Agenda

Amended Agenda Regular Meeting of the Historic Districts Review Board
July 8, 2025 at 5:30 PM
Council Chambers, City Hall
200 Lincoln Avenue

Procedures for Historic Districts Review Board Meeting

Viewing: Members of the public may stream the meeting live on the City of Santa Fe's YouTube channel at www.youtube.com/@cityofsantafe. The YouTube live stream can be accessed at this address from most smartphones, tablets, or computers.

Join on Zoom: https://santafenm-gov.zoom.us/j/86998606367

By Phone: 301 715 8592

Webinar ID: 869 9860 6367

The agenda and packet for the meeting will be posted at https://santafenm.portal.civicclerk.com/

1. Call to Order
2. Roll Call
3. Approval of Agenda
4. Approval of Minutes
   a. June 10, 2025
5. Approval of Findings/Conclusions
6. Matters from the Public
7. Staff Communications
8. Old Business
9. New Business
   a. 2025-010666-HDRB, Shelby St. Foot Bridge, Downtown & Eastside Historic District, no status, Wonderstone Consulting LLC, agent for City of Santa Fe, owner, requests a historic status review for the pedestrian bridge. (Lani McCulley, ljmcculley@santafenm.gov)
   b. 2025-010683-HDRB, Shelby St. Foot Bridge, Downtown & Eastside Historic District, contributing, Wonderstone Consulting LLC, agent for City of Santa Fe, owner, requests to demolish the pedestrian bridge. An exception is requested to section 14-5.2(D)(1)(a) for

demolition of a contributing structure. (Lani McCulley)

c. 2025-010684-HDRB, Shelby St. Foot Bridge, Downtown & Eastside Historic District, contributing, Wonderstone Consulting LLC, agent for City of Santa Fe, owner, requests to construct a pedestrian bridge. An exception is requested to section 14-5.2(D)(5)(b) for not matching the material being replaced in composition, design, color, texture, and other visual qualities. (Lani McCulley)

d. 2025-010693-HDRB, 516 Alto St., Westside-Guadalupe Historic District, contributing, Mark Naktin, agent for Steve Dayton owner, requests a historic status review with primary facade(s) designation, if applicable, for a residential structure and garage. (Gary Moquino gsmoquino@santafenm.gov) (POSTPONED)

e. 2025-010697-HDRB, 401 E. Palace Ave., Downtown & Eastside Historic District, contributing, Andrew Lyons Design, agent for Abrams Development LLC, owner, requests status and primary façade designations of residence and garage and yard walls. Amanda L. Romero (alromero@santafenm.gov)

f. 2025-010664-HDRB, 619 W Alameda St., Westside-Guadalupe Historic District, non-contributing, Dura Build Construction, agent for Max Scott, owner, requests a historic status review with primary facade(s) designation, if applicable, for a residential structure. (Lani McCulley)

g. 2025-010695-HDRB, 549 ½ Agua Fria St., Westside-Guadalupe Historic District, Non-contributing, Robert Kreger, agent for Cathrine Wynne owner, requests a historic status review with primary facade(s) designation, if applicable, for a residential structure. (Gary Moquino) (POSTPONED)

h. 2025-010692-HDRB, 220 Anita Pl., Don Gaspar Area Historic District, contributing, Barbara Judy, owner, requests to paint an exterior residential structure, and requires exceptions to 14-5.2(D)(3)(b) and 14-5.2 (D)(1)(a). (Gary Moquino) (WITHDRAWN)

i. 2025-010698-HDRB, 222 Polaco St., Westside-Guadalupe Historic District, Gayla Bechtol, agent for Lee Kirch, owner, requests to install to a coyote fence to a height of 6’-0 where the maximum allowable is 4’-7”. Exception is requested to 14-5.2(D)(c) (Amanda L. Romero) (POSTPONED to July 22, 2025)

10. Discussion Items

11. Matters from the Board

12. Next Meeting:

    a. July 22, 2025

13. Adjourn

Persons with disabilities in need of accommodations, contact the City Clerk's office at 955-6521, five (5) working days prior to meeting date.

Regular Meeting of the Historic Districts Review Board
June 10, 2025, at 5:30 PM
Council Chambers, City Hall
200 Lincoln Avenue

Meeting Minutes
https://www.youtube.com/watch?v=coqmFd7koLg

Call to Order
Acting Chair Bienvenu called the regular meeting of the Historic Districts Review Board to order at approximately 5:30 pm in the City Council Chambers, City Hall, Santa Fe, New Mexico.

1. **Roll Call**
Roll Call indicated the presence of a quorum as follows:

Members Present
Mr. John Bienvenu, Acting Chair
Ms. Jennifer Biedscheid
Ms. Amanda Mather
Ms. Mary Ellen Degnan
Mr. Scott Cherry

Members Absent
Ms. Cecilia Rios, Chair (excused)
Ms. Madelein Aguilar Medrano (excused)

Others Present
Ms. Heather Lamboy, Planning and Land Use Director
Mr. Gary Moquino, Planner Manager, Historic Preservation Division
Mr. Frank Ruybalid, Assistant City Attorney
Ms. Lani McCulley, Senior Planner
Mr. Paul Duran, Senior Planner
Ms. Amanda Romero, Senior Planner

Note: All items in the Board packet for all agenda items are incorporated herewith by reference. The original Board packet is available on Civic Clerk and can be requested from the Historic Preservation Division.

2. **Approval of Agenda**

Mr. Moquino stated that in section 9. New Business item d. 2025-010489-HDRB at 539 Garcia Street is postponed to the date certain of June 24, 2025, and item e. 2025-010492-HDRB at 964 Acequia Madre has been withdrawn.

Member Biedscheid moved to approve the agenda as amended. Member Degnan seconded. The motion passed unanimously by voice vote (4-0).

3. **Approval of Minutes**
No minutes were presented with this agenda.

4. **Approval of Findings of Fact and Conclusions of Law**
No Findings of Fact and Conclusions of Law were presented with this agenda.

5. **Matters from the Public**

Stefanie Beninato stated that at the study session regarding the code at the last hearing (May 27, 2025), there were no public comments. She thought there would be some allowance for public comment. She wanted to know how the Land Use Director would change to reflect the Board's comments and how the Governing Body would know what the feelings of the Board were. She agreed that the descriptions of the different districts were not well done would like to see more and better definitions. She gave the example of the current definition of the word appellant as an example of a poor definition. She was also concerned because she understood someone to have said that the staff could override Board decisions based on sustainability issues. She also had concerns about the decrease in parking, bicycle parking, and affordable housing requirements.

Camilla Cluett presented concerns regarding the acequia trail and drinking fountains, and pedestrian crossing in front of the El Rey Court Hotel on Cerrillos Road.

Director Lamboy let the constituent know that her comments were important and invited her to the bicycle advisory committee meeting on Thursday, and offered to forward the comments to Public Works as well.

6. **Staff Communications**
No staff communications were provided.

7. **Old Business**
No items were listed under Old Business.

8. **New Business**

a. **2025-010494-HDRB, 206 McKenzie St**., Downtown & Eastside Historic District, Contributing, Bradyn Furry, agent for Mindy Hale and FC3 Ltd. Co., owner, requests approval to replace all the doors and windows which requires an

exception to 14-5.2(D)(1)(a) for the removal of historic material; construct a new detached steel carport to a height of 8'-8" with roof-mounted solar units within the existing auto court which requires an exception to 14-5.2(D)(E) Downtown and Eastside Design Standards; an increase in height by 3'-3" of a previously approved parapet on the McKenzie St. façade which requires an exception to 14-5.2(D)(2)(c) additions are not permitted unless set back 10' from primary facade, and install roof top HVAC units, and a new pedestrian gate on the McKenzie St. adjacent to the vehicle entrance.

Paul Duran presented the case and staff recommendation. Staff recommended approval of the proposed project and found that the application complies with Section 14-5.2(D) General Design Standards for all Historic Districts, and 14-5.2(E) Downtown and Eastside Design Standards and the exception criteria have been met for all exception requests except for the request for the addition and increase in height to the primary south elevation facade. The applicant should find other design options for that addition, including lowering the parapet to be subservient to the adjacent historic parapet.

Acting Chair Bienvenu stated that he could not find Ra Patterson's assessment in the packet.

Mr. Duran confirmed it was not in the packet and offered to make copies for the Board.

Acting Chair Bienvenu asked for the list of current items being requested because there are a significant number of issues.

Mr. Duran offered that they are on page 11 of the staff report.

Director Lamoy suggested that, to give the Board time to review the documents that Mr. Duran is offering that the Board table the discussion of the case to the end of the agenda.

Board Action:
Member Biedscheid moved to table the discussion to the end of the agenda after item (i). Member Mather seconded. The motion passed by roll call vote with the Board voting unanimously (4-0)

b. **2025-010488-HDRB, 140 Romero St.,** Westside-Guadalupe Historic District, non-contributing, Camilla Kennedy, owner, requests a historic status review with primary facade(s) designation, if applicable, for a residential structure and a yard wall.

Lani McCulley presented the case and staff recommendation. Staff recommended the historic status of the residential structure be retained as non-contributing due to the alteration and window replacements which diminish the historic character of the structure, and the yard wall be designated as contributing due to the character which has remain

unchanged since the 1960s and is consistent with the Romero streetscape dominated by low yard walls and fences per section 14-5.2(C)(2) Designation of Significant, Contributing or Noncontributing Status Within Historic Districts.

Acting Chair Bienvenu asked for clarification on the non-contributing status.

Ms. McCulley explained it was most likely designated as part of the adoption of the district in 1983, since there were no cases to verify.

Acting Chair Bienvenu stated he did not agree that it was non-contributing because it was a quintessential example of the type of modest vernacular adobe that exists in that neighborhood and on that very streetscape, including across the street. It is extremely simple but almost defines the streetscape. It was built in either the 30s or the 40s of Adobe. It's got most of its existing footprint. The changes are primarily in the rear not on the street, the only real alterations on the street facing frontage were the window and door, not the opening door and window themselves, and what used to be a carport looks like it was enclosed at sometime after 1985 according to the HCPI so that is not historic, but it is set back 10 ft from the front street facing facade and it's in the same footprint from the previous carport. The HCPI recommendation was non-contributing, and perhaps staff agreed with this because of the alterations and because it is a modest structure, but the modesty of the structure is the very thing that makes it contributing to that district, and the alterations do not seem apparent to the public.

Camilla Kennedy, 140 Romero Street, Santa Fe, was sworn in. Ms. Kennedy stated that she agreed with the staff recommendation for the residence, though it could be considered contributing because the modesty of it is very special, and it has some unique characteristics, such as the carved wood over the door. She stated that the window and door openings had not been changed, just the door and the window. However, she disagreed with the wall being recommended as contributing because it was constructed in 1985 and stuccoed to appear to be historic, and that this would create a false sense of historic development.

Member Mather asked if she understood that the applicant would designate the house contributing and the yard wall non-contributing.

Ms. Kennedy confirmed that was what she meant.

Member Cherry clarified that the wall shows as cinder block in the 1985 HCPI, but it shows existing in the 1960s, which makes it over 50 years old and therefore historic.

Ms. Kennedy agreed that it was historic, but it was not stuccoed until after 1985.

Member Cherry pointed out the color aerial from 1969, where the house and the yard wall were the same color.

Member Biedscheid agreed with the applicant's assessment of the yard wall as non-contributing because it has a style that has been changed over time and is inconsistent with the vernacular style of the house. There have been some good points about the front façade of the residence, especially that the door and window openings and location have not changed over time. Character-defining details would include the carving above the front door; however, the windows are not sympathetic, but replacing them with something more in keeping with the original would enhance the façade.

Public Comment:
Ms. Stefanie Beninato, PO Box 1601, Santa Fe, New Mexico, was sworn in. Ms. Beninato appreciated the Board's direction of designating the residence contributing to the front façade as primary. Romero Street is exactly as described, with small vernacular homes. However, she had concerns because CMU has historically been used since the 1930s, and it is difficult in 1985 to tell if the wall was being repaired or just stuccoed, but in 1985, it would have been non-conforming if it had never been stuccoed. Since the applicant brought it up, a 5 high fence would not be appropriate because it would significantly change the streetscape and the effect of the house and view from the streetscape.

Acting Chair Bienvenu summarized that the wall is historic, dating back to the early to mid-1960s, it was always constructed of CMU block, and at some time after 1985, it was stuccoed and the corners were rounded. He asked the staff to explain their reasoning for the contributing status.

Ms. McCulley stated that the wall matches the house as it was built, and it is indicative of the streetscape. And the low wall matches the house and streetscape, and this is why it is recommended to contribute.

Ms. McCulley shared the façade diagram.

Board Action:
Member Cherry moved to upgrade the residence to contributing and designate facades 4,5,6,7 as primary, excluding the non-historic windows and door and the plywood garage door. Member Degnan seconded. Member Biedscheid asked for elaboration on the other primary façade recommendations because there had not been any discussion of them, and she would like to know what the character-defining features were. Member Cherry offered that they include the age of the structure, the roof design of the enclosed carport, and that the facades are intact and visible, and indicative of the contributing nature of the structure and neighborhood. Member Biedscheid pointed out that with this size of building, the number of primary facades should be limited. The motion passed by roll call vote with Members Cherry, Mather, and Degnan voting for and Member Biedscheid against.

c. **2025-010506-HDRB, 626 Canyon Rd**., Downtown & Eastside Historic District, Contributing, Martinez Architecture Studio, agent for Santa Elena Properties, LLC, owner, requests status review and primary façade designation.

Amanda Romero presented the case and staff recommendation. Staff recommended the historic status of the structure be maintained as contributing, per Section 14-5.2(C)(2) Designation of Significant, Contributing or Non-contributing Status Within Historic Districts, with facades 1,2,4,5, 8, and 9 as primary. Staff recommended the front yard wall as a contributing.

Member Cherry asked when the windows were replaced and the stucco applied.

Ms. Romero was unknown. There was a case in 2022 requesting window changes that never came before the Board for approval.

Richard Martinez, PO Box 925, Santa Fe, NM, was sworn in. Mr. Martinez stated he did not know when the building was last modified. The current owners purchased it as it is and have not made any modifications. He agreed that the structure should remain contributing due to its interesting history. However, he felt that facades 1, 7, 9, 1A, and 7A were more character-defining. He explained that portions of the items that staff listed as character-defining no longer exist because they were removed in the last remodel of the property. These items included wood windows and a stained-glass window. Several of the facades that staff recommended are not visible, so they cannot contribute to a streetscape. The front yard wall should be contributing. His concern was that the recommended primaries were located on each of the four directions of the house; 1 is on the north, 2 is on the east, 4 is on the east, 5 is on the south, and 8 and 9 on the west.

The façade map did not call out the second-floor facades; therefore, the Board called them out as 1A for the north façade of the second floor and 7A for the west façade second floor.

Member Cherry agreed that facade number seven is one of the most important facades because it is character-defining and it is very visible from the street. However, he disagreed that the purpose of preserving the structures by the Board is only for the publicly visible facades. It can still have significance and not be visible. There are more than four sides of the buildings since there are eleven facades. Unfortunately, the work that was done on the building that was not permitted created some preservation degradation to the building by the remodeling that was done between 2021 and now. When a building is designated contributing, all sides are primary, and most of them have non-visible sides worthy of preservation. He did not feel that facades 4 and 5 were worthy of preservation, but facades 1, 7, 8, and 9, and the yard wall are contributing. However, façade 2 has some visibility, but don’t believe it is primary. This would exclude the newer portal.

Mr. Martinez explained that the two-story section of the building was no longer two stories. The interior was remodeled so that it is a single story with a high ceiling; however, the doors are still set up as if the exterior stairs were present, so it is awkward accessing the building. He recommended that the second floor north and west be primary as well, since they are character-defining and visible.

Ms. Romero stated that the staff decided on façade 7 due to its lack of architectural features.

Member Biedscheid asked for clarification on what staff is recommending versus what the applicant is recommended.

It was clarified that staff were recommending facades 1,2,4,5, 8, and 9 as primary, and the applicant was suggesting facades 1, 7, 9, 1A, and 7A.

Public Comment:
Ms. Stefanie Beninato, previously sworn in, found the case and report confusing. She agreed with Member Cherry that not everything that is designated as primary must be publicly visible. She questioned what the application from 2022 consisted of and shared that she agreed with Mr. Martinez that façade 7 should be primary because the massive walls are characteristic. She questioned whether the Board could require the replacement of the stained-glass window.

Mr. Martinez reminded the Board that when they designate a primary façade that it is like designating the 10' of the neighboring façade since it is not allowed to build within 10' of a primary façade.

Member Biedscheid thanked Mr. Martinez for his participation in the façade discussion. She appreciated several points he made.

Ms. Romero clarified that the front yard wall was the only one being designated. The tall side yard wall is not under consideration for contributing status. The façade map number 7 should only be the structure wall.

Board Action:
Member Biedscheid moved to retain the building as contributing and designate facades 1, 7, 9, 1A, and 7A as primary, excluding the portal on façade 9, and to designate the front yard wall as contributing. Member Degnan seconded. Member Cherry offered a friendly amendment to include façade 8 for the stained-glass window, which is publicly visible. The amendment was not accepted because that character-defining feature is no longer present. The motion passed by roll call vote with the Board voting unanimously (4-0).

Acting Chair Bienvenu clarified with the attorney that the Board is not approving the work after the fact, that is, only considering the status.

d. **2025-010508-HDRB, 511 E. Palace Ave**, Downtown & Eastside Historic District, Contributing, Betty Holmes, owner, requests replacement of vehicular and pedestrian gates.

Amanda Romero presented the case and staff recommendation. Staff recommended approval of the proposed project and found that the application complies with Section 14-5.2(D) General Design Standards for all Historic Districts, and 14-5.2(E) Downtown and Eastside Design Standards.

Acting Chair Bienvenu clarified that there were three items before the Board: a garage door, a pedestrian gate, and a vehicle gate, and that the garage door would be painted, not replaced.

Ms. Romero confirmed.

Acting Chair Bienvenu mentioned that the wall and fence guidelines specifically address that gates should be encouraged to be fenestrated rather than solid and since the pedestrian gate is solid with either at Tibetan or Indian appearance rather than the local designs this does not comply since the guidelines specify that the design needs to complement the wall treatment containing the gates concerning scale, height, material, texture, and color.

Member Cherry asked about the history of the existing gate.

Ms. Romero was unsure outside of the notations regarding it in the 1980s HCPI.

Fredrick Brian, 5021 Saratoga Road, Langley, WA, and owner of 511 East Palace Avenue, Santa Fe, was sworn in. Mr. Brian clarified that the plan for the garage door is to paint it.

Member Cherry asked if the applicant was amenable to fenestrations in the vehicle gate.

Mr. Brian stated that they could do something similar to what exists.

Member Biedscheid asked for clarification regarding the mailbox and its relocation.

Mr. Brian clarified that the mailbox would be on a post just to the left of the vehicle gate, but not in front of the garage.

Member Biedscheid commented that the gate style is attractive to a lot of people, but it is not in keeping with traditional Santa Fe style, and asked if the applicant was amenable to another gate.

Mr. Brian stated that his wife had her heart set on this gate, but he felt they could be amenable to a change if that is the recommendation of the Board.

Acting Chair Bienvenu stated that there is a misconception that this design is the right design for Santa Fe because the gates are older, rusty metal, frequently aged wood, and carvings, but they are inappropriate in the Historic Districts.

Member Cherry clarified that the mailbox located in the yard wall had already been removed and the wall filled in,and asked if the new mailbox location was an encroachment on the city's right-of-way.

Mr. Brian clarified the location of the post for the mailbox and confirmed it did not encroach.

Public Comment:
Ms. Stefanie Beninato, previously sworn in, appreciated the applicants' simple requests to redo the gates and the garage door paint, and vehicle gate fenestration. She pointed out that the gates from Seret and Son's that are proposed are similar to one on Camino Escondido that the Board approved previously, and that this gate was more handsome than the existing wood gate.

Member Cherry confirmed that the color of the paint, "Clinton Brown," was in kind to the color of the existing garage door, and the lightest teal color in the packet is the proposed color for the window trim, and the vehicle gate would have no finish and be raw wood.

Member Degnan confirmed that the applicant would be willing to put fenestrations on the vehicle gate.

Mr. Brian confirmed the colors and that he was amenable to the fenestrations.

Board Action:
Member Degnan moved to approve the application with the condition that the pedestrian gate be redesigned in a New Mexico traditional style with some fenestration, and the vehicle gate be redesigned in the same manner, and the new designs be submitted to staff for approval and approve the garage and trim color as submitted. Member Mather seconded. Member Mather recommended that the mailbox design be approved. Member Cherry recommended that the new vehicle gate fenestrations match the existing vehicle gate fenestrations. Both friendly amendments were accepted. Member Biedscheid recommended using naturally aged wood for both gates as a material, but did not make

it a recommended amendment to the motion. The motion passed by roll call vote with the Board voting unanimously (4-0).

e. **2025-010490-HDRB, 815 E. Alameda St. Unit 8**, Downtown & Eastside Historic District, William Kleinschmidt, agent for Nancy Abruzzo Holdings LLC, owner, proposes to construct a 2,204 sq. ft. freestanding residence to the maximum allowable height of 14'-5" and a 6'-0" high yard wall with 8' high gate enclosures where the maximum allowable height is 4'-6". An exception is requested to 14-5.2(D)(9)(c)(ii)(C) to exceed the maximum allowable height of the yard wall.

Lani McCulley presented the case and staff recommendation. Staff found that the exception criteria had not been met and recommended denial of the 6'0" high yard wall and gates, staff also found that the 3'0" high publicly visible metal planter wall that extends for approximately half of the east elevation facade does not comply with the materials standards under section 14-5.2(E) Downtown and Eastside Historic Districts standards as metal cannot simulate the appearance of adobe construction and recommended denial of the metal planter. Otherwise, staff recommended approval of the other elements of the application as they comply with 14-5.2(D) General Design Standards for all Historic Districts, and 14-5.2(E) Downtown and Eastside Design Standards.

Acting Chair Bienvenu pointed out that the story poles were not on site at the time of the field trip site visit, and it makes it difficult to visualize how this residence will be sandwiched onto the lot without them.

Ms. McCulley stated that the applicant was requested to put up the poles, and it was noted that they were not up at the field trip, but that staff did not have the opportunity to discuss them with the applicant before the hearing.

Bill Kleinschmidt, 1919 5th Street, Suite D, Santa Fe, was sworn in. Mr. Kleinschmidt apologized about the story poles, stating he did not have time to put them up. He pointed out that Alameda is a very busy street, and it is narrow at the location of this property. Speeding vehicles cause excessive noise and safety issues, so the reason for the higher yard wall is for noise mitigation and safety from vehicles. He pointed out that staffs' recommendation is because the six-foot wall does not strengthen the heterogeneous character of the city but weakens it and that it goes against the open feeling of the streetscape which has shorter yard walls and that staff provided measurements along the streetscape which vary from 35" up to 75" so there are taller walls then the 4'6" average. He stated he redid the calculation, and when he added the proposed wall height to the combination on the height calculation, it only raised the average by half an inch. He disagreed that the yard wall detracts from the streetscape. He stated that the compound was very open with its 3' to 4' high walls versus some of the neighboring lots. Regarding the steel planter, if an alternative material, such as coyote fence or stucco, is acceptable, the material could be changed.

Nancy Abruzzo, 515 Calle Corvo, Santa Fe, was sworn in. Ms. Abrusso stated that the yard wall is designed for safety and noise mitigation because of the layout of the homes in the compound. She asked for consideration of the planter's sidewall. It is intended as a car stop to protect the house from the parking spaces, but the area is narrow, which is why a metal planter was planned.

Acting Chair Bienvenu pointed out that the height for the yard wall is addressed in the code, and that is to take an average of the streetscape, and that becomes the maximum allowable height. It is not about permitting a higher height in a specific instance would raise the average. It is more than it creates a precedent for anyone living on the same road to be able to make the same argument that they should have a higher height. The road is busy, but the Board would be undoing a rule and an ordinance that the Governing Body has already addressed and passed. It is a Governing Body issue to make those determinations in the absence of specific facts that apply to a specific property that are sufficient to carry the relatively high burden of being able to justify an exception, and it was mentioned that the curve right there, and this would apply to several other properties as well.

Public Comment:
Ms. Stefanie Beninato, previously sworn in, stated her concern was how close to the street the residence would be, with a general guideline of a 7’ front setback, it does not seem harmonious to the larger setbacks of the other residences and the yard walls in the compound are lower as well so, a 6’ high yard wall is not harmonious with the compound either. She felt a 4’6” high yard wall would protect the property the same as a taller yard wall. She stated the streetscape is open in this area, and she hoped the Board would not approve the height. She appreciated that the applicant was willing to change the material of the planter.

Ms. Abruzzo clarified that a stucco wall would not be feasible for the planter and that the coyote fence would be better given the limited space. She stated that they could also put railroad ties, but they had hoped for a planting strip.

There was some discussion about whether the story poles were required or if the Board had enough information to determine the case.

Member Cherry felt there was enough information for the Board to decide.

Member Biedscheid felt that the story poles would be helpful to the public to see the distance from the street to the residence.

Director Lamboy clarified that this was part of an approved development plan and that the residence is planned within the permitted height that was also vetted through the Planning

Commission. She confirmed that the setbacks are pre-established for the compound, but the Board still has jurisdiction.

Ms. McCulley pointed out that the front setback is 10’ for the residence and that the yard wall would be at the sidewalk.

Member Biedscheid asked to see the floor plan of the house to confirm it was a single-family residence. She confirmed if the planter was freestanding.

Mr. Kleinschmidt clarified the planter’s location and design and the reasoning for the metal design. He also stated the house is at the 7’ setback, which is about 3’ from the sidewalk, and the sidewalk is about 3-4’, so the house is about 14’ from the street.

Member Cherry clarified that that would mean the yard wall was outside of the property line.

Director Lamboy clarified that the yard wall would not be permitted in the proposed location. Due to the trees on the property, the yard wall would need to be constructed on the interior of the property line or the property line. So, the Board could either act on the house but not the yard wall, or postpone the project for corrections.

Member Cherry asked the applicant their preference for the ruling.

Ms. Abruzzo explained that they have had several delays, and they would prefer not to be further delayed by the unintentional location of the yard wall.

Attorney Ruybalid pointed out that it is not consistent with procedures to approve a part of a project and postpone another. It would be difficult to write findings of fact and conclusions of law for that type of action. By denying the wall, it can come back with a new design for approval, or the Board could approve with some sort of condition with respect to the wall.

Mr. Kleinschmidt stated they would be happy to come back with the yard wall later if the residence could be approved, so they could move forward with permitting.

Member Biedscheid stated that it would be helpful to have a complete packet that shows the wall in relation to the building and in relation to the existing buildings. The buildings are close together and have a relationship with each other as per the development plan, so it would be better to see the full packet with the adjusted wall shown on the elevations and floor plan. The floor plan illuminated several things that were not in the rest of the packet, so it would be nice to have a complete packet come back to the Board, especially for this prominent part of Alameda.

Board Action:

Member Cherry moved to approve the house as submitted and deny the planter and yard wall. Member Degnan seconded. The motion passed by roll call vote with Members Mather, Degnan, and Cherry voting for and Member Biedscheid against.

f. **2025-010495-HDRB, 439 Camino del Monte Sol Lot 1-A**, Downtown & Eastside Historic District, Contributing, Hoopes Architects, agent for Chris Greulich and Mathew Boland, owners, request approval to construct a 504 sq. ft. detached garage and breezeway to a height of 10'-3" where the max allowable is 14'.

Paul Duran presented the case and staff recommendation. Staff recommended approval of the proposed project and found that the application complies with Section 14-5.2(D) General Design Standards for all Historic Districts, and 14-5.2(E) Downtown and Eastside Design Standards.

Acting Chair Bienvenu stated that he was surprised to find that the status of the structure was contributing rather than significant. The structure seems very well preserved from its original design and erection, and it was Mary Austin's house. It was designed by John Gaw Meem. He asked if staff had any thoughts on whether or not the designation is appropriate.

Mr. Duran commented that the structure is significant to the streetscape and the compound. However, the additions throughout time have impacted that significant status, and it is currently listed as contributing to the windows, doors, and vigas, giving a significant feel to the building.

Acting Chair Bienvenu stated that it was constructed in 1925, it is adobe and has an association with important figures in Santa Fe history, especially since Austin basically started the preservation movement in Santa Fe at the time this was being built and designed by John Gaw Meem. He added further that the HCPI indicated it has not been altered much, so he was not clear how this would not have been designated as a significant building.

Mr. Duran stated it is the purview of the Board to make that determination.

Acting Chair Bienvenu confirmed that the case would need to be postponed, and the status review case would need to be noticed and brought back at a later date.

Mr. Duran confirmed that it was correct.

Director Lamboy stated that the last HCPI was done in 1991, so if it is the preference of the Board to have further investigation on the property, they may request it.

Acting Chair Bienvenu stated the interior was massively altered, but the exterior looks quite similar to what was originally constructed.

Member Biedscheid stated that 1991 was a long time ago and if there have not been alterations in that time, it should be reviewed because placing the garage in line with the front of the house is potentially impactful because it appears to be on the same plane even though there is a 10-foot separation for the breezeway. If it is significant, then we would want to rethink the design. She stated she is always in favor of a new HCPI.

Member Mather agreed that 1991 was a long time ago and that a new HCPI and status review should be considered.

Member Degnan asked for clarification on whether the status was upgraded and how it would affect the proposal approval.

Acting Chair Bienvenu stated that the proposal would not be approved as designed because the addition would then be on a primary façade if the building were considered significant.

Director Lamboy stated that if the Board does not have enough information, they can postpone the case and request additional information and provide directions to the applicant.

Attorney Ruybalid confirmed it would not be approved, or because the code does allow for exceptions, so an exception would be required, and the case could still be approved with an exception if the exception criteria were met.

Member Cherry asked what the standard is for staff to request a status review, such as a timeline of 10 or 20 years.

Mr. Moquino stated that the HCPI should be more current than the year 2000, but if it has adequate information on the HCPI, then it can continue to be used; if additional information is needed, then a new HCPI is required.

Member Cherry confirmed that this 1991 HCPI should have been revised with a status review.

Director Lamboy stated that in this case, the HCPI was comprehensive, and staff made the determination that a new one was not required. However, the Board could require more information if needed.

Craig Hoopes, 333 Montezuma Avenue, Santa Fe, was sworn in. Mr. Hoopes stated that this building was a gallery for a long time, it is now being used as a residence, and the east elevation shows that there has been extensive work on the building. The area is not indicative of John Gaw Meem, and it is where the addition is going. But to call it significant

is wrong because there is nothing left that represents the 1925 construction or is significant to Santa Fe.

Member Chery asked if the doors and windows that are in the area where the breezeway is going, do you know the era of those windows?

Mr. Hoopes believed all of the windows on that façade to be original to the structure. The door, however, is most likely not, but the windows and doors are being preserved.

Mr. Hoopes explained that the addition meets the code for additions by being at least 10 feet from the primary façade and then crossing the yard for 10' so that the garage does not come out in front of the primary façade. It is a Pueblo-style garage. The new windows are simulated divided lite and match the windows within the existing house, the garage is lower than the house by 6", and the breezeway is lower by another 9". This is in conformance with the historic guidelines for the property and we are adding on to a façade where it has been altered over time so there is no harm to the residence.

Acting Chair Bienvenu stated it is nice to see that the applicant is trying to do something harmonious with the house, but it is troubling that the drawing gives the appearance that this was always the design of the house. There is this beautiful long façade on that north elevation, and then a somewhat setback breezeway, and then the garage that is flush with the house itself and essentially the same height. It gives the impression that this was all part of the original design, which is concerning because there needs to be a differentiation from the original building. Then the window looks out of place on the garage's north elevation. It could only be inserted in that spot if it were a framed structure, so it makes it clear that it is not Adobe.

Mr. Hoopes stated that the garage front wall is thickened to a foot deep to duplicate the feeling of the true adobe.

Acting Chair Bienvenu stated that it was great that it is recessed, but the problem is that the three-foot corner rule.

Mr. Hoopes stated he would get rid of that window because there are windows on the south for light.

Member Cherry stated it does distinguish the garage from the adobe structure, but the question is if there was an exception request for the three-foot corner rule, and if it applies here.

Acting Chair Bienvenu stated the rule applies when the window is publicly visible.

Mr. Hoopes confirmed it does not meet the three-foot corner rule.

Member Biedscheid wondered if there was any consideration of a detached garage because the breezeway implies that this is an addition to the house, since it is all connected, and asked if a detached garage had been considered.

Mr. Hoopes stated it was looked at the beginning of the design process, two doors open to the area of the garage, and it seemed natural to connect the garage to the house through the breezeway.

Acting Chair Bienvenu asked if the apricot tree would be removed.

Hoopes confirmed the tree would be removed.

Public Comment:
Ms. Stefanie Beninato, previously sworn in, agreed with Member Biedscheid that the breezeway should be designed to look more like a breezeway and less like an enclosed space, and wondered if it might be better to rotate the garage 90 degrees so that the entry was facing east for the entry to the garage. That way, the garage doors would not be prominently visible, and it would look less like a garage upon approach.

Mr. Hoopes commented that it would be physically impossible to enter the garage at that angle, given the driveway slope and angle.

Member Cherry asked for clarification on the preservation of the window to the south of the breezeway.

Mr. Hoopes explained the wide mullion between the door and window and access to the courtyard.

Member Biedscheid asked staff about the proposed location of the breezeway and if the wall was within 3’ of the door on the building, and if this was an issue with the requirement.

Director Lamboy stated that the regulation is for publicly visible doors and windows, and she was not sure if this was publicly visible.

Mr. Hoopes confirmed the house is perpendicular to the road and the breezeway is set back from that façade, so the breezeway would not be publicly visible from Camino del Monte Sol.

Member Biedscheid felt it detracted from the contributing home, making it more modern with an attached garage, and it is not how the home was designed. It would be more appropriate to have a detached garage. The breezeway alters the function of the house to something more modern.

Mr. Hoopes pointed out that John Gaw Meem designed many homes with attached garages, so this is not in conflict with what he did in other situations.

Member Cherry compared the breezeway to the recent case regarding a causeway at the Drury and while the cases were different because the Drury had a previously existing condition designed by John Gaw Meem that the Board approved replacing it similar design to the original., the design of this breezeway was similar in design to that causeway.

Member Biedscheid asked if the fascia above the breezeway was to be painted to match the window trim. The color accentuated the concern over the breezeway.

Mr. Hoopes confirmed it matches the window color, but it could be changed to a Pueblo style if the Board chose. He shared that the idea was that if someone wanted to remove the breezeway and garage later, the building would keep its historic fabric without damage.

Board Action:
Member Cherry moved to approve the application submitted. Motion died due to a lack of a second.

Member Cherry moved to approve the application with the condition that the window on the north side of the garage be removed. Motion died due to a lack of a second.

Member Biedscheid stated she would like to move for a detached garage, but asked the applicant what their opinion would be. She felt that the current design may not serve the building, where the Board seems to believe that a new HCPI and status should be considered.

Mr. Hoopes stated that this is the only residence without a garage, and the preference would be an attached garage.

Member Biedscheid moved to postpone this case and have the applicant provide a new historic cultural properties inventory for the property and have a status review before hearing this design request. Member Degnan seconded. The motion passed with Members Biedscheid, Degnan, and Mather voting for and Member Cherry voting against.

g. **2025-010510-HDRB, 911 Old Santa Fe Trail**, Downtown & Eastside Historic District, Frank Morrison, agent for Arthur & Susan Cordova, owners, proposes to construct a new 4,781 sq. ft. residence, including a garage and exterior portals, to a maximum height of 15’-6”, where the maximum allowable is 15’-10”.

Amanda Romero presented the case and staff recommendation. Staff recommended approval of the proposed project and found that the application complies with Section 14-5.2(D) General Design Standards for all Historic Districts, and 14-5.2(E) Downtown and Eastside Design Standards.

Member Biedscheid pointed out that the applicants' letter indicates that all windows are vinyl and that they have snap-in grids to replicate divided lite, and asked for confirmation.

Ms. Romero confirmed that it was correct.

Member Biedscheid confirmed that the letter says vinyl in a taupe color, and the street-facing windows will have a crossbridge pattern insert to meet the Santa Fe standards, and then some of the windows that are not publicly visible do not have the inserts. So, they are not divided lite.

Ms. Romero confirmed that it was true for the east elevation.

Member Biedscheid questioned if vinyl was allowed because she did not believe that the Board had ever approved vinyl windows or the type of insert that can be removed, as well as the inconsistency with the windows on a single property, such as partially divided, partially single-pane windows.

Ms. Romero confirmed she spoke with the applicant, and they are willing to consider other window types.

Francisco Morrison, 9425 Woodland Avenue NE, Albuquerque, was sworn in. Mr. Morrison explained that they were with Twilight Homes, and they are working with Mr. Cordova to build a new residence. The applicant is willing to change the window type to meet the recommendations of the Board.

Member Cherry asked what the construction of the proposed garage door was.

Mr. Morrison said it is a metal door with a wood grain finish to it, and then the windows would be clear windows above. So, the door will appear as wood and glass, but it is metal with windows.

Public Comment:
Ms. Stefanie Beninato, PO Box 1601, Santa Fe, New Mexico, was sworn in. She appreciated that the windows would be simulated divided lite, but did not like the vinyl for the windows. She had concerns with the larger single pane windows and asked if they had divided lites. She asked how publicly visible the garage was because it consumes the facade, which is not appropriate in the Recent Santa Fe Style. She appreciated that the metal door would appear to be wood.

Member Degnan asked if metal garage doors were able to be approved or have a history of being approved in the historic districts.

Director Lamboy stated that, to her knowledge, they were not in the Downtown and Eastside Historic District.

Member Degnan asked the applicant why the garage door needed to be metal.

Mr. Morrison confirmed that this is standard in Twilight homes outside of the historic districts, so that is why this design is for the door, but they are willing to make a change if it is necessary.

Member Degnan asked if the applicant was willing to install a wooden garage door.

There was discussion on how to make the motion.

Board Action:
Member Degnan moved to approve the application with the condition that the garage door be wood, the windows be true or simulated divided lites and not vinyl, but aluminum clad so that they are consistent throughout the house, and to work with staff to get the approval. Member Mather seconded. Member Cherry requested a friendly amendment that the lite pattern on the garage doors not have the curve, the ellipse, because the style is not normal in the district, so regular rectangular windows would be appropriate. Member Biedscheid recommended a friendly amendment that the color of the windows be white or another staff-approved color in keeping with this streetscape, but not the taupe. Both friendly amendments were accepted. The motion passed by roll call vote with the Board voting unanimously (4-0).

Ms. Romero clarified that windows under the portal are not required to be divided lites and asked if the windows under the portal were to be divided lites.

Acting Chair Bienvenu stated that the motion was that the windows need to be divided lites to be consistent with the entire house.

Attorney Ruybalid confirmed that simulated divided lights were acceptable.

Acting Chair Bienvenu clarified the terminology that true divided lites are individual panes of glass with an actual wooden structure separating those panes of glass whereas simulated divided lites are a wooden lattice structure that is part of the frame that separates the glass visually as opposed to snap in separation dividers and spacers in between those wooden pieces to give the appearance that they are individual. So that is simulated divided lites with spacers or actual wood muttons. It would be nice to have this type of definition in writing, so it does not need to be explained each time it is discussed.

h. **2025-010494-HDRB, 206 McKenzie St.**, Downtown & Eastside Historic District, Contributing, Bradyn Furry, agent for Mindy Hale and FC3 Ltd. Co., owner, requests approval to replace all the doors and windows which requires an exception to 14-5.2(D)(1)(a) for the removal of historic material; construct a new detached steel carport to a height of 8'-8" with roof-mounted solar units within the existing auto court which requires an exception to 14-5.2(D)(E) Downtown and Eastside Design Standards; an increase in height by 3'-3" of a previously approved parapet on the McKenzie St. façade which requires an exception to 14-5.2(D)(2)(c) additions are not permitted unless set back 10' from primary facade, and install roof top HVAC units, and a new pedestrian gate on the McKenzie St. adjacent to the vehicle entrance.

The Board reopened the case for consideration.

Paul Duran presented the case and staff recommendation. Staff recommended approval of the proposed project and found that the application complies with Section 14-5.2(D) General Design Standards for all Historic Districts, and 14-5.2(E) Downtown and Eastside Design Standards and the exception criteria have been met for all exception requests except for the request for the addition and increase in height to the primary south elevation facade. The applicant should find other design options for that addition, including lowering the parapet to be subservient to the adjacent historic parapet.

Member Biedscheid asked if all of the windows and doors were being replaced, and staff agreed that they all were.

Mr. Duran confirmed that this is correct because while walking around the site and looking at the assessment, the congruency of the windows will provide stability to the integrity and preservation of the structure, given that many of these doors and windows are boarded up or in disrepair, and the structure needs too much care. Window replacement may be the best way to move forward for this structure. Looking at the south façade, there are a lot of windows and doors, so this is a blanket recommendation for the exception criteria, based on the best way to move forward for the preservation of the building.

Member Biedscheid asked if the missing windows were because they were lost, or were they all covered by the assessment, or did some go missing after the assessment.

Mr. Duran stated that the windows are just missing, as in no longer in the building and not on the property for reuse. He stated that some of the windows went missing after the assessment, which covers all of the windows, because the assessment was from January.

Member Mather stated that there was an overwhelming amount of information on this project, and she would have appreciated an informational session about the plan. She

recommended an earlier time or possibly a single meeting dedicated to the case to give it the attention it deserves. She clarified that this would be a subsequent hearing.

Member Cherry stated he has questions about missing information that could help with decisions, so he felt a postponement for more information. What he would like to see is an existing and proposed site plan because this is an extremely important building that has a lot of historic material, and there are no elevations that are tied to the window assessment. It is not possible to make the correlation between what is on the window assessment right here, right now, while working on other cases. He agreed with Member Mather; however, if requesting more information, the Board should be specific with the applicant, so they know what is needed to make decisions. This is a multi-floor building with only one floor plan; there are no floor plans for each level, so it is difficult to tell from the floor plan which windows are which. So, while there is a lot of information but there is significant information that is also missing.

Member Degnan agreed that the case needs all the care and thought it deserves, and it is a lot of information, and the basics are missing, so she agreed with the idea of postponing the proposal until the information can be thoroughly analyzed.

Member Biedscheid agreed that it did not seem that the applicant was prepared to walk the Board through the project. It would be nice if there could be a walk-through of the property with a real breakdown to connect the dots.

Acting Chair Bienvenu stated that since they were present, it would be good to hear from the applicants to help make sense of the information and get a layout of the information that the Board is looking for, so they know what more to provide. So, let’s hear from the applicant with the understanding that this may be postponed and ultimately not decided on tonight.

Bradyn Furry, P.O. Box 238, Santa Fe, was sworn in. Mr. Furry stated that when looking at the elevations, there are four sheets for elevations. The top elevation on the sheet is the existing and the bottom is the proposed elevation. The windows, for the most part, look the same because we are trying to replace them in-kind. They will look exactly like they do now. As for not referring to the window assessment, the window tags on the lower elevation have the same designations as each window and door in the assessment. These were added so there could be a correlation back and forth. There are a lot of windows and doors, but only about half of them are still historic windows. Over the years, there have been many renovations with a lot of work done on the building and the windows that have been there from when it was built or soon after, having been replaced due to damage.

Mr. Furry continued with a little history on the building. It was bought by the current owners in 2019 when they immediately set out on a renovation project with a previous contractor and architect. As of 2021, the contractor and architect were no longer a part of the project,

and Mr. Furry was brought on as the designer, and a new contractor was brought on. During the last four years on the project, a lot of shoddy workmanship and items that did not meet the code and were not permitted were discovered. So, the permit process basically started over with reverting the condition of the building back to the 2019 version. This has been a long process for the building, and as part of the assessment over the years, they discovered things like the doors and windows, and the damage to them. The windows are set right into the adobe or the pen-tile wall, and that is where the windows are failing is through the framework, which is the buck in the wall, which is the piece that would normally attach a window to the wall. To repair the historic window, it would need to be removed, which would subsequently damage the existing structure around it. So that is why the a request for the replacement of windows and doors. The idea is to have them look the same, but to stop the degradation of the building from moisture infiltration.

Mr. Furry stated that with the Carport, the applicants would like to add as much solar to this project as they can. They are trying to be very green, sustainable, and environmentally conscious. There was an assessment done for solar on the existing roof of the building. The problem is that the roofs are greatly separated from each other, and they don't have adequate square footage on each. The only answer that made a significant impact was to build a new structure in the auto-court that would be for solar panels but also provide shade and shelter for the users of the building for parking. Because the auto court is so small, doing a standard carport with wood beam posts on the corners would basically render the auto court unusable for cars and would not meet the minimum number of spaces for the size of the building. This is why the steel structure came in; it has the material that can support itself in this situation and support the solar panels and protect the cars.

Mr. Furry continued stating that there were previously installed rooftop units on the building; they were not approved, so they are on this list for approval. There was administrative approval for a screen wall to hide the HVAC, which they are keeping in the design, but they were told that when the mechanical contractors went to get the permit, it had not been approved by the historic. So that is on the list as well.

Mr. Furry mentioned that on the north, on McKenzie Street, there is a pedestrian gate right now. It has an existing steel framework that has existed for decades and that is being kept. Unfortunately, someone took out the other original gate and replaced it with a livestock fence, square wire mesh, so in the elevation, the design of the new gate matches the gates that were found on the property previously. The stucco provided from the previous contractor started to delaminate from the building, so it was falling off, so they removed it. They want to go back with new stucco that is exactly like what was approved in a previous Board hearing a few years ago.

Mr. Furry stated that the parapet extension was previously approved in a Board hearing. They want to do the same design and extend it up to three feet because they would like to put in a set of skylights behind that. Back in the early 1900s, that portion of the building

was along an alley and open to the outside. In the 1940s, it was enclosed and became an interior space. So, they would like to go back in and recreate that as best as they can while keeping it in an interior space because, after the building had been renovated to include it as interior because the interior finishes won't support it. That wall was supposed to replace a wall that was destroyed during the last construction process. So, they are rebuilding it in the traditional adobe style that goes along with the building. They just want to raise it from what was previously approved to hide the skylight behind the parapet.

Mr. Furry stated it was a lot of information, but it was a general overview of the six items that are being discussed.

Member Cherry asked what the structure with the wood beams with tarps was.

Mr. Furry explained that it is a temporary roof structure for protection while they complete the permit process.

Mr. Cherry stated that it is difficult to understand the existing and proposed details when there is apparatus on the project.

Pamela Coster, 1102 Piedras Rojas, Santa Fe, was sworn in. She wanted the Board to know that they love the building, and they see themselves as stewards of the building. The first attempt with the construction broke their hearts because the building needed a lot of work, and unfortunately, under their watch, it did not get what it needed. So now they are working to restore the structure. The lens for the restoration starts at about 1850 and goes to about 1945. Three women were instrumental and were so important to this community. We want to honor them by restoring the instruction to the contractor to make this building last another 100 years. So, that's why the Adobe work is being done by a group that does Adobe restoration. The applicant did extensive interviews with the community when they bought the building because it was so important to people. The bottom floor is going to be open for many community events to give back to the community, and the company offices will be upstairs. The applicant assured the Board that they are making every decision for the building to preserve what was there.

Member Mather thanked the applicant for their information, as she felt it helped with her understanding of the project.

There was discussion on how to proceed with the case.

Acting Chair Bienvenu explained that the window assessment is not what is normally seen. He explained that there is usually a condition report that explains if each window and door is repairable or requires replacement.

Mr. Furry stated he would get more information for the assessment.

Ms. Coster explained that the windows on the north elevation at the west end are not being replaced, and a modern skylight is being installed above that area.

Member Cherry pointed out that this information is important because the request asks for all windows to be replaced; this should be clarified in the application.

Acting Chair Bienvenu added that the staff is not showing approval for the raising of the parapet, so that needs to be further addressed. He also stated that the windows need the most additional information.

Member Degnan stated she was under the impression that only some windows were being replaced since so many are historic and may not be in need of replacement.

Mr. Furry explained that there are several approvals already issued that address some of the happenings on the property.

Member Biedscheid was unclear on what information the applicant is expected to bring to the next hearing, because it seems that extensive time is being spent on it.

Acting Chair Bienvenu stated that the window assessment needs further information, which clarifies whether each window is repairable or needs to be replaced.

Ms. Coster stated that many of the windows were broken by the previous contractor, so they are in worse condition now.

Member Biedscheid clarified that the applicant meant by replaced in-kind is in terms of pattern and material. She also clarified the stucco and its color and the height of the parapet, and the skylight design.

Mr. Furry explained that the skylights were raised by three feet so they would be publicly visible if the parapet were not raised.

Public Comment:
Mindy Hail, 1102 Pietras Rojas, Santa Fe, was sworn in. She felt that the damage to the windows was more evident on the interior of the structure because the windows are not in good condition. The level of destruction that happened under the previous contractor was astronomical. They are committed to starting over; it would be preferred not to piece-meal the windows because it will affect the integrity of the structure. The pen tile requires repairs, the window frames and structures, and so much more from the extensive damage. She did not believe there was an understanding of the extent of the damage and what would be involved in repairing it all.

Director Lamboy stated that it would be helpful if the applicant could provide some photos as additional information of the inside, where there is damage. So that it can show the Board the extent of damage.

Acting Chair Bienvenu stated this could be part of the window assessment.

Member Cherry stated it would be nice to have photos of both the interior and exterior of each window. He also requested to take a tour of the building.

Ms. Coster responded, but was inaudible.

Acting Chair Bienvenu stated that the applicant can provide anything they feel will help.

It was determined that staff would set up the tour and would provide the required notice.

Ms. Stefanie Beninato, previously sworn in, was frustrated that the previous speaker was not audible. She was glad that photos were going to be provided for each window and its corresponding damage for a better explanation of the window replacement. She did not understand the rationale for removing the windows. She thought that some of what they want is in addition to what was there historically, like the skylights, and if they cannot work without raising the parapets, then maybe they should be done away with. Skylights are a want, not a need, and are not historic, and the same is true for solar. Sustainability is important, but this is the Downtown and Eastside Historic District. So maybe you can't get everything to be solar, or you have to put them on the roof in smaller arrays rather than a steel structure downtown, especially since the Board would not allow the previous applicant to have steel garage doors. She was curious that if the applicant had permits and was having inspections as required how it was never recognized that this damage was being done.

Board Action:
Member Mather moved to postpone the case to the June 24, 2025, hearing and to have a site visit at some point before that hearing. Member Degnan seconded. Member Cherry made a friendly amendment that prior to the meeting, new documentation that was requested be provided, including photos of the interior and exterior windows, along with the 3D file (Matterport tour). The friendly amendment was accepted.

Director Lamboy stated that the additional information must be in the packet, which is published on the Friday before the Tuesday meeting. Therefore, the information needs to be given to staff no later than Wednesday, June 16, 2025, before the hearing so it can be added to the packet.

The motion passed with the Board voting unanimously (4-0).

9. **Discussion Items**
There were no discussion items.

10. **Matters from the Board**
Paul Duran reminded the Board of the invitation to see the site on Grant Avenue. He noted each tour is limited to ten people and they will be from 10:30 am to 11:30 am and 11:30 am to 12:30 pm on Wednesday, June 11, 2025. He requested that all signatures be given to him after the meeting so he could get them to Jenkins Gavin by the morning.

11. **Next Meeting**
June 24, 2025

12. **Adjournment**

Acting Chair Bienvenu asked if there were any objections to adjourning the hearing. There were none. The hearing adjourned at approximately 9:58 p.m.

Lani J McCulley

Lani McCulley, Transcription

_____ _____
Cecilia Rios, Historic District Review Board Chair Date

City of Santa Fe, New Mexico

memo

DATE: **July 8, 2025**

TO: **Historic Districts Review Board Members**

VIA: **Heather Lamboy, Planning & Land Use Department Director**
Maggie Moore, Assistant Land Use Director
Gary Moquino, Historic Preservation Division Manager

FROM: **Lani McCulley, Senior Planner, Historic Preservation Division**

2025-010666-HDRB, Shelby St. Foot Bridge, Downtown & Eastside Historic District, no status, Wonderstone Consulting LLC, agent for City of Santa Fe, owner, requests a historic status review for the pedestrian bridge.

REFERENCE ATTACHMENTS (Sequentially):

CITY SUBMITTALS	APPLICANT SUBMITTALS
____ District Standards & yard wall & fence standards.	__x__ Proposal Letter
___ Historic Inventory Form	____ Site Plan/Floor Plan
____ Zoning Review Sheet	____ Elevations
____ Other:	__x__ Photographs
	__x__ Other: [2025 HCPI]

STAFF RECOMMENDATION:
Staff recommends that the historic status of the footbridge structure be designated as contributing, per section 14-5.2(C)(2) Designation of Significant, Contributing or Noncontributing Status Within Historic Districts.

Sample motions:

a. In case 2025-010666-HDRB, for Shelby Street Footbridge, designate the footbridge structure as significant/contributing/non-contributing.

BACKGROUND & SUMMARY:

The Shelby Street Footbridge is located on the south side of Alameda Street at the base of Shelby Street. The footbridge is located in the Downtown and Eastside Historic District but has no designated status. It is located above the stone-lined channel constructed by the Civilian Conservation Corps in the 1930s. The area is part of the Santa Fe River Park, which is a passive recreational area with landscaping, picnic tables, and a walking path. The park is restricted to parcel sections from twenty to one hundred feet wide, bounded on one side by the ten-foot drop to the riverbed and on the other side by Alameda Street. This parkway was developed for the visual enhancement of the nature of the site.



Figure 1: Location of Shelby Street Footbridge.

The Shelby Street Footbridge is one of two footbridges that cross the Santa Fe River within the park. Eight public vehicular bridges and several private vehicular bridges also cross the park. The street bridges include Defouri Street Bridge, Delgado Street Bridge, Grant Avenue Bridge, Don Gaspar Street Bridge, Galisteo Street Bridge, Old Santa Fe Trail Bridge, Camino Cabra Bridge, Palace Avenue Bridge, and Paseo de Peralta Bridge. The Santa Fe River State Park and Don Gaspar Street Bridge are on the National Register, and the National Register of Historic Places registration form classifies the 1928 Delgado Street Bridge as contributing. All of the other bridges are considered non-contributing according to the National Register of Historic Places registration

form. However, the Historic Districts Review Board designated statuses for the Defouri Street Bridge in 2013 (contributing), the Delgado Street Bridge (significant), the Grant Avenue Bridge (significant), and the Don Gaspar Street Bridge (significant) in 2014. The Galisteo Street, Old Santa Fe Trail, Camino Cabra, Palace Avenue, and Paseo de Peralta Bridges remain without status. The other footbridge, the Brothers Lane Footbridge, came before the HDRB in 2003. While no status was designated because the bridge was under 50 years old, the bridge was subject to a city project which proposed to reconstruct the bridge and widen it by 2'0". However, the Brothers Lane Bridge was required to be reconstructed of wood in keeping with the original bridge.



Figure 2: Side view of Shelby Street Footbridge

The Shelby Street Footbridge was constructed in 1968, most likely as a replacement for a timber bridge that was constructed in the 1930s as part of the Civilian Conservation Corps project. The 1968 bridge is constructed of concrete slabs with timber and stone abutments and concrete girders (see figure 4 for parts of a bridge), and a steel pipe railing. An additional concrete beam was placed between the girders for added support at an unknown date. The exterior of the girders is embedded with sandstone blocks set into a concrete bed, which gives the footbridge an appearance of rock construction in an arch. The entrance to the bridge is bordered on each side by low sandstone parapets about 12" in height, and the metal railing is embedded in square masonry end posts at about 18" in height. The entrance on the north of the bridge has curved stone walls up to four feet in height flanking the approach to the bridge. These walls connect to the masonry end posts. The south entrance has had stones removed to accommodate the widening of the pedestrian path.



Figure 3: North and South Entrances to Shelby Street Footbridge.

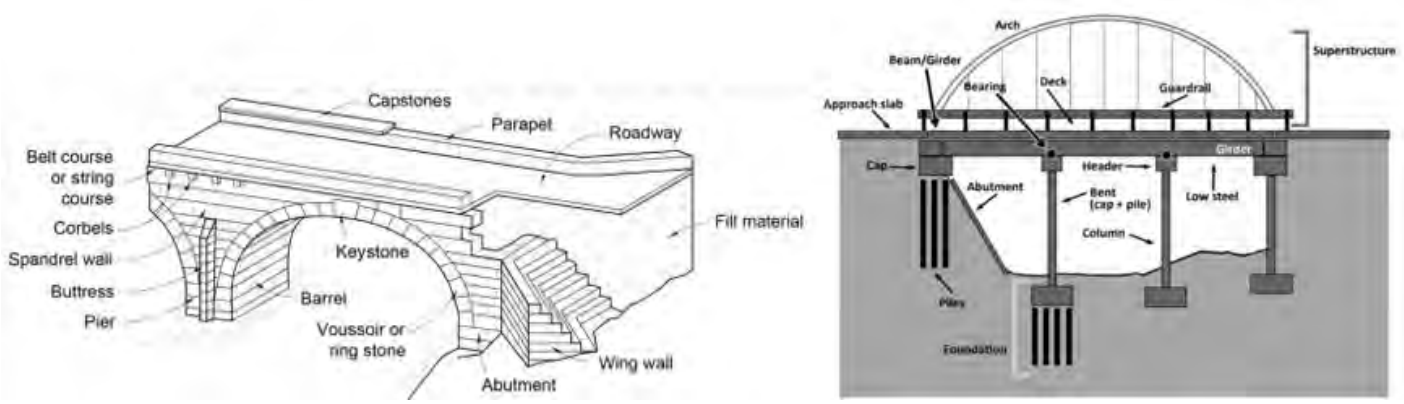


Figure 4: Parts of a Bridge

The National Register of Historic Places Registration form from 2008 shows the footbridge as non-contributing to the area because it was outside of the period of significance for the nomination of the Santa Fe River Channel (1940s). The footbridge also did not stylistically fit with the design aesthetic of the era. In 2008, the footbridge would have been 40 years old, so it would not have qualified for contributing status due to age. The footbridge is now 56 years old and qualifies for review for status. The Santa Fe River Park channel still holds its historic character. The bridges along the park establish and maintain the character of the park. There are only two footbridges, and they do contribute to the overall feeling of the park's character. Therefore, staff recommend contributing status for the Shelby Street Footbridge.

APPLICANT'S REQUEST:

The applicant requests:

1) Status designation of the Shelby Street Footbridge.

RELEVANT CODE CITATIONS:

14-5.2 HISTORIC DISTRICTS

(A) General Provisions

(1) General Purpose

In order to promote the economic, cultural, and general welfare of the people of the *city* and to ensure the harmonious, orderly and efficient growth and *development* of the *city*, it is deemed essential by the *governing body* that the qualities relating to the history of Santa Fe, and a harmonious outward appearance, which preserve *property* values and attract tourists and residents alike, be preserved, some of these qualities being:

(a) The continued existence and *preservation* of historical areas and *buildings*;

(b) The continued construction of *buildings* in the historic styles; and

(c) A general harmony as to style, form, color, height, proportion, texture, and material between *buildings* of historic design and those of more modern design.

(C) Regulation of Significant and Contributing Structures in the Historic Districts

(Ord. No. 2004-26)

(1) Purpose and Intent

It is intended that:

(a) Each *structure* to be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical *development*, such as the addition of conjectural features or architectural elements from other *buildings*, shall not be undertaken.

(b) Changes to *structures* that have acquired historic *significance* in their own right shall be retained and preserved, recognizing that most *structures* change over time;

(c) Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a *structure* be preserved; and

(d) New additions and related or adjacent new construction be undertaken in such a manner that if removed in the future, the original form and integrity of the historic *property* and its environment would be unimpaired.

(2) Designation of Significant, Contributing, or Noncontributing Status within Historic Districts

(a) Status Designation

Structures within historic districts may be designated a status of "significant," "contributing," or "noncontributing" based upon the definitions of these terms in Article 14-12. Staff shall maintain a record as to the current status of *structures* located in the Historic Districts.

(b) Board Authority to Review Status Designation

(i) The Board is authorized to change the status of a *structure* or to designate a status for a *structure* with no status designated.

(ii) A change in status or the designation of a status shall be based upon an evaluation of data provided through survey or other relevant sources of information and the definitions of "significant," "contributing," or "noncontributing."

(e) Appeals (Ord. No. 2009-42 § 16)

Decisions made by the Historic Districts Review Board may be appealed to the *governing body* as set forth in Section 14-3.17.

(f) Restoration of Status

If a *property owner* makes changes to a *structure* without the proper *city* approvals, which result in the lowering of the *structure's* status, staff or the board may require the *property owner* to restore the *structure* such that its former status is restored.

14-12 Significant Structure:
A structure located in a historic district that is approximately fifty years old or older, and that embodies distinctive characteristics of a type, period, or method of construction. For a structure to be designated as significant, it must retain a high level of historic integrity. A structure may be designated as significant:

(A) for its association with events or persons that are important on a local, regional, national, or global level; or
(B) if it is listed on or is eligible to be listed on the State Register of Cultural Properties or the National Register of Historic Places.

14-12 Contributing Structure:
A structure, located in a historic district, approximately fifty years old or older, that helps to establish and maintain the character of that historic district. Although a contributing structure is not unique in itself, it adds to the historic associations or historic architectural design qualities that are significant for a district. The contributing structure may have had minor alterations, but its integrity remains.

14-12 Noncontributing Structure:
A structure, located in an H district, that is less than fifty years old or that does not exhibit sufficient historic integrity to establish and maintain the character of the H District.

14-12 Primary Façade:
One or more principal faces or elevations of a building with features that define the character of the building's architecture.


Shelby
Street
Bridge
Brothers
Lane
Bridge
101 W ALAMEDA ST
220 SHELBY ST
235 DON GASPAR AVE
222 SHELBY ST
121 E ALAMEDA ST
221 SHELBY ST
222 OLD SANTA FE TRL
218 OLD SANTA FE TRL
209 OLD SANTA FE TRL
211 OLD SANTA FE TRL SUITE 11
211 OLD SANTA FE TRL
223 CATHEDRAL PL
SHELBY ST
CATHEDRAL PL
149 E ALAMEDA ST
228 OLD SANTA FE TRL
127 E DE VARGAS ST
127 E DE VARGAS ST A
237 DON GASPAR AVE
DON GASPAR AVE
310 OLD SANTA FE TRL
OLD SANTA FE TRAIL
E ALAMEDA ST
311 OLD SANTA FE TRL
129 E DE VARGAS ST UNIT 1
131 E DE VARGAS ST
129 E DE VARGAS ST UNIT 3
135 E DE VARGAS ST
141 E DE VARGAS ST
147 E DE VARGAS ST
E DE VARGAS ST
315 OLD SANTA FE TRL
147 E DE VARGAS ST 1
147 E DE VARGAS ST 3
134 E DE VARGAS ST
142 E DE VARGAS ST
250 E ALAMEDA ST UNIT 511
250 E ALAMEDA ST UNIT 616
250 E ALAMEDA ST UNIT 612
250 E ALAMEDA ST UNIT 523
250 E ALAMEDA ST UNIT 702
250 E ALAMEDA ST UNIT 802
250 E ALAMEDA ST UNIT 608
250 E ALAMEDA ST UNIT 626
250 E ALAMEDA ST


Shelby St
E Alameda St
E Alameda St
Santa Fe River
Santa Fe River
Santa Fe River
Santa Fe River



5.26.1951



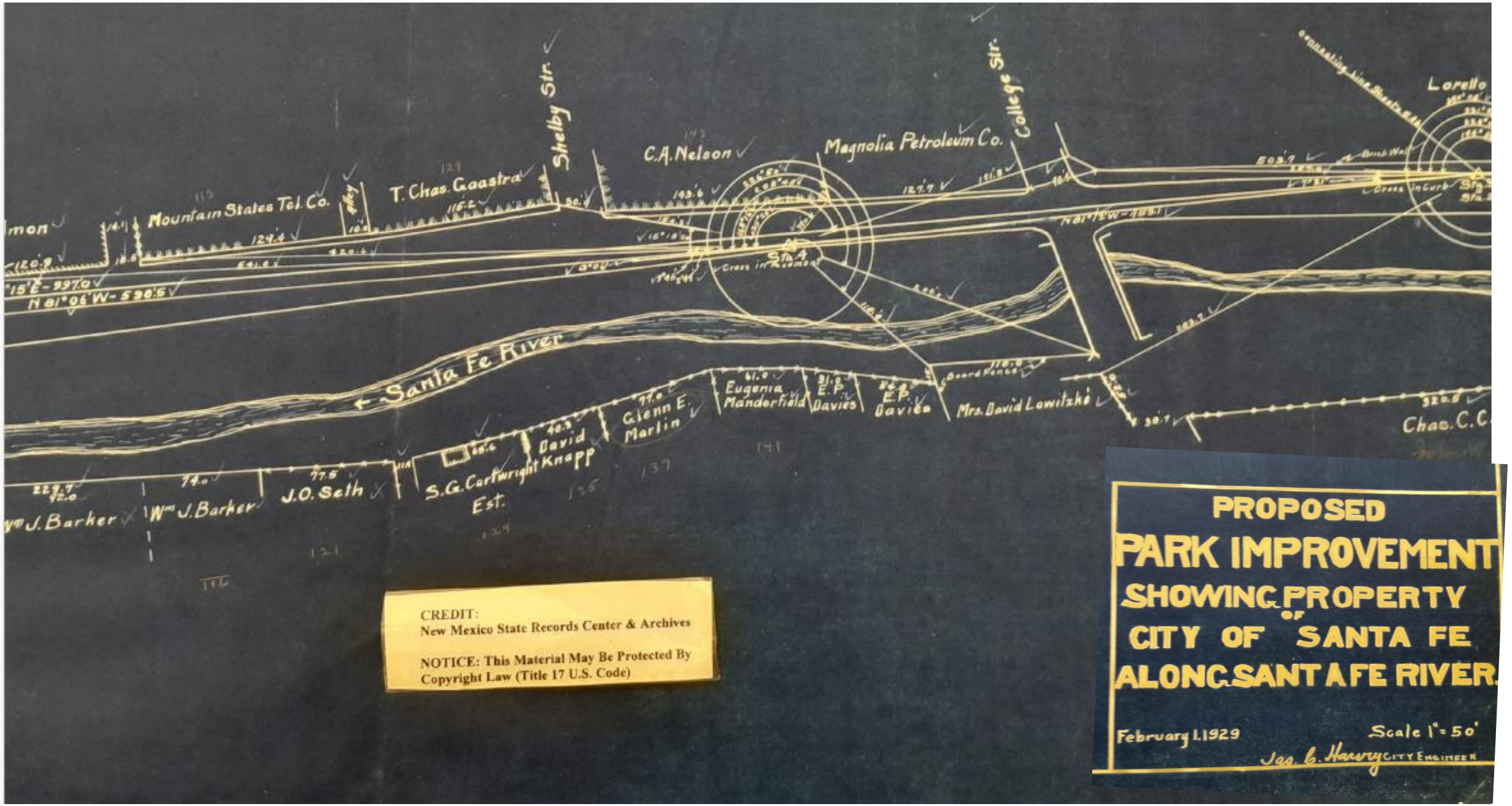
11.10.1958



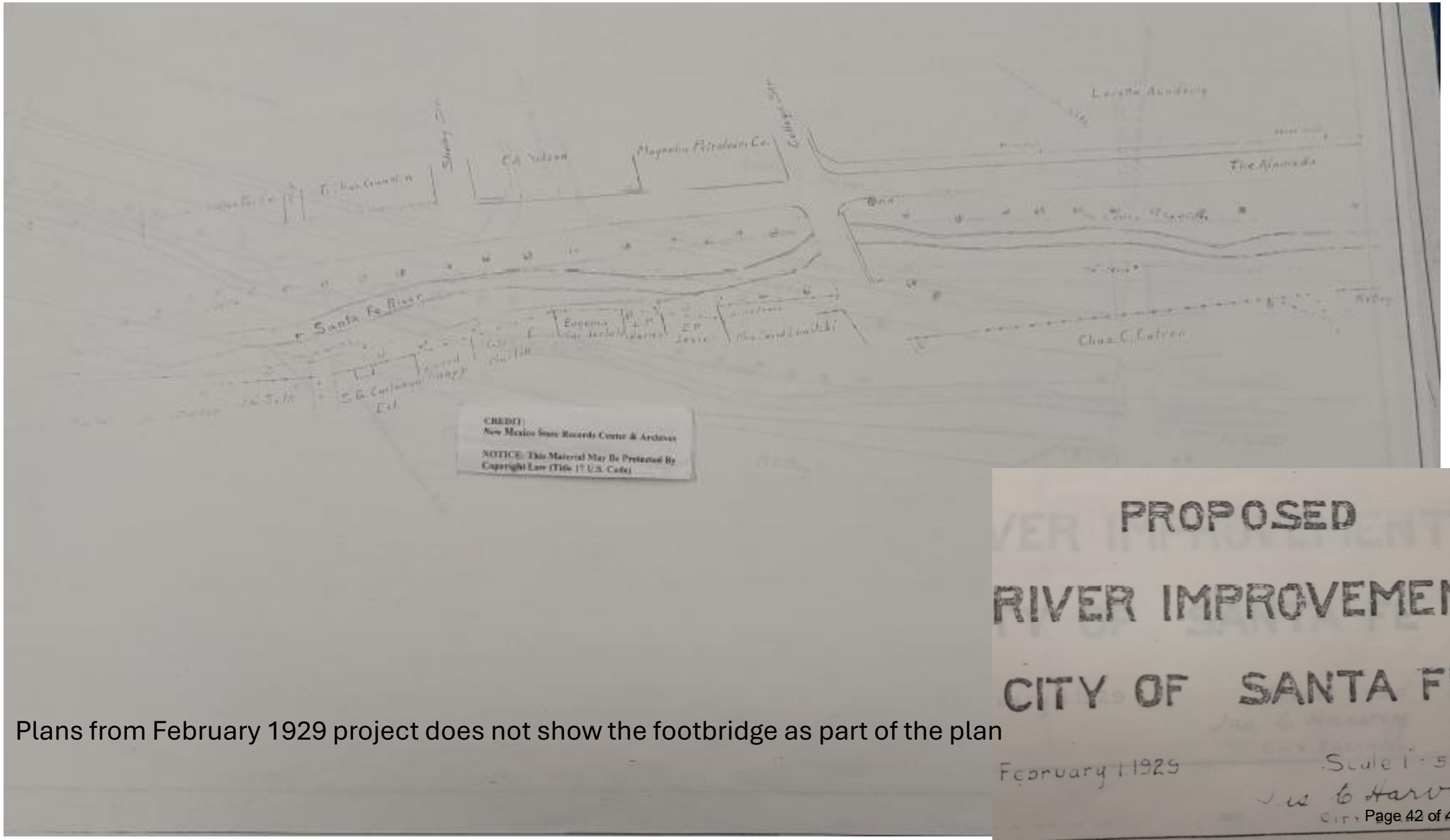
8.16.1960



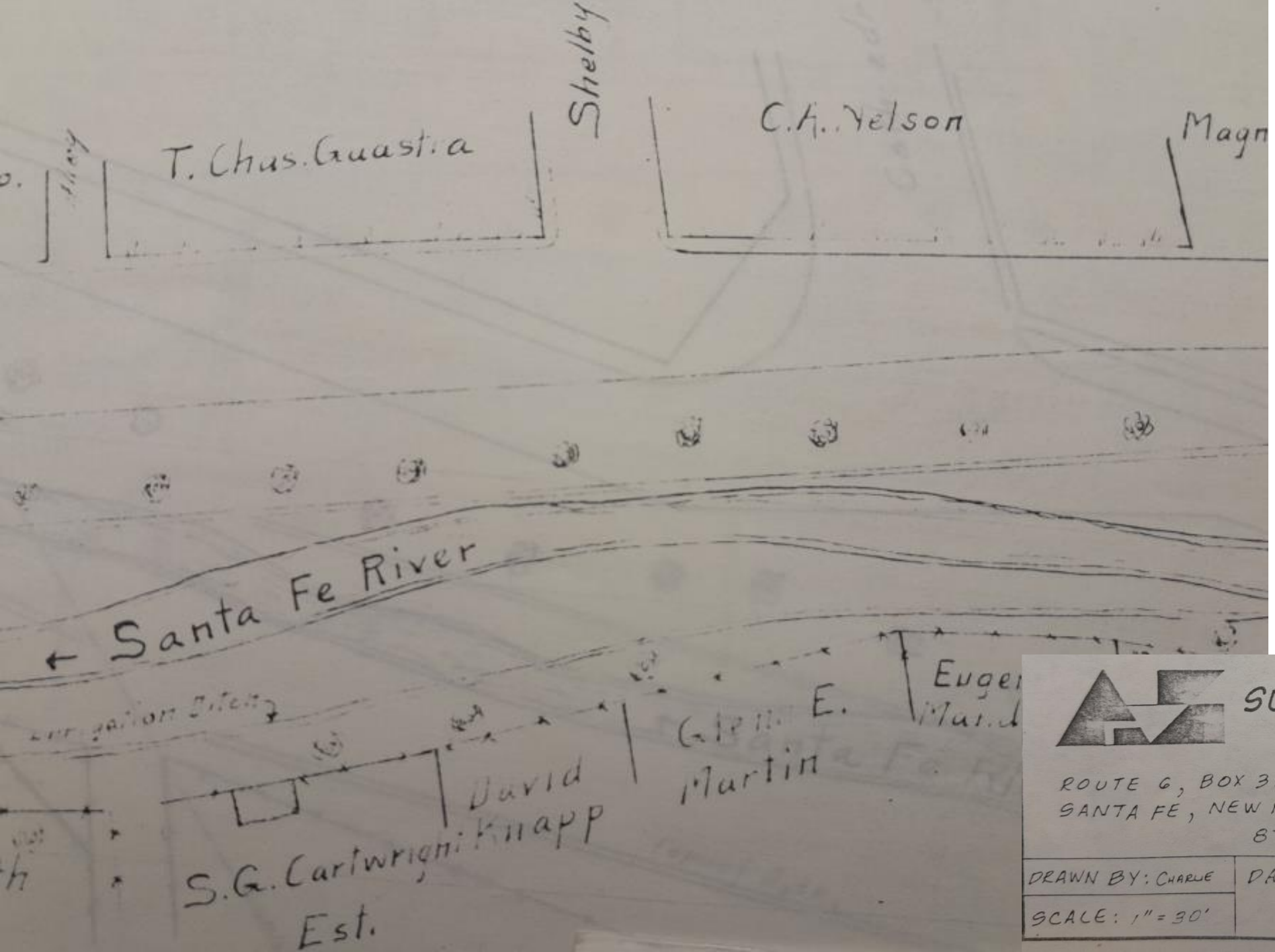
2.27.1969



Plans from February 1929 project does not show the footbridge as part of the plan



Plans from February 1929 project does not show the footbridge as part of the plan



Survey in 1979 does not show the footbridge which was constructed in 1969

AZ SURVEYING Company

ROUTE 6, BOX 31
SANTA FE, NEW MEXICO
87501

-TELEPHONE-
(505) 471-3366

DRAWN BY: CHARLIE	DATE: -	SURVEY NO:
SCALE: 1" = 30'	- 3 - 79	LS-79-800

WONDERSTONE

June 9, 2025

RE: The Shelby Street Footbridge Historic Status Review Request

Dear Historic Districts Review Board:

The Shelby Street Footbridge is one of several footbridges spanning the Santa Fe River. The bridge has been closed since 2022 when it was determined to be unsafe for use. The City of Santa Fe Parks and Open Space Division will undertake replacement of the bridge this year and as part of the process requests a historic status review of the structure.

The bridge was constructed in 1968 and was intended to emulate the National Park Service (NPS) New Deal design to match the rock lining the river which was constructed by the Civilian Conservation Corps (CCC). The Shelby Street Footbridge was deemed non-contributing to the Santa Fe River Park Channel, a National Register of Historic Places (NRHP) property, as the construction of the bridge fell outside of the properties period of significance.

Mr. John Murphey created an HCPI form to detail the history of the footbridge. He recommends the bridge as non-contributing to the Downtown and Eastside Historic district because of its exclusion from the Santa Fe River Park Channel property and because of its poor quality of construction.

We ask that the board find the structure non-contributing as well because it works to create a false sense of history by trying to emulate the CCC construction along the river park.

In addition to the HCPI form created by Mr. Murphey, the Santa Fe River Park Channel NRHP form is also attached for Board review. The form is provided for context only.

The New Mexico Historic Preservation Division (NM HPD) was contacted on May 1, 2025, to determine if they needed to review the project since it is located within the Santa Fe River Park Channel NRHP property and because the bridge project is partially funded by the

State of New Mexico. Ms. Gretchen Brock, NM HPD Historian and architectural reviewer, stated that they did not need to review the project because the footbridge is non-contributing to the NRHP property and "appears to be highly altered or new construction."

Thank you,

Nicole A. Ramirez Thomas
Principal/Owner
Wonderstone LLC
Shelby Street Footbridge Project Preservation Consultant

Included in this application:
Letter of Request
Shelby Street Footbridge HCPI Form
Santa Fe River Park Channel National Register of Historic Places Form

Historic Cultural Properties Inventory (HCPI) Base Form (FORM 1)

Historic Preservation Division, New Mexico Department of Cultural Affairs

Date of Form: June 7, 2025

For HPD Office use only: HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Shelby Street Footbridge	2. Location: Over Santa Fe River Downtown and Eastside Historic District – Santa Fe	3. Local Reference Number: Santa Fe ID: N/A 4. County: Santa Fe Parcel # 910017966
5. Property Type: __ Buildings: _x Structures: Bridge __ Site __ Object		
6. Date of Survey: May 20, 2025		
7. Previous Survey Date(s): __ Yes: _x No:		
8. Name of Project: HDRB Status Evaluation		
9. Lat/Long: 35.6850349,-105.9392324		
10. Photo Information: John W. Murphey, photographer. Photo 1: View of east elevation, facing southwest.		
11. Brief Description of the Property: Erected in 1968 by staff of the State Parks and Recreation Commission, the Shelby Street Footbridge is an approximately 26-foot-long standard girder-slab span crossing the Santa Fe River (Photo 1). It is dressed with sandstone curtain walls designed to give the appearance of a masonry arch bridge. The bridge was crudely constructed and is now in poor condition, with a major punch-through in the deck and areas of concrete delamination. These issues prompted the City of Santa Fe to close the bridge in 2022 (Photo 2). ***Continued on Page 5.***		
12. Who uses the property? Not in use		
13. Construction Date: 1968 _ x_Known __ Estimated Source: Newspaper aricle		
14. Setting: __ Suburban __ Rural __ Village _x_ Urban If Urban: __ Commercial __ Industrial __ Residential _x_Public: Park		
15. Relationship to Surroundings: _x_ Similar __ Dissimilar Comments: N/A		

16. Additional Perspective: (Photos, drawing, footprint, etc., indicate north arrow when possible)



Portion of Parcel # 910017966 with Shelby Street Footbridge highlighted.

Source: Office of the Santa Fe County Assessor
Blue parcel lines are not accurate

17. Surveyor:
(your name, address, telephone number, and any group affiliation)

John W. Murphey
Architectural Historian
Architectural History Services
505-577-7593/707-583-7819
John@archhistoryservices.com

For: Current owner:

18. Owner (if known) and other knowledgeable people:

Current owner: Assumed to be the City of Santa Fe, though no deed was located for the property, per Office of the Santa Fe County Clerk

19. Is Property Endangered? _x_ Unknown __ No __ Yes How?

20. Significance to Current Community: _x_ Unknown __ None __ Low __ Moderate __ High
Describe: Unknown

21. Other Significance or Information of Interest: (such as historical, legendary, structural, former ownership, etc.)
See Historical Overview.

22. National or State Register:

Is this property individually listed on a historic register? __ Unknown _x_ No __Yes
If yes: __ State __ National
If 'no' or unknown, do you think this property is eligible for listing? _x_ No __Yes
Why? See Evaluation of Historical Status

23. National or State Historic District: City of Santa Fe

Is this property in a historic district? __ Unknown __ No _x_ Yes
If yes: __ Significant __ Contributing __ Non-contributing _x_ No Status
Per City of Santa Fe official designation map

If 'yes', what is the name of the district? __ State __ National _x_ City of Santa Fe:
Downtown and Eastside Historic District

24. Supplemental Forms:

__ None _x_ HCPI Detail Form (FORM 2) __ Continuation Sheets, # pages: _____

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Shelby Street Footbridge	2. Location: Over Santa Fe River Downtown and Eastside Historic District – Santa Fe	3. Local Reference Number: Santa Fe ID: N/A
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025

Bridge Data

6. Feature Crossed: Santa Fe River
7. Bridge Type: Pre-cast concrete girder-slab with masonry false spandrel wall
8. Total Structure Length: 38' ±
9. Number of Spans: one
10. Main Span Length: **26' ±**
11. Main Substructure: Timber abutment (assumed) and stone abutments and bridge seats
12. Deck Width: **4' ±**
13. Railing Type: Steel pipe rail

14. Designer/Engineer: Unknown	Builder/Contractor: New Mexico State Parks and Recreation Commission Force Account Labor

15. Modifications: x __ No known modifications

#1 Date: Unknown.

16. Primary Architectural Style __ Not Applicable

__ Art Deco/Streamline Moderne	__ Gothic Revival	__ Mission Revival	__ Pueblo	__ Spanish-Pueblo Revival
__ Bungalow/Craftsman	__ International	__ Neo-Classical	__ Queen Anne	__ Territorial
__ Colonial Revival	__ Italianate	__ Northern NM	__ Ranch	__ Territorial Revival
__ Folk Victorian	__ Mediterranean	__ Prairie	__ Spanish-Colonial	__ Tudor Revival

Notes: _x_ Other: Urban style park bridge

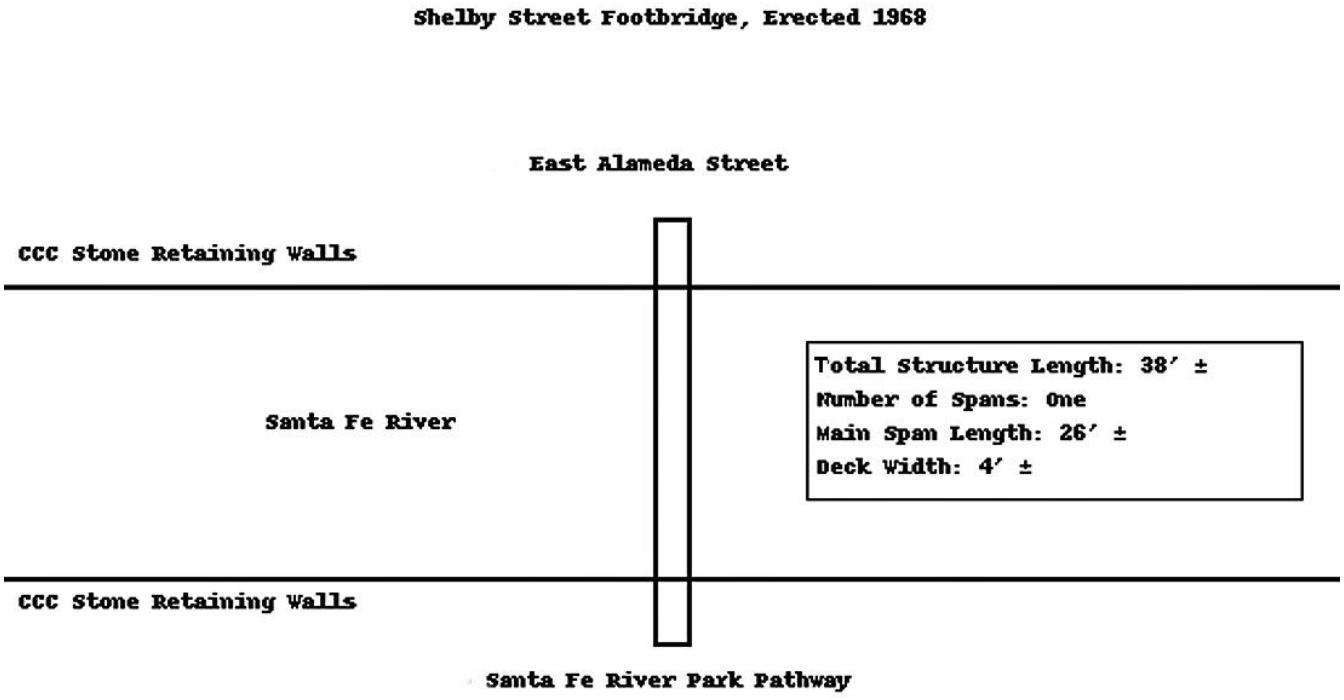
17. Documents Available and Their Locations
None: See Documentation Note

SITE:

18. Attached or Associated Properties

Are associated properties eligible for listing: The adjacent channel is listed in the National Register of Historic Places, to which the subject is a Non-Contributing resource.

19.Site Plan: Field Sketch, AHS.



For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Shelby Street Footbridge	2. Location: Over Santa Fe River Downtown and Eastside Historic District -Santa Fe	3. Local Reference Number: Santa Fe ID: N/A
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025

Architectural Description Continued

Setting

The Shelby Street Footbridge crosses the river near the base of Shelby Street in downtown Santa Fe. It is positioned above a stone-lined channel constructed by the Civilian Conservation Corps in the early 1930s. Pedestrian walkways, added in the 1950s during the area's tenure as a state park, flank the bridge on both the east and west approaches.

The bridge lies within a modified riparian corridor where the river has been straightened and channelized. The surrounding context includes a mix of commercial and governmental buildings, reflecting the area's urbanization from the mid to late 20th century. Mature cottonwoods, willows, and other riparian vegetation provide shade and visual relief, reinforcing the river's presence as a natural element in an increasingly dense built environment (Photo 3).

Bridge Details

Superstructure

The bridge consists of two precast concrete girders supporting a cast-in-place or integrally cast slab deck (Photo 4). Each girder measures approximately 3 inches wide by 11½ inches high and is T-shaped, flanged into the slab. A later addition—a concrete beam measuring approximately 8½ inches wide by 9⅞ inches high—was installed between the girders for supplemental support; however, the beam exhibits noticeable deflection at mid-span. The bridge spans the river at 26 feet, with a total length of approximately 38 feet including approaches.

The exterior features non-structural concrete curtain walls with a false arch profile. It is clad in local sandstone likely intended to mimic a closed-spandrel masonry arch (Photo 1). These false spandrel walls measure approximately 3 inches wide with a variable height and consist of sandstone blocks set into a concrete bed (Photo 5). The blocks exhibit pronounced horizontal striations or bedding planes that visually differ from the limestone channel walls below (Photo 6).

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Shelby Street Footbridge	2. Location: Over Santa Fe River Downtown and Eastside Historic District -Santa Fe	3. Local Reference Number: Santa Fe ID: N/A
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025

Similar to a true masonry arch, the false spandrel walls taper toward the center, narrowing from 4 feet at the base to approximately 20 inches at the "keystone"—a small vertical block located at the bridge's midpoint (Photo 7). This keystone is decorative and non-structural.

Vertical clearance beneath the bridge at mid-span is approximately 73 inches, a limited height that has long raised flood control concerns. In the 1970s, the U.S. Army Corps of Engineers identified the bridge for removal due to its inadequate hydraulic capacity.

Substructure

The bridge rests directly on the river embankment, supported by large timber blocks that serve as both abutments and bridge seats.[1] This rudimentary substructure reflects minimal engineering, relying largely on soil mass and timber resistance for lateral stability. The lower abutments and bridge seats are faced with stone for visual effect (Photo 8).

Deck and Approach

The bridge's deck is formed by the concrete slab. Over time, surface deterioration has exposed the reinforcing steel mat. Near the center of the span, a punch-through has developed, accompanied by widespread concrete delamination.

The 4-foot-wide walkway is bordered on both sides by low sandstone parapets that rise approximately 12 inches above the deck surface (Photo 9). A painted metal pipe railing runs along the edges of the deck, terminating at each end in square masonry end posts approximately 18 inches high, which visually anchor the span.

On the north side, the bridge is approached by a continuation of the concrete slab (Photo 10). Curving stone walls flank this approach, rising from ground level to approximately four feet where they connect with the masonry end posts. On the south side, the original approach was removed to accommodate the widening of the pedestrian path (Photo 2).

[1] Based on a restricted view of the north bank, it is presumed that timber blocks function as the back (or rear) abutment.

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Shelby Street Footbridge	2. Location: Over Santa Fe River Downtown and Eastside Historic District -Santa Fe	3. Local Reference Number: Santa Fe ID: N/A
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025

Condition

The bridge is currently in poor condition and shows multiple signs of structural distress. A large punch-through in the deck reveals corroded reinforcing steel (Photo 11). Significant delamination has weakened the concrete surface, and cracks are evident both longitudinally and transversely beneath the deck (Photo 12). Efflorescence—white mineral deposits indicating moisture infiltration—is visible across the underside (Photo 12). These combined issues have compromised the structural integrity of the bridge, leading to its closure by the City of Santa Fe in 2022.

Historical Overview

Introduction

In late April 1968, Lela Wilson—a 28-year-old Clovis native and secretary for the New Mexico State Parks and Recreation Commission—stood at the center of the recently completed Shelby Street Footbridge. A State Parks photographer captured an image of Wilson, her bouffant hairstyle silhouetted, as she looked out across the Santa Fe River (Fig. 1). The pair had likely walked from the Commission's new office at 141 East DeVargas Street to take the photo.

The bridge at the time marked the western terminus of Santa Fe River Park and likely replaced a rustic log span erected by the Civilian Conservation Corps (CCC) in 1934. The new structure, designed to blend with the CCC-built limestone river walls, continued to serve the same essential function: carrying pedestrians across the Santa Fe River. It fulfilled this role until 2022, when ongoing deterioration and substandard construction led officials to deem it a public hazard.

Imagining a River Park

At the start of the Great Depression, New Mexico—like many states—did not have a single state park. With the infusion of New Deal funding and the labor of the Civilian

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Shelby Street Footbridge	2. Location: Over Santa Fe River Downtown and Eastside Historic District -Santa Fe	3. Local Reference Number: Santa Fe ID: N/A
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025

Conservation Corps (CCC), the state was able to launch its first formal park program.[2] In August 1933, Governor Arthur Seligman issued an executive mandate establishing the New Mexico State Park Commission, enabling the state to use CCC labor for park development.

One of these recreation areas fulfilled a long-held ambition to create a linear parkway along the Santa Fe River. The ambitious but ultimately unproductive 1912 Santa Fe Preliminary Plan envisioned a "Paseo del Rio" boulevard and park stretching along the river from Camino Cabra westward to the future St. Francis Drive (Fig. 2).[3] With no funding attached to the proposal, the plan failed to materialize.

The river parkway concept resurfaced in the 1920s, when the City of Santa Fe, the Chamber of Commerce, and civic groups such as the Kiwanis and Lions Clubs launched a campaign to establish the Santa Fe River Park.[4] Although preliminary drawings were prepared, progress stalled due to resistance from property owners unwilling to sell land fronting the river. With the arrival of the CCC, the project resurfaced. An editorial in the New Mexican stated the federal program put a "chance in front of [civic leaders] to secure one of the most beautiful parks in the country."[5]

Building a Riparian Park

In Santa Fe, the Civilian Conservation Corps undertook two state park projects concurrently. In the Sangre de Cristo foothills, CCC crews developed Little Tesuque Canyon—later designated Hyde Memorial State Park—into an all-season recreation area with campsites, stone shelters, a lodge, and a ski run.[6] At the same time, in the heart of the city, crews from the same camp—headquartered in what would become the Casa Solana subdivision—constructed an urban riparian park along the Santa Fe River, transforming the corridor into a landscaped public space that served both recreational and flood-control purposes. Early plans had envisioned the two parks being connected.

[2] John W. Murphey, "Santa Fe Historic Context Study: 1610-1986," Document prepared for the City of Santa Fe (Revised June 4, 2021), 55.
[3] Ibid., 56
[4] "Alleged Catron Obstructs Park Development; Matter to Come Before Council on Wednesday," *Santa Fe New Mexican*, April 24, 1934, 2.
[5] Ibid.
[6] Mary Wright Coan, "The New Deal in Little Tesuque," *New Mexico Magazine* (July 1934), 24-25+.

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Shelby Street Footbridge	2. Location: Over Santa Fe River Downtown and Eastside Historic District -Santa Fe	3. Local Reference Number: Santa Fe ID: N/A
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025

The river park would extend nearly two miles along the Santa Fe River, starting at the lower reservoir and moving downstream to a point near St. Francis Drive. Unlike earlier efforts, federal officials assisted in acquiring riverfront parcels, resulting in more than 90 quitclaim deeds made to the State of New Mexico by local landowners.[7]

The project's primary goal was to straighten and channelize the river for flood control. Until this point, the river routinely flooded, damaging homes and property along its course. A secondary goal was to create an urban recreation area, with a concentration of amenities placed between College Street (now Old Santa Fe Trail) and Shelby Street.

Work on this section began in the spring of 1934 and was largely completed by the end of the year. It included obliterating an ancient acequia and channeling its flow along a raised stone-lined ditch.[8] By August, CCC crews had constructed stone retaining walls reaching Shelby Street, where they were in the process of erecting a rustic log footbridge over the river.[9]

The bridge provided access to the newly built State Parks Commission headquarters on East DeVargas Street. This Pueblo Revival-style building (Fig. 3), funded with New Deal money, served as the administrative offices for the state park system. It was demolished in the 1960s to make way for a parking lot serving the new State Land Office Building.

A Rustic Log Bridge

An article in the New Mexican described the new footbridge as made of large yellow pine logs "nearly two feet in diameter."[10] Though brief, the description fits what would later be called the National Park Service rustic style of park architecture.

As a CCC project, the design of park structures and furnishings was overseen by the regional office of the National Park Service. During this period, the NPS guided park development through a series of design portfolios that covered nearly every aspect of planning and construction. The effort began in 1934 with a slim volume showcasing

[7] David Kammer, "Santa Fe River Park Channel," National Register of Historic Places nomination (Washington, D.C.: June 2008), 9-18, bibliographical entry.
[8] "Alleged Catron Obstructs Park Development," 2.
[9] "Work on River Park," *Santa Fe New Mexican*, August 13, 1934, 1.
[10] Ibid.

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Shelby Street Footbridge	2. Location: Over Santa Fe River Downtown and Eastside Historic District -Santa Fe	3. Local Reference Number: Santa Fe ID: N/A
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025

representative park structures and expanded—under the direction of NPS architect Albert H. Good—into an encyclopedic three-volume set published in 1938.[11]

As articulated by Good, the Park Service design philosophy sought to promote "through the use of native materials in proper scale, and through the avoidance of severely straight line and over sophistication. . . the feeling of having been executed by pioneer craftsmen with limited hand tools . . . [and by doing so achieve] sympathy with the natural surroundings and with the past."[12]

For small footbridges in parks, Good recommended the use of logs or stone, noting that such materials "appear more indigenous to our natural parks than spans of steel or concrete."[13] His chapter on footbridges included photographs illustrating what the Park Service considered exemplary design. Many of these were rustic log spans, which likely influenced the design of the original Shelby Street footbridge. Unfortunately, no known photographs of that bridge survive, making it difficult to determine its actual appearance.[14]

Completing the Park

The erection of the massive retaining walls extended westward beyond the Don Gaspar Avenue Bridge to a point near St. Francis Drive, and was largely completed by 1937. The State Parks Commission envisioned developing the river corridor westward through downtown into a formal park, while preserving the area east of College Street in a more

[11] John W. Murphey, " Maryland State Parks: A Survey of Selected State Parks in the Eastern and Western Regions," (Report prepared for the Maryland Historical Trust, January 31, 2019), 58-59.
[12] Albert H. Good, *Park and Recreation Structures, Part I- Administration and Basic Service Facilities* (Washington, D.C.: United States Department of Interior, National Park Service, 1938), 176.
[13] Ibid.
[14] No photographs of the bridge were located at the Palace of the Governors Photo Archives (Catie Carl, email communication to John W. Murphey, May 8, 2025). Inquiries with the City of Santa Fe, the New Mexico State Archives, and New Mexico State Parks regarding park records, drawings, and photographs produced no results. It is possible that relevant materials may exist in Record Group 35 at the National Archives and Records Administration (NARA), College Park, Maryland. However, the short turnaround time and limited budget for this project did not allow for a NARA records search.

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Shelby Street Footbridge	2. Location: Over Santa Fe River Downtown and Eastside Historic District -Santa Fe	3. Local Reference Number: Santa Fe ID: N/A
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025

natural state.[15] How much of this vision was ever fully realized remains unclear. With the major structural work completed, the CCC devoted its final years to installing picnic tables along the grassy strip lining the river between College and Shelby Streets.

By the end of the Depression, New Mexico had established four state parks built by the CCC—but the improved Santa Fe River area was not among them.

Santa Fe's Unofficial Park

After its completion, the *Santa Fe River State Park*—as it was referred to in the press—fell into a jurisdictional gray area. The park encompassed state-owned land, including the riverbed and narrow linear strips along both banks, but was bordered by city-owned and private properties. These overlapping boundaries created administrative uncertainty, and as a result, the park remained unofficially designated for nearly two decades.

After the conclusion of World War II, the Commission began efforts to improve the Santa Fe River Park. According to a 1947 newspaper account, State Parks Superintendent Charles Roehl planned to enhance the urban stretch by developing footpaths, building rock tables and benches, installing drinking fountains, and planting grass.[16] The project was a joint undertaking by the State Parks Commission, the State Highway Department, and the State Penitentiary, which provided prison labor for the work.

The Santa Fe River Park continued to receive incremental improvements but did not achieve official state park designation until the late 1950s. As of 1954, the New Mexico State Parks Commission operated six officially designated parks: Bluewater Lake, Bottomless Lakes, City of Rocks, Conchas Lake, Kit Carson, and Hyde Park. The Santa Fe River Park, by contrast, remained an unpublicized strip of state-owned land—maintained by the state but not formally recognized or promoted as part of the official park system.

[15] "City and Vicinity Given Preference in Park Work, Says Supervisor," *Santa Fe New Mexican,* March 30, 1937, 4.
[16] "Roehl Tells of Plans to Make River Parkway a Place of Beauty," *Santa Fe New Mexican*, July 15, 1947, 1.

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Shelby Street Footbridge	2. Location: Over Santa Fe River Downtown and Eastside Historic District -Santa Fe	3. Local Reference Number: Santa Fe ID: N/A
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025

In its 1954 annual report, the New Mexico State Parks Commission acknowledged the unusual status of the river park running through the heart of the capital. The report flagged the unresolved question of whether the area should be formally designated a state park or incorporated into the South Capitol Complex—a growing cluster of state government offices located south of the river.[17] While the matter remained unsettled, the Parks Commission continued to maintain the river corridor.

In 1957, the Santa Fe River Park was officially designated as a state park. The original unit encompassed only the north bank of the river, extending approximately 0.4 miles from Delgado Street on the east to Shelby Street on the west.

Park Beautification

Beautification efforts began as early as 1953, when state park employees planted lawn and installed picnic tables along the stretch between Cathedral Place and what is now Paseo de Peralta.[18] This initial work was followed by improvements farther west, including raising the streambed and importing topsoil to level the embankments.

Following the park's official designation, a series of additional improvements were undertaken. The stone retaining walls were raised to accommodate more fill (Fig. 4), new picnic areas with concrete tables and benches were added, turf was planted throughout, footpaths were laid, and signage installed—including an Official Scenic and Historic Marker framed in rustic brown logs. None of the archival sources reviewed—including newspaper accounts and records from the State Parks and Recreation Commission—mention the replacement of the original CCC-built log bridge.

By 1967, a year before the current footbridge was erected, the park featured 18 designated picnic sites ("picnic pits") and a continuous lawn along the length of its corridor.[19] Ongoing maintenance focused on repairing older log tables and removing dead trees and overgrowth.

[17] New Mexico State Park Commission, *Your State Parks – 1954* [annual report] (Santa Fe: New Mexico State Park Commission, n. pag.); New Mexico State Parks and Recreation Division Records, Folder: "Parks & Recreation Department Publications," New Mexico State Records Center and Archives, Santa Fe, New Mexico (hereafter PRDP).
[18] "A Good Start" [editorial], *Santa Fe New Mexican*, December 2, 1953, 4.
[19] New Mexico State Parks and Recreation Commission, "Welcome to New Mexico State Parks" [foldout brochure], (Santa Fe: State Parks and Recreation Commission, 1967), n. pag., PRDB.

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Shelby Street Footbridge	2. Location: Over Santa Fe River Downtown and Eastside Historic District -Santa Fe	3. Local Reference Number: Santa Fe ID: N/A
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025

A Replacement Bridge

The current footbridge was constructed in early 1968, likely replacing an earlier structure—possibly the original timber span built during the CCC era. A February 1968 aerial photograph shows two footbridges crossing the river at the foot of Shelby Street (Fig. 5). By the following year, only the present bridge remained (Fig. 6). The bridge was erected by park personnel under the supervision of Joe B. Rodriguez, then the area supervisor for Northern New Mexico.

The bridge's design marked a departure from earlier CCC-era standards. Thirty years prior, National Park Service architect Albert H. Good had advised against constructing stone footbridges with a "thin and structurally weak appearance."[20] He recommended a more substantial parapet wall rising above the deck, arguing that such designs maintained a more appropriate "park character" than those capped with "thin … and more formal cap stone."[21] The new bridge, by contrast, featured a tapering false spandrel and a low parapet wall—elements that contradicted Good's guidance and lent the structure a more urban profile.

Its completion was marked with a photograph in the local newspaper (Fig. 1), although the project went unmentioned in the State Parks and Recreation Department's internal newsletter. It did, however, appear in the background of two promotional films produced in the late 1960s to advertise New Mexico's state parks (Fig. 7).

The State Park's Final Years

The 1960s enhanced park was marketed by the state as an urban recreational amenity, focused on strolling and picnicking. A 1977 park brochure described the space as "a serene retreat in the center of Santa Fe for visitors and local residents."[22]

The New Mexico State Park and Recreation Commission continued to maintain and improve Santa Fe River State Park through the 1990s. In 1999, the City of Santa Fe and the State of New Mexico entered into a joint powers agreement to support the park's

[20] Good, *Park and Recreation Structures, Part I*, 192.
[21] Ibid.
[22] New Mexico State Parks and Recreation Commission, "New Mexico State Parks: Santa Fe River & Hyde Memorial" [foldout brochure], (Santa Fe: State Parks and Recreation Commission, 1977), n. pag., PRDB.

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Shelby Street Footbridge	2. Location: Over Santa Fe River Downtown and Eastside Historic District -Santa Fe	3. Local Reference Number: Santa Fe ID: N/A
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025

ongoing maintenance and future development.[23] The work was reviewed by the City's Public Works Committee and ultimately evolved into the River Trail and Greenway Improvement Project.

The City hired Wilson and Company to prepare a master plan for the park's future development. This work included expanding the park westward and constructing pedestrian and bicycle trails from Delgado Street to Defouri Street under the Santa Fe River Downtown Urban Trail Project. As part of the project, the width of West Alameda Street was reduced to allow for a wider and more gradual embankment from Defouri Street to St. Francis Drive. Improvements to the park have continued through the use of Capital Improvements Program funds.

When a Footbridge Becomes a Liability

Calls to remove the Shelby Street Footbridge began in 1983, following a U.S. Army Corps of Engineers project to channelize a section of the Santa Fe River west of Don Gaspar Avenue using heavy concrete retaining structures. The Corps' initiative was prompted by an earlier flood study predicting that a 100-year event could submerge Shelby Street and surrounding areas under five feet of water.[24] The Corps had been involved with the Santa Fe River since 1957, when a major flood destroyed numerous bridges and riverfront businesses.

As part of the study and following project, the Corps identified several bridges in need of improvement or replacement, including the Old Santa Fe Trail and Defouri Street vehicular bridges, as well as pedestrian crossings like the Shelby Street Footbridge.[25] Each of these bridges had been determined to have a flow capacity of 2,100 cubic feet per second or less—insufficient to withstand a 100-year flood event.

As a cost-sharing arrangement, the City of Santa Fe was responsible for replacing the bridges. However, nearly all available funding was directed toward the replacement of the Old Santa Fe Trail Bridge, a high-volume crossing the city had identified in 1975 as a top priority. Its replacement turned into a costly and protracted effort that took several

[23] Edward Vigil (City of Santa Fe), phone message to John W. Murphey, May 30, 2025; various notices of public meetings published in the *Santa Fe New Mexican*, 1998–2000.
[24] Sam Atwoood, "River Flood Plan Under Attack," *The New Mexican*, May 5, 1983, A-7.
[25] Ibid., "River Plan Presented Wednesday," *The New Mexican*, May 3, 1983, A-7.

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Shelby Street Footbridge	2. Location: Over Santa Fe River Downtown and Eastside Historic District -Santa Fe	3. Local Reference Number: Santa Fe ID: N/A
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025

years to complete. With most of the city's budget directed to the Old Santa Fe Trail crossing, other river spans were not affected by the project, including the Shelby Street Footbridge.

The Shelby Street Footbridge avoided replacement for another 40 years. However, in 2022, with its concrete deck visibly deteriorating, the City of Santa Fe permanently closed the bridge in August after a civil engineering assessment raised safety concerns.[26] The structure has remained closed since.

In November 2024, the Santa Fe Governing Body approved the use of $240,000 in state capital outlay funds to design a new structure to replace the aging and structurally deficient bridge.[27] This HCPI is a step in the process of replacing the bridge.

[26] Nathan Lederman, "Deteriorating Footbridge in Downtown Santa Fe Closed," *Santa Fe New Mexican*, October 15, 2022, A-1 and A-4.
[27] Carina Julig, "Contract Extends Capital Outlay Appropriations," *Santa Fe New Mexican*, November 19, 2024, A-8.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Shelby Street Footbridge	2. Location: Over Santa Fe River Downtown and Eastside Historic District -Santa Fe	3. Local Reference Number: Santa Fe ID: N/A
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025

Evaluation of Historical Status

The Shelby Street Footbridge was designated a Non-Contributing resource in the 2008 Santa Fe River Park Channel National Register of Historic Places district nomination. That nomination encompassed the immediate park development along the river, including the CCC-era stone retaining walls and other features. The rationale for the bridge's non-contributing status was that it fell outside the district's period of significance, ending in 1940, and that it did not stylistically fit with the National Park Service design aesthetic of the New Deal era.

While the nomination did not reference Albert H. Good's guidance, it is clear—based on his principles quoted above—that the bridge does not embody the Park Service Rustic ideal. Its lean profile and pipe railing lack the form and naturalistic materials associated with that design philosophy.

Given its previous designation, and its poor quality of construction, the recommendation is to designate the Shelby Street Footbridge a Non-Contributing structure to the Downtown and Eastside Historic District.

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Shelby Street Footbridge	2. Location: Over Santa Fe River Downtown and Eastside Historic District -Santa Fe	3. Local Reference Number: Santa Fe ID: N/A
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025

Documentation Note

No CCC or National Park Service architectural drawings related to the original bridge or associated structures were located in local archives. However, such materials may exist within Record Group 35 (Civilian Conservation Corps) at the National Archives and Records Administration (NARA) in College Park, Maryland. Additionally, no drawings or plans were found for the 1950s state park improvements or for the construction of the 1968 footbridge. The following collections were reviewed, with relevant materials noted below:

Local Collections

New Mexico State Archives and Records Center

A. **Civilian Conservation Corps, New Mexico District Records**
   Citation Number: Collection 1959-030
   Dates: 1935–1942

B. **New Mexico State Parks and Recreation Division Records**
   Citation Number: Collection 1979-010
   Dates: 1939–[ongoing]

C. **Governor Arthur Seligman Papers**
   Collection: 1959-102
   Series: Correspondence – New Mexico Park Commission
   Citation: Series [not specified], Folder 70, Box 3

D. **Governor Clyde K. Tingley Papers**
   Collection: 1959-104
   Series: Correspondence – New Mexico State Park Commission
   Citation: Series [not specified], Folder 45, Box 2

E. **Map Collection**
   Citation Number: Collection 1959-296
   Series: Santa Fe – City

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Shelby Street Footbridge	2. Location: Over Santa Fe River Downtown and Eastside Historic District -Santa Fe	3. Local Reference Number: Santa Fe ID: N/A
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025

F. New Mexico Historical Film Collection

- **Santa Fe River State Park**
  Citation Number: Collection 1959-000, Item 11472, Serial No. 11472
- **Santa Fe River State Park**
  Citation Number: Collection 1959-000, Item 21628, Serial No. 21628
- **New Mexico State Parks**
  Citation Number: Collection 1959-000, Item 11553, Serial No. 11553
  Date: Circa late 1960s

City of Santa Fe, Land Use Division

No records

City of Santa Fe, Parks and Open Space Division

No records

New Mexico Historic Preservation Division

National Register of Historic Places files (transferred to NMCRIS)
Backing information for the Santa Fe River Park Channel NRHP missing

New Mexico Office of the State Engineer Library

Santa Fe/Santa Fe River Materials
No material relevant to the park or bridge

New Mexico State Parks

No records or knowledge that Santa Fe River Park was a state park

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Shelby Street Footbridge	2. Location: Over Santa Fe River Downtown and Eastside Historic District -Santa Fe	3. Local Reference Number: Santa Fe ID: N/A
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025

Illustrations



Figure 1: Lela Wilson stands at the center of the recently completed Shelby Street Footbridge, April 1968. Courtesy of the Santa Fe New Mexican.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Shelby Street Footbridge	2. Location: Over Santa Fe River Downtown and Eastside Historic District -Santa Fe	3. Local Reference Number: Santa Fe ID: N/A
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025

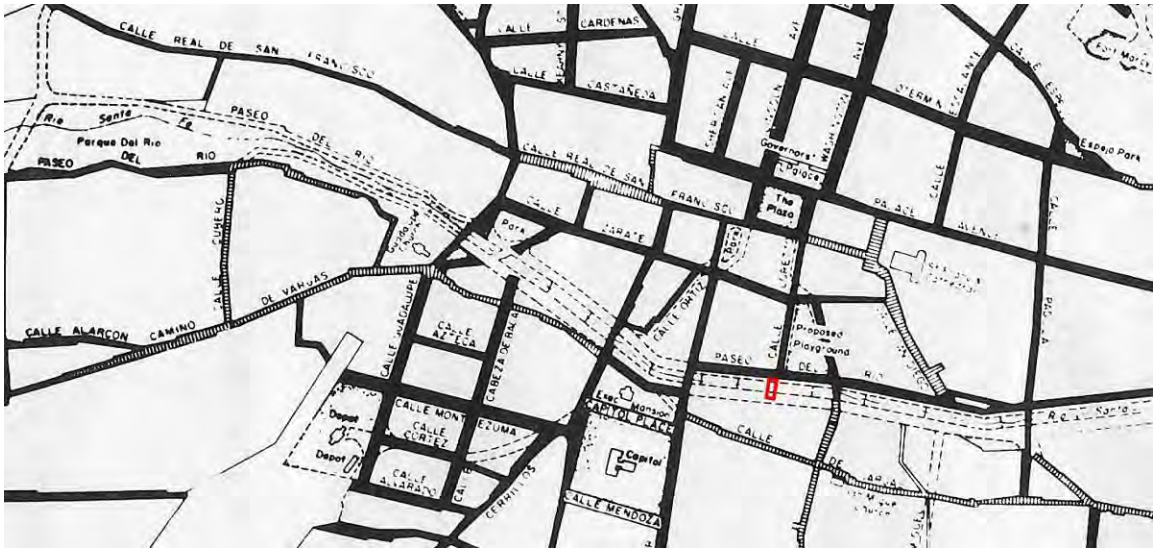


Figure 2: Portion of 1912 plan showing the proposed Paseo del Rio boulevard and river park. Site of future footbridge highlighted N. L. King, "Map of the City of Santa Fe, Showing Street, Park and River, Improvements Proposed by the City Planning Board," 1912.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Shelby Street Footbridge	2. Location: Over Santa Fe River Downtown and Eastside Historic District -Santa Fe	3. Local Reference Number: Santa Fe ID: N/A
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025

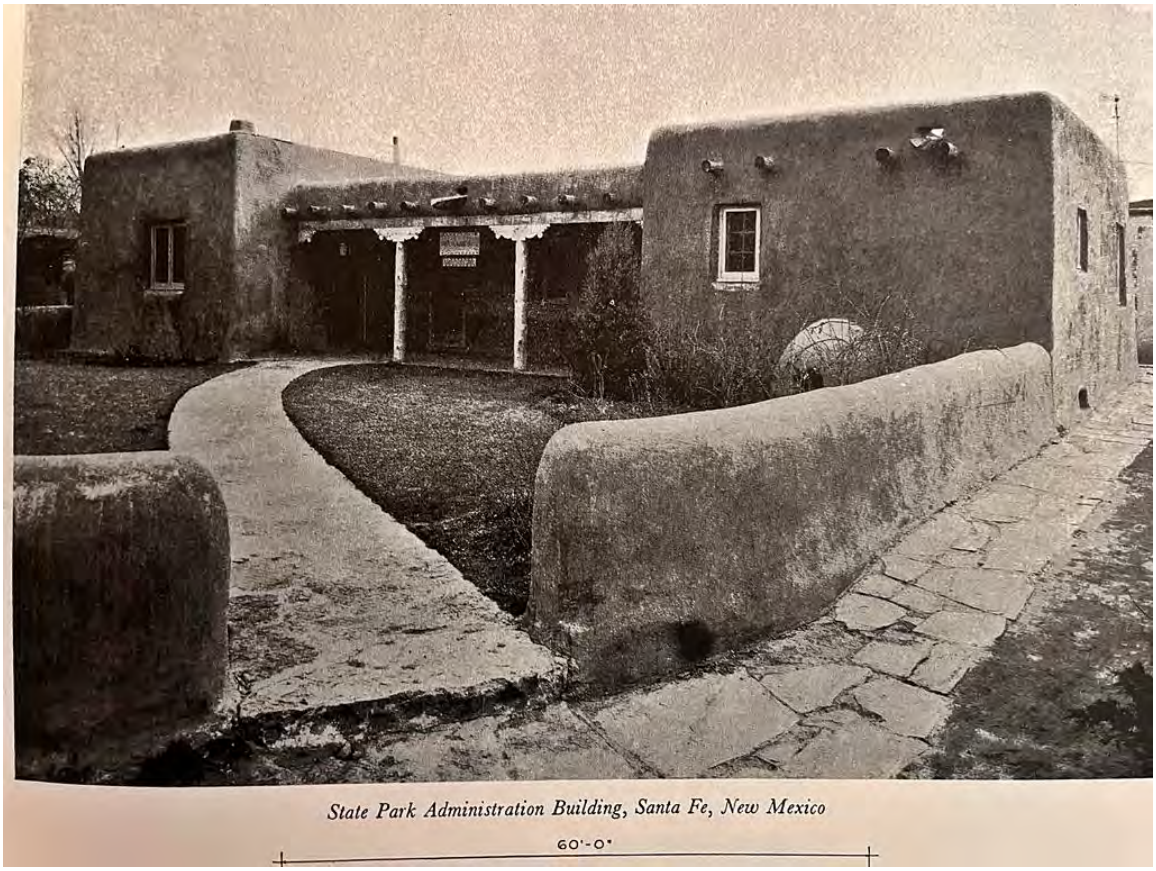


Figure 3: Original State Park Administration that sat on the south side of the river across CCC-built log footbridge. The building was destroyed in the early 1960s create parking for the new State Land Office Building. Courtesy of Princeton Architectural Press.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Shelby Street Footbridge	2. Location: Over Santa Fe River Downtown and Eastside Historic District -Santa Fe	3. Local Reference Number: Santa Fe ID: N/A
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025



Figure 4: Contemporary photograph showing where the river retaining walls were extended in the early 1950s to create the Santa Fe River Park.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Shelby Street Footbridge	2. Location: Over Santa Fe River Downtown and Eastside Historic District -Santa Fe	3. Local Reference Number: Santa Fe ID: N/A
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025



Figure 5: February 2, 1968, aerial photograph showing two bridges at the Shelby Street crossing. A. is the bridge erected 1968; B. is likely the CCC -constructed built in 1934.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Shelby Street Footbridge	2. Location: Over Santa Fe River Downtown and Eastside Historic District -Santa Fe	3. Local Reference Number: Santa Fe ID: N/A
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025



Figure 6: February 27, 1969, aerial photograph, showing the completed current bridge.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Shelby Street Footbridge	2. Location: Over Santa Fe River Downtown and Eastside Historic District -Santa Fe	3. Local Reference Number: Santa Fe ID: N/A
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025



Figure 7: Still taken from late 1960s State Parks and Recreation Areas Commission promotion film with Shelby Street Footbridge in the background. Repeat shot taken June 1, 2025. Original photograph of the Courtesy of the New Mexico State Archives Records Center.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Shelby Street Footbridge	2. Location: Over Santa Fe River Downtown and Eastside Historic District -Santa Fe	3. Local Reference Number: Santa Fe ID: N/A
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025

Survey Photographs

(All images taken by John W. Murphey on May 20, 21, 22, and June 1, 2025.



Photo 2: South approach. Camera facing north.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Shelby Street Footbridge	2. Location: Over Santa Fe River Downtown and Eastside Historic District -Santa Fe	3. Local Reference Number: Santa Fe ID: N/A
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025



Photo 3: River and channel context. Camera facing west.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Shelby Street Footbridge	2. Location: Over Santa Fe River Downtown and Eastside Historic District -Santa Fe	3. Local Reference Number: Santa Fe ID: N/A
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025



Photo 4: Bridge superstructure: A: exterior false spandrel walls, B. girder-slab beams C. reinforced center beam. Camera facing north.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Shelby Street Footbridge	2. Location: Over Santa Fe River Downtown and Eastside Historic District -Santa Fe	3. Local Reference Number: Santa Fe ID: N/A
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025



Photo 5: Interior stonework of false spandrel wall.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Shelby Street Footbridge	2. Location: Over Santa Fe River Downtown and Eastside Historic District -Santa Fe	3. Local Reference Number: Santa Fe ID: N/A
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025



Photo 6: Exterior stonework of false spandrel wall.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Shelby Street Footbridge	2. Location: Over Santa Fe River Downtown and Eastside Historic District -Santa Fe	3. Local Reference Number: Santa Fe ID: N/A
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025



Photo 7: Crown of false spandrel wall with "keystone" highlighted.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Shelby Street Footbridge	2. Location: Over Santa Fe River Downtown and Eastside Historic District -Santa Fe	3. Local Reference Number: Santa Fe ID: N/A
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025



Photo 8: Substructure at south embankment stone abutment and bridge seat, and what appears to be timber support. Camera facing south.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Shelby Street Footbridge	2. Location: Over Santa Fe River Downtown and Eastside Historic District -Santa Fe	3. Local Reference Number: Santa Fe ID: N/A
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025



Photo 9: Deck and railing. Camera facing south.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Shelby Street Footbridge	2. Location: Over Santa Fe River Downtown and Eastside Historic District -Santa Fe	3. Local Reference Number: Santa Fe ID: N/A
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025



Photo 10: North approach. Camera facing south.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Shelby Street Footbridge	2. Location: Over Santa Fe River Downtown and Eastside Historic District -Santa Fe	3. Local Reference Number: Santa Fe ID: N/A
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025



Photo 11: Deck showing punch-through, delamination, and exposed rebar mat.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Shelby Street Footbridge	2. Location: Over Santa Fe River Downtown and Eastside Historic District -Santa Fe	3. Local Reference Number: Santa Fe ID: N/A
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025



Photo 12: Deterioration to structural members, including severe delamination and exposed rebar on the beam, along with longitudinal cracking and efflorescence across the slab.

(Oct. 1990)

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

1181

RECEIVED 2280
OCT 31 2008
NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

1. NAME OF PROPERTY

HISTORIC NAME: **Santa Fe River Park Channel**
OTHER NAME/SITE NUMBER: Alameda

2. LOCATION

STREET & NUMBER: **NOT FOR PUBLICATION:** N/A
CITY OR TOWN: Santa Fe **VICINITY:** N/A
STATE: New Mexico **CODE:** NM **COUNTY:** Santa Fe **CODE:** 049 **ZIP CODE:** 87504

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 ___nationally ___statewide _x_locally. (___See continuation sheet for additional comments.)

Katrina Slick 27 October 2008
Signature of certifying official Date

State Historic Preservation Officer
State or Federal agency and bureau

In my opinion, the property ___meets ___does not meet the National Register criteria.
(___See continuation sheet for additional comments.)

Signature of commenting or other official Date

State or Federal agency and bureau

4. NATIONAL PARK SERVICE CERTIFICATION

I hereby certify that this property is:

for
Signature of the Keeper Date of Action

✓ entered in the National Register — Edson H. Beall — 12.10.08
___ 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): _____

5. CLASSIFICATION

OWNERSHIP OF PROPERTY: private; public-local; public State

CATEGORY OF PROPERTY: Structure

NUMBER OF RESOURCES WITHIN PROPERTY:	**CONTRIBUTING**	**NONCONTRIBUTING**
	0	0 **BUILDINGS**
	0	0 **SITES**
	7	10 **STRUCTURES**
	0	0 **OBJECTS**
	7	10 **TOTAL**

NUMBER OF CONTRIBUTING RESOURCES PREVIOUSLY LISTED IN THE NATIONAL REGISTER: One. The associated Don Gaspar Bridge is individually listed in the National Register of Historic Places (02001163)

NAME OF RELATED MULTIPLE PROPERTY LISTING: *The Historic and Architectural Resources of the new Deal in New Mexico*

6. FUNCTION OR USE

HISTORIC FUNCTIONS: Landscape: park
Natural feature: river
Government: public works (channel improvement)

CURRENT FUNCTIONS: Landscape: park
Natural feature: river
Government: public works (channel improvement)

7. DESCRIPTION

ARCHITECTURAL CLASSIFICATION: Other

MATERIALS: **FOUNDATION:** STONE
WALLS : STONE
ROOF N/A
OTHER: CONCRETE

NARRATIVE DESCRIPTION (see continuation sheets 7-5 through 7-12).

8. STATEMENT OF SIGNIFICANCE

APPLICABLE NATIONAL REGISTER CRITERIA

_x_ **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.
_x_ **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 VALUE, 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: N/A

AREAS OF SIGNIFICANCE: Social History; Landscape Architecture

PERIOD OF SIGNIFICANCE: 1933-1940

SIGNIFICANT DATES: 1933; 1940

SIGNIFICANT PERSON: N/A

CULTURAL AFFILIATION: N/A

ARCHITECT/BUILDER: Civilian Conservation Corps

NARRATIVE STATEMENT OF SIGNIFICANCE (see continuation sheets 8-13 through 8-17).

9. MAJOR BIBLIOGRAPHIC REFERENCES

BIBLIOGRAPHY (see continuation sheet 9-18).
PREVIOUS DOCUMENTATION ON FILE (NPS): N/A
_ 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:
x State historic preservation office *(Historic Preservation Division, Office of Cultural Affairs)*
_ Other state agency
_ Federal agency
_ Local government
_ University
x Other -- Specify Repository: New Mexico State Parks

10. GEOGRAPHICAL DATA

ACREAGE OF PROPERTY: approximately 6.9 acres

UTM REFERENCES	Zone	Easting	Northing
1. (East terminus)	13	0416996	3948872
2. (West terminus)	13	0414920	3949414

VERBAL BOUNDARY DESCRIPTION (see contention sheet 10-19)

BOUNDARY JUSTIFICATION (see contention sheet 10-19)

11. FORM PREPARED BY

NAME/TITLE: David Kammer, Ph.D.

ORGANIZATION: consulting historian **DATE:** June, 2008

STREET & NUMBER: 521 Aliso Dr. NE **TELEPHONE:** (505) 266-0586

CITY OR TOWN: Albuquerque **STATE:** NM **ZIP CODE:** 87108

ADDITIONAL DOCUMENTATION

CONTINUATION SHEETS

MAPS (see enclosed *Santa Fe, NM* USGS quadrangle map)

PHOTOGRAPHS (see continuation sheet Photo-20 through Photo-21)

ADDITIONAL ITEMS N/A

PROPERTY OWNER

NAME: List of property owners maintained by the Historic Preservation Division

STREET & NUMBER: **TELEPHONE:**

CITY OR TOWN: **STATE:** **ZIP CODE:**

Description

The Santa Fe River State Park and adjacent city-owned riparian park to the east extend approximately 1.5 miles along the Santa Fe River between the bridges at Don Gaspar Street and Camino Cabra. Central to this section of urban greenway is the masonry structure lining much of the river's banks that dates to its construction by the Civilian Conservation Corps (CCC) between 1933 and 1940. Comprised of masonry retaining walls and culverts lining the channel of the river and naturalistic rock weirs within the streambed, the structure has been a defining characteristic of this urban park since its construction. It continues to imbue it with a high degree of integrity as to location, setting, workmanship, materials and design associated with the CCC's only urban park project in New Mexico. Varying in width from approximately 15 to 45 feet and in height from approximately four to eight feet, the structure is bounded by random-coursed limestone masonry walls and encompasses approximately 6.9 acres as it extends through the heart of the city of Santa Fe. Over the seven decades since its construction, the river channel has undergone periodic flooding. As a result, a few small sections of the original masonry wall have been replaced and others silted so that sediment covers the lower courses of some wall sections. Measures to stabilize riverbanks have also resulted in the construction of small-scale revetments and the addition of concrete abutments adjacent to bridges. One bridge constructed prior to the completion of the CCC project and five other public vehicular bridges cross the park as do three private vehicular and two smaller pedestrian bridges. The 1928 Delgado Street Bridge, gaining eligibility during the period of significance, contributes to the historic resource. The Don Gaspar Bridge, built in 1934 as part of a related project, was previously listed in the National Register. Although the design of the remaining bridges is generally complementary to the feeling of an urban riparian greenway, they are considered noncontributing. Contributing to the resource are three associated weirs and two masonry culverts. Each of these structures is distinctive enough in design to contribute to the structure as a whole.

Setting

Heading at Santa Fe Lake in the Sangre de Cristo Mountains northeast of Santa Fe, the Santa Fe River flows 20 miles south and then southwest through the city of Santa Fe and then another 25 miles southwest to just below Cochiti Pueblo where it empties into the Rio Grande. The source of local water supply dating to prehistoric settlement, in 1880 the river was dammed above the city and continued to provide both drinking water and irrigation for Santa Fe's farmers who drew the water from gravity-based canals, or *acequias*, that diverted at higher elevations east of the city.

Although Santa Fe's plaza is just two blocks to the north of the river, by the 1930s the State Capitol, the Governor's Mansion, and several residential neighborhoods lay to the south with the river dividing the city. With the river subject to periodic flooding, especially during the cloudbursts that accompanied the Southwest's summer monsoon season, civic leaders began to envision ways of reducing the river as a threat. At the same time, New Deal planners sought to use the wooded riparian strand, or *alameda*, as a means of linking the

downtown on the north bank with the growing state government complex on the south bank. With funding available from New Deal programs, they developed a plan to contain the river by channeling it in a deepened bed with its banks lined with masonry walls and to add park amenities along its banks.

Following the creation of the New Mexico State Parks system in 1933 and the state's acquisition of private lands abutting the river, work on a river park fell within the purview of the CCC. Over the next six years CCC companies assigned to SP-1-N in Santa Fe worked on the park project, generally alternating their efforts between nearby Hyde State Park at a higher elevation in the summer and the river park in the winter. The results of these efforts remain most apparent in the one and a half-mile greenway extending from Camino Cabra, the structure's eastern boundary to Don Gaspar Bridge, its western boundary.

A Structure with Varied Urban Settings

Over its mile and a half course, the river park passes through three distinct urban settings. Lining the river's entire course along the north side is Alameda Street, also partially developed by the CCC. The north side of Alameda Street offers a good indicator of the transition of urban settings through which the park passes. Although not as discernable from the masonry structure, the line of buildings along the south bank of the park reflects a similar transition. The park system's easterly section, extending 0.9 miles from Camino Cabra to the Delgado Street Bridge passes through a residential neighborhood that is a part of Santa Fe's Eastside Historic District.

Sympathetic with the regional architecture within the district and the neighborhood's rustic setting, the park retains a naturalistic character with heavy vegetation and a riparian trail lining much of the structure. The middle section, extending 0.3 miles from the Delgado Street Bridge to Paseo de Peralta Bridge offers a transitional zone in which lodgings and small offices are mixed with residences.

Now within the boundary of the Santa Fe River State Park, which continues to its western boundary, the structure is lined along its north boundary by a narrow greensward with benches and picnic tables. The south boundary of the structure is sometimes abutted by buildings, some predating the creation of the park. Its masonry wall, broken in a few small sections by abutments protecting those buildings, reflects the long history of the river's periodic flooding.

The westerly section, extending 0.3 miles from the Paseo de Peralta Bridge to the east side of the Don Gaspar Bridge, passes through downtown Santa Fe with offices, businesses, apartments and government buildings lining the structure on both sides of the river. The greensward lining the structure along the north side offers several picnic tables and benches that are popular with downtown workers and tourists. Here the width of the channel between the masonry retaining walls is at its widest, often as much as 45 feet, and the wall achieves its greatest heights, rising in some areas eight feet to the landscaped grounds lining the structure.

The Channel Landscape: East-to-West

Constructed after the period of significance the bridge at Camino Cabra marks the point at which the Santa Fe River transforms from a meandering mountain stream to a waterway set within a man-made channel (Figure 7-1). Just to the west of the bridge's concrete abutments, rough-faced ashlar limestone walls approximately 30 feet apart define both banks of the river. Heavy growths of small willow trees, periodically removed by local residents and city park personnel, fill much of the river's floodplain, obscuring clear views of the masonry walls. Along the south wall for a length of approximately 75 yards, a few residents whose properties border the masonry wall have constructed elevated walls atop the structure, using a variety of construction materials ranging from river cobbles to stucco-faced concrete block. These additions terminate at the eastern boundary of the city's Monsignor Patrick Smith Park where a concrete slab bridge offers access to the park south of the river.

For 0.3 miles extending westward from the bridge at the park to the East Palace Avenue Bridge the masonry walls continue on both side of the riverbed. While the height of the walls in this area is approximately four feet, silting along the north side has resulted in earthen slopes extending upwards from the riverbed to within one or two feet of the top of the masonry walls. This silting also has obscured a section of the north wall extending approximately 100 yards east of the Palace Avenue Bridge where only occasional limestone rocks appear through the earthen incline that rises from the riverbed to the grade of the land bordering the structure. Although most properties along the south bank of the river are accessible from Canyon Road to the south, a private wood pony-truss bridge crosses the river, and, in some instances, courses of river cobbles have been laid on the top of the south wall. South of the bridge at Smith Park the heavy stand of willows in the floodplain gradually gives way to a more open riverbed with cottonwoods growing along the outer perimeter of the structure providing a canopy. Alameda Street comes closest to the masonry structure in the vicinity of the East Palace Avenue Bridge with only an intermittent footpath available to pedestrians along the north bank.

The structure retains its most pristine setting in the half-mile section of the greenway westward from the East Palace Avenue Bridge to the Delgado Street Bridge. A sidewalk and wooded buffer separate it on the north side from Alameda Street, and a pedestrian walkway parallels the structure on the south side. Cottonwoods comprise much of the canopy with evidence of recent xeriscaping efforts along the pedestrian walkway. The floodplain contains less vegetation than farther upstream and is marked by some of the CCC-constructed weirs that contribute to the structure's naturalistic feeling. Most notable of these weirs is the approximately four feet waterfall (the "Falls") appearing a quarter mile west of the Palace Avenue Bridge. Set in a concave arc about 45 feet in diameter, a seven-course naturalistic limestone structure narrows the waterway to eight feet, creating a waterfall with a pool at the base. Due to its design and important function along the channel, the "Falls" and two other weirs are considered contributing resources to the nominated structure.

Notable also along this section of the structure are two arched masonry culverts along the north wall that extend under Alameda Street. The more easterly culvert, approximately 100 yards east of the waterfall, is

approximately eight feet in diameter at its base and rises in height to approximately five feet. The masonry culvert just to the east of the Delgado Street Bridge has been truncated by the concrete slab bridge along Alameda Street so that its only its eastern wall remains. With limestone masonry similar in facing and random coursing to the walls lining the river, the channels entering these culverts permit occasional floodwaters from the steep escarpments north of East Palace Avenue, less than 200 yards to the north, to drain into the river channel.

Toward the western end of this section further evidence of periodic flooding and efforts to stabilize the channel is evident. A two-tier gabion lines the south bank of the river for approximately 200 yards, and inclined concrete abutments extend some 25 yards away from the Delgado Street Bridge along the south bank. Overall, however, the integrity of the structure remains high not only with regard to materials, workmanship and design but to preserving the feeling of an urban riparian greenway.

The Delgado Street Bridge, a concrete beam constructed in 1928, marks the end of the city-owned river park to the east and the beginning of the Santa Fe River State Park to the west. Reflective of a transitional area with greater pedestrian traffic, a more formal greensward with a maintained lawn and sidewalk offers park benches and picnic tables in the grassy strip paralleling the north wall of the structure. West of the Delgado Street Bridge's concrete abutments, the structure's masonry retaining walls remain largely intact, increasing in height to about six feet. The greater height of the walls also offers greater evidence of the project's efforts to imbue the manmade stonework with a naturalistic feeling. Although some coursing of the masonry is evident, the variety of stone size and the avoidance of four contiguous corners gives the wall the natural, informal feeling.

Approximately 0.3 miles to the west the Paseo de Peralta Bridge crosses the structure. West of this bridge, the final 0.3 miles of the structure, terminating at Don Gaspar Street Bridge, are set in downtown Santa Fe with shops, restaurants, and offices lining the north side of Alameda Street. South of the structure's south wall, the Castillo Apartments are accessible over a private vehicular bridge. Evidence of the ongoing commitment to preserve the legacy of the CCC's park project currently appears in the reconstruction of a collapsed 25-yard section of the masonry wall. Farther west, the Shelby Street footbridge offers pedestrian access to a pathway along the south bank of the river. Just before reaching the Don Gaspar Street Bridge, the path passes in front of the New Mexico Supreme Court Building, constructed as a Public Works Administration (PWA) project in 1937. The masonry wall structure ends at the east side of the Don Gaspar Street Bridge, constructed under the New Deal's National Recovery Municipal Program in 1934.

While the north wall of the structure extends largely intact for this entire length of the westerly section of the property, the south wall has is broken for a distance of approximately 100 yards. Composed of walls consisting of cobble or concrete or cobble revetments, the break reflects previous efforts to protect private lands adjacent to the eroding riverbank before the CCC project. A motel, located at the southeast corner of where the Old Santa Fe Trail Bridge crosses the structure was once the site of the Orchard Campground, an early tourist

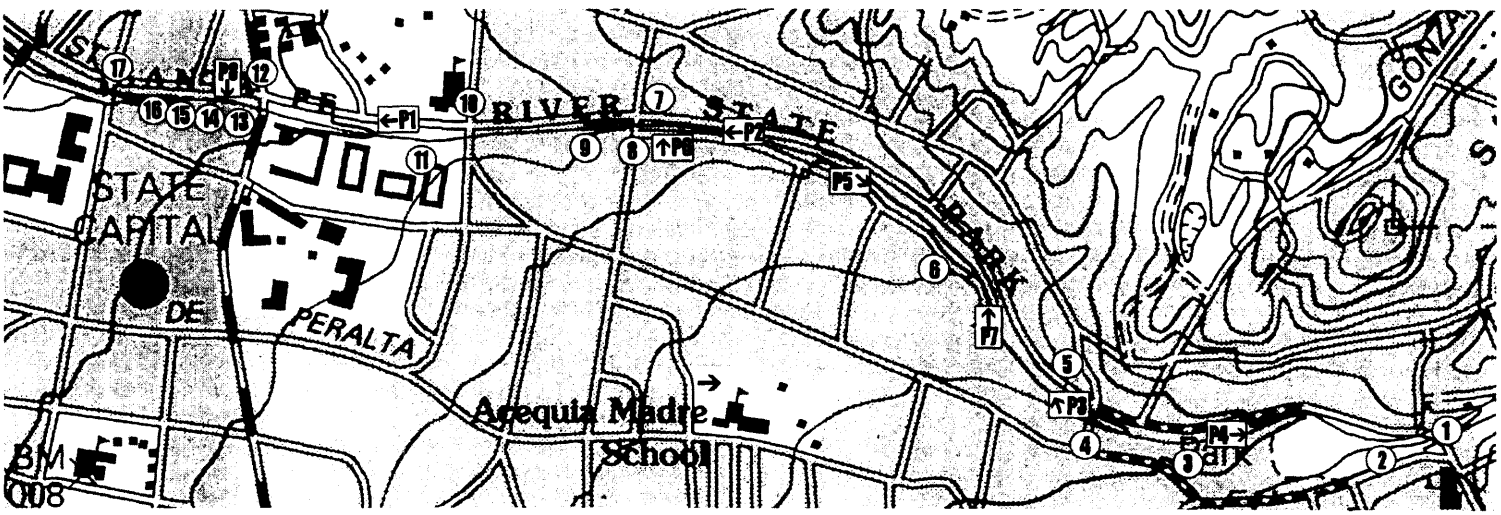
camp. There, a concrete block and cobble wall abuts a building on the motel property that predates the creation of the river park, recalling an earlier era in which the river often flooded and private owners with adjacent land constructed walls for flood protection (Figure 7-2).

In the seven decades since the CCC constructed the Santa Fe River Park, the *Alameda* has continued to serve its intended purpose of an urban riparian park linking the north and south banks of the city. Recurring floods and the city's growth, especially the capitol complex south of the river, have prompted changes that have somewhat altered the park's initial appearance. These measures, including the installation of rip-rap and revetments to reduce flooding and the construction of four bridges over the park, however, have not substantially reduced the integrity of the masonry retaining structure that comprised the heart of the CCC project.

Table of Contributing and Noncontributing Resources (East-to-West)

Resource #	Resource Name	Year of Construction	Resource Type	Contributing
N/A	Masonry Channel	c.1933-1940	Structure	Yes
1	Camino Cabra Bridge	Post-1940	Structure	No
2	Monsignor Smith Park Bridge	Post-1940	Structure	No
3	Private Vehicular Bridge	Post-1940	Structure	No
4	Palace Avenue Bridge	Post-1940	Structure	No
5	Masonry Culvert # 1	c.1933-1940	Structure	Yes
6	"Falls" Weir #1	c.1933-1940	Structure	Yes
7	Masonry Culvert # 2	c.1933-1940	Structure	Yes
8	Delgado Street Bridge	1928	Structure	Yes
9	Private Vehicular Bridge	Post-1940	Structure	No
10	Paseo de Peralta Bridge	Post-1940	Structure	No
11	Weir # 2	c.1933-1940	Structure	Yes
12	Old Santa Fe Trail Bridge	Post-1940	Structure	No
13	El Castillo Bridge	Post-1940	Structure	No
14	Brother's Lane Bridge Footbridge	Post-1940	Structure	No
15	Shelby Street Footbridge	Post-1940	Structure	No
16	Weir # 3	c.1933-1940	Structure	Yes
17	Don Gaspar Bridge (02001163)	1934	Structure	N/A, previously listed in National Register

Figure 7-1: Sketch Map (not drawn to scale)



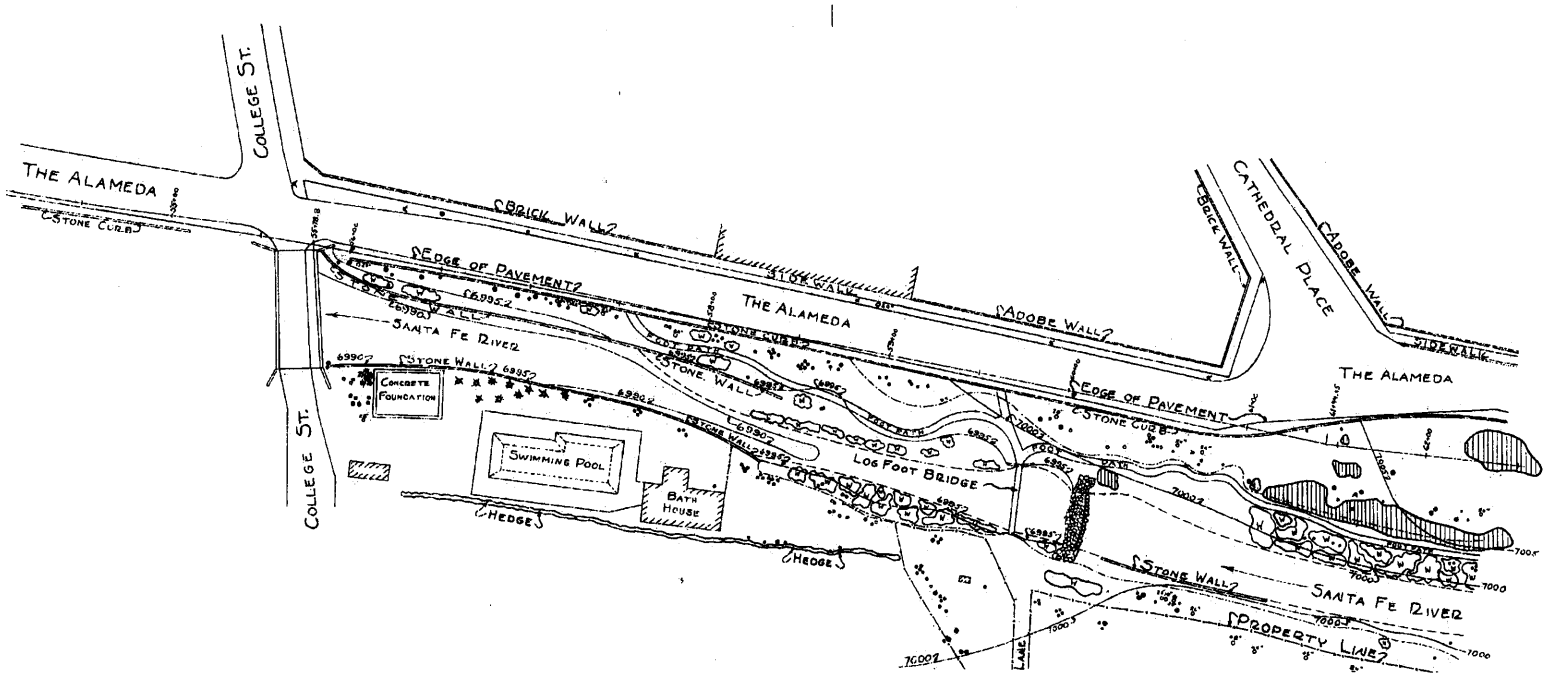
Legend

1. Camino Cabra Bridge (NC), East Terminus
2. Monsignor Smith Park Bridge (NC)
3. Private Vehicular Bridge (NC)
4. Palace Avenue Bridge (NC)
5. Masonry Culvert # 1 (C)
6. "Falls" Weir #1 (C)
7. Masonry Culvert #2 (C)
8. Delgado Street Bridge (C)
9. Private Vehicular Bridge (NC)
10. Paseo de Peralta Bridge (NC)
11. Weir # 2 (C)
12. Old Santa Fe Trail Bridge (NC)
13. El Castillo Bridge (NC)
14. Brother's Lane Footbridge (NC)
15. Shelby Street Footbridge (NC)
16. Weir # 3 (C)
17. Don Gaspar Bridge (N/A), West Terminus

North

→ Photograph and direction
C = Contributing resource
NC = Non-contributing resource

Figure 7-2: Topographic Map of River Showing Existing Conditions Before Channel Improvement. Note existing stone wall at southeast corner of College Street Bridge. (Source National Park Service, State Park Emergency Work, January 22, 1935, Drawing No. 9-1-E). [1]



[1] No construction plans were found in regional state or federal depositories.

Statement of Significance

Like many states, New Mexico had no state park system prior to the advent of the New Deal. When federal programs, especially projects undertaken by the CCC, became available to states with park systems, New Mexico quickly responded, creating a State Park Commission and designating several parks that were then developed by the CCC. Among them were Hyde Park in the Sangre de Cristo Mountains just northeast of Santa Fe and Santa Fe River State Park. Because of Hyde Park's close proximity to Santa Fe, the two park projects moved ahead, more or less in tandem, with a CCC company stationed at Camp SP-1-N in Santa Fe working at Hyde Park in the summer and at the river park in the winter. A goal of Santa Fe leaders since statehood in 1912, the creation of a river park offered several benefits to Santa Fe, including flood control, a riparian urban park, and a landscaped *Alameda* that would beautify the emerging complex of state government buildings south of the river. Central to the project was the straightening of the river and the construction of masonry retaining walls lining riverbanks intended to reduce the threat of seasonal flooding. Between 1933 and 1940 the CCC quarried and faced limestone rocks and used them to construct masonry walls, culverts and weirs that comprised the principal structure of the park project. Although CCC workers also contributed to the eastward extension of Alameda Street and provided the first generation of park amenities such as picnic tables, it is the structure redefining the riverbed that remains the CCC's most indelible legacy along the Santa Fe River. The Santa Fe River Park Channel is eligible under Criterion A for its association as a New Deal project. It is also eligible under Criterion C as a good example of the CCC's efforts to protect natural resources and features and for its naturalistic use of rockwork to harmonize manmade development with natural surroundings.

In 1609 when Pedro de Peralta, the newly appointed governor of the Spain's royal province of New Mexico, relocated the colonial capital from San Gabriel to Santa Fe, the availability of water from the Santa Fe River was a leading consideration in his selection of the site. Over the next three centuries, the Santa Fe River generally vindicated Peralta's decision, but in years of heavy rains also demonstrated its capacity for destructive flooding. In 1872, during a particularly destructive flood all of Santa Fe's wagon and footbridges were swept away as the river swelled to a "reef-like front six feet high" (*Santa Fe New Mexican*, August 20 1872:1). To equalize the ebb and flow of the river, the citizens of Santa Fe had long advocated damming the river above the city. Except for earthen, stone and brush diversions for the acequias carrying water to houses and fields along both banks of the river, the first impoundment of the river's water occurred only in 1880 when Stone Dam was completed. Over the next seven decades a series of four dams were constructed to provide the city with water and to reduce the threat of flooding. Despite these measures, periodic flooding continued as in May 1919 when flood conditions extending from Santa Fe southwest to La Bajada prompted a writer to declare, "The Santa Fe River is running riot" (*Santa Fe New Mexican* May 24, 1919:1).

In 1912, when Mayor Arthur Seligman formed the Santa Fe Planning Commission to define the city and its economic future, commissioners adopted a unique version of the City Beautiful movement, calling for a "city different" that would emphasize its traditional architecture and its historic winding streets. Also included in the

plans, depicted in the map N.L. King prepared for the commission, were proposals for several city parks, including Fort Marcy Park, the Federal Oval and Parque del Rio. The latter was envisioned as a linear riparian park extending over two miles from the city's pump house near the eastern boundary of the masonry structure to a point near where the intermittent waters of Mascaras Arroyo flow into the Santa Fe River. Despite these ambitious plans and citizens' efforts in the 1920s to realize the plans, little progress was made on Parque del Rio (*Santa Fe New Mexican*, Nov. 11, 1933:1).

It wasn't until the creation of the CCC that the now 20-year old proposal for a river park became reality. In August 1933, just a prior to his fatal heart attack, now Governor Arthur Seligman issued an executive mandate creating the New Mexico State Park Commission. Doing so enabled New Mexico to take advantage of CCC labor available to state park systems under the New Deal's State Park Emergency Conservation Program (SPECP). To satisfy the requirements of the SPECP, it was necessary that the CCC's work be in park on lands owned by the state. To accomplish this goal within the city of Santa Fe where the meandering course of the river resulted in numerous private land holdings abutting the river, citizens organized a public meeting. To demonstrate their support for a park, land owners stood and announced a donation of portions of their land to the State of New Mexico for use as "a park or parkway in connection with the system of state parks in the city of Santa Fe, New Mexico" (Pablo Griego Quit Claim Deed, 1934). Inspired, in part, by the precedent of Talbot Babbit Hyde donating land for nearby Hyde State Park, each announcement was greeted with applause (*Santa Fe New Mexican,* Nov. 11, 1933:1).

This outpouring of public support prompted State Park Commissioner Jesse Nusbaum to note that with the state securing park land within the city, Santa Fe became "the one exception in the United States where a CCC camp is located within city limits." Echoing Nusbaum's enthusiasm for Santa Fe's prospects of an urban state park, the *Santa Fe New Mexican's* editorial described the citizens' actions as "magnificent." Moreover, it proclaimed Santa Fe "the pioneer...in a state park movement" and saw "no reason why this should not now be made the most beautiful 'different' state capital in America" (*Santa Fe New Mexican*, Nov. 11, 1933:4).

As plans began to develop regarding the park, two key figures emerged. Serving as a technical adviser for CCC Company 833 was Carlos Vierra. A leading proponent of preserving Santa Fe historic character through reviving its traditional architecture, he advocated the park project as a means of creating landscapes sympathetic with the surrounding built environment. Representing the New Mexico Planning Board as plans developed was S.R DeBoer. Formerly Denver's city planner who had overseen the creation of its municipal park system, DeBoer had also planned Boulder City, Nevada, the community that grew out of the massive Hoover Dam Project, and had directed capital landscaping projects in Boise, Idaho and Cheyenne, Wyoming. In New Mexico to advise the state's Planning Board, DeBoer had begun to formulate plans for the capital complex south of the river, envisioning a gradual stepping of new government buildings up to the State Capitol (now the Bataan Building). DeBoer's plan included an attractive river park with the PWA-financed New Mexico Supreme Court Building (01001468), located on a slight terrace just south of the riverbank, facing on it. The varied character of the river park, ranging from its more naturalistic character in its eastern section to its more

formal composition fronting the court building suggests how the park's development reflected both men's visions.

With a third of New Mexico's lands held by the federal government, the state was the location of over 100 CCC camps between 1933 and 1942 when Congress voted to terminate the CCC. The companies located at these many camps brought great benefits to New Mexico not only with the projects they undertook but with money the CCC spent in nearby towns for equipment and volunteers' incidentals. Despite these positive attributes, however, camps often faced uncertain futures. CCC administrators in Washington D.C., seeking to juggle requests for new projects often transferred companies from camp to camp and themselves were subject to the uncertainties of continued congressional funding for the CCC.

Within this context of uncertainty and relocations, Camp SP-1-N, located a mile and a half northwest of Santa Fe's plaza, was unusual. Unlike most other camps in the state, it was in proximity to an urban area. Moreover, it served as the headquarters for two companies between the fall of 1933 at least until the end of 1936, resulting in a camp of over 450 men. Company 836, consisting of men from Texas and Oklahoma as well as New Mexico worked under the auspices of the Soil Conservation Service until it was transferred to Fort Stanton, New Mexico in late 1936. Company 833, consisting of New Mexicans from the northern part of the state, worked under the auspices of the National Park Service, alternating work seasonally between the higher Hyde Park in warm months and the Santa Fe River in cool months (CCC Annual 1936:58-65).

Although newspaper accounts provide periodic reports of the progress made on the river park project, a helpful overview of the ongoing work in late 1935 appears in a letter that Governor Clyde Tingley sent to Robert Fechner, Director of Emergency Conservation Work for the CCC. Concerned that the camp would be "discontinued and disbanded" in January 1936, Tingley informed Fechner that much of the park project along the river was a work in progress and that to abandon it would be both a "serious detriment" and "dangerous to the public safety" (Tingley CCC Correspondence, 1935: letter dated Dec. 12, 1935).

Describing the project, Tingley noted that plans had been completed for a one and a half mile park along the river and that the river's "stream bed...is being straightened at several points." Although some of the native limestone masonry walls had been installed and others were "already started and footings excavations made," he warned that "large piles of native lime stone are strewn about the park area awaiting placement in walls, dams, culverts, etc." He also cited the "incomplete" construction of naturalistic rock weirs to check flooding, asserting that only when completed would they "control flood waters" and "enhance the scenic features of the river development." He further warned of dangers to the public in the form of holes already dug to plant "five thousand native trees and shrubs...in the river park area." Finally, appealing to economic considerations, Tingley noted that "all of the essential materials for the construction and completion of unfinished projects have been purchased and are on hand."

The details Tingley presented offer a concise description of how the project was seeking to complete an urban riparian park that would meet several of the aesthetic sensibilities advocated in projects sponsored under the National Park Service. Dating to the landscape architect William Jackson Downing's advocacy of preserving natural areas and using design to produce picturesque landscapes, a succession of designers had sought to manipulate rockwork to create naturalistic appearances of manmade projects. This desire to replicate nature flourished in the during the back to nature movement of the 1910s and 20s, and became a part of design specifications for both national and state park projects undertaken by the CCC. These designs included the creation of scenic features, the use of naturalistic techniques in rockwork, and the planting of native vegetation to erase scars of construction, all included on a modest scale in the CCC's efforts along the Santa Fe River.

Supporting Tingleys' request to continue the project was New Mexico's congressional delegation. Three month's later, Representative John J. Dempsey announced that the "state park camp of Santa Fe will be retained," and the CCC remained at the camp until the end of 1940 (*Santa Fe New Mexican* March 4, 1936:3). Over the next four years the CCC completed the masonry retaining walls and the two major culverts along the northern wall that permitted floodwaters to drain from the steep escarpments just north of East Palace Avenue. Workers also completed the installation of several small weirs that were intended to enhance the scenic beauty and natural appearance of the river even as its former channel had been straightened. With work completed on the structure, in its final years the CCC installed picnic tables in the grassy strip lining the river in the vicinity of the downtown near the Don Gaspar Street Bridge and the New Mexico Supreme Court Building. At the same time, the CCC moved ahead with a related project, extending Alameda Street eastward from Delgado Street to its current eastern terminus at Camino Cabra.

As the United States turned more attention to preparing for a likely entry into World War II and even the training of CCC volunteers began to approximate training for military duty, the CCC began winding down by 1940, ending two years later. Compared to other camps in New Mexico, Camp SP-1-N in Santa Fe had a notably long tenure, accounting for the creation of two of New Mexico's first state parks. While Hyde Park represented a more traditional approach to park development and contributed to Santa Fe's growing reputation as a year-round recreational center, the Santa Fe River Park represented an uncommon example of CCC involvement in the creation of an urban park. Set within a city and catering to varied needs from preserving natural settings to providing limited park amenities in a downtown setting, the park achieved both.

Ironically, some of the landscape plans incorporated into the design of the park proved less successful than initially envisioned. The plans to straighten the river channel and to contain it with retaining walls proved to be an inadequate flood control measure during times of heavy cloudbursts. The river's capacity for flooding was demonstrated in August 1957, prompting a series of studies by the Army Corps of Engineers during the 1960s and 70s. These resulted in proposals to alter the river's channel, giving it a concrete-lined V form. In the late 1960s, further recommendations for altering the river park came from the city's urban renewal program. As a result of these developments, the river park west of the Don Gaspar Street Bridge was significantly altered

with a concrete was installed and the City of Santa Fe developing its own Santa Fe River Park as a part of the DeVargas Urban Renewal Project (*Santa Fe New Mexican*, March 31, 1968:A-4).

During the debate regarding the future of the Santa Fe River east of the Don Gaspar Street Bridge, however, public sentiment rested strongly with preserving the character of the river and its landscape structure much as the CCC had rendered it. Although improvements, including the construction of revetments and gabions and the raising of some masonry walls, were completed to stabilize the river channel, the CCC structure extending 1.5 miles to the east retains a high degree of historic integrity as well as a good deal of public support for maintaining it.

BIBLIOGRAPHY

Army Corps of Engineers. "Technical Summary: Santa Fe River Local Protection," 1972.

Chavez, Tom. "The River in Santa Fe History." The essay is included in "The Report and Recommendations of the Santa Fe River Committee," 1984.

Civilian Conservation Corps. *Albuquerque District Official Annual 1936.* Albuquerque: Direct Advertising Company, 1936.

Griego, Pablo and Rosarita. Quit Claim Deed, December 21, 1934. This quitclaim deed is representative of the more than 90 such deeds conveyed to the State of New Mexico to secure lands for the Santa Fe River State Park.

Santa Fe New Mexican. Various issues 1872-1970.

Tingley, Clyde. Letter to Robert Fechner dated December 12, 1935. The letter is located in NMSRCA in the Tingley CCC Correspondence, 1935.

Young, John V. *The State Parks of New Mexico.* Albuquerque: University of New Mexico Press, 1981.

GEOGRAPHICAL DATA

VERBAL BOUNDARY DESCRIPTION The boundary of the nominated property is indicated on the accompanying USGS quadrangle map. It consists of a 1.5-mile long masonry channel outlining the course of the Santa Fe River between the west side of the Camino Cabra Bridge at the east terminus and the west side of the Don Gaspar Bridge at the west terminus. The width of the channel varies between approximately 15 to 45 feet. The north and south boundaries encompass the outer edges of the masonry retaining walls that generally line both sides of the riverbank between the east and west boundary points. The nominated boundary includes only the area between the walls and the structure's immediate setting of ten feet.

BOUNDARY JUSTIFICATION The boundary includes the remaining section of the parcel historically associated with the CCC-constructed Santa Fe River Park Channel structure and excludes adjacent commercial and residential development and park infrastructure established after the period of significance.

PHOTO LOG

The following information pertains to all photographs unless otherwise noted.

Santa Fe River Park Channel
Santa Fe, Santa Fe County, New Mexico
Photographer: David Kammer
May, 2008
Location of Negatives: New Mexico Historic Preservation Division

Photo 1 of 8
Western terminus of property, Don Gaspar Bridge
Facing west

Photo 2 of 8
Walls and adjacent greensward
Facing west

Photo 3 of 8
Riparian vegetation
Facing west

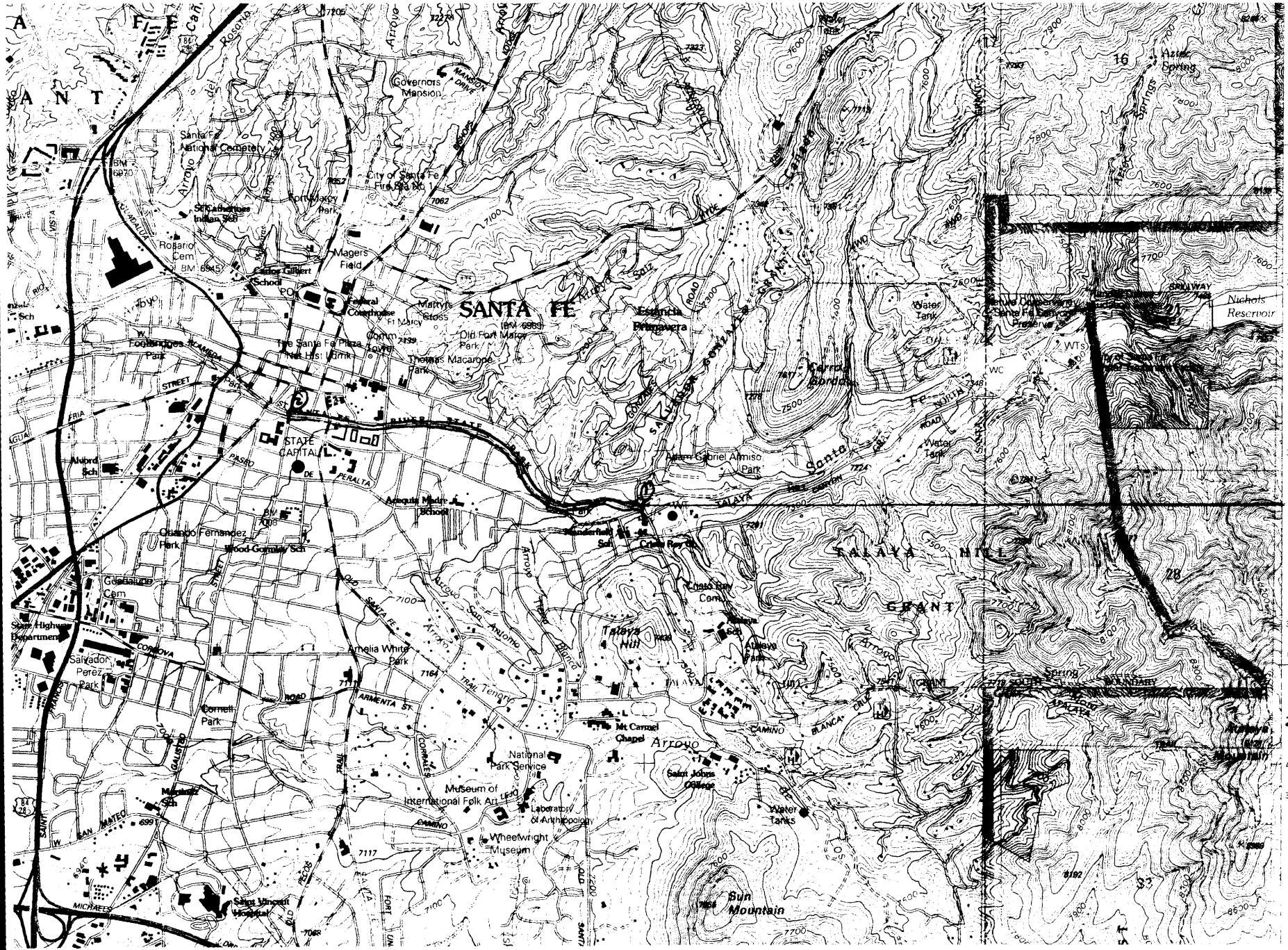
Photo 4 of 8
Private vehicular bridge and wall addition
Facing east

Photo 5 of 8
Naturalistic rockwork and weir, "Falls"
Facing east

Photo 6 of 8
Concrete and masonry culvert at E. Alameda and Delgado Street Bridge
Facing north

Photo 7 of 8
Masonry Culvert #1
Facing north

Photo 8 of 8
Repair of masonry wall
Facing south


SANTA FE
Governors Mansion
Santa Fe National Cemetery
City of Santa Fe Fire Sta No 1
Fort Marcy Park
St Catherines Indian Sch
Rosario Cem
Magers Field
Federal Courthouse
Martyrs Cross
Old Fort Marcy Park
Thomas Macarone Park
Fire Santa Fe Plaza Nat Hist Lmk
Footbridges Park
STATE CAPITAL
Acequia Madre School
Quando Fernandez Park
Wood Gormley Sch
Guadalupe Cem
Salvador Perez Park
Cornell Park
Amelia White Park
Mt Carmel Chapel
National Park Service
Museum of International Folk Art
Laboratory of Anthropology
Wheelwright Museum
Saint Vincent Hospital
Estancia Primavera
Adam Gabriel Armiso Park
Cristo Rey Cem
Talaya Hill
Saint Johns College
Water Tanks
Sun Mountain
TALAYA HILL GRANT
Nichols Reservoir
Aztec Spring
Santa Fe River Park Channel
Santa Fe, Santa Fe Co., NM
UTM coordinates
1. 0416996 E
3948872 N
2. 0414920 E
3949414 N
3951
3950
3949
3948
3947

DEVELOPMENT PROPOSAL
SANTA FE RIVER PARK EXTENSION

CREDIT:
New Mexico State Records Center & Archives

NOTICE: This Material May Be Protected By Copyright Law (Title 17 U.S. Code)

SANTA FE PLANNING DEPARTMENT
JANUARY 1975

The Santa Fe River, as it passes through the western portion of the City of Santa Fe, links two developed parks: the Santa Fe River Park, a passive recreational area with landscaping, picnic tables and an asphalt path; and Bicentennial Park, an active recreational facility with swimming pool, tennis courts, a gymnasium, picnic shelters, baseball diamond and other equipment. These two parks are separated by about 2300' of undeveloped city-owned land between the river and Alameda Street adjacent to the Casa Solana Shopping Center and Casa Solana residential subdivision. This 2300' stretch of land is the subject of this development proposal.

The configuration of the subject property presents constraints to certain types of park development. The width of the parcel varies generally from 20 feet to 100 feet, bounded on one side by a ten-foot drop to the Santa Fe River bed and on the other side by Alameda Street, a busy collector street. For safety reasons, active recreational facilities would not be recommended, even where sufficient space exists, without extensive safety devices such as fences or walls.

The location of the site also suggests that typical park development may not be necessary. In addition to the proximity of extensive active recreational facilities at Bicentennial park to the west, the Santa Fe River Park to the east provides picnic tables for area residents. It is suggested that the subject site would not be in great demand as a picnic area, since the nearby residential density is extremely low.

It is therefore suggested that the subject parcel be developed as a "parkway" for visual enhancement of the riparian nature of the site, as an adjunct to the Alameda transportation corridor, and a link between the existing Santa Fe River Park and Bicentennial Park. To accomplish this goal within the limited available budget of $27,000, only a certain infrastructure can be provided. Should additional funds become available, more complete development can be scheduled.

First, stabilization of the river bank and eventual shade canopy can be provided by planting cottonwoods at 50-foot intervals at the southern edge of the subject parcel. Although these trees may eventually receive sufficient water from the river itself, they would have to be watered until well developed. Therefore, an underground sprinkler system should be installed throughout the subject parcel. This sprinkler system would also serve a second important function. Budgetary limitations preclude the

CREDIT:
New Mexico State Records Center & Archives

NOTICE: This Material May Be Protected By Copyright Law (Title 17 U.S. Code)

planting of grass on the parcel, but with sufficient water, vegetation will develop. Judicious clearing of weeds by City Parks crews will allow the natural growth of desirable grasses and other plants, providing a rich ground cover in a period of a few years.

In order to support the transportation corridor along West Alameda, which has the capability of four traffic lanes and will increase in traffic volume as the city expands to the west, it is proposed that an asphalt bicycle and pedestrian path be installed between St. Francis Drive and Camino Alire. A bicycle path in this location is included in the proposed Bikeway Master Plan for Santa Fe.

Should additional funds be made available, a comprehensive landscaping project can be undertaken, to plant grass and other desired vegetation. However, the project as proposed may show the way to inexpensive and effective development of municipal park areas.

Estimated costs: Santa Fe River Park Extension

Item	Size/Quantity	Unit Cost	Total Cost
Cottonwoods	1 every 50 feet = ~50 trees	$80 (2"dia.)	$ 4,000
Sprinkler system	2.41 acres @$5,800/ac.	$5,800/acre	13,978
Bike path	8' width @ $9,500/mi.		4,750
Total			$22,728
10% Engineering:			2,272
10% Contingency:			2,200
Grand Total			$27,200

Additive alternate: ground preparation and planting of grass: 12¢/sq. ft. x 105,000 sq. ft. $12,600

Note: Force account work may include placing large rocks along Alameda Street to keep motor vehicles off the parcel, and raking of the sprinklered area.

CREDIT:
New Mexico State Records Center & Archives

NOTICE: This Material May Be Protected By
Copyright Law (Title 17 U.S. Code)

Project: Expansion of Santa Fe River Park

Purpose: The purpose of this project is to complete the extension of the Santa Fe River Park from Delgado Street west to Camino Alire. This project was first proposed in the 1962 General Plan for the City of Santa Fe. The objective will be to establish continuous pedestrian access along the north bank of the Santa Fe River between the downtown area and the major social service and recreational complex being developed in the area of Bicentennial Park (Alto Park). The project will encourage pedestrian and bicycle use of the area along the Santa Fe River between these two activity centers, and will enhance the aesthetic character of the areas along the Santa Fe River and West Alameda Street, all of which lie within the City's Model Neighborhood Area.

Scope: The project will include landscaping of three vacant parcels along the north and south banks of the Santa Fe River, and the installation of a bicycle and pedestrian path along the river between Guadalupe Street and Camino Alire. The park has already been significantly developed between De Fouri Street and St. Francis Drive. The proposed park expansion would include:

1) landscaping of a portion of the south bank of the river between Guadalupe St. and De Fouri Street;
2) landscaping of two presently vacant parcels along the north bank of the river located

CREDIT:
New Mexico State Records Center & Archives

NOTICE: This Material May Be Protected By
Copyright Law (Title 17 U.S. Code)

between De Fouri Street and Camino Alire; and,

3) construction of a bicycle/pedestrian path beginning at Guadalupe Street (the western boundary of De Vargas Park), and extending west along the bank of the Santa Fe River to Bicentennial Park (Alto Park).

Estimated Budget:

Specifications
- parkway (30' width)
- parkway (5,000' length)
- 4' bike path (7,200' length)
- landscaping @ $5,000/acre
- bike path construction @ $8,000/mile
- sprinkler system installation @ $200/100'
- picnic tables installed @ $200 each

Landscaping

$\frac{5000' \times 30'}{43,560}$ X $5,000 = $17,200

Bike Path

$\frac{7200'}{5280'}$ x $8,000 = $10,880

Picnic Tables

15 x $200 = $ 3,000

Sprinkler System

$\frac{5000'}{100}$ x $200 = $10,000

	$41,080
Design (10%)	4,108
	$45,188
Contingency (10%)	4,519
	$49,707 *

*Estimated total project cost - $50,000
BOR share - 25,000
City Share - 25,000

Bridge Design in New Mexico

The state's historic highway bridges offer evidence of how bridge types have changed over more than a century. Bridge designs have evolved as materials and standards for safety and loads have changed and engineers have found new ways to design. Knowing a few things about various bridge designs will help you appreciate each bridge's history.

TIMBER BEAM (1850s-1930s). From primitive log spans across streams to timber trestle bridges several hundred feet in length, timber beam designs comprised many of the state's early bridge projects. Timber beam bridges treated with creosote were especially popular across broad floodplains during the 1920s and 30s.

MASONRY & CONCRETE ARCHES (1880s-1930s). Originally developed by the Romans, masonry arch bridges and culverts appeared along early railroad lines in New Mexico. Municipal bridge projects in Raton, Las Vegas, and Santa Fe also used the design. The emergence of reinforced concrete by 1900 offered a more flexible building material, capable of longer, flatter arches.

SUSPENSION (1900s-1920s). Generally associated with monumental projects across broad waterways, the design was used for highway bridges in at least six instances in New Mexico. With its roadway hanging from steel cables anchored well back from both riverbanks, the design permitted engineers to eliminate placing piers in the waterway where they were susceptible to flood damage.

CONCRETE RAINBOW ARCH (1920). Based on a design patented in 1912, the concrete arch relied on reinforced concrete vertical members to support the bridge deck. This rare design was used only once in New Mexico, in Santa Fe.

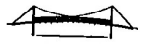
TRUSSES (1900s-1965). Involving the interplay of tension and compression, truss bridges are among engineering's crowning achievements. Truss bridges lacking lateral bracing between the upper beams, or chords, are referred to as *pony trusses*, while those with lateral bracing are called *through trusses*. Designs in which the bridge deck is supported by the trussing located below the deck are referred to as *deck trusses*. Most truss designs used steel trusses, some used timber, others a combination of timber and steel, and still others reinforced concrete.

STEEL ARCH (1920s-1950s). An attractive structural form well-suited for crossing chasms wider than 600 feet, the arch design generally entails two-hinged arches set on foundations, then cantilevered toward each other until they are joined at the center. The only example in New Mexico is the Los Alamos Canyon Bridge.

RAILROAD UNDERPASS (1920s-1930s). First appearing in the 1920s to separate highway and railroad grades, railroad underpass projects increased in the 1930s as New Deal construction programs sought to create jobs that promoted highway safety. The fill taken from the underpass excavation was frequently used to raise the railroad grade, and retaining walls and walkways paralleling the roadway often exhibited decorative concrete molding


Timber Beam

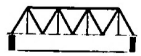

Masonry and Concrete Arches


Suspension


Concrete Rainbow Arch


Concrete Truss


Timber Truss


Warren Through Truss

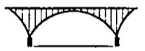

Pratt Through Truss, Pinned Connections


Pratt Through Truss, Rigid Connections

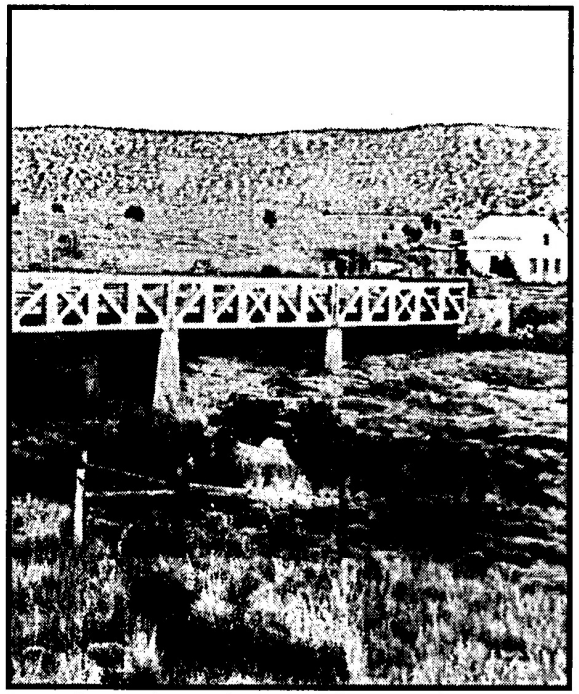

Parker Through Truss


Parker Pony Truss


Steel Deck Truss


Steel Arch


Railroad Underpass


Variadero Bridge, on the Rio Conchas, Variadero, NM.

For more information on
historic highway bridges in New Mexico,
please contact:

ENVIRONMENTAL SECTION
NEW MEXICO STATE HIGHWAY
AND TRANSPORTATION DEPARTMENT
P.O. Box 1149
Santa Fe, New Mexico 87504-1149
(505) 827-5235

This brochure was prepared by
David Kammer and Chris Wilson.

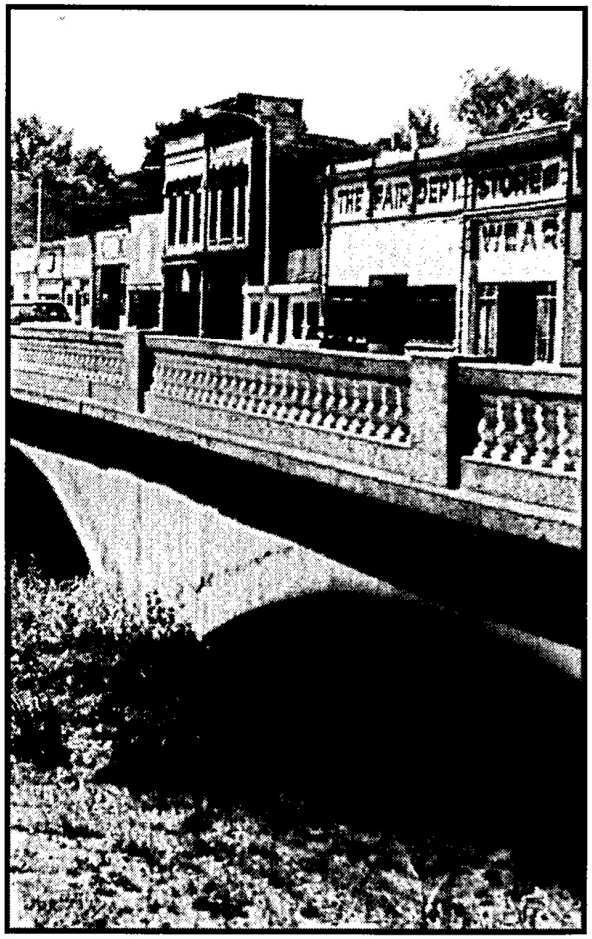
Funding provided by the
Federal Highway Administration
Transportation Enhancement Program
Intermodal Surface Transportation Efficiency Act of 1991
and
New Mexico State Highway and Transportation Department.

Map by Jan Underwood, Information Illustrated
Design and Typeset by Carolyn Kinsman, C. Kinsman Design.
Photographs from the archives of the New Mexico State Highway
and Transportation Department and the
State Records Center and Archives.

December 1996

SPANNING THE HIGH DESERT

THE HISTORIC HIGHWAY BRIDGES OF NEW MEXICO



Gallinas River Bridge, Las Vegas, NM.

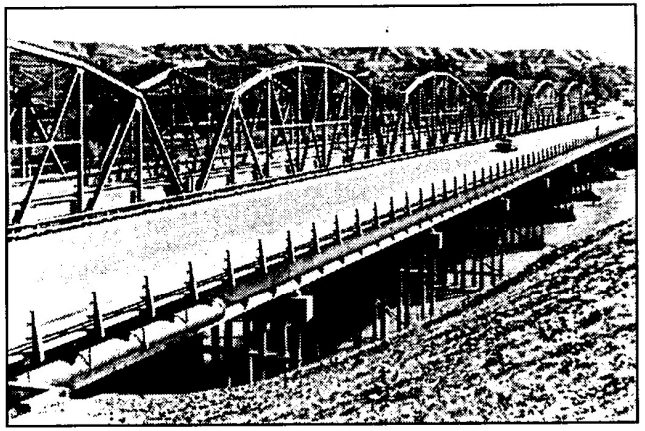
Discover the Historic Highway Bridges of New Mexico

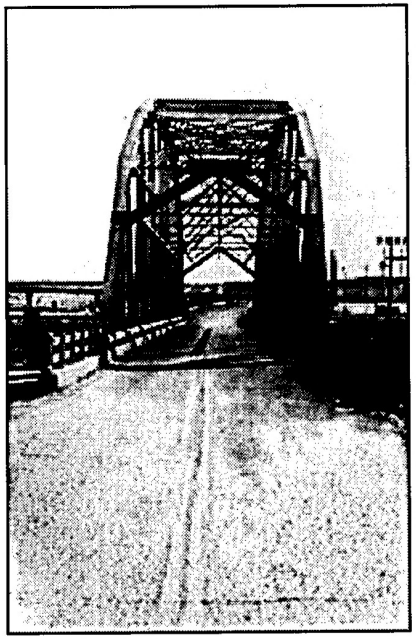
New Mexico – Land of Bridges. Yes, this arid state is home to over 3,000 highway bridges! They range from masonry culverts and metal truss designs dating from the territorial period to relatively recent structures with great steel arches spanning previously uncrossed chasms.

While many of New Mexico's bridges cross major waterways such as the Rio Grande and San Juan, Pecos, Canadian and Gila Rivers, others span arroyos that are dry most of the year. A drive through the desert countryside can turn into an adventure, however, when spring runoffs and sudden summer thunderstorms transform canyons into what engineers once called "cloudburst streams."

New Mexico's bridges reflect its rugged and daring development, providing yet another record of life and transition in the desert Southwest. Several of New Mexico's significant older bridges have been included in the National Register of Historic Places. Some continue to serve motorists along federal, state, and local roads, while others have been preserved as examples of early bridge construction.

This map helps you to locate and invites you to visit the Historic Highway Bridges of New Mexico!





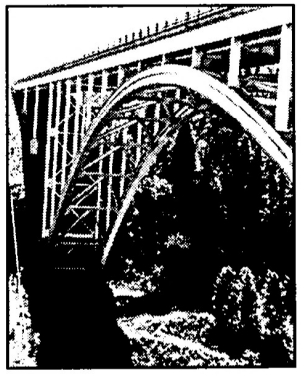
A few of New Mexico's Historic Bridges (clockwise from top).

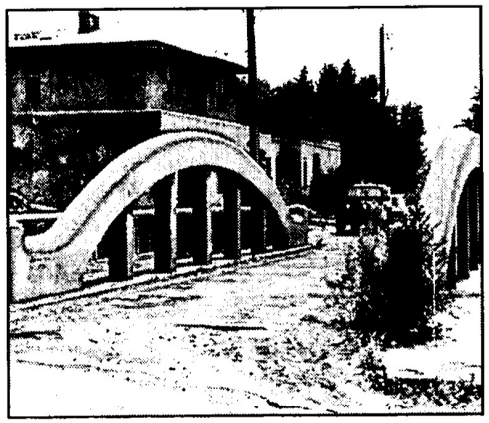
San Juan River Bridge at Shiprock.

Rio Puerco Bridge at Old Route 66.

El Puente de los Hidalgos in Santa Fe.

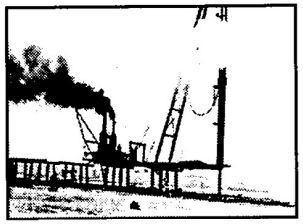
Los Alamos Canyon Bridge.





A Brief History

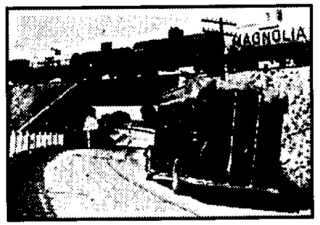
Prior to statehood, bridge construction in New Mexico was minimal. Wagons crossed waterways at fords, or vados, or used ferries during high water. Simple timber and beam bridges were built during the territorial period, but these often washed out during floods. Since road construction was regarded as a local matter, counties and private individuals undertook many of these early bridge projects.



Driving a piling for the Rio Grande Bridge at Radium Springs. 1931

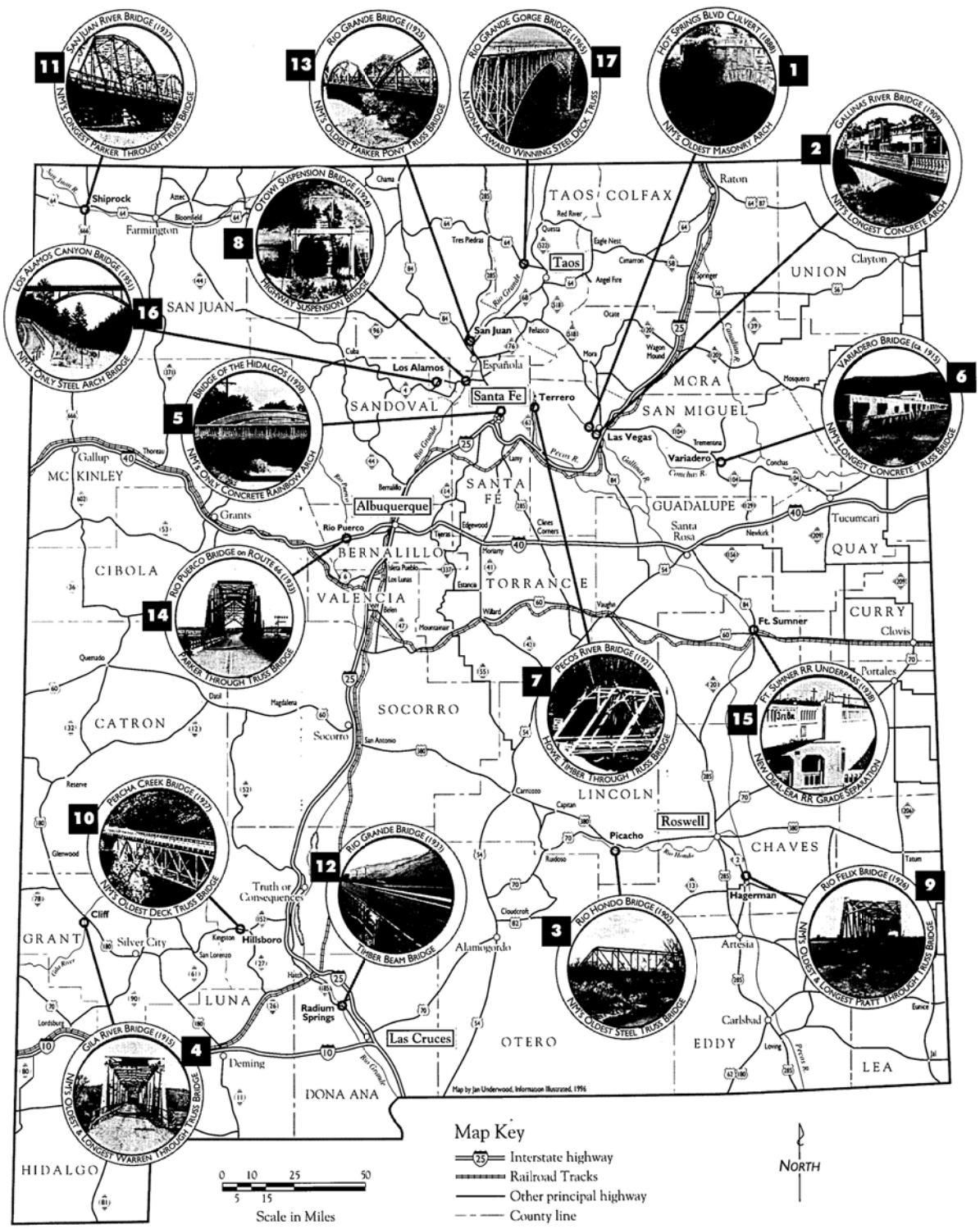
The coming of the railroad in 1879 brought examples of sturdier bridges; and by the early 1900s, steel and masonry bridges also began to appear along wagon roads. With statehood in 1912 came the formation of the New Mexico State Highway Department, under James A. French. As it sought to develop a highway system that connected all of the counties and main towns, the department assumed responsibility for the construction of the state's highway bridges.

Each bridge project presented engineers with a special challenge defined by the location. Bridge plans needed to anticipate high water levels, the relative stability of riverbanks, and the volume and weight of traffic. As building materials improved and vehicles' speeds increased, bridges also needed to become safer and more efficient.



The underpass at Algodones. 1928

During the 1920s and 30s, bridge construction pushed forward, with engineers using an array of bridge designs. By World War II, New Mexico's modern highway system had begun to emerge with bridges linking the system together. In the two decades following the war, additional links were forged including award-winning structures spanning Los Alamos Canyon and the Rio Grande Gorge.



THE HISTORIC HIGHWAY BRIDGES OF NEW MEXICO

1 HOT SPRINGS BOULEVARD CULVERT (1888). On Hot Springs Boulevard two blocks northwest of the Plaza in Las Vegas, the 188-ft. long masonry culvert is the state's oldest documented highway structure. With its handsome masonry arch and walls, the structure is situated along the main road from Las Vegas to the Montezuma Hot Springs resort.

2 GALLINAS RIVER BRIDGE (1909). On Bridge Street in downtown Las Vegas, the two-span structure, at 105 feet, is the state's longest concrete arch bridge. Located in the Bridge Street Historic District, the bridge includes design details that mirror the facades of many of Bridge Street's nearby commercial buildings.

3 RIO HONDO BRIDGE (1902). Just south of US 70/380 at Lincoln County Road R-4 in Picacho, the 133-ft. long, one-span structure is the oldest steel truss bridge left in New Mexico. A Pratt truss bridge with pinned connections design, it was once part of a three-span bridge that crossed the Pecos River east of Roswell.

4 GILA RIVER BRIDGE (1915). On a county road paralleling US 180 one mile south of Cliff, the 376-ft. long, three-span structure is the state's oldest and longest Warren through truss bridge. Its construction improved early automobile travel in western New Mexico between Silver City and the Mogollon mining district.

5 BRIDGE OF THE HIDALGOS (1920). On Grant Avenue just north of N. Federal Place, this 54-ft. long, one-span structure is the only concrete rainbow arch bridge in New Mexico. In addition to its use of modern reinforced concrete, its design includes corbel-like decorations at the ends of each of its floor beams.

6 VARIADERO BRIDGE (ca. 1915). East of NM 104, where it crosses the Rio Conchas, this four-span, 200 ft. long structure is the state's longest concrete truss bridge. Using a style found only in San Miguel County, it is one of two remaining examples of this unique design.

7 PECOS RIVER BRIDGE (1921). West of NM 63, where it crosses the Pecos River at Terrero, the one-span, 106-ft. long structure is the only remaining Howe timber through truss bridge in New Mexico. During the early 1920s, the Forest Service constructed three similar bridges over the upper Pecos River.

8 OTOWI SUSPENSION BRIDGE (1924). On San Ildefonso Pueblo lands south of NM 502 at the Rio Grande, this is the only remaining highway suspension bridge in New Mexico. The 292-ft. long bridge is located within the Otowi Bridge Historic District where Edith Warner's teahouse was a popular stop for many of those working on the Manhattan Project at nearby Los Alamos.

9 RIO FELIX BRIDGE (1926). East of NM 2 and one mile north of Hagerman, this three-span, 432 ft. long structure is the state's oldest and longest Pratt through truss bridge with rigid connections. Its unusual skewed construction reflects engineers' efforts to adapt the bridge's design to the needs of the highway's alignment.

10 PERCHA CREEK BRIDGE (1927). South of NM 152 and two miles west of Hillsboro, this 241-ft. long, one-span structure is the state's oldest deck truss bridge. Located over steep canyons where there was little danger of floods damaging the trussing from below, their design offered the advantage of removing the truss from the roadway.

11 SAN JUAN RIVER BRIDGE (1937). On US 666 and US 64 one half mile west of Shiprock, this six-span structure is the longest (1007 feet) Parker through truss bridge in New Mexico. In 1975, the reinforced concrete bridge paralleling it was added to meet the needs of the increased traffic in the area.

12 RIO GRANDE BRIDGE (1933). On NM 185 one mile south of Radium Springs, this 475-ft. long timber beam bridge is one of the best examples of an economical bridge design used throughout the state in the 1920s and 30s. Prior to the construction of I-25, the route crossing the bridge was US 85, the main north-south highway along the Rio Grande Valley.

13 RIO GRANDE BRIDGE (1925). On San Juan Pueblo lands south of NM 74, this four-span, 400 ft. long structure is the state's oldest and longest Parker pony truss bridge. The bridge was built by the Office of Indian Affairs to improve local farmers' access to fields located on the opposite bank of the river.

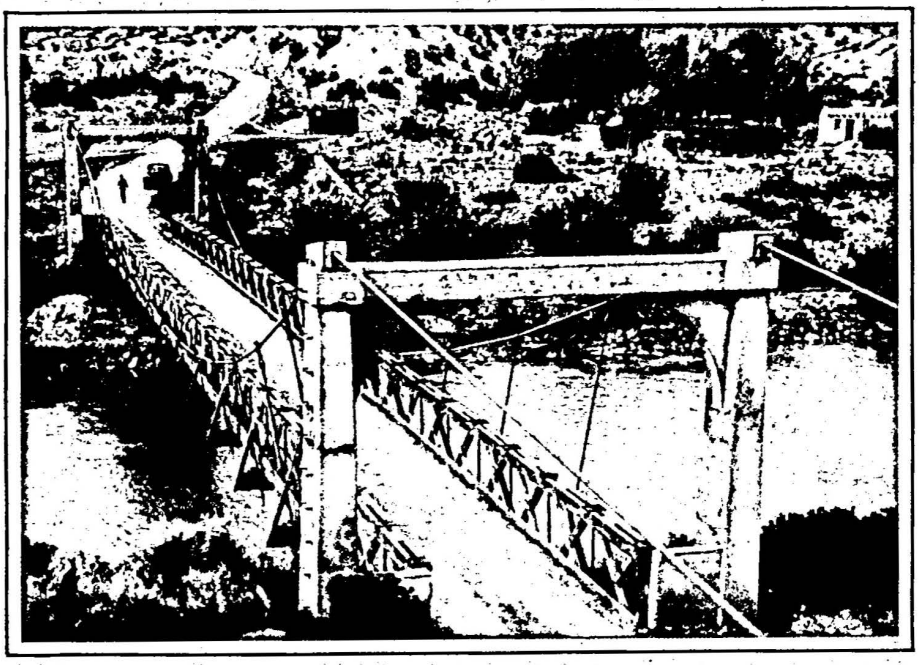
14 RIO PUERCO BRIDGE (1933). North of I-40 and nine miles west of Albuquerque on former US 66, the 250-ft. long structure is the state's longest single-span Parker through truss bridge. Easily reached from I-40, it is one of historic Route 66's most accessible and visible features.

15 FORT SUMNER RAILROAD UNDERPASS (1938). On US 84 at the north end of Fort Sumner, the structure offers one of the best examples of New Deal-era railroad grade separations in New Mexico. The railroad deck is approximately 48 feet long.

16 LOS ALAMOS CANYON BRIDGE (1951). On NM 501 just south of Los Alamos, the 820-ft. long structure built under the auspices of the Atomic Energy Commission is the only steel arch bridge in New Mexico. The bridge provided a much-needed link between the scientific laboratories and the new community of Los Alamos.

17 RIO GRANDE GORGE BRIDGE (1965). On US 64 and twelve miles northwest of Taos, this steel deck truss structure, the state's longest bridge (1272 feet), received First Prize for Long Span Bridges in 1966 from the American Institute of Steel Construction. Rising 650 feet above the Rio Grande, it is the second highest bridge in the United States.

NEW MEXICO
HISTORIC BRIDGE SURVEY



New Mexico State Highway and Transportation Department

Federal Highway Administration • Region 6

Santa Fe • 1987

NEW MEXICO

HISTORIC BRIDGE SURVEY

Prepared by

Steven R. Rae
Joseph E. King
Donald R. Abbe

In coordination with the

New Mexico State Highway and Transportation Department
and the
Federal Highway Administration - Region 6

Santa Fe, New Mexico
1987

©Copyright 1987: New Mexico State Highway and Transportation Department.
All rights reserved.

Cover Photo: Otowi Suspension Bridge Across the Rio Grande. Built in 1924.
(From Highway Department Bridge Files, Inactive)

TABLE OF CONTENTS

Page

FOREWORD i

ACKNOWLEDGEMENTS ii

INTRODUCTION 1

HISTORICAL OVERVIEW OF ROAD AND BRIDGE CONSTRUCTION IN NEW MEXICO TO 1956 3

- Prehistoric Period 3
- Exploration and Settlement 4
- Territorial Period 5
- Early Statehood 9
- The New Deal 17
- World War II 19
- Postwar Period 19
- Endnotes 21

BRIDGE TYPES AND RECORDED EXAMPLES 25

- Pratt Through Truss, Pinned Connections 25
- Pratt Through Truss, Rigid Connections 28
- Parker Through Truss 31
- Warren Through Truss 34
- K Through Truss 36
- Warren Pony Truss 37
- Parker Pony Truss 40
- Steel Deck Truss 42
- Steel Arch 44
- Steel Beam 44
- Masonry and Concrete Arches 48
- Concrete Rainbow Arch 50
- Concrete Truss 50
- Concrete Beam 52
- Timber Truss 54
- Timber Beam 56
- Suspension 58
- Railroad Underpass 59

EVALUATION OF HISTORIC BRIDGES 63

- Development of the Historic Bridge Survey 63
- Inventory System 64
- Bridge Rating System 64

PRESERVATION OF HISTORIC BRIDGES 68

- Recommended Management Plan 68
- Recommended Mitigation Alternatives 69
- Selected Bridges 69

REFERENCES 75

APPENDICES

Page

APPENDIX A: RECORDED BRIDGES LISTED BY BRIDGE TYPE 79

APPENDIX B: RECORDED BRIDGES LISTED BY COUNTY 82

APPENDIX C: RECORDED BRIDGES LISTED BY BRIDGE RATING 86

APPENDIX D: RECORDED BRIDGES LISTED ON THE STATE REGISTER OF CULTURAL PROPERTIES; RECORDED BRIDGES IN OR NEAR A HISTORIC DISTRICT LISTED ON THE NATIONAL REGISTER OF HISTORIC PLACES 89

APPENDIX E: FABRICATORS AND BUILDERS OF RECORDED BRIDGES 90

LIST OF FIGURES

Page

1. Timber Bridge Construction by the New Mexico State Highway Department 1
2. Prehistoric and Spanish Trails & Early American Trade Routes 2
3. Taos Pueblo Footbridge 3
4. Santa Fe River Crossing 4
5. Bridge Across the Rio Grande at Albuquerque 5
6. Timber Footbridge Across the Rio Grande at Santo Domingo Pueblo in 1880 6
7. Timber King Post Truss Under Construction 6
8. Timber Truss Across the Rio Grande at Espanola About 1912 7
9. Pecos River Bridge at Roswell 8
10. Steel Truss Bridge at Las Vegas 8
11. Canadian River Bridge near Springer 9
12. New Mexico Highway System in 1926 10
13. Canadian River Bridge at Logan 11
14. James A. French (1866-1926) 12
15. Road Reconnaissance Party Crossing the San Juan River near Shiprock in 1914 12
16. Rebuilding the Rio Puerco Bridge (No. 531) near Bernardo After the Flood of 1929 13
17. Treated Timber Bridge Design 14
18. Cartoon Portraying Damage to a Timber Bridge by Unscrupulous Campers 14
19. Driving Pilings During Construction of a Treated Timber Bridge Over the Rio Grande at Bernardo in 1931 15
20. Revuelto Creek Bridge East of Tucumcari 15
21. Aztec Suspension Bridge Shortly After Completion in 1908 16
22. Lake Arthur Suspension Bridge Over the Pecos River 16
23. Pecos River Bridge at Fort Sumner 17
24. Barelas Bridge Across the Rio Grande at Albuquerque 17
25. Cartoon Promoting an Increase in the Gas Tax for New Mexico 18
26. Central Avenue Underpass (No. 3116) During Construction in 1937 19
27. San Juan River Bridge at Shiprock (No. 1792) 20
28. Location of Recorded Bridges 24
29. Rio Hondo Bridge at Picacho (No. 3452) 25
30. Detail of Rio Hondo Bridge (No. 3452) 26
31. Cold Spring Canyon Bridge (No. 1894) 27
32. Cold Spring Canyon Bridge Nameplate (No. 1894) 27
33. Rio Felix Bridge (No. 357) 28
34. John Dunn Bridge (No. 5243) 29
35. San Francisco River Bridge (No. 599) 31
36. Animas River Bridge at Aztec (No. 119) 32
37. Animas River Bridge Nameplate (No. 119) 33
38. Rio Hondo Bridge near Tinnie (No. 5272) 33
39. Gila River Bridge (No. 1382) 35
40. Gila River Bridge Nameplate (No. 1382) 36
41. Otowi Truss Bridge (No. 3469) 37
42. Mora River Bridge (No. 4984) 38
43. Chicorico Creek Bridge (No. 7743) 39
44. Rio Grande Bridge at San Juan Pueblo (No. 1578) 40
45. Gallinas River Bridge at Montezuma (No. 900) 41
46. Rio Grande Gorge Bridge (No. 6462) 42
47. Percha Creek Bridge (No. 1519) 43
48. Los Alamos Canyon Bridge (No. 7622) 45
49. Galisteo River Bridge (No. 166) 46
50. Alamosa River Bridge (No. 1796) 47
51. Gallinas River Bridge at Las Vegas (No. 1549) 48

52. Hot Springs Boulevard Culvert (No. S-44) 49
53. Bridge of the Hidalgos (No. 701) 50
54. Bridge of the Hidalgos Inscription (No. 701) 51
55. Variadero Bridge (No. 3964) 51
56. Delgado Street Bridge, Santa Fe (No. 4075) 53
57. Rio Grande Bridge at Embudo (No. S-19) 54
58. Pecos River Bridge at Terrero (No. 239) 55
59. Rio Grande Bridge at Radium Springs (No. 2591) 56
60. Rio Grande Bridge near Arrey (No. 1669) 57
61. Otowi Suspension Bridge (No. 369) 59
62. North 1st Street Underpass, Raton (No. 5445) 61

FOREWORD

A large number of bridges in New Mexico are deteriorated and in need of repairs or replacement in order to meet load carrying and safety requirements. Other bridges in the state are functionally obsolete due to alignment, roadway width, present traffic load and other factors. Many bridges which are eligible for replacement under federal programs may meet the criteria for listing on the National Register of Historic Places. In order for federal funds to be used for repair or replacement of a bridge, eligibility for the National Register of Historic Places must be determined in accordance with the National Historic Preservation Act of 1966.

The purpose of the New Mexico Historic Bridge Survey is to identify bridges of particular engineering and historical significance and to gather information to serve as a basis for determining eligibility for the National Register of Historic Places. The Historic Bridge Survey was initiated by the New Mexico State Highway and Transportation Department in cooperation with the Federal Highway Administration and the State Historic Preservation Officer to improve judgment concerning National Register eligibility and to streamline the historical review process. The Historic Bridge Survey was also initiated to assist the Department in meeting other federal and state requirements which are applicable to historic bridges impacted by a proposed undertaking.

In addition to meeting regulatory requirements, the Historic Bridge Survey was prepared to provide an insight into bridge development in New Mexico. There is a growing interest in bridge development originating in part from the revival and preservation of covered timber bridges in New England and in other areas. There is now considerable awareness by historians, engineers and others that early bridge structures of all types which exhibit particular engineering achievement and historical significance should be considered as legitimate objects for recording and possible preservation.

On July 1, 1987, the name of the New Mexico State Highway Department was changed to the New Mexico State Highway and Transportation Department. Throughout this report, the old name of the Highway Department is used to refer to the Department in a historical context. The new name is used to refer to the Department as the successor organization for highways in New Mexico.

ACKNOWLEDGEMENTS

Funding for the New Mexico Historic Bridge Survey was provided by the New Mexico State Highway and Transportation Department, Dewey Lonsberry, Chief Highway Administrator, and by the Federal Highway Administration, Anthony L. Alonzo, Division Administrator.

The Historic Bridge Survey was prepared in consultation with the Historic Preservation Division of the Office of Cultural Affairs. We wish to thank the Division staff for their guidance and recommendations during the project.

The Historic Bridge Survey was initiated under the direction of Donald E. Clifton, formerly of the New Mexico State Highway and Transportation Department, and was completed under the supervision of Steven Koczan, State Highway Archeologist, and W. L. Taylor, Environmental Program Manager for the Department. The assistance of these individuals during the course of this project is hereby acknowledged and greatly appreciated.

Special thanks are expressed to George Grossman, James Parra and Martin Gavurnik of the New Mexico State Highway and Transportation Department Bridge Design Section for making their files available for our research and for their assistance on the project. Special thanks are also expressed to Phyllis Cohen for her help in collecting information on early bridges.

Information for the Historic Bridge Survey was obtained from many sources. We wish to thank the staff members of the following agencies and organizations for their assistance in our research.

Office of Cultural Affairs, Historic Preservation Division
Thomas W. Merlan, Director

State Records Center and Archives
Michael Miller, Director

Museum of New Mexico, History Bureau
Tom Chavez, Director

New Mexico State Library, Southwest Collection
Betty Sena, Director

Steven R. Rae, consulting engineer of Santa Fe, served as principal investigator for the Historic Bridge Survey under contract with the New Mexico State Highway and Transportation Department. Joseph E. King, Ph.D., and Donald R. Abbe, Ph.D., both of the Center for History of Engineering and Technology at Texas Tech University, served as historical consultants for the project. The Historical Overview of Road and Bridge Construction in New Mexico to 1956 included in this report was written by Dr. King with research assistance from Dr. Abbe.

Photographs of existing bridges contained in this report and not credited to other sources were taken by Steven Rae and printed by Nancy Warren of the Museum of New Mexico. The illustrations and design of this report were completed by graphic designer Louann Jordan of Santa Fe.

INTRODUCTION

The Historic Bridge Survey is to be used as a planning and management tool for the evaluation of early bridges in New Mexico. The survey is designed to:

- Permit the evaluation of individual bridges in the context of overall bridge development in the state;
- Identify the surviving number of bridges of each type and allow comparisons to be made of similar structures;
- Provide information concerning historical significance of individual bridges early in the planning process to allow for mitigation of the effect of a proposed undertaking; and,
- Eliminate bridges which do not have true merit from further consideration concerning eligibility for the National Register of Historic Places.

The Historic Bridge Survey includes bridges owned by the New Mexico State Highway and Transportation Department and by counties, municipalities and private organizations. The scope of this report is limited to the recording of vehicular bridges and several railroad bridges which were later used for vehicular traffic. Each bridge recorded in the survey is identified by its bridge inspection number assigned by the Department. If a bridge had no inspection number, it was assigned a number prefixed with an S during the survey.

This report is divided into four main parts: an overview of road and bridge construction in New Mexico; descriptions of recorded bridges; a summary of the evaluation work completed; and, a management plan for historic bridges. The overview and the descriptions of recorded bridges were prepared for those with a general interest in bridge development in New Mexico and to provide the background information required for evaluation of individual bridges. The remaining sections of this report were prepared to provide the State Historic Preservation Officer and others with information regarding bridge evaluation and selection. The list of selected bridges was included to identify bridges which exhibit exceptional historical and engineering qualities and which are potentially eligible for the National Register of Historic Places. This list may be used as the basis for a thematic group nomination to the National Register.

Bridges mentioned in the overview of road and bridge construction which still exist today are followed by their bridge numbers in parentheses. More information concerning an existing bridge may be found in the descriptions of recorded bridges. Bridges mentioned in the overview without bridge numbers have been demolished or removed to a new site.

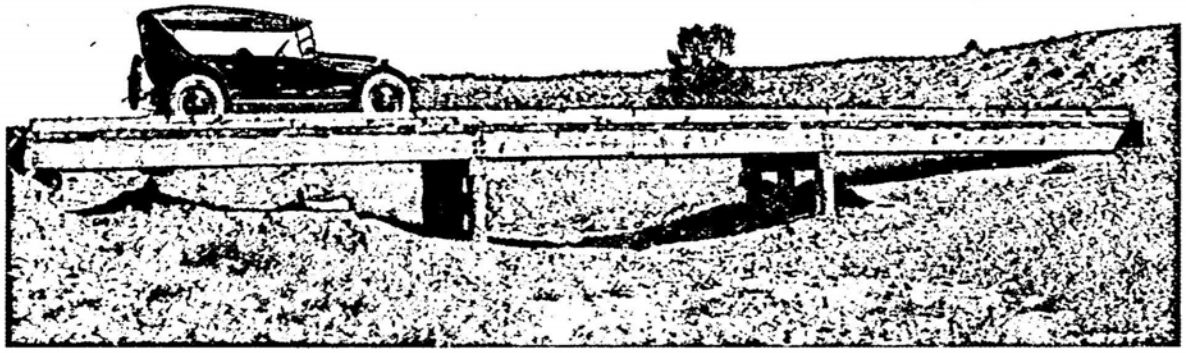
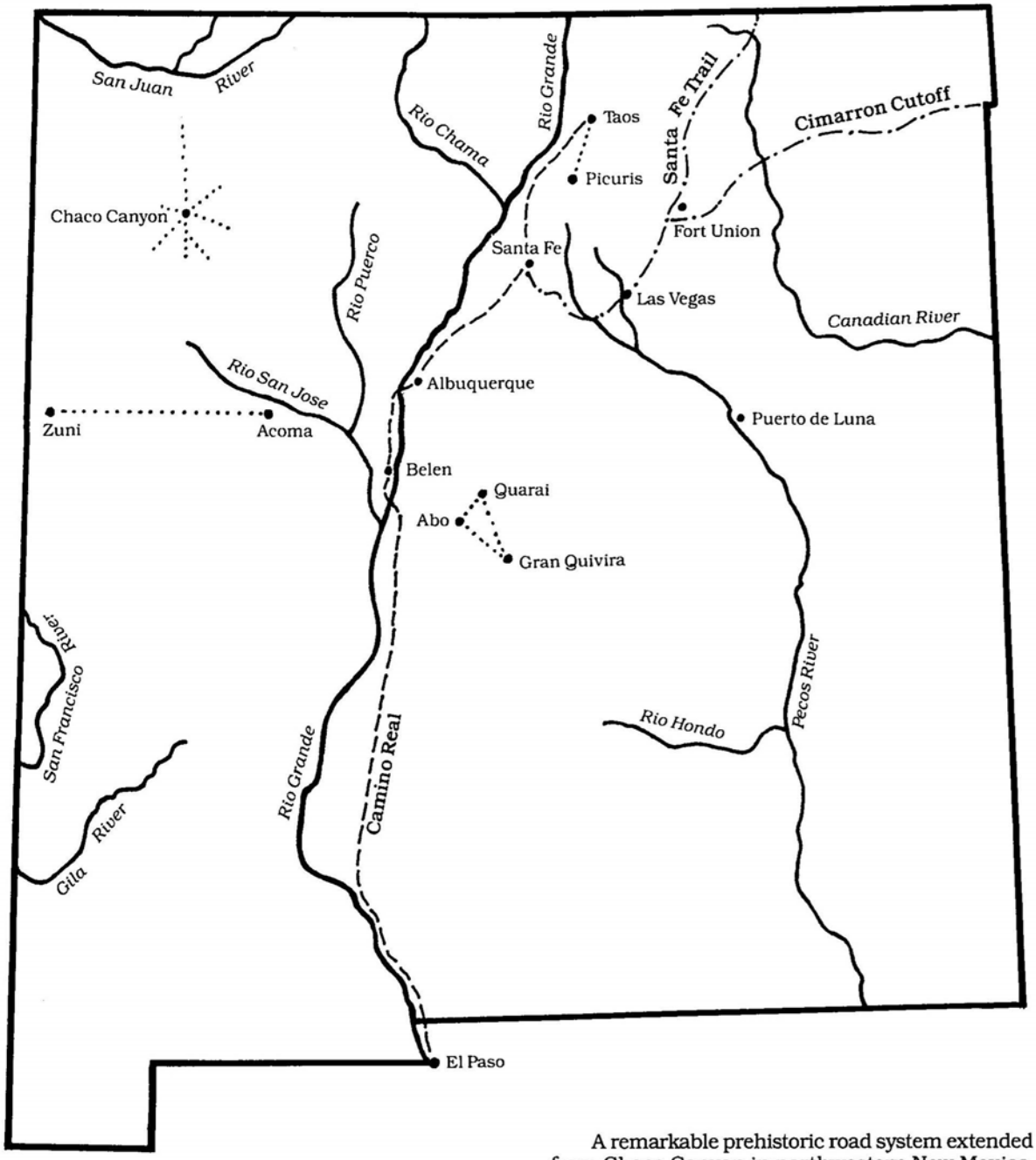


Fig. 1. **Timber Bridge Construction by the New Mexico State Highway Department** *(N.M. Highway Journal,* November 1923)



Legend

- Prehistoric
- Spanish
- American Trade

A remarkable prehistoric road system extended from Chaco Canyon in northwestern New Mexico. Prehistoric roads and trails were also reported between Zuni and Acoma pueblos; Taos and Picuris pueblos; and, between Gran Quivira, Abo and Quarai.

The Camino Real was the most important Spanish route in New Mexico linking Taos, Santa Fe, Albuquerque and El Paso with Mexico.

American traders and goods entered New Mexico by way of the Santa Fe Trail. The Cimarron Cutoff was often favored in order to avoid the steep ascent over Raton Pass.

Fig. 2. **Prehistoric and Spanish Trails & Early American Trade Routes**

HISTORICAL OVERVIEW OF ROAD AND BRIDGE CONSTRUCTION IN NEW MEXICO TO 1956

Prehistoric Period

From prehistoric times to the present, improved methods of transportation have been a part of cultural change in New Mexico and a measure of the state's development. Archaeologists studying the San Juan Basin of northwestern New Mexico continue to find impressive evidence of an extensive road system built in Chaco Canyon probably between A.D. 1075 and 1140. This early effort to improve travel and communication between Indian pueblos marks the beginning of a long heritage of road and bridge building in New Mexico to meet the needs of a gradually expanding population.

The Chacoan road system represents a remarkable achievement by prehistoric peoples. With Pueblo Bonito, the largest and perhaps most important village, serving as a hub, a network of road systems, some more than forty miles long, linked settlements and sites in the San Juan Basin. Since the roads generally follow straight lines, authorities believe that an engineering plan or survey, perhaps using distant features on the horizon or even celestial bodies as reference points, preceded actual construction.[1] Considerable physical evidence remains to suggest that these roads were not



Fig. 3. **Taos Pueblo Footbridge.** Similar bridges of hand-hewn logs are still in use at Taos Pueblo. *(Marvels of the West* by William Thayer, 1888)

merely well-worn paths, but a built system with roadways 26 to 39 feet wide and with borders formed of sand and rock. Whatever may have been the specific functions of the road network, the Chacoans clearly were able to move more readily from place to place and to influence a larger territorial area.[2] (Figure 2)

The historical and archeological record confirms the existence of other prehistoric roads in New Mexico. Swiss-born anthropologist Adolph F. Bandelier found evidence during the late nineteenth century of a primitive road linking the Zuni and Acoma pueblos in western New Mexico, and he briefly reported on a trail between the Taos and Picuris pueblos. Apparently prehistoric Indians also used roads to open communication between the communities of Gran Quivira, Abo, and Quarai in the plateau region of central New Mexico. A similar pattern of roads and trails is recognizable between the pueblos located in the Rio Grande Valley.[3]

When those early inhabitants found it necessary to cross small streams, they utilized large, hand-hewn logs for the purpose. Indian foot bridges were commonly described by Spanish explorers in the sixteenth century. Casteñada, the historian traveling with Coronado's expedition in the early 1540s, reported that the Taos Pueblo was "built on both sides of the stream which was crossed by bridges constructed of very well hewn beams of pine timber."[4] (Figure 3)

Larger streams, such as the Rio Grande and Pecos River, could not be spanned in this way, but were crossed during low flow periods or at narrow locations. However, Bandelier recounted an Indian legend about constructing a "feather bridge over the Rio Grande by floating long feathers of a parrot and a magpie".

> As soon as the plumes met over the middle of the stream, people began to cross on this remarkable bridge; but bad sorcerers caused the delicate structure to turn over, and many people fell into the river, where they became instantly changed into fishes. For this reason the Navajos, Apaches and some of the Pueblos refuse to eat fish to this day.[5]

Exploration and Settlement

Spanish exploration of New Mexico began in the 1540s with Coronado's expedition in search of the riches of mythical Quivera. In pursuit of that goal, he ordered the construction of a timber bridge across the Pecos River probably in the vicinity of Puerto de Luna. Narratives of the expedition state that Coronado's party included about 300 Spanish soldiers, 800 Mexican and Indian allies, and a variety of livestock. The party ". . . stopped in order to build a bridge for crossing [the river]. This was completed in four days with all diligence and quickness. Once finished, the entire army and livestock crossed the bridge."[6] Spanish expeditions during the 1580s seem to have established the first road in North America by Europeans. According to Lansing Bloom, an authority on early roads of the American Southwest, the Spaniards developed the Chihuahua Trail from northern Mexico into New Mexico. Governor Juan de Oñate followed the route when he established the first Spanish

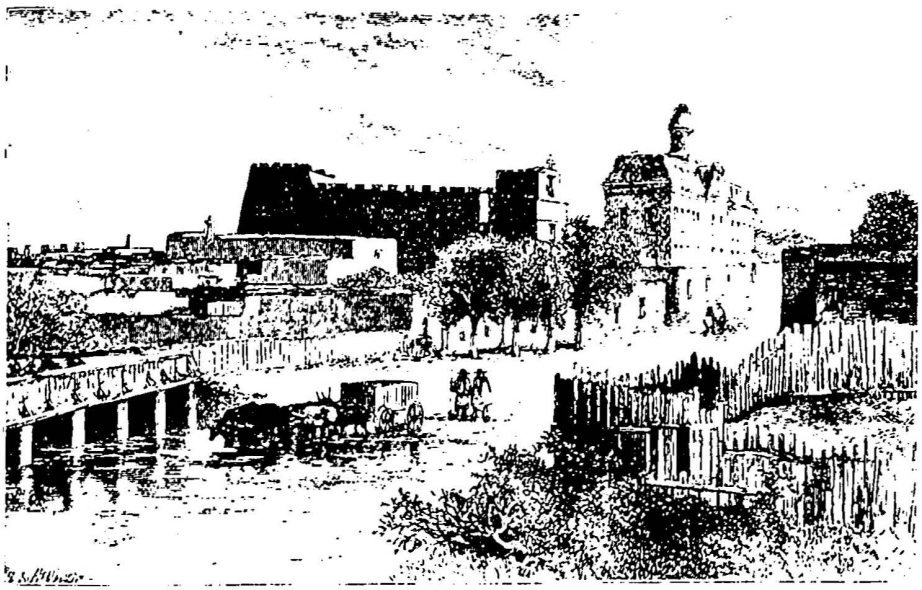


Fig. 4. **Santa Fe River Crossing.** This crossing was located near the end of the Santa Fe Trail in Santa Fe. *(Harpers Weekly,* July 14, 1883)

colony in New Mexico around 1598.[7]

Spanish administrators of colonial New Mexico placed a great emphasis on good communications and trade lines southward to Mexico City. They accomplished this through use of the Camino Real, the Royal Highway, that paralleled the Rio Grande and linked Taos, Santa Fe, Albuquerque, and El Paso with Mexico. The first recorded instance of Spanish bridge building appears in 1791 when colonial Governor de la Concha ordered the construction of a timber and stone bridge across the Rio Grande at Belen. In 1797 Spain built a bed of pine logs, reportedly over 500 feet long and 17 feet wide, to span the Rio Grande at El Paso del Norte. For a foundation, the bridge relied on wooden caissons filled with sand and rock and sunk into the river bed. Despite regular maintenance, both of these crudely constructed bridges repeatedly washed out and required rebuilding.[8]

Spain's emphasis on directing trade to the south from colonial New Mexico changed after Mexico achieved its independence in 1821. In that year Missouri traders opened an overland route to New Mexico known as the Santa Fe Trail. New Mexico authorities welcomed the arrival of American goods and encouraged regular trips into the province. Trade flourished. Lumbering Conestoga wagons made the slow and tortuous journey from Missouri through Kansas, where many chose to follow the Cimarron cutoff, near Dodge City, which avoided the steep ascent over Raton Pass into New Mexico. Beyond commerce, the Santa Fe Trail brought American influence into the region, and it proved to be an important military route at the outbreak of the Mexican War in 1846. American acquisition of New Mexico territory increased the value of the Santa Fe Trail and resulted in the construction of military posts to protect caravans from hostile Indians. The U.S. Army built Fort Marcy at Santa Fe during this period. Occasionally, in the later years of the Santa Fe Trail (1845-1870s), improvements along the route led to the building of short, primitive stone and timber bridges. Until the arrival of the railroad, the Santa Fe Trail remained the single most important commercial artery of New Mexico.[9] (Figure 4)

Territorial Period

The growing number of American settlers in New Mexico combined with the movement of goods and people across the region to Arizona and California to account for new road building during the early territorial period.



Fig. 5. **Bridge Across the Rio Grande at Albuquerque.** Some years after 1865, this 1600-foot bridge was built at Albuquerque. *(Illustrated New Mexico* by William Ritch, 1883)

The United States Army provided protection by erecting new military posts which were served by supply roads. In 1851 the Army made Fort Union, near Las Vegas, a distribution point for lesser posts within a 500 mile radius, while Albuquerque emerged as a supply center for quartermaster stores. During the 1850s military roads linked Taos and Santa Fe, Santa Fe and Las Cruces, Fort Union and Santa Fe, Cañada and Abiquiu, and Albuquerque and Tecolote.[10] For a short time (1858-1861), the Butterfield Overland Mail, the first transcontinental stagecoach service, used a route to California that traversed southern New Mexico, from Pope's Crossing on the Pecos River through El Paso, Mesilla, Fort Cummings, Shakespeare, and into Arizona.[11]

Despite these additions, post-Civil War New Mexico possessed only a rudimentary and fragmented road network. Stagecoach lines and freight wagons bumped along roads which were actually no more than deeply rutted paths worn into the surface by passing animals and carts. Transportation was somewhat easier along the Rio Grande where the old Spanish and Mexican trails remained in use. Bridges were rare. In February, 1865, however, the *New Mexico Press* announced, perhaps prematurely, the formation of an Albuquerque Bridge Company to span the Rio Grande with a toll bridge. The editor's delight was undisguised as he described the potential benefits.

> There are many pedestrians [who] cross the river every year, who would pay a few cents for crossing comfortably on a bridge rather than wade. Horsemen will pay to go safely over a bridge, rather than run the risk of missing shifting fords, or sticking in quicksands. Owners of carriages, carts



Fig. 6. **Timber Footbridge Across the Rio Grande at Santo Domingo Pueblo in 1880.** (Photograph by George C. Bennett, Courtesy of the Museum of New Mexico, Negative No. 2140)

> and wagons will pay to cross their vehicles by bridge, without delay, rather than subject themselves to the drawbacks and dangers of fording. Where communication is now weekly between Albuquerque and towns on the opposite side of the river, it will be daily and more frequent on the building of a bridge.[12] (Figure 5)

Bandelier reported that Indians at Santo Domingo in 1880 built a 400-foot long structure over the Rio Grande by sticking forked timbers into the riverbed to support a log footbridge; apparently it washed away a few months later.[13] As late as 1871 a stagecoach passenger told of a horseman riding ahead to find a suitable ford on the Rio Grande.[14] Thus, the arrival of the railroad in the territory at the end of the 1870s presented a superior means of transportation—as was true throughout the United States during the nineteenth century. (Figure 6)

New Mexico's railroad era began with the construction of the Atchison, Topeka and Santa Fe Railway south through Raton Pass to Las Vegas in 1879 and into Santa Fe and Albuquerque in 1880. At Isleta the Santa Fe Railway turned westward to Gallup and across Arizona to southern California. The railway also ran a line south along the Rio Grande to El Paso and Deming, where it joined the Southern Pacific building toward El Paso in the early 1880s. Other companies, such as the Pecos Valley Railway and the El Paso and Southwestern Railway, served farming, mining and logging areas and fed into the trunk lines. By 1910 the territory possessed an extensive railroad network that provided regional transportation as well as connections to all parts of the United States.[15]

With the advent of the railroads came sophisticated bridge building techniques. To a great degree the science of bridge building progressed with the nation's rail system which required structures capable of supporting heavy loads moving at relatively high speeds. Topographic and economic considerations in New

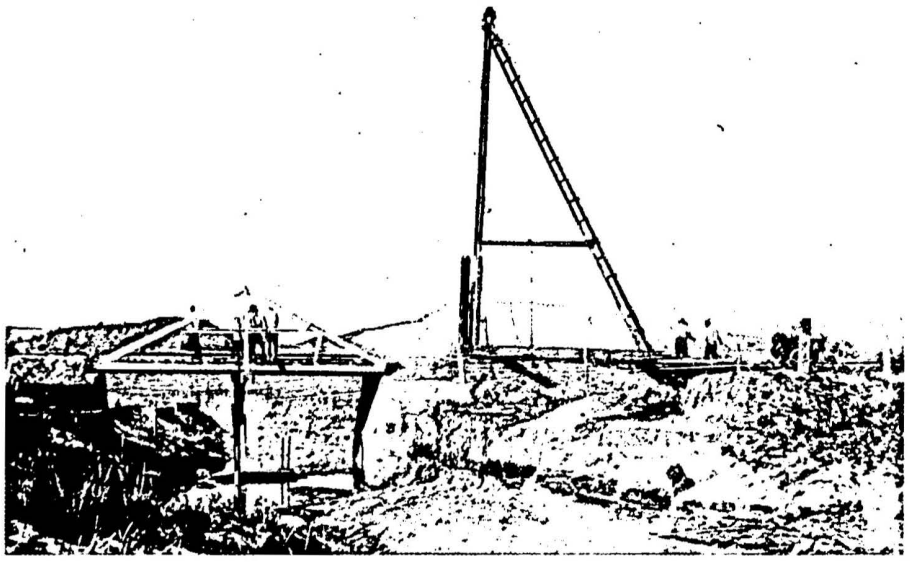


Fig. 7. **Timber King Post Truss Under Construction.** Early bridge building in New Mexico was limited to local projects such as this king post truss. (Highway Department Bridge Files, Inactive)

Mexico encouraged the construction of wooden trestles across major streams and over wide depressions. Timber trestles, sometimes two or more tiers high, could be quickly and cheaply erected from local sources of wood. For example, in 1899 the Alamogordo and Sacramento Railway built an unusual S-shaped trestle near Cloudcroft to serve the logging camps in the Sacramento Mountains. By the end of the century, however, the railroads of the territory were introducing iron and steel truss bridges for greater strength and durability.[16]

The dominance that steam-powered railroads enjoyed over the nation's transportation system at the turn of the century did not go unchallenged. A "bicycle craze" began in the East during the 1880s and 1890s and rapidly spread to other parts of the country, creating a demand for more and better roads among middle class bicyclists who wished to tour the countryside. Farmers also pressed for road improvements, in some cases to reach the railroads and in others to reduce their dependence on the "iron horse". Rural people generally sought better postal services and so favored the upgrading of country roads. These various interest groups coalesced to form a Good Roads movement that urged upon government, at all levels, greater attention to road and bridge building. The appearance of the automobile in this period injected a potent new force into the public debate about road improvements.

In 1904 Territorial Governor Miguel Otero purchased the first official automobile and one of the first motor vehicles in New Mexico. That same year the U.S. Office of Public Roads, a division within the Department of Agriculture, compiled road statistics for all the states and territories. The tabulation showed New Mexico with a total of 15,326 miles of road, or 12 miles per capita of population, but only 2 miles of improved road (0.01 percent of total mileage), and the territory spending $10.80 per mile, the fifth lowest in the nation. With the horseless carriage swiftly changing from plaything to necessity, New Mexico and the nation were forced to confront the challenges of the automobile age. Yet immediate responsibility for road improvements generally lay with local government, principally the county.[17] (Figures 7 & 8)

The sparse population and low tax revenues in New Mexico counties meant little activity in road and bridge construction. Simple, locally-made timber beam bridges existed in many places, but citizens proved reluctant to spend larger sums of money to purchase manufactured iron bridges. Structures of this kind were available from salesmen representing distant bridge companies, frequently located in the Middle West, that prefabricated iron or steel truss bridges and sold them through catalogs to county governments. The size, design, and price depended on sometimes vague specifications drawn up by local officials unfamiliar with bridge building. Later, many professional engineers were highly critical of these structures, claiming they were cheaply built, improperly aligned, and unsuitable for traffic loads. However, an important survivor of this period is the Rio Hondo Bridge at



Fig. 8. **Timber Truss Across the Rio Grande at Espanola About 1912.** (Photograph Courtesy of the Museum of New Mexico, Negative No. 61684)

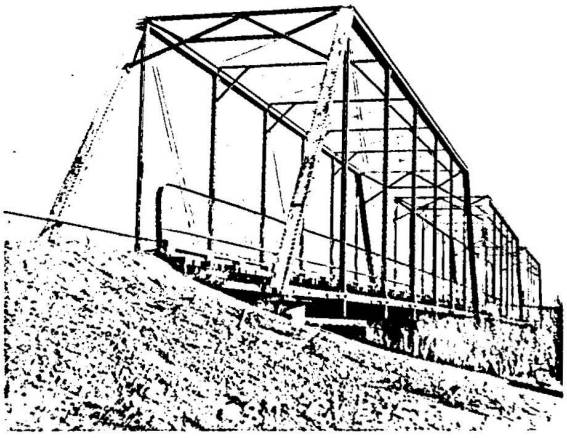


Fig. 9. **Pecos River Bridge at Roswell.** Originally constructed in 1902, a single span was moved to its present site over the Rio Hondo (No. 3452) after 1938. (Highway Department Files, Inactive)

Picacho (No. 3452). Originally constructed in 1902 by the Midland Bridge Company as part of a Pratt through truss bridge over the Pecos River at Roswell, a single span was moved to its present site after completion of a new bridge across the Pecos in 1938. In general counties tried to avoid the expense of manufactured bridges. Similarly, roads received minimal maintenance and were rarely planned to tie into a system for long distance travel.(Figures 9 & 29)

Under these circumstances, the territorial government conducted several small projects between 1903 and 1909 to improve roads by authorizing the use of prisoner labor. In 1905 prisoners upgraded the old Camino Real. Prompted by demands for greater efforts, in part arising from the Good Roads movement and the hope of increasing automobile tourism, the legislature in 1909 created a Territorial Roads Commission, consisting of the Governor, the Commissioner of Public Lands, and the Territorial Engineer.[18]

The Roads Commission surveyed new routes, selected old roads for improvement, and undertook the building of new macadam, sand-clay, and gravel roads. Projects completed in 1909-1910 included a "scenic highway" from Raton to the Colorado state line, and roads between Roswell and Carrizozo, Silver City and Mogollon, and Santa Fe and Albuquerque. Numerous surveys became the basis for planning new roads between towns in the territory. At the end of 1910, the Commission reported the completion of over 150 miles of new roads, improvements on 200 miles more, and plans for 500 miles of future road construction.[19]

With an increasing amount of technical information available from the federal Bureau of Public Roads, the Territorial Engineer began to introduce a greater degree of coordination and uniformity in road and bridge building. After 1909, all county road and bridge projects costing $1,000 or more required the approval of the engineer, who was authorized to review all plans, specifications, drawings, and contracts issued by local officials. Under this system, the Territorial Engineer examined and approved plans for a two-span concrete arch bridge over the Gallinas River at Las Vegas (No. 1549), and two steel truss structures across the middle Rio Grande, the Barelas Bridge and the Alameda Bridge. County bridges spanning the Vermejo River, the Canadian River at Maxwell, Raton Creek, the Pecos River at Carlsbad, the Penasco River, and Eagle Draw were also approved.[20] (Figures 10 & 51)

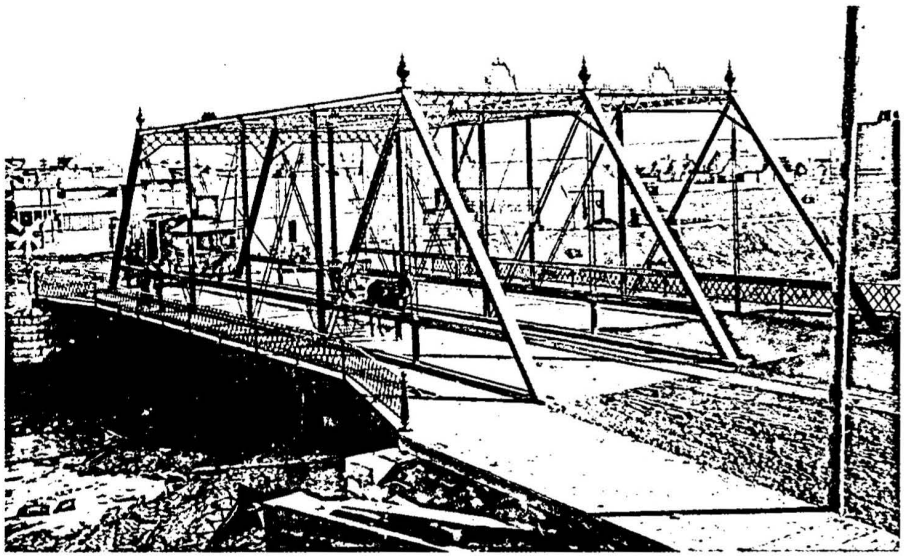


Fig. 10. **Steel Truss Bridge at Las Vegas.** This steel truss bridge was built over the Gallinas River about 1886 and was replaced in 1909 by the existing concrete arch bridge (No. 1549). (Photograph Courtesy of the Museum of New Mexico, Negative No. 56291)

Early Statehood

When New Mexico gained statehood in January, 1912, the state legislature quickly moved to organize a State Highway Commission on the framework of the territorial agency but with broader powers. A higher degree of participation by the state meant more attention to planning a statewide network of roads and to constructing highways and bridges with improved design, techniques and materials. The scope and difficulty of the task ahead were addressed by State Engineer James A. French:

> In its relation to traffic, the road situation throughout the state at the beginning of 1912 was deplorable; it was practically impossible to travel from county to county with any degree of comfort. Up to that time very little had been accomplished in systematic road building, due to the sparsely settled condition of the state, to the general misuse of county road funds, and to the lack of a central, or state, organization. Practically no inter-county road work had been attempted, construction having been confined to small stretches here and there, of purely local importance, with no thought of eventually connecting them to form a district or a state system. The standard of construction was poor, little or no attention being paid to proper drainage, and as a result many of these roads have been almost obliterated. As in many other states, the advent of motor-driven vehicles was probably the most important determining factor in the centralization of road-building in New Mexico and its prosecution along systematic lines.[21]

French attacked New Mexico's transportation needs with the vigor and determination that marked his administration of highway affairs. Between 1912 and 1916 the commission established the first state highways and, in cooperation with county road boards, designated main-traveled roads for improvement. The state legislature made available prisoner labor for road work and authorized road taxes and bond issues.[22]

During this four year period New Mexico acquired a state road system totalling more than 1,000 miles, including substantial improvement of the Camino Real between El Paso and the Colorado state line, and an extensive survey for future routes. Approximately 180 bridges were constructed, most (about 143) of which were inexpensive timber trestles, ranging from 5 to over 806 feet in length. These timber structures were generally used to span intermittent streams or shallow, broad waterways. Sturdier steel truss bridges appeared over perennial streams, across deep ravines and in flood-prone areas. These projects included a three span Warren through truss, 376 feet in length, over the Gila River at Cliff (No. 1382). Concrete construction varied from small slab structures to a four span arch measuring 160 feet in length built over the Canadian River near Springer. George E. Morrison, a civil engineer of East Las Vegas, supervised the design and construction of an unusual reinforced concrete truss over the Gallinas River between East and West Las Vegas in 1914. A number of these structures were later com-

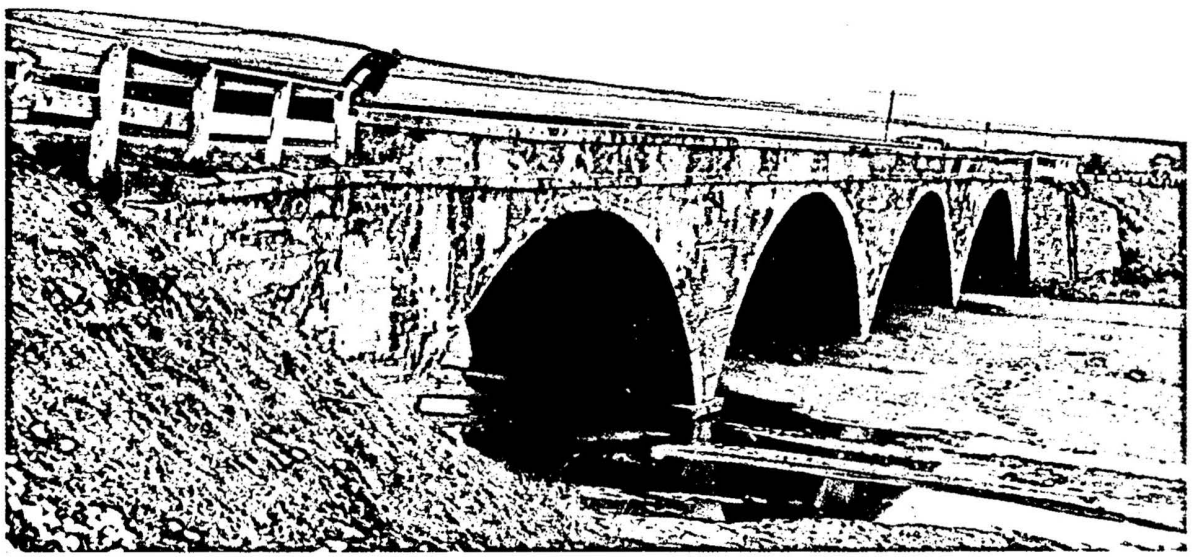


Fig. 11. **Canadian River Bridge near Springer.** Completed prior to 1916, this bridge was typical of the concrete arch construction used at several locations in the state. (Highway Department Bridge Files, Inactive)

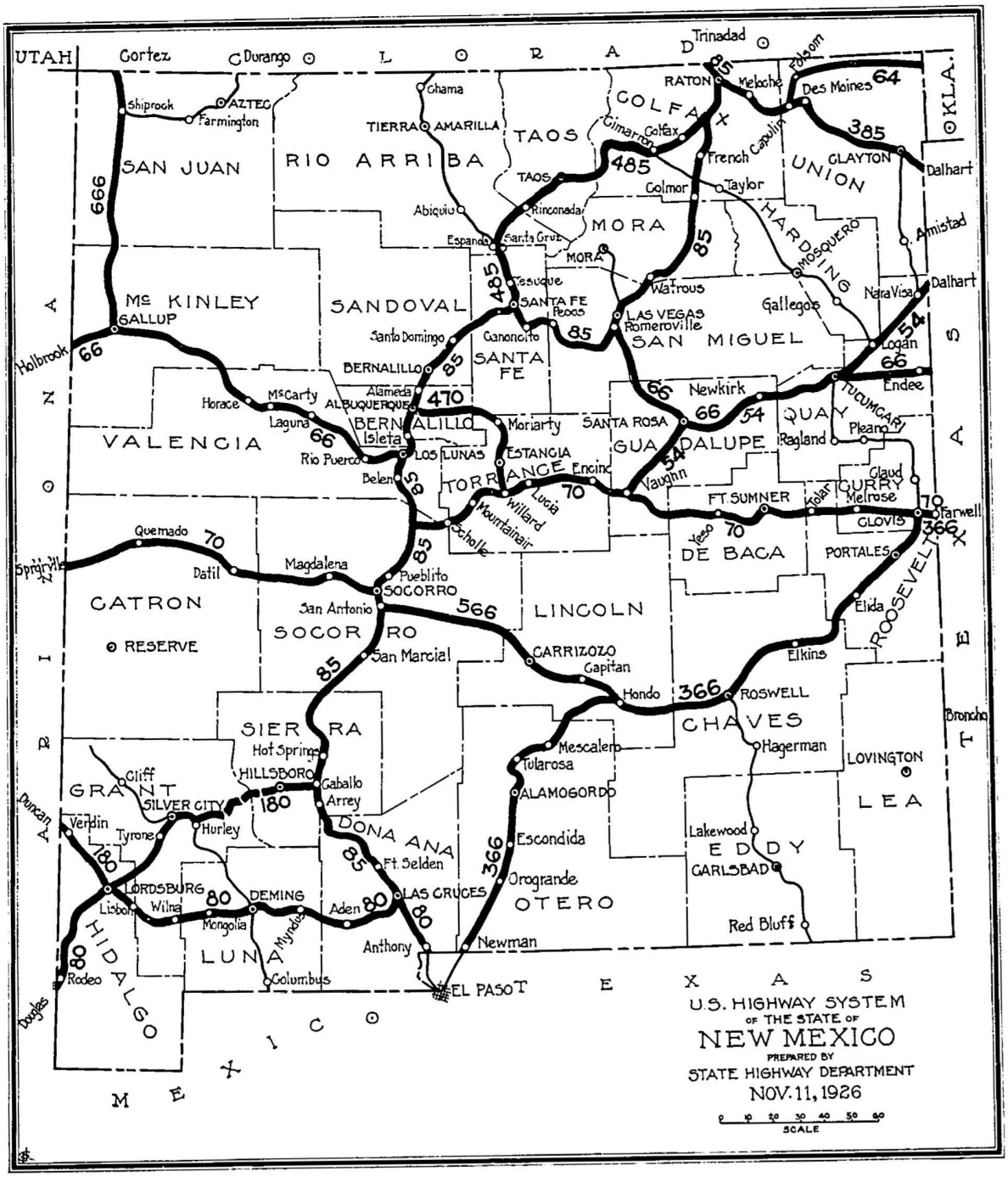


Fig. 12. **New Mexico Highway System in 1926.** This map includes the newly adopted Federal Highway Numbering System. *(N.M. Highway Journal,* March 1927, p. 14)

pleted by San Miguel County including the Variadero Bridge (No. 3964) over the Conchas River and the Isadora Bridge (No. 877) on Cuervo Creek.[23] (Figures 11, 39 & 55)

When conditions called for construction of a steel truss bridge, considerations of cost, portability, ease of erection and durability led in these early years of bridge building to a preference for the steel pony truss, with span lengths of 60 to 80 feet, set on wooden piers or on concrete or rock-filled metal cylinders. Kearny's Gap Bridge (No. 5507) is a representative structure. Designed by George E. Morrison but fabricated in Kansas, this Warren pony truss was erected about 1913.[24]

A new stage in road and bridge building began in New Mexico and the United States between 1916 and 1921. The rapidly growing number of automobiles accompanied by the more vocal demands of motorists for better roads convinced the federal government to assist highway construction in the states. The Federal Aid Road Act of 1916 authorized the Bureau of Public Roads to support state projects with matching funds. Although American participation in the First World War during 1917 and 1918 temporarily delayed this program, the failures of wartime transportation strengthened the argument for improved roads and demonstrated the critical need for long distance routes across state lines. At the end of the war, the federal government distributed to the states a large number of war surplus trucks, machines, and supplies that were converted to road building purposes. A supplemental road act in 1921 required the designation of a state highway system, totaling not more than seven percent of all state roads, to receive federal financial assistance.[25](Figure 12)

With its long distances and scattered population centers, New Mexico welcomed federal aid and made quick use of it. The first Federal-Aid Project (FAP) started in Colfax County in 1919-1920 to improve the roads and bridges between Raton and Ocate. This work, along the old Santa Fe Trail, included strengthening a two span truss bridge south of Raton and building several short reinforced concrete spans. The project typified the improvements begun by New Mexico with the costs divided between the county (25%), the state (25%), and the federal government (50%). The State Engineer's office prepared standard plans for surfacing roads with crushed rock or gravel and for constructing box culverts, abutments, and bridges. (Figure 13)

Progress during the 1910s and 1920s owed a great deal to the leadership of James A. French (1866-1926). Born in Washington, D.C., French achieved an excellent reputation as a civil engineer on numerous western projects, including the Elephant Butte Reclamation Project, prior to his appointment as State Engineer by Governor William McDonald in 1912. As State Engineer from 1912 to 1919 and State Highway Engineer from 1923 until his death, he personally directed the development of the early state highway system, sometimes working under difficult circumstances. In one instance, French and Governor McDonald, while on a road reconnaissance in 1914, had to row across the turbulent San Juan River at Shiprock to select a bridge site. In such ways he left his mark on the organization of the Highway Department, the evolution of a road system, and the technology of road and bridge building. It was not unusual for bridges in the era to bear a plaque stating that the structure had been designed or approved by James A. French,

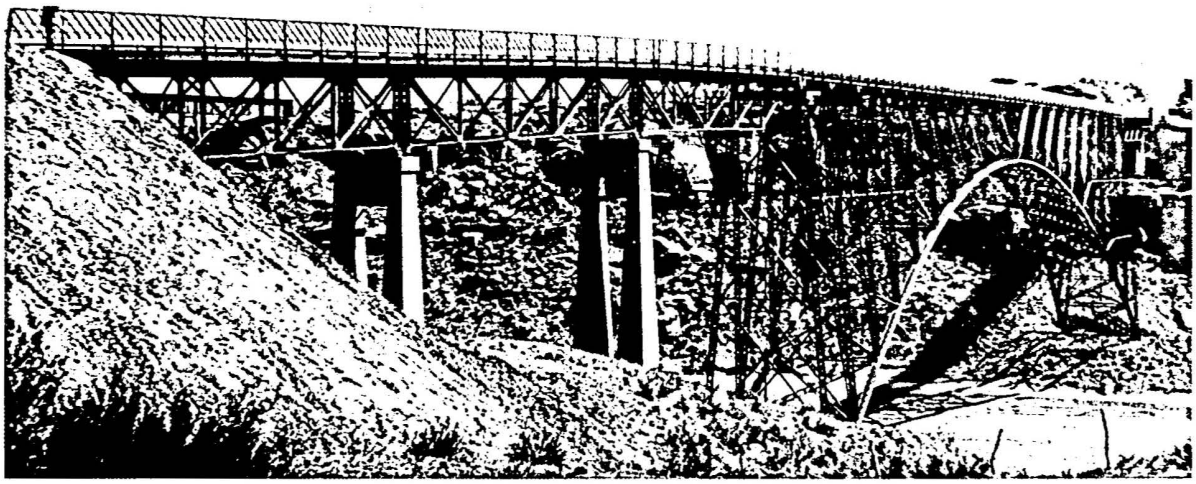


Fig. 13. **Canadian River Bridge at Logan.** This steel arch bridge was completed in 1922 as an early Federal-Aid Project. (Highway Department Bridge Files, Inactive)



THE BRIDGE BUILDER

Reprinted by Request
In Memory of
JAMES A. FRENCH

An old man, going a lone highway,
Came at the evening, cold and gray,
To a chasm vast and deep and wide.
The old man crossed in the twilight dim;
The sullen stream had no fear for him.
But he turned, when safe on the other side,
And built a bridge to span the tide.

"Old man," said a fellow pilgrim near,
"You are wasting your strength by building here;
Your journey will end with the ending day;
You never again will pass this way.
You've crossed the chasm deep and wide;
Why build you this bridge at evening tide?"

The builder lifted his old, gray head.
"Good friend, in the path I have come
There followeth after me today," he said,
"A youth, whose feet must pass this way.
This chasm, that has been naught to me,
To that fair-haired youth may a pitfall be;
He, too, must cross in the twilight dim.
Good friend, I am building this bridge for him."

—Anonymous.

Fig. 14. **James A. French (1866-1926).** (Photograph from *Report of the State Highway Engineer of New Mexico, 1916-1918*, Inside Cover; Poem from *N.M. Highway Journal*, October 1926, Inside Cover)

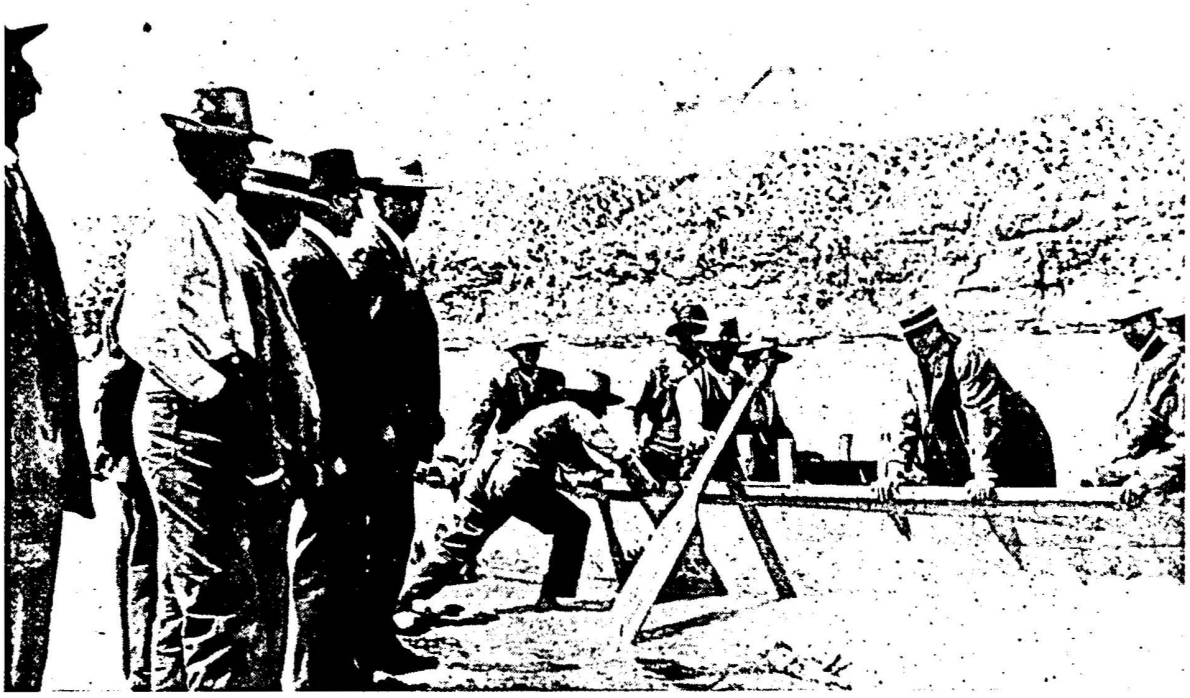


Fig. 15. **Road Reconnaissance Party Crossing the San Juan River near Shiprock in 1914.** State Engineer French is leaning on the side of the boat while Governor McDonald is seated just behind him. *(N.M. Highway Journal*, February 1932, p. 9)

for example, the Rio Felix Bridge (No. 357) of 1926.[26] (Figures 14, 15 & 33)

Bridges remained vital although problematical elements in the state's developing road system. Their technical complexity and cost made careful planning necessary in choosing sites, structural designs, and construction materials. In addition, the growing volume, weight, and speed of motor vehicles forced changes in bridge design and construction. State highway departments did receive some assistance on technical matters by the publication in 1926 of highway specifications approved by the American Association of State Highway Officials.[27]

Although known for its sunshine and dry climate, New Mexico actually presented bridge builders with some special problems. The major rivers in the state, such as the Rio Grande and the Pecos, required bridges, but so too did numerous intermittent streams and arroyos common throughout the southwestern United States. Dry most of the year, these ravines turned into rampaging, destructive waterways during heavy rainstorms. At such times structures built across them had to withstand "severe conditions" according to State Engineer W. J. Fulton in 1923. "The banks of the channel are continually sloughing and cloudbursts cause torrents which scour the beds to unbelievable depths. The height of the banks causes backfills and wings of such a nature that ordinary construction will not survive without prohibitive maintenance."[28] The concept of designing bridges capable of resisting occasional severe weather conditions, as favored by professional engineers, clashed with traditional practices of erecting lightweight and low-cost structures.

Flash floods took a heavy toll of New Mexico bridges and roads during the 1920s. District Engineer W. R. Eccles at Las Cruces reported extensive flood damage in the southwestern part of the state in late August, 1925. About ten inches of rain in four days caused the Rio Grande and Mimbres River to overflow their banks, washing away roads, bridges, and railway lines. Eccles used the occasion to recommend that bridge designers study the history of weather patterns and runoffs in dry areas hit by sudden and destructive rainstorms. In 1929 the flooding Rio Puerco washed bridges into the Rio Grande, which then propelled the debris downstream to batter and damage other bridges.[29] (Figure 16)

Despite these setbacks, New Mexico's bridge program progressed at a rapid rate during the 1920s. Timber continued to be a popular building material in this era. The state's large areas of broken terrain, arid climate, and modest tax revenues entered into the thinking of engineers who concluded that timber provided a strong, economical and readily available bridge building material, particularly well-suited for spanning smaller streams on secondary roads. The success achieved by western railroads in building large trestles out of timber treated with creosote preservative influenced the construction of highway bridges in New Mexico. The state built its first completely creosoted bridge in 1925 across the Rio Grande at Fort Selden, and over the next three years it erected more than a million dollars worth of creosoted bridges. The Texas Creosoting Company of Orange, Texas, appeared to be a major supplier of treated southern pine for bridges in New Mexico.[30] The design of treated timber bridges was later standardized by the Highway Department. (Figures 17 & 18)

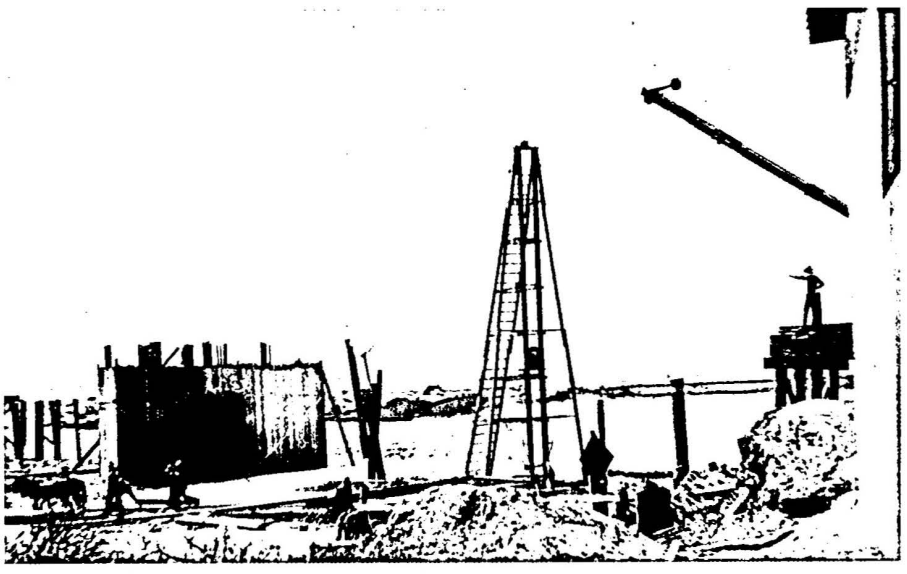


Fig. 16. **Rebuilding the Rio Puerco Bridge (No. 531) near Bernardo After the Flood of 1929.** (Highway Department Bridge Files)

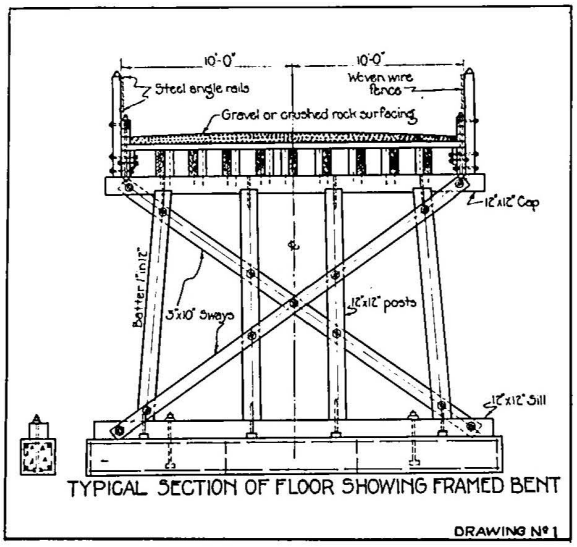


Fig. 17. **Treated Timber Bridge Design.** *(N.M. Highway Journal,* February 1928, p. 7)

While creosoting added years of life to a structure by resisting rot caused by the wetting and drying of wood, a timber bridge could also be more readily and cheaply lengthened or widened, even entirely replaced at lower cost, to meet changing conditions. The Highway Department preferred this flexibility since heavier and larger motor vehicles were forcing constant changes in the strength and roadway width of bridges. Compared to metal, timber was transported at lower cost, required fewer skilled workers and heavy machines to erect, and reduced the time for construction. State bridge engineer E. B. Van de Greyn in 1928 regarded the treated timber bridge a "natural choice" when acquiring a large number of bridges with limited funds. A surviving structure is the Rio Grande Bridge at Arrey (No. 1669), built in 1929, with 21 timber spans of 25 feet each.[31] (Figures 19, 20 & 60)

Suspension bridges, usually associated with major engineering efforts to span principal waterways and admired for their graceful configuration of towers, anchorages and cables, as found in the Brooklyn Bridge of 1883, appeared on a smaller scale in New Mexico after 1900. In the early decades of this century, engineers recognized the utility of shorter span suspension bridges to carry highway traffic, and many were built throughout the nation. Improvements in steel wire rope and better construction methods furthered interest in this design. A 232-foot suspension bridge built for San Juan County over the Animas River at Aztec prior to World War I apparently survived overloads and floods, convincing state highway engineers of the feasibility of this design for shorter spans. Even the failure of the Hagerman suspension bridge on the Pecos River in 1920 was believed due to an unusual overload by 200 stampeding steers, and not to any structural inadequacy. State Highway Engineer Lee W. Campbell thought the addition of stiffening trusses made suspension bridges safe and sturdy structures of particular value to New Mexico since their foundations could be set clear of the channel to reduce washouts. The 174-foot Otowi Suspension Bridge over the Rio Grande (No. 369), designed by Campbell and fabricated by the Kansas City Structural Steel Company in 1924, still stands as proof of the engineer's faith in this type of bridge. The Abiquiu suspension bridge was also completed as a State Highway Department project in 1924.[32] (Figures 21, 22 & 61)

In step with national trends during the first decade of this century, New Mexico made use of metal truss bridges for long and short spans. The through truss bridge, characterized by the traffic load on the bottom chord and truss sections on each side of the roadway, became the dominant form for spans over 100 feet. The pony truss, technically a through truss but without lateral bracing between the top chords, was a popular form for shorter spans. For its highway program, the state gen-



Fig. 18. **Cartoon Portraying Damage to a Timber Bridge by Unscrupulous Campers.** *(N.M. Highway Journal,* July 1923, Inside Cover)

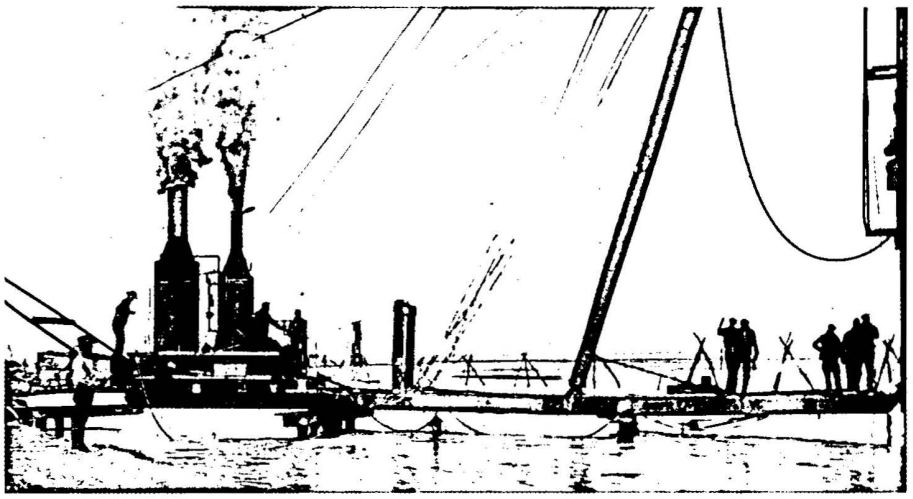


Fig. 19. **Driving Pilings During Construction of a Treated Timber Bridge Over the Rio Grande at Bernardo in 1931.** *(N.M. Highway Journal,* September 1931, p. 29)

erally chose Pratt and Parker designs for through truss construction; economics and function determining which type was selected for erection at a site. The Warren design was often chosen for early pony truss construction although the Parker design was preferred in later years. Numerous bridge companies were awarded contracts to design and fabricate bridges for New Mexico. Among the prominent firms were: the Missouri Valley Bridge and Iron Company of Leavenworth, Kansas; the Pueblo Bridge and Construction Company of Pueblo, Colorado; and, the Virginia Bridge and Iron Company of Roanoke, Virginia. No evidence exists of any New Mexico bridge fabricators.

Truss bridges became typical features on New Mexico's roads during the 1920s. The Rio Felix Bridge of 1926 (No. 357), a 432-foot three-span Pratt through truss utilized riveted construction for greater rigidity and strength. Several Parker types from the period have survived, including the 1921 Pecos River Bridge at San Jose (No. 1001), the Rio Hondo Bridge at Tinnie (No. 5272), originally erected in Bull Canyon in 1927, and the 1929 Animas River Bridge at Aztec (No. 119) that utilized Warren pony truss approach spans. The 1928 Animas River Bridge at Farmington (No. 401) employed a Warren truss for its 200-foot long main span. One of the larger projects in the 1920s resulted in a six-span, 815-foot steel truss bridge completed over the Pecos River at Fort Sumner in 1927.[33] This structure was replaced in 1958 after its lateral bracing and top chords were severely damaged by an overheight truck. (Figures 23, 33, 36 & 38)

Engineers of the 1920s steadily found new opportunities to use concrete as a building material on highway projects. Concrete's strength, permanence, and low maintenance appealed to engineers and, when the material was used in combination with steel, the range of construction applications expanded. The material performed well in bridge foundations, abutments, and culverts. In 1920 Santa Fe County constructed the Bridge of the Hidalgos (No. 701), the state's only concrete rainbow arch. The city of Santa Fe later built the Delgado Street Bridge (No. 4075) with concrete abutments, beams and deck. New Mexico's ef-



Fig. 20. **Revuelto Creek Bridge East of Tucumcari.** This bridge was completed on US 66 in 1931 using treated timber construction. (Highway Department Bridge Files, Inactive)

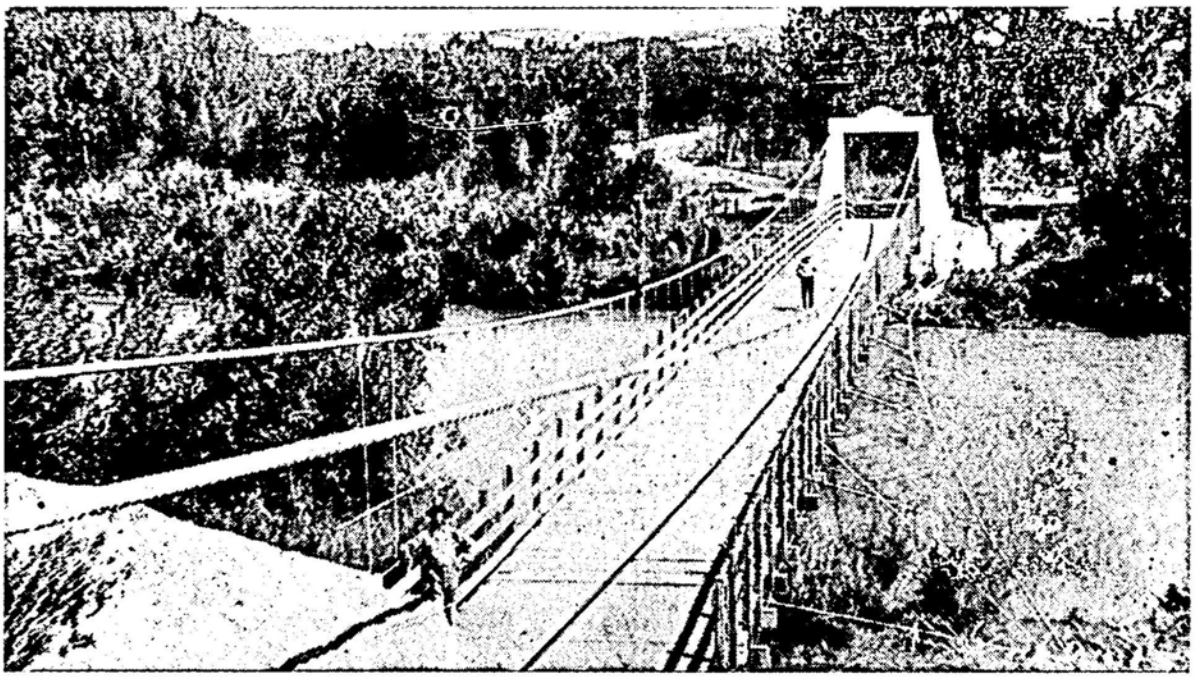


Fig. 21. **Aztec Suspension Bridge Shortly After Completion in 1908.** This bridge was the only structure across the Animas and San Juan Rivers to survive the disastrous flood of 1911. (Photograph Courtesy of the Aztec Museum)

fort to provide grade separations at dangerous railroad crossings generally depended on concrete abutments to support steel girders. Reinforced concrete piers, such as those used on a bridge at Cerrillos at 1928, provided a solid foundation for a superstructure of treated timbers. The state's federal aid program for 1928 revealed the increasing importance of concrete for bridge building: 22 bridges of creosoted timber, two of concrete beam construction, eight timber on concrete substructures, 12 steel on concrete foundations, and one combination of timber, steel and concrete. The last structure was the impressive Barelas Bridge erected at Albuquerque in 1928 replacing an earlier steel truss bridge at this site.[34] (Figures 24, 53 & 56)

The federal government also directly participated in road and bridge building through some of its agencies in the state. Beginning in the late teens and early twenties, federal funds were allocated to the Forest Service and the Bureau of Public Roads to develop transportation facilities in national forests. An early example of this activity is the Pecos River Bridge near Terrero (No. 239) in the Santa Fe National Forest. This unusual timber Howe through truss, 75 feet long, was built in 1921. The two-span Parker through truss completed in 1926 across the San Francisco River in Catron County (No. 599) has also been identified as a Forest Service project, with the structure built by the Salle Construction Company of Pueblo, Colorado. (Figures 35 & 58)

Better roads and bridges opened New Mexico to automobile tourists and campers from

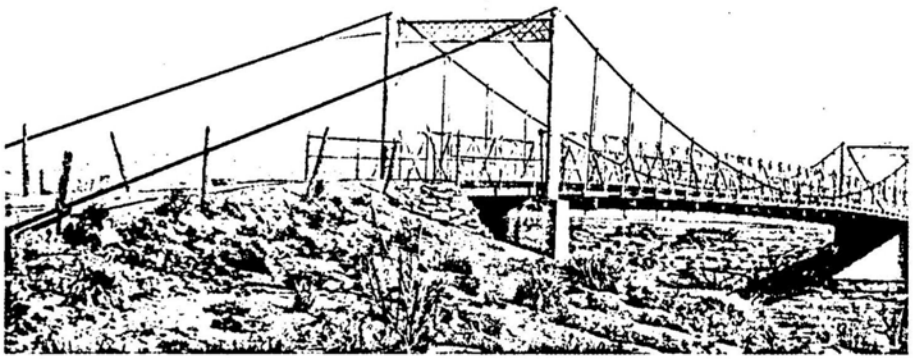


Fig. 22. **Lake Arthur Suspension Bridge Over the Pecos River.** This bridge was built as a county project about 1907 and served the area until its failure in 1956. (Highway Department Bridge Files, Inactive)

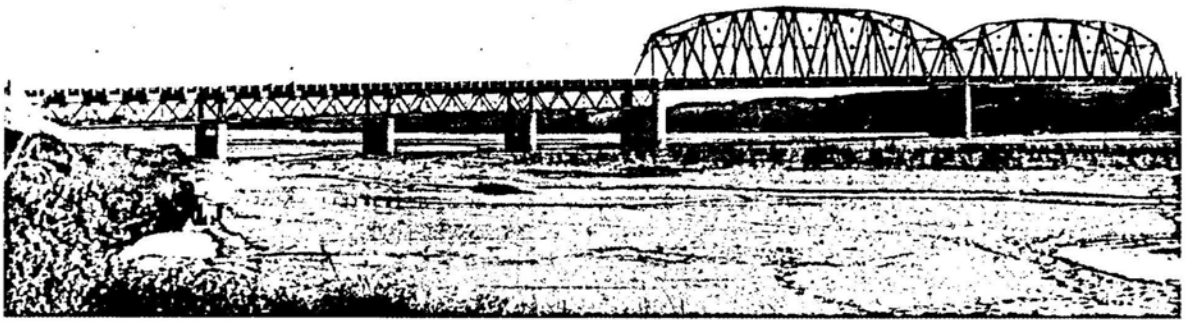


Fig. 23. **Pecos River Bridge at Fort Sumner.** Completed in 1927, the Pecos River Bridge included two through truss spans of 252 feet each and four deck truss spans of 75 feet each. *(N.M. Highway Journal,* September 1927, p. 8)

across the nation who came to enjoy the state's sunshine and natural beauty. In 1924 Santa Fe reported one hundred tourist cars entering the city each day. This lucrative trade emphasized a new truth about highways: the range of the automobile meant that never again could roads be viewed simply as local resources relying on local support. Rather, roads became the backbone of an integrated, statewide economy, which depended in part on the growing tourist industry. Realizing the need to raise revenue to match federal aid grants, New Mexico in 1919 became one of the first states to adopt a gasoline tax.[35] The *New Mexico Highway Journal* regarded gasoline consumption as a "meter of road use and road wearage" and sought more revenues from the "40% to 75% of cars from other states upon our highways." The same journal also reflected the value of tourism by featuring articles on the state's historical sites and scenic areas and promoting road improvements. In 1929 the Highway Department's Service Bureau published *The Roads to Cibola*, a lavish tour guide that used photographs and illustrations to attract visitors to the state.[36] (Figure 25)

The New Deal

However, the prosperity of the twenties did not last. Triggered by the stock market crash in October, 1929, the economy slumped into the Great Depression of the 1930s that quickly spread "hard times" to every corner of the nation. Yet fears that the depression would paralyze the highway and bridge program were never realized. Despite the deep and prolonged deflation, revenues produced by the gasoline tax remained surprisingly stable, indicating that the automobile had become a necessity to most people who continued to use the nation's highways. In fact, the Great Depression created a situation that resulted in new efforts to build and maintain highways. The federal government inaugurated a vast program of public works aimed at relieving the economic stress and providing jobs for the unemployed.

President Franklin D. Roosevelt's New Deal program, which began in 1933, allocated large sums of money to roads and bridges. The National Industrial Recovery Act provided federal financing without the customary state match and permitted urban streets and secondary roads to receive federal funds for the first time. The 52-foot long concrete arch bridge built in 1934 on Don Gaspar Avenue in Santa Fe (No. 3023) was a project of the National Recovery Municipal Program. Expenditures under the Emergency Relief Appropriation Act of 1935 made possible the construction of safer railroad grade crossings. State projects included underpasses on Central (No. 3116) and Tijeras (No. 6089) Avenues in Albuquerque and grade separations in Raton (No. 5492) and Fort Sumner (No. 2266), which generally used local contractors, laborers, and supplies. One study conservatively estimates that the federal government spent a billion dollars on road projects

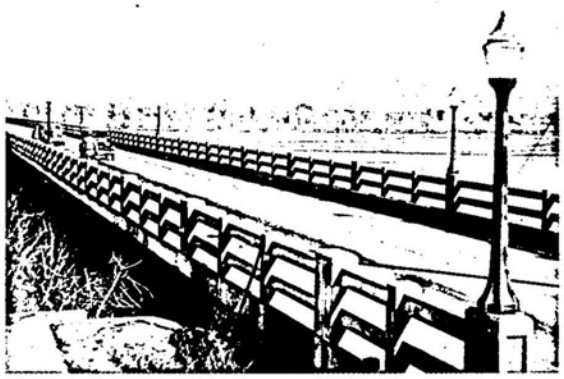
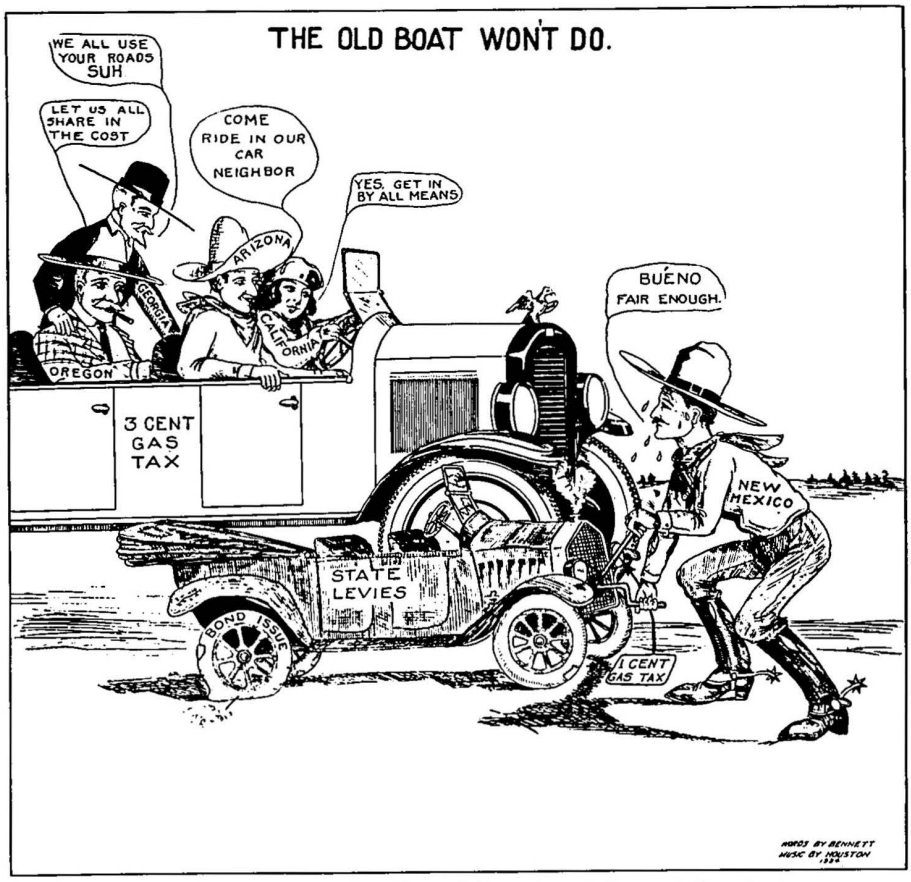


Fig. 24. **Barelas Bridge Across the Rio Grande at Albuquerque.** Completed in 1928, the Barelas Bridge included timber pilings, steel floor beams and a concrete deck. (Highway Department Bridge Files, Inactive)

between 1932 and 1938, improved 54,000 miles of road, and created hundreds of thousands of jobs. While criticized by some for their inefficiency and extravagance, these federal programs boosted road building across the country.[37] (Figure 26)

In the opinion of State Bridge Engineer E. B. Van de Greyn, the federal funds were sorely needed in New Mexico. He believed that many of the approximately 1,800 bridges in 1931 were inadequate to handle the weight of vehicles in the modern trucking industry.[38] The state devoted a portion of its federal money to strengthening or replacing older, deficient structures. One of the largest projects involved the construction of a six-span 1,007-foot long Parker through truss bridge over the San Juan River (No. 1792) at Shiprock in 1937 to replace a 1914-1915 structure. In some cases iron and steel trusses were moved to lighter duties or strengthened with new decks and beams. The Highway Department also added many concrete bridges and steel beam spans with reinforced concrete floors.[39] New steel beam bridges were built across the Alamosa River near Truth or Consequences (No. 1796) in 1937, the Pecos River at Roswell in 1938 which included twenty 75-foot long spans, and the Rio Grande at Española (No. 1836) in 1940. W. E. Bondurant Company of Roswell constructed an unusual timber bridge in 1940 near Truth or Consequences (No. 1831); the structure consisting of ten 25-foot long spans built on a curve in the highway. (Figures 27 & 50)

Federal aid for roads also reached New Mexico in other forms during the 1930s. The New Deal combined several relief programs to provide supplemental funds for road projects in agricultural areas stricken by severe drought. These Drought Relief Projects, known as NR-WR programs, improved roads in Curry, Quay, Harding, Lea, Roosevelt and Union Counties.[40] Federal agencies in the state, such as the Forest Service and the Bureau of Indian Affairs, continued to spend money on road and bridge building. In 1934, for instance, the Forest Service completed a deck truss bridge, containing a 122-foot long Warren main span, across the San Francisco River near Luna (No. 2211) in the Gila National Forest. The U.S. Bureau of Reclamation, working at Caballo Dam, constructed a timber span with concrete piers and abutments over Percha Creek (No. 2510) in 1937.



Get Behind a 3c Gas Tax for New Mexico

Fig. 25. **Cartoon Promoting an Increase in the Gas Tax for New Mexico.** *(N.M. Highway Journal*, October 1924, p. 13)

World War II

The outbreak of war in Europe in 1939 awakened Americans to the need for a strategic highway network to carry military personnel and supplies in the event of United States involvement in the conflict. Government reports concluded that, despite the progress made in the 1930s, the national road system remained deficient in many ways. Numerous bridges could not carry required loads, thousands of miles of highway did not meet standards, and many military installations and critical defense industries were isolated by inadequate roads. When America entered the Second World War in 1941, the federal government stressed defense highways, while deferring non-essential road projects. Access to defense plants and military camps received priority consideration throughout the war years.[41]

World War II halted the great era of road building that had begun after the First World War. Between 1940 and 1945, shortages of manpower, equipment, materials, and funds forced a curtailment of road construction, except for military necessity. Highway expenditures fell from a high of $2.6 billion in 1938 to a low of $1.6 billion in 1944.[42] Steel shortages led to greater use of concrete for bridges, and some states returned to timber construction. Assistance from the Defense Highway Act and other federal measures enabled New Mexico to build access roads to mines, timber lands, military installations, and airfields. The state's southeastern counties saw great activity because of defense plants and strategic resources in the area. Two major bridge projects were completed at Carlsbad during the war. Both the Bataan Memorial Bridge (No. 1838) and a 765-foot long timber span over the Pecos River provided better transportation to the valuable potash mines east of Carlsbad.[43]

Postwar Period

Since the Second World War, New Mexico's mixed economy of agriculture, natural resource development, federal establishments, defense industries, and tourism has required constant growth and improvement of the road network. The state initiated programs to replace and supplement older bridges, occasionally relocating metal trusses to lighter duties. The John Dunn Bridge (No. 5243), for example, an old Pratt through truss over the Rio Grande, was moved from Gallup in 1951. New bridge building during the late 1940s and 1950s sometimes possessed notable engineering and aesthetic

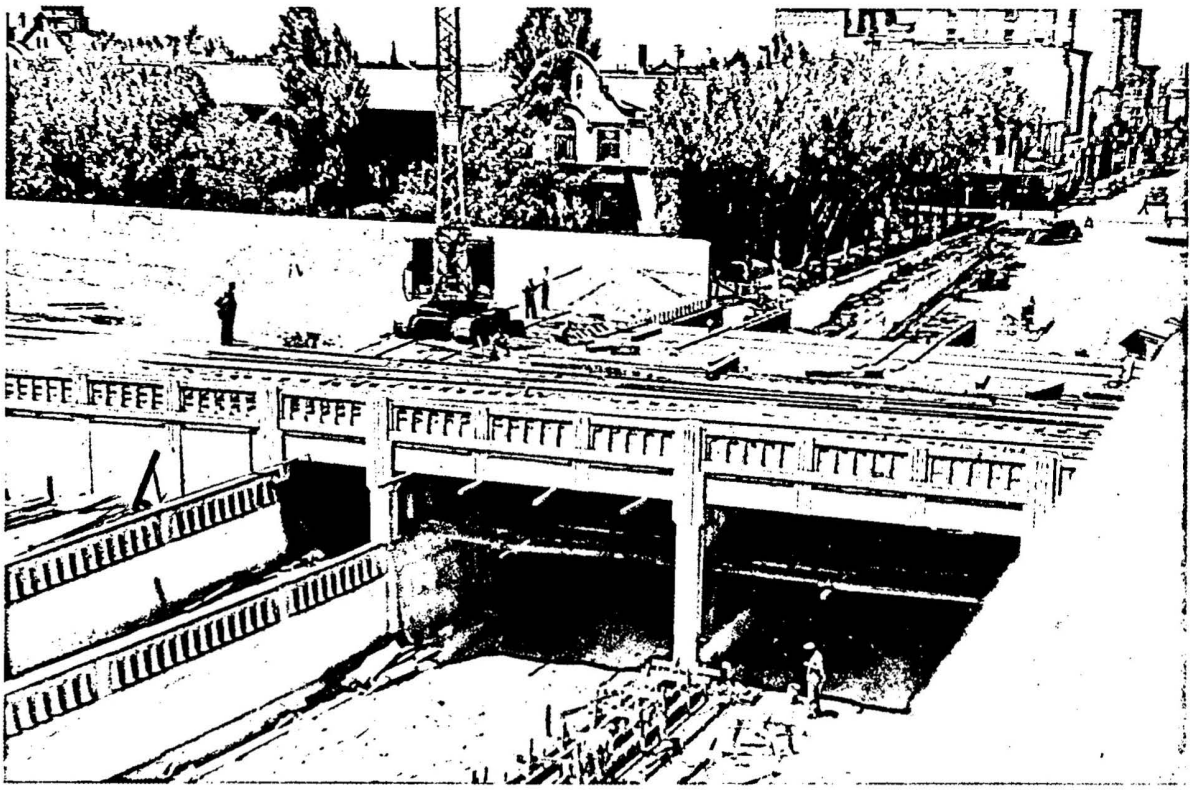


Fig. 26. **Central Avenue Underpass (No. 3116) During Construction in 1937.** The Alvarado Hotel and Downtown Albuquerque are shown in the background. (Highway Department Bridge Files)

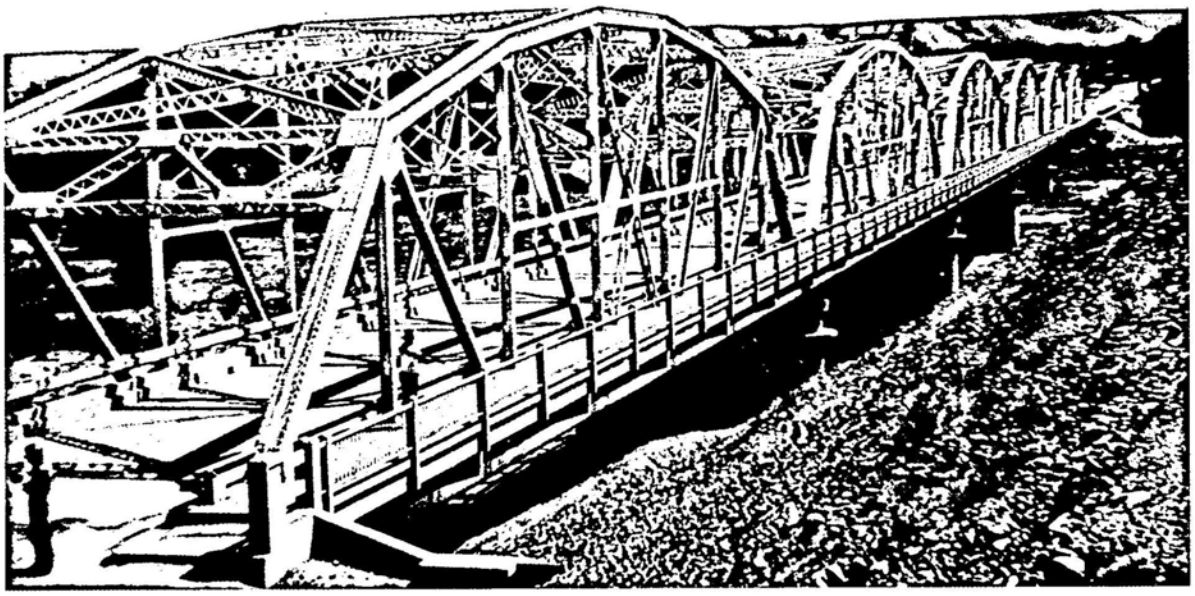


Fig. 27. **San Juan River Bridge at Shiprock (No. 1792).** The San Juan River Bridge at Shiprock was completed in 1937 and represents the high point of steel through truss construction in New Mexico. (Highway Department Bridge Files)

features. The Otowi Truss Bridge (No. 3469) completed in 1948 was the state's last new through truss bridge. It is an unusual one-span K-truss, an intricate design generally associated with the early twentieth century. The Los Alamos Canyon Bridge (No. 7622), an 820-foot long steel arch structure, is a good example of the larger projects completed to accommodate a growing volume of traffic. Concrete slabs and steel beams typically served the state's need for shorter spans.(Figures 34, 41 & 48)

Under President Dwight Eisenhower's administration in 1956 the federal government embarked on the most ambitious public works program ever attempted in the United States, a 41,000 mile Interstate Highway system, the first truly national, integrated network of roads. The Federal Aid Highway Act of 1956 established a Highway Trust Fund, its revenues drawn from user fees, that substantially increased federal participation in highway construction. New Mexico quickly responded to the program, letting contracts in 1956 and starting construction in 1957. Early plans envisioned 1,008 miles of Interstate Highways in the state. The first section of Interstate was completed ten miles east of Clines Corners along the route of old US 66. To reduce the cost of individual plans, bridge designs on the Interstate were often standardized and only slight design modifications were tolerated. Bridge construction relied on steel in combination with reinforced concrete slabs and precast concrete beams.[44] The initiation of the Interstate Highway System marked the beginning of a new era in highway and bridge construction for New Mexico.

Endnotes

1. U.S., Department of the Interior, Bureau of Land Management, *Chaco Road Project, Phase I: A Reappraisal of Prehistoric Roads in the San Juan Region*, edited by Chris Kincaid (Santa Fe: New Mexico State Office, Bureau of Land Management, 1983), pp. 3. 4-5, 13-14; 5. 26-27; 6. 26-29.

2. David G. Noble, ed., *New Light on Chaco Canyon* (Santa Fe: School of American Research Press, 1984), pp. 52-53.

3. Kincaid, *Chaco Roads Project*, pp. 2-3; Warren A. Beck and Ynez D. Haase, *Historical Atlas of New Mexico* (Norman: University of Oklahoma Press, 1969), pp. 20, 24.

4. Lansing B. Bloom, "Early Bridges in New Mexico," *New Mexico Highway Journal* 3, January 1925, p. 5. See also George P. Hammond and Agipto Rey, *Narratives of the Coronado Expedition* (Albuquerque: University of New Mexico Press, 1940).

5. Bloom, "Early Bridges," p. 5.

6. Bloom, "Early Bridges," pp. 5-6.

7. Lansing B. Bloom, "The Chihuahua Highway," *New Mexico Historical Review* 12 (July 1937): 213-215.

8. Max L. Moorhead, "Spanish Transportation in the Southwest, 1540-1846," *New Mexico Historical Review* 32 (April 1957): 120-121; Bloom, "Early Bridges," pp.7, 18-19.

9. Beck and Haase, *Historical Atlas*, pp. 20-27.

10. F. T. Cheetham, "El Camino Militar," *New Mexico Historical Review* 15 (January 1940): 5; Averam B. Bender, "Military Transportation in the Southwest, 1848-1860," *New Mexico Historical Review* 32 (April 1957): 148-150.

11. Beck and Haase, *Historical Atlas*, pp. 23-27, 34.

12. *New Mexico Press*, 7 February 1865.

13. Bloom, "Early Bridges," p. 5.

14. William S. Wallace, "Stagecoaching in Territorial New Mexico," *New Mexico Historical Review* 32 (1957): 207.

15. Beck and Haase, *Historical Atlas*, pp. 53-54, 58. A good overview of railroad development in the state is David F. Myrick, *New Mexico's Railroads: An Historical Survey* (Golden: Colorado Railroad Museum, 1970).

16. An important engineering accomplishment, the Cloudcroft Railroad Trestle is listed on the New Mexico State Register of Cultural Properties.

17. Oscar O. Winther, *The Transportation Frontier: Trans-Mississippi West, 1865-1890* (Albuquerque: University of New Mexico Press, 1974), pp. 157-160; E. Dana Johnson, "New Mexico's First State Automobile," *New Mexico Historical Review* 11 (January 1936): 1-3.

18. New Mexico, Territorial Engineer, *Second Biennial Report of the Territorial Engineer to the Governor of New Mexico* (1909-1910), pp. 143-147, 165-172.

19. Territorial Engineer (1909-1910), pp. 166, 173-187; U.S., Department of Agriculture, Office of Public Roads, *Mileage and Cost of Public Roads in the United States*, by J. E. Pennybacker and Maurice O. Eldridge, Bulletin No. 41 (Washington: Government Printing Office, 1912), pp. 28-29.

20. Territorial Engineer (1909-1910), pp. 143-148, 165-166; Bruce E. Seely, "Engineers and Government-Business Cooperation: Highway Standards and the Bureau of Public Roads, 1900-1940," *Business History Review* 58 (Spring 1984): 53-61.

21. New Mexico, State Engineer, *First Report* (July 12, 1912-December 1, 1914), pp. 13-14.

22. State Engineer, *First Report*, pp. 8-14, 18; U.S., Department of Agriculture, Office of Public Roads and Rural Engineering, *Public Road Mileage and Revenues in the Central, Mountain and Pacific States, 1914* (Washington: Government Printing Office, 1917), pp. xxi, 38-39.

23. State Engineer, *First Report*, pp. 8-14, 18, and 31-35; New Mexico, State Engineer, *Second Report* (December 1, 1914-November 30, 1916), pp. 26-29.

24. State Engineer, *First Report*, p. 32.

25. Jean Labutt and Wheaton Lane, eds., *Highways in our National Life* (Princeton: Princeton University Press, 1950), pp. 88-91; U.S., Department of Transportation, Federal Highway Administration, *America's Highways 1776-1976: A History of the Federal-Aid Program* (Washington: Government Printing Office, 1976), pp. 86-89, 104-106 .

26. *New Mexico Highway Journal*, October 1926, pp. 6-7; *New Mexico*, February 1932, pp. 9-11, 37.

27. Ellis L. Armstrong, Michael C. Robinson, and Suellen M. Hoy, eds., *History of Public Works in the United States, 1776-1976* (Chicago: American Public Works Association, 1976), pp. 115-116.

28. *New Mexico Highway Journal*, November 1923, pp. 3-4.

29. *New Mexico Highway Journal*, October 1925, pp. 17-18, and September 1929, pp. 19.

30. *New Mexico Highway Journal*, November 1923, pp. 3-4, and February 1928, pp. 7-9.

31. *New Mexico Highway Journal*, June 1925, pp. 13, 28, and February 1928, pp. 7-9.

32. *New Mexico Highway Journal*, October 1923, p. 5, August 1924, p. 27, and September 1924, pp. 6-7, 33; J. A. L. Waddell, *Bridge Engineering*, Vol. I (New York: John Wiley, 1916), p. 647.

33. *New Mexico Highway Journal*, January 1925, p. 11, April 1925, pp. 4, 25, and September 1927, pp. 6-8.

34. *New Mexico Highway Journal*, June 1924, p. 11, July 1924, front cover, and November 1928, p. 12; Department of Transportation, *America's Highways*, p. 428.

35. *New Mexico Highway Journal*, September 1924, pp. 2, 8; John C. Burnham, "The Gasoline Tax and the Automobile Revolution," *Mississippi Valley Historical Review* 48 (December 1961): pp. 441-442.

36. *New Mexico Highway Journal*, September 1926, pp. 13-14, November 1928, pp. 8, 17, and August 1929, p. 26.

37. Department of Transportation, *America's Highways*, pp. 123-126.

38. *New Mexico Highway Journal*, December 1931, pp. 34-35, and June 1932, pp. 36-38, 41.

39. New Mexico, State Highway Engineer, *Biennial Report* (1937-1938), pp. 12-14; *New Mexico*, February 1933, pp. 18-19, 43.

40. Armstrong, *History of Public Works*, pp. 84-85; Department of Transportation, *America's Highways*, pp. 142-149.

41. Department of Transportation, *America's Highways*, pp. 144-145.

42. James E. Flink, *The Car Culture* (Cambridge: MIT Press, 1976), p. 189.

43. New Mexico, State Highway Engineer, *Biennial Report* (1943-1944), p. 10; *New Mexico*, June 1942, p. 28, August 1942, p. 30, and February 1945, p. 28.

44. *New Mexico*, February 1957, p. 41, September 1958, pp. 38-39, and October 1958, pp. 36-37.

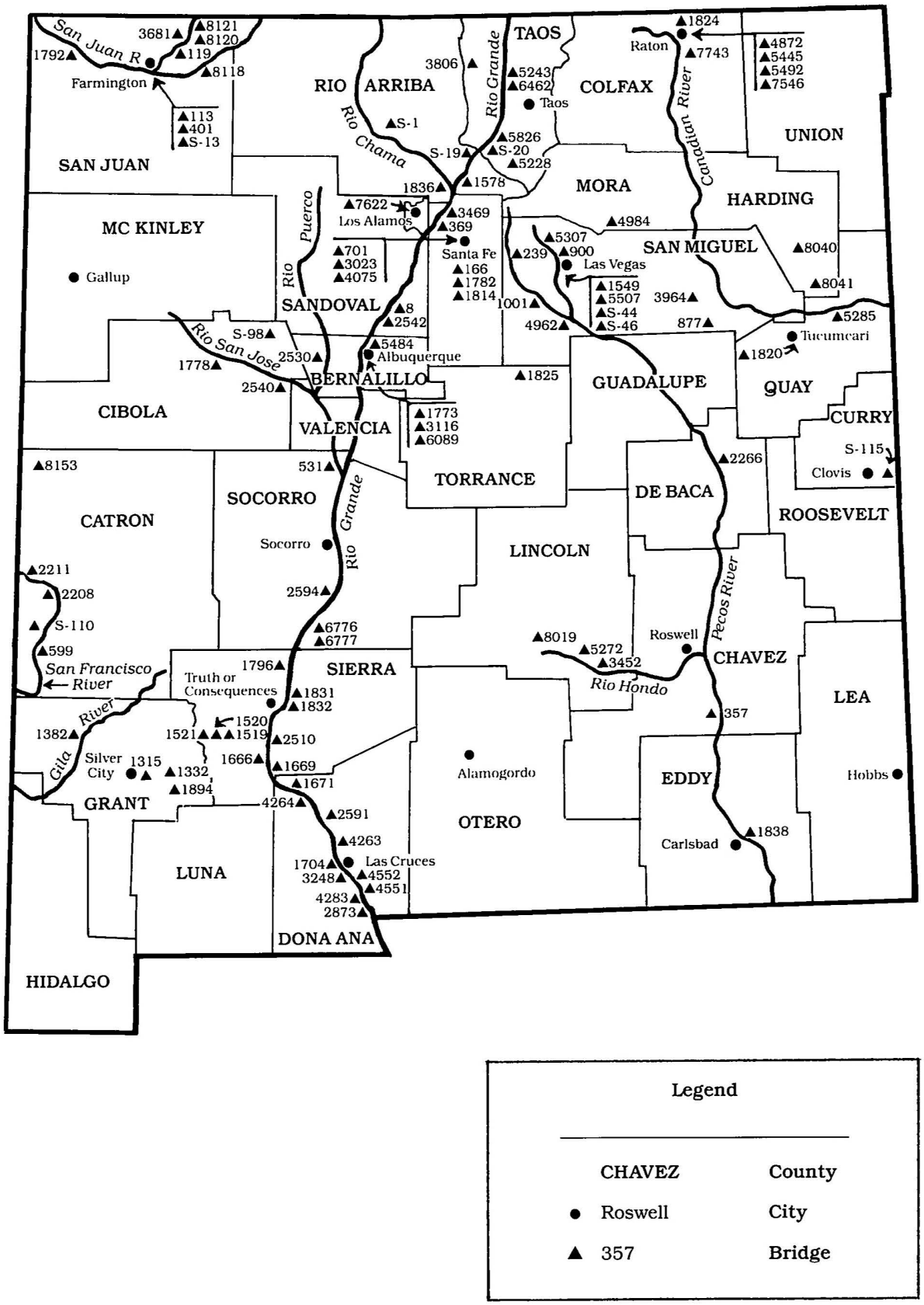
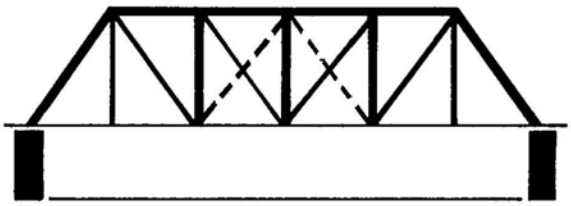


Fig. 28. **Location of Recorded Bridges**

BRIDGE TYPES AND RECORDED EXAMPLES

The following 100 bridges have been recorded in the New Mexico Historic Bridge Survey. The recorded bridges are listed by bridge type in order to identify the surviving number of bridges of each class and to allow for comparisons to be made of similar structures. Forty of these bridges, each identified by an asterisk, were selected for their exceptional historical and engineering qualities and their potential eligibility for the National Register of Historic Places.



Pratt Through Truss, Pinned Connections

The Pratt truss was patented in 1844 by Thomas and Caleb Pratt and became one of the most widely used truss designs of the late 1800s and early 1900s in the United States. The Pratt design is characterized by its diagonal members acting in tension and its vertical members acting in compression.

Pinned connections were used for the light-weight Pratt through truss bridges constructed in New Mexico around the turn of the century. Steel rods or bars served as the diagonal tension members of these bridges. Lattice beams composed of two steel channels joined with riveted bracing served as the vertical compression members.

Pratt through truss bridges with pinned connections were among the first "engineered" bridges used in New Mexico and were usually constructed as county or municipal projects. The bridge members and connections were made by bridge fabrication companies using standard designs. These bridges were often erected by bridge construction companies under contract to the county or municipality. Because of their light-weight members and pinned connections, the early Pratt through truss bridges were comparatively easy to erect

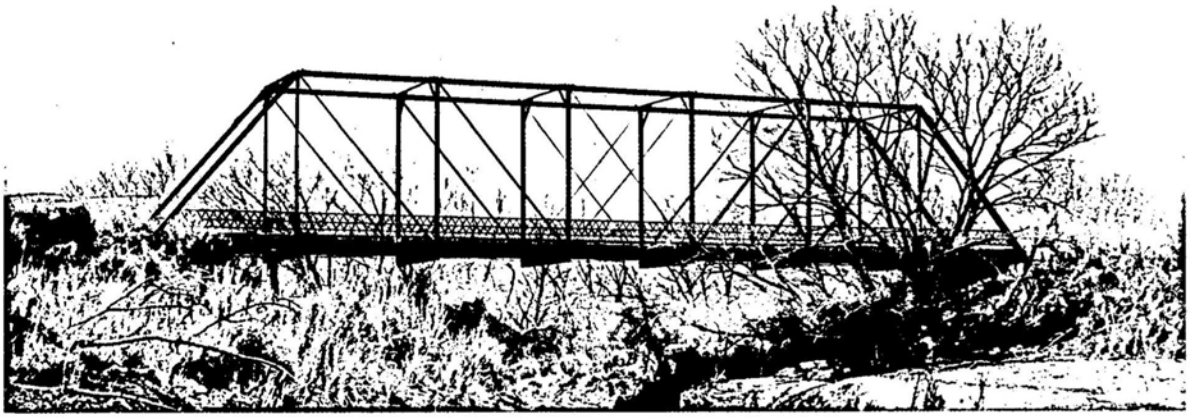


Fig. 29. **Rio Hondo Bridge at Picacho** (No. 3452)

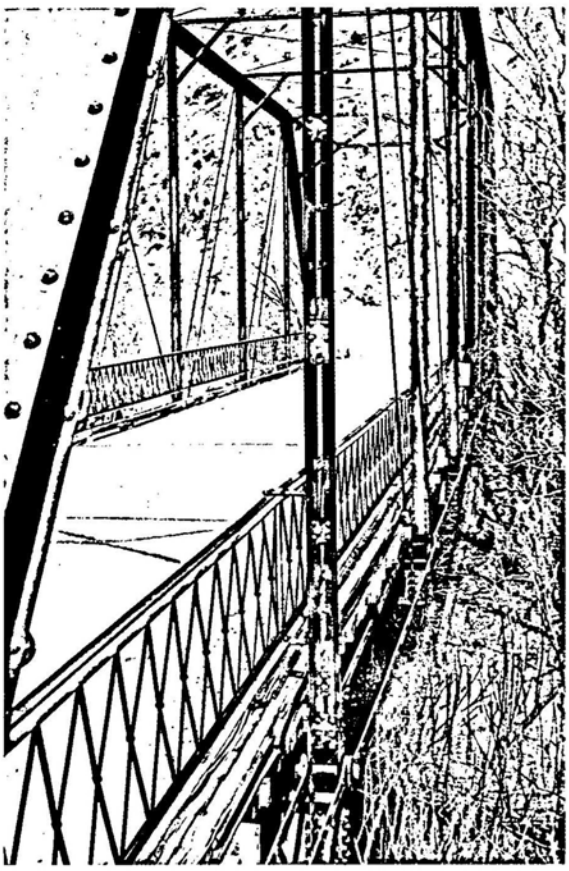


Fig. 30. **Detail of Rio Hondo Bridge** (No. 3452)

and could be moved from site to site as conditions required.

There are now only four Pratt through truss bridges constructed of light-weight members and pinned connections remaining in New Mexico. One additional Pratt through truss with pinned connections constructed for railroad use remains over the Gallinas River near Montezuma, New Mexico. When the railroad was abandoned, this bridge was converted for vehicular traffic.

Rio Hondo Bridge*
No. 3452
County Road A-4 at Picacho
Lincoln County

The Rio Hondo Bridge at Picacho was one of three spans originally built in 1902 over the Pecos River, east of Roswell. It is believed to have been fabricated by the Midland Bridge Company and moved to its present location during the late 1930s. This bridge is a Pratt steel through truss with pinned connections. It consists of seven 19-foot panels and has a total length of 133 feet. Riveted steel lattice beams are used for its vertical members. Rectangular steel bars and steel rods are used for its diagonal members. The decorative steel guardrail appears to have been part of the original bridge construction.

The Rio Hondo Bridge is located on an unpaved county road just off US 70 between Roswell and Ruidoso. The setting is in the rural Hondo Valley which is very appropriate for this early truss. The Rio Hondo Bridge is the longest Pratt truss span with pinned connections remaining in New Mexico and it is also the oldest documented steel truss bridge in the state. (Figures 29 & 30)

Cold Spring Canyon Bridge*
No. 1894
County Road B-13
near San Lorenzo
Grant County

The Cold Spring Canyon Bridge is a Pratt steel through truss with pinned connections. It has a total length of 80 feet provided by five 16-foot panels. This bridge includes a timber deck and a 12- foot roadway.

According to its nameplate, the Cold Spring Canyon Bridge was fabricated by the El Paso Bridge and Iron Company in 1908. This bridge is now used on a county road to span a small rock canyon located east of the Mimbres River. This bridge is one of the earliest steel through trusses remaining in New Mexico.(Figures 31 & 32)

Gallinas River Bridge*
No. 5307
NM 65 near Montezuma
San Miguel County

After the arrival of the Santa Fe Railway in Las Vegas in 1879, an eight-mile branch line was constructed up the Gallinas Canyon to carry passengers to the Hot Springs and Montezuma Hotel. A series of ponds were also developed in the canyon for supplying ice for the Santa Fe Railway and Fred Harvey hotel and restaurant system.

The Gallinas River Bridge was originally constructed in 1919 as a railroad bridge on the Hot Springs branch line. It replaced an earlier timber truss railroad bridge built prior to the opening of the line in 1882. Since the abandonment of the Hot Springs line in 1937, the bridge and part of the old railroad grade have been used for vehicular traffic. The route is now designated as NM 65.

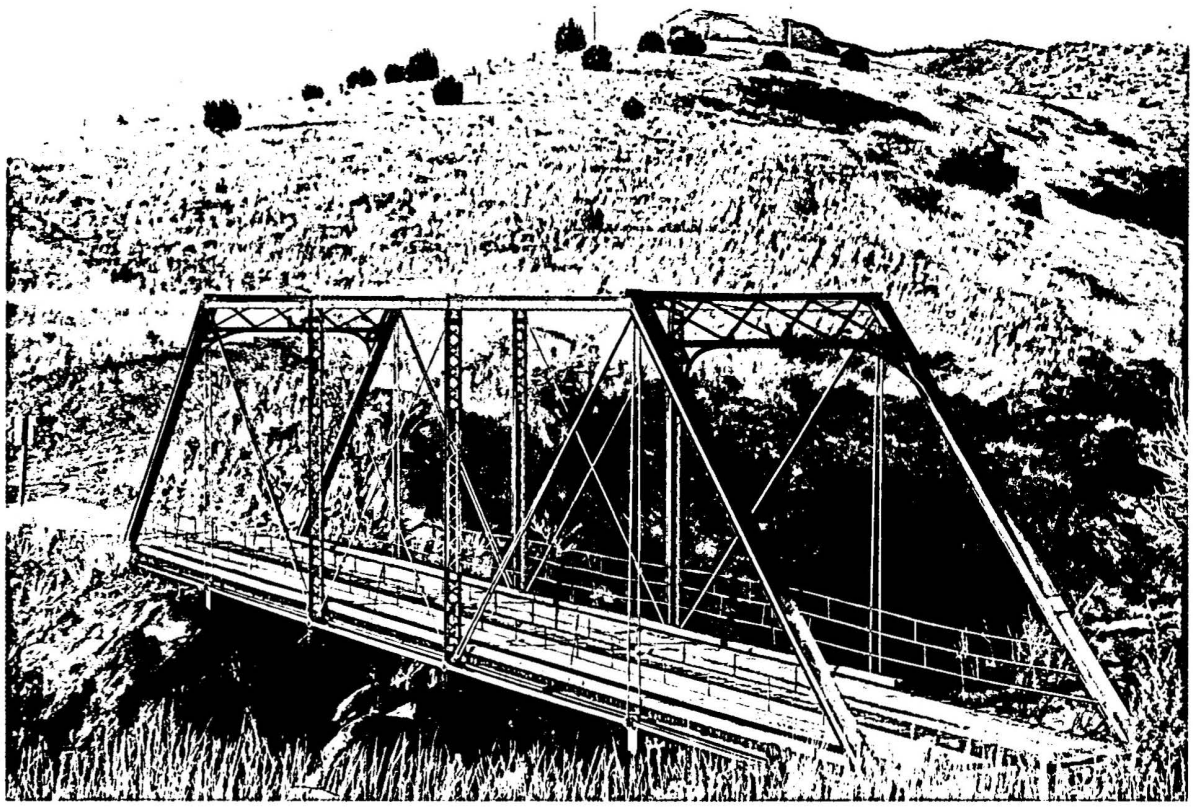


Fig. 31. **Cold Spring Canyon Bridge** (No. 1894)

The present bridge across the Gallinas River is a steel through truss and has a total length of 105 feet. It is a Pratt truss with pinned connections and heavy members due to its railroad design. It is supported at each end by masonry abutments built of large cut stones typical of railroad construction. This bridge adjoins the Montezuma Historic District and is unique since it was formerly used as a railroad structure. The Gallinas Bridge has been by-passed by a new bridge and preserved in place by the New Mexico State Highway and Transportation Department.

Animas River Bridge*

No. 8120
County Road A-136 at Cedar Hill
San Juan County

The site of Cedar Hill was first settled by A. U. Graves in 1877 when he and his father-in-law, H. W. Cox, established a ranch at this location on the Animas River. Graves operated a horse-drawn ferry and later constructed a toll bridge across the river. Grave's toll bridge is believed to have been a timber truss structure. It was reportedly the only bridge over the Animas between Durango, Colorado, and Aztec, New Mexico, in 1900.

The existing Animas River Bridge at Cedar Hill is a steel through truss with pinned connections located near the site of Grave's original crossing. This bridge is 100 feet in length and has a 14-foot roadway. It has a Pratt truss design with built-up steel lattice beams for its vertical members and steel bars for its diagonal members. Some records indicate that the bridge was constructed in 1912 but this date has not been confirmed.

This bridge is presently in use on an unpaved county road. The site adjoins irrigated farmland to the north and a rock bluff to the south. The setting complements the age of the

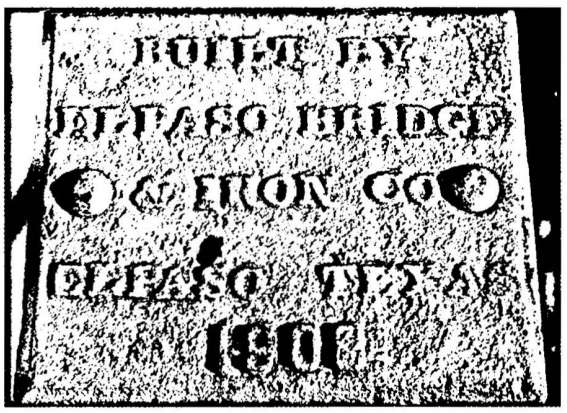
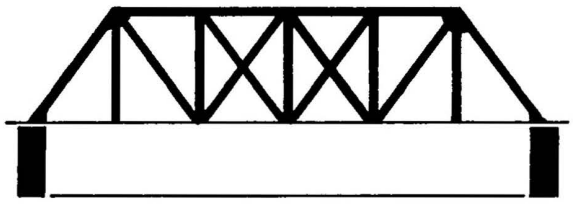


Fig. 32. **Cold Spring Canyon Bridge Nameplate** (No. 1894)

bridge and its association with the past. The Animas River Bridge is a good example of a light-weight steel through truss with pinned connections and it is one of the earliest steel truss bridges remaining in the state.

Animas River Bridge
No. 8121
County Road A-141
near Cedar Hill
San Juan County

This bridge is located over the Animas River about one and a half miles north of Cedar Hill. It is a Pratt through truss with pinned connections and has a span of 120 feet. Two 20-foot timber approach spans are located on the east end of the truss. Additional support is provided by three piers constructed of steel pipe located under the truss span. This bridge was probably constructed during the early 1900s and moved to its present site in recent years.



Pratt Through Truss, Rigid Connections

As vehicle weights and loads on bridges increased, truss designs were modified to carry greater loads and more traffic. Light-weight members with pinned connections gave way to heavier members with rigid connections adding more stability and greater load carrying capacity to bridges.

The Pratt truss bridge with heavier members and rigid connections was very popular with the New Mexico State Highway Department during the 1920s and early 1930s. A standard design length of 101 feet was used by the Highway Department at many locations throughout the state. Components for these bridges were usually provided by bridge fabrication companies and were assembled by bridge construction firms. Even with rigid connections, the Pratt truss was comparatively easy to erect. A number of these bridges were dismantled and moved to new locations when conditions required an improved crossing.

There are now six Pratt through truss bridges of the 101-foot design remaining in New Mexico. Three of these bridges remain at their original sites and the other three have been relocated to new sites. An additional Pratt through truss bridge with rigid connections and a special skewed design is located over the Rio Felix near Hagerman, New Mexico.

Rio Felix Bridge*
No. 357
NM 2 near Hagerman
Chavez County

During 1925 to 1926, the State Highway Department undertook at least a dozen large-scale bridge construction projects. One of the most impressive of these projects was construction of the Rio Felix Bridge between Roswell and Carlsbad. The Rio Felix Bridge in-



Fig. 33. **Rio Felix Bridge** (No. 357)

cludes three Pratt truss spans, each 144 feet in length. Concrete piers and abutments were used to support the spans. A concrete deck was poured in place and earth-fill material was installed at each end for the approaches. In order to publicize its completion in 1926, the Rio Felix Bridge was featured on the cover of the November issue of the *New Mexico Highway Journal.*

The most interesting engineering feature of the bridge is the skew of the steel truss spans. The bridge itself is located on a section line road running north and south, and it crosses the Rio Felix at an angle of about 45 degrees. The piers of the bridge were placed parallel to the streambed to provide increased stability during floods. The position of the piers required the truss spans to be offset one panel length in order for the spans to sit properly on the piers. The Rio Felix Bridge is the only truss bridge in New Mexico with skewed truss members.

The Rio Felix Bridge was completed in August, 1926, under the supervision of William S. Henderson, project engineer for the State Highway Department. James A. French, New Mexico's first State Engineer, had overall responsibility for the project. The contractor for erecting the bridge was the Boardman Company of Oklahoma City.

The Rio Felix Bridge was a major highway structure on the road between Roswell and Carlsbad which provided an important transportation link in the development of the Pecos River Valley and southeastern New Mexico. In 1984, the Rio Felix Bridge was by-passed by a new bridge and was preserved in place by the New Mexico State Highway and Transportation Department. It is the longest Pratt truss bridge with rigid connections remaining in New Mexico and it has been listed on the State Register of Cultural Properties. (Figure 33)

John Dunn Bridge*

No. 5243
County Road B-7
near Arroyo Hondo
Taos County

John Dunn was a legendary character of the Taos area who operated a toll bridge across the Rio Grande near its confluence with the Arroyo Hondo during the early 1900s. Dunn was accused of a number of crimes in his younger days but lived long enough to become a respectable businessman of Taos. John Dunn's original bridge was a timber span supported by log crib piers. In 1951, this bridge was replaced by a steel truss bridge which is still referred to as the John Dunn Bridge.

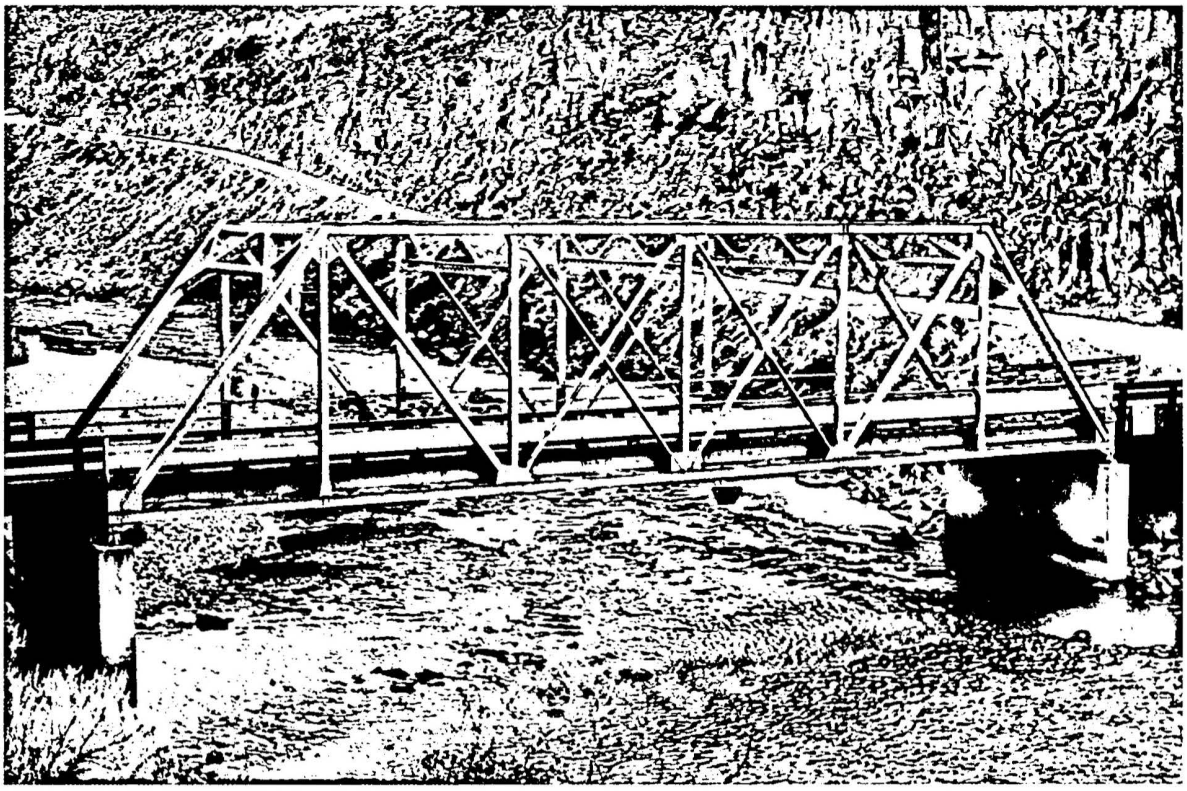


Fig. 34. **John Dunn Bridge** (No. 5243)

The existing steel truss bridge was moved from west of Gallup by J. H. Ryan and Son. This bridge is a Pratt truss and has a length of 101 feet. A 30-foot timber approach span was added to each end of the truss providing a total bridge length of 161 feet. The site of the John Dunn Bridge is located in the Rio Grande Canyon on a county road. This bridge is a good example of the steel through truss bridges which were popular during the 1920s and early 1930s. (Figure 34)

Rio Grande Bridge*
No. 5826
NM 96 at Rio Grande Gorge State Park
Taos County

A timber pony truss bridge was located across the Rio Grande at this site prior to construction of the existing steel through truss in 1957. The old bridge was a Howe truss with timber diagonals and iron rods for vertical members. It was supported by log crib piers filled with rocks. This bridge was required for crossing the Rio Grande on the old wagon road between Taos and the railhead at Taos Junction.

The present steel truss span was fabricated in 1930 by the Virginia Bridge and Iron Company and was first erected over the Canadian River on US 85 south of Raton. It was moved to its present site over the Rio Grande in 1957 by J. H. Ryan and Son. This steel truss has a Pratt design and a length of 101 feet. A 26-foot concrete approach span has been added to each end of the truss providing a total length of 153 feet. This structure is an example of an early steel truss bridge which was relocated to a new site.

Mimbres River Bridge*
No. 1332
NM 90 at San Lorenzo
Grant County

"Ever since the gold strike in Hillsboro in 1877, prospectors and settlers in the mining region of the Black Range in Sierra and Grant Counties have dreamed of the day when Silver City and Hillsboro would be linked with a real highway across those mountains." *(New Mexico Highway Journal,* February, 1929, p. 10).

In 1927, a steel through truss was constructed across the Mimbres River at San Lorenzo completing an important link in this route known as the Black Range Road.

The Mimbres River Bridge is a Pratt truss with rigid connections and has a length of 101 feet. It was fabricated by the Virginia Bridge and Iron Company of Roanoke, Virginia. The contractor for erecting the bridge was the Ware Company of El Paso.

This bridge is representative of the many standard length Pratt through trusses constructed in New Mexico during the 1920s and early 1930s. It remains in use on NM 90 between Silver City and Hillsboro.

Percha Creek Bridge
No. 1520
NM 90 near Hillsboro
Sierra County

This bridge is located about five miles west of Hillsboro on NM 90 and was completed in 1929 as part of the Black Range Road. It is a steel through truss with timber stringers and deck. It has a total length of 101 feet and a 19-foot roadway. A Pratt design was used in its construction which includes six panels at 16.5 feet each.

This bridge was fabricated by the Virginia Bridge and Iron Company and erected by Dudley and Amesbury. It is situated across a small rock canyon and is a good example of truss bridge construction of the 1920s and early 1930s in New Mexico.

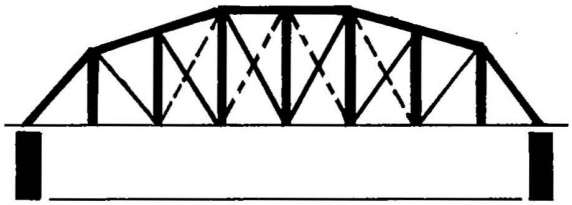
Percha Creek Bridge
No. 1521
NM 90 near Hillsboro
Sierra County

This bridge is located about seven miles west of Hillsboro and was also completed in 1929 as a part of the Black Range Road. It is a steel through truss and has a total length of 101 feet. A Pratt design was used in its construction which is identical to that of Bridge No. 1520 located two miles east. This bridge was also fabricated by the Virginia Bridge and Iron Company and erected by Dudley and Amesbury.

Rio Pueblo Bridge
No. 5228
Private Road near Vadito
Taos County

This bridge was originally constructed in 1926 over the Rio Puerco of the West near Gallup, New Mexico. It was later moved to Eagle Creek in Eddy County and then to its present

site over the Rio Pueblo about 1966. It is a steel through truss and has a total length of 101 feet. A Pratt design was used in its fabrication. This bridge now is privately owned and used to provide access off NM 3 to several homes.



Parker Through Truss

The Parker through truss was a popular variation of the Pratt truss which has a characteristic polygonal top chord as compared to the horizontal top chord of the Pratt. The polygonal top chord of the Parker allows for better stress and bending distribution throughout the structure. The Parker truss design also allows for construction of longer spans. Parker spans in New Mexico ranged from about 100 to 250 feet, while Pratt truss spans ranged from 100 to 150 feet.

The Camelback truss is a type of Parker truss which is identified by its polygonal top chord having exactly five slopes. The top chord at the center of the truss is horizontal. An intermediate and an end post slope are located on each side of the center providing a total of five slopes. In many areas of the United States, the Camelback was preferred because of its standardized design and construction.

The Parker through truss was used by the New Mexico State Highway Department for major bridge structures during the 1920s and 1930s. At this time, there are 11 Parker through truss bridges known to exist in various conditions in the state. Six of the remaining 11 Parker truss bridges are still in use and are maintained by the State Highway and Transportation Department. One of the longest bridges ever constructed in New Mexico is the San Juan River Bridge at Shiprock which is composed of six Parker through truss spans.

San Juan River Bridge*

No. 1792
US 666 at Shiprock
San Juan County

Completion of the San Juan River Bridge at Shiprock in 1937 represents the high point of steel through truss bridge construction in New Mexico. This bridge is composed of six 167-foot Parker through truss spans and has a total length of 1007 feet. It was designed by the New Mexico State Highway Department and built as a federal aid project under the administration of Governor Clyde Tingley. W. E. Bondurant was the contractor for the project.

The San Juan River Bridge was remodeled in 1958 and a new parallel bridge has been constructed. The original bridge now carries two traffic lanes south from Shiprock.

The San Juan River Bridge is an important transportation link between Shiprock and the Navajo lands located to the south. It is the longest steel truss bridge remaining in New Mexico and it has been included on the State Register of Cultural Properties. (Figure 27)



Fig. 35. **San Francisco River Bridge** (No. 599)

San Francisco River Bridge*
No. 599
US 180 near Alma
Catron County

The San Francisco River Bridge was constructed in 1926 as a Forest Service project to provide access to public lands in southwestern New Mexico. This bridge includes two steel through truss spans and two concrete approach spans. The length of each truss span is 112 feet and the total length of the bridge is 264 feet. The bridge was designed by the Bureau of Public Roads and was erected by the Salle Construction Company of Pueblo, Colorado.

The construction of this bridge was a very large undertaking for the Forest Service due to its remote location and size of the project. The San Francisco River Bridge has recently been by-passed by a new bridge and preserved in place by the New Mexico State Highway and Transportation Department. It is one of the oldest known Parker truss bridges remaining in the state. (Figure 35)

Rio Puerco Bridge*
No. 531
NM 116 near Bernardo
Socorro County

The Rio Puerco, named for its muddy appearance, has long been known for its uncontrolled floods. In August, 1929, a huge flood destroyed part of the newly completed timber trestle bridge across the Rio Puerco at Bernardo. The bridge was repaired by the addition of two through truss spans of 142 feet each and a 50- foot steel I-beam span. These new spans along with the remaining timber spans provided a total bridge length of 542 feet.

Each through truss has a Parker design with nine panels of 15.5 feet. The truss spans were fabricated by the Virginia Bridge and Iron Company and erected in 1930 by Armstrong and Armstrong Construction Company. The Rio Puerco Bridge has been by-passed and now carries only light traffic. This bridge is a good example of truss construction combined with other spans to provide a major bridge structure for the 1930s. (Figure 16)

Animas River Bridge*
No. 119
NM 550 at Aztec
San Juan County

The Animas River Bridge at Aztec replaced an earlier cable and timber suspension bridge built for San Juan County across the Animas River in 1908 by J. S. Thurston and Sons of Aztec. (Figure 21)

The new bridge was constructed as a Federal-Aid Project in 1929 by the Pueblo Bridge and Construction Company. It includes a 200-foot through truss span and two 75-foot pony truss approach spans. A Parker truss design with its characteristic polygonal top chord was used for the main span while a Warren truss design was used for the approach spans.

This bridge was the principal highway crossing at Aztec and was a major highway structure in the state upon its completion. It now serves as a one-lane bridge on the busi-



Fig. 36. **Animas River Bridge at Aztec** (No. 119)

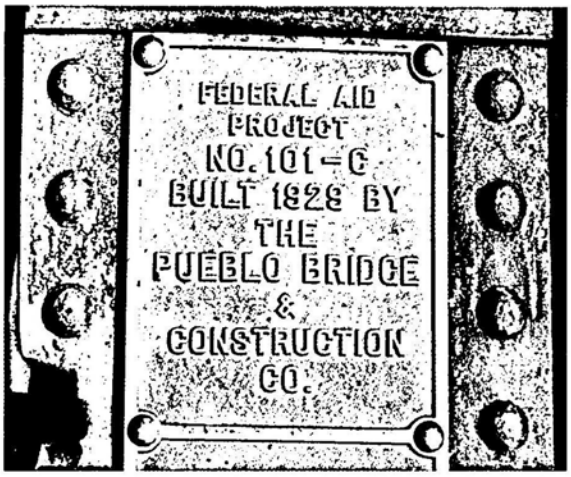


Fig. 37. **Animas River Bridge Nameplate** (No. 119)

ness route through Aztec. The Animas River Bridge is noteworthy in that it includes both a through truss and two pony trusses in its design. (Figures 36 & 37)

Animas River Bridge

No. 3681
NM 550 at Cedar Hill
San Juan County

This bridge is similar to the Animas River Bridge at Aztec. It includes a 200-foot Parker through truss span and two 75-foot Warren pony truss approach spans. J. H. Miller and Company was the contractor for the project.

The Animas River Bridge on NM 550 at Cedar Hill was completed in 1933. It was abandoned in 1964 when the highway was rerouted to the west and it no longer carries any traffic. A number of the steel members have been removed from the bridge and used for other purposes.

Rio Hondo Bridge*

No. 5272
NM 395 near Tinnie
Lincoln County

The Rio Hondo Bridge at Tinnie is a steel through truss with a polygonal top chord, distinctive of the Parker design. It is 142 feet in length and has a 19-foot roadway.

Highway Department records indicate that this bridge was originally constructed in 1927 at Bull Canyon in Quay County. In 1952, it was moved and erected at its present site by J. H. Ryan and Son. The Rio Hondo Bridge at Tinnie is a good example of the Parker steel truss which was preferred for moderate to long spans by the Highway Department. This bridge is in use on NM 395 and has been listed on the State Register of Cultural Properties. (Figure 38)

Rio Puerco Bridge

No. 2530
I-40 Frontage Road
near Albuquerque
Bernalillo County

Although the flow of the Rio Puerco west

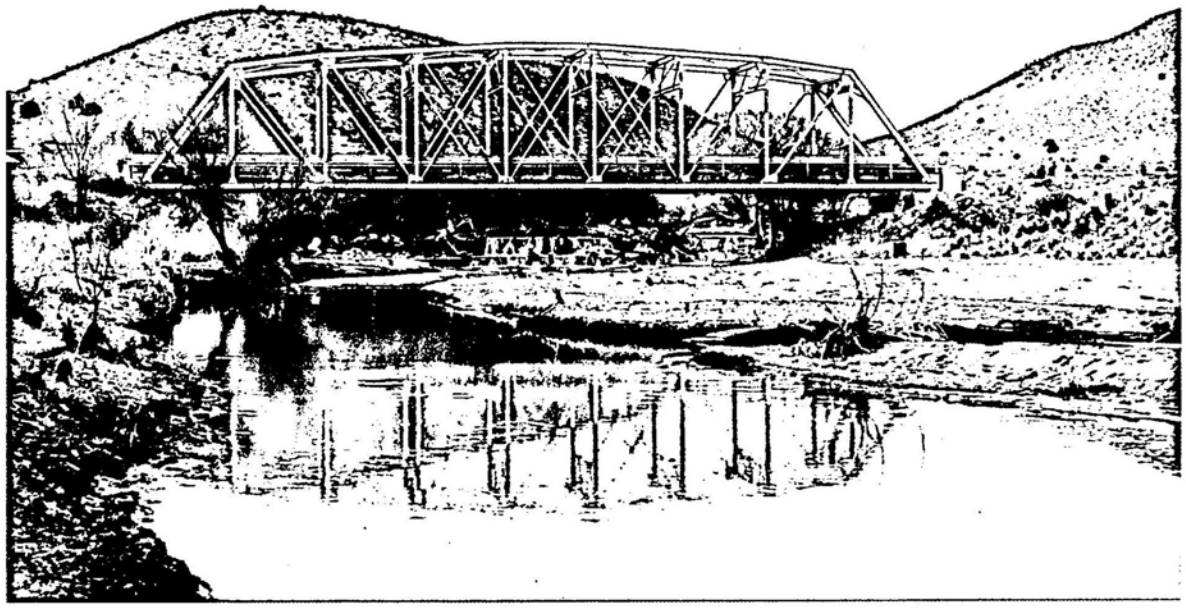


Fig. 38. **Rio Hondo Bridge near Tinnie** (No. 5272)

of Albuquerque is often negligible, the Puerco is known for its violent floods and embankment erosion. In view of this potential for failure, the State Highway Department selected a 250-foot Parker through truss for bridging the Rio Puerco at this location to eliminate the need for a center pier and to prevent washouts.

The 250-foot span over the Rio Puerco is one of the longest steel truss spans constructed in New Mexico. The bridge was fabricated by the Kansas City Structural Steel Company and was erected by F. D. Shufflebarger of Albuquerque in 1933. The Rio Puerco Bridge was a major highway structure on US 66 during the 1930s and 1940s. Repairs and remodeling of the bridge were completed in 1957. At the present time, it serves as a frontage road structure for I-40.

Raton Overpass
No. 1824
US 85 at Raton
Colfax County

This bridge represents one of the last major highway structures completed in New Mexico prior to World War II. The Raton Overpass on US 85 is composed of a steel through truss and two steel beam approach spans. The lengths of these spans are 71, 167 and 71 feet, respectively. The steel truss span is a Parker design and it is supported by massive concrete piers approximately 50 feet in height. The roadway width of the overpass is 26 feet.

The Raton Overpass was completed in 1940 by the Skousen Brothers. In addition to crossing over the two main tracks of the Santa Fe Railway, the overpass also crosses Raton Creek eliminating the need for a separate structure. This overpass was one of the last through truss spans constructed in the state.

Pecos River Bridge*
No. 1001
Private Road near San Jose
San Miguel County

This bridge was located on the main road from Las Vegas to Santa Fe near the route of the Santa Fe Trail. Highway Department records indicate that it was fabricated by the Missouri Valley Bridge and Iron Company and erected in 1921.

The Pecos River Bridge at San Jose is a steel through truss with a Parker design. This span has a 16-foot roadway and a length of 106 feet which is relatively short for a Parker truss. Two timber approach spans located on the east end of the bridge have collapsed due to a fire. The bridge has been abandoned and the site returned to a private land owner.

Glade Arroyo Bridge
No. 113
Private Road near Farmington
San Juan County

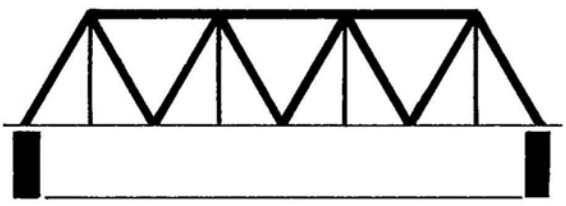
The Glade Arroyo Bridge is a single-span Parker through truss and has a length of 142 feet. This bridge was located over Glade Arroyo, northwest of Farmington. Upon completion of a new bridge over Glade Arroyo, it was moved intact several miles to an open field near the La Plata River where it is to be installed for a private crossing.

This bridge was erected in 1927 by C. A. Switzer of Basalt, Colorado. J. H. Ryan served as project engineer for the Highway Department during its construction. It is an example of a number of 142- foot Parker truss bridges built in New Mexico during the late 1920s and early 1930s.

Bolack Ranch Bridge
No. S-13
Private Road near Farmington
San Juan County

This bridge was originally a railroad structure located over the Animas River at Flora Vista, New Mexico. In 1981, it was moved intact by ex-Governor Tom Bolack to his ranch east of Farmington and placed across the San Juan River.

The Bolack Ranch Bridge is a Parker truss with pinned connections. It is 167 feet in length and has heavy steel members due to its railroad design. This bridge is a well preserved example of a steel railroad truss now used for vehicular traffic on a private road.



Warren Through Truss

The Warren truss was developed during the 1840s, about the same time as the Pratt truss. The Warren design is characterized by

its triangular shaped panels composed of diagonals acting alternatively in either tension or compression. Vertical members were often added from the top point of the triangular panels to the bottom chord to provide stiffening for the truss. Rigid metal beams were normally used for both the diagonal and vertical members. The Warren truss was widely used for bridge construction in the United States during the late 1800s and early 1900s and it continues to be popular for deck truss construction and other applications.

Construction of Warren through truss bridges was limited in New Mexico. The State Highway Department preferred Pratt and Parker truss designs for through truss bridges and they utilized the Warren design primarily for pony and deck truss spans. At the present time, only three Warren through truss bridges remain in New Mexico. The most impressive of these structures is the three span Warren through truss bridge over the Gila River near Cliff, New Mexico.

Gila River Bridge*

No. 1382
County Road 50 near Cliff
Grant County

The State Highway Commission was organized in 1912 and included Governor William C. McDonald, Land Commissioner Robert P. Ervien, and State Engineer James A. French. One of the earliest bridge projects funded by the Commission was the construction of the Gila River Bridge completed in 1915. This bridge was constructed on the state road between the mining districts of Silver City and Mogollon in southwestern New Mexico. It was an important link in the early state highway system connecting the mountainous Gila region with Silver City and the southern part of the state.

The Gila River is known for its torrential floods which made a major bridge structure necessary at this site. The bridge is a steel through truss structure with three main spans of 112 feet each and two timber approach spans of 20 feet each. The total length of the bridge is 376 feet.

The Gila River Bridge was fabricated by the El Paso Bridge and Iron Company. The original nameplate showing the date of construction and bridge fabricator is still located on the east portal of the bridge. The bridge has been by-passed and it is now in use as a single lane bridge on a county road. The Gila River Bridge is the oldest Warren through truss remaining in New Mexico. (Figures 39 & 40)

Largo Canyon Bridge*

No. 8118
County Road A-80 near Blanco
San Juan County

This bridge was originally constructed in 1928 over the San Juan River at Blanco by the Pueblo Bridge and Construction Company. In 1966, it was relocated about five miles east over Largo Arroyo on a county road.

The Largo Canyon Bridge is a steel through truss and has a total length of 254 feet. Its road-

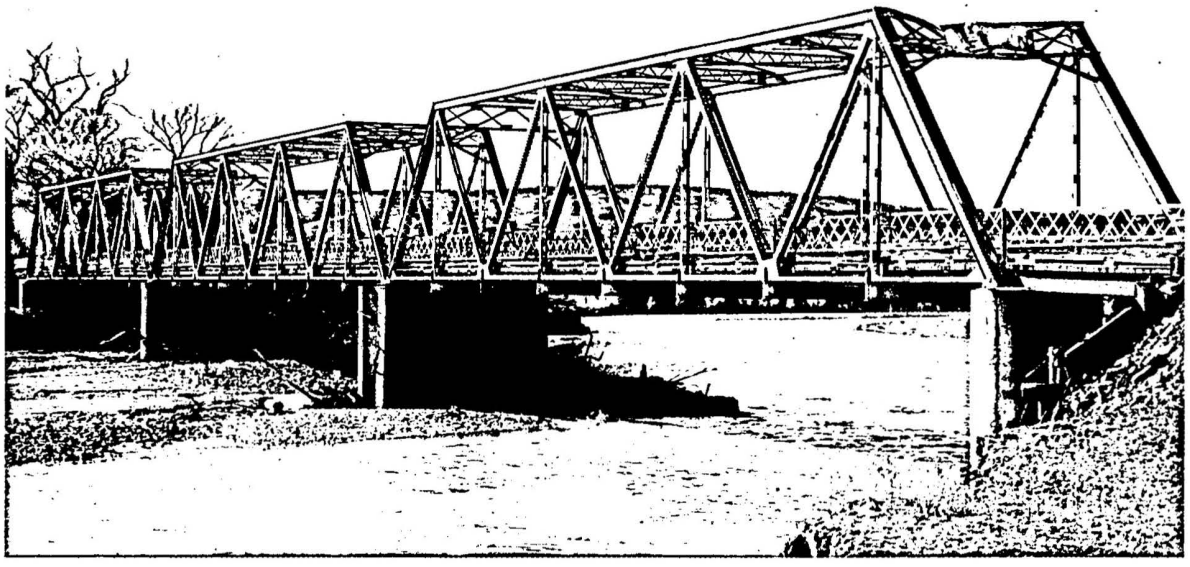


Fig. 39. **Gila River Bridge** (No. 1382)

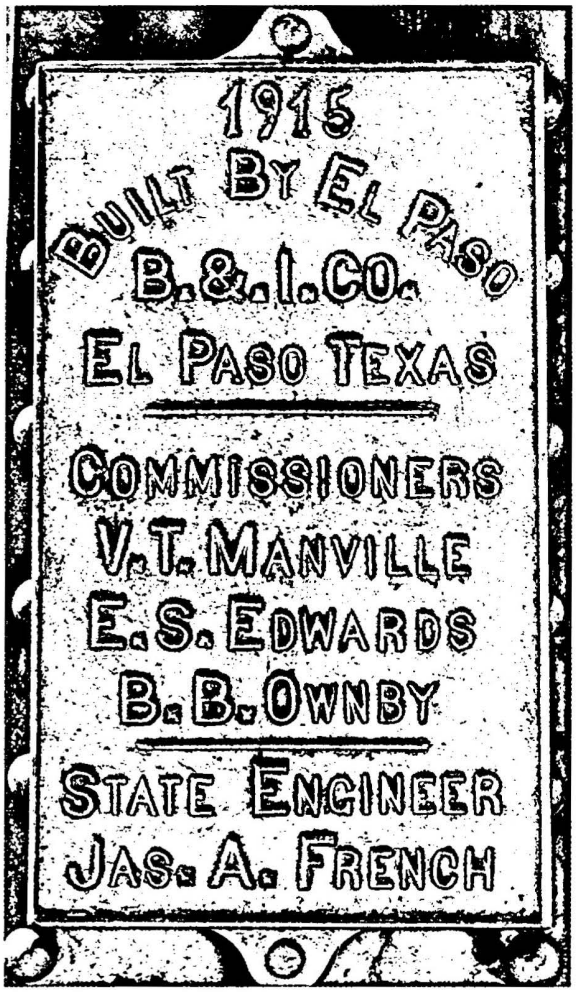
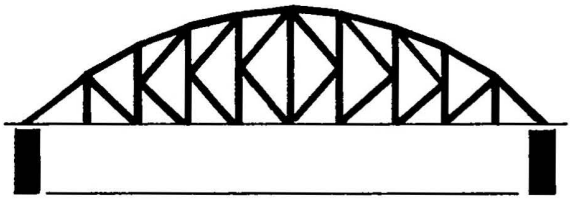


Fig. 40. **Gila River Bridge Nameplate** (No. 1382)

way is only 13 feet wide. A Warren truss consisting of seven triangular panels was used in its design. The Largo Canyon Bridge is one of the longest truss spans constructed in New Mexico.

Animas River Bridge
No. 401
Miller Street at Farmington
San Juan County

This bridge was erected in 1928 over the Animas River by the Pueblo Bridge and Construction Company. It includes a 200-foot Warren through truss and two 20- foot timber approach spans. In 1952, the bridge was damaged by a truck loaded with a bulldozer which hit and broke some of the overhead truss members. Steel beams were cut and spliced in order to repair the bridge. At the present time, the Animas River Bridge is used as a one-way crossing with traffic being controlled at each end by a stop light.



K Through Truss

The K truss was developed in the early 20th century and obtains its name from the K shaped outline of its members. It is a special type of subdivided truss where sub-diagonal and sub-vertical members have been added and other members rearranged to provide additional floor support and reduced bending moment. The K truss and other subdivided trusses such as the Baltimore and Pennsylvania trusses were designed for longer spans and represented an advancement over the standard Pratt and Warren truss designs.

Construction of bridges using the K truss design was limited. Only one K through truss bridge is known to have been built in New Mexico. It is the Otowi Truss Bridge over the Rio Grande between Santa Fe and Los Alamos.

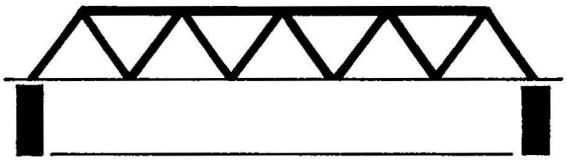
Otowi Truss Bridge
No. 3469
NM 4 at Otowi
Santa Fe County

This bridge was constructed in 1948 and replaced the suspension bridge over the Rio Grande at Otowi. It was constructed at the end of the truss building period in New Mexico and was the last new through truss to be erected in the state. The K truss design was used for this bridge due to its relatively long span to reduce the bending moment and secondary stresses in its members.

The Otowi Truss Bridge has a total length of 292 feet and a 24-foot roadway. It was fabricated by the Virginia Bridge Company and erected by Miller and Smith of Albuquerque. This bridge is the longest remaining truss span in the state and it is scheduled to be replaced by a new bridge at this site.

The Otowi Truss Bridge represents a unique truss design and one of the last built examples of the truss technology in New Mexico that was abandoned in favor of the use of modern steel beam and pre-stressed concrete construction. The site of this bridge is a historic crossing on the Rio Grande which has been in-

cluded on the National Register of Historic Places. (Figure 41)



Warren Pony Truss

A pony truss bridge is a small through truss bridge without lateral bracing between the top chords. They were normally used for spans from 50 to 100 feet. Many pony truss bridges were built in New Mexico during the early 1900s as county projects. The most popular design used for construction of these earliest pony truss bridges was the Warren, characterized by its triangular shaped panels. During the 1930s, the State Highway Department began to show a preference for pony truss bridges constructed with a Parker design and a standard length of 100 feet.

At the present time, there are eight Warren pony truss bridges known to remain in New Mexico. In addition, Warren pony truss spans remain as approach spans for the Animas River Bridge at Aztec (No. 119) and for the Animas River Bridge at Cedar Hill (No. 3681). Descriptions of these bridges are listed under the Parker Through Truss heading of this section.

Mora River Bridge*

No. 4984
NM 97 near Shoemaker
Mora County

This bridge was originally located over the Sapello River at Watrous, New Mexico. In 1934, a new bridge was constructed at this site and the old spans were moved east about eight miles to their present location.

The Mora River Bridge at Shoemaker is a steel pony truss with three spans of 76 feet each. The total length of the bridge is 230 feet. The truss members of the bridge are constructed of built-up lattice beams and are arranged in triangular shapes, characteristic of the Warren truss design. The roadway is 15 feet wide and the original steel guardrails are attached to the truss on each side. Masonry piers constructed with rough cut stones are used to support the truss spans.

According to Highway Department records, the bridge was fabricated by the Missouri Valley Bridge and Iron Company of Leavenworth, Kansas. It is presently used as a one lane bridge on NM 97. (Figure 42)

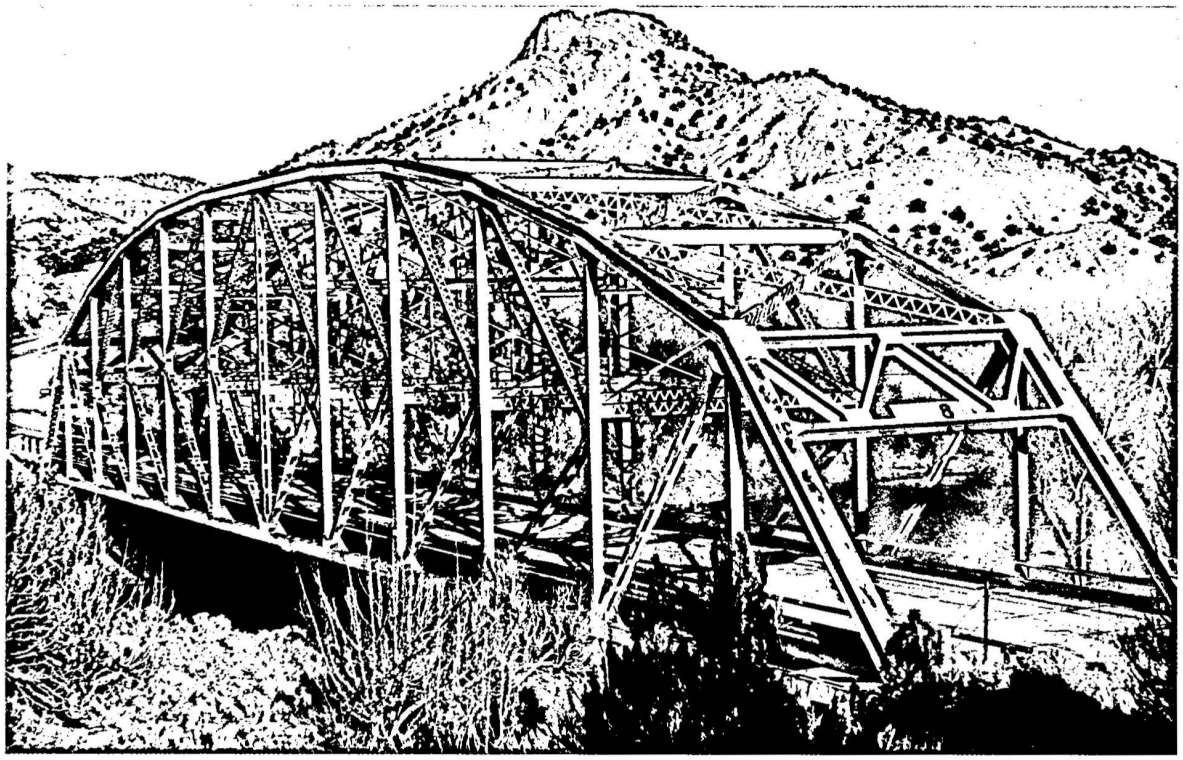


Fig. 41. **Otowi Truss Bridge** (No. 3469)

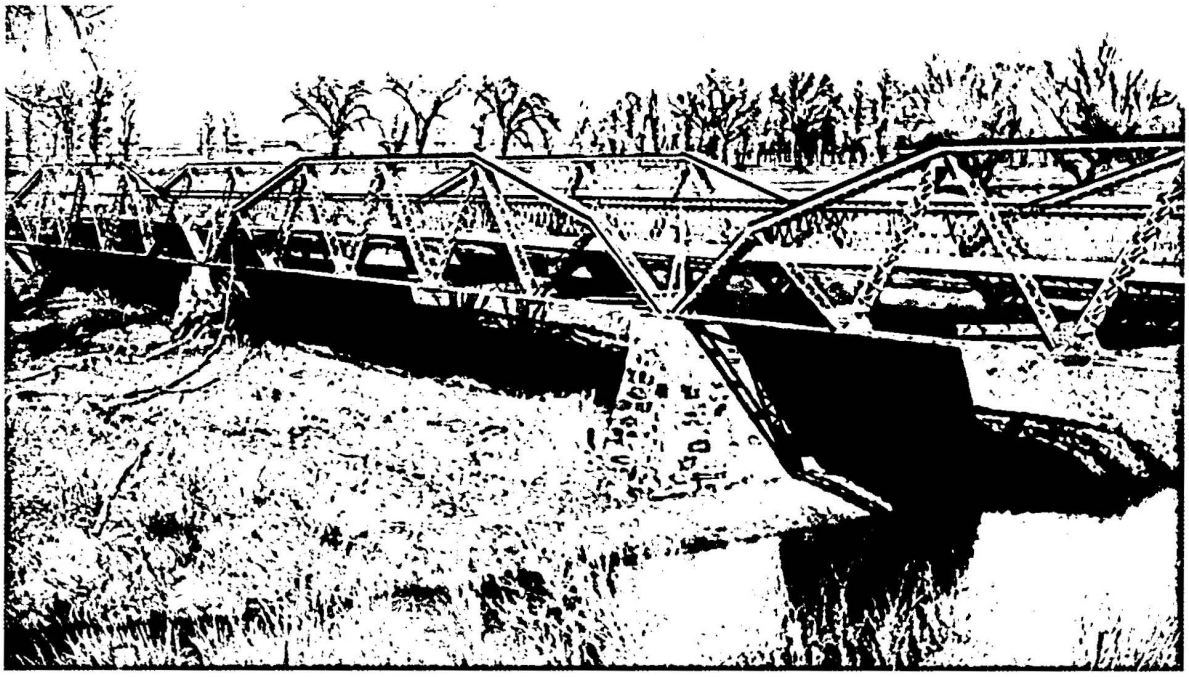


Fig. 42. **Mora River Bridge** (No. 4984)

Kearny's Gap Bridge*
No. 5507
NM 283 near Las Vegas
San Miguel County

This bridge was named for the opening in the range of hills southwest of Las Vegas which was used by General Stephen W. Kearny and his Army of the West in August, 1846, on their march to Santa Fe.

Kearny's Gap Bridge was constructed as a county project under the supervision of George E. Morrison, civil engineer of East Las Vegas, who prepared the plans for the project. Bids were received by the County Commissioners on September 20, 1913, and the Missouri Valley Bridge and Iron Company was awarded the project. Final plans, specifications and contracts were approved by State Engineer James A. French on September 24, 1913, and the project was completed in February of 1914.

This bridge is a steel pony truss structure and has a total length of 62 feet. A Warren truss design was used in its construction. The bridge has been abandoned in place and the site has been returned to a private owner.

Starkweather Canyon Bridge*
No. 2208
NM 12 near Reserve
Catron County

The Starkweather Canyon Bridge was constructed in 1939 as a Forest Service project about two miles east of Reserve, New Mexico. This bridge is a single span pony truss structure and has a length of 100 feet. The bridge is located on a slight curve in the road and the deck section is sloped to compensate against skidding.

Pony truss bridges were widely used in New Mexico for spans ranging up to 100 feet. The Starkweather Canyon Bridge is a good example of a Warren pony truss bridge with the added design feature of a superelevated deck.

Ute Creek Bridge
No. 8041
County Road D near Logan
Harding County

This bridge includes three of the five 90-foot steel pony truss spans which were fabricated in 1916 by the El Paso Bridge and Iron Company and were originally located over the Rio Grande at Las Cruces. A Warren design was used in their construction. Four of the five spans were disassembled and moved to Revuelto Creek on NM 39, southeast of Logan, sometime during the 1930s. On December 17, 1956, one of the spans was severly damaged by a truck and, in 1957, the remaining three spans were moved to Ute Creek, northwest of Logan.

Due to the raising of the spillway and enlargement of Ute Lake in 1984, the Ute Creek Bridge was removed and the three original spans were obtained by Harding County. The spans have been stockpiled at locations south of Gallegos, New Mexico, for installation over two arroyos.

The history of these spans exemplifies the versatility of truss bridges and the practice used by the Highway Department of moving them from place to place as conditions change.

Gallegos Bridge
No. 8040
County Road D at Gallegos
Harding County

This bridge is a 75-foot steel pony truss located over a small arroyo at Gallegos. It was originally designed as a Warren truss with six 15-foot panels, but one panel has been removed. This bridge is believed to be the damaged pony truss span moved from Revuelto Creek. The Revuelto Creek Bridge was fabricated in 1916 and was originally located over the Rio Grande at Las Cruces.

Carrizo Wash Bridge
No. 8153
County Road 191 near Salt Lake
Catron County

This bridge is located on a lightly traveled dirt road about three miles east of the Arizona border. The bridge is a steel pony truss span with a 68 foot length and a 16-foot roadway. Masonry abutments of local stone are used to support the bridge which includes a timber deck and guardrails.

The date of construction and the bridge builder are not known, but the Highway Department records indicate that the bridge was probably relocated from another site in 1940. This bridge is representative of the many Warren pony truss bridges which were used on county roads and secondary roads in remote areas of the state.

Chicorico Creek Bridge
No. 7743
County Road A-11 near Raton
Colfax County

This bridge has a 51-foot length and 15-foot roadway. It has a Warren truss design and it is supported by concrete abutments. The Chicorico Creek Bridge includes a timber deck and its original steel lattice guardrail. The bridge fabricator and contractor are not known but the bridge was probably constructed during the 1920s. (Figure 43)

Bonito Creek Bridge
No. 8019
Private Road near Hondo
Lincoln County

This bridge was completed in 1920 and is an early example of the Warren pony truss bridges which were once common throughout the state. It includes four panels of 15 feet each and has a total length of 60 feet. The design drawings for this bridge were signed by James A. French, New Mexico's first State Engineer.

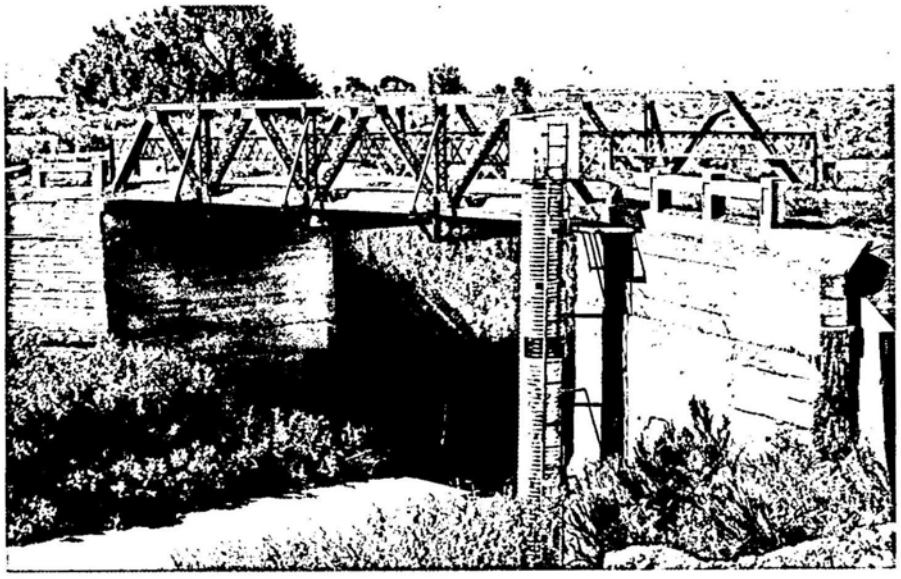
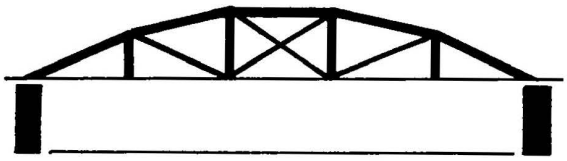


Fig. 43. **Chicorico Creek Bridge** (No. 7743)



Parker Pony Truss

The Parker truss is a variation of the Pratt truss design and is characterized by its polygonal top chord as compared to the horizontal top chord of the Pratt. During the 1930s, pony truss bridges of this type, with a standard length of 100 feet, were erected at a number of locations by bridge construction companies under contract to the Highway Department.

Five Parker pony truss bridges are known to remain in New Mexico. Among these is the Rio Grande Bridge at San Juan Pueblo which was a major bridge structure upon its completion.

Rio Grande Bridge*
No. 1578
NM 74 at San Juan Pueblo
Rio Arriba County

In January, 1925, C. J. Crandall, Superintendent of the Northern Pueblos, reported in the *New Mexico Highway Journal* that a bridge would be constructed across the Rio Grande at San Juan Pueblo by the Office of Indian Affairs. The new bridge was needed for access to farming lands located west of the Pueblo during periods when the river could not be forded. Plans were prepared by the Monarch Engineering Company of Denver and the bridge was completed later in 1925.

This bridge is a steel pony truss structure using a Parker design. It includes four spans of 100 feet each and has a 17.5 foot roadway. The bridge connects San Juan Pueblo on its east bank with the site of San Gabriel, the first capitol of New Mexico established by Oñate in 1598. San Gabriel has been designated a National Historic Landmark. The Rio Grande Bridge at San Juan Pueblo is presently in use as a one-lane crossing and it is the longest pony truss bridge remaining in the state. (Figure 44)

Gallinas River Bridge*
No. 900
County Road A-11 at Montezuma
San Miguel County

The Montezuma Hotel, once operated in connection with the Santa Fe Railway, was known for its luxurious accommodations and for its hot springs and mud baths. The existing hotel building, often referred to as Montezuma Castle, was constructed in 1886 and is now in use as a college headquarters.

Plans for the steel pony truss bridge at Montezuma are dated March, 1911, and the

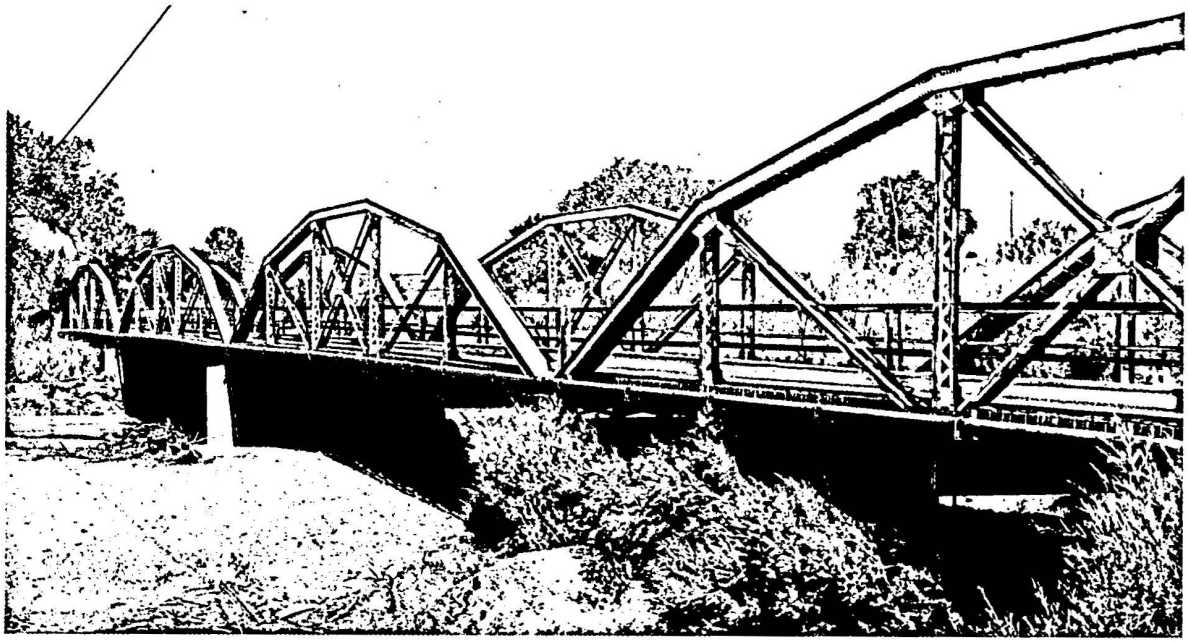


Fig. 44. **Rio Grande Bridge at San Juan Pueblo** (No. 1578)

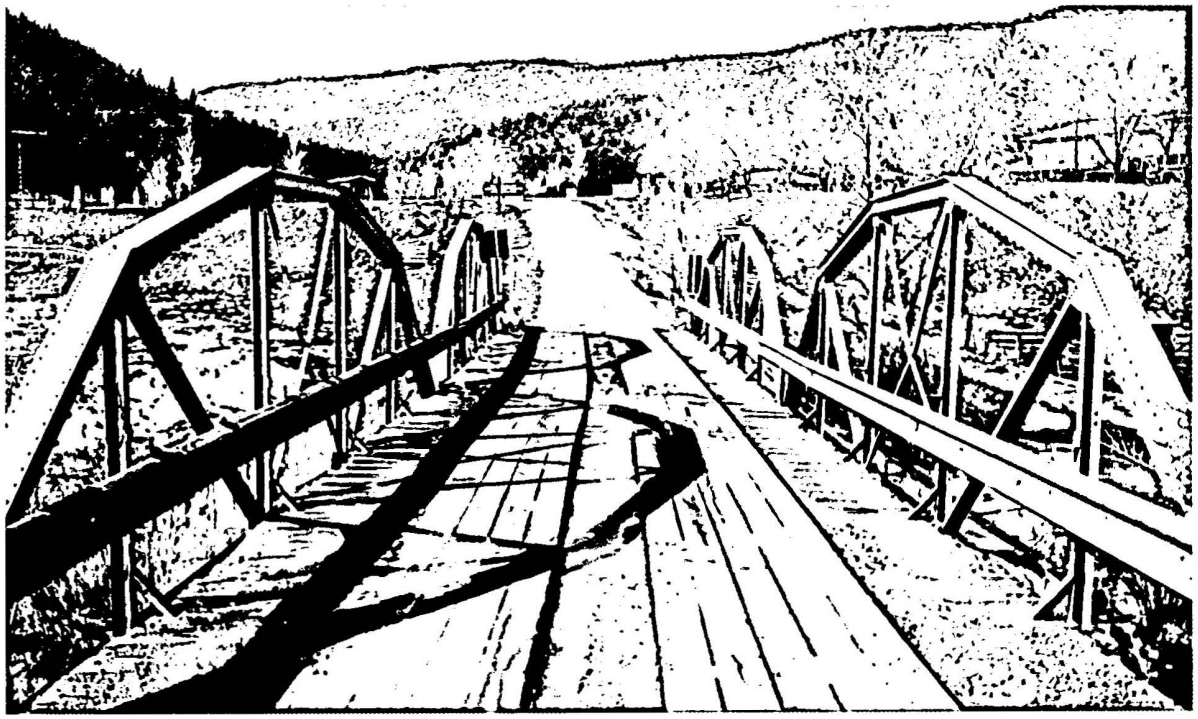


Fig. 45. Gallinas River Bridge at Montezuma (No. 900)

bridge was probably constructed shortly thereafter as a county project. The bridge includes two 70-foot spans which are supported by a concrete pier and abutments. A light-weight Parker truss with five panels of 14 feet each was used in the bridge design. This bridge adjoins the Montezuma Historic District and is a good example of the pony truss bridges which were once common on county and secondary roads in New Mexico. (Figure 45)

Rio San Jose Bridge*
No. 1778
I-40 Frontage Road near McCartys
Cibola County

The malpais area running from Grants to McCartys is known for its expanse of rocks and fissures remaining from a prehistoric lava flow. Road construction was difficult in the early days because of the absence of a suitable roadbed. The Rio San Jose Bridge was completed in 1936 on the edge of the malpais area near McCartys. This bridge is a steel pony truss having a 100-foot length. It was well suited for the short crossing over the rock canyon of the Rio San Jose at this location.

The Rio San Jose Bridge was designed by the State Highway Department and erected by the Skousen Brothers. The truss is of a Parker design with a polygonal top chord. This bridge is presently used on a frontage road of I-40.

Rio San Jose Bridge
No. 2540
Private Road near Correo
Cibola County

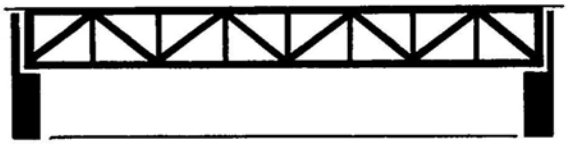
This 100-foot long pony truss was completed in 1934 and served for many years on US 66 west of Albuquerque. A Parker design was used in its construction. This bridge is supported on each end by a concrete abutment tied into a rock ledge. The bridge at Correo was abandoned upon completion of I-40 and is now used for a private road.

Arroyo Aguaje Bridge
No. 3806
US 64 near Tres Piedras
Taos County

Tres Piedras was established in 1879 as a water stop for steam locomotives on the Denver and Rio Grande Railway. It was named for the three large outcrops of granite located near the community. The Arroyo Aguaje Bridge is located about one mile east of Tres Piedras over a small but steep rock canyon.

This bridge is a steel pony truss span and is well suited for this site. It has a length of 100 feet and a 24-foot roadway. It was completed in 1934 as a National Recovery Project and is an example of the steel pony truss bridges

which were built during the 1930s in New Mexico.



Steel Deck Truss

The truss system for a deck truss bridge is located underneath the bridge floor with the top chords carrying the traffic load. The Warren truss design, with its characteristic triangular panels, was normally used for deck truss construction. The use of a deck truss is limited to sites such as across deep canyons where adequate clearance for the truss is available under the roadway.

Each of the seven deck truss bridges remaining in New Mexico are of a Warren design, except the Rio Grande Gorge Bridge which is a continuous deck truss of special design.

Rio Grande Gorge Bridge*
No. 6462
US 64 near Taos
Taos County

Although the Rio Grande Gorge Bridge is often referred to as a steel arch bridge because of the appearance of its main span, it is more properly described as a continuous steel deck truss. This bridge has truss spans of 300, 600 and 300 feet and a 36-foot steel I-beam approach span at each end. It has a total length of 1272 feet and a 28-foot roadway. It was fabricated by the American Bridge Company and erected by J. H. Ryan and Son in 1965. A high line spanning the gorge was used to position the steel box beam members during its construction. The total cost of the bridge was $2,153,000.

The Rio Grande Gorge at this location is 1200 feet wide and 600 feet deep. The steel deck truss is attractively positioned across the gorge and its appearance is very compatible with its surroundings. The Rio Grande Gorge Bridge was designed by the New Mexico State Highway Department Bridge Design Section and it won first place for the most beautiful span in 1966 in competition sponsored by the American Institute of Steel Construction. This bridge is an outstanding example of modern bridge construction in the western United States. Although this bridge is relatively new, it is included in the survey as an exception because of its engineering significance and beauty. (Figure 46)

Percha Creek Bridge*
No. 1519
NM 90 near Hillsboro
Sierra County

In order to complete a good highway across the Black Range connecting the mining districts of Hillsboro and Silver City, a special two mill levy was passed by the State Legislature

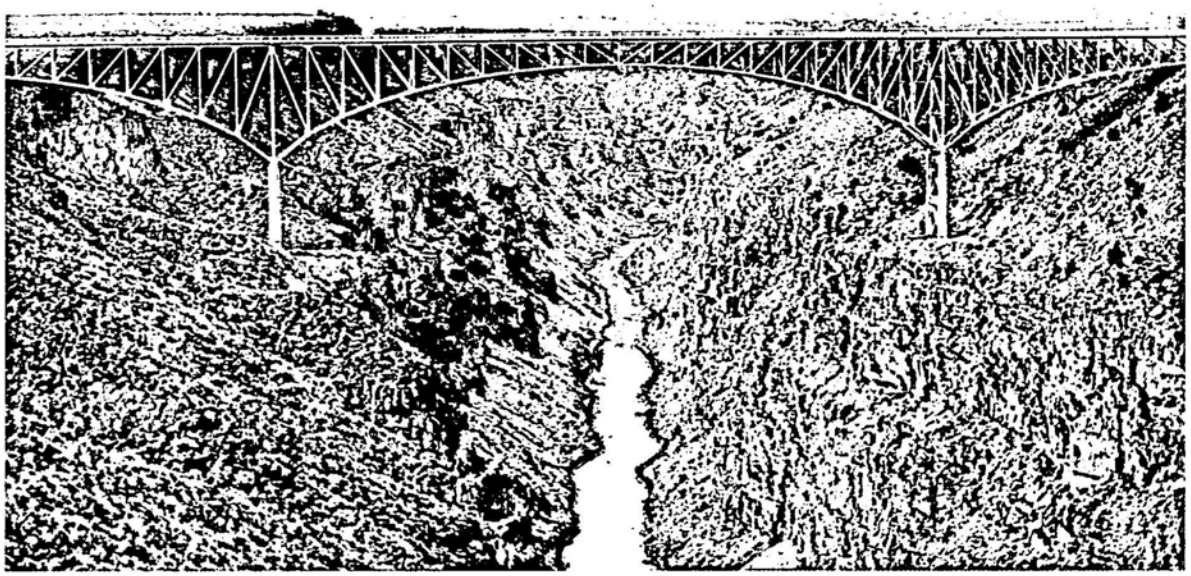


Fig. 46. **Rio Grande Gorge Bridge** (No. 6462)

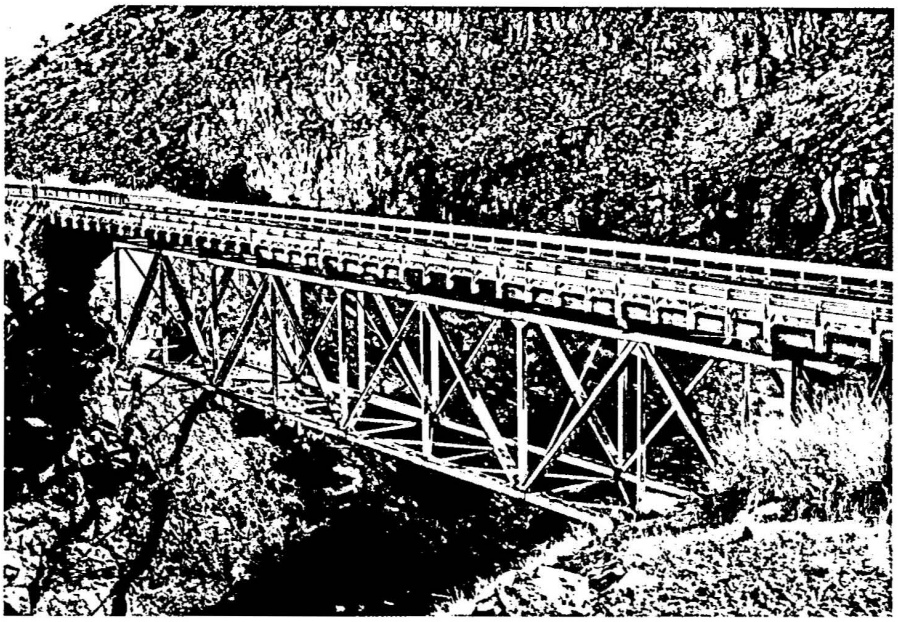


Fig. 47. **Percha Creek Bridge** (No. 1519)

for Grant and Sierra counties. The proceeds of the mill levy were used as the state share to match federal aid funds to complete the project.

The route selected for the highway over the Black Range passed over a number of watercourses and steep canyons. Three major bridge structures were required over Percha Creek between Hillsboro and Kingston in order to complete the road. The greatest obstacle along the route was the crossing over the canyon located about two miles west of Hillsboro. At this site, the New Mexico State Highway Department selected a steel deck truss.

The deck truss over Percha Creek is of a Warren design with four panels of 40 feet each. A 25-foot timber approach span is located on each end of the deck truss providing a total bridge length of 210 feet. This bridge was completed in 1927 by the Ware Company of El Paso. William S. Henderson served as project engineer for the Highway Department during its construction. This bridge is the earliest known steel deck truss remaining in New Mexico. (Figure 47)

San Francisco River Bridge*

No. 2211
US 180 near Luna
Catron County

This bridge is located on US 180 near the Arizona border west of Luna, New Mexico. The site is over a deep canyon which allowed the use of a steel deck truss to complete the crossing. The San Francisco River Bridge near Luna includes a 122-foot Warren deck truss and two 33-foot steel beam approach spans. The total length of the bridge is 188 feet. The bridge was designed by the Bureau of Public Roads and constructed in 1934 as a Forest Service project.

Canadian River Bridge

No. 5285
US 54 at Logan
Quay County

The first bridge spanning the Canadian River Canyon at Logan was a 734-foot steel arch structure constructed in 1922 by the Midland Bridge Company. Upon its completion, it was acclaimed as a major engineering achievement. It was also recognized as an important structure on the Atlantic-Pacific Highway which was an early transcontinental route extending from New York to Los Angeles. (Figure 13)

In 1954, the original steel arch was replaced by the present steel deck truss bridge. The total length of this bridge is 726 feet and it includes three 192- foot truss spans and three 50-foot steel I-beam spans. A Warren truss design was used for the deck trusses which are supported by concrete piers. In recent years, the bridge has been remodeled and a new light-weight deck has been added.

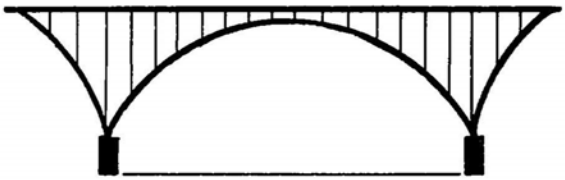
The Canadian River Bridge was designed by the Highway Department's Bridge Design Section and was erected by J. H. and N. M. Monaghans. This bridge is one of the largest steel truss highway structures in the state and it is attractively situated over the Canadian River Canyon.

Nogal Canyon Bridges
Nos. 6776 & 6777
I-25 near Elephant Butte Reservoir
Socorro County

Two parallel deck truss bridges were constructed on I-25 over Nogal Canyon in 1968. Each bridge includes a 265-foot Warren deck truss and two 54-foot steel beam approach spans. Each bridge carries two lanes of one-way traffic. The bridges were fabricated by Robberson Steel Company and erected by Schultz and Lindsay Construction Company. These bridges are examples of steel truss construction adapted for modern highway use.

Seboyeta Creek Bridge
No. S-98
NM 297 at Seboyeta
Cibola County

This bridge is a portable deck truss with pinned connections. The bridge is 87 feet long and has a 32-foot roadway. Six panels having a Warren truss design are pinned together to form this bridge. Markings on the bridge indicate that it was a military bridge assigned to the Marine Corps Supply Center at West Yermo, California. The Seboyeta Creek Bridge is believed to have been obtained and installed by a uranium mining company for access to some of its properties east of the community of Seboyeta.



Steel Arch

The arch design is one of the most attractive structural forms adapted for bridge use. Steel two-hinged arches are generally applicable for bridges from 600 to 900 feet in length. The arch design reduces the bending moment in the structure but requires foundations which are capable of carrying large horizontal thrusts. Arch construction is specialized and usually proceeds from each end until the bridge is joined at the center.

The first steel arch bridge known to have been built in New Mexico was located over the Canadian River at Logan. It was replaced in 1954 by the present deck truss and was later demolished. Information concerning this bridge is included in the description of the Canadian River Bridge (No. 5285) listed under the Warren Deck Truss heading of this section. Only one steel arch bridge remains in New Mexico and it was built at Los Alamos as a federal project by the Atomic Energy Commission.

Los Alamos Canyon Bridge*
No. 7622
NM 4 at Los Alamos
Los Alamos County

One of the largest and most impressive bridge structures in the state is the steel arch bridge over Los Alamos Canyon. This bridge connects Los Alamos National Laboratory technical areas with residences and businesses located at Los Alamos townsite. Prior to its construction, the technical areas were reached by way of a looping road which dropped down into Los Alamos Canyon and then back up to the other side. This road was both inconvenient and dangerous due to the steep grades. Under the leadership of Carroll Tyler, Atomic Energy Commission manager of the Laboratory, funds were obtained and the bridge across the canyon was completed in 1951.

The Los Alamos Canyon Bridge is 820 feet in length and consists of a 442.5-foot arch span and six other spans of 62 feet each. At its center point, the bridge is 180 feet above the canyon floor. The bridge is constructed of steel box beams and has a concrete deck which now carries four traffic lanes and a sidewalk.

The designer of the bridge was Finney and Turnipseed of Topeka, Kansas. The bridge was fabricated by the American Bridge Company and erected by Vinson Construction Company of Phoenix, Arizona, at a cost of $850,000. Although this bridge is less than 40 years old, it has been included in the survey as an exception because of its association with the early days of atomic research at Los Alamos, and because of its engineering significance. (Figure 48)



Steel Beam

Steel I-beam bridges with concrete piers

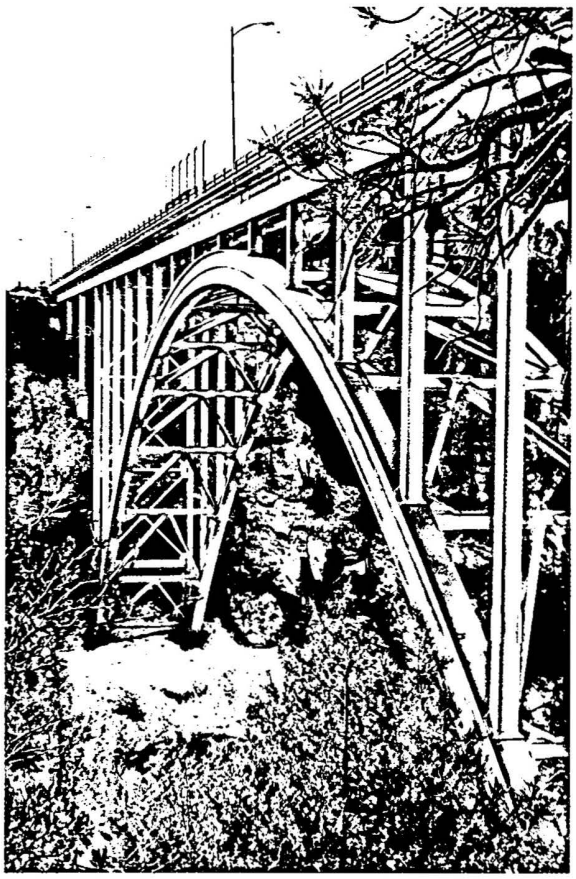


Fig. 48. Los Alamos Canyon Bridge (No. 7622)

and abutments gained widespread use by the New Mexico Highway Department during the later 1930s. A standard design using 30- inch I-beams and 50-foot spans was preferred by the Highway Department at many locations. Although steel I-beams for bridge construction were available much earlier, the Highway Department was probably reluctant to use this bridge design until later because of the higher initial cost over timber beam construction.

Steel I-beam bridges also gained popularity in New Mexico for use as railroad overpasses and provided a marked advantage over timber construction since the steel beams would not be susceptible to fire from cinders from steam locomotives. A number of railroad overpasses were built in New Mexico during the 1930s with steel beams and concrete piers because federal funding was available for these projects.

There are hundreds of steel beam bridges in use in New Mexico at the present time on state, county and municipal roads. The following 10 bridges are examples of steel beam bridges built prior to World War II. These examples also include two railroad overpasses built for convenience and improved public safety.

Galisteo River Bridge*

No. 166
County Road 33 at Galisteo
Santa Fe County

The site of Galisteo was originally settled as an Indian Pueblo. During the early 1600s, a Spanish mission was established at Galisteo but it was later abandoned because of the Pueblo Revolt of 1680. In 1706, Galisteo was re-established by the Spanish and has survived as a small rural community to the present time.

The Galisteo River Bridge is a steel I-beam bridge and has five spans of 40 feet each. The total length of the bridge is 202 feet and it has an 11-foot roadway. The steel I-beams were fabricated by the American Bridge Company and the bridge was completed in 1927 by James Harvey.

This bridge is an early example of a steel I-beam bridge construction in New Mexico and it is unusual because it is supported by timber piers and has a timber deck instead of the customary concrete. The site of the bridge adjoins the old settlement of Galisteo which has been designated as a Historic District. (Figure 49)

Rio Grande Bridge

No. 1704
US 70 at Las Cruces
Dona Ana County

The Rio Grande Bridge at Las Cruces was completed in 1931 during the term of Governor Authur Seligman. This bridge is unusual in that it is composed of timber piers, steel beam spans and a concrete deck and guardrails. A total of five 24-inch I-beams were used as stringers under the driving lanes and one 18- inch I-beam was used under the sidewalk. The bridge includes 16 spans of 31 feet each and has a total length of 496 feet.

The Rio Grande Bridge at Las Cruces was designed by the State Highway Department and was built by R. E. McKee. It represented a major highway structure for its day and is noted for its unusual combination of construction materials.

Coal Avenue Viaduct

No. 1773
Coal Avenue, Albuquerque
Bernalillo County

The Coal Avenue Viaduct is a massive steel

beam and concrete structure completed in 1936 over the Santa Fe Railway yards near downtown Albuquerque. The viaduct replaced an earlier structure built about 1900. The present structure includes 17 spans and has a total length of 914 feet. A system of cantilever and suspended beams with link and pin connections is utilized to support the concrete deck. Attractively constructed concrete piers are located between the railroad tracks to support the bridge beams.

The Coal Avenue Viaduct was one of a number of grade crossing elimination projects in New Mexico funded by the federal government during the 1930s. The viaduct was designed by the State Highway Department and constructed by W. E. Bondurant of Roswell. It is a good example of the large scale New Deal municipal projects which were built to provide employment and to improve public safety.

Galisteo River Bridge

No. 1782
NM 41 near Galisteo
Santa Fe County

This bridge was constructed in 1936 by A. O. Peabody at a site about one-half mile south of the community of Galisteo. It is a steel I-beam bridge with concrete piers and abutments. It includes four 60- foot spans and has a total length of 240 feet. Each span is constructed of five 36-inch I-beams which support the concrete deck. This bridge is an early example of "modern" steel I-beam construction which was used extensively by the New Mexico State Highway Department after World War II.

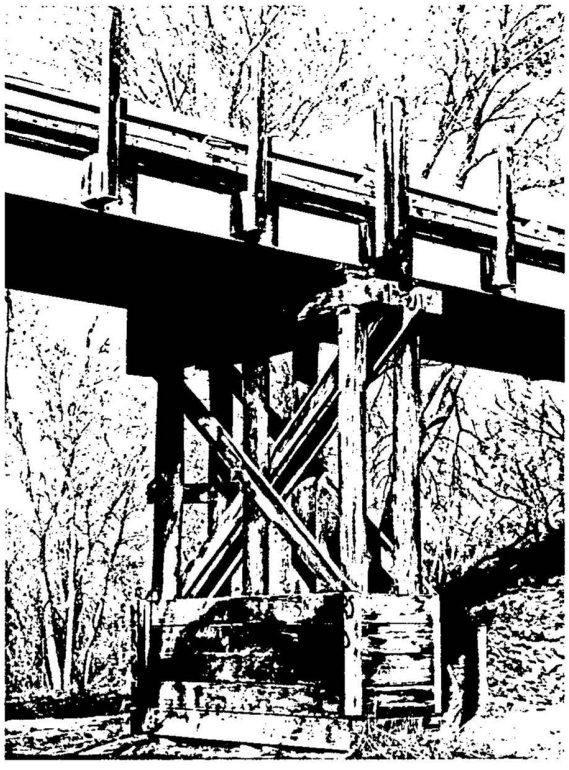


Fig. 49. **Galisteo River Bridge** (No. 166)

Alamosa River Bridge

No. 1796
I-25 Frontage Road near Truth or Consequences
Sierra County

The Alamosa River Bridge was by-passed by I-25 and is now located at the end of a frontage road. This bridge is a steel I-beam bridge with seven spans of 50 feet each and a total length of 350 feet. It was completed in 1937 by Hayner and Burn, and is an example of steel I-beam construction which was gaining popularity in New Mexico at that time. (Figure 50)

San Cristobal Creek Bridge

No. 1814
NM 41 near Galisteo
Santa Fe County

This bridge replaced an earlier steel pony truss bridge over San Cristobal Creek at a site one mile south of Galisteo. It is a steel I-beam bridge completed in 1939 by Henry Thygesen. The bridge includes three 70-foot spans which are very long I-beam spans for that period. This bridge is also an example of steel I-beam bridge construction which was preferred by the Highway Department during the late 1930s and following World War II.

Tucumcari Overpass

No. 1820
NM 104 at Tucumcari
Quay County

The Tucumcari Overpass was completed in 1940 over the Southern Pacific Railway yards in order to provide a safe grade separation for NM 104 north of the city. This overpass is constructed of eight steel beam spans and has a total length of about 500 feet. The concrete deck includes two 12-foot traffic lanes and an eight-foot sidewalk. A curve was included in the overpass plan in order to allow for placement of the structure at right angles to the railroad tracks.

This overpass is an example of a large pre-

World War II bridge structure. The curve included in its design was unusual for this period in New Mexico.

Clines Corners Overpass

No. 1825
US 285 at Clines Corners
Torrance County

Clines Corners is a well-known tourist stop at the junction of I-40 (formerly US 66) and US 285, established by Ray Cline who set up a service station at this site about 1934. This overpass is a steel I-beam structure with concrete piers and abutments. It has spans of 40, 62, 44, 62 and 40 feet and a total length of 248 feet. The first section of the overpass was completed in 1940. In 1955, it was extended to its present length. The Clines Corners Overpass is reported to be the first highway grade separation in the state.

Rio Grande Bridge

No. 1836
Oñate Street, Española
Rio Arriba County

Construction bids were opened for the Rio Grande Bridge at Española on October 29, 1940, and it was completed the following year. The contractor for the project was Sanders Brothers Construction Company. This bridge was built as a Federal-Aid Project and it was one of the last major highway structures completed in New Mexico prior to the United States entering World War II.

The Rio Grande Bridge was constructed of steel I-beams and concrete piers and abutments. This bridge includes fourteen 60-foot spans and two 35- foot approach spans, and has a total length of 920 feet. It is an early example of the modern I-beam design which was used extensively by the Highway Department during the 1950s and 1960s.

Bataan Memorial Bridge

No. 1838
US 62 at Carlsbad
Eddy County

Between 1940 and 1945, shortages of workers and materials due to World War II forced the curtailment of most road and bridge building in New Mexico except for military purposes. The Bataan Memorial Bridge was constructed as a military access project to the potash mines east of Carlsbad. It was the last major bridge completed by the State Highway Department for the duration of World War II.

This bridge is a steel beam structure with a concrete deck and piers. It includes 8 spans of 50 feet each and has a total length of 400 feet. A newer parallel bridge has been completed and the original bridge now carries two lanes of eastbound traffic across the river.

The original bridge was completed in April, 1942, by W. E. Bondurant at a cost of about $78,000. On July 5, 1942, it was dedicated as the Bataan Memorial Bridge in honor of New Mexico's 200th Coast Artillery, whose men were then prisoners of the Japanese.

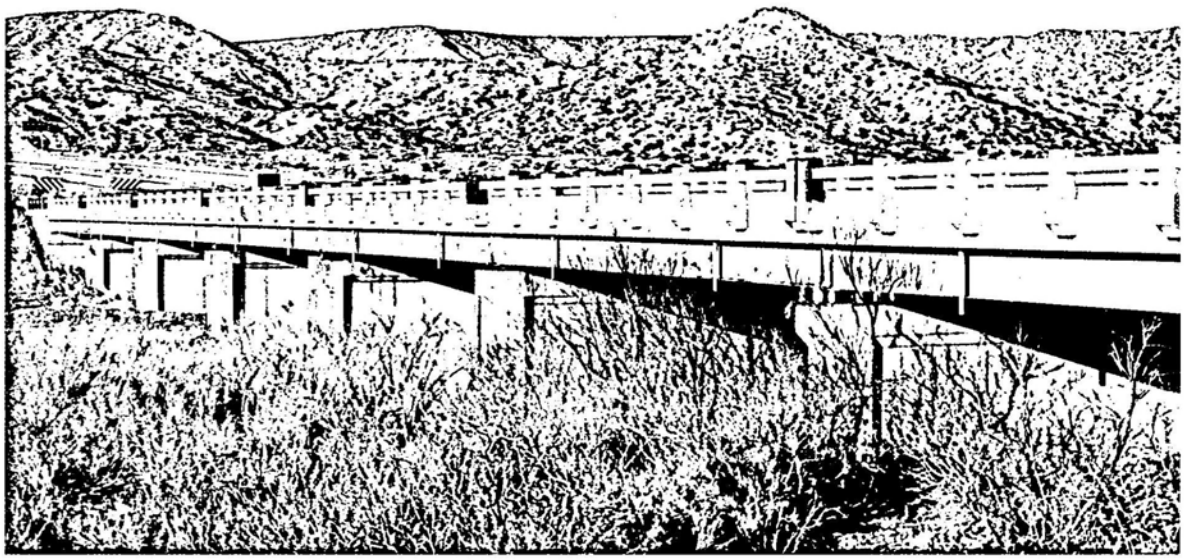
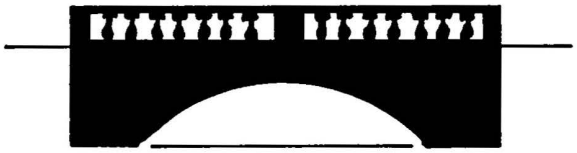


Fig. 50. **Alamosa River Bridge** (No. 1796)



Masonry and Concrete Arches

Although very attractive and durable, masonry and concrete arch bridges were not built in great numbers in the United States. A few small masonry arch bridges and culverts were constructed in New Mexico near the turn of the century. These structures were usually built as municipal projects at communities such as Raton, Las Vegas and Santa Fe where stonecutters had previously been employed for construction of masonry buildings. Construction of concrete arch bridges was limited in New Mexico during the early 1900s due to the cost of transportation and the cost of forming and pouring concrete.

At this time, three masonry arch structures are known to remain in New Mexico. One of these structures located in Raton was widened by the addition of a concrete arch section. Two arch bridges constructed entirely of concrete also remain. The most impressive of these is the Gallinas River Bridge on Bridge Street in Las Vegas.

Gallinas River Bridge*

No. 1549
NM 65 at Las Vegas
San Miguel County

Bridge Street provided the link between the two communities which developed into present day Las Vegas. West Las Vegas, also known as Old Town, was established in 1835 as a Spanish settlement by settlers arriving from San Miguel del Bado on the Pecos River. This settlement grew up around the central plaza which served as the focal point of the community. West Las Vegas also prospered in its early years due to its position as a stop and trade center along the Santa Fe Trail. In 1879, the Santa Fe Railway entered the area one mile east of the Old Town plaza and a new community immediately began to prosper around the commercial activity brought about by the railroad. Buildings were constructed and businesses were established along Bridge Street following the entry of the railroad.

The existing bridge on Bridge Street was constructed of two concrete arch spans and replaced an earlier steel through truss. It has a total length of 154 feet and a roadway of 44 feet. This bridge was completed in 1909 by the Missouri Valley Bridge and Iron Company of Leavenworth, Kansas, at a cost of $32,000. In addition to vehicular traffic, the bridge carried electric trolley cars until 1926. (Figure 10)

This bridge is an example of an early concrete bridge built in the territorial days before statehood in 1912. It is known for its attractive arch design and decorative concrete railings. Its style and appearance is consistent with the surrounding buildings and it has been included in the Bridge Street Historic District. It is also the longest concrete arch bridge remaining in New Mexico. (Figure 51)

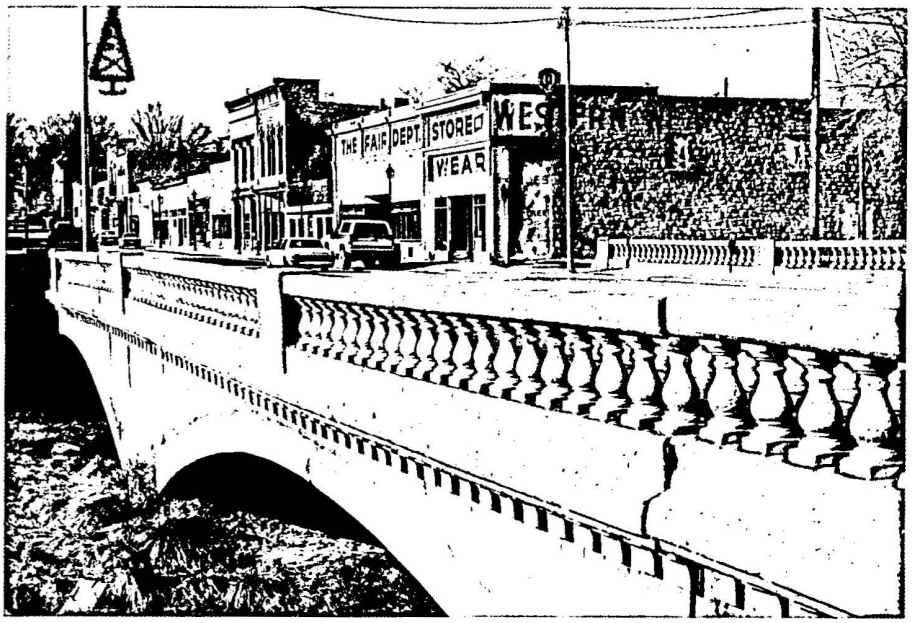


Fig. 51. **Gallinas River Bridge at Las Vegas** (No. 1549)

Hot Springs Boulevard Culvert*
No. S-44
Hot Springs Boulevard,
Las Vegas
San Miguel County

This structure is a masonry arch culvert located over an arroyo on Hot Springs Boulevard in Las Vegas. This boulevard served for many years as the main connection between West Las Vegas and the Montezuma Hotel and Hot Springs located northwest of the town.

The Hot Springs Boulevard Culvert has an arch opening of 18 feet and a total width of 188 feet. It was constructed of a brown sandstone and was completed as a county project in 1888. This culvert is located near the Las Vegas Plaza Historic District and represented a major public works project upon its completion. The Hot Springs Boulevard Culvert is the oldest known bridge structure remaining in New Mexico. (Figure 52)

North 1st Street Bridge*
No. 7546
North 1st Street, Raton
Colfax County

Raton was established as the Santa Fe Railway entered New Mexico from Colorado in 1879. Raton was a major railroad and coal mining center during the late 1800s and early 1900s. During this period, a number of attractive masonry buildings including the Palace Hotel were constructed in Raton by immigrant stonecutters.

The North 1st Street Bridge is one of only a few masonry arch bridges constructed in New Mexico. It has a length of 73 feet and an arch opening of 28 feet. Some of the stones used in its construction ranged up to eight feet in length. This bridge, completed in 1903 by Walter Sharp, is an excellent example of an early masonry bridge and stonecutting craftsmanship.

North 2nd Street Bridge
No. 4872
North 2nd Street, Raton
Colfax County

The North 2nd Street Bridge has a length of 51 feet and an arch opening of 48 feet. The original masonry bridge was widened from 20 feet to 33 feet by the addition of a concrete arch section.

The builder and completion date of the original structure are not known but early photographs of the city indicate that its construction was sometime after the completion of the masonry bridge on North 1st Street. The North 2nd Street Bridge is also a good example of an early masonry structure although it has been altered by the addition of the concrete section.

Don Gaspar Avenue Bridge*
No. 3023
Don Gaspar Avenue, Santa Fe
Santa Fe County

The Don Gaspar Avenue Bridge was built across the Santa Fe River in 1934 with federal funds under the National Recovery Municipal Program. This bridge is a concrete arch bridge and has a length of 52 feet. The attractive shape and lines of the bridge fit in well with its setting along the Santa Fe River Park between downtown and the capitol area.

This bridge was featured in the introduction of the 1933-1934 *Biennial Report of the State Highway Engineer.* It is located within the Santa Fe Historic District and is unusual

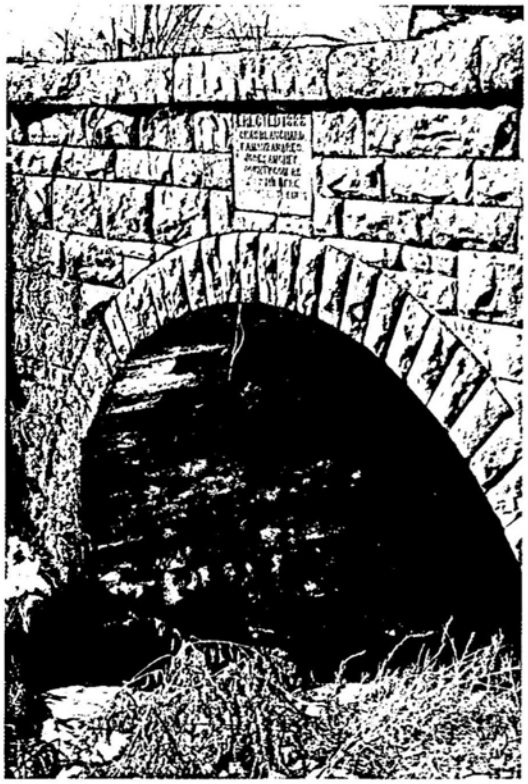
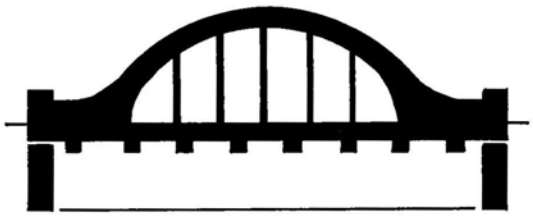


Fig. 52. **Hot Springs Boulevard Culvert** (No. S-44)

because of its arch design. It is also a good example of a number of municipal public works projects built in New Mexico during the 1930s.



Concrete Rainbow Arch

The concrete rainbow arch is based upon a design patented by James Marsh in 1912. A concrete arch is located on each side of the roadway to support the bridge deck by means of vertical concrete members. Since concrete is not a good material for carrying tension, adequate steel reinforcement was necessary for the vertical members to support the deck. This design became popular in the Midwest during the 1920s for spans of 50 to 150 feet.

Only one concrete rainbow arch is known to have been built in New Mexico and it remains in use as a one-lane bridge in Santa Fe.

Bridge of the Hidalgos*

No. 701
Grant Avenue, Santa Fe
Santa Fe County

The Bridge of the Hidalgos is located on Grant Avenue over Arroyo Mascaras in Santa Fe. This bridge is a concrete rainbow arch constructed in 1920 by the Midland Bridge Company. It has a total length of 54 feet and a 16-foot roadway. A four-foot wide sidewalk is located on the outside of each arch.

The Bridge of the Hidalgos is the only known concrete rainbow arch built in New Mexico. It is presently in use carrying limited traffic on Grant Avenue and it has been recognized for its unique design by being listed on the State Register of Cultural Properties. (Figures 53 & 54)



Concrete Truss

A truss bridge is generally thought of as a framework of steel members, some of which react to loads in tension and others in compression. The use of concrete for truss construction is most unusual because of its weight and poor tensile strength. This shortcoming was overcome by the addition of large steel reinforcement rods. The method of construction was also unique in that the truss systems were poured in a molding form and then lifted into place.

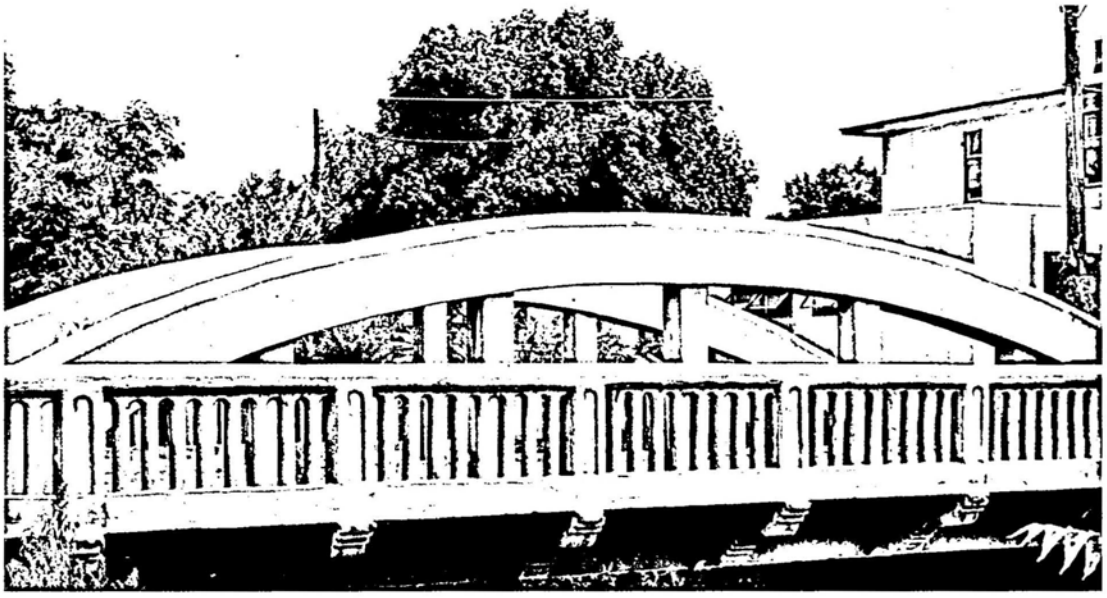


Fig. 53. **Bridge of the Hidalgos** (No. 701)



Fig. 54. **Bridge of the Hidalgos Inscription** (No. 701)

This design was first introduced in New Mexico by the Missouri Valley Bridge and Iron Company under the general supervision of George E. Morrison, civil engineer of East Las Vegas, acting in behalf of San Miguel County. The first bridge of this type was completed over the Gallinas River at Las Vegas in 1914. The county government appeared to favor this bridge design and selected it for construction at three other known sites. Two of these bridges in San Miguel County remain operational at this time. The other bridge remains intact but it is not usable because the timber approach spans have washed out. The original concrete truss bridge built at Las Vegas under Morrison no longer exists.

Variadero Bridge*

No. 3964
NM 104 at Variadero
San Miguel County

This bridge was constructed over the Conchas River by the Missouri Valley Bridge and Iron Company probably between 1915 and 1920. It was completed as a county project under the supervision of J. B. Franzini, County Engineer.

A concrete pony truss design was used for this bridge. It includes four 50-foot spans and a 15-foot roadway. Each span consists of two reinforced concrete truss sections connected by concrete floor beams and a deck. The concrete for the bridge is said to have been mixed by hand at the site and poured into molds. The completed trusses, floor beams and deck were lifted into place after the concrete had gained sufficient strength.

The Variadero Bridge was by-passed in 1966 and it is now used as access to several homes. This bridge is the largest of four concrete truss bridges known to have been constructed in San Miguel County during the early 1900s. Its design is unique since reinforced concrete is not normally associated with truss construction because of its poor tension carrying ability. The Variadero Bridge is noteworthy because of its unusual design and pre-cast construction. (Figure 55)

El Cerrito Bridge*

No. 4962
County Road 28-A at El Cerrito
San Miguel County

This bridge is also a concrete pony truss and is located over the Pecos River at the community of El Cerrito. It includes two 55-foot truss spans and four 15-foot timber approach spans. The total length of the bridge is 170 feet.

The Pecos River Bridge at El Cerrito is similar in design and construction to that of the Variadero Bridge. It is presently in use on a county road and provides the only access across the Pecos River to El Cerrito.

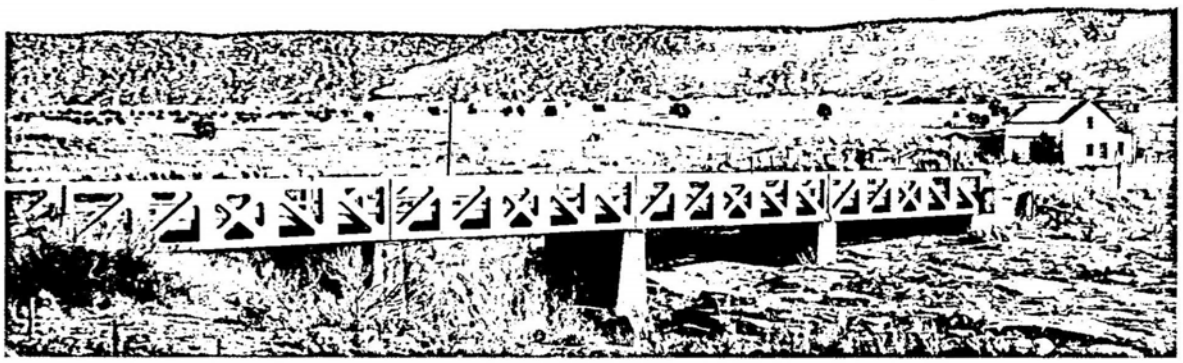
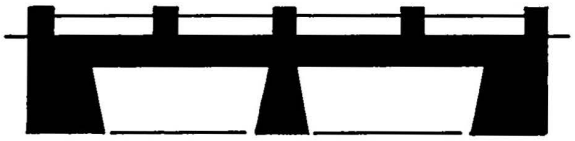


Fig. 55. **Variadero Bridge** (No. 3964)

Isadora Bridge
No. 877
Private Road near Isadora
San Miguel County

This site includes the remains of a concrete pony truss bridge similar in design to that of the bridges at Variadero and El Cerrito. It has three spans of 50 feet each supported by concrete piers. The timber approaches at each end of the bridge have been washed out and the bridge now stands alone in the middle of the streambed.

The Isadora Bridge was constructed by the Missouri Valley Bridge and Iron Company under the supervision of J. B. Franzini, County Engineer. Plans for the bridge were approved by State Engineer James A. French in 1917. The bridge has been abandoned and the site is now located on a privately owned ranch.



Concrete Beam

The use of concrete beam bridges gained popularity in the United States after the turn of the century as steel reinforcement was improved. Construction of concrete beam bridges came later in New Mexico because of the cost of transportation and pouring concrete. Steel truss and steel beam bridges with concrete piers and abutments were usually preferred by the State Highway Department over the use of concrete beams during the 1930s. The first large scale use of concrete beam bridges in New Mexico was by the International Boundary Commission in 1941. The Commission utilized a standard pre-cast design to complete eight bridges across the Rio Grande as part of channel improvements in southern New Mexico and Texas.

There are now hundreds of concrete beam and slab bridges in use in New Mexico. The following examples were selected as representative of this type of bridge construction.

Cameron Creek Bridge
No. 1315
Maple Street, Central
Grant County

This bridge was completed in 1922 and is constructed entirely of reinforced concrete. It includes three spans of 31 feet each and has a total length of 93 feet. The roadway of this bridge is only 17 feet wide due to its early date of construction.

The Cameron Creek Bridge was constructed as a Federal-Aid Project and it represents an early example of concrete bridge construction in New Mexico.

Maria Chavez Arroyo Bridge
No. 8
US 85 near Algodones
Sandoval County

This bridge is a concrete structure completed in 1927. It includes two 40-foot concrete spans and a concrete pier and abutments. The roadway of the bridge is 20 feet in width. The guardrails along each side of the bridge were renovated in 1958. This bridge is located on US 85 and is also an example of early concrete bridge construction in New Mexico.

Delgado Street Bridge*
No. 4075
Delgado Street, Santa Fe
Santa Fe County

This bridge is a concrete structure completed across the Santa Fe River in 1928. It has a 40-foot span and 20-foot roadway. The concrete beams and deck appear to have been poured in place. The Delgado Street Bridge is typical of the small concrete bridges which were built for municipal use prior to World War II. The site of this bridge adjoins the Santa Fe River Park and is located within the Santa Fe Historic District. (Figure 56)

Brushy Canyon Culvert
No. S-110
US 180 near Alma
Catron County

This 19-foot long structure is a simple concrete slab supported by masonry abutments. The masonry is of attractively cut stone and the concrete slab remains in good condition. It is typical of the small bridges and drainage structures built during the 1930s on Forest Service lands to provide employment and improved public roads. This bridge has been by-passed by the State Highway Department and is no longer in use.

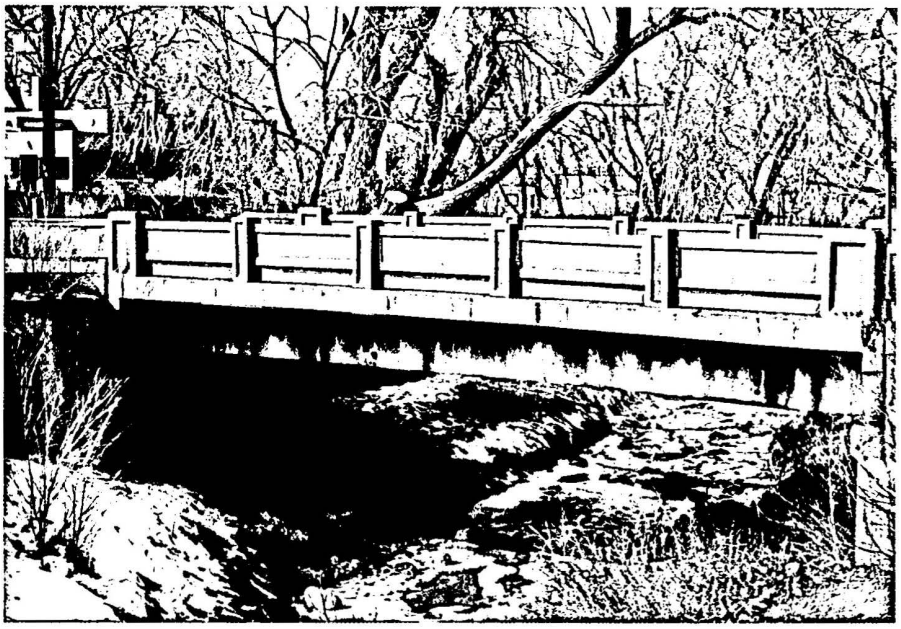


Fig. 56. Delgado Street Bridge, Santa Fe (No. 4075)

New Mexico Avenue Culvert
No. S-46
New Mexico Avenue, Las Vegas
San Miguel County

The New Mexico Avenue Culvert is an example of the small labor intensive projects completed in the state during the depression era. This structure has an opening of 14 feet in width and a total length of 88 feet. The channel walls of the culvert are constructed of cut stones. The span over the opening is a concrete slab. A dedication plaque is located on the west headwall and is inscribed with the words "Built by W.P.A. 1942".

Rio Grande Bridges
Nos. 2873, 4263, 4264, 4283, 4551 & 4552
International Boundary Commission
Dona Ana County

During the late 1930s and early 1940s, a major canalization and bridge building project was completed on the lower Rio Grande by the International Boundary Commission. The project included construction of eight concrete bridges from Hatch to El Paso.

Standard plans were prepared by the Boundary Commission for the Country Club, Borderland, Vinton, Berino, Vado, Mesquite, Shalem and Hatch-Rincon bridges. Each bridge was constructed with pre-cast concrete pilings. A concrete cap was installed after the pilings were driven into the streambed. Reinforced concrete beams and the deck for each bridge were then installed.

Under the standard Boundary Commission design, each concrete span was 34 feet in length and the roadway was 20 feet wide. Most of the bridges constructed included 14 spans and had a total length of 476 feet.

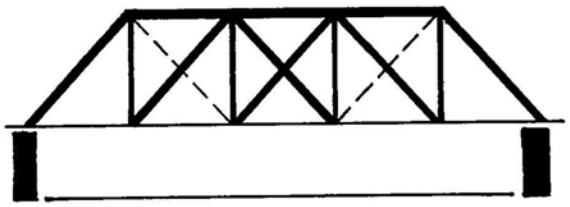
Six of the Boundary Commission bridges located in New Mexico have been recorded. These bridges represent a large-scale federal project in which standard plans were successfully used for the design of similar concrete structures.

Rio Grande Bridge
No. 5484
NM 46 near Corrales
Bernalillo County

The Rio Grande Bridge at Corrales was completed in 1956 by Sharp and Fellows to replace an earlier steel truss bridge. The bridge is constructed of pre-stressed concrete beams supported by steel piers with concrete caps. The bridge is composed of 19 spans of 50 feet each and has a total length of 950 feet.

The Rio Grande Bridge at Corrales was designed by the New Mexico State Highway Department and was the first pre-stressed concrete bridge constructed in the state.

This bridge is located on NM 46 which now serves as a major connecting route between Albuquerque and the communities located west of the Rio Grande.



Timber Truss

The Howe truss was patented by William Howe in 1840 and became a very popular truss design for timber construction. Timbers worked well for the diagonal members of the Howe truss since these members are in compression when a load is applied. Iron rods were used for the vertical members which support the bridge floor and act in tension.

The Howe and other truss designs adaptable for timber construction such as the King Post and Queen Post are known to have been used at a number of locations in New Mexico. During the 1920s and 1930s, there were several timber truss bridges across the Rio Grande in northern New Mexico. At this time, there are three timber truss bridges remaining in the state. The most noteworthy of these bridges is located across the Rio Grande at Embudo.

Rio Grande Bridge*

No. S-19
Private Road at Embudo
Rio Arriba County

Embudo is the site of the first systematic stream gaging station in the United States established in 1888 by order of John Wesley Powell, director of the U.S. Geological Survey and explorer of the Grand Canyon. The station was established to refine stream gaging techniques and to train young engineering school graduates in the art of stream gaging. Embudo was also a water stop for steam locomotives on the Denver and Rio Grande Railway between Antonito, Colorado, and Santa Fe. This site has been designated a Historic District and a Civil Engineering Landmark.

The Rio Grande Bridge at Embudo is believed to have been moved to this site in 1922 from Española. This bridge is a timber pony truss with three spans of 55, 65 and 62 feet, and a total length of 182 feet. It has a Howe truss design with timber diagonals and iron rods for vertical members. A masonry pier and a rock crib pier are used to support the spans. The rock crib pier is built of river stones held in place by logs.

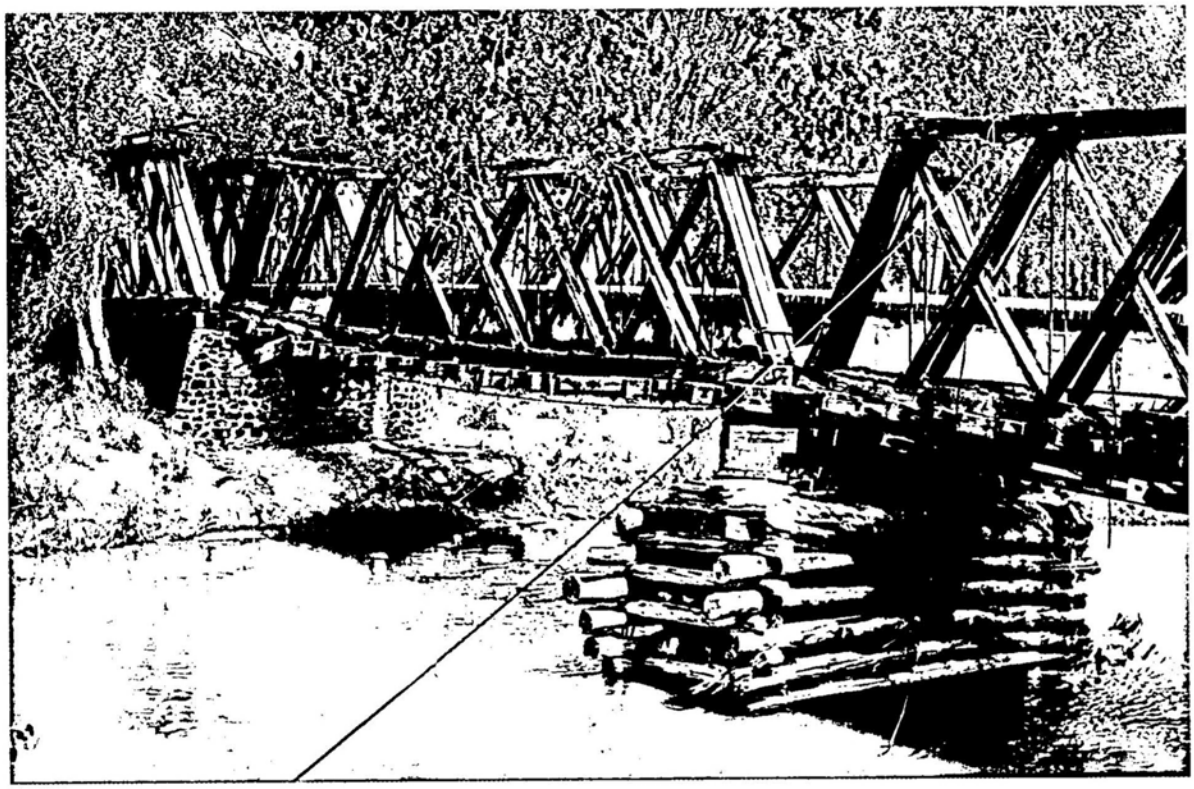


Fig. 57. **Rio Grande Bridge at Embudo** (No. S-19)

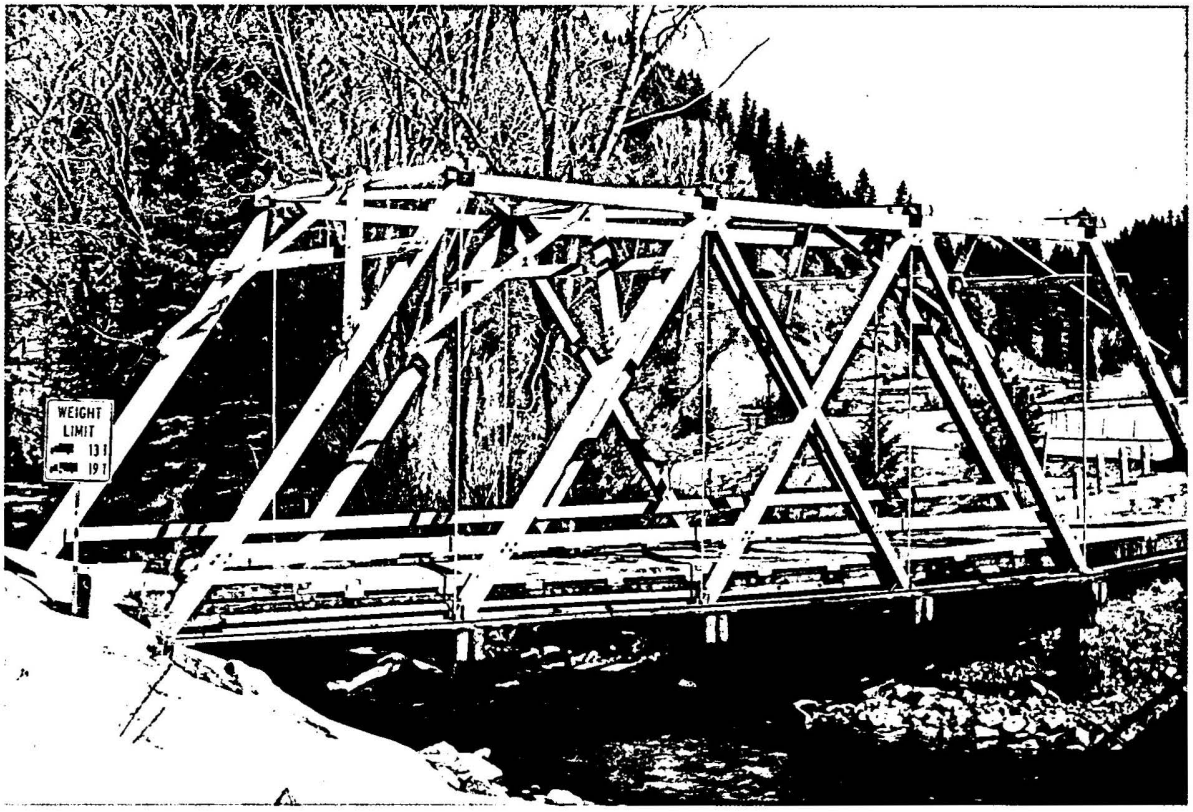


Fig. 58. **Pecos River Bridge at Terrero** (No. 239)

In recent years, steel I-beams were added over the top of the truss deck in an attempt to stabilize the structure and to keep the bridge usable. The bridge at Embudo is now privately owned and it is the last remaining example of the timber truss bridges which were once common across the Rio Grande in northern New Mexico. (Figure 57)

Pecos River Bridge*

No. 239
NM 63 at Terrero
San Miguel County

The Pecos River Bridge at Terrero is a timber through truss originally constructed in 1921 as a Forest Service project. This bridge is one of four timber truss bridges constructed by the Forest Service over the Pecos River above the Village of Pecos. In 1944, the bridge was renovated by Skousen Brothers Construction Company and salvaged railroad rails were installed to replace the bottom chord of the truss. This innovation was featured in the April, 1945, issue of *Roads and Streets Magazine*.

This bridge is a Howe through truss with five panels of 15 feet each and with steel rods used for the vertical members. The total length of the span is 75 feet and the roadway is 15 feet wide. The setting of the bridge is in a high mountain canyon adjacent to the old mining district of Terrero.

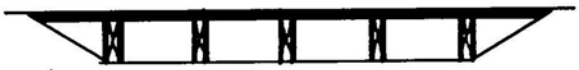
This bridge has been by-passed and preserved in place by the New Mexico State Highway and Transportation Department and it is now used by hikers and horseback riders for crossing the river. The Pecos River Bridge at Terrero is the last timber through truss known to exist in New Mexico. (Figure 58)

Ghost Ranch Bridge

No. S-1
Private Road near Abiquiu
Rio Arriba County

The King Post truss is the simplest of the truss forms with diagonal members in compression and the vertical member in tension. An iron rod was often used as the vertical member.

The Ghost Ranch Bridge was built during the 1970s and is a replica of the timber King Post truss design used at a number of sites in New Mexico during the early 1900s. This bridge is 40 feet in length and has an 11-foot roadway. It is privately owned and the only King Post bridge known to remain in the state.



Timber Beam

The use of timber beams for bridge construction in New Mexico ranged from primitive log spans across small arroyos to timber trestle bridges over 1,000 feet in length. Early timber bridges were often no more than two logs placed across a watercourse with planks nailed to the top to form a single driving lane. During the 1920s, the Highway Department began the use of timber treated with a creosote preservative for bridge construction. Treated timber bridges with standard 25- foot spans were preferred by the Department for crossing the wide flood plains of the lower Rio Grande and other rivers. These bridges were economical and could be easily repaired since new pilings could be added and individual spans could be repaired or replaced.

Although many timber beam bridges have been replaced in recent years, there are still a large number of these structures remaining in use on secondary roads in New Mexico. The following eight bridges represent some of the earliest and longest examples of these structures.

Rio Grande Bridge*
No. 2591
US 85 near Radium Springs
Dona Ana County

The Rio Grande Bridge at Radium Springs is representative of timber trestle bridge construction which reached its peak in New Mexico during the 1930s. This bridge consists of 19 spans of 25 feet each. The total length of the bridge is 475 feet.

The Rio Grande Bridge at Radium Springs was designed by the Highway Department and was completed in 1933. In later years, the roadway was widened to 29 feet. The bridge is located about 15 miles north of Las Cruces and remains in use as a two-lane highway bridge on US 85. The Rio Grande Bridge at Radium Springs is located near the site of Fort Selden, a military outpost established in 1865. This bridge has been included on the State Register of Cultural Properties as an example of the timber trestle bridges constructed in New Mexico. (Figure 59)

Rio Grande Bridge
No. 1669
US 85 near Arrey
Sierra County

The Rio Grande Bridge located on US 85 south of Arrey is a timber trestle bridge complete with timber piers and deck. This bridge is composed of 21 standard spans of 25 feet each and has a total length of 525 feet. It was completed in 1929 and was later widened to 29 feet. It was a major highway structure upon its completion and is an example of timber bridge construction used extensively by the Highway Department during the 1920s and 1930s. (Figure 60)



Fig. 59. Rio Grande Bridge at Radium Springs (No. 2591)



Fig. 60. **Rio Grande Bridge near Arrey** (No. 1669)

Trujillo Arroyo Bridge
No. 1666
US 85 near Arrey
Sierra County

This bridge is located on US 85 north of Arrey and includes eight 25-foot spans. Concrete piers were originally constructed to support the timber spans. The bridge was later widened to 29 feet by the addition of a timber piling on each side of the concrete piers. It was completed in 1929 and repaired a number of times in later years due to flood damage.

Rio Grande Bridge
No. 1671
US 85 at Hatch
Dona Ana County

The Rio Grande Bridge at Hatch is also representative of the timber trestle bridges widely used by the Highway Department. This bridge includes 23 spans of 25 feet each and has a total length of 575 feet. It was completed in 1931 and was rebuilt after a fire in 1950. This bridge was later widened from 19 to 29 feet by the addition of new timber pilings.

Rio Grande Bridge
No. 3248
NM 28 near Black Mesa
Dona Ana County

The Rio Grande Bridge near Black Mesa is located in the Mesilla Valley about six miles south of Las Cruces. It is a timber trestle bridge consisting of 14 spans at 25 feet each. The total length of the bridge is 350 feet and the roadway is 23 feet wide.

This bridge was completed in 1934 according to the Highway Department records. It is typical of the timber trestle bridges which were once common over the Rio Grande in southern New Mexico.

Percha Creek Bridge
No. 2510
US 85 near Caballo
Sierra County

The Percha Creek Bridge was built in 1937 as a Bureau of Reclamation Project. The new bridge was necessary because of the channelization of Percha Creek and the construction of Caballo Dam by the Bureau during 1937 and 1938. This bridge is a timber beam bridge with nine spans of 27 feet each and a total length of about 241 feet. Massive concrete piers averaging about twenty feet in height were constructed to support the timber stringers and deck. This bridge was a major highway structure upon completion and it is noteworthy because of its association with the Caballo Dam Project.

Rio Grande Bridge
No. 1831
NM 51 at Elephant Butte State Park
Sierra County

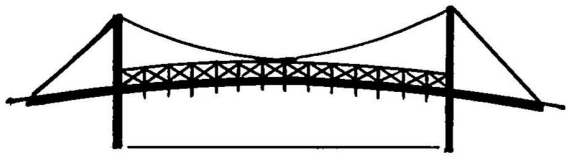
This bridge is located on NM 51 at the entrance of Elephant Butte State Park. It is a timber trestle bridge consisting of ten 25-foot

spans and measures 250 feet along its centerline. This bridge is unusual for a timber bridge since it was constructed on a curve in the highway. The piers are offset from a straight line and the deck is superelevated to compensate for the curve.

This bridge was completed in 1940 by W. E. Bondurant. The bridge is attractively located in the canyon below Elephant Butte Dam and is presently used for access to the dam and state park.

Cuchillo Negro Creek Bridge
No. 1832
NM 51 near Truth or Consequences
Sierra County

The Cuchillo Negro Creek Bridge was also built in 1940 by W. E. Bondurant. Although it was not built on a curve, it is similar in materials and construction to that of the bridge at Elephant Butte State Park. The Cuchillo Bridge includes twelve timber spans at 25 feet each and is supported by timber piers and abutments. The roadway was later widened to 25 feet and a four-foot sidewalk was added to the north side. This bridge is located near the confluence of Cuchillo Negro Creek and the Rio Grande and it is a good example of the standard timber trestle bridge construction which was used extensively by the Highway Department.



Suspension

Suspension bridges, generally associated with great engineering projects such as the Brooklyn Bridge and Golden Gate Bridge, were utilized on a much smaller scale in New Mexico. The first suspension bridges in the state were constructed as county projects. J. S. Thurston and Sons built a 232-foot long suspension bridge over the Animas River at Aztec in 1908. This bridge is said to have been the only bridge in the county over the Animas and San Juan Rivers to survive the disasterous flood of 1911. The Thurstons reportedly built other suspension bridges in San Juan County. Suspension bridges were also built in Chavez County during the early 1900s over the Pecos River near Hagerman and near Lake Arthur. The Hagerman Bridge failed in 1920 due to a herd of stampeding steers and the Lake Arthur Bridge collapsed in 1956 due to an overloaded cattle truck. (Figures 21 & 22)

The New Mexico State Highway Department became interested in suspension bridges during the 1920s since these bridges could span relatively long crossings and the towers could be set back away from the bank where they would not be washed out. The Highway Department completed two suspension bridges in 1924, one over the Chama River at Abiquiu and the other over the Rio Grande at Otowi. The Otowi Suspension Bridge is now the only remaining example of an "engineered" suspension bridge in the state.

Otowi Suspension Bridge*
No. 369
NM 4 at Otowi
Santa Fe County

The Otowi Suspension Bridge was completed over the Rio Grande in 1924. The bridge has a 174-foot span and 10-foot wide timber roadway. A concrete tower was erected at each end to support the cables. Timber stiffening trusses were installed along each side of the roadway representing a major engineering improvement over other suspension bridges constructed in New Mexico.

The Otowi Suspension Bridge was built just upstream from an existing railroad bridge which was used by vehicular traffic when trains were not in sight prior to the construction of the suspension bridge. The new suspension bridge provided improved access to the Los Alamos Ranch School and was used to move lumber, sheep and cattle across the Rio Grande. The bridge was also used to carry equipment and materials to government facilities for developing the atomic bomb at Los Alamos. The site of the diner operated by Edith Warner and visited by Robert Oppenheimer, Niels Bohr and other scientists during the early days of atomic research at Los Alamos is located on the west side of the Rio Grande at the bridge.

The Otowi Suspension Bridge was designed by the New Mexico State Highway Department under the supervision of State Highway Engineer James A. French. Construction was supervised by Lee W. Campbell and the Kansas City Structural Steel Company is known to have supplied at least part of the required materials. The Otowi Bridge was a major engineering achievement for the State Highway Department for the 1920s and it was featured on the cover of the September, 1924, issue of

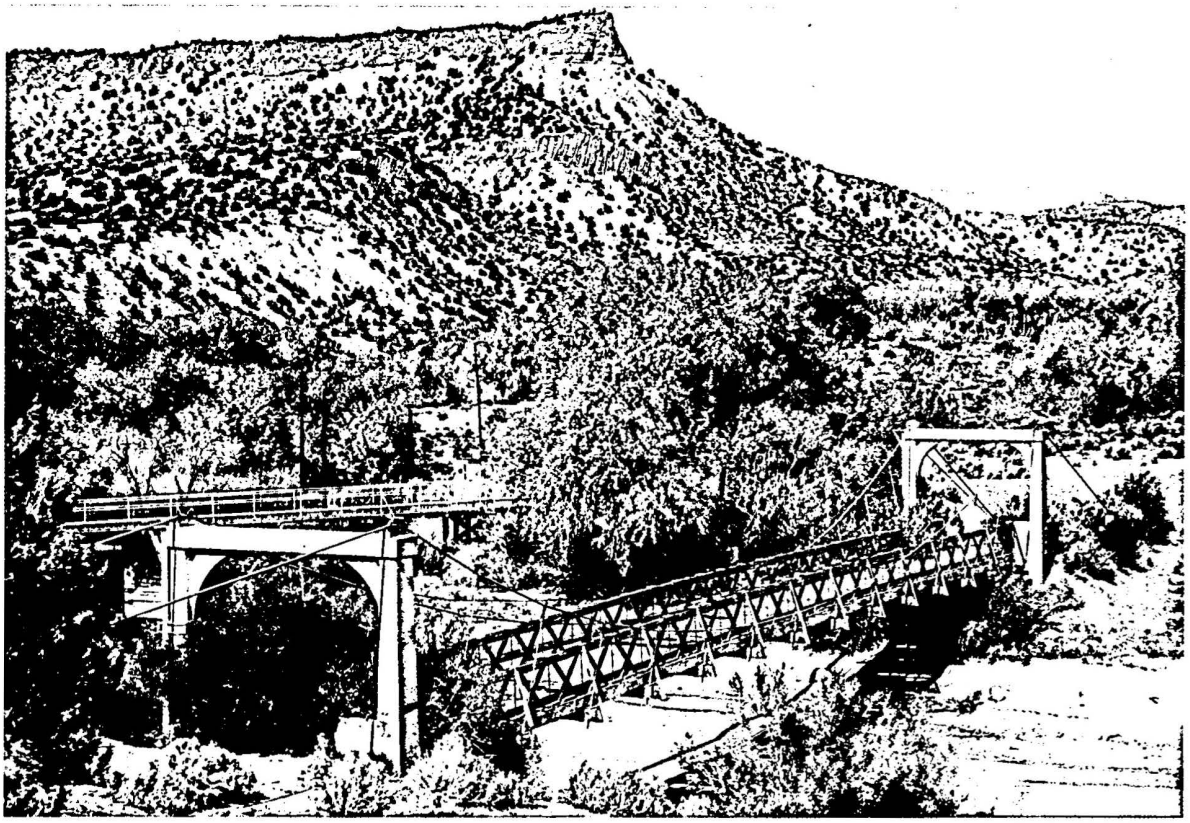


Fig. 61. **Otowi Suspension Bridge** (No. 369)

the *New Mexico Highway Journal.*

The suspension bridge was by-passed in 1948 when a new steel truss bridge was completed near the site. The suspension bridge was left in place as a convenient crossing for livestock but it is now unsafe due to the deteriorated condition of its deck. The Otowi Suspension Bridge is the only remaining example of an "engineered" suspension bridge in New Mexico. The site of the bridge and Edith Warner's diner and residence have been included on the National Register of Historic Places. (Figure 61)

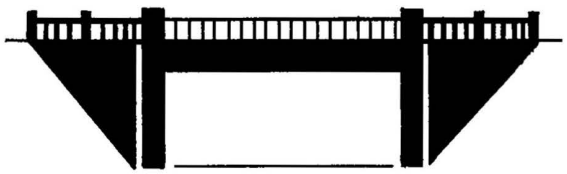
Glen-Woody Suspension Bridge

No. S-20
Private Road near Pilar
Taos County

In the late 1890s, W. M. Woody discovered a large body of low-grade gold ore on the east bank of the Rio Grande between Taos and Santa Fe. Woody succeeded in obtaining financing for construction of a 50-ton mill and mining camp. A bridge was constructed over the Rio Grande at the mill which became known as the Glen-Woody Bridge.

The existing Glen-Woody Bridge is undoubtedly a successor of earlier bridges at the site. This bridge is a "swinging" suspension bridge with timber towers and a timber deck. It has been repaired a number of times in recent years because of damage due to flood waters which have ripped timbers from its deck.

The length of the Glen-Woody bridge is 155 feet and it has a 10-foot roadway. It is privately owned and maintained and provides access to several homes located on the west bank of the Rio Grande.



Railroad Underpass

Elimination of railroad grade crossings was a priority of the Highway Department during the 1920s and 1930s for both convenience and highway safety. Grade crossings were eliminated by construction of overpasses or by excavating and building underpasses. Early underpasses were often built at a point of fill

on the railroad grade in order to eliminate as much excavation as possible. Railroad tracks were raised at many underpass sites in order to provide improved approach grades for vehicular traffic. Many underpasses in New Mexico were built as cooperative projects where the cost was shared between the railroad and the Highway Department.

The following eight examples represent the types of early underpass structures which were built in New Mexico during the 1920s and 1930s and which remain in use at this time.

Central Avenue Underpass
No. 3116
Central Avenue, Albuquerque
Bernalillo County

The Central Avenue Underpass was constructed in 1937 in order to eliminate a railroad grade crossing on US 66, the main east-west route through Albuquerque. The underpass was designed by the State Highway Department and constructed by F. D. Shufflebarger. The railroad grade was raised seven feet by the Santa Fe Railway in order to allow reasonable approach grades for the underpass. Steel beams and concrete piers and abutments were used to support the railroad deck which has a total length of about 68 feet. The underpass included four traffic lanes and a pedestrian walkway on each side, and represented a large municipal project for its day.

The Central Avenue Underpass adjoins the site of the Alvarado Hotel which was known for its well-kept gardens and California Mission Style architecture. The underpass was remodeled during recent years and few details remain of its original 1930s construction. (Figure 26)

Tijeras Avenue Underpass
No. 6089
Tijeras Avenue, Albuquerque
Bernalillo County

The Tijeras Avenue Underpass is located two blocks north of the Central Avenue Underpass and was built in 1937 by the same contractor, D. F. Shufflebarger. The Tijeras Avenue Underpass is constructed of steel beams and concrete piers and abutments similar to design of the Central Avenue Underpass. The railroad deck above the underpass has a total length of about 40 feet. The underpass includes two traffic lanes and a walkway on each side.

Although the Tijeras Avenue Underpass is a smaller structure than the Central Avenue Underpass, few alterations have been made to it since its construction. It remains as a good example of the municipal public works style of the 1930s.

North 1st Street Underpass
No. 5445
North 1st Street, Raton
Colfax County

This underpass is a steel beam structure with a concrete deck and abutments. It includes two parallel spans, one providing for two tracks owned by the Santa Fe Railway and the other for vehicular traffic. Each span is about 50 feet in length. Highway Department records indicate that the underpass was completed in 1947.

The North 1st Street Underpass is an impressive municipal structure with decorative concrete columns along each portal and with attractive sidewalks and guardrails along its west abutment wall. The site of the underpass adjoins a city park and the style is consistent with the downtown area of the city. The North 1st Street Underpass is a good example of the public works architectural and engineering style of the 1930s and 1940s prior to the widespread use of pre-cast concrete and large steel beam construction. (Figure 62)

South 2nd Street Underpass
No. 5492
South 2nd Street, Raton
Colfax County

This underpass is composed of two 40-foot steel beam spans supported by a central concrete pier and a concrete abutment at each end. The first span was completed in 1934 for a two lane underpass. The second span was added in 1955 to allow for two additional traffic lanes.

The South 2nd Street Underpass was constructed to eliminate the grade crossing at the Santa Fe Railway south of the city. The original span was completed as a Federal-Aid Project during the depression era for relief of unemployment and improved public safety.

Texico Underpass
No. S-115
County Road A-34 near Texico
Curry County

The Texico Underpass is an example of a

grade separation where concrete abutments were constructed and an underpass was excavated at a point of fill on the railroad. This underpass includes two steel girder spans, each carrying a set of railroad tracks. The first span was completed in 1924.

In 1942, the abutments were extended and the second span was added. Each span is approximately 24 feet in length. Information from the *New Mexico Highway Journal* indicates that the original abutments and roadway were constructed as a Federal-Aid Project and the steel span was provided by the Santa Fe Railway.

Algodones Underpass
No. 2542
US 85 near Algodones
Sandoval County

The Algodones Underpass was also constructed at a point of fill on the railway. Concrete abutments were installed on each side of the roadway and a 50- foot steel girder span was used for the railroad crossing. The underpass was completed in 1928, probably as a joint project between the Highway Department and the Santa Fe Railway. It replaced an earlier masonry drainage structure which was used as an underpass during dry weather. This structure is located about 300 feet north of the 1928 underpass.

Fort Sumner Underpass
No. 2266
US 85 at Fort Sumner
De Baca County

The Fort Sumner Underpass was completed in 1938 and is representative of the massive concrete public works style common for grade separation structures built during the 1930s and 1940s.

This underpass is a steel beam structure with a concrete deck and abutments. The length of the railroad deck is approximately 48 feet and it spans two traffic lanes and two sidewalks at an angle of 45 degrees. The underpass includes decorative concrete columns and guardrails. The site of the underpass is located near the Santa Fe Railway Station at Fort Sumner which was constructed in the distinctive mission style used by the railway.

The Fort Sumner Underpass is located on US 85 immediately north of the business district. It was a major highway structure upon its completion in 1938.



Fig. 62. **North 1st Street Underpass, Raton** (No. 5445)

San Marcial Underpass*

No. 2594
NM 1 near San Marcial
Socorro County

The underpass near San Marcial is located at a point of fill on the railroad grade requiring no special drainage features. The railroad bridge includes a 48-foot steel girder span and a 28-foot timber approach span at each end. The spans are supported by heavy bridge timbers set on concrete footings.

Highway Department records indicated that this underpass was completed in 1939 by the Santa Fe Railway. According to the nameplate, the steel girder span was fabricated by the Lassig Bridge and Iron Works of Chicago in 1894, making it one of the oldest bridge structures in New Mexico. This underpass is presently in use on NM 1.

EVALUATION OF HISTORIC BRIDGES

Development of the Historic Bridge Survey

The Historic Bridge Survey (HBS) was initiated by the New Mexico State Highway and Transportation Department (SHD) in consultation with the State Historic Preservation Officer (SHPO) to provide an inventory of historic bridges in New Mexico and to provide a management tool for determining relative engineering and historical significance among early bridges. Information about early bridges was gathered to serve as a basis for determining eligibility for the National Register of Historic Places (NRHP) in accordance with the National Historic Preservation Act of 1966 and for meeting other federal and state requirements which are applicable to historic bridges affected by a proposed undertaking.

The HBS was completed in three phases. Phase I included an initial screening of early bridges and development of criteria for bridge evaluation. Phase II included field investigations and evaluation of bridges to determine relative importance. Phase III included additional research on selected bridges and preparation of this final report. The following is a description of specific work completed in each phase of the HBS.

Phase I - *Initial Screening and Development of Criteria for Evaluation*

1. An initial screening and review of about 750 bridges was completed by use of the SHD's bridge inspection inventory. The inventory includes all state, county and municipal bridges presently being inspected by the SHD. The Department maintains a file on each bridge in its inventory complete with photos, inspection reports and other information. The file for each bridge built in New Mexico before 1945 was reviewed for the survey. In addition, about 500 inactive files concerning demolished and abandoned bridges were reviewed. An initial screening was also completed on some 200 bridge files maintained by the Center for History of Engineering and Technology at Texas Tech University.

2. Articles and publications concerning early bridges in New Mexico were reviewed and a reference list prepared. Primary sources of information included the *Reports of the State Engineer and State Highway Engineer* (1912-1923, 1933-1958), the *New Mexico Highway Journal* (1923-1931), and *New Mexico* (1931-1960). Information concerning early bridges was obtained from the SHD Library, the New Mexico State Library, the State Records Center and Archives, Museum of New Mexico, the Center for the History of Engineering and Technology and from other sources.

3. An inventory of early bridges was developed and bridges were selected for the purpose of planning field investigations. Bridges selected for field investigations included all truss bridges, all concrete and masonry arch bridges, and all bridges of special design. The best examples of steel, concrete and timber beam bridges which were built using SHD standard designs were also selected for field checking. When the initial screening indicated that a standard design beam bridge was relatively short in length and was built during the 1930s and 1940s, no field check was planned unless the bridge file photographs indicated a special engineering or historical feature.

4. A historical overview of road and bridge construction in New Mexico was prepared under Phase I work. This overview was based on the information obtained during the literature search and initial screening of early bridges. The overview includes sections on road and bridge development in New Mexico from the prehistoric period to modern times.

5. Selection criteria and a numerical rating system were developed for indicating relative historical and engineering significance among early bridges. The criteria used for evaluating early bridges in New Mexico were based upon the criteria of the NRHP and other criteria established for determining significance of historic structures. The numerical rating system was prepared in view of New Mexico's relatively late bridge development and limited number of bridge types. A summary of the rating system is included in a following section of this report.

Phase II - *Field Investigations and Evaluation of Bridges*

1. Field investigations and recording of over 100 early bridges were completed during Phase II work. Field investigations included site descriptions, measurements, photographs, interviews and other documentation. Emphasis during field investigations was placed on integrity and originality of the design, materials, workmanship, location and setting.

2. Bridges were evaluated in accordance with the numerical rating system developed during Phase I. A list of the rated bridges by bridge type was prepared for determining relative significance among early bridges.

3. Documentation was completed and a file was prepared on each bridge recorded in the field. Each file includes a data sheet, location map, rating sheet, photographs and field notes. Other information such as articles, interviews and SHD data were included when available.

4. A slide presentation concerning historic bridges and bridge development in New Mexico was prepared. Slides of early photographs of bridge construction and slides made during recent field investigations are included in the presentation.

Phase III - *Final Report*

1. The best examples of particular bridge types in New Mexico were selected and additional research was conducted on these bridges.

2. The final report was prepared consisting of an updated overview of road and bridge construction in New Mexico, descriptions of recorded bridges, a summary of the evaluation work completed, a management plan for bridge preservation and a listing of selected bridges.

3. Copies of the final report and individual bridge files developed under Phase II were submitted to the SHPO.

Inventory System

The inventory system now includes over 100 bridge files which are maintained by the Environmental Section of the SHD to provide information concerning engineering and historical significance of individual bridges. Each file includes a data sheet, location map, rating sheet, photographs, field notes and other information helpful in determining engineering and historical significance.

The inventory will be updated by the Environmental Section on a periodic basis and new information will be added to existing files when available. New bridges will be added to the inventory when they are found by the Environmental Section to merit historical consideration.

Bridge Rating System

The numerical rating system for determining relative significance among bridges was specifically designed for evaluating early New Mexico bridges. The rating system was developed in consultation with the SHPO from a knowledge of early bridges in the state obtained after the initial screening and research. The system was adjusted and refined upon completion of the field investigations and recording of early bridges. It was designed to serve as an indicator of engineering and historical significance only and it should not be used exclusively for determining eligibility for the NRHP.

The numerical rating system was selected over a narrative criteria or intuitive method of determining significance in order to provide a quantitative approach to the bridge selection process. The numerical rating system developed for New Mexico is based upon NRHP criteria for determining eligibility and, to a lesser extent, upon the general standards of the Historic American Engineering Record and the American Society of Civil Engineers for designation of historic sites.

The numerical rating systems utilized by other states were also reviewed during the development of the rating system for New Mexico. Because of the wide range of bridge types and development periods, systems of other states could not be applied directly to New Mexico but were considered in the selection of the rating factors.

The rating system developed for the HBS includes factors relating to the physical characteristics of the bridge and to the rarity of the bridge type in New Mexico (factors 1 through 9). In most cases, factors 1 through 9 are easily quantified. The rating system also includes factors relating directly to historical importance and integrity of its design, materials, workmanship, location and setting (factors 10 through 13). These factors are specified in the general criteria of the NRHP and are subjective in nature.

No factors relating to the load carrying capacity or safety of the bridge or to its potential for preservation were included in the rating system since these factors have no relation to the criteria of the NRHP. If the bridge is found eligible for listing, the condition and safety of the bridge and its suitability for preservation will be weighed prior to any undertaking to determine if the bridge should be preserved.

The numerical rating system for historic bridges in New Mexico is designed as an indicator of engineering and historical significance. It was developed to allow comparisons of similar bridges to be made during the evaluation process and it should not be used exclusively for determining eligibility for the NRHP.

The following is a summary of the factors used for the numerical rating system:

1. **Date Completed**
   (20 Points Max.)

Pre-1912	20
1912-1930	16
1931-1940	12
1941-1945	8
After 1945	2

The age of the bridge was selected as an important factor for awarding points. The older the bridge, the more significant it was considered. Twenty points were awarded for bridges constructed prior to New Mexico Statehood in 1912. Most of the bridges remaining from this period were built as county or municipal projects. Sixteen points were awarded for bridges constructed from 1912 to 1930 during the early days of the SHD. Many large bridge structures were built as federal and state projects during this period. The depression years of the 1930s brought hard times to New Mexico but also brought large infusions of federal funds for road and bridge construction. Twelve points were awarded for bridges constructed during the depression years from 1931 to 1940. After the outbreak of war in Europe, the federal government emphasized construction of defense highways while deferring non-critical road projects. Eight points were awarded for bridges constructed during the war years from 1941 to 1945. After 1945, a new period of road and bridge building began in New Mexico, especially with the introduction of the Interstate System in 1956. Two points were awarded for bridges built after 1945.

2. **Type of Bridge**
   (6 Points Max.)

Truss, Suspension or Arch	6
Multi-Span Beam	4
Single-Span Beam or Slab	2

Preference was given to unique bridge types such as truss, suspension and arch bridges since these bridge types are becoming increasingly rare in New Mexico and are of special interest to historians and engineers researching bridge development. Six points were awarded to truss, suspension and arch bridges. Simple beam bridges are common in New Mexico and points were reduced for these structures.

3. **Length of Bridge**
   (6 Points Max.)

200 Feet or Over	6
100 to 199 Feet	4
50 to 99 Feet	2
49 Feet or Less	0

Due to the nature of the terrain and large variations in runoff, early bridges in New Mexico often included a main span and a number of smaller approach spans. The overall length of a bridge structure was considered an important factor in awarding points for major engineering projects. A review of early bridges in New Mexico indicated that a natural break exists between the larger and the smaller bridge projects at a length of about 200 feet. A total of six points were awarded for bridges over 200 feet in length. Shorter bridges were awarded four points or less.

4. **Length of Longest Span**
   (6 Points Max.)

200 Feet or Over	6
100 to 199 Feet	4
50 to 99 Feet	2
49 Feet or Less	0

Points were awarded not only on the basis of total bridge length, but for the length of the longest span. By awarding points for the longest span, preference was given to bridges which included a large main span or single large span of particular engineering achieve-

ment. Six points were awarded for a bridge span over 200 feet in length. Shorter spans were awarded four points or less.

5. **Design Engineer, Bridge Fabrication Company, Bridge Builder or Others Known to be Associated With Construction of Bridge**
(8 Points Max.)

Design Engineer Known	4
Fabrication Company Known	4
Bridge Builder Known	4
Others Known	4

Points were awarded to an early bridge if the names of the design engineer, bridge fabrication company, bridge builder or others associated with its construction are known. Persons or companies known to be involved with a particular bridge are important in determining the historical and engineering significance of the bridge. No distinction was made in the rating system between well known or lesser known persons or bridge companies. A maximum of eight points were awarded under this rating factor in order to limit the advantage of more recently constructed bridges.

6. **Rarity of Bridge Design in New Mexico. Pratt Truss, Warren Truss, Concrete Arch, Timber Beam, Etc.**
(8 Points Max.)

Unique, One of a Kind	8
Rare	6
Unusual	4
Common	2

Rarity of a particular bridge design was used in the rating system to give preference to unique and unusual bridges over bridges which were built from standard designs and plans. If a bridge was an example of a unique bridge design and was one of a kind, it was awarded eight points. If a bridge was of a design rarely used in New Mexico and known to have been used at perhaps two or three locations, it was awarded six points. Four points were awarded to a bridge if it was of an unusual design and known to have been used at four or five locations. And, finally, a bridge which was fairly common and known to have been used at six or more locations was awarded two points.

7. **Number Surviving in New Mexico. Pratt Truss, Warren Truss, Concrete Arch, Timber Beam, Etc.**
(8 Points Max.)

Sole Survivor	8
Two or Three	6
Four or Five	4
Six or Over	2

The number of surviving bridges in each bridge type was considered an important factor for rating early bridges. The sole survivor of a particular bridge type was awarded eight points. If a bridge was one of two or three remaining in New Mexico, it was awarded six points. If four or five remained, it was awarded four points. A bridge similar in type to six or more bridges was awarded two points.

8. **Oldest and Longest Surviving in New Mexico**
(8 Points Max.)

Oldest Known Example	4
Longest Known Example	4

The oldest surviving example of each bridge type is usually noteworthy from a historical point of view. Likewise, the longest surviving example of each bridge type is often noteworthy from an engineering point of view. Additional points were awarded to the oldest and longest examples of each bridge type in order to give preference to these bridges.

9. **Special Features**
(8 Points Max.)

Special Design Feature	4
Special Decorative Feature	4

Preference was given to bridges which have special design or decorative features. Four points were awarded to bridges for special features such as distinctive structural elements or special abutments or piers. Four points were awarded to bridges with special decorative features such as decorative guardrails or lattice work, unusual nameplates or other special details.

10. **Historical Importance Due to Its Economic, Technological, Political or Social Impact**
(8 Points Max.)

National Importance	8
State-Wide Importance	6
Regional Importance	4
Local Importance	2
None	0

Historical importance of a bridge can originate from a number of different sources. A bridge may have been influential in the development of a town or region. It may have been associated with persons or events significant in our past or dedicated as a monument to a particular person or event. A bridge may be of historical importance because it represented an advancement in bridge building technology and had a significant impact on future bridge design. It also may be noteworthy because of

the reputation of its designer or builder.

Historical importance is difficult to quantify and depends to a great extent upon the opinion of the person or group rating the bridge. For the purpose of this rating system, historical importance was based upon the national, state, regional or local importance of the bridge. A bridge which exhibited national importance due to its economic, technological, political or social impact or reputation was awarded eight points. A bridge which exhibited a state-wide importance was awarded six points. A lesser number of points were awarded to bridges with regional or local importance.

11. Integrity of Design, Materials and Workmanship
(6 Points Max.)

Original Design Elements Unaltered	2
Materials Consistent With Original	2
Elements of Original Workmanship Present	2

This rating factor relates to how well the bridge retains the original features of its bridge type. Preference was given to bridges where the original design elements were unaltered and the addition of improvements over the years was limited. If original elements were repaired or replaced, preference was given to bridges where the replacement materials were consistent or compatible with the original work. Preference was also given to bridges where original workmanship and details were preserved. A maximum of six points were included under this rating factor.

12. Integrity of Location and Setting
(6 Points Max.)

Bridge Located at Original Site	2
Little or No Change in Setting	2
Bridge Located in or near Historic District	2

Preference was given to bridges which retain their original location and setting. For many bridges such as stone or concrete bridges, removal to other sites is not practical. However, early truss bridges were often fabricated to be easily dismantled and removed to new sites when a crossing was to be improved. Two points were awarded to a bridge which is located at its original site. Two points were also awarded to a bridge where little or no change in the immediate surroundings has taken place since the bridge was constructed or moved to the site. A bridge located in or near a Historic District was awarded two additional points because of this designation for preservation of the setting.

13. Feeling and Association With the Past
(10 Points Max.)

Excellent	10
Good	8
Fair	6
Fair to Poor	4
Poor	2

The purpose of this rating factor is to provide additional preference to a bridge which communicates a sense of what it was like during its historic period. The overall originality and integrity of the design, materials, workmanship, location and setting of a bridge were considered in determining the degree of the feeling and association with the past which it communicates. The maximum number of points awarded under this rating factor is ten.

The maximum number of points which a bridge can be awarded under the rating system is 108. Most of the truss bridges in the state rated in the upper one-third of the recorded bridges. Masonry and concrete arch bridges and bridges of special design also rated high. Standard design beam bridges generally rated lower. A summary of the ratings for the recorded bridges is included in Appendix C.

PRESERVATION OF HISTORIC BRIDGES

Recommended Management Plan

The purpose of the management plan is to provide guidance to the SHD for completing federal and state historical review requirements when an early bridge in New Mexico may be affected by a proposed undertaking. Information contained in the HBS including the final report and individual bridge files will allow the reviewing agencies to make a determination if a bridge is eligible for the NRHP. If it is eligible for or already listed on the NRHP, preservation of the bridge or steps to mitigate the effect of the undertaking can be initiated. The following is a summary of the recommended management plan for historic bridges.

1. The SHD and/or Federal Highway Administration (FHWA) will submit a description of a proposed undertaking affecting any early SHD bridge to the SHPO for review and comment. Submissions will be made on a case by case basis as repairs or replacements are required.

2. Each description of a proposed undertaking will include an evaluation of the engineering and historical significance of the bridge which may be affected. Evaluations will be based upon information from the HBS including the final report and individual bridge files, upon the numerical rating system developed for early bridges and upon a comparison with other surviving bridges of a similar type. The SHD and/or FHWA will provide a recommendation to the SHPO concerning the bridge's potential eligibility for the NRHP.

3. If a proposed undertaking will affect a bridge determined to be eligible for or listed on the NRHP, the SHD and/or FHWA will prepare a preservation/mitigation plan and submit it to a SHPO for review and comment. The plan will include alternatives for preservation of the bridge or mitigation of the effect of the proposed undertaking. The agreed upon plan to preserve the bridge or mitigate the effect will be implemented by the SHD and/or FHWA.

4. The HBS includes all truss bridges, masonry and concrete arch bridges and other early bridges of special design which are known to exist in the state. If one of these bridges owned by the SHD was inadvertently left out of the HBS, the SHD will record and include it in the survey prior to a proposed undertaking. The historical review process will then proceed in the same manner described above.

5. The SHD built many standard design steel, concrete and timber beam bridges during the 1930s and in more recent years. These bridges were evaluated and a number of examples were included in the HBS in order to document their role in the bridge development of the state. Descriptions of proposed undertakings affecting standard design beam bridges already included in the HBS will be submitted to the SHPO for review based upon the individual bridge files. Descriptions of proposed undertakings affecting standard design beam bridges not included in the HBS will also be submitted to the SHPO for review based upon the background information and examples included in the HBS.

6. The SHD will update the HBS as required to include new information on early bridges already recorded and to include additional bridges in the survey which are found to be noteworthy and merit further review.

Recommended Mitigation Alternatives

The criteria used in the HBS for the evaluation of early bridges do not include any judgment concerning load carrying capacity, safety of a bridge or its potential for preservation. If a bridge is determined to be eligible for the NRHP and a proposed undertaking is found to affect the structure, alternatives for mitigation must be considered. The following mitigation alternatives are included for bridges in New Mexico determined to be eligible for the NRHP. The most desirable alternatives are listed first.

1. Repair or renovate the historic bridge in a manner which retains its original elements and use.

2. Repair or renovate the historic bridge for one-way traffic and construct a new parallel bridge.

3. Construct a new bridge on a new alignment and preserve the historic bridge at its original site for an alternate use. It is often desirable to provide a parking area or rest stop at the site and to include a historical interpretation of the bridge.

4. Remove the historic bridge and reuse it at a new site for light traffic, bicycle or pedestrian use.

5. Record and document the historic bridge in accordance with the standards of the Historic American Engineering Record. Dismantle and store the bridge at a protected location for future re-use at a compatible site.

6. Record and document the historic bridge in accordance with the standards of the Historic American Engineering Record. Dismantle and remove the bridge from the site. Nameplates, decorative elements and other notable features should be salvaged. Dispose of remaining bridge members and elements.

Selected Bridges

The following 40 bridges were selected for their exceptional historical and engineering qualities and their potential eligibility for the NRHP. These bridges may be used as the basis for a thematic group nomination to the NRHP.

Pratt Through Truss, Pinned Connections

Rio Hondo Bridge
No. 3452
County Road A-4 at Picacho
Lincoln County

This bridge was one of three spans originally built in 1902 over the Pecos River, east of Roswell. It has a total length of 133 feet and is the longest Pratt truss span with pinned connections remaining in New Mexico. It is also the oldest documented steel truss bridge in the state.

Cold Spring Canyon Bridge
No. 1894
County Road B-13
near San Lorenzo
Grant County

Built in 1908 by the El Paso Bridge and Iron Company, this bridge is one of the earliest Pratt through truss bridges remaining in New Mexico. It is built of light weight members with pinned connections and spans a small rock canyon.

Gallinas River Bridge
No. 5307
NM 65 near Montezuma
San Miguel County

The Gallinas River Bridge was originally constructed in 1919 as a railroad bridge on the Hot Springs branch line. Since removal of the tracks, the bridge and part of the old railroad grade have been used as a state road. This bridge adjoins the Montezuma Historic District and has been by-passed and preserved in place by the SHD.

Animas River Bridge
No. 8120
County Road A-136 at Cedar Hill
San Juan County

This bridge is located near the site where A. U. Graves operated a horse-drawn ferry and later constructed a toll bridge across the Animas River. It is believed to have been built in 1912 but this date has not been confirmed. It is one of the few remaining Pratt truss bridges with pinned connections remaining in New Mexico.

Pratt Through Truss, Rigid Connections

Rio Felix Bridge
No. 357
NM 2 near Hagerman
Chavez County

Completed in 1926, the Rio Felix Bridge was a major highway structure on the road between Roswell and Carlsbad. In 1984, the Rio Felix was by-passed by a new bridge and preserved in place by the SHD. It is the longest Pratt truss bridge with rigid connections remaining in New Mexico and it has been listed on the State Register of Cultural Properties.

John Dunn Bridge
No. 5243
County Road B-7
near Arroyo Hondo
Taos County

This bridge is located at the site of John Dunn's original toll bridge across the Rio Grande, north of Taos. It was moved to this site in 1951 and is a good example of the 101-foot long through truss bridges which were built in New Mexico during the late 1920s and early 1930s.

Rio Grande Bridge
No. 5826
NM 96 at Rio Grande
Gorge State Park
Taos County

This bridge is located at the crossing over the Rio Grande on the old wagon road between Taos and the railhead at Taos Junction. It was moved to the site in 1957 and is a good example of the 101-foot long through truss bridges which were built in New Mexico during the late 1920s and early 1930s.

Mimbres River Bridge
No. 1332
NM 90 at San Lorenzo
Grant County

Completed in 1927, this bridge was an important link on the Black Range Road between Silver City and Hillsboro. It is also a good example of the 101-foot long Pratt through truss bridges which were built in New Mexico during the late 1920s and early 1930s.

Parker Through Truss

San Juan River Bridge
No. 1792
US 666 at Shiprock
San Juan County

Completion of the San Juan River Bridge at Shiprock in 1937 represents the high point of steel truss bridge construction in New Mexico. It is composed of six 167-foot Parker through truss spans and has a total length of 1007 feet. It is the longest steel truss bridge remaining in New Mexico and has been listed on the State Register of Cultural Properties.

San Francisco River Bridge
No. 599
US 180 near Alma
Catron County

This bridge was constructed in 1926 under the direction of the U.S. Forest Service to provide access to public lands in a remote section of southwestern New Mexico. It is one of the oldest Parker through truss bridges in the state. The San Francisco River Bridge has recently been by-passed and preserved in place by the SHD.

Rio Puerco Bridge
No. 531
NM 116 near Bernardo
Socorro County

After a huge flood destroyed part of the newly completed timber trestle across the Rio Puerco at Bernardo in 1929, the bridge was repaired by the addition of two through truss spans of 142 feet each. The Rio Puerco Bridge has been by-passed and now carries only light traffic. This bridge is a good example of truss construction combined with other spans to provide a major bridge structure.

Animas River Bridge
No. 119
NM 550 at Aztec
San Juan County

This bridge was built in 1929 by the Pueblo Bridge and Construction Company of Pueblo, Colorado, and was a major highway structure in the state upon its completion. The Animas River Bridge is unique in that it includes both a 200-foot through truss and two 75-foot pony truss approach spans in its design.

Rio Hondo Bridge
No. 5272
NM 395 near Tinnie
Lincoln County

This bridge was originally constructed in 1927 at Bull Canyon in Quay County. In 1952, it was moved and erected over the Rio Hondo near Tinnie. It is a good example of the 142-foot long Parker through truss design and is listed on the State Register of Cultural Properties.

Pecos River Bridge
No. 1001
Private Road near San Jose
San Miguel County

The Missouri Valley Bridge and Iron Company completed this bridge in 1921 on the main road between Las Vegas and Santa Fe near the route of the Santa Fe Trail. It has a 106-foot length and is a very early Parker through truss for New Mexico. The bridge has been abandoned and the site returned to a private land owner.

Warren Through Truss

Gila River Bridge
No. 1382
County Road 50 near Cliff
Grant County

One of the earliest bridge projects funded under the State Highway Commission was the Gila River Bridge completed in 1915. It served as an important part of the early state highway system connecting the mountainous Gila region with Silver City and southern parts of the state. The Gila River Bridge is the oldest Warren through truss remaining in New Mexico.

Largo Canyon Bridge
No. 8118
County Road A-80 near Blanco
San Juan County

This bridge was originally constructed in 1928 over the San Juan River at Blanco. In 1966, it was relocated about five miles east over Largo Arroyo on a county road. The Largo Canyon Bridge is one of the longest truss spans constructed in New Mexico.

Warren Pony Truss

Mora River Bridge
No. 4984
NM 97 near Shoemaker
Mora County

This bridge was originally located over the Sapello River at Watrous, New Mexico. In 1934, three pony truss spans were moved east about eight miles to their present location. The Mora River Bridge was reportedly fabricated by the Missouri Valley Bridge and Iron Company of Leavenworth, Kansas, and is a good example of steel pony truss bridges which were once common on county and secondary roads in New Mexico.

Kearny's Gap Bridge
No. 5507
NM 283 near Las Vegas
San Miguel County

Kearny's Gap Bridge was named for the opening in the range of hills southwest of Las Vegas which was used by Stephen W. Kearny and his Army of the West in August, 1846, on their march to Santa Fe. It was completed in 1914 from plans approved by State Engineer James French.

Starkweather Canyon Bridge
No. 2208
NM 12 near Reserve
Catron County

This bridge was constructed in 1939 as a Forest Service project and has a single pony truss span of 100 feet. it is a good example of the Warren pony truss design with the added feature of a superelevated deck.

Parker Pony Truss

Rio Grande Bridge
No. 1578
NM 74 at San Juan Pueblo
Rio Arriba County

This bridge was constructed in 1925 under the direction of the Office of Indian Affairs to provide access to farming lands located across the Rio Grande, west of San Juan Pueblo. It includes four Parker pony truss spans of 100 feet each and it is the longest pony truss bridge remaining in New Mexico. It adjoins San Gabriel, the first capitol of New Mexico, which has been designated as a National Historic Landmark.

Gallinas River Bridge
No. 900
County Road A-11 at Montezuma
San Miguel County

Plans for the steel pony truss bridge at Montezuma are dated March, 1911, and the bridge was probably constructed shortly thereafter as a county project. This bridge adjoins

the Montezuma Historic District and it is among the oldest steel pony truss bridges remaining in New Mexico.

Rio San Jose Bridge
No. 1778
I-40 Frontage Road near McCartys
Cibola County

The Rio San Jose Bridge was completed in 1936 on the edge of the malpais area near McCartys. It has a 100-foot length and is a good example of the Parker pony truss design popular in New Mexico during the 1930s.

Steel Deck Truss

Rio Grande Gorge Bridge
No. 6462
US 64 near Taos
Taos County

The Rio Grande Gorge Bridge is a continuous steel deck truss completed in 1965. The gorge is 1200 feet wide and 600 feet deep at this location. The bridge was designed by the SHD Bridge Design Section and it won first place in 1966 for the most beautiful span in competition sponsored by the American Institute of Steel Construction. Although this bridge does not meet the age requirement of 50 years for NRHP eligibility, it is included as an exception because of its engineering significance and beauty.

Percha Creek Bridge
No. 1519
NM 90 near Hillsboro
Sierra County

This bridge is a Warren truss built in 1927 as part of a new road connecting the mining districts of Hillsboro and Silver City. The Percha Creek Bridge is a good example of steel deck truss construction in New Mexico which was limited to sites where adequate clearance for the truss was available under the roadway.

San Francisco River Bridge
No. 2211
US 180 near Luna
Catron County

This bridge was designed by the Bureau of Public Roads and constructed in 1934 as a Forest Service project. It is a good example of early deck truss construction in New Mexico.

Steel Arch

Los Alamos Canyon Bridge
No. 7622
NM 4 at Los Alamos
Los Alamos County

One of the largest and most impressive bridge structures in the state is the steel arch bridge over the Los Alamos Canyon completed in 1951. This bridge is 820 feet in length and, at its center point, is 180 feet above the canyon floor. It connects Los Alamos National Laboratory technical areas with the residences and businesses located at Los Alamos townsite. It also does not meet the age requirement for NRHP eligibility, but it is included as an exception because of its association with the early days of atomic research at Los Alamos, and because of its engineering significance.

Steel Beam

Galisteo River Bridge
No. 166
County Road 33 at Galisteo
Santa Fe County

The Galisteo River Bridge is a steel I-beam bridge with five spans of 40 feet each. The steel I-beams were fabricated by the American Bridge Company and the bridge was completed in 1927 by James Harvey. The site of the bridge adjoins the old settlement of Galisteo which has been designated a Historic District.

Masonry and Concrete Arches

Gallinas River Bridge
No. 1549
NM 65 at Las Vegas
San Miguel County

This bridge was completed in 1909 by the Missouri Valley Bridge and Iron Company of Leavenworth, Kansas, at a cost of $32,000. It is known for its attractive arch design and decorative concrete railings. It is the primary feature of the Bridge Street Historic District and it is also the longest concrete arch bridge remaining in New Mexico.

Hot Springs Boulevard Culvert
No. S-44
Hot Springs Boulevard,
Las Vegas
San Miguel County

This structure was constructed of a brown sandstone and was completed as a county

project in 1888. It is located near the Las Vegas Plaza Historic District and represented a major public works project upon its completion. The Hot Springs Boulevard Culvert is the oldest known bridge structure remaining in New Mexico.

North 1st Street Bridge
No. 7546
North 1st Street, Raton
Colfax County

The Raton Creek Bridge is one of only a few masonry arch bridges constructed in New Mexico. This bridge was completed in 1903 by Walter Sharp and remains an excellent example of early masonry construction and craftsmanship.

Don Gaspar Avenue Bridge
No. 3023
Don Gaspar Avenue, Santa Fe
Santa Fe County

This bridge was built across the Santa Fe River in 1934 with federal funds under the National Recovery Municipal Program. It is located within the Santa Fe Historic District and is unusual because of its arch design. It is also a good example of a number of municipal public works projects built in New Mexico during the 1930s.

Concrete Rainbow Arch

Bridge of the Hidalgos
No. 701
Grant Avenue, Santa Fe
Santa Fe County

The Bridge of the Hidalgos was constructed in 1920 by the Midland Bridge Company. The bridge's rainbow arch design is based upon a design patented by James Marsh in 1912. It is the only known bridge of this type built in New Mexico and has been listed on the State Register of Cultural Properties.

Concrete Truss

Variadero Bridge
No. 3964
NM 104 at Variadero
San Miguel County

This bridge was constructed by the Missouri Bridge and Iron Company probably between 1915 and 1920. It is the largest of four concrete truss bridges known to have been constructed in San Miguel County during the early 1900s. The Variadero Bridge is unusual because of its truss design and pre-cast construction.

El Cerrito Bridge
No. 4962
County Road 28-A at El Cerrito
San Miguel County

This bridge is also a concrete truss and has two 55-foot truss spans and four 15-foot timber approach spans. It is similar in design and construction to that of the Variadero Bridge and provides the only access across the Pecos River to the community of El Cerrito.

Concrete Beam

Delgado Street Bridge
No. 4075
Delgado Street, Santa Fe

The Delgado Street Bridge was completed across the Santa Fe River in 1928. It is a good example of the small concrete bridges which were built for municipal use prior to World War II. The site of this bridge is located within the Santa Fe Historic District.

Timber Truss

Rio Grande Bridge
No. S-19
Private Road at Embudo
Rio Arriba County

Embudo is the site of the first systematic stream gaging station in the United States and has been designated a Historic District and a Civil Engineering Landmark. The Rio Grande Bridge at Embudo is believed to have been moved to this site in 1920 from Espanola. This bridge has a Howe pony truss design with timber diagonals and iron rods for the vertical members. In recent years, steel I-beams were added over the top of the deck in an attempt to stabilize the bridge and keep it usable. The bridge at Embudo is now privately owned and it is the last remaining example of the timber truss bridges which were once common across the Rio Grande in northern New Mexico.

Pecos River Bridge
No. 239
NM 63 at Terrero
San Miguel County

The Pecos River Bridge at Terrero is a Howe through truss originally constructed in 1925 as a U.S. Forest Service project. This bridge has been by-passed and preserved in

place by the SHD and it is now used by hikers and horseback riders. It is the last timber through truss known to exist in New Mexico.

Timber Beam

Rio Grande Bridge
No. 2591
US 85 near Radium Springs
Dona Ana County

This bridge was designed by the Highway Department and was completed in 1933. It has 19 spans of 25 feet each and a total length of 475 feet. It is located near the site of Fort Selden, a military outpost established in 1865 and has been listed on the State Register of Cultural Properties as an example of the timber trestle bridges once popular in New Mexico.

Suspension

Otowi Suspension Bridge
No. 369
NM 4 at Otowi
Santa Fe County

The Otowi Suspension Bridge was designed by the SHD under the supervision of James A. French, New Mexico's first State Engineer. It was completed in 1924 and was widely recognized as a major engineering achievement for the early days of the Department. It was by-passed in 1948 and is now unsafe due to the deteriorated condition of its deck. The Otowi Suspension Bridge and adjoining area have been included on the National Register of Historic Places. It is the only remaining example of an engineered suspension bridge in New Mexico.

Railroad Underpass

San Marcial Underpass
No. 2594
NM 1 near San Marcial
Socorro County

This underpass includes a 48-foot steel girder span supported by heavy timbers at each end. The underpass was completed in 1939 by the Santa Fe Railway. The steel girder span was fabricated by the Lassig Bridge and Iron Works of Chicago in 1894, making it one of the oldest bridge structures in New Mexico.

REFERENCES

Armstrong, Ellis L.; Robinson, Michael C.; and Hoy, Suellen M.,eds. *History of Public Works in the United States, 1776-1976.* Chicago: American Public Works Association, 1976.

Beck, Warren A. *New Mexico: A History of Four Centuries.* Norman: University of Oklahoma Press, 1962.

Beck, Warren A., and Haase, Ynez D. *Historical Atlas of New Mexico.* Norman: University of Oklahoma Press, 1969.

Belasco, Warren J. *Americans on the Road.* Cambridge: MIT Press, 1979.

Bender, Averam B. "Military Transportation in the Southwest, 1848-1860." *New Mexico Historical Review* 32 (April 1957): 123-150.

Bennett, R. W. "Highway History in New Mexico." *New Mexico* 10 (June 1932): 16-18.

Bloom, Lansing B. "Early Bridges in New Mexico." *New Mexico Highway Journal* 3 (January 1925): 5-7, 18-19.

Bloom, Lansing B. "The Chihuahua Highway." *New Mexico Historical Review* 12 (July 1937): 209-217.

Burnham, John C. "The Gasoline Tax and the Automobile Revolution." *Mississippi Valley Historical Review* 48 (December 1961): 435-459.

Cheetham, F. T. "El Camino Militar." *New Mexico Historical Review* 15 (January 1940): 1-11.

Comp. T. Allen, and Jackson, Donald. *Bridge Truss Types: A Guide to Dating and Identifying.* Technical Leaflet No. 95. Nashville: American Association for State and Local History, 1977.

Condit, Carl. *American Building.* Chicago: University of Chicago Press, 1968.

Flink, James J. *The Car Culture.* Cambridge: MIT Press, 1976.

Hammond, George P., and Rey, Agipto. *Narratives of the Coronado Expedition.* Albuquerque: University of New Mexico Press, 1940.

Harper's Weekly, 14 July 1883.

Johnson, E. Dana. "New Mexico's First State Automobile." *New Mexico Historical Review* 11 (January 1936): 1-9.

Ketchum, Milo S. *The Design of Highway Bridges of Steel, Timber and Concrete.* 2nd ed. New York: McGraw-Hill, 1920.

Labutt, Jean, and Lane, Wheaton J., eds. *Highways in Our National Life.* Princeton: Princeton University Press, 1950.

MacDonald, Thomas H. "The History and Development of Road Building in the United States." Paper No. 1685. *Transactions of the American Society of Civil Engineers* 92 (1928): 1181-1206.

Moorhead, Max L. "Spanish Transportation in the Southwest, 1540-1846." *New Mexico Historical Review* 32 (April 1957): 107-122.

Myrick, David F. *New Mexico's Railroads: An Historical Survey.* Golden: Colorado Railroad Museum, 1970.

New Mexico, 1931-1960.
Between 1931-1958 each issue of this monthly magazine promoting tourism carried a brief section called "New Mexico Highway Journal."

New Mexico, State Engineer. *First Report* (July 12, 1912-December 1, 1914).

New Mexico, State Engineer. *Second Report* (December 1, 1914-November 30, 1916).

New Mexico, State Highway Engineer and State Engineer. *Annual Report* (December 1, 1916-November 30, 1918).

New Mexico, State Highway Engineer and State Engineer. *Fourth Report* (December 1, 1918-November 30, 1920).

New Mexico State Highway Engineer. *Annual Report* (December 1, 1920-November 30, 1922).

New Mexico State Highway Engineer. "Annual Report" (December 1, 1922-November 20, 1923). Typewritten report.

New Mexico State Highway Engineer. *Biennial Report* (1933-1934; 1935-1936; 1937-1938; 1939-1940; 1941-1942; 1943-1944; 1945-1946; 1947-1948; 1949-1950; 1951-1952; 1953-1954; 1955-1956; 1957-1958).

New Mexico, Territorial Engineer. *Second Biennial Report of the Territorial Engineer to the Governor of New Mexico* (1909-1910).

New Mexico Highway Journal, 1923-1931.
This monthly publication of the Highway Department replaced reports of the State Highway Engineer for 1923 to 1931. In 1931 this periodical combined with *New Mexico*, and two years later the Highway Department began issuing biennial reports.

New Mexico Press (Albuquerque), 7 February 1865.

Noble, David G., ed. *New Light on Chaco Canyon.* Santa Fe: School of American Research Press, 1984.

Plowden, David. *Bridges: The Spans of North America.* New York: Viking Press, 1974.

Rae, John B. *The Road and Car in American Life.* Cambridge: MIT Press, 1971.

Ritch, William G. *Illustrated New Mexico.* Third Edition. Published by the Bureau of Immigration, Santa Fe: New Mexico Printing & Publishing Company, 1883.

Seely, Bruce E. "Engineers and Government-Business Cooperation: Highway Standards and the Bureau of Public Roads, 1900-1940." *Business History Review* 58 (Spring 1984): 51-77.

Simmons, Marc. *New Mexico: A Bicentennial History.* New York: W. W. Norton, 1977.

Texas Tech University, Center for History of Engineering and Technology. "New Mexico Historic Engineering Site Inventory" (1979).
Inventory consists of files and research materials on historic engineering sites and structures, including roads and bridges.

Thayer, William. *Marvels of the West.* 1888.

"Timber Trusses Built With Salvage Rail in Lower Chords." *Roads and Streets* (April 1945): 76.

Tyrrell, Henry. *History of Bridge Engineering.* Chicago: Privately printed, 1911.

U.S., Department of Agriculture, Office of Public Roads. *Mileage and Cost of Public Roads in the United States,* by J. E. Pennybacker and Maurice O. Eldridge. Bulletin No. 41. Washington: Government Printing Office, 1912.

U.S., Department of Agriculture, Office of Public Works and Rural Engineering. *Public Road Mileage and Revenues in the Central, Mountain, and Pacific States, 1914.* Bulletin No. 389. Washington: Government Printing Office, 1917.

U.S., Department of the Interior, Bureau of Land Management. *Chaco Roads Project, Phase I: A Reappraisal of Prehistoric Roads in the San Juan Region,* edited by Chris Kincaid. Santa Fe: New Mexico State Office, Bureau of Land Management, 1983.

U.S., Department of Transportation, Federal Highway Administration. *American Highways, 11776-1976: A History of the Federal-Aid Program.* Washington: Government Printing Office, 1976.

Waddell, J. A. L. *Bridge Engineering.* Vol. I. New York: John Wiley, 1916.

Wallace, William S. "Stagecoaching in Territorial New Mexico." *New Mexico Historical Review* 32 (1957): 204-211.

Winther, Oscar O. *The Transportation Frontier: Trans-Mississippi West, 1865-1890.* Albuquerque: University of New Mexico Press, 1974.

APPENDIX A: RECORDED BRIDGES LISTED BY BRIDGE TYPE

Bridge Number	Pratt Through Truss, Pinned Connections	Page
3452*	Rio Hondo Bridge - Picacho	26
1894*	Cold Spring Canyon Bridge - San Lorenzo	26
5307*	Gallinas River Bridge - Montezuma	26
8120*	Animas River Bridge - Cedar Hill	27
8121	Animas River Bridge - Cedar Hill	28
	Pratt Through Truss, Rigid Connections	
357*	Rio Felix Bridge - Hagerman	28
5243*	John Dunn Bridge - Arroyo Hondo	29
5826*	Rio Grande Bridge - Rio Grande Gorge State Park	30
1332*	Mimbres River Bridge - San Lorenzo	30
1520	Percha Creek Bridge - Hillsboro	30
1521	Percha Creek Bridge - Hillsboro	30
5228	Rio Pueblo Bridge - Vadito	30
	Parker Through Truss	
1792*	San Juan River Bridge - Shiprock	31
599*	San Francisco River Bridge - Alma	32
531*	Rio Puerco Bridge - Bernardo	32
119*	Animas River Bridge - Aztec	32
3681	Animas River Bridge - Cedar Hill	33
5272*	Rio Hondo Bridge - Tinnie	33
2530	Rio Puerco Bridge - Albuquerque	33
1824	Raton Overpass - Raton	34
1001*	Pecos River Bridge - San Jose	34
113	Glade Arroyo Bridge - Farmington	34
S-13	Bolack Ranch Bridge - Farmington	34
	Warren Through Truss	
1382*	Gila River Bridge - Cliff	35
8118*	Largo Canyon Bridge - Blanco	35
401	Animas River Bridge - Farmington	36
	K Through Truss	
3469	Otowi Truss Bridge - Otowi	36
	Warren Pony Truss	
4984*	Mora River Bridge - Shoemaker	37
5507*	Kearny's Gap Bridge - Las Vegas	38
2208*	Starkweather Canyon Bridge - Reserve	38
8041	Ute Creek Bridge - Logan	38
8040	Gallegos Bridge - Gallegos	39
8153	Carrizo Wash Bridge - Salt Lake	39
7743	Chicorico Creek Bridge - Raton	39
8019	Bonito Creek Bridge - Hondo	39

Parker Pony Truss

1578* Rio Grande Bridge - San Juan Pueblo 40
900* Gallinas River Bridge - Montezuma 40
1778* Rio San Jose Bridge - McCartys 41
2540 Rio San Jose Bridge - Correo 41
3806 Arroyo Aguaje Bridge - Tres Piedras 41

Steel Deck Truss

6462* Rio Grande Gorge Bridge - Taos 42
1519* Percha Creek Bridge - Hillsboro 42
2211* San Francisco River Bridge - Luna 43
5285 Canadian River Bridge - Logan 43
6776 Nogal Canyon Bridge - Elephant Butte Reservoir 44
6777 Nogal Canyon Bridge - Elephant Butte Reservoir 44
S-98 Seboyeta Creek Bridge - Seboyeta 44

Steel Arch

7622* Los Alamos Canyon Bridge - Los Alamos 44

Steel Beam

166* Galisteo River Bridge - Galisteo 45
1704 Rio Grande Bridge - Las Cruces 45
1773 Coal Avenue Viaduct - Albuquerque 45
1782 Galisteo River Bridge - Galisteo 46
1796 Alamosa River Bridge - Truth or Consequences 46
1814 San Cristobal Creek Bridge - Galisteo 46
1820 Tucumcari Overpass - Tucumcari 46
1825 Clines Corners Overpass - Clines Corners 47
1836 Rio Grande Bridge - Española 47
1838 Bataan Memorial Bridge - Carlsbad 47

Masonry and Concrete Arches

1549* Gallinas River Bridge - Las Vegas 48
S-44* Hot Springs Boulevard Culvert - Las Vegas 49
7546* North 1st Street Bridge - Raton 49
4872 North 2nd Street Bridge - Raton 49
3023* Don Gaspar Avenue Bridge - Santa Fe 49

Concrete Rainbow Arch

701* Bridge of the Hidalgos - Santa Fe 50

Concrete Truss

3964* Variadero Bridge - Variadero 51
4962* El Cerrito Bridge - El Cerrito 51
877 Isadora Bridge - Isadora 52

Concrete Beam

1315	Cameron Creek Bridge - Central	52
8	Maria Chavez Arroyo Bridge - Algodones	52
4075*	Delgado Street Bridge - Santa Fe	52
S-110	Brushy Canyon Culvert - Alma	52
S-46	New Mexico Avenue Culvert - Las Vegas	53
2873	Rio Grande Bridge - Anthony	53
4263	Rio Grande Bridge - Shalem	53
4264	Rio Grande Bridge - Hatch	53
4283	Rio Grande Bridge - Berino	53
4551	Rio Grande Bridge - Vado	53
4552	Rio Grande Bridge - Mesquite	53
5484	Rio Grande Bridge - Corrales	53

Timber Truss

S-19*	Rio Grande Bridge - Embudo	54
239*	Pecos River Bridge - Terrero	55
S-1	Ghost Ranch Bridge - Abiquiu	55

Timber Beam

2591*	Rio Grande Bridge - Radium Springs	56
1669	Rio Grande Bridge - Arrey	56
1666	Trujillo Arroyo Bridge - Arrey	57
1671	Rio Grande Bridge - Hatch	57
3248	Rio Grande Bridge - Black Mesa	57
2510	Percha Creek Bridge - Caballo	57
1831	Rio Grande Bridge - Elephant Butte State Park	57
1832	Cuchillo Negro Creek Bridge - Truth or Consequences	58

Suspension

369*	Otowi Suspension Bridge - Otowi	58
S-20	Glen-Woody Suspension Bridge - Pilar	59

Railroad Underpass

3116	Central Avenue Underpass - Albuquerque	60
6089	Tijeras Avenue Underpass - Albuquerque	60
5445	North 1st Street Underpass - Raton	60
5492	South 2nd Street Underpass - Raton	60
S-115	Texico Underpass - Texico	60
2542	Algodones Underpass - Algodones	61
2266	Fort Sumner Underpass - Fort Sumner	61
2594*	San Marcial Underpass - San Marcial	62

**Bridges selected for their exceptional historical and engineering qualities and which are potentially eligible for the National Register of Historic Places.*

APPENDIX B: RECORDED BRIDGES LISTED BY COUNTY

Bridge Number	Bernalillo County	Page
2530	Rio Puerco Bridge - Albuquerque	33
1773	Coal Avenue Viaduct - Albuquerque	45
5484	Rio Grande Bridge - Corrales	53
3116	Central Avenue Underpass - Albuquerque	60
6089	Tijeras Avenue Underpass - Albuquerque	60
	Catron County	
599*	San Francisco River Bridge - Alma	32
2208*	Starkweather Canyon Bridge - Reserve	38
8153	Carrizo Wash Bridge - Salt Lake	39
2211*	San Francisco River Bridge - Luna	43
S-110	Brushy Canyon Bridge - Alma	52
	Chavez County	
357*	Rio Felix Bridge - Hagerman	28
	Cibola County	
1778*	Rio San Jose Bridge - McCartys	41
2540	Rio San Jose Bridge - Correo	41
S-98	Seboyeta Creek Bridge - Seboyeta	44
	Colfax County	
1824	Raton Overpass - Raton	34
7743	Chicorico Creek Bridge - Raton	39
7546*	North 1st Street Bridge - Raton	49
4872	North 2nd Street Bridge - Raton	49
5445	North 1st Street Underpass - Raton	60
5492	South 2nd Street Underpass - Raton	60
	Curry County	
S-115	Texico Underpass - Texico	60
	De Baca County	
2266	Fort Sumner Underpass - Fort Sumner	61
	Dona Ana County	
1704	Rio Grande Bridge - Las Cruces	45
2873	Rio Grande Bridge - Anthony	53
4263	Rio Grande Bridge - Shalem	53
4264	Rio Grande Bridge - Hatch	53
4283	Rio Grande Bridge - Berino	53
4551	Rio Grande Bridge - Vado	53
4552	Rio Grande Bridge - Mesquite	53
2591*	Rio Grande Bridge - Radium Springs	56
1671	Rio Grande Bridge - Hatch	57
3248	Rio Grande Bridge - Black Mesa	57

Eddy County

1838 Bataan Memorial Bridge - Carlsbad 47

Grant County

1894* Cold Spring Canyon Bridge - San Lorenzo 26
1332* Mimbres River Bridge - San Lorenzo 30
1382* Gila River Bridge - Cliff 35
1315 Cameron Creek Bridge - Central 52

Guadalupe County

None

Harding County

8041 Ute Creek Bridge - Logan 38
8040 Gallegos Bridge - Gallegos 39

Hidalgo County

None

Lea County

None

Lincoln County

3452* Rio Hondo Bridge - Picacho 26
5272* Rio Hondo Bridge - Tinnie 33
8019 Bonito Creek Bridge - Hondo 39

Los Alamos County

7622* Los Alamos Canyon Bridge - Los Alamos 44

Luna County

None

McKinley County

None

Mora County

4984* Mora River Bridge - Shoemaker 37

Otero County

None

Quay County

5285 Canadian River Bridge - Logan 43
1820 Tucumcari Overpass - Tucumcari 46

Rio Arriba County

1578* Rio Grande Bridge - San Juan Pueblo 40
1836 Rio Grande Bridge - Española 47
S-19* Rio Grande Bridge - Embudo 54
S-1 Ghost Ranch Bridge - Abiquiu 55

Roosevelt County

None

San Juan County

8120* Animas River Bridge - Cedar Hill 27
8121 Animas River Bridge - Cedar Hill 28
1792* San Juan River Bridge - Shiprock 31
119* Animas River Bridge - Aztec 32
3681 Animas River Bridge - Cedar Hill 33
113 Glade Arroyo Bridge - Farmington 34
S-13 Bolack Ranch Bridge - Farmington 34
8118* Largo Canyon Bridge - Blanco 35
401 Animas River Bridge - Farmington 36

San Miguel County

5307* Gallinas River Bridge - Montezuma 26
1001* Pecos River Bridge - San Jose 34
5507* Kearny's Gap Bridge - Las Vegas 38
900* Gallinas River Bridge - Montezuma 40
1549* Gallinas River Bridge - Las Vegas 48
S-44* Hot Springs Boulevard Culvert - Las Vegas 49
3964* Variadero Bridge - Variadero 51
4962* El Cerrito Bridge - El Cerrito 51
877 Isadora Bridge - Isadora 52
S-46 New Mexico Avenue Culvert - Las Vegas 53
239* Pecos River Bridge - Terrero 55

Sandoval County

8 Maria Chavez Arroyo Bridge - Algodones 52
2542 Algodones Underpass - Algodones 61

Santa Fe County

3469 Otowi Truss Bridge - Otowi 36
166* Galisteo River Bridge - Galisteo 45
1782 Galisteo River Bridge - Galisteo 46
1814 San Cristobal Creek Bridge - Galisteo 46
3023* Don Gaspar Avenue Bridge - Santa Fe 49
701* Bridge of the Hildagos - Santa Fe 50
4075* Delgado Street Bridge - Santa Fe 52
369* Otowi Suspension Bridge - Otowi 58

Sierra County

1520 Percha Creek Bridge - Hillsboro 30
1521 Percha Creek Bridge - Hillsboro 30
1519* Percha Creek Bridge - Hillsboro 42
1796 Alamosa River Bridge - Truth or Consequences 46
1669 Rio Grande Bridge - Arrey 56
1666 Trujillo Arroyo Bridge - Arrey 57
2510 Percha Creek Bridge - Caballo 57
1831 Rio Grande Bridge - Elephant Butte State Park 57
1832 Cuchillo Negro Creek Bridge - Truth or Consequences 58

Socorro County

531* Rio Puerco Bridge - Bernardo 32
6776 Nogal Canyon Bridge - Elephant Butte Reservoir 44
6777 Nogal Canyon Bridge - Elephant Butte Reservoir 44
2594* San Marcial Underpass - San Marcial 62

Taos County

5243* John Dunn Bridge - Arroyo Hondo 29
5826* Rio Grande Bridge - Rio Grande Gorge State Park 30
5228 Rio Pueblo Bridge - Vadito 30
3806 Arroyo Aguaje Bridge - Tres Piedras 41
6462* Rio Grande Gorge Bridge - Taos 42
S-20 Glen-Woody Suspension Bridge - Pilar 59

Torrance County

1825 Clines Corners Overpass - Clines Corners 47

Union County

None

Valencia County

None

**Bridges selected for their exceptional historical and engineering qualities and which are potentially eligible for the National Register of Historic Places.*

APPENDIX C: RECORDED BRIDGES LISTED BY BRIDGE RATING

Bridge Number	Name of Bridge	Rating
369*	Otowi Suspension Bridge - Otowi	90
357*	Rio Felix Bridge - Hagerman	84
1549*	Gallinas River Bridge - Las Vegas	84
701*	Bridge of the Hidalgos - Santa Fe	80
1382*	Gila River Bridge - Cliff	78
3964*	Variadero Bridge - Variadero	74
119*	Animas River Bridge - Aztec	70
239*	Pecos River Bridge - Terrero	70
599*	San Francisco River Bridge - Alma	70
1519*	Percha Creek Bridge - Hillsboro	70
1578*	Rio Grande Bridge - San Juan Pueblo	70
3452*	Rio Hondo Bridge - Picacho	70
6462*	Rio Grande Gorge Bridge - Taos	70
7546*	North 1st Street Bridge - Raton	70
531*	Rio Puerco Bridge - Bernardo	68
1792*	San Juan River Bridge - Shiprock	68
1894*	Cold Spring Canyon Bridge - San Lorenzo	68
5307*	Gallinas River Bridge - Montezuma	68
S-19*	Rio Grande Bridge - Embudo	68
1332*	Mimbres River Bridge - San Lorenzo	66
1520	Percha Creek Bridge - Hillsboro	66
1521	Percha Creek Bridge - Hillsboro	66
3469	Otowi Truss Bridge - Otowi	66
7622*	Los Alamos Canyon Bridge - Los Alamos	66
8118*	Largo Canyon Bridge - Blanco	66
8120*	Animas River Bridge - Cedar Hill	66
S-44*	Hot Springs Boulevard Culvert - Las Vegas	66
401	Animas River Bridge - Farmington	64
900*	Gallinas River Bridge - Montezuma	64
4962*	El Cerrito Bridge - El Cerrito	64
4984*	Mora River Bridge - Shoemaker	64
5243*	John Dunn Bridge - Arroyo Hondo	64
5507*	Kearny's Gap Bridge - Las Vegas	64
5826*	Rio Grande Bridge - Rio Grande Gorge State Park	64
2530	Rio Puerco Bridge - Albuquerque	62
5272*	Rio Hondo Bridge - Tinnie	62
8121	Animas River Bridge - Cedar Hill	62
S-13	Bolack Ranch Bridge - Farmington	62
877	Isadora Bridge - Isadora	60
1824	Railroad Overpass - Raton	60
2208*	Starkweather Canyon Bridge - Reserve	60
3023*	Don Gaspar Avenue Bridge - Santa Fe	60
6776	Nogal Canyon Bridge - Elephant Butte Reservoir	60
6777	Nogal Canyon Bridge - Elephant Butte Reservoir	60

1001*	Pecos River Bridge - San Jose	58
2594*	San Marcial Underpass - San Marcial	58
3681	Animas River Bridge - Cedar Hill	58
166*	Galisteo River Bridge - Galisteo	56
1778*	Rio San Jose Bridge - McCartys	56
2211*	San Francisco River Bridge - Luna	56
2540	Rio San Jose Bridge - Correo	56
4872	North 2nd Street Bridge - Raton	56
5285	Canadian River Bridge - Logan	56
8041	Ute Creek Bridge - Logan	56
1831	Rio Grande Bridge - Elephant Butte State Park	54
5228	Rio Pueblo Bridge - Vadito	52
7743	Chicorico Creek Bridge - Raton	52
8153	Carrizo Wash Bridge - Salt Lake	52
1782	Galisteo River Bridge - Galisteo	50
1796	Alamosa River Bridge - Truth or Consequences	50
1814	San Cristobal Creek Bridge - Galisteo	50
3806	Arroyo Aguaje Bridge - Tres Piedras	50
5445	North 1st Street Underpass - Raton	50
6089	Tijeras Avenue Underpass - Albuquerque	50
8040	Gallegos Bridge - Gallegos	50
113	Glade Arroyo Bridge - Farmington	48
1669	Rio Grande Bridge - Arrey	48
1836	Rio Grande Bridge - Española	48
2591*	Rio Grande Bridge - Radium Springs	48
5484	Rio Grande Bridge - Corrales	48
8019	Bonito Creek Bridge - Hondo	48
S-20	Glen-Woody Suspension Bridge - Pilar	48
1315	Cameron Creek Bridge - Central	46
1704	Rio Grande Bridge - Las Cruces	46
1773	Coal Avenue Viaduct - Albuquerque	46
1825	Clines Corners Overpass - Clines Corners	46
1832	Cuchillo Negro Creek Bridge - Truth or Consequences	46
1838	Bataan Memorial Bridge - Carlsbad	46
4075*	Delgado Street Bridge - Santa Fe	46
1671	Rio Grande Bridge - Hatch	44
2510	Percha Creek Bridge - Caballo	44
3248	Rio Grande Bridge - Black Mesa	44
1820	Tucumcari Overpass - Tucumcari	42
S-1	Ghost Ranch Bridge - Abiquiu	42
8	Maria Chavez Arroyo Bridge - Algodones	40
2266	Fort Sumner Underpass - Fort Sumner	40
2542	Algodones Underpass - Algodones	40
4263	Rio Grande Bridge - Shalem	40
4264	Rio Grande Bridge - Hatch	40
S-98	Seboyeta Creek Bridge - Seboyeta	40

1666	Trujillo Arroyo Bridge - Arrey	38
4283	Rio Grande Bridge - Berino	38
4551	Rio Grande Bridge - Vado	38
4552	Rio Grande Bridge - Mesquite	38
5492	South 2nd Street Underpass - Raton	38
S-110	Brushy Canyon Bridge - Alma	38
S-115	Texico Underpass - Texico	38
S-46	New Mexico Avenue Culvert - Las Vegas	36
3116	Central Avenue Underpass - Albuquerque	34
2873	Rio Grande Bridge - Anthony	32

**Bridges selected for their exceptional historical and engineering qualities and which are potentially eligible for the National Register of Historic Places.*

APPENDIX D: RECORDED BRIDGES LISTED ON THE STATE REGISTER OF CULTURAL PROPERTIES; RECORDED BRIDGES LOCATED IN OR NEAR A HISTORIC DISTRICT LISTED ON THE NATIONAL REGISTER OF HISTORIC PLACES.

Bridge Number	Bridges Listed on the State Register of Cultural Properties (SRCP)	SCRP Number
701*	Bridge of the Hidalgos - Santa Fe	545
357*	Rio Felix Bridge - Hagerman	573
2591*	Rio Grande Bridge - Radium Springs	574
1792*	San Juan River Bridge - Shiprock	575
5272*	Rio Hondo Bridge - Tinnie	744

Bridges Located In or Near a Historic District Listed on the National Register of Historic Places

	San Gabriel National Historic Landmark	5
1578*	Rio Grande Bridge - San Juan Pueblo	
	Galisteo Historic District	129
166*	Galisteo River Bridge - Galisteo	
	Montezuma Hotel Complex Historic District	227
900*	Gallinas River Bridge - Montezuma	
5307*	Gallinas River Bridge - Montezuma	
	Santa Fe Historic District	260
3023*	Don Gaspar Avenue Bridge - Santa Fe	
4075*	Delgado Street Bridge - Santa Fe	
	Las Vegas Plaza Historic District	267
S-44*	Hot Springs Boulevard Culvert - Las Vegas	
	Otowi Bridge Historic District	295
369*	Otowi Suspension Bridge - Otowi	
3469	Otowi Truss Bridge - Otowi	
	Bridge Street Historic District	339
1549*	Gallinas River Bridge - Las Vegas	
	Embudo Historic District	485
S-19*	Rio Grande Bridge - Embudo	

**Bridges selected for their exceptional historical and engineering qualities and which are potentially eligible for the National Register of Historic Places.*

APPENDIX E: FABRICATORS AND BUILDERS OF RECORDED BRIDGES

Bridge Fabrication Companies	Bridges Completed
American Bridge Company	Galisteo River Bridge - Galisteo (No. 166)* Rio Grande Gorge Bridge - Taos (No. 6462)* Los Alamos Canyon Bridge - Los Alamos (No. 7622)*
El Paso Bridge and Iron Co. El Paso, Texas	Gila River Bridge - Cliff (No. 1382)* Cold Spring Canyon Bridge - San Lorenzo (No. 1894)* Gallegos Bridge - Gallegos (No. 8040) Ute Creek Bridge - Logan (No. 8041)
Kansas City Structural Steel Company	Otowi Suspension Bridge - Otowi (No. 369)* Rio Puerco Bridge - Albuquerque (No. 2530)
Lassig Bridge & Iron Chicago, Illinois	San Marcial Underpass - San Marcial (No. 2594)*
Midland Bridge Company	Bridge of the Hidalgos - Santa Fe (No, 701)* Rio Hondo Bridge - Picacho (No. 3452)*
Missouri Valley Bridge & Iron Company Leavenworth, Kansas	Isadora Bridge - Isadora (No. 877) Pecos River Bridge - San Jose (No. 1001)* Gallinas River Bridge - Las Vegas (No. 1549)* Variadero Bridge - Variadero (No. 3964)* El Cerrito Bridge - El Cerrito (No. 4962)* Mora River Bridge - Shoemaker (No. 4984)* Kearny's Gap Bridge - Las Vegas (No. 5507)*
Pueblo Bridge & Construction Company Pueblo, Colorado	Animas River Bridge - Aztec (No. 119)* Animas River Bridge - Farmington (No. 401) Largo Canyon Bridge - Blanco (No. 8118)*
Robberson Steel Company	Nogal Canyon Bridges - Elephant Butte Reservoir (Nos. 6776 & 6777)

Virginia Bridge & Iron Co. Roanoke, Virginia	Rio Puerco Bridge - Bernardo (No. 531)* Mimbres River Bridge - San Lorenzo (No. 1332)* Percha Creek Bridge - Hillsboro (No. 1520) Percha Creek Bridge - Hillsboro (No. 1521) Rio Grande Bridge - Rio Grande Gorge State Park (No. 5826)*
Virginia Bridge Company	Otowi Truss Bridge - Otowi (No. 3469)

Bridge Building Companies	**Bridges Completed**
A. O. Peabody	Galisteo River Bridge - Galisteo (No. 1782)
Armstrong & Armstrong Roswell, New Mexico	Rio Puerco Bridge - Bernardo (No. 531)*
Boardman Company Oklahoma City, Oklahoma	Rio Felix Bridge - Hagerman (No. 357)*
C. A. Switzer Basalt, Colorado	Glade Arroyo Bridge - Farmington (No. 113)
Dudley & Amesbury	Percha Creek Bridge - Hillsboro (No. 1520) Percha Creek Bridge - Hillsboro (No. 1521)
F. D. Shufflebarger Albuquerque, New Mexico	Rio Puerco Bridge - Albuquerque (No. 2530) Central Avenue Underpass - Albuquerque (No. 3116) Tijeras Avenue Underpass - Albuquerque (No. 6089)
Hayner & Burn	Alamosa River Bridge - Truth or Consequences (No. 1796)
Henry Thygesen	San Cristobal Creek Bridge - Galisteo (No. 1814)
J. H. Miller & Company	Animas River Bridge - Cedar Hill (No. 3681)
J. H. & N. M. Monaghans	Canadian River Bridge - Logan (No. 5285)
J. H. Ryan & Son	Rio Grande Gorge Bridge - Taos (No. 6462)*
James Harvey	Galisteo River Bridge - Galisteo (No. 166)*
Miller & Smith Albuquerque, New Mexico	Otowi Truss Bridge - Otowi (No. 3469)

R. E. McKee	Rio Grande Bridge - Las Cruces (No. 1704)
Salle Construction Company Pueblo, Colorado	San Francisco River Bridge - Alma (No. 599)*
Sanders Brothers Construction Company	Rio Grande Bridge - Española (No. 1836)
Schultz & Lindsay Construction Company	Nogal Canyon Bridges - Elephant Butte Reservoir (Nos. 6776 & 6777)
Sharp & Fellows	Rio Grande Bridge - Corrales (No. 5484)
Skousen Brothers	Rio San Jose Bridge - McCartys (No. 1778)* Raton Overpass - Raton (No. 1824)
Veater & Davis	Rio Grande Bridge - Rio Grande Gorge State Park (No. 5826)*
Vinson Construction Co. Phoenix, Arizona	Los Alamos Canyon Bridge - Los Alamos (No. 7622)*
W. E. Bondurant Roswell, New Mexico	Coal Avenue Viaduct - Albuquerque (No. 1773) San Juan River Bridge - Shiprock (No. 1792)* Rio Grande Bridge - Elephant Butte State Park (No. 1831) Cuchillo Negro Creek Bridge - Truth or Consequences (No. 1832) Bataan Memorial Bridge - Carlsbad (No. 1838)
Walter Sharp	North 1st Street Bridge - Raton (No. 7546)*
Ware Company El Paso, Texas	Mimbres River Bridge - San Lorenzo (No. 1332)* Percha Creek Bridge - Hillsboro (No. 1519)*

Bridge Moving Companies	**Bridges Moved**
J. H. Ryan & Son	Rio Hondo Bridge - Tinnie (No. 5272)* John Dunn Bridge - Arroyo Hondo (No. 5243)* Rio Grande Bridge - Rio Grande Gorge State Park (No. 5826)*

**Bridges selected for their exceptional historical and engineering qualities and which are potentially eligible for the National Register of Historic Places.*

City of Santa Fe, New Mexico

memo

DATE: **July 8, 2025**

TO: **Historic Districts Review Board Members**

VIA: **Heather Lamboy, Planning & Land Use Department Director**
Maggie Moore, Assistant Land Use Director
Gary Moquino, Historic Preservation Division Manager

FROM: **Lani McCulley, Senior Planner, Historic Preservation Division**

2025-010683-HDRB, Shelby St. Foot Bridge, Downtown & Eastside Historic District, contributing, Wonderstone Consulting LLC, agent for City of Santa Fe, owner, requests to demolish the pedestrian bridge. An exception is requested to section 14-5.2(D)(1)(a) for demolition of a contributing structure.

REFERENCE ATTACHMENTS (Sequentially):

CITY SUBMITTALS

____ **District Standards & yard wall & fence standards.**

___ **Historic Inventory Form**

____ **Zoning Review Sheet**

____ **Other**:

APPLICANT SUBMITTALS

__x__ **Proposal Letter**

__x__ **Site Plan/Floor Plan**

__x__ **Elevations**

__x__ **Photographs**

__x__ **Other:** [2025 HCPI, demolition and exception criteria]

STAFF RECOMMENDATION:

Staff finds that the exception criteria for section 14-5.2(D)(1)(a) for demolition of a contributing structure have been met; therefore, staff recommend approval of the application with the condition that the reconstruction of the bridge matches the existing bridge in appearance and reuses the existing stones of the bridge, as it complies with 14-5.2(D) General Design Standards for all Historic Districts, and 14-5.2(E) Downtown and Eastside Design Standards and 14-3.14 Demolition of Historic or Landmark Structure.

Sample motions:

a. In case 2025-010683-HDRB, for Shelby Street Footbridge, approve/deny the demolition of the footbridge structure.

Should the Board deny the exception request, the applicant shall return with an alternative proposal for review and approval before proceeding to a building permit.

BACKGROUND & SUMMARY:

The Shelby Street Footbridge is located on the south side of Alameda Street at the base of Shelby Street. The footbridge is contributing to the Downtown and Eastside Historic District. It is located above the stone-lined channel constructed by the Civilian Conservation Corps in the 1930s. The area is part of the Santa Fe River Park, which is a passive recreational area with landscaping, picnic tables, and a walking path. The park is restricted to parcel sections from twenty to one hundred feet wide, bounded on one side by the ten-foot drop to the riverbed and on the other side by Alameda Street. This parkway was developed for the visual enhancement of the nature of the site.



Figure 1: Location of Shelby Street Footbridge.

The Shelby Street Footbridge is one of two footbridges that cross the Santa Fe River within the park. Eight public vehicular bridges and several private vehicular bridges also cross the park. The

street bridges include Defouri Street Bridge, Delgado Street Bridge, Grant Avenue Bridge, Don Gaspar Street Bridge, Galisteo Street Bridge, Old Santa Fe Trail Bridge, Camino Cabra Bridge, Palace Avenue Bridge, and Paseo de Peralta Bridge. The Santa Fe River State Park and Don Gaspar Street Bridge are on the National Register, and the National Register of Historic Places registration form classifies the 1928 Delgado Street Bridge as contributing. All of the other bridges are considered non-contributing according to the National Register of Historic Places registration form. However, the Historic Districts Review Board designated statuses for the Defouri Street Bridge in 2013 (contributing), the Delgado Street Bridge (significant), the Grant Avenue Bridge (significant), and the Don Gaspar Street Bridge (significant) in 2014. The Galisteo Street, Old Santa Fe Trail, Camino Cabra, Palace Avenue, and Paseo de Peralta Bridges remain without status. The other footbridge, the Brothers Lane Footbridge, came before the HDRB in 2003. While no status was designated because the bridge was under 50 years old, the bridge was subject to a city project which proposed to reconstruct the bridge and widen it by 2'0". However, the Brothers Lane Bridge was required to be reconstructed of wood in keeping with the original bridge.



Figure 2: Side view of Shelby Street Footbridge

The Shelby Street Footbridge was constructed in 1968, most likely as a replacement for a timber bridge that was constructed in the 1930s as part of the Civilian Conservation Corps project. The 1968 bridge is constructed of concrete slabs with timber and stone abutments and concrete girders (*see figure 4 for parts of a bridge*), and a steel pipe railing. An additional concrete beam was placed between the girders for added support at an unknown date. The exterior of the girders is embedded with sandstone blocks set into a concrete bed, which gives the footbridge an appearance of rock construction in an arch. The entrance to the bridge is bordered on each side by low sandstone parapets about 12" in height, and the metal railing is embedded in square masonry end posts at about 18" in height. The entrance on the north of the bridge has curved stone walls up to four feet in height flanking the approach to the bridge. These walls connect to the masonry end posts. The south entrance has had stones removed to accommodate the widening of the pedestrian path.



Figure 3: North and South Entrances to Shelby Street Footbridge.

The bridge is directly on the river embankment (visible in figure 2), supported by large timber blocks (abutments and girders). This forces the bridge to rely heavily on soil and timber for stability. The river flow fluctuations have made alterations to the river channel where the bridge sits, and according to the HCPI, the U.S. Army Corps of Engineers was going to remove the bridge in the 1970s due to its inability to handle to flow of the river. Due to damage to the bridge, from poor construction methods and frequent flooding, the footbridge has been closed since 2022. There are holes in the walkway of the bridge. According to the evaluation issued by Wilson and Company, "Note in Figure 4 (of the evaluation) the presence of brown efflorescence near the hole. This is an indication that the reinforcement in the top flange is rusting and likely losing its strength, thus providing less capacity to support the travel way as initially intended. Wilson and Company further show that there is damage to the double-tee beam, which is a load-bearing structure of reinforced concrete. Wilson and Company's summary reads, "From the evaluation, it can be determined that the bridge is both structurally deficient with its excessive damage and functionally obsolete. The existing travel way is less than 4'-0" wide, which would be too narrow to meet the Americans with Disabilities Act (ADA) requirements. Given the information from the evaluation presented herein, it is recommended that this bridge be demolished and replaced with a new structure." The City Building Official also found the overall condition of the structure as unsafe and in very poor condition.

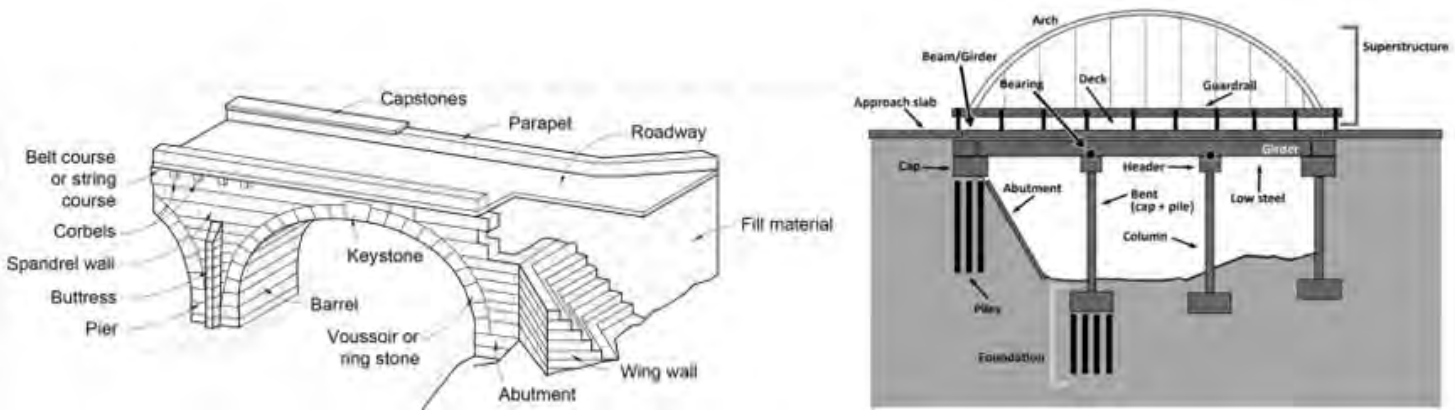


Figure 4: Parts of a Bridge

APPLICANT'S REQUEST:
The applicant proposes the following exterior alterations:

1) Demolish the Shelby Street Footbridge.

Given the deteriorated condition of the bridge, the staff recommends demolition of the bridge with the condition that the reconstruction of the bridge matches the existing bridge in appearance and reuses the existing stones of the bridge.

DEMOLITION CRITERIA AND RESPONSES

(a) Whether the structure is of historical importance;
Applicant Response: The Shelby Street footbridge was built in 1968 and is historical in age. It is located within the Santa Fe River Park Channel National Register of Historic Places (NRHP) property. The bridge is considered a non-contributing structure within the NRHP property because it was not constructed as part of the Works Progress Administration (WPA) program and was not constructed by the Civilian Conservation Corps (CCC). The bridge is outside of the Period of Significance for the NRHP property, which is 1933-1940. The NRHP form was provided to the Board as background information for the historic status review.

The 2025 Historic Cultural Properties Inventory (HCPI) form notes that the Shelby Street footbridge was constructed as part of the State Parks and Recreation Commission projects post World War II. The Shelby Street footbridge replaced a CCC-built wooden footbridge near the location of the existing bridge. The style of the Shelby Street footbridge differed from the existing CCC rock work and was intended to create a more "urban" park setting within the Santa Fe River Park, an official State Park between 1957 and 1999. Please refer to the HCPI form in Appendix B for a more complete discussion of the history of the footbridge.

Despite the bridge being historical in age, it was constructed in a way that created a false sense of history. Rather than designing the bridge in a new style, the State Parks and Recreation Commission worked to match the style of the WPA project and CCC construction. While there are visible differences between the New Deal era construction and design and the 1950s and 1960s State Park improvements, they may be subtle and imperceptible to those that interact with the park space along the river.

Given that this application is presented in tandem with the HDRB's review of the historic status of the bridge, it is unknown if the bridge is considered contributing to the Downtown and Eastside Historic District and if the structure has been determined to be of historical importance.

Staff Response: Staff finds this criterion is met. While the footbridge is of historical importance, it requires repair or replacement. The evaluation of the damage to the existing bridge demonstrates the need for replacement.

(b) Whether the structure for which demolition is requested is an essential part of a unique street section or block front, and whether this street section or block front will be reestablished by a proposed structure; and

Applicant Response: For over 50 years the footbridge has been a part of the Santa Fe River Park. Until its closure in 2022, the bridge was well used, and there have been many calls for the replacement of the footbridge even before that time. Along with the demolition request are two replacement footbridge designs for the HDRB to review that are intended to reestablish a bridge crossing the river in this location. The first design is a simple prefab bridge design consistent with other pedestrian bridges crossing the Santa Fe River. The second design is the prefab bridge with non-structural stone and concrete curtain walls and is intended to offer an "in-kind" replacement of the existing bridge. Per Staff, the proposed design of the bridge is not to be considered at the time of a demolition request. The subsequent case will present the two design options.

Staff Response: Staff finds this criterion is met. The bridge is an essential part of a unique street section and block front, and it is planned to be reestablished.

(c) The state of repair and structural stability of the structure under consideration.

Applicant Response: The bridge is, unfortunately, in a state of complete deterioration (see Appendix B and C) and cannot be repaired or made structurally sound. It requires replacement. Beyond its current state, the bridge was deemed unsafe to withstand a 100-year flood in 1983 by the United States Army Corps of Engineers. At that time, other bridges were also deemed to be in need of replacement, and the funds for replacement were funneled to the Old Santa Fe Trail bridge. Other bridges crossing the river were replaced in the 2010s, such as the De Fouri Street Bridge and the Brother's Lane Bridge. The failure of this bridge is now requiring it to be replaced.

Staff Response: Staff finds this criterion is met. The evaluation of the bridge by Wilson and Company clearly shows that the existing bridge is unsafe and would require enough work that replacement is required. Staff points out that the replacement bridge should emulate the existing contributing structure.

EXCEPTION CRITERIA AND RESPONSES:

Exception to section 14-5.2(D)(1)(a): The applicant requests an exception to "*The removal of historic materials or alteration of architectural features and spaces that embody the status shall be prohibited".*

(i) *Do not damage the character of the district*

Applicant Response: The Shelby Street bridge is one of several small bridges that crosses the Santa Fe River, connecting the north and south banks. Small foot bridges and vehicular bridges which have existed since the river began to channelize around 1893 with the construction of Two Mile Dam. Sanborn Fire Insurance maps and other historic maps indicate that the bridges crossing the river were stone, wood, and now concrete- changing materials over time to accommodate the modernizing and engineering needs for crossing a river channel. The nearest pedestrian bridge to the Shelby Street bridge is the Brother's Lane bridge. This bridge was last replaced around 2016 and is now a wooden bridge with wooden rails. Given that bridge materials change over time, removal of the stone bridge will not damage the character of the district.

To remove the bridge entirely would change the character of this location along the river park, but the bridge will be replaced. The current situation of having a closed and dangerous bridge along a main street in the downtown area is damaging to the district. Demolishing and replacing the bridge is not.

The removal of the bridge will not affect the space that embodies the bridge, which is the river park. The river park with other bridges crossing the river will remain and the overall character and design of the river park property will remain with the bridge replacement. However, the request is to remove a contributing structure, and this request is being made because of the structures condition and the inability to restore the structure. The historic material will be removed, but the design presentation will demonstrate that a replacement bridge will maintain and contribute to the river park, and the design of the bridge will be in keeping with the historic district standards.

Staff Response: Staff finds this criterion is met. It is in the best interest of the Historic District to have a functional and safe footbridge for public access.

(ii) *Are required to prevent a hardship to the applicant or an injury to the public welfare*
Applicant Response: As is demonstrated in Appendix C with photos of the failed structure and the letter from Mr. Ashton, the bridge is a public safety concern as it lacks structural integrity. The bridge is beyond repair. Demolition of the bridge is required to prevent injury to the public welfare, both bodily injury and liability to the City of Santa Fe.

Staff Response: Staff finds this criterion is met. The deteriorated condition of the bridge is a hazard to the public.

(iii*) Strengthen the unique heterogeneous character of the City by providing a full range of design options to ensure that residents can continue to reside within the historic districts*
Applicant Response: In the design case following this demolition request, proposals for the design will be presented. Several design options were considered, and options 3 and 4 below have been chosen to present to the board in the design review case. Both designs strengthen the unique heterogeneous character of downtown Santa Fe and the river park area. Staff has prohibited the design options from being included in the demolition and exception request.

The design options considered were:

1) Leave the bridge and permanently close it.
2) Demolish the bridge and do not replace it.
3) Demolish the bridge and replace it with a modern prefab pedestrian bridge as seen in other areas along the Santa Fe River.
4) Demolish the bridge and replace it with a modern prefab pedestrian bridge with non-structural rock girders to match closely the existing design.

Staff Response: Staff finds this criterion is met. The replacement of the bridge is the preferred option of considered design options considered. Staff would further recommend that the bridge replacement emulate the 1968 design.

RELEVANT CODE CITATIONS:

14-3.14 DEMOLITION OF HISTORIC OR LANDMARK STRUCTURE

(G) **Standards**

(1) In determining whether a request for demolition in a historic district should be approved or denied, the HDRB shall consider the following:
  (a) Whether the *structure* is of historical importance;
  (b) Whether the *structure* for which demolition is requested is an essential part of a unique *street* section or block front, and whether this *street* section or block front will be reestablished by a proposed *structure*; and
  (c) The state of repair and structural stability of the *structure* under consideration.

(2) In determining whether a request for demolition of a *landmark structure* should be approved or denied, the HDRB and *governing body* shall consider the following:
  (a) The historical importance of the *structure*; and
  (b) The state of repair and structural stability of the *structure*.

14-5.2 HISTORIC DISTRICTS

(A) **General Provisions**

(1) General Purpose

In order to promote the economic, cultural, and general welfare of the people of the *city* and to ensure the harmonious, orderly and efficient growth and *development* of the *city*, it is deemed essential by the *governing body* that the qualities relating to the history of Santa Fe, and a harmonious outward appearance, which preserve *property* values and attract tourists and residents alike, be preserved, some of these qualities being:

(a) The continued existence and *preservation* of historical areas and *buildings*;

(b) The continued construction of *buildings* in the historic styles; and

(c) A general harmony as to style, form, color, height, proportion, texture, and material between *buildings* of historic design and those of more modern design.

(C) **Regulation of Significant and Contributing Structures in the Historic Districts**

(Ord. No. 2004-26)

(1) Purpose and Intent

It is intended that:

(a) Each *structure* to be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical *development*, such as the addition of conjectural features or architectural elements from other *buildings*, shall not be undertaken.

(b) Changes to *structures* that have acquired historic *significance* in their own right shall be retained and preserved, recognizing that most *structures* change over time;

(c) Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a *structure* be preserved; and

(d) New additions and related or adjacent new construction be undertaken in such a manner that if removed in the future, the original form and integrity of the historic *property* and its environment would be unimpaired.

(2) Designation of Significant, Contributing, or Noncontributing Status within Historic Districts

(a) Status Designation

Structures within historic districts may be designated a status of "significant," "contributing," or "noncontributing" based upon the definitions of these terms in Article 14-12. Staff shall maintain a record as to the current status of *structures* located in the Historic Districts.

(b) Board Authority to Review Status Designation

(i) The Board is authorized to change the status of a *structure* or to designate a status for a *structure* with no status designated.

(ii) A change in status or the designation of a status shall be based upon an evaluation of data provided through survey or other relevant sources of information and the definitions of "significant," "contributing," or "noncontributing."

(e) Appeals (Ord. No. 2009-42 § 16)

Decisions made by the historic districts review board may be appealed to the *governing body* as set forth in Section 14-3.17.

(f) Restoration of Status

If a *property owner* makes changes to a *structure* without the proper *city* approvals, which result in the lowering of the *structure's* status, staff or the board may require the *property owner* to restore the *structure* such that its former status is restored.

(4) Compliance with General and Specific Design Standards Required

All *development* located within the historic districts and subject to this Section 14-5.2 shall comply with all applicable general *development* standards set forth in Subsection 14-5.2(D), as well as any applicable specific *development* standards set forth in Subsections 14-5.2(E) through (I).

14-12 Significant Structure:
A structure located in a historic district that is approximately fifty years old or older, and that embodies distinctive characteristics of a type, period, or method of construction. For a structure to be designated as significant, it must retain a high level of historic integrity. A structure may be designated as significant:

(A) for its association with events or persons that are important on a local, regional, national, or global level; or

(B) if it is listed on or is eligible to be listed on the State Register of Cultural Properties or the National Register of Historic Places.

14-12 Contributing Structure:
A structure, located in a historic district, approximately fifty years old or older, that helps to establish and maintain the character of that historic district. Although a contributing structure is not unique in itself, it adds to the historic associations or historic architectural design qualities that are significant for a district. The contributing structure may have had minor alterations, but its integrity remains.

14-12 Noncontributing Structure:
A structure, located in an H district, that is less than fifty years old or that does not exhibit sufficient historic integrity to establish and maintain the character of the H District.

14-12 Primary Façade:
One or more principal faces or elevations of a building with features that define the character of the building's architecture.

14-12 Historic Compound
An identifiable grouping of historic resources, including buildings, structures, and landscaping elements, as described in Section 14-5.2(K)(2)(a). Historic compounds may be comprised of more than one lot.

(D) **General Design Standards for All H Districts**

In any review of proposed additions or alterations to *structures* that have been declared significant or contributing in any historic district or a *landmark* in any part of the *city*, the following standards shall be met:

(1) General

(a) The status of a significant, contributing, or *landmark structure* shall be retained and preserved. If a proposed alteration will cause a *structure* to lose its significant, contributing, or *landmark* status, the *application* shall be denied. The removal of historic materials or alteration of architectural features and spaces that embody the status shall be prohibited.

(b) If a proposed alteration or new construction will cause an adjacent *structure* to lose its significant, contributing, or *landmark* status, the *application* may be denied.

(2) Additions

(a) Additions shall have similar materials, architectural *treatments,* and styles, features, and details as the existing *structure*, but shall not duplicate those of the existing *structure* in a manner that will make the addition indistinguishable from the existing *structure*.

(b) Additions to *buildings* that meet the standards of Subsection 14-5.2(E) shall continue to meet those standards set forth in Subsection 14-5.2(E) in addition to the standards set forth in this section.

(c) Additions are not permitted to *primary façades*.

(d) Additions are not permitted to the side of the existing footprint unless the addition is set back a minimum of ten (10) feet from the primary facade. The addition shall not exceed fifty percent of the square footage of the existing footprint, and shall not exceed fifty percent of the existing dimension of the primary facade. To the extent architecturally practicable, new additions shall be attached to any existing noncontributing portion of *structures* instead of attaching them to the significant or contributing portion.

(e) The height of additions:

(i) For significant and *landmark structures* shall be a minimum of six (6) inches less than the parapet or equivalent roof-feature of the existing adjacent connecting facade.

(ii) For contributing *structures* shall be no more than one additional *story* higher than the existing *structure*. To the extent architecturally practicable, two-story additions shall be set to the rear or the side rear of the *structure*. When an additional *story* is to be placed upon an existing contributing *structure,* that footprint may be no greater than fifty percent of the footprint of the existing *structure,* subject to the provisions of Subsection A(1) above. For the purposes of this paragraph, an additional *story* shall not exceed twelve (12) feet from the existing rooftop to the highest point of that *story*.

(5) Windows, Doors, and Other Architectural Features

(a) For all facades of significant and *landmark structures* and for the primary facades of contributing *structures*:

(i) Historic windows shall be repaired or restored wherever possible. Historic windows that cannot be repaired or restored shall be duplicated in the size, style, and material of the original. Thermal double pane glass may be used. No opening shall be widened or narrowed.

(ii) No new opening shall be made where one presently does not exist unless historic documentation supports its prior existence.

(iii) No existing opening shall be closed.

(b) For all façades of significant, contributing, and *landmark structures*, architectural features, finishes, and details other than doors and windows shall be repaired rather than replaced. In the event *replacement* is necessary, the use of new material may be approved. The new material shall match the material being replaced in composition, design, color, texture, and other visual qualities. *Replacement* or duplication of missing features shall be substantiated by documentation, physical or pictorial evidence.

(E) **Downtown and Eastside Design Standards**

The *governing body* recognizes that a style of architecture has evolved within the *city* from the year 1600 to the present characterized by construction with *adobe*, hereafter called "old Santa Fe style", and that another style has evolved, hereafter called "recent Santa Fe style", which is a *development* from, and an elaboration of the old Santa Fe style, with different materials and frequently with added decorations.

(1) Old Santa Fe Style

Old Santa Fe style, characterized by construction with *adobe*, is defined as including the so-called "pueblo" or "pueblo-Spanish" or "Spanish-Indian" and "territorial" styles, and is more specifically described as follows:

(a) With rare exception, *buildings* are of one *story*, few have three stories, and the characteristic effect is that the *buildings* are long and low. Roofs are flat with a slight *slope* and surrounded on at least three sides by a firewall of the same color and material as the *walls* or of brick. Roofs are never carried out beyond the line of the *walls* except to cover an enclosed *portal* or *porch* formed by setting back a portion of the *wall* or to form an exterior *portal*, the outer edge of the roof being supported by wooden columns. Two-story construction is more common in the territorial than in other sub-styles, and is preferably accompanied by a balcony at the level of the floor of the second *story*. Façades are flat, varied by inset *portales*, exterior *portales*, projecting vigas or roof beams, canales or water-spouts, flanking buttresses and wooden lintels, architraves and cornices, which, as well as doors, are frequently carved, and the carving may be picked out with bright colors. Arches are almost never used except for nonfunctional arches, often slightly ogive, over gateways in freestanding *walls*;

(b) All exterior *walls* of a *building* are painted alike. The colors range from a light earth color to a dark earth color. The exception to this rule is the protected space under *portales*, or in church-derived designs, inset panels in a *wall* under the roof, in which case the roof overhangs the panel. These spaces may be painted white or a contrasting color or have mural decorations.

(c) Solid *wall* space is always greater in any façade than window and door space combined. Single panes of glass larger than thirty (30) inches in any dimension are not permissible except as otherwise provided in this section.

(d) The rule as to flat roofs shall not be construed to prevent the construction of skylights or installation of air conditioning devices, or any other necessary roof *structures*, but such *structures* other than chimneys, flues, vents and aerials, shall

be so placed as to be concealed by the firewall from the view of anyone standing in the *street* on which the *building* fronts;

(e) True old Santa Fe style *buildings* are made of *adobe* with mud plaster finish. Construction with masonry blocks, bricks, or other materials with which the *adobe* effect can be simulated is permissible, provided that the exterior *walls* are not less than eight (8) inches thick and that geometrically straight façade lines are avoided. Mud plaster or hard plaster simulating *adobe*, laid on smoothly, is required; and

(f) It is characteristic of old Santa Fe style commercial *buildings* to place a *portal* so that it covers the entire sidewalk, the columns being set at the curb line.

(2) Recent Santa Fe Style

Recent Santa Fe style intends to achieve harmony with historic *buildings* by *retention* of a similarity of materials, color, proportion, and general detail. The dominating effect is to be that of *Adobe* construction, prescribed as follows:

(a) No *building* shall be over two stories in height in any façade unless the façade shall include projecting or recessed *portales, setbacks,* or other design elements.

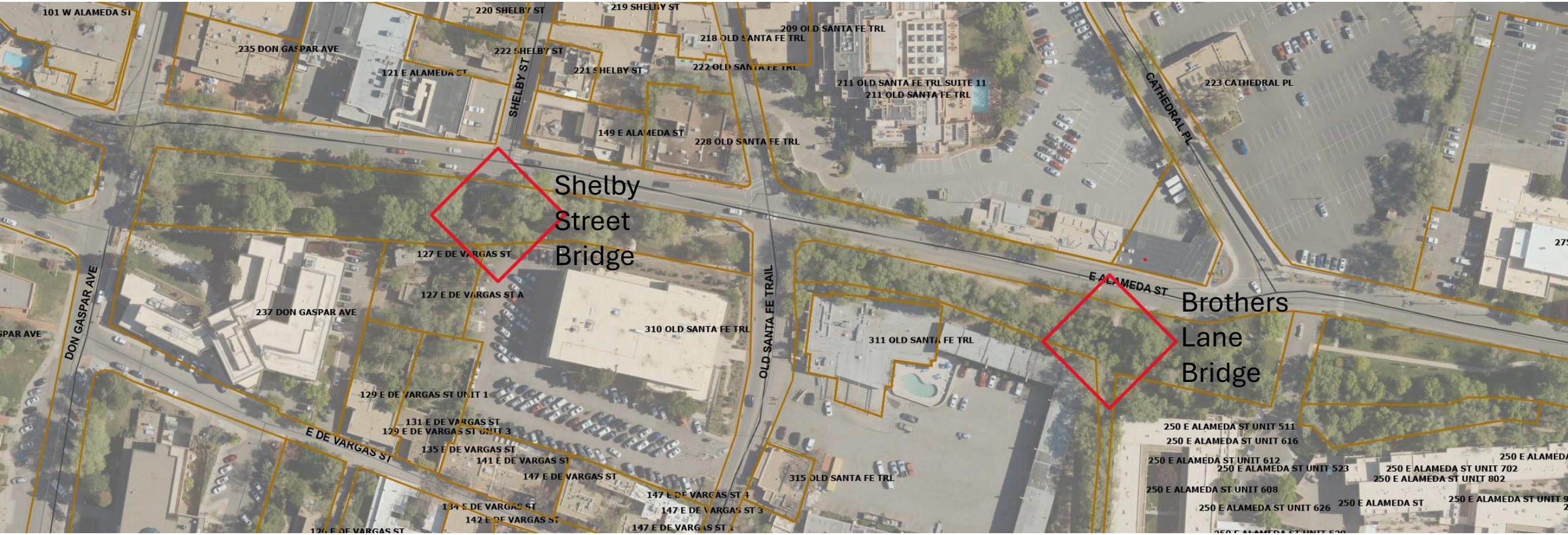
(b) The combined door and window area in any *publicly visible* façade shall not exceed forty percent of the total area of the façade except for doors or windows located under a *portal*. No door or window in a *publicly visible* façade shall be located nearer than three (3) feet from the corner of the façade;

(c) No cantilevers shall be permitted except over projecting vigas, beams, or wood corbels, or as part of the roof *treatment* described below;

(d) No less than eighty percent of the surface area of any *publicly visible* façade shall be *adobe* finish or stucco simulating *adobe* finish. The balance of the *publicly visible* façade, except as above, may be of natural stone, wood, brick, tile, terra cotta, or other material, subject to approval as hereinafter provided for *building permits*.

(e) The *publicly visible* façade of any *building* and of any adjoining *walls* shall, except as otherwise provided, be of one color, which color shall simulate a light earth or dark earth color, matte or dull finish, and of relatively smooth texture. Façade surfaces under *portales* may be of contrasting or complementary colors. Windows, doors, and *portals* on *publicly visible* portions of the *building* and *walls* shall be of one of the old Santa Fe styles, except that *buildings* with *portals* may have larger plate glass areas for windows under *portals* only. Deep window recesses are characteristic, and

(f) Flat roofs shall have not more than thirty (30) inches overhang.


101 W ALAMEDA ST
220 SHELBY ST
219 SHELBY ST
209 OLD SANTA FE TRL
218 OLD SANTA FE TRL
235 DON GASPAR AVE
222 SHELBY ST
121 E ALAMEDA ST
SHELBY ST
221 SHELBY ST
222 OLD SANTA FE TRL
211 OLD SANTA FE TRL SUITE 11
211 OLD SANTA FE TRL
CATHEDRAL PL
223 CATHEDRAL PL
149 E ALAMEDA ST
228 OLD SANTA FE TRL
Shelby Street Bridge
127 E DE VARGAS ST
E ALAMEDA ST
Brothers Lane Bridge
127 E DE VARGAS ST A
237 DON GASPAR AVE
DON GASPAR AVE
310 OLD SANTA FE TRL
311 OLD SANTA FE TRL
OLD SANTA FE TRAIL
129 E DE VARGAS ST UNIT 1
131 E DE VARGAS ST
129 E DE VARGAS ST UNIT 3
135 E DE VARGAS ST
141 E DE VARGAS ST
E DE VARGAS ST
147 E DE VARGAS ST
315 OLD SANTA FE TRL
147 E DE VARGAS ST 4
147 E DE VARGAS ST 3
134 E DE VARGAS ST
142 E DE VARGAS ST
147 E DE VARGAS ST 1
250 E ALAMEDA ST UNIT 511
250 E ALAMEDA ST UNIT 616
250 E ALAMEDA ST UNIT 612
250 E ALAMEDA ST UNIT 523
250 E ALAMEDA ST UNIT 702
250 E ALAMEDA ST UNIT 802
250 E ALAMEDA ST UNIT 608
250 E ALAMEDA ST UNIT 626
250 E ALAMEDA ST

Flood plan deadline

City must decide whether to back project

By BETH MORGAN
The New Mexican Staff

The Santa Fe City Council has until July 20 to decide whether it will support the U.S. Army Corps of Engineers' plan to line a portion of the Santa Fe River with concrete.

Councilors were informed of the deadline in a study session with representatives of the Corps of Engineers on Wednesday.

John Cunico, chief of the Corps' Albuquerque District planning branch, said the Corps cannot continue with the project without a commitment for funding from the city administration.

The Corps' 1984 budget includes funds to design and draw up specifications for the flood control plan, but construction funds already earmarked for the project will be "reprogrammed" if the city doesn't make up its mind by July 20, said Peter Doles, Corps study manager.

Doles and Cunico answered councilors' questions on the flood control project during the session.

The city would be asked to provide a 35 percent match for the federal government's 65 percent funding of the $6.2 million project. While councilors said the city Capital Improvements Program has provided a budget for a portion of that 35 percent, the Corps has adopted a policy that 35 percent of the funding for the project should come from local sources.

Costs for land acquisition, easements, rights of way and relocations of bridges and utility lines must be shared by the municipal government under a 1936 law, but Cunico said the city would have a better chance of obtaining the federal funds if a com-

See DEADLINE on Page A-11

NewspaperArchive

ment. a total of 66 exempt positions, includ jobs," he said. qualified applicants.

—DEADLINE

Continued from Page A-1

mitment was made to provide 35 percent of the funding.

The "traditional" cost-sharing provisions would mean the city must provide $1.079 million for the project, Cunico said. But, he said, the city would have to put up a total of $2.193 million if it followed the 35 percent policy.

However, the "in-kind" matching costs for rights of way, land and relocations would come out of that figure, he said.

Mike Trujillo, representing the Property Control Division of the state Department of Finance and Administration, told councilors the state needs all the information the city has on the flood control project before the state can take a stand. The state owns much of the land along the river that would be required for rights of way, he said.

Councilor Michael Branch said the city had deeded the land along the river to the state in the 1930s to obtain Work Projects Administration funds to improve a portion of the river channel.

Doles told the councilors $200,000 to $300,000 might be pared from the project budget if the Corps is not required to build low walls at the edge of the river park.

He said while the walls provide "freeboard protection ... they are not really necessary."

But lining a one-mile stretch of the river with concrete, which may be designed to be more aesthetically pleasing, will be necessary for the Corps to proceed.

The Corps provided cost breakdowns in preliminary reports for plain concrete and textured liners for the river, the plain concrete being the less expensive. However, he said, "We realized a concrete channel was not going to be accepted by the community."

"... To provide a guaranteed level of protection, we will have to stabilize the channel bed," he said. But facing the new channel with rock could cost $1 million, and decrease the level of protection by 20 years, he said.

The Corps can either drop the project or proceed with the planning phase, but the city's cooperation will be required before another move is made, he said.

"It has a five-year limit before it comes up for de-authorization," Doles said.

The councilors were told the Corps became involved in planning for a flood that had a 100-year likelihood of occurring after a 1957 flood and again after flooding in 1968.

Both of these floods, Doles said, were not of that magnitude but of the type that might occur every 12 to 15 years.

In a 100-year flood in which the river would flow at 5,000 cubic feet per second, Doles said, El Centro Mall at Water and Shelby streets would be under 5 feet of water.

Improvement plans include construction of a 4-foot deep, 20- to 25-foot- wide channel within the existing rock walls of the river; replacement or improvement of six bridges; and the low walls.

Bridges that have been identified as inadequate — either because of the width of the channel or the height of the bridges — include: a private drive bridge, El Castillo Apartment Drive bridge, the footbridge above Old Santa Fe Trail, the Old Santa Fe Trail bridge, the Shelby Street footbridge, and the Defouri Street bridge.

The capacity of these bridges is 2,100 cubic feet per second and under, a Corps report states.

Among spectators at the study session, Santa Fe County hydrologist Jay Lazarus voiced the county's concern that the lining of one-mile of the river with concrete might impair the recharge of the Tesuque formation, the major water-bearing acquifer in this area, and the likelihood of erosion occurring downstream from the channel.

The City Council expects to hold a public hearing on the proposed river channel project before July 20.

NewspaperArchive

Newspaper Archive
by Storied

Santa Fe New Mexican, June 02, 1983 Pg. 10, Santa Fe, New Mexico, US
https://newspaperarchive.com/santa-fe-new-mexican-jun-02-1983-p-10/

June 20, 2025

To: Historic Districts Review Board
RE: Shelby Street Footbridge Demolition Request

Dear HDRB:

The Shelby Street footbridge is a historic structure in the Downtown and Eastside Historic District. Because the case for determining its historic status within the district is to be heard in the same meeting as the request for demolition, the application before you includes responses to an exception to 14-5.2(D)(1) in the event that the bridge is determined to be contributing to the district.

The Shelby Street footbridge was closed to the public in 2022 due to safety concerns. This application will demonstrate the state of disrepair of the bridge. The City of Santa Fe was provided New Mexico State Senate appropriations for the bridge, just released in January 2025, and is now urgently working to restore this pedestrian route which crosses the Santa Fe River to retain the State appropriated funds essential to the project.

CASE OUTLINE

1) Demolition request
2) Considerations on the demolition criteria per 14-3.14, *Demolition of Historic or Landmark Structure*
3) Response to exception criteria for demolition of a contributing structure, 14-5.2(D)(1)

FIGURES AND CASE MATERIALS

- Project Location (Figure 1)
- Existing site plan and profile drawings of the footbridge (Appendix A)
- Letter from Tyler Ashton, Wilson & Company PE (Appendix B)
- Letter from Bobby Padilla, City of Santa Fe Building Official (Appendix B)
- Historic Cultural Properties Inventory form (Appendix C)

REQUEST FOR DEMOLITION

The City of Santa Fe Parks and Open Space Division requests approval for the demolition of the Shelby Street footbridge. The bridge crosses the river near the intersection of Shelby Street and E. Alameda on the north bank and near E. DeVargas Street on the south bank (Figure 1).



Figure 1. Project location. Bridge location shown outlined in red. (Image from HCPI form.)

This application includes: a site plan and drawings of the existing bridge (Appendix A); an engineer's evaluation letter from Wilson & Company, Inc, PE Tyler Ashton with photos demonstrating the current condition of the bridge (Appendix B); a letter from the City of Santa Fe Building Official Bobby Padilla (Appendix B); and the 2025 HCPI form completed by John Murphey is included in this application as well (Appendix C).

Considerations under 14-3.14(G) for HDRB evaluation:

a) *Is the structure of historical importance?*

The Shelby Street footbridge was built in 1968 and is historical in age. It is located within the Santa Fe River Park Channel National Register of Historic Places (NRHP) property. The bridge is considered a non-contributing structure within the NRHP property because it was not constructed as part of the Works Progress Administration (WPA) program and was not constructed by the Civilian Conservation Corp (CCC). The bridge is outside of the Period of Significance for the NRHP property which is 1933-1940. The NRHP form was provided to the Board as background information for the historic status review.

The 2025 Historic Cultural Properties Inventory (HCPI) form notes that the Shelby Street footbridge was constructed as part of the State Parks and Recreation Commission projects post World War II. The Shelby Street footbridge replaced a CCC-built wooden footbridge near the location of the existing bridge. The style of the Shelby Street footbridge differed from the existing CCC rock work and was intended to create a more "urban" park setting within the Santa Fe River Park, an official State Park between 1957 and 1999. Please refer to the HCPI form in Appendix B for a more complete discussion of the history of the footbridge.

Despite the bridge being historical in age, it was constructed in a way that created a false sense of history. Rather than designing the bridge in a new style, the State Parks and Recreation Commission worked to match the style of the WPA project and CCC construction. While there are visible differences between the New Deal era construction and design and the 1950s and 1960s State Park improvements, they may be subtle and imperceptible to those that interact with the park space along the river.

Given that this application is presented in tandem with the HDRB's review of the historic status of the bridge, it is unknown if the bridge is considered contributing to the Downtown and Eastside Historic District and if the structure has been determined to be of historical importance.

b) Is the structure an essential part of a unique street section and will the street section be reestablished by a proposed structure?

For over 50 years the footbridge has been a part of the Santa Fe River Park. Until its closure in 2022 the bridge was well used and there have been many calls for replacement of the footbridge since even before that time. Along with the demolition request are two replacement footbridge designs for the HDRB to review that are intended to reestablish a bridge crossing the river in this location. The first design is a simple prefab bridge design consistent with other pedestrian bridges crossing the Santa Fe River. The second design is the prefab bridge with non-structural stone and concrete curtain walls and is intended to offer an "in-kind" replacement of the existing bridge. Per Staff, the proposed design of the bridge is not to be considered at the time of a demolition request. The subsequent case will present the two design options.

c) What is the state of repair and structural stability of the structure?

The bridge is unfortunately in a state of complete deterioration (see Appendix B and C) and cannot be repaired or made structurally sound. It requires replacement. Beyond its current state, the bridge was deemed unsafe to withstand a 100-year flood in 1983 by the United States Army Corps of Engineers. At that time, other bridges were also deemed to be in need of replacement and the funds for replacement were funneled to the Old Santa Fe Trail bridge. Other bridges crossing the river were replaced in the 2010s, such as the De Fouri Street Bridge and Brother's Lane Bridge. The failure of this bridge is now requiring it to be replaced.

Exception Requested to Demolition a Contributing Historic Structure (14-5.2(D)(1))

i. Does not damage the character of the district.

The Shelby Street bridge is one of several small bridges that crosses the Santa Fe River, connecting the north and south banks. Small foot bridges and vehicular bridges which have existed since the river began to channelize around 1893 with the construction of Two Mile Dam. Sanborn Fire Insurance maps and other historic maps indicate that the bridges crossing the river were stone, wood, and now concrete- changing materials over time to accommodate the modernizing and engineering needs for crossing a river channel. The nearest pedestrian bridge to the Shelby Street bridge is the Brother's Lane bridge. This bridge was last replaced around 2016 and is now a wooden bridge with wooden rails. Given that bridge materials change over time, removal of the stone bridge will not damage the character of the district.

To remove the bridge entirely would change the character of this location along the river park, but the bridge will be replaced. The current situation of having a closed and dangerous bridge along a main street in the downtown area is damaging to the district. Demolishing and replacing the bridge is not.

The removal of the bridge will not affect the space that embodies the bridge, which is the river park. The river park with other bridges crossing the river will remain and the overall character and design of the river park property will remain with the bridge replacement. However, the request is to remove a contributing structure, and this request is being made because of the structures condition and the inability to restore the structure. The historic material will be removed but the design presentation will demonstrate that a replacement bridge will maintain and contribute to the river park and the design of the bridge will be in keeping with the historic district standards.

ii. Are required to prevent a hardship to the applicant or injury to the public welfare.
As is demonstrated in Appendix C with photos of the failed structure and the letter from the Mr. Ashton, the bridge is a public safety concern as it lacks structural integrity. The bridge is beyond repair. Demolition of the bridge is required to prevent injury to the public welfare, both bodily injury and liability to the City of Santa Fe.

iii. Strengthens the unique heterogenous character of the City by providing a full range of design options to ensure residents can continue to reside in the historic districts.
In the design case following this demolition request, proposals for the design will be presented. Several design options were considered and options 3 and 4 below have been chosen to present to the board in the design review case. Both designs strengthen the unique heterogenous character of downtown Santa Fe and the river park area. Staff has prohibited the design options from being included in the demolition and exception request.

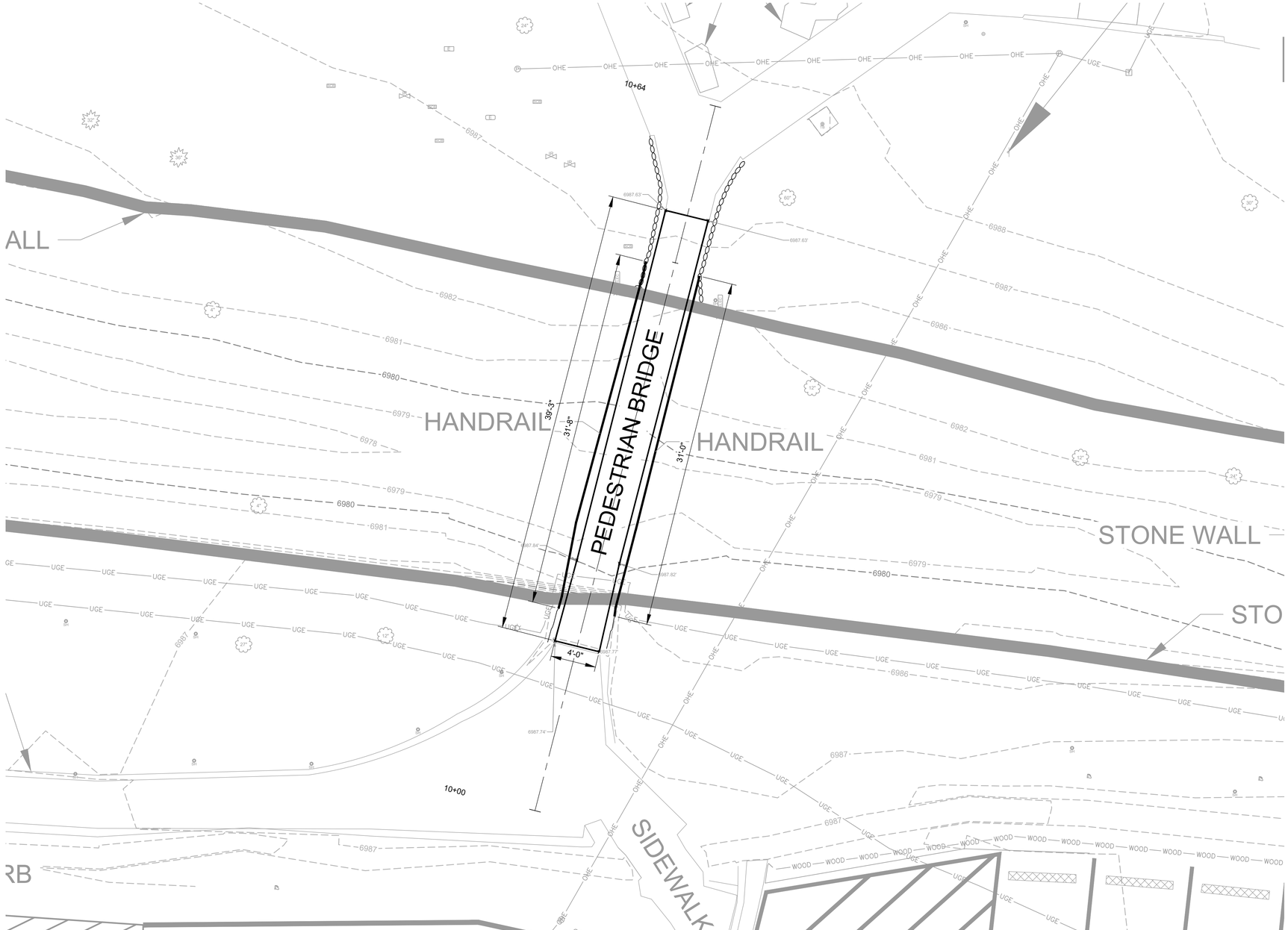
The design options considered were:
1) Leave the bridge and permanently close it.
2) Demolish the bridge and not replace it.
3) Demolish the bridge and replace it with a modern prefab pedestrian bridge as seen in other areas along the Santa Fe River.
4) Demolish the bridge and replace it with a modern prefab pedestrian bridge with non-structural rock girders to match closely the existing design.

Thank you for your time and consideration of this demolition request and the exception responses.

Sincerely,

Nicole A. Ramirez Thomas
Wonderstone LLC
Principal/ Owner

APPENDIX A
Existing Site Plan and Profile Drawings



B1 EXISTING SITE PLAN

SCALE: 1" = 5'

GENERAL SHEET NOTES

1. ALL UTILITIES AND OTHER TOPOGRAPHIC FEATURES ARE APPROXIMATE BASED ON FIELD SURVEY. ACTUAL LOCATIONS AND LAYOUT CONTROL POINTS SHALL BE FIELD VERIFIED PRIOR TO CONSTRUCTION.
2. ANY ADDITIONAL DAMAGE TO SITE NOT DETAILED IN PLANS PAID IN-KIND BY THE CONTRACTOR.
3. EXISTING VEGETATION/IRRIGATION LINES ADJACENT TO THE NEW IMPROVEMENTS SHALL BE PROTECTED.
4. ALL EXISTING BLOCK ON SITE NEEDS TO BE IDENTIFIED AND REUSED PRIOR TO ORDERING NEW BLOCK.

KEYNOTES

LEGEND

6690 EXISTING CONTOURS

6685 PROPOSED CONTOURS

WILSON & COMPANY
4401 MASTHEAD ST. NE., SUITE 150
ALBUQUERQUE, NM 87109
PHONE: 505-348-4000
FAX: 505-348-4055
www.wilsonco.com

CONSULTANTS

SEAL

30% SUBMITTAL NOT FOR CONSTRUCTION

PROJECT NAME

SHELBY ST. PEDESTRIAN BRIDGE

BY	DESCRIPTION	DATE	REV.

PROJECT NO:	23-600-030-17
DESIGNED BY:	CVA
DRAWN BY:	AWP
CHECKED BY:	TA
DATE:	JUN 2025

SHEET TITLE

EXISTING SITE PLAN

SHEET NO:

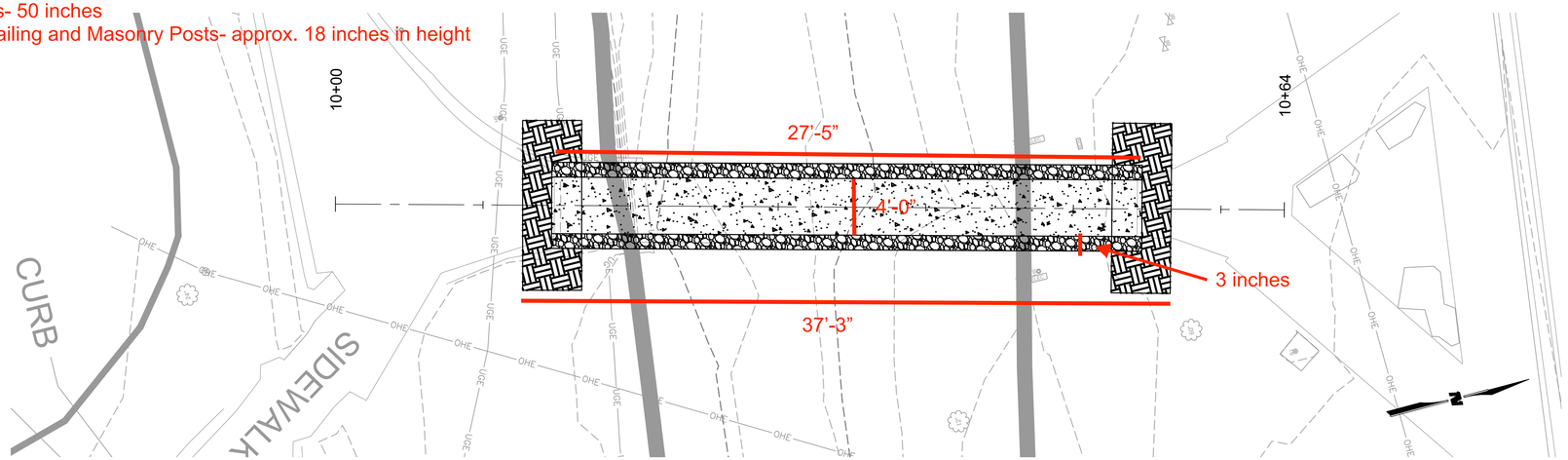
C-103

C:\Users\awprentice\DC\ACCDocs\Wilson & Company\Shelby_St_Ped_Bridge\Project Files\2_Disciplines_SHEETS\2_Sheets - civil\23603017-SP01.dwg

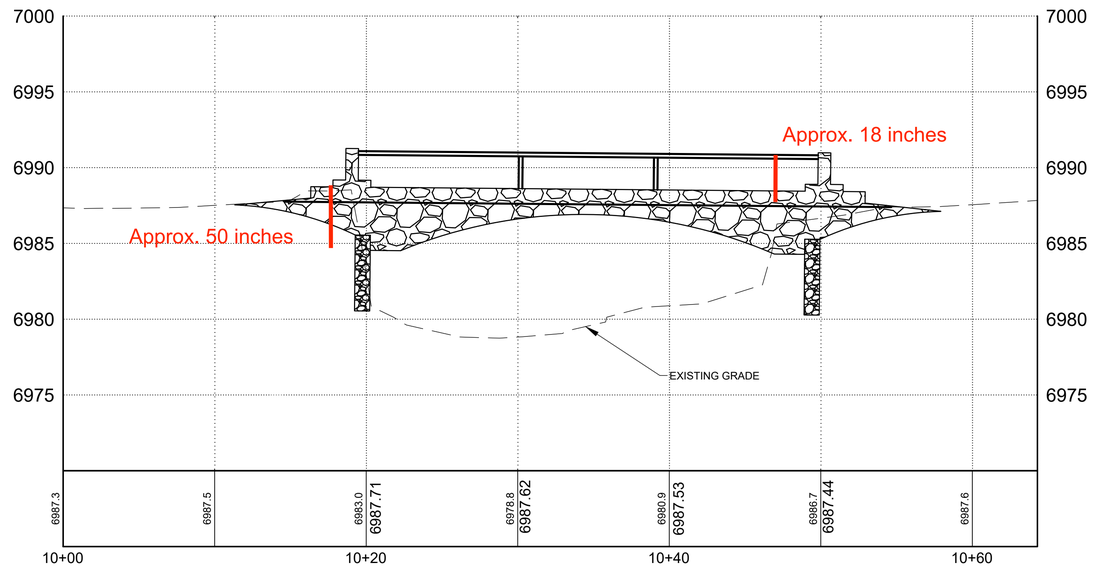
6/5/2025

Bridge Dimensions:

Bridge Length- 37 feet and 3 inches (including approaches)
Bridge Deck- 27 feet and 5 inches
Bridge Width- 4 feet
Stone Girders- 50 inches
Metal Pipe Railing and Masonry Posts- approx. 18 inches in height



EXISTING BRIDGE PLAN



EXISTING BRIDGE PROFILE

GENERAL SHEET NOTES

KEYNOTES

LEGEND

6690 EXISTING CONTOURS

ROCK FROM EXISTING BRIDGE

CONCRETE BRIDGE DECK

EARTH/SOIL

WILSON & COMPANY
4401 MASTHEAD ST. NE., SUITE 150
ALBUQUERQUE, NM 87109
PHONE: 505-348-4000
FAX: 505-348-4055
www.wilsonco.com

CONSULTANTS

SEAL

30% SUBMITTAL NOT FOR CONSTRUCTION

PROJECT NAME

SHELBY ST. PEDESTRIAN BRIDGE

REV.	DATE	DESCRIPTION	BY

PROJECT NO:	23-600-030-17
DESIGNED BY:	CVA
DRAWN BY:	AWP
CHECKED BY:	TA
DATE:	JUN 2025

SHEET TITLE

EXISTING PLAN & PROFILE

SHEET NO:

XX

C:\Users\JRGunn\DC\ACCDocs\Wilson & Company\Shelby_St_Ped_Bridge\Project Files\2_Disciplines_SHEETS\4_sheets - structural\23603017-BRDG EXIST.dwg

6/5/2025

APPENDIX B- Existing Conditions of the Shelby Street Bridge
Tyler Ashton Letter
Bobby Padilla Letter

Memorandum

To: Melissa McDonald, City of Santa Fe

From: Carlos Aguilar, P.E., Wilson & Company, Inc.

CC: Sherman Peterson, P.E., Wilson & Company, Inc.; Tyler Ashton, P.E., Wilson & Company, Inc.

Date: 6/9/2025

Re: Shelby St. Pedestrian Bridge Evaluation

On April 10, 2025, a team consisting of Carlos Aguilar, P.E. and Sherman Peterson P.E. from Wilson & Company, Inc. conducted an evaluation of the Shelby St. Pedestrian Bridge. The Shelby St. Bridge is a single span bridge that carries pedestrian traffic over the Santa Fe River in Santa Fe, New Mexico. The bridge connects pedestrians from Shelby St. and E. Alameda St. to the north with government agencies and businesses to the south. No as-built plans were available; as such, there is no known date for the time of construction. The superstructure consists of an approximate 27'-5" single span (overall beam length of 37'-3) with one prestressed concrete double tee beam. The top flange of the double tee beam acts as the deck of the bridge. From inspection, the abutment substructure consists of timber beams that could likely be recycled railroad ties. The beam was measured to have an approximate depth of 15", with an approximate 3" thick top flange and 12" deep stems. There is also an approximate 8½" wide by 10" deep rectangular beam placed in between the stems of the double tee beam with an attached utility line. This beam was likely placed to provide additional support for the utility line; it should be noted that this beam is sagging significantly and has no influence on the support of the bridge.

Outside of the bridge there are stone arch facades that vary in depth from 50 inches at its deepest near the abutments to 20 inches at the midpoint of the bridge. It appears that the top flange of the beam is encompassed by these arches, as they also provide an approximate 1' curb for the travel way along the top surface. There are steel pipes attached to the stone arches that serve as railing along the bridge, approximately 38" above the travel way. A location plan is shown in Figure 1, with an elevation view of the bridge in Figure 2. The superstructure configuration from underneath the bridge is shown in Figure 3, highlighting the rectangular beam between the double tee beam.

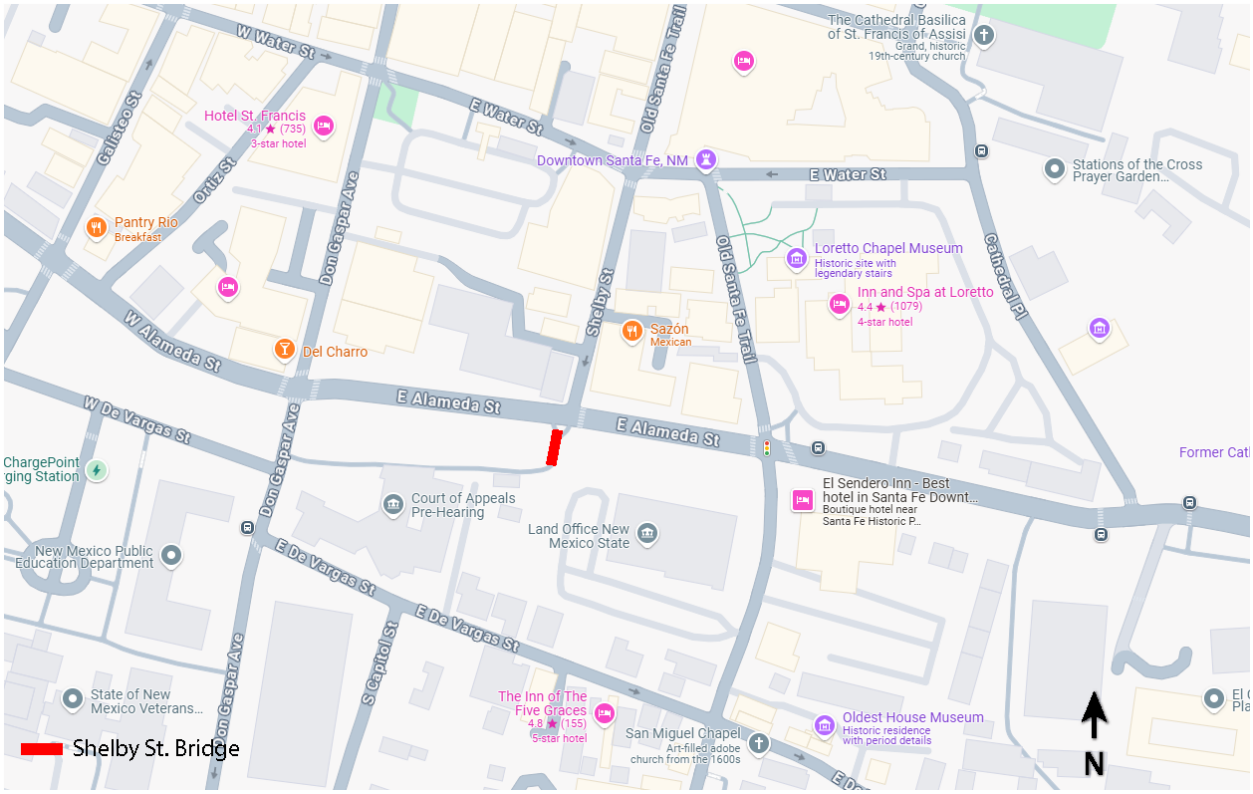


Figure 1 – Bridge location plan



Figure 2 – Bridge elevation view



Figure 3 – Bridge superstructure configuration

Given the significant damage present along the bridge, it has been closed to the public. During the evaluation, it was observed that the top flange of the beam, acting as the deck of the bridge, has a large hole near midspan with additional smaller holes along its edges near the stone arch. Figures 4 and 5 illustrate the damage in the top flange from above and below the bridge, respectively. Note in Figure 4 the presence of brown efflorescence near the hole. This is an indication that the reinforcement in the top flange is rusting and likely losing its strength, thus providing less capacity to support the travel way as initially intended.



Figure 4 – Top of flange damage



Figure 5 – Underside of flange damage

Throughout the length of the girder, the double tee beam has significant damage, including large cracks and spalls, with areas of exposed prestressing strands that appear to be rusted. Figures 6 and 7 include the damage present along the beam. Prestressing strands are used in concrete to place the beam under compression while in service to eliminate any cracking due to tension. The current condition of the beam is an indication that this beam has failed and can no longer serve its purpose to carry any pedestrian loading. Given the configuration of prestressed concrete, once a prestressing strand is damaged it becomes extremely difficult to repair the beam to restore the bridge to its original condition.



Figure 6 – Beam delamination and cracking along web and flange



Figure 7 – Beam web spalling with exposed prestressing strand

With the beam failing at midspan, it appears that the stone arch façade is supporting the load from the bridge through its embedment of the top flange. This is likely not the intention of the arch, as it appears to be more of an aesthetic feature. It appears patch work along the girder has been performed in the past, with some evidence that these patches were also attached to the arch. This can be seen in Figure 7.

From the evaluation, it can be determined that the bridge is both structurally deficient with its excessive damage and functionally obsolete. The existing travel way is less than 4’-0” wide, which would be too narrow to meet the Americans with Disabilities Act (ADA) requirements. Given the information from the evaluation presented herein, it is recommended that this bridge is demolished and replaced with a new structure.



Figure 7 – Beam web spalling with exposed prestressing strand

With the beam failing at midspan, it appears that the stone arch façade is supporting the load from the bridge through its embedment of the top flange. This is likely not the intention of the arch, as it appears to be more of an aesthetic feature. It appears patch work along the girder has been performed in the past, with some evidence that these patches were also attached to the arch. This can be seen in Figure 7.

From the evaluation, it can be determined that the bridge is both structurally deficient with its excessive damage and functionally obsolete. The existing travel way is less than 4’-0” wide, which would be too narrow to meet the Americans with Disabilities Act (ADA) requirements. Given the information from the evaluation presented herein, it is recommended that this bridge is demolished and replaced with a new structure.

City of Santa Fe, New Mexico

memo

Historic Inspection Report

DATE: **6/20/2025**

TO: Gary Moquino,
Division Manager
Historic Preservation

FROM: Bobby Padilla,
Building Official, Division Manger
Inspections

B.P

ITEM & ISSUE
Shelby Bridge on West Alameda Across Shelbe St.

BACKGROUND & SUMMARY

An inspection was carried out on June 18, 2025, at the above-mentioned location. The bridge is built out of concrete and masonry with rock cladding. The walking deck is deteriorating and coming apart from the structure, supports underneath the deck are concrete beams the supporting members are cracked and deteriorated.

The overall condition of the structure is unsafe and in very poor condition

Should you have any questions pertaining to this matter, please feel free to contact me at 955-6503.
Thank you,

APPENDIX C
HCPI Form

Historic Cultural Properties Inventory (HCPI) Base Form (FORM 1)

Historic Preservation Division, New Mexico Department of Cultural Affairs

Date of Form: June 7, 2025

For HPD Office use only:
HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D

1. Name of property: **Shelby Street Footbridge**	**2. Location:** **Over Santa Fe River** **Downtown and Eastside Historic District – Santa Fe**	**3. Local Reference Number:** **Santa Fe ID: N/A** **4. County: Santa Fe** **Parcel # 910017966**

5. Property Type:
__ Buildings:
_x Structures: Bridge
__ Site __ Object

6. Date of Survey:
May 20, 2025

7. Previous Survey Date(s):
__ Yes:
_x No:

8. Name of Project:
HDRB Status Evaluation

9. Lat/Long:
35.6850349,-105.9392324



10. Photo Information: John W. Murphey, photographer. Photo 1: View of east elevation, facing southwest.

11. Brief Description of the Property:

Erected in 1968 by staff of the State Parks and Recreation Commission, the Shelby Street Footbridge is an approximately 26-foot-long standard girder-slab span crossing the Santa Fe River (Photo 1). It is dressed with sandstone curtain walls designed to give the appearance of a masonry arch bridge. The bridge was crudely constructed and is now in poor condition, with a major punch-through in the deck and areas of concrete delamination. These issues prompted the City of Santa Fe to close the bridge in 2022 (Photo 2).

Continued on Page 5.

12. Who uses the property? Not in use

13. Construction Date: 1968

_ x_Known __ Estimated Source: Newspaper aricle

14. Setting:
__ Suburban __ Rural __ Village _x_ Urban If Urban: __ Commercial __ Industrial __ Residential _x_Public: Park

15. Relationship to Surroundings: _x_ Similar __ Dissimilar
Comments: N/A

HCPI Base Form (FORM 1) *(Continued from other side)*

16. Additional Perspective: **(Photos, drawing, footprint, etc., indicate north arrow when possible)**



Portion of Parcel # 910017966 with Shelby Street Footbridge highlighted.

Source: Office of the Santa Fe County Assessor
Blue parcel lines are not accurate

17. Surveyor: (your name, address, telephone number, and any group affiliation)

John W. Murphey
Architectural Historian
Architectural History Services
505-577-7593/707-583-7819
John@archhistoryservices.com

For: Current owner:

18. Owner (if known) and other knowledgeable people:

Current owner: Assumed to be the City of Santa Fe, though no deed was located for the property, per Office of the Santa Fe County Clerk

19. Is Property Endangered? **_x_ Unknown __ No __ Yes How?**

20. Significance to Current Community: **_x_ Unknown __ None __ Low __ Moderate __ High**
Describe: Unknown

21. Other Significance or Information of Interest: (such as historical, legendary, structural, former ownership, etc.)
See Historical Overview.

22. National or State Register:

Is this property individually listed on a historic register? __ Unknown _x_ No __Yes
If yes: __ State __ National
If 'no' or unknown, do you think this property is eligible for listing? _x_ No __Yes
Why? See Evaluation of Historical Status

23. National or State Historic District: City of Santa Fe

Is this property in a historic district? __ Unknown __ No _x_ Yes
If yes: __ Significant __ Contributing __ Non-contributing _x_ No Status
Per City of Santa Fe official designation map

If 'yes', what is the name of the district? __ State __ National _x_ City of Santa Fe:
Downtown and Eastside Historic District

24. Supplemental Forms:

__ None _x_ HCPI Detail Form (FORM 2) __ Continuation Sheets, # pages: _____

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: ***Please complete HCPI FORM 1 before completing FORM 2*** HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: **Shelby Street Footbridge**	**2. Location:** **Over Santa Fe River** **Downtown and Eastside Historic District – Santa Fe**	**3. Local Reference Number:** **Santa Fe ID: N/A** **4. County: Santa Fe** **5. Date of Survey: May 20, 2025**

Bridge Data

6. **Feature Crossed: Santa Fe River**
7. **Bridge Type: Pre-cast concrete girder-slab with masonry false spandrel wall**
8. **Total Structure Length: 38' ±**
9. **Number of Spans: one**
10. **Main Span Length: 26' ±**
11. **Main Substructure: Timber abutment (assumed) and stone abutments and bridge seats**
12. **Deck Width: 4' ±**
13. **Railing Type: Steel pipe rail**

14. Designer/Engineer: Unknown	**Builder/Contractor: New Mexico State Parks and Recreation Commission Force Account Labor**

15. Modifications: x __ No known modifications

#1 Date: Unknown.

16. Primary Architectural Style __ Not Applicable

__ Art Deco/Streamline Moderne	__ Gothic Revival	__ Mission Revival	__ Pueblo	__ Spanish-Pueblo Revival
__ Bungalow/Craftsman	__ International	__ Neo-Classical	__ Queen Anne	__ Territorial
__ Colonial Revival	__ Italianate	__ Northern NM	__ Ranch	__ Territorial Revival
__ Folk Victorian	__ Mediterranean	__ Prairie	__ Spanish-Colonial	__ Tudor Revival

Notes: _x_ Other: Urban style park bridge

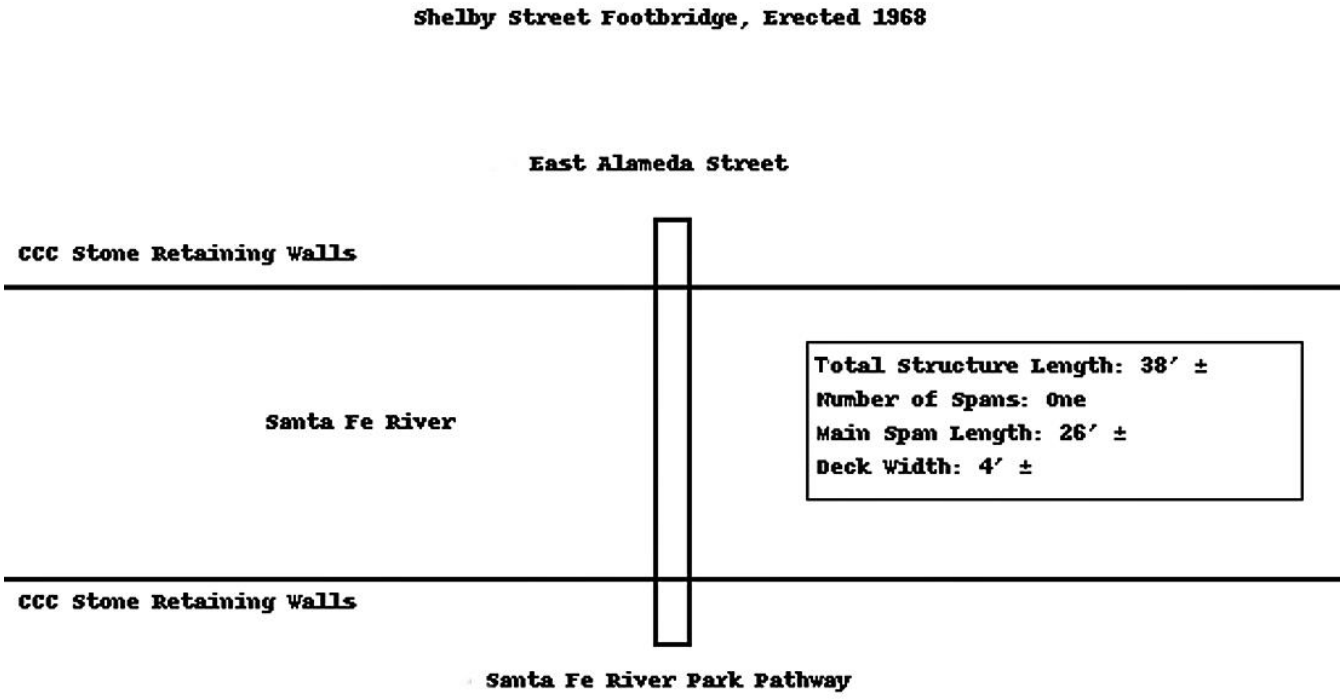
17. Documents Available and Their Locations
None: See Documentation Note

SITE:

18. Attached or Associated Properties

Are associated properties eligible for listing: The adjacent channel is listed in the National Register of Historic Places, to which the subject is a Non-Contributing resource.

19.Site Plan: Field Sketch, AHS.



For HPD Office use only: ***Please complete HCPI FORM 1 before completing FORM 2*** HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: **Shelby Street Footbridge**	**2. Location:** **Over Santa Fe River** **Downtown and Eastside Historic District -Santa Fe**	**3. Local Reference Number: Santa Fe ID: N/A**
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025

Architectural Description Continued

Setting

The Shelby Street Footbridge crosses the river near the base of Shelby Street in downtown Santa Fe. It is positioned above a stone-lined channel constructed by the Civilian Conservation Corps in the early 1930s. Pedestrian walkways, added in the 1950s during the area's tenure as a state park, flank the bridge on both the east and west approaches.

The bridge lies within a modified riparian corridor where the river has been straightened and channelized. The surrounding context includes a mix of commercial and governmental buildings, reflecting the area's urbanization from the mid to late 20th century. Mature cottonwoods, willows, and other riparian vegetation provide shade and visual relief, reinforcing the river's presence as a natural element in an increasingly dense built environment (Photo 3).

Bridge Details

Superstructure

The bridge consists of two precast concrete girders supporting a cast-in-place or integrally cast slab deck (Photo 4). Each girder measures approximately 3 inches wide by 11½ inches high and is T-shaped, flanged into the slab. A later addition—a concrete beam measuring approximately 8½ inches wide by 9⅞ inches high—was installed between the girders for supplemental support; however, the beam exhibits noticeable deflection at mid-span. The bridge spans the river at 26 feet, with a total length of approximately 38 feet including approaches.

The exterior features non-structural concrete curtain walls with a false arch profile. It is clad in local sandstone likely intended to mimic a closed-spandrel masonry arch (Photo 1). These false spandrel walls measure approximately 3 inches wide with a variable height and consist of sandstone blocks set into a concrete bed (Photo 5). The blocks exhibit pronounced horizontal striations or bedding planes that visually differ from the limestone channel walls below (Photo 6).

For HPD Office use only: ***Please complete HCPI FORM 1 before completing FORM 2*** HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: **Shelby Street Footbridge**	**2. Location:** **Over Santa Fe River** **Downtown and Eastside Historic District -Santa Fe**	**3. Local Reference Number:** **Santa Fe ID: N/A**
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025

Similar to a true masonry arch, the false spandrel walls taper toward the center, narrowing from 4 feet at the base to approximately 20 inches at the "keystone"—a small vertical block located at the bridge's midpoint (Photo 7). This keystone is decorative and non-structural.

Vertical clearance beneath the bridge at mid-span is approximately 73 inches, a limited height that has long raised flood control concerns. In the 1970s, the U.S. Army Corps of Engineers identified the bridge for removal due to its inadequate hydraulic capacity.

Substructure

The bridge rests directly on the river embankment, supported by large timber blocks that serve as both abutments and bridge seats.[1] This rudimentary substructure reflects minimal engineering, relying largely on soil mass and timber resistance for lateral stability. The lower abutments and bridge seats are faced with stone for visual effect (Photo 8).

Deck and Approach

The bridge's deck is formed by the concrete slab. Over time, surface deterioration has exposed the reinforcing steel mat. Near the center of the span, a punch-through has developed, accompanied by widespread concrete delamination.

The 4-foot-wide walkway is bordered on both sides by low sandstone parapets that rise approximately 12 inches above the deck surface (Photo 9). A painted metal pipe railing runs along the edges of the deck, terminating at each end in square masonry end posts approximately 18 inches high, which visually anchor the span.

On the north side, the bridge is approached by a continuation of the concrete slab (Photo 10). Curving stone walls flank this approach, rising from ground level to approximately four feet where they connect with the masonry end posts. On the south side, the original approach was removed to accommodate the widening of the pedestrian path (Photo 2).

[1] Based on a restricted view of the north bank, it is presumed that timber blocks function as the back (or rear) abutment.

For HPD Office use only: ***Please complete HCPI FORM 1 before completing FORM 2*** HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: **Shelby Street Footbridge**	**2. Location:** **Over Santa Fe River** **Downtown and Eastside Historic District -Santa Fe**	**3. Local Reference Number:** **Santa Fe ID: N/A**
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025

Condition

The bridge is currently in poor condition and shows multiple signs of structural distress. A large punch-through in the deck reveals corroded reinforcing steel (Photo 11). Significant delamination has weakened the concrete surface, and cracks are evident both longitudinally and transversely beneath the deck (Photo 12). Efflorescence—white mineral deposits indicating moisture infiltration—is visible across the underside (Photo 12). These combined issues have compromised the structural integrity of the bridge, leading to its closure by the City of Santa Fe in 2022.

Historical Overview

Introduction

In late April 1968, Lela Wilson—a 28-year-old Clovis native and secretary for the New Mexico State Parks and Recreation Commission—stood at the center of the recently completed Shelby Street Footbridge. A State Parks photographer captured an image of Wilson, her bouffant hairstyle silhouetted, as she looked out across the Santa Fe River (Fig. 1). The pair had likely walked from the Commission's new office at 141 East DeVargas Street to take the photo.

The bridge at the time marked the western terminus of Santa Fe River Park and likely replaced a rustic log span erected by the Civilian Conservation Corps (CCC) in 1934. The new structure, designed to blend with the CCC-built limestone river walls, continued to serve the same essential function: carrying pedestrians across the Santa Fe River. It fulfilled this role until 2022, when ongoing deterioration and substandard construction led officials to deem it a public hazard.

Imagining a River Park

At the start of the Great Depression, New Mexico—like many states—did not have a single state park. With the infusion of New Deal funding and the labor of the Civilian

For HPD Office use only: ***Please complete HCPI FORM 1 before completing FORM 2*** HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: **Shelby Street Footbridge**	**2. Location:** **Over Santa Fe River** **Downtown and Eastside Historic District -Santa Fe**	**3. Local Reference Number: Santa Fe ID: N/A**
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025

Conservation Corps (CCC), the state was able to launch its first formal park program.[2] In August 1933, Governor Arthur Seligman issued an executive mandate establishing the New Mexico State Park Commission, enabling the state to use CCC labor for park development.

One of these recreation areas fulfilled a long-held ambition to create a linear parkway along the Santa Fe River. The ambitious but ultimately unproductive 1912 Santa Fe Preliminary Plan envisioned a "Paseo del Rio" boulevard and park stretching along the river from Camino Cabra westward to the future St. Francis Drive (Fig. 2).[3] With no funding attached to the proposal, the plan failed to materialize.

The river parkway concept resurfaced in the 1920s, when the City of Santa Fe, the Chamber of Commerce, and civic groups such as the Kiwanis and Lions Clubs launched a campaign to establish the Santa Fe River Park.[4] Although preliminary drawings were prepared, progress stalled due to resistance from property owners unwilling to sell land fronting the river. With the arrival of the CCC, the project resurfaced. An editorial in the New Mexican stated the federal program put a "chance in front of [civic leaders] to secure one of the most beautiful parks in the country."[5]

Building a Riparian Park

In Santa Fe, the Civilian Conservation Corps undertook two state park projects concurrently. In the Sangre de Cristo foothills, CCC crews developed Little Tesuque Canyon—later designated Hyde Memorial State Park—into an all-season recreation area with campsites, stone shelters, a lodge, and a ski run.[6] At the same time, in the heart of the city, crews from the same camp—headquartered in what would become the Casa Solana subdivision—constructed an urban riparian park along the Santa Fe River, transforming the corridor into a landscaped public space that served both recreational and flood-control purposes. Early plans had envisioned the two parks being connected.

[2] John W. Murphey, "Santa Fe Historic Context Study: 1610-1986," Document prepared for the City of Santa Fe (Revised June 4, 2021), 55.
[3] Ibid., 56
[4] "Alleged Catron Obstructs Park Development; Matter to Come Before Council on Wednesday," *Santa Fe New Mexican*, April 24, 1934, 2.
[5] Ibid.
[6] Mary Wright Coan, "The New Deal in Little Tesuque," *New Mexico Magazine* (July 1934), 24-25+.

For HPD Office use only: ***Please complete HCPI FORM 1 before completing FORM 2*** HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: **Shelby Street Footbridge**	**2. Location:** **Over Santa Fe River** **Downtown and Eastside Historic District -Santa Fe**	**3. Local Reference Number:** **Santa Fe ID: N/A**
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025

The river park would extend nearly two miles along the Santa Fe River, starting at the lower reservoir and moving downstream to a point near St. Francis Drive. Unlike earlier efforts, federal officials assisted in acquiring riverfront parcels, resulting in more than 90 quitclaim deeds made to the State of New Mexico by local landowners.[7]

The project's primary goal was to straighten and channelize the river for flood control. Until this point, the river routinely flooded, damaging homes and property along its course. A secondary goal was to create an urban recreation area, with a concentration of amenities placed between College Street (now Old Santa Fe Trail) and Shelby Street.

Work on this section began in the spring of 1934 and was largely completed by the end of the year. It included obliterating an ancient acequia and channeling its flow along a raised stone-lined ditch.[8] By August, CCC crews had constructed stone retaining walls reaching Shelby Street, where they were in the process of erecting a rustic log footbridge over the river.[9]

The bridge provided access to the newly built State Parks Commission headquarters on East DeVargas Street. This Pueblo Revival-style building (Fig. 3), funded with New Deal money, served as the administrative offices for the state park system. It was demolished in the 1960s to make way for a parking lot serving the new State Land Office Building.

A Rustic Log Bridge

An article in the New Mexican described the new footbridge as made of large yellow pine logs "nearly two feet in diameter."[10] Though brief, the description fits what would later be called the National Park Service rustic style of park architecture.

As a CCC project, the design of park structures and furnishings was overseen by the regional office of the National Park Service. During this period, the NPS guided park development through a series of design portfolios that covered nearly every aspect of planning and construction. The effort began in 1934 with a slim volume showcasing

[7] David Kammer, "Santa Fe River Park Channel," National Register of Historic Places nomination (Washington, D.C.: June 2008), 9-18, bibliographical entry.
[8] "Alleged Catron Obstructs Park Development," 2.
[9] "Work on River Park," *Santa Fe New Mexican*, August 13, 1934, 1.
[10] Ibid.

For HPD Office use only: ***Please complete HCPI FORM 1 before completing FORM 2*** HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: **Shelby Street Footbridge**	**2. Location:** **Over Santa Fe River** **Downtown and Eastside Historic District -Santa Fe**	**3. Local Reference Number: Santa Fe ID: N/A**
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025

representative park structures and expanded—under the direction of NPS architect Albert H. Good—into an encyclopedic three-volume set published in 1938.[11]

As articulated by Good, the Park Service design philosophy sought to promote "through the use of native materials in proper scale, and through the avoidance of severely straight line and over sophistication. . . the feeling of having been executed by pioneer craftsmen with limited hand tools . . . [and by doing so achieve] sympathy with the natural surroundings and with the past."[12]

For small footbridges in parks, Good recommended the use of logs or stone, noting that such materials "appear more indigenous to our natural parks than spans of steel or concrete."[13] His chapter on footbridges included photographs illustrating what the Park Service considered exemplary design. Many of these were rustic log spans, which likely influenced the design of the original Shelby Street footbridge. Unfortunately, no known photographs of that bridge survive, making it difficult to determine its actual appearance.[14]

Completing the Park

The erection of the massive retaining walls extended westward beyond the Don Gaspar Avenue Bridge to a point near St. Francis Drive, and was largely completed by 1937. The State Parks Commission envisioned developing the river corridor westward through downtown into a formal park, while preserving the area east of College Street in a more

[11] John W. Murphey, " Maryland State Parks: A Survey of Selected State Parks in the Eastern and Western Regions," (Report prepared for the Maryland Historical Trust, January 31, 2019), 58-59.

[12] Albert H. Good, *Park and Recreation Structures, Part I- Administration and Basic Service Facilities* (Washington, D.C.: United States Department of Interior, National Park Service, 1938), 176.

[13] Ibid.

[14] No photographs of the bridge were located at the Palace of the Governors Photo Archives (Catie Carl, email communication to John W. Murphey, May 8, 2025). Inquiries with the City of Santa Fe, the New Mexico State Archives, and New Mexico State Parks regarding park records, drawings, and photographs produced no results. It is possible that relevant materials may exist in Record Group 35 at the National Archives and Records Administration (NARA), College Park, Maryland. However, the short turnaround time and limited budget for this project did not allow for a NARA records search.

For HPD Office use only: ***Please complete HCPI FORM 1 before completing FORM 2*** HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: **Shelby Street Footbridge**	**2. Location:** **Over Santa Fe River** **Downtown and Eastside Historic District -Santa Fe**	**3. Local Reference Number: Santa Fe ID: N/A**
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025

natural state.[15] How much of this vision was ever fully realized remains unclear. With the major structural work completed, the CCC devoted its final years to installing picnic tables along the grassy strip lining the river between College and Shelby Streets.

By the end of the Depression, New Mexico had established four state parks built by the CCC—but the improved Santa Fe River area was not among them.

Santa Fe's Unofficial Park

After its completion, the *Santa Fe River State Park*—as it was referred to in the press—fell into a jurisdictional gray area. The park encompassed state-owned land, including the riverbed and narrow linear strips along both banks, but was bordered by city-owned and private properties. These overlapping boundaries created administrative uncertainty, and as a result, the park remained unofficially designated for nearly two decades.

After the conclusion of World War II, the Commission began efforts to improve the Santa Fe River Park. According to a 1947 newspaper account, State Parks Superintendent Charles Roehl planned to enhance the urban stretch by developing footpaths, building rock tables and benches, installing drinking fountains, and planting grass.[16] The project was a joint undertaking by the State Parks Commission, the State Highway Department, and the State Penitentiary, which provided prison labor for the work.

The Santa Fe River Park continued to receive incremental improvements but did not achieve official state park designation until the late 1950s. As of 1954, the New Mexico State Parks Commission operated six officially designated parks: Bluewater Lake, Bottomless Lakes, City of Rocks, Conchas Lake, Kit Carson, and Hyde Park. The Santa Fe River Park, by contrast, remained an unpublicized strip of state-owned land—maintained by the state but not formally recognized or promoted as part of the official park system.

[15] "City and Vicinity Given Preference in Park Work, Says Supervisor," *Santa Fe New Mexican,* March 30, 1937, 4.
[16] "Roehl Tells of Plans to Make River Parkway a Place of Beauty," *Santa Fe New Mexican*, July 15, 1947, 1.

For HPD Office use only: ***Please complete HCPI FORM 1 before completing FORM 2*** HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: **Shelby Street Footbridge**	**2. Location:** **Over Santa Fe River** **Downtown and Eastside Historic District -Santa Fe**	**3. Local Reference Number:** **Santa Fe ID: N/A**
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025

In its 1954 annual report, the New Mexico State Parks Commission acknowledged the unusual status of the river park running through the heart of the capital. The report flagged the unresolved question of whether the area should be formally designated a state park or incorporated into the South Capitol Complex—a growing cluster of state government offices located south of the river.[17] While the matter remained unsettled, the Parks Commission continued to maintain the river corridor.

In 1957, the Santa Fe River Park was officially designated as a state park. The original unit encompassed only the north bank of the river, extending approximately 0.4 miles from Delgado Street on the east to Shelby Street on the west.

Park Beautification

Beautification efforts began as early as 1953, when state park employees planted lawn and installed picnic tables along the stretch between Cathedral Place and what is now Paseo de Peralta.[18] This initial work was followed by improvements farther west, including raising the streambed and importing topsoil to level the embankments.

Following the park's official designation, a series of additional improvements were undertaken. The stone retaining walls were raised to accommodate more fill (Fig. 4), new picnic areas with concrete tables and benches were added, turf was planted throughout, footpaths were laid, and signage installed—including an Official Scenic and Historic Marker framed in rustic brown logs. None of the archival sources reviewed—including newspaper accounts and records from the State Parks and Recreation Commission—mention the replacement of the original CCC-built log bridge.

By 1967, a year before the current footbridge was erected, the park featured 18 designated picnic sites ("picnic pits") and a continuous lawn along the length of its corridor.[19] Ongoing maintenance focused on repairing older log tables and removing dead trees and overgrowth.

[17] New Mexico State Park Commission, *Your State Parks – 1954* [annual report] (Santa Fe: New Mexico State Park Commission, n. pag.); New Mexico State Parks and Recreation Division Records, Folder: "Parks & Recreation Department Publications," New Mexico State Records Center and Archives, Santa Fe, New Mexico (hereafter PRDP).

[18] "A Good Start" [editorial], *Santa Fe New Mexican*, December 2, 1953, 4.

[19] New Mexico State Parks and Recreation Commission, "Welcome to New Mexico State Parks" [foldout brochure], (Santa Fe: State Parks and Recreation Commission, 1967), n. pag., PRDB.

For HPD Office use only: ***Please complete HCPI FORM 1 before completing FORM 2*** HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: **Shelby Street Footbridge**	**2. Location:** **Over Santa Fe River** **Downtown and Eastside Historic District -Santa Fe**	**3. Local Reference Number: Santa Fe ID: N/A**
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025

A Replacement Bridge

The current footbridge was constructed in early 1968, likely replacing an earlier structure—possibly the original timber span built during the CCC era. A February 1968 aerial photograph shows two footbridges crossing the river at the foot of Shelby Street (Fig. 5). By the following year, only the present bridge remained (Fig. 6). The bridge was erected by park personnel under the supervision of Joe B. Rodriguez, then the area supervisor for Northern New Mexico.

The bridge's design marked a departure from earlier CCC-era standards. Thirty years prior, National Park Service architect Albert H. Good had advised against constructing stone footbridges with a "thin and structurally weak appearance."[20] He recommended a more substantial parapet wall rising above the deck, arguing that such designs maintained a more appropriate "park character" than those capped with "thin … and more formal cap stone."[21] The new bridge, by contrast, featured a tapering false spandrel and a low parapet wall—elements that contradicted Good's guidance and lent the structure a more urban profile.

Its completion was marked with a photograph in the local newspaper (Fig. 1), although the project went unmentioned in the State Parks and Recreation Department's internal newsletter. It did, however, appear in the background of two promotional films produced in the late 1960s to advertise New Mexico's state parks (Fig. 7).

The State Park's Final Years

The 1960s enhanced park was marketed by the state as an urban recreational amenity, focused on strolling and picnicking. A 1977 park brochure described the space as "a serene retreat in the center of Santa Fe for visitors and local residents."[22]

The New Mexico State Park and Recreation Commission continued to maintain and improve Santa Fe River State Park through the 1990s. In 1999, the City of Santa Fe and the State of New Mexico entered into a joint powers agreement to support the park's

[20] Good, *Park and Recreation Structures, Part I*, 192.
[21] Ibid.
[22] New Mexico State Parks and Recreation Commission, "New Mexico State Parks: Santa Fe River & Hyde Memorial" [foldout brochure], (Santa Fe: State Parks and Recreation Commission, 1977), n. pag., PRDB.

For HPD Office use only: ***Please complete HCPI FORM 1 before completing FORM 2*** HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: **Shelby Street Footbridge**	**2. Location:** **Over Santa Fe River** **Downtown and Eastside Historic District -Santa Fe**	**3. Local Reference Number:** **Santa Fe ID: N/A**
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025

ongoing maintenance and future development.[23] The work was reviewed by the City's Public Works Committee and ultimately evolved into the River Trail and Greenway Improvement Project.

The City hired Wilson and Company to prepare a master plan for the park's future development. This work included expanding the park westward and constructing pedestrian and bicycle trails from Delgado Street to Defouri Street under the Santa Fe River Downtown Urban Trail Project. As part of the project, the width of West Alameda Street was reduced to allow for a wider and more gradual embankment from Defouri Street to St. Francis Drive. Improvements to the park have continued through the use of Capital Improvements Program funds.

When a Footbridge Becomes a Liability

Calls to remove the Shelby Street Footbridge began in 1983, following a U.S. Army Corps of Engineers project to channelize a section of the Santa Fe River west of Don Gaspar Avenue using heavy concrete retaining structures. The Corps' initiative was prompted by an earlier flood study predicting that a 100-year event could submerge Shelby Street and surrounding areas under five feet of water.[24] The Corps had been involved with the Santa Fe River since 1957, when a major flood destroyed numerous bridges and riverfront businesses.

As part of the study and following project, the Corps identified several bridges in need of improvement or replacement, including the Old Santa Fe Trail and Defouri Street vehicular bridges, as well as pedestrian crossings like the Shelby Street Footbridge.[25] Each of these bridges had been determined to have a flow capacity of 2,100 cubic feet per second or less—insufficient to withstand a 100-year flood event.

As a cost-sharing arrangement, the City of Santa Fe was responsible for replacing the bridges. However, nearly all available funding was directed toward the replacement of the Old Santa Fe Trail Bridge, a high-volume crossing the city had identified in 1975 as a top priority. Its replacement turned into a costly and protracted effort that took several

[23] Edward Vigil (City of Santa Fe), phone message to John W. Murphey, May 30, 2025; various notices of public meetings published in the *Santa Fe New Mexican*, 1998–2000.
[24] Sam Atwoood, "River Flood Plan Under Attack," *The New Mexican*, May 5, 1983, A-7.
[25] Ibid., "River Plan Presented Wednesday," *The New Mexican*, May 3, 1983, A-7.

For HPD Office use only: ***Please complete HCPI FORM 1 before completing FORM 2*** HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: **Shelby Street Footbridge**	**2. Location:** **Over Santa Fe River** **Downtown and Eastside Historic District -Santa Fe**	**3. Local Reference Number: Santa Fe ID: N/A**
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025

years to complete. With most of the city's budget directed to the Old Santa Fe Trail crossing, other river spans were not affected by the project, including the Shelby Street Footbridge.

The Shelby Street Footbridge avoided replacement for another 40 years. However, in 2022, with its concrete deck visibly deteriorating, the City of Santa Fe permanently closed the bridge in August after a civil engineering assessment raised safety concerns.[26] The structure has remained closed since.

In November 2024, the Santa Fe Governing Body approved the use of $240,000 in state capital outlay funds to design a new structure to replace the aging and structurally deficient bridge.[27] This HCPI is a step in the process of replacing the bridge.

[26] Nathan Lederman, "Deteriorating Footbridge in Downtown Santa Fe Closed," *Santa Fe New Mexican*, October 15, 2022, A-1 and A-4.
[27] Carina Julig, "Contract Extends Capital Outlay Appropriations," *Santa Fe New Mexican*, November 19, 2024, A-8.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: ***Please complete HCPI FORM 1 before completing FORM 2*** HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: **Shelby Street Footbridge**	**2. Location:** **Over Santa Fe River** **Downtown and Eastside Historic District -Santa Fe**	**3. Local Reference Number:** **Santa Fe ID: N/A**
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025

Evaluation of Historical Status

The Shelby Street Footbridge was designated a Non-Contributing resource in the 2008 Santa Fe River Park Channel National Register of Historic Places district nomination. That nomination encompassed the immediate park development along the river, including the CCC-era stone retaining walls and other features. The rationale for the bridge's non-contributing status was that it fell outside the district's period of significance, ending in 1940, and that it did not stylistically fit with the National Park Service design aesthetic of the New Deal era.

While the nomination did not reference Albert H. Good's guidance, it is clear—based on his principles quoted above—that the bridge does not embody the Park Service Rustic ideal. Its lean profile and pipe railing lack the form and naturalistic materials associated with that design philosophy.

Given its previous designation, and its poor quality of construction, the recommendation is to designate the Shelby Street Footbridge a Non-Contributing structure to the Downtown and Eastside Historic District.

For HPD Office use only: ***Please complete HCPI FORM 1 before completing FORM 2*** HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: **Shelby Street Footbridge**	**2. Location:** **Over Santa Fe River** **Downtown and Eastside Historic District -Santa Fe**	**3. Local Reference Number: Santa Fe ID: N/A**
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025

Documentation Note

No CCC or National Park Service architectural drawings related to the original bridge or associated structures were located in local archives. However, such materials may exist within Record Group 35 (Civilian Conservation Corps) at the National Archives and Records Administration (NARA) in College Park, Maryland. Additionally, no drawings or plans were found for the 1950s state park improvements or for the construction of the 1968 footbridge. The following collections were reviewed, with relevant materials noted below:

Local Collections

New Mexico State Archives and Records Center

A. **Civilian Conservation Corps, New Mexico District Records**
   Citation Number: Collection 1959-030
   Dates: 1935–1942

B. **New Mexico State Parks and Recreation Division Records**
   Citation Number: Collection 1979-010
   Dates: 1939–[ongoing]

C. **Governor Arthur Seligman Papers**
   Collection: 1959-102
   Series: Correspondence – New Mexico Park Commission
   Citation: Series [not specified], Folder 70, Box 3

D. **Governor Clyde K. Tingley Papers**
   Collection: 1959-104
   Series: Correspondence – New Mexico State Park Commission
   Citation: Series [not specified], Folder 45, Box 2

E. **Map Collection**
   Citation Number: Collection 1959-296
   Series: Santa Fe – City

For HPD Office use only: ***Please complete HCPI FORM 1 before completing FORM 2*** HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: **Shelby Street Footbridge**	**2. Location:** **Over Santa Fe River** **Downtown and Eastside Historic District -Santa Fe**	**3. Local Reference Number:** **Santa Fe ID: N/A**
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025

F. New Mexico Historical Film Collection

- **Santa Fe River State Park**
  Citation Number: Collection 1959-000, Item 11472, Serial No. 11472
- **Santa Fe River State Park**
  Citation Number: Collection 1959-000, Item 21628, Serial No. 21628
- **New Mexico State Parks**
  Citation Number: Collection 1959-000, Item 11553, Serial No. 11553
  Date: Circa late 1960s

City of Santa Fe, Land Use Division

No records

City of Santa Fe, Parks and Open Space Division

No records

New Mexico Historic Preservation Division

National Register of Historic Places files (transferred to NMCRIS)
Backing information for the Santa Fe River Park Channel NRHP missing

New Mexico Office of the State Engineer Library

Santa Fe/Santa Fe River Materials
No material relevant to the park or bridge

New Mexico State Parks

No records or knowledge that Santa Fe River Park was a state park

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: ***Please complete HCPI FORM 1 before completing FORM 2*** HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: **Shelby Street Footbridge**	**2. Location:** **Over Santa Fe River** **Downtown and Eastside Historic District -Santa Fe**	**3. Local Reference Number:** **Santa Fe ID: N/A**
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025

Illustrations



Figure 1: Lela Wilson stands at the center of the recently completed Shelby Street Footbridge, April 1968. Courtesy of the Santa Fe New Mexican.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: ***Please complete HCPI FORM 1 before completing FORM 2*** HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: **Shelby Street Footbridge**	**2. Location:** **Over Santa Fe River** **Downtown and Eastside Historic District -Santa Fe**	**3. Local Reference Number:** **Santa Fe ID: N/A** **4. County: Santa Fe** **5. Date of Survey: May 20, 2025**

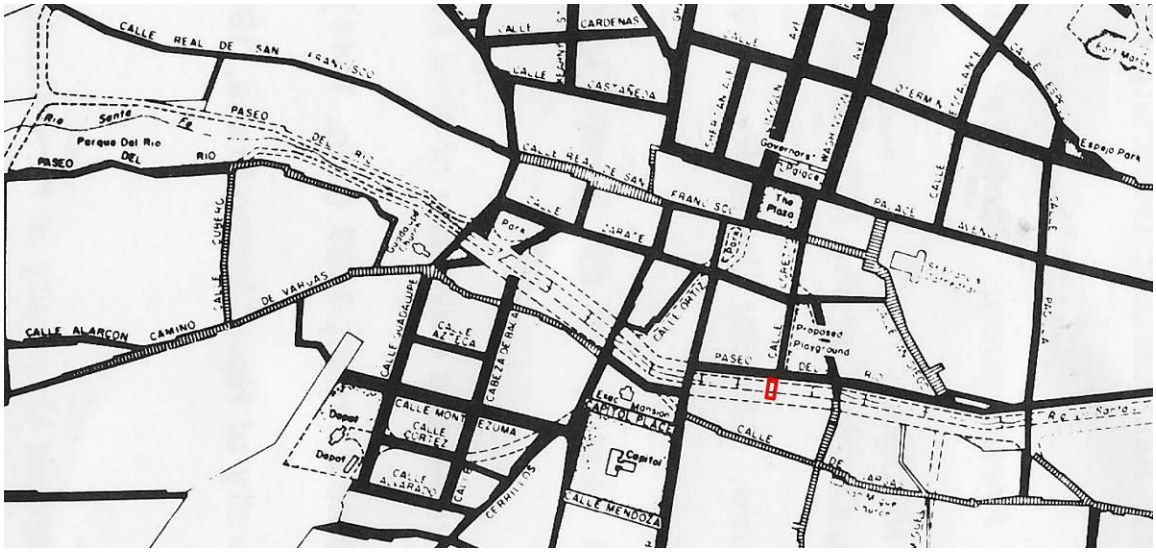


Figure 2: Portion of 1912 plan showing the proposed Paseo del Rio boulevard and river park. Site of future footbridge highlighted N. L. King, "Map of the City of Santa Fe, Showing Street, Park and River, Improvements Proposed by the City Planning Board," 1912.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: ***Please complete HCPI FORM 1 before completing FORM 2*** HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: **Shelby Street Footbridge**	**2. Location:** **Over Santa Fe River** **Downtown and Eastside Historic District -Santa Fe**	**3. Local Reference Number:** **Santa Fe ID: N/A** **4. County: Santa Fe** **5. Date of Survey: May 20, 2025**

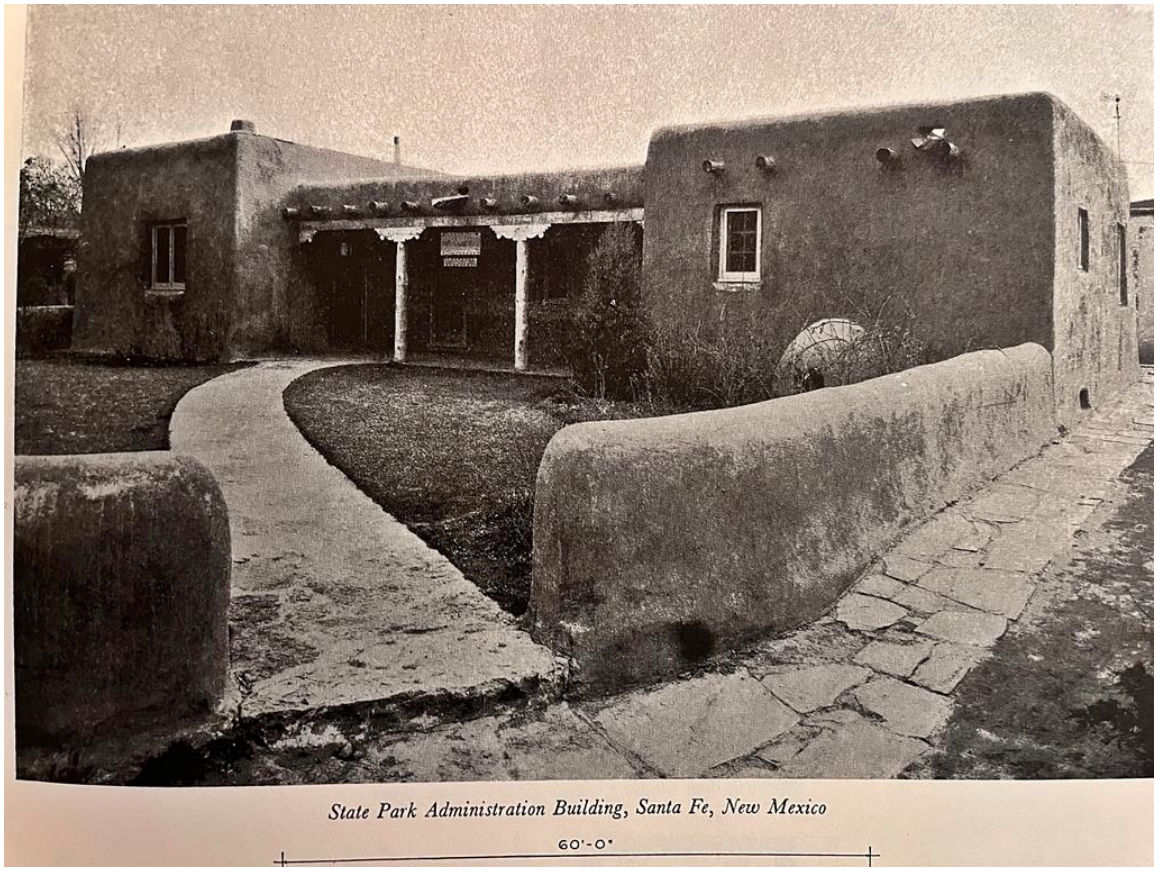


Figure 3: Original State Park Administration that sat on the south side of the river across CCC-built log footbridge. The building was destroyed in the early 1960s create parking for the new State Land Office Building. Courtesy of Princeton Architectural Press.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: ***Please complete HCPI FORM 1 before completing FORM 2*** HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: **Shelby Street Footbridge**	**2. Location:** **Over Santa Fe River** **Downtown and Eastside Historic District -Santa Fe**	**3. Local Reference Number:** **Santa Fe ID: N/A** **4. County: Santa Fe** **5. Date of Survey: May 20, 2025**



Figure 4: Contemporary photograph showing where the river retaining walls were extended in the early 1950s to create the Santa Fe River Park.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: ***Please complete HCPI FORM 1 before completing FORM 2*** HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: **Shelby Street Footbridge**	**2. Location:** **Over Santa Fe River** **Downtown and Eastside Historic District -Santa Fe**	**3. Local Reference Number:** **Santa Fe ID: N/A**
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025

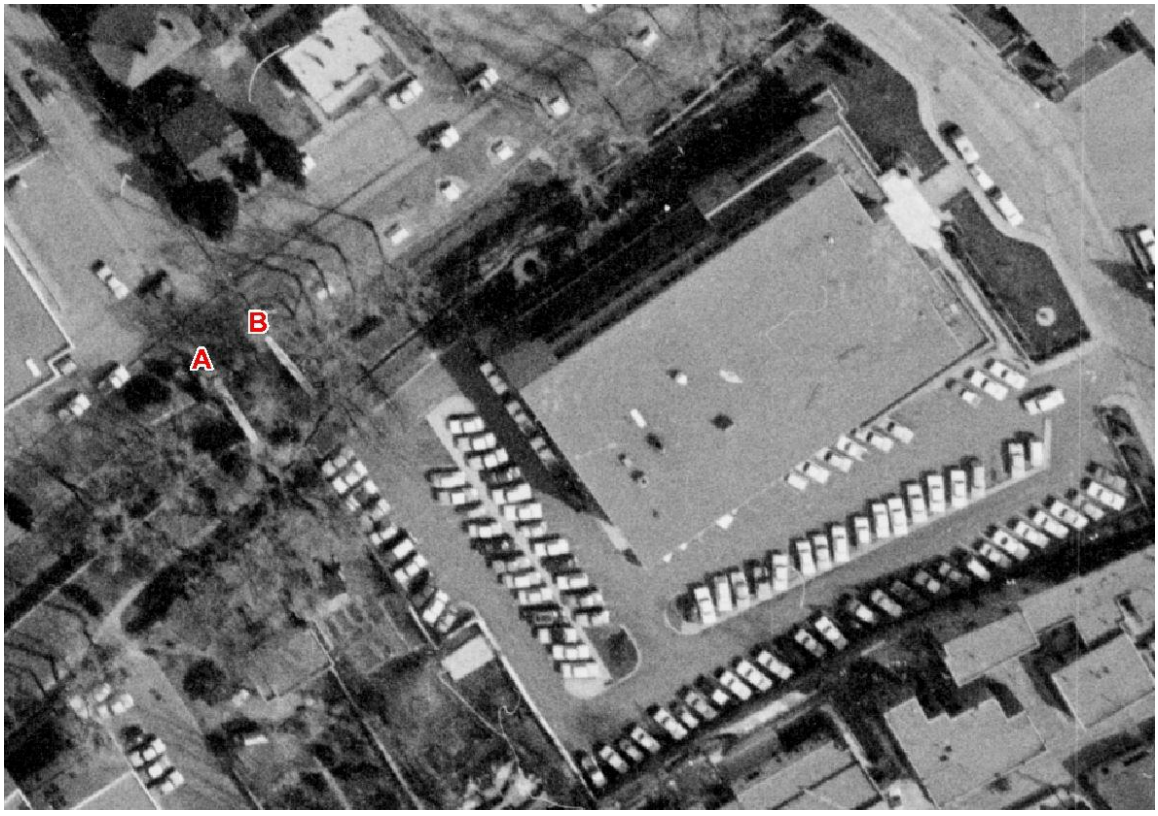


Figure 5: February 2, 1968, aerial photograph showing two bridges at the Shelby Street crossing. A. is the bridge erected 1968; B. is likely the CCC -constructed built in 1934.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: ***Please complete HCPI FORM 1 before completing FORM 2*** HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: **Shelby Street Footbridge**	**2. Location:** **Over Santa Fe River** **Downtown and Eastside Historic District -Santa Fe**	**3. Local Reference Number:** **Santa Fe ID: N/A** **4. County: Santa Fe** **5. Date of Survey: May 20, 2025**



Figure 6: February 27, 1969, aerial photograph, showing the completed current bridge.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: ***Please complete HCPI FORM 1 before completing FORM 2*** HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: **Shelby Street Footbridge**	**2. Location:** **Over Santa Fe River** **Downtown and Eastside Historic District -Santa Fe**	**3. Local Reference Number:** **Santa Fe ID: N/A** **4. County: Santa Fe** **5. Date of Survey: May 20, 2025**



Figure 7: Still taken from late 1960s State Parks and Recreation Areas Commission promotion film with Shelby Street Footbridge in the background. Repeat shot taken June 1, 2025. Original photograph of the Courtesy of the New Mexico State Archives Records Center.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: ***Please complete HCPI FORM 1 before completing FORM 2*** HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: **Shelby Street Footbridge**	**2. Location:** **Over Santa Fe River** **Downtown and Eastside Historic District -Santa Fe**	**3. Local Reference Number:** **Santa Fe ID: N/A**
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025

Survey Photographs

(All images taken by John W. Murphey on May 20, 21, 22, and June 1, 2025.



Photo 2: South approach. Camera facing north.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: ***Please complete HCPI FORM 1 before completing FORM 2*** HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: **Shelby Street Footbridge**	**2. Location:** **Over Santa Fe River** **Downtown and Eastside Historic District -Santa Fe**	**3. Local Reference Number:** **Santa Fe ID: N/A** **4. County: Santa Fe** **5. Date of Survey: May 20, 2025**



Photo 3: River and channel context. Camera facing west.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: ***Please complete HCPI FORM 1 before completing FORM 2*** HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: **Shelby Street Footbridge**	**2. Location:** **Over Santa Fe River** **Downtown and Eastside Historic District -Santa Fe**	**3. Local Reference Number:** **Santa Fe ID: N/A** **4. County: Santa Fe** **5. Date of Survey: May 20, 2025**



Photo 4: Bridge superstructure: A: exterior false spandrel walls, B. girder-slab beams C. reinforced center beam. Camera facing north.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: ***Please complete HCPI FORM 1 before completing FORM 2*** HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: **Shelby Street Footbridge**	**2. Location:** **Over Santa Fe River** **Downtown and Eastside Historic District -Santa Fe**	**3. Local Reference Number:** **Santa Fe ID: N/A** **4. County: Santa Fe** **5. Date of Survey: May 20, 2025**



Photo 5: Interior stonework of false spandrel wall.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: ***Please complete HCPI FORM 1 before completing FORM 2*** HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: **Shelby Street Footbridge**	**2. Location:** **Over Santa Fe River** **Downtown and Eastside Historic District -Santa Fe**	**3. Local Reference Number:** **Santa Fe ID: N/A** **4. County: Santa Fe** **5. Date of Survey: May 20, 2025**



Photo 6: Exterior stonework of false spandrel wall.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: ***Please complete HCPI FORM 1 before completing FORM 2*** HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: **Shelby Street Footbridge**	**2. Location:** **Over Santa Fe River** **Downtown and Eastside Historic District -Santa Fe**	**3. Local Reference Number:** **Santa Fe ID: N/A**
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025



Photo 7: Crown of false spandrel wall with "keystone" highlighted.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: ***Please complete HCPI FORM 1 before completing FORM 2*** HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: **Shelby Street Footbridge**	**2. Location:** **Over Santa Fe River** **Downtown and Eastside Historic District -Santa Fe**	**3. Local Reference Number:** **Santa Fe ID: N/A** **4. County: Santa Fe** **5. Date of Survey: May 20, 2025**



Photo 8: Substructure at south embankment stone abutment and bridge seat, and what appears to be timber support. Camera facing south.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: ***Please complete HCPI FORM 1 before completing FORM 2*** HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: **Shelby Street Footbridge**	**2. Location:** **Over Santa Fe River** **Downtown and Eastside Historic District -Santa Fe**	**3. Local Reference Number:** **Santa Fe ID: N/A** **4. County: Santa Fe** **5. Date of Survey: May 20, 2025**



Photo 9: Deck and railing. Camera facing south.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: ***Please complete HCPI FORM 1 before completing FORM 2*** HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: **Shelby Street Footbridge**	**2. Location:** **Over Santa Fe River** **Downtown and Eastside Historic District -Santa Fe**	**3. Local Reference Number:** **Santa Fe ID: N/A** **4. County: Santa Fe** **5. Date of Survey: May 20, 2025**



Photo 10: North approach. Camera facing south.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: ***Please complete HCPI FORM 1 before completing FORM 2*** HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: **Shelby Street Footbridge**	**2. Location:** **Over Santa Fe River** **Downtown and Eastside Historic District -Santa Fe**	**3. Local Reference Number:** **Santa Fe ID: N/A** **4. County: Santa Fe** **5. Date of Survey: May 20, 2025**



Photo 11: Deck showing punch-through, delamination, and exposed rebar mat.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: ***Please complete HCPI FORM 1 before completing FORM 2*** HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: **Shelby Street Footbridge**	**2. Location:** **Over Santa Fe River** **Downtown and Eastside Historic District -Santa Fe**	**3. Local Reference Number:** **Santa Fe ID: N/A**
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025



Photo 12: Deterioration to structural members, including severe delamination and exposed rebar on the beam, along with longitudinal cracking and efflorescence across the slab.

City of Santa Fe, New Mexico

memo

DATE: July 8, 2025

TO: Historic Districts Review Board Members

VIA: Heather Lamboy, Planning & Land Use Department Director
Maggie Moore, Assistant Land Use Director
Gary Moquino, Historic Preservation Division Manager

FROM: Lani McCulley, Senior Planner, Historic Preservation Division

---

2025-010684-HDRB, Shelby St. Foot Bridge, Downtown & Eastside Historic District, contributing, Wonderstone Consulting LLC, agent for City of Santa Fe, owner, requests to construct a pedestrian bridge. An exception is requested to section 14-5.2(D)(5)(b) for not matching the material being replaced in composition, design, color, texture, and other visual qualities.

REFERENCE ATTACHMENTS (Sequentially):

CITY SUBMITTALS

____ District Standards & yard wall & fence standards.

__x__ Historic Inventory Form

____ Zoning Review Sheet

____ Other:

APPLICANT SUBMITTALS

__x__ Proposal Letter

__x__ Site Plan/Floor Plan

__x__ Elevations

__x__ Photographs

__x__ Other: [exception criteria]

STAFF RECOMMENDATION:

Staff finds that the exception criteria have not been met and recommends denial of the exception to section 14-5.2(D)(5)(b) for not matching the material being replaced in composition, design, color, texture, and other visual qualities. However, staff recommends approval of the design option 2,

which closely emulates the existing bridge and complies with Section 14-5.2(D) General Design Standards for all Historic Districts, and 14-5.2(E) Downtown and Eastside Design Standards.

Sample motions:

a. In case 2025-010684-HDRB, for Shelby Street Footbridge, approve/deny the reconstruction of the footbridge structure using design one/two as submitted.

Should the Board deny the exception request, the applicant shall return with an alternative proposal for review and approval before proceeding to a building permit.

The property lies within the Historic Downtown Archaeological Review District. See Chapter 14, SFCC, Article 14-3.13(B)(1). In the Archaeological Review Committee hearing on June 26, 2025, the ARC requested that all ground disturbance be monitored, given the significant cultural resources in the area of potential effect (APE).

BACKGROUND & SUMMARY:

The Shelby Street Footbridge is located on the south side of Alameda Street at the base of Shelby Street. The footbridge is contributing to the Downtown and Eastside Historic District. It is located above the stone-lined channel constructed by the Civilian Conservation Corps in the 1930s. The area is part of the Santa Fe River Park, which is a passive recreational area with landscaping, picnic tables, and a walking path. The park is restricted to parcel sections from twenty to one hundred feet wide, bounded on one side by the ten-foot drop to the riverbed and on the other side by Alameda Street. This parkway was developed for the visual enhancement of the nature of the site.



Figure 1: Location of Shelby Street Footbridge.

The Shelby Street Footbridge was constructed in 1968, most likely as a replacement for a timber bridge that was constructed in the 1930s as part of the Civilian Conservation Corps project. The 1968 bridge is constructed of concrete slabs with timber and stone abutments and concrete girders, and a steel pipe railing. An additional concrete beam was placed between the girders for added support at an unknown date. The exterior of the girders is embedded with sandstone blocks set into a concrete bed, which gives the footbridge an appearance of rock construction in an arch. The entrance to the bridge is bordered on each side by low sandstone parapets about 12" in height, and the metal railing is embedded in square masonry end posts at about 18" in height. The entrance on the north of the bridge has curved stone walls up to four feet in height flanking the approach to the bridge. These walls connect to the masonry end posts. The south entrance has had stones removed to accommodate the widening of the pedestrian path.



Figure 2: Side view of Shelby Street Footbridge.

The bridge was approved for demolition under case 2025-010683-HDRB.

APPLICANT'S REQUEST:

The applicant proposes the following:

1) Construct a replacement footbridge for the Shelby Street Footbridge. The new bridge will be brought up higher to the bank of the river and be extended from 37'3" long to 42'0" long. It will also be widened from 4'0" wide to 6'0" wide. The rail height will be raised from 18" to 3'10". The proposed design is metal with no stone facades and a concrete approach. The pilasters or end caps will be constructed of CMU and stucco, a concrete deck, and painted metal railings.
   **An alternative design (design 2) with a stone façade, brick approach, and stone pilasters or end caps, and a brick deck is offered.



Figure 3: Rendering of Design 1.



Figure 4: Rendering of Design 2.

EXCEPTION CRITERIA AND RESPONSES:

Exception to section 14-5.2(D)(5)(b): Staff request an exception to "*For all façades of significant, contributing and landmark structures, architectural features, finishes, and details other than doors and windows, shall be repaired rather than replaced. In the event replacement is necessary, the use of new material may be approved. The new material shall match the material being replaced in composition, design, color, texture, and other visual qualities. Replacement or duplication of missing features shall be substantiated by documentation, physical or pictorial evidence."*

(i) *Do not damage the character of the district*

Applicant Response: The Shelby Street bridge is one of several small bridges that crosses the Santa Fe River, connecting the north and south banks. Small foot bridges and vehicular bridges which have existed since the river began to channelize around 1893 with the construction of the Two-Mile Dam. Sanborn Fire Insurance maps and other historic maps indicate that the bridges crossing the river were stone, wood, and now concrete- changing materials over time

to accommodate the modernizing and engineering needs for crossing a river channel. The nearest pedestrian bridge to the Shelby Street bridge is the Brother's Lane bridge. This bridge was last replaced around 2016 and is now a wooden bridge with wooden rails. Given that bridge materials change over time, removal of the stone bridge will not damage the character of the district.

Removing the bridge entirely would change the character of this location along the river park, but the bridge will be replaced. The current situation of having a closed and dangerous bridge along a main street in the downtown area is damaging to the district, despite being constructed of materials not of historical age. Demolishing and replacing the bridge is not.

The removal of the bridge will not affect the space that embodies the bridge, which is the river park. The river park, with other bridges crossing the river, will remain intact and the overall character and design of the river park property will continue with the bridge replacement. However, the request is to remove historic material, and this request is being made because of the structure's condition and the inability to restore the structure. The historic material will be removed, but the design presentation has demonstrated that a replacement bridge will maintain and contribute to the river park, and the design of the bridge will be in keeping with the historic district standards. One of the proposed designs offers the potential of reusing the stone for a reconstructed stone façade if that is desired by the HDRB. The other design is proposed to be non-intrusive visually and stylistically. A commemorative plaque is also proposed to mitigate the removal of the historic material.

Staff Response: Staff find that this criterion is not met. While the footbridge the evaluation of the damage to the existing bridge demonstrates the need for replacement, staff recommends that the replacement bridge emulates the existing contributing structure, as the footbridge is an integral part of the district, and it would harm the district to lose the 1968 footbridge.

(ii) *Are required to prevent a hardship to the applicant or an injury to the public welfare*

Applicant Response: As is demonstrated through photos and letters in the demolition case preceding this case, the structure has failed, and the bridge is a public safety concern as it lacks structural integrity. The bridge is beyond repair. Removal of the historic material that composes the bridge is required to prevent injury to the public welfare, both bodily injury and liability to the City of Santa Fe.

Staff Response: Staff find that this criterion has not been met. The evaluation of the bridge by Wilson and Company clearly shows that the existing bridge is unsafe and would require enough work that replacement is required; however, staff point out that the replacement bridge should emulate the existing contributing structure, as no hardship prevents this.

(iii*) Strengthen the unique heterogeneous character of the City by providing a full range of design options to ensure that residents can continue to reside within the historic districts*

Applicant Response: Several design options were considered, and options 1 and 2 have been chosen to present to the HDRB in the design review case. Both designs strengthen the unique heterogeneous character of downtown Santa Fe and the river park area.

The design options considered were:

1) Leave the bridge and permanently close it.

2) Demolish the bridge and not replace it.
3) Demolish the bridge and replace it with a modern prefab pedestrian bridge as seen in other areas along the Santa Fe River.
4) Demolish the bridge and replace it with a modern prefab pedestrian bridge with non-structural rock girders to match closely the existing design.

Staff Response: Staff find that this criterion is met. The applicant has provided the Board with two options for consideration regarding the reconstruction of the footbridge. Staff recommends option 2 of the designs offered for approval, which most closely emulates the 1968 footbridge.

RELEVANT CODE CITATIONS:

14-5.2 HISTORIC DISTRICTS

(A) **General Provisions**

(1) General Purpose

In order to promote the economic, cultural, and general welfare of the people of the *city* and to ensure the harmonious, orderly and efficient growth and *development* of the *city* , it is deemed essential by the *governing body* that the qualities relating to the history of Santa Fe, and a harmonious outward appearance, which preserve *property* values and attract tourists and residents alike, be preserved, some of these qualities being:

(a) The continued existence and *preservation* of historical areas and *buildings*;

(b) The continued construction of *buildings* in the historic styles; and

(c) A general harmony as to style, form, color, height, proportion, texture and material between *buildings* of historic design and those of more modern design.

(C) **Regulation of Significant and Contributing Structures in the Historic Districts**

(Ord. No. 2004-26)

(1) Purpose and Intent

It is intended that:

(a) Each *structure* to be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical *development*, such as the addition of conjectural features or architectural elements from other *buildings*, shall not be undertaken;

(b) Changes to *structures* that have acquired historic *significance* in their own right shall be retained and preserved, recognizing that most *structures* change over time;

(c) Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a *structure* be preserved; and

(d) New additions and related or adjacent new construction be undertaken in such a manner that if removed in the future, the original form and integrity of the historic *property* and its environment would be unimpaired.

(D) **General Design Standards for All H Districts**

In any review of proposed additions or alterations to *structures* that have been declared significant or contributing in any historic district or a *landmark* in any part of the *city*, the following standards shall be met:

(1) General

(a) The status of a significant, contributing, or *landmark structure* shall be retained and preserved. If a proposed alteration will cause a *structure* to lose its significant, contributing, or *landmark* status, the *application* shall be denied. The removal of historic materials or alteration of architectural features and spaces that embody the status shall be prohibited.

(b) If a proposed alteration or new construction will cause an adjacent *structure* to lose its significant, contributing, or *landmark* status, the *application* may be denied.

(2) Additions

(a) Additions shall have similar materials, architectural *treatments* and styles, features, and details as the existing *structure*, but shall not duplicate those of the existing *structure* in a manner that will make the addition indistinguishable from the existing *structure*.

(b) Additions to *buildings* that meet the standards of Subsection 14-5.2(E) shall continue to meet those standards set forth in Subsection 14-5.2(E) in addition to the standards set forth in this section.

(c) Additions are not permitted to *primary façades*.

(d) Additions are not permitted to the side of the existing footprint unless the addition is set back a minimum of ten (10) feet from the primary facade. The addition shall not exceed fifty percent of the square footage of the existing footprint, and shall not exceed fifty percent of the existing dimension of the primary facade. To the extent architecturally practicable, new additions shall be attached to any existing noncontributing portion of *structures* instead of attaching them to the significant or contributing portion.

(e) The height of additions:

(i) For significant and *landmark structures* shall be a minimum of six (6) inches less than the parapet or equivalent roof-feature of the existing adjacent connecting facade.

(ii) For contributing *structures* shall be no more than one additional *story* higher than the existing *structure*. To the extent architecturally practicable, two-story additions shall be set to the rear or the side rear of the *structure*. When an additional *story* is to be placed upon an existing contributing *structure*, that footprint may be no greater than fifty percent of the footprint of the existing *structure*, subject to the provisions of Subsection A(1) above. For the purposes of this paragraph, an additional *story* shall not exceed twelve (12) feet from the existing rooftop to the highest point of that *story*.

(5) Windows, Doors, and Other Architectural Features

(a) For all facades of significant and *landmark structures* and for the primary facades of contributing *structures*:

(i) Historic windows shall be repaired or restored wherever possible. Historic windows that cannot be repaired or restored shall be duplicated in the size, style, and material of the original. Thermal double pane glass may be used. No opening shall be widened or narrowed.

(ii) No new opening shall be made where one presently does not exist unless historic documentation supports its prior existence.

(iii) No existing opening shall be closed.

(b) For all façades of significant, contributing and *landmark structures*, architectural features, finishes, and details other than doors and windows, shall be repaired rather than replaced. In the event *replacement* is necessary, the use of new material may be approved. The new material shall match the material being replaced in composition, design, color, texture, and other visual qualities. *Replacement* or duplication of missing features shall be substantiated by documentation, physical or pictorial evidence.

(E) **Downtown and Eastside Design Standards**

The *governing body* recognizes that a style of architecture has evolved within the *city* from the year 1600 to the present characterized by construction with *adobe*, hereafter called "old Santa Fe style", and that another style has evolved, hereafter called "recent Santa Fe style", which is a *development* from, and an elaboration of the old Santa Fe style, with different materials and frequently with added decorations.

(1) Old Santa Fe Style

Old Santa Fe style, characterized by construction with *adobe*, is defined as including the so-called "pueblo" or "pueblo-Spanish" or "Spanish-Indian" and "territorial" styles and is more specifically described as follows:

(a) With rare exception, *buildings* are of one *story*, few have three stories, and the characteristic effect is that the *buildings* are long and low. Roofs are flat with a slight *slope* and surrounded on at least three sides by a firewall of the same color and material as the *walls* or of brick. Roofs are never carried out beyond the line of the *walls* except to cover an enclosed *portal* or *porch* formed by setting back a portion of the *wall* or to form an exterior *portal*, the outer edge of the roof being supported by wooden columns. Two- *story* construction is more common in the territorial than in other sub-styles, and is preferably accompanied by a balcony at the level of the floor of the second *story*. Façades are flat, varied by inset *portales*, exterior *portales*, projecting vigas or roof beams, canales or water-spouts, flanking buttresses and wooden lintels, architraves and cornices, which, as well as doors, are frequently carved and the carving may be picked out with bright colors. Arches are almost never used except for nonfunctional arches, often slightly ogive, over gateways in freestanding *walls*;

(b) All exterior *walls* of a *building* are painted alike. The colors range from a light earth color to a dark earth color. The exception to this rule is the protected space under *portales*, or in church-derived designs, inset panels in a *wall* under the roof, in which case the roof overhangs the panel. These spaces may be painted white or a contrasting color, or have mural decorations;

(c) Solid *wall* space is always greater in any façade than window and door space combined. Single panes of glass larger than thirty (30) inches in any dimension are not permissible except as otherwise provided in this section;

(d) The rule as to flat roofs shall not be construed to prevent the construction of skylights or installation of air conditioning devices, or any other necessary roof *structures*, but such *structures* other than chimneys, flues, vents and aerials, shall be so placed as to be concealed by the firewall from the view of anyone standing in the *street* on which the *building* fronts;

(e) True old Santa Fe style *buildings* are made of *adobe* with mud plaster finish. Construction with masonry blocks, bricks, or other materials with which the *adobe* effect can be simulated is permissible; provided, that the exterior *walls* are not less than eight (8) inches thick and that geometrically straight façade lines are avoided. Mud plaster or hard plaster simulating *adobe*, laid on smoothly, is required; and

(f) It is characteristic of old Santa Fe style commercial *buildings* to place a *portal* so that it covers the entire sidewalk, the columns being set at the curb line.

(2) Recent Santa Fe Style

Recent Santa Fe style intends to achieve harmony with historic *buildings* by *retention* of a similarity of materials, color, proportion, and general detail. The dominating effect is to be that of *adobe* construction, prescribed as follows:

(a) No *building* shall be over two stories in height in any façade unless the façade shall include projecting or recessed *portales*, *setbacks* or other design elements;

(b) The combined door and window area in any *publicly visible* façade shall not exceed forty percent of the total area of the façade except for doors or windows located under a *portal*. No door or window in a *publicly visible* façade shall be located nearer than three (3) feet from the corner of the façade;

(c) No cantilevers shall be permitted except over projecting vigas, beams, or wood corbels, or as part of the roof *treatment* described below;

(d) No less than eighty percent of the surface area of any *publicly visible* façade shall be *adobe* finish, or stucco simulating *adobe* finish. The balance of the *publicly visible* façade, except as above, may be of natural stone, wood, brick, tile, terra cotta, or other material, subject to approval as hereinafter provided for *building permits*;

(e) The *publicly visible* façade of any *building* and of any adjoining *walls* shall, except as otherwise provided, be of one color, which color shall simulate a light earth or dark earth color, matte or dull finish and of relatively smooth texture. Façade surfaces under *portales* may be of contrasting or complimentary colors. Windows, doors and *portals* on *publicly visible* portions of the *building* and *walls* shall be of

one of the old Santa Fe styles; except that *buildings* with *portals* may have larger plate glass areas for windows under *portals* only. Deep window recesses are characteristic; and

(f) Flat roofs shall have not more than thirty (30) inches overhang.

Historic Cultural Properties Inventory (HCPI) Base Form (FORM 1)

Historic Preservation Division, New Mexico Department of Cultural Affairs

Date of Form: June 7, 2025

For HPD Office use only:
HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D

1. Name of property:	2. Location:	3. Local Reference Number:
Shelby Street Footbridge	Over Santa Fe River Downtown and Eastside Historic District – Santa Fe	Santa Fe ID: N/A 4. County: Santa Fe Parcel # 910017966

5. Property Type:
__ Buildings:
_x Structures: Bridge
__ Site __ Object

6. Date of Survey:
May 20, 2025

7. Previous Survey Date(s):
__ Yes:
_x No:

8. Name of Project:
HDRB Status Evaluation

9. Lat/Long:
35.6850349,-105.9392324



10. Photo Information: John W. Murphey, photographer. Photo 1: View of east elevation, facing southwest.

11. Brief Description of the Property:

Erected in 1968 by staff of the State Parks and Recreation Commission, the Shelby Street Footbridge is an approximately 26-foot-long standard girder-slab span crossing the Santa Fe River (Photo 1). It is dressed with sandstone curtain walls designed to give the appearance of a masonry arch bridge. The bridge was crudely constructed and is now in poor condition, with a major punch-through in the deck and areas of concrete delamination. These issues prompted the City of Santa Fe to close the bridge in 2022 (Photo 2).

Continued on Page 5.

12. Who uses the property? Not in use

13. Construction Date: 1968

_ x_Known __ Estimated Source: Newspaper aricle

14. Setting:
__ Suburban __ Rural __ Village _x_ Urban If Urban: __ Commercial __ Industrial __ Residential _x_Public: Park

15. Relationship to Surroundings: _x_ Similar __ Dissimilar
Comments: N/A

16. Additional Perspective: (Photos, drawing, footprint, etc., indicate north arrow when possible)



Portion of Parcel # 910017966 with Shelby Street Footbridge highlighted.

Source: Office of the Santa Fe County Assessor
Blue parcel lines are not accurate

17. Surveyor:
(your name, address, telephone number, and any group affiliation)

John W. Murphey
Architectural Historian
Architectural History Services
505-577-7593/707-583-7819
John@archhistoryservices.com

For: Current owner:

18. Owner (if known) and other knowledgeable people:

Current owner: Assumed to be the City of Santa Fe, though no deed was located for the property, per Office of the Santa Fe County Clerk

19. Is Property Endangered? _x_ Unknown __ No __ Yes How?

20. Significance to Current Community: _x_ Unknown __ None __ Low __ Moderate __ High
Describe: Unknown

21. Other Significance or Information of Interest: (such as historical, legendary, structural, former ownership, etc.)
See Historical Overview.

22. National or State Register:

Is this property individually listed on a historic register? __ Unknown _x_ No __Yes
If yes: __ State __ National
If 'no' or unknown, do you think this property is eligible for listing? _x_ No __Yes
Why? See Evaluation of Historical Status

23. National or State Historic District: City of Santa Fe

Is this property in a historic district? __ Unknown __ No _x_ Yes
If yes: __ Significant __ Contributing __ Non-contributing _x_ No Status
Per City of Santa Fe official designation map

If 'yes', what is the name of the district? __ State __ National _x_ City of Santa Fe:
Downtown and Eastside Historic District

24. Supplemental Forms:

__ None _x_ HCPI Detail Form (FORM 2) __ Continuation Sheets, # pages: _____

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Shelby Street Footbridge	2. Location: Over Santa Fe River Downtown and Eastside Historic District – Santa Fe	3. Local Reference Number: Santa Fe ID: N/A
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025

Bridge Data

6. Feature Crossed: Santa Fe River
7. Bridge Type: Pre-cast concrete girder-slab with masonry false spandrel wall
8. Total Structure Length: 38' ±
9. Number of Spans: one
10. Main Span Length: **26' ±**
11. Main Substructure: Timber abutment (assumed) and stone abutments and bridge seats
12. Deck Width: **4' ±**
13. Railing Type: Steel pipe rail

14. Designer/Engineer: Unknown	Builder/Contractor: New Mexico State Parks and Recreation Commission Force Account Labor

15. Modifications: x __ No known modifications

#1 Date: Unknown.

16. Primary Architectural Style __ Not Applicable

__ Art Deco/Streamline Moderne	__ Gothic Revival	__ Mission Revival	__ Pueblo	__ Spanish-Pueblo Revival
__ Bungalow/Craftsman	__ International	__ Neo-Classical	__ Queen Anne	__ Territorial
__ Colonial Revival	__ Italianate	__ Northern NM	__ Ranch	__ Territorial Revival
__ Folk Victorian	__ Mediterranean	__ Prairie	__ Spanish-Colonial	__ Tudor Revival

Notes: _x_ Other: Urban style park bridge

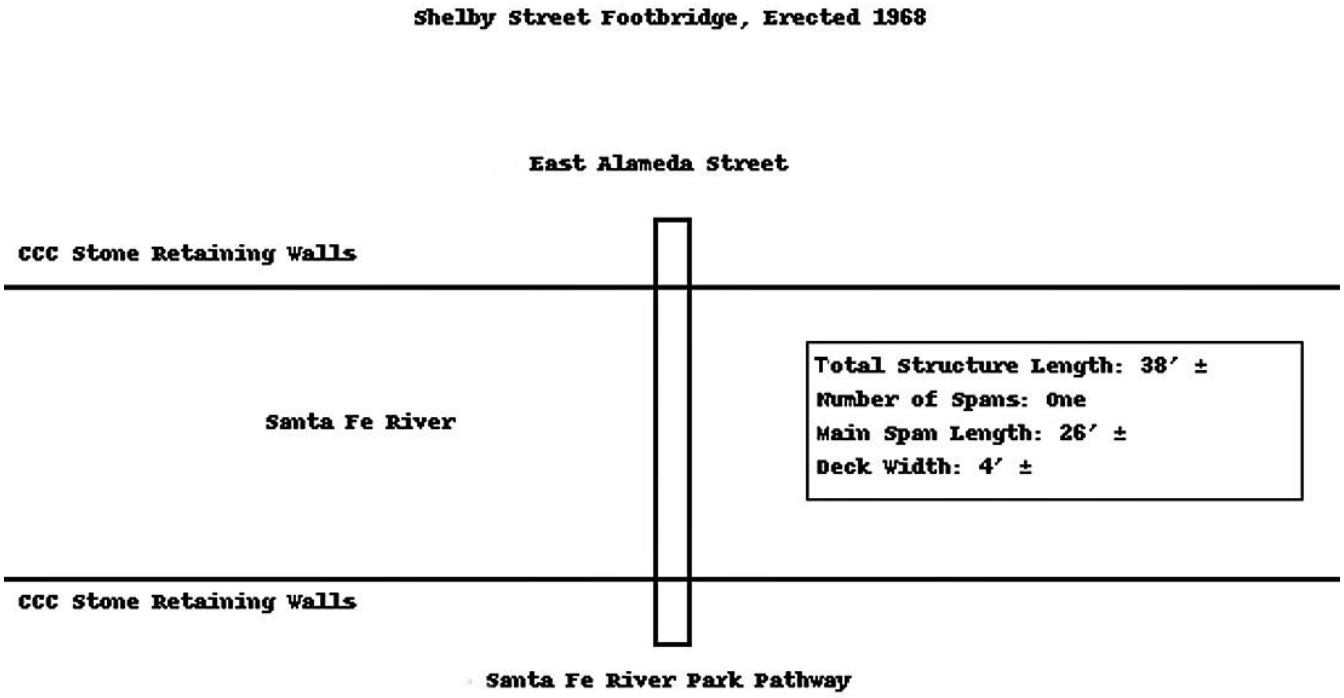
17. Documents Available and Their Locations
None: See Documentation Note

SITE:

18. Attached or Associated Properties

Are associated properties eligible for listing: The adjacent channel is listed in the National Register of Historic Places, to which the subject is a Non-Contributing resource.

19.Site Plan: Field Sketch, AHS.



For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Shelby Street Footbridge	2. Location: Over Santa Fe River Downtown and Eastside Historic District -Santa Fe	3. Local Reference Number: Santa Fe ID: N/A
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025

Architectural Description Continued

Setting

The Shelby Street Footbridge crosses the river near the base of Shelby Street in downtown Santa Fe. It is positioned above a stone-lined channel constructed by the Civilian Conservation Corps in the early 1930s. Pedestrian walkways, added in the 1950s during the area's tenure as a state park, flank the bridge on both the east and west approaches.

The bridge lies within a modified riparian corridor where the river has been straightened and channelized. The surrounding context includes a mix of commercial and governmental buildings, reflecting the area's urbanization from the mid to late 20th century. Mature cottonwoods, willows, and other riparian vegetation provide shade and visual relief, reinforcing the river's presence as a natural element in an increasingly dense built environment (Photo 3).

Bridge Details

Superstructure

The bridge consists of two precast concrete girders supporting a cast-in-place or integrally cast slab deck (Photo 4). Each girder measures approximately 3 inches wide by 11½ inches high and is T-shaped, flanged into the slab. A later addition—a concrete beam measuring approximately 8½ inches wide by 9⅞ inches high—was installed between the girders for supplemental support; however, the beam exhibits noticeable deflection at mid-span. The bridge spans the river at 26 feet, with a total length of approximately 38 feet including approaches.

The exterior features non-structural concrete curtain walls with a false arch profile. It is clad in local sandstone likely intended to mimic a closed-spandrel masonry arch (Photo 1). These false spandrel walls measure approximately 3 inches wide with a variable height and consist of sandstone blocks set into a concrete bed (Photo 5). The blocks exhibit pronounced horizontal striations or bedding planes that visually differ from the limestone channel walls below (Photo 6).

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Shelby Street Footbridge	2. Location: Over Santa Fe River Downtown and Eastside Historic District -Santa Fe	3. Local Reference Number: Santa Fe ID: N/A
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025

Similar to a true masonry arch, the false spandrel walls taper toward the center, narrowing from 4 feet at the base to approximately 20 inches at the "keystone"—a small vertical block located at the bridge's midpoint (Photo 7). This keystone is decorative and non-structural.

Vertical clearance beneath the bridge at mid-span is approximately 73 inches, a limited height that has long raised flood control concerns. In the 1970s, the U.S. Army Corps of Engineers identified the bridge for removal due to its inadequate hydraulic capacity.

Substructure

The bridge rests directly on the river embankment, supported by large timber blocks that serve as both abutments and bridge seats.[1] This rudimentary substructure reflects minimal engineering, relying largely on soil mass and timber resistance for lateral stability. The lower abutments and bridge seats are faced with stone for visual effect (Photo 8).

Deck and Approach

The bridge's deck is formed by the concrete slab. Over time, surface deterioration has exposed the reinforcing steel mat. Near the center of the span, a punch-through has developed, accompanied by widespread concrete delamination.

The 4-foot-wide walkway is bordered on both sides by low sandstone parapets that rise approximately 12 inches above the deck surface (Photo 9). A painted metal pipe railing runs along the edges of the deck, terminating at each end in square masonry end posts approximately 18 inches high, which visually anchor the span.

On the north side, the bridge is approached by a continuation of the concrete slab (Photo 10). Curving stone walls flank this approach, rising from ground level to approximately four feet where they connect with the masonry end posts. On the south side, the original approach was removed to accommodate the widening of the pedestrian path (Photo 2).

[1] Based on a restricted view of the north bank, it is presumed that timber blocks function as the back (or rear) abutment.

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Shelby Street Footbridge	2. Location: Over Santa Fe River Downtown and Eastside Historic District -Santa Fe	3. Local Reference Number: Santa Fe ID: N/A
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025

Condition

The bridge is currently in poor condition and shows multiple signs of structural distress. A large punch-through in the deck reveals corroded reinforcing steel (Photo 11). Significant delamination has weakened the concrete surface, and cracks are evident both longitudinally and transversely beneath the deck (Photo 12). Efflorescence—white mineral deposits indicating moisture infiltration—is visible across the underside (Photo 12). These combined issues have compromised the structural integrity of the bridge, leading to its closure by the City of Santa Fe in 2022.

Historical Overview

Introduction

In late April 1968, Lela Wilson—a 28-year-old Clovis native and secretary for the New Mexico State Parks and Recreation Commission—stood at the center of the recently completed Shelby Street Footbridge. A State Parks photographer captured an image of Wilson, her bouffant hairstyle silhouetted, as she looked out across the Santa Fe River (Fig. 1). The pair had likely walked from the Commission's new office at 141 East DeVargas Street to take the photo.

The bridge at the time marked the western terminus of Santa Fe River Park and likely replaced a rustic log span erected by the Civilian Conservation Corps (CCC) in 1934. The new structure, designed to blend with the CCC-built limestone river walls, continued to serve the same essential function: carrying pedestrians across the Santa Fe River. It fulfilled this role until 2022, when ongoing deterioration and substandard construction led officials to deem it a public hazard.

Imagining a River Park

At the start of the Great Depression, New Mexico—like many states—did not have a single state park. With the infusion of New Deal funding and the labor of the Civilian

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Shelby Street Footbridge	2. Location: Over Santa Fe River Downtown and Eastside Historic District -Santa Fe	3. Local Reference Number: Santa Fe ID: N/A
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025

Conservation Corps (CCC), the state was able to launch its first formal park program.[2] In August 1933, Governor Arthur Seligman issued an executive mandate establishing the New Mexico State Park Commission, enabling the state to use CCC labor for park development.

One of these recreation areas fulfilled a long-held ambition to create a linear parkway along the Santa Fe River. The ambitious but ultimately unproductive 1912 Santa Fe Preliminary Plan envisioned a "Paseo del Rio" boulevard and park stretching along the river from Camino Cabra westward to the future St. Francis Drive (Fig. 2).[3] With no funding attached to the proposal, the plan failed to materialize.

The river parkway concept resurfaced in the 1920s, when the City of Santa Fe, the Chamber of Commerce, and civic groups such as the Kiwanis and Lions Clubs launched a campaign to establish the Santa Fe River Park.[4] Although preliminary drawings were prepared, progress stalled due to resistance from property owners unwilling to sell land fronting the river. With the arrival of the CCC, the project resurfaced. An editorial in the New Mexican stated the federal program put a "chance in front of [civic leaders] to secure one of the most beautiful parks in the country."[5]

Building a Riparian Park

In Santa Fe, the Civilian Conservation Corps undertook two state park projects concurrently. In the Sangre de Cristo foothills, CCC crews developed Little Tesuque Canyon—later designated Hyde Memorial State Park—into an all-season recreation area with campsites, stone shelters, a lodge, and a ski run.[6] At the same time, in the heart of the city, crews from the same camp—headquartered in what would become the Casa Solana subdivision—constructed an urban riparian park along the Santa Fe River, transforming the corridor into a landscaped public space that served both recreational and flood-control purposes. Early plans had envisioned the two parks being connected.

[2] John W. Murphey, "Santa Fe Historic Context Study: 1610-1986," Document prepared for the City of Santa Fe (Revised June 4, 2021), 55.
[3] Ibid., 56
[4] "Alleged Catron Obstructs Park Development; Matter to Come Before Council on Wednesday," *Santa Fe New Mexican*, April 24, 1934, 2.
[5] Ibid.
[6] Mary Wright Coan, "The New Deal in Little Tesuque," *New Mexico Magazine* (July 1934), 24-25+.

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Shelby Street Footbridge	2. Location: Over Santa Fe River Downtown and Eastside Historic District -Santa Fe	3. Local Reference Number: Santa Fe ID: N/A
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025

The river park would extend nearly two miles along the Santa Fe River, starting at the lower reservoir and moving downstream to a point near St. Francis Drive. Unlike earlier efforts, federal officials assisted in acquiring riverfront parcels, resulting in more than 90 quitclaim deeds made to the State of New Mexico by local landowners.[7]

The project's primary goal was to straighten and channelize the river for flood control. Until this point, the river routinely flooded, damaging homes and property along its course. A secondary goal was to create an urban recreation area, with a concentration of amenities placed between College Street (now Old Santa Fe Trail) and Shelby Street.

Work on this section began in the spring of 1934 and was largely completed by the end of the year. It included obliterating an ancient acequia and channeling its flow along a raised stone-lined ditch.[8] By August, CCC crews had constructed stone retaining walls reaching Shelby Street, where they were in the process of erecting a rustic log footbridge over the river.[9]

The bridge provided access to the newly built State Parks Commission headquarters on East DeVargas Street. This Pueblo Revival-style building (Fig. 3), funded with New Deal money, served as the administrative offices for the state park system. It was demolished in the 1960s to make way for a parking lot serving the new State Land Office Building.

A Rustic Log Bridge

An article in the New Mexican described the new footbridge as made of large yellow pine logs "nearly two feet in diameter."[10] Though brief, the description fits what would later be called the National Park Service rustic style of park architecture.

As a CCC project, the design of park structures and furnishings was overseen by the regional office of the National Park Service. During this period, the NPS guided park development through a series of design portfolios that covered nearly every aspect of planning and construction. The effort began in 1934 with a slim volume showcasing

[7] David Kammer, "Santa Fe River Park Channel," National Register of Historic Places nomination (Washington, D.C.: June 2008), 9-18, bibliographical entry.
[8] "Alleged Catron Obstructs Park Development," 2.
[9] "Work on River Park," *Santa Fe New Mexican*, August 13, 1934, 1.
[10] Ibid.

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Shelby Street Footbridge	2. Location: Over Santa Fe River Downtown and Eastside Historic District -Santa Fe	3. Local Reference Number: Santa Fe ID: N/A
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025

representative park structures and expanded—under the direction of NPS architect Albert H. Good—into an encyclopedic three-volume set published in 1938.[11]

As articulated by Good, the Park Service design philosophy sought to promote "through the use of native materials in proper scale, and through the avoidance of severely straight line and over sophistication. . . the feeling of having been executed by pioneer craftsmen with limited hand tools . . . [and by doing so achieve] sympathy with the natural surroundings and with the past."[12]

For small footbridges in parks, Good recommended the use of logs or stone, noting that such materials "appear more indigenous to our natural parks than spans of steel or concrete."[13] His chapter on footbridges included photographs illustrating what the Park Service considered exemplary design. Many of these were rustic log spans, which likely influenced the design of the original Shelby Street footbridge. Unfortunately, no known photographs of that bridge survive, making it difficult to determine its actual appearance.[14]

Completing the Park

The erection of the massive retaining walls extended westward beyond the Don Gaspar Avenue Bridge to a point near St. Francis Drive, and was largely completed by 1937. The State Parks Commission envisioned developing the river corridor westward through downtown into a formal park, while preserving the area east of College Street in a more

[11] John W. Murphey, " Maryland State Parks: A Survey of Selected State Parks in the Eastern and Western Regions," (Report prepared for the Maryland Historical Trust, January 31, 2019), 58-59.
[12] Albert H. Good, *Park and Recreation Structures, Part I- Administration and Basic Service Facilities* (Washington, D.C.: United States Department of Interior, National Park Service, 1938), 176.
[13] Ibid.
[14] No photographs of the bridge were located at the Palace of the Governors Photo Archives (Catie Carl, email communication to John W. Murphey, May 8, 2025). Inquiries with the City of Santa Fe, the New Mexico State Archives, and New Mexico State Parks regarding park records, drawings, and photographs produced no results. It is possible that relevant materials may exist in Record Group 35 at the National Archives and Records Administration (NARA), College Park, Maryland. However, the short turnaround time and limited budget for this project did not allow for a NARA records search.

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Shelby Street Footbridge	2. Location: Over Santa Fe River Downtown and Eastside Historic District -Santa Fe	3. Local Reference Number: Santa Fe ID: N/A
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025

natural state.[15] How much of this vision was ever fully realized remains unclear. With the major structural work completed, the CCC devoted its final years to installing picnic tables along the grassy strip lining the river between College and Shelby Streets.

By the end of the Depression, New Mexico had established four state parks built by the CCC—but the improved Santa Fe River area was not among them.

Santa Fe's Unofficial Park

After its completion, the *Santa Fe River State Park*—as it was referred to in the press—fell into a jurisdictional gray area. The park encompassed state-owned land, including the riverbed and narrow linear strips along both banks, but was bordered by city-owned and private properties. These overlapping boundaries created administrative uncertainty, and as a result, the park remained unofficially designated for nearly two decades.

After the conclusion of World War II, the Commission began efforts to improve the Santa Fe River Park. According to a 1947 newspaper account, State Parks Superintendent Charles Roehl planned to enhance the urban stretch by developing footpaths, building rock tables and benches, installing drinking fountains, and planting grass.[16] The project was a joint undertaking by the State Parks Commission, the State Highway Department, and the State Penitentiary, which provided prison labor for the work.

The Santa Fe River Park continued to receive incremental improvements but did not achieve official state park designation until the late 1950s. As of 1954, the New Mexico State Parks Commission operated six officially designated parks: Bluewater Lake, Bottomless Lakes, City of Rocks, Conchas Lake, Kit Carson, and Hyde Park. The Santa Fe River Park, by contrast, remained an unpublicized strip of state-owned land—maintained by the state but not formally recognized or promoted as part of the official park system.

[15] "City and Vicinity Given Preference in Park Work, Says Supervisor," *Santa Fe New Mexican,* March 30, 1937, 4.
[16] "Roehl Tells of Plans to Make River Parkway a Place of Beauty," *Santa Fe New Mexican*, July 15, 1947, 1.

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Shelby Street Footbridge	2. Location: Over Santa Fe River Downtown and Eastside Historic District -Santa Fe	3. Local Reference Number: Santa Fe ID: N/A
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025

In its 1954 annual report, the New Mexico State Parks Commission acknowledged the unusual status of the river park running through the heart of the capital. The report flagged the unresolved question of whether the area should be formally designated a state park or incorporated into the South Capitol Complex—a growing cluster of state government offices located south of the river.[17] While the matter remained unsettled, the Parks Commission continued to maintain the river corridor.

In 1957, the Santa Fe River Park was officially designated as a state park. The original unit encompassed only the north bank of the river, extending approximately 0.4 miles from Delgado Street on the east to Shelby Street on the west.

Park Beautification

Beautification efforts began as early as 1953, when state park employees planted lawn and installed picnic tables along the stretch between Cathedral Place and what is now Paseo de Peralta.[18] This initial work was followed by improvements farther west, including raising the streambed and importing topsoil to level the embankments.

Following the park's official designation, a series of additional improvements were undertaken. The stone retaining walls were raised to accommodate more fill (Fig. 4), new picnic areas with concrete tables and benches were added, turf was planted throughout, footpaths were laid, and signage installed—including an Official Scenic and Historic Marker framed in rustic brown logs. None of the archival sources reviewed—including newspaper accounts and records from the State Parks and Recreation Commission—mention the replacement of the original CCC-built log bridge.

By 1967, a year before the current footbridge was erected, the park featured 18 designated picnic sites ("picnic pits") and a continuous lawn along the length of its corridor.[19] Ongoing maintenance focused on repairing older log tables and removing dead trees and overgrowth.

[17] New Mexico State Park Commission, *Your State Parks – 1954* [annual report] (Santa Fe: New Mexico State Park Commission, n. pag.); New Mexico State Parks and Recreation Division Records, Folder: "Parks & Recreation Department Publications," New Mexico State Records Center and Archives, Santa Fe, New Mexico (hereafter PRDP).
[18] "A Good Start" [editorial], *Santa Fe New Mexican*, December 2, 1953, 4.
[19] New Mexico State Parks and Recreation Commission, "Welcome to New Mexico State Parks" [foldout brochure], (Santa Fe: State Parks and Recreation Commission, 1967), n. pag., PRDB.

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Shelby Street Footbridge	2. Location: Over Santa Fe River Downtown and Eastside Historic District -Santa Fe	3. Local Reference Number: Santa Fe ID: N/A
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025

A Replacement Bridge

The current footbridge was constructed in early 1968, likely replacing an earlier structure—possibly the original timber span built during the CCC era. A February 1968 aerial photograph shows two footbridges crossing the river at the foot of Shelby Street (Fig. 5). By the following year, only the present bridge remained (Fig. 6). The bridge was erected by park personnel under the supervision of Joe B. Rodriguez, then the area supervisor for Northern New Mexico.

The bridge's design marked a departure from earlier CCC-era standards. Thirty years prior, National Park Service architect Albert H. Good had advised against constructing stone footbridges with a "thin and structurally weak appearance."[20] He recommended a more substantial parapet wall rising above the deck, arguing that such designs maintained a more appropriate "park character" than those capped with "thin … and more formal cap stone."[21] The new bridge, by contrast, featured a tapering false spandrel and a low parapet wall—elements that contradicted Good's guidance and lent the structure a more urban profile.

Its completion was marked with a photograph in the local newspaper (Fig. 1), although the project went unmentioned in the State Parks and Recreation Department's internal newsletter. It did, however, appear in the background of two promotional films produced in the late 1960s to advertise New Mexico's state parks (Fig. 7).

The State Park's Final Years

The 1960s enhanced park was marketed by the state as an urban recreational amenity, focused on strolling and picnicking. A 1977 park brochure described the space as "a serene retreat in the center of Santa Fe for visitors and local residents."[22]

The New Mexico State Park and Recreation Commission continued to maintain and improve Santa Fe River State Park through the 1990s. In 1999, the City of Santa Fe and the State of New Mexico entered into a joint powers agreement to support the park's

[20] Good, *Park and Recreation Structures, Part I*, 192.
[21] Ibid.
[22] New Mexico State Parks and Recreation Commission, "New Mexico State Parks: Santa Fe River & Hyde Memorial" [foldout brochure], (Santa Fe: State Parks and Recreation Commission, 1977), n. pag., PRDB.

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Shelby Street Footbridge	2. Location: Over Santa Fe River Downtown and Eastside Historic District -Santa Fe	3. Local Reference Number: Santa Fe ID: N/A
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025

ongoing maintenance and future development.[23] The work was reviewed by the City's Public Works Committee and ultimately evolved into the River Trail and Greenway Improvement Project.

The City hired Wilson and Company to prepare a master plan for the park's future development. This work included expanding the park westward and constructing pedestrian and bicycle trails from Delgado Street to Defouri Street under the Santa Fe River Downtown Urban Trail Project. As part of the project, the width of West Alameda Street was reduced to allow for a wider and more gradual embankment from Defouri Street to St. Francis Drive. Improvements to the park have continued through the use of Capital Improvements Program funds.

When a Footbridge Becomes a Liability

Calls to remove the Shelby Street Footbridge began in 1983, following a U.S. Army Corps of Engineers project to channelize a section of the Santa Fe River west of Don Gaspar Avenue using heavy concrete retaining structures. The Corps' initiative was prompted by an earlier flood study predicting that a 100-year event could submerge Shelby Street and surrounding areas under five feet of water.[24] The Corps had been involved with the Santa Fe River since 1957, when a major flood destroyed numerous bridges and riverfront businesses.

As part of the study and following project, the Corps identified several bridges in need of improvement or replacement, including the Old Santa Fe Trail and Defouri Street vehicular bridges, as well as pedestrian crossings like the Shelby Street Footbridge.[25] Each of these bridges had been determined to have a flow capacity of 2,100 cubic feet per second or less—insufficient to withstand a 100-year flood event.

As a cost-sharing arrangement, the City of Santa Fe was responsible for replacing the bridges. However, nearly all available funding was directed toward the replacement of the Old Santa Fe Trail Bridge, a high-volume crossing the city had identified in 1975 as a top priority. Its replacement turned into a costly and protracted effort that took several

[23] Edward Vigil (City of Santa Fe), phone message to John W. Murphey, May 30, 2025; various notices of public meetings published in the *Santa Fe New Mexican*, 1998–2000.
[24] Sam Atwoood, "River Flood Plan Under Attack," *The New Mexican*, May 5, 1983, A-7.
[25] Ibid., "River Plan Presented Wednesday," *The New Mexican*, May 3, 1983, A-7.

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Shelby Street Footbridge	2. Location: Over Santa Fe River Downtown and Eastside Historic District -Santa Fe	3. Local Reference Number: Santa Fe ID: N/A
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025

years to complete. With most of the city's budget directed to the Old Santa Fe Trail crossing, other river spans were not affected by the project, including the Shelby Street Footbridge.

The Shelby Street Footbridge avoided replacement for another 40 years. However, in 2022, with its concrete deck visibly deteriorating, the City of Santa Fe permanently closed the bridge in August after a civil engineering assessment raised safety concerns.[26] The structure has remained closed since.

In November 2024, the Santa Fe Governing Body approved the use of $240,000 in state capital outlay funds to design a new structure to replace the aging and structurally deficient bridge.[27] This HCPI is a step in the process of replacing the bridge.

[26] Nathan Lederman, "Deteriorating Footbridge in Downtown Santa Fe Closed," *Santa Fe New Mexican*, October 15, 2022, A-1 and A-4.
[27] Carina Julig, "Contract Extends Capital Outlay Appropriations," *Santa Fe New Mexican*, November 19, 2024, A-8.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Shelby Street Footbridge	2. Location: Over Santa Fe River Downtown and Eastside Historic District -Santa Fe	3. Local Reference Number: Santa Fe ID: N/A
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025

Evaluation of Historical Status

The Shelby Street Footbridge was designated a Non-Contributing resource in the 2008 Santa Fe River Park Channel National Register of Historic Places district nomination. That nomination encompassed the immediate park development along the river, including the CCC-era stone retaining walls and other features. The rationale for the bridge's non-contributing status was that it fell outside the district's period of significance, ending in 1940, and that it did not stylistically fit with the National Park Service design aesthetic of the New Deal era.

While the nomination did not reference Albert H. Good's guidance, it is clear—based on his principles quoted above—that the bridge does not embody the Park Service Rustic ideal. Its lean profile and pipe railing lack the form and naturalistic materials associated with that design philosophy.

Given its previous designation, and its poor quality of construction, the recommendation is to designate the Shelby Street Footbridge a Non-Contributing structure to the Downtown and Eastside Historic District.

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Shelby Street Footbridge	2. Location: Over Santa Fe River Downtown and Eastside Historic District -Santa Fe	3. Local Reference Number: Santa Fe ID: N/A
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025

Documentation Note

No CCC or National Park Service architectural drawings related to the original bridge or associated structures were located in local archives. However, such materials may exist within Record Group 35 (Civilian Conservation Corps) at the National Archives and Records Administration (NARA) in College Park, Maryland. Additionally, no drawings or plans were found for the 1950s state park improvements or for the construction of the 1968 footbridge. The following collections were reviewed, with relevant materials noted below:

Local Collections

New Mexico State Archives and Records Center

A. **Civilian Conservation Corps, New Mexico District Records**
Citation Number: Collection 1959-030
Dates: 1935–1942

B. **New Mexico State Parks and Recreation Division Records**
Citation Number: Collection 1979-010
Dates: 1939–[ongoing]

C. **Governor Arthur Seligman Papers**
Collection: 1959-102
Series: Correspondence – New Mexico Park Commission
Citation: Series [not specified], Folder 70, Box 3

D. **Governor Clyde K. Tingley Papers**
Collection: 1959-104
Series: Correspondence – New Mexico State Park Commission
Citation: Series [not specified], Folder 45, Box 2

E. **Map Collection**
Citation Number: Collection 1959-296
Series: Santa Fe – City

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Shelby Street Footbridge	2. Location: Over Santa Fe River Downtown and Eastside Historic District -Santa Fe	3. Local Reference Number: Santa Fe ID: N/A
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025

F. New Mexico Historical Film Collection

- **Santa Fe River State Park**
  Citation Number: Collection 1959-000, Item 11472, Serial No. 11472
- **Santa Fe River State Park**
  Citation Number: Collection 1959-000, Item 21628, Serial No. 21628
- **New Mexico State Parks**
  Citation Number: Collection 1959-000, Item 11553, Serial No. 11553
  Date: Circa late 1960s

City of Santa Fe, Land Use Division

No records

City of Santa Fe, Parks and Open Space Division

No records

New Mexico Historic Preservation Division

National Register of Historic Places files (transferred to NMCRIS)
Backing information for the Santa Fe River Park Channel NRHP missing

New Mexico Office of the State Engineer Library

Santa Fe/Santa Fe River Materials
No material relevant to the park or bridge

New Mexico State Parks

No records or knowledge that Santa Fe River Park was a state park

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Shelby Street Footbridge	2. Location: Over Santa Fe River Downtown and Eastside Historic District -Santa Fe	3. Local Reference Number: Santa Fe ID: N/A
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025

Illustrations



Figure 1: Lela Wilson stands at the center of the recently completed Shelby Street Footbridge, April 1968. Courtesy of the Santa Fe New Mexican.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Shelby Street Footbridge	2. Location: Over Santa Fe River Downtown and Eastside Historic District -Santa Fe	3. Local Reference Number: Santa Fe ID: N/A
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025

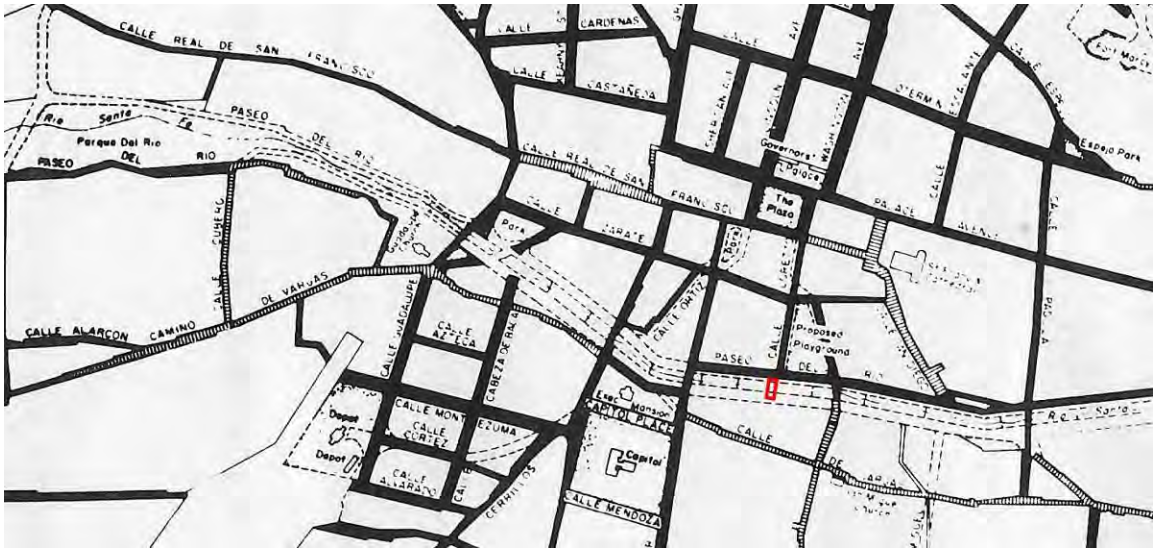


Figure 2: Portion of 1912 plan showing the proposed Paseo del Rio boulevard and river park. Site of future footbridge highlighted N. L. King, "Map of the City of Santa Fe, Showing Street, Park and River, Improvements Proposed by the City Planning Board," 1912.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Shelby Street Footbridge	2. Location: Over Santa Fe River Downtown and Eastside Historic District -Santa Fe	3. Local Reference Number: Santa Fe ID: N/A
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025

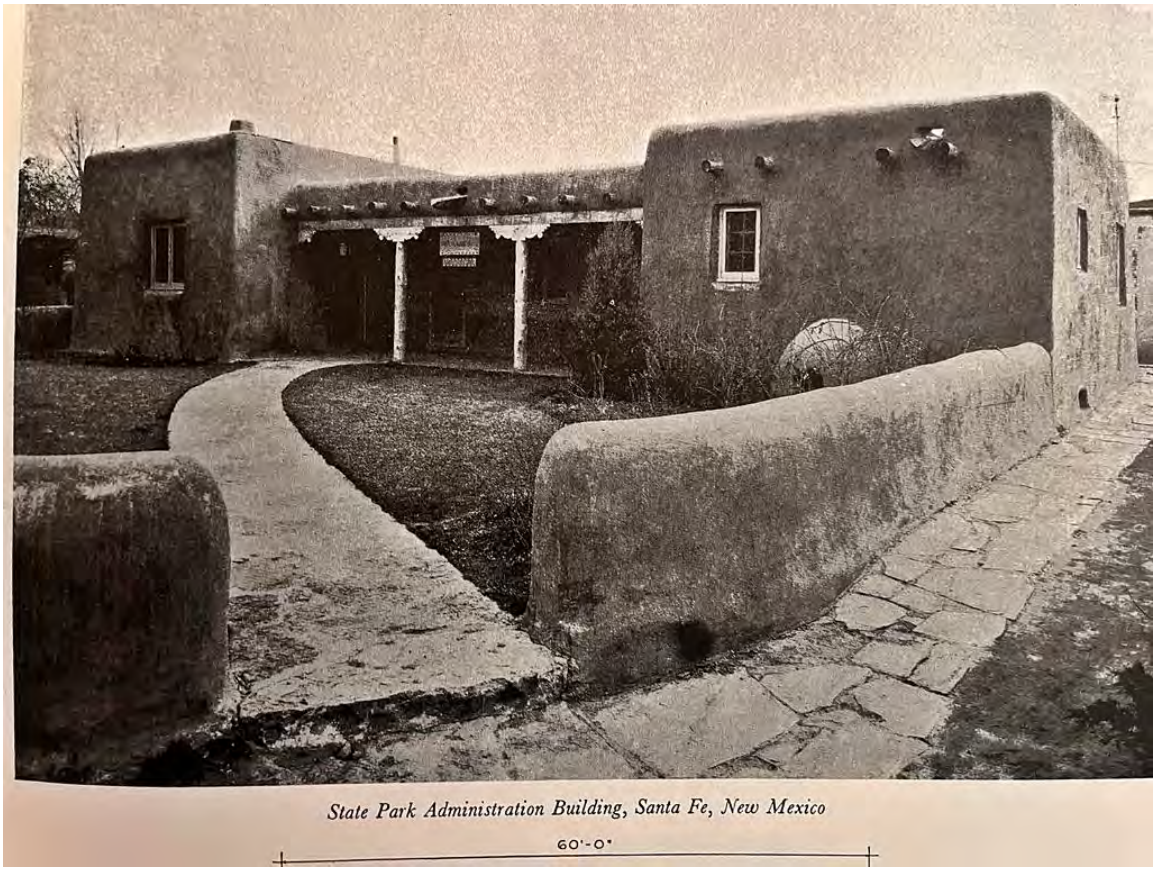


Figure 3: Original State Park Administration that sat on the south side of the river across CCC-built log footbridge. The building was destroyed in the early 1960s create parking for the new State Land Office Building. Courtesy of Princeton Architectural Press.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Shelby Street Footbridge	2. Location: Over Santa Fe River Downtown and Eastside Historic District -Santa Fe	3. Local Reference Number: Santa Fe ID: N/A
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025



Figure 4: Contemporary photograph showing where the river retaining walls were extended in the early 1950s to create the Santa Fe River Park.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Shelby Street Footbridge	2. Location: Over Santa Fe River Downtown and Eastside Historic District -Santa Fe	3. Local Reference Number: Santa Fe ID: N/A
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025



Figure 5: February 2, 1968, aerial photograph showing two bridges at the Shelby Street crossing. A. is the bridge erected 1968; B. is likely the CCC -constructed built in 1934.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Shelby Street Footbridge	2. Location: Over Santa Fe River Downtown and Eastside Historic District -Santa Fe	3. Local Reference Number: Santa Fe ID: N/A
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025



Figure 6: February 27, 1969, aerial photograph, showing the completed current bridge.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Shelby Street Footbridge	2. Location: Over Santa Fe River Downtown and Eastside Historic District -Santa Fe	3. Local Reference Number: Santa Fe ID: N/A
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025



Figure 7: Still taken from late 1960s State Parks and Recreation Areas Commission promotion film with Shelby Street Footbridge in the background. Repeat shot taken June 1, 2025. Original photograph of the Courtesy of the New Mexico State Archives Records Center.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Shelby Street Footbridge	2. Location: Over Santa Fe River Downtown and Eastside Historic District -Santa Fe	3. Local Reference Number: Santa Fe ID: N/A
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025

Survey Photographs

(All images taken by John W. Murphey on May 20, 21, 22, and June 1, 2025.



Photo 2: South approach. Camera facing north.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Shelby Street Footbridge	2. Location: Over Santa Fe River Downtown and Eastside Historic District -Santa Fe	3. Local Reference Number: Santa Fe ID: N/A
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025



Photo 3: River and channel context. Camera facing west.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Shelby Street Footbridge	2. Location: Over Santa Fe River Downtown and Eastside Historic District -Santa Fe	3. Local Reference Number: Santa Fe ID: N/A
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025



Photo 4: Bridge superstructure: A: exterior false spandrel walls, B. girder-slab beams C. reinforced center beam. Camera facing north.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Shelby Street Footbridge	2. Location: Over Santa Fe River Downtown and Eastside Historic District -Santa Fe	3. Local Reference Number: Santa Fe ID: N/A
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025



Photo 5: Interior stonework of false spandrel wall.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Shelby Street Footbridge	2. Location: Over Santa Fe River Downtown and Eastside Historic District -Santa Fe	3. Local Reference Number: Santa Fe ID: N/A
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025



Photo 6: Exterior stonework of false spandrel wall.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Shelby Street Footbridge	2. Location: Over Santa Fe River Downtown and Eastside Historic District -Santa Fe	3. Local Reference Number: Santa Fe ID: N/A
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025



Photo 7: Crown of false spandrel wall with "keystone" highlighted.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Shelby Street Footbridge	2. Location: Over Santa Fe River Downtown and Eastside Historic District -Santa Fe	3. Local Reference Number: Santa Fe ID: N/A
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025



Photo 8: Substructure at south embankment stone abutment and bridge seat, and what appears to be timber support. Camera facing south.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Shelby Street Footbridge	2. Location: Over Santa Fe River Downtown and Eastside Historic District -Santa Fe	3. Local Reference Number: Santa Fe ID: N/A
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025



Photo 9: Deck and railing. Camera facing south.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Shelby Street Footbridge	2. Location: Over Santa Fe River Downtown and Eastside Historic District -Santa Fe	3. Local Reference Number: Santa Fe ID: N/A
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025



Photo 10: North approach. Camera facing south.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Shelby Street Footbridge	2. Location: Over Santa Fe River Downtown and Eastside Historic District -Santa Fe	3. Local Reference Number: Santa Fe ID: N/A
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025



Photo 11: Deck showing punch-through, delamination, and exposed rebar mat.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Shelby Street Footbridge	2. Location: Over Santa Fe River Downtown and Eastside Historic District -Santa Fe	3. Local Reference Number: Santa Fe ID: N/A
		4. County: Santa Fe
		5. Date of Survey: May 20, 2025



Photo 12: Deterioration to structural members, including severe delamination and exposed rebar on the beam, along with longitudinal cracking and efflorescence across the slab.

June 20, 2025

To: Historic Districts Review Board
RE: Shelby Street Footbridge Replacement Designs

Dear HDRB:

The two preceding cases heard on this structure were to determine the historic status of the footbridge and to request its demolition. The current request is for the HDRB to review and approve one of the two designs to replace the existing bridge.

An Early Neighborhood Notification (ENN) will be held June 24th, 2025, and the relevant public comment from the meeting will be presented to HDRB for their consideration in the design options.

The presentation of the case materials herein is designed to do the following:

- Help the HDRB understand the changes between the existing and proposed through photos and drawings.
- Provide images of nearby bridges for the HDRB to look at design and color of bridges crossing the Santa Fe River.
- To receive input on the overall design including whether a low-profile prefab pedestrian bridge is desired or if the HDRB finds that a bridge with a stone façade is more desirable.
- To receive input on colors of the railings and material used for the approach of the bridge and the bridge decking.
- To determine if a plaque relaying the history of the bridge and the river park is an appropriate mitigation for removal of the bridge.

CASE OUTLINE

1) Design Description
2) Figures
3) Response to exception criteria for replacement of a contributing (if applicable)

As the historic status review will be heard concurrently with the design presentation, we have responded to an exception to remove historic material (14-5.2(D)(5)(b)) if an exception is applicable.

FIGURES AND CASE MATERIALS

- Project Location (Figure 1)
- Photos of the existing bridge (Figures 2 and 3)
- Site Plan- Existing and proposed (Figure 4)
- Examples of bridges crossing the river near the project area (Figures 5, 6, and 7)
- Design 1- Prefab Pedestrian Bridge (Figures 8, 9, 10, 11, 12, and 13)
    - Existing and proposed elevations
    - Renderings
- Design 2- Prefab Pedestrian Bridge with Rock Facing (replace in-kind option) (Figures 14, 15, and 16)
    - Renderings
- Full Size Drawings and Renderings (Appendix A)

The existing Shelby Street footbridge is a narrow 4-foot bridge with a failing deck structure and non-structural rock façade on the east and west sides. The rock used is limestone and the railings for the bridge are painted metal pipe. The bridge has been closed since 2022 when it became unsafe for pedestrian travel. In addition to being unsafe to support pedestrians, the bridge is not safe in the event of a flooding of the Santa Fe River, and it does not meet current building code or ADA compliance.

For these reasons, a demolition of the bridge was requested in the previous case. Two designs are presented here and include a prefab pedestrian bridge that is visually light and does not distract from the surroundings of the river park (Design 1) and a prefab bridge with a stone façade (Design 2). Both bridges will have the same construction materials which included: a light metal frame with pickets, a six-foot wide bridge deck of concrete or other material, and bridge approach of concrete and/or brick, and pilasters at each end of the bridge deck. Design 2 offers an in-kind bridge design with a non-structural stone façade. It may be possible to salvage the existing stones to incorporate into the new bridge façade.

Below are two tables for comparison of the existing and proposed dimensions and design elements. It is requested that the design details be discussed once a bridge design has been chosen.

Dimensions

Bridge Element	Existing	Proposed
Bridge Length	37’-3” long	42’-0 long
Deck	4’-0” wide, 27’-5” long	6’-0” wide, 39’-0” long
Rail Height	18”	3’-10”

Design

Bridge Element	Existing	Proposed
Frame/Structure	Concrete and steel wire	Prefab metal
Façade	Limestone	No stone Stone
Approach	Concrete	Concrete Brick
Pilaster/End Caps	Stone	CMU and Stucco Stone Other variation
Railings	Metal tube pipe	Metal painted black or brown
Deck	Concrete	Concrete Brick Wood

Commemorative Plaque

Both national and state the histories of the Santa Fe River Park are informative to people experiencing this area in the Downtown and Eastside Historic District. A commemorative plaque discussing the history of the park may be a good way to honor the existing bridge after it has been removed and convey the sense of place that the park creates for its users. Language and design of the plaque could be provided to the HDRB at a future hearing if this mitigation measure is chosen.

PROJECT LOCATION

The City of Santa Fe Parks and Open Space Division requests approval of a design of the replacement of the Shelby Street footbridge. The bridge crosses the river near the intersection of Shelby Street and E. Alameda on the north bank and near E. DeVargas Street on the south bank (Figure 1).



Figure 1. Project location. Bridge location shown outlined in red. (Image from HCPI form.)

PHOTOS OF THE EXISTING BRIDGE



Figure 2. Shelby Street Footbridge, west elevation, view east.



Figure 3. Shelby Street Footbridge, east elevation, view west/southwest.

PHOTOS OF BRIDGES CROSSNIG THE SANTA FE RIVER



Figure 4. Bridge Style 1, metal pipe railing with narrow wooden deck.



Figure 5. Bridge Style 2, wooden rails with tight spacing between the pickets and a wooden deck.



Figure 6. Bridge Style 3, metal prefab bridge with wood decking.

SITE PLAN

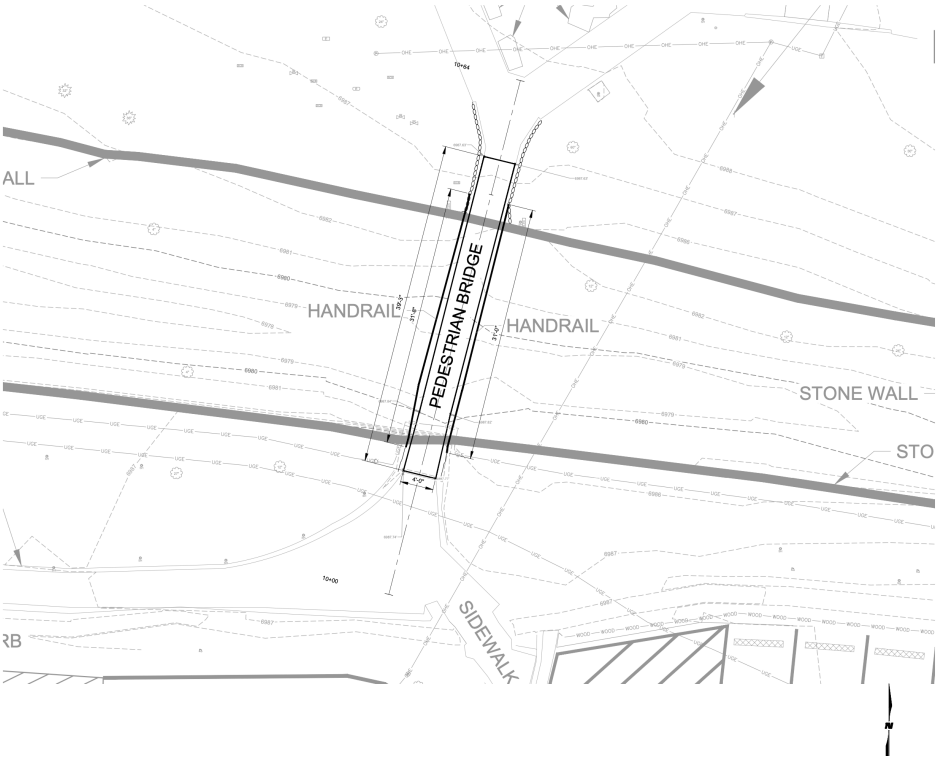


Figure 7. Existing and proposed site plan.

DESIGN 1

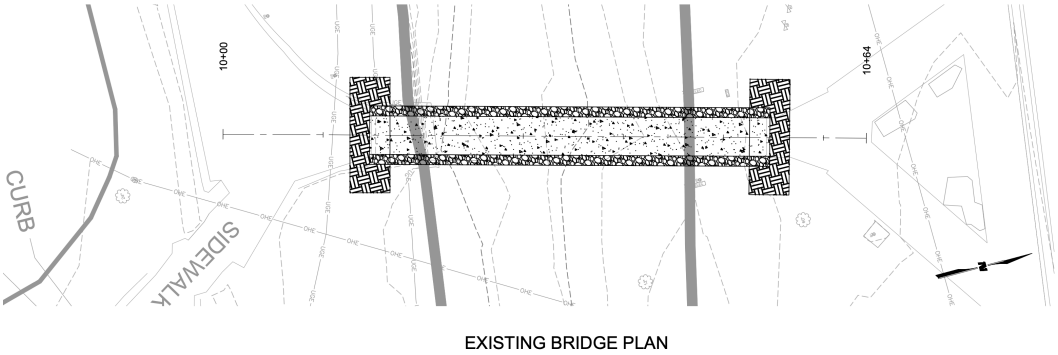


Figure 8. Existing bridge plan view.

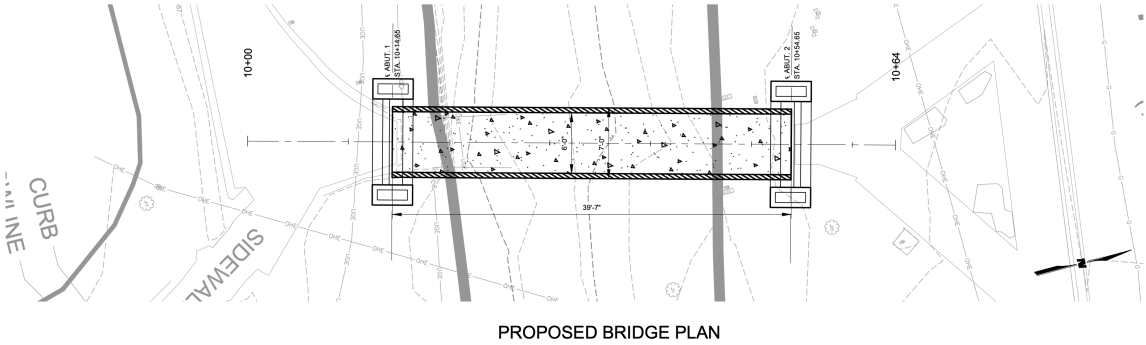


Figure 9. Proposed bridge plan view.

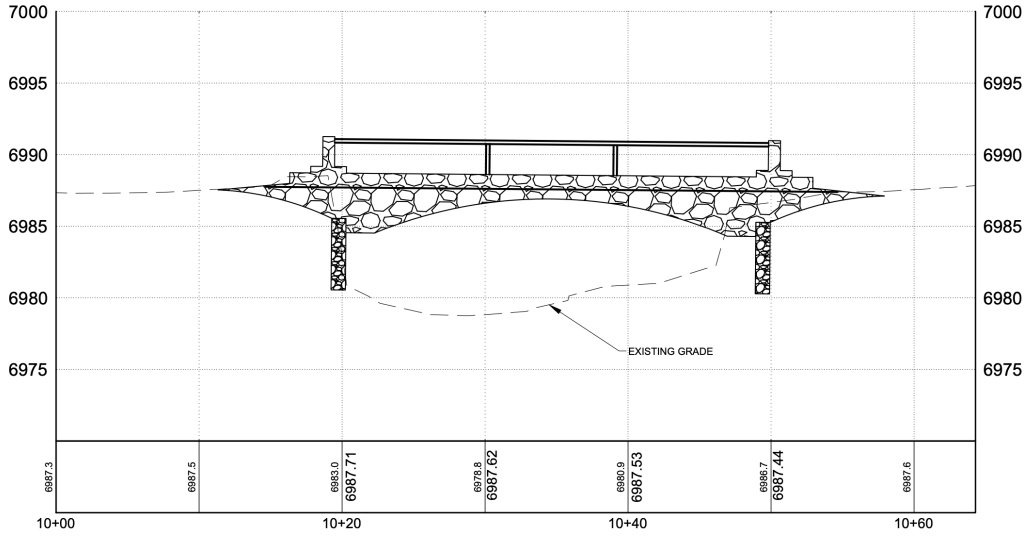


Figure 10. Existing east and west profile elevations of the bridge.

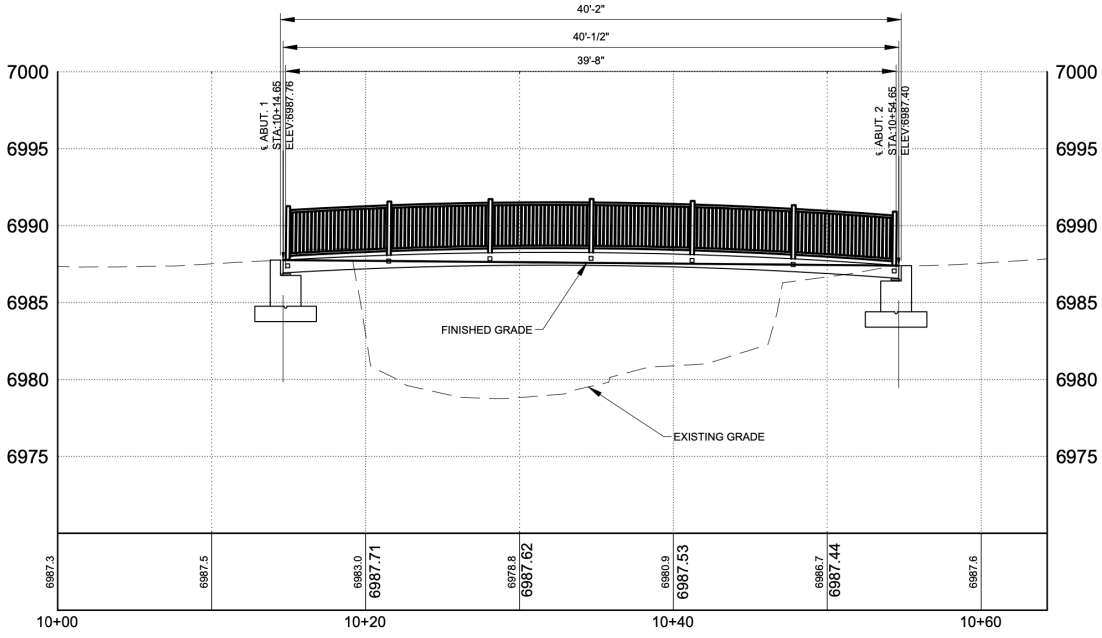


Figure 11. Proposed north and south profile elevation of the bridge.

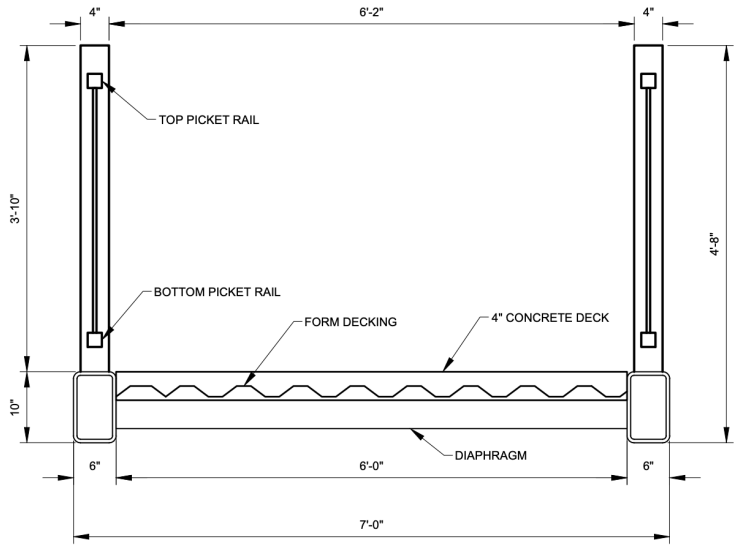


Figure 12. Proposed dimensions and details of the north and south ends of the bridge.



Figure 13. Rendering of a similar style of bridge as is proposed for Design 1.

DESIGN 2



Figure 14. Rendering of a redesigned footbridge to replace the existing, looking southeast.



Figure 15. Rendering of a redesigned footbridge to replace the existing, looking south.



Figure 14. Rendering of a redesigned footbridge to replace the existing, plan view.

Exception Requested to Remove Historic Material (14-5.2(D)(5)(b))

i. Does not damage the character of the district.

The Shelby Street bridge is one of several small bridges that crosses the Santa Fe River, connecting the north and south banks. Small foot bridges and vehicular bridges which have existed since the river began to channelize around 1893 with the construction of Two Mile Dam. Sanborn Fire Insurance maps and other historic maps indicate that the bridges crossing the river were stone, wood, and now concrete- changing materials over time to accommodate the modernizing and engineering needs for crossing a river channel. The nearest pedestrian bridge to the Shelby Street bridge is the Brother's Lane bridge. This bridge was last replaced around 2016 and is now a wooden bridge with wooden rails. Given that bridge materials change over time, removal of the stone bridge will not damage the character of the district.

To remove the bridge entirely would change the character of this location along the river park, but the bridge will be replaced. The current situation of having a closed and dangerous bridge along a main street in the downtown area is damaging to the district

despite being constructed of materials not of historical age. Demolishing and replacing the bridge is not.

The removal of the bridge will not affect the space that embodies the bridge, which is the river park. The river park, with other bridges crossing the river, will remain intact and the overall character and design of the river park property will continue with the bridge replacement. However, the request is to remove historic material, and this request is being made because of the structures condition and the inability to restore the structure. The historic material will be removed but the design presentation has demonstrated that a replacement bridge will maintain and contribute to the river park and the design of the bridge will be in keeping with the historic district standards. One of the proposed designs offers the potential of reusing the stone for a reconstructed stone façade if that is desired by the HDRB. The other design proposed to be non-intrusive visually and stylistically. A commemorative plaque is also proposed to mitigate removal of the historic material.

ii. *Are required to prevent a hardship to the applicant or injury to the public welfare.* As is demonstrated through photos and letters in the demolition case preceding this case the structure has failed, and the bridge is a public safety concern as it lacks structural integrity. The bridge is beyond repair. Removal of the historic material that composes the bridge is required to prevent injury to the public welfare, both bodily injury and liability to the City of Santa Fe.

iii. *Strengthens the unique heterogenous character of the City by providing a full range of design options to ensure residents can continue to reside in the historic districts.*

Several design options were considered and options 3 and 4 below have been chosen to present to the HDRB in the design review case. Both designs strengthen the unique heterogenous character of downtown Santa Fe and the river park area.

The design options considered were:

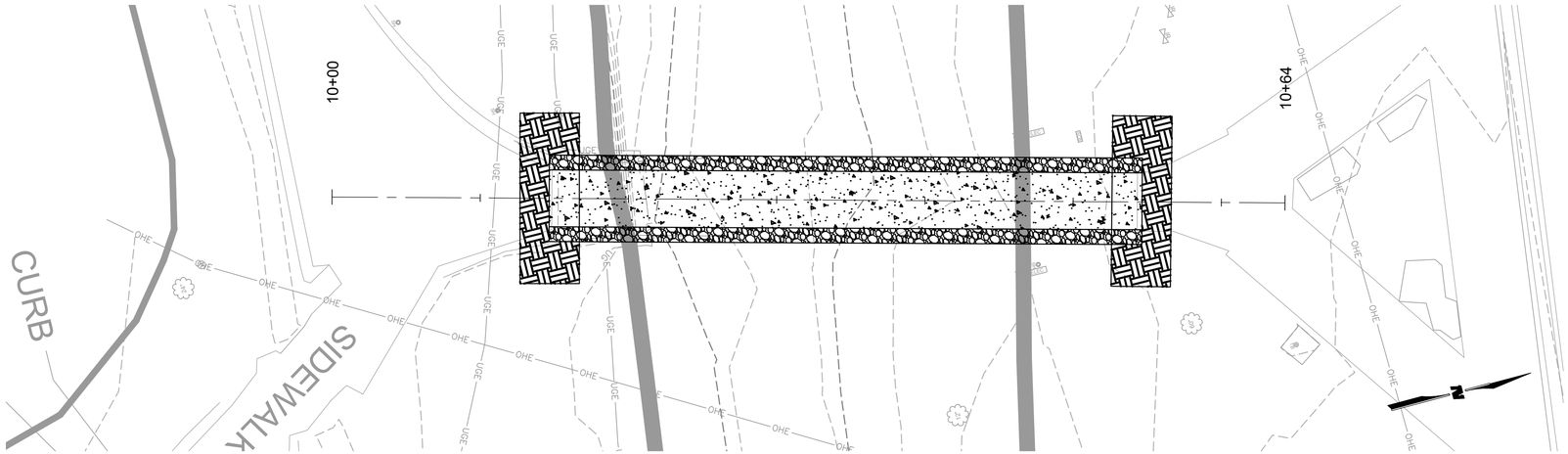
1) Leave the bridge and permanently close it.
2) Demolish the bridge and not replace it.
3) Demolish the bridge and replace it with a modern prefab pedestrian bridge as seen in other areas along the Santa Fe River.
4) Demolish the bridge and replace it with a modern prefab pedestrian bridge with non-structural rock girders to match closely the existing design.

Thank you for your time and consideration of the designs and information presented.

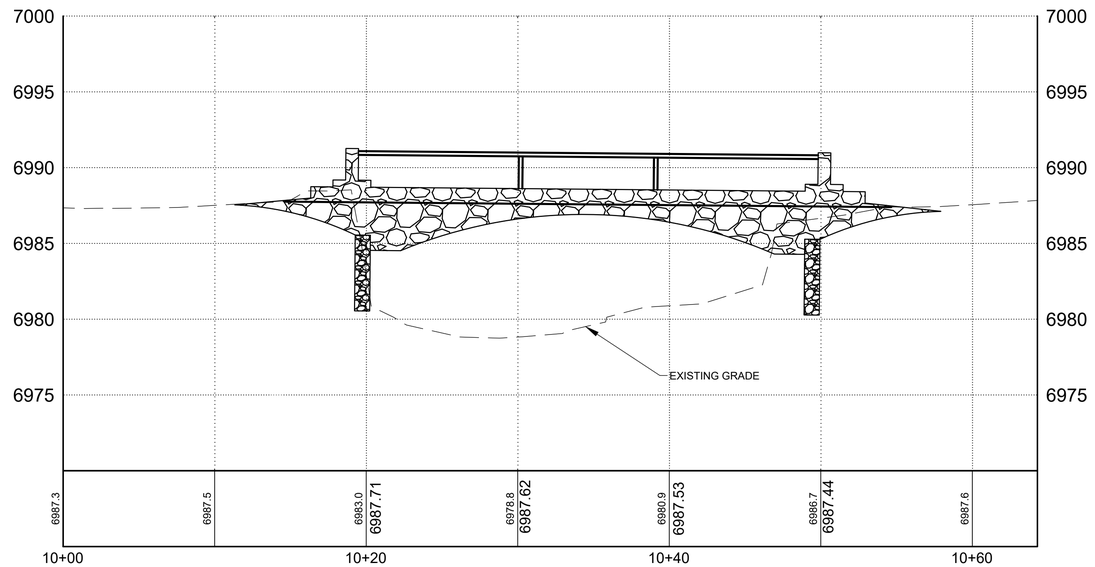
Sincerely,

Nicole A. Ramirez Thomas
Wonderstone LLC
Principal/ Owner

APPENDIX A
Drawings and Renderings



EXISTING BRIDGE PLAN



EXISTING BRIDGE PROFILE

GENERAL SHEET NOTES

KEYNOTES

LEGEND

6690 EXISTING CONTOURS

ROCK FROM EXISTING BRIDGE

CONCRETE BRIDGE DECK

EARTH/SOIL

WILSON & COMPANY
4401 MASTHEAD ST. NE., SUITE 150
ALBUQUERQUE, NM 87109
PHONE: 505-348-4000
FAX: 505-348-4055
www.wilsonco.com

CONSULTANTS

SEAL

30% SUBMITTAL NOT FOR CONSTRUCTION

PROJECT NAME

SHELBY ST. PEDESTRIAN BRIDGE

REV.	DATE	DESCRIPTION	BY

PROJECT NO:	23-600-030-17
DESIGNED BY:	CVA
DRAWN BY:	AWP
CHECKED BY:	TA
DATE:	JUN 2025

SHEET TITLE

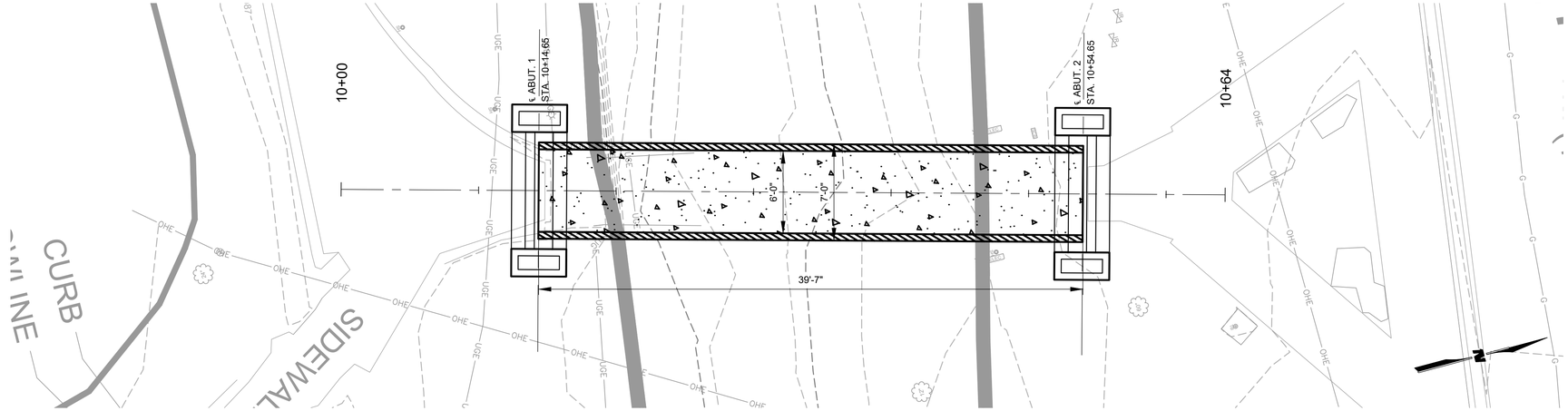
EXISTING PLAN & PROFILE

SHEET NO:

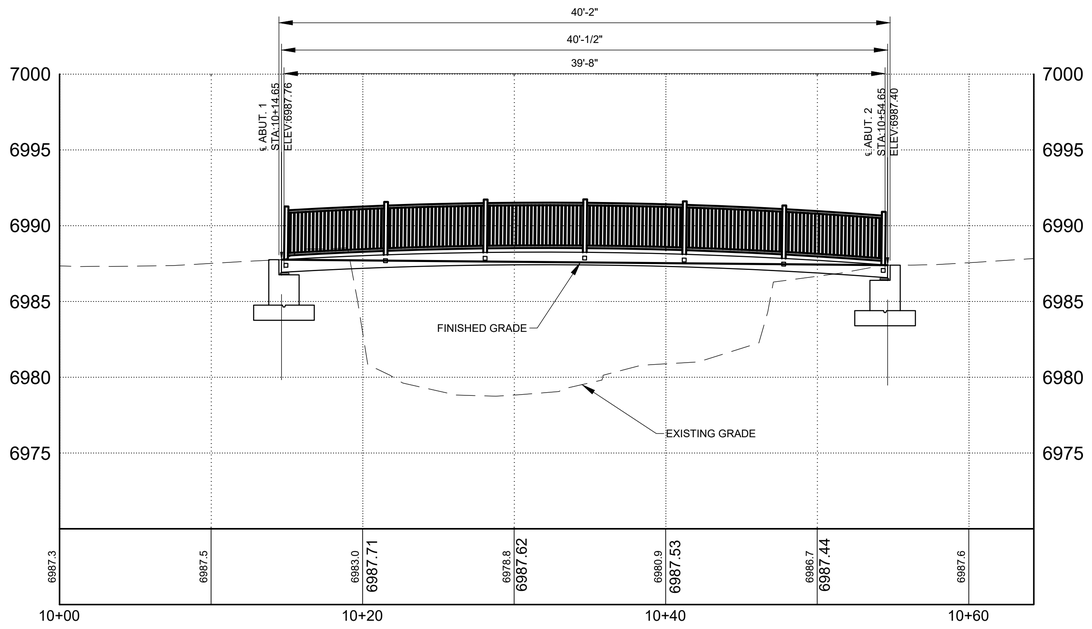
XX

C:\Users\JRGunn\DC\ACCDocs\Wilson & Company\Shelby_St_Ped_Bridge\Project Files\2_Disciplines_SHEETS\4_sheets - structural\23603017-BRDG EXIST.dwg

6/5/2025



PROPOSED BRIDGE PLAN



PROPOSED BRIDGE PROFILE

GENERAL SHEET NOTES

1. DIMENSIONS SHOW ARE FOR INFORMATIONAL USE ONLY. VALUES MAY VERY SLIGHTLY DEPENDING ON TRUSS MANUFACTURER
2. CONTRACTOR TO SUBMIT TRUSS DESIGN TO ENGINEER, STAMPED BY A NM PE, PRIOR TO ANY WORK PERFORMED ON ABUTMENTS.

KEYNOTES

LEGEND

CONCRETE BRIDGE DECK

BRIDGE RAILING

WILSON & COMPANY
4401 MASTHEAD ST. NE., SUITE 150
ALBUQUERQUE, NM 87109
PHONE: 505-348-4000
FAX: 505-348-4055
www.wilsonco.com

CONSULTANTS

SEAL

30% SUBMITTAL NOT FOR CONSTRUCTION

PROJECT NAME

SHELBY ST. PEDESTRIAN BRIDGE

REV.	DATE	DESCRIPTION	BY

PROJECT NO:	23-600-030-17
DESIGNED BY:	CVA
DRAWN BY:	AWP
CHECKED BY:	TA
DATE:	JUN 2025

SHEET TITLE

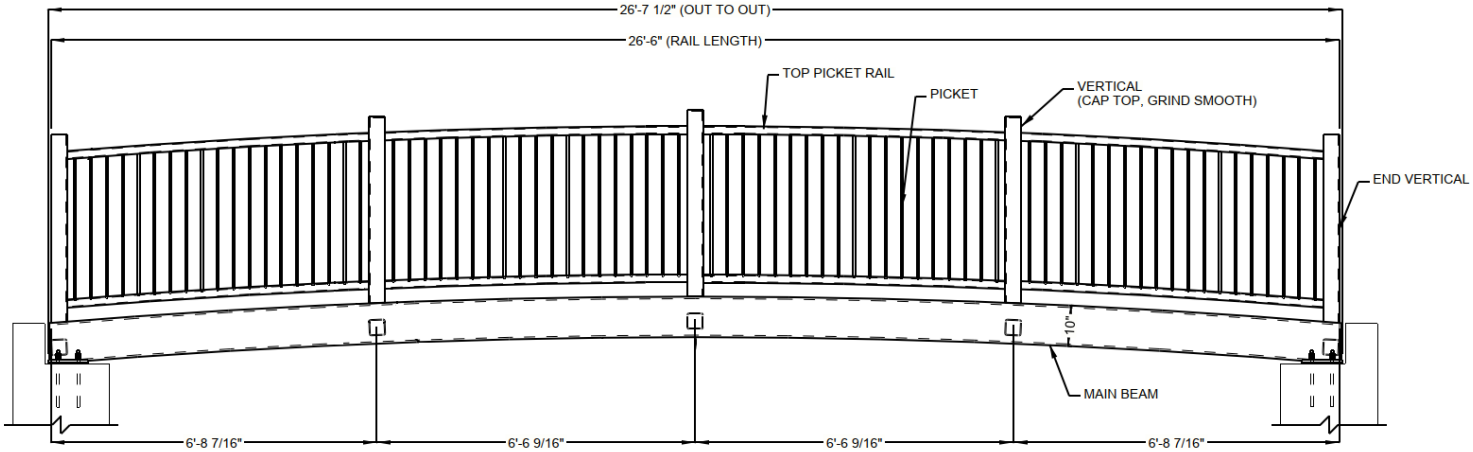
PLAN & PROFILE

SHEET NO:

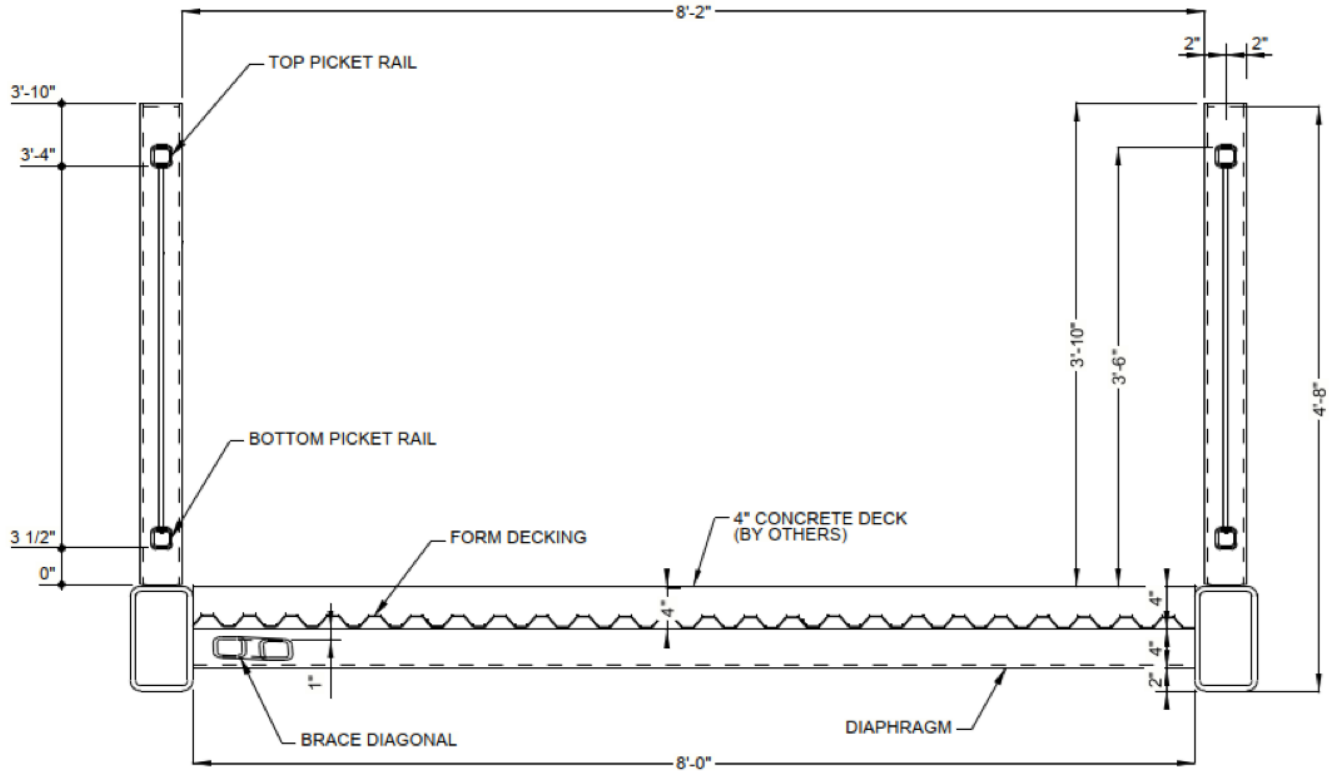
XX

C:\Users\JRGunn\DC\ACCDocs\Wilson & Company\Shelby_St_Ped_Bridge\Project Files\2_Disciplines_SHEETS\4_sheets - structural\23603017-BRDG PNP PROP.dwg

6/5/2025



BRIDGE ELEVATION



A/4 BRIDGE SECTION

Shelby St. Bridge – Santa Fe, NM

Proposed Style











City of Santa Fe, New Mexico

memo

DATE: **July 8, 2025**

TO: **Historic Districts Review Board Members**

VIA: **Heather Lamboy, Planning & Land Use Department Director**
Maggie Moore, Assistant Land Use Director
Gary Moquino, Historic Preservation Division Manager

FROM: **Amanda Romero, Senior Planner, Historic Preservation Division**

2025-010697-HDRB, 401 E. Palace Ave., Downtown & Eastside Historic District, contributing, Andrew Lyons Design, agent for Abrams Development LLC, owner, requests status and primary façade designations of residence and garage and yard walls.

REFERENCE ATTACHMENTS (Sequentially):

CITY SUBMITTALS	APPLICANT SUBMITTALS
____ District Standards & yard wall & fence standards.	_x_ Proposal Letter
_x_ Historic Inventory Form	_x_ Site Plan/Floor Plan
____ Zoning Review Sheet	_x_ Elevations
____ Other:	_x_ Photographs
	____ Other: 2025 HCPI

STAFF RECOMMENDATION:
Staff recommends that the historic status of the residential structure be upgraded to significant, the accessory structure (garage) be upgraded to significant, and the yard walls be designated as contributing, per section 14-5.2(C) Designation of Significant, Contributing or Noncontributing Status Within Historic Districts.

Sample motions:

a. In case 2025-010697-HDRB, for 401 East Palace Avenue, upgrade/retain/downgrade the

residential structure to/as significant/contributing/non-contributing with all facades/facades (mention desired facades) as primary.

b. In case 2025-010697-HDRB, for 401 East Palace Avenue, upgrade/retain/downgrade the accessory structure to/as significant/contributing/non-contributing with all facades/facades 1-4 (mention desired facades) as primary.
c. In case 2025-010697-HDRB, for 401 East Palace Avenue, designate the yard walls as significant/contributing/non-contributing.

BACKGROUND & SUMMARY:

Streetscape:

The property at 401 East Palace sits on the northeast corner of Palace Avenue and Martinez Street. Martinez Street is lined with Spanish Pueblo Style homes with higher yard walls and coyote fences. The typically detached garages on the street are connected to the residences. There are no freestanding accessory structures on this streetscape of Martinez Street. The current building on the site is the second residence in this location; the site was previously occupied by a two-story residence constructed by Romulo Martinez, who is likely the namesake of Martinez Lane. Some of the yard walls on the site date back to when the property was owned by Martinez. That building was demolished in 1937 when the current building was built.



Figure 1: Property Location

Palace Avenue is primarily Spanish Pueblo Style and pitched roof homes with higher structures, including several two-story buildings. The yard walls along here are lower and are a combination of cobblestones and concrete masonry units with stucco. Most of the residences are set back from the street, while the La Posada Hotel buildings abut the sidewalk. Garages are either attached to or to the side of residences in this streetscape.

Site Description:
The single-family residence at 401 East Palace Avenue is listed as contributing to the Downtown and Eastside Historic District. The property contains an accessory structure listed as contributing and a series of yard walls, which currently have no status.


Figure 2: The Residence with Garage Behind

The 1,927 sq. ft. single-story residence was constructed in 1937 in the Territorial Revival Style for Thomas and Lida White. The building is constructed of hollow clay tile, which is likely pentile. The roof is flat and capped with a shiner laid bricks creating a brick coping. The south façade, which fronts E Palace Ave, has a corner portal on the western portion of the building. The portal contains a flagstone floor and a 28" high pony wall topped with brick coping and includes the primary entrance to the residence and a triple set of 6-over-6 double-hung wood sash windows. The eastern side of the façade holds a second set of triple windows.

The west elevation of the residence houses two evenly spaced groupings of triple 6-over-6 wood sash windows and a single narrow service door. To the north of the service door is a double 6-over-6 wood sash window which matches the triple sets in assembly and detailing. Below this double window is a small well containing a basement window.

The rear, north portion of the residence is constructed over a basement. It holds a centralized rear entry door flanked by window groupings. The west holds a single 6-over-6 double-hung sash window, and to the east is a small 2-over-2 window.

The east elevation of the residence holds a combination of single and grouped six-lite wood sash windows set at varied sill heights and two pairs of double 6-over-6 wood sash windows, and an entry door.

The windows throughout the building are wood sash windows with a shallow pedimented head. The doors are also capped with a shallow pedimented head to match the windows. It appears that sometime in the 1970s or 1980s that three pedestrian doors were replaced with 11-panel doors. The residential structure has stucco that is characterized by wide, plate-like fragments separated by raised ridges referred to as "alligatored" in the HCPI. The stucco is painted white.

The accessory structure is a single vehicle garage located in the northeast corner of the property. The 300 sq. ft. structure was constructed similarly to the residence with the capped brick coping and white stucco; however, the stucco on the accessory structure is smooth. The wood tilt-up vehicle door is located on the west elevation. The pedestrian door is on the south elevation. The north and east elevations are plain walls with no fenestrations.

The yard walls are a combination of retaining and perimeter walls and surround the property. The four sections of yard walls are constructed of cobblestones and limestone. While they were constructed over time, all of the walls were constructed by 1973.

The oldest, pre-1937, and most prominent section of the wall is along East Palace Avenue. The limestone wall is capped with high-fire glazed ceramic tiles and ranges in height from 17.5" to 36.5". Posts are constructed of cobblestones as well. The Martinez Street wall section is cobblestone with a short section of limestone. The wall is capped with a cementitious coping finished with a pebbled aggregate surface and ranges in height from 32.5" to 44.5". This portion of the wall was also constructed before 1937. The north section along the alley is the shortest segment and consists of cobblestone and ranges in height from 36" to 63". The east property line wall is the longest section and is constructed of cobblestones. It houses a fireplace with a short chimney that rises several feet above the wall. The wall ranges in height from 37" to 55"

Lida T. Brasher White was an educator who taught at Catron School, where she was also the principal. She was involved with the Daughters of the American Revolution, where she was active in preserving and restoring colonial-era buildings and hosted events for them at the residence. She obtained the permit to construct the residence at 401 East Palace Avenue. Her design of the residence is reflective of her values for architecture. She resided in the home until 1967. The house was then sold to Dr. George C. Abrams, who was an orthodontist. Mr. Abrams repurposed the residence for his practice. Mr. Abrams remained in the building until his retirement in 2007. Afterward, tenant improvements removed the dentistry features of the residence. Currently, the floor plan remains unaltered, and the residence is unoccupied.

There is a notation that an addition was considered for the back of the garage in 1985; however, there are no previous cases for the residence on file in the Historic Preservation Division. The only permit on file is for mechanical/gas in 1997.

APPLICANT'S REQUEST:

The applicant proposes the following exterior alterations:

1) Status review with primary façade designation, if applicable for the main structure.
2) Status review with primary façade designation, if applicable for the accessory structure.
3) Status review of the yard walls.

The residence remains untouched from its original historic design, which is unique with distinctive characteristics and method of construction and retains a high level of historic integrity. The property was designed by an influential resident of the city from construction in 1937 to 1967.

The garage remains untouched from its original historic design, which is unique with distinctive characteristics and method of construction and retains a high level of historic integrity. The property was designed and constructed by an influential resident, Lida T. Brasher White, who resided at the property from 1937 to 1967.

The yard walls are historic, help to define streetscape character, and contribute to the architectural character of the house and the streetscape.

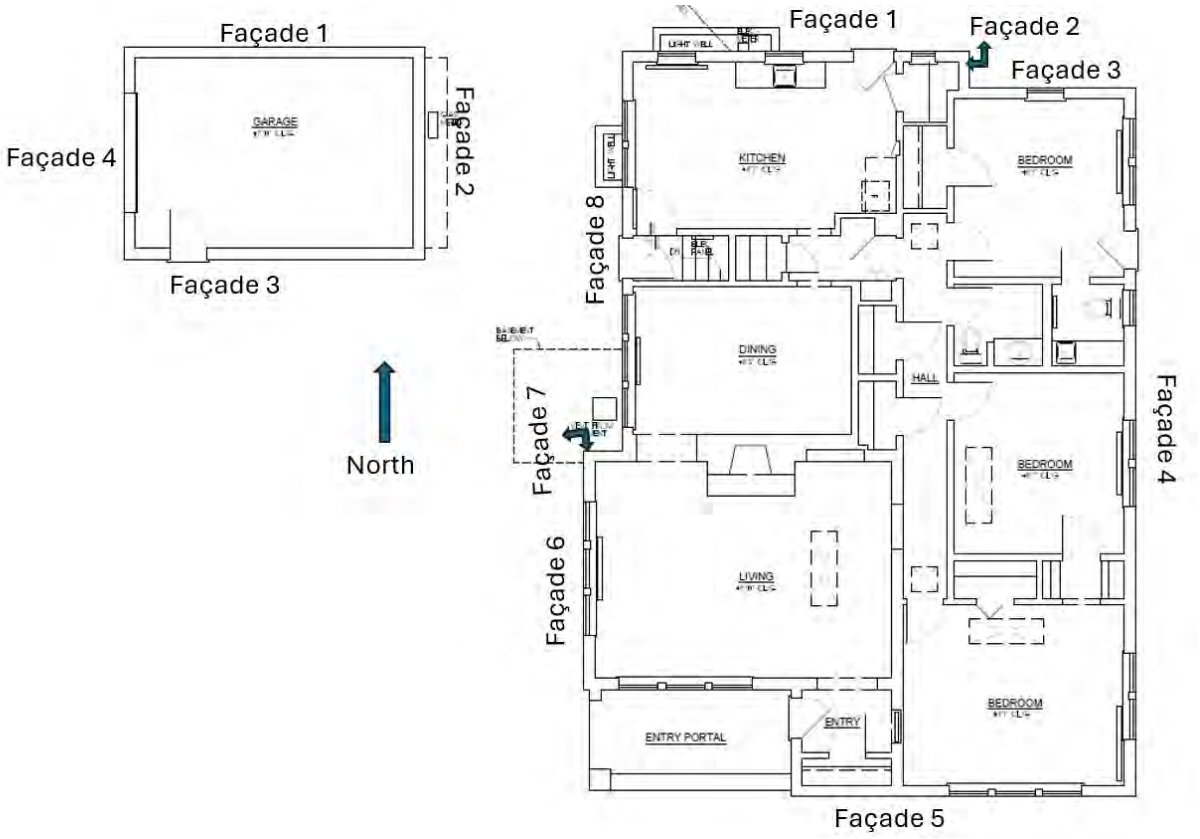


Figure 3: Façade Diagram

RELEVANT CODE CITATIONS:

14-5.2 HISTORIC DISTRICTS

(A) General Provisions

(1) General Purpose

In order to promote the economic, cultural, and general welfare of the people of the *city* and to ensure the harmonious, orderly and efficient growth and *development* of the *city* , it is deemed essential by the *governing body* that the qualities relating to the history of Santa Fe, and a harmonious outward appearance, which preserve *property* values and attract tourists and residents alike, be preserved, some of these qualities being:

(a) The continued existence and *preservation* of historical areas and *buildings*;

(b) The continued construction of *buildings* in the historic styles; and

(c) A general harmony as to style, form, color, height, proportion, texture and material between *buildings* of historic design and those of more modern design.

(C) Regulation of Significant and Contributing Structures in the Historic Districts

(Ord. No. 2004-26)

(1) Purpose and Intent

It is intended that:

(a) Each *structure* to be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical *development*, such as the addition of conjectural features or architectural elements from other *buildings*, shall not be undertaken;

(b) Changes to *structures* that have acquired historic *significance* in their own right shall be retained and preserved, recognizing that most *structures* change over time;

(c) Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a *structure* be preserved; and

(d) New additions and related or adjacent new construction be undertaken in such a manner that if removed in the future, the original form and integrity of the historic *property* and its environment would be unimpaired.

(2) Designation of Significant, Contributing, or Noncontributing Status within Historic Districts

(a) Status Designation

Structures within historic districts may be designated a status of "significant," "contributing," or "noncontributing" based upon the definitions of these terms in Article 14-12. Staff shall maintain a record as to the current status of *structures* located in the Historic Districts.

(b) Board Authority to Review Status Designation

(i) The Board is authorized to change the status of a *structure* or to designate a status for a *structure* with no status designated.

(ii) A change in status or the designation of a status shall be based upon an evaluation of data provided through survey or other relevant sources of information and the definitions of "significant," "contributing," or "noncontributing."

(e) Appeals (Ord. No. 2009-42 § 16)

Decisions made by the historic districts review board may be appealed to the *governing body* as set forth in Section 14-3.17.

(f) Restoration of Status

If a *property owner* makes changes to a *structure* without the proper *city* approvals which result in the lowering of the *structure's* status, staff or the board may require the *property owner* to restore the *structure* such that its former status is restored.

(4) Compliance with General and Specific Design Standards Required

All *development* located within the historic districts and subject to this Section 14-5.2 shall comply with all applicable general *development* standards set forth in Subsection 14-5.2(D), as well as any applicable specific *development* standards set forth in Subsections 14-5.2(E) through (I).

14-12 Significant Structure:
A structure located in a historic district that is approximately fifty years old or older, and that embodies distinctive characteristics of a type, period or method of construction. For a structure to be designated as significant, it must retain a high level of historic integrity. A structure may be designated as significant:

(A) for its association with events or persons that are important on a local, regional, national or global level; or
(B) if it is listed on or is eligible to be listed on the State Register of Cultural Properties or the National Register of Historic Places.

14-12 Contributing Structure:
A structure, located in a historic district, approximately fifty years old or older that helps to establish and maintain the character of that historic district. Although a contributing structure is not unique in itself, it adds to the historic associations or historic architectural design qualities that are significant for a district. The contributing structure may have had minor alterations, but its integrity remains.

14-12 Noncontributing Structure:
A structure, located in an H district, that is less than fifty years old or that does not exhibit sufficient historic integrity to establish and maintain the character of the H District.
14-12 Primary Façade:
One or more principal faces or elevations of a building with features that define the character of the building's architecture.

14-12 Historic Compound

An identifiable grouping of historic resources, including buildings, structures and landscaping elements, as described in Section 14-5.2(K)(2)(a). Historic compounds may be comprised of more than one lot.

(D) **General Design Standards for All H Districts**

In any review of proposed additions or alterations to *structures* that have been declared significant or contributing in any historic district or a *landmark* in any part of the *city*, the following standards shall be met:

(1) General

(a) The status of a significant, contributing, or *landmark structure* shall be retained and preserved. If a proposed alteration will cause a *structure* to lose its significant, contributing, or *landmark* status, the *application* shall be denied. The removal of historic materials or alteration of architectural features and spaces that embody the status shall be prohibited.

(b) If a proposed alteration or new construction will cause an adjacent *structure* to lose its significant, contributing, or *landmark* status, the *application* may be denied.

(2) Additions

(a) Additions shall have similar materials, architectural *treatments* and styles, features, and details as the existing *structure*, but shall not duplicate those of the existing *structure* in a manner that will make the addition indistinguishable from the existing *structure*.

(b) Additions to *buildings* that meet the standards of Subsection 14-5.2(E) shall continue to meet those standards set forth in Subsection 14-5.2(E) in addition to the standards set forth in this section.

(c) Additions are not permitted to *primary façades*.

(d) Additions are not permitted to the side of the existing footprint unless the addition is set back a minimum of ten (10) feet from the primary facade. The addition shall not exceed fifty percent of the square footage of the existing footprint, and shall not exceed fifty percent of the existing dimension of the primary facade. To the extent architecturally practicable, new additions shall be attached to any existing noncontributing portion of *structures* instead of attaching them to the significant or contributing portion.

(e) The height of additions:

(i) For significant and *landmark structures* shall be a minimum of six (6) inches less than the parapet or equivalent roof-feature of the existing adjacent connecting facade.

(ii) For contributing *structures* shall be no more than one additional *story* higher than the existing *structure*. To the extent architecturally practicable, two-story additions shall be set to the rear or the side rear of the *structure*. When an additional *story* is to be placed upon an existing contributing *structure*, that footprint may be no greater than fifty percent of the footprint of the existing

structure, subject to the provisions of Subsection A(1) above. For the purposes of this paragraph, an additional *story* shall not exceed twelve (12) feet from the existing rooftop to the highest point of that *story*.

(3) Remodeling to Increase Height; Rooftop Appurtenances

(a) For *remodeling* of existing significant and *landmark structures*, no increase in height of the *structures* is permitted. (For standards relating to additions to existing *structures*, see paragraph (2) above.)

(b) For significant and *landmark structures*, *publicly visible* roof top appurtenances, including but not limited to solar collectors, clerestories, decks, or mechanical equipment, shall not be added nor shall the parapet be raised to conceal the *rooftop appurtenances*. For contributing *buildings* solar collectors, clerestories, decks, or mechanical equipment if *publicly visible* shall not be added.

(4) Porches and Portals

Existing *porches* or *portals* shall not be enclosed.

(5) Windows, Doors, and Other Architectural Features

(a) For all facades of significant and *landmark structures* and for the primary facades of contributing *structures*:

(i) Historic windows shall be repaired or restored wherever possible. Historic windows that cannot be repaired or restored shall be duplicated in the size, style, and material of the original. Thermal double pane glass may be used. No opening shall be widened or narrowed.

(ii) No new opening shall be made where one presently does not exist unless historic documentation supports its prior existence.

(iii) No existing opening shall be closed.

(b) For all façades of significant, contributing and *landmark structures*, architectural features, finishes, and details other than doors and windows, shall be repaired rather than replaced. In the event *replacement* is necessary, the use of new material may be approved. The new material shall match the material being replaced in composition, design, color, texture, and other visual qualities. *Replacement* or duplication of missing features shall be substantiated by documentation, physical or pictorial evidence.

(6) Roofs

The existing roof styles and materials shall be maintained or replaced in kind if necessary. The addition of dormers or other roof features should only be considered when they are an existing or historical feature of the *structure*.

(8) Archaeological Resources

Discovery of archaeological resources made during the historic districts review process shall be referred to the archaeological review committee.

(9) Height, Pitch, Scale, Massing and Floor Stepbacks

The height, pitch, *scale*, and massing of any *structure* in an historic district, as defined in this section, shall be limited as provided for in this section, unless further restricted within this chapter.

(a) Applicability

The following sections identify specific areas and specific *projects* subject to this section. Planning and land use department staff shall determine whether or not properties are included within this section. (Ord. No. 2007-45 § 30; Ord. #2020-22, § 16)

F. When the proposed *building*, *yardwall*, or fence is located in a *streetscape* that includes no *buildings* , *yardwalls*, or fences, the height of the proposed *building* shall not exceed sixteen (16) feet. *Yardwalls* and fences in this *streetscape* shall not exceed five (5) feet in height.

(c) Height

(ii) In exercising its authority under this section, the board shall limit the height of *structures* as set forth in this section. Heights of existing *structures* shall be as set forth on the official map of *building* heights in the historic districts.

A. If a proposed *building* has a parapet, the façade shall not be in excess of two (2) feet of the average of the height of the façades in the *streetscape*.

B. If the proposed *building* has a pitched roof, the ridge height of the proposed *building* shall not be in excess of two (2) feet of the average of the ridge height of the pitched roofs in the *streetscape*.

C. *Yardwalls* and fences shall be limited to a height that does not exceed the average of the height of other *yardwalls* and fences in the *streetscape*.

D. Pursuant to Section 14-7.4(C), the height of any other *structure* shall be limited to the allowable *building* height within the applicable *streetscape*, as defined in this section. (Ord. No. 2002-37 § 26)

E. The height and dimension of signage are as set forth in Section 14-8.10(H).

F. The board may increase the allowable height for proposed *buildings* and additions located on a sloping site where the difference in the natural *grade* along the *structure's* foundation exceeds two (2) feet. In no case shall the height of a façade exceed four (4) feet above the allowable height of the applicable *streetscape* measured from natural or finished *grade*, whichever is more restrictive. This increase in height shall be constructed only in the form of *building* stepbacks from the *street*.

(d) Pitch

If the determined *streetscape* includes over fifty percent of *buildings* with pitched roofs, the proposed *building* may have a pitched roof. A pitched roof is defined as a gable, shed, or *hipped roof*. The pitch of the roof shall match the predominant pitch extant in the *streetscape*.

(e) Scale

The height of a proposed *building* or addition, its façade length, and its roof form and pitch shall appear to be in proportion to the height, façade length, and roof form and pitch of *buildings* in the applicable *streetscape*, or the *building* on which the addition is proposed.

(f) Massing and Floor Stepbacks

The Board may require that upper floor levels be stepped back, to carry out the intent of this section; provided that the board in making such determinations shall take into account whether the height of the proposed *building*, *yardwall*, fence, or proposed stepback of upper floor levels is in harmony with the massing of the applicable *streetscape* and *preservation* of the historic and characteristic visual qualities of the *streetscape*. The Board shall also require that the *publicly visible* façades of the *structure* be in conformance with Subsections 14-5.2(E) through (H), and in meeting those requirements, may require that different floor levels be stepped back.

(E) **Downtown and Eastside Design Standards**

The *governing body* recognizes that a style of architecture has evolved within the *city* from the year 1600 to the present characterized by construction with *adobe*, hereafter called "old Santa Fe style", and that another style has evolved, hereafter called "recent Santa Fe style", which is a *development* from, and an elaboration of the old Santa Fe style, with different materials and frequently with added decorations.

(1) Old Santa Fe Style

Old Santa Fe style, characterized by construction with *adobe*, is defined as including the so-called "pueblo" or "pueblo-Spanish" or "Spanish-Indian" and "territorial" styles and is more specifically described as follows:

(a) With rare exception, *buildings* are of one *story*, few have three stories, and the characteristic effect is that the *buildings* are long and low. Roofs are flat with a slight *slope* and surrounded on at least three sides by a firewall of the same color and material as the *walls* or of brick. Roofs are never carried out beyond the line of the *walls* except to cover an enclosed *portal* or *porch* formed by setting back a portion of the *wall* or to form an exterior *portal*, the outer edge of the roof being supported by wooden columns. Two- *story* construction is more common in the territorial than in other sub-styles, and is preferably accompanied by a balcony at the level of the floor of the second *story*. Façades are flat, varied by inset *portales*, exterior *portales*, projecting vigas or roof beams, canales or water-spouts, flanking buttresses and wooden lintels, architraves and cornices, which, as well as doors, are frequently carved and the carving may be picked out with bright colors. Arches are

almost never used except for nonfunctional arches, often slightly ogive, over gateways in freestanding *walls*;

(b) All exterior *walls* of a *building* are painted alike. The colors range from a light earth color to a dark earth color. The exception to this rule is the protected space under *portales*, or in church-derived designs, inset panels in a *wall* under the roof, in which case the roof overhangs the panel. These spaces may be painted white or a contrasting color, or have mural decorations;

(c) Solid *wall* space is always greater in any façade than window and door space combined. Single panes of glass larger than thirty (30) inches in any dimension are not permissible except as otherwise provided in this section;

(d) The rule as to flat roofs shall not be construed to prevent the construction of skylights or installation of air conditioning devices, or any other necessary roof *structures*, but such *structures* other than chimneys, flues, vents and aerials, shall be so placed as to be concealed by the firewall from the view of anyone standing in the *street* on which the *building* fronts;

(e) True old Santa Fe style *buildings* are made of *adobe* with mud plaster finish. Construction with masonry blocks, bricks, or other materials with which the *adobe* effect can be simulated is permissible; provided, that the exterior *walls* are not less than eight (8) inches thick and that geometrically straight façade lines are avoided. Mud plaster or hard plaster simulating *adobe*, laid on smoothly, is required; and

(f) It is characteristic of old Santa Fe style commercial *buildings* to place a *portal* so that it covers the entire sidewalk, the columns being set at the curb line.

(2) Recent Santa Fe Style

Recent Santa Fe style intends to achieve harmony with historic *buildings* by *retention* of a similarity of materials, color, proportion, and general detail. The dominating effect is to be that of *adobe* construction, prescribed as follows:

(a) No *building* shall be over two stories in height in any façade unless the façade shall include projecting or recessed *portales*, *setbacks* or other design elements;

(b) The combined door and window area in any *publicly visible* façade shall not exceed forty percent of the total area of the façade except for doors or windows located under a *portal*. No door or window in a *publicly visible* façade shall be located nearer than three (3) feet from the corner of the façade;

(c) No cantilevers shall be permitted except over projecting vigas, beams, or wood corbels, or as part of the roof *treatment* described below;

(d) No less than eighty percent of the surface area of any *publicly visible* façade shall be *adobe* finish, or stucco simulating *adobe* finish. The balance of the *publicly visible* façade, except as above, may be of natural stone, wood, brick, tile, terra cotta, or other material, subject to approval as hereinafter provided for *building permits*;

(e) The *publicly visible* façade of any *building* and of any adjoining *walls* shall, except as otherwise provided, be of one color, which color shall simulate a light earth or

dark earth color, matte or dull finish and of relatively smooth texture. Façade surfaces under *portales* may be of contrasting or complimentary colors. Windows, doors and *portals* on *publicly visible* portions of the *building* and *walls* shall be of one of the old Santa Fe styles; except that *buildings* with *portals* may have larger plate glass areas for windows under *portals* only. Deep window recesses are characteristic; and

(f) Flat roofs shall have not more than thirty (30) inches overhang.

NEW MEXICO HISTORIC BUILDING INVENTORY FORM H2874

building threatened? yes	surveyed date 3/85 by SL	county SANTA FE	ID no. 05161 2026
field map SFHD #2	number 2026	UTM reference zone 12 13 easting	northing

location description
401 E. PALACE
(NE crnr. of E. Palace & Mtc. St.)

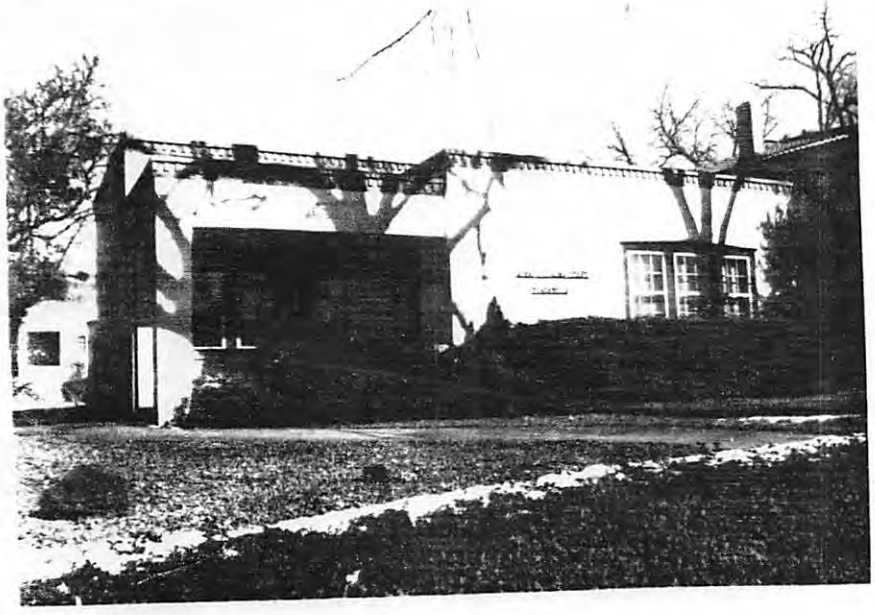
city/town
SANTA FE

land grant/reservation

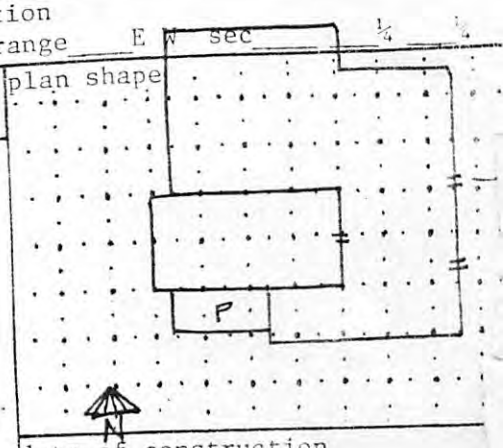
building name

legal description
tnsp ___ N S range ___ E W sec ___ ¼ ___ ¼

film roll by SL no. 35	negative nos. 34	loc. of neg. HPB



plan shape



date of construction
'34-'44 estimate ___ acti
source

use
present ✓residential
other Dr's office
historic ✓residential
other ___

condition
✓excellent ___good
___fair ___deteriorati

degree of remodeling
___minor ___moderate ___major
describe:

surroundings
yes.

relationship to surroundings
✓similar ___not similar

district potential
✓yes ___no

significance
___eligible ✓of interest ___none
if eligible, why?
contrib

associated buildings? ✓yes
what type?
garage
if inventoried, list ID nos.

TR

conc.
wall material/surface
tile?/stucco

architectural features
flat parapet w/ brick coping (fr. top: stretcher, dentil, stretcher) concealing low shed draining via canales

W: 6/6 dbh triple, tandem w/ Territ surround

d: Solid w/ Territ. surround

comments

see back? ___

Andrew Lyons Design
PO Box 8858
Santa Fe, New Mexico 87504
(505) 982-7999
www.andrewlyonsdesign.com

Tuesday, May 27, 2025
Amanda Romero, Senior Planner
Historic Preservation Division at Land Use Department
City of Santa Fe
200 Lincoln Avenue
Santa Fe, NM 87501

Re: Historic Status Review & Designation of Primary Facades at 201 E. Palace Avenue

Dear Amanda,

Attached you will find our submittal, on behalf of Abrams Development LLC, requesting a Historic status review for their property located at 401 E. Palace Avenue.

The existing larger building on the property, while initially built as a residence in 19XX, has been used as an office building since 1968. A historic inventory sheet from 1985 lists the building as a Contributing structure and there appears to have been no review since that time.

The existing smaller garage building, built circa 19XX, does not appear to have ever had a historic status review.

The owners wish to revert the larger structure back into a residence and are currently undecided as to what to do with the smaller garage structure. Updated historic & primary façade designations will allow the owners to proceed with their planning in an informed manner.

Please call us at (505) 982-7999 if you have any questions regarding this submittal.

Thank you for your time and consideration.

Sincerely,



Andrew Lyons

Cc: Abrams Development LLC

Attachments: a) Historic Districts Application Form
b) Existing site plan, floor plans & elevations (both structures)
c) 2025 HCPI form.

Historic Cultural Properties Inventory (HCPI) Base Form (FORM 1)

Historic Preservation Division, New Mexico Department of Cultural Affairs

Date of Form: June 7, 2025

For HPD Office use only:
HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D

1. Name of property:	2. Location:	3. Local Reference Number:
Thomas and Lida Thomas House Dr. George C. Abrams Orthodontics	401 East Palace Avenue Downtown and Eastside Historic District – Santa Fe	Santa Fe ID: H-2874 4. County: Santa Fe Parcel # 10008704

5. Property Type:
_x Buildings: house and garage
_x Structures: walls
__ Site __ Object

6. Date of Survey:
May 21, 2025

7. Previous Survey Date(s):
_x Yes: March 1985, Susan Lopez
__ No:

8. Name of Project:
HDRB Status Evaluation

9. Lat/Long:
35.6865265,-105.9318662



10. Photo Information: John W. Murphey, photographer. Photo 1: West and south elevations. Camera facing northeast.

11. Brief Description of the Property:

Constructed in 1937 as the residence of Thomas and Lida White, this white-plastered Territorial Revival house occupies a prominent elevated corner lot above East Palace Avenue. The asymmetrical front façade includes an inset porch and grouped wood sash windows topped with shallow pedimented heads—a window type repeated throughout the building. The side and rear elevations are planar and densely composed, with a compressed arrangement of fenestration. The flat roof is capped with a brick coping, incorporating an unusual pattern of shiner-laid bricks. The exterior is finished in heavily alligatored painted white stucco which is an uncommon surface treatment in Santa Fe. The property also includes a similarly styled one-car garage, as well as cobble and limestone retaining walls and perimeter walls. The house and garage are designated Contributing to the Downtown and Eastside Historic District; the site walls have no status.

Continued on Page 5.

12. Who uses the property?

13. Construction Date:
Date: 1937
_x_ Known __ Estimated Source: multiple newspaper accounts

14. Setting:
_x_ Suburban __ Rural __ Village __ Urban If Urban: __ Commercial __ Industrial _x_ Residential __ Public

15. Relationship to Surroundings: __ Similar _x_ Dissimilar
Comments: White plastered Territorial Revival design

16. Additional Perspective: (Photos, drawing, footprint, etc., indicate north arrow when possible)



Source: Office of the Santa Fe County Assessor
Blue parcel lines are not accurate

17. Surveyor:
(your name, address, telephone number, and any group affiliation)

John W. Murphey
Architectural Historian
Architectural History Services
505-577-7593/707-583-7819
John@archhistoryservices.com

For: Current owner:

18. Owner (if known) and other knowledgeable people:

Current owner: George C. Abrams [Tom Abrams, Christa Romwalter]

George C. Abrams

19. Is Property Endangered? _x_ Unknown __ No __ Yes How?

20. Significance to Current Community: _x_ Unknown __ None __ Low __ Moderate __ High
Describe: Unknown

21. Other Significance or Information of Interest: (such as historical, legendary, structural, former ownership, etc.)
See Historical Overview.

22. National or State Register:

Is this property individually listed on a historic register? __ Unknown _x_ No __Yes
If yes: __ State __ National
If 'no' or unknown, do you think this property is eligible for listing? _x_ No __Yes
Why? See Evaluation of Historical Status

23. National or State Historic District: City of Santa Fe

Is this property in a historic district? __ Unknown __ No _x_ Yes
If yes: __ Significant _x_ Contributing: former house and garage __ Non-contributing _x_ No Status: walls
Per City of Santa Fe official designation map

If 'yes', what is the name of the district? __ State __ National _x_ City of Santa Fe:
Downtown and Eastside Historic District

24. Supplemental Forms:

__ None _x_ HCPI Detail Form (FORM 2) __ Continuation Sheets, # pages: _____

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2*
HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D

1. Name of property:	2. Location:	3. Local Reference Number: Santa Fe ID: H-2874
Thomas and Lida Thomas House Dr. George C. Abrams Orthodontics	401 East Palace Avenue Downtown and Eastside Historic District – Santa Fe	4. County: Santa Fe
		5. Date of Survey: May 21, 2025

ARCHITECTURAL AND CONSTRUCTION DETAILS:

6. Visible Construction Material:

__Adobe __ Brick __ Composition __ Concrete: Block

__ Concrete: Cast Stone __Concrete: Poured __ Earth Plaster __ Masonry: Simulated

__ Metal: Corrugated __ Metal: Structural Siding __ Metal: V-Crimp __ Stone: Random Ashlar

Stone:
__ Random Coursed __Stone: River Rock __Stone: Rusticated __ Stone: Tabular

_x_Stucco: _x Tile: Clay __ Vinyl Siding __ Wood: Board and Batten

Wood:
__ Horizontal Siding __ Wood: Jacal __ Wood: Log __ Wood: Shingle

__ Wood: Tongue and Groove x_ Other: limestone block and cobblestone

7. Number of Stories: __ N/A
Number: _x_1 __11/2 __ 2
__ 21/2 Other:_____

8. Foundation: __ N/A
__ Not visible __ None
__ At Grade _x_Raised:
Materials: _x_ Concrete: __Stone
Other:
Notes

9. Roof: __ N/A

Shape: _x_Flat __Gabled
__ Hipped __ Pyramidal
__ Shed Other:
Pitch: __ None __ Low
__ Medium __ Steep
Features: __ Eave:
_x_ Parapets
Materials: _x_Asphalt
__ Earth
__ Composition shingle __ Metal: Pressed
__ Composition Roll __Metal: Corrugated
__ Metal: Standing Seam __Metal: Standing Seam
__ Tile: Terra Cotta __ Wood: Shingle
Other:

10. Window Types

Operation	Material	Glazing	Number
Sash	Wood	6/6 Single & grouped	24
Sash	Wood	2/2	1
Hopper Cellar Window	Steel	3	2

11. Door Types

Type	Style	Material	Number
Single-Leaf	4-light/3-panel	Wood	2
Single-Leaf	Abstract, 11-panel	Wood	3
Vehicular	Tilt-Up	Wood	1

12. Chimneys _x_ one, stuccoed, center of roof

13. Porches ___N/A
Type: _x_ Entry __Partial-Width __ Full-Width __ Wrap

14. Other Significant Features N/A

15. Modifications: x __ No known modifications

#1 Date: Unknown; c.1970-80s; replacement of three pedestrian doors with 11-panel units; visual evidence
#2 Date Unknown; repair and repointing of masonry walls; visual evidence

16. Primary Architectural Style __ Not Applicable

__ Art Deco/Streamline Moderne	__ Gothic Revival	__ Mission Revival	__ Pueblo	__ Spanish-Pueblo Revival
__ Bungalow/Craftsman	__ International	__ Neo-Classical	__ Queen Anne	__ Territorial
__ Colonial Revival	__ Italianate	__ Northern NM	__ Ranch	_x_Territorial Revival
__ Folk Victorian	__ Mediterranean	__ Prairie	__ Spanish-Colonial	__ Tudor Revival

Notes:

__ Other: Vernacular

17. Documents Available and Their Locations

Historic Preservation Division
Land Use Department
City of Santa Fe
200 Lincoln Avenue
Santa Fe, NM 87504
(505) 955-6605
https://www.santafenm.gov/land-use/historic-preservation

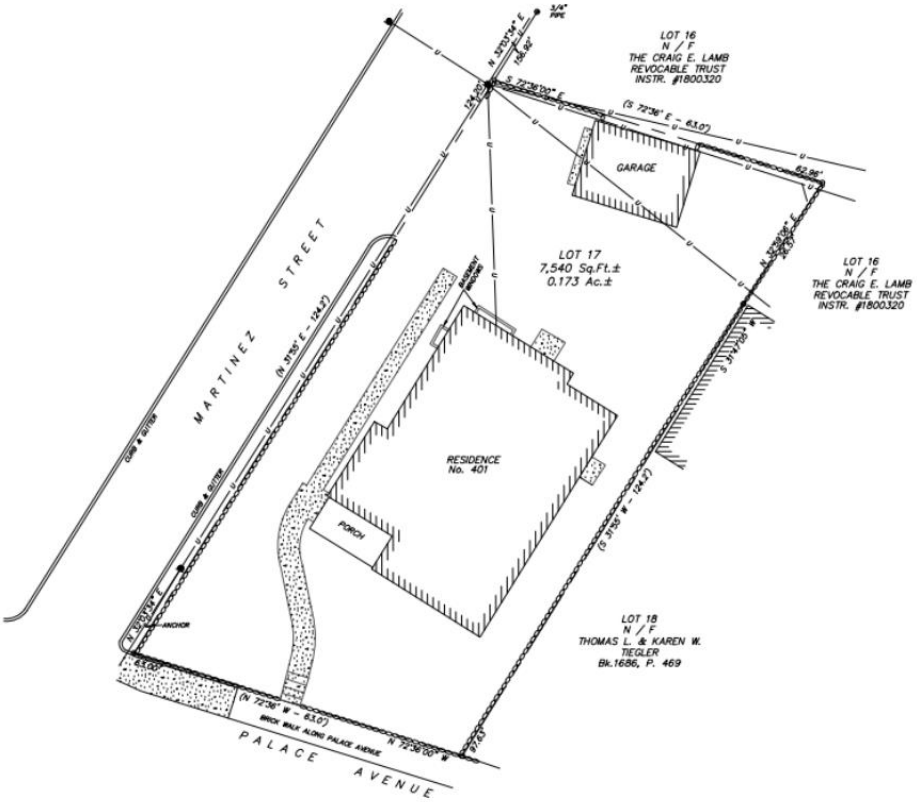
Archaeological Records Management Section
Laboratory of Anthropology
708 Camino Lejo
Santa Fe, NM 87501
(505) 476-1320
https://nmhistoricpreservation.org/arms.html

SITE:

18. Attached or Associated Properties

Are associated properties eligible for listing: N/A

19.Site Plan:



For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Thomas and Lida Thomas House Dr. George C. Abrams Orthodontics	2. Location: 401 East Palace Avenue Downtown and Eastside Historic District – Santa Fe	3. Local Reference Number: Santa Fe ID: H-2874
		4. County: Santa Fe
		5. Date of Survey: May 21, 2025

Architectural Description Continued

Setting

The house occupies an elevated lot—described in the 1930s as a terrace—at the northeast corner of East Palace Avenue and Martinez Street (Photo 1). It is centrally sited on its 0.18-acre parcel. To the west stands the reconstructed Alfredo and Francisca Hinojos House; to the east, the former Gildersleeve residence. The front yard, raised behind a retaining wall, is accessed by a curving concrete walkway with a lawn planted along its east side. Two mature American elms provide shade across the yard. The walkway narrows and continues along the west side of the house, where the terrain is unlandscaped but built up with additional retaining walls. The rear half of the property contains a one-car garage and gravel-surfaced parking area, interspersed with volunteer ailanthus trees. Various sections of cobblestone and limestone walls define parts of the perimeter and retain earth.

House

Built in 1937, the one-story residence is constructed of hollow clay tile, likely sourced from the former state penitentiary brickyard. The building is characterized by hard, planar wall surfaces articulated with Territorial Revival details, including brick coping and pedimented multi-light wood sash windows. The rear portion of the structure is built over a basement. Enclosing approximately 1,927 square feet, the former residence contains six rooms.

South (Front) Elevation

The south elevation presents the most articulated façade of this Depression-era Territorial Revival residence (Photo 2). At the west end is a lower-roofed, inset porch defined by rectilinear framing (Photo 3). The porch floor is laid in random-patterned flagstone; its ceiling is painted wood. The porch enclosure consists of a 28-inch-high stuccoed wall topped with brick coping. The entry holds a replacement wood door with an abstract 11-panel design. This door appears at two other locations on the property.

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Thomas and Lida Thomas House Dr. George C. Abrams Orthodontics	2. Location: 401 East Palace Avenue Downtown and Eastside Historic District – Santa Fe	3. Local Reference Number: Santa Fe ID: H-2874
		4. County: Santa Fe
		5. Date of Survey: May 21, 2025

Territorial Revival Window Assemblies

The porch is dominated by a tripartite assembly of 6-over-6 double-hung wood sash windows, each crowned with a molded pedimented head (Photo 5). These grouped units, framed by 6-inch mullions, are repeated across the front and side elevations and reinforce the building's Territorial Revival and colonial vocabulary.

Each window measures approximately 31½ by 54½ inches and appears to be original, with true divided lights set in ⅛-inch exterior muntins and putty-glazed panes (Photo 6). Interior muntins are shaped with a modest ovolo profile and include a shallow bead and inner fillet, typical of factory-fabricated sash from the 1920s–1940s. Hardware includes crescent-style sash locks at the meeting rails (Photo 7) and metal pulls at the lower sash rails.

The window heads are topped with molded wood pediments, consisting of a shallow projecting cornice in a cyma recta profile over a narrow fascia and fillet (Photo 8). The casings measure 3⅝ inches in width and are flat-planed with minimal ornament. The wood trim displays at least three distinct layers of Kelly Green paint—commonly associated with Colonial Revival residences—with notable deterioration at the corners.

The parapet is capped with a three-course brick coping (Photo 9). The uppermost course features overhanging shiners, beneath which is a mixed course of alternating shiners and sailors, followed by a base course of flush-laid shiners. Though unorthodox, this coping presents a vernacular interpretation of Territorial Revival motifs.

At the east end of the façade is a second set of triple-mulled sash windows, matching those at the porch but positioned off-center and interrupting the façade's otherwise symmetrical composition (Photo 10).

West Elevation

The west elevation, facing Martinez Street, exhibits a more rigid and compressed composition (Photo 11). It features two evenly spaced groupings of triple 6-over-6 wood sash windows interrupted by a narrow service door (Photo 12). While the window detailing remains consistent with the rest of the house, the close repetition of large

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Thomas and Lida Thomas House Dr. George C. Abrams Orthodontics	2. Location: 401 East Palace Avenue Downtown and Eastside Historic District – Santa Fe	3. Local Reference Number: Santa Fe ID: H-2874
		4. County: Santa Fe
		5. Date of Survey: May 21, 2025

window units across a flat wall plane creates a visually dense façade, lacking the typical hierarchy or articulation found in more formal revivalist designs.

The service entry holds a half-light over three-panel wood door with older hardware. Mounted to the north is as small colonial-style wall sconce (Photo 13), a six-sided fixed metal fixture with a wedge-like taper and amber textured glass panels.

At the north end of the elevation is a pair of grouped 6-over-6 wood sash windows, matching the proportions and detailing of the triple assemblies—each sash measuring 31½ by 54½ inches and separated by a 6-inch mullion. Below this window group is a small light well containing a three-light basement hopper window (Photo 14).

North (Rear) Elevation

The north elevation reflects the utilitarian character of the building's rear façade (Photo 5). It is organized around a centrally placed wood entry door, matching the abstract 11-panel design found at the primary (south) entry. The door is flanked by asymmetrical window groupings: to the west, a 6-over-6 double-hung sash window with a molded pedimented head; to the east, a small 2-over-2 replacement window which is likely a later alteration.

Further east, the wall plane steps back approximately 27½ inches. This recessed section holds another 6-over-6 double-hung sash window with a matching pedimented head. All windows on this elevation are trimmed with the same Territorial-style flat wood casing seen on the primary façade.

The stucco on this elevation is visibly deteriorated, exhibiting widespread alligator cracking, surface delamination, and staining near grade—particularly around the door and window bases.

East Elevation

The east elevation, which faces the former Gildersleeve residence, mirrors the general form of the west elevation but exhibits a reduction in scale and window rhythm. The wall is a continuous, unarticulated flat plane with no offsets or massing variation

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Thomas and Lida Thomas House Dr. George C. Abrams Orthodontics	2. Location: 401 East Palace Avenue Downtown and Eastside Historic District – Santa Fe	3. Local Reference Number: Santa Fe ID: H-2874
		4. County: Santa Fe
		5. Date of Survey: May 21, 2025

(Photo 17). Visual interest is provided by two exposed wood trough canales projecting through the parapet near the roofline (Photo 18).

At the north end is a four-light over three-panel wood entry door (Photo 19), similar in form to the west service entry. A six-sided metal sconce with amber glass, matching the fixture used on the west elevation, is mounted adjacent to the door.

Fenestration includes a mix of single and grouped six-light wood sash windows set at varied sill heights. The single window immediately south of the entry measures 28½ by 54½ inches—slightly narrower than the standard sash size used elsewhere on the building. The lower sash of the window just north of the door is damaged, with four missing panes.

The remainder of the elevation is fenestrated with two pairs of double-mulled 6-over-6 wood sash windows, each crowned with a shaped wood pediment consistent with the Territorial Revival detailing seen throughout the house (Photo 18).

Midway along the elevation, a deteriorated section of stucco exposes underlying plaster layers of the building (Photo 19).

Interior

The interior was not formally documented during fieldwork, but views through the windows provided a general understanding of its design and finishes. The front room—originally the living room and later used as the patient waiting area during its period as an orthodontics office—displays the highest level of interior refinement. This light-filled space features flat plastered ceilings and walls, hardwood flooring, and rounded arch openings (Photo 20).

The north wall includes a shallow fireplace with a minimal mantel, flanked by an arched *nicho* fitted with built-in shelving. A cast-iron radiator remains in place beneath the grouped sash windows along the west wall.

The remaining rooms appear to have unadorned finishes, with simple baseboards and plain plastered surfaces, reflecting the house's Depression-era construction and modest architectural intent (Photo 21).

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Thomas and Lida Thomas House Dr. George C. Abrams Orthodontics	2. Location: 401 East Palace Avenue Downtown and Eastside Historic District – Santa Fe	3. Local Reference Number: Santa Fe ID: H-2874
		4. County: Santa Fe
		5. Date of Survey: May 21, 2025

Garage

Located near the northeast corner of the property, the approximately 300-square-foot, single-car garage was constructed contemporaneously with the house and exhibits matching Territorial Revival detailing (Photo 22). The structure is finished in white-painted smooth stucco and is capped with a brick coping course similar to that of the main residence.

The west elevation contains an 8-foot-wide vehicular opening fitted with a wood tilt-up door. The glazed openings in the door have been filled with painted boards. Pedestrian access is provided on the south elevation via a wood entry door with an abstract 11-panel design, identical to the primary and secondary entries on the house. The north and east elevations are blank, with no fenestration (Photo 23).

Walls

The lot includes four sections of stone masonry wall, functioning either as retaining elements or property line delineation. Based on historic aerial photographs, the walls appear to be of different construction periods, though all were in place by 1973 (Fig. __).

East Palace Avenue Wall Section

The likely oldest and most prominent section of wall is the retaining wall that runs along the front of the property on East Palace Avenue (Photo 24). It is constructed of small, rectangular limestone blocks laid in regular courses. The mortar joints have been repointed.

This wall is capped with high-fire glazed ceramic tiles, each measuring approximately 11½ by 12½ inches and featuring a bullnose edge (Photo 25). The tiles exhibit a mottled finish typical of salt-glazed or kiln-fired ceramic and are believed to have been manufactured at the former New Mexico State Penitentiary. Similar materials are also found on nearby properties along East Palace Avenue.

At its west end, the wall rises to a height of approximately 36½ inches above the sidewalk, tapering gradually eastward to 17½ inches where it terminates at a newer

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Thomas and Lida Thomas House Dr. George C. Abrams Orthodontics	2. Location: 401 East Palace Avenue Downtown and Eastside Historic District – Santa Fe	3. Local Reference Number: Santa Fe ID: H-2874
		4. County: Santa Fe
		5. Date of Survey: May 21, 2025

cobblestone post. Near the center of the wall is a 48-inch-wide opening, accessed by a short flight of flagstone steps that lead to the curved concrete walkway serving the main entry (Photo 25). The two separated segments measure approximately 90 feet in total length.

Martinez Street Wall Section

Functioning as a retaining structure along Martinez Street is an approximately 150-foot-long cobblestone wall (Photo 26). The wall begins at the south end with a short extension of the older limestone retaining wall that fronts East Palace Avenue. Moving north, the construction transitions to rounded river cobbles—primarily sandstone and basalt—set in irregular courses with tight-set mortar joints. The cobbles vary in size but tend to be large and bulbous, producing a visually textured and organic surface. The wall is capped with a 13½-inch-wide cementitious coping finished with a pebbled aggregate surface.

The wall begins at a height of approximately 32½ inches at its south end. After 60 feet, it steps up to a height of 44½ inches above grade. A small segment appears north of the driveway opening, where the wall resumes briefly. This short terminating section is constructed of sandstone and exhibits hand-tooled surface markings, suggesting an earlier construction date (Photo 27).

It is possible that this northern segment, along with the East Palace Avenue retaining wall, dates to Romulo Martinez's ownership of the property—prior to the 1937 construction of the current residence.

North (Alley) Wall Section

The shortest segment of the property's perimeter walls consists of two cobblestone sections flanking the north elevation of the garage (Photo 23). These segments delineate the northern property line along the alley. Beginning at the west end, the first segment rises approximately 36 inches above the interior grade. East of the garage, the wall steps up to a height of 63 inches, where it meets the east property line wall.
Like the Martinez Street wall, these segments are constructed of rounded river cobbles, primarily sandstone and basalt, laid in irregular courses with tight mortar joints. The total combined length of the two north wall sections is approximately 45 feet.

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Thomas and Lida Thomas House Dr. George C. Abrams Orthodontics	2. Location: 401 East Palace Avenue Downtown and Eastside Historic District – Santa Fe	3. Local Reference Number: Santa Fe ID: H-2874
		4. County: Santa Fe
		5. Date of Survey: May 21, 2025

East Property Line Wall

The east property line wall is the longest contiguous masonry feature on the lot. It begins at the northeast corner, where it intersects with the alley wall segment and incorporates a distinctive outdoor cobblestone fireplace (Photo 28). The fireplace includes a voussoir and keystone opening, with a short chimney that rises several feet above the wall's height. Like the adjacent walls, it is constructed of rounded river cobbles set in tight mortar joints.

From this corner, the wall extends southward, starting at a height of approximately 55 inches above interior grade. It gradually tapers to 37 inches (Photo 16) where it meets the newer cobblestone post near the southeast corner of the property.

This wall serves as both a privacy barrier and property boundary, continuing the same construction methods and materials as the Martinez and alley-facing sections.

Historical Overview

In early 1937, Lida and Thomas White acquired property at the corner of Palace Avenue and Martinez Street and soon commissioned the construction of a new residence. At the time, the lot was occupied by a distinctive two-story home built by Romulo Martinez, a former U.S. marshal and likely the namesake of Martinez Street. According to Martinez's obituary, the house was constructed of light volcanic blocks hauled from La Bajada, which were crushed and mixed with sand to form a type of Plaster of Paris. While the building's exact appearance is unknown, it possessed enough architectural character to attract architect Isaac Hamilton Rapp and his wife Jean, who rented it in the early 1920s. Ultimately, however, the Whites chose not to preserve the existing house and instead built a new residence in the Territorial Revival style. Thirty years later, Dr. George C. Abrams transformed the crisp white house into his orthodontic office.

The White Family, the White House

Thomas J. White, an Iowa native born in 1875, came to the New Mexico Territory in 1907 to homestead. He settled near McIntosh in Torrance County, where he also

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Thomas and Lida Thomas House Dr. George C. Abrams Orthodontics	2. Location: 401 East Palace Avenue Downtown and Eastside Historic District – Santa Fe	3. Local Reference Number: Santa Fe ID: H-2874
		4. County: Santa Fe
		5. Date of Survey: May 21, 2025

operated a hardware store.[1] In 1910, he moved to Santa Fe and began working for the Wood-Davis Hardware Company, a full-service store located on the Plaza. After 14 years with the firm, he purchased the Beacham-Mignardot Hardware Company, which he owned and operated for 12 years before eventually returning to Wood-Davis.[2]

On July 3, 1918, Thomas J. White married Lida T. Brasher, a St. Louis schoolteacher, in a ceremony at the Cathedral conducted by Vicar Fourchegu.[3] Born in 1879 in Carrollton, Missouri, Brasher was trained as an educator and became known nationally as a children's storyteller—a distinctive profession at the time. In the 1890s, she began performing on the Chautauqua circuit as part of a popular national movement that blended education with entertainment (Fig.). Her storytelling programs brought her from Nebraska to Oakland, California, captivating audiences with dramatic readings and moral tales tailored for children.

After moving to Santa Fe, the couple rented a house on Marcy Street before purchasing a residence at 343 Palace Avenue, where they lived for 17 years.[4] Lida returned to teaching and became the principal of Catron School, where she also taught second grade. In early September 1937, Lida White received a building permit to construct a six-room residence at an estimated cost of $7,000.[5]

Completed by November, the house was described in The New Mexican as constructed in the "territorial style with red brick coping."[6] The article noted a flagstone terrace at the front and matching flagstone walkways. Within a year, the Whites began renting out one of the bedrooms.

Lida, active in a range of Santa Fe social organizations, frequently used the house for entertaining. One affiliation that may shed light on the home's stylistic direction was her involvement with the Daughters of the American Revolution (DAR). During the 1920s and 1930s, DAR chapters nationwide were engaged in preserving and restoring colonial-

[1] "T. J. White Dies Sunday," *Santa Fe New Mexican*, May 5, 1958, 2.
[2] Ibid.
[3] "Brasher-White Wedding," *Albuquerque Journal*, July 5, 1918, 2.
[4] "White, Mrs. Thomas J. (Lida) [obituary]," *Santa Fe New Mexican*, November 11, 1967, 11.
[5] "47 Building Permits in Past Month," *Santa Fe New Mexican*, September 5, 1937, 4.
[6] "People Coming and Going in Old Santa Fe [column]," *Santa Fe New Mexican*, November 13, 1937, 6.

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Thomas and Lida Thomas House Dr. George C. Abrams Orthodontics	2. Location: 401 East Palace Avenue Downtown and Eastside Historic District – Santa Fe	3. Local Reference Number: Santa Fe ID: H-2874
		4. County: Santa Fe
		5. Date of Survey: May 21, 2025

era buildings—efforts that often reflected a strong preference for Colonial Revival aesthetics.[7]

At a time when Pueblo Revival dominated Santa Fe's architectural landscape, this home stood apart. Given this context, it is not difficult to imagine that Lida, influenced by the DAR's ideals, chose to reflect such architectural values in the design of her own home.

The 1940 census was the first to record the new home and its occupants. The household comprised Thomas, 66, Lida 61, her sister, Nancy Brasher, 71, and a lodger, Antoinette Mathews, 28. Mathews was a Detroit native and teacher at the New Mexico School for the Deaf.[8] The same picture repeated with the next census, except for a different tenant, a nurse at St. Vincent Hospital.

On May 4, 1958, Thomas J. White died at the family home. He was 84 years old. His wife, Lida, continued to live on the property until 1967, and, according to newspaper articles, occasionally hosted events for the DAR.

Beginning in the mid-1960s, Lida entered a prolonged period of illness from which she would not recover. On September 25, 1967, she granted power of attorney to Virginia Stauffer. Stauffer, a retired businesswoman who had been a neighbor on Palace Avenue, was given power to manage White's financial affairs and arrange the sale of the Palace Avenue property.[9] Lida Brasher White died two months later at the age of 88. She and her husband are buried in the family cemetery in Carrollton, Missouri.

In 1968, Stauffer sold the house to Dr. George C. Abrams, a newly trained orthodontist, and his wife Joan.[10] Abrams would turn the White home into his orthodontics practice.

[7] Gwendolyn Wright, *Moralism and the Model Home: Domestic Architecture and Cultural Conflict in Chicago, 1873–1913* (University of Chicago Press, 1980).
[8] U.S. Census Bureau, Year: 1940; Census Place: Santa Fe, Santa Fe, New Mexico; Roll: m-t0627-02452; Page: 3B; Enumeration District: 25-20A.
[9] Power of Attorney, Lida Brasher White to Virginia Stauffer, recorded September 28, 1967, Book 252/Page 175, Instrument # 303589, Santa Fe County, New Mexico.
[10] Executor's Deed, Virginia Stauffer, to George C. and Joan H. Abrams, recorded October 18, 1968, Page 250/Book 570, Instrument # 312217, Santa Fe County, New Mexico.

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Thomas and Lida Thomas House Dr. George C. Abrams Orthodontics	2. Location: 401 East Palace Avenue Downtown and Eastside Historic District – Santa Fe	3. Local Reference Number: Santa Fe ID: H-2874
		4. County: Santa Fe
		5. Date of Survey: May 21, 2025

An Orthodontics Office

George and Joan Abrams met at the University of Michigan and came to Santa Fe in 1963 while exploring locations for Abrams to begin his career.[11] George graduated from the University of Pennsylvania School of Dental Medicine in 1962 and completed 18 months of specialty training in orthodontics. Originally from Buffalo, he opened his first office in 1964 (Fig.) in the medical building at 325 East Palace Avenue, becoming the second orthodontist in Santa Fe after Dr. Dick Quijada.

Orthodontics had been practiced in the U.S. since the early 1900s, but was not formally recognized by the American Dental Association as one of its first official dental specialties until 1947. The rise of the "Hollywood Smile" in the 1950s and 1960s further popularized the field.[12]

The former White residence—with its formal appearance, prominent location, and proximity to the new St. Vincent Hospital—was ideally suited for conversion into a professional office.

The front living room, accessed through the main entrance, became a patient waiting area. Bedrooms along the east side of the house were repurposed as treatment rooms, each outfitted with dental chairs and task lighting. A hall closet became the X-ray film developing room; another room housed the panoramic X-ray unit, while a third served as a soldering lab. The back rooms were adapted into a staff lunchroom, a dental laboratory for making plaster models, and an administrative office.

Abrams maintained his practice there until his retirement around 2007. Afterward, tenant improvements removed the specialized dental fixtures and returned the interior to a mostly residential configuration. The floor plan remains intact, and the building is currently unoccupied.

[11] Much of the information on Dr. Abrams and the transformation of the house into his orthodontic office was provided by Christa Romwalter, Dr. Abrams's daughter, through a series of emails in late May and early June 2025.

[12] Glick, Daniel. *The Smile Gap: A History of Oral Health and Social Inequality*. Cambridge, MA: Harvard University Press, 2023.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Thomas and Lida Thomas House Dr. George C. Abrams Orthodontics	2. Location: 401 East Palace Avenue Downtown and Eastside Historic District – Santa Fe	3. Local Reference Number: Santa Fe ID: H-2874
		4. County: Santa Fe
		5. Date of Survey: May 21, 2025

Evaluation of Historical Status

While the building suggests the Territorial Revival style in its parapet detailing and crisp stucco finish, it lacks the massing complexity and architectural articulation typically associated with the style. Its shallow, planar elevations and repetitive window groupings instead reflect a pragmatic vernacular approach, modestly ornamented during a period of stylistic transition in the late 1930s.

The recommendation is to maintain Contributing status for the house and to designate the south and west elevations as the primary façades, as these are the building's public-facing sides and convey its architectural distinction. The same recommendation is made for the garage.

Given their historic age and contribution to the architectural character of both the house and the streetscape, the stone masonry walls are also recommended for Contributing status.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Thomas and Lida Thomas House Dr. George C. Abrams Orthodontics	2. Location: 401 East Palace Avenue Downtown and Eastside Historic District – Santa Fe	3. Local Reference Number: Santa Fe ID: H-2874
		4. County: Santa Fe
		5. Date of Survey: May 21, 2025

Illustrations

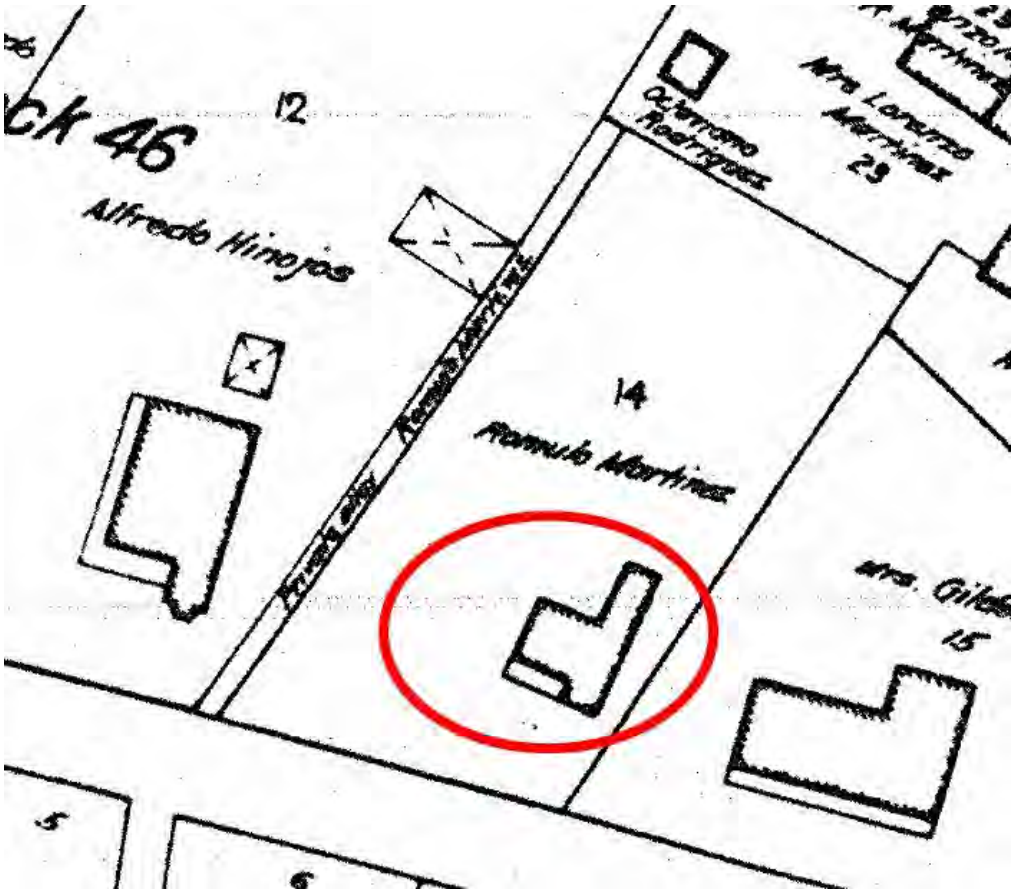


Figure 1: N. L. King, "Official Map of the City of Santa Fe," 1912. Circled home stood earlier on the lot and was later demolished.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Thomas and Lida Thomas House Dr. George C. Abrams Orthodontics	2. Location: 401 East Palace Avenue Downtown and Eastside Historic District – Santa Fe	3. Local Reference Number: Santa Fe ID: H-2874 4. County: Santa Fe 5. Date of Survey: May 21, 2025

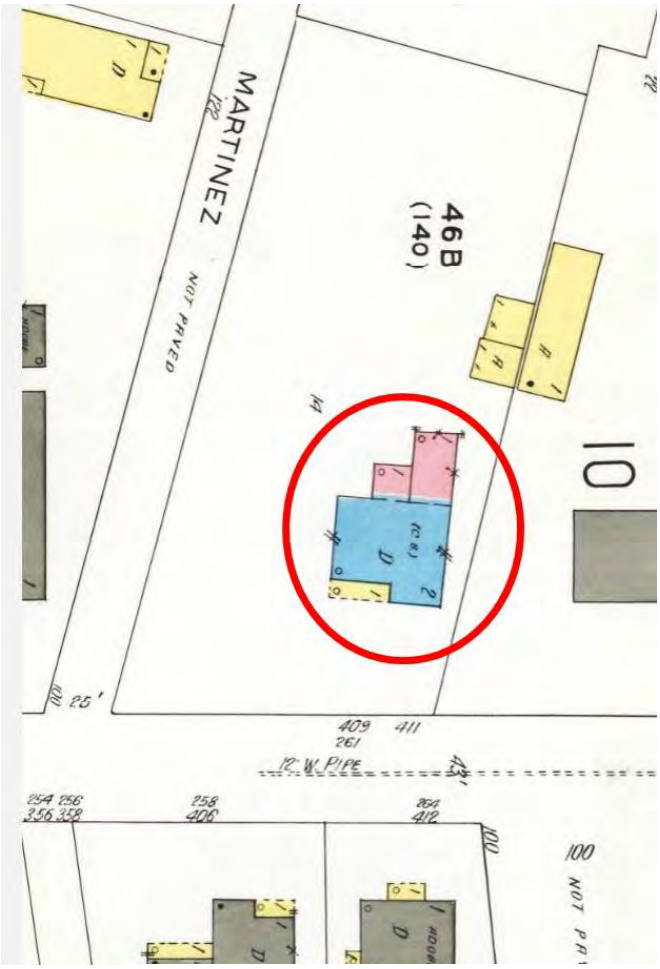


Figure 2: Sanborn Map Company, "Santa Fe, Santa Fe County, New Mexico," January 1930. Circled home stood earlier on the lot and was later demolished.

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Thomas and Lida Thomas House Dr. George C. Abrams Orthodontics	2. Location: 401 East Palace Avenue Downtown and Eastside Historic District – Santa Fe	3. Local Reference Number: Santa Fe ID: H-2874
		4. County: Santa Fe
		5. Date of Survey: May 21, 2025



Figure 3: 1915 portrait of Lida Brasher. Courtesy of the St. Louis Globe-Democrat.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Thomas and Lida Thomas House Dr. George C. Abrams Orthodontics	2. Location: 401 East Palace Avenue Downtown and Eastside Historic District – Santa Fe	3. Local Reference Number: Santa Fe ID: H-2874 4. County: Santa Fe 5. Date of Survey: May 21, 2025

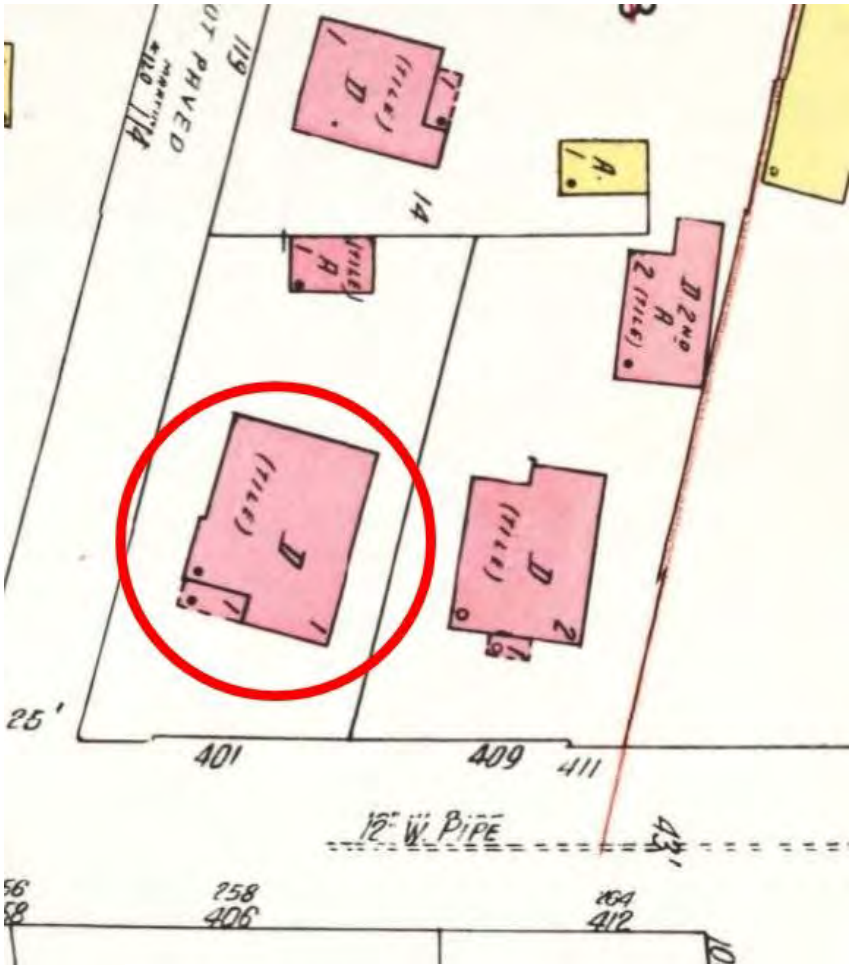


Figure 4: Sanborn Map Company, "Santa Fe, Santa Fe County, New Mexico," January 1930, correction layer, August 1948. Present house as constructed in 1937.

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Thomas and Lida Thomas House Dr. George C. Abrams Orthodontics	2. Location: 401 East Palace Avenue Downtown and Eastside Historic District – Santa Fe	3. Local Reference Number: Santa Fe ID: H-2874
		4. County: Santa Fe
		5. Date of Survey: May 21, 2025

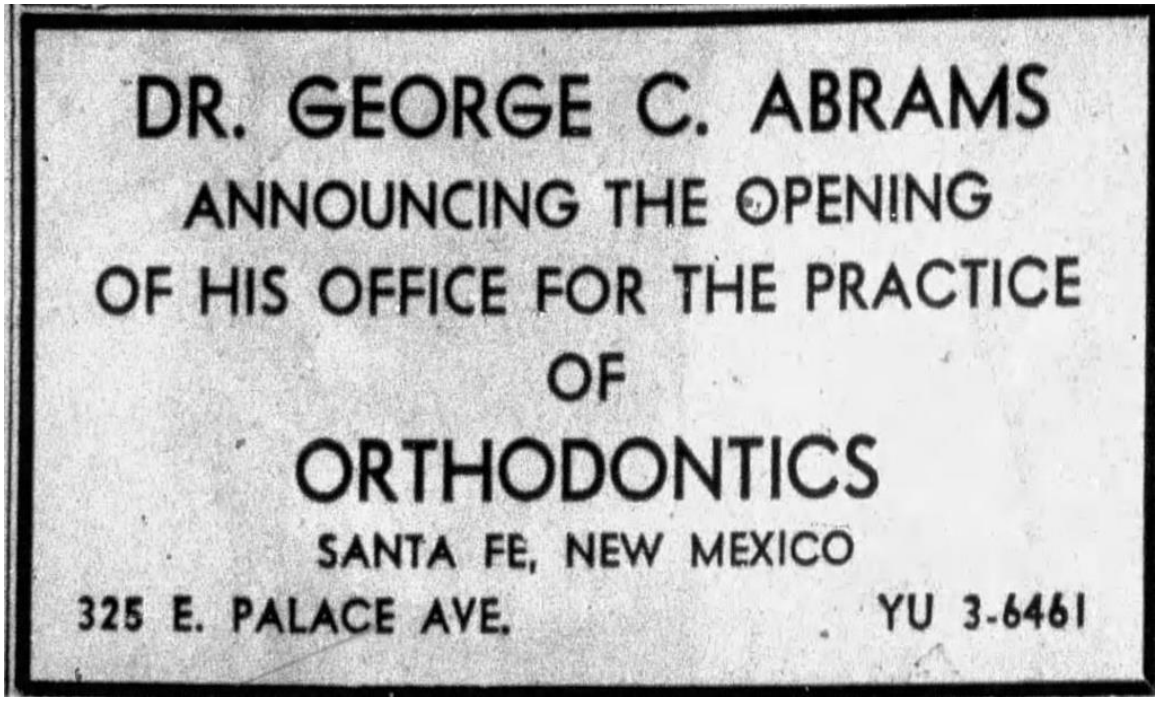


Figure 5: January 31, 1964, advertisement announcing Dr. Abrams' Santa Fe office. Courtesy of the Santa Fe New Mexican.

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Thomas and Lida Thomas House Dr. George C. Abrams Orthodontics	2. Location: 401 East Palace Avenue Downtown and Eastside Historic District – Santa Fe	3. Local Reference Number: Santa Fe ID: H-2874 4. County: Santa Fe 5. Date of Survey: May 21, 2025

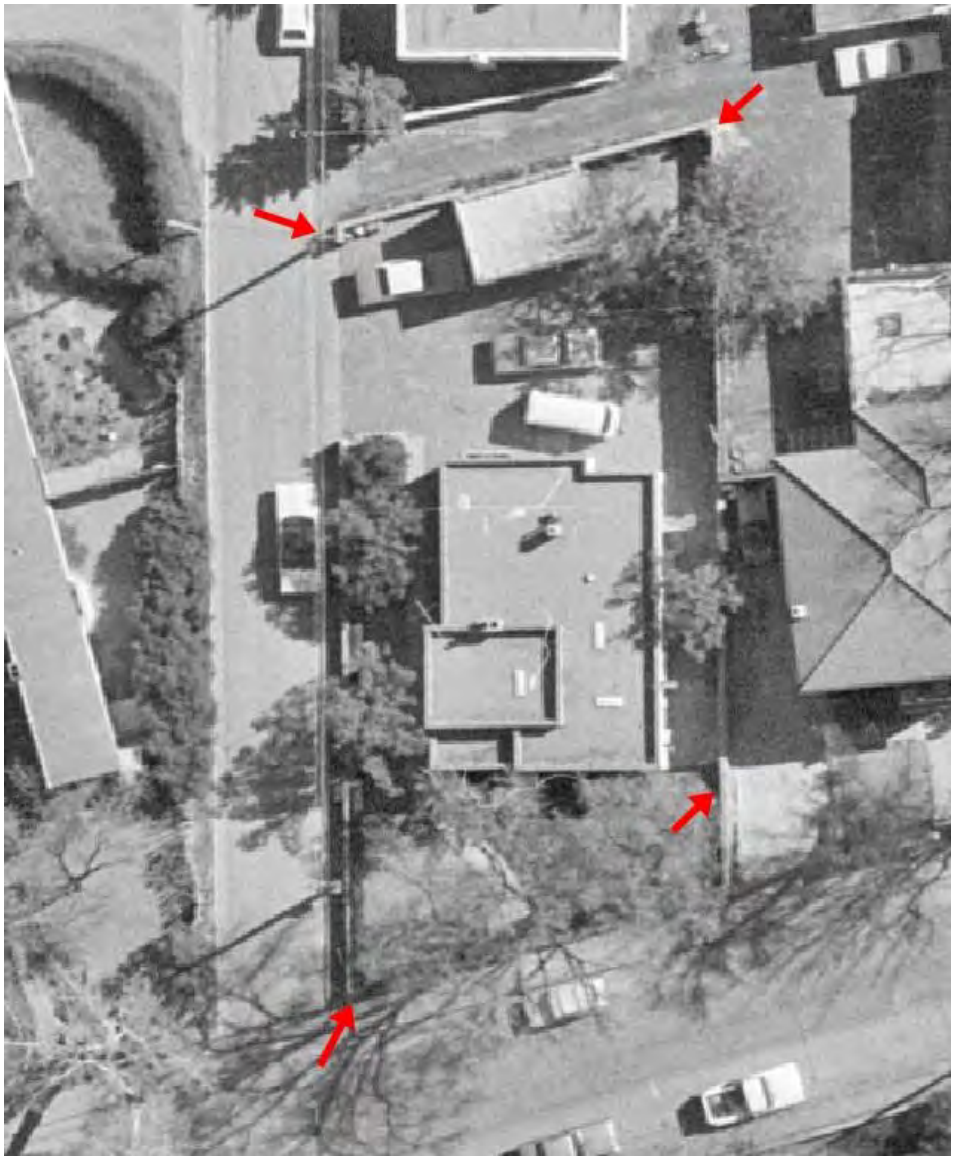


Figure 6: May 11, 1973, aerial photograph.
Arrows indicate presence of stone walls and outdoor fireplace.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Thomas and Lida Thomas House Dr. George C. Abrams Orthodontics	2. Location: 401 East Palace Avenue Downtown and Eastside Historic District – Santa Fe	3. Local Reference Number: Santa Fe ID: H-2874
		4. County: Santa Fe
		5. Date of Survey: May 21, 2025

Survey Photographs

(All images taken by John W. Murphey, on May 21, 2025, unless otherwise noted)



Photo 2: South (front) elevation. Camera facing northeast.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Thomas and Lida Thomas House Dr. George C. Abrams Orthodontics	2. Location: 401 East Palace Avenue Downtown and Eastside Historic District – Santa Fe	3. Local Reference Number: Santa Fe ID: H-2874
		4. County: Santa Fe
		5. Date of Survey: May 21, 2025



Photo 3: South (front) elevation. Porch section. Camera facing north.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Thomas and Lida Thomas House Dr. George C. Abrams Orthodontics	2. Location: 401 East Palace Avenue Downtown and Eastside Historic District – Santa Fe	3. Local Reference Number: Santa Fe ID: H-2874
		4. County: Santa Fe
		5. Date of Survey: May 21, 2025



Photo 4: South (front) elevation. Porch section. Camera facing east.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Thomas and Lida Thomas House Dr. George C. Abrams Orthodontics	2. Location: 401 East Palace Avenue Downtown and Eastside Historic District – Santa Fe	3. Local Reference Number: Santa Fe ID: H-2874
		4. County: Santa Fe
		5. Date of Survey: May 21, 2025



Photo 5: South (front) elevation. Porch section. Grouped windows. Camera facing north.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Thomas and Lida Thomas House Dr. George C. Abrams Orthodontics	2. Location: 401 East Palace Avenue Downtown and Eastside Historic District – Santa Fe	3. Local Reference Number: Santa Fe ID: H-2874
		4. County: Santa Fe
		5. Date of Survey: May 21, 2025



Photo 6: Window detail of 1/8” muntin profile tip.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Thomas and Lida Thomas House Dr. George C. Abrams Orthodontics	2. Location: 401 East Palace Avenue Downtown and Eastside Historic District – Santa Fe	3. Local Reference Number: Santa Fe ID: H-2874
		4. County: Santa Fe
		5. Date of Survey: May 21, 2025



Photo 7: Window detail of sash lock.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Thomas and Lida Thomas House Dr. George C. Abrams Orthodontics	2. Location: 401 East Palace Avenue Downtown and Eastside Historic District – Santa Fe	3. Local Reference Number: Santa Fe ID: H-2874
		4. County: Santa Fe
		5. Date of Survey: May 21, 2025



Photo 8: Window detail of pedimented head.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Thomas and Lida Thomas House Dr. George C. Abrams Orthodontics	2. Location: 401 East Palace Avenue Downtown and Eastside Historic District – Santa Fe	3. Local Reference Number: Santa Fe ID: H-2874
		4. County: Santa Fe
		5. Date of Survey: May 21, 2025



Photo 9: Detail of brick coping pattern.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Thomas and Lida Thomas House Dr. George C. Abrams Orthodontics	2. Location: 401 East Palace Avenue Downtown and Eastside Historic District – Santa Fe	3. Local Reference Number: Santa Fe ID: H-2874
		4. County: Santa Fe
		5. Date of Survey: May 21, 2025



Photo 10: South (front) elevation. East section. Camera facing north.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Thomas and Lida Thomas House Dr. George C. Abrams Orthodontics	2. Location: 401 East Palace Avenue Downtown and Eastside Historic District – Santa Fe	3. Local Reference Number: Santa Fe ID: H-2874
		4. County: Santa Fe
		5. Date of Survey: May 21, 2025



Photo 11: West elevation. Camera facing east.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Thomas and Lida Thomas House Dr. George C. Abrams Orthodontics	2. Location: 401 East Palace Avenue Downtown and Eastside Historic District – Santa Fe	3. Local Reference Number: Santa Fe ID: H-2874
		4. County: Santa Fe
		5. Date of Survey: May 21, 2025



Photo 12: West elevation. Windows and doors. Camera facing east.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Thomas and Lida Thomas House Dr. George C. Abrams Orthodontics	2. Location: 401 East Palace Avenue Downtown and Eastside Historic District – Santa Fe	3. Local Reference Number: Santa Fe ID: H-2874
		4. County: Santa Fe
		5. Date of Survey: May 21, 2025



Photo 13: West elevation. Wall sconce. Camera facing east.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Thomas and Lida Thomas House Dr. George C. Abrams Orthodontics	2. Location: 401 East Palace Avenue Downtown and Eastside Historic District – Santa Fe	3. Local Reference Number: Santa Fe ID: H-2874
		4. County: Santa Fe
		5. Date of Survey: May 21, 2025



Photo 14: West elevation. Basement window.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Thomas and Lida Thomas House Dr. George C. Abrams Orthodontics	2. Location: 401 East Palace Avenue Downtown and Eastside Historic District – Santa Fe	3. Local Reference Number: Santa Fe ID: H-2874
		4. County: Santa Fe
		5. Date of Survey: May 21, 2025



Photo 15: North. Camera facing south.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Thomas and Lida Thomas House Dr. George C. Abrams Orthodontics	2. Location: 401 East Palace Avenue Downtown and Eastside Historic District – Santa Fe	3. Local Reference Number: Santa Fe ID: H-2874
		4. County: Santa Fe
		5. Date of Survey: May 21, 2025



Photo 16: East elevation and cobblestone property wall. Camera facing south.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Thomas and Lida Thomas House Dr. George C. Abrams Orthodontics	2. Location: 401 East Palace Avenue Downtown and Eastside Historic District – Santa Fe	3. Local Reference Number: Santa Fe ID: H-2874
		4. County: Santa Fe
		5. Date of Survey: May 21, 2025



Photo 17: East elevation. Camera facing north.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Thomas and Lida Thomas House Dr. George C. Abrams Orthodontics	2. Location: 401 East Palace Avenue Downtown and Eastside Historic District – Santa Fe	3. Local Reference Number: Santa Fe ID: H-2874
		4. County: Santa Fe
		5. Date of Survey: May 21, 2025



Photo 18: East elevation. Windows and doors. Camera facing west.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Thomas and Lida Thomas House Dr. George C. Abrams Orthodontics	2. Location: 401 East Palace Avenue Downtown and Eastside Historic District – Santa Fe	3. Local Reference Number: Santa Fe ID: H-2874
		4. County: Santa Fe
		5. Date of Survey: May 21, 2025



Photo 19: East elevation. Damaged stucco.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Thomas and Lida Thomas House Dr. George C. Abrams Orthodontics	2. Location: 401 East Palace Avenue Downtown and Eastside Historic District – Santa Fe	3. Local Reference Number: Santa Fe ID: H-2874
		4. County: Santa Fe
		5. Date of Survey: May 21, 2025



Photo 20: Former living room. Camera facing north.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Thomas and Lida Thomas House Dr. George C. Abrams Orthodontics	2. Location: 401 East Palace Avenue Downtown and Eastside Historic District – Santa Fe	3. Local Reference Number: Santa Fe ID: H-2874
		4. County: Santa Fe
		5. Date of Survey: May 21, 2025



Photo 21: Former bedroom. Camera facing south.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Thomas and Lida Thomas House Dr. George C. Abrams Orthodontics	2. Location: 401 East Palace Avenue Downtown and Eastside Historic District – Santa Fe	3. Local Reference Number: Santa Fe ID: H-2874
		4. County: Santa Fe
		5. Date of Survey: May 21, 2025



Photo 22: Garage. West and south elevations. Camera facing north.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Thomas and Lida Thomas House Dr. George C. Abrams Orthodontics	2. Location: 401 East Palace Avenue Downtown and Eastside Historic District – Santa Fe	3. Local Reference Number: Santa Fe ID: H-2874
		4. County: Santa Fe
		5. Date of Survey: May 21, 2025



Photo 23: Garage. North elevation and cobblestone property wall. Camera facing southeast.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Thomas and Lida Thomas House Dr. George C. Abrams Orthodontics	2. Location: 401 East Palace Avenue Downtown and Eastside Historic District – Santa Fe	3. Local Reference Number: Santa Fe ID: H-2874
		4. County: Santa Fe
		5. Date of Survey: May 21, 2025



Photo 24: South (front) retaining wall. Camera facing northeast.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Thomas and Lida Thomas House Dr. George C. Abrams Orthodontics	2. Location: 401 East Palace Avenue Downtown and Eastside Historic District – Santa Fe	3. Local Reference Number: Santa Fe ID: H-2874
		4. County: Santa Fe
		5. Date of Survey: May 21, 2025



Photo 25: : South (front) retaining wall. Glazed tile coping and entry steps. Camera facing north.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Thomas and Lida Thomas House Dr. George C. Abrams Orthodontics	2. Location: 401 East Palace Avenue Downtown and Eastside Historic District – Santa Fe	3. Local Reference Number: Santa Fe ID: H-2874
		4. County: Santa Fe
		5. Date of Survey: May 21, 2025



Photo 26: West retaining wall. Camera facing southeast.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Thomas and Lida Thomas House Dr. George C. Abrams Orthodontics	2. Location: 401 East Palace Avenue Downtown and Eastside Historic District – Santa Fe	3. Local Reference Number: Santa Fe ID: H-2874
		4. County: Santa Fe
		5. Date of Survey: May 21, 2025



Photo 27: Stone remnant of west wall. Camera facing north.

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

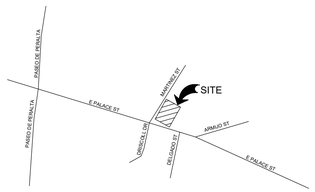
For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2* HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: Thomas and Lida Thomas House Dr. George C. Abrams Orthodontics	2. Location: 401 East Palace Avenue Downtown and Eastside Historic District – Santa Fe	3. Local Reference Number: Santa Fe ID: H-2874
		4. County: Santa Fe
		5. Date of Survey: May 21, 2025



Photo 28: Cobblestone outdoor fireplace. Camera facing northeast.

EXISTING RESIDENCE
AT
401 E PALACE AVE

VICINITY MAP



N
NOT TO SCALE

GENERAL NOTES:

1. WORK PERFORMED SHALL COMPLY WITH THE THE FOLLOWING:
   -GENERAL NOTES UNLESS OTHERWISE NOTED ON PLANS OR SPECIFICATIONS;
   -INTERNATIONAL RESIDENTIAL CODE, 2021 EDITION
   -ALL APPLICABLE LOCAL AND STATE CODES, ORDINANCES AND REGULATIONS.
2. ALL DRAWINGS, SPECIFICATIONS & COPIES THEREOF FURNISHED BY THE DESIGNER SHALL REMAIN THE DEISGNER'S PROPERTY. THEY ARE TO BE USED ONLY WITH RESPECT TO THIS PROJECT AND ARE NOT TO BE USED ON ANY OTHER PROJECT.
3. DO NOT SCALE DRAWINGS; USE FIGURED DIMENSIONS ONLY.
4. IN CASE OF CONFLICT LARGER SCALE DRAWINGS SHALL TAKE PRECEDENCE OVER SMALLER SCALE DRAWINGS.
5. CONTRACTOR SHALL TAKE ALL NECESSARY FIELD MEASUREMENTS & OTHERWISE VERIFY ALL DIMENSIONS SHOWN ON THE DRAWINGS, INCLUDING THE CONTRACTOR'S SUB-CONTRACTOR'S & MANUFACTURER'S SHOP DRAWINGS. SHOULD ANY INCONSISTENCY EXIST, THE CONTRACTOR SHALL NOT PROCEED WITH THE WORK UNTIL INCONSISTENCIES ARE REPORTED TO THE DESIGNER & CLARIFIED OR CORRECTED. SHOULD NOT QUESTIONS BE ASKED IT IS ASSUMTED THE CONTRACTOR INTERPRETS THE DRAWINGS PER THE ARCHITECT'S INTENT.
6. THE NOTES & DRAWINGS ARE INTENDED TO DESCRIBE & PROVIDE FOR A COMPLETE SCOPE OF WORK. THE CONTRACTOR SHALL MAKE EVERY ATTEMPT TO FURNISH ALL LABOR & EQUIPMENT NECESSARY FOR THE WORK AS DESCRIBED BY THE NOTES & DRAWINGS. IT IS UNDERSTOOD & AGREED BY THE CONTRACTOR THAT THE WORK DESCRIBED SHALL BE COMPLETE IN EVERY DETAIL, EVEN THOUGH EVERY ITEM NECESSARILY INVOLVED IS NOT INDIVIDUALLY MENTIONED.
7. CONTRACTOR SHALL BE SOLELY REPSONSIBLE FOR ALL CONSTRUCTION'S MEANS, METHODS, TECHNIQUES, SEQUENCES & PROCEDURES & FOR COORDINATING ALL PORTIONS OF THE WORK UNDER THE CONTRACT. CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR JOB SITE SAFETY.
8. ALL POSTED SIGNS SHALL BE FURNISHED BY THE CONTRACTOR & SHALL BE OF PERMANENT DESIGN. SUCH SIGNS SHALL NOT BE REMOVED OR DEFACED & IF REMOVED, DEFACED OR LOST, SHALL BE REPLACED IMMEDIATELY.
9. ALL DIMENSIONS, UNLESS NOTED OTHERWISE (U.N.O.) ARE TO THE FACE OF STUDS, FACE OF MASONRY/CONCRETE WALLS OR CENTER OF OPENINGS.
10. PROVIDE ADEQUATE SUPPORT FOR STUDS WHERE INTERIOR WIRING, PLUMBING, ETC. MAKES SPACING GREATER THAN 16" O.C.
11. PROVIDE CONTINUOUS BLOCKING AT ALL WALL HUNG CABINETRY & SHELVING.
12. ALL CONTINUOUS CLIPS & BLOCKING MUST BE FASTENED THROUGH THE STUDS. ALL FASTENERS USED TO ANCHOR COMPONENTS & OTHER CABINETRY ITEMS SHALL BE CONCEALED.

CODE INFORMATION

ZONING:	~~R1~~	
OCCUPANCY:	R-3	
CONSTRUCTION TYPE:	V-B	
BUILDING SIZE:	HEATED (GROSS LIVING):	1,636 S.F.
	PORTALS:	90 S.F.
	BASEMENT:	470 S.F.
	TOTAL ROOFED:	2,196 S.F. (NO CHANGE)
	DETACHED GARAGE:	284 S.F. (NO CHANGE)

SETBACKS:

- FRONT: 7'
- SIDE: 5'
- REAR: 15'

MAX. HEIGHT: ~~13'-6" (16' HISTORICAL)~~ (NO CHANGE)

HISTORICAL: X TBD

TERRAIN MANAGEMENT: N/A (Lot Created Before 1978)

DRAWING INDEX

SHEET	TITLE
T	TITLE SHEET
C-1	SITE PLAN
A-1	EXISTING FLOOR AND BASEMENT PLANS
A-2	EXISTING ROOF PLAN
A-3	EXISTING EXTERIOR ELEVATIONS
A-4	EXISTING DETACHED GARAGE

ANDREW LYONS DESIGN
PO BOX 6858
SANTA FE
NEW MEXICO 87504
ph: 505 - 982 - 7999
andrew@andrewlyonsdesign.com

EXISTING RESIDENCE
AT
401 E PALACE AVE
SANTA FE NEW MEXICO

DATE
5-28-2025

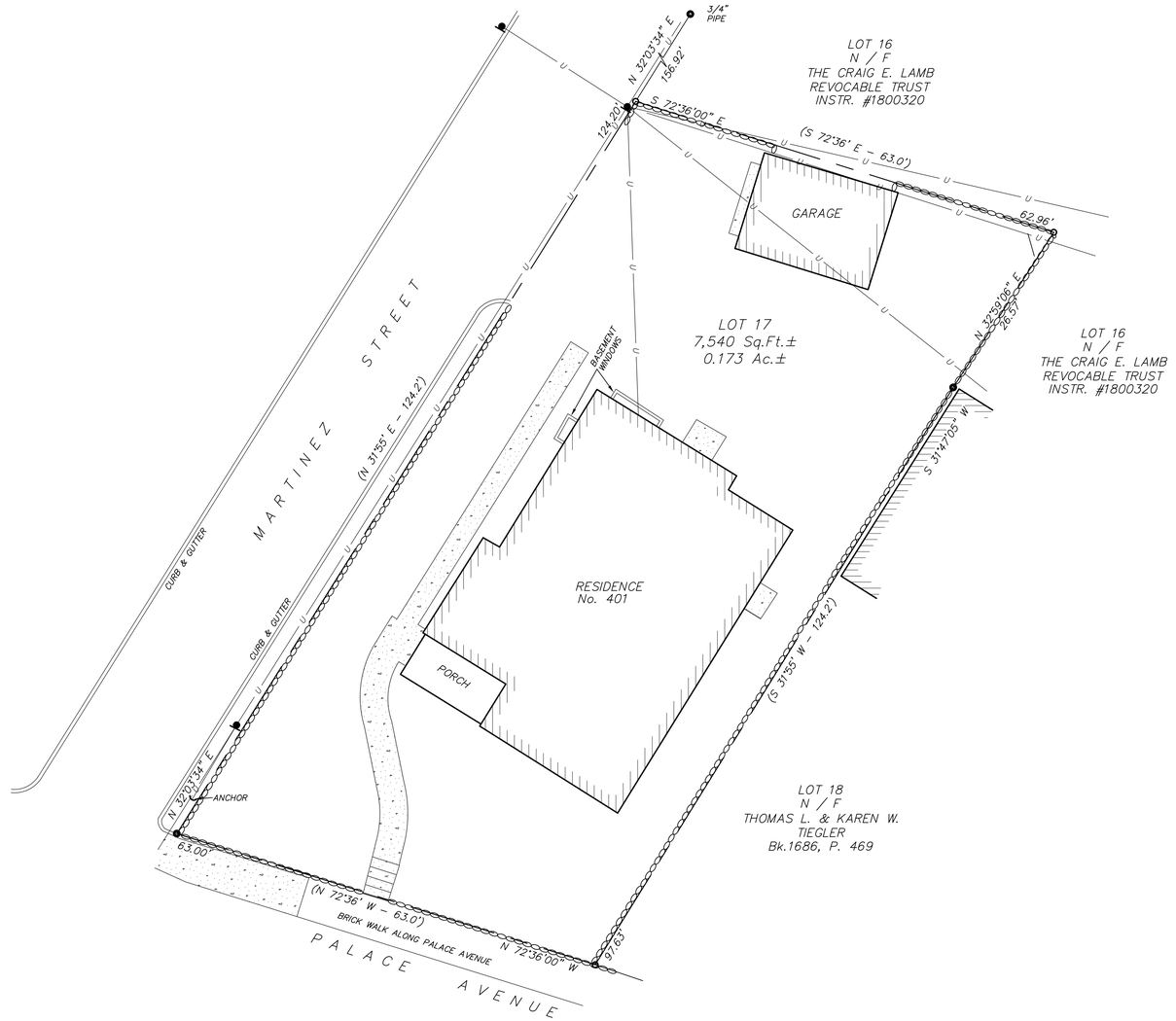
REVISIONS

No.	Description	Date

SHEET TITLE
TITLE SHEET

SHEET
T

SCALE
N/A



1 SITE PLAN

NOTE: VERIFY ALL DIMENSIONS IN THE FIELD.

NORTH

1" = 10'-0"

ANDREW LYONS DESIGN
PO BOX 6858
SANTA FE
NEW MEXICO 87504
ph: 505 - 982 - 7999
andrew@andrewlyonsdesign.com

EXISTING RESIDENCE
AT
401 E PALACE AVE
SANTA FE
NEW MEXICO

DATE
5-28-2025

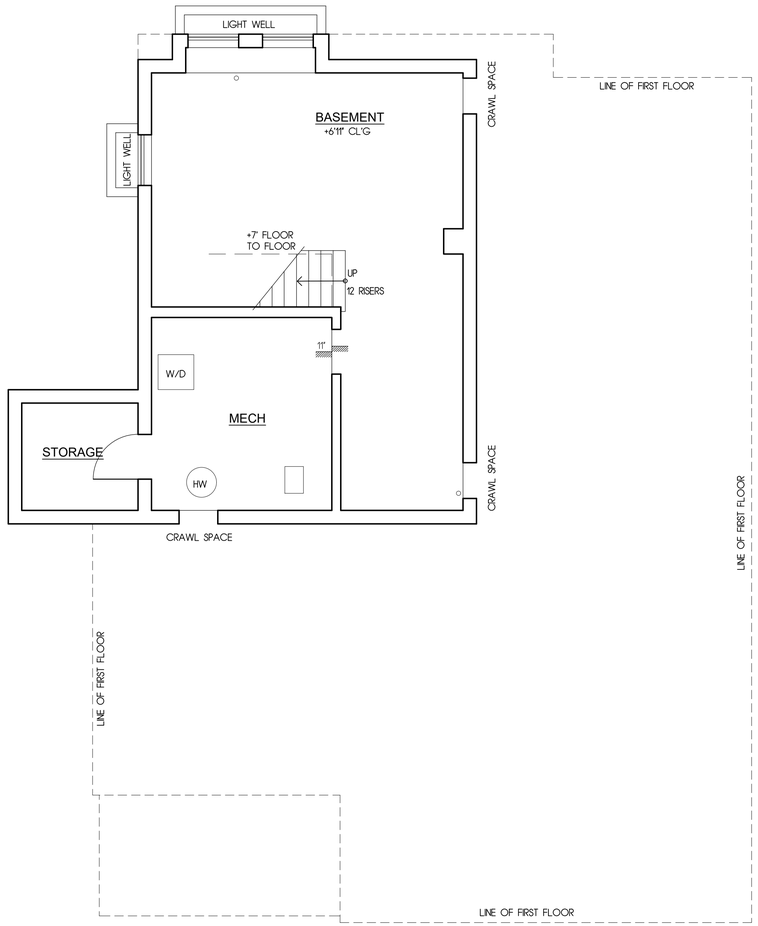
REVISIONS

No.	Description	Date

SHEET TITLE
SITE PLAN

SHEET
C-1

SCALE
1/4" = 1'-0"

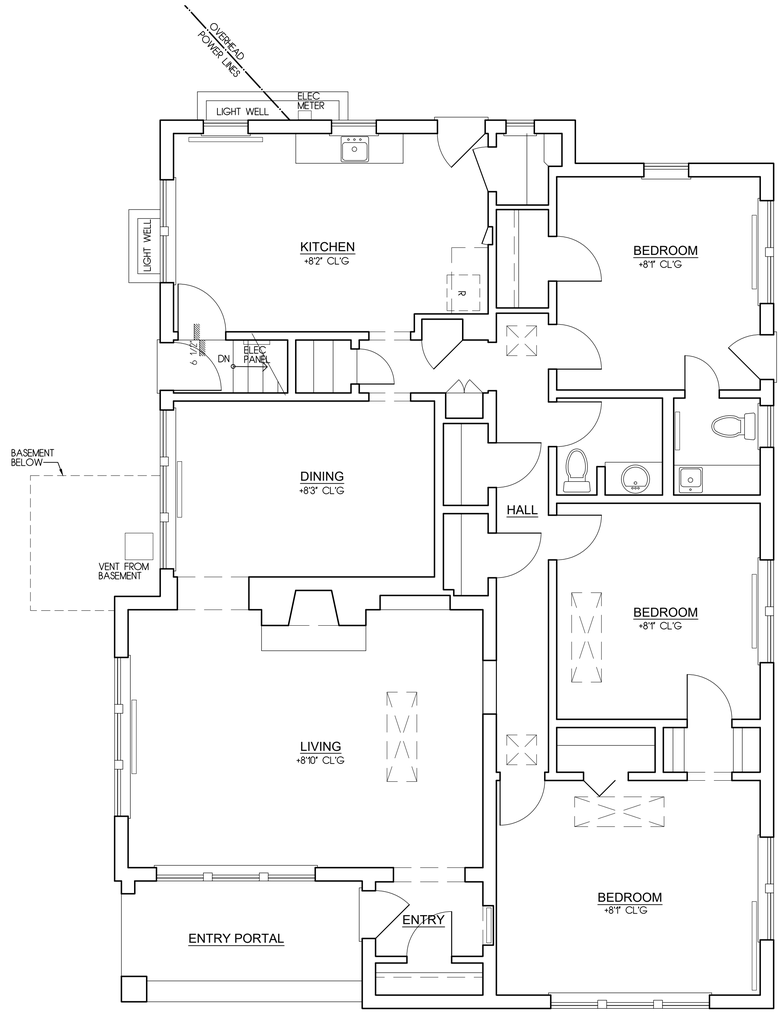


1 EXISTING BASEMENT PLAN

PLAN NORTH

1/4"= 1'-0"

0' 5' 10'



2 EXISTING FLOOR PLAN

PLAN NORTH

1/4"= 1'-0"

0' 5' 10'

ANDREW LYONS DESIGN
PO BOX 8858
SANTA FE
NEW MEXICO 87504

ph: 505 - 982 - 7999
andrew@andrewlyonsdesign.com

EXISTING RESIDENCE
AT
401 E PALACE AVE

SANTA FE NEW MEXICO

DATE
5-28-2025

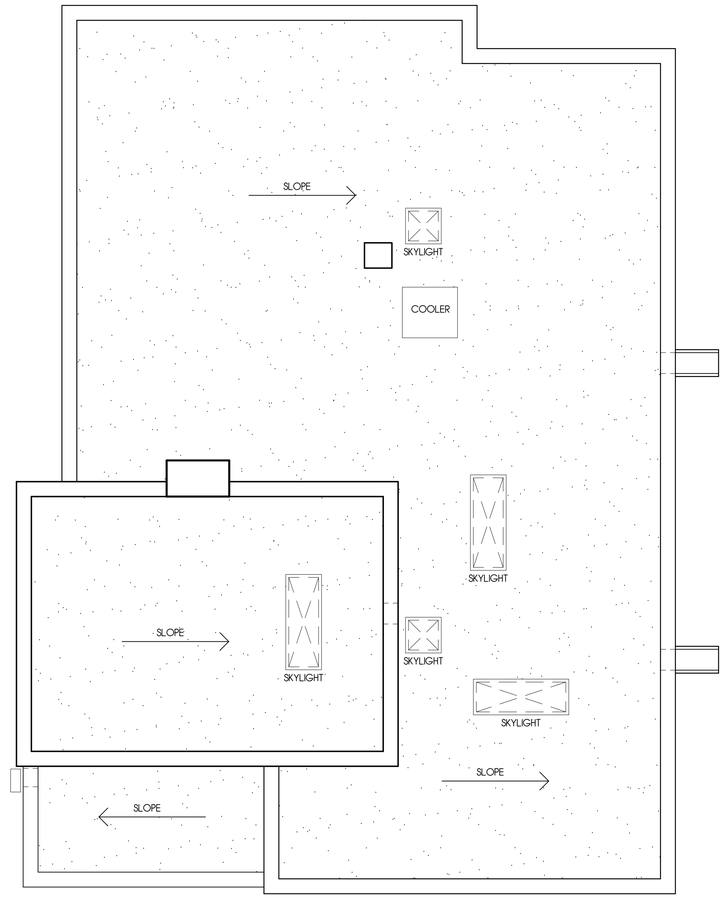
REVISIONS

No.	Description	Date

SHEET TITLE
EXISTING
FLOOR AND
BASEMENT PLANS

SHEET
A-1

SCALE
1/4" = 1'-0"



1 EXISTING ROOF PLAN

PLAN NORTH

1/4"= 1'-0"

0' 5' 10'

ANDREW LYONS DESIGN
PO BOX 8858
SANTA FE
NEW MEXICO 87504

ph: 505 - 982 - 7999
andrew@andrewlyonsdesign.com

EXISTING RESIDENCE
AT
401 E PALACE AVE
SANTA FE NEW MEXICO

DATE
5-28-2025

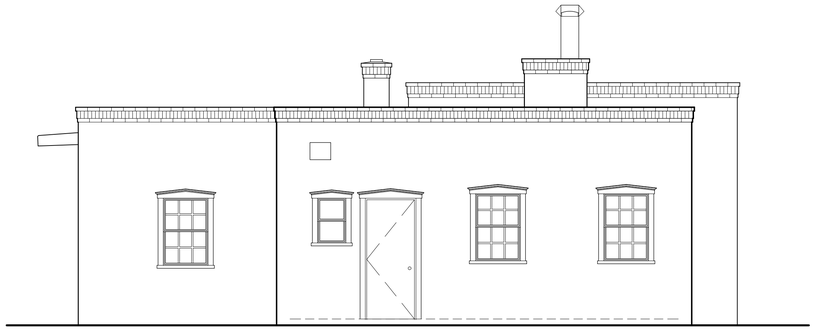
REVISIONS

No.	Description	Date

SHEET TITLE
EXISTING
ROOF PLAN

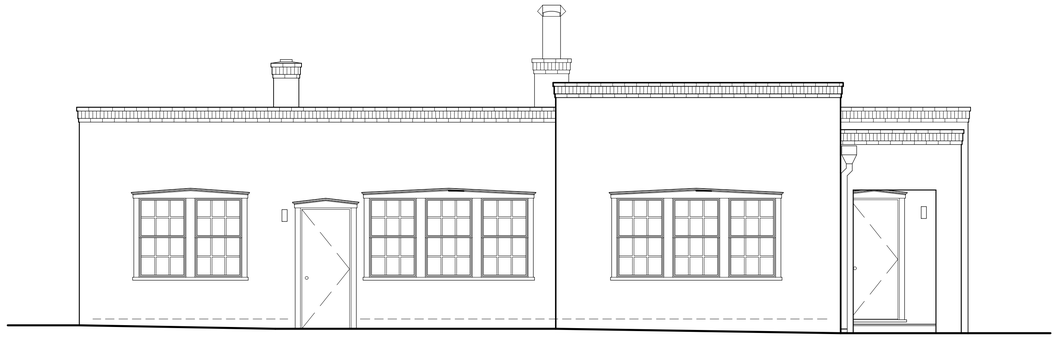
SHEET
A-2

SCALE
1/4" = 1'-0"



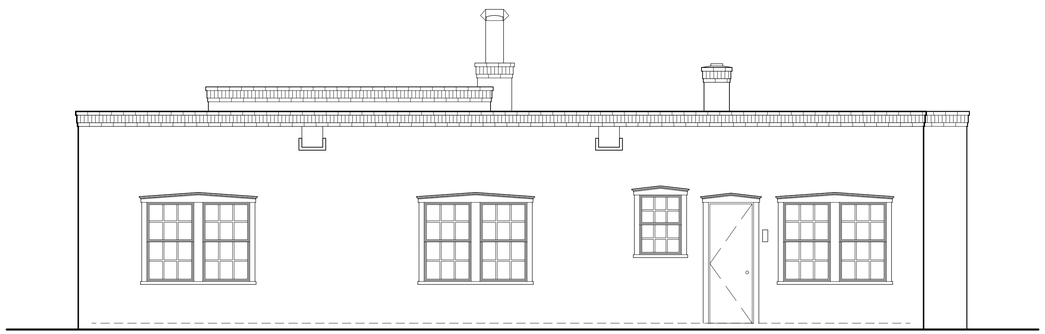
1 EXISTING NORTH ELEVATION

1/4"= 1'-0"



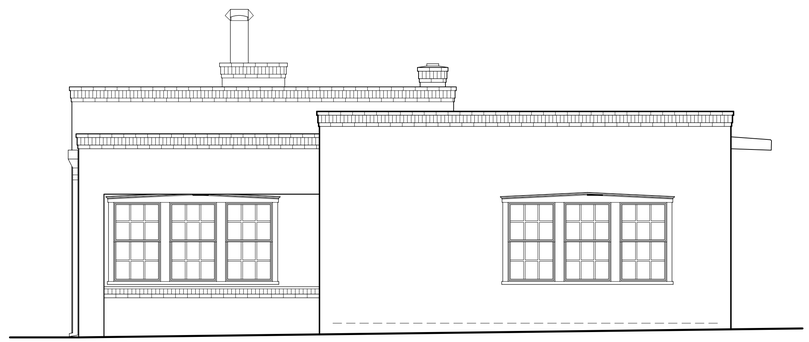
2 EXISTING WEST ELEVATION

1/4"= 1'-0"



3 EXISTING EAST ELEVATION

1/4"= 1'-0"



4 EXISTING SOUTH ELEVATION

1/4"= 1'-0"

ANDREW LYONS DESIGN
PO BOX 8858
SANTA FE
NEW MEXICO 87504

ph. 505 - 982 - 7999
andrew@andrewlyonsdesign.com

EXISTING RESIDENCE
AT
401 E PALACE AVE
SANTA FE NEW MEXICO

DATE
5-28-2025

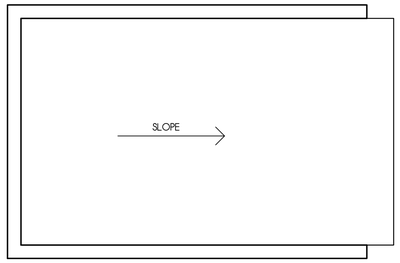
REVISIONS

No.	Description	Date

SHEET TITLE
EXISTING ELEVATIONS

SHEET
A-3

SCALE
1/4" = 1'-0"

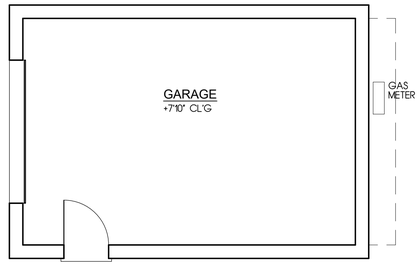


1 EXISTING ROOF PLAN

PLAN NORTH

1/4"= 1'-0"

0' 5' 10'

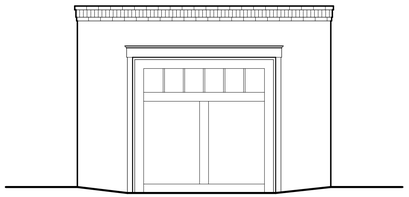


2 EXISTING FLOOR PLAN

PLAN NORTH

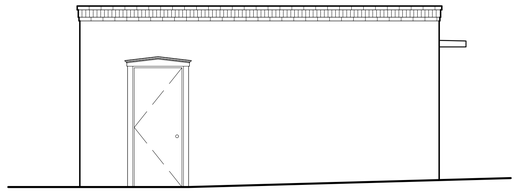
1/4"= 1'-0"

0' 5' 10'



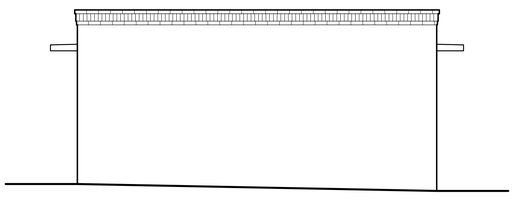
3 EXISTING WEST ELEVATION

1/4"= 1'-0"



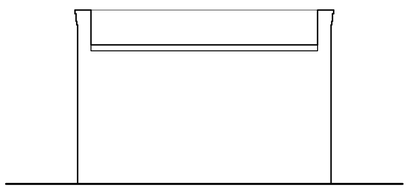
4 EXISTING SOUTH ELEVATION

1/4"= 1'-0"



3 EXISTING NORTH ELEVATION

1/4"= 1'-0"



4 EXISTING EAST ELEVATION

1/4"= 1'-0"

ANDREW LYONS DESIGN
PO BOX 8858
SANTA FE
NEW MEXICO 87504

ph: 505 - 982 - 7999
andrew@andrewlyonsdesign.com

EXISTING RESIDENCE
AT
401 E PALACE AVE
SANTA FE NEW MEXICO

DATE
5-28-2025

REVISIONS

No.	Description	Date

SHEET TITLE
EXISTING
DETACHED GARAGE
FLOOR AND ROOF
PLANS, ELEVATIONS

SHEET
A-4

SCALE
1/4" = 1'-0"

City of Santa Fe, New Mexico

memo

DATE: **July 8, 2025**

TO: **Historic Districts Review Board Members**

VIA: **Heather Lamboy, Planning & Land Use Department Director**
Maggie Moore, Assistant Land Use Director
Gary Moquino, Historic Preservation Division Manager

FROM: **Lani McCulley, Senior Planner, Historic Preservation Division**

2025-010664-HDRB, 619 W Alameda St., Westside-Guadalupe Historic District, non-contributing, Dura Build Construction, agent for Max Scott, owner, requests a historic status review with primary facade(s) designation, if applicable, for a residential structure.

REFERENCE ATTACHMENTS (Sequentially):

CITY SUBMITTALS	APPLICANT SUBMITTALS
____ **District Standards & yard wall & fence standards.**	__x__ **Proposal Letter**
__x__ **Historic Inventory Form**	__x__ **Site Plan/Floor Plan**
__x__ **Zoning Review Sheet**	__x__ **Elevations**
__x__ **Other**: [building and yard wall height calculations]	__x__ **Photographs**
	____ **Other:** [2025 HCPI]

STAFF RECOMMENDATION:

Staff recommends the historic status of the structure be upgraded to contributing with the south façade and the west façades (façades 3 and 4) as primary per 14-5.2(C) Designation of Significant, Contributing or Noncontributing Status Within Historic Districts. Staff also recommends a contributing status for the pen tile well to protect it per 14-5.2(C) Designation of Significant, Contributing or Noncontributing Status Within Historic Districts.

Sample motions:

a. In case 2025-010664-HDRB, for 619 West Alameda Street, upgrade the residential structure to contributing and designate the south façade (or other facades) as primary.
b. In case 2025-010664-HDRB, for 619 West Alameda Street, retain the residential structure as non-contributing.
c. In case 2025-010664-HDRB,for 619 West Alameda Street, status the pen tile well as contributing.
d. In case 2025-010664-HDRB, for 619 West Alameda Street, status the pen tile well as non-contributing

BACKGROUND & SUMMARY:

Streetscape and Context:
The property at 619 West Alameda is located across from the Santa Fe River Park, which is a passive recreational area with landscaping, picnic tables, and a walking path. The park is bounded on one side by the ten-foot drop to the riverbed and on the other side by Alameda Street. This parkway was developed for the visual enhancement of the nature of the site.

Across from the Santa Fe River is the residential sector of Alameda Street. The houses range in style, with the most prominent styles being Spanish Pueblo Revival and Vernacular in this area. Most of the residences are lower single-story buildings with an average height on the streetscape of 12’8”. The street is lined with low yard walls with an average height of 46” (3’10”). The yard walls are stuccoed concrete masonry units that are colored to match the corresponding building.



Figure 1: Location of Property.

Site Description:
The single-family residence at 619 W Alameda Street is listed as non-contributing to the Westside-Guadalupe Historic District. The Spanish Pueblo Revival structure is constructed of adobe and pentile. A rectangular wood-framed addition previously located on the north side of the structure collapsed in 2024. Aside from its foundation, all parts of this addition have been removed from the property. Additionally, there was a shed on the property, which was also removed in 2024.

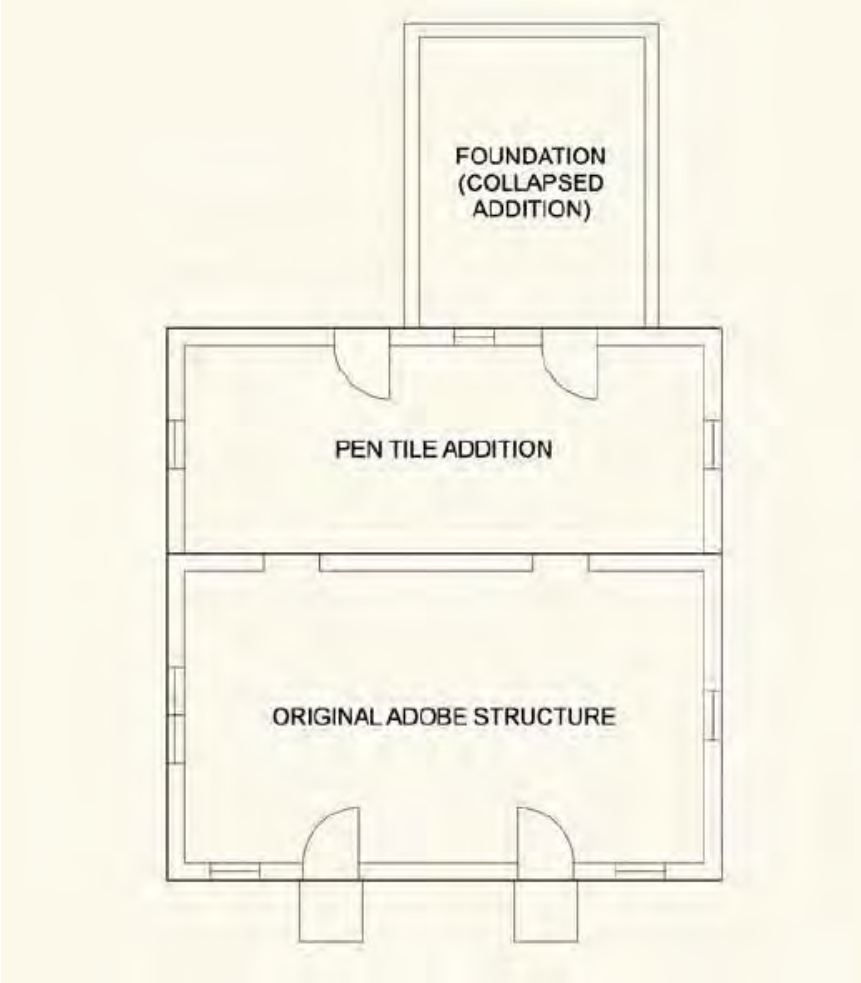


Figure 2: Residential Sections.

The adobe portion of the residence was constructed about 1943, with the pen tile addition being constructed by 1951. The wood-framed addition appears to have been constructed in 1975. There are viga ends at the exterior and interior of the adobe north and south walls, though the interior portion of the vigas appears to have been removed at some point. The north wall has projecting roof joists on the pen tile addition. All except one window are wood, double-hung hung single-glazed one-over-one windows. There are some wood screens, though not all windows have these screens. The two front doors on the south may be handmade wood, frame, and panel with a glazed flower petal design. The western rear door is a frame and panel, and the eastern rear door is a hollow-core wood door. All windows and doors are recessed, and the windows have projecting concrete windowsills. The two front doors have two small steps. Roof drainage is a single-sheet metal canale on the north elevation. The exterior walls are cement stucco on chicken wire with

paint on the stucco. The property holds a front wire fence with a wire gate, a side chain link fence, short cast concrete posts, a couple of wood posts, and possible remains of a stone boundary. The residence is typical of the streetscape.


Figure 3: South Façade of Residence.

There is also a pentile-lined well on the west side of the property. Its origin and details are not available, but given that it is of pen tile, it was most likely constructed at the time of the pen tile addition in 1951. The 1950s saw a significant increase in well drilling in part because the state allowed farmers to transition from dryland farming to more water-intensive crops like alfalfa, corn, and cotton, transforming the agricultural landscape. The state further allowed homeowners to drill and use a certain amount of water annually. This well may be a part of this step forward in water usage.

There are no cases on record for the property in the Historic Preservation Division files.

APPLICANT'S REQUEST:

The applicant requests:

1) Status review with primary façade designation, if applicable, of residential structure.

The southern portion of the window holds the greatest historic integrity of the building, with the adobe construction, viga ends, double front doors with corresponding windows, inset windows and doors, and concrete windowsills. The front doors are handmade front doors. The west façade shows the growth of the building from adobe to the pen tile addition and holds historic inset wood windows with concrete sills. The pen tile well is most likely from the 1950s and is unique to the Alameda streetscape.

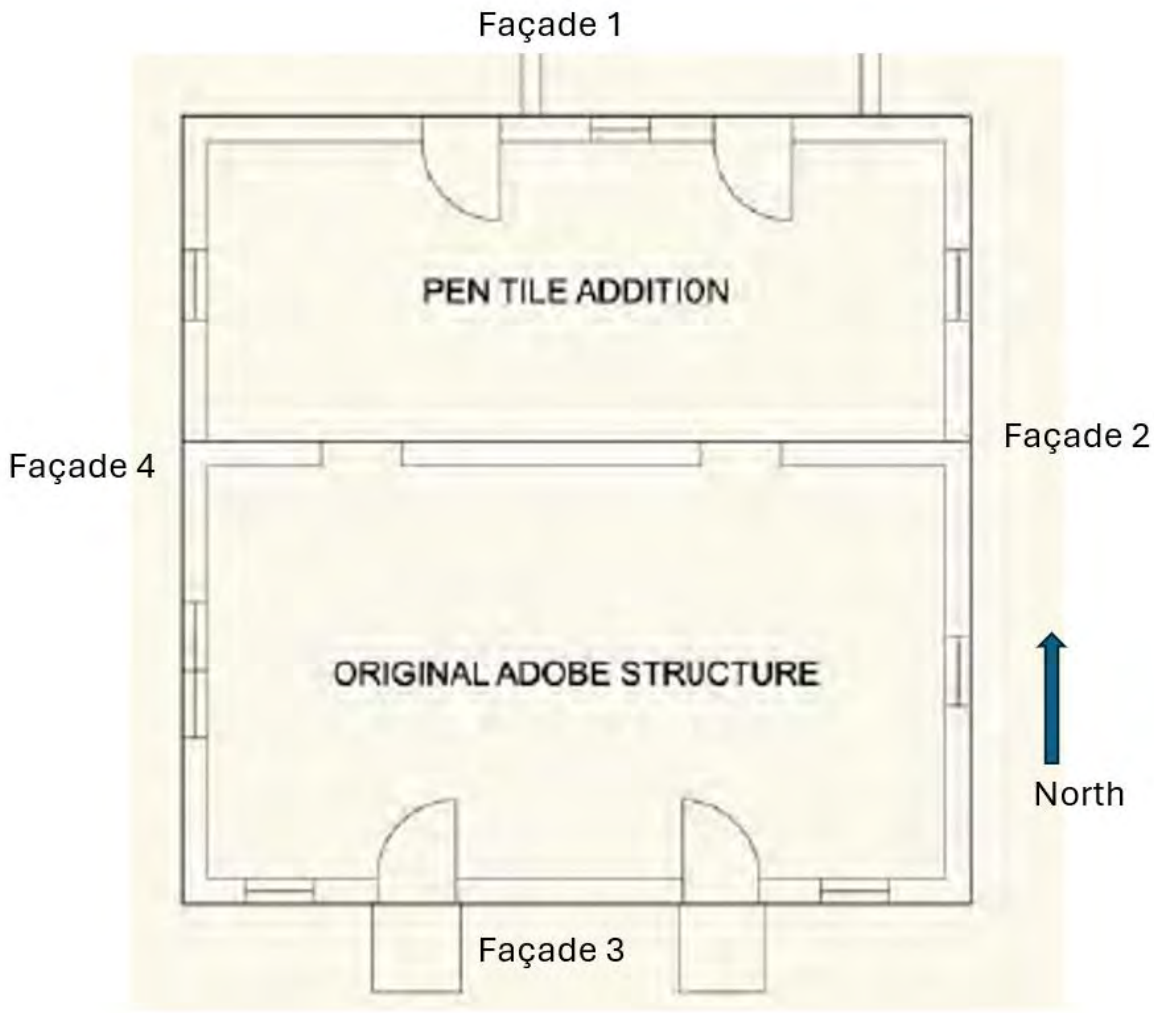


Figure 4: Façade Diagram

RELEVANT CODE CITATIONS:

14-5.2 HISTORIC DISTRICTS

(A) **General Provisions**

(1) General Purpose

In order to promote the economic, cultural, and general welfare of the people of the *city* and to ensure the harmonious, orderly and efficient growth and *development* of the *city* , it is deemed essential by the *governing body* that the qualities relating to the history of Santa Fe, and a harmonious outward appearance, which preserve *property* values and attract tourists and residents alike, be preserved, some of these qualities being:

(a) The continued existence and *preservation* of historical areas and *buildings*;

(b) The continued construction of *buildings* in the historic styles; and

(c) A general harmony as to style, form, color, height, proportion, texture and material between *buildings* of historic design and those of more modern design.

(C) **Regulation of Significant and Contributing Structures in the Historic Districts**

(Ord. No. 2004-26)

(1) Purpose and Intent

It is intended that:

(a) Each *structure* to be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical *development*, such as the addition of conjectural features or architectural elements from other *buildings*, shall not be undertaken;

(b) Changes to *structures* that have acquired historic *significance* in their own right shall be retained and preserved, recognizing that most *structures* change over time;

(c) Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a *structure* be preserved; and

(d) New additions and related or adjacent new construction be undertaken in such a manner that if removed in the future, the original form and integrity of the historic *property* and its environment would be unimpaired.

(2) Designation of Significant, Contributing, or Noncontributing Status within Historic Districts

(a) Status Designation

Structures within historic districts may be designated a status of "significant," "contributing," or "noncontributing" based upon the definitions of these terms in Article 14-12. Staff shall maintain a record as to the current status of *structures* located in the Historic Districts.

(b) Board Authority to Review Status Designation

(i) The Board is authorized to change the status of a *structure* or to designate a status for a *structure* with no status designated.

(ii) A change in status or the designation of a status shall be based upon an evaluation of data provided through survey or other relevant sources of information and the definitions of "significant," "contributing," or "noncontributing."

(e) Appeals (Ord. No. 2009-42 § 16)

Decisions made by the historic districts review board may be appealed to the *governing body* as set forth in Section 14-3.17.

(f) Restoration of Status

If a *property owner* makes changes to a *structure* without the proper *city* approvals which result in the lowering of the *structure's* status, staff or the board may require the *property owner* to restore the *structure* such that its former status is restored.

(4) Compliance with General and Specific Design Standards Required

All *development* located within the historic districts and subject to this Section 14-5.2 shall comply with all applicable general *development* standards set forth in Subsection 14-5.2(D), as well as any applicable specific *development* standards set forth in Subsections 14-5.2(E) through (I).

14-12 Significant Structure:
A structure located in a historic district that is approximately fifty years old or older, and that embodies distinctive characteristics of a type, period or method of construction. For a structure to be designated as significant, it must retain a high level of historic integrity. A structure may be designated as significant:

(A) for its association with events or persons that are important on a local, regional, national or global level; or

(B) if it is listed on or is eligible to be listed on the State Register of Cultural Properties or the National Register of Historic Places.

14-12 Contributing Structure:
A structure, located in a historic district, approximately fifty years old or older that helps to establish and maintain the character of that historic district. Although a contributing structure is not unique in itself, it adds to the historic associations or historic architectural design qualities that are significant for a district. The contributing structure may have had minor alterations, but its integrity remains.

14-12 Noncontributing Structure:
A structure, located in an H district, that is less than fifty years old or that does not exhibit sufficient historic integrity to establish and maintain the character of the H District.

14-12 Primary Façade:
One or more principal faces or elevations of a building with features that define the character of the building's architecture.

14-12 Historic Compound
An identifiable grouping of historic resources, including buildings, structures and landscaping elements, as described in Section 14-5.2(K)(2)(a). Historic compounds may be comprised of more than one lot.

(I) **Westside-Guadalupe Historic District**

(1) District Standards

Compliance with the following structural standards shall occur whenever those exterior features of *buildings* and other *structures* subject to public view from any public *street*, way, or other public place are erected, altered, or demolished:

(a) Slump block, stucco, brick, or stone shall be used as exterior *wall* materials. Wood and other materials may be used for details. Aluminum siding, metal panels, mirrored glass, and unstuccoed concrete block or unstuccoed concrete shall not be used as exterior *wall* materials;

(b) The color of stuccoed *buildings* shall predominantly be in browns, tans, local earth tones and soft pastels. Surfaces of stone or brick shall be in the natural color. Entryways, and *portales* or *porches* may be emphasized by the use of white or other colors. Painting of *buildings* with a color that causes arresting or spectacular effects or with bold repetitive patterns or using *buildings* as signs is prohibited. Murals, however, are permitted and may be referred to the *city* arts board for an advisory recommendation;

(c) Roof form, *slope*, and shape. It is intended that *buildings* be designed to be "wall dominated". "Wall dominated" means that the *building's* geometry is more defined by *walls* than by roofs. *Buildings* with flat, gabled, shed, or *hipped roofs* can be designed as "wall dominated" solutions and are allowed. The height of the roof above the *wall* shall be no greater than the height of the *wall*. Folded plate, hyperbolic or mansard roofs are not allowed;

(d) The use of solar and other energy collecting and conserving strategies is encouraged. The use of large glazed areas on south facing *walls* for trombe *walls* or other solar collectors, direct gain, or other energy collecting purposes is allowed. When in view from any public *street*, way, or other public place, solar equipment shall be screened as follows:

(i) raising the parapet;

(ii) setting back from the edge of the roof;

(iii) framing the collector with wood;

(iv) in the case of pitched roofs, by integrating the collector into the pitch;

(v) in the case of ground solar collectors by a *wall* or vegetation;

(vi) in the case of *wall* collectors, by enclosing by end or other *walls*;

(vii) other means that screen the collector or integrate it into the overall *structure*. Non-glare materials shall be used in solar collectors.

(e) Mechanical, electrical, telephone equipment, microwave satellite receiving dishes, and other obtrusive equipment shall be architecturally screened with opaque materials by raising the parapet, boxing in the equipment, or other appropriate means. The equipment shall be of a low profile to minimize the *screening* problems;

(f) *Walls* and fences shall be of brick, *adobe*, masonry, rock, wood, coyote fencing, or similar materials. Wrought iron fences and slump block *walls* are allowed. *Walls* of unstuccoed concrete block, unstuccoed concrete, chain-link, metal wire, or similar materials are prohibited, except where the *wall* or fence is not in the *street* frontage;

(g) *Greenhouses*

(h) Attached *greenhouses* that front on the *street* shall give the appearance of being integrated into the *structure* of the *building* or of being a substantive addition rather than having a lean-to effect. The use of corrugated fiberglass or rolled plastic for the external surface of attached or freestanding *greenhouses* that front on the *street* is prohibited. *Greenhouses* with slanting sides shall be bracketed at the ends and

that *greenhouses* made from enclosed *porches* or *portales* maintain the shape of the *porch* or *portal*;

(i) *Porches* and *portales* are encouraged;

(j) When parking spaces are required for commercial or multi-family *residential buildings*, they shall be placed to the rear or side of the building.

(2) Walls; Fences; Solar Collectors; Administration

Applications for erection, alteration, or demolition of *walls*, fences, and solar collectors and required submittals shall be reviewed by the planning and land use department. Approval, disapproval or referral shall be indicated by the division on the *application* for the building *permit* and on each of the required submittals, all of which shall be signed by the division staff assigned to the review. The division shall report approvals, disapprovals, and referrals to the board at its next regular meeting as an informational item. (Ord. No. 2007-45 § 30; Ord. #2020-22, § 16)

H323

6/24/85 HMW SF 05161326

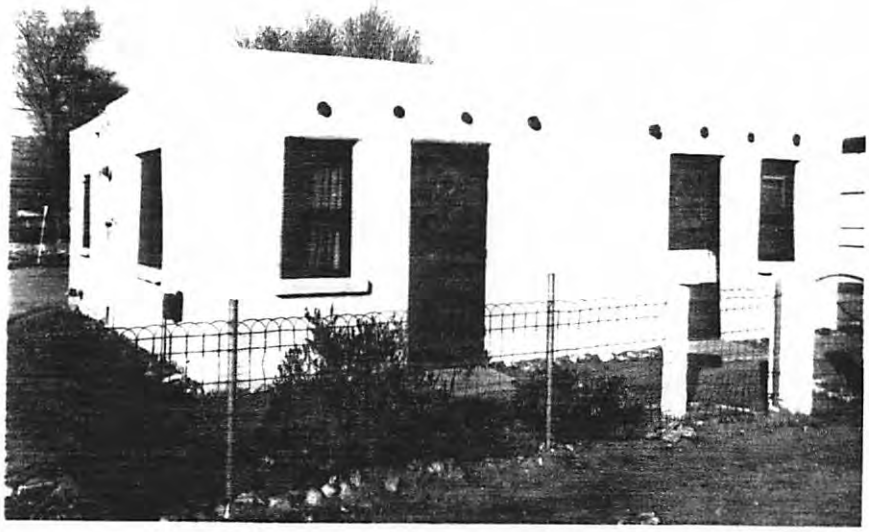
SFHD 7 26

619 W. ALAMEDA

SF

—

SL SFHD 7 22



style

wall material surface

architectural features

comments

P

SF DIR; NEIGHBOR

condition

excellent good

fair deteriorated

degree of remodeling

minor moderate major

describe:

surroundings

RES.

relationship to surroundings

similar ✓ not similar

district potential

yes no

significance

eligible of ✓ interest

if eligible, why?

associated buildings? yes

what type?

if inventoried, list 10 nos.

yes

621 West Alameda Height Calculation

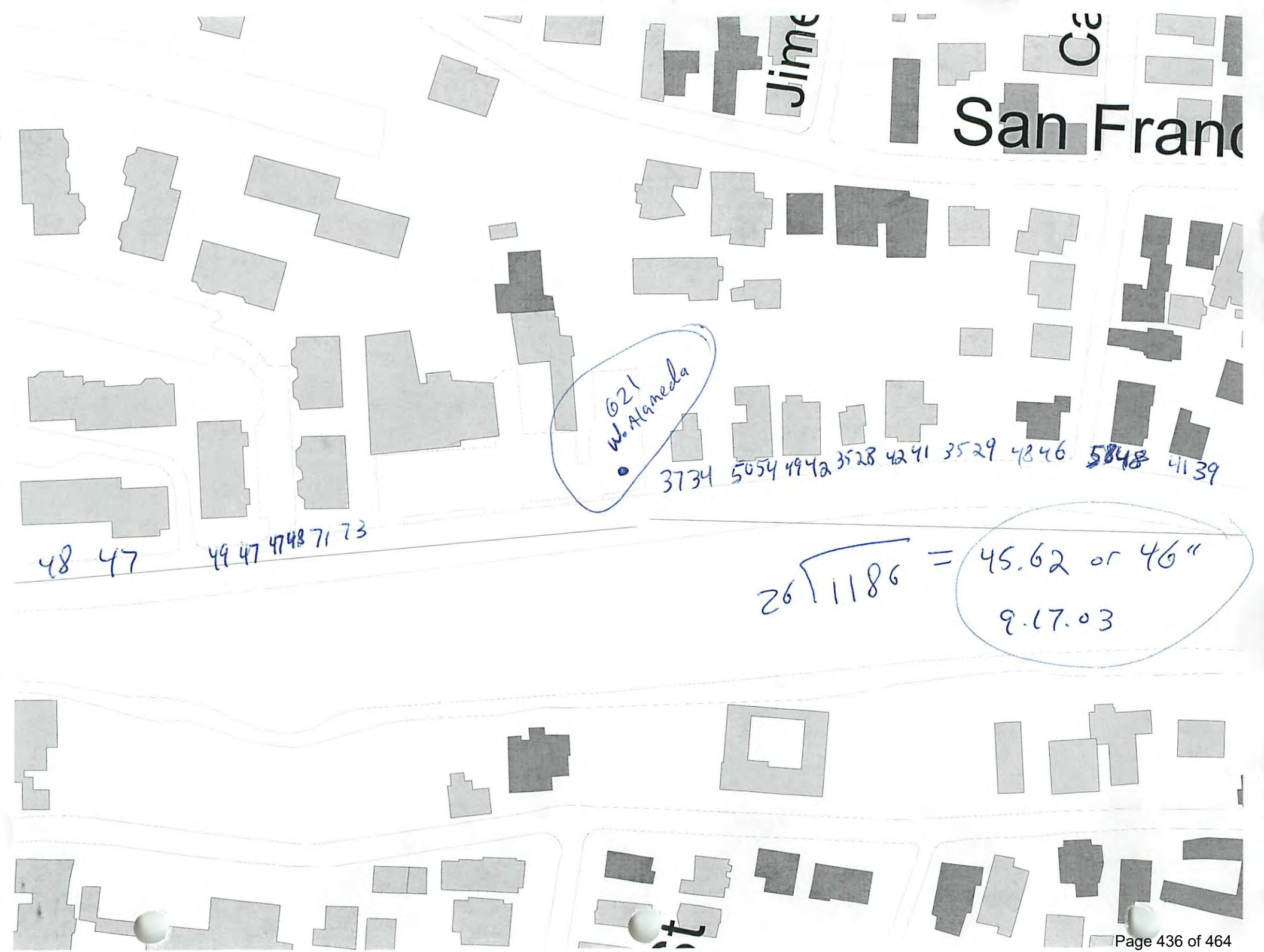


Total: 164.20
Count: 13
Average: 12.63
Maximum Allowable Height: 14' 8"

DAR
9.16.03

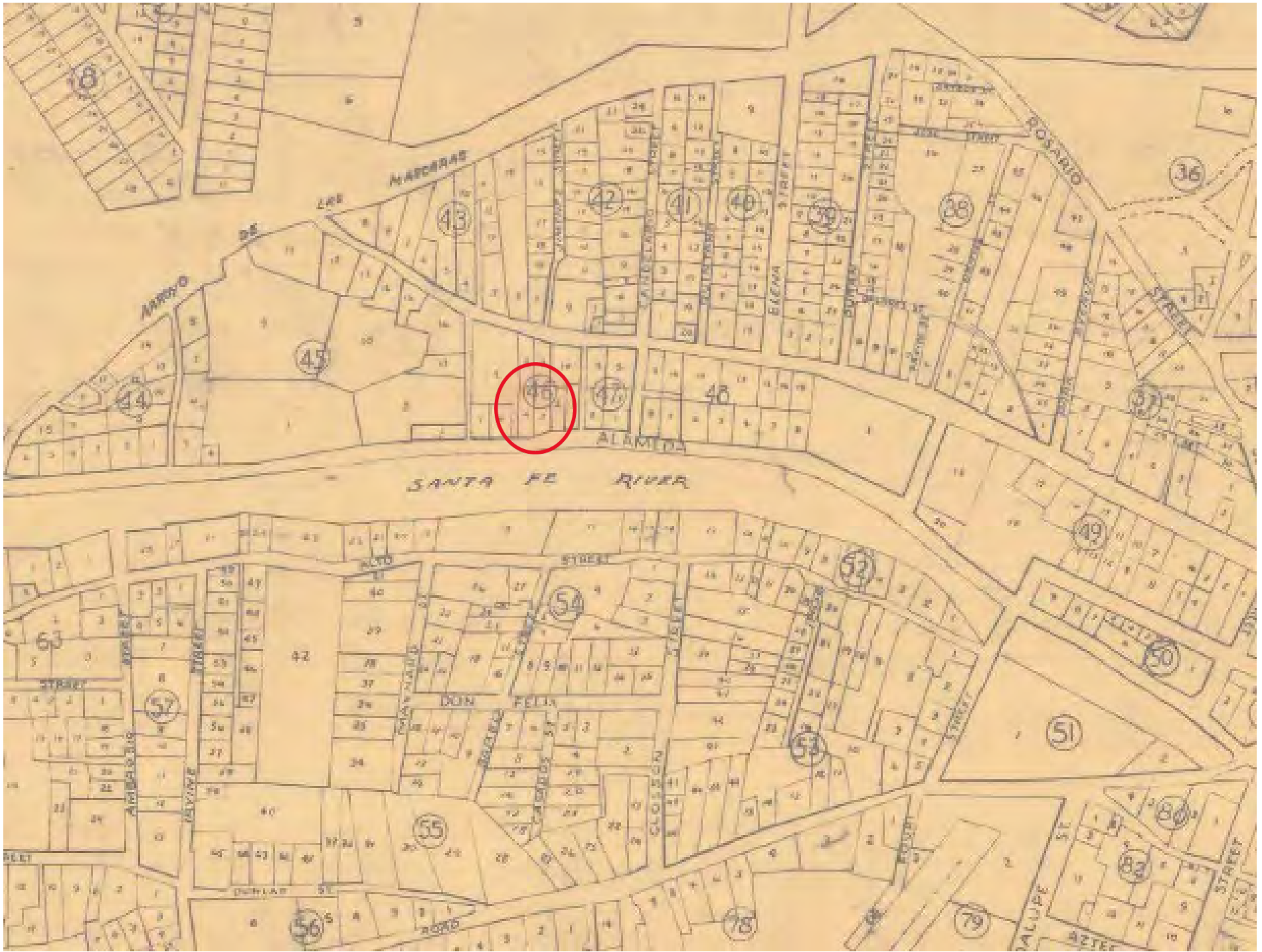
Text **Arcvw**
Building rooflines
C
L
N
NA
NON
NR
S
Sfparcll.shp
Hdist.shp

N
W
E
S


San Franc
621 W. Alameda
3734 5054 4942 3528 4241 3529 4846 5848 4139
48 47 49 47 4748 71 73
26 | 1186 = 45.62 or 46"
9.17.03



1951
Aerial



1957
Scanlon



1975 Map



8.7.2018



10.5.2019



4.17.2020



6.20.2021



7.13.2022



6.21.2023



6.1.2024



2007

2014





2018



2021



2022

2023





2024

Date: May 29, 2025

To: Historic Design Review Board
Historic Preservation Division
Planning and Land Use Department
City of Santa Fe, NM

Attn: Lani McCulley, Planner Senior
Historic Preservation Division

From: Scott Irving, Designer/Builder
Scott Irving Designs, LLC
2504 Camino Alfredo
Santa Fe, NM 87505

Re: Request for Status Review of the existing adobe structure @ 619 West Alameda, Santa Fe, NM 87501.

The owner of the existing adobe residence at 619 West Alameda, Santa Fe, New Mexico, Max Scott, would like to request a status review of the property's improvements.

Mr. Scott has had Historic Cultural Properties Inventory (HCPI) Base Form (FORM 1) and Detail Form (FORM 2) completed by City of Santa Fe approved Architectural Historian, Mark Mortier. These forms are included with this request for status review.

Thank you for the consideration of this matter.

Sincerely,

Scott Irving
Scott Irving Design, LLC

Historic Cultural Properties Inventory (HCPI) Base Form (FORM 1)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only:
HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D

1. Name of property: 619 West Alameda	2. Location: 619 West Alameda, Santa Fe, NM	3. Local Reference Number: Santa Fe ID #: 4. County: Santa Fe Parcel #12129408

5. Property Type: Small single family residential structure on small city lot.

6. Date of Survey: May 6, 2025, May 12, 2025

7. Previous Survey Date(s): N/A

8. Name of Project: HDRB Status Review

9. Lat/Long: 35.689134, -105.950314



10. Photo Information: May 12, 2025 View: Looking northeast from sidewalk

11. Brief Description of the Property: This building is located in the City of Santa Fe, on a small city lot on West Alameda, in the Westside-Guadalupe Historic District. Early documentation on the property is scarce. Reportedly, the house was built in 1943, but no actual documentation of this exists. The building is a small, simple, low Pueblo Revival style structure, with a flat roof. It is approximately square, measuring about 26-1/2 feet in either direction. The exterior walls are constructed of adobe and pen tile. The setback, size, scale, style, and detailing of the building is somewhat typical of other buildings on the street. A small rectangular wood framed addition had been added to the north side of the building, but it collapsed in late 2024 or early 2025. All that remains of this addition is the foundation.

Note: A detailed description of the property, and more documentation is included in the continuation sheets at the end of this document, beginning on page 5.

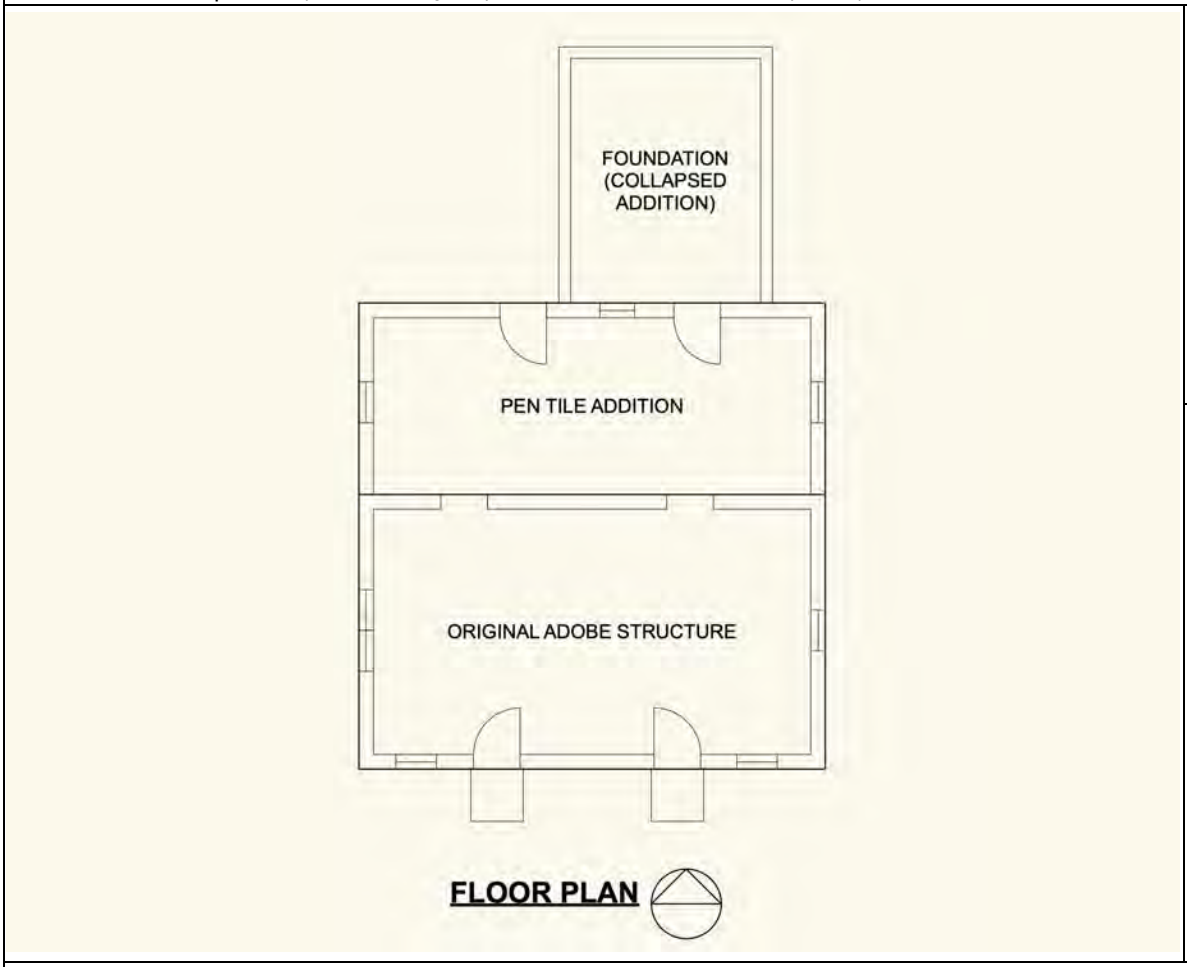
12. Who uses the property? Unused

13. Construction Date: 1940's
__Known _X_ Estimated
Source: MLS Listing, Property Recs (propertyrecs.com), Santa Fe County Clerk/Register of Deeds, City of Santa Fe GIS website, UNM Earth Data Analysis Center

14. Setting:
__Suburban __Rural __Village _X_ Urban If Urban: __Commercial __Industrial _X_ Residential __Public

15. Relationship to Surroundings: _X_ Similar __Dissimilar
Comments: N/A

16. Additional Perspective: (Photos, drawing, footprint, etc., indicate north arrow when possible)



17. Surveyor:

Mark L Mortier – Architect
1936 Cerros Colorados
Santa Fe, NM. 87501

505-231-5989
marklmortier@gmail.com

18. Owner: Maxfield Scott, Santa Fe, NM:

19. Is Property Endangered? __Unknown __No _X_ Yes How? Very weathered and deteriorated, vandalized, bottom of foundation is exposed, interior has been partially gutted, a portion of building has collapsed.

20. Significance to Current Community: _X_ Unknown __None __Low __Moderate __High
Describe: Unknown

21. Other Significance or Information of Interest (such as historical, legendary, structural, former ownership, etc.): The setback, size, scale, style, and detailing of the building is somewhat typical of other buildings on the street.

22. National or State Register:

Is this property individually listed on a historic register? __Unknown _X_ No __Yes
If yes: __State__National
If 'no' or unknown, do you think this property is eligible for listing? _X_ No __Yes
Why? Unknown significance

23. National or State Historic District: City of Santa Fe

Is this property in a historic district? __Unknown __No _X_ Yes

If yes: __Significant ___Contributing _X_ Non-contributing

If 'yes', what is the name of the district? __State __National _X_ City of Santa Fe, Westside-Guadalupe Historic District

24. Supplemental Forms:
__None _X_ HCPI Detail Form (FORM 2) _X_ Continuation Sheets, # pages: 13

Historic Cultural Properties Inventory (HCPI) Detail Form (FORM 2)

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: *Please complete HCPI FORM 1 before completing FORM 2*
HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D

1. Name of property: 619 West Alameda	2. Location: 619 West Alameda, Santa Fe, NM	3. Local Reference Number: Santa Fe ID #
		4. County: Santa Fe Parcel #12129408
		5. Date of Survey: May 6, 2025, and May 12, 2025

ARCHITECTURAL AND CONSTRUCTION DETAILS:

6. Visible Construction Material:	7. Number of Stories: 1
Exterior - Poured concrete foundations, adobe walls, pen tile walls, cement stucco, asphalt or modified bitumen built-up roof. Wood doors and windows. Interior - Wood joist floor structure, with wood flooring, Wood joist ceiling/roof structure, with wood decking, gypsum plastered walls. Note: Viga ends visible at front facade, as well as cut off stubs inside of the front portion of the building. Projecting roof/ceiling joists at rear façade. One modern sheet metal canale at rear, can see where two other canales were closed off for wood framed addition.	8. Foundation: Shallow, board formed poured concrete foundation at portion of building still standing, top approximately level with grade, no footing; grout filled concrete block, on spread footing, at collapsed addition. 9. Roof: Nominally flat roof, covered with modern asphalt or modified bitumen built-up roof, with mineral surfaced cap sheet, running over top of parapet.

10. Windows: Wood double hung type, single glazed, 1 light over 1 light. Simple wood frames with parting bead and applied stop. No counterbalances or weights - may have had pins to hold them open. Paint finish. Some windows have crude wood screens. Cast concrete sills. Also one square window opening on rear of building, window has been removed.	11. Doors: Front doors, frame and panel type with glazed flower petal design near top. May be hand made. May not be original. Stained finish. Simple painted wood frames, have been modified for doors. West rear door manufactured wood frame and panel door, with three horizontal panels and 4 light glazed panel. Wood frame. All painted. East rear door, modern hollow core door in crude wood frame.
12. Chimneys: None.	13. Porches: None. Small poured concrete stoops at front doors.

14. Other Significant Features: None

15. Modifications: the building appears to have been built in three phases - first an original rectangular adobe walled portion located towards the front of property, then a rectangular "pen tile" addition on the back side of original portion, and finally a small addition on the back side of the pen tile addition. This last addition has collapsed, and only the foundation remains. Wood front doors appear to have been replaced.

(Continued from other side)

16. Primary Architectural Style: Spanish Pueblo Revival

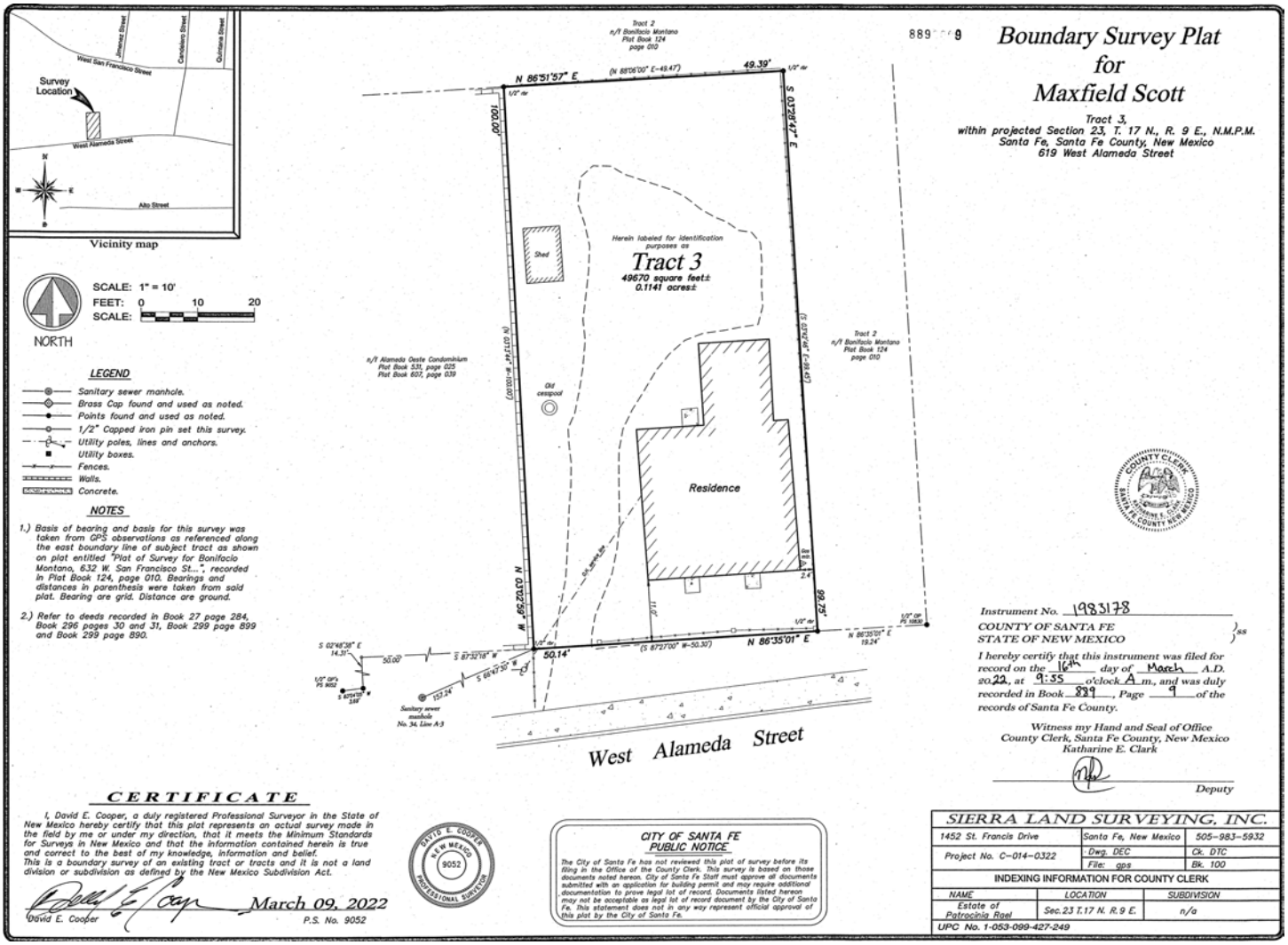
17. Documents Available and Their Locations: Property Report - Property Recs (propertyrecs.com), Deeds and Plats - Santa Fe County Clerk/Register of Deeds, Aerial Photos, Map of Contributing Structures - City of Santa Fe GIS website, Aerial Photos - UNM Earth Data Analysis Center, Aerial Photos – Google Maps, Copies of MLS Listing - Owner.

SITE:

18. Attached or Associated Properties: None

Are associated properties eligible for listing: Not applicable

19.Site Plan:



Historic Cultural Properties Inventory (HCPI) Continuation Sheet

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: 619 West Alameda	2. Location: 619 West Alameda, Santa Fe, NM	3. Local Reference Number: Santa Fe ID #
		4. County: Santa Fe Parcel #12129408
		5. Date of Survey: May 6, 2025, May 12, 2025

This building is located in the City of Santa Fe, on a small residential lot on West Alameda, in the Westside-Guadalupe Historic District. Early documentation on the property is scarce. Reportedly, the house was built in 1943, but no actual documentation of this exists. The earliest recorded deed for the property appears to be from 1945, conveying a 50-foot by 100-foot lot from a husband and wife living in Pilar, to a single owner in Santa Fe.

The building is a small, simple, low Pueblo Revival style structure, with a flat roof. It is approximately square, measuring about 26-1/2 feet in either direction. The setback, size, scale, style, and detailing of the building is somewhat typical of other older buildings on the street. A small rectangular wood framed addition had been added to the north side of the building, but it collapsed in late 2024 or early 2025. All that remains of this addition is the foundation.

The standing portion of the building appears to have been constructed in two phases – an original rectangular building on the front (south), and a full width rectangular addition on the back (north). A seam is visible on the side walls of the building, as well as a small step in the parapet height, where this addition joins the original building. The front half of the building, including the former north exterior wall, that now divides the two halves, was built with adobe blocks, on a shallow board formed poured concrete foundation, that was built without footings. The back half of the building was built with “pen tile,” also on a shallow board formed poured concrete foundation, built without footings. Both portions of the building have a flat roof/ceiling, framed with wood joists, and decked with wood boards. The roof appears continuous from above. Both halves have wood floor joists, over a shallow cavity, and were covered with wood flooring. The interior has been partially gutted.

Aerial photography, documenting the property, was obtained from the City of Santa Fe, the UNM Earth Data Analysis Center, and Google Maps. The earliest image, dated 1935, is too low resolution to be useful. A 1948 image is also low resolution, but appears to show a building on the property. However, its shape cannot be discerned. An image from 1951 clearly shows a building, which appears to be a square, suggesting the pen tile addition had been constructed by this time. The building footprint does not change in several photos from the 1960’s. The wood framed addition first shows up in a 1975 photo, and remains there in photos up to and including a dated May of 2023.

The exterior walls are covered with two layers of cement stucco, on chicken wire, which has been covered with a coat of thick paint or synthetic stucco. Each stucco layer has a visible cementitious color coat. An orange toned cementitious color coat, popular in the 1950’s and 1960’s, is seen just under the exterior coating, and a white cementitious finish coat is seen under that layer of stucco, on top of the base layer. The base layer of stucco has been applied directly to the substrate, without any building paper or other moisture barrier.

There are small, short projecting viga ends visible on the front façade of the building, which may be the remains of an original viga roof/ceiling structure for the front portion of the building. The stubs of the vigas can be seen on the interior of the front wall, and both sides of the rear wall of the original building, suggesting that the vigas have been cut off at the interior surface of the walls and removed. The rear façade has projecting roof/ceiling joists.

The roof appears to be covered with modern, mineral surfaced, asphalt or modified bitumen built up roofing, which has been run up and over the tops of the parapets. There is one modern sheet metal canale at the rear, you can see where two other canales were closed off for construction of the wood framed addition.

Historic Cultural Properties Inventory (HCPI) Continuation Sheet

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: 619 West Alameda	2. Location: 619 West Alameda, Santa Fe, NM	3. Local Reference Number: Santa Fe ID #
		4. County: Santa Fe Parcel #12129408
		5. Date of Survey: May 6, 2025, May 12, 2025

All but one of the windows are wood, double hung type, single glazed, 1 light over 1 light. They are simply constructed with wood frames, and sashes held in place by an applied parting bead and applied stops, which form the tracks. They are not counter balanced or weighted, and may have had pins that were used to hold them open. Some of the windows have crude wood screens. The windows have a paint finish, and they appear to be original. The windows have cast concrete sills, and are recessed several inches into the walls, with a curved stucco reveal.

There is also a small square opening in the north wall, recessed similar to the double hung windows, with a painted wood frame, which appears to have been a wood window. The window appears to have been removed, and the opening is covered with wood framed window screening on the exterior, and what appears to be gypsum board on the interior. (This may be the back side of the bath tub surround. It is not weather proof, but was enclosed in the wood framed addition, until the addition collapsed.)

The two front windows, as well as the two windows on the east facade of the building, measure approximately 24-inches by 47-inches. Two of these same windows are mulled together on the south portion of the west façade to create a double unit. Another window on the north portion of the west façade measures approximately 30-inches by 45-inches.

The two front doors are wood, frame and panel type, with a glazed flower petal design. They do not appear to be original, and may be hand made. They appear to have been stained and sealed. There have simply constructed wood frames, with applied stops, a screen mortise, and wood sills, which appear to be set directly on the foundation. The frames are recessed several inches into the walls, with a curved stucco reveal. The frames have been crudely modified to accept the doors, and have a paint finish. The doors have modern latches and deadbolts, modern metal thresholds, and there are screen door hinges on the frames.

The western rear door, is a manufactured frame and panel door, with a 3 horizontal panels, and a glazed, 4 light panel in the top. The wood frame and sill are similar to the front doors, with provisions for a screen door. The frame is recessed several inches into the walls, with a curved stucco reveal. The door and frame have a paint finish. This door may be original. It has modern hardware, and a metal sill.

Another door is visible at the rear – on the east side. This door was installed to provide access into the rear addition. This door is a modern hollow core wood door, in a crude wood frame, that is set in a rough opening that was cut into the pen tile.

The building has electrical service, phone service, city water and sewer, and natural gas service, although none of these services are connected or in use.

On site features at the front of the property include the remains of a chain link fence, a couple of short cast concrete posts – which may be from an old fence, a couple of wood posts, and possible remains of a stone landscape border. There is a chain link fence along the east and north boundary of the property. The west boundary is closed off by walls on the adjacent property. There are two small poured concrete stoops outside of the two front doors.

There is also what appears to be an old pen tile lined well, on the west side of the property. Note that the survey shows a shed along the rear of the west boundary of the property. This shed no longer exists.

Historic Cultural Properties Inventory (HCPI) Continuation Sheet

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: 619 West Alameda	2. Location: 619 West Alameda, Santa Fe, NM	3. Local Reference Number: Santa Fe ID #
		4. County: Santa Fe Parcel #12129408
		5. Date of Survey: May 6, 2025, May 12, 2025



View from street – looking northeast - May 2025



South façade – looking north – May 2025

Historic Cultural Properties Inventory (HCPI) Continuation Sheet

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: 619 West Alameda	2. Location: 619 West Alameda, Santa Fe, NM	3. Local Reference Number: Santa Fe ID #
		4. County: Santa Fe Parcel #12129408
		5. Date of Survey: May 6, 2025, May 12, 2025



Southwest corner – looking northeast – May 2025



West façade – looking east – May 2025

Historic Cultural Properties Inventory (HCPI) Continuation Sheet

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: 619 West Alameda	2. Location: 619 West Alameda, Santa Fe, NM	3. Local Reference Number: Santa Fe ID #
		4. County: Santa Fe Parcel #12129408
		5. Date of Survey: May 6, 2025, May 12, 2025



Northwest corner – looking southeast – May 2025



North façade – looking south – May 2025

Historic Cultural Properties Inventory (HCPI) Continuation Sheet

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: 619 West Alameda	2. Location: 619 West Alameda, Santa Fe, NM	3. Local Reference Number: Santa Fe ID #
		4. County: Santa Fe Parcel #12129408
		5. Date of Survey: May 6, 2025, May 12, 2025



Northwest corner – looking north – May 2025



East façade – looking west – May 2025

Historic Cultural Properties Inventory (HCPI) Continuation Sheet

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: 619 West Alameda	2. Location: 619 West Alameda, Santa Fe, NM	3. Local Reference Number: Santa Fe ID #
		4. County: Santa Fe Parcel #12129408
		5. Date of Survey: May 6, 2025, May 12, 2025



Southeast corner– looking northwest – May 2025

Historic Cultural Properties Inventory (HCPI) Continuation Sheet

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: 619 West Alameda	2. Location: 619 West Alameda, Santa Fe, NM	3. Local Reference Number: Santa Fe ID #
		4. County: Santa Fe Parcel #12129408
		5. Date of Survey: May 6, 2025, May 12, 2025



Wood framed addition – pre collapse - 2023



Wood framed addition – pre collapse - 2023

Historic Cultural Properties Inventory (HCPI) Continuation Sheet

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: 619 West Alameda	2. Location: 619 West Alameda, Santa Fe, NM	3. Local Reference Number: Santa Fe ID #
		4. County: Santa Fe Parcel #12129408
		5. Date of Survey: May 6, 2025, May 12, 2025



Aerial view – 1948 – appears to show a building on the property

Historic Cultural Properties Inventory (HCPI) Continuation Sheet

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: 619 West Alameda	2. Location: 619 West Alameda, Santa Fe, NM	3. Local Reference Number: Santa Fe ID #
		4. County: Santa Fe Parcel #12129408
		5. Date of Survey: May 6, 2025, May 12, 2025



Aerial view – 1951 – appears to show a square building

Historic Cultural Properties Inventory (HCPI) Continuation Sheet

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: 619 West Alameda	2. Location: 619 West Alameda, Santa Fe, NM	3. Local Reference Number: Santa Fe ID #
		4. County: Santa Fe Parcel #12129408
		5. Date of Survey: May 6, 2025, May 12, 2025



Aerial view – 1967 – clearly shows a square building

Historic Cultural Properties Inventory (HCPI) Continuation Sheet

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: 619 West Alameda	2. Location: 619 West Alameda, Santa Fe, NM	3. Local Reference Number: Santa Fe ID #
		4. County: Santa Fe Parcel #12129408
		5. Date of Survey: May 6, 2025, May 12, 2025



Aerial view – 1975 – clearly shows the third addition

Historic Cultural Properties Inventory (HCPI) Continuation Sheet

Historic Preservation Division, New Mexico Department of Cultural Affairs

For HPD Office use only: HCPI No._____ District No._____ ___NRHP ___SRCP Criteria __A __B __C __D		
1. Name of property: 619 West Alameda	2. Location: 619 West Alameda, Santa Fe, NM	3. Local Reference Number: Santa Fe ID #
		4. County: Santa Fe Parcel #12129408
		5. Date of Survey: May 6, 2025, May 12, 2025



Aerial View - 2023