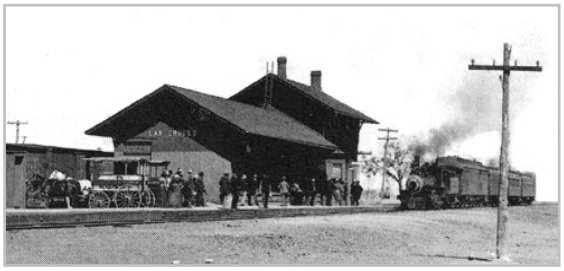
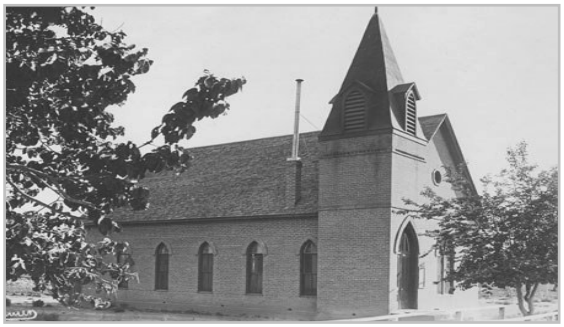


Alameda Depot Neighborhood Plan



City of Las Cruces
Community Development Department

Adopted by the City Council
April 27, 2009

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ON THE COVER (from top): Las Cruces Depot, 1901 (Rio Grande Archives at NMSU); Las Cruces Women Improvement Association members at the New Mexico Federation of Woman's Clubs convention, 1924 (Collection of the City of Las Cruces Museum System); Hendrix Methodist Episcopal Church on Alameda Blvd., circa 1900 (St. Paul's United Methodist Church); Urban Renewal, Downtown Las Cruces and the Alameda Neighborhood, circa 1970 (City of Las Cruces); A conceptual neighborhood with various planning elements, such as streetscapes, building heights, setbacks, and pedestrian amenities (Congress for the New Urbanism).

Introduction

PURPOSE

The Alameda Depot Neighborhood Plan is intended to maintain the character of one of Las Cruces' oldest neighborhoods by providing the policy basis for creating an Overlay, or Special Zoning District.

The Alameda Depot Neighborhood, along with the Mesquite Historic District and the Central Business District, form the historic heart of Las Cruces. In recent years, several factors have impacted the city's center: downtown revitalization; renewed interest in protecting historic properties; and movement from the suburbs back to the urban core. Theses factors have created a gradual change in the types of land uses in the Alameda Depot neighborhood, primarily from residential to office and commercial uses. Anticipated public and private investment in the downtown area will no doubt have further impact. For example, new city and federal government buildings and expansion of the county judicial complex create the potential for even more office and multi-family residential land uses. Also, as the downtown is redeveloped, two- way traffic on Main, Church and Water Streets will be restored. As a result, changing pedestrian, public transit and automobile traffic flow patterns will have an impact on the neighborhood and should be planned for.

The Alameda Depot neighborhood, with its rich history, diverse architecture and peaceful environment, is an important part of Las Cruces life. As it is impacted by change and the downtown continues to grow and expand, neighborhood residents want to protect the unique nature of the neighborhood and preserve these characteristics. This plan was created with these challenges in mind.

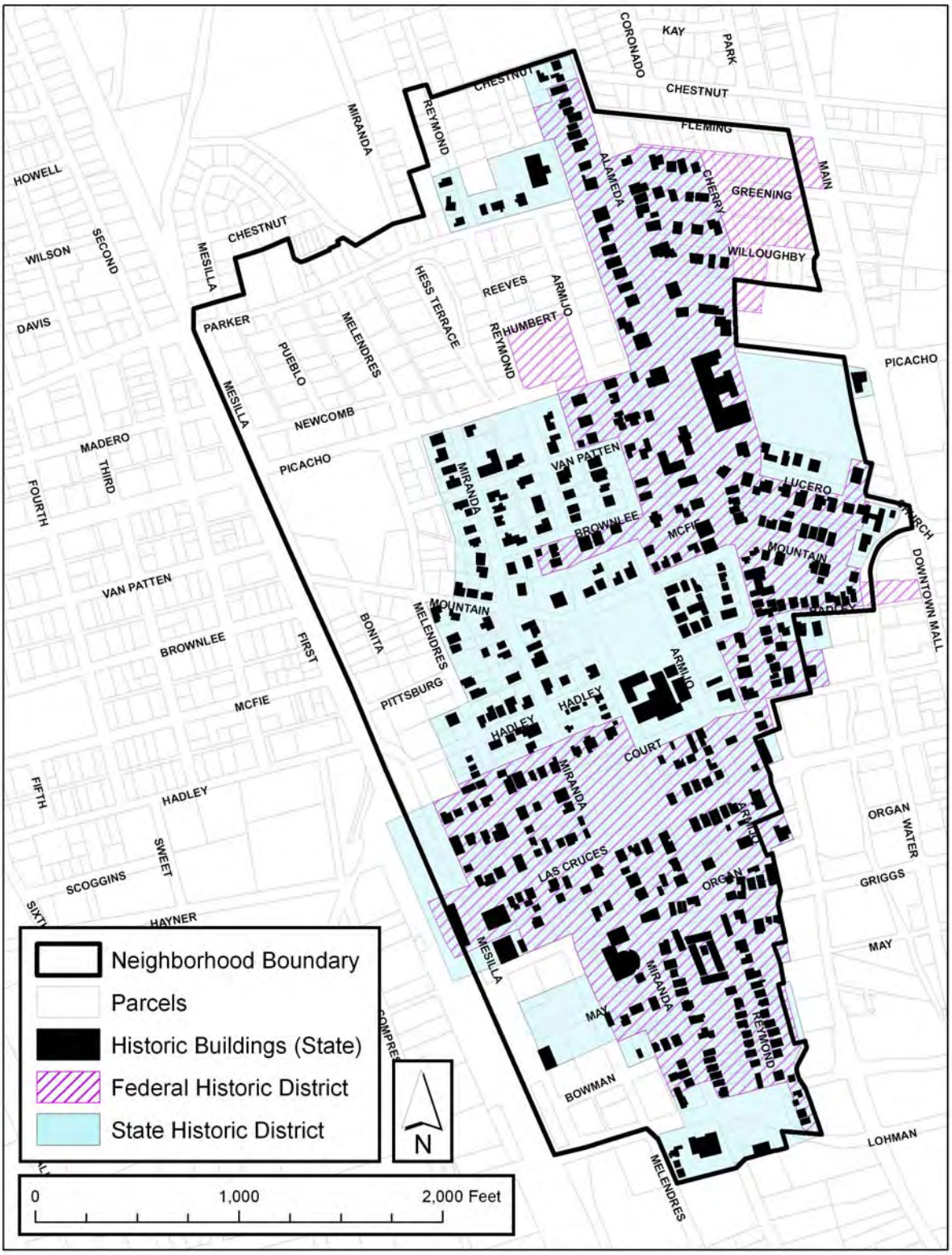
The Plan includes measures to preserve historic structures, recommended development standards that provide greater flexibility for historic properties, policies governing land use conversions and the preservation of the residential core of the neighborhood, and suggestions to enhance the aesthetics of the neighborhood's public areas. These guidelines are provided for residents, property owners, City Staff, and elected officials for use in making land use and development-related decisions.

STUDY AREA

The Alameda Depot Neighborhood comprises approximately 260 acres and is located west of the Central Business District (Main Street and downtown Las Cruces). The Neighborhood boundaries are roughly based on boundaries described by the New Mexico State Historic Preservation Office and the National Register of Historic Places, but extend to include adjacent areas that contribute to the character of the neighborhood, and may be designated as historic in the future. In general, the neighborhood is bounded by Alameda Boulevard and Main Street on the east, the railroad tracks on the west, Parker Road and Chestnut Avenue to the north and Amador Avenue to the south. Specific boundaries are shown in *Map 1*. The following principles were used in determining the boundaries: 1) properties within the Central Business District (CBD) Overlay and the North Main Street corridor were excluded to avoid potential zoning conflicts; 2) other properties on the State or Federal Historic register were included; 3) properties with similar aesthetic qualities whose owners have participated in neighborhood groups where included; and 4) linear features were followed to create more regular boundaries.

Map 1 Alameda Depot Neighborhood Boundaries

Map 2 Historic Designations



Neighborhood Plan Goals and Policies

ONE: NEIGHBORHOOD CHARACTER

The Alameda Depot area is one of Las Cruces' oldest residential neighborhoods and is comprised of over 500 properties individually designated as historic on the State and National Registers (*Map 2*). Of these properties, 403 are designated Contributing and 121 are designated as Non-Contributing. While not listed on the National or State Registers, many homes adjacent to historic structures also contribute to the overall ambiance and character of the neighborhood. In addition, an update of the historical survey may determine that structures outside the current boundaries of the district are eligible to be registered.

A number of homes designated as historic by the Federal and State Registers have been demolished over the years. Their loss equates to the loss of neighborhood character and a part of Las Cruces' history. Designation as a State historic structure qualifies the property owner for tax credits for restoration activities, provided that the restoration follows State historic preservation guidelines. Tax credits may also be an incentive for restoration rather than demolition.

The unique architecture, along with the presence of large lots and mature landscaping, make the Alameda Depot streetscape quite distinct from other neighborhoods. The area, particularly near Pioneer Women's Park, has a high degree of pedestrian activity and attracts recreational walkers from other parts of town. Further enhancement of the district's public spaces in a neighborhood-appropriate way is of interest to area property owners.

The following policies provide safeguards against demolition of historic properties and encourage their re-use, suggest creating public spaces that complement the unique architecture of the area, offer methods to enhance the pedestrian-friendly aspect of the neighborhood, and encourage property owners to take advantage of state and federal voluntary tax credit programs.

GOAL 1: Preserve and Enhance the Unique Character of the Alameda Depot Neighborhood

Policy 1.1

The Neighborhood Plan boundaries should include those properties found in *Map 1*.

Policy 1.2

The City and the Alameda Depot Neighborhood residents should coordinate efforts to update the Historic Building Inventory.

Policy 1.3

The City should establish a 60-day delay on demolition of designated Contributing historic structures, to begin the day that a demolition permit is applied for. The delay should include a process to notify the public when the demolition permit has been sought. The delay allows time for the neighborhood and concerned parties to discuss alternatives to demolition with the property owner or to make counter-proposals should they so choose.

Policy 1.4

Encourage infill and adaptive re-use to create, restore, and maintain structures to further enhance the character of the existing neighborhood.

a. The reuse of historic structures is strongly encouraged to reduce frequency of demolition to the greatest extent possible.

b. New development and redevelopment should conform to the allowed land uses in the Area in which they are located (see Goal 3).

Policy 1.5

Provide cohesive design and aesthetic unity to the historic neighborhood via its parks and streetscapes.

a. Develop a streetscape plan for the district that addresses bus stops, benches, street signs, lighting, etc.

b. Pursue funding for the acquisition of streetlights throughout the Alameda Depot neighborhood that compliment the historic character of the area. Include mid-block lighting where necessary to contribute to the overall safety and security of the neighborhood.

c. Consider distinctive street signage and markers to enhance the historic character of the neighborhood, while remaining compliant with federal guidelines.

d. Integrate existing design elements, such as those found at the train depot and in Pioneer Women's Park, into future streetscape design in other parts of the neighborhood.

Policy 1.6

To create a safe and comfortable pedestrian environment, the City should make traffic calming measures in the neighborhood a priority, including but not limited to:

a. Conducting a traffic analysis after Water and Church Streets open to 2-way traffic, to determine if a road diet for South Alameda may be appropriate.

b. Incorporating such tools as signalized and marked crosswalks at selected intersections.

c. Adding textured pavers between the transverse lines of the crosswalks at major intersections.

Policy 1.7

The neighborhood associations should take the lead in creating a voluntary resource guide that property owners may use as a reference that would cover such topics as:

a. architectural styles and techniques for repairing, restoring, and preserving historic buildings;

b. tax credit programs for historic preservation;

c. property tax relief, revolving loans, and/or low interest loans for those property owners who seek to rehabilitate historic structures.

Policy 1.8

Develop guidelines for signage in the Overlay ordinance that are compatible with the character of the neighborhood.

Policy 1.9

The neighborhood associations are encouraged to participate in efforts to revitalize the downtown area, in order to create attractive transition areas between the Overlay and the Central Business District.

TWO: NONCONFORMING STRUCTURES AND PROPERTIES

The age of the Alameda Depot neighborhood means that many structures in the area pre-date the establishment of the first development standards set forth in the 1955 Las Cruces Zoning Ordinance,[1] and are considered non-conforming. These include setbacks, lot size, wall heights, additional dwelling units, etc. This neighborhood plan acknowledges that these inconsistencies exist and should be accommodated by creating development standards for the neighborhood that correspond to the existing situation.

There are currently four main processes for dealing with deviations to the Zoning Code or development standards. The first is the granting of Legal Non-Conforming Status. This is an administrative process that is used when a property was legally developed before a regulation went into effect, to allow the existing use to continue as is. This process restricts the types of modifications that can be done to a "grandfathered" property before the Legal Non-Conforming Status is lost.

The second process is the Flexible Development Standard. This is also an administrative process for allowing deviations to planning-related development standards that are considered minor or insignificant. This process requires the notification of adjacent property owners, but does not require a public hearing, unless a notified party objects.

The third process is the Variance, which is applicable to a physical characteristic unique to the property that significantly limits development options. This process requires a public hearing at the Planning and Zoning Commission, which is the decision making body. Variances may be granted for planning-related deviations to the Zoning Code that are numeric in nature (e.g., asking for a 10-foot setback when a 20-foot setback is required).

The fourth process is a zone change, which can completely change what uses are allowed on a property and the standards to which it must be developed. This is the most involved process, as it requires an ordinance change by City Council. It also requires a public hearing in which the Planning and Zoning Commission makes a recommendation to City Council.

The objective of this section is to establish policies that, when implemented by way of an Overlay for the neighborhood, will streamline the process of Zoning Code conformity for long-developed parcels that are undergoing improvements or minor modifications

[1] The first Zoning Ordinance was in 1939, but it only established allowed uses in residential districts and did not provide development standards.

GOAL 2: Develop standards to accommodate properties that do not conform to the current Zoning Code.

Policy 2.1

Expand the use of administrative Flexible Standards within the Alameda Depot Neighborhood to deal with deviations to development standards.

Policy 2.2

Adopt reduced setback and lot size requirements which can accommodate small and irregularly shaped lots and reflect the character of existing development in the neighborhood, to eliminate the need for many variances to development standards.

Policy 2.3

Create flexible parking standards in the Overlay that are in scale with the architecture, landscaping and purpose of construction, and are in keeping with neighborhood character or the historical appearance of the property.

a. The City may allow reduction in number of off-street spaces required by giving greater allowance to on-street parking where practical.

b. Shared parking agreements among neighboring properties are encouraged and will count toward off-street parking requirements.

c. When properties are redeveloped, the number of existing off-street spaces should be preserved unless a reduction in parking demand can be demonstrated.

d. Parking areas for non-residential and multi-family uses should be located toward the side or back of the subject property when possible and screened or buffered when visible from the street.

e. Encourage different types of surfacing materials to enhance aesthetics of parking lots while maintaining ADA compliance and emergency vehicle accessibility.

f. Parking provisions should minimize destruction of mature landscaped areas that contribute to the overall character of the property.

Policy 2.4

The City should adopt the 2006 International Existing Building Code, which contains provisions that facilitate code conformity for historic structures while still protecting occupant health and safety. The IEBC acknowledges that a certain amount of flexibility is necessary when repairing, remodeling or adding on to an existing building, that wouldn't ordinarily be allowed for new construction. It also provides some flexibility for renovation of historic buildings.

THREE: APPROPRIATE LAND USE

Over the years, there has been a gradual change in the types of land uses in the Alameda Depot area, primarily from residential to office and commercial uses. *Map 3* shows how the land is being used, while *Map 4* shows the zoning districts. A graphic analysis of this information compares current land uses with the uses that would be allowed under current zoning (*Figure 1*). It indicates that a significant number of new conversions would be allowed by right. The current Comprehensive Planning policy discourages commercial development along Alameda Boulevard north of Picacho Avenue (Appendix B, Comprehensive Plan Land Use Element, Policy 1.3.17). However, no specific policy exists which deals with non-residential conversions to the south of the Picacho Avenue and Alameda Boulevard intersection. This plan offers policies on land use conversions as a whole so that the residential character of the neighborhood is maintained to the greatest extent possible. This will be especially important should the current Doña Ana County Judicial Complex, located at the corner of Picacho Avenue and Alameda Boulevard, be expanded.

Mixed land use has traditionally existed in the Alameda Depot area, but similar land uses have tended to cluster near one another. As a result, land use Areas within the district have been identified. Roadway classifications have also been a major factor in determining Area boundaries. Arterials such as Alameda Boulevard and Picacho Avenue are appropriate for higher intensity commercial use, with intensity diminishing as one travels closer to residential areas. Local streets such as Las Cruces Avenue and Reymond Street were designed and intended for low traffic volume, rather than for heavier traffic usually found in commercial areas.

As a historic area, and one in which land uses have changed continually in the past hundred years, commercial and industrial structures, as well as residential, may be registered historic properties. Hence the need for integrating land use with historic preservation, and an interest in preserving the residential feel of the neighborhood, regardless of types of land uses.

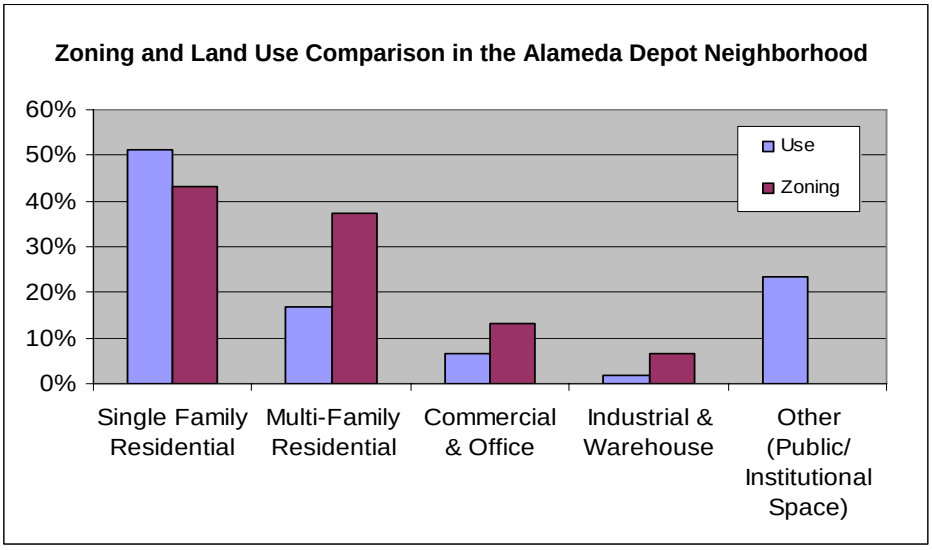
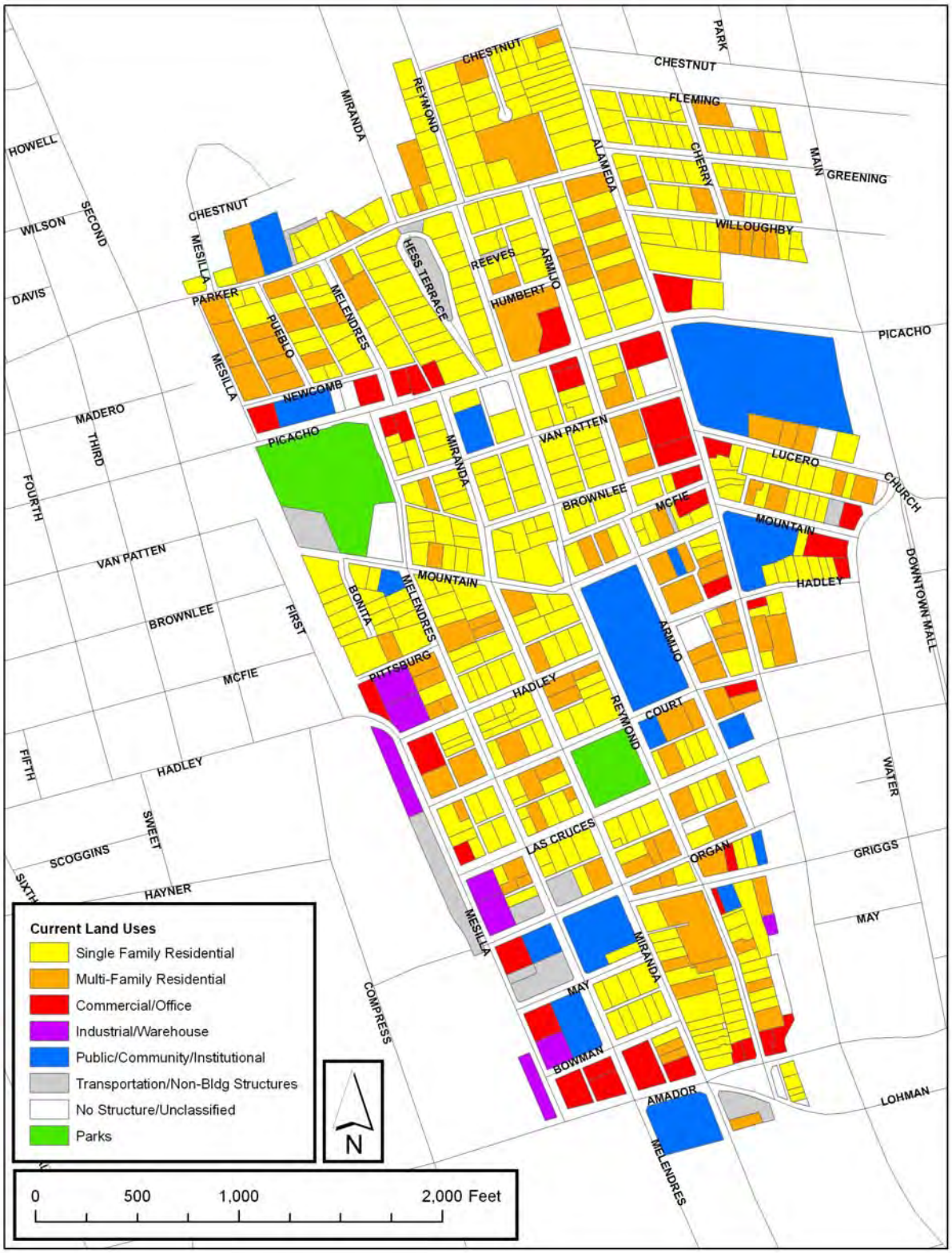
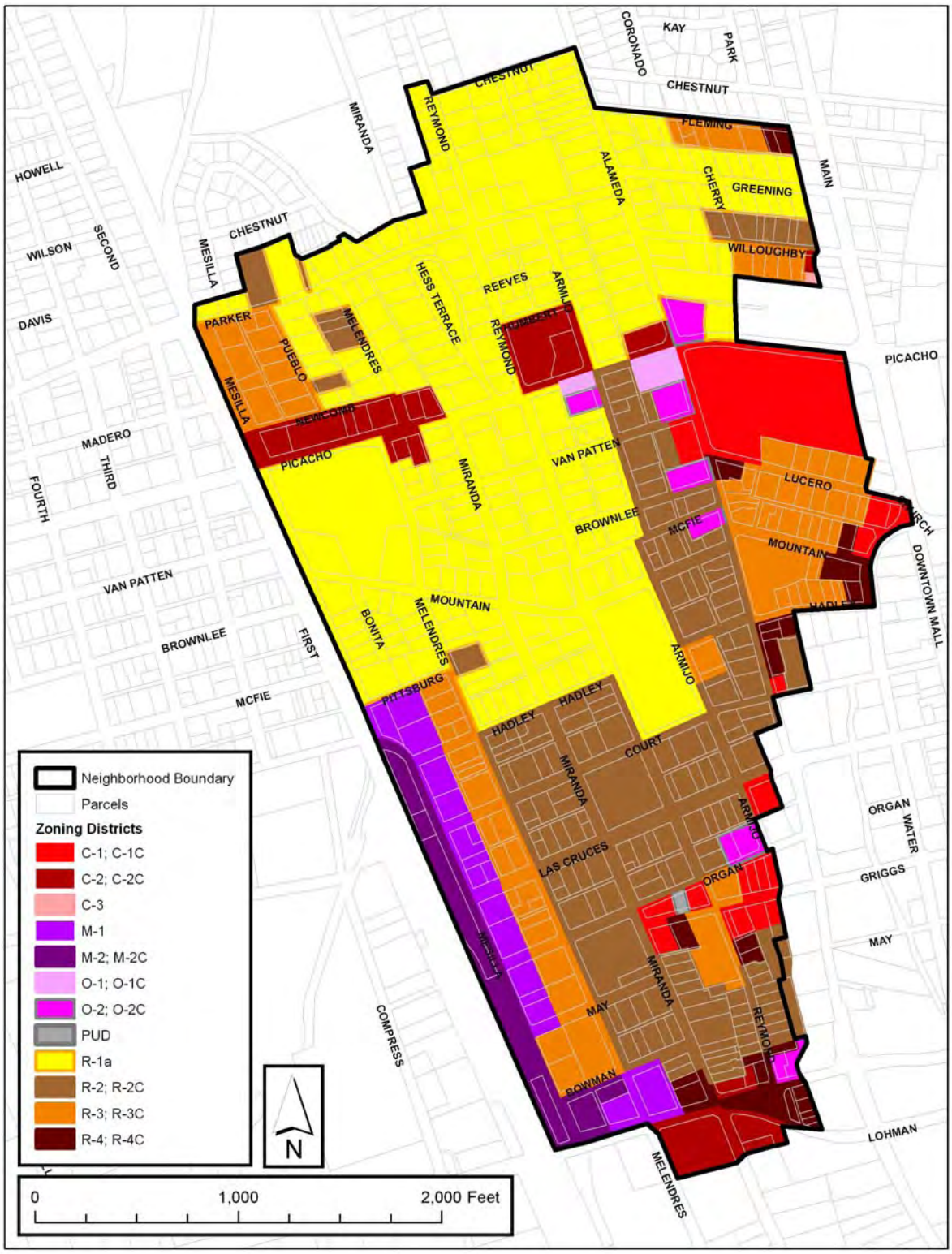


Figure 1. *This figure illustrates that although single family detached housing is currently the dominant land use overall, existing zoning would allow a significant increase in both multi-family residential and commercial/office uses. Were this increase to take place, it would most likely be at the expense of single family residential uses. By defining areas in the overlay where such land use transitions are preferable and where they are not, residents have greater assurance that the character of the neighborhood will be maintained into the future.*

Map 3 Current Land Uses



Map 4 Current Zoning Districts



GOAL 3: Maintain a reasonable balance between the development of non-residential uses and existing/new residences in the Alameda Depot Neighborhood.

Policy 3.1

Establish an Alameda Depot Neighborhood Overlay zone district, with boundaries as shown on *Map 1*.

Policy 3.2

New zoning designations should be established as part of the Overlay, as shown on *Map 5*. Regarding land uses, all Areas, except Area 3, should allow a mix of uses as outlined in subsequent policies. In Area 3, the existing zoning, as stated in the 2001 Zoning Code as amended, should remain with respect to allowed uses and densities, but new development standards should be defined in the Overlay. The Areas are as follows:

Area 1: The Alameda Boulevard Corridor
Area 2: The Griggs Avenue/Organ Avenue Area
Area 3: The Residential Core
Area 4: The Picacho Avenue Corridor
Area 5: The Amador Avenue Corridor
Area 6: The Mesilla Street/Railroad Track Corridor

Policy 3.3

Area 1, the Alameda Boulevard corridor from Picacho Avenue to Amador Avenue, and Area 2, the Griggs Avenue/Organ Avenue corridor, should allow similar uses. Uses in these corridors should include single family residential, multi-family residential up to 20 units/acre, low-intensity office and commercial uses, and public/institutional uses that generate relatively little traffic or parking. The residential and historic character of the neighborhood should be retained as closely as possible.

a. All office and commercial uses are intended to be low intensity and small scale.

b. Both these Areas can serve as transition zones between higher intensity uses in the Downtown and the predominantly residential uses of the Neighborhood.

c. Although Doña Ana County is not subject to City zoning requirements, the County should consider the character of the neighborhood in any decisions they make regarding the potential expansion of the judicial complex.

Policy 3.4

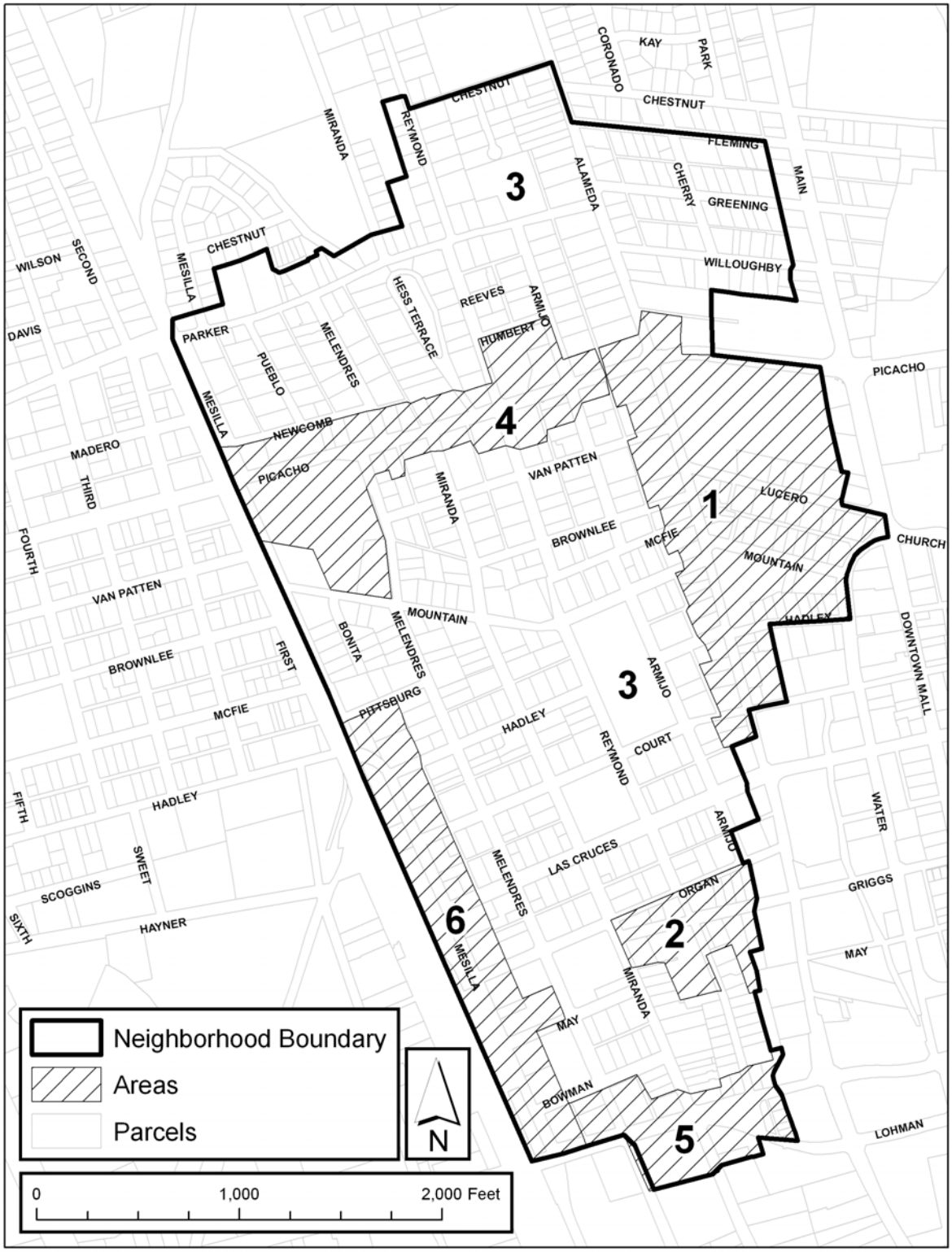
Area 3, the Residential Core, is intended to accommodate detached single-family dwelling units, to maintain and protect a low-density residential character of development, and to maintain the historic appearance of this central area of the neighborhood as closely as possible.

a. In Area 3, the existing zoning, as stated in the 2001 Zoning Code as amended, should remain with respect to allowed uses and densities.

b. Area 3 would allow for already existing accessory buildings, traditional guest houses and rental units (both attached and detached). It would also provide some flexibility for future conversions of this nature.

c. Introduction of low-intensity office and neighborhood commercial uses should be allowed if a residential component of the property is retained, for example, home occupation or live-work units as described in Section 38.52 of the 2001 Zoning Code as amended.

Map 5 Areas within Alameda Depot Overlay



Policy 3.5

Allowed uses in Area 4, the Picacho Avenue corridor, and Area 5, the Amador Avenue corridor, should include single family housing, multi-family housing (up to 20 units/acre), and non-residential uses ranging from low to medium intensity office and commercial uses that may generate greater traffic volumes than those allowed in Areas 1 and 2.

a. All office and commercial uses are intended to be low and medium intensity, and serve as transition zones between higher intensity uses in the Downtown and the predominantly residential uses of the Neighborhood.

Policy 3.6

Area 6, the Mesilla Street/Railroad Track corridor, should continue to exist as a mixed use environment allowing low intensity manufacturing, office, medium intensity commercial uses and residential. Additional multi-family residential uses should be considered on a case-by-case basis. Additional single family detached residential uses are discouraged.

Policy 3.7

These guidelines should be amended to allow for transit-oriented development if passenger rail service comes to Las Cruces via the existing rail line.

Policy 3.8

No land uses should be introduced which generate unreasonable noise levels or noxious odors.

Policy 3.9

Avoid uses that would create heavy truck traffic in the neighborhood to the greatest extent possible. Said uses should be limited to areas where conflicts with residential uses are minimized, such as on Picacho Avenue, Amador Avenue, and Mesilla Street.

a. The prohibition against truck traffic on Alameda Boulevard north of Picacho should be retained.

b. The Public Works Department should continue to monitor the flow of truck traffic throughout the neighborhood and attempt to identify opportunities for limiting such traffic.

Policy 3.10

Create an additional use called "secondary residences," which include kitchens and bathrooms and may be rented out, as an allowed use within all Areas of the Overlay.

Policy 3.11

Maximum building height should be 35 feet within the Neighborhood.

Policy 3.12

To help preserve neighborhood scale, a maximum of four (4) attached dwelling units should be allowed.

Policy 3.13

The intensity of non-residential uses in each Area should be controlled by limiting the square footage of non-residential space in the building, through the Overlay Ordinance.

Policy 3.14

Mobile homes should not be permitted in any Area of the neighborhood.

ADMINISTRATION AND IMPLEMENTATION OF THIS PLAN

This plan is intended to create a general guiding philosophy for land use and development decisions in the Alameda Depot Neighborhood. As such, this plan shall be considered by residents, property owners, City staff, and decision-making bodies when making proposals, recommendations, and/or taking final action regarding neighborhood character issues, development standards, and land use related requests. The Policies in this Plan will be administered and implemented by the City of Las Cruces and the neighborhood associations as follows:

A. The Planning Section of the Community Development Department will begin the process of adopting an Overlay by Ordinance for the Alameda Depot Neighborhood immediately after approval of this Plan by City Council. The process will include drafting of the Ordinance, at least one neighborhood meeting to review it, and a recommendation from the Planning and Zoning Commission at a public hearing prior to adoption by City Council. This process is expected to take less than one year.

B. In addition, the Permitting and Inspections Section of the Community Development Department will work toward adoption of the 2006 International Existing Building Code by City Council as soon as possible.

C. The Public Works Department will take the lead in determining the feasibility of restricting truck traffic on Alameda Boulevard south of Picacho Avenue. After two-way traffic is restored on Main, Church and Water Streets, a traffic study should be undertaken to determine the degree to which Alameda Boulevard is used by heavy trucks for accessing the downtown area, and assess the implications of redirecting this traffic to other roadways.

D. The neighborhood associations will take the lead on developing, securing funding for, and implementing a Streetscape Plan, as per Policy 1.6. The level of City assistance will be determined by availability of staff and resources throughout the process.

E. The neighborhood associations will take the lead on developing, securing funding for, and creating a voluntary Resource Guide for Property Owners, as per Policy 1.8. The level of City assistance will be determined by availability of staff and resources throughout the process.

APPENDICES

APPENDIX A: Neighborhood History

Prior to the arrival of the railroad in 1881, the Alameda Depot Neighborhood consisted primarily of large farms and associated farmhouses. The railroad provided a link with the rest of the nation, and the small community of Las Cruces gained importance as a center for the exchange of material goods. As the new commercial center grew and developed, so did the area around the railroad. As noted in *The Las Cruces Historic Buildings Survey,* "Las Cruces Avenue, originally called Depot Avenue, was the first paved street in town, so that people arriving on the train would receive a good impression and clean entrance to Las Cruces."[2] One result of the increased development due to the railroad was the subdivision of these large tracts of farmland into both warehousing directly across from the depot and large residential lots beyond it.

Another effect of the railroad was the increased accessibility of building materials not typically found in the area. As a result of this accessibility, an assortment of housing styles became available. Examples of this variety include Queen Anne, Bungalow, Tudor Revival, and Mediterranean architectural styles mixed with the more familiar Spanish-Pueblo, New Mexico Vernacular, and Territorial designs. As time passed and the need for servants' quarters and carriage houses lessened, residential lots were further subdivided. This allowed for the construction of newer residences intermixed throughout the area with the older ones. In more recent years, property owners have also created guest cottages and rental units from these structures.

Though the Alameda Depot Neighborhood is centered near the railroad depot, it also extends along Alameda Boulevard north of Picacho Avenue. The architecture of this area combines a variety of eastern American types with the more traditional southwestern styles. This area has become "what is possibly the most complex and varied neighborhood in New Mexico."[3] It is this eclectic style and character that area residents wish to protect.

[2] Doña Ana County Historical Society. *The Las Cruces Historic Buildings Survey* [text by Mary -M. Steeb, Michael Romero Taylor, Anthony C. Pennock]. Las Cruces, N.M: Doña Ana County Historical Society, 1982.

[3] ibid.

APPENDIX B: Planning Process

Overview

The Alameda Depot Neighborhood Plan is a fourth level planning document under the City's Comprehensive Planning Framework, *Figure 2*. The Plan is primarily a policy-oriented document for a specific geographic area. Its policies comply with the Comprehensive Plan, which is the City's primary planning document. Although it is not mandated that policies in a fourth level planning document carry out Comprehensive Plan policies, valid reasons should be shown why they would vary.

In general, a Neighborhood Plan is created to:

- Clearly describe what the neighborhood wants accomplished
- Provide the policy framework for zoning and other land use decisions
- Give direction to the City regarding capital improvements appropriate to the neighborhood
- Offer residents, developers, and businesses a clear picture of the type of development and land uses that are desired by the neighborhood
- Provide guidelines for the design of new development so it will compliment the existing neighborhood.

The Neighborhood Plan is generally implemented through an Overlay Zone District which is an Ordinance, or law, passed by the local government that regulates the size, type, structure and use of land or buildings within a specific geographic area. The Overlay Ordinance is drafted only after the adoption of the Neighborhood Plan and it too, is a publicly reviewed process.

Sequence

1. Neighborhood Plan written by City staff and neighborhood stakeholders
2. Draft reviewed by neighborhood at a public meeting
3. Draft revised by City staff, and revisions are reviewed by neighborhood
4. Plan presented at a public meeting to Planning and Zoning Commission for a recommendation to City Council
5. Plan presented to City Council for final action at a public meeting
6. If plan is adopted by City Council, staff and stakeholders write the Overlay Ordinance, repeating the public review process as above

1999 Comprehensive Plan

The following policies, excerpted verbatim from the 1999 Las Cruces Comprehensive Plan, are intended to guide land use, urban design, and historic preservation and are relevant to the Alameda Depot Neighborhood. The majority of the concepts and policies presented in this Alameda Depot Neighborhood Plan are consistent with the Comprehensive Plan which serves as the conceptual policy foundation for all City plans and planning efforts. However, several of the existing Comprehensive Plan policies cited may not be suitable for this neighborhood. In fact, neither the designation of a Local Historic District nor the establishment of architectural design standards is called for in this Neighborhood Plan (See *Neighborhood Planning Efforts*, below).

Land Use Element, Goal 1 (Land Uses)

1.3.6. Residential neighborhoods shall not be divided and/or redeveloped for non residential uses unless it can be shown that demand for housing in a neighborhood is diminishing or that a need for a more compatible land use relationship can be demonstrated.

1.3.17. The City shall permit only residential uses which front the North Alameda Corridor beyond the northeastern and northwestern

corner lots from the intersection of Picacho Avenue and North Alameda Boulevard to Three Crosses Avenue. The City shall, therefore, not permit commercial and/or office uses which front the North Alameda Corridor beyond the northeastern and northwestern corner lots from the intersection north of Picacho Avenue and North Alameda Boulevard to Three Crosses Avenue.

1.4.1. The Alameda Depot area and the Old Town/Mesquite St. area shall be designated as local historic districts.

1.4.2. Overlay zones shall be created in the historic districts as a means of providing flexible standards to address historical considerations.

1.4.3. Specific land use and urban design policy for local historic districts shall be established in fourth level planning documents. Issues addressed will include, but not be limited to: permitted land uses, setbacks, lot size, accessory buildings, and design issues. This policy shall be reflected in the Zoning Code where appropriate.

1.4.4. The Land Use Element and historic district policy shall observe City infill policy for development standards within the historic districts.

1.8.2. Infill development shall be compatible with the existing architecture, landscaping, and character of the surrounding neighborhood. Overlay zones shall be created in the historic districts as a means of providing flexible standards to address historical considerations. Issues addressed will include, but not be limited to: permitted land uses, setbacks, lot size, accessory buildings, and design issues. This policy shall be reflected in the Zoning Code where appropriate.

Urban Design Element

1.3.1. Encourage districts and/or neighborhoods (commercial or residential) throughout the community to establish themes for their respective neighborhood or district. Themes and styles should be called out in a neighborhood/district plan, in accordance with the Land Use Element.

2.6.1. Seek a local historic district designation to enhance national and state historic districts and create an Historic Preservation Board who will deal with those issues pertaining to designated historic districts.

2.6.2. Neighborhood/district overlay zones should be created for those areas that come under an historic district designation to establish specific guidelines concerning new development and redevelopment. Each overlay zone should be written in the form of a neighborhood/district plan and shall address such issues as permitted land uses and architectural requirements.

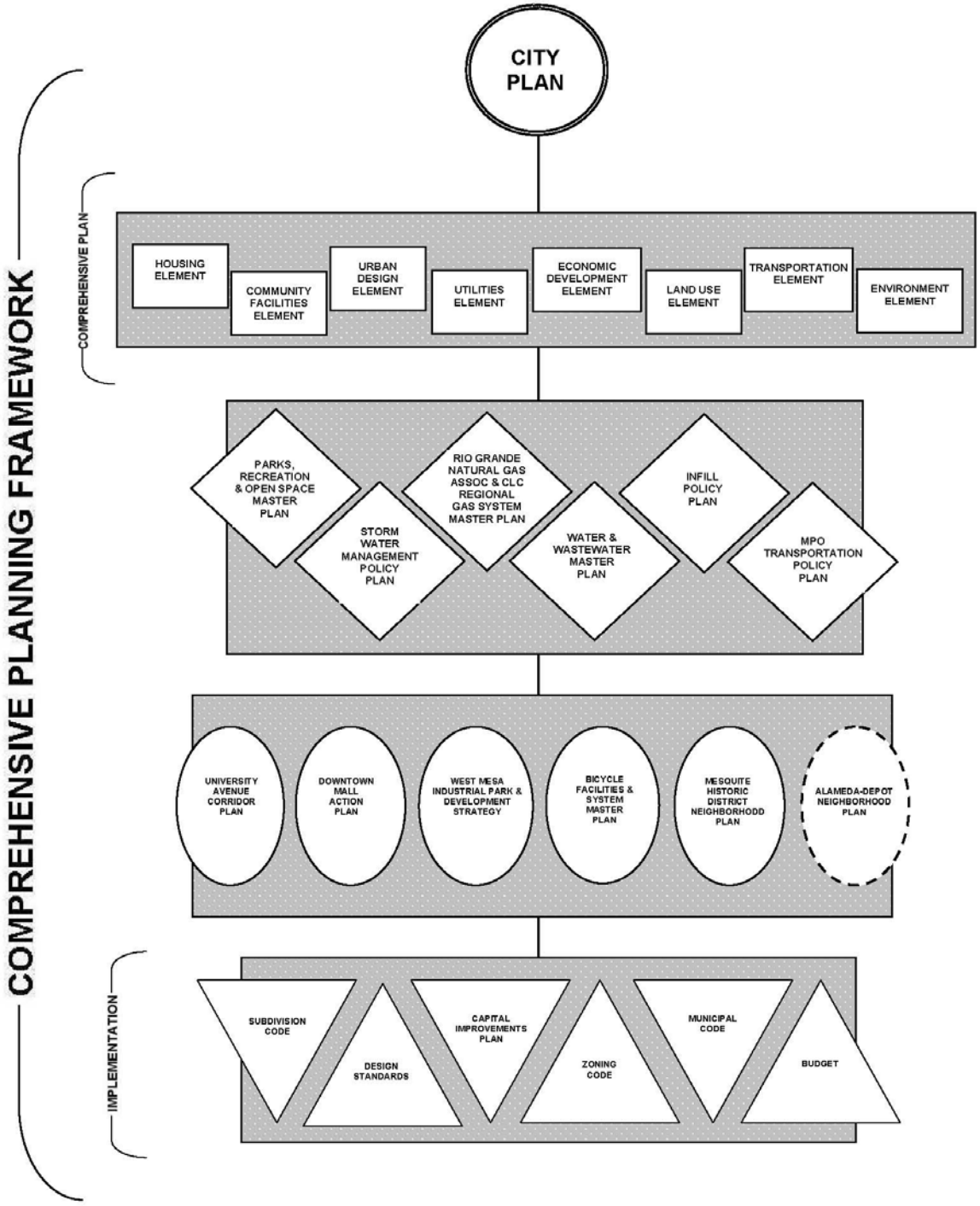
2.6.3. Development or redevelopment should be required to be compatible with the character of that historic district.

2.6.4. The City should provide incentives to those interested in restoring historic buildings. Incentives should include, but are not limited to: Property Tax Relief, Property Tax Abatement, Property Tax Credit, Property Tax Freeze, Revolving Loan Fund, Low Interest Loans.

3.9.3. New development or redevelopment should be required to utilize local and/or regional architectural styles and design elements in the downtown area, historic districts, gateways and designated corridors which are compatible with existing structures.

3.10.5. Support a policy of mixed land uses as discussed in the Land Use Element. Land uses which are not traditionally considered compatible may be located next to one another depending upon design features and compatibility with the adjacent area as a result of a mixed land use policy. Those uses with lower intensities must be protected from any negative impacts from adjacent uses with higher intensities in order to protect a desirable quality of life within the City.

Figure 2 Comprehensive Planning Framework



Neighborhood Planning Efforts

Due to neighborhood interest in establishing guidelines to preserve the character of the Alameda Depot area, the City of Las Cruces Community Development Department held two public meetings during the summer of 1999. The department proposed to amend the City's Comprehensive Plan land use policy to specifically address land use issues in the Alameda Depot area. The issue of historic preservation arose during these meetings and strong feelings toward historic preservation were expressed. In April 2000, the Community Development Department created a survey to gauge property owner interest in the creation of a neighborhood plan dealing with topics limited to historic preservation and land use.

The results of the survey were mixed. A strong majority of respondents said they favored the creation of a local historic district. However, in subsequent discussions it became clear that many misinterpreted the meaning of the term "local historic district" and instead favored a special zoning district, or Overlay. A local historic district by definition would have architectural design standards and a review board to enforce them. The responses also indicated that, although architectural integrity is important to the community, about half objected to architecturally related restrictions on their own property. The general opinion seemed to be that the architecture of the neighborhood is too eclectic for any architectural design standards to be viable.

With regard to land use conversions, the respondents were split on the issue of whether prohibitions on conversions from residential to non-residential uses should be enacted, but two-thirds said that if such conversions did occur, they should be the types of businesses that serve the local neighborhood, rather than the region as a whole.

Using the survey responses and results of public meetings, the Community Development Department then developed a draft neighborhood plan document and held public input meetings on August 17, 2000 and April 25, 2001 to review the draft. Smaller, more informal meetings were also organized in the interim. However, this draft was not approved by City Council.

There continued to be strong commitment for a plan among neighborhood residents and between 2003 and 2005, continuous meetings were held that led to the submittal in 2005 of a document that had the support of both community groups: the Alameda Depot Civic Association and the Alameda Depot Neighborhood Organization. Community Development staff used the 2005 document as the basis for a revised draft plan in early 2008. Public input meetings were held on April 7 and July 23. Based on the comments received at the meeting, written comments submitted afterwards, and meetings between Community Development staff and neighborhood association leadership throughout 2008, the Plan was revised to its current form.

APPENDIX C: Glossary

Contributing Property In the law regulating historic districts in the US, a contributing property is any property, structure or object that adds to the historical integrity or architectural qualities that make the historic area significant. For the Registration of the properties in the Alameda Depot neighborhood, the national definition of a contributing property was used.

In general, a contributing property is key to a historic district's historic associations, historic architectural qualities, or archaeological qualities. A historic district is generally a group of one of two types of property: contributing and non-contributing. A Property can change from contributing to non-contributing and vice versa if significant alterations take place. A contributing property, such as a 19th Century mansion, helps make a historic district historic; a non contributing property, such as a modern medical clinic, does not.

Grandfather Clause refers to a use, structure, etc. that was established legally under the Zoning Code in place at the time, but does not conform to the current code i.e., it is legally nonconforming.

Historic District is a group of buildings, properties or sites that have been designated by one of several government entities as historically or architecturally significant. At the State level, buildings, structures, objects and sites within a historic district are divided into two categories, Contributing and Non-Contributing. Districts greatly vary in size, some having hundreds of structures while others have just a few.

Infill Development refers to an Overlay District within the core of the City where land use and development policies specify provisions with incentives for development of vacant parcels. The boundaries are Interstate 25, the north boundary of the University Avenue Corridor Overlay District, Valley Drive, Hoagland Road, North Alameda Boulevard, Three Crosses and North Main Street.

Local Historic Districts are generally administered by the county or municipal government and are typically subject to design guidelines and a policy-making/review board for historic preservation. This governing body is created by ordinance and is comprised of members appointed for their accomplishments and recognition in their field in the American Southwest with specialized knowledge of New Mexico, Las Cruces and its surrounding history, architecture and prehistoric archaeology. The Alameda Depot Neighborhood has NOT been designated a Local Historic District, and that will not change with this plan.

Manufactured home is a manufactured or modular home that is a single-family dwelling with a heated area of at least thirty-six (36) feet by twenty-four (24) feet and at least eight hundred sixty-four (864) square feet and constructed in a factory to the standards of the United States Department of Housing and Urban Development, the National Manufactured Housing Construction and Safety Standards Act of 1974 and the Housing and Urban Development Zone Code 2 or the Uniform Building Code, as amended to the date of the unit's construction, and installed consistent with the Manufactured Housing Act and with the regulations made pursuant to that act. (Article VI, Sec. 38-57 of the 2001 Zoning Code as amended). The City may not prohibit the placement of manufactured/modular homes on a location where site-built homes are allowed, according to State Law. The City may regulate the aesthetics of manufactured/modular homes, provided that all homes in a given area, including site-built homes, are subject to the same aesthetic

standard, and compliance with the standard does not impact the original construction of the manufactured/modular home or require placement on an excavated site.

Mobile home is a moveable or portable housing structure larger than forty (40) feet in body length, eight (8) feet in width or eleven (11) feet in overall height, designed for and occupied by no more than one family for living and sleeping purposes, but does not include structures built to the standards of any municipal building code and other technical codes. (Article VI, Sec. 38-57 of the 2001 Zoning Code as amended).

National Historic District is an area that the U.S. federal government designates through the U.S. Department of Interior, under the auspices of the National Park Service. Federally designated historic districts are listed on the National Register of Historic Places. The Alameda Depot Neighborhood contains a National Historic District.

Overlay and Special Zoning District are synonymous and are defined boundaries around an area that has a set of unique or unusual characteristics. Overlays and Special Zoning Districts have a special purpose as defined in an accompanying plan, and may alter general residential, office, commercial or industrial zoning districts or replace them entirely.

State Historic District is an area that is designated by the State which follows criteria similar to the federal standards. State listings can have similar benefits to federal designation, such as qualification for grants and tax incentives. Designation of a district is through a review process at the State Historic Preservation Office. New Mexico's Register of Historic Places lists districts and individual properties. The Alameda Depot Neighborhood contains a State Historic District.

Appendix D: List of Historic Properties

ADDRESS	BUILDING	DATE	DATE NOTES	CLASSIFICATION (1994-1995 Survey)	STATE/ NATIONAL	GENERAL NOTES
1005 N ALAMEDA BLVD	Main Building	circa 1915		CONTRIBUTING	BOTH	
1005 N ALAMEDA BLVD	Garage	1915?	R	NON-CONTRIBUTING	BOTH	
1008 N ALAMEDA BLVD	Main Building	circa 1925		CONTRIBUTING	BOTH	
1008 N ALAMEDA BLVD	Garage	1925?	R	NON-CONTRIBUTING	BOTH	
101 W FLEMING AV	Main Building	1930		CONTRIBUTING	NATIONAL	(attached to 1145 N MAIN ST)
1015 1/2 N ALAMEDA BLVD	Main Building	NG		CONTRIBUTING	BOTH	
1015 N ALAMEDA BLVD	Main Building	NG		CONTRIBUTING	BOTH	
1028 N ALAMEDA BLVD	Main Building	circa 1915		CONTRIBUTING	BOTH	
1029 N ALAMEDA BLVD	Main Building	1915 (picture pre-1912)		CONTRIBUTING	BOTH	
1029 N ALAMEDA BLVD	Rear	NG		CONTRIBUTING	BOTH	
1036 N ALAMEDA BLVD	Main Building	circa 1930		CONTRIBUTING	BOTH	
1036 N ALAMEDA BLVD	Garage	NG		CONTRIBUTING	BOTH	
106 S MIRANDA ST	Main Building	1927		CONTRIBUTING	BOTH	
106 S MIRANDA ST	Baptist Church	1955		NON-CONTRIBUTING	BOTH	
106 W HADLEY AV	Main Building	1934-1935		CONTRIBUTING	NATIONAL	
1100 N ALAMEDA BLVD	Main Building	circa 1925		CONTRIBUTING	BOTH	
1100 N ALAMEDA BLVD	Garage	1925?		CONTRIBUTING	BOTH	
1101 N ALAMEDA BLVD	Main Building	circa 1915 (picture pre-1912)		CONTRIBUTING	BOTH	
1103 N ALAMEDA BLVD	Main Building	circa 1905		CONTRIBUTING	BOTH	
1103 N REYMOND ST	Main Building	NG		CONTRIBUTING	STATE	
1107 N REYMOND ST	Main Building	1849-1862 and growing		CONTRIBUTING	STATE	
1121 N REYMOND ST	Main Building	circa 1915		CONTRIBUTING	STATE	
1137 N ALAMEDA BLVD	Main Building	circa 1915		CONTRIBUTING	BOTH	
114 N MESILLA ST	Main Building	circa 1930		CONTRIBUTING	BOTH	
1143 N MAIN ST	Main Building	circa 1930		CONTRIBUTING	NATIONAL	
1145 N ALAMEDA BLVD	Main Building	circa 1925		CONTRIBUTING	BOTH	
1145 N MAIN ST	Main Building	circa 1930		CONTRIBUTING	NATIONAL	
1147 N ALAMEDA BLVD	Main Building	circa 1925		CONTRIBUTING	BOTH	
117 S MIRANDA ST	Main Building	circa 1905	addition	CONTRIBUTING	BOTH	
120 W GREENING AV	Main Building	circa 1928		CONTRIBUTING	NATIONAL	
1201 N ALAMEDA BLVD	Main Building	circa 1925		CONTRIBUTING	BOTH	
1203 N ALAMEDA BLVD	Main Building	circa 1925		NON-CONTRIBUTING	BOTH	
1203 N ALAMEDA BLVD	Garage	NG		CONTRIBUTING	BOTH	
1209 N ALAMEDA BLVD	Main Building	circa 1910		CONTRIBUTING	BOTH	
1209 N ALAMEDA BLVD	Garage-Apt.	NG		CONTRIBUTING	BOTH	
121 W GREENING AV	Main Building	circa 1928		CONTRIBUTING	NATIONAL	
127 S MIRANDA ST	Main Building	circa 1905		CONTRIBUTING	BOTH	
127 W GREENING AV	Main Building	circa 1928		CONTRIBUTING	NATIONAL	
127 W GREENING AV	Garage	NG		CONTRIBUTING	NATIONAL	
129 S MIRANDA ST	Main Building	circa 1905		CONTRIBUTING	BOTH	
129 S REYMOND ST	Main Building	circa 1910	r. 1928	CONTRIBUTING	BOTH	
130 W GREENING AV	Main Building	circa 1925		CONTRIBUTING	NATIONAL	
130B W GREENING AV	Main Building	NG		CONTRIBUTING	NATIONAL	
133 W LUCERO AV	Main Building	circa 1910		CONTRIBUTING	BOTH	
137 S MIRANDA ST	Main Building	circa 1910		CONTRIBUTING	BOTH	
138 W LUCERO AV	Main Building	circa 1920		CONTRIBUTING	BOTH	
138 W MOUNTAIN AV	Main Building	circa 1925		CONTRIBUTING	BOTH	
140 W GREENING AV	Main Building	circa 1930		CONTRIBUTING	NATIONAL	

141 W LUCERO AV	Main Building	circa 1910		CONTRIBUTING	BOTH	
142 S MIRANDA ST	Main Building	1932-1935		CONTRIBUTING	BOTH	
143 W LUCERO AV	Main Building	circa 1910		CONTRIBUTING	BOTH	
145 W MOUNTAIN AV	Main Building	circa 1915	r. 1930	CONTRIBUTING	BOTH	
147 W GREENING AV	Main Building	circa 1930		CONTRIBUTING	NATIONAL	
149 W GREENING AV	Main Building	circa 1930	r. circa 1940	CONTRIBUTING	NATIONAL	
150 N MIRANDA ST	Main Building				BOTH	(see 570 et al., W GRIGGS)
150 W WILLOUGHBY AV	Main Building	circa 1915		CONTRIBUTING	NATIONAL	
154 W MOUNTAIN AV	Main Building	circa 1925		CONTRIBUTING	BOTH	
159 W GREENING AV	Main Building	circa 1915		CONTRIBUTING	NATIONAL	
160 W GREENING AV	Main Building	circa 1925		CONTRIBUTING	NATIONAL	
160 W MOUNTAIN AV	Main Building	circa 1925		CONTRIBUTING	BOTH	
165 W LUCERO AV	Main Building	circa 1940		CONTRIBUTING	BOTH	
165 W LUCERO AV	Garage	1940?		CONTRIBUTING	BOTH	
167 W LUCERO AV	Main Building	circa 1910		CONTRIBUTING	BOTH	
167 W LUCERO AV	Garage	NG		CONTRIBUTING	BOTH	
167 W WILLOUGHBY AV	Main Building	circa 1903		CONTRIBUTING	NATIONAL	
168 W WILLOUGHBY AV	Main Building	circa 1915	r	CONTRIBUTING	NATIONAL	
169 W GREENING AV	Main Building	circa 1915		CONTRIBUTING	NATIONAL	
169 W GREENING AV	Apt.-1010 Cherry	NG		CONTRIBUTING	NATIONAL	
170 W GREENING AV	Main Building	circa 1915		CONTRIBUTING	NATIONAL	
174 W WILLOUGHBY AV	Main Building	circa 1903	addition 1994	CONTRIBUTING	NATIONAL	addition is NON-CONTRIBUTING
201 S MIRANDA ST	Main Building	circa 1905-1910		CONTRIBUTING	BOTH	
201 W GREENING AV	Main Building	circa 1910		CONTRIBUTING	BOTH	(faces Cherry)
201 W LUCERO AV	Main Building	circa 1918		CONTRIBUTING	BOTH	
202 N MIRANDA ST	Main Building	1908		CONTRIBUTING	BOTH	
203 N REYMOND ST	Main Building	circa 1925		CONTRIBUTING	BOTH	
206 N REYMOND ST	Main Building	circa 1908		CONTRIBUTING	BOTH	
206 N REYMOND ST	Garage	NG		CONTRIBUTING	BOTH	
206 W WILLOUGHBY AV	Main Building	NG	r. 1915-1920, r. 1940's	CONTRIBUTING	BOTH	
206 W WILLOUGHBY AV	Garage	1915-1920?		CONTRIBUTING	BOTH	
207 N REYMOND ST	Main Building	circa 1925		CONTRIBUTING	BOTH	
208 N MIRANDA ST	Main Building	1908		CONTRIBUTING	BOTH	
208 W LUCERO AV	Main Building	NG		CONTRIBUTING	STATE	
209 W MOUNTAIN AV	Main Building	circa 1920	r. 1930	CONTRIBUTING	BOTH	
209 W WILLOUGHBY AV	Main Building	circa 1925	R	CONTRIBUTING	BOTH	
210 W LUCERO AV	Main Building	NG		CONTRIBUTING	STATE	
211 S MIRANDA ST	Main Building	circa 1905-1910	R	CONTRIBUTING	BOTH	
212 W GREENING AV	Main Building	circa 1920		CONTRIBUTING	BOTH	
212 W LUCERO AV	Main Building	NG		CONTRIBUTING	STATE	
213 N ARMIJO ST	Main Building	circa 1900	rear addition 1930	CONTRIBUTING	BOTH	
213 N REYMOND ST	Main Building	circa 1925		CONTRIBUTING	BOTH	
213 W WILLOUGHBY AV	Main Building	circa 1940		CONTRIBUTING	BOTH	
213 W WILLOUGHBY AV	Garage	1940?		CONTRIBUTING	BOTH	
214 N ARMIJO ST	Main Building	NG	r. 1930-1940	CONTRIBUTING	BOTH	(see 331 W LAS CRUCES)
214 S REYMOND ST	Main Building	circa 1925		CONTRIBUTING	BOTH	
214 W LUCERO AV	Main Building	NG		CONTRIBUTING	STATE	
214 W MOUNTAIN AV	Main Building	circa 1910	r. 1930	CONTRIBUTING	BOTH	
215 S REYMOND ST	Main Building	circa 1915		CONTRIBUTING	BOTH	
215 W GREENING AV	Main Building	circa 1925		CONTRIBUTING	BOTH	
217 N REYMOND ST	Main Building	circa 1925		CONTRIBUTING	BOTH	

220 W LUCERO AV	Main Building	NG		CONTRIBUTING	STATE	
221 N MELENDRES ST	Main Building	circa 1925		CONTRIBUTING	BOTH	
221 N MELENDRES ST	Garage	NG		CONTRIBUTING	BOTH	
221 S MIRANDA ST	Main Building	1912		CONTRIBUTING	BOTH	
221 S MIRANDA ST	Garage-Apt.	NG		CONTRIBUTING	BOTH	
221 W GREENING AV	Main Building	circa 1930		CONTRIBUTING	BOTH	
221 W MOUNTAIN AV	Main Building	circa 1925		CONTRIBUTING	BOTH	
222 W GREENING AV	Main Building	circa 1930	r. 1940	CONTRIBUTING	BOTH	
222 W LUCERO AV	Main Building	NG		CONTRIBUTING	STATE	
223 N MELENDRES ST	Main Building	circa 1930		CONTRIBUTING	BOTH	
223 N MELENDRES ST	Garage	1930?		CONTRIBUTING	BOTH	
223 S REYMOND ST	Main Building	circa 1915		CONTRIBUTING	BOTH	
223 W GREENING AV	Main Building	circa 1930	r	CONTRIBUTING	BOTH	
224 S REYMOND ST	Main Building	circa 1925	r. 1940	CONTRIBUTING	BOTH	
224 S REYMOND ST	Garage-Apt.	NG		CONTRIBUTING	BOTH	
224 W HADLEY AV	Main Building	circa 1925		CONTRIBUTING	BOTH	
224 W MOUNTAIN AV	Main Building	circa 1925		CONTRIBUTING	BOTH	
225 N MELENDRES ST	Main Building	circa 1950		CONTRIBUTING	BOTH	
225 W WILLOUGHBY AV	Main Building	circa 1940		CONTRIBUTING	BOTH	
226 W LUCERO AV	Main Building	NG		CONTRIBUTING	STATE	
226 W PICACHO AV	Main Building	1937		CONTRIBUTING	BOTH	
226 W PICACHO AV	Service Building	1937		CONTRIBUTING	BOTH	
226 W WILLOUGHBY AV	Main Building	circa 1910		CONTRIBUTING	BOTH	
226 W WILLOUGHBY AV	Garage	NG		CONTRIBUTING	BOTH	
228 N MIRANDA ST	Main Building	circa 1915		CONTRIBUTING	BOTH	
228 W LUCERO AV	Main Building	NG		CONTRIBUTING	STATE	
228 W MOUNTAIN AV	Main Building	circa 1910	r	CONTRIBUTING	BOTH	
230 N MELENDRES ST	Main Building	circa 1925		CONTRIBUTING	BOTH	
230 N MOUNTAIN AV	Main Building	circa 1910	r	CONTRIBUTING	BOTH	
230 W LUCERO AV	Main Building	NG		CONTRIBUTING	STATE	
232 W LUCERO AV	Main Building	NG		CONTRIBUTING	STATE	
233 S MIRANDA ST	Main Building	1911-1913	addition	CONTRIBUTING	BOTH	
233 S MIRANDA ST	Garage	NG		CONTRIBUTING	BOTH	
237 S REYMOND ST	Main Building	circa 1911		CONTRIBUTING	BOTH	
240 S REYMOND ST	Main Building	circa 1925		CONTRIBUTING	BOTH	
241 S REYMOND ST	Main Building	circa 1930		CONTRIBUTING	BOTH	
242 W HADLEY AV	Main Building	circa 1925		CONTRIBUTING	BOTH	
242 W WILLOUGHBY AV	Main Building	circa 1920		CONTRIBUTING	BOTH	
244 S MIRANDA ST	Main Building	circa 1915		CONTRIBUTING	BOTH	
245 S REYMOND ST	Main Building	circa 1930		CONTRIBUTING	BOTH	
245 W LUCERO AV	Main Building	circa 1925		CONTRIBUTING	BOTH	
246 S REYMOND ST	Main Building	circa 1930		CONTRIBUTING	BOTH	
247 S REYMOND ST	Main Building	circa 1925		CONTRIBUTING	BOTH	
248 S REYMOND ST	Main Building	circa 1925		CONTRIBUTING	BOTH	
249 S MIRANDA ST	Main Building	1904	additions 1925	CONTRIBUTING	BOTH	
249 S MIRANDA ST	Garage-Barn, Cow Shed, Chicken Coop			CONTRIBUTING	BOTH	
250 W COURT AV	Main Building	circa 1880		CONTRIBUTING	BOTH	
250 W HADLEY AV	Main Building	circa 1925		CONTRIBUTING	BOTH	
255 W HADLEY AV	Main Building	circa 1930		CONTRIBUTING	STATE	
258 W HADLEY AV	Main Building	circa 1920		CONTRIBUTING	BOTH	
266 W COURT AV	Main Building	1884		CONTRIBUTING	BOTH	

268 W HADLEY AV	Main Building	circa 1920	r. 1930	CONTRIBUTING	BOTH	
301 S REYMOND ST	Main Building	circa 1911	r.1930, addition	CONTRIBUTING	BOTH	
301 W HADLEY AV	Main Building	circa 1930		CONTRIBUTING	BOTH	(see 447 N ALAMEDA ST)
304 S REYMOND ST	Main Building	circa 1911	r	CONTRIBUTING	BOTH	
305 S MIRANDA ST	Main Building	circa 1930	R	CONTRIBUTING	BOTH	
305 W HADLEY AV	Main Building	circa 1925		CONTRIBUTING	BOTH	
306 W HADLEY AV	Main Building			CONTRIBUTING	STATE	(see 500 N ARMIJO ST)
309 S REYMOND ST	Main Building	circa 1911		CONTRIBUTING	BOTH	
310 W HADLEY AV	Main Building			CONTRIBUTING	STATE	(see 500 N ARMIJO ST)
311 S MIRANDA ST	Main Building	circa 1911-1913		CONTRIBUTING	BOTH	
312 S REYMOND ST	Main Building	circa 1911		CONTRIBUTING	BOTH	
312 W HADLEY AV	Main Building			CONTRIBUTING	STATE	(see 500 N ARMIJO ST)
312 W PARKER RD	Main Building	1900	r. 1930	CONTRIBUTING	STATE	
314 W MOUNTAIN AV	Main Building	circa 1930		CONTRIBUTING	BOTH	
315 W BROWNLEE AV	Main Building	circa 1930		CONTRIBUTING	BOTH	
317 S MIRANDA ST	Main Building	circa 1925		CONTRIBUTING	BOTH	
317 S REYMOND ST	Main Building	circa 1930		CONTRIBUTING	BOTH	
318 W AMADOR AV	Main Building	circa 1890	r. 1930	CONTRIBUTING	BOTH	
318 W AMADOR AV	Garage	1940		CONTRIBUTING	BOTH	
318 W ORGAN AV	Main Building	circa 1900		CONTRIBUTING	BOTH	
319 N MIRANDA ST	Main Building	circa 1915		CONTRIBUTING	BOTH	
319 W AMADOR AV	Main Building	circa 1900		CONTRIBUTING	BOTH	
321 N MIRANDA ST	Main Building	circa 1915		CONTRIBUTING	BOTH	
321 W VAN PATTEN AV	Main Building	circa 1925		CONTRIBUTING	BOTH	
322 W MOUNTAIN AV	Main Building	circa 1930		CONTRIBUTING	BOTH	
323 S MIRANDA ST	Main Building	circa 1925		CONTRIBUTING	BOTH	
324 W AMADOR AV	Main Building	circa 1940		CONTRIBUTING	BOTH	
326 W MOUNTAIN AV	Main Building	circa 1930		CONTRIBUTING	BOTH	
329 S MIRANDA ST	Main Building	circa 1925		CONTRIBUTING	BOTH	
330 N MELENDRES ST	Main Building	circa 1945		CONTRIBUTING	BOTH	
330 W LAS CRUCES AV	Main Building	circa 1910		CONTRIBUTING	BOTH	
330 W LAS CRUCES AV	Boys & Girls Club	circa 1940		CONTRIBUTING	NATIONAL	
330 W LAS CRUCES AV	Boys & Girls Club, (	1965		NON-CONTRIBUTING	NATIONAL	
330 W MOUNTAIN AV	Main Building	circa 1930	addition	CONTRIBUTING	BOTH	
330 W VAN PATTEN AV	Main Building	circa 1945		CONTRIBUTING	BOTH	
330 W VAN PATTEN AV	Garage	1945?		CONTRIBUTING	BOTH	
331 N ALAMEDA BLVD	Main Building	circa 1925		CONTRIBUTING	BOTH	
331 N ALAMEDA BLVD	Apt.	circa 1940		CONTRIBUTING	BOTH	
331 N ALAMEDA BLVD	Garage	NG		CONTRIBUTING	BOTH	
331 N ARMIJO ST	Main Building	circa 1930		CONTRIBUTING	BOTH	
331 W LAS CRUCES AV	Main Building	circa 1910	r. 1935-1950	CONTRIBUTING	BOTH	
333 N ARMIJO ST	Main Building	circa 1930		CONTRIBUTING	BOTH	
334 1/2 W VAN PATTEN AV	Main Building	circa 1920		CONTRIBUTING	BOTH	
334 W GRIGGS AV	Main Building	circa 1910		CONTRIBUTING	BOTH	
334 W VAN PATTEN AV	Main Building	circa 1920		CONTRIBUTING	BOTH	
335 (E) W VAN PATTEN AV	Main Building	1924		CONTRIBUTING	BOTH	
335 (S) W VAN PATTEN AV	Main Building	1929		CONTRIBUTING	BOTH	
335 (W) W VAN PATTEN AV	Main Building	1923		CONTRIBUTING	BOTH	
335 W PICACHO AV	Main Building	NG		CONTRIBUTING	NATIONAL	(see 834 N ARMIJO)
336 W MOUNTAIN AV	Main Building	circa 1930		CONTRIBUTING	BOTH	
336 W VAN PATTEN AV	Main Building	circa 1920		CONTRIBUTING	BOTH	

337 S MIRANDA ST	Main Building	1924		CONTRIBUTING	BOTH	
338 W MOUNTAIN AV	Main Building	circa 1930		CONTRIBUTING	BOTH	
339 N ALAMEDA BLVD	Main Building	circa 1925		CONTRIBUTING	BOTH	
340 N MELENDRES	Main Building			CONTRIBUTING	BOTH	(see 643 W COURT AV)
340 N REYMOND ST	Main Building	1927	r	CONTRIBUTING	BOTH	
341 N ARMIJO ST	Main Building	circa 1925		CONTRIBUTING	BOTH	
343 N ARMIJO ST	Main Building	circa 1925		CONTRIBUTING	BOTH	
400 W LAS CRUCES AV	Main Building	circa 1906	addition on east	CONTRIBUTING	BOTH	
400B W LAS CRUCES AV	Garage/now Apt.	circa 1910	r	CONTRIBUTING	BOTH	
400C W LAS CRUCES AV	Attic of 400	circa 1990		NON-CONTRIBUTING	BOTH	
403 S MELENDRES ST	Main Building	circa 1948		CONTRIBUTING	STATE	
403 W LAS CRUCES AV	Main Building	circa 1900		CONTRIBUTING	BOTH	
404 W MOUNTAIN AV	Main Building	NG		CONTRIBUTING	STATE	
405 N ALAMEDA AV	Main Building	1924		CONTRIBUTING	BOTH	
405 S MELENDRES ST	Main Building	circa 1948		CONTRIBUTING	STATE	
405 W GRIGGS AV	Main Building	circa 1930		CONTRIBUTING	BOTH	
405 W ORGAN AV	Main Building	circa 1908		CONTRIBUTING	BOTH	
406 W GRIGGS AV	Main Building	1908		CONTRIBUTING	BOTH	
406 W LAS CRUCES AV	Main Building	circa 1909		CONTRIBUTING	BOTH	
407 W GRIGGS AV	Main Building	circa 1930		CONTRIBUTING	BOTH	
407 W LAS CRUCES AV	Main Building	1924		CONTRIBUTING	BOTH	
407 W ORGAN AV	Main Building	circa 1908		CONTRIBUTING	BOTH	
407A S MELENDRES ST	Main Building	circa 1948		CONTRIBUTING	STATE	
409 W LAS CRUCES AV	Main Building	circa 1909		CONTRIBUTING	BOTH	
409 W LAS CRUCES AV	Garage	NG		CONTRIBUTING	BOTH	
410 N ARMIJO ST	Main Building	NG		CONTRIBUTING	STATE	
410 W COURT AV	Main Building	1940		CONTRIBUTING	STATE	
410 W COURT AV	Rear Addition	NG		NON-CONTRIBUTING	STATE	
412 W LAS CRUCES AV	Main Building	circa 1900		CONTRIBUTING	BOTH	
413 W GRIGGS AV	Main Building	circa 1895		CONTRIBUTING	BOTH	
413 W GRIGGS AV	Barn	NG		NON-CONTRIBUTING	BOTH	
413 W GRIGGS AV	Rear	NG		CONTRIBUTING	BOTH	
414 W GRIGGS AV	Main Building	1908		CONTRIBUTING	BOTH	
414 W LAS CRUCES AV	Main Building	circa 1915		CONTRIBUTING	BOTH	
414 W MOUNTAIN AV	Main Building	NG		CONTRIBUTING	STATE	
415 W BROWNLEE AV	Main Building	circa 1930		CONTRIBUTING	BOTH	
415 W BROWNLEE AV	Garage-Apt.	1930	r. contemp.	NON-CONTRIBUTING	BOTH	
415 W LAS CRUCES AV	Main Building	circa 1930		CONTRIBUTING	BOTH	
417-E W COURT AV	Main Building	circa 1940		NON-CONTRIBUTING	BOTH	
417-SE W COURT AV	Main Building	1930		CONTRIBUTING	BOTH	
417-SW W COURT AV	Main Building	1930		CONTRIBUTING	BOTH	
417-W W COURT AV	Main Building	1900	r. 1930	CONTRIBUTING	BOTH	
420 N ALAMEDA AV	Main Building	circa 1925		CONTRIBUTING	BOTH	
420 N MELENDRES ST	Main Building	NG		CONTRIBUTING	STATE	
420 W PARKER RD	Main Building	contemp.	R	CONTRIBUTING	STATE	
422 N ALAMEDA BLVD	Main Building	circa 1890	R. circa 1920	CONTRIBUTING	BOTH	
424 W MOUNTAIN AV	Main Building	NG		CONTRIBUTING	STATE	
424 W PARKER RD	Main Building	contemp.		CONTRIBUTING	STATE	
425 N ALAMEDA BLVD	Main Building	circa 1925		CONTRIBUTING	BOTH	
425 N ALAMEDA BLVD	Garage	circa 1925		CONTRIBUTING	BOTH	
425 N MELENDRES ST	Main Building	circa 1930		CONTRIBUTING	BOTH	

425 S REYMOND ST	Main Building	circa 1915		CONTRIBUTING	BOTH	
425 W GRIGGS AV	Main Building	1924	addition, R. circa 1980	CONTRIBUTING	BOTH	
425 W LAS CRUCES AV	Main Building	circa 1940	r. 1940	CONTRIBUTING	BOTH	
426 N MIRANDA ST	Main Building	circa 1935		CONTRIBUTING	STATE	
426A N MIRANDA ST	Part of 426			CONTRIBUTING	STATE	
427 N MELENDRES ST	Main Building	circa 1930		CONTRIBUTING	BOTH	
428 W GRIGGS AV	Main Building	circa 1890	rear addition	CONTRIBUTING	BOTH	
430 N MIRANDA ST	Main Building	1941		CONTRIBUTING	STATE	
432 W VAN PATTEN AV	Main Building	circa 1930		CONTRIBUTING	BOTH	
435 N MELENDRES ST	Main Building	NG		CONTRIBUTING	STATE	
435 N REYMOND ST	Main Building	circa 1915		CONTRIBUTING	BOTH	deteriorated
436 W MOUNTAIN AV	Main Building	circa 1948		CONTRIBUTING	STATE	
437 S REYMOND ST	Main Building	NG		CONTRIBUTING	BOTH	deteriorated
437 W GRIGGS AV	Main Building	circa 1910	r. 1920	CONTRIBUTING	BOTH	
439 N ALAMEDA AV	Main Building	circa 1925	r. 1970	NON-CONTRIBUTING	BOTH	
439 N ALAMEDA AV	Rear	NG		CONTRIBUTING	BOTH	
439 N MELENDRES ST	Main Building	NG		CONTRIBUTING	STATE	
440 W LAS CRUCES AV	Main Building	circa 1910		CONTRIBUTING	BOTH	
440 W MOUNTAIN AV	Main Building	NG		CONTRIBUTING	STATE	
441 N MIRANDA ST	Main Building	circa 1885		CONTRIBUTING	STATE	
441 N MIRANDA ST	Carport	circa 1990		NON-CONTRIBUTING	STATE	Awful
443 1/2 N REYMOND ST	Main Building	between 1921 - 1927		CONTRIBUTING	STATE	
443 N REYMOND ST	Main Building	between 1921 - 1927		CONTRIBUTING	STATE	
445 N ALAMEDA AV	Main Building	circa 1930		CONTRIBUTING	BOTH	
445 N ALAMEDA AV	Garage	NG		CONTRIBUTING	BOTH	
446 N ALAMEDA AV	Main Building	circa 1925		CONTRIBUTING	BOTH	
447 N ALAMEDA AV	Main Building	circa 1930		CONTRIBUTING	BOTH	
450 W PICACHO AV	Main Building	circa 1880 or earlier		CONTRIBUTING	NATIONAL	
450 W PICACHO AV	Court	circa 1925		CONTRIBUTING	NATIONAL	
450 W PICACHO AV	Extension	1950		NON-CONTRIBUTING	NATIONAL	
466 W VAN PATTEN AV	Main Building	circa 1930		CONTRIBUTING	STATE	
472 W VAN PATTEN AV	Main Building	circa 1937		CONTRIBUTING	STATE	
475 W VAN PATTEN AV	Main Building	NG		CONTRIBUTING	STATE	
500 N ARMIJO ST	Main Building	circa 1940		CONTRIBUTING	STATE	
501 N ALAMEDA BLVD	Main Building	1926	addition 1941	CONTRIBUTING	STATE	
502 N ARMIJO ST	Main Building	circa 1940		CONTRIBUTING	STATE	
502 W HADLEY AV	Main Building	NG		CONTRIBUTING	STATE	
504 N ALAMEDA BLVD	Main Building	circa 1930		CONTRIBUTING	BOTH	
504 N ARMIJO ST	Main Building	circa 1940		CONTRIBUTING	STATE	
504 W GRIGGS AV	Main Building	1896		CONTRIBUTING	BOTH	
506 N ARMIJO ST	Main Building	circa 1940		CONTRIBUTING	STATE	
506 N ALAMEDA BLVD	Main Building	circa 1930		CONTRIBUTING	BOTH	
507 W HADLEY AV	Main Building	NG		CONTRIBUTING	STATE	
509 W LAS CRUCES AV	Main Building	1897		CONTRIBUTING	BOTH	
509 W LAS CRUCES AV	Garage	NG		CONTRIBUTING	BOTH	
510 W AMADOR AV	Main Building	NG		CONTRIBUTING	STATE	
510 W COURT AV	Main Building	1939		CONTRIBUTING	BOTH	
510 W COURT AV	Garage	1939?		CONTRIBUTING	BOTH	
512 N MIRANDA ST	Main Building	NG		CONTRIBUTING	STATE	
512 W GRIGGS AV	Main Building	circa 1930		CONTRIBUTING	BOTH	
513 N MELENDRES ST	Main Building	NG		CONTRIBUTING	STATE	

514 W GRIGGS AV	Main Building	circa 1940		CONTRIBUTING	BOTH	
514 W ORGAN AV	Main Building	contemp.		CONTRIBUTING	BOTH	
516 N ALAMEDA BLVD	Main Building	circa 1915-1920		CONTRIBUTING	BOTH	
516 N ALAMEDA BLVD	Rear	circa 1955		NON-CONTRIBUTING	BOTH	
516 W ORGAN AV	Main Building	contemp.		CONTRIBUTING	BOTH	
518 N ALAMEDA BLVD	Main Building	1960		NON-CONTRIBUTING	BOTH	
518 N ALAMEDA BLVD	Chapel	1913		CONTRIBUTING	BOTH	
518 N ALAMEDA BLVD	Hall & Colonnade	1955		NON-CONTRIBUTING	BOTH	
519 W LAS CRUCES AV	Main Building	circa 1925		CONTRIBUTING	BOTH	
519 W LAS CRUCES AV	Garage	NG		NON-CONTRIBUTING	BOTH	
520 1/2 N ALAMEDA BLVD	Main Building	1940? (converted garage)		CONTRIBUTING	BOTH	
520 N ALAMEDA BLVD	Main Building	circa 1940		CONTRIBUTING	BOTH	
520 W COURT AV	Main Building	1940		CONTRIBUTING	BOTH	
520 W COURT AV	Garage	1940?		CONTRIBUTING	BOTH	
520 W MOUNTAIN ST	Main Building	NG		CONTRIBUTING	STATE	
521 N MIRANDA ST	Main Building	circa 1920		CONTRIBUTING	STATE	
521 W BROWNLEE AV	Main Building	circa 1910	hood addition 1940	CONTRIBUTING	BOTH	
523 N MIRANDA ST	Main Building	circa 1930		CONTRIBUTING	STATE	
523 W BROWNLEE AV	Main Building	NG		CONTRIBUTING	STATE	
528 N ALAMEDA BLVD	Main Building	circa 1940		CONTRIBUTING	BOTH	
528 N ALAMEDA BLVD	Garage	1940?		CONTRIBUTING	BOTH	
530 W COURT AV	Main Building	1939		CONTRIBUTING	BOTH	
530 W COURT AV	Garage	1939?		CONTRIBUTING	BOTH	
530A N MELENDRES ST	Main Building	circa 1930		CONTRIBUTING	STATE	
531 N ALAMEDA BLVD	Main Building	circa 1935		CONTRIBUTING	STATE	
537 N ALAMEDA BLVD	Main Building	circa 1940		CONTRIBUTING	STATE	
539 W LAS CRUCES AV	Main Building	1934		CONTRIBUTING	BOTH	
539 W LAS CRUCES AV	Garage	1934?		CONTRIBUTING	BOTH	
539 W LAS CRUCES AV	Guest House	circa 1950		NON-CONTRIBUTING	BOTH	
540 W HADLEY AV	Main Building	circa 1940		CONTRIBUTING	STATE	
541 N ALAMEDA BLVD	Main Building	circa 1923		CONTRIBUTING	STATE	
541 W LAS CRUCES AV	Main Building	circa 1915		CONTRIBUTING	BOTH	
548 W HADLEY AV	Main Building	1939		CONTRIBUTING	STATE	(see 512 N MIRANDA ST)
555 N MIRANDA ST	Main Building	circa 1930		CONTRIBUTING	STATE	
555 W AMADOR AV	Main Building	circa 1948		CONTRIBUTING	STATE	
562 W GRIGGS AV	Main Building	circa 1940		CONTRIBUTING	BOTH	
570 W GRIGGS AV	Main Building	circa 1890		CONTRIBUTING	BOTH	
580 W GRIGGS AV	Main Building	circa 1890		CONTRIBUTING	BOTH	
590 W GRIGGS AV	Main Building	circa 1890		CONTRIBUTING	BOTH	
591 W ORGAN AV	Main Building			CONTRIBUTING	BOTH	(see 570 W GRIGGS)
600 W LAS CRUCES AV	Main Building	circa 1915		CONTRIBUTING	BOTH	
600 W LAS CRUCES AV	Garage	NG		CONTRIBUTING	BOTH	
600 W MOUNTAIN AV	Main Building	contemp.		CONTRIBUTING	STATE	
602 N ALAMEDA BLVD	Main Building	1923		CONTRIBUTING	BOTH	
602 W MOUNTAIN AV	Main Building	contemp.		CONTRIBUTING	STATE	
603 N ALAMEDA BLVD	Main Building	1918		CONTRIBUTING	BOTH	
603 W LAS CRUCES AV	Main Building	circa 1910	addition 1950	CONTRIBUTING	BOTH	
605 W MAY AV	Main Building	circa 1910	r	CONTRIBUTING	BOTH	
606 W COURT AV	Main Building	circa 1910		CONTRIBUTING	BOTH	
606 W HADLEY AV	Main Building	circa 1930	r., R	CONTRIBUTING	STATE	
606 W LAS CRUCES AV	Main Building	circa 1940		CONTRIBUTING	BOTH	

611 W HADLEY AV	Main Building	NG		CONTRIBUTING	STATE	
614 N ALAMEDA BLVD	Main Building	circa 1930		CONTRIBUTING	BOTH	
615 W HADLEY AV	Main Building	(WPA-1938 in front sidewalk)		CONTRIBUTING	STATE	
616 N ARMIJO ST	Main Building	circa 1950		CONTRIBUTING	BOTH	
616 W COURT AV	Main Building	circa 1910		CONTRIBUTING	BOTH	
618 N ARMIJO ST	Main Building	circa 1950		CONTRIBUTING	BOTH	
619 N ALAMEDA BLVD	Main Building	circa 1910		CONTRIBUTING	BOTH	
620 N ALAMEDA BLVD	Main Building	circa 1930		CONTRIBUTING	BOTH	
620 N ALAMEDA BLVD	Garage	1930?		CONTRIBUTING	BOTH	
620 N ARMIJO ST	Main Building	circa 1950		CONTRIBUTING	BOTH	
620 W HADLEY AV	Main Building	circa 1940		CONTRIBUTING	STATE	
620 W ORGAN AV	Main Building	circa 1910	r. 1940	CONTRIBUTING	BOTH	
622 N ARMIJO ST	Main Building	circa 1950		CONTRIBUTING	BOTH	
624 W COURT AV	Main Building	circa 1930		CONTRIBUTING	BOTH	
624 W COURT AV	Rear Apt.	NG (pre-1947)		CONTRIBUTING	BOTH	
624 W LAS CRUCES AV	Main Building	circa 1940		CONTRIBUTING	BOTH	
624 W LAS CRUCES AV	Garage	1940?		CONTRIBUTING	BOTH	
625 N REYMOND ST	Main Building	circa 1915		CONTRIBUTING	BOTH	
625 W MOUNTAIN AV	Main Building	contemp.	addition	CONTRIBUTING	STATE	
626 N ALAMEDA BLVD	Main Building	circa 1930		CONTRIBUTING	BOTH	
626 W BOWMAN AV	Main Building	circa 1930		CONTRIBUTING	BOTH	
626 W HADLEY AV	Main Building	NG		CONTRIBUTING	STATE	
629 W COURT AV	Main Building	circa 1910		CONTRIBUTING	BOTH	
630 W MOUNTAIN AV	Main Building	contemp.	addition	CONTRIBUTING	STATE	
634 W COURT AV	Main Building	circa 1980's		CONTRIBUTING	BOTH	
634 W COURT AV	Rear	1890's		CONTRIBUTING	BOTH	
635 W LAS CRUCES AV	Main Building	1913		CONTRIBUTING	BOTH	
637 N ALAMEDA BLVD	Main Building	circa 1925		CONTRIBUTING	BOTH	
637 N ARMIJO ST	Main Building	circa 1915		CONTRIBUTING	BOTH	
640 W LAS CRUCES AV	Main Building	circa 1930		CONTRIBUTING	BOTH	
640 W LAS CRUCES AV	Garage	1930?		CONTRIBUTING	BOTH	
641 W MAY AV	Main Building	circa 1940		CONTRIBUTING	BOTH	
642 W LAS CRUCES AV	Main Building	circa 1930		CONTRIBUTING	BOTH	
642 W LAS CRUCES AV	Garage	1930?		CONTRIBUTING	BOTH	
643 W COURT AV	Main Building	circa 1915	r	CONTRIBUTING	BOTH	and 340 N MELENDRES
644 W HADLEY AV	Main Building	circa 1910		CONTRIBUTING	STATE	
645 W LAS CRUCES AV	Main Building	circa 1925		CONTRIBUTING	BOTH	
645 W MAY AV	Main Building	circa 1902	r. 1920's	CONTRIBUTING	BOTH	
647 W MOUNTAIN AV	Main Building	NG		CONTRIBUTING	STATE	
701 N ARMIJO ST	Main Building	less than 50 yrs. Old in 11/78		CONTRIBUTING	STATE	
701 N ARMIJO ST	Garage	NG		CONTRIBUTING	STATE	
701 N MIRANDA ST	Main Building	NG		CONTRIBUTING	STATE	
702 N ARMIJO ST	Main Building	circa 1920		CONTRIBUTING	BOTH	
702 W COURT AV	Main Building	circa 1915	r. 1940	CONTRIBUTING	BOTH	
703 N REYMOND ST	Main Building	circa 1925		CONTRIBUTING	STATE	
703 N REYMOND ST	Garage	circa 1925?		CONTRIBUTING	STATE	
704 N MIRANDA ST	Main Building	circa 1930		CONTRIBUTING	STATE	
704 N REYMOND ST	Main Building	NG	R	CONTRIBUTING	STATE	
705 N ALAMEDA BLVD	Main Building	circa 1940		CONTRIBUTING	BOTH	
706 N REYMOND ST	Main Building	circa 1920		CONTRIBUTING	STATE	
706 N REYMOND ST	Garage	circa 1920?		CONTRIBUTING	STATE	

706 W COURT AV	Main Building	circa 1915	r. 1940	CONTRIBUTING	BOTH	
706 W MAY AV	Main Building	circa 1930		CONTRIBUTING	STATE	
706 W ORGAN AV	Main Building	circa 1910	addition 1920	CONTRIBUTING	BOTH	
707 N MIRANDA ST	Main Building	circa 1930		CONTRIBUTING	STATE	
707 W COURT AV	Main Building	circa 1890	addition 1910, r. 1970	CONTRIBUTING	BOTH	
708 W ORGAN AV	Main Building	circa 1910	addition 1920	CONTRIBUTING	BOTH	
710 W ORGAN AV	Main Building	circa 1910	addition 1920	CONTRIBUTING	BOTH	
711 N ARMIJO ST	Main Building	1937		CONTRIBUTING	STATE	
711 N ARMIJO ST	Garage	1937?		CONTRIBUTING	STATE	
714 W COURT AV	Main Building	circa 1925		CONTRIBUTING	BOTH	
715 N ARMIJO ST	Main Building	NG		CONTRIBUTING	STATE	
715 N MIRANDA ST	Main Building	NG		CONTRIBUTING	STATE	
715 W LAS CRUCES AV	Main Building	circa 1937		CONTRIBUTING	BOTH	
716 N ARMIJO ST	Main Building	circa 1930		CONTRIBUTING	BOTH	
716 N ARMIJO ST	Garage	1930?		NON-CONTRIBUTING	BOTH	
719 W LAS CRUCES AV	Main Building	circa 1930		CONTRIBUTING	BOTH	
721 W LAS CRUCES AV	Main Building	1928		CONTRIBUTING	BOTH	
724 W COURT AV	Main Building	circa 1940		CONTRIBUTING	BOTH	
728 W LAS CRUCES AV	Main Building	circa 1925		CONTRIBUTING	BOTH	
729 N ARMIJO ST	Main Building	NG		CONTRIBUTING	STATE	
730 N MIRANDA ST	Main Building	circa 1935		CONTRIBUTING	STATE	
730 W LAS CRUCES AV	Main Building	circa 1925		CONTRIBUTING	BOTH	
732 N MIRANDA ST	Main Building	circa 1930		CONTRIBUTING	STATE	
733 N REYMOND ST	Main Building	circa 1915		CONTRIBUTING	STATE	
733 N REYMOND ST	Garage	circa 1915?		CONTRIBUTING	STATE	
734 N REYMOND ST	Main Building	NG		CONTRIBUTING	STATE	
739 N MIRANDA ST	Main Building	NG		CONTRIBUTING	STATE	
741 N ALAMEDA BLVD	Main Building	NG		CONTRIBUTING	BOTH	
743 W COURT AV	Main Building	circa 1915		CONTRIBUTING	BOTH	
744 N MIRANDA ST	Main Building	NG		CONTRIBUTING	STATE	
744 W COURT AV	Main Building	circa 1910	r. 1925	CONTRIBUTING	BOTH	
744A N MIRANDA ST	Main Building	NG		CONTRIBUTING	STATE	
744B N MIRANDA ST	Main Building	NG		CONTRIBUTING	STATE	
800 W LAS CRUCES AV	Freight Extension	1961		NON-CONTRIBUTING	BOTH	
800 W LAS CRUCES AV	Freight Section	circa 1909		CONTRIBUTING	BOTH	
800 W LAS CRUCES AV	Main Section	1909		CONTRIBUTING	BOTH	
801 N ARMIJO ST	Main Building	circa 1920		CONTRIBUTING	BOTH	
805 N REYMOND ST	Main Building	circa 1930		CONTRIBUTING	STATE	
807 N ARMIJO ST	Main Building	circa 1925		CONTRIBUTING	BOTH	
807 N MIRANDA ST	Main Building	NG		CONTRIBUTING	STATE	
808 N ALAMENDRA BLVD	Main Building	1925	addition 1950	CONTRIBUTING	BOTH	addition is NON-CONTRIBUTING
808 N ALAMENDRA BLVD	South of…	1940		CONTRIBUTING	BOTH	
808 N ARMIJO ST	Main Building	circa 1915		CONTRIBUTING	BOTH	
810 N ARMIJO ST	Main Building	circa 1915		CONTRIBUTING	BOTH	
810 N REYMOND ST	Main Building	contemp.		CONTRIBUTING	STATE	
818 N ARMIJO ST	Main Building	circa 1925		CONTRIBUTING	BOTH	
819 N MIRANDA ST	Main Building	NG		CONTRIBUTING	STATE	
824 N ARMIJO ST	Main Building	circa 1925		CONTRIBUTING	BOTH	
833 N ALAMEDA BLVD	Main Building	1908		CONTRIBUTING	BOTH	
834 N ARMIJO ST	Main Building	circa 1920	r. circa 1930	CONTRIBUTING	BOTH	
838 N MIRANDA ST	Main Building	NG		CONTRIBUTING	STATE	

887 N MAIN ST	Main Building	circa 1925		CONTRIBUTING	STATE	
909 N ALAMEDA BLVD	Main Building	circa 1908		CONTRIBUTING	BOTH	
909 N ALAMEDA BLVD	Garage	NG		CONTRIBUTING	BOTH	
920 N ALAMEDA BLVD	Main Building	circa 1920		CONTRIBUTING	BOTH	
938 N ALAMEDA BLVD	Main Building	circa 1900		CONTRIBUTING	BOTH	
938 N ALAMEDA BLVD	Garage	NG		CONTRIBUTING	BOTH	
943 N ALAMEDA BLVD	Main Building	circa 1900		CONTRIBUTING	BOTH	
955 N ALAMEDA BLVD	Main Building	circa 1930		CONTRIBUTING	BOTH	
955 N ALAMEDA BLVD	Garage	1930?		CONTRIBUTING	BOTH	
965 N ALAMEDA BLVD	Main Building	1915		CONTRIBUTING	BOTH	
972 N ALAMEDA BLVD	Main Building	circa 1915		CONTRIBUTING	BOTH	
975 N ALAMEDA BLVD	Main Building	circa 1930		CONTRIBUTING	BOTH	
975 N ALAMEDA BLVD	Garage	1930?		CONTRIBUTING	BOTH	

NG Not given in the previous survey
? When on a garage and no date given, the date of the house has been arbitrarily assigned
r Minor remodeling, noticeable but didn't lower the classification by itself
R Major remodeling, change in appearance