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National Register of Historic Places Multiple Property Documentation Form

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

New Submission Amended Submission

A. Name of Multiple Property Listing

Early prototypes for manufacturing plants in Puerto Rico

B. Associated Historic Contexts

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

Early prototypes for manufacturing plants in Puerto Rico, 1948-1958

C. Form Prepared by

name/title Jorge Rigau, Architect, FAIA
organization Jorge Rigau Arquitectos date June 13, 2012
street & number #67 calle los baños, 1er piso telephone (787) 982-0002
city or town San Juan state Puerto Rico zip code 00911
e-mail rigau@jorgerigau.com

D. Certification

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

(See continuation sheet for additional comments.)

Carlos A. Rubio Cancela SHPO June 18, 2012
Signature and title of certifying official | Date

State or Federal Agency or Tribal government

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

Jorge Rigau
Signature of the Keeper

8/7/2012
Date of Action

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

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

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

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E. Statement of Historic Context

Introduction

Early Prototypes for Manufacturing Plants in Puerto Ricoas built by the *Puerto Rico Industrial Development Corporation* from 1948 to 1958.

This Multiple Property Nomination addresses a group of prototypical buildings erected by the Government of Puerto Rico as part of a mid-20th century, comprehensive official effort to industrialize the Island, whose economy had been, so far, dependent primarily in agriculture. To promote investment in manufacturing and other associated modes of production, model architectural designs were developed and implemented in most municipalities of Puerto Rico from 1948 to 1958, and afterwards. During this period, American and Puerto Rican history come together under the umbrella of key catalytic conditions: the tenure of the last Island governor appointed by the President of the United States, World War II, and ensuing capital investment after the conflict, the advent of the Popular Democratic Party, and the consequential leadership of Luis Muñoz Marín.

Relevant to the Island's urban history in multiple ways, these prototypical manufacturing plants constitute an ample legacy from the last century that, because of their linkages to the industrial past, have only recently become an object of public preservation interest. "*Las fábricas de Fomento*", as these resources are commonly addressed, constitute key representatives at local and State levels of the 20th century's dual legacy in terms of both architecture and engineering. To underline their historic worth, key aspects of the economic, social, and political climate against which they came to be is expounded here. Many of them still claim integrity at different levels, be it in terms of location, original design, key identifying components, and particularly, in terms of cultural association. As explained in the following text, *las fábricas* are associated with events that have made a significant contribution to the Island's history, simultaneously embodying the distinctive characteristics of a particular architectural type.

Reference sources for the study of the early manufacturing plants in Puerto Rico are plentiful. These include construction documents (plans and specifications); correspondence; photographs, and government yearly reports. Among the most informative annual reports are those of the Office of the Governor of Puerto Rico, the Puerto Rico Planning Board, and as expected, the Puerto Rico Industrial Development Corporation. Of particular relevance are the memoirs of two key protagonists of the period of inception of Puerto Rico's industrialization: Governor Rexford G. Tugwell, and then Senate leader Luis Muñoz Marín. Respectively, but concurrently, *The Stricken Land: The History of*

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Modern Puerto Rico and *Memorias 1940-1952* provide an effective understanding of the background conditions and social and political ideas behind the industrial plant building program.¹ Related properties exist in sufficient numbers to warrant registration in the multiple property format.

Their relevance is two-fold. Not only do they represent key the tenets of the Modern Movement, but they are the product of architectural massification through prototype building. So far, recognition of Puerto Rico's built heritage has largely concentrated on key representative properties such as city halls, churches, social centers, as well as public squares and parks, all protagonical elements within the traditional urban realm. Idiosyncratic residences and, more recently, present examples of the industrial past, have also gained attention. However, structures closely associated with everyday life – those relegated as urban background – have, for the most part, failed to gain recognition on their own merits. In Puerto Rico, the Island's more "historic" Spanish colonial examples, eclectic turn-of-the-century houses, and early modern demonstrations have as of yet diminished their analogous historical worth.

Insistent use of building prototypes in almost identical architectural manner at different locations throughout the Island has remained largely unacknowledged by architectural historians that have so far focused in individual structures claiming a "leading" role. In Puerto Rico, 19th century lighthouses and road keeper's houses (*casillas de peón caminero*) comprise some of the earliest examples recorded on the Island regarding iteration of a use program in a facility repeated identically over and over. However, 20th century comparable prototypes – even if less recognizable – prove practical to further understand Puerto Rico's urban development from a contemporary point of view. Among these are included: schools, police and fire stations, telegraph units, rural health clinics, low-income housing and houses, courthouses and, of particular interest here, industrial plants built between the 1940's and 1950's.²

Throughout architectural history, repetition of building types as a module for extended application constitutes a recurring practice. Economies in terms of costs, design and erection time, as well as of

¹Rexford G. Tugwell, *The Stricken Land: The History of Modern Puerto Rico* (New York: Doubleday, 1947); Luis Muñoz Marín, *Memorias 1940-52* (San Juan, Puerto Rico: Fundación Luis Muñoz Marín, 2003).

²See *La efervescencia de la repetición: estudio tipológico de los dispensarios médicos rurales de Puerto Rico* (1936) by D. Gabriela Torres Ferrer; *La primavera del patriarca: El "Partido Nuevo" y su arquitectura "tipo"*, by Edmundo R. Colón Izquierdo; *Prototipo como paisaje: las estaciones prototípicas que el Cuerpo de Bomberos construyó en Puerto Rico del 1940-1958*, Natalia K. Silva; *Típica promesa: Estudio de las fábricas prototípicas construidas por la Compañía de Fomento Industrial en Puerto Rico (1940-1960)*, Christian Laboy Aponte (Mid-Career Research Projects, Polytechnic University of Puerto Rico, 2009, 2001, 2010, 2010, respectively. Unpublished).

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administration of both the process of construction and the facilities, constantly validate the persistent use of repeated building prototypes. Government-sponsored projects, particularly, resort to prototypical structures as ideal venues to tackle pervasive needs in a relatively economical, expedient manner. The program to provide typical spaces to host manufacturing processes in multiple municipalities in Puerto Rico by mid-20th century was no exception.

Events and processes that induce change

Starvation, ill health, joblessness, and natural disasters characterized much of the 1930's in Puerto Rico, while the following decade marked the Island's transition to an industrial society, a process that several historians agree that spanned roughly from 1940 to 1953.³ Throughout these years, what had been primarily an agrarian, rural society was transformed into an industrialized, urban one. Programs and strategies for economic growth, social improvement, and industrialization were implemented. The transformation of social and economic relations came hand in hand with an aggressive urbanization process. Government undertook an ambitious reform project that included infrastructure development and institutional reorganization.

The unifying thematic framework to best elucidate the period includes the ascent of the *Partido Popular Democrático* (PPD) and the rise of its populist leader, Luis Muñoz Marín, president of the local senate from 1940 to 1949. During this period, local and international changes were plentiful. In 1939 Germany invaded Poland, in an act that ignited the Second World War, after France and England's belligerent declarations. The United States joined the war effort in 1941. In Puerto Rico, one year before, the recently created *Partido Popular* had won the local elections for representation at the Island's legislature, encouraging "social justice" through an all-encompassing program that included agrarian, educational and labor-related transformations.⁴ William Leahy was appointed Governor until 1941; that same year Guy J. Swope served in the position briefly, before economist Rexford Guy Tugwell succeeded him, the latter holding the position until 1946.⁵ Tugwell's

³ See Francisco A. Scarano, *Puerto Rico: Cinco siglos de historia* (México: McGraw-Hill, 1995), 708; also Eduardo Rivera Medina and Rafael L. Ramírez, *Del cañaveral a la fábrica: cambio social en Puerto Rico* (Río Piedras, Puerto Rico: Huracán-Academia, 1985).

⁴ James L. Dietz, in *Historia económica de Puerto Rico* (Río Piedras: Huracán, 1989) 203, 204, elaborates on how, from 1941 to 1949, the PPD concentrated on the agrarian reform, control and development of institutions and infrastructure, administrative reorganization, and industrialization.

⁵ Guy J. Swope was preceded and succeeded by interim governor José M. Gallardo, but signed "La Ley de Tierras de 1941" that led to the establishment of the *Autoridad de Tierras* and, eventually, the enforcement of *La Ley de los 500 acres*.

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collaboration with Muñoz Marín paved the way for significant fiscal and organizational transformations. He "...wanted to reorganize government and turn its administration into an efficient and modern one, in keeping with the principles of good governance and healthy public management."⁶ Entrusted the future of Puerto Rico, Tugwell was determined to "...insure the viability of Puerto Rico as a society."⁷ In fact, he is publicly acknowledged as "one of the architects assisting the Puerto Rico's administrative modernization".⁸

For the PPD, economic control could best be granted through planning efforts led at state level.⁹ It was the beginning of the party's hegemonic control, one that would eventually last for over 25 years. Along the process, Rexford G. Tugwell proved to be a sophisticated collaborator with Puerto Rican leaders, though not just a yes-man, encountering several antagonists. Prior to his tenure on the Island, Tugwell - a close acquaintance of Franklin Delano Roosevelt - had been a member of the President's *Brain Trust*. FDR delegated on Tugwell the implementation of key components of the *New Deal* initiative. Many USA politicians considered Tugwell's ideals "left leaning", given his positions on the issue of regulating or monitoring Capitalism.¹⁰ Later, Tugwell had acquired relative notoriety through collaboration in the planning efforts of Fiorello La Guardia, Mayor of New York City. Personal experience in the field of Planning would eventually come in handy for a governor convinced that the role of planning in a modern state was "to bind all project improvements in a logic whole".¹¹ Upon arrival, Tugwell's frame of mind is set on an overriding idea: "For administrative purposes, and particularly planning, the island had to be understood as a unit". "In reference to [the Island's] modernization, I was categorical", he asserts in his memoirs.¹²

⁶ Jorge Rodríguez Beruff, Ed. *La tierra azotada: Memorias del último gobernador estadounidense de Puerto Rico Rexford G. Tugwell*. (China: Fundación Luis Muñoz Marín, Fundación Rafael Hernández Colón, Editorial Tal Cual: 2010) Introduction (without pagination).

⁷ Idem.

⁸ Roberto Sánchez Gándara describes him as "uno de los artífices de la modernización de la administración del Estado", in Rodríguez Beruff, Jorge, Ed. *La tierra azotada*, Presentation (without pagination).

⁹ Angel G. Quintero-Rivera, "La ideología populista y la institucionalización de las ciencias sociales", in Silvia Álvarez-Curbelo, María Elena Rodríguez Castro, Eds., *Del nacionalismo al populismo: Cultura y política en Puerto Rico* (Río Piedras, Huracán, 1993), 128.

¹⁰ Jorge Rodríguez Beruff, Ed. *La tierra azotada*; Chapter 2 includes governor Tugwell's own thoughts regarding both his public positions and the public's perception of them.

¹¹ Tugwell boasts of his achievements in this area: "One measure for which I was largely responsible was the Planning Law." Rodríguez Beruff, Jorge, Ed. *La tierra azotada*, 243, 244. Tugwell initially entrusted the development of said law to Alfred Bettman (1873-1945), among the key founders of modern urban planning and the concept of "zoning" as we know it today. In the end, Bettman's original proposals were amended significantly.

¹² *Ibid*, 216.

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In parallel, the forthcoming impact of World War II was felt in Puerto Rico in spite of the Island's geographical distance from the conflict; food, medicines, and supplies were in shortage during the first years of this decade.¹³ Dependence on imported, manufactured products made decision-makers - as well as the general public - aware of the consequences of lacking local industries. Industrialization and agriculture were the focus of discussion of public debate; the Land Law of 1941 enforced the 500 acres statutes proposed by the Foraker Law of 1900, and the Jones Law of 1917 - finally removed property from absent mainland corporations to allocate it equably in minor lots (*parcelas*) among local rural land farmers.¹⁴ During this period, legislation for upgrading existing conditions tended to public health, housing and education. Some public corporations were founded; two of importance in 1942: the *Industrial Development Company of Puerto Rico* and what today is known as *Puerto Rico's Government Development Bank*. Both pursued industrial development in terms of local and incoming entrepreneurship. Also in 1942, the *Junta de Planificación, Urbanización y Zonificación* - the Island's first Planning Board - was instituted to implement a far-reaching *Master Plan for Development* to "guide Puerto Rico's growth".

Puerto Rico's Planning Board had the responsibility of providing the Island with an adequate infrastructure, one capable of addressing health, transportation, and life-safety issues. New roads were built, as were bridges. Telegraphy and radio contributed to minimize isolation. It should not come up as a surprise that, in concord with this vision of improved "reachability", by the 1950's government would see fit to conceptualize (and put into operation) a program to establish manufacturing facilities at almost every town in Puerto Rico.

Since the 1940's, the Island was experiencing significant transformations, most of them related to the country's economical development. Before 1940, Puerto Rico's economic life relied mainly on agriculture: sugar, tobacco, coffee, fruits and a few minor crops. The local government - determined to establish additional economic venues given the staunch partisan control exerted by the long-reigning sugar barons - focused on alternate methods to boost the economy, and in turn, counteract an alarming unemployment rate.

The Industrial Development Company of Puerto Rico (*La Compañía de Fomento Industrial*) was founded in 1942 with the approval of Law Number 11 that entrusted the Island's industrialization to

¹³ Tugwell acknowledges how "lack of supplies became a worse problem than ever imagined", imposing times of deprivation and hardship. Rodríguez Beruff, Jorge, Ed. *La tierra azotada*, 277, 292.

¹⁴ Blanca G. Silvestrini and María Dolores Luque de Sánchez, *Historia de Puerto Rico: Trayectoria de un pueblo* (España: Cultural Puertorriqueña, Inc., 1987), 504. Also, James L. Dietz, *Historia económica de Puerto Rico*, 212.

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the new *ad hoc* agency. In pursuit of its objectives, the company undertook the construction of prototypical manufacturing facilities (*fábricas*) designed to accommodate uses related to the production of myriad goods. In a relatively short period of time, these *fábricas* became the driving economic focus of the towns and cities they were built in. Companies based in Mainland USA trusted that commercial exchange with the Island would boost their revenues. Locally, the need to generate jobs was pressing. After four decades of American military rule and agricultural monopoly, it took the somewhat liberal, socially conscious Tugwell, and a rising young politician, Muñoz, to jointly endorse an alternate path – industrialization – even if the former never saw it come of age.

A third person would actually be responsible for the program's success: Teodoro Moscoso. A pharmacist by training, he initiated his studies in Philadelphia, but eventually graduated from the University of Michigan in 1932. In 1938, back in his hometown Ponce, he met Rexford G. Tugwell, then visiting Puerto Rico as member of President Franklin Delano Roosevelt's "Brain Trust". In 1939, distancing himself from his family' drugstore business, he joined the Ponce Housing Authority as a public officer, quickly and assertively securing two million dollars in federal funds for the city. This was no small feat during the Depression. Government officials were impressed. One year later Moscoso met Muñoz Marín and joined the Popular Democratic Party.

After becoming Governor in 1941, Tugwell invited Moscoso to join his work team. In that capacity, he proved to be a most efficient link with the local legislature and Muñoz.¹⁵ Among other tasks, Tugwell delegated in Moscoso studying the viability of implementing in Puerto Rico an economic development model previously employed in Haiti, with hopes of applying it locally.¹⁶ Another comparable effort, however, is the one that seems most likely to have sparked his interest: The Production Development Corporation of Chile (*Corporación de Fomento de la Producción de Chile*). The term "*fomento*" (development) caught his attention. He contacted the Chilean Corporation to learn more about its tenets and results, what will, allegedly, become the foundation for a comparable program that sets Puerto Rico's government wheels turning fast.¹⁷ On May 11, 1942, Law 188 was signed to regulate the industrial development program. By September 1942, Moscoso is named *Administrador de Fomento Económico*. Only one month after, on October 28, the local government made a deal with Arthur D. Little, Inc. (an international management consulting firm from Boston) to carry out research regarding which types of industries were most likely to be developed in Puerto Rico. The first phase

¹⁵ Rodríguez Beruff, Jorge, Ed. *La tierra azotada*, 173, 216, 285, 295, 298, 332.

¹⁶ *Ibid.*, 119. Tugwell was aware that with funds from the *Export-Import Bank*, Haiti had established *La Société Haitien-Américaine de Développement Agricole*, to relative success in providing basic products for local consumption.

¹⁷ Julio E. Quirós Alcalá, Fundación Luis Muñoz Marín, *Teodoro Moscoso Mora: forjador del nuevo Puerto Rico*, http://www.flmm.org/bio_teodoro.htm

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of Puerto Rico's industrialization claimed an auspicious beginning.

Four subsidiary industries were established from 1943 onward, each dedicated to different trades: glass-bottle making, cardboard, shoes, and clay.¹⁸ Ultimately, technologic and ideologic circumstances - as well as the limited impact on jobs - yielded the industries' demise, and Teodoro Moscoso rethought his initial strategies.¹⁹ In his understanding, government was limited in its efforts by being both owner and employer; it was necessary to incorporate private capital to the program. Multiple private investors could lead to an exponentially expanded job market. Since the 1940's, Government officially encouraged the development of manufacturing plants, interested as it was in projecting a modern view of Puerto Rico: not that of a third-world nation, but of a developing, proactive country. Economist James L. Dietz has characterized this moment in history as a "*notable achievement*".²⁰ The *Compañía* set up a promotional office in New York in order to attract investment from foreign, mainly Northamerican companies.

By 1945, however, Muñoz Marín and his cadre of assistants reconceptualized the industrialization effort in terms of imported, not local capital: "*the preeminence of Northamerican private capital was practically unavoidable*."²¹ Instead of endorsing development as a governmental effort focused on the local market, private involvement was pursued, aimed at attracting Mainland manufacturers interested in exporting products. Local government became a "facilitator" for private capital, abandoning the original goal of stimulating production through local enterprises like the cement and cardboard ones originally set up. This swerve attempted, in part, to capitalize upon the capital accumulated in the USA once WW2 had ended.²² The program became known as Operation Bootstrap ("*Manos a la obra*").

*"The early successes of the new policy were spectacular. Operation Bootstrap appeared as an exciting experiment in setting an underdeveloped economy on the path to prosperity within the framework of a representative democracy. At the height of Operation Bootstrap in the 1950's, one factory was established every day on the island."*²³ ...'a century of economic development

¹⁸ The Puerto Rico Cement Company previously organized by the Puerto Rico Reconstruction Authority (PRRA) was an additional subsidiary industry of this initial industrialization effort.

¹⁹ José L. Bolívar Fresneda, "The Development Bank and the Initial Failure of the Industrial Program in Puerto Rico", 1942-1948", in *CENTRO Journal*, Vol. XX, No. 2, Fall 2008, 135-140.

²⁰ James L. Dietz, *Historia económica de Puerto Rico*, p. 188.

²¹ *Ibid.*, 225.

²² The process is summarized by Francisco A. Scarano, *Puerto Rico: Cinco siglos de historia*, 723.

²³ Raymond Carr, *Puerto Rico: A Colonial Experiment* (NewYor: Vintage, 1984), 205.

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in a single decade' was The Economist's verdict in 1957. Between 1947 and 1959, the gross national product (GNP) doubled in Puerto Rico, and in 1958 Puerto Rico's per capita income was the highest in Latin America."²⁴

How did it all happen? In 1945, *la Compañía de Fomento de Puerto Rico* changed its name to *Compañía de Fomento Industrial de Puerto Rico* (PRIDCO, its acronym in English). Its objectives now transcended making Puerto Rico an "attractive" investment spot, but to make it "irresistible", as economist James L. Dietz narrates.²⁵ In accordance, the company's Board of Directors resolved to construct the buildings to be used by industries of private investors. That is how the *fábricas* came to be. Said properties would be later sold or rented to the different private firms under market cost, as an added way of promoting investment.

By September 1945, even more aggressive measures were implanted through the subsidy program entitled AID (*Ayudas al Desarrollo Industrial*). The public relations office that had been recently established in New York proved useful in divulging the initiative in the States. By early 1946, AID was being promoted in *Fortune Magazine*. Potential investors were plentiful, but most shunned the fiscal incentives as insufficient. Fearing that local incentives were not competitive enough with those then prevailing in the USA, a *Law of Industrial Incentives* was approved in 1947 in Puerto Rico. Among other benefits to investors, the legislation granted full tax exemption until 1959, and partial exemption until 1962. In tandem with these "tax vacations", the local government subsidized employee training programs, low interest loans, and provided the operating facilities. Fomento's *fábricas* proved a pivotal instrument for the dissemination of the industrialization program's assets. Moreover, they were the physical evidence of its achievements to potential clients, competitors, and the voting citizenry.

By 1947-48, Moscoso succeeded in making official several laws that guaranteed a 100% tax exemption to any industry established in Puerto Rico. The new "stimulus package" granted to investors released them from payment of national taxes, taxes from revenues, property, machinery, raw materials and municipal tariffs. Infrastructure improvements proceeded. The new International Airport and Caribe Hilton Hotel became the welcoming symbols of the new administration. Author Barbara Tasch Ezratty, in retrospection, sums it up rather naively:

"Theodoro [sic] Moscoso realized that in order to get people to come down here for industry, we had to have someplace to put them up. So he decided he had to build what became the

²⁴Ibid., 75.

²⁵James L. Dietz, *Historia económica de Puerto Rico*, 225.

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*Hilton. He wrote to any number of hotel chains in the States, to ask if they'd be interested. The government would build it. The only one who answered was Hilton. In Spanish.*²⁶

By 1949, progress had been made and AID subsidies granted. In the USA, the press labeled exemptions as "*generous for industry*", and Puerto Rico "*a paradise for taxpayers*".²⁷ Puerto Rico's government kept adding "improvements" to the investment packages, even if the overall success of the program, in retrospect, has been questioned by experts, as expounded by James L. Dietz.²⁸ Nevertheless, Puerto Rico's program, based on "industrialization by invitation" attracted interested observers which reached some 9,000 between 1950 and 1959.²⁹

"Selling" Puerto Rico as a contemporary society akin to North American expectations generated detractors amongst many members of the local intellectual elite. Bent on acknowledging the Island's Spanish heritage as key foundation of its culture, prominent local figures insisted in celebrating the Island's rural past as inherent and vital to national identity. On his essay entitled "Problems of the Puerto Rican Culture", literary figure Emilio S. Belaval had decried years before:

*"The genesis of our psychology lies in the disappearing farm... It was there that our white European man lived, it was there that the structure for our rural lives started, it was there that this native guy we know today as Puerto Rican was created."*³⁰

The threat of fast transformations would foster a nostalgic proclivity to idealize the Island's rural past in myriad ways that to this day pervade Puerto Rican society.³¹ In parallel, attacks also came from conservative sectors bent in believing that socialist or communist ideas must have been behind providing improved opportunities for the Island's workforce.³² By 1950, political unrest reached a sort of climax in the Island, fueled by Muñoz's blatant "retreat" from independency in favor of an

²⁶ Barbara Tasch Ezratty, *Puerto Rico: Changing Flags, An Oral History 1898-1950* (San Juan, Puerto Rico: Omni Arts, Inc., 1986), 205.

²⁷ James L. Dietz, *Historia económica de Puerto Rico*, 229.

²⁸ *Ibid.*, 227.

²⁹ *Ibid.*, 229.

³⁰ Emilio S. Belaval, *Los problemas de la cultura puertorriqueña* (San Juan: Editorial Cultural, 1977), 42.

³¹ Ruddy Hernández García, *Las ventanas al paraíso perdido: El paisaje como representación alegórica en establecimientos de expendio de bebidas en Puerto Rico* (Mid-Career Research, Polytechnic University of Puerto Rico, 2009, unpublished).

³² Francisco A. Scarano, *Puerto Rico: Cinco siglos de historia*, 725.

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agreement with the USA to grant autonomy to the Island. Violent attacks by the Nationalist Party in Puerto Rico and the Mainland exacerbated the situation.

Whether in response to the climate of unrest, or because it was a plan previously in the making, Muñoz Marín and the Popular Democratic Party pushed for commonwealth status through the establishment of the *Estado Libre Asociado de Puerto Rico* ("Free Associated State"). Development of the Island as a new political entity would go hand in hand with its definitive transformation from a rural, agricultural society to an industrial, urban one [FIG 1]. To this day, this process remains a most insistent object of study by historians, economists, sociologists, and demographers alike. **It is against this background – along the 1950's - that manufacturing plants proliferated throughout the Island, multiplying in numbers unequaled by any other building prototype before in the history of Puerto Rico.** Close to 20 different architectural models were developed to respond to different specific needs, although many plants were built before any tenant had been identified for them. [FIGS. 2,3,4,5] Prospective investors could buy or rent these facilities:

*"Manufacturing plants were inaugurated at a fast pace... Many corners of the Island were quickly occupied by the easy-to-recognize Fomento buildings, laid out in groups of two, four, and even more... Their elevation always boasted the familiar sign in which a shirtless worker... appeared to be the only force moving a gigantic wheel..."*³³ [FIG. 6]

In 1950, the *Administration for Economic Development* substituted the original *Compañía de Fomento*, inheriting tasks related to economic research and promotion of the program. Nevertheless, the *Puerto Rico Industrial Development Corporation* (PRIDCO) was in charge of providing land and structures as incentive for interested investors, as well as maintaining the facilities already developed. With these two corporations, development was furthered under a most attractive climate for investment.

By 1952, many new industries were created.³⁴ [See Table No. 1 and 2] Over 166 buildings housed more than 12,000 employees.³⁵ By 1958, 300 *fábricas* had been built. The clothing and textile industries grew quickly; leather products like shoes and handbags were also manufactured [FIGS. 7,8]. The surge in investors oriented towards export markets propelled economic growth during the following decade, even if the government's expected fiscal impact fell short due to the investors' interest in higher levels of productivity, which sought low prices and high quality products to meet

³³ Ibid., 744-45.

³⁴ Economic Development Administration, *Annual Report to the Governor of Puerto Rico, 1951-1952*.

³⁵ Scarano, *Puerto Rico: Cinco siglos de historia*, 744.

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their demands. Subsequently, profits earned hardly fed the local economy. In light of this situation, government redefined priorities in order to attract industries more resilient to any economic changes that could allow higher wages.

Growth, however, remained the by-product of industrial investors seeking expanded export markets during the following years. Attempts to reach local consumers, not just external ones, were made. Furthermore, Puerto Rico became a model for other countries that visited the Island in the interest of learning about our economic "miracle". Along the 1960's, other countries developed their own industrialization programs based on Puerto Rico's, even if later becoming Island competitors. Among these were: Mexico, Trinidad, and Jamaica [FIGS. 9, 10].

Table No. 1

Industrial Buildings Erected by Year and Cost

Source: Huertas, Eduardo. *El programa de Edificios Industriales de la Compañía de Fomento*. Puerto Rico: Thesis, University of Puerto Rico, 1979.

Quantity (#), Area (A), Construction Cost (C)

Year	#	A (sq ft)	C (\$)
1944	1	210,000	3,400,000
1945	1	120,000	1,700,000
1946	1	10,000	100,000
1947	4	210,000	1,900,000
1948	7	220,000	4,200,000
1949	5	262,000	4,200,000
1950	4	60,000	200,000
1951	6	80,000	600,000
1952	23	440,000	2,500,000
1953	40	752,000	5,817,000
1954	47	740,000	4,500,000
1955	31	410,000	2,300,000
1956	40	380,000	1,700,000
1957	44	490,000	1,882,000
1958	46	313,000	6,500,000
Total	300	4,697,000	41,499,000

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Table No. 2

Parks built by municipality

Source: Source: Archilla, Silvette, Bienes Raices Pridco. *Inventario de Propiedades, Colección personal.*

Quantity of buildings (#), Building type (BT), Special(S), Typical (T), Multi-factory (M)

Lots with nominated resources

Municipality	Lot number	#	BT	Address
1. Adjuntas	L-145	2	T	PR-10, KM. 35.9
	L-259	2	T	PR-123, KM. 35.7
	L-420	0		PR- 518 KM. 0.6
2. Aguada	L-129	2	T	PR-115, KM. 23.9
	L-253	9	8T,1S	PR-115, KM. 22.6
3. Aguadilla	L-216	8	T	PR-107, KM. 0.6
	L-266	1	S	PR-111, KM. 1.8
	L-279-0-64	10	7T,3S	PR-459, KM. 0.5
	L-279-1-70	6	3T,2S,1M	PR-459, KM. 0.9
	L-279-2-72	7	T	PR-459, KM. 1.9
	L-346	3	S	PR-110, KM. 6.1
	L-900	2	S	PR-467, KM. 1.0
	L-900-1-52	1	T	PR-467, KM. 1.1
	X-003	1	T	Ramey Air Force Base
	X-004	1	S	Ramey Air Force Base
4. Aguas Buenas	L-094	1	S	PR-156, KM. 10.1
	L-227	1	T	PR-156, KM. 52.5
	L-263	1	T	PR-173, KM. 0.4
	L-273	1	T	PR-794, KM. 0.3
	L-351	1	S	PR-174, KM. 0.5
	L-901	1	S	PR-156, KM. 8.9
5. Aibonito	L-072	1	S	Mun Road 721, KM. 0.3
	L-238	3	2T,1S	Mun Road 725, KM. 0.6
	L-417	0		Mun Road 725, KM. 1.1
	L-902	2	S	Ignacio López Colón Ave.

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		L-903-0-57	1	S	PR-14, KM. 83.6
6.	Añasco	L-154	3	T	PR-402, KM. 1.0
		L-154-2-62	3	T	PR-402, KM. 1.3
		L-154-3-69	8	4T, 4S	PR-402, KM. 1.3
		L-904	1	T	PR-402, KM. 0.6
7.	Arecibo	L-065	33	29T,1M,3S	PR-129, KM. 40.9
		L-151	1	T	PR-653
		L-181	4	3T,1S	PR-10, KM. 80.2
		L-280	0		PR-2, KM. 72.2
		L-350	5	4T, 1S	PR-2, KM. 87.4
		L-380-0-80	1	S	PR-2, KM. 66.5
8.	Arroyo	L-221, L-958	10	T	PR-3, KM. 130.1
		L-295	4	S	Mun Road 178, KM. 0.6
		L-354	1	S	PR-753, KM. 0.3
		L-383	1	S	PR-53, KM. 131
9.	Barceloneta	L-114, L-220	7	5T, 2S	Unión St, KM. 2.7
		L-321	0		No access
		L-388	0		PR-684
10.	Barranquitas	L-098	1	S	Mun Road 152
		L-224	6	3T,3S	PR-156, KM. 17.7
11.	Bayamón	L-003	73	30T,29M,14S	PR-174, KM. 2.5
		L-004	16	9S,7T	PR-28, KM. 5
12.	Cabo Rojo	L-122	11	7T,4S	PR-103, KM. 7.4
		L-229	1	S	PR-103, KM. 6.8
		L-298	1	S	PR-308, KM. 0.9
13.	Caguas	L-017	22	13T,5S,4M	PR-1, KM. 34.2
		L-068, L-70	4	2T,2S	PR-1, KM. 33.9
		L-112	7	4T,3S	PR-189, KM. 2.0
		L-189	0		Turabo Ave.
		L-307	14	6T,5M,3S	PR-156, KM. 58.2
		L-339	1	S	PR-1, KM. 29.4
		L-395	0		Acosta St.
		L-416	1	S	Safiro St. & H. Winston St.
14.	Camuy	L-169	3	T	PR-119, KM. 5.3
		L-297	7	6T,1S	PR-119, KM. 4.7

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15.	Canóvanas	L-073, L-134, L-246, L-261, L-367	5	4T,1S	PR-185, KM. 0.6
		L-164,L-441	23	16T,6M,1S	PR-188, KM. 0.7
		L-191	7	6T,1M	PR-188, KM. 0.7
		L-430	0		PR-3, KM. 10.8
16.	Carolina	L-012	6	5T,1S	PR-3, KM. 12.3
		L-028	15	6S,6M,3T	Loiza Expressway & Iturregui Ave.
		L-066	7	5M,1T,1S	PR-887, KM. 9.6
		L-066-1-76	1	T	Campeche St. & Campeche St.
		L-152	6	4S,2T	PR-28, KM. 8.9
		L-177	0		PR-187, KM. 4.5
		L-316	0		PR-187
		L-342	0		Baldorioty de Castro Ave.
		L-372	2	1T,1M	Varcacel St.
		L-411	1	M	#4 St. & #3 St.
		L-426	0		PR-3, KM. 14.2
		L-436	0		No access
17.	Cataño	L-108	9	6M,3T	PR-869, KM. 1.5
		L-344, L-300	2	S	PR-868 & D St.
		L-911	3	2T,1S	PR-165, KM. 2.5
18.	Cayey	L-009	10	8T,2S	PR-15, KM. 25
		L-143	2	S	PR-14, KM. 69.7
		L-336	5	T	PR-735, KM. 2.2
19.	Ceiba	L-144	5	4T,1S	PR-3, KM. 58.4
		L-308	4	3T,1M	PR-978, KM. 0.8
		L-421	0		PR-3
20.	Ciales	L-170, L-373	1	T	PR-149, KM. 12.5
		L-212	2	1S,1T	PR-149 & Palmer St.
		L-232	1	T	PR-149, KM. 11.1
		L-310	3	1M,1S,1T	PR-149, KM. 15.5
		L-913	3	S	De Diego St. & Muñoz Rivera St.
21.	Cidra	L-163	3	2S,1T	PR-173, KM. 0.5
		L-274	6	4T,2T	PR-171, KM. 0.2
		L-391	3	T	PR-173 & Principal St.
		L-914-0-50	1	S	PR-173, KM. 0.2
22.	Coamo	L-089	1	T	PR-14, KM. 97.5

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		L-167	7	6T,1S	PR-14, KM. 31.9
		L-317	4	3T,1S	PR-14, KM. 99.1
		L-408	1	T	PR-14, KM. 31.4
23.	Comerio	L-124	6	3T,3S	PR-778, KM. 0.9
		L-320	1	T	PR-775, KM. 0.7
24.	Corozal	L-153-0-58	4	3T,1S	PR-159, KM. 13.5
		L-153-1-65	3	T	PR-159, KM. 13.6
25.	Culebra	L-281	1	T	PR-998
26.	Dorado	L-107-0-57	1	S	PR-683, KM. 7.3
		L-107-1-61	2	1S,1T	PR-693, KM. 7.3
		L-107-2-64	8	6T,2S	PR-693, KM. 7.3
		L-128-0-58	2	1S,1T	PR-165 & PR-854
		L-439	0		694
		L-960	1	S	PR-699
27.	Fajardo	L-018	7	T	PR-3, KM. 45.7
		L-023	0		PR-987
		L-099	2	S	PR-3, KM. 46
		L-159	14	13T, 1S	PR-195, KM. 1.5
		L-172	0		PR-3, KM. 42
		L-174	0		PR-3, KM. 50.5
		L-257	0		No access
		S-0240-0-55	0		PR-987
28.	Florida	L-223	3	T	PR-642, KM. 11.1
29.	Guánica	L-029	1	T	333. KM. 1.2
		L-141	10	9T,1S	PR-116, KM. 28.7
		L-207	0		#1 St. & F St.
30.	Guayama	L-006	4	T	PR-3, KM. 135.5
		L-165	6	T	PR-744, KM. 1.1
		L-381	0		PR-3 & Mun Road 7710
		L-414	2	S	PR-744
		L-915	1	S	PR-3, KM. 143.9
		Y-001	0		PR-3, KM. 142.1
31.	Guayanilla	L-290	1	T	PR-383 & PR-127
		L-315	0		PR-127
		L-428	0		PR-377 & PR-398

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32.	Guaynabo	L-057	1	S	A St.
		L-234	8	6T,1M,1S	PR-20, KM. 9.1
		L-331	4	3T,1M	B St. & E St.
33.	Gurabo	L-024	11	10T,1S	PR-189, KM. 5.9
34.	Hatillo	L-204,	2	T	PR-2, KM. 87.1
		L-919	1	T	PR-2, KM. 88.1
35.	Hormigueros	L-211	4	T	PR-343, KM. 1.3
		L-291	4	T	PR-345, KM. 1.9
		L-389	0		PR-346, KM. 0.2
		L-920	1	T	PR-345, KM. 0.8
36.	Humacao	L-14-0-58	17	10T,7S	PR-909 & PR-3
		L-140-3-70	4	2T,1M,1S	PR-3
		L-278	1	S	PR-3, KM. 83.6
		L-312	2	T	PR-3, KM. 72.2
		L-313	6	5S,1T	PR-3, KM. 77.8
		L-407	1	S	PR-3
37.	Isabela	L-102	10	7T,3S	PR-2, KM. 2.3
		L-921	1	S	PR-2, KM. 111.3
38.	Jayuya	L-241	4	2S,2T	PR-144
		L-275	6	5T,1S	PR-144, KM. 2.5
		L-442	0		No access
39.	Juana Díaz	L-075, L-196	14	10T,3S,1M	PR-149, KM. 66.9
		L-384	4	3T,1S	PR-52, KM. 90.3
40.	Juncos	L-010-1-58	4	T	PR-934 & PR-31
		L-010, L-922	4	3T,1S	PR-31, KM. 24.4
		L-303	7	5T,2S	PR-189, KM. 12.4
		L-394	1	S	PR-31, KM. 24.3
41.	Lajas	L-032, L-088	1	S	PR-304 & Callejón Casa Blanca
		L-209	7	6T,1S	PR-315, KM. 1.3
		L-288	1	T	PR-101 KM. 6.4
		L-418	2	T	PR-116 & Flamboyán St.
42.	Lares	L-249	4	3S,1T	PR-111 & Emilio Castro St.
		L-309	1	T	PR-135 TO Road.10
		L-923	1	T	PR-111, KM. 32.9
43.	Las Marías	L-282	2	S	PR-119, KM. 27.4

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		L-924	1	T	PR-120, K. 0.8
44.	Las Piedras	L-215	8	5T, 3S	PR-183, KM. 21.6 & PR- 9921
		L-332	2	1T, 1S	PR-183, KM. 21.2 & PR-30
		L-440	1	S	PR-30 & PR-183
		L-059	No data		
45.	Loíza	L-147	6	5T, 1S	PR-187, KM. 10.7
		L-015	2	1T,1S	PR-3, KM. 38.7
46.	Luquillo	L-085	17	9T, 7S,1M	PR-3 & PR-992, KM. 0.3
		L-084, L-125	9	5S,4T	PR-2, KM. 48.9 & PR-604
47.	Manatí	L-337	0		PR-2, KM.47.6 & PR-149
		L-356	2	T	PR-686, KM. 46.7
		L-926-0-53	1	S	PR-2, KM.48.1
		L-927-0-57	3	T	PR-2, KM. 41.1
		L-247	1	T	PR-357, KM. 8 & PR-105
48.	Maricao	L-314	2	T	PR-120, KM. 11.1
		L-349	1	S	PR-357, KM. 8 & PR-105
		L-283	3	T	PR-3, KM. 109.9
49.	Maunabo	L-304	2	T	PR-3, KM.105.3
		L-005, L-930	3	2T,1S	PR-2, & JOSE GONZALEZ AVE.
50.	Mayagüez	L-031	5	4T,1S	OLD PR-2, POST ST.
		L-036	3	T	BUENOS AIRES ST.&MARINA ST.
		L-093	2	S	PR-2
		L-130	45	25T,16S,4M	PR-114, KM. 1.3
		L-214, L-093	3	2S,T	José González Clemente Ave.
		L-231	4	2S,2T	PR-106, KM. 1.0
		L-270	1	T	PR-348 & Nenadith St.
		L-296	0		PR-2
		X-005	0		José González Clemente Ave.
		51.	Moca	L-219	1
L-252	2			T	PR-110, KM. 13.1
L-311	3			2T, 1S	PR-125, KM. 3.8
L-445	0				PR-2, KM. 117.3
52.	Morovis	L-218	1	T	PR-115, KM. 48.7
		L-218-1-61	5	T	PR-6634 & PR-115

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		L-413	2	T	PR-115, KM. 49.5
53.	Naguabo	L-162	1	T	PR-31, KM. 4.0
		L-243	13	11T, 2S	PR-971 & PR-31
		L-299	0		No data
54.	Naranjito	L-235	1	T	PR-164, KM. 6.9
		L-294	1	T	PR-164, KM. 8.6
		L-934	1	T	PR-825, KM. 0.15
55.	Orocovis	L-237	1	T	PR-155, KM. 27.0
		L-284	4	2S,2T	PR-155, KM. 31.1
		L-935	1	S	PR-155, KM. 25.7
56.	Patillas	L-236	2	1S,1T	PR-181, KM. 123.0
		L-375	1	T	PR-755, KM. 10.4
57.	Peñuelas	L-213	2	T	PR-132, KM. 12.1
		L-406	1	M	PR-385, KM. 0.3
58.	Ponce	L-027	11	8T,2M,1S	By Pass, KM. 260.8
		L-050, L-051	6	4S,1M,1T	PR-132, KM. 23.4
		L-062	0		Hostos Ave. & Power St.
		L-080	27	13T,12S,2M	PR-2, KM. 0.2
		L-086	4	T	PR-133, KM. 0.6
		L-135, L-405	1	S	No data
		L-194, S-0099	5	3T, 2S	PR-14
		L-306	15	11T,3M,1S	PR- 578 & Sabanetas Rd.
		L-432	0		No data
59.	Quebradillas	L-937	2	S	Hostos Ave. & By Pass
		L-111	4	3T,1S	PR-113, KM. 10.8
		L-276	3	T	PR-2, KM. 100.7
60.	Rincón	L-400	0		PR-113, KM. 10.8
		L-136	4	3T,1S	PR-115, KM. 13.0
		L-020	17	12T,5	PR-3, KM. 23.9
61.	Río Grande	L-155	3	2S,1T	PR-953, KM. 12.5
		L-940	1	S	2 St & San José St.
		L-198	4	3T,1S	PR-121, KM. 10.8
62.	Sabana Grande	L-374	4	2T,1M,1S	PR-2, KM. 183
		L-941	2	T	PR-121, KM. 0.1
		L-087, L-226	11	8T,3S	PR-701, KM. 0.5
63.	Salinas				

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		L-090	2	1S,1T	PR-3, KM.151.0
64.	San Germán	L-049	12	8T,4S	PR-102, KM.33.2
		L-264	7	4S,3T	PR-362, KM. 0.3
		L-412	1	S	PR-2, KM. 175.0
65.	San Juan	L-095-0-57	2	S	PR-1, KM. 13.7
		L-007	9	6S,3T	Cesar González Ave. & Cardón St.
		L-008-0-52	4	2S,2T	PR-1, KM. 6.5
		L-14, L-267, L-345	1	S	Ashford Ave.
		L-016	0		PR-2, KM. 2.1
		L-021	18	12S,4M,2T	Calaf St. & Federico Acosta St.
		L-022	4	2S,2T	No data
		L-040	0		Escambrón Beach
		L-041	0		Ponce de León Ave. & 5St.
		L-052, L-055	0		PR-2, KM. 3.6
		L-074	6	T	PR-147 & Las Brisas St.
		L-091	4	S	Roosevelt Ave. & Guerra St.
		L-137-0-52	0		PR-27, KM. 8.9
		L-150, L-002	1	S	Roosevelt Ave. & Guerra St.
		L-254	1	S	Caleta las Monjas & San Juan
		L-952	1	S	Borinquén Ave. & Carpenter Rd.
X-001-0-52	1	S	Fernández Juncos Ave.		
66.	San Lorenzo	L-019	9	5T,3S,1M	PR-183, KM. 8.7
		L-302	3	2T,1M	PR-183, KM. 7.9
		L-335	4	2T,1M,1S	PR-916 & By Pass
		L-398	0		PR-745
67.	San Sebastián	L-104	3	T	PR-111, KM. 20.6
		L-142	2	1S,1T	PR-119, KM. 41.7
		L-265	2	T	PR-446, KM. 0.5
68.	Santa Isabel	L-037	3	2T,1S	PR-1, KM. 102.9
		L-076	14	13T,1S	PR-538, KM. 0.6
69.	Toa Alta	L-082	8	4S,4T	PR-165, KM. 10.6
70.	Toa Baja	L-025-0-54	1	T	PR-2, KM. 16.6
		L-217	12	8T,4S	PR-867, KM. 7.8
71.	Trujillo Alto	L-233	6	3T,2S,1M	PR-848, KM. 1.6
		L-357	7	3T,2M,2S	PR-8860

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		L-957	1	T	PR-181, KM. 6.3
72.	Utuaado	L-203	6	T	PR-10, KM. 55.8
		L-396	2	S	PR-10, KM. 54.1
73.	Vega Alta	L-109	2	T	PR-647, KM. 0.5
		L-206	8	5T,3S	PR-2, KM. 30.5
		L-292	3	2S,1T	PR-2, KM. 30.1
74.	Vega Baja	L-096	25	15T,9S,1M	PR-686, KM. 16.9
75.	Vieques	L-175	1	S	PR-997, KM. 3.3
		L-250	3	2T,1S	PR-993, KM. 0.2
		L-318	3	T	PR-993, KM. 0.2
		L-403	0		PR-200, KM. 2.3
76.	Villalba	L-148	2	T	PR-151, KM. 0.3
		L-262	2	T	PR-149
		L-285	1	S	Luchetti St.
77.	Yabucoa	L-042	2	T	PR-182, KM. 0.7
		L-242	9	7T,2S	PR-3, KM. 97.0
		L-425	0		PR-901, KM. 0.2
78.	Yauco	L-063	3	2T,1S	PR-335, KM. 0.4
		L-248	2	1S,1T	PR-376, KM. 0.9
		L-271	1	S	PR-127, KM. 232
		L-393	3	T	PR-368 & PR-128

In 1956, the industrial workforce reached 28,300 people [FIGS. 11, 12]. Six years later (1962) it had risen to 59,300, and by 1968, it had increased significantly to 93,200. By then, three-fourths of the Island's total manufacturing income was the by-product of Fomento initiatives.³⁶ By 1969, Puerto Rico's clothing industry was the main provider of the North American Market.³⁷ All in all, as a result of the Island's industrialization program through these years, the most diverse products sold in the US were made in Puerto Rico. Bifocals in Ciales and Guayama; fountain pens in Salinas; men, women and children's shoes in Ponce, Río Grande, Dorado, Canóvanas, Manatí and Bayamón; toys produced in Arecibo and Río Piedras; silk and cotton threads made in Humacao, Ponce, Aguadilla and Vega Alta. Sports clothing for men and children, as well as many types of women's apparel were

³⁶Ibid., 745.

³⁷Ibid., 746.

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elaborated in Fajardo, Cayey, Dorado, Toa Alta, Corozal, Caguas, Arecibo, San German, Yauco and Mayagüez.

During the 1970's, the government explored alternate modes of production. Thus, on his periodization of Puerto Rico's industrialization process, historian Francisco Scarano establishes two distinct stages: a first one, reaching up to 1965, and the second one embracing later years up to the present.³⁸ This thematic nomination addresses, in particular, the prototypes developed for manufacturing plants during the first stage of development. It can be argued that they represent the success and prosperity experienced by many around the Island from 1940 to 1960.

In terms of architectural expression, plans for plants prepared by architect René Ramírez for the Design Department of the Puerto Rico Industrial Development Corporation (PRIDCO) are among the most distinctive and representative of the period [FIGS. 13, 14]. Trained at Cornell, Ramírez is the author of several distinctive buildings in Puerto Rico, among these: each First National City Bank Building in Santurce and Hato Rey; the *Colegio de Abogados*, in Miramar; the former Eastern Airlines Building (De Diego and Baldorioty); the first strip mall on the Island (Metropolitan Shopping Center, in Hato Rey); San Luis Condominium (close to the Caribe Hilton Hotel); and the residences for Vicente Suárez and Luis Coll Susoni, in Río Piedras.³⁹

Prototypes labeled from "A" to "X" were developed and built in most towns. Main differences among them were based on size, proportions, ventilation, construction materials, and treatment of the main elevations. (See Section F) Prototype "C" [FIG 2], developed by architect René Ramírez, constitutes the most elaborated one and the model by which *las fábricas de Fomento* are still best remembered.

Adhering to the most basic precepts of the Modern Movement, Ramírez' façade treatment for Prototype "C" underlines horizontally, simultaneously contrasted with verticality; also asymmetry attenuated by balance. Strip windows – a truly modern feature first endorsed by noted Swiss architect Le Corbusier – are incorporated with prominence. With minimal design expression, Ramírez succeeds at granting a distinct, dynamic, architectural personality to what is, primarily a utilitarian, pragmatic building. The embodiment of design synthesis distinguishes these manufacturing plants

³⁸Ibid., 747.

³⁹René Ramírez was born in 1922, attended Central High School in Santurce, but graduated from Randolph Macon Military School in Virginia. He completes his architecture degree in 1945. By 1947 he was a member of the American Institute of Architects (AIA). For a profile of the architect, see Jean M. Julbe Rivera, *El positivado de un "corporate architect": Un arquitecto puertorriqueño a quien su obra bastó como voz*. (Mid-Career Research, Polytechnic University, 2011, unpublished.

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and is, ultimately, one of the reasons (besides their repetition) for being among the most recognizable constructions in the Island, in spite the recent state of neglect many of them have been subjected to.

With technological advancement, many of these facilities became outmoded; others were abandoned when their tenants closed operations or choose to locate elsewhere in Puerto Rico or outside the Island. Their current "demise" is related to Puerto Rico's government change of heart regarding the Island's industrialization potential after the 1960's, a phase acknowledged here as a second stage of development. *Operation Bootstrap*, with its Spanish slogan "*Manos a la obra*", made clear the national imperative of engaging workers in a common goal. But by then, the local government engaged in attracting enterprises characterized by high intensity of capital investment and low intensity regarding the workforce to operate it.⁴⁰ Thus began the era of chemical, petrochemical, pharmaceutical, and electronic investments, which required new, high-tech facilities unable to be provided for at the 1950's manufacturing plants.

In 2005, the US government canceled the tax waivers offered to most Island-based enterprises. Article 936 of the US Internal Revenue Code granted a tax credit on income earned by a US Corporation which conducted trade or business in Puerto Rico. After much debate, the main stimulus for US industries in Puerto Rico came to an end. As a result, many industries opted for establishing their base of operations elsewhere where better benefits and cheaper workforce were available. Without takers and outmoded, obsolescence lent a fatal blow to many of the prototypes erected around the Island. In many instances, *las fábricas* feel like they are no longer part of the city, as if they've been exiled, making them - beyond abandoned, vandalized properties - invisible to most citizens. Still, in parallel, many properties have been awarded new uses and, in several of the original buildings, manufacturing still takes place; others now house academic programs, offices, laboratories and/or printing facilities, among other uses. In keeping with said transformations, some buildings remain intact, some have been subjected to face lifts, and others are plainly unrecognizable.

⁴⁰ James L. Dietz, *Historia económica de Puerto Rico*, 271.

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F. Associated Property Types

Description of the Early prototypes for manufacturing plants in Puerto Rico, 1948-1958

Various architectural models were developed at the Design Department of the Puerto Rico Industrial Development Company, comprising four (4) categories that include 19 architectural prototypes classified - from 'A' to 'X'. Each category is established taking into account distinct volumetric distinctions. Besides construction materials and methods - as well as siting variations due to topographical conditions - the biggest difference from one another resides in the façade treatment. The nineteen prototypes were labeled officially: **A, B, C, E, E-1, E-3, F, G, J, L, M, MF-1, N, Q, Q-1A, R, T, U, X**. No prototypes labeled D, H, I, K, L, O, P, S, V, W have been found. ⁴¹Model **MF-1** (labeled "multifactory" building) does not belong to any category as such. It pertains to an "umbrella" facility to house multiple operations. To that effect, it includes multiple entrances and service accesses.

Floor plans for each prototype are almost identical, in response to the openness required to house industrial programs, machinery, and related functions **[FIG. 15]**. The intercolumniation or space between the columns on the interior is, in most cases, 30 feet by 30 feet, with a few exceptions of 45' x 45'; 25' x 40'; 24' x 45', and 20' x 45' spans. The buildings are at least 90 feet wide and their square footage ranges from 11,500 to 23,000. As is customary for warehouse-type buildings, roofs are low pitched, gable type, and ceiling heights vary, 11'-6" being the minimum. Buildings were identified individually and numbered for ease of identification **[FIGS. 16, 17]**.

⁴¹ Justiniano Rivera, Ing. Luis A. Ex Director de la División Servicios Especiales. *Compilación de planos, Colección personal*.

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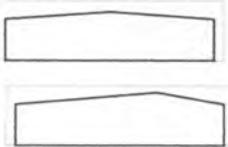
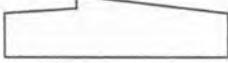
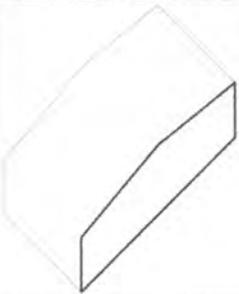
Name of multiple property listing (if applicable)
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Table No. 2

Building prototypes comprising four categories

KEY
Category(C), Section Diagram (D), Original Prototype Label (P), Floor plan measurements (F),
Intercolumniation (I), Bay Variation (B)

C	1	2	3	4	Uncategorized
D					
P	A, B	C, F, G, J, L, M, N, Q, R, T	E, E-1, E-3	QA-1, U, X	MF-1
F	90'x 120'(or 240')	90'x 120'(or 240')	90'x 120'(or 240')	90'x 120'(or 240')	75'x undefined
I	30' x 30'	30' x 30'	30' x 30'	X= 30' x 30'	20' x 45'
B		C = 45' x 45' R = 24' x 45'		QA-1= 20' x 30' U= 20' x 45'	

Category 1

Architectural Prototypes **A** and **B** belong to this group, consisting of a rectangular volume of three 30 feet-wide bays (90 feet total width) that extends to a length of 120 or 240 feet (for 11,500 and 23,000 square feet, respectively). The central bay rises higher, highlighting the building's symmetry. The protruding volume includes clerestory windows for lighting and cross ventilation. The main structural frame consists of an open system of concrete columns and lintels with terracotta blocks used as perimeter-wall enclosures. This prototype can be appreciated today, among other places, in Arecibo, on the town's exit road to Utuado [FIG. 18]. The main difference between types A and B is that A is developed to include a pitched roof in concrete, while in B, the roof is rendered in steel-joist framing and steel decking. Fenestration in both types originally

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includes thin metal frame factory windows with glass panes. Both prototypes accent the entrance with a canopy. Type A displays a simple concrete slab supported by a pair of thin columns, while Type B presents more elaboration: walls and vertical concrete fins underline further a sense of enclosure. The latter also displays a planter next to the entrance.

Category 2

Prototypes **C, F, G, J, L, M, N, Q, R,** and **T** comprise this group. These types prevail over others and consist of the typical rectangular floor plan of 120 (or 240) feet in length by 90 feet wide, formed by bays measuring 24' x 45' (**R**), 45' x 45' (**C**) and, in the resting cases, 30' x 30'. The building is made of reinforced concrete and/or steel, many provided with steel deck roofs or concrete prefabricated slabs. While the building mass is symmetrical due to its pitched roof, the façades are asymmetrical, except at **N**. At most prototypes here explained, the main elevation presents itself as a separate plane that performs as a cover or face that hides the industrial bearing of the building.

All prototypes emphasize the entrance with a reinforced concrete canopy, supported by two thin columns or cantilevered (**R**). Windows are operable aluminum louvers to control ventilation and provide security. Glass hung windows are included in the main façade sometimes. Some types (**C, L**) incorporate flagpoles near the entrance; their verticality contrasts with the horizontal line of windows that span almost the entire length of the façade. The window line of the facade runs at a height greater than the entrance doors right above of the concrete canopy.

Category 3

This group includes types **E, E-1,** and **E-3,** and is characterized by a typical rectangular floor plan of 120 (or 240) feet in length by 90 feet wide, bays being 30' x 30'. The structure is made of reinforced concrete and roofed in concrete. Both the building's volume and its façade are asymmetrical, a condition underlined by the shed configuration and a clerestory window. The main elevation is separated from the main body, and treated as if to "soften" the industrial component behind it. All prototypes emphasize the entrance with a reinforced concrete canopy, supported by columns and/or fins, excepting type **E-1**. Lateral and clerestory windows are operable, in aluminum, louvered to control ventilation and provide security. Glass hung windows are included in the main façade of type **E**.

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Category 4

This category refers to types **Q1-A**, **U**, and **X**, whose low pitch, gable roof is evident in elevation. The examples explained previously all hide it. Model **Q1-A** – completely symmetrical - is often used. These prototypes also adopt the rectangular floor plan of 120 (or 240) feet in length by 90 feet wide, developed in bays measuring 20' x 30' (**Q1-A**, **X**) and 20' x 45' (**U**). Reinforced concrete is used, except at model **X**, all in steel structure. All share steel decking. Placement of the main entrance can render some types as asymmetrical (**X**, **U**). Minimal cantilevers highlight the entrance, except at (**U**). Windows are operable aluminum louvers to control ventilation and provide security. Examples **Q1-A** and **X** present solid facades, except for the inclusion of the entrance door.

Manufacturing plants built on the Island adhered to these prototypes, endorsed by tenants and the Compañía de Fomento, who had a say on which type was most appropriate for which use and/or location [**FIGS. 19, 20, 21**].

Statement of Significance

The historic relevance of manufacturing plants built in Puerto Rico between 1948 and 1958 is based on social, urban, architectural, and associational values that, in most instances, overlap with each other, underlining multileveled linkages (political, economic, and cultural) between Puerto Rico and the United States.

These buildings— whose construction occurred in parallel to the Island's transformation from an agrarian society to an industrialized one - epitomize the most consequential social and economic transformation ever experienced on the Island. In said process is concurrent with Puerto Rico's redefinition of its territorial relationship with the United States. Key public personalities, in tandem, played a substantial role.

To this day, no other building prototypes like the fábricas de Fomento have been repeated more extensively in the Commonwealth. They are a recurrent feature at Island level but, in addition, groups of them often appear clustered in more than one location within a same town. As such, today they constitute the Island's most extended and consistent urban presence, even if so far many lie disregarded. These properties heralded because they brought about shifted developmental urban patterns.

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Architecturally, they synthesize compositional ideas of the Modern Movement (asymmetry, balance, the preference for strip windows, thin steel columns, vertical fins in concrete, and thin concrete slabs) integrating these with simple, flexible engineering solutions. The different manufacturing plants represent the harbingers of Puerto Rico's industrial past, a legacy that is now the object of interest of 20th century preservationists and organizations like *DoCoMoMo*. The author of the most iconic of all solutions (Prototype C) is Architect René Ramírez, whose distinguished profile as a modern architect includes institutional, corporate, and residential work. A vital local practitioner ascribed to the modern idiom, Ramírez excels amongst his peers in architectural composition, volume proportioning, and the use of concrete paired with other materials.

In addition, *las fábricas* nurture deep cultural associations. At one point in time, they represented the source of income for thousands of Puerto Ricans who flocked to them every day. As a fulcrum for the Island's upcoming, modern, 20th-century generation, they rival only the school buildings built in every town during the preceding fifty years. Attesting to a long gone period – whether abandoned or in use – they elicit nostalgia for that moment in History when Puerto Rico trusted industrialization would lead to the betterment of living conditions. And it did... even if not completely.

Registration Requirements

1. The building must have been built between 1948 and 1958 or, if from a later date, must have been based on the same architectural prototypes developed and implemented during that period.
2. The building must retain its original volumetric expression. No significant alterations or additions must now challenge the overall shape of the original design, unless removing them is possible without ulterior effect.
3. The resource must keep the distinctive features of its original facade profile. Although elevations were usually sober and rather shallow, the asymmetrical disposition in the main facade, the main entrance's canopy and columns, the strip windows with eave, columns and simple decorative elements such as pilasters, planters, textured finishes and linear or rectangular scoring patterned surfaces must be preserved.
4. Openings – doorways and windows – must retain their original proportions, even if the original fenestration has been lost and/or substituted. However, retrievable (i. e. easy to remove without further damage) alterations to openings are acceptable.

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Upon evaluating representative properties and their relative integrity of location, setting or sitting do not constitute important considerations, for these were the product of haphazardness: these buildings were expected to "fit-in" in any context with the appropriate size and oriented to a street. On the other hand, original interior features have not been awarded weight for nomination. They were spare, matter of fact and, in general, non-descript. As such, the four (4) points listed above constitute main priorities when determining how well a specific property illustrates the property type.

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G. Geographical Data

The Commonwealth of Puerto Rico

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H. Summary of Identification and Evaluation Methods.

This *Multiple Property Documentation Form* incorporates information from primary and secondary sources. Primary sources of analysis included: archival material, publications from the federal, local, and municipal governments, plans and photographs. The memoirs of former governors Rexford G. Tugwell and Luis Muñoz Marín proved to be a vital relevance. Other key sources were also reviewed: construction specifications; correspondence; manuals from *Fomento*; as well as government yearly reports. Among the most informative are those of the Economic Development Administration. They all provided an effective understanding of the background conditions and partnering social and political ideas behind the construction program of manufacturing plants. The subject of study itself facilitated bracketing time and place: these plants were built all over the Island of Puerto Rico within the period of 1948 and 1958.

Windshield surveys, on-site visits to extant examples and oral history complemented the identification and evaluation process. The significant property types were classified according to their original, official categorization. **[See Table No. 2 and No.3]**

A more detailed inventory form was prepared for 3 representative structures. Sampling and survey procedures were initially guided by identification of the 19 different prototypes, and the detection of the most significant alterations to the original structures. Knowledge of the condition of existing properties facilitated the definition of integrity requirements for the listing of member properties.

Table No. 2

Parks built by municipality

Source: Archilla, Silvette. Bienes Raices Pridco. *Inventario de Propiedades, Colección personal.*

Quantity of buildings (#), Building type (BT), Special(S), Typical (T), Multi-factory (M)

Lots with nominated resources

Municipality	Lot number	#	BT	Address
1. Adjuntas	L-145	2	T	PR-10, KM. 35.9
	L-259	2	T	PR-123, KM. 35.7
	L-420	0		PR- 518 KM. 0.6
2. Aguada	L-129	2	T	PR-115, KM. 23.9
	L-253	9	8T,1S	PR-115, KM. 22.6

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3.	Aguadilla	L-216	8	T	PR-107, KM. 0.6
		L-266	1	S	PR-111, KM. 1.8
		L-279-0-64	10	7T,3S	PR-459, KM. 0.5
		L-279-1-70	6	3T,2S,1M	PR-459, KM. 0.9
		L-279-2-72	7	T	PR-459, KM. 1.9
		L-346	3	S	PR-110, KM. 6.1
		L-900	2	S	PR-467, KM. 1.0
		L-900-1-52	1	T	PR-467, KM. 1.1
		X-003	1	T	Ramey Air Force Base
		X-004	1	S	Ramey Air Force Base
4.	Aguas Buenas	L-094	1	S	PR-156, KM. 10.1
		L-227	1	T	PR-156, KM. 52.5
		L-263	1	T	PR-173, KM. 0.4
		L-273	1	T	PR-794, KM. 0.3
		L-351	1	S	PR-174, KM. 0.5
		L-901	1	S	PR-156, KM. 8.9
5.	Aibonito	L-072	1	S	Mun Road 721, KM. 0.3
		L-238	3	2T,1S	Mun Road 725, KM. 0.6
		L-417	0		Mun Road 725, KM. 1.1
		L-902	2	S	Ignacio López Colón Ave.
		L-903-0-57	1	S	PR-14, KM. 83.6
6.	Añasco	L-154	3	T	PR-402, KM. 1.0
		L-154-2-62	3	T	PR-402, KM. 1.3
		L-154-3-69	8	4T, 4S	PR-402, KM. 1.3
		L-904	1	T	PR-402, KM. 0.6
7.	Arecibo	L-065	33	29T,1M,3S	PR-129, KM. 40.9
		L-151	1	T	PR-653
		L-181	4	3T,1S	PR-10, KM. 80.2
		L-280	0		PR-2, KM. 72.2
		L-350	5	4T, 1S	PR-2, KM. 87.4
		L-380-0-80	1	S	PR-2, KM. 66.5
8.	Arroyo	L-221, L-958	10	T	PR-3, KM. 130.1
		L-295	4	S	Mun Road 178, KM. 0.6
		L-354	1	S	PR-753, KM. 0.3
		L-383	1	S	PR-53, KM. 131

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9.	Barceloneta	L-114, L-220	7	5T, 2S	Unión St, KM. 2.7
		L-321	0		No access
		L-388	0		PR-684
10.	Barranquitas	L-098	1	S	Mun Road 152
		L-224	6	3T,3S	PR-156, KM. 17.7
11.	Bayamón	L-003	73	30T,29M,14S	PR-174, KM. 2.5
		L-004	16	9S,7T	PR-28, KM. 5
12.	Cabo Rojo	L-122	11	7T,4S	PR-103, KM. 7.4
		L-229	1	S	PR-103, KM. 6.8
		L-298	1	S	PR-308, KM. 0.9
13.	Caguas	L-017	22	13T,5S,4M	PR-1, KM. 34.2
		L-068, L-70	4	2T,2S	PR-1, KM. 33.9
		L-112	7	4T,3S	PR-189, KM. 2.0
		L-189	0		Turabo Ave.
		L-307	14	6T,5M,3S	PR-156, KM. 58.2
		L-339	1	S	PR-1, KM. 29.4
		L-395	0		Acosta St.
		L-416	1	S	Safiro St. & H. Winston St.
14.	Camuy	L-169	3	T	PR-119, KM. 5.3
		L-297	7	6T,1S	PR-119, KM. 4.7
15.	Canóvanas	L-073, L-134, L-246, L-261, L-367	5	4T,1S	PR-185, KM. 0.6
		L-164, L-441	23	16T,6M,1S	PR-188, KM. 0.7
		L-191	7	6T,1M	PR-188, KM. 0.7
		L-430	0		PR-3, KM. 10.8
16.	Carolina	L-012	6	5T,1S	PR-3, KM. 12.3
		L-028	15	6S,6M,3T	Loiza Expressway & Iturregui Ave.
		L-066	7	5M,1T,1S	PR-887, KM. 9.6
		L-066-1-76	1	T	Campeche St. & Campeche St.
		L-152	6	4S,2T	PR-28, KM. 8.9
		L-177	0		PR-187, KM. 4.5
		L-316	0		PR-187
		L-342	0		Baldorioty de Castro Ave.
		L-372	2	1T,1M	Varcacel St.
		L-411	1	M	#4 St. & #3 St.
L-426	0		PR-3, KM. 14.2		

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		L-436	0		No access
17.	Cataño	L-108	9	6M,3T	PR-869, KM. 1.5
		L-344, L-300	2	S	PR-868 & D St.
		L-911	3	2T,1S	PR-165, KM. 2.5
18.	Cayey	L-009	10	8T,2S	PR-15, KM. 25
		L-143	2	S	PR-14, KM. 69.7
		L-336	5	T	PR-735, KM. 2.2
19.	Ceiba	L-144	5	4T,1S	PR-3, KM. 58.4
		L-308	4	3T,1M	PR-978, KM. 0.8
		L-421	0		PR-3
20.	Ciales	L-170, L-373	1	T	PR-149, KM. 12.5
		L-212	2	1S,1T	PR-149 & Palmer St.
		L-232	1	T	PR-149, KM. 11.1
		L-310	3	1M,1S,1T	PR-149, KM. 15.5
		L-913	3	S	De Diego St. & Muñoz Rivera St.
21.	Cidra	L-163	3	2S,1T	PR-173, KM. 0.5
		L-274	6	4T,2T	PR-171, KM. 0.2
		L-391	3	T	PR-173 & Principal St.
		L-914-0-50	1	S	PR-173, KM. 0.2
22.	Coamo	L-089	1	T	PR-14, KM. 97.5
		L-167	7	6T,1S	PR-14, KM. 31.9
		L-317	4	3T,1S	PR-14, KM. 99.1
		L-408	1	T	PR-14, KM. 31.4
23.	Comerio	L-124	6	3T,3S	PR-778, KM. 0.9
		L-320	1	T	PR-775, KM. 0.7
24.	Corozal	L-153-0-58	4	3T,1S	PR-159, KM. 13.5
		L-153-1-65	3	T	PR-159, KM. 13.6
25.	Culebra	L-281	1	T	PR-998
26.	Dorado	L-107-0-57	1	S	PR-683, KM. 7.3
		L-107-1-61	2	1S,1T	PR-693, KM. 7.3
		L-107-2-64	8	6T,2S	PR-693, KM. 7.3
		L-128-0-58	2	1S,1T	PR-165 & PR-854
		L-439	0		694
		L-960	1	S	PR-699
27.	Fajardo	L-018	7	T	PR-3, KM. 45.7

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		L-023	0		PR-987
		L-099	2	S	PR-3, KM. 46
		L-159	14	13T, 1S	PR-195, KM. 1.5
		L-172	0		PR-3, KM. 42
		L-174	0		PR-3, KM. 50.5
		L-257	0		No access
		S-0240-0-55	0		PR-987
28.	Florida	L-223	3	T	PR-642, KM. 11.1
29.	Guánica	L-029	1	T	333. KM. 1.2
		L-141	10	9T,1S	PR-116, KM. 28.7
		L-207	0		#1 St. & F St.
30.	Guayama	L-006	4	T	PR-3, KM. 135.5
		L-165	6	T	PR-744, KM. 1.1
		L-381	0		PR-3 & Mun Road 7710
		L-414	2	S	PR-744
		L-915	1	S	PR-3, KM. 143.9
		Y-001	0		PR-3, KM. 142.1
31.	Guayanilla	L-290	1	T	PR-383 & PR-127
		L-315	0		PR-127
		L-428	0		PR-377 & PR-398
32.	Guaynabo	L-057	1	S	A St.
		L-234	8	6T,1M,1S	PR-20, KM. 9.1
		L-331	4	3T,1M	B St. & E St.
33.	Gurabo	L-024	11	10T,1S	PR-189, KM. 5.9
34.	Hatillo	L-204,	2	T	PR-2, KM. 87.1
		L-919	1	T	PR-2, KM. 88.1
35.	Hormigueros	L-211	4	T	PR-343, KM. 1.3
		L-291	4	T	PR-345, KM. 1.9
		L-389	0		PR-346, KM. 0.2
		L-920	1	T	PR-345, KM. 0.8
36.	Humacao	L-14-0-58	17	10T,7S	PR-909 & PR-3
		L-140-3-70	4	2T,1M,1S	PR-3
		L-278	1	S	PR-3, KM. 83.6
		L-312	2	T	PR-3, KM. 72.2
		L-313	6	5S,1T	PR-3, KM. 77.8

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		L-407	1	S	PR-3
37.	Isabela	L-102	10	7T,3S	PR-2, KM. 2.3
		L-921	1	S	PR-2, KM. 111.3
38.	Jayuya	L-241	4	2S,2T	PR-144
		L-275	6	5T,1S	PR-144, KM. 2.5
		L-442	0		No access
39.	Juana Díaz	L-075, L-196	14	10T,3S,1M	PR-149, KM. 66.9
		L-384	4	3T,1S	PR-52, KM. 90.3
40.	Juncos	L-010-1-58	4	T	PR-934 & PR-31
		L-010, L-922	4	3T,1S	PR-31, KM. 24.4
		L-303	7	5T,2S	PR-189, KM. 12.4
		L-394	1	S	PR-31, KM. 24.3
41.	Lajas	L-032, L-088	1	S	PR-304 & Callejón Casa Blanca
		L-209	7	6T,1S	PR-315, KM. 1.3
		L-288	1	T	PR-101 KM. 6.4
		L-418	2	T	PR-116 & Flamboyán St.
42.	Lares	L-249	4	3S,1T	PR-111 & Emilio Castro St.
		L-309	1	T	PR-135 TO Road.10
		L-923	1	T	PR-111, KM. 32.9
43.	Las Marías	L-282	2	S	PR-119, KM. 27.4
		L-924	1	T	PR-120, K. 0.8
44.	Las Piedras	L-215	8	5T, 3S	PR-183, KM. 21.6 & PR- 9921
		L-332	2	1T, 1S	PR-183, KM. 21.2 & PR-30
		L-440	1	S	PR-30 & PR-183
45.	Loíza	L-059	No data		
		L-147	6	5T, 1S	PR-187, KM. 10.7
46.	Luquillo	L-015	2	1T,1S	PR-3, KM. 38.7
		L-085	17	9T, 7S,1M	PR-3 & PR-992, KM. 0.3
47.	Manatí	L-084, L-125	9	5S,4T	PR-2, KM. 48.9 & PR-604
		L-337	0		PR-2, KM.47.6 & PR-149
		L-356	2	T	PR-686, KM. 46.7
		L-926-0-53	1	S	PR-2, KM.48.1
		L-927-0-57	3	T	PR-2, KM. 41.1
48.	Maricao	L-247	1	T	PR-357, KM. 8 & PR-105
		L-314	2	T	PR-120, KM. 11.1

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		L-349	1	S	PR-357, KM. 8 & PR-105
49.	Maunabo	L-283	3	T	PR-3, KM. 109.9
		L-304	2	T	PR-3, KM. 105.3
50.	Mayagüez	L-005, L-930	3	2T, 1S	PR-2, & JOSE GONZALEZ AVE.
		L-031	5	4T, 1S	OLD PR-2, POST ST.
		L-036	3	T	BUENOS AIRES ST. & MARINA ST.
		L-093	2	S	PR-2
		L-130	45	25T, 16S, 4M	PR-114, KM. 1.3
		L-214, L-093	3	2S, T	José González Clemente Ave.
		L-231	4	2S, 2T	PR-106, KM. 1.0
		L-270	1	T	PR-348 & Nenadith St.
		L-296	0		PR-2
		X-005	0		José González Clemente Ave.
51.	Moca	L-219	1	T	PR-110
		L-252	2	T	PR-110, KM. 13.1
		L-311	3	2T, 1S	PR-125, KM. 3.8
		L-445	0		PR-2, KM. 117.3
52.	Morovis	L-218	1	T	PR-115, KM. 48.7
		L-218-1-61	5	T	PR-6634 & PR-115
		L-413	2	T	PR-115, KM. 49.5
53.	Naguabo	L-162	1	T	PR-31, KM. 4.0
		L-243	13	11T, 2S	PR-971 & PR-31
		L-299	0		No data
54.	Naranjito	L-235	1	T	PR-164, KM. 6.9
		L-294	1	T	PR-164, KM. 8.6
		L-934	1	T	PR-825, KM. 0.15
55.	Orocovis	L-237	1	T	PR-155, KM. 27.0
		L-284	4	2S, 2T	PR-155, KM. 31.1
		L-935	1	S	PR-155, KM. 25.7
56.	Patillas	L-236	2	1S, 1T	PR-181, KM. 123.0
		L-375	1	T	PR-755, KM. 10.4
57.	Peñuelas	L-213	2	T	PR-132, KM. 12.1
		L-406	1	M	PR-385, KM. 0.3
58.	Ponce	L-027	11	8T, 2M, 1S	By Pass, KM. 260.8

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		L-050, L-051	6	4S,1M,1T	PR-132, KM. 23.4
		L-062	0		Hostos Ave. & Power St.
		L-080	27	13T,12S,2M	PR-2, KM. 0.2
		L-086	4	T	PR-133, KM. 0.6
		L-135, L-405	1	S	No data
		L-194, S-0099	5	3T, 2S	PR-14
		L-306	15	11T,3M,1S	PR- 578 & Sabanetas Rd.
		L-432	0		No data
		L-937	2	S	Hostos Ave. & By Pass
59.	Quebradillas	L-111	4	3T,1S	PR-113, KM. 10.8
		L-276	3	T	PR-2, KM. 100.7
		L-400	0		PR-113, KM. 10.8
60.	Rincón	L-136	4	3T,1S	PR-115, KM. 13.0
61.	Río Grande	L-020	17	12T,5	PR-3, KM. 23.9
		L-155	3	2S,1T	PR-953, KM. 12.5
		L-940	1	S	2 St & San José St.
62.	Sabana Grande	L-198	4	3T,1S	PR-121, KM. 10.8
		L-374	4	2T,1M,1S	PR-2, KM. 183
		L-941	2	T	PR-121, KM. 0.1
63.	Salinas	L-087, L-226	11	8T,3S	PR-701, KM. 0.5
		L-090	2	1S,1T	PR-3, KM.151.0
64.	San Germán	L-049	12	8T,4S	PR-102, KM.33.2
		L-264	7	4S,3T	PR-362, KM. 0.3
		L-412	1	S	PR-2, KM. 175.0
65.	San Juan	L-095-0-57	2	S	PR-1, KM. 13.7
		L-007	9	6S,3T	Cesar González Ave. & Cardón St.
		L-008-0-52	4	2S,2T	PR-1, KM. 6.5
		L-14, L-267, L-345	1	S	Ashford Ave.
		L-016	0		PR-2, KM. 2.1
		L-021	18	12S,4M,2T	Calaf St. & Federico Acosta St.
		L-022	4	2S,2T	No data
		L-040	0		Escambrón Beach
		L-041	0		Ponce de León Ave. & 5St.
		L-052, L-055	0		PR-2, KM. 3.6
		L-074	6	T	PR-147 & Las Brisas St.

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		L-091	4	S	Roosevelt Ave. & Guerra St.
		L-137-0-52	0		PR-27, KM. 8.9
		L-150, L-002	1	S	Roosevelt Ave. & Guerra St.
		L-254	1	S	Caleta las Monjas & San Juan
		L-952	1	S	Borinquén Ave. & Carpenter Rd.
		X-001-0-52	1	S	Fernández Juncos Ave.
66.	San Lorenzo	L-019	9	5T,3S,1M	PR-183, KM. 8.7
		L-302	3	2T,1M	PR-183, KM. 7.9
		L-335	4	2T,1M,1S	PR-916 & By Pass
		L-398	0		PR-745
67.	San Sebastián	L-104	3	T	PR-111, KM. 20.6
		L-142	2	1S,1T	PR-119, KM. 41.7
		L-265	2	T	PR-446, KM. 0.5
68.	Santa Isabel	L-037	3	2T,1S	PR-1, KM. 102.9
		L-076	14	13T,1S	PR-538, KM. 0.6
69.	Toa Alta	L-082	8	4S,4T	PR-165, KM. 10.6
70.	Toa Baja	L-025-0-54	1	T	PR-2, KM. 16.6
		L-217	12	8T,4S	PR-867, KM. 7.8
71.	Trujillo Alto	L-233	6	3T,2S,1M	PR-848, KM. 1.6
		L-357	7	3T,2M,2S	PR-8860
		L-957	1	T	PR-181, KM. 6.3
72.	Utua	L-203	6	T	PR-10, KM. 55.8
		L-396	2	S	PR-10, KM. 54.1
73.	Vega Alta	L-109	2	T	PR-647, KM. 0.5
		L-206	8	5T,3S	PR-2, KM. 30.5
		L-292	3	2S,1T	PR-2, KM. 30.1
74.	Vega Baja	L-096	25	15T,9S,1M	PR-686, KM. 16.9
75.	Vieques	L-175	1	S	PR-997, KM. 3.3
		L-250	3	2T,1S	PR-993, KM. 0.2
		L-318	3	T	PR-993, KM. 0.2
		L-403	0		PR-200, KM. 2.3
76.	Villalba	L-148	2	T	PR-151, KM. 0.3
		L-262	2	T	PR-149
		L-285	1	S	Luchetti St.
77.	Yabucoa	L-042	2	T	PR-182, KM. 0.7

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		L-242	9	7T,2S	PR-3, KM. 97.0
		L-425	0		PR-901, KM. 0.2
78.	Yauco	L-063	3	2T,1S	PR-335, KM. 0.4
		L-248	2	1S,1T	PR-376, KM. 0.9
		L-271	1	S	PR-127, KM. 232
		L-393	3	T	PR-368 & PR-128

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Table No. 3

Nominated buildings by municipality

Building number (Bldg No.) Building Area in square feet (Bldg Area sq. ft.)

Municipality	Lot	Bldg No.	Bldg Area sq. ft.	Address
1. Cidra	L-163	T-0454-0-61	11,346.00	PR-10, KM. 35.9
		T-0454-1-67	7,249.80	
2. Florida	L-223	T-0472-0-58	11,447.02	PR-642, KM. 11.1
		T-0472-0-66	11,292.13	
3. Luquillo	L-085	S-0412-0-57	5,831.84	PR-3 & PR-992, KM. 0.3
		S-0412-0-65	8,449.31	
		S-0412-0-72	8,501.99	

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Fig. 1: Luis Muñoz Marín and Teodoro Moscoso laying the cornerstone of a Fomento industrial building.

Source: http://pr.kalipedia.com/historia-puertorico/tema/cambio-soberania/fotos-luis-munoz-marin.html?x1=20080804klphishpr_26.les&x=20080804klphishpr_38.Kes

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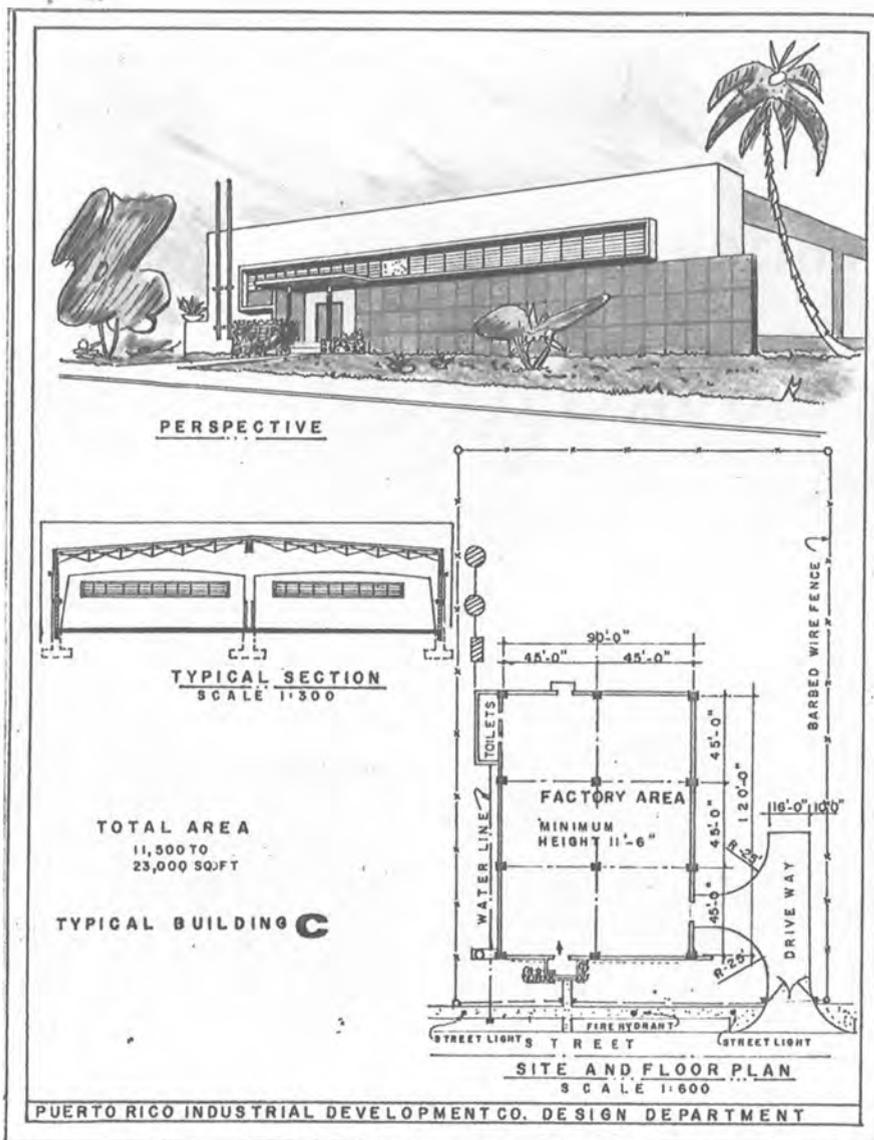


Fig. 2: Building type C with main entrance canopy and columns, strip windows with eave, and rectangular scoring on concrete non-bearing wall. Source: Compilación de planos, Colección personal, Ing. Luis A. Rivera Justiniano, Ex Director de la División Servicios Especiales

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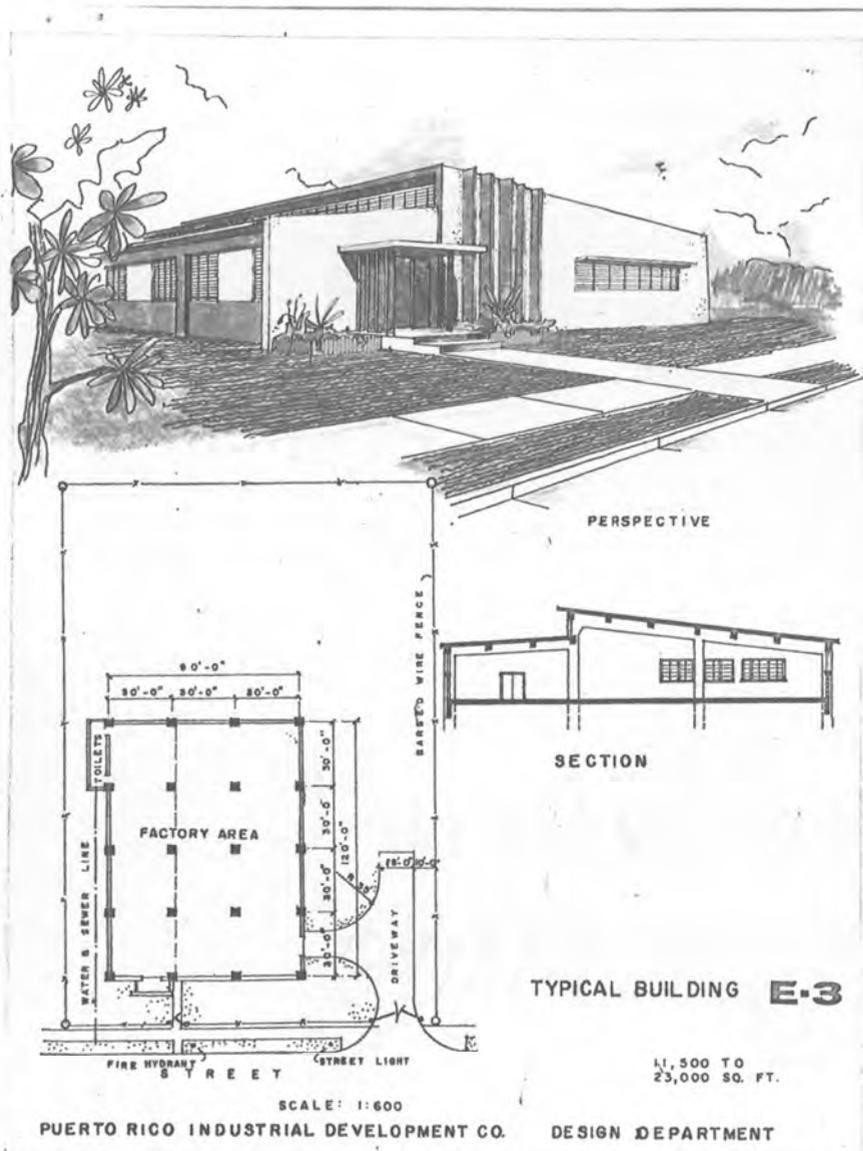


Fig. 3: Building type E-3, whose facade reveals the shed roof and clerestory windows, pilasters and the roofed entrance. Source: Compilación de planos, Colección personal, Ing. Luis A. Rivera Justiniano, Ex Director de la División Servicios Especiales

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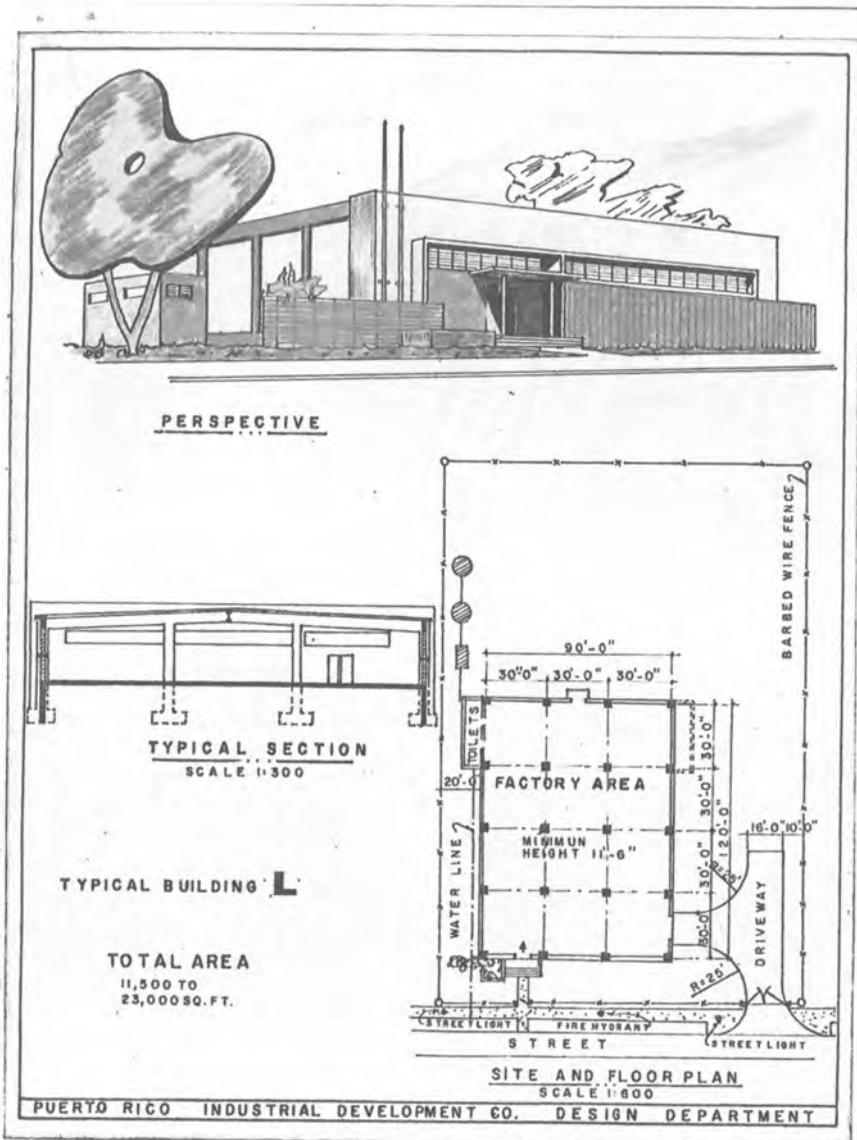


Fig. 4: Building type L, whose orthogonal façade displays the roofed main entrance, strip windows, vertical scoring, planters and flag poles, while concealing the gable roof. Source: Compilación de planos, Colección personal, Ing. Luis A. Rivera Justiniano, Ex Director de la División Servicios Especiales

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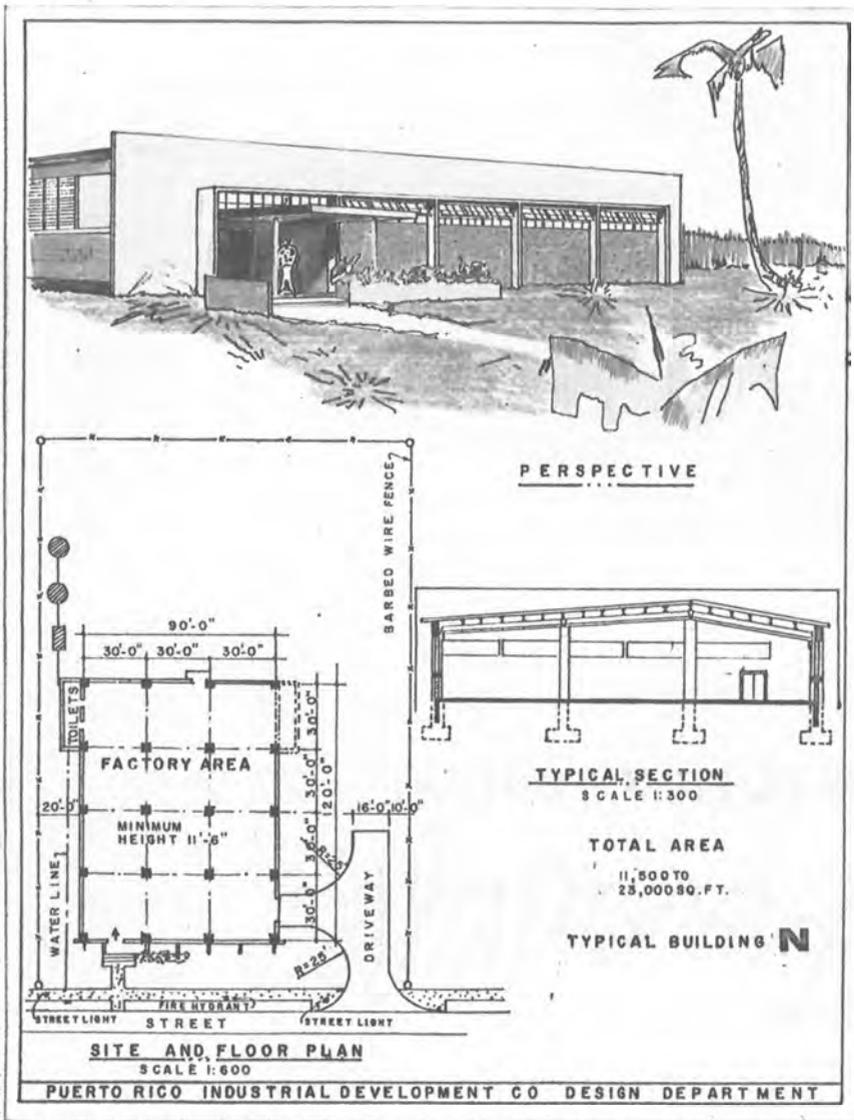


Fig. 5: Building type N, where the front elevation integrates an eave with six pillasters, glass strip windows, and textured finish walls. Source: Compilación de planos, Colección personal, Ing. Luis A. Rivera Justiniano, Ex Director de la División Servicios Especiales

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**Fig. 6: Logo of Fomento, the working force as the dynamo that drives the industrial gear forward.
Source: Pridco Library**

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Fig. 7: Interior view of a shoe manufacturing facilities.

Source: Biblioteca Digital Puertorriqueña, Colección de Fotos del Periódico El Mundo

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Fig. 8: Modern machinery operated by a buttons's factory worker.
Source: Biblioteca Digital Puertorriqueña, Colección de Fotos del Periódico El Mundo

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Fig. 9: Victoria Advocate Newspaper, 1952, remarking on the success of the Fomento's program.

Source: <http://news.google.com/newspapers?nid=861&dat=19521224&id=-iscAAAIBAJ&sjid=wFoEAAAIBAJ&pg=6908,6630931>

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Fig. 10: The Puerto Rico Industrial Development Company established the World's first economic processing zones. Source: <http://www.wepza.org/editorials.html>

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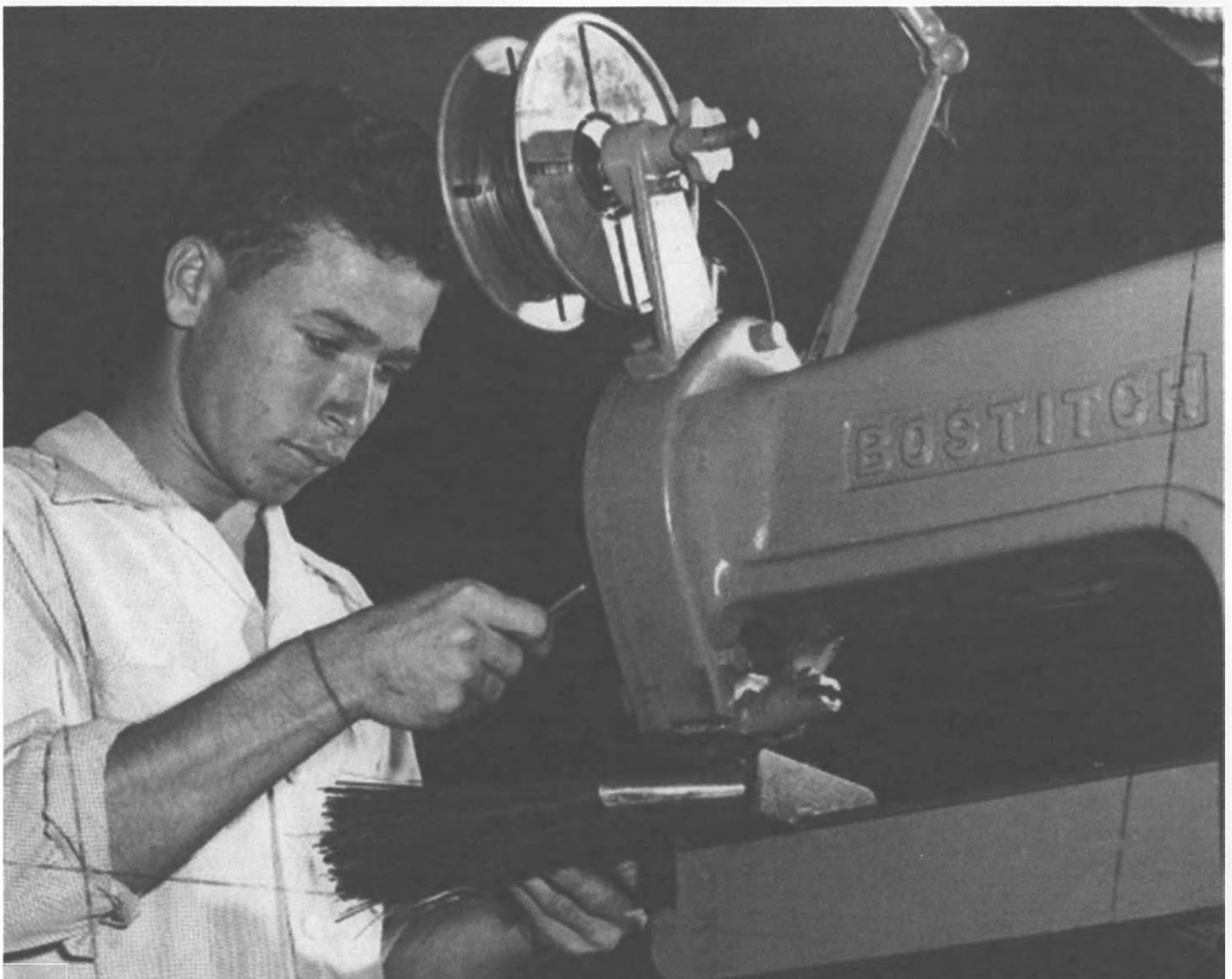


Fig. 11: Worker assembling a broom.

Source: Biblioteca Digital Puertorriqueña, Colección de Fotos del Periódico El Mundo

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Fig. 12: Teodoro Moscoso and Fernando Sierra Berdecía next to a Fomento showcase.
Source: Biblioteca Digital Puertorriqueña, Colección de Fotos del Periódico El Mundo

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**Fig. 13: Architect René O. Ramírez in his college years in Ithaca.
Source: Architect Jesus E. Amaral private Collection**

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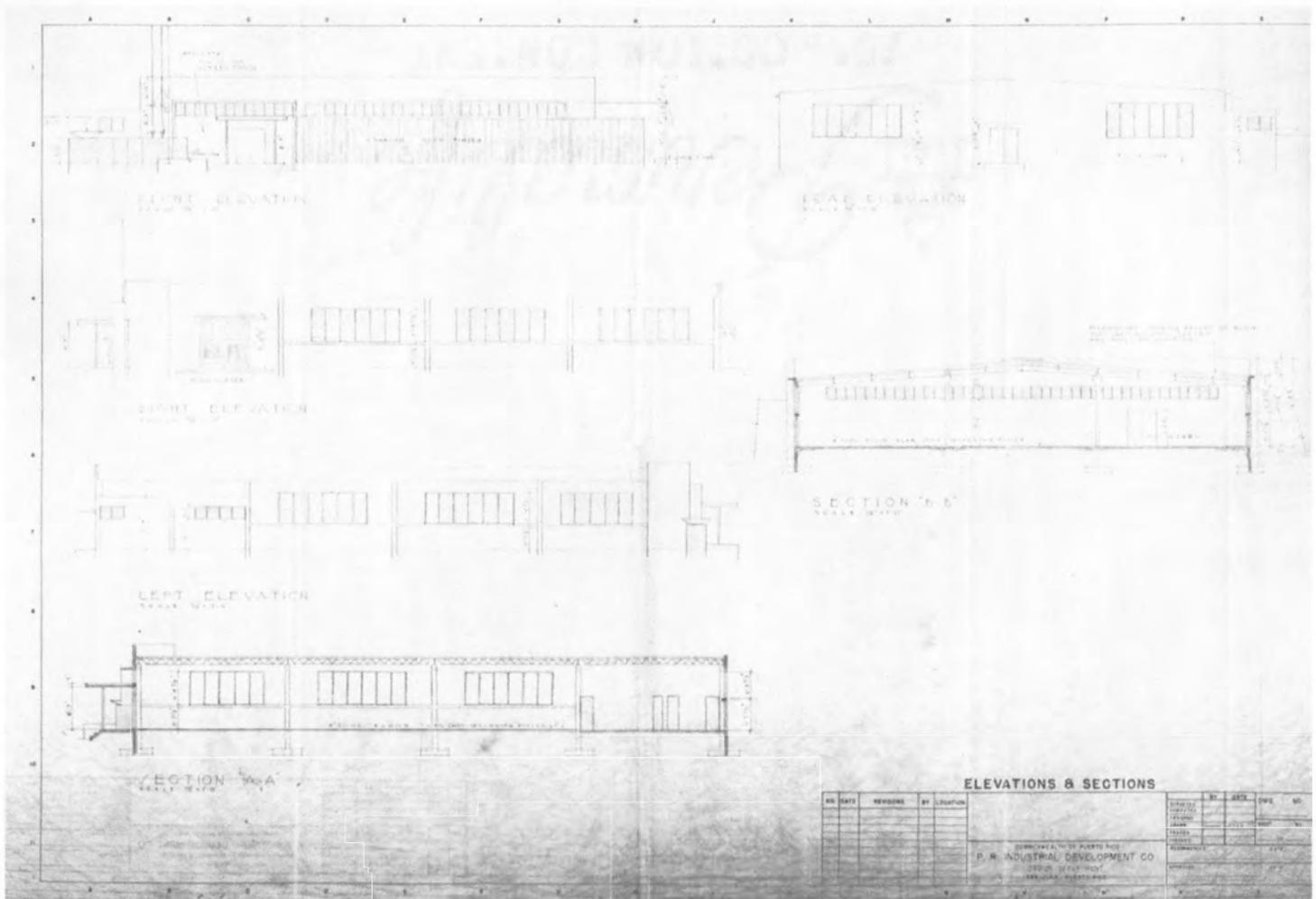


Fig. 14: Building plans by the Design Department of the Puerto Rico Industrial Development Company. Source: Pridco, División Servicios Especiales

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Fig. 15: Interior view of a factory in Cidra: shows concrete columns and beams, steel joist and precast concrete roof slab panels. Photo: Guillermo Marrero, 2012

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**Fig. 16: Building identification plate with the acronym C.F.I for Compañía de Fomento Industrial.
Photo: Guillermo Marrero, 2012**

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**Fig. 17: Building identification plate.
Photo: Guillermo Marrero, 2012**

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Fig. 18: Prototype building representative of the initial stages of Fomento.

Source: Economic Development Administration Annual Report to the Governor of Puerto Rico, 1951-1952

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**Fig. 19: Building type G at the municipality of Florida.
Photo: Jorge Rigau, 2012**

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Fig. 20: Building type G at Luquillo. The strip windows have been covered. At the present time, the facilities are being used by the Liberty Cable Company. Photo: Guillermo Marrero, 2012

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Fig. 21: Building type N in Cidra nowadays hosts *Maristella Uniform Factory*.
Photo: Guillermo Marrero, 2012

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: COVER DOCUMENTATION

MULTIPLE NAME: Early Prototypes for Manufacturing Plants in Puerto Rico MPS

STATE & COUNTY: PUERTO RICO, Multiple Counties

DATE RECEIVED: 06/22/12 DATE OF PENDING LIST:
DATE OF 16TH DAY: DATE OF 45TH DAY: 08/08/12
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 64501150

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: Y SAMPLE: N SLR DRAFT: N NATIONAL: N
NEW MPS: Y

COMMENT WAIVER: N

ACCEPT RETURN REJECT 8/7/2012 DATE

ABSTRACT/SUMMARY COMMENTS:

Very good context for State-sponsored industrial Program

RECOM./CRITERIA Accept Cover

REVIEWER J. Gabbard DISCIPLINE _____

Phone _____ Date 8/7/2012

DOCUMENTATION see attached comments Y/~~N~~ see attached SLR Y/~~N~~

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the National Park Service.