartment building construction, occurring in the decade following World War II, however, followed the pattern established prior to the war in which courtyard complexes were located in mixed residential areas. As a result, as sub-divisions appeared in the late 1940s and early 1950s on the East Mesa, especially around the University of New Mexico and near Kirtland Air Force Base, courtyard apartment buildings were also included. Often, they were located near the major through streets, or arterial roadways, such as Carlisle and Lomas Boulevards, sometimes appearing singly but often in groups near commercial nodes or within a block or two of the commercial strip. This mixture of single-unit, duplex, triplex and small multi-unit courtyard apartment building construction remains one of the most visible characteristics of Albuquerque's older neighborhoods.

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During Albuquerque's first eight decades (1880-1960), the multi-unit dwellings that contributed to the growing city's ability to meet its housing needs underwent a series of changes. Much as multi-unit dwellings evolved elsewhere, those in Albuquerque began with hotels and boarding and rooming houses located in the downtown core. By the 1910s, early apartment buildings with four or more units began to appear on the fringes of downtown, spreading to many of the early suburbs where they contributed to the mixed residential pattern that characterizes those older neighborhoods today. With Albuquerque's relatively inexpensive land and its favorable climate, many of these early apartment buildings used a courtyard plan that offered residents a degree of privacy even as it increased the city's population density. Consistent with the courtyard plan and its antecedents, many of these apartment buildings employed design elements associated with regional building styles. This tradition of one and two-story apartment buildings, many still evoking regional building styles, continued in the post-World War II years even as some began to incorporate contemporary styles. Similar to the pattern established prior to World War II, these apartment buildings also appeared in or close to neighborhoods with single-unit dwellings. These historic phases marking the evolution of multi-unit dwelling in Albuquerque constitute the basis for the classification of the multi-unit dwelling property types.

Property Type: Boarding and Rooming Houses**Description:**

The most widespread multi-unit dwellings dating to the first four decades of New Albuquerque were boarding and rooming houses. Most, including those examples that remain, were located either on the upper floors of downtown commercial buildings or in former single-unit residences built during that period and then converted to multi-unit dwellings. The contrast between the location of the former in the downtown commercial core and the latter in the city's nearby early suburbs as well as the contrast in the design and style of the buildings form the basis for the two subtypes that follow.

Subtype: Hotel Rooming House

As discussed in the historic context, the popular distinction between boarding and rooming houses often lay in the inclusion of meals

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in the former and the absence of meals in the latter. In Albuquerque, however, while this distinction was important, of equal importance was the location of many rooming houses within the downtown core in the upper floors of commercial buildings. While many of the earliest commercial buildings were of wood frame construction, fire insurance maps indicate that by 1908 brick buildings had supplanted them. Most of these buildings included elements of what the New Mexico Historic Building Inventory Manual terms the Decorative Brick Style. Typically, they included specialty stores with large commercial display windows on the ground floor and single or grouped windows set in slightly recessed bays on the upper floors. Most of these buildings have flat roofs with slight parapets. Access to the hotel rooming house was through a narrow entry often located at one side of the facade with a stairway leading to a central hall on the second story. Illustrative of this subtype are the Highland/Hudson Hotel (1896) and the Bliss Building (1905) in which the Elgin Hotel was located.

Subtype: Residential Boarding House

As discussed in the historic context, early boarding houses were located in the early residential neighborhoods surrounding the downtown commercial core and were part of the early walking and, later, streetcar suburbs developed during that period. This property subtype consists of both one and two-story dwellings employing the range of imported building styles, design details, size and scale, and materials popular during the period and discussed in the historic context. In some instances, additional buildings dating to the period of significance and providing additional dwelling units also stand on a property, resulting in a small complex of rental units. Illustrative of these converted buildings is the Hill House (ca. 1891) at 321 South Walter Street, a two story Queen Anne Style dwelling with a cross-gable and multiple projections. Initially a single-family dwelling occupied by Alonzo P. Hill, an AT&SF engineer, by 1904 it had been converted to a boarding house operated by his widow, Lizette Hill. Due to their conversions to multi-unit dwellings, many of these former single-unit dwellings also display various additions such as sleeping porches, some of which have since been enclosed, enlarged verandas, and one or more exterior stairways to second story lodging entries. In some instances, a detached garage is also located on the property.

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The single-unit rooming and boarding houses constructed from the 1880s through the early 1910s are significant under Criterion A as examples of the early high-density housing that emerged in Albuquerque as it grew from a new railroad town to a small city. During this period, railroad workers, many single individuals working downtown, and newcomers including consumptives required housing other than single-unit dwellings. Located in the downtown core in the upper stories of commercial buildings or in the nearby residential areas that together composed the walkable city, boarding and rooming houses offered an alternative to single-unit dwellings. As discussed in the historic context, they were the major multi-unit housing available until the emergence of apartment buildings after World War I. While the owners of some of the single-unit dwellings converted to boarding houses referred to them as "apartments," their origins as single-family dwellings and their subsequent partitioning into multi-unit dwellings, sometimes with one or more additional rental buildings, determines their inclusion within this property type.

This property type, some of which are included as contributing properties in historic districts, are also significant under Criterion C for the way in which they reflect the location, siting and construction practices associated with early multi-unit dwellings within the downtown core and in the early suburbs around the core. In the case of the single-unit dwellings converted to multi-unit dwellings, they illustrate the housing styles and methods of construction in Albuquerque during its first four decades. As they were converted from single-unit to multi-unit dwellings, these properties contributed to the precedent of mixed use residential neighborhoods, which, in the absence of zoning until 1959, characterizes many of the city's early suburbs.

Registration Requirements:

To be eligible for nomination under Criteria A and C, properties must retain their character-defining elements as to their location, design, materials and association. Specifically, they must be located in the area bounded by Mountain Road and Constitution Avenue on the north, San Pedro Boulevard on the east, Gibson Boulevard on the south, and the Rio Grande on the west. Their architectural details, footprints, and exterior materials must generally be consistent with the building's appearance during the time it functioned as a rooming or boarding house. The building's association with the theme of multi-unit dwellings must also be apparent in archival materials such as city directories and fire insurance maps.

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As has been noted, since the vast majority of the boarding house subtype originally functioned as single-unit dwellings, some alterations inevitably occurred when they were converted to multi-unit dwellings. While these original alterations reveal the changing function of the building and, therefore, do not diminish its integrity, alterations carried out at a time after the period of significance, other than efforts to restore the building to its original appearance, may render it ineligible. Such alterations include significant changes in façade material or in window and door size and location. Additional buildings on the property constructed during the period of significance to increase the number of dwelling units on the property may also be eligible providing they meet these same criteria.

Property Type: Apartment Buildings**Description:**

Apartment building construction in Albuquerque between the 1910s and 1960 resulted in few apartment houses with more than 20 units and no buildings higher than two stories. The more than 150 apartment houses that were constructed during the period can be categorized based on the form of the buildings, orientation to the site and, to a lesser degree, on the points of entry and pattern of circulation within the building.

Subtype: Two-story double house

Those multi-unit dwellings with only two or three units, duplexes and triplexes that were constructed in residential subdivisions have been treated in a separate study treating suburban growth in Albuquerque and are not included in this multiple property submission. One variation on the duplex, however, the two story double house, did occur rarely in the early suburbs such as in the Huning-Highland Addition. Wider than most single-unit dwellings, the building generally had a symmetrical façade with double entries and brick walls. Hipped roofs with overhangs suggest the Hipped Box Style. In some instances, such as the Arno Apartments (ca. 1896) the dwelling began as a duplex and then was converted to accommodate at least two additional units.

Subtype: Apartment Block

This apartment building form was generally two stories. In some instances, such as on the wide but shallow lot where the Eller Apartments (1922) are located, a row of units parallels the street and multiple

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entries lead to interior corridors and stairways to second-story units. In other instances, such as the deep but narrow lot on which the Biltmore Apartments (ca. 1931) are located, a single entry leads to a stairway and interior corridors perpendicular to the street, and units are arranged flanking what is termed a "double-loaded corridor." In some instances, as in the Washington Apartments, a slightly wider lot permitted the construction of two parallel blocks with a narrow unroofed passage between them. Larger than most of the other apartment buildings built before 1960, these apartment blocks generally have symmetrical facades, are built of brick, and offer only modest decorative details faintly suggestive of the Decorative Brick Style.

A more modest form of the apartment block subtype consists of those one-story buildings with four or more units, each with a discrete entry, lining the street. Sometimes referred to on the Sanborn Fire Insurance Maps as tenements, early versions of this subtype were built and remain near the AT&SF yards at 102-116 Hazeldine SW (1919) and at the White Eagle Apartments (1931) at 701-05 Tijeras NW. These early examples had flat roofs and direct entries to units with individual or continuous porches adjacent to the sidewalk.

Later variations of the one and two-story block consist of one or more buildings, each containing two or more units, located on lots in residential neighborhoods where they are set back from the street often amidst small surrounding lawns and landscaping. Detached garages may also be present at the rear of the property or incorporated in the apartment block. Roofs are flat, hipped or gabled; wall materials consist of concrete block, brick, stucco coating, or, in some instances, wood. Stylistic embellishments are usually minimal with the earlier blocks displaying modest regional design elements and the later blocks evoking the Ranch Style or restrained modernism.

Subtype: Courtyard Apartment Building and Complex

The courtyard apartment building is perhaps the most widespread subtype of Albuquerque's multi-unit dwellings built before 1960. While the Castle Apartments (1922), the first of this subtype constructed in the city, and the Alhambra Apartments (1929) are both two-stories, the vast majority of these apartment buildings constructed before World War II are one story. In the late 1940s, however, as builders sought to increase residential density, some began to add two-story portions above garages and, eventually, construct entire complexes sometimes consisting of two or more two-story buildings.

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The defining element of this subtype is the courtyard plan or a variation of it in which one or more buildings face on a common yard. Most often appearing as a U-plan, some buildings within this subtype employ an L-plan or a partial courtyard plan in which two parallel buildings, each with multiple units, suggest a courtyard through a landscaped commons between the units and a wall or garage enclosing the rear portion of the property. Courtyard widths vary from less than 15 feet located on narrow lots to those of much greater width with a lawn serving as a common yard. Both narrow and wide courtyards are often defined where they face the street by walls and entry arches, as well as by the apartments' individual entries opening onto the common space. Most entries are marked by details such as hoods, small porches, or continuous portales linking all of the units. In some instances, such as the aforementioned Bachechi Compound (1927 through the 1940s) and El Porvenir Apartments (1938), higher walls entirely surrounding the buildings serve to create a compound in which several discrete units share a common yard.

As discussed in the historic context, precedents for this apartment subtype came from both the Hispano tradition of multi-unit dwellings for extended families arranged around a partially or completely enclosed courtyard or compound and from the popularity of the style in Los Angeles and other sunbelt cities beginning in the early 1920s. As a result, many of the early courtyard apartment buildings in Albuquerque also embraced design elements associated with the Spanish-Pueblo Revival, Southwest Vernacular, and Mediterranean Styles. After World War II, elements suggestive of the Territorial Revival Style appeared in some apartments while others reflected more modest elements of more modern designs such as the Ranch and International Styles.

While the size and scale of Albuquerque's multi-unit dwellings became substantially greater after 1960, some of those apartments constructed during the 1950s, as discussed regarding the McHenburk Apartments (ca. 1954) in the historic context, anticipate that increase. As builders sought to address the post-war housing shortage during the 1950s in which the city's population grew from 96,000 to 201,000 residents, they began to expand the scale and, sometimes, vary the plans of multi-unit dwellings. While in many cases this enlarged scale was reflected in larger apartment buildings still employing courtyard plans such as the aforementioned Girard Southeast (1952) and McHenburk Apartments, other developers turned to more dispersed plans. Located on parcels of generally more than one acre yet still integrated within neighborhoods with single-unit dwellings, these apartment complexes

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generally consist of two or more buildings set within a greensward larger than the commons associated with courtyard apartments. One or two-story buildings, often including southwestern regional styles or elements of modern styles such as the Ranch or International, buildings of this subtype frequently employ linear plans. With the buildings often paired and with the front entries to individual units often aligned with and facing each other, such as the Vassar Apartments (1953), complexes within this subtype retain a feeling of the common grounds associated with courtyard plans.

Significance:

The various apartment building subtypes constructed from the 1910s through the early 1950s are significant under Criterion A as examples of the mid-density housing that emerged in Albuquerque as it grew from a town to a sunbelt city in the two decades following World War II. A relatively steady pace of apartment construction beginning around World War I and continuing through the Depression enabled the city to address chronic housing shortages created by large numbers of newcomers that included people leaving rural America, single individuals working downtown, and consumptives who continued to relocate to the city through the 1930s. During and after World War II, soldiers and their families, former G.I.s, and those drawn to jobs in the state's defense industry continued the pressure for rental housing. As discussed in the historic context, while Albuquerque's history has emphasized the single-family dwelling, multi-unit dwellings with four or more units comprised at least 13% of the city's housing supply on the eve of World War II.

These apartment buildings, some of which are included as contributing properties in historic districts, are also significant under Criterion C for the way in which they reflect the location and siting of early multi-unit dwellings, their design, stylistic elements, and methods of construction in Albuquerque from the 1910s through the 1950s. At first reflecting imported styles popular in midwestern cities, many of the city's early apartment buildings soon reflected regional details incorporated into the courtyard plans that builders sited in residential areas. This pattern of constructing apartments in residential neighborhoods using regional styles and plans compatible with nearby single-unit housing contributed to the character that defines many of the city's older neighborhoods.

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To be eligible for nomination under Criteria A and C, properties must retain their character-defining elements as to their location, design, materials and association. Specifically, they must be located in the areas comprising the original four wards of New Albuquerque or the automobile suburbs developed before 1960. Their architectural details, footprints, and exterior materials must generally be consistent with the building's appearance during its period of significance. While some alterations to a building occur over its useful life, such alterations must not diminish its integrity. Alterations including significant changes in façade material, or in window and door size and location will render it ineligible as will changes in massing or the infill of courtyards.

G. Geographical Data

The incorporated limits of the City of Albuquerque, Bernalillo County, New Mexico

H. Summary of Identification and Evaluation Methods

The multiple property listing for multi-unit dwellings in Albuquerque, New Mexico grows out of an effort on the part of the City Planning/Policy Planning Department to coordinate previous historic building inventories of multi-unit dwellings with current planning objectives. Those objectives include preserving and recognizing early efforts to develop medium-density multi-unit dwellings in the older neighborhoods surrounding the downtown core and to encourage suitable medium-density infill in these neighborhoods as a part of the revitalization of the downtown area.

Historic building inventories conducted during the 1980s and early 1990s in many of the early downtown neighborhoods had identified numerous multi-unit dwellings in those mixed residential areas. In some instances, as in the Fourth Ward, Silver Hill and Huning Highlands Historic Districts, multi-unit dwellings are included as contributing properties, and three apartments discussed in the historic context section are individually listed in the National Register of Historic Places. Planners felt, however, that drawing together the multi-unit dwellings that had been surveyed and undertaking archival research aimed at delineating the development of these properties and their significance in Albuquerque's housing history would call greater attention to their contributions. Since the City Planning/Policy Planning Department of Albuquerque is also preparing a separate Multiple Property Listing treating the history of

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the city's suburban growth in which smaller duplex and triplex units are included, planners determined that the definition of multi-unit dwellings for the purposes of this listing should consist of dwellings with four or more units.

With funding received through the New Mexico State Historic Preservation Division's Certified Local Governments (CLG) program, the City of Albuquerque contracted with historian David Kammer, Ph.D., to conduct the archival research and to prepare the multiple property listing. This project was coordinated by historic preservation planner Edgar Boles, who worked with Kammer in reviewing the survey forms and in determining the city's priorities in selecting individual multi-unit dwellings for register submission. Kammer also made use of work completed by students in a class architectural historian Chris Wilson taught at the University of New Mexico's School of Architecture. In that historic preservation course students focused on the history of multi-unit dwellings in Albuquerque and Santa Fe, preparing term reports on selected apartments. These reports as well as archival data led to the determination that a chronological approach to the history of multi-unit housing would be most effective in that it would treat the evolution of property types according to their periods of prominence. This reasoning also led to the determination of property types and subtypes based on their historic periods and diverse plans.

Since the survey had been completed well before the research and preparation of the multiple property listing, determining eligibility requirements first demanded a windshield resurvey of potentially eligible properties. The quality of the design, details, materials, and location of the properties enabled Boles and Kammer to evaluate each property as to its level of integrity relative to buildings within the same property type. The selection of nominated properties reflects those considerations as well as the Planning/Policy Planning's goals of using nomination to the National Register of Historic Places as a means of preserving endangered buildings through encouraging their redevelopment.

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