

1246

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
REGISTRATION FORM

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If 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 entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name North Central Avenue Streetscape Historic District

other names/site number \_\_\_\_\_

2. Location

street & number Central Avenue, between Bethany Home Road on the south and the Arizona Canal on the north  
city or town Phoenix vicinity \_\_\_\_\_  
state Arizona code AZ county Maricopa code 013  
zip code 85012, 85013, 85020, 85021

3. State/Federal Agency Certification

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

James W. Gawn ARIZONA STATE PARKS 10/13/05  
Signature of certifying official Date

ARIZONA STATE PARKS  
State or Federal Agency or Tribal government

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

\_\_\_\_\_  
Signature of commenting official/Title                      Date

\_\_\_\_\_  
State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

entered in the National Register  
See continuation sheet.

determined eligible for the  
National Register  
See continuation sheet.

determined not eligible for the  
National Register

removed from the National Register

other (explain): \_\_\_\_\_

*Edouard A. Ball*      *11.30.05*

\_\_\_\_\_  
*JA*  
Signature of Keeper      Date  
   of Action

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

Contributing	Noncontributing
<u>  4  </u>	<u>      </u> buildings
<u>  4  </u>	<u>      </u> sites
<u>  8  </u>	<u>      </u> structures
	<u>      </u> objects
	<u>      </u> Total

Number of contributing resources previously listed in the National Register   0  

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

N/A

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6. Function or Use

Historic Functions (Enter categories from instructions)

Cat: <u>  TRANSPORTATION  </u>	Sub: road-related
<u>  TRANSPORTATION  </u>	pedestrian related
<u>  AGRICULTURE/SUBSISTENCE  </u>	irrigation facility
<u>  RECREATION AND CULTURE  </u>	outdoor recreation

Current Functions (Enter categories from instructions)

Cat: <u>  TRANSPORTATION  </u>	Sub: road-related
<u>  TRANSPORTATION  </u>	pedestrian related
<u>  AGRICULTURE/SUBSISTENCE  </u>	irrigation facility
<u>  RECREATION AND CULTURE  </u>	outdoor recreation

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7. Description

Architectural Classification (Enter categories from instructions)

N/A

Materials (Enter categories from instructions)

foundation	N/A
roof	N/A
walls	N/A
other	N/A

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

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8. Statement of Significance

- 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.)

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or a 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)

Community Planning and Development  
Engineering

Period of Significance

1895-1951

Significant Dates 1895

1910  
1948  
1951

Significant Person (Complete if Criterion B is marked above)

\_\_\_\_\_

Cultural Affiliation \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Architect/Builder \_\_\_\_\_  
\_\_\_\_\_

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.)

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9. Major Bibliographical References

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(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: Arizona State University, Hayden Library; Bureau of Land Management; City of Phoenix Historic Preservation Office; Maricopa County Department of Transportation; Maricopa County Office of the Clerk of the Board; Maricopa County Records Office; Phoenix Library, Burton Barr Branch, Arizona Room; Salt River Project, Research Archives.

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10. Geographical Data

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Acreage of Property

33.3 acres

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

	<sup>12</sup>				
	Zone Easting	Zone Easting	Northing	Zone Easting	Northing
1	<del>49</del> 632772	3689277	3	49 632620	3686844
2	49 632649	3689257	4	49 632750	3686846

\_\_\_\_ 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.)

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11. Form Prepared By

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name/title Vincent Smith Murray, Historic Preservation Consultant  
Kevin Weight, Lead Historic Preservation Planner

organization City of Phoenix Historic Preservation Office                      date September 14, 2004

street & number 200 West Washington Street, 17<sup>th</sup> Floor      telephone (602) 261-8699

city or town Phoenix    state AZ      zip code 85003

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Additional Documentation

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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)

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Property Owner

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

See continuation sheet

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**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.). A federal agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a valid OMB control number.

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to Keeper, National Register of Historic Places, 1849 "C" Street NW, Washington, DC 20240.

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The North Central Avenue Streetscape is located near the geographic center of the City of Phoenix. The district is approximately 110 feet wide, and extends approximately two and one half miles traversing a north-south axis, extending from Bethany Home Road north to the middle of the channel of the Arizona Canal. The district includes four contributing sites consisting of four rows of trees and four contributing structures composed of an irrigation ditch, remnants of a wasteway ditch, a narrow arterial street, and a bridle path.

On the eastern and western margins of the district are rows of olive trees planted approximately twenty-five feet apart in a symmetrical pattern. These trees, numbering over 540, were planted sometime between 1906 and 1915 as evidenced by historic photographs, though over time some have succumbed to verticillium wilt – a fungal disease – and urban development. The western row of olives extends from just north of Bethany Home Road, which is the southern section line of Section 8 Township 2 North Range 3 East of the Gila and Salt River Baseline and Meridian, to approximately 750 feet north of Northern Avenue, the township line between Township 2 North Range 3 East and Township 3 North and Range 3 East. The eastern row of olive trees ranges from Bethany Home Road to approximately 1750 feet north of Northern Avenue.

Adjacent to, and just to the east of, the western row of olive trees is a lateral irrigation ditch, which dates, according to historic maps, to the early 1900s and is part of an vast irrigation system owned by the Bureau of Reclamation and managed by the Salt River Project. Following a gradient of 24.6 feet to the mile, the ditch, known as Lateral 11.4, begins at the Arizona Canal and bears south for four miles until intersecting with the Grand Canal. These two canals travel from east to west, through the Phoenix metropolitan area providing water for both urban and agricultural areas north of the Salt River. With the exception of its journey through North Central Avenue the lateral is entirely underground, flowing through concrete pipes with an occasional turnout marking its route and providing control for the distribution of its water. Within the district, though piped and covered in places, the majority of the ditch is open and unlined and bridges serve as the entrances to residential properties. Originally, the turnouts, used for the distribution of water to the western halves of the aforementioned sections, were constructed of redwood. In the 1930s the Civilian Conservation Corps replaced the wooden structures with stone and concrete.

To the east of the lateral ditch is a row of ash trees, followed by a paved street that, as the center of the east-west numbering system in Phoenix, is appropriately named Central Avenue. Though four lanes wide, Central Avenue is constricted to approximately fifty feet wide. This width is narrow in comparison to similar arterial streets in the Phoenix area, which typically range from sixty to ninety feet wide. Initially paved with concrete in the early 1920s, like most streets in the city, the road is now covered with asphalt. Though it is not currently known when the street was covered in asphalt or whether the original concrete paving was removed or covered, the most noticeable difference between the road through the district and other locations in the city is the lack of curbs, gutters, and sidewalk. Instead, the edge of the asphalt gives way to the sandy loam of the Salt River Valley, the drainage of rainwater follows the contours between the roadway and the bridle path, and pedestrian traffic is restricted to the bridle path. Also, conspicuously missing are the left turn lanes onto interior streets, though at the major intersections Central Avenue widens to accommodate traffic flow.

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The ash trees flank Central Avenue, providing a rural feeling in an urban area. These trees, numbering over four hundred, are replacements for the originals, which were planted at the turn of the twentieth century. The original trees were removed in the 1960s since they were dying from age and the installation of sewer and street drainage systems. For a short time, Aleppo pines were installed, but the neighborhood community objected and the Aleppos were removed and replaced by the current ash trees, returning the look and feel of the historic streetscape.

To the east of the eastern row of ash trees is a bridle path. The path, initially used by equestrians, is now a well-known and well-used urban trail frequented by hikers, bikers, walkers, and joggers, as well as the occasional horseback rider. The path, approximately six feet wide and dating back to the 1940s or earlier, is regularly maintained through the annual layering of decomposed granite by the City of Phoenix. In the 1970s, the City of Phoenix passed an ordinance restricting the paving of driveways across the path and only a small number of driveways are currently in violation.

Between the path and the eastern row of olives are remnants of an irrigation wasteway designed to control and reclaim the excess irrigation waters on the property to the east. This water would then be reclaimed and reused downstream, to the south and west. The majority of the wasteway has been filled from subdivision development, its original purpose no longer necessary. However, portions are still obvious and numerous concrete objects, primarily put in place for driveway and street crossings, provide additional evidence of its course.

Over the years, the historic rural scenery of North Central Avenue has been repeatedly threatened. Attempts at widening the street have met with local furor. As urban development encroached into the area, which at one time was subdivided for upper-scale rural estates, portions of the lateral were channeled into concrete pipes and driveways to new housing units were paved across the bridle path. Responding to these threats, local interest groups have been vigilant in protesting change to the area and have been largely successful in preserving the streetscape. Consequently, the look and feel of the North Central Streetscape exemplifies an early development period in Phoenix's history, when the largest city in Arizona was an agricultural center for the region and not the urban metropolis it has become. When driving through the district, the trees offer an unusual respite from the typical concrete and asphalt of the city's arterials. The bridle path, the only pedestrian, equestrian, and non-motorized vehicle thoroughfare in this area of the city, is continually used by citizens and has been a point of local pride since the 1940s. The rows of trees, as well as the other aforementioned features, have restricted attempts at widening the avenue as well as halted the introduction of sidewalks in all but a few places. Though Central Avenue is one of Phoenix's main arterials, the North Central Avenue Streetscape has preserved its historical integrity and remains the last vestige of a rural residential lifestyle that once existed in the Salt River Valley.

Integrity of North Central Avenue Streetscape Historic District

Over the years, the four contributing sites have changed somewhat. Though the majority of the olive trees still exist, many have been removed as a result of urban development and disease. The ash trees have fared less well. Initially planted at the end of the nineteenth century, by the 1950s, age and trenching took its toll on the trees and they were removed by the city in the early 1960s. Local citizens replaced the trees with Aleppo pines, but these proved to be unpopular and were replaced themselves with ash trees in the 1970s, which returned the look and feel of the historic



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streetscape. Occasionally, an ash tree will die from environmental factors, such as air pollution or drought, or vehicular impact. When this occurs, the City of Phoenix Streets Department replaces the tree with a new sapling. Because of this periodic maintenance, the age of the ash trees varies within the district.

Changes have also occurred to the four contributing structures. Though paved, the arterial street is restricted in width, with no current plans by the city to widen it. Portions of the irrigation ditch have been piped and buried, but the majority of the lateral remains open. A programmatic agreement between the United States Bureau of Reclamation, the Salt River Project, and the Arizona State Historic Preservation Office stipulates that the lateral remain in its current form. The wasteway ditch, no longer used for draining excess water from agricultural tracts, has been filled along most of its length, but traces of the ditch remain and are visible from the bridle path. The bridle path, the main, public focus of the streetscape, is regularly maintained by the City of Phoenix Parks Department, and is used constantly by citizens for strolling, jogging, bicycling, and though located in the middle of the city, horseback riding. In July 2004, the City of Phoenix placed a historic designation zoning overlay on the historic streetscape assuring that it remains in its current form for future generations.

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Summary

The North Central Avenue Streetscape qualifies for the National Register of Historic Places under Criterion A. The historic district contains elements that represent an early era of community planning and development and engineering in the Phoenix area: a tree-lined street, an equestrian path, and a rural water delivery system. Separately, the components each have their own unique story to tell; how early development came about in a western American city, how agricultural irrigation systems were laid out at the end of the nineteenth century, and how modern transportation led to the creation of a rural horse path, which later became an urban recreational trail serving to preserve a historic rural landscape. The North Central Avenue Streetscape contains elements that cohesively capture a series of events involved in the settlement of the rural areas around Phoenix. The lateral ditch and wasteway, the bridle path, the rows of trees, and the narrow throughway collectively characterize an early community planning phase in the settlement history of a city in the American West.

The History of the District

The history of settlement in the Salt River Valley began in 1867 with the excavation of the first of a series of irrigation canals. The 1868 establishment of Arizona's public land survey system from the Initial Point of the Gila and Salt River Base Line and Meridian at the west end of the valley also coincided with the early reclamation attempts and led to homesteading in the Phoenix area. By 1870, the population of the Salt River Valley had increased enough for the platting and survey of the Phoenix town site. This led to applications for additional subdivisions in proximity to the new town. Over the next decade, more canals were excavated and the population increased. This growth was stimulated first by the Homestead Act of 1862 and later by the Desert Land Act of 1877.

The Homestead Act allowed any American citizen, over the age of twenty-one, to homestead up to 160 acres. The settler could take legal possession of the property after building a home, making improvements, and living on the property for five years or after six months, the land could be purchased for \$1.25 an acre if trivial improvements were made. In the American West, specifically in the arid climates, the 160-acre maximum was deemed inadequate for subsistence, so in 1877, Congress passed the Desert Land Act to encourage and promote the economic development of the arid and semi-arid public lands of the western United States. Through the latter act, individuals could apply for up to an entire section, 640 acres, for \$1.25 per acre, as long as they could reclaim, irrigate, and cultivate the land within three years. With numerous canals in operation in the Salt River Valley, the Desert Land Act provided an incentive to settle in the Phoenix area and created an impetus for land speculators and developers such as W. J. Murphy.

William John Murphy had come to Arizona in 1881 to work on the railroad across the northern portion of Arizona. When his railroad work was completed, he was contracted to build the Arizona Canal in 1883. Unlike earlier canals in the Salt River Valley, which were owned by a group of farmers, the Arizona Canal was a creation of the Arizona Canal Company, owned and operated by land speculators such as Murphy and Phoenix developer Clark Churchill. The Arizona Canal Company was specifically founded with the intension of acquiring land along its path under the Desert Land Act, which would then be developed and sold for profit. The canal was completed in 1885 and, with the arrival of the railroad in 1888 and Phoenix' establishment as the Territorial Capital in 1889, the Salt River Valley was on its way to becoming an immense agricultural -- and eventually urban -- population center.

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Once the Arizona Canal was completed, W. J. Murphy became its biggest booster, traveling the country selling stock in the canal. He also founded the Arizona Improvement Company for land development and by the mid-1890s, Murphy's company had consolidated almost all of the local farmer-owned canal companies, held possession of thousands of acres of land, was involved in the founding of the towns of Alhambra, Glendale, Peoria, and Marinette, promoted the local electric trolley system, and established citrus and fruit production as an important facet of the Salt River Valley's agricultural economy.

Through subordinate companies such as the New England and Orange land companies and the Phoenix Land and Trust Company, W. J. Murphy and his colleagues speculated on various tracts of land in the Salt River Valley to the north of Phoenix. One of these tracts consisted of sections 5 and 8 of Township 2 North Range 3 East of the Gila and Salt River Base Line and Meridian. This tract was surveyed, platted, and on July 18, 1895, registered with the Maricopa County Recorder's Office as Orangewood. Murphy's idea was to create a "residential village" to the north of Phoenix with large five and ten acre lots where the affluent of the Salt River Valley could build their homes. Being one of these, Murphy built the first house for his wife and family, which is still standing.

Subdivisions like Murphy's Orangewood exemplified the direction of development in the area. Flooding along the Salt River in 1890 halted the 1880s circular pattern of development around the original Phoenix town site and focused new development to the north. In the notes of the Orangewood plat, Murphy remarks that the public roads, which encircled the plat and ran between the two sections, would remain public, which they were declared under a Maricopa County Board resolution in 1871. However, running north and south through the center of the plat was a one-hundred-foot road, an extension of Phoenix's Central Avenue four miles to the south of the plat. Since Central Avenue through the Orangewood subdivision was not yet a public road, and thus would not be maintained by the county, Murphy dedicated the right of way to the public, subject to a deed to the Central Avenue Driving Association, an organization created by Murphy for the maintenance of the right of way through the subdivision.

This dedication to the public was an interesting way of developing the avenue through Orangewood. Though Murphy wanted the road to be public so the purchasers of lots in his tract would have access to their rural estates, without the county declaring it a public road, it would require local efforts at maintenance. The subdivisions to the south of Orangewood, which also had aligned a right of way with Central Avenue in Phoenix, had similar maintenance issues. As a temporary remedy, the Central Avenue Improvement Company, a subsidiary of the Arizona Water Company and another Murphy owned entity, collected a toll for use of Central Avenue. Both companies used the funds received to maintain the Central Avenue until it could become a county, and thus a public road.

As early as 1887, futile attempts were made to make Central Avenue a public road. The avenue remained "private" until 1910 when the Maricopa County Board of Supervisors declared Central Avenue a public highway through Township 2 North Range 3 East, McDowell Road to the Arizona Canal, acknowledging that it had been in public use for more than twenty years. In the 1920s, Central Avenue, from McDowell Road on the northern boundary of Phoenix to the Arizona Canal, received a concrete paving as part of the Farm-to-Market program.

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Murphy's design for North Central Avenue probably was influenced by the advice of fellow land speculator J. M. Evans. In a letter to Murphy on October 7, 1889, Evans stated,

Yours of Sept. 23<sup>rd</sup> is at hand and in reply I would say that if all the parties from the city to the Arizona Canal have agreed to the project of opening Central Ave and are to bear the pro rata share of the expenses I am willing to join them. I think all of your suggestions good but would not 100 ft. wide be better than 80. We should make no mistake in the matter, which we could not undo easily in the future. Therefore I would prefer the extreme width, which is never objectionable while a lesser width might be regretted in the future, but as to this you will have to arrange owing yourselves. I also think the same about the straightness of the avenue, it would be a decided eyesore were it not straight – don't you think so? As to the kind of trees, you know better than I. I think ash very pretty. Cottonwood I should object to of course. I am willing to leave it to you to manage for me but would say be careful of mistakes such as having it too narrow and especially crooked. I would think that to have it crooked would almost be fatal to its beauty and beauty is what we are after.

Additional details of Murphy's plans are evident in a letter to his wife Laura on October 6, 1895. When asked to improve Central Avenue with gravel, Murphy declined but noted that the center fifty or sixty feet of the right of way should be smooth and more even than the remainder of the road to "make it first class for driving upon." He continued, "I think the trees on each side – the rows on each side should be 17 to 20 feet apart leaving from 60 to 66 ft. for driveway in the center and that about 40 ft. of the center should be thoroughly sprinkled." The second row of trees referred to in the letter were later planted with olive trees, many of which continue to line the outside edge of the right of way. Though it is uncertain when exactly the olive trees were planted, photographic evidence places the time between 1906 and 1915.

At the time the ash trees were planted, Murphy and family members watered the trees with a water wagon and buckets until they could become established. Later, around the turn of the century, a lateral ditch was excavated between the two rows of trees on the west side of the avenue and on the east side a wasteway was put in place. The Arizona Canal followed the contours of the land as it decreased in elevation diagonally to the northwest. Along its course, primarily along the section lines, the lateral ditches typically paralleled the public roads to the south and west, to allow for downhill drainage. The wasteways were put in to capture the excess water from the laterals after the land was irrigated, hence wasteways would be found on the east and north of the public roads.

Since Murphy, and his fellow land speculators south to Phoenix, had a public right of way splitting their respective sections, it was necessary to put in a lateral along the west side of the street. The land on the east side of Central Avenue received its water from the lateral that paralleled 7<sup>th</sup> Street, one half mile to the east. The new lateral allowed for the irrigation of the land on the west side of the avenue. Opposite the lateral, a wasteway ditch followed the length of the avenue on the east side of the street. This wasteway collected the excess water from the eastern half of Orangewood and eventually transferred the water for use downstream and to the west.

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In the early 1900s, the Bureau of Reclamation purchased the lateral as part of the canal system north of the Salt River and noted the designation of the ditch as Lateral 11 ½. The numbering of the lateral coincides with its location from the first lateral at the west side of the Salt River Pima Maricopa Indian Community. When the head of the lateral along the south bank of the Arizona Canal was moved at a later date, the lateral was renamed Lateral 11.4, a label that it retains at present.

Within the North Central Avenue district, Lateral 11.4 is primarily an open, unlined ditch, though in places it has been piped and buried, the effects of modern urban development. In other locations, concrete lining has been installed to prevent bank erosion and seepage, yet the rustic image is retained. In the 1930s, the Civilian Conservation Corps replaced the original redwood turnouts with concrete and stone and lined portions of the ditch with concrete. Additional contemporary alterations have occurred which allow for continued use of the lateral, however, through the much of its course, Lateral 11.4 remains relatively unchanged.

Opposite Lateral 11.4 is what the *New Times Weekly* referred to in its 1998 "Best of Phoenix" issue as the "Best Running Trail." The following year, *Sunset Magazine* honored this linear recreation area in its February 1999 "Best of the West" issue under one of the best places in the American West "... to stroll with your shih tzu." This urban trail, commonly referred to as the Murphy Bridle Path, is one of the most well-known recreational areas in Phoenix. As such, the bridle path has inadvertently been responsible for the preservation of the North Central Avenue Streetscape.

On November 15, 1948, a large iron plaque was hung from a newly erected gate for the newly dedicated "Murphy's Maricopa Bridle Path." According to Mary Brown, whose column "Mary Goes Round" was a staple of the *Phoenix Gazette*, the Arizona Horse Lovers Club dedicated the path to W. J. Murphy for deeding the right of way where the path is located in 1895. The club also erected an archway of peeled pine logs bearing a huge iron horseshoe, horse's head and dedicatory plaque. The path preceded the dedication, possibly as a response to the advent of the automobile and the paving and widening of the avenue, but had fallen into disuse. Though the original date of the bridle path is unknown, it is believed that the path was created in response to the widening of the avenue in the 1930s. As more motorized vehicular traffic utilized the road, equestrians found it necessary to procure the area between the eastern ash and olive trees and a path. In the late 1940s, the Arizona Horse Lovers Club, seeing the trail's potential, removed various vegetation and fencing that were encroaching on the path and, for the various horse owners in the area near the avenue, the bridle path became a preferred conduit from their homes to the Arizona Canal and beyond.

Three years after the dedication of the path and the erection of the gate, on March 5, 1951 members of the Maricopa County Bridle Path Association met with the Maricopa County Board of Supervisors regarding the new encroachments on the bridle path. The following May 17, the Association issued a letter to the Board of Supervisors asking the county to dedicate "a strip of ground running parallel with the pavement on the east side of Central Avenue, from Camelback Road to the Arizona Canal as a bridle path." The Board unanimously passed a resolution on May 28, 1951 stating that the bridle path which ran "parallel to North Central Avenue, from Camelback Road north to the Arizona Canal" had been in use for several years and it was in the best interest to continue its then-present use." The

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resolution provided for the maintenance of the path by the county and for its use by horseback riders provided it did not "imperil Federal Aid Funds for use on County Highways." The resolution also increased the length of the 1948 path by one mile to the south and one half mile to the north.

To the north of Orangewood, Section 32 Township 3 North Range 3 East was split into four quarter sections, with the southern half homesteaded around the same time as Murphy's plat. The line running north and south aligned with the Murphy's Central Avenue and divided the southerly two quarter sections. Clara L. Hine received the title to the southeast quarter section on October 8, 1891. On June 19, 1895, Jacob A. Wieder received title to the southwest quarter section. To the north of Wieder's property, W. M Norton received patent on his homestead in 1905, the majority of which is north of the Arizona Canal.

To the north of the Hine property, and just butting up to the south bank of the Arizona Canal was the location of the Phoenix Country Club. A footbridge crossed the canal to the dirt golf course to the north. The country club was at this location until the 1920s when it moved closer to the core of the city. Subsequently, to people traveling to and from Phoenix along Central Avenue, this property became known as the Arbors and the proprietor provided respite and gasoline until the early 1950s. It is now the location of an eating establishment.

The three aforementioned homesteaded properties were subdivided beginning in the 1920s. The southwest quarter of Section 32 was subdivided on April 26, 1921 into twelve lots, the largest being the estate of S. T. Butler. On November 30, 1925, the Hellwarth family subdivided the property adjacent and to the north of the subdivision between the Arizona Canal and Butler's estate and named it the "Gordon Addition to Orangewood." Across the avenue, subdivision of the Hine property commenced around the same time, albeit the process was much slower. Around the start of the subdivision, as was the case with Orangewood, the olive and ash trees became a part of the streetscape. Though all of the southern portions of Section 32 were subdivided between the 1920s and the 1980s, the rural estates giving way to upscale apartments and condominiums, the narrow street, lateral, and tree lines provide a continuum connecting this portion of the district with that of the Orangewood addition.

Central Avenue was eventually widened from Camelback Road to Bethany Home Road and the southern mile of the bridle path obliterated in the process. Though a memo was issued by the City Manager in 1977 to the streets department to save the one-half mile of the path, from Missouri Ave to Bethany Home Road, the emphasis was on the creation of a bicycle-friendly sidewalk and the results are a wonderful modern sidewalk that is no longer part of the streetscape to the north.

North Central Avenue came under Phoenix' jurisdiction when the area was annexed on March 23, 1959. The ash trees started dying off in 1961, probably due to underground utilities, trimming, and age, and the city started to remove the trees. On April 9, 1963 the Valley Garden Center began planting Aleppo pine trees to replace the ash trees. Plans had also been made to bury the lateral and widen Central Avenue, which would have removed the trees altogether. However, the Phoenix City Council, in June of 1963 declared, "the parkway character of the street should remain essentially unchanged ... and that a bridle path should be retained on the east side."

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The Aleppo pines were drought tolerant, an ideal characteristic for survival in Phoenix, but the surrounding neighborhood objected to them and in 1972 they were removed and replaced with ash trees. Now, the city maintains the new trees regularly, which includes routine trimming and the occasional replacement of those damaged by vehicular impacts.

In 1896, the Phoenix Chamber of Commerce published the promotional document *Phoenix, Arizona: In the Heart of the Great Salt River Valley: The Earliest Fruit Producing Section* which mentioned the variety of shade trees then lining both sides of the streets and avenues of Phoenix as well as all of the county roads. Three decades later, at the Sixth Annual Meeting of the Pacific Coast Building Officials Conference, on October 18-21, 1927, a publication was provided entitled *Phoenix, Arizona: Where Winter Never Comes* which promoted its "tree-lined boulevards" and noted that the fifty-nine miles of paved streets in the city are lined on both sides with "not less than 65,000 trees, the most populous being the ash." The numerous trees around the city are now all but gone and most of the ditches that irrigated a vast agricultural area are piped and buried. The horse properties that were once found throughout the Salt River Valley have become a thing of the past. Even in the proximity of North Central Avenue, the number of rural estates has diminished, the large lots being subdivided for higher density residences. However, because of the vigilant efforts over the last five decades to preserve the bridge path, the accompanying components of the streetscape, including the trees and lateral, have also been preserved and continue to represent an early period in the development of Phoenix and the Salt River Valley.

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Verbal Boundary Description

The boundaries of the North Central Avenue Streetscape Historic District are the eastern fifty-five feet of the west half of Sections 5 and 8 Township 2 North Range 3 East and the southwestern portion of Section 32 Township 3 North Range 3 East south of the Arizona Canal and the western fifty-five feet of the eastern half of Sections 5 and 8 Township 2 North Range 3 East and the southeastern portion of Section 32 Township 3 North Range 3 East south of Arizona Canal which includes the 100 foot public right of way of Central Avenue through the aforementioned sections with an additional five feet added to each side along its length. The streetscape extends just over two and one half miles from Bethany Home Road on the south to the Arizona Canal on the north.

Boundary Justification

The boundaries of the North Central Avenue Streetscape Historic District are similar to that portion of the public highway through Sections 5 and 8 Township 2 North Range 3 East and the southern portion of Section 32 Township 3 North Range 3 East south of the Arizona Canal as created by the Maricopa County Board of Supervisors on February 10, 1910 and commonly known as Central Avenue. The 100-foot public right of way includes the lateral ditch, bridle path, narrow roadway, wasteway and both rows of ash trees. To include the both rows of olive trees in the district, the district extends the width five feet to each side of the right of way.

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List of Property Owners

CITY OF PHOENIX  
200 W WASHINGTON ST 17TH FLOOR  
PHOENIX, AZ 85003

US BUREAU OF RECLAMATION  
2222 W DUNLAP AVE SUITE 100  
PHOENIX, AZ 85021

ROBERT G & LENNI K GRIEGO TRUST  
7151 N CENTRAL AVE  
PHOENIX, AZ 85020

MICHAEL R WHALEN TRUST  
7001 N CENTRAL AVE  
PHOENIX, AZ 85020

YOUNG AMERICA TRUST  
4508 WOOLWORTH AVE  
OMAHA, NE 68106

JARRELL P & NANCY C ELZEY TRUST  
6 E GLENN DR  
PHOENIX, AZ 85020

MARY JEAN DRIVER  
5 E GLENN DR  
PHOENIX, AZ 85020

KAREN I FLEETWOOD  
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LISA D DURAN  
7031 N CENTRAL AVE  
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2 E CACTUS WREN  
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CINDY HENSLEY MCCAIN TRUST  
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PAUL J & MARGARET R ROHLING  
7130 N CENTRAL AVE  
PHOENIX, AZ 85020

GERALD & PJ LANSDBERGER, ET AL TRUST  
2 W PALMAIRE  
PHOENIX, AZ 85021

FIRST BAPTIST CHURCH OF PHOENIX  
7000 N CENTRAL  
PHOENIX, AZ 85020

HAROLD & HADASSAH ZISKIN  
7039 N 1ST AVE  
PHOENIX, AZ 85012

DONALD T & MARIANNE B WAESCHLE  
7045 N 1ST AVE  
PHOENIX, AZ 85012

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Property Owners Page 21 North Central Avenue Streetscape  
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JAMES W HENSLEY TRUST  
7051 N 1ST AVE  
PHOENIX, AZ 85041

SCOTT E & LORA S MILLER  
7320 N CENTRAL  
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STEVEN G LEMERT  
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PHOENIX, AZ 85020

CHARLES L CHESTER & CATHEY D MILAM  
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CUSTODIAN  
LINCOLN TRUST COMPANY  
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WILLIAM C & KATHRYN Y CAMPBELL  
2 E NORTHVIEW AVE  
PHOENIX, AZ 85020

PATRICK & SANDRA LEE CANTELME  
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7215 N CENTRAL AVE  
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BILLY E SHIELDS & LORA M VILLASENOR  
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8 ORANGEWOOD AVE  
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JOHN C & EVELYN W LUCKING  
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2 W KALER DR  
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RICHARD J & RHONDA J JUTZI TR  
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RSP ENTERPRISES LLC  
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7725 N CENTRAL AVE  
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ANTHONY V & ALICE A EHMANN  
5132 E PASADENA  
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CROSSROADS METHODIST CHURCH  
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WILLIAM A PULICE TRUST  
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HENRY & CLAIRE BOCK TRUST  
7815 N CENTRAL AVE  
PHOENIX, AZ 85020

SHIRLEY F JUTZI  
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PHOENIX, AZ 85020

JAMES V & ANNE M ZACCARO  
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PHOENIX, AZ 85020

COW PATTY INVESTMENTS LLC  
78 E VERNON AVE  
PHOENIX, AZ 85004

CYNTHIA ANN CARLSON  
8225 N CENTRAL #9  
PHOENIX, AZ 85020

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8225 N CENTRAL AVE #10  
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JOAN TANTILLO & M MONCADA M & J CAPOZZOLI  
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A PAULINE PREISS  
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CATHY E SIMONS  
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SHERMAN G & PHYLLIS J ROBERTS  
8225 N CENTRAL AVE #18  
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JOHN T & CHRISTEL S ZASTROW TRUST  
308 E CLARMONT ST  
PHOENIX, AZ 85012

THOMAS J ROGERS  
8225 N CENTRAL #20  
PHOENIX, AZ 85020

TAMMY CORBIN  
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PHOENIX, AZ 85020

CAROB TREE ESTATES INC  
13 W JEFFERSON  
PHOENIX, AZ 85003

STRAWBERRY HILL VILLAGE & RACQUET CLUB HOME OWNERS ASSOCIATION  
8101 N CENTRAL 1 C/O BILL MUELLER  
PHOENIX, AZ 85020

MARY LOUISE POOL  
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PHOENIX, AZ 85020

SAMUEL MARONEY  
2 E MANZANITA DR 18  
PHOENIX, AZ 85020

JOHN DOUVILLE TRUST  
5025 N CENTRAL AVE NO 478  
PHOENIX, AZ 85012

FRANCEEN EIKAMP & STANLEY FRANCES  
2 E LOMA LN  
PHOENIX, AZ 85020

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DENNIS E & MARY B DAHLEN  
2 E HARMONT DR  
PHOENIX, AZ 85020

DALE M FINCK TR  
21 E HARMONT DR  
PHOENIX, AZ 85020

DOROTHY R APPELBE TR  
8101 N CENTRAL AVE  
PHOENIX, AZ 85020

EARLE A BRONSON JR TRUST  
8030 N CENTRAL  
PHOENIX, AZ 85020

H ELDON & DONNA L HANSON  
122 W OSBORN RD  
PHOENIX, AZ 85013

NORTH CENTRAL ENTERPRISES LTD  
32 W ROYAL PALM RD  
PHOENIX, AZ 85021-5665

CASA HERMOSA #1 TOWNHOUSES CORP  
28 W CASA HERMOSA DR  
PHOENIX, AZ 85021

HOWARD YEE & BETSY TOY TRUST  
6745 N CENTRAL AVE  
PHOENIX, AZ 85012

MARK S & MARY B HANSON  
302 W FLYNN LN  
PHOENIX, AZ 85013

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RICHARD T TREON  
6719 N CENTRAL AVE  
PHOENIX, AZ 85012

JOYCE K BEALL  
6717 N CENTRAL AVE  
PHOENIX, AZ 85012

WENDELL & ANNE S GARRETT  
6811 N CENTRAL AVE  
PHOENIX, AZ 85012

PETER A & JUDITH L GUERRERO  
6821 N CENTRAL AVE  
PHOENIX, AZ 85012

CHARLES F & JENNIFER E SANDS  
6801 N CENTRAL  
PHOENIX, AZ 85012

W N GRACE DEVELOPMENT CO  
7575 N 16TH ST #1  
PHOENIX, AZ 85020

CENTRAL AVENUE ESTATES HOMEOWNERS ASSOC INC  
3030 E CAMELBACK RD #195  
PHOENIX, AZ 85016

W COOK & PATRICIA M SPENCER TRUST  
6635 N CENTRAL  
PHOENIX, AZ 85012

MICHAEL J & DAYNA LOGAN TRUST  
6645 N CENTRAL AVE  
PHOENIX, AZ 85012

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SAUL N & ELAINE SCHREIBER TRUST  
6525 N CENTRAL AVE  
PHOENIX, AZ 85012-1139

MICHAEL J & ALISON K DEW  
3550 N CENTRAL AVE STE 1710  
PHOENIX, AZ 85012-2115

RAYMOND P LEE & BARBARA VAN FLEET  
6505 N CENTRAL AVE  
PHOENIX, AZ 85012

PAUL F & ELIZABETH L ROSENTHAL  
6529 N CENTRAL AVE  
PHOENIX, AZ 85012-1139

MICHAEL C & LORIE J MCQUEEN  
6617 N CENTRAL AVE  
PHOENIX, AZ 85012

ORA ENSIGN TRUST  
6611 N CENTRAL AVE  
PHOENIX, AZ 85012-1013

JACK E & GLADYS A BOBO TRUST  
6325 N CENTRAL AVE  
PHOENIX, AZ 85012

RUSSELL J & MARILYN L POMERANTZ TRUST  
6319 N CENTRAL AVE  
PHOENIX, AZ 85012

THE VALLEY CATHEDRAL CORP  
6225 N CENTRAL AVE  
PHOENIX, AZ 85012

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DONALD B & LYNN REED TRUST  
6345 N CENTRAL AVE  
PHOENIX, AZ 85012

RICHARD D & CHRISTIE H F FAIRBOURN TRUST  
6333 N CENTRAL AVE  
PHOENIX, AZ 85012

JOHN R & ELAINE V MCDONALD  
6001 N CENTRAL AVE  
PHOENIX, AZ 85012

PHILLIP J & CAROLYN L RUBIN  
6019 N CENTRAL AVE  
PHOENIX, AZ 85012

SELF-REALIZATION FELLOWSHIP CHURCH  
3880 SAN RAFAEL AVE  
LOS ANGELES, CA 90065

ENEAS A & JENNIFER J KANE  
7600 E DOUBLETREE RANCH RD NO 300  
SCOTTSDALE, AZ 85258

DONALD R & JUDITH O MILES  
6120 N CENTRAL AVE  
PHOENIX, AZ 85016

TOD V DICKEY  
1 W KEIM DR  
PHOENIX, AZ 85013

WILLIAM F RILEY III & LINDA B RILEY  
6012 N CENTRAL AVE  
PHOENIX, AZ 85012

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Property Owners Page 32 North Central Avenue Streetscape  
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T K W PROPERTIES LLC  
6030 N CENTRAL AVE  
PHOENIX, AZ 85012

CHARLES K STEWART  
7 BRISTOL RD  
NORTHFIELD, IL 60093

JEAN D GILBERT  
6100 N CENTRAL AVE  
PHOENIX, AZ 85012

SCOTT D & NANCY M STARRETT  
2 W KEIM DR  
PHOENIX, AZ 85013

KNUT & SHARRON K NICKLAS  
7 W ROSE LN  
PHOENIX, AZ 85013

ALL SAINTS EPISCOPAL CHURCH  
6300 N CENTRAL AVE  
PHOENIX, AZ 85012

WILLIAM L & DIANE T BUNTING TRUST  
6234 N CENTRAL AVE  
PHOENIX, AZ 85012

F WILLIAM SHEPPARD & RANGE P SHAW  
6250 N CENTRAL AVE  
PHOENIX, AZ 85012

FLORENCE MCCUTCHEON  
6224 N CENTRAL AVE  
PHOENIX, AZ 85012



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ALL SAINTS EPISCOPAL CHURCH  
1419 N 3RD ST STE 100  
PHOENIX, AZ 85004

ETTORE JAMES MARSOLO  
6646 N CENTRAL AVE  
PHOENIX, AZ 85012

PHOENIX CALVARY TEMPLE AZ CORP  
6630 N CENTRAL AVE  
PHOENIX, AZ 85012

TERRY E & BARBARA POOL FENZL TRUST  
6610 N CENTRAL AVE  
PHOENIX, AZ 85012

STANNA LEE SPERLING TRUST  
3370 N HAYDEN RD #178  
SCOTTSDALE, AZ 85251

JOSE A PLACENCIA  
6520 N CENTRAL AVE  
PHOENIX, AZ 85012

HECTOR R & ROXANN PLACENCIA  
6510 N CENTRAL  
PHOENIX, AZ 85012

CENTRAL ENCLAVE L L C  
4645 N 32ND ST #150  
PHOENIX, AZ 85018

GARY L & MELISSA B TRUJILLO  
6850 N CENTRAL AVE  
PHOENIX, AZ 85012

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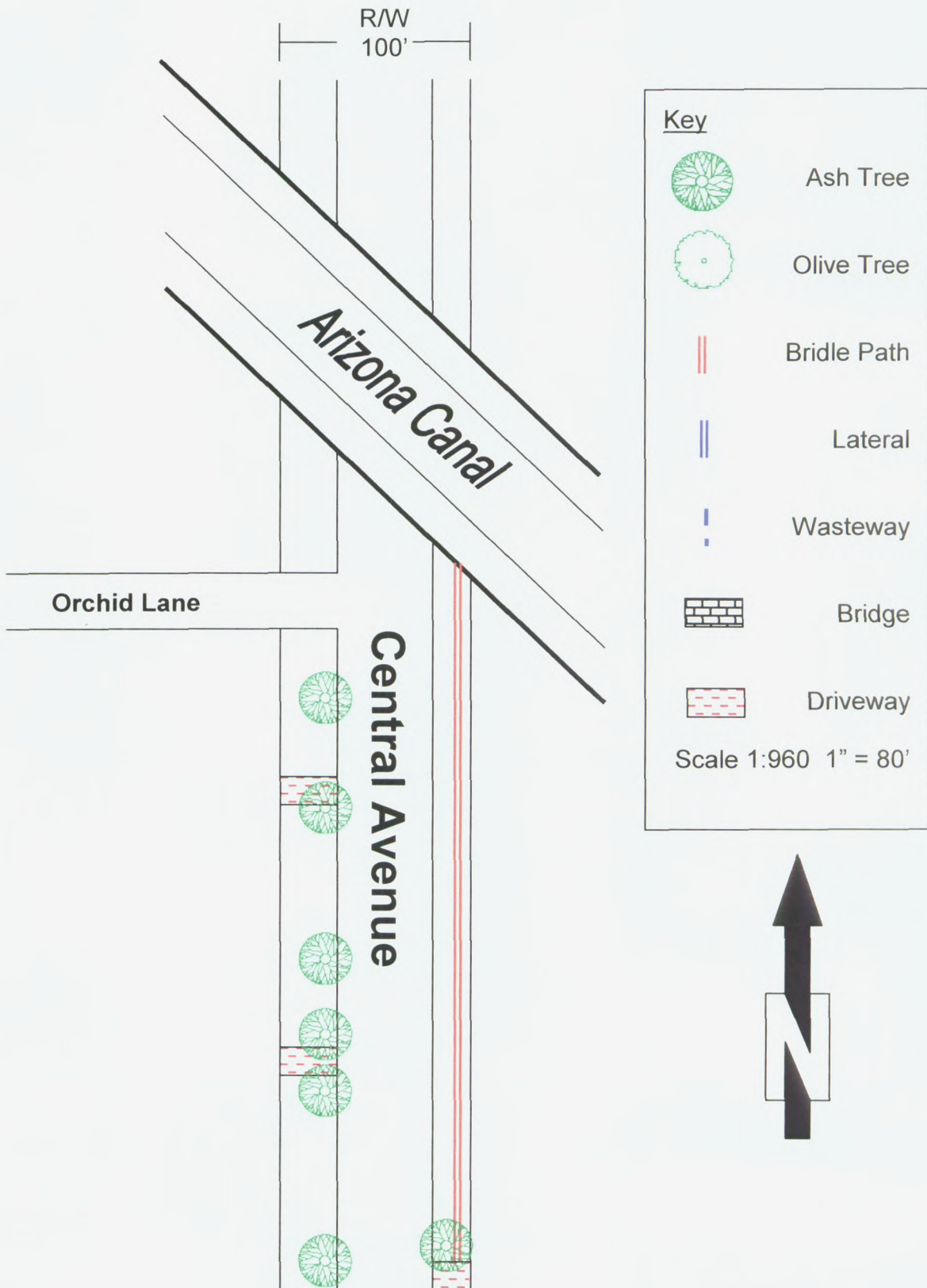
SCOTT A & MARY L CROZIER  
6810 N CENTRAL AVE  
PHOENIX, AZ 85012

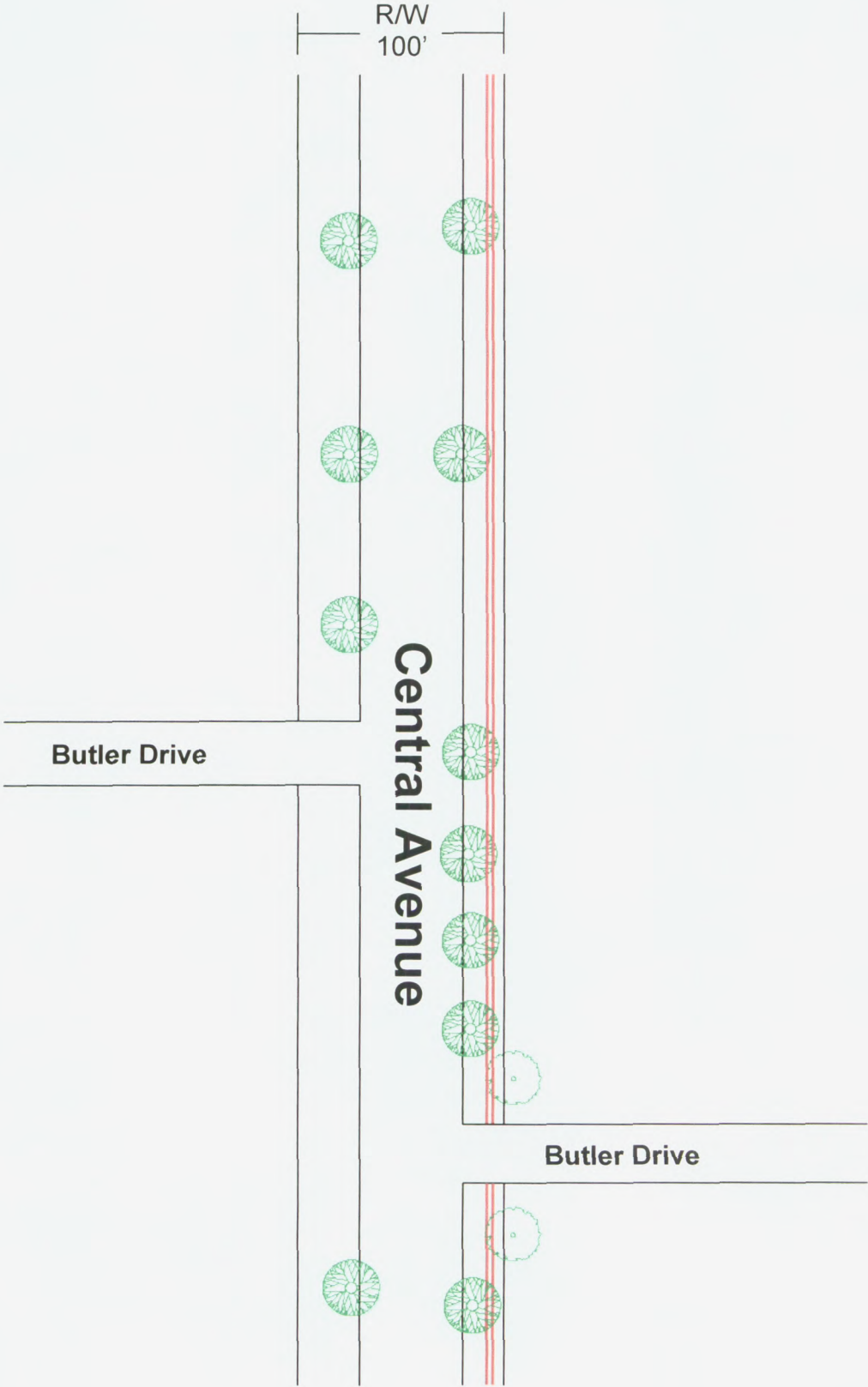
DOROTHY H LUKE, ETAL TRUST  
6722 N CENTRAL AVE  
PHOENIX, AZ 85012

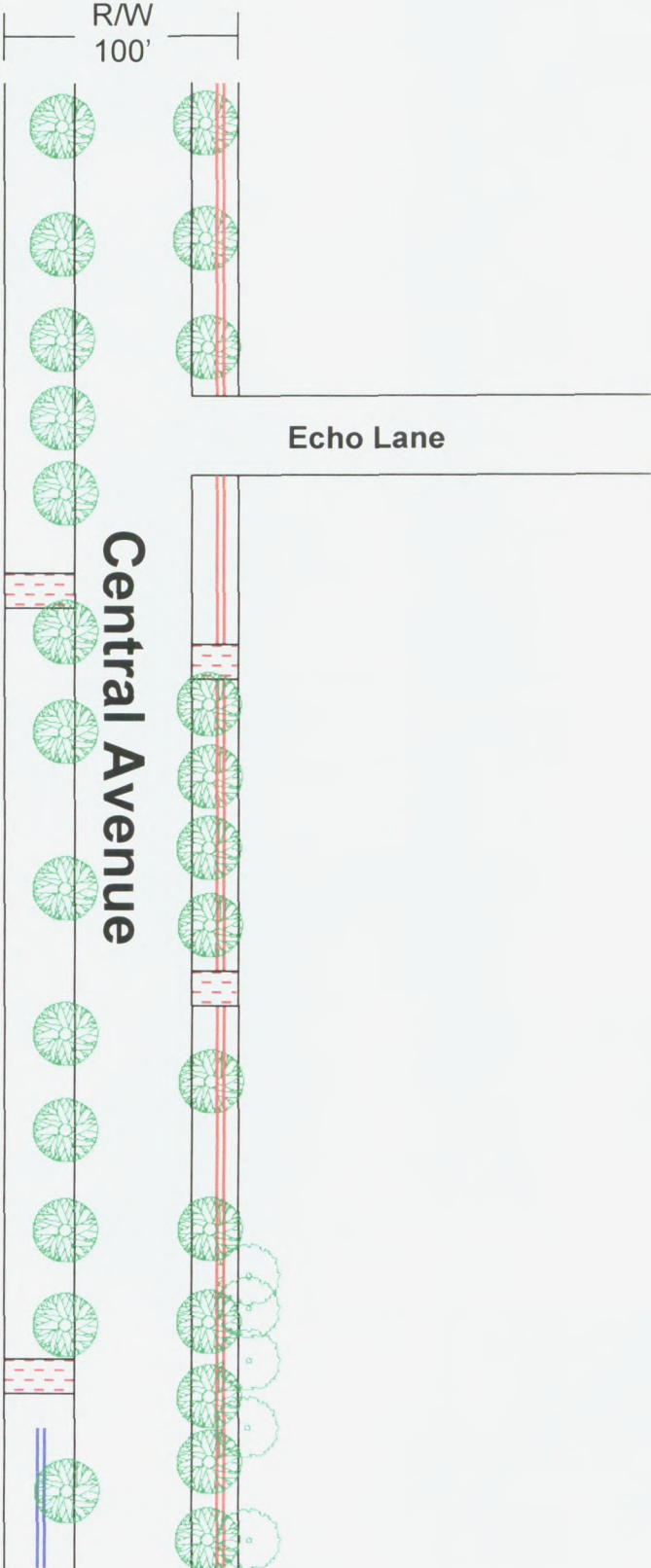
GERALD T & LYNN YOUNG TRUST  
6748 N CENTRAL AVE  
PHOENIX, AZ 85012

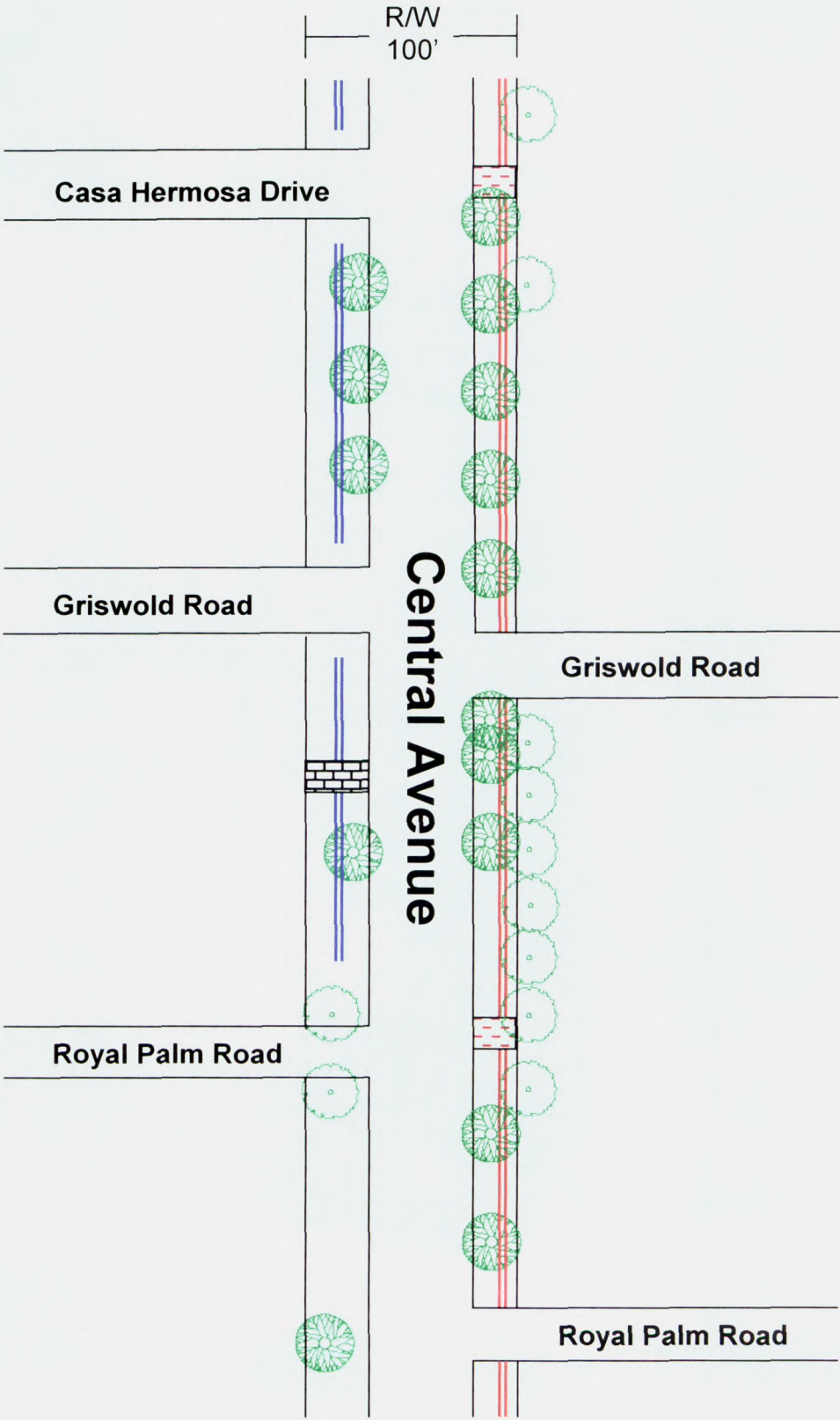
GARY R HAYS TRUST  
6738 N CENTRAL AVE  
PHOENIX, AZ 85012

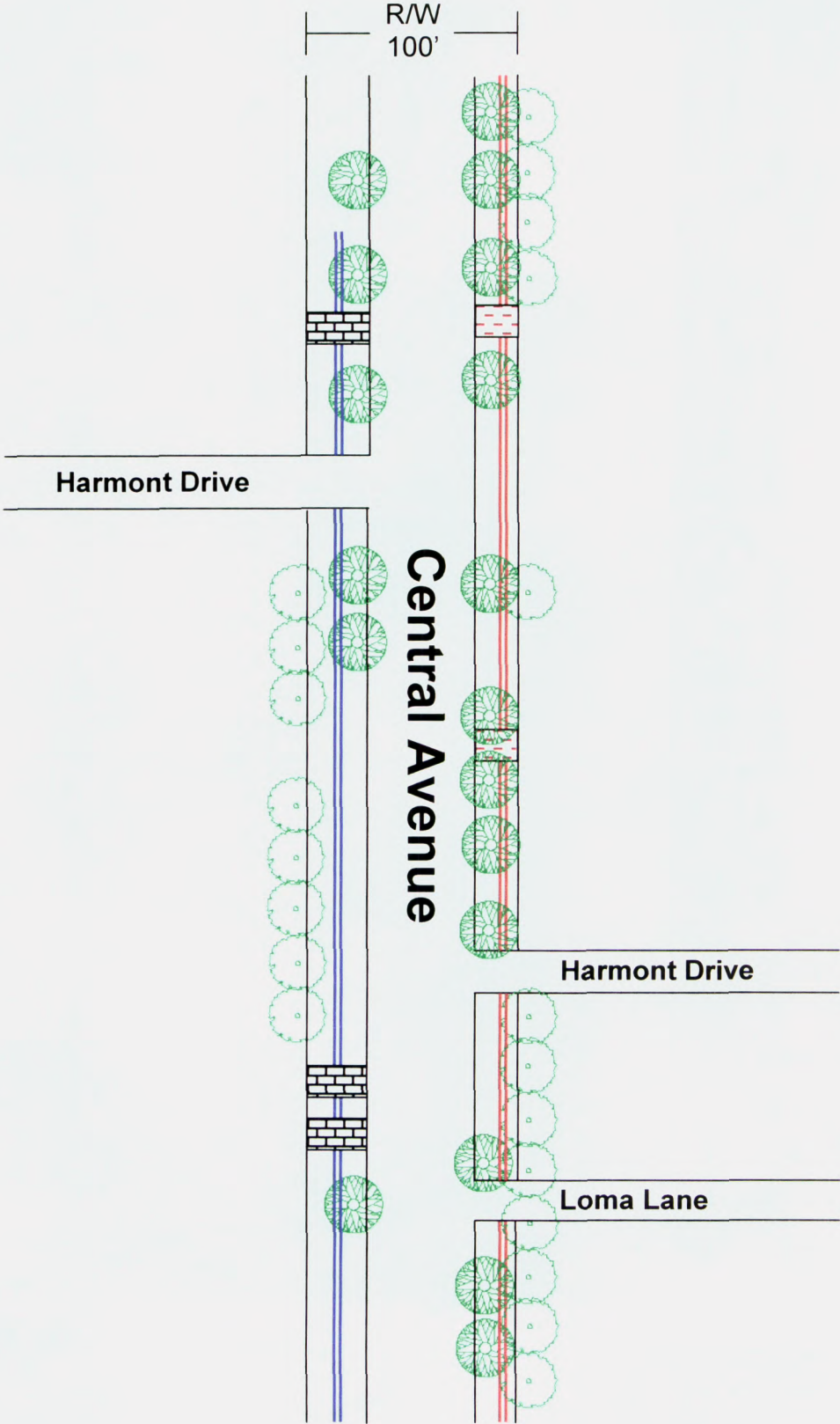
GABOR K & EVA I VAJDA TRUST  
6728 N CENTRAL  
PHOENIX, AZ 85012

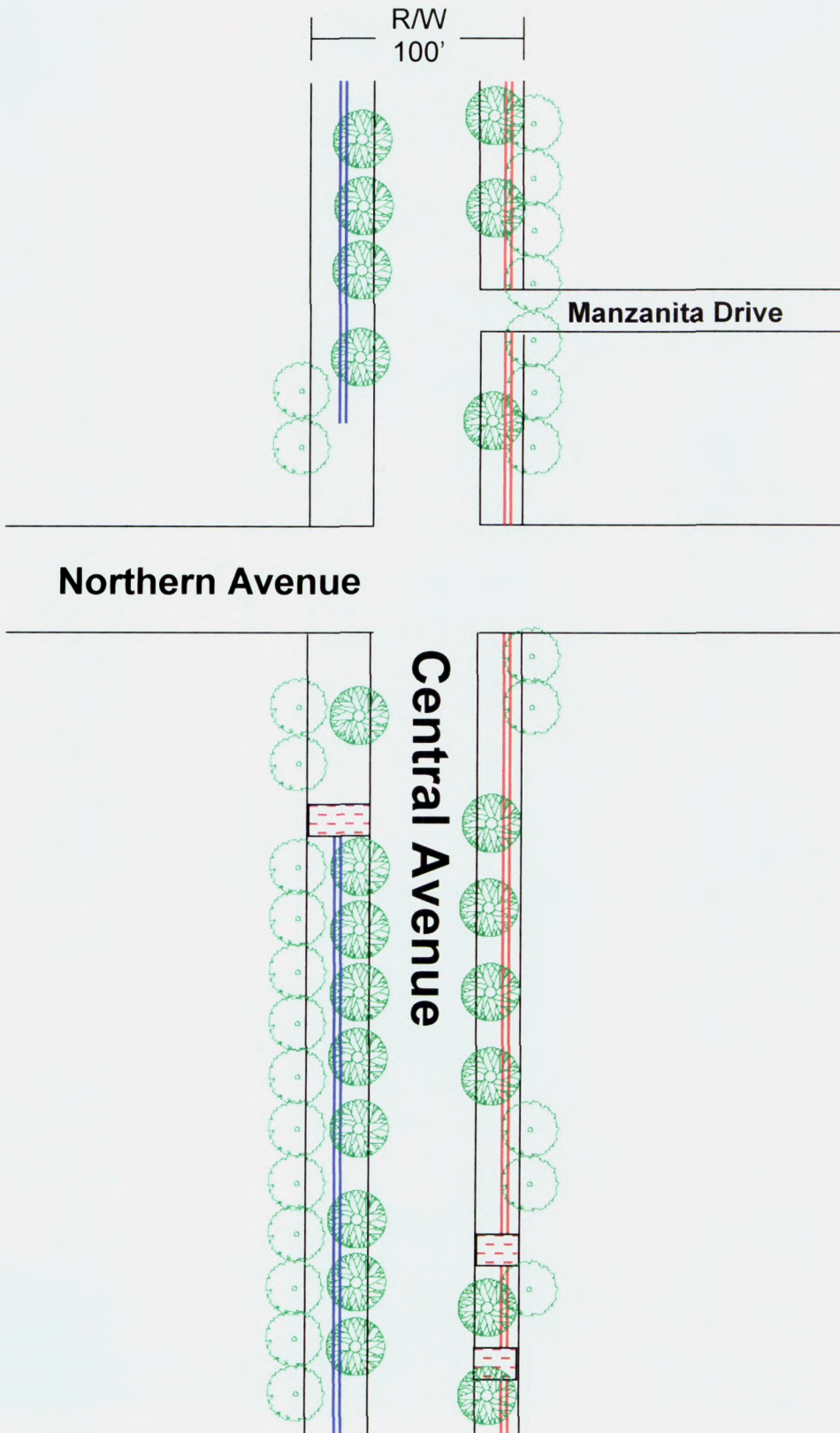




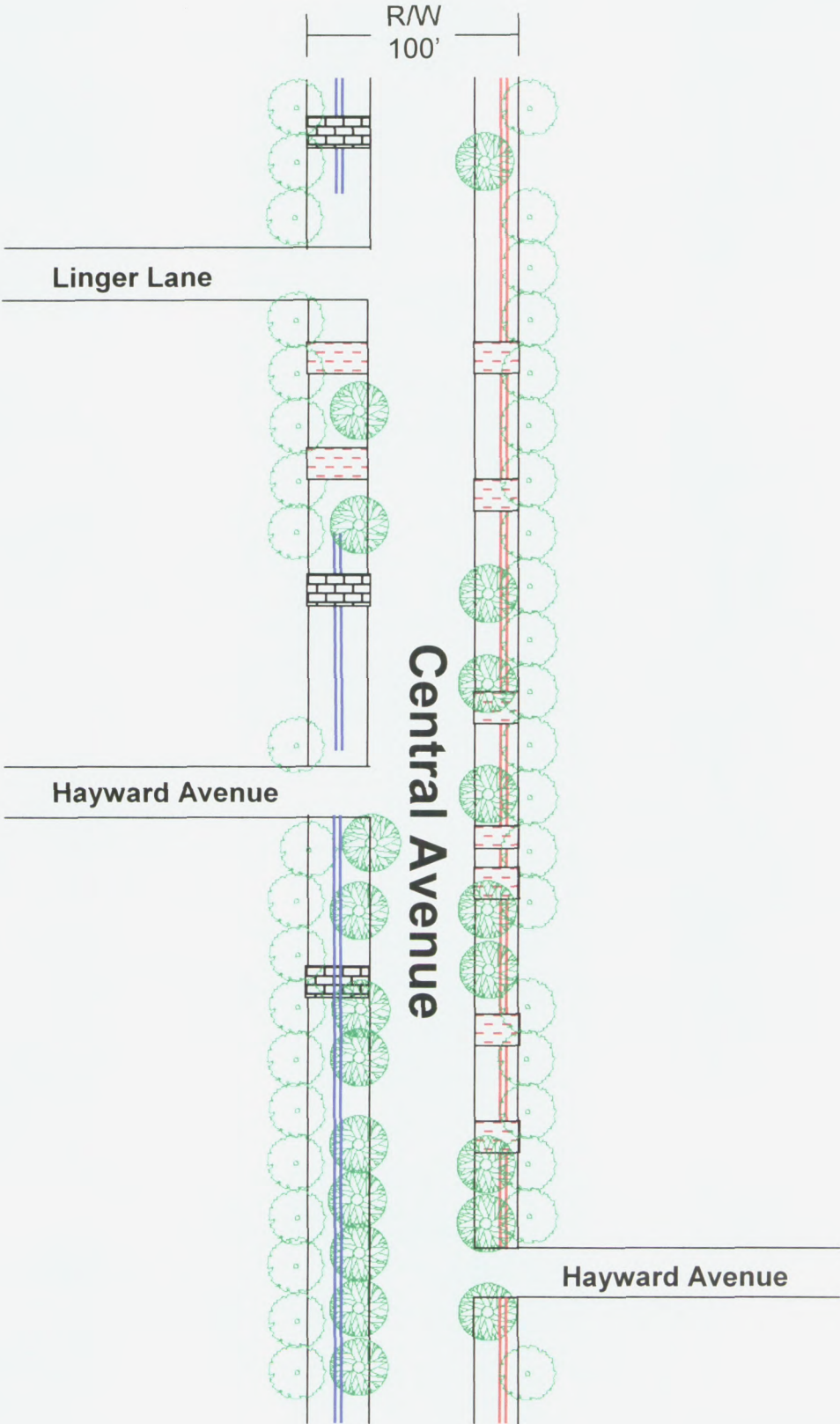


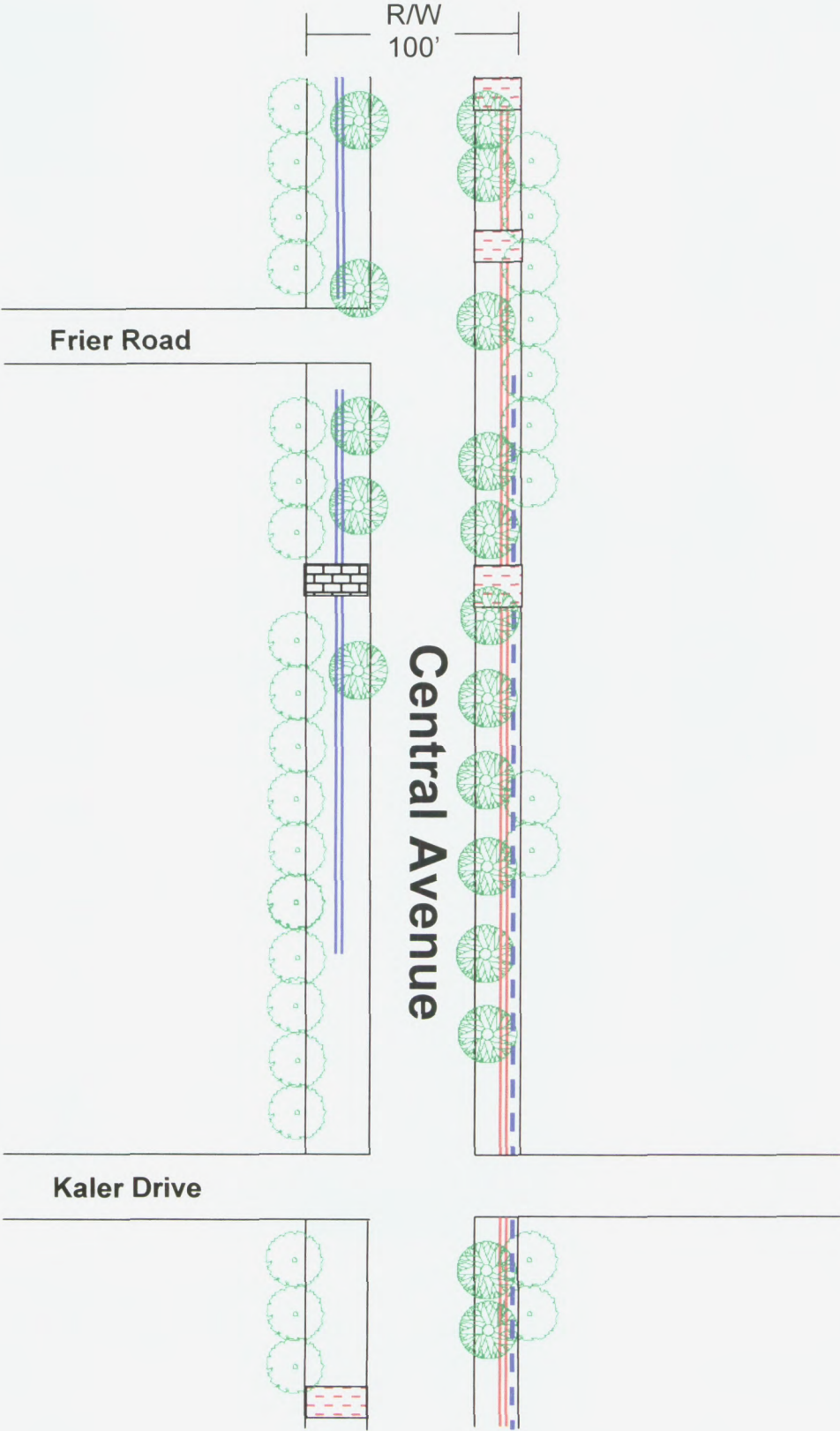


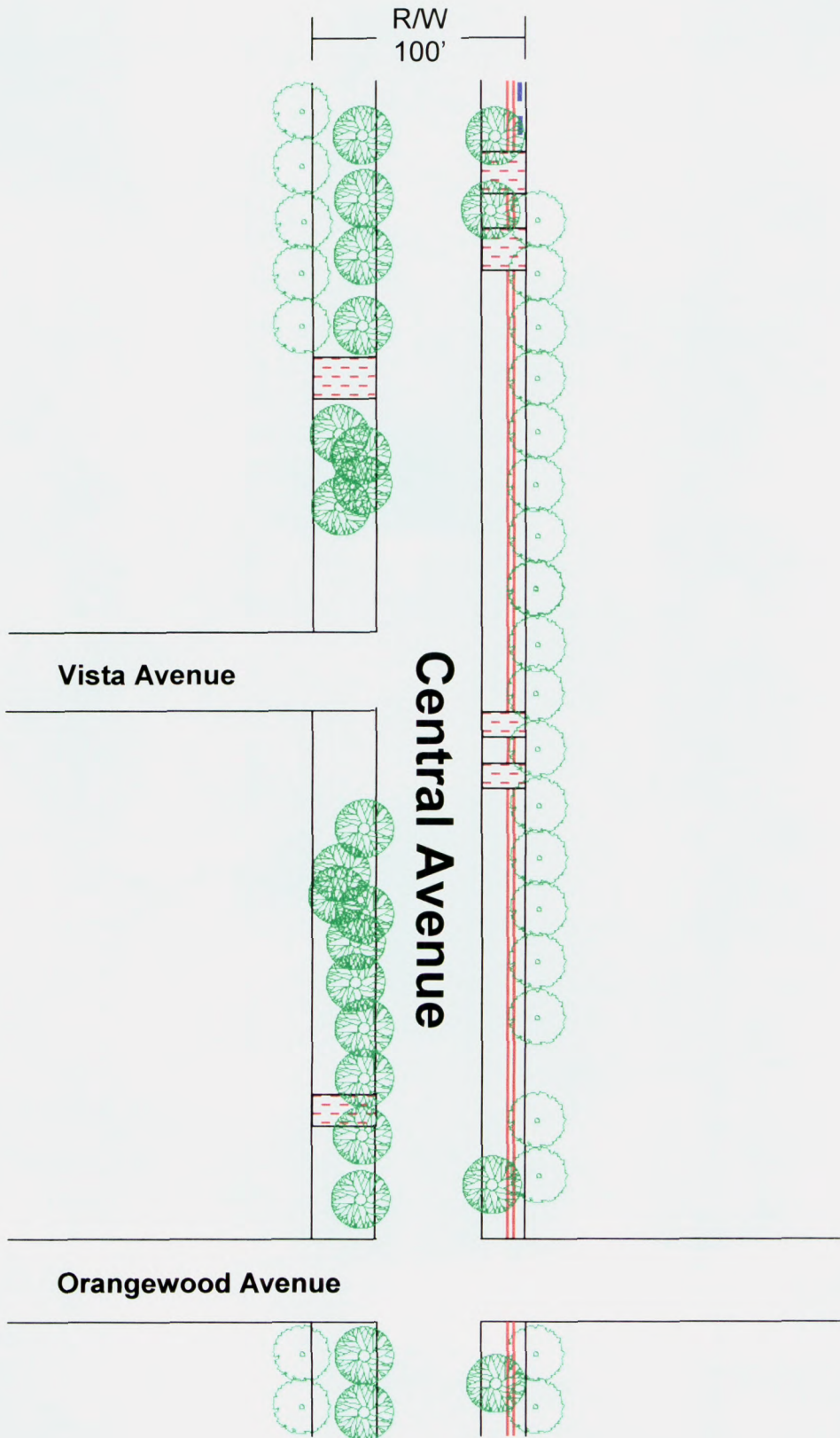


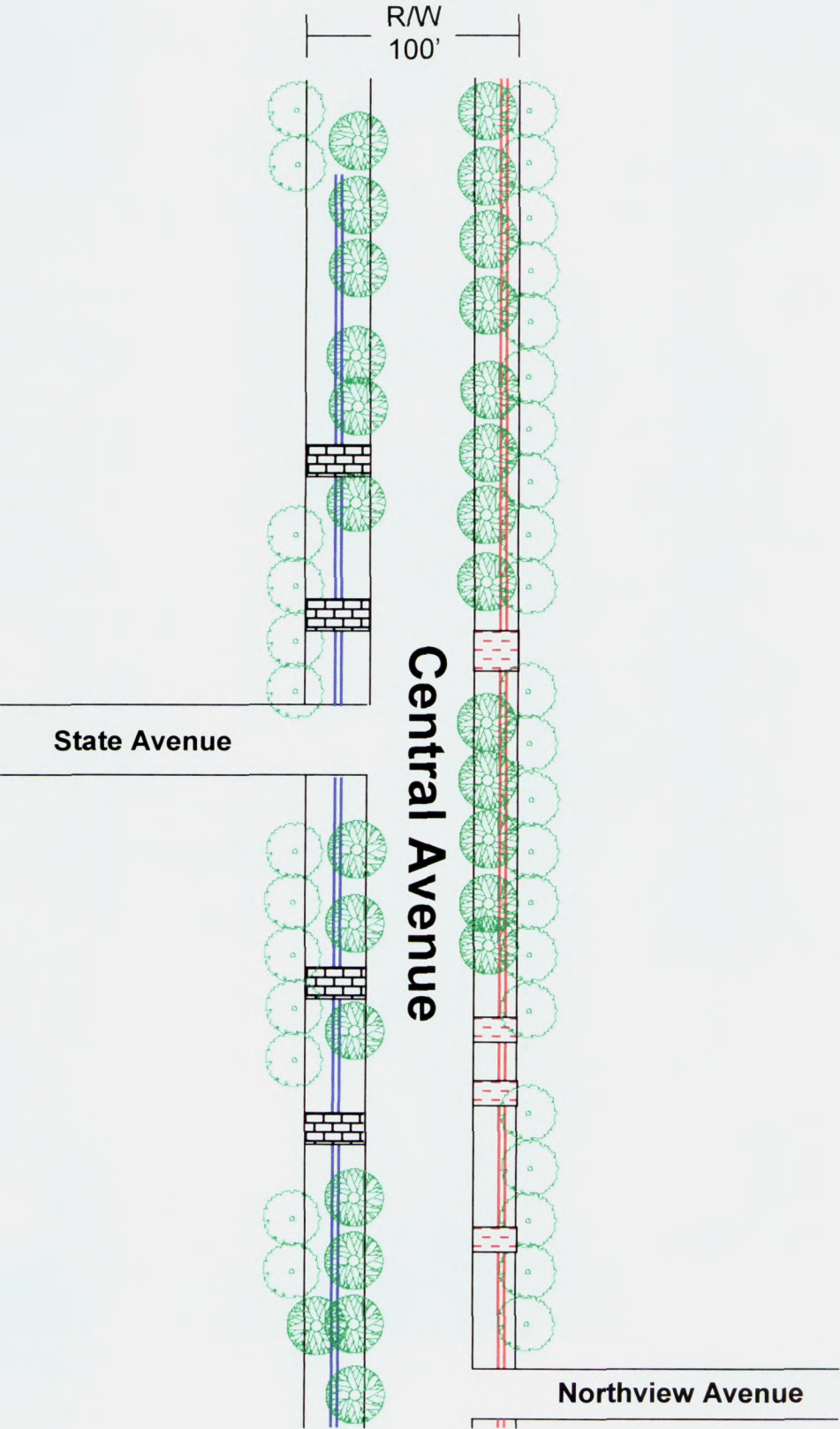


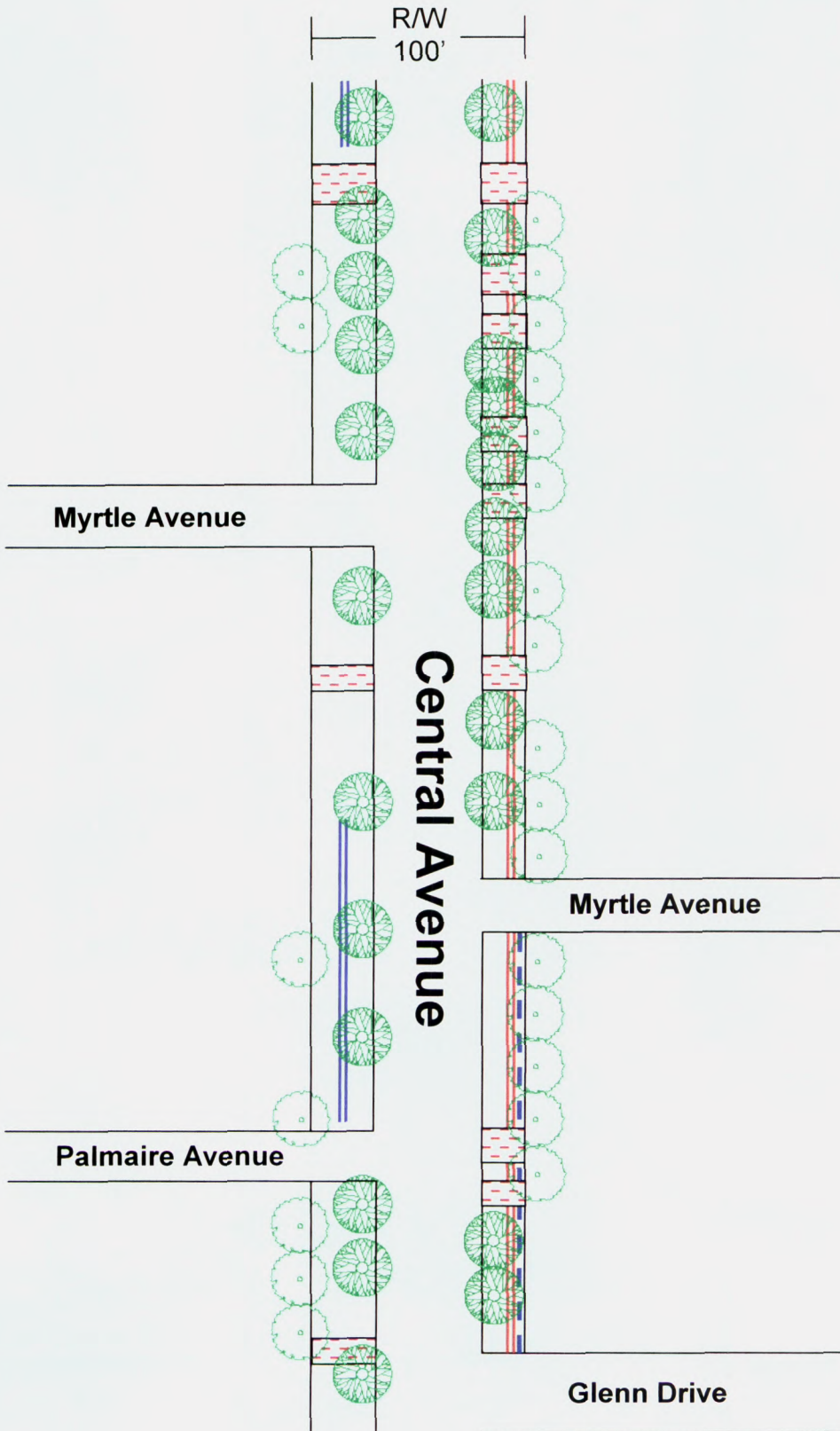


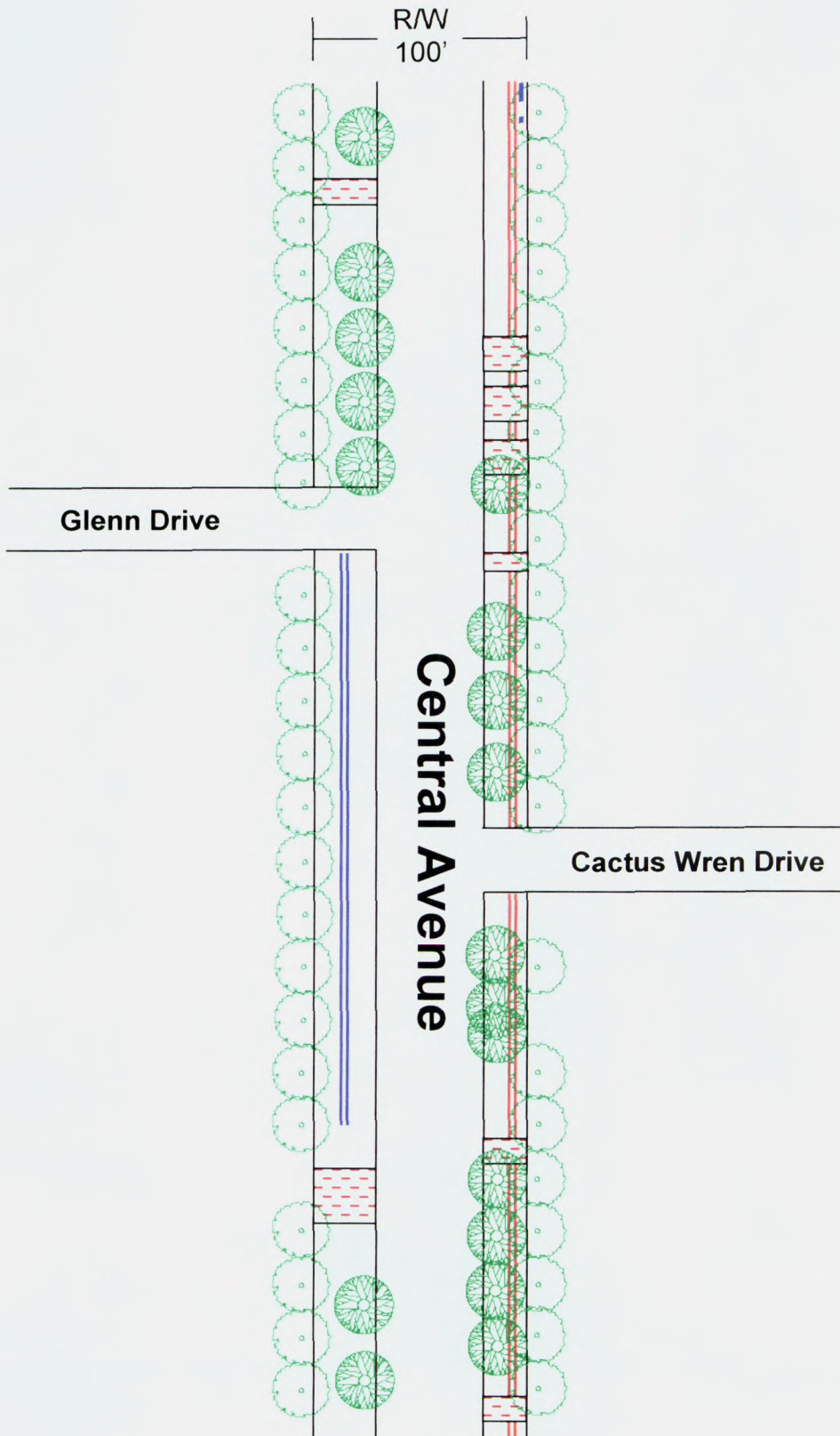


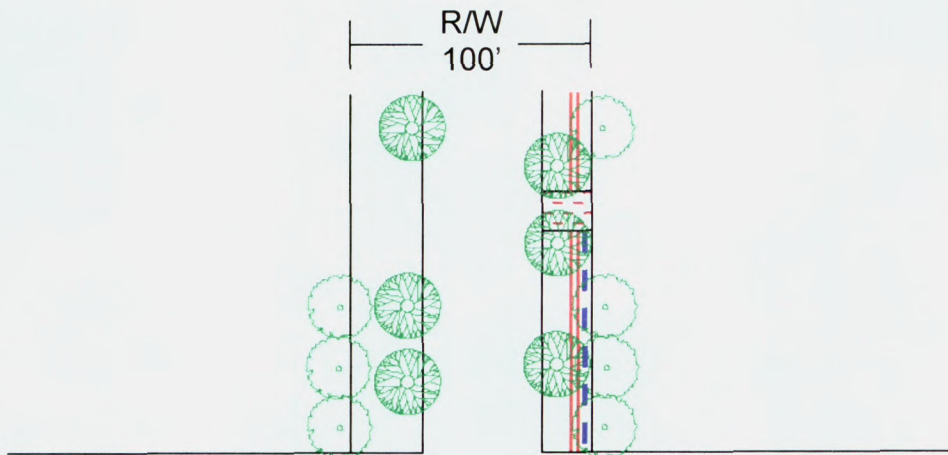












**Glendale Avenue**

