

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Registration Form**

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer to complete all items.

1. Name of Property

historic name Tucson Warehouse Historic District

other names/site number N/A

2. Location

street & number Roughly bounded by Toole Ave., N. 4th Ave., and 5th St. not for publication

city or town Tucson vicinity

state Arizona code AZ county Pima code 019 zip code 85702

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

Signature of certifying official/Title _____ Date _____

State or Federal agency and bureau _____

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of certifying official/Title _____

State or Federal agency and bureau _____

4. National Park Service Certification

I hereby certify that the property is:	Signature of the Keeper	Date of Action
<input type="checkbox"/> entered in the National Register <input type="checkbox"/> See continuation sheet	_____	_____
<input type="checkbox"/> determined eligible for the National Register <input type="checkbox"/> See continuation sheet	_____	_____
<input type="checkbox"/> determined not eligible for the National Register	_____	_____
<input type="checkbox"/> removed from the National Register	_____	_____
<input type="checkbox"/> other (explain)	_____	_____

5. Classification**Ownership of Property**

(Check as many boxes as apply)

- private
 public-local
 public-State
 public-Federal

Category of Property

(Check only one box)

- building(s)
 district
 site
 object

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
56	17	buildings
		sites
2		structures
		objects
		Total

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing)

N/A

Number of contributing resources previously listed in the National Register

3

6. Function or Use**Historic Functions**

(Enter categories from instructions)

COMMERCE/TRADE: business, warehouse, specialty store
 GOVERNMENT: government office
 AGRICULTURE/SUBSISTENCE: processing, storage
 INDUSTRY/PROCESSING/EXTRACTION: manufacturing facility
 TRANSPORTATION: rail-related, road-related (vehicular), pedestrian-related

Current Functions

(Enter categories from instructions)

COMMERCE/TRADE: business, warehouse, specialty store
 GOVERNMENT: government office
 AGRICULTURE/SUBSISTENCE: processing, storage
 INDUSTRY/PROCESSING/EXTRACTION: manufacturing facility
 TRANSPORTATION: rail-related, road-related (vehicular), pedestrian-related
 OTHER: artist's studio

7. Description**Architectural Classification**

(Enter categories from instructions)

LATE 19TH AND EARLY 20TH CENTURY
 AMERICAN MOVEMENTS
 LATE 19TH AND EARLY 20TH CENTURY
 REVIVALS: Mission/Spanish Colonial Revival
 MODERN MOVEMENT: Moderne, Art Deco
 OTHER: Sonoran Tradition

Materials

(Enter categories from instructions)

foundation CONCRETE, STONE
 walls STUCCO, BRICK, CONCRETE
 roof ASPHALT, CERAMIC TILE, METAL
 other

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets)

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

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

Criteria Considerations

(Mark "x" in all boxes that apply)

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey, No.
- recorded by Historic American Engineering Record, No.

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

Tucson Warehouse Historic District
Name of Property

Pima County, Arizona
County and State

Areas of Significance

(Enter categories from instructions)

TRANSPORTATION
COMMERCE
INDUSTRY
ARCHITECTURE

Period of Significance

circa 1900-1948

Significant Dates

N/A

Significant Person

N/A

Cultural Affiliation

N/A

Architect/Builder

Place, Roy

10. Geographical Data

Acreage of Property approximately 50 acres

UTM References

(Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing		Zone	Easting	Northing
1	12	502440	3563690	3	12	503200	3565500
2	12	503200	3565720	4	12	503020	3565400

Verbal Boundary Description (boundaries are indicated on accompanying base map)

(Describe the boundaries of the property on a continuation sheet)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet)

11. Form Prepared By

name/title Morgan Rieder, Historical Architect

organization Aztlan Archaeology, Inc., Environmental Consultants

date April 1999

street & number 228 S. Tucson Blvd.

telephone (520) 620-1480

city or town Tucson

state AZ

zip code 85716

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name

street & number

telephone

city or town

state

zip code

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

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Tucson Warehouse Historic District
Tucson, Pima County, AZ

Description

The Tucson Warehouse Historic District is located along and northeast of the main line of the Union Pacific Railroad (formerly the Southern Pacific), within an approximately triangular area enclosed by W. 6th St., N. 9th Ave., W. 5th St., E. 5th St., N. 4th Ave., E. Toole Ave., W. Franklin St., and N. Church Ave. On the south, the warehouse district is bordered by Tucson's downtown, consisting predominately of retail businesses and offices; on the east is N. 4th Ave., historically a continuation of the downtown retail district. Bordering the warehouse district are four National Register historic districts, predominately residential: El Presidio, on the west; John Spring Neighborhood, to the northwest; West University, to the north; and Iron Horse Expansion, on the southeast. The warehouse district, as it developed between the turn of the century and the 1940s, has its own distinct character that sets it apart from these surrounding retail, office, and residential areas.

During the first half of this century, the warehouse district was the primary distribution center of goods for not only Tucson but for southern Arizona, as well. Thus the district contained core railroad buildings and structures, warehouses for wholesalers and freight companies, light industrial facilities for manufacturing and food processing, and early automotive showrooms and garages--all focused on the railroad, which in that era was the prime mover of goods in and out of the region. Architecturally, the district is visually coherent because the buildings that housed these various functions share, for the most part, common forms and a common scale. In terms of integrity, for the purposes of this nomination, buildings and structures relating to the district's areas of significance are considered contributing resources if they have not been altered or if the alterations are part of the building's or structure's history, within the district's period of significance, circa 1900 to 1948. Buildings or structures that postdate this period or were significantly altered after 1948 are noncontributing resources. Both contributing and noncontributing resources are described here individually, starting with those on the south side of the tracks, then proceeding along the north side and through the area between the tracks and 6th St., and then along 6th St. itself.

At the west end of the district is 101 W. 6th (contributing), the Steinfeld Warehouse, which originally housed groceries, dry goods, hardware, and furniture. Built in 1907, this Commercial Brick building (like most of the district's warehouses) consists of a high single story above a full basement. In plan, the building has three bays with loading docks and a rear courtyard; one front corner is canted to accommodate a railroad spur from the main line. The original doorways and window openings are spanned with segmental brick arches and the original windows have wood casement sash. The only substantial alteration occurred in the early 1920s, when a portion of the front was given a Panel Brick facade of wire cut face brick and cast stone trim; otherwise, the warehouse is a characteristic example of turn-of-the-century utilitarian commercial architecture.

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Tucson Warehouse Historic District
Tucson, Pima County, AZ

Description (continued)

East of the Steinfeld Warehouse is 401 N. Stone, the former Southern Pacific Freight Depot, bordered by N. 9th Ave., W. Franklin St., and N. Stone Ave. The freight depot consists of seven railroad spurs branching off the main line and two concrete docks, 4 to 5 feet in height. The former main freight dock (contributing), dating from circa 1905, runs parallel to the main line for 420 feet; the freight house that occupied the middle of the dock is no longer extant, but the dock itself is intact. The truck transfer dock (contributing), dating from circa 1915, extends north-northwest from a ramp on Franklin St. for a length of 220 feet. Although the earlier dock is abandoned, this later dock is still in use, and the freight yard as a whole retains its historic character. Along the east side of the freight yard is the Stone Avenue Underpass (contributing), one of three underpasses that cross beneath the railroad in the district. Constructed of reinforced concrete, the underpasses have divided lanes for vehicular traffic and separate pedestrian walkways. All three are listed in the National Register, having been included in a multiple property submission, Vehicular Bridges in Arizona (1988). The Stone Avenue Underpass is the latest and most elaborate of the three, built in 1936 in a Spanish Eclectic style with curvilinear parapets, mixtilinear arches, and lamps on scrolled cast iron brackets.

East of the underpass is Toole Ave. and a classic row of warehouses with loading docks along the tracks and the northeast side of the street. On the corner is 1 E. Toole (contributing), a two-bay warehouse built in 1923 in a Spanish Eclectic style with stuccoed brick walls, steel casement windows, and a cornice capped with Spanish tile. The building was occupied by Baffert and Leon, wholesale grocers, until the 1950s. Next door is 15-17 E. Toole (contributing), originally built in 1908 as a two-bay warehouse for the Tucson Transfer Company; by the early 1920s, No. 15 was occupied by Southwestern Supply Company, wholesale grocers, and No. 17 by Arizona Packing Company, followed by Tovrea Packing Company. As built, the street front of this warehouse had brick walls with segmental brick arches over the door and windows; above was a corbeled cornice of decorative brickwork. The original 8-over-8 wood double hung sash in the windows has survived, but the front of the building was stuccoed in the 1930s. The same was done to the adjacent single-bay warehouse, 19 E. Toole (contributing), which dates to circa 1915 and was occupied by Armour and Company. This building is similar to 15-17 E. Toole with minor differences that include the original 6-over-6 wood double hung sash.

Beyond is 31 E. Toole (contributing), a single-bay warehouse that is the oldest on the block, built between 1901 and 1904 and originally occupied by Walter Hill and Company (fruit and produce), followed by Wheeler and Perry, grocers, and by Wheatley Produce Company. In the 1930s, the facade, which originally resembled those of its neighbors on the west, was stuccoed and restyled in an Art Deco mode, with typical stepped and faceted piers rising above the parapet and steel casement windows. On the track side, 15-17, 19, and 31 E. Toole retain the signs painted on the brick walls for Wheatley, Tovrea, and other former businesses. The last building on the block is 35 E. Toole (contributing), a plumbing supply warehouse built for the Crane Company in 1928. This stuccoed brick Spanish Eclectic building was remodeled in the early 1960s, but its most prominent feature, a sidewalk arcade, is unchanged.

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Tucson Warehouse Historic District Tucson, Pima County, AZ

Description (continued)

On the next block is 115-119 E. Toole (contributing), a two-bay brick warehouse built between 1901 and 1904. Originally No. 115 was W. A. Julian's crockery and hardware warehouse and No. 119 was occupied by Beck and Barkley Transfer Company. By 1909, both bays were serving as a warehouse for Frederick Ronstadt's hardware company. Later tenants included the J. F. Barker Produce Company and W. H. Cox and Sons, wholesale grocers. In the 1940s, the building was stuccoed and a Moderne canopy was added over the loading dock on Toole Ave. On the northwest side of this building is 320 N. 7th (contributing), a Panel Brick warehouse with steel casement windows that was built circa 1920. The building originally housed Ronstadt's stock of agricultural implements and was later occupied by Peyton Packing Company and converted to cold storage. Continuing southeast on Toole Ave., 191 E. Toole (contributing) is another Panel Brick warehouse. Dating from 1927, this building was originally occupied by Blake, Moffit, and Towne, wholesale suppliers of paper and twine; during the Great Depression, the building was used by the Emergency Relief Administration. Next door is 197 E. Toole (contributing), a brick building dating from 1947 that has served as a warehouse and a manufacturing facility. In its lack of stylistic references, the building is characteristic of postwar utilitarian architecture. On the east side of this building is the Sixth Avenue Underpass (contributing), dating from 1930; stylistically similar to the Stone Avenue Underpass, this one is smaller and simpler.

Farther down the street is 400 E. Toole, the former Southern Pacific Passenger Depot and associated buildings. The depot (contributing) is a Mission style two-story building of stuccoed brick with two-over-two double hung sash windows and a broad-eaved Spanish tile roof. Built in 1907 to replace the earlier wood frame station, the depot originally had symmetrical, highly ornamented facades facing the street and the tracks. The building was later extended to the northwest and, in 1942, was streamlined by removing the decorative window surrounds and mixtilinear parapets (Myrick 1975). From the depot a tunnel runs to a platform between the tracks; this Art Deco pedestrian underpass was added to the depot in 1936. Adjacent to the depot and dating from the same period are the former railway express agency (contributing), the former road master's office (contributing), and the former storage vaults (contributing). These are also Mission style, with broad-eaved gabled roofs of Spanish tile. The railway express agency and the storage vaults were later extended to the northwest, but stylistic alterations have been minimal, except for a 1950s addition to the vaults. The architectural ensemble of these four buildings--the passenger depot, the railway express agency, the road master's office, and the storage vaults--constitutes a Tucson landmark. Other, later buildings associated with the depot are a small storage building (noncontributing), built circa 1950, and the former dispatchers' office (noncontributing), dating from the 1960s. Southeast of the passenger depot and its associated buildings is the Fourth Avenue Underpass (contributing). Constructed in 1916, this was the earliest of the three underpasses and also the longest (there were 12 sets of railroad tracks above). The stylized Tuscan piers of the underpass walkways echo the Tuscan columns of the depot's porches.

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Tucson Warehouse Historic District Tucson, Pima County, AZ

Description (continued)

North of the underpass are 4th Ave. and 9th St.; on the west are 343 E. 9th (contributing) and 345 E. 9th (contributing). The former, dating from circa 1905, is a small Commercial Brick building distinguished by a corbeled cornice of decorative brickwork; originally, this was a saloon. No. 345 next door is an adobe brick building with a Panel Brick facade, dating from 1922; this was originally an automotive repair shop, but by 1930 was a mattress factory that later expanded into No. 343. To the north is 247 N. 4th (contributing), a plumbing supply warehouse built in 1929 for the Standard Sanitary Manufacturing Company. The building has retained its decorative cast stone Spanish Eclectic facade on 4th Ave. At the rear of this warehouse is 360 E. 8th (noncontributing), a barn that houses the historic streetcars of Tucson's restored trolley system; the barn is a traditional open timber building but because it is recent (constructed in the 1980s) it is not a contributor. To the west is 210 N Stevens (contributing), a large brick factory, formerly the Southwestern Sash and Door Company. The middle portion of the building dates from 1917; the northwest portion was added circa 1925 and the southeast portion in 1948. The northeast corner is canted, with the company name painted on the parapet. Portions of the east facade have been recently remodeled, but the north and southwestern facades, with stepped and faceted Art Deco buttresses framing steel factory windows, are unaltered. On the north side of the factory is a concrete block storage building (noncontributing) dating from the 1960s.

Northwest of the former Southwestern Sash and Door is a block of three buildings constructed for the Corbett Lumber and Hardware Company. The Corbett Building, 340 N. 6th (contributing), was built in 1930 in a Spanish Eclectic style with stuccoed brick walls and a cornice capped with Mission tile. The building is distinguished by decorative cast stone panels, a corner tower, and a sidewalk arcade. Dating from the same time is 300 N. 6th (contributing), of stuccoed brick with steel projecting windows. This building housed the Corbett tin and paint shops and was later occupied by the Arizona Cigar and Tobacco Company, wholesalers. The latest of the three buildings is 320 N. 6th (contributing), a warehouse constructed in 1948; this is another example of severely plain postwar utilitarian architecture.

Across N. 6th Ave. beside the tracks is 126 E. 7th (contributing), a wood frame building sided with corrugated iron, constructed for coal storage in 1917 and rebuilt in the 1930s. This is a typical example of the smaller wood frame buildings that characterized the fuel and maintenance yards in the area. Continuing northwest along the tracks, the next building is 411 N. 7th (contributing), built between 1901 and 1904 as an ice house for the Tucson Ice and Cold Storage Company. The building was acquired by the Tucson Transfer Company in the late 1920s, when the brick walls were stuccoed and steel projecting windows installed. The building later served as a wholesale grocery warehouse; the only change since the 1920s has been a small brick addition over the former trackside loading dock. East of 411 N. 7th is 121-125 E. 7th (contributing), the former Home Gas and Fuel Company, built of stuccoed brick in the 1940s (the eastern portion circa 1940 and the western portion in 1947).

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Tucson Warehouse Historic District Tucson, Pima County, AZ

Description (continued)

The facade on E. 7th is classic Art Deco in style, with openings accented by vertical recessed facets, panels with stylized floral ornament, and scored stucco that provides an effect of overall low relief. On the northwest side of this building is a prefabricated metal shop (noncontributing) from the 1970s.

Continuing east, the stuccoed brick commercial building on the street corner is 403 N. 6th (noncontributing), originally dating from circa 1910 but extensively altered in the 1950s. Next door is 415 N. 6th (contributing), built in 1929 for the O'Rielly Motor Co. Except for a 1960s metal screen obscuring the lower portion of the facade, this Spanish Eclectic building of stuccoed brick is unaltered. The showroom's bow truss roof is expressed on the facade in the broad curve of the parapet; decorative accents include cartouches and a center niche. North of the former motor company is 439 N. 6th (contributing), constructed in 1931 for Firestone Auto Supply. Originally Art Deco in style, this stuccoed brick building was remodeled in 1947 in the Moderne mode and displays the style's characteristic rounded corners and a ribbon of steel casement windows. The vertical accent of a cylindrical steel shaft piercing the building's canopy contrasts effectively with the horizontal emphasis of the facade. The rear elevations of No. 415 and No. 439, on N. Ferro Ave., are good unaltered examples of circa 1930 industrial brick architecture with steel casement windows.

Across the street from the former Firestone building is 450 N. 6th (contributing), a Panel Brick building constructed in 1927 as a grocery store and by 1940 occupied by Bookman's Auto Parts. The 6th Ave. facade has been stuccoed, but the building retains its original decorative metal street canopy and is otherwise unaltered. Next door is 442 N. 6th (contributing), a smaller Panel Brick building dating from 1934 and originally a liquor store; like No. 450, it was later stuccoed. To the south is 412 N. 6th (contributing), built circa 1920 for the Overland Motor Company. This Spanish Eclectic building of stuccoed brick has a bracketed wood cornice capped with Spanish tile; alterations have been limited to the front entrance and windows. The rear of No. 412, on N. Arizona Ave., reverts to earlier utilitarian architecture, with segmental brick arches and a broad brick gable. Next door is 406 N. 6th (contributing), a Panel Brick building constructed in 1929 for the Apache Motor Company.

To the east, on the next block, is 411 N. 5th (noncontributing), the former office (a small manufactured building) and yard of a cab company, dating from the 1960s. On the north is 421 N. 5th (noncontributing), originally a wood frame building with metal siding constructed in 1917 as a garage for automobile repair, but extensively altered; its present appearance dates to the 1980s. Across the street is 422 N. 5th (noncontributing), a small office building of stuccoed concrete block that is a recent (1988) addition to the block. On the south is 414 N. 5th (contributing), an office and warehouse built in 1936 for the Arizona Fast Freight Company. This stuccoed brick building is styled in a simple Art Deco mode with decoration confined to vertical and horizontal accents incised in the stucco. A similar but more elaborate example is 301-309 E. 7th (contributing) on the street

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Tucson Warehouse Historic District Tucson, Pima County, AZ

Description (continued)

corner. These stuccoed brick storefronts dating from 1928 originally housed Falvey's Feed and Supply Company and the Seven-Up Bottling Company. Next door is 311 E. 7th (noncontributing), a plain brick store front built in 1957. On the south side of the street is 328 E. 7th (contributing), a distinctive Spanish Eclectic building of stuccoed brick with arched entrance and windows; on the northwest corner is an octagonal cupola with a semicircular dome. Built in 1939, this was the bottling works of the Pearson Beverage Company. Across the street is 327-331 E. 7th (contributing), a Panel Brick building constructed in 1929. The three bays were originally occupied by Stough's Auto Paint Shop, Tucson Auto Top Shop, and Bob's Body and Radiator Shop.

Proceeding north from this point, on N. Herbert Ave. are four adobe brick buildings. They have been periodically restuccoed and some of the original 1-over-1 or 2-over-2 double hung sash has been replaced, but they retain their historic character. In terms of regional Hispanic vernacular architecture, these adobes are traditional Sonoran types: the parapeted Sonoran has a composition (originally earthen) roof; pitched roofs, like the examples here, are typically corrugated iron. The first is 416 N. Herbert (contributing); dating from circa 1905, this gabled Sonoran has been a dwelling and also a *carnicería*, or butcher shop. Next are 419 N. Herbert (contributing), also a gabled Sonoran, and 420 N. Herbert (contributing), a parapeted Sonoran; both of these were built circa 1900. The fourth is 422 N. Herbert (contributing), a hipped Sonoran dwelling that also dates to circa 1900. (Between No. 416 and No. 422 is 429 N. Herbert [noncontributing], a brick stock room built in 1951.) These buildings are survivors of a preindustrial building tradition dating back to the Spanish Colonial and Mexican Republic periods. Culturally and stylistically, they are not related to the nearby Anglo residential suburb, the West University Historic District. They contribute to the warehouse district as reminders of a time when communities like Tucson consisted of blocks of adobe rooms, without typological differentiation of commercial and residential functions.

On the northeast corner of the intersection of N. Herbert Ave. and E. 6th St. is 329 E. 6th (contributing), a Panel Brick building constructed in 1926 as the Brousse Auto Repair Shop. Across the street is 316-320 E. 6th (noncontributing) a stuccoed brick commercial building constructed in 1941, expanded in 1948, and remodeled in the 1950s. Next door is 310-314 E. 6th (contributing), a stuccoed brick Spanish Eclectic building dating from 1928 that originally housed the Dunlop Tire and Rubber Company. A row of arches on the ground floor houses three storefronts. Above are panels of glazed polychrome tile with decorative ironwork; in the middle is a balconied tower with a hipped roof of Spanish tile. The last buildings on this block are 300 E. 6th (contributing) and 302 E. 6th (contributing), both of which were built circa 1940. Both are stuccoed brick and Art Deco in style, with stepped and faceted piers. No. 300 was originally the Magee Motor Rebuilding and Parts Company; No. 302 housed an associated machine shop. Continuing west on E. 6th St., in the next block is 234 E. 6th (contributing). Built in 1928 for businessman James Van Harlingen and originally a mattress factory, this later (from 1938 to 1942) housed WPA offices. The east side of the

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Tucson Warehouse Historic District Tucson, Pima County, AZ

Description (continued)

building was remodeled in the 1980s together with 421 N. 5th, which it adjoins, but the Panel Brick street facade is intact; Van Harlingen's name appears in colored mosaic at the top. Next door is 228 E. 6th (noncontributing), a brick and concrete block garage; the rear of this building dates to 1946, but the front portion was built in the 1950s. To the west is 220-222 E. 6th (contributing), a Panel Brick building constructed in 1931 that originally produced Beeman's Tater Flakes. Across the street is 221 E. 6th (contributing), built initially in 1916 as Stonecypher's Bakery and periodically enlarged through the late 1930s; by 1942 it had been acquired by Rainbo Bakeries. The facade, a Moderne composition, dates from the late 1930s; of particular note is its bold streamlined tower. Adjoining No. 221 is 530 N. 6th (noncontributing), a concrete block car lot office built in the 1960s.

Across the street, on the northwest corner of E. 6th St. and N. 6th Ave., is 501 N. 6th (noncontributing), a 1960s concrete block building. The adjacent stuccoed brick building is 139 E. 6th (contributing); this modest Spanish Eclectic storefront dates to circa 1925. Next door is 137 E. 6th (contributing), a Panel Brick building constructed in 1924 as Miller's Garage. Also built as a garage is 131-135 E. 6th (contributing), a stuccoed brick Art Deco building with stepped and faceted buttresses and steel casement windows constructed circa 1940 as Maxwell Auto Repair (today Maxwell Wheel Alignment). Continuing west, the next building is 100 E. 6th (contributing), one of the district's landmarks. By 1908, the Tucson Transfer Company had stables on this block and in 1918 the company built the existing four-story warehouse of reinforced concrete. Over the next two decades the premises were expanded with stuccoed brick additions including, in 1937, the Art Deco packing and shipping department on the south side of the main warehouse. In the southwest corner of the yard is a small maintenance shop (contributing) of wood frame and corrugated iron siding, dating from the 1920s; this building is of the same type as 126 E. 7th.

Farther west on E. 6th St. is 25 E. 6th (contributing), a Commercial Brick building constructed circa 1910 as a livery stable office. By 1930, the building was serving as an office for an automobile repair business. To the west are 15 E. 6th (contributing) and 13 E. 6th (contributing), Panel Brick buildings dating from 1928 and 1930, respectively. No. 15 was originally an automobile repair shop; No. 13 serviced automobile batteries and electrical systems. On the street corner is 506 N. Stone (noncontributing) a brick building constructed in 1955. Across the street is 503 N. Stone (contributing), the only surviving prewar service station in Tucson that has not been subject to major alteration. Constructed in 1930, this small stuccoed brick building has steel casement windows, a wood boxed cornice, and a hipped roof; only the canopy has been remodeled. On the west side of this building are several service bays (noncontributing) dating from 1946 but extensively altered. Farther to the west is 44 W. 6th (contributing), a two-story warehouse of reinforced concrete built for the Citizens Transfer Company. Constructed in 1929, the building was enlarged in 1951 but retains its original character. Located across the tracks from the Steinfeld Warehouse at 101 W. 6th, its bare concrete surfaces contrast with the soft orange common brick of the older building.

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Tucson Warehouse Historic District Tucson, Pima County, AZ

Description (continued)

The following list provides the status of all resources within the Tucson Warehouse Historic District. Of the 78 buildings and structures in the district, 61 (78 percent) are contributing; these include three structures (the underpasses) previously listed in the National Register. Noncontributing resources total 17 (22 percent). Numbered streets are listed consecutively, followed by named streets listed alphabetically. For each entry, date or dates of construction are also given.

N. 4th Ave.

247	1929	contributing structure
Underpass	1916	contributing structure

N. 5th Ave.

411	circa 1965	noncontributing building
414	1936	contributing building
421	1917, circa 1985	noncontributing building
422	1988	noncontributing building

N. 6th Ave.

300	1930	contributing building
320	1948	contributing building
340	1930	contributing building
403	circa 1910, circa 1955	noncontributing building
406	1929	contributing building
412	circa 1920	contributing building
415	1929	contributing building
439	1931	contributing building
442	1934	contributing building
450	1927	contributing building
501	circa 1965	noncontributing building
530	circa 1965	noncontributing building
Underpass	1930	contributing structure

N. 7th Ave.

320	circa 1920	contributing building
411	1904, 1929	contributing building

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Tucson Warehouse Historic District Tucson, Pima County, AZ

Description (continued)

E. 6th St.

13	1930	contributing building
15	1928	contributing building
25	circa 1910	contributing building
100	1918, 1920-1940	contributing building
	circa 1925	contributing building
131-135	circa 1940	contributing building
137	1924	contributing building
139	1925	contributing structure
220-222	1931	contributing building
221	1916, 1920-1940	contributing building
228	1946, 1959	noncontributing building
234	1928	contributing building
300	circa 1940	contributing building
302	circa 1940	contributing building
310-314	1928	contributing building
316-320	1941, circa 1955	noncontributing building
329	1926	contributing building

W. 6th St.

44	1929, 1951	contributing building
101	1907	contributing building

E. 7th St.

121-125	circa 1940, 1947	contributing building
	circa 1975	noncontributing building
126	1917, circa 1930	contributing building
301-309	1938	contributing building
311	1957	noncontributing building
327-331	1929	contributing building
328	1939	contributing building

E. 8th St.

360	1980s	noncontributing building
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Tucson Warehouse Historic District Tucson, Pima County, AZ

Description (continued)

E. 9th St.

343	circa 1905	contributing building
345	1922	contributing building

N. Herbert Ave.

416	circa 1905	contributing building
419	circa 1900	contributing building
420	circa 1900	contributing building
422	circa 1900	contributing building
429	1951	noncontributing building
432	circa 1920	contributing building

N. Stone Ave.

401	circa 1905	contributing structure
	circa 1915	contributing structure
503	1930	contributing building
	1946, circa 1975	noncontributing building
506	1955	noncontributing building
Underpass	1936	contributing structure

N. Stevens Ave.

210	1917, circa 1925, 1948	contributing building
	circa 1965	noncontributing building

E. Toole Ave.

1	1923	contributing building
15-17	1908	contributing building
19	circa 1915	contributing building
31	1904	contributing building
35	1928	contributing building
115-119	1904	contributing building
191	1927	contributing building
197	1947	contributing building
400	1907, 1942	contributing building

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Tucson Warehouse Historic District Tucson, Pima County, AZ

Description (continued)

E. Toole Ave. (continued)

400	1907	contributing building
	1907	contributing building
	1907	contributing building
	circa 1950	noncontributing building
	1965	noncontributing building

Statement of Significance

The Tucson Warehouse Historic District is significant under National Register Criterion A in the areas of Transportation, Commerce, and Industry because of its association with the growth and economic development of Tucson and the surrounding region in the first half of the twentieth century. The district reflects the primary role of the railroad in this development and the role of Tucson as the primary regional distribution center. The district also meets National Register Criterion C in the area of Architecture because it consists of a distinct group of buildings that in their design and construction embody these associations.

When the United States acquired this portion of northern Sonora by the Gadsden Purchase in 1854, Tucson was a small agrarian Mexican community that had been established in 1776 as a Spanish presidio. As a U.S. Territorial community, Tucson's population gradually increased, but economic development was limited by the community's isolation. As Albert Steinfeld, one of Tucson's most prominent merchants, recalled:

Our supplies came from San Francisco on the west once a month by boat through the mouth of the Colorado River and from there were teamed to Tucson, taking from 60 to 90 days from San Francisco. The supplies we got from eastern points were shipped to the end of the Santa Fe line in Kansas and from there by mule or ox team, and took from four to six months time [*Arizona Daily Star*, 26 April 1933].

A townsite was platted in 1871, but growth was limited to the vicinity of the original presidio site. The Southern Pacific Railroad, creating the nation's second transcontinental route, reached Arizona from California by 1879 and arrived in Tucson in 1880; the depot was located a half mile east of the existing community. Contrary to expectations, the railroad did not result in sustained economic development. Mose Drachman, another leading merchant, described the situation:

The coming of the railroad caused considerable activity in a business way but it did not last long. Between 1880 and 1884, there was some growth but at the same time some failures...We practically stood still from 1884 to 1896--a period of 12 years.

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Tucson Warehouse Historic District Tucson, Pima County, AZ

Statement of Significance (continued)

During that time, I don't believe there was a single house built in Tucson. Everybody was downhearted, discouraged, and disgusted [Drachman 1931:103].

This economic stagnation had several causes. As a distribution center for the region, Tucson's largest firms had been those of the wagon freighters, such as Tully and Ochoa, who could not compete with the railroad's lower freighting fares and were bankrupted. At the same time, with the railroad came widespread use of the U.S. dollar, depreciating the Mexican peso which had hitherto been the common currency in southern Arizona (Sheridan 1986). Finally, the early 1890s brought a national economic depression, an extensive drought that devastated the region's ranching industry, and the collapse of the region's silver mines following the demonetization of silver in 1893. But by the turn of the century the prosperity initially expected from the railroad was finally coming, as Tucson became a major commercial railroad center. U.S. Census figures show that from 1880 to 1900 the town's population had increased by only 10 percent, from 6,492 to 7,135, but over the following two decades, the population nearly tripled, reaching 20,337 in 1920.

At the turn of the century, the area along the tracks on the northeast edge of the downtown business district awaited commercial development. This area was traversed by a flood-prone arroyo and was home to many Hispanic families who had built adobe brick homes and businesses along the undeveloped streets. The Sonoran adobes at 416, 419, 420, and 422 N. Herbert Ave. are the only surviving reminders of this neighborhood, known as Barrio Tiburón (Sheridan 1986). Within the next few years, the Southern Pacific built its freight depot (401 N. Stone), followed in 1907 by a large new passenger depot (400 E. Toole). Wholesalers erected the first warehouses along the tracks at 15-17, 31 and 115-119 E. Toole Ave. Albert Steinfeld built the warehouse for his mercantile company at 101 W. 6th. Frederick Ronstadt, mentioned above in Section 7, was also associated with the district during these years; he was another leading merchant and head of Tucson's prominent Ronstadt family. Gradually, the district began to assume much of its present character. Between 1910 and 1920, more warehouses appeared (320 N. 7th, 19 E. Toole) along with lumber and fuel yards (126 E. 7th) and the first manufacturing facility in the district, a sash and door factory at 210 N. Stevens.

During the 1920s, the district became the center of the region's motor vehicle trade. Besides the sales rooms of the motor companies on N. 6th Ave. (406, 412, 415 N. 6th), an entire industry developed to service the increasing number of motor vehicles, as seen in the garages and automotive specialty shops Stone, and particularly on E. 6th St. (13, 15, 131-135, 137, 300, 302, 310-314, 329 E. 6th). The growing dependence on motor vehicles was reflected in the district's infrastructure, as the Fourth Avenue, Sixth Avenue, and North Stone Underpasses were constructed to route traffic beneath the railroad tracks. The motor truck replaced the freight wagon and team for transporting goods beyond the railroad lines, but transfer companies (100 E. 6th, 44 W. 6th) and freight truckers (414 N. 5th)

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Tucson Warehouse Historic District Tucson, Pima County, AZ

Statement of Significance (continued)

still located their yards and warehouses next to the railroad distribution center. During this period, from the 1920s to the early 1940s, wholesalers built new warehouses, such as 1 and 191 E. Toole, and suppliers to the building industry constructed large facilities for sales and stock (247 N. 4th, 35 E. Toole). The earliest and largest was the lumber and hardware business of J. Knox Corbett (300, 340 N. 6th). Light industry continued to concentrate in the district, with new facilities for manufacturing (234 E. 6th) and food processing (220-222, 221 E. 6th; 301-309, 328 E. 7th). Towards the end of the period, as natural gas became increasingly available, the district's fuel yards for coal and firewood were replaced by the gas company's sales and service center (121-125 E. 7th).

In its role of regional distribution center, Tucson weathered the Great Depression somewhat better than communities whose economy was based entirely on extractive industry or heavy manufacturing. However, economic growth came to a standstill, reflected in the district by the fact that no new construction occurred from 1932 through 1935. As was the case in similar districts throughout the country, government agencies created to deal with the effects of the Depression were located here: the offices of the Works Progress Administration were at 234 E. 6th and the Emergency Relief Administration occupied 191 E. Toole. World War II caused another hiatus in the district's development as the country devoted its energies to the war effort. In the early postwar years, business continued in the district and new warehouses were built, such as 320 N. 6th and 197 E. Toole. However, the entire country and particularly the western states were undergoing a profound transformation during these years. The changes included the demise of the railroad as the principal means of transporting people and goods, and the gradual abandonment of urban centers for rapid new development on the peripheries (that is, the beginnings of urban sprawl). Tucson was no exception and in the 1950s wholesale businesses and light industry began moving to a new district in the southeastern part of the city. The Tucson Warehouse Historic District entered a period of decline that is now being gradually reversed, as its historic buildings are adapted to new uses such as artists' studios and galleries.

Architecturally, the district encapsulates the trends over the first half of the century in terms of the construction technology, materials, and styles of commercial building. The Steinfeld Warehouse, 101 W. 6th, is the best surviving example of a turn-of-the-century warehouse in Tucson. The foundation walls, built of local stone and enclosing a full basement, support double wythe common brick bearing walls. The structural system is typical mill construction, developed in the factories of the early Industrial Revolution. Within the brick exterior walls, the system used post and beam construction to allow open interiors; the heavy timbers used for structural members and the thick wood decking of the floor and roof provided fire resistance. The brick segmental arches over the doors and windows are characteristic. Before steel or reinforced concrete lintels, such arches were the most economical and structurally viable means of spanning apertures in utilitarian buildings. Other examples of Commercial Brick warehouse style are 15-17, 19, and 31 E. Toole; the Toole Ave.

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Tucson Warehouse Historic District Tucson, Pima County, AZ

Statement of Significance (continued)

facades of these buildings were stuccoed in the 1930s but the elevations along the tracks retain their original character. The next generation of buildings and structures in the district reflected the increasing importance of steel and concrete. Concrete reinforced with steel allowed major improvements to the district's infrastructure, starting with the Fourth Avenue Underpass in 1916 and followed by the Sixth Avenue Underpass and Stone Avenue Underpass.

Moving companies began using fireproof reinforced concrete construction for their storage facilities; the most prominent example is the Tucson Transfer Company's four-story warehouse (100 E. 6th) of 1918. The building's structural system of pier and slab framework is clearly expressed on the exterior; the walls are simply infill panels. The Citizen's Transfer Company warehouse (44 W. 6th), built a decade later, is another example built entirely of reinforced concrete, but with full bearing walls poured in place. Brick bearing walls continued to characterize the bulk of new construction in the district, but steel and concrete became standard materials for the other building elements. The Baffert and Leon warehouse of 1923 (1 E. Toole) is typical: reinforced concrete is used for the foundation and for window lintels, the roof is a lightweight steel truss, and industrial steel sash has replaced the wood sash of the older warehouses. This was the basic construction of most buildings in the district from the 1920s through the 1940s.

Stylistically, the district's buildings illustrate the two major influences in commercial architecture during the first half of the century: (1) the American and Modern movements and (2) the Mission/Spanish Colonial Revival. Characteristic of the turn of the century are the Commercial Brick buildings like the Steinfeld Warehouse (101 W. 6th) (a classic example on a smaller scale is 343 E. 9th). These utilitarian buildings had no applied architectural ornament; decorative effects such as corbeling and paneling--usually limited to the cornice and parapet--were achieved by articulating the structural material itself. A similar economy of means characterizes the Paneled Brick style that first appeared in the later 1910s and was prevalent by 1920. This was an inclusive commercial style, suitable for a wide range of buildings, from warehouses (320 N. 7th, 191 E. Toole) to light industrial (220-222, 234 E. 6th) to automotive sales and service (406 N. 6th; 13, 15, 137, 329 E. 6th; 327-331 E. 7th). In turn, the Panel Brick style, with its emphasis on surface manipulation for decorative effects, can be linked to the simpler manifestations of Art Deco that appeared in the 1930s, such as 414 N. 5th and 301-309 E. 7th, with Deco motifs in light relief. The more sculptural examples of Art Deco used faceted piers with stepped profiles as rhythmic vertical accents, illustrated by 131-135, 300, and 302 E. 6th; 210 N. Stevens; and 31 E. Toole. Moderne compositions relied even more on sculptural effects, achieved by curving the form of the building itself, as at the Firestone Building (434 N. 6th), or by massing a portion of the facade into a dramatic tower form, as at the Stonecypher Bakery (221 E. 6th).

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Tucson Warehouse Historic District Tucson, Pima County, AZ

Statement of Significance (continued)

The other major stylistic influence seen in the district's buildings is the Mission/Spanish Colonial Revival. Nationally, the Mission and Spanish Colonial (or Spanish Eclectic) were among many revival styles popular in the early twentieth century. However, in Tucson and some other parts of the Southwest they were perceived as appropriately "regional" styles, although they were actually imported from California (ironically, Tucson's authentic Hispanic regional architecture, exemplified by 420 N. Herbert and its adobe neighbors, was very different). In 1907, the same year that the Steinfeld Warehouse was built, the Southern Pacific constructed its new passenger depot and associated buildings (400 E. Toole), which are characteristic of the Mission Revival, with broad-eaved tile roofs. By the 1920s the Mission style had been succeeded by the Spanish Eclectic, which until World War II was used in the district for buildings where an impressive public facade was desirable. Typical examples of this style are 247 N. 4th and 415 N. 6th, both dating from 1929. The best is the Corbett Building, 340 N 6th, designed in 1930 for J. Knox Corbett by Roy Place (*Arizona Daily Star*, 4 June 1930). Place was one of Tucson's premier architects in the early twentieth century; among his commissions were the former University of Arizona Library and other campus buildings now listed in the National Register.

The Tucson Warehouse District represents an era when Tucson and the surrounding region were integrated with the national economy by a network of rails. Within the district, few businesses remain from that era, but the district has retained its historic character and many long-vacant buildings are being rehabilitated for appropriate adaptive reuse. Currently, the district is undergoing renewal as part of the Tucson Arts District, an urban revitalization project using the arts as an agent of change, and the City of Tucson is acquiring the former Southern Pacific passenger depot for rehabilitation as an intermodal transit facility.

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Additional UTM References

	Zone	Easting	Northing		Zone	Easting	Northing
5	12	503240	3563400	7	12	502660	3565540
6	12	503210	3565060	8	12	502520	3565540

Boundary Justification

The boundary of the Tucson Warehouse Historic District is drawn where the district borders the surrounding retail, office, and residential districts. The boundary includes those properties that date from the district's period of significance, that are associated with the district's areas of significance, and that have retained sufficient integrity to convey those associations; peripheral ineligible

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Tucson Warehouse Historic District Tucson, Pima County, AZ

Boundary Justification (continued)

properties are excluded. The railroad tracks, streets, and alleys within the boundaries provide a distinct sense of the district's historic character.

Photographs

Photograph data

1. Street address: (refer to list)
District: Tucson Warehouse Historic District.
2. City, County, State: Tucson, Pima County, Arizona.
3. Photographer: John Clonts.
4. Date of photographs: March 1999.
5. Location of existing negatives: State Historic Preservation Office.
6. View indicating direction of camera: (refer to list)
7. Photograph number: (refer to list)

Photograph list

1. 101 W. 6th St., Steinfeld Warehouse; view SW.
2. 401 N. Stone Ave., Former SPRR Freight Depot; view E.
3. Stone Avenue Underpass; view N.
4. 1, 15-17, 19, 31, 35 E. Toole Ave.; view NNW.
5. 1, 15-17, 19, 31, 35 E. Toole Ave.; view WSW.
6. 400 E. Toole, Former SPRR Passenger Depot; view NE.
7. 400 E. Toole, Former SPRR Passenger Depot; view W.
8. Fourth Avenue Underpass; view SSW.
9. 343, 345 E. 9th St.; view NE.
10. 210 N. Stevens Ave.; view S.
11. 340 N. 6th Ave., Corbett Building; view NNE.
12. N. Ferro Ave. at E. 7th St.; view N.
13. 442, 450 N. 6th Ave.; view SE.
14. N. Herbert Ave. at E. 7th St.; view N.
15. 420 N. Herbert Ave.; view SW.
16. 221 E. 6th St.; view NE.
17. 131-135, 137, 139 E. 6th St.; view NE.
18. E. 6th St. between N. Ferro Ave. and N. 6th Ave.; view ESE.
19. E. 6th St. between N. 6th Ave. and N. 7th Ave.; view WSW.
20. 44 W. 6th St., from loading dock of Steinfeld Warehouse; view NE.