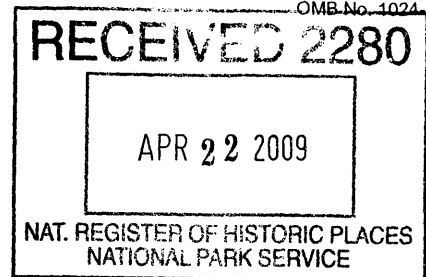


United States Department of the Interior  
National Park Service

0200188



# 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 National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any 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 certification comments, entries, and narrative items on continuation sheets (NPS Form 10-900a).**

### 1. Name of Property

Historic name North Prescott Townsite Historic District  
Other names/site number \_\_\_\_\_

### 2. Location

street & number Generally between Gurley, Sheldon, Alarcon and Summit streets  not for publication  
city of town Prescott  vicinity  
State Arizona code AZ county Yavapai code 025 zip code 86301

### 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,  
I hereby certify that this X 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 X meets \_\_\_ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:  
\_\_\_ national \_\_\_ statewide X local

James W. Gamain 17 APRIL 2009  
Signature of certifying official Date  
State Historic Preservation Officer Arizona State Parks  
Title State or Federal agency and bureau

In my opinion, the property \_\_\_ meets \_\_\_ does not meet the National Register criteria.

\_\_\_\_\_  
Signature of commenting official Date  
\_\_\_\_\_  
Title State or Federal agency and bureau

### 4. National Park Service Certification

I, hereby, certify that this property is:  
 entered in the National Register  
 determined eligible for the National Register  
 determined not eligible for the National Register  
 removed from the National Register  
 other (explain:)  
Signature of the Keeper Anna McCalland Date of Action 5-13-09

Name of Property

**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
- structure
- object

**Number of Resources within Property**

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
9()	57	buildings
1	15	sites
1		structures
		objects
92	72	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**

11

**6. Function or Use**

**Historic Functions**

(Enter categories from instructions)

- DOMESTIC: single dwelling
- DOMESTIC: multiple dwelling
- DOMESTIC: hotel
- RELIGION: church school
- RELIGION: religious facility
- COMMERCE/TRADE: speciality store; organization; professional; restaurant
- FUNERARY: cemetery

**Current Functions**

(Enter categories from instructions)

- DOMESTIC: single dwelling
- DOMESTIC: multiple dwelling
- DOMESTIC: hotel
- RELIGION: church school
- RELIGION: religious facility
- COMMERCE/TRADE: speciality store; organization professional; restaurant
- FUNERARY: cemetery

**7. Description**

**Architectural Classification**

(Enter categories from instructions)

- LATE VICTORIAN: Queen Anne
- LATE 19th & 20th CENTURY REVIVALS: Beaux Arts; Colonial, Classical, Gothic, Mission/Spanish Colonial Revival
- LATE 19TH & EARLY 20TH CENTURY AMERICAN MOVEMENTS: Commercial, Bungalow/Craftsman

**Materials**

(Enter categories from instructions)

- foundation brick, stone, concrete
- walls wood, stone, brick, concrete, stucco
- roof asphalt, synthetics
- other roof: composition shingle

**Narrative Description**

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

MODERN MOVEMENTS: International, Art Deco

**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 the 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.

**Areas of Significance**

(Enter categories from instructions)

ARCHITECTURE  
COMMERCE  
COMMUNITY PLANNING AND DEVELOPMENT

**Period of Significance**

1867-1962

**Significant Dates**

1885; 1900

**Significant Person**

(Complete if Criterion B is marked above)

**Cultural Affiliation**

N/A

**Architect/Builder**

VARIOUS

**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 # \_\_\_\_\_
- recorded by Historic American Engineering Record # \_\_\_\_\_

**Primary location of additional data:**

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

Name of repository:

Sharlot Hall Historical Society, Prescott, AZ

North Prescott Townsite Historic District

Yavapai, Arizona

Name of Property

County and State

10. Geographical Data

Acreage of Property 63.5+/- including streets

UTM References See continuation sheet
(Place additional UTM references on a continuation sheet.)

UTM grid 1 with labels Zone, Easting, Northing

UTM grid 3 with labels Zone, Easting, Northing

4 See continuation sheet

Verbal Boundary Description
(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 Nancy L. Burgess, Historic Preservation Specialist
organization City of Prescott date September 24, 2007
street & number P. O. Box 2059 telephone (928) 777-1318
city or town Prescott, state AZ zip code 86302-2059

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 SHPO or FPO.)

name
street & number telephone
city or town state zip code

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 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, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

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**7. DESCRIPTION**

Summary:

The North Prescott Townsite Historic District (District) consists of primarily commercial properties, combined with residential properties (both single- and multi-family), a cemetery, and religious properties. Constructed between 1867 and 1962, the properties within the District are linked historically by their importance in the architecture, commerce, planning and development of Prescott, Yavapai County, Arizona. The District is located in the center of the City of Prescott and is bounded on the north and south by major arterial streets. The District encompasses a semi-urban area west of the alley between Alarcon and Marina streets; includes Summit Street on the west; is south of Sheldon Street and includes the north side of East and West Gurley Street (see Additional Documentation 4, Sketch Map). The District consists of approximately 63.5 acres including streets, 40.26 acres without streets. The District is bounded on the east by the East Prescott Historic District (listed in 1989), on the south by the Courthouse Plaza Historic District (part of the Territorial Architecture of Prescott MRA, listed 1978) and on the west by the Fleury's Addition Historic District (listed 1994). The period of significance (1867 to 1962) represents the earliest documented development (the Masonic Cemetery) in the district and the most recent construction (1962) of important infill buildings, which are less than 50 years old but which represent the end of the build out of this part of downtown Prescott. The majority of the construction in the district occurred between 1900 and 1930, resulting in the establishment of the patterns of development which are still visible today and establishing the associations among the mixed uses of residential, commercial and religious properties which are still intact. This results in a continuous pattern of neighborhood association which is represented by the retention of most of the post 1900 buildings in the District.

The architecture of the buildings in the North Prescott Townsite Historic District follows a stylistic progression from late Victorian; to late 19<sup>th</sup> and early 20<sup>th</sup> Century Revival; to late 19<sup>th</sup> and early 20<sup>th</sup> Century American Movements; to the Modern Movement. The District can be considered eligible for the National Register under Criterion A for its association with the commerce and community planning and development of Prescott and Criterion C as a cohesive grouping of late 19<sup>th</sup> and early to mid - 20<sup>th</sup> Century architecture which illustrates the changes in form and taste from the 1870s through the turn-of-the-century into the early 1960s. There are 90 contributing buildings and 57 non-contributing buildings. There is one contributing site (Masonic Cemetery) one contributing structure (St. Joseph's Academy stairs) and there are 15 non-contributing sites (4 parcels of vacant land; 11 parking lots). Eleven properties in the District are already listed in the National Register. There are 164 Arizona Historic Property Inventory forms for this District. The North Prescott Townsite Historic District possesses integrity of location, design, materials, workmanship and association.

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Community History, Setting and Appearance:

Though three of the names originally proposed for Prescott were "Audubon", "Goodwin City" and "Aztlán", the name "Prescott" was chosen in honor of William Hickling Prescott, author of The History of the Conquest of Mexico. The Arizona Miner reported that the name was accepted because Prescott was "a good citizen, a true patriot, with industry, perseverance under difficulty, amiability of character and love of country". Established as the Territorial Capitol and County Seat of Yavapai County in 1864, it was founded in a wilderness. The Original Townsite of Prescott was platted in 1864 with streets laid out on a grid, 100 feet wide, and lots 25 feet wide by 100 or 150 feet deep. (See Additional Documentation 1, map of Original Townsite.)

The North Prescott Townsite Historic District includes part of the Prescott Original Townsite, platted in 1864 by Robert Groom (re-surveyed and re-platted in 1940), along with a portion of Fleury's Addition, which was first platted in 1885 and then re-platted in 1890. Cortez, Montezuma, and Marina streets were named for people in William Hickling Prescott's book, The History of the Conquest of Mexico. Gurley Street is named for Territorial Governor John A. Gurley of Ohio; McCormick Street is named for Secretary of the Territory Richard C. McCormick; Fleury Avenue is named for Territorial Judge Henry W. Fleury; Willis Street is named for Civil War veteran Major Edward B. Willis; Sheldon Street is named for an early prospector in the Arizona Territory; Granite Street is named for nearby Granite Creek; Summit Street is named for its location adjacent to Academy Hill.

The North Prescott Townsite Historic District is generally bounded by the alley on the east side of Marina Street; Gurley Street on the south; the alley west of Summit Street on the west; and Sheldon Street (U. S. Highway 89) to the north. The majority of the properties within the boundaries of the District are part of Prescott's commercial downtown, which, in spite of considerable growth, is still the heart of Prescott and is an important part of Prescott's economy and tourism industry. Some lot configurations have changed in the ensuing years of development. Setbacks vary, but in the commercial areas the setbacks are primarily zero on the front and both sides. Stone, concrete and masonry unit retaining walls occur along some property lines.

Prescott is located on the northwest slope of the Bradshaw Mountains of Central Arizona at an elevation of 5,354 feet. The altitude combined with the continental air mass determines the native growth. The climate is mild and semi-arid with distinct seasons. As stated in The WPA Guide to 1930s Arizona (p. 239): "Prescott..., seat of Yavapai County, in the mountainous section of west-central Arizona, is hemmed in on three sides by ranges rising to Granite Peak, Spruce Mountain, and Mount Tritle. The rocky outline of a great lion that dominates the western skyline is Thumb Butte. Granite Creek meanders through the dense pine forests of the serried mountains encircling Prescott, and, after seasonal rains, flows through the town..." The District retains a

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minimal amount of the native vegetation, primarily along Granite Creek. The streets are paved, with sidewalks, curb and gutter and with parkways and streetlights in some areas. In the District, soils are decomposed granite except along Granite Creek where alluvial soils predominate. Most trees and shrubs are deciduous and non-native with a few lawns and numerous mature trees. Granite Creek crosses at West Gurley Street between Granite and McCormick streets and crosses West Willis Street just west of Granite Street. Fremont cottonwood is the predominant tree along Granite Creek. Downtown Prescott is situated at the bottom of a shallow bowl surrounded by mountains. The center of the city is generally flat, with a slight rise in elevation from east to west (see Photo # 2).

Granite Creek is a predominant feature of the central city. Most of the early settlement occurred in this area because of the availability of water from the creek for household use, industrial uses and for irrigation. Granite Creek runs southwest to northeast through Prescott. Prescott is bordered on three sides (west, south and a portion to the east) by the Prescott National Forest and partially on the north by the Yavapai Prescott Indian Reservation.

Early development of the District tended to progress from south to north and from west to east. The earliest existing property to have been developed within the District is the Masonic Cemetery, which recorded its first burial in 1867. At the time of its development and until 1885, when the Oliver Store was built in the 100 block of North Summit Street, the cemetery was "in the country" several blocks from the early downtown development. It wasn't until the 1920s and 1930s that this neighborhood really developed and surrounded the cemetery on three sides. The earliest standing building to be constructed in the District is the brick Day Octagon House, built in 1877.

Early businesses, which were frequented by town residents, travelers, miners and ranchers from the surrounding areas included the usual small town selections: horseshoers, blacksmiths, liveries and stables, saddleries, general merchandise, lumber, paint and building supplies, hay and grain, mining supplies, meat and produce markets, jewelers, tailors, laundries, photographers, hardware and second hand stores, banks, assay offices, saloons, restaurants and barber shops. As the primary retail center of central Arizona, anyone traveling in the area would come to Prescott for goods. The nearest large town in Northern Arizona with the railroad was Flagstaff, 100 miles to the north. The only other town of any size in the late 1860s and early 1870s was Tucson, 200 miles to the south.

After the arrival of the railroad Prescott's place in the retail markets of Central Arizona became even more prominent. The Prescott and Arizona Central (P&AC) railroad arrived in Prescott from Prescott Junction (Seligman) in 1886, changing the economic base of the community considerably. Prior to the arrival of the railroad, people and goods had a long, hot and sometimes harrowing trip to get to Prescott by way of the Santa

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Fe Trail from New Mexico Territory or the Mohave Road from the Colorado River by horseback, flatboat, stagecoach and freight wagon. By 1891, the P&AC was defunct and Frank Murphy began to build the Santa Fe, Prescott and Phoenix (SF, P&P) Railway, commonly known as "the Peavine", from Ash Fork (now Ashfork) to Phoenix. The SF, P&P arrived in Prescott in the spring of 1893. The original depot for the P&AC, and the later 1893 SF, P&P Depot, sat in the middle of what is now Sheldon Street at the north end of Cortez Street. The railroad tracks were just north of the Depot and the shops and roundhouse to the east. Because of this original location of the railroad buildings and shops, Cortez Street is one of the few north-south downtown streets which does not go through across Sheldon Street and continue on to the north. With most of the mercantile and other businesses which used the railroad located on Cortez and Montezuma Streets, the location of the depot and the freight docks was convenient to freight and passengers alike. As the County Seat, Prescott's passenger service was popular and busy. In 1907, the SF, P&P constructed a new depot in Prescott on the north side of Sheldon Street, so that Sheldon Street could be extended to the west to physically terminate at North Montezuma Street. The old depot was moved a few hundred feet to the west to be used for storage.

Many of the small towns along the railroad were shipping points for cattle and sheep, but very few had any substantial retail base. Ranchers living in small towns along the railroad or in remote areas would order merchandise from Prescott businesses by letter, telegram, postcard, word of mouth or, later, by telephone. The merchants would load up the order on the outbound train and it would be dropped off along the railroad tracks at the nearest town or siding for the customer to pick up. This saved a long and dusty trip to town, although the more prosperous ranchers and dairymen sometimes had houses in Prescott and would bring their families for a two or three day visit to do business, shop, socialize, go to church and, perhaps, have a shave and a haircut at their favorite barber shop.

On July 14, 1900 a devastating fire burned eight blocks of downtown Prescott. This was downtown Prescott's third major fire, but was by far the most damaging and expensive. At that time, most of the buildings were wood frame, although there were a small number of brick buildings (see Photo # 1). No water was available to fight the fire, but there was time to remove merchandise and fixtures from many of the buildings as the fire progressed from south to north and west to east. Some buildings were dynamited in an attempt to stop the fire. Those living in the Chinese section of downtown along Granite Creek fought the fire and were able to save most of their homes and businesses. Damage estimates were in the millions of dollars and many of the merchants and building owners were not insured. The fire of 1900 destroyed all of the buildings on North Cortez Street, north of Gurley Street, up to Willis Street; all of the buildings in the 100 and 200 blocks of West Gurley Street; all of the buildings on North Montezuma Street north of Gurley Street to Sheldon Street; and the buildings on North Granite Street north of Gurley Street. All of these blocks are within the boundaries of the North Prescott Townsite District. This fire changed the architectural and functional face of downtown Prescott and resulted in a much more cohesive and urban approach to building a "downtown."



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Subsequently, most building owners decided to rebuild, but this time the buildings were constructed of more "fireproof" materials: brick, cast concrete and stone. The result of this shift in building materials, and the fact that many of the post-fire commercial buildings were designed by the architects who flocked to Prescott after the fire, changed the architectural appearance of Prescott substantially. In 1900, there were at least 13 architects in town serving a population of almost 5,000. Where there had been primarily false-front wooden buildings made of locally available ponderosa pine lumber milled at local sawmills, sided with lapped wooden siding and with minimal windows, there were now architect-designed buildings in the traditional styles popular in the late 19<sup>th</sup> Century: Beaux Arts, Classical, Greek, Second Renaissance, Romanesque and Georgian Revival and 20<sup>th</sup> Century Commercial. With zero setback on the front and sides, mostly flat roofs, one, two and three story buildings with multiple inset entries and large, plate glass storefronts, board or, later, concrete sidewalks, minimal or no landscaping and the use of "fireproof" materials, Prescott's "new" downtown was a major divergence from what had been in place since the initial 1864 settlement (see photos # 3, 4, 5, 6 & 8).

The new Mission/Spanish Revival SF, P&P Depot was constructed of reinforced, poured concrete with a Mission tile-style metal roof and curvilinear parapets. The Mission/Spanish Revival architectural style became popular after its introduction in the California Building at the 1893 Columbian Exposition in Chicago. The Mission/Spanish Revival style subsequently became very popular with the railroads and became the predominant railroad building architectural style in the Western United States, although it can also be found occasionally in other parts of the country. The front of the new SF, P&P depot faced north, toward the tracks. The back of the building, which was just as attractive as the front, faced Sheldon Street. With its location centered at the north end of Cortez Street, this building provided a physical and visual end to North Cortez Street. It is a prominent historic building which helps to physically and visually frame the north boundary of the downtown (see Additional Documentation, photos # 40, 41).

The railroad continued to play a major and important economic role in Prescott, both in terms of employment and accessibility until the 1960s, when passenger service was discontinued and to some extent until the 1980s, when freight service ended. Today, the railroad no longer runs through Prescott. The tracks and right-of-way have been removed, and all of the accessory buildings have been demolished or removed for other purposes. However, the Santa Fe Depot and one steel bridge remain. The Santa Fe Railway Depot was individually listed in the National Register of Historic Places in 1981 and today has been restored for professional office use and anchors a modern shopping center called "Depot Marketplace".

By the mid-teens, Prescott was well established economically, and had a variety of the typical necessary businesses, plus some which reflected a coming trend which was about to make a huge impact on Prescott and every other place which could be reached by a fairly decent road: the automobile. In 1916, businesses included

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automobile sales, auto storage, auto garages for the construction of automobiles, engine repair and machine shops, vulcanizing shops and tire stores. Conspicuously absent were gas stations, which would arrive in the early twenties. In the meantime, gasoline was stored in barrels, sold by the measure and poured into the gas tank by hand. However, the horse and buggy days were not over and horse related businesses were still numerous and viable, such as saddleries, blacksmiths, liveries and hay and grain stores. Another trend which was beginning to emerge was the retail ready-to-wear clothing shop.

The North Prescott Townsite Historic District is cohesively linked by uniform lot size and by the way the structures relate to each other in terms of scale, setback, massing, materials, color, craftsmanship and architectural style. Also, streetscaping which was installed in the mid 1990s has provided continuity and a defining element in the identification and appearance of the downtown. This includes planters at the intersections and crosswalks, black historic-style lamp posts, black street furniture and new concrete sidewalks with brick paving strips along the curb edge and in the crosswalks.

As further described in this section, certain patterns have developed in the relationship between commercial and residential areas within the district. The zero setback properties are concentrated in the 100 blocks of East and West Gurley, North Cortez and Montezuma, with Cortez and Gurley being the center of downtown and the "zero" point for addressing east, west, north and south. The further away from this intersection, the less likely the zero setback pattern is to be intact. Gurley Street, as the main east/west street, developed as a commercial corridor throughout the District starting in the late 1860s and is exclusively commercial (see photos # 18, 10, 17, 18, 19 & 20). Along North Montezuma Street, which is also U. S. Highway 89, the uses are primarily commercial, but there are also apartments, and several residential buildings have been converted to serve various types of commercial businesses (see photos # 5, 6, 9, 28, 29, 31 & 32).

North Montezuma Street is characterized by mostly zero setbacks on the west side of the 100 block, but also includes a few residential properties, including two apartment buildings. North Cortez Street is characterized by consistent zero-setback commercial properties and includes only one multi-family property, the Head Hotel. Two properties on North Cortez Street break the pattern of the zero-setback. The first is a drive-through bank on the northwest corner of Cortez and Willis Street and the second is a retail business with parking in front, located in the middle of the 200 block. Further, at the north end of Cortez Street, the SF, P&P Depot building provides a physical and visual end to North Cortez Street which helps to physically and visually frame the north boundary of the downtown. North Marina Street has a mixture of both single and multi-family residential and commercial uses, including three churches (two have been converted to other uses). Today, on North Marina Street several residential properties remain, but the block has evolved into a primarily commercial neighborhood, with several parking lots. This evolution of uses results in a variety of setbacks, with residential-

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type landscaping with lawns, shrubs, hedges, trees and some fences. The churches provide a variety in the heights of the buildings in these two blocks. (See photos # 21, 22, 23 & 24).

North Granite Street is a mixture of commercial and residential uses, with commercial uses predominating. Most buildings have a setback and landscaped front yard. A large bank property with an asphalt parking lot occupies half of the west side of the 100 block including the northwest corner of Gurley and Granite streets. North McCormick Street, however, generally exhibits earlier residential stylistic characteristics due to its earlier development (beginning in 1885) and close proximity to the downtown business center and the Courthouse Plaza. Here, too, there is a mixture of residential uses, commercial uses and residences converted to commercial uses. Unlike the more commercial blocks within the district, most of these properties have perimeter fences and small, landscaped front yards with mature trees. (See photos # 25, 26 & 27). North Summit Street is predominately residential, with several religious buildings on the east side of the street, including Sacred Heart Church and Sacred Heart School.

One other property in the vicinity of North Summit Street is associated with the Catholic Church, which has been present in the Prescott area since 1863. Constructed on 10 acres of land donated by Frank Murphy, St. Joseph's Academy was established in 1904 by Sister Aurelia Mary of the Order of St. Joseph. The cost of the building was \$45,000, and it was praised for its "beauty of design and setting" and was "appreciated by the entire community as a major contribution to the life of Prescott as a frontier town" (*Welcome to Sacred Heart Parish Center, A Guided Tour for the New Millennium*, page 22). The school provided classes from first grade through high school with emphasis on spiritual values, culture and scholarship. The view from the veranda of the main school building looked out over downtown Prescott to the east. The hilltop on which the school was located is still known as "Academy Hill". St. Joseph's Academy included a grotto, the Chapel of the Immaculate Heart and a beautifully appointed chapel. The academy was closed in 1966 and the land was purchased from the Order of St. Joseph by Sacred Heart Parish and the Academy was torn down. In 1966 the Arizona Historical Foundation installed a plaque commemorating the site of St. Joseph's Academy. In 1969, the present Sacred Heart Parish Center was constructed, leaving only a flagstone cross and the St. Joseph's Academy stairs as elements of the former school. The St. Joseph's Academy Stairs are located at 204 North McCormick Street and originally provided access from McCormick Street to the "top of the hill" to St. Joseph's Academy. Although they are in disrepair and are now located on privately owned property (not a part of the Sacred Heart Parish Center), the 100 steps remain as a reminder to many Prescottonians of their days on "Academy Hill" and a visible and tangible architectural element of an important building which no longer exists.

Located just north of the Sacred Heart Parish Roman Catholic Church on Carondolet Road is the Masonic Cemetery. The Masonic Cemetery was established in 1867 on land donated by Frank Murphy. Located on a

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portion of his ranch just a few blocks from the Courthouse Plaza, the cemetery consists of approximately three quarters (.79) of an acre and is fenced. As Prescott's second-oldest cemetery, it contains the graves of numerous early, prominent settlers and businessmen who were important in the development of Prescott and the Territory. The cemetery saw minimal use during the late of the 1860s and the 1870s with less than 25 burials through 1880. However, the 1880s saw an increase in use and by the end of the century slightly less than 100 burials had occurred. The use of the cemetery peaked in the teens and twenties, with the number of burials tapering off in the 1930s. However, the cemetery continues to be in use. The Masonic Cemetery is vegetated with mostly native plants, including shrubs, grasses and trees. The cemetery includes a variety of markers, but no buildings. Recently, the Masonic Lodge has completed a major clean-up of the grounds, including removing dead and dying shrubbery, trimming trees, removing trash and cutting weeds and grasses.

For the most part, parking in the District is confined to the rear of the commercial buildings, although there are some exceptions. Street parking is allowed in all blocks. "Front yard" parking is minimal. There are 11 parking lots in the District, and some include front property line walls or fences. Parking in dense downtown communities is always a problem, in this case resulting in a scattering of small parking lots within the District. Many of the parking lots were developed in the early 1970s after numerous buildings were destroyed by snow in the winter of 1967/68 and were not rebuilt. With one exception on North McCormick Street, no demolition for parking lots has occurred in the last 30+ years. Due to the small scale of the parking lots and the fact that they are scattered, they do not present a significant detriment to the cohesiveness or the traditional development patterns of the District. Further, several of these parking lots occur on corners where they do not break the pattern of the zero setback storefronts or they occur where the pattern does not and did not historically exist, such as on North Marina Street.

Based on original uses, commercial properties (75 total) predominate in the district, although residential properties, including both single and multiple family, and hotels, are nearly as numerous (66 total).

The North Prescott Townsite Historic District encompasses a major portion of downtown Prescott and includes early residential and commercial properties together with later development. In addition to the commercial and residential properties and the eleven parking lots, the district includes one cemetery, one structure (stairs), six religious-related properties and four vacant sites.

The earliest commercial buildings include the "Territorial" Commercial Style J. I. Gardner Store\*, built between 1890 and 1892; the Marina Street Methodist Church built in 1891 in the Gothic Revival Style, but which no longer has historic integrity; the Gothic Revival style Sacred Heart Catholic Church\* built between 1894 and 1896; and the 1901 Bank of Arizona Building\*, which is described as "stylistically . . . an interesting

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interpretation of the Second Renaissance Revival” (Arizona Historic Property Inventory Form, 1977). (See photo #8).

**Significant early residences include the following:**

- (1) Dr. Warren E. Day’s 1877 Octagon House\*, one of the few pre-1880 houses still standing in Prescott, and one of the oldest brick buildings in Arizona;
- (2) 1885 Georgian Revival William G. Oliver residence, which included the Oliver’s store, (see photos #7 and #35);
- (3) Leonard Hale House, a Victorian Frame Cottage built in the late 1880s which, unfortunately, no longer has historic integrity and is a non-contributor;
- (4) 1895 Queen Anne Nathan Levy House\*, home of a prominent merchant whose mercantile store on South Montezuma Street still stands;
- (5) 1896 Queen Anne J. P. Dillon House\* (see photo #22), home of one of Prescott's prominent businessmen;
- (6) Campbell House, a Queen Anne cottage built in 1900 for John G. Campbell, a successful Prescott businessman, politician and Arizona Territorial Congressman who lost his previous home in the fire of 1900; and
- (7) Johnson House, built in 1900 on North Marina Street in an Eclectic style.

**Significant early commercial buildings include the following:**

- (1) Neo-Classical Revival Prescott National Bank built 1901-02 at 102 East Gurley Street;
- (2) 1901 Wilson Block and Wilson Apartments, which were originally built of brick in the Romanesque Revival style but remodeled in the 1940s in an Art Deco style at 102 North Montezuma Street/202-208 West Gurley Street (see photo # 5, and photos #28 & 31);
- (3) 1902 “Territorial” Commercial style Bashford-Burmister Store, which was remodeled in the late 1920s to reflect the Art Deco style at 130 West Gurley Street (see photo #18);
- (4) 1907 Neo-Classical Revival Masonic Temple, located next-door to the Prescott National Bank Building at 105-107 North Cortez Street,(see photo #11);
- (5) 1907 Mission/Spanish Revival Santa Fe, Prescott and Phoenix Railway Depot\* at 100 East Sheldon Street (see photos # 40, 41);
- (6) Paramount Annex built between 1910 and 1924 in a Mission/Spanish Colonial Revival style (see photo #32); and,
- (7) Sacred Heart Catholic Church Rectory, built in an Eclectic style in 1915 next door to the church at 208 North Marina Street.

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**Later prominent commercial buildings include:**

- (1) Mormon Church\* (now the Marina Executive Center) built of native granite in 1927 with Gothic Revival influences (see photo #23);
- (2) Hassayampa Inn\*, designed by Trost and Trost and completed in 1927 at 122 East Gurley Street (see photos #8 and #17);
- (3) Art Deco American Laundry Building constructed in 1930 at 226 North Montezuma Street (see photo #9); and
- (4) Art Deco, polychrome decorated Mountain States Telephone and Telegraph Building\* at 116 North Marina Street, built in 1932-33 (see photo #21).

\* indicates previously listed in the National Register

Intrusions in the district include vacant land and/or parking lots (15 sites), buildings more than 50 years old which have lost integrity and buildings which are less than 44 years old (see photos #12, 13, 16, 18, 19, 30 & 38). Several areas within the boundaries of this district developed in the 1960s and 1970s as older properties were lost, large parcels were broken up and vacant land was infilled. This redevelopment is still occurring today in downtown Prescott to a limited extent.

Architectural Styles Represented in the District:

Architecturally, the North Prescott Townsite Historic District features a few late Victorian styles including cottages and several Queen Anne style buildings, along with other examples of mixed Victorian influences; a number of Eclectic and Bungalow styles and a mixture of Beaux Arts, Classical Revival, Mission/Spanish Revival, Gothic Revival, Georgian Revival, and 20<sup>th</sup> Century Commercial styles and Modern Movements including Art Deco. Initially, the District featured a major commercial district including government offices and the businesses and residences of a few prominent Prescott businessmen. However, in later development, particularly in the areas which burned in the Prescott Fire of 1900, the focus was on modern commercial buildings and modest housing, both single family and multi-family. Historically, the District represents the late 19th and early-to mid-20th Century expansion of Prescott to the north and west in the downtown area combined with the development of modest single and multi-family housing. Commercial development is represented by the variety of businesses along North Cortez, Marina and Montezuma streets, East Sheldon Street (Highway 89) and East and West Gurley Street, the major east/west artery leading through Prescott.

Architectural Descriptions:

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Architectural classifications within the district, including both contributors and non-contributors, and their respective percentages of occurrence in the District, include the following:

Late Victorian:

Queen Anne - 8%

Late 19<sup>th</sup> and 20<sup>th</sup> Century Revivals:

Beaux Arts - 1%

Classical Revival - 1%

Late Gothic Revival - 2%

Mission/Spanish - 2%

Georgian Revival - 1%

Late 19<sup>th</sup> and 20<sup>th</sup> Century American Movements:

Commercial Style - 25%

Bungalow/Craftsman - 18%

Modern Movement:

International Style - 1%

Art Deco - 5%

Other:

Vernacular - 9%

Eclectic - 9%

Miscellaneous (Mid-Century Modern, Post-War Contemporary) - 18%

Integrity:

The North Prescott Townsite Historic District is a cohesive, densely built, urbanized downtown neighborhood presenting a variety of building types, architectural styles, and uses. It is an intact example of the buildings' stylistic progression from late Victorian; to late 19<sup>th</sup> and early 20<sup>th</sup> Century Revival; to late 19<sup>th</sup> and early 20<sup>th</sup> Century American Movements; to the Modern Movement. The largest number of buildings were constructed between 1900 (after the fire of July 14, 1900) and 1930. The District is linked by uniform lot size and by the way the structures relate to each other in terms of scale, setback, massing, materials, landscaping, color, craftsmanship and architectural style. While the commercial properties predominate in the District, residential properties, both single and multiple family (not including hotels, which in this analysis are included as commercial properties) occur throughout the District and are an important component of the vitality of the downtown. Typically, as larger commercial buildings and hotels were constructed after the fire of 1900, several of the originally platted 25' X 150' Townsite lots were combined in order to construct larger buildings. In many cases, buildings were constructed incrementally, with a portion being completed and, subsequently, additional phases were constructed. In these cases, the phases of these buildings are usually very similar in

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scale, massing, setbacks, architectural style, features, details and materials. Some of these examples are easily identified on the Sanborn Fire Insurance maps for Prescott.

As is the case with most neighborhoods, downtown Prescott has evolved over the last 140 years. However, the basic grid-style street layout, street widths, traditional use of curb, gutter, parkway and sidewalk, lot size and configuration and relationship of buildings to the land has not changed significantly. The choices of building materials and architectural styles have evolved, with the most significant alteration of the materials and styles of the commercial buildings occurring when the railroad arrived in 1886 and after the fire of 1900. However, there is a cohesiveness that was created by the tight time frame of the redevelopment of downtown after the Fire of 1900. Almost all of the buildings that were lost in the fire were replaced by 1910. Most of those buildings remain, although not all have retained historic integrity. For instance, all of the buildings in the 100 and 200 blocks of West Gurley Street were constructed between 1900-1905. All of these buildings remain. Almost all of the buildings in the 100 block of North Cortez Street were built in the same time period, with some infill between 1910 and 1924. The one major exception is the 1962 International Style building at 116-122 North Cortez Street, which maintains the zero setback, massing and scale of the streetscape established prior to 1900.

Another important aspect of the development of Prescott was the Great Depression of the 1930s. When banks closed in the late 1920s and early 1930s, Prescott's bank buildings were adapted for other uses. Once the economy recovered, banking establishments were interested in constructing new buildings which were more adapted to the automobile, with parking lots and drive-through windows. Some in Prescott desired a "modern", "progressive" community that was not "stuck" in the early 20<sup>th</sup> Century. In many cases, older buildings that were judged non-adaptable to other uses were sold and demolished for redevelopment. Even so, the patterns of development in the various blocks within the boundaries of this District have, for the most part, consistently maintained the traditional look of the streetscape. (See photos # 3, 4, 8, 15, 18, 27 and 33 for examples.) Although there have been a few losses of buildings due to fires which occurred after 1900 (the most recent occurring in February, 2007), and there were several buildings lost due to structural failure during the record snows of 1967/1968, these parcels are scattered throughout the district and therefore do not have a major impact on the integrity of location, design, feeling or setting of the District. The loss of these historic buildings has, however, had an impact on the quality of workmanship in the district, as they have, for the most part, not been replaced. Vacant properties, including the eleven parking lots and four parcels of undeveloped land, make up only approximately 9% of the overall number of parcels in the District. At least one parking lot, adjacent (south) to the Brinkmeyer Hotel on North Montezuma Street, has been vacant since the Fire of 1900. Mr. Brinkmeyer bought the property to protect his new hotel from adjacent development. In most situations where a building has been demolished and the lot redeveloped, the "new" building replicates the setbacks and footprint of the building it replaced. Some parcels remained vacant for decades after the loss of a building to fire or



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demolition, only to be developed in the 1960s when the economy and growth of Prescott made the construction of new buildings economically and strategically feasible.

The District is easily recognizable today as the core of a historic downtown where the buildings maintain a fairly consistent zero setback in the commercial blocks which surround the Courthouse Plaza and extend north on North Montezuma, Cortez and Marina Streets to the Santa Fe Depot and Railyard, which is located at the north end of Cortez Street on Sheldon Street. Since most merchandise arrived in and left from Prescott by railroad, connection to the railroad remained an important element in the economic health and stability of Prescott. Although the railroad bypassed Prescott in the 1960s, the Santa Fe Depot and Baggage Room, which are currently used as a professional office complex and are listed in the National Register, still represented the northern terminus of the commercial downtown of Prescott. The railroad has been at this general location since 1886 and the present depot was constructed for the Santa Fe, Prescott and Phoenix Railway in 1909.

The five contributing buildings in the District that are less than 50 years old were constructed between 1959 and 1962. Their importance lies in the fact that until 2006, there were almost no new buildings constructed in this district. These five buildings represent the "completion" of the immediate downtown and are, therefore, an integral part of the progression of downtown Prescott. With new construction underway on several projects in the downtown, there will be many changes in the coming years. The completion of the downtown commercial construction in 1962 is an important benchmark in the development Prescott as we know it today.

Each block of the North Prescott Townsite Historic District has its own identity. However, as an urban-type downtown with a residential component, the District presents a typically evolved, lively, historic community center possessing a variety of architectural styles, streetscapes, commercial uses, church related properties, demographics, and lifestyles. The neighborhood is still the commercial hub of Prescott, as it has been since the 1860s. Integrity of contributing buildings is, for the most part, excellent, with original scale, massing, setbacks, architectural detailing, materials, fenestration and landscape/streetscape intact. Streets have been paved since the 1920s or 1930s. Concrete sidewalks replaced the board sidewalks of the 19<sup>th</sup> Century. Parking lots are scattered within the district, which originally developed before the use of the automobile. Accommodations for the automobile have been made without having a huge impact on the district, with parking often being off-site or located on small parcels adjacent to or across the street from businesses. Very few properties have off-street parking immediately in front of the building. Angled street parking along the main streets has been common in the district for 80 years or more. Curb, gutters, sidewalks and parkways are intact where they were originally planned. Setbacks are consistent for the most part and there are only a few non-contributing buildings in the district which do not adhere to the setback patterns on each individual block. Although the district is viewed as primarily a commercial shopping district, numerous opportunities exist for downtown living, whether it be single family dwellings, apartments, or more recently, condominiums. Professional offices have been

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traditionally located in the District, especially attorneys' offices, and still are today due to the fact that the Yavapai County Courthouse (individually listed in the National Register) is located in the 100 block of West Gurley Street, immediately across the street from the southern boundary of this District. The District possesses a high degree of integrity of location, design, materials, workmanship, feeling and association.

**Contributors to the North Prescott Townsite Historic District**

Assessor's Parcel #	Address	Year Built	Architectural Style
113-12-006	410 West Carondolet* (site)	1867	cemetery
113-16-065	101 North Cortez Street	1902	Beaux Arts
113-15-111	102-106 North Cortez Street	1900	20 <sup>th</sup> Century Commercial
113-16-063	105 North Cortez Street	1907-08	Classical Revival
113-15-108	116-122 North Cortez Street	1962	International
113-16-056B	121-123 North Cortez Street	1901-1910	20 <sup>th</sup> Century Commercial
113-15-105	130 North Cortez Street	1901-1910	20 <sup>th</sup> Century Commercial
113-15-103	132 North Cortez Street	1903	20 <sup>th</sup> Century Commercial
113-15-102	134 North Cortez Street	1906	20 <sup>th</sup> Century Commercial
113-15-101	136-140 North Cortez Street	1901-1910	20 <sup>th</sup> Century Commercial
113-15-096	142 North Cortez Street	1901-1910	20 <sup>th</sup> Century Commercial
113-16-052	147 North Cortez Street	1901-1910	20 <sup>th</sup> Century Commercial
113-16-016	201 North Cortez Street	1890 & 1920	20 <sup>th</sup> Century Commercial
113-15-070	212-214 North Cortez Street	1935	Art Deco
113-15-069	216-218 North Cortez Street	1910	20 <sup>th</sup> Century Commercial
113-16-013A	219 North Cortez Street	1930	Art Deco
113-16-012	221 North Cortez Street	1910 & 1924	Art Deco
113-16-002, 004C	233 North Cortez Street	1907	20 <sup>th</sup> Century Commercial
113-15-091	113 North Granite Street	1917	Bungalow/Craftsman
113-15-091	115-1/2 North Granite Street	1917	Bungalow/Craftsman
113-15-089	117 North Granite Street	1901-1910	Eclectic
113-15-086	123 North Granite Street	1910-1924	20 <sup>th</sup> Century Commercial
113-15-086	123-1/2 North Granite Street	1910-1924	Vernacular
113-16-060A	122 East Gurley Street	1927	Mission/Spanish Revival
113-16-084	212 East Gurley Street	1877	Octagon/Eclectic

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Assessor's Parcel #	Address	Year Built	Architectural Style
113-15-112, 113	104-110 West Gurley Street	1902	20 <sup>th</sup> Century Commercial
113-15-116	130 West Gurley Street	1902 & 1929	20 <sup>th</sup> Century Comm/Art Decc
113-15-093	206-212 West Gurley Street	1901	20 <sup>th</sup> Century Comm/Art Decc
113-15-096	218-220 West Gurley Street	1910	20 <sup>th</sup> Century Commercial
113-15-095	230 West Gurley Street	1901-1910	20 <sup>th</sup> Century Commercial
113-15-035	302 West Gurley Street	1960	Mid-Century Modern
113-15-038A	328-330 West Gurley Street	1910-1924	20 <sup>th</sup> Century Commercial
113-15-047	400 West Gurley Street	1922	Art Deco
113-12-049B	434 West Gurley Street	1940	Post War Contemporary
113-12-026	500 West Gurley Street	1948	Post War Contemporary
113-12-026	506 West Gurley Street	1948	Post War Contemporary
113-12-026	510 West Gurley Street	1948	Post War Contemporary
113-12-026	512 West Gurley Street	1948	Post War Contemporary
113-12-026	514 West Gurley Street	1948	Post War Contemporary
113-16-060A	116 North Marina Street	1932/33	Art Deco
113-16-058	120 North Marina Street	1948/53	Eclectic
113-16-057	126 North Marina Street	1927	Gothic Revival
113-16-078	127 North Marina Street	1904	Queen Anne
113-16-075	129 North Marina Street	1900	Eclectic
113-16-054	134-140 North Marina Street	1962	Post War Contemporary
113-16-051	146 North Marina Street	1900	Eclectic
113-16-068	147 North Marina Street	1895	Queen Anne
113-16-014	202 North Marina Street	1894/96	Gothic Revival
113-16-014	208 North Marina Street	1915	Eclectic
113-16-010	224 North Marina Street	1895/1901	Bungalow/Craftsman
113-16-005	232 North Marina Street	1900	Queen Anne
113-15-036	109 North McCormick Street	1885-90	Vernacular
113-15-034	111 North McCormick Street	1890-95	Vernacular
113-15-032	117 North McCormick Street	1890-95	Vernacular
113-15-033	121 North McCormick Street	1895-1901	Vernacular

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<b>Assessor's Parcel #</b>	<b>Address</b>	<b>Year Built</b>	<b>Architectural Style</b>
113-15-033	125 North McCormick Street	1895-1901	Vernacular
113-15-042	136 North McCormick Street	1895-1901	Vernacular
113-15-021	204 North McCormick Street (structure)	1910	(stairs)
113-15-093	102 North Montezuma Street	1901/1940s	20 <sup>th</sup> Century Comm/Art Deco
113-15-093	104 North Montezuma Street	1901-1910	20 <sup>th</sup> Century Comm/Art Deco
113-15-087	118-120 North Montezuma Street	1903-1910	20 <sup>th</sup> Century Comm
113-15-081	132 North Montezuma Street	1901-1910	Vernacular
113-15-104	133 North Montezuma Street	1910-1924	Mission/Spanish Rev.
113-15-104A	135 North Montezuma Street	1901-1910	Vernacular
113-15-077	142 North Montezuma Street	1903	Vernacular
113-15-100	143-145 North Montezuma Street	1924-1931	20 <sup>th</sup> Century Comm.
113-15-059	214 North Montezuma Street	1895-1900	Vernacular
113-15-054	226 North Montezuma Street	1930	Art Deco
113-15-049	234 North Montezuma Street	1890-1895	Queen Anne
113-16-020	211 East Sheldon Street	1901-1910	20 <sup>th</sup> Century Comm.
113-12-029C	116 North Summit Street	1885	Georgian Revival
113-12-048	131 North Summit Street	1956	Post War Cont.
113-12-032	132 North Summit Street	1901-1910	Bungalow/Craftsman
113-12-033	136 North Summit Street	1901-1910	Bungalow/Craftsman
113-12-034	138 North Summit Street	1901-1910	Bungalow/Craftsman
113-12-035	142 North Summit Street	1901-1910	Bungalow/Craftsman
113-12-036A	148 North Summit Street	1901-1910	Mission/Spanish Rev.
113-12-007	202 North Summit Street	1910-1924	Bungalow/Craftsman
113-12-008	206 North Summit Street	1901-1910	Bungalow/Craftsman
113-12-009	212 North Summit Street	1901-1910	Bungalow/Craftsman
113-12-010	216 North Summit Street	1901-1910	Bungalow/Craftsman
113-12-011	218 North Summit Street	1901-1910	Bungalow/Craftsman
113-12-101A	225 North Summit Street	1924-1931	Bungalow/Craftsman
113-12-013	226 North Summit Street	1924-1931	Bungalow/Craftsman
113-12-002	233 North Summit Street	1924-1931	Bungalow/Craftsman

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<b>Assessor's Parcel #</b>	<b>Address</b>	<b>Year Built</b>	<b>Architectural Style</b>
113-12-001	237 North Summit Street	1910-1924	Bungalow/Craftsman
113-16-050	113-119 East Willis Street	1945	Eclectic
113-15-099	115 West Willis Street	1924-1931	20 <sup>th</sup> Century Comm.
113-15-062	216-230 West Willis Street	1910-1924	Bungalow/Craftsman
113-15-074, 075	221 West Willis Street	1962	Post War Cont.
113-15-076	225 West Willis Street	1959	Post War Cont.

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<b>Assessor's Parcel #</b>	<b>Address</b>	<b>Year Built</b>	<b>Architectural Style</b>
113-16-065	101 North Cortez Street*	1902	Beaux Arts
113-16-063	105 North Cortez Street*	1907-08	Classical Revival
113-16-016	201 North Cortez Street**	1890 & 1920	20th Century Comm.
113-16-060A	122 East Gurley Street**	1927	Mission/Spanish Rev.
113-16-084	212 East Gurley Street*	1877	Octagon/Eclectic
113-15-095	230 West Gurley Street**	1901-1910	20th Century Commercial
113-16-060A	116 North Marina Street**	1932/33	Art Deco
113-16-060A	126 North Marina Street*	1927	Gothic Revival
113-16-078	127 North Marina Street*	1904	Queen Anne
113-16-068	147 North Marina Street*	1895	Queen Anne
113-16-014	202 North Marina Street*	1894/96	Gothic Revival
113-13-031	100 East Sheldon Street**	1907	Mission/Spanish Revival

\* Territorial Architecture of Prescott MRA, 1978

\*\* Individually Listed

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Assessor's Parcel #	Address	Year Built	Reason
113-12-101A	444 West Carondolet	1995	Age
113-16-091	111 -115 North Cortez Street		Integrity
113-15-109	114 -120 North Cortez Street		Integrity
113-16-059	117 North Cortez Street		Integrity
113-16-056A, C	125 -135 North Cortez Street		Integrity
113-15-106	128 North Cortez Street		integrity
113-16-053	141 -145 North Cortez Street		Integrity
113-15-097	148 North Cortez Street**		Parking Lot
113-16-015	203 -205 North Cortez Street		Integrity
113-16-015	207 North Cortez Street		Integrity
113-16-138	215 - 217 North Cortez Street		Integrity
113-15-067B	224 North Cortez Street		Integrity
113-16-007B	227 North Cortez Street	1987	Age
113-15-066	226-228 North Cortez Street		Integrity
113-15-065	230 North Cortez Street		Integrity
113-16-006A	231 North Cortez Street		Integrity
113-12-048	150 Fleury Avenue	1969, 1995	Age
113-15-083B	125-127 North Granite Street	1989	Age
113-15-079	131 North Granite Street		Parking Lot
113-16-064	116 East Gurley Street		Integrity
113-16-085	200 East Gurley Street	1973	Age
113-15-114	112 West Gurley Street		Integrity
113-15-115	120 West Gurley Street		Integrity
113-15-117	124 -134 West Gurley Street		Integrity
113-15-094	222 West Gurley Street	1979	Age
113-15-038B	318-324 West Gurley Street		Integrity
113-15-118	408 West Gurley Street		Integrity
113-12-046, 047	422 West Gurley Street	1973	Age
113-16-079B	119 North Marina Street		Parking Lot
113-16-079A	123 North Marina Street		Parking Lot
113-16-055	126 North Marina Street		Parking Lot
113-16-072	137 North Marina Street		Integrity
113-16-070	139 North Marina Street		Parking Lot
113-16-014	208 North Marina Street		Parking Lot

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<b>Assessor's Parcel #</b>	<b>Address</b>	<b>Year Built</b>	<b>Reason</b>
113-16-052	107 -111 East Willis Street		Integrity
113-15-072	202 West Willis Street/200 North Cortez Street	1974	Age
113-15-073B	203 - 207 West Willis Street		Integrity

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8. STATEMENT OF SIGNIFICANCE (Historical and Architectural Contexts)

The North Prescott Townsite Historic District includes a significant portion of the downtown commercial district of Prescott, Arizona and is eligible for the National Register under Criterion A for its association with the commerce and community planning and development of Prescott, Arizona and Criterion C as reflective of a grouping of late 19<sup>th</sup> and early to mid - 20<sup>th</sup> Century architecture which illustrates the changes in form and taste from the late 1870s to the early 1960s. The construction in the northern portion of the Original Prescott Townsite (platted in 1864) relates to its proximity to the downtown commercial core, to the railroad and to Granite Creek (the site of the earliest settlement in Prescott), in conjunction with the availability of city services and electricity in the commercial area. There are 89 contributing buildings and 57 non-contributing buildings. There is one contributing structure. There is one contributing site and there are 15 non-contributing sites. Eleven properties in the District are already listed in the National Register.

The period of significance (1867 to 1962) represents the earliest documented development (the Masonic Cemetery) in the district and the most recent construction (1962) of five important infill buildings which are less than 50 years old and which represent the end of the mid-20<sup>th</sup> Century build-out of downtown Prescott. The District includes both single and multi-family residential housing, hotels, a cemetery and religious and commercial properties which are linked historically by their importance in the architecture, commerce, planning and development of Prescott, Yavapai County, Arizona. The District consists of approximately 63.5 acres including streets. The North Prescott Townsite Historic District is associated with the architecture, commerce, community planning and development of Prescott. (See Additional Documentation 4, Sketch Map).

Criterion A Statement of Significance:

The North Prescott Townsite Historic District is eligible for the National Register under Criterion "A", as it is associated with events that have made significant contributions to the broad patterns of the history of Prescott, Arizona.

**Early Settlement, the Territory of Arizona, 1864 - 1912:**

The historic development of Prescott traditionally begins in 1864 with the establishment of Prescott as the Arizona Territorial Capital and the platting of the Original Prescott Townsite. Prescott was also designated at the same time as the County Seat of Yavapai County, one of four original Territorial counties. Although the Capital moved to Tucson from 1867 to 1877, the Capital returned to Prescott at the end of 1877 and remained until it was moved permanently to Phoenix in 1889. During these years as Territorial Capital, Prescott was the dominant political and economic center of the Territory and was protected and influenced by the presence of nearby Fort Whipple. In 1870, six years after Prescott was established, the population of Prescott was 676. By 1880, Prescott had a population of 2,000+ and was the center of flourishing lumbering and mining industries and the city was well established by the time the transcontinental Atlantic & Pacific Railroad crossed northern Arizona in 1882. By that date, many prominent and prosperous families in the Territory had settled in Prescott and built homes.

The 1880s saw fluctuations in the economic condition of Prescott due to slumps in mining activity, especially a severe slump in 1885 which resulted in the closing of several Prescott businesses. However, based on the rapid growth of the cattle industry in the area, the community was strong enough to recover economically. On December 31, 1886, the



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Prescott and Arizona Central Railroad opened, connecting Prescott with the Atlantic and Pacific. In 1893 the Prescott and Arizona Central was replaced by a branch of the Santa Fe, The Santa Fe, Prescott and Phoenix Railway (SF, P&P). By 1895 the Santa Fe, Prescott and Phoenix Railroad also connected Prescott's mining area with the Phoenix and Southern Pacific line. This access to the railroad bolstered the mercantile sector of the local economy and led to the establishment of several new dry goods and mining supply businesses. It also bolstered the ranching business as it gave cattle and sheep growers a much easier and faster way to get their animals to market.

The railroad played a major role in the growth and development of Prescott starting with its arrival in 1886. By the time the SF, P&P connected Prescott with the Atlantic and Pacific to the North and Phoenix to the south in 1895, the railroad had become a lifeline for the business community in Prescott. Further, travel in the late 19th and early 20th centuries had become much easier and Prescott, as the Territorial Capital and the County Seat drew rail travelers from all parts of the Territory and from other parts of the country. As the SF, P&P grew and expanded, the old depot in the middle of Sheldon Street became inadequate and a new, "modern" depot was designed in the Mission/Spanish Revival style which had become popular with the railroads, particularly in the American Southwest. Completed in 1907, the new Mission/Spanish Revival style Depot was constructed on the north side of Sheldon Street. Granite Creek was realigned so that Sheldon Street could be extended to the west to terminate at North Montezuma Street. The old depot was moved to the west to be used as a storage building. Thus the SF, P&P Depot at its new location at the end of Cortez Street on the north side of Sheldon Street became the defining building at the north end of Cortez Street, one of the few north/south downtown Prescott streets which does not go through north of Sheldon Street. The Depot, which is clearly visible looking north from the intersection of Gurley and Cortez streets, created a physical and visual terminus of North Cortez Street and visually frames the north end of downtown Prescott from Cortez Street. In 1909, President William Howard Taft arrived in Prescott at the SF, P&P Depot for a tour of the mines of the area. In 1917, Prescott's troops departed from the depot for World War I. Many World War II enlistees also left Prescott from the depot. The depot served Prescott and the surrounding communities as their depots were gradually closed by the railroad until passenger service was terminated in the 1960s. The ownership and management of the Santa Fe Railroad Depot (now the Burlington Northern and Santa Fe) continued until the early 1980s, when freight service to Prescott ceased. The building was sold to a private developer in the mid 1980s and sat empty for a number of years. Today, however, the Depot, which still holds its prominent place at the north end of Cortez Street, has been restored and converted to a professional office building. It is the anchor building for a modern shopping center which is located north of the depot called "Depot Marketplace"

Communication and utilities improved along with transportation. An electric light plant was built in 1889 and telephones arrived shortly thereafter. The year 1889 also marked the year that the Capital was permanently moved to Phoenix. In spite of this political loss, Prescott continued to prosper and develop as the 19<sup>th</sup> Century drew to a close. The early 20<sup>th</sup> Century saw an accelerated push for Statehood, which finally occurred on February 14, 1912.

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**Post-Territorial 20<sup>th</sup> Century Expansion in Prescott, 1912-1960:**

By 1910, the population of Prescott had grown to 5,092. As the county seat of Yavapai County, which has consisted of slightly more than 5,000,000 acres since its boundaries were last altered in 1891, Prescott has served the County as the primary location for governmental and commercial activities. Although there are other communities in Yavapai County today that have grown substantially since World War II, Prescott remains the predominant community in jobs, industry, commerce, tourism and community planning.

The Yavapai Chamber of Commerce (now called the Prescott Chamber of Commerce) was founded in 1914 to promote Yavapai County's- and especially the Prescott area's- healthful climate. A major tourist destination since the early 20<sup>th</sup> Century, Prescott, along with Arizona in general, experienced a significant increase in tourism in the 1910s and 1920s. Summer, in particular, was a busy time of the year for Prescott. Many families from Phoenix would stay in summer homes in or around Prescott. Because of Prescott's relatively isolated geographic location, the Santa Fe railroad ran a tourist train from Phoenix. The 1927 construction of the Hassayampa Inn through the sale of public stock ushered in a modern era in tourism for Prescott, as it now possessed a luxurious hotel with a porte cochere for guests traveling by automobile (see photos #8 and #17).

The copper mining industry also supported area growth in the early 20th Century because of the extra demands of World War I. However, by 1919 Prescott suffered the effects of post-war depression along with the rest of the state and nation. Even so, after a reduction in population before and during WWI, Prescott again began to enjoy a steady growth rate with a population in 1920 of 5,010. From 1920 until 1940, Prescott's population was stagnant; the 1940 census reported a population increase of only 5,018.

The pre-World War II depression was also very hard on the state and local area economy. Many banks failed, and people were left without work or savings. There was a definite slump in the tourism industry and almost no growth or expansion occurred between 1932 and 1935. Both the WPA and the CCC were well-organized in Prescott during the late 1930s. Many local unemployed found work with the WPA in Prescott without having to leave their families. In 1938, the WPA constructed bridges, sidewalks, curbs and gutters along many of the streets included in the district. CCC camps housed, fed and trained young men who built roads, fire breaks, trails and campgrounds, mostly in the surrounding National Forests.

The stagnant growth kept the City at around 5,000 until the 1940s. Very little development occurred during the 1940s and 1950s. However, by the beginning of the 1960s, Prescott was beginning to grow and a prosperous time for the city was reflected in the boom in construction, particularly in the downtown, where new "modern" buildings were beginning to replace some of the turn-of-the-century commercial buildings. Five commercial buildings were constructed within the district between 1959 and 1962, including Prescott's only International style building, the Pioneer Bank Building (now known as the Bulleri Building), located at 122 North Cortez Street (see photo # 14). This building replaced the Lawler Block, constructed immediately after the fire in 1901. These five buildings represent the mid-20th Century build-out of the commercial part of the District in the early 1960s. Two of these buildings were built by banks, one by a utility

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company and the other two as auto repair shops. The commercial opportunities in downtown Prescott in the late 1950s and the early 1960s are clearly reflected by this new construction after a long period of little or no new construction within the District. The loss of a number of buildings in the District in the winter of 1967-68 due to structural failure caused by snow accumulation on roofs had an impact on the District to some extent, as none of those buildings were immediately replaced. However, the vacant lots that remain are small parcels and are scattered throughout the District (most are currently used as parking lots). Another lull in construction in the District occurred through the 1970s and into the 1980s. By 1970, the population had more than doubled from its 1940 estimates, and was now placed at 13,134.

With growth in the area exploding in the 1990s, Prescott has an estimated 2006 population of 40,000 and new construction is again occurring in the downtown. The population growth has resulted in more businesses with a much larger variety of prices, selection and convenience than were available even in the early 1990s. Competition for retail tax revenues from the nearby community of Prescott Valley has resulted in even more variety in shopping opportunities. However, shopping and other forms of commerce in downtown Prescott have continued to be a strong part of the Prescott economy, tourism revenue and general vitality of downtown Prescott.

Demographics of Prescott have not changed significantly in the last 140 years. The community is predominately white with a small percentage of people with Hispanic heritage, a small Native American population on the Yavapai Prescott Reservation and a very small percentage of African Americans. The community has a significant percentage of retirees. However, more young families are calling Prescott home and school enrollment has consistently grown over the last decade.

Prescott has continued to be the predominant economic center of the western half of Yavapai County. Most governmental agencies, including the Veterans Administration Medical Center, various state and county offices and city agencies are all located in the City of Prescott. Many of these agencies, including the Yavapai County court system and jail and the City of Prescott's City Hall are located in downtown Prescott. One of this community's best known attractions, which draws residents and visitors alike to downtown Prescott, is the Courthouse Plaza with its park-like setting, mature trees and numerous events. Downtown Prescott continues to be a major shopping destination in spite of the more recent construction of outlying shopping centers. With one exception, the Palace Bar and Restaurant, the individual businesses of 19<sup>th</sup> Century Prescott no longer exist. However, many of the same types of businesses still exist today in downtown Prescott: general merchandise, specialty stores, real estate offices, lawyers' offices, insurance offices, clothing and shoe stores, jewelry stores, laundries, antique stores, bars and restaurants and barber shops. Many downtown Prescott shops and restaurants are locally owned and cater to both tourists and residents. Ranchers still come into town to shop. However, tourism is a very important part of the economy of Prescott and many of the present-day retailers cater to the tourism industry. Although many people come for the "World's Oldest Rodeo" every July, outdoor recreation, such as camping, hiking, rock climbing, boating, fishing and sports also draw visitors throughout the year. Regardless of their reason for visiting Prescott, most tourists start or end their stay in Prescott's historic downtown. Known for decades as "Everybody's Hometown," designated as a Preserve America Community in 2004 and as one of the National Trust's

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Dozen Distinctive Destinations for 2006, Prescott continues to draw visitors from all walks of life, from all over the United States and from many foreign countries.

Criterion C Statement of Significance:

The North Prescott Townsite Historic District is eligible for the National Register of Historic places under Criterion C as a property which represents the progression of architectural styles from late Victorian; to late 19<sup>th</sup> and early 20<sup>th</sup> Century Revival; to late 19<sup>th</sup> and early 20<sup>th</sup> Century American Movements; to the Modern Movement. This District is listed under the area of significance of "architecture" as an example of the practical art of designing and constructing buildings, in this case in a variety of styles, types, periods, and methods of construction.

**Territorial Architecture in Prescott, 1864 - 1912:**

Territorial architecture in Prescott is well represented. With the exception of the fire in 1900, many early buildings have been able to survive the test of time. By the time Arizona was granted statehood in 1912, several periods of prosperity had allowed residents to indulge in quality construction and fairly sophisticated design, in part due to the arrival and prominence of the railroad. Thus, Prescott reflects the manner and method by which the Territory of Arizona was transformed from a frontier settlement into a microcosm of the American way of life. Within the District, the Fire of 1900 had a major impact on the development of the commercial core of downtown Prescott. The loss of all of the buildings on West Gurley Street, North Cortez Street, North Montezuma Street and North Granite Street resulted in a completely new architectural identity for much of the District. Although the buildings changed dramatically, the types of businesses did not, and many of the business owners rebuilt.

From the time Prescott was platted in 1864, the town has possessed a Midwestern feel. The original Townsite was designed with wide, rectilinear streets with two tracts located in the center of town reserved for government purposes (the Yavapai County Courthouse Plaza and the State Capitol Block). In addition, early residential development in Prescott was dominated by Late Victorian Queen Anne residences, which were more common in the eastern United States than in the southwest. When the railroad arrived, a wide variety of construction materials became more easily accessible, thus individualized architectural styles became more common. Prescott is unique among Arizona communities because of its abundance of late 19th Century Queen Anne, Eastlake and Italianate Victorian-era styles.

By the turn of the 20<sup>th</sup> Century, established residences within the North Prescott Townsite District clearly reflected the Late Victorian architectural details. The Day Octagon House, the Levy House, the Campbell House, the Dillon House and several residences on North McCormick Street all represent this trend in primarily Queen Anne Victorian architecture (see photos # 22, 25 and 27).

**The Victorian Era: Residential -**

In the District, the Victorian Era continues up to the fire of 1900. Housing technology changed drastically during the Victorian Era, but until the railroad arrived in Prescott in 1886, building materials were, by necessity, locally milled lumber, locally made brick and small imported architectural details. Examples include Victorian Era cottages represented

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by 109 and 117 North McCormick Street. The predominant post-railroad style of the Victorian Era in the District is Queen Anne, represented by buildings located at 127, 147 and 232 North Marina Street and 111 and 128 North McCormick Street (see photos # 22, 25 & 27). Technological improvements allowed architects and builders of the Victorian Era to move away from heavy timber-frame techniques and design complex buildings with such opulent features as complex roof shapes; numerous, tall, narrow windows in varying sizes and configurations; turrets, towers, projecting bays, verandas, multiple porches and balconies. Entrances are often marked by elaborate porches.

**Late 19<sup>th</sup> and 20<sup>th</sup> Century Revivals -**

Styles which reflect the popularity of Period Revival influences include Beaux Arts/Classical Revival (for example, 101 and 105 North Cortez Street, see photo #11); Georgian Revival (116 North Summit Avenue, see photos # 7 & 35); Gothic Revival, represented by 126, 137 and 202 North Marina Street (see photo #23); and, Mission/Spanish Colonial Revival (a prominent example is the Hassayampa Inn, located at 122 East Gurley Street). These styles became popular in the District with the construction of prominent commercial buildings immediately after the fire of 1900 and the later construction of the community-funded Hassayampa Inn in 1927 (see photos # 8 & 17). Architect designed, the buildings reflected the conservative taste of the community and harkened back to familiar, classical styles of picturesque buildings with formality and monumentalism. Gothic Revival is popular in religious buildings and is best represented in the District by the Sacred Heart Church (now Prescott Fine Arts), located at 202 North Marina Street. Mission/Spanish Revival is a popular style in the American southwest, although examples in Prescott are few. The best examples in the District are the 1907 Santa Fe, Prescott and Phoenix Railway Depot at 100 East Sheldon Street and the Hassayampa Inn, built in 1927, which combine elements of both Mission and Spanish Colonial Revival.

Commercial development was altered dramatically by the disastrous fire on July 14, 1900, that destroyed eight blocks of downtown Prescott. Twelve hotels and 20 mercantile establishments were lost. After the fire, citizens soon viewed the event as a chance to replace the old wooden buildings common in the downtown area with more permanent brick, concrete and stone buildings.

**Late 19<sup>th</sup> and Early 20<sup>th</sup> Century American Movements: Commercial –**

The predominant post-railroad style of the early 20<sup>th</sup> Century in the District is classified in the Territorial Architecture of Prescott MRA National Register Nomination as “Territorial Commercial”. Since almost all of the commercial buildings in the District were built within the five years after the fire of July, 1900, but before Statehood in 1912, these buildings represent the shift in architectural style following the fire from 25 foot wide, wooden, false-front buildings with horizontal siding to buildings constructed of brick and stone masonry and concrete. The traditional placement of the buildings on the lot (zero setbacks on the front and both sides) did not change significantly, but the sophistication of the designers and builders of the new downtown buildings is reflected in the choice and use of these materials and details. These buildings are characterized by tall facades of one to three stories; inset storefronts with plate-glass windows and kickplates below the windows; stone or contrasting brick or masonry window sills and lintels on the upper stories; brick or stone corbelling; and, flat roofs with parapets. Some examples include 102, 130, 132, 134, 136-138-140, 142 and 147 North Cortez Street;

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123 North Granite Street; 208-212, 218-220, 230 and 318-324 West Gurley Street and 143-145 North Montezuma Street. (See photos #3, 4, 5, 6, 15, 18, 19, 28, 29 & 31.)

The Fire of 1900 not only brought on a new era in architecture, but it also seemed to stimulate a variety of commercial, social and public improvements. Cement sidewalks and paved streets replaced the dusty and muddy thoroughfares of the 1800s. Fort Whipple was reopened after a brief closure in the 1890s which provided the community with a steady influx of federal dollars. A streetcar line was constructed in 1905 which started at the intersection of Gurley and Garden Streets and culminated at Fort Whipple. This enabled residents in the area to have more convenient access to downtown and other parts of the city.

**Post-Territorial 20<sup>th</sup> Century Expansion in Prescott, 1912-1960:**

The post-fire structures reflected a shift from exuberant Victorian styles to a more controlled formality of styles. Commercial buildings were constructed of masonry rather than wood and exhibited many traditional styles and details including Beaux Arts, Classical, Gothic, Mission/Spanish and Georgian Revivals. Late 19<sup>th</sup> and early 20<sup>th</sup> Century Movements include 20<sup>th</sup> Century Commercial, which is the predominate style represented in the historic commercial buildings in the District, and Bungalow/Craftsman. Modern Movements include International, Eclectic and Art Deco. Bungalow/Craftsman and Revival architecture became the prominent residential styles during the first part of the century and remained popular through the 1930s. Within the North Prescott Townsite Historic District, all of these architectural styles are represented (see photos # 11, 14, 15, 17, 18, 19, 20, 21, 22, 23, 28, 29, 32, 33, 34, 35, 36, 37 and 39).

**Late 19<sup>th</sup> and 20<sup>th</sup> Century American Movements: Bungalow/Craftsman –**

The Bungalow craze, which was “imported” from England, hit the United States just after the turn of the century. In the District, it is best represented by the buildings on North Summit Avenue, (see photos # 33 & 37) where almost all of the post-1900 residential buildings reflect the Bungalow style of one to one and a half stories, with a modestly pitched front gable or hipped roof with wide, projecting eaves, often with a dormer on the front or sides, groups of wider, shorter windows, usually double hung, modest trim, limited decoration and broad porches supported by heavy or truncated columns across the front. Other Bungalows in the District include 224 North Marina Street, a group of four duplex Bungalows at 216-230 West Willis Street (see photo #37), and 113 North Granite Street.

**Modern Movement: International –**

There are several post-World War II buildings in the District. Most have been built in the last 25 -35 years. Many do not reflect any particular architectural style but do possess elements of the Modern movement - simple, low-slung boxy shapes, low-pitched roofs, lack of decoration, lots of glass and a general lack of reliance on earlier styles. There are, however, several buildings that were built in the very early 1960s. These are symbolic of a major shift in the architectural tradition of Prescott, which had previously been based very much on traditional styles. The Pioneer Bank Building at 122 North Cortez Street (now known as the Bulleri Building) was Prescott’s first International style building and is still, today, the single example of the style in the downtown (see photos # 14 & 15). Built on almost the exact footprint of the then demolished Lawler Block, it presented a completely different type of architecture to the community. With four stories, it

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is cube-shaped with a steel frame, a flat roof, and an underground parking garage. Ribbons of glass above ribbons of metal panels emphasize the horizontal “manufactured” characteristics of the style.

**Modern Movements: American Art Deco/ Moderne –**

Examples of American Art Deco and Moderne in the North Prescott Townsite Historic District are associated primarily with large public buildings. The low, boxy, horizontal shape, flat roofs hidden behind parapets and streamlined details of the movement offered a change of pace in the discouraging era of the Great Depression of the 1930s. Art Deco is not common in Prescott and almost all of the Art Deco buildings can be found in the North Prescott Townsite Historic District. The style is represented in this District by the Mountain States Telephone and Telegraph Building at 116 North Marina Street, individually listed in the National Register (see photo #21); the Wilson Block at 102 and 104 North Montezuma Street (see photos #28 & 31); the Bashford - Burmister Building in the 100 block of West Gurley Street (see photo #18); the American Laundry Building at 226 North Montezuma Street (see photo #9); 212-214, 219 and 221 North Cortez Street; and McIlvain Motors, designed by Chris Totten and located at 400 West Gurley Street (see photos # 10 & 20).

Other contributing post-World War II buildings in the District include 302, 434, 500, 506, 510, 512 and 514 West Gurley Street; 134-140 North Marina Street (U. S. West Building); and 221 and 225 West Willis Street (George’s Mechanical Service garage and Orv Rowley Automotive Sales) (See photos # 19 & 24.)

Criteria Considerations

**Criteria Consideration A**

The North Prescott Townsite Historic District does include one contributing building owned by a religious institution and two non-contributing buildings owned by religious institution within its boundaries. Sacred Heart School on North Summit Street, a contributor, is owned by the Yavapai Vicarate of the Phoenix Diocese of the Roman Catholic Church. The Catholic Church has been present in Prescott since 1863. Just north of the school is the Sacred Heart Parish Center which includes a church, convent, meeting rooms and Vicarate offices, and is also owned by the Yavapai Vicarate of the Phoenix Diocese of the Roman Catholic Church. This complex is a non-contributor due to age (built 1979). A third church property at 137 North Marina Street, which is a non-contributor due to integrity issues, is the home of the Prescott Presbyterian Church. However, the religious properties make up less than 2% of the total number of properties in the district and are not the focus of the nomination. Their significance is broadly assessed for their contribution to the “community planning and development” of the district as a whole. As such, the district is judged as not having to meet the requirement set forth in Criteria Consideration A.

**Criteria Consideration D**

The North Prescott Townsite Historic District does include one contributing cemetery within its boundaries. However, the cemetery is not the focus of the nomination and its significance is broadly assessed for its contribution to the “community planning and development” of the district as a whole. As such, the district is judged as not having to meet the requirement set forth in Criteria Consideration D.

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**Criteria Consideration G**

There are five buildings within the boundaries of the North Prescott Townsite Historic District that were constructed between 1959 and 1962. These buildings are included as contributors to the National Register Historic District because they represent a continuity of building tradition, as well as the true mid- 20<sup>th</sup> Century build-out of the district. The vast majority of the properties in the district are fifty years or older. Furthermore, the district's relatively "deep" period of significance, originating in 1867, attests to the firmly rooted historic significance of the district. Therefore, the District is judged as not having to meet the requirements set forth in Criteria Consideration G.



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Yavapai. Prescott Chamber of Commerce, Prescott, AZ, various dates.

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

**NATIONAL REGISTER OF HISTORIC PLACES**  
**CONTINUATION SHEET**

Section	10	Page	36	Name of Property	North Prescott Townsite Historic District
				County	Yavapai County
				State	Arizona

UTM Coordinates

- |   |   |
|---|---|
| 1. Zone 12 Easting 364613 Northing 3823593  | 14. Zone 12 Easting 365108 Northing 3823564 |
| 2. Zone 12 Easting 364677 Northing 3823585  | 15. Zone 12 Easting 365162 Northing 3823583 |
| 3. Zone 12 Easting 364684 Northing 3823630  | 16. Zone 12 Easting 365172 Northing 3823582 |
| 4. Zone 12 Easting 364798 Northing 3823620  | 17. Zone 12 Easting 365209 Northing 3823588 |
| 5. Zone 12 Easting 364793 Northing 3823481  | 18. Zone 12 Easting 365205 Northing 3823615 |
| 6. Zone 12 Easting 364853 Northing 3823479  | 19. Zone 12 Easting 365280 Northing 3823626 |
| 7. Zone 12 Easting 364850 Northing 3823340  | 20. Zone 12 Easting 365287 Northing 3823604 |
| 8. Zone 12 Easting 364911 Northing 3823338  | 21. Zone 12 Easting 365314 Northing 3823611 |
| 9. Zone 12 Easting 364912 Northing 3823369  | 22. Zone 12 Easting 365438 Northing 3823606 |
| 10. Zone 12 Easting 364971 Northing 3823367 | 23. Zone 12 Easting 365437 Northing 3823584 |
| 11. Zone 12 Easting 364973 Northing 3823474 | 24. Zone 12 Easting 365371 Northing 3823585 |
| 12. Zone 12 Easting 365040 Northing 3823472 | 25. Zone 12 Easting 365367 Northing 3823428 |
| 13. Zone 12 Easting 365042 Northing 3823564 | 26. Zone 12 Easting 365432 Northing 3823427 |

Verbal Boundary Description:

The specific boundaries of the North Prescott Townsite Historic District are shown as the thick, solid line on Additional Documentation 4, Sketch Map. The specific boundary of the North Prescott Townsite Historic District encompasses a total of approximately 63.5 acres (including streets) and includes a metes and bounds parcel north of Sheldon Street, part of the Prescott Original Townsite subdivision and portions of the Fleury's Addition subdivision within the incorporated City Limits of the City of Prescott, Yavapai County, Arizona.

Boundary Justification:

The boundaries of the North Prescott Townsite Historic District define a grouping of late nineteenth and early to mid- 20<sup>th</sup> Century historic properties developed between 1867 and 1962. The District is contiguous to three existing National Register Historic Districts which are partially shown on Additional Documentation 4, Sketch Map: Courthouse Plaza, which is a part of the Territorial Architecture of Prescott MRA (listed in 1978) to the south; East Prescott (listed in 1989) to the east; and Fleury's Addition (listed in 1994) to the west. Although the north and east boundaries are somewhat irregular due to concentrations of non-contributors in certain neighborhoods, the boundaries of the District fills in most of the gap between the East Prescott National Register Historic District to the east and the Fleury's Addition National Register Historic District to the west. The east boundary has been extended on the north edge to include the Prescott Iron Works Foundry Pattern Shop at 211 East Sheldon Street, one of the last railroad-associated buildings from the Santa Fe Prescott and Phoenix Railway remaining in Prescott. At the request of the Arizona SHPO, James Garrison, the boundary of this District was extended to the north across Sheldon Street to include the Santa Fe Depot, located at 100 East Sheldon

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**NATIONAL REGISTER OF HISTORIC PLACES**  
**CONTINUATION SHEET**

Section	<b>10</b>	Page	<b>37</b>	Name of Property	<b>North Prescott Townsite Historic District</b>
				County	<b>Yavapai County</b>
				State	<b>Arizona</b>

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Street, which was individually listed in 1981. The irregularly shaped boundaries of this District are defined to precisely encompass the significant commercial and residential blocks of the core of downtown Prescott as it developed in the late 19<sup>th</sup> and early to mid- 20<sup>th</sup> Centuries and will result in the City of Prescott having almost contiguous National Register Historic Districts for more than twelve blocks east to west, and eight blocks north to south.

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National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

Section	ADDL	Page	<b>38</b>	Name of Property	North Prescott Townsite Historic District
				County	Yavapai
				State	Arizona

**Historic Photographs:**

Historic photographs # 3, 4, 5, 6, 7, 9 and 40 are from the collections of the Sharlot Hall Museum, 415 West Gurley Street, Prescott, Yavapai County, Arizona. Historic photograph # 10 is a scanned copy from the collection of the McIlvain Family. Photographs numbered 1, 2 and 8 are scanned copies of postcards from the collection of Nancy Burgess.

1. 100 block of West Gurley Street, north side  
Prescott, Yavapai, Arizona  
Photographer unknown  
1886  
West-northwest
2. Prescott overview  
Prescott, Yavapai, Arizona  
Photographer unknown  
1905  
Northeast
3. 100 block of North Cortez Street, west side: Prescott Hotel  
Prescott, Yavapai, Arizona  
Photographer unknown  
1903  
South-southwest  
(Catalog #BU-B8106P)
4. 100 block of North Cortez Street, east side: Head Block  
Prescott, Yavapai, Arizona  
Photographer unknown  
1930s  
Northeast  
(Catalog #ST-165P)
5. 100 block of North Montezuma Street, west side: Wilson Block and Brinkmeyer's Hotel  
Prescott, Yavapai, Arizona  
Photographer unknown  
1905  
Northwest  
(Catalog #BU-B8018PC)

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

**NATIONAL REGISTER OF HISTORIC PLACES**  
**CONTINUATION SHEET**

Section	ADDL	Page	Name of Property
		39	North Prescott Townsite Historic District
			County
			Yavapai
			State
			Arizona

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6. 116-120 North Montezuma Street, west side: Brinkmeyer's Hotel  
Prescott, Yavapai, Arizona  
Photographer unknown  
1905  
West-northwest  
(Catalog #BU-B8192P)
7. 100 block of North Summit Avenue, west side  
Prescott, Yavapai, Arizona  
Photographer unknown  
1920s  
West  
(Catalog #St-174P)
8. 100 block of East Gurley Street; 100 & 200 blocks of West Gurley Street: Hassayampa Inn  
Prescott, Yavapai, Arizona  
Photographer: L. L. Cook Company, Milwaukee  
1930s  
West-northwest
9. 226 North Montezuma Street, west side: American Laundry  
Prescott, Yavapai, Arizona  
Photographer unknown  
1955  
West-southwest  
(Catalog #BU-B8055P)
10. 400 West Gurley Street: McIvain Motors  
Prescott, Yavapai, Arizona  
Photographer: Leroy Eslow  
1940  
Northeast

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section	ADDL	Page	40	Name of Property	North Prescott Townsite Historic District
				County	Yavapai
				State	Arizona

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40. North Cortez Street, Santa Fe, Prescott and Phoenix Depot at the end of the street  
Prescott, Yavapai, Arizona  
Photographer: Unknown  
Ca. 1920  
North  
(Catalog #ST-165P)

**2006/2008 Photographs:**

Photographs 11 through 21, 23 through 36, 38, 39 and 40 were taken on the dates indicated by Nancy Burgess, Historic Preservation Specialist, City of Prescott, Arizona. The negatives are located in the archives of Sharlot Hall Museum, 415 West Gurley Street, Prescott, Yavapai County, Arizona. Photographs 22 and 37 were taken on the dates indicated by J. McKenna, consultant with McKenna and Associates. The negatives are located in the archives of Sharlot Hall Museum, 415 West Gurley Street, Prescott, Yavapai County, Arizona. All are contributors unless otherwise noted.

- 11. 105 North Cortez Street: Masonic Temple  
Prescott, Yavapai, Arizona  
Photographer: Nancy Burgess  
April, 2006  
East
- 12. 100 Block of North Cortez Street, east side: Head Block, Head Hotel (non-contributor)  
Prescott, Yavapai, Arizona  
Photographer: Nancy Burgess  
April, 2006  
Northeast
- 13. 125 -135 North Cortez Street: Head Hotel (non-contributor)  
Prescott, Yavapai, Arizona  
Photographer: Nancy Burgess  
April, 2006  
Southeast
- 14. 122 North Cortez Street: Pioneer Bank Building/Bulleri Building  
Prescott, Yavapai, Arizona  
Photographer: Nancy Burgess  
April, 2006  
West

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

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

Section	ADDL	Page	41	Name of Property	North Prescott Townsite Historic District
				County	Yavapai
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15. 100 Block of North Cortez Street: Bashford Block, Raible Block, Pioneer Bank Building, Prescott Hotel, Hartin Building  
Prescott, Yavapai, Arizona  
Photographer: Nancy Burgess  
April, 2006  
Southwest
16. 200 North Cortez Street: First National Bank of Arizona (non-contributor)  
Prescott, Yavapai, Arizona  
Photographer: Nancy Burgess  
April, 2006  
Northwest
17. 122 East Gurley Street: Hassayampa Inn  
Prescott, Yavapai, Arizona  
Photographer: Nancy Burgess  
June, 2001  
Northwest
18. 100 Block of West Gurley Street, north side: Bashford-Burmister Company, Union Block  
Prescott, Yavapai, Arizona  
Photographer: Nancy Burgess  
April, 2006  
Northeast
19. 200 Block of West Gurley Street, north side: the Owl Buffet National Real Estate, Mulvenon Hotel  
Prescott, Yavapai, Arizona  
Photographer: Nancy Burgess  
April, 2006  
Northwest
20. 400 West Gurley Street: McIlvain Motors  
Prescott, Yavapai, Arizona  
Photographer: Nancy Burgess  
July, 2001  
Northeast



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National Park Service

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CONTINUATION SHEET

Section	ADDL	Page	42	Name of Property	North Prescott Townsite Historic District
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				State	Arizona

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21. 116 North Marina Street: Mountain States Telephone and Telegraph Building  
Prescott, Yavapai, Arizona  
Photographer: Nancy Burgess  
January, 2006  
West
22. 127 North Marina Street: J. P. Dillon House  
Prescott, Yavapai, Arizona  
Photographer: J. McKenna, Et al.  
January, 1998  
East
23. 126 North Marina Street: Mormon Church  
Prescott, Yavapai, Arizona  
Photographer: Nancy Burgess  
June, 2001  
West
24. 100 Block of North Marina Street, west side: Hassayampa Inn, Mountain States Telephone and Telegraph Building, Arizona Public Service Building, Mormon Church  
Prescott, Yavapai, Arizona  
Photographer: Nancy Burgess  
April, 2006  
Northwest
25. 111 North Summit Avenue  
Prescott, Yavapai, Arizona  
Photographer: Nancy Burgess  
July, 2001  
East
26. 204 North Summit Avenue, west side: St. Joseph's Academy Stairs  
Prescott, Yavapai, Arizona  
Photographer: Nancy Burgess  
January, 2006  
West

United States Department of the Interior  
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**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

Section	ADDL	Page	Name of Property
		43	North Prescott Townsite Historic District
			County
			Yavapai
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			Arizona

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27. 100 Block of North McCormick Street  
Prescott, Yavapai, Arizona  
Photographer: Nancy Burgess  
January, 2006  
Northeast
28. 104 North Montezuma Street: Wilson Block  
Prescott, Yavapai, Arizona  
Photographer: Nancy Burgess  
April, 2006  
West
29. 116 -120 North Montezuma Street  
Prescott, Yavapai, Arizona  
Photographer: Nancy Burgess  
April, 2006  
West
30. 123 North Montezuma Street (non-contributor)  
Prescott, Yavapai, Arizona  
Photographer: Nancy Burgess  
April, 2006  
East
31. 102 North Montezuma Street  
Prescott, Yavapai, Arizona  
Photographer: Nancy Burgess  
April, 2006  
Northwest
32. 100 Block of North Montezuma Street, east side: Paramount Apartments, Paramount Annex  
Prescott, Yavapai, Arizona  
Photographer: Nancy Burgess  
April, 2006  
Southeast

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National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section	ADDL	Page	4 4	Name of Property	North Prescott Townsite Historic District
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33. 100 Block of North Summit Avenue  
Prescott, Yavapai, Arizona  
Photographer: Nancy Burgess  
April, 2006  
Northwest
34. 148 North Summit Avenue  
Prescott, Yavapai, Arizona  
Photographer: Nancy Burgess  
April, 2006  
West
35. 116 North Summit Avenue: W. G. Oliver Store/Residence  
Prescott, Yavapai, Arizona  
Photographer: Nancy Burgess  
April, 2006  
Northwest
36. 115 West Willis Street: Harry A. Temple Garage, Scotty's 2<sup>nd</sup> Hand  
Prescott, Yavapai, Arizona  
Photographer: Nancy Burgess  
June, 2001  
South
37. 216 - 130 West Willis Street  
Prescott, Yavapai, Arizona  
Photographer: J. McKenna, Et al.  
January, 1998  
North
38. 109 - 111 East Willis Street: Overland Garage (portion), Bukove Motors (non-contributor)  
Prescott, Yavapai, Arizona  
Photographer: Nancy Burgess  
April, 2006  
South-southwest

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Section	ADDL	Page	45	Name of Property	North Prescott Townsite Historic District
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39. 113 - 119 East Willis Street  
Prescott, Yavapai, Arizona  
Photographer: Nancy Burgess  
January, 2006  
Southwest





41. North Cortez Street, Santa Fe Depot at the end of the street  
Prescott, Yavapai, Arizona  
Photographer: Nancy Burgess  
April, 2008  
North

**Additional Documentation**



1. City of Prescott Map showing Original Townsite and East Prescott Addition, 1938.
2. Amended Map of Fleury's Addition, 1915.
3. Prescott Quadrangle 7.5 Minute USGS map showing UTM Coordinates, corners.
4. Sketch Map showing boundaries, status of properties and photo locations.

# Additional Documentation 4: Sketch Map and Photo Key Map North Prescott Townsite National Register Historic District Prescott, Yavapai, Arizona





**Contributors**

-  Contributors
-  Previously Listed in National Register
-  Non-contributors
-  Buildings


**Addresses**

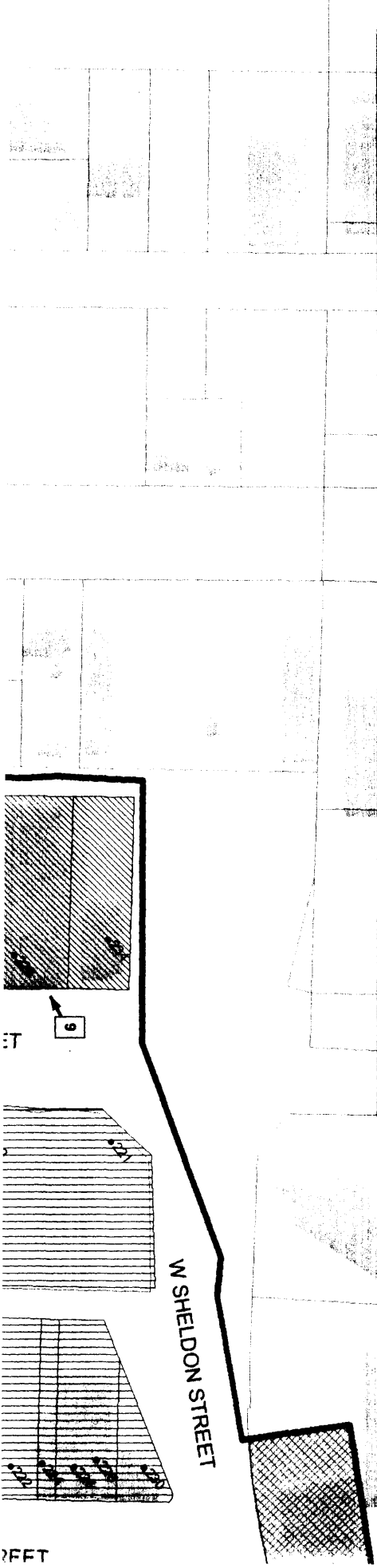
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-  Photograph Numbers  
(arrow indicates direction of photo)

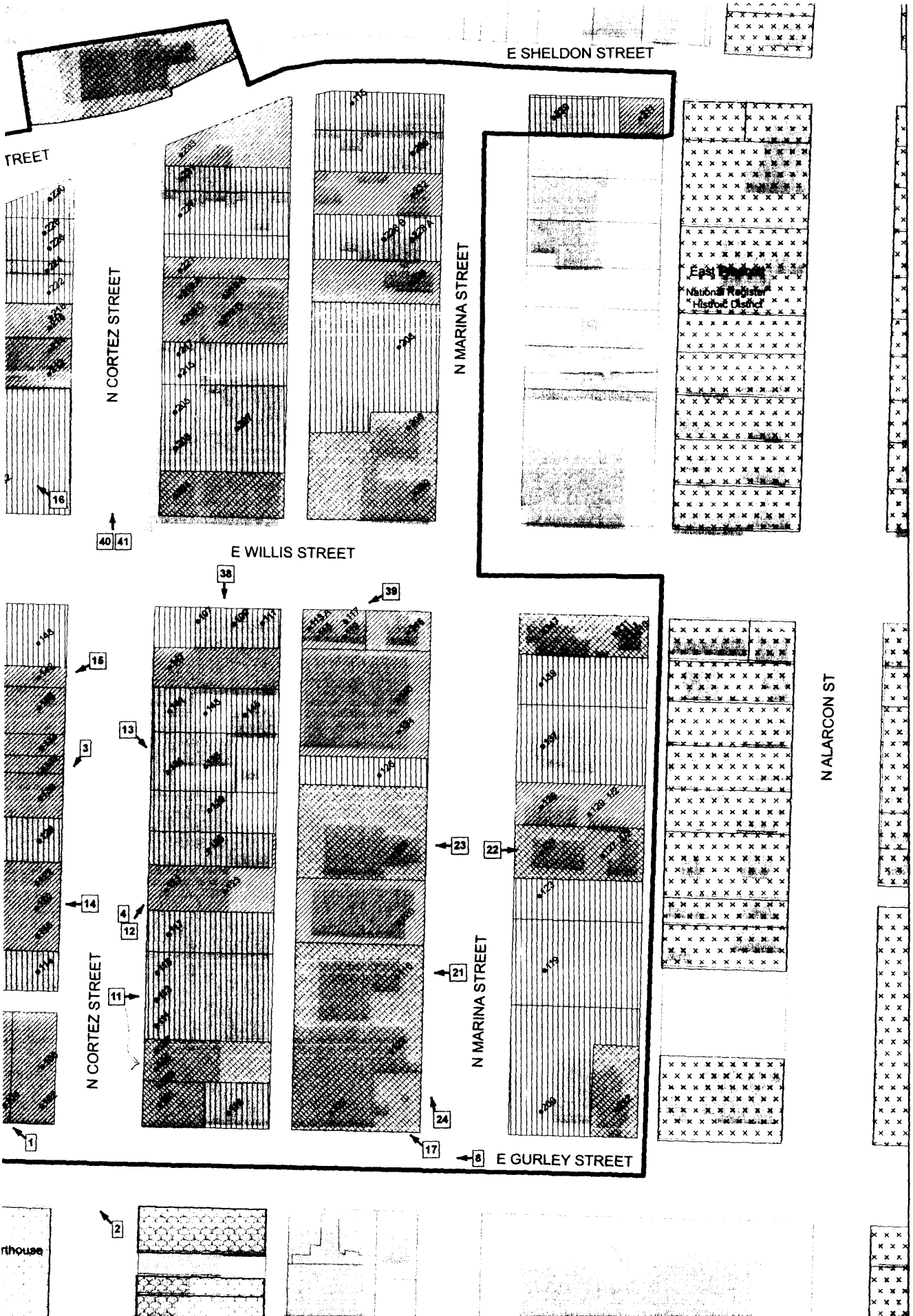
**National Register Districts**

-  North Prescott Townsite Boundary
-  Courthouse Plaza
-  East Prescott
-  Fleury's Addition

**Scale:** 0 50 100 200 Feet

**North Arrow:** 





TREET

E SHELDON STREET

N CORTEZ STREET

N MARINA STREET

E WILLIS STREET

N CORTEZ STREET

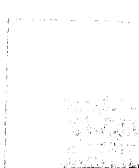
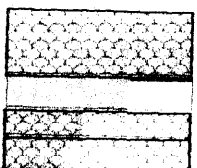
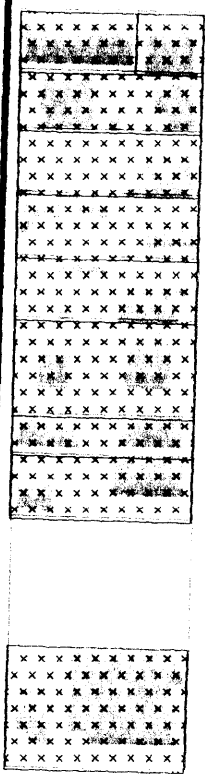
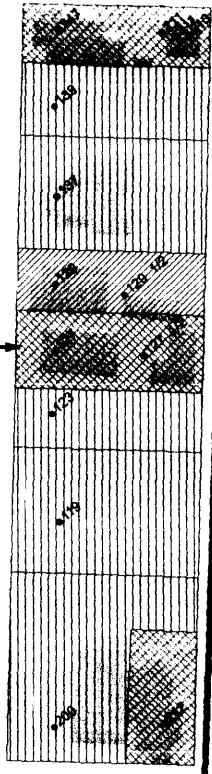
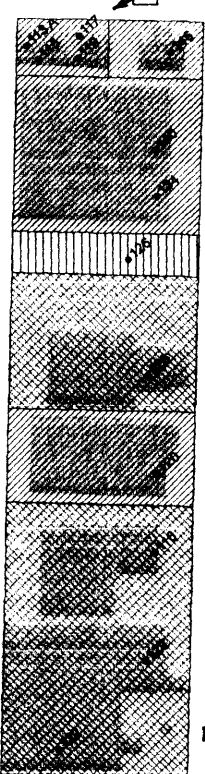
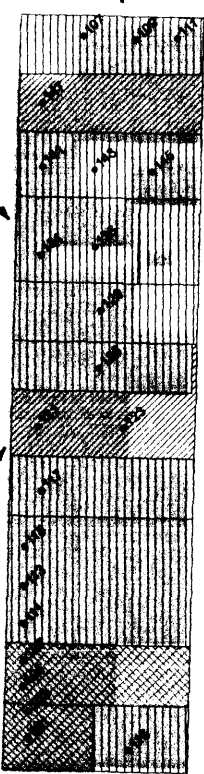
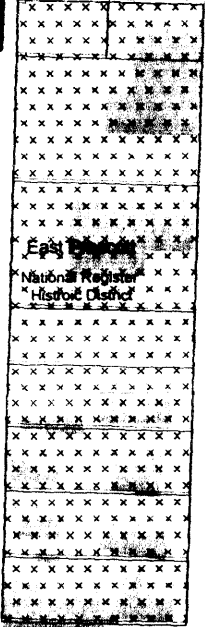
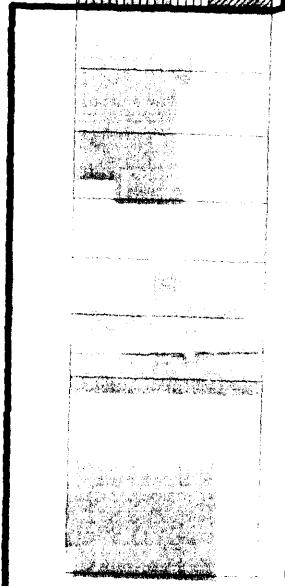
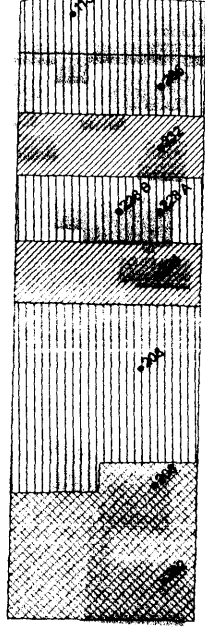
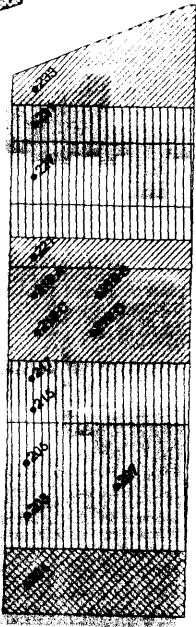
N MARINA STREET

N ALARCON ST

E GURLEY STREET

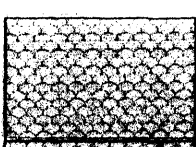
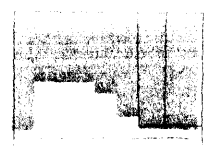
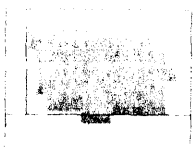
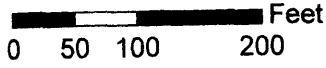
National Register  
Historic District

rihouse

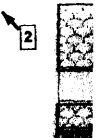





Fleury's Addition

Numbers as direction of photo)



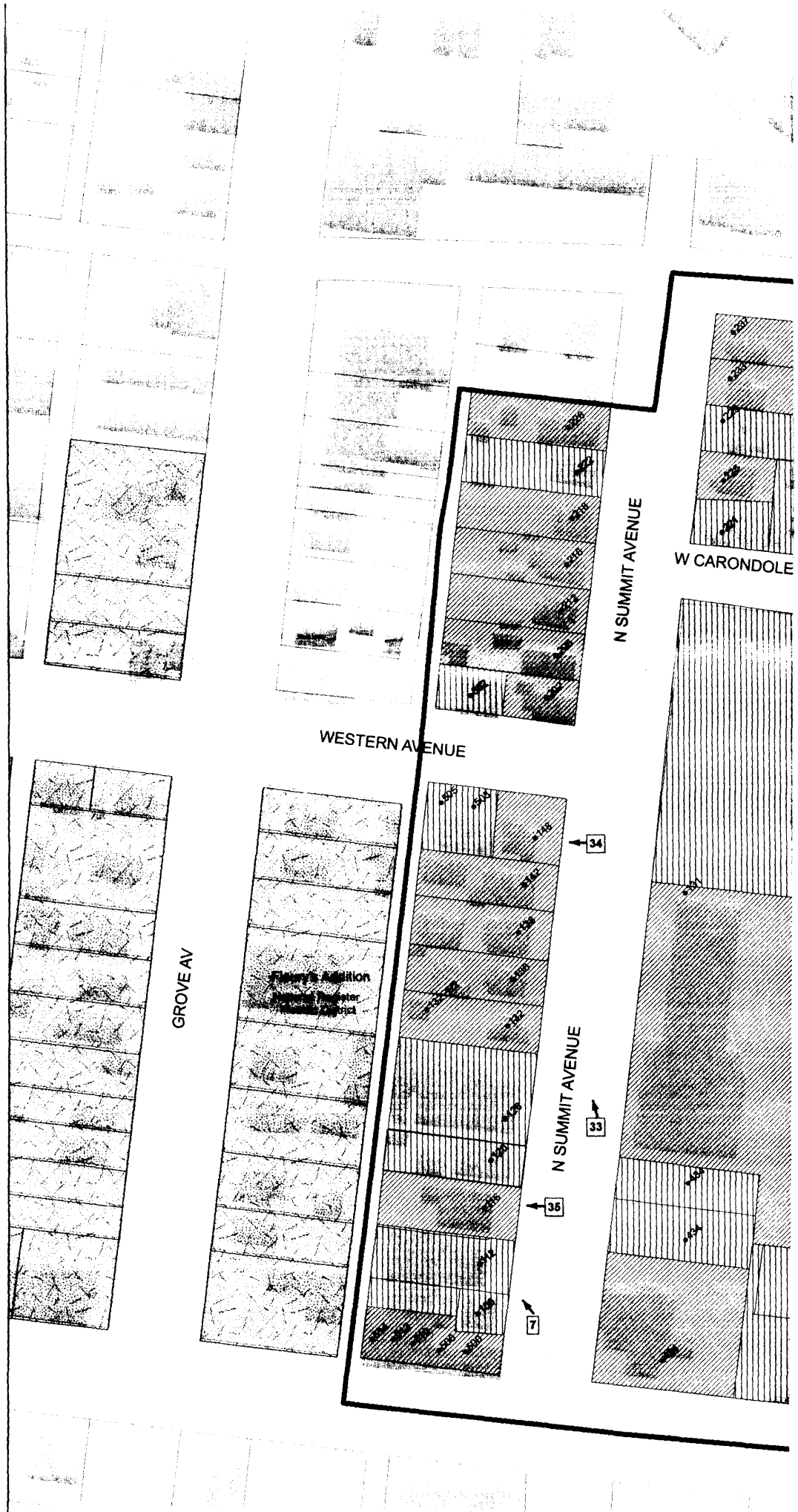
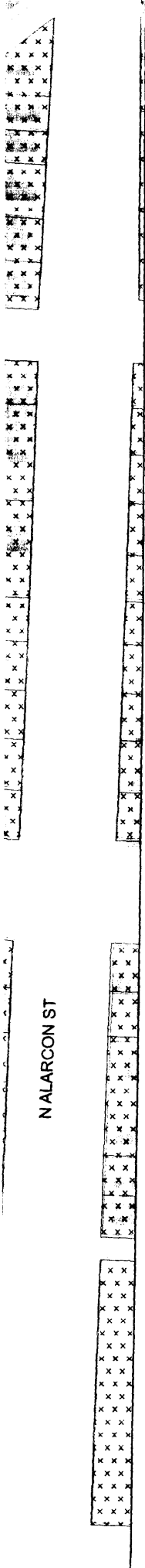
Courthouse Plaza  
National Register Historic District  
Yavapai County Courthouse  
Individual



-  Buildings
-  421 Addresses
-  12 Photograph Numbers  
(arrow indicates direction of photo)







# MENDEED MAP

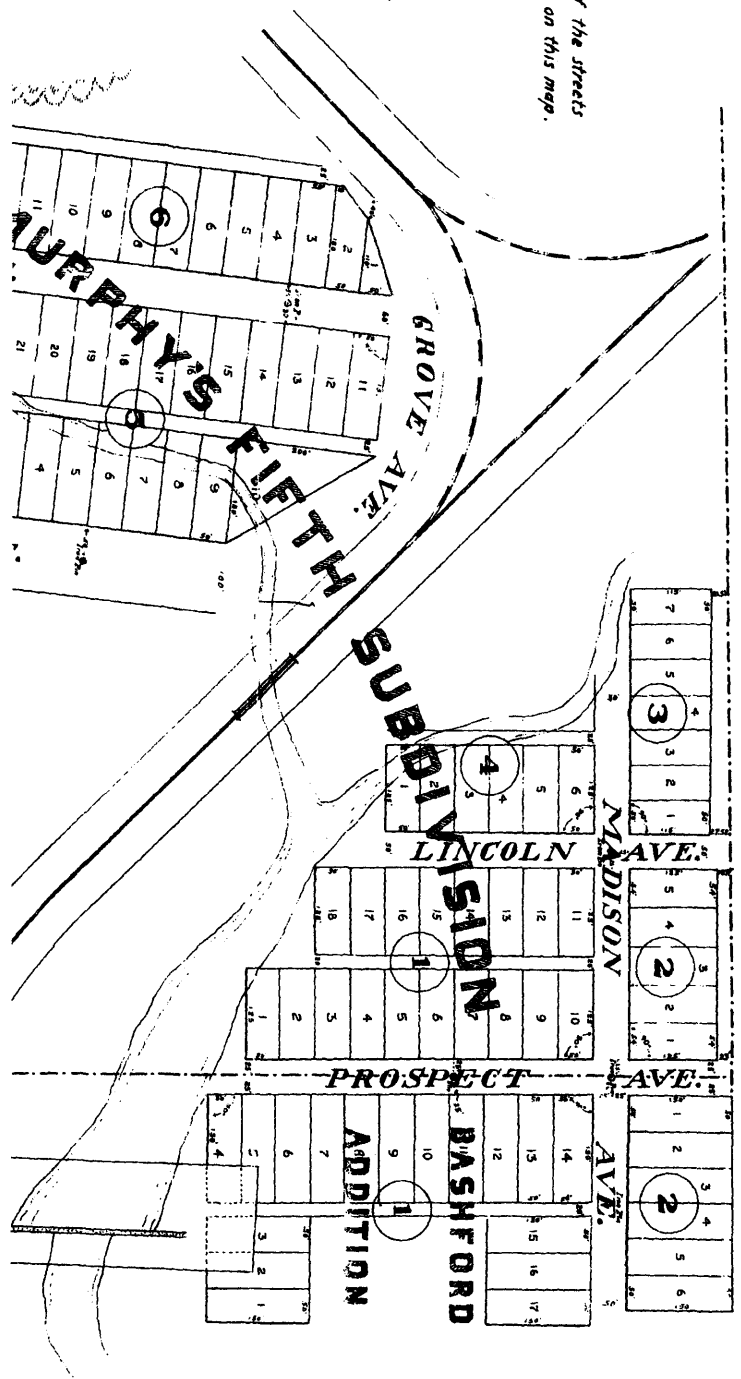
NORTH 1/2 LOT 10  
 REAR 1/2 VANDERBILT  
 ADDITIONAL COLONY 10012

County of Yanapai, State of Arizona, being a subdivision of the South half of South West quarter of Section 33, in Township 14 North of Range 2 West  
 4. in Township 13 North, of Range 2 West of Gila and Salt River Base and Meridian.  
 a subdivision of Lots 11, 12, 13, 14, 15 and 16 of Block 11 of said Fleury's Addition.  
 2W being a subdivision of Lots 1, 2, 3, 4 and part of Lot 5 in Block 15; Lots 1 to 6, both inclusive in Block 16; Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15 and 16 in Block 19 of said Fleury's Addition;  
 part of Lot 6 in Block 18, and Lots 10, 11, 12, 13, 14, 15 and 16 in Block 19 of said Fleury's Addition;  
 being a subdivision of Lots 11, 12, 13, 14, 15, 16, 25, 26, 27, 28, 29, 30 and the southern portion of Lots 31 to 37, both inclusive, in Block 17; Lots 3, 4, 5, and  
 Fleury's Addition; and a portion of the South half of North West quarter of said Section 4.  
 20W being a subdivision of Lot 2 in Block 18, of said Fleury's Addition.  
 1V being a subdivision of a portion of Lots 5 and 6 of said Section 33, and of Lots 1, 2, 3, 9 and North 100 feet of Lot 8, in Block 10 of said Fleury's Addition.  
 1Y, of Prescott aforesaid, and being a subdivision of a portion of Lot 7 of said Section 33.

SCALE: 100'-1"

is general use, all of the streets  
 which are shown on this map.  
 re. I.D. 1914.

me this 29th day of  
 Y. 31 1916.



# AMIE NODDED

OF FLEURY'S ADDITION to the City of Prescott, County of Yavapai, State of Arizona, being a subdivision of the South and the North half of North West quarter of Section 4, in Township 13 North, of Range 2 West of Gila and Salt River Base including MURPHY'S FIRST SUBDIVISION, being a subdivision of Lots 11, 12, 13, 14, 15 and 16 of Block 11 of said Fleury. Also including MURPHY'S SECOND SUBDIVISION, being a subdivision of Lots 1, 2, 3, 4 and part of Lot 5 in Block 15; the northern portion of Lots 31 to 37, both inclusive, in Block 17; part of Lot 6 in Block 18; and Lots 10, 11, 12, 13, 14, 15 and 16 in Block 18. Also including MURPHY'S THIRD SUBDIVISION, being a subdivision of Lots 11, 12, 13, 14, 15, 16, 25, 26, 27, 28, 29, 30 and part of Lot 6, in Block 18; and all of Block 21, of said Fleury's Addition; and a portion of the South half of North West quarter of Lot 6, in Block 18; and all of Block 21, of said Fleury's Addition; being a subdivision of Lot 2 in Block 18, of said Fleury's Addition. Also including MURPHY'S FOURTH SUBDIVISION, being a subdivision of a portion of Lots 5 and 6 of said Section 4. Also including MURPHY'S FIFTH SUBDIVISION, being a subdivision of a portion of Lots 5 and 6 of said Section 4. Also including BASHFORD ADDITION to the City of Prescott aforesaid, and being a subdivision of a portion of Lot 7 on

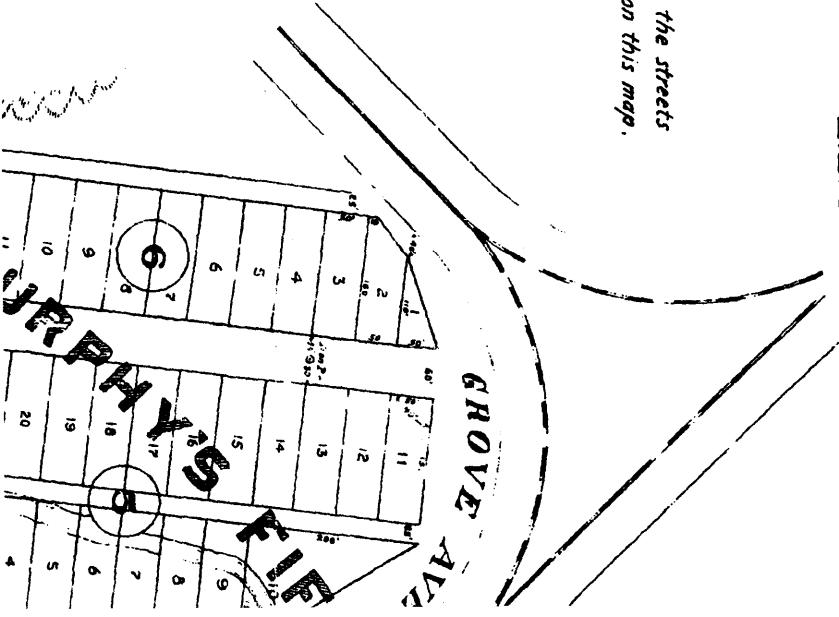
SCALE: 100'-1"

I Frank W. Murphy do hereby dedicate to the public, for its general use, all of the streets and alleys within the above named Subdivisions and Additions, which are shown on this map. Dated and signed at Prescott, Arizona, this 29th day of June, A.D. 1914.

State of Arizona, }  
County of Yavapai } ss.

This instrument was acknowledged before me this 29th day of June, 1914, by Frank W. Murphy. My commission expires May 31, 1916.

Notary Public





RECORDED  
IN THE  
OFFICE OF THE  
CLERK OF THE  
COURT  
AT  
MILWAUKEE  
JAN 23 1887



