

PROJECT DESCRIPTION: Staff re	quests the designation of prin	nary façades on a contributing	non-residential building.
	<b>-19-026A</b> Drb	ė	
PROJECT LOCATION (S): 40	4 Montezuma Avenue		
PROJECT NAMES:			
OW/AP - State of New Mexico Cultur	al Affairs Department	407 Galisteo St # 260	Santa Fe, NM 87501
PROJECT DATA:			
HISTORIC DISTRICT			<b>,</b>
Don Gaspar Area Downtown :	and Eastside 🗆 Historic	Review 🗆 Transition 🗹	Westside-Guadalupe 🗆
HISTORIC BUILDING STATUS			
Non-Statused   Non-Contributi	ng 🗆 Contributing 🗹	- Significant □ Landma	rk 🗆 N/A 🗆
PRIMARY ELEVATIONS:	North 🗆 S	South D West D East	:
PUBLICLY VISIBLE FACADE-EAS	Γ	Yes ☑ No □	
PUBLICLY VISIBLE FACADE-NOR	TH	Yes ☑ No □	
PUBLICLY VISIBLE FACADE-SOU	ГН	Yes 🗆 No 🗆	
PUBLICLY VISIBLE FACADE-WES	Т	Yes 🖳 No 🗆	
HISTORIC DISTRICT INVENTORY	NUMBER	H27150	
YEAR OF CONSTRUCTION		19305	
PROJECT TYPE			
Status   Primary Elevations	Remodel 🗆 Dem	nolition	ther <u>Rimany</u> Facade
USE, EXISTING	Residential 🗆	Non-Residential <b>E</b>	Vacant 🗆
USE, PROPOSED	Residential 🗆	Non-Residential G	
HISTORIC BUILDING NAME		Halpin Building	Marles Iffeld

# City of Santa Fe, New Mexico No. 100 City of Santa Fe, New Mexico

DATE:

April 9, 2019

TO:

**Historic Districts Review Board Members** 

FROM:

Lisa Roach, Planner Manager - Historic Preservation

Case # H-19-26A

Address: 404 Montezuma Historic Status: Contributing Historic District: Transition

# **REFERENCE ATTACHMENTS (Sequentially):**

# CITY SUBMITTALS

- \_\_\_\_ District Standards & yard wall & fence standards.
- x Historic Inventory Form
- Zoning Review Sheet
- <u>x</u> Other: GIS map showing historic status and district

#### **APPLICANT SUBMITTALS**

- Proposal Letter
- x Site Plan/Floor Plan (included in report below)
- **x Elevations** (included in report below)
- \_x\_ Photographs (included in report below)
- x Other: "Halpin Building Historical Analysis and Assessment" by Jonathan S. Craig (dated September 20, 2017)

#### **STAFF RECOMMENDATION:**

Staff recommends that the Board designate the East and South façades as primary for this contributing structure, per 14-5.2(C) Designation of Significant and Contributing Structures. Although alterations have taken place, staff feels that these façades are most prominent, capture the building's character-defining features (stuccoed bring massing, brick coping repetitive punched openings with steel divided lite windows situated high on the walls, and loading docks), and could easily be restored.

#### **BACKGROUND & SUMMARY:**

404 Montezuma is a large non-residential structure listed as Contributing to the Transition Historic District, just north of the Railyard District. Known presently as the Halpin State Archives Building, the former Charles Ilfeld Company Warehouse, is located at the southwest corner of Guadalupe and Montezuma Streets, just north of the Atchison, Topeka & Santa Fe Depot (AT&SF Depot, c. 1880), with Garfield Street at the southern property boundary. The Charles Ilfeld Company Warehouse was constructed by 1948, as it appears on the Sanborn Fire Insurance Map from that year, and possibly as early as 1938 (HCPI #H27150) in simplified Territorial Revival Style featuring rectangular stuccoed brick masonry massing with brick coping at the parapets. Extensive historical information about the Charles Ilfeld Company is provided in a report prepared by architect Jonathan S. Craig and provided to the City's Historic Preservation Division by the New Mexico Department of Cultural Affairs. It is believed that the building was constructed by Mr. M. W. Cooper and that the plans for the building were prepared by Gordon Street, who was a well-known designer in the region in the 1930s and John Gaw Meem's chief draftsman and delineator for five years.

The warehouse structure originally consisted of a main high-bay room of approximately 11,500 square feet with an interior height of 16' to the bottom of the roof joists, over a basement of approximately the same floor area. The warehouse was aligned with the railroad tracks, as it was situated between the terminus of the AT&SF line and the Chili Line (Denver, Rio Grande, Western narrow gauge), as can be seen on the 1948 Sanborn map. A single story office wing of approximately 1,800 square feet abuts the northwest corner of the warehouse and is oriented to Montezuma Street. This historic addition was constructed at an unknown date prior to 1948 and remodeled after 1970, altering its footprint. An approximately 650 square foot historic addition at the southeast corner of the building is also visible on the 1948 Sanborn map and was likely a loading entry and dock for freight deliveries by road. This "south wing" was extended further between 1948 and 1959, as is evidenced in a 1959 survey of the property done prior to the acquisition of the building by the State of New Mexico. A concrete railroad loading platform extends along the entire east façade of the original warehouse and connects with a vehicle loading dock along the north façade. It appears that this north loading dock originally featured a canopy supported off the building with tension rods and turnbuckles. This north loading dock below the canopy was infilled during renovations in 1970, when the interior of the building was extensively altered.

Windows are generally 3 over 2, approximately three-foot square, inward opening steel hoppers positioned high along the east, south and west sides of the main warehouse, with similar windows approximately half this height with a single row of three lites along the north façade. Most of the windows are paired symmetrically within structural bays, but on the north and south façades, windows are omitted from the westernmost bays, with only one window in the easternmost bay. On the east façade, there is a mulled double window centered over the former freight door in the middle of the façade, and a similar window in the northernmost bay over the exit door from the basement. The windows on the west façade originally featured two small casement windows and six 36" square windows similar to the east and south facades, but

these were replaced with non-historic aluminum sliders. The northwest office wing has approximately 36"x80" steel windows with a fixed glass top pane, and operable horizontal sashes below (now inoperable). It is unclear as to whether these windows were original to the historic addition or if they were replaced during a later renovation. An additional steel casement window was likely a later addition on the north elevation. Decorative wood grilles are now present on the exterior of the windows on the northwest office wing, though dates for these were not specified. Finally, basement windows on the south and west façades were infilled prior to 1970.

The most substantial exterior change to the building was the boarding u pof the windows on the east façade and installation of a mural covering the entire east façade facing Guadalupe Street. The 1997 HCPI for the property indicates that this mural was painted by Zara Kriegstein, Giberton Guzman, et al, and was featured in the book "Street Murals" by Volker Barthelmeh in 1982. The NM Department of Cultural Affairs undertook an assessment of this mural in 2015, during which time it was determined that the mural was installed a year or two before the book was published. This assessment also indicated that a portion of the mural covering the central double window ws beginning to delaminate from the building and subsequently fell off the building during an attempt to repair it. As a result, this is the only window currently visible on this façade, though the remaining windows still exist and are covered by stuccoed and painted mural panels. The historical analysis provided by the State reports that as many as four attempts have been made to restore this mural, and that its current state differs significantly from the original.

## **RELEVANT CODE CITATIONS:**

# 14-5.2(A)(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.

# 14-5.2(C) Regulation of Significant and Contributing Structures in the Historic Districts

- (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.

# 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 Primary Façade:

One or more principal faces or elevations of a building with features that define the character of the building's architecture.

#### 14-5.2(M) State Capital Outlay Projects

- (1) Purpose
  - (a) Recognizing the fragility of the city's historic heritage, the purpose of Subsection 14-5.2(M) is to activate the procedure established in Section 3-22-6 NMSA 1978 under which the city and the state will collaborate in good faith and work jointly to preserve and protect the historic districts of Santa Fe as well as contributing, significant and landmark structures.
  - (b) State capital outlay projects in historic districts shall be carried out pursuant to the procedures set forth in Section 3-22-6 NMSA 1978 and Subsection (2) below and in a manner that is harmonious and generally compatible with the design standards

set forth in Subsection (3) below. These procedures and standards apply to new structures and additions to and alterations and demolition of existing buildings.

#### (2) Procedures

- (a) Before commencing with the design phase of a capital outlay project, the state and the historic districts review board shall consult as to the appropriate design standards and how those design standards would impact costs and the operation or manner in which the project will ultimately be expected to function. The historic districts review board shall work collaboratively with the state to arrive at compatibility of the project with the design standards, considering reasonable costs and preserving essential functionality. The state shall also make every reasonable effort to obtain input from members of identifiable community groups involved in historic preservation in Santa Fe before commencing the design phase.
- (b) After the design phase and before soliciting a bid or proposal for design-build or lease-purchase for a capital overlay project, the state shall submit the plans to the historic districts review board for review and comment. The historic districts review board in conjunction with the state shall conduct a public meeting to receive public input. Notice of the public meeting shall be given to any identifiable community groups involved in historic preservation in Santa Fe.
- (c) Within sixty days after the public meeting the historic districts review board, any identifiable historic preservation community group or any other interested party shall communicate recommendations and comments in writing to the state. The state shall consult with the historic districts review board or other entity to resolve any issues raised. If at the end of the sixty-day period unresolved issues remain, the city may within five days after the end of the period, notify the state that the issues remain unresolved and these issues shall be finally determined as set forth in Section 3-22-6(G) NMSA 1978, provided that if notice is not timely given, the state may, after incorporating those provisions to which the state and the city have agreed, proceed with the project.
- (d) The state shall not take any irrevocable action on the capital project in reliance on the plans until the procedures set forth in Section 3-22-6 NMSA 1978 have been followed.

# (3) Design Standards

(a) General Standards: A state capital outlay project shall be designed appropriate to the seat of government and with the intent of achieving harmony with existing buildings by the use of similar materials, color, proportion, and general details to the existing buildings in the applicable streetscape. The applicable streetscape shall be determined as set forth in Subsections 14-5.2(D)(9)(a)(ii) A., B., C., D., and E. A new structure or proposed alteration or addition shall not cause an adjacent contributing, significant or landmark structure to lose its status. Alterations and additions shall be in character with the style, detail and massing of the existing building. The dominating effect is to be that of adobe construction as follows:

# (i) Roofs

Roofs, generally, shall be flat with a slight slope and surrounded by a parapet of the same color and material as the walls or of brick. Roofs shall generally not be 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 columns, posts or other vertical supports. No cantilevers shall be permitted except over projecting vigas, beams, or wood corbels, or as part of the roof treatment not

to exceed an overhang of thirty (30) inches. The restriction 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 parapet from any public way.

#### (ii) Walls and Windows

The combined door and window area in any publicly visible facade generally shall not exceed forty percent of the total area of the facade 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 facade except in circumstances where the unique purpose of the space may warrant special design considerations. Windows, doors and portales on publicly visible portions of the building and walls shall be of one of the old Santa Fe styles. Glass and window trim shall be nonreflective. Windows shall be similar in proportion to the fenestration pattern in the streetscape . Deep window recesses are characteristic.

# (iii) Finishes

Construction shall be with materials with which the adobe effect can be simulated provided that the exterior walls are not less than eight (8) inches thick. Mud plaster, hard plaster or other materials simulating adobe, laid on smoothly, is required. No less than eighty percent of the non-fenestration surface area of any publicly visible façade shall be adobe finish, stucco or other material simulating adobe finish. The balance of the publicly visible facade may be of natural stone, wood, brick, tile, terra cotta, or other material. Materials shall convey a sense of substance and permanence.

# (iv) Colors

The publicly visible facade of any building and of any adjoining walls generally shall be of one color but no more than three colors and simulate a light earth or dark earth color, matte or dull finish and of relatively smooth texture. However, facade surfaces under portals or inset panels in a wall under a roof overhangs, in church-derived designs, may be painted white or be of contrasting or complimentary colors or have mural decorations.

## (v) Other Features

Facades shall be flat, varied by inset portals, exterior portales, projecting vigas or roof beams, canales or water-spouts, flanking buttresses and wooden lintels, architraves and cornices. Depending upon the existing streetscape and if permitted otherwise in this chapter, a portal may cover the entire sidewalk with the columns set at the curbline.

# (vi) Height

The height shall be limited to the average height of institutional buildings as measured within the applicable streetscape. When determining an applicable streetscape, vacant lots or parcels shall not be included in the calculation for allowable height. If no institutional buildings are included in the streetscape, the maximum height shall not exceed the average height of existing buildings in the streetscape. The land use department staff shall determine the applicable streetscape as set forth in Subsections 14-5.2(D)(9)(a)(ii) A., B., C., D., and E. Height shall be measured as set forth in Subsection 14-5.2(D)(9)(c)(iii). Heights of existing structures shall be as set forth on the official map of building heights.

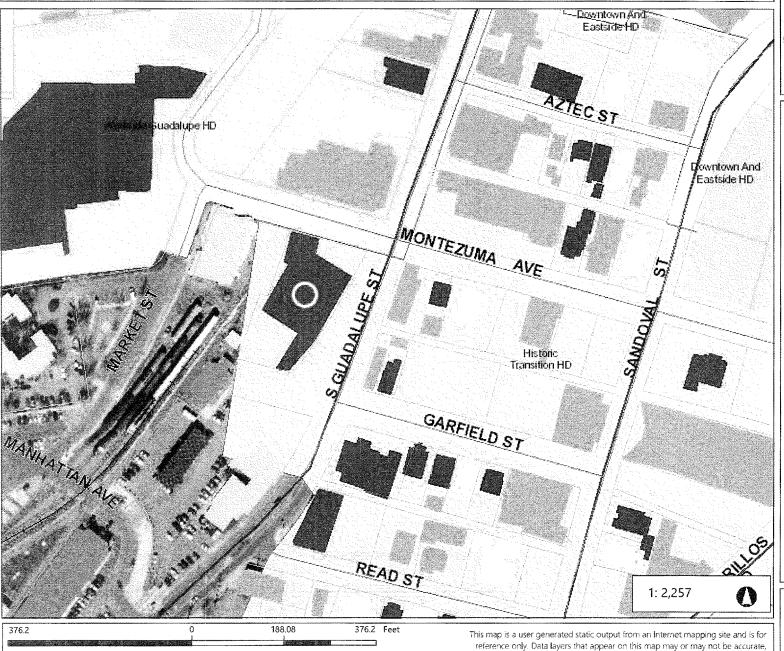
If the height of an existing building is not given, the state shall submit a statement from a NM licensed surveyor of the actual height. No building facade shall be over two stories in height unless the façade includes projecting or recessed portales, balconies, setbacks or other design elements.

(b) Contributing, Significant and Landmark Buildings

State capital outlay projects that involve contributing, significant or landmark structures shall be undertaken in such a manner as to preserve the status of the structure and in accordance with the standards for alterations or additions to contributing, significant or landmark buildings as set forth in Section 14-5.2. Historic materials and architectural features and spaces that embody the status shall be preserved. A proposed alteration or addition shall not cause the structure to lose its status.

- (4) Demolition of Historic and Landmark Structures; Minimum Maintenance Requirements
  - (a) A request for demolition of an historic or landmark structure shall include the report required in Section 14-3.14(C) and follow the standards set forth in Section 14-3.14(G). If there is a disagreement as to demolition, the procedures set forth in Section 3-22-6(G) NMSA 1978 shall be followed.
  - (b) The minimum maintenance requirements for historic or landmark structures set forth in Subsection 14-5.2(B) shall be met.

WGS\_1984\_Web\_Mercator\_Auxiliary\_Sphere





# Legend

- City Limits

  Address Points
- --- Roads
- Major Roads
- Santa Fe County Parcels
- Santa Fe River
- Rail Road
   Historic Buildings Status
  - Landmark
  - Significant
  - Contributing
  - Non-Contributing
    - Not Resurveyed
  - Historic Districts
  - Don Gaspar Area HD
  - Downtown And Eastside HD
  - Historic Review HD
  - Historic Transition HD
  - Westside-Guadalupe HD

#### Notes

current, or otherwise reliable.

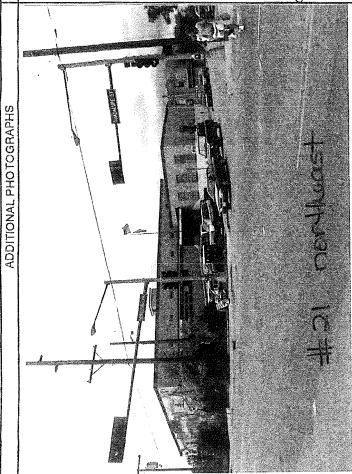
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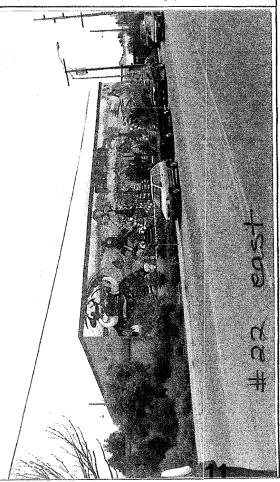
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# NEW MEXICO HISTORIC BUILDING INVENTORY - SANTA FE RESURVEY 1997

Γ	ADDRESS:			OLD ID NUMBER: 0516 13494	
	404 Montezuma		SANTA FE ID NUMBER: H 27150		
7	UTM REFERENCE EASTING NORTHING		LEGAL DESCRIPTION:	BUILDING NAME:	
P	ZONE 12 13		TNSP IT (N) S RANGE	9 (E) W SEC 24 SW 1/4 SW 1/4	
FICA	FIELD MAP				
IDENTIFICATION	Santa Fe Historic Status Map 1996  DATE OF SOURCE(S) CONSTRUCTION: city directory Y1938 ESTIMATE Chas. Ilfeld ACTUAL Co. Gro				
	ARCHITECTURAL STYLE:				
	Territorial Revival	2	10 . 10 . 10 . 10 . 10 . 10 . 10 . 10 .		
To the second	USE:  HISTORIC: residential  OTHER <u>commercial</u> PRESENT: residential  OTHER <u>government</u> State Records/Archives  SURROUNDINGS:	PHÓTO	Reduced to the property of the	north	
BUILDING DATA	RELATIONSHIP TO HISTORIC SURROUNDINGS:  X SIMILAR NOT SIMILAR  ASSOCIATED BUILDINGS ON SITE: YES X NO WHAT TYPE?  IF INVENTORIED, LIST ID NUMBER(S)  DEGREE OF REMODELING: MINOR X MODERATE	AN	14"=20"  14"=20"  13	ories 123	
	MAJOR porch converted on front;  EXPLAIN: small addition on 5 end; mural on E  OVERALL CONDITION: EXCELLENT _X GOOD FAIRDETERIORATED  BUILDING THREATENED? YES _X NO  SURVEYED ] 97 BY DB	SIGNIFICANCE	LISTED ON NATIONAL REGISTER	BLE DN-CONTRIBUTING F CULTURAL PROPERTIES? IGIBLE Ansition HISTORIC DISTRICT TRIBUTING NON-CONTRIBUTING	

Γ	ROOFS & DRAINS	flat with brick coping, N-wood beam "coping"flat with motal fascia				
EATURES: STYLE, MATERIALS, AND CONDITION	BUILDING WALLS	brown stucco over concrete				
	FOUNDATIONS	Concrete APPROX. HEIGHT (FT.) 22				
	DOORS	N, W end - wood panel set at top of stains in recess which surround, wrought iron gate.  N, E end - solid wood what light sidelight, solid wed, metal overhead door				
	WINDOWS	steel awning/fixed with decorative wood grilles, brick sills 1/1 fixed/awining w/ metal grilles, square fixed w/ grilles, square openings w/ wood vents, few steel comt				
	PORCHES OR PORTALES	inset dock at N center-wood beam at front of wood roof continues to form coping of adjacent roof.  S side - wood clock whood roof				
	ARCHITECTURAL DETAILS	Mural on E wall by Zara Kriegstein, Gilberto Guzman, et al, dominates the building. Featured in book <u>Street Murals</u> by Volker Barthelmen (Alfred A. Knopf, NY 1982).				
RAL	FENCESWALLS	chain link fence around parking lot, 5				
ARCHITECTU	SITE FEATURES					
	OTHER/ COMMENTS	Plague shows the building as the Joseph F. Halpin Records Center. Wood signs on N side contain the following quotes: "What Is Past Is Prologue" and "A Nation That Forgets Its Past that No Future"-Winston Churchi				



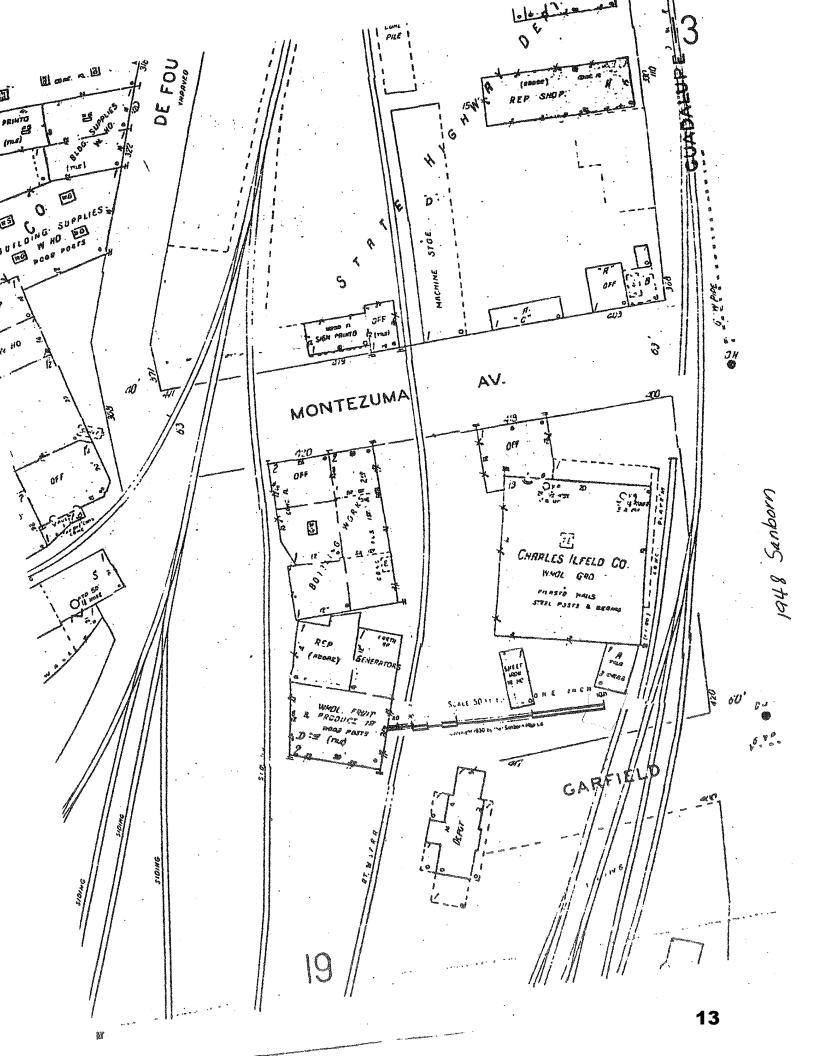


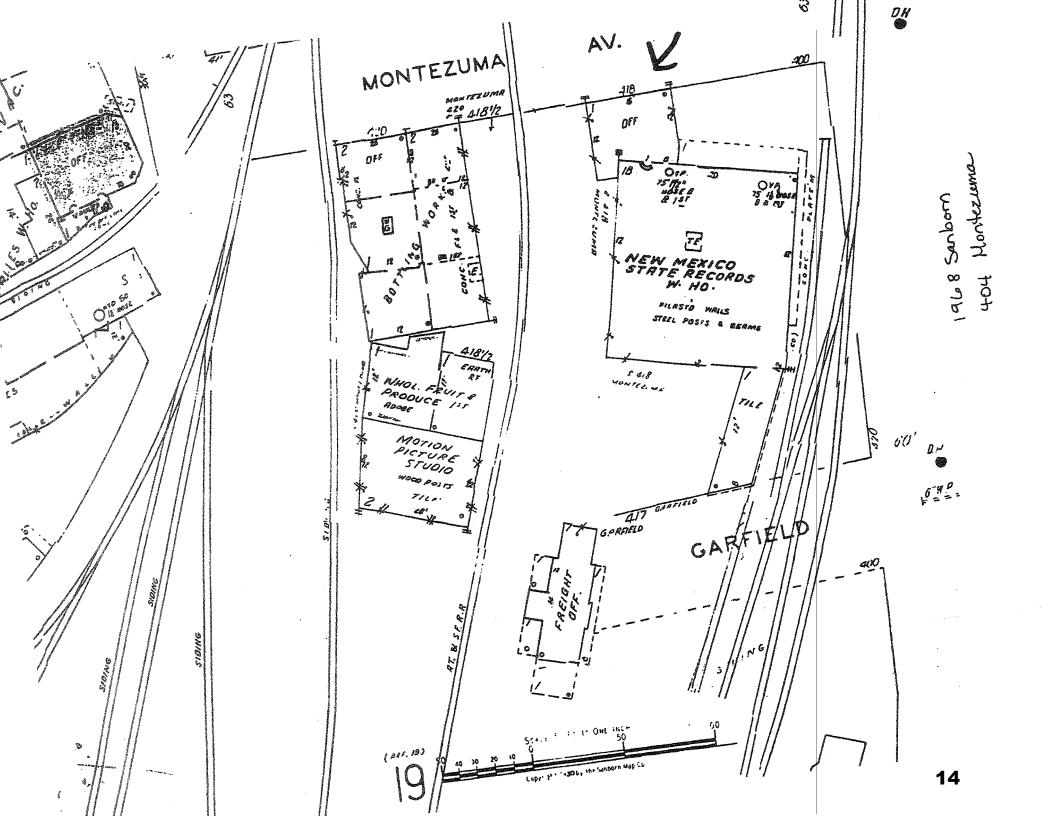
NEW MEXICO HISTORIC BUILDING INVENTORY - SANTA FE RESURVEY 1997 (concluded)

ADDRESS		ID NUMBER: 0516 13494	
FICAT	404	Montezuma	SANTA FE ID NUMBER: H27150
	, ,		SURVEYED/RESEARCHED
190 190			DATE 7 97 BY

Built as a grocery warehouse c. 1938 by Charles Isfeld, the building served as a wholesale grocery business until the late 1950s when it became a bottling company. In 1960 it was converted to the State records storage facility. The Isfeld Company began in Las Vegas and became one of the largest and most profitable businesses in the state. As one of the Isfelds' cash-and-carry warehouses, it operated as a profitable part of the Isfeld chain until the proliferation of chain grocery stores.

Neither the photo archives nor the State archives had photos of the building as a warehouse, and the book. The II feld Company, a history of the business by William Parrish, had no photos, so it is difficult to determine the exact nature of the "remodel" cited on the 1985 survey form. Both the 1948 and 1968 maps show the building in its present configuration except for a small addition on the south end of filling of the north porch. Because the building was and still is representative of the commercial businesses near the railroad, these changes do not impact its status, and it may be seen as contributing in the Historic Transition District.





# HALPIN BUILDING HISTORICAL ANALYSIS AND ASSESSMENT

September 20, 2017

Prepared for

# dnca+StudioGP

125 Jefferson NE, Albuquerque, New Mexico 87108 (505) 255 4033

by

# Jonathan S. Craig Architect LLC

P.O. Box 12295 Albuquerque, NM 87195 (505)243-2724



New Mexico Department of Tourism Photograph Collection, Image No. 1473, State Archives of New Mexico.



Figure 1. View of Halpin Building Looking Southwest-2017

#### 1) PURPOSE AND METHODOLOGY:

This assessment was prepared by the office of Jonathan S. Craig Architect LLC, Albuquerque New Mexico. The intent of the assessment is to assist the design team led by dnca+StudioGP in developing appropriate historic preservation and rehabilitation strategies for converting the Halpin Building into a contemporary art venue for the Museum of New Mexico.

The assessment included historic research at the New Mexico State Archives including the online digital photographic collection, the Center for Southwest Research at the University of New Mexico and the records of the Facilities Management Division if the General Services Department, the former owner of the building from its purchase from the Charles Ilfeld Company in 1960 until its transfer to the Department of Cultural Affairs in 2005. Work also included internet research. The research was supplemented by a field investigation by Jonathan Craig, RA. The Historic Preservation Division provided a copy of the New Mexico Historic Building Inventory — Santa Fe Resurvey Form 1997 (see Appendix A). A meeting was held with the design team and representatives of the Department of Cultural Affairs, the Historic Preservation Division and the City of Santa Fe Historic Preservation Division to determine jurisdiction in the review and approval of the project (see meeting notes in the Appendices).

#### 2) HISTORIC PRESERVATION STATUS AND APPROVALS:

The Halpin Building is located in the City of Santa Fe Historic Transition District, immediately to the south of the north boundary of the Railyard District. It is listed by the city as a contributing structure to the district. However, it is not listed either individually or as a contributing structure to any district on any state or federal registers. David Rasch, Preservation Planner for the City of Santa Fe, confirmed that the building's inclusion as a contributing structure in the Historic Transition District was based on the 1997 New Mexico Historic Building Inventory Resurvey form. The Historic District Ordinance applies only to the exterior of primary facades of State Capital Outlay-funded projects. The Department of Cultural Affairs has confirmed that the project will be financed by private funding and thus the Halpin Building is not subject to the Ordinance

(see Appendix B for letter from Veronica Gonzales, Cabinet Secretary, Department of Cultural Affairs, ). If any public funds are used they will only be used for items that are interior to the building and not visible on the exterior. It will therefore be reviewed by the Historic Preservation Division (HPD) in accordance with a Memorandum of Understanding between HPD and the Department of Cultural Affairs (DCA) for review of work on historic buildings owned by DCA. The design team will keep the City of Santa Fe informed of the progress of the project, so that they can have input into the review and approval process. In addition, David Rasch may make an informal request to the H-Board for determination of the primary facades, which would be required if the building were subject to the Ordinance. He will share this determination with the design team and HPD.

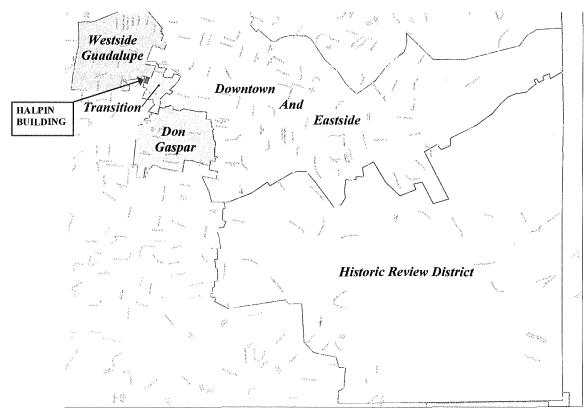


Figure 2. Map of Santa Fe Historic Zone Districts

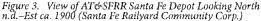
#### 3) HISTORICAL CONTEXT AND BACKGROUND

#### a) Site and Context History

The Halpin Building, the former Charles Ilfeld Company Warehouse, is located at the southwest corner of Guadalupe and Montezuma Streets at the north end of the railyard, just to the north of the Atchison, Topeka & Santa Fe Depot (AT&SF). The southern boundary of the property abuts Garfield Street. The depot was originally constructed in 1880, when the spur line from the main transcontinental line at Lamy was constructed, and replaced in 1909 with a brick building (now stuccoed in the Spanish Mission Style - See Figure 3 and Figure 27).¹ Passenger service and most freight service between Lamy and Santa Fe were discontinued by 1961, after which the depot was used as the terminus of the Santa Fe Southern tourist railroad and subsequently the Railrunner Express.

<sup>1</sup> NewMexicoHistory.org, Coming of the Iron Steed: Railroads of Santa Fe County 1880-2010, By Fred Friedman, http://newmexicohistory.org/people/railroads-of-santa-fe-county, Railroads of Santa Fe County





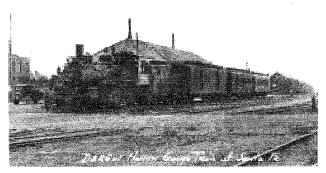


Figure 4. DRGW Narrow Gauge Train at Santa Fe Union Depot, 1928–NM Photo Archives Digital Collection

The Halpin building sits between the terminus of the AT&SF line to the west and the now-removed, Chili Line, or the Denver, Rio Grande, Western (DRGW) narrow gauge railroad that ran north up Guadalupe Street to Espanola, Chama and Antonito, with the Santa Fe Union Depot (now Tomasita's), a block to the south, serving as the southern terminus (see Figure 4 and Figure 28). The Chili line operated from 1887-1941, starting out as the Texas, Santa Fe and Northern Railway Company. Union Depot, constructed in 1903, was so-called because it also served as the northern terminus of the New Mexico Central Railroad (subsequently called the New Mexico Central Railway, and Santa Fe Central Railway), which provided standard gauge freight and passenger service to the south to Torrance, NM, between 1903 and 1929. The depot, a brick building with a clay tile roof, replaced an older depot to the north of the Santa Fe River. The line at the depot had three rails, allowing it to be used by both standard gauge and narrow gauge rolling stock.<sup>2</sup> A rail spur to the west of the tracks serving Union Depot provided rail access to the Halpin Building site. Sanborn maps show the spur connecting to the DRGW line to the north on Guadalupe and also serving the Gross Kelley warehouse to the south (see Figure 5). It is not clear if this also connected to the standard gauge AT&SF and Santa Fe Central tracks using the three rail system.

Although Sanborn maps as early as 1883 show Montezuma and Garfield Streets as platted streets on the west side of Guadalupe (see Figure 6), physical streets do not appear on the maps until about 1913. There were few buildings on the west side of Guadalupe in the area before 1902, and only scattered development on the east side, mostly single story dwellings along the east-west streets. A notable structure was a building labeled as "University" or "University of New Mexico", which appears on the earliest Sanborn map in 1883, on the southeast corner of Guadalupe and Garfield, a 5-story building in the French provincial style (see Figure 28 and Figure 7). The building lay vacant for some years at the beginning of the 20th century, but between 1920 and 1930 became the Franciscan Hotel and by 1948 became St. Mary's Convent. It is now the headquarters of Gemini Rosemont Commercial Real Estate. Most other structures were single story dwellings. By 1902 the Leap Brewing Company was established on what is now the Jean Cocteau Theater site, to the west of the Halpin Building site, with a warehouse for the Continental Oil Company across Montezuma Street to the north. By 1913 the Capitol Coal Company established a large yard on the north side of Montezuma to the west of Guadalupe and continued until at least 1930. By 1930 the business had established a small single story warehouse on the current Halpin Building site (see Figure 5). In

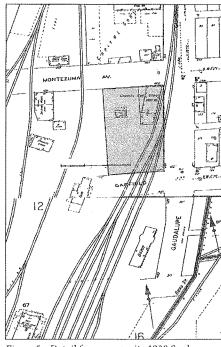


Figure 5. Detail from composite 1930 Sanborn Maps, prior to construction of the Ilfeld Warehouse, with approximate location of Halpin Building Site overlaid. Note the Capitol Coal Yards to the north and on the Halpin Building site.

2 Ibid

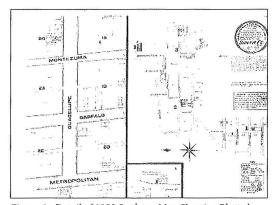


Figure 6. Detail of 1883 Sanborn Map Showing Platted Streets west of Guadelupe Street, Prior to the Arrival of the DRGW Narrow Gauge Railroad

1930, except for the Miguel Chavez Roman Catholic School at Agua Fria, the entire west frontage of Guadalupe Street, south to Cerillos Road, was warehouses, commercial yards, undeveloped land or railroad infrastructure. On the east side of Guadalupe there was no development fronting Guadalupe between Montezuma and Aztec and only one single story dwelling and storage building between Garfield and Montezuma.

By 1948, by which time the Charles Ilfeld Warehouse (the Halpin building) had been constructed on the site, the coal yards had become yards for the State Highway Department and between Garfield and Agua Fria on the east side of Guadalupe there were two dry cleaners, a restaurant, a bottling plant and an auto dealership. The bottling plant on the current Jean Cocteau Theater site continued until at least 1968.

Although Santa Fe never had any significant manufacturing or extractive industries, until the 1970s the area in which the Halpin building is located can be seen as the city's historic industrial zone, shaped by the three railroads that terminated there.<sup>3</sup> Most, if not all, of the industrial uses served the city's population and were predominantly wholesale storage facilities and distribution centers.<sup>4</sup> In the 1980s the area began to transition to retail and cultural uses with the opening of the SanBusCo Market, the Jean Cocteau Theater and restaurants, such as Tomasita's and the Zia Diner. The transition was formalized with the development of the Santa Fe Railyards Master Plan in 2002, and has evolved to its current development with a mix of cultural facilities, such as SITE Santa Fe, El Museo and Warehouse 21, retail spaces such as art galleries, more restaurants and the Santa Fe Farmers' Market building.

The images on this page and the following page show views of the area ranging from 1915 to 1940. The images on the next page show development in the area today.

- 3 NewMexicoHistory.org, Coming of the Iron Steed: Railroads of Santa Fe County 1880-2010, By Fred Friedman, http://newmexicohistory.org/people/railroads-of-santa-fe-county, Railroads of Santa Fe County
- 4 William J. Parish, The Charles Ilfeld Company: A Study of the Rise and Decline of Mercantile Capitalism in New Mexico (Cambridge: Harvard University Press, 1961), p.8.

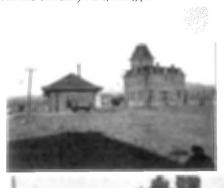


Figure 7. Left-View Looking North to Denver and Rio Grande Railroad Depot with New West Academy Building (also shown as University of New Mexico) at right at the SE corner of Garfield and Guadelupe. ND-Est 1920s-NM Photoarchives)

Figure 8. Right–New Mexico Central and Denver and Rio Grande Railroad shared facilities Santa Fe Depot, 1925 -NM Photoarchives



Figure 9. Left-Denver and Rio Grande train at Union Depot, SantaFe-1939-NM Photoarchives





New Mexico Museum of Art in the Railvard

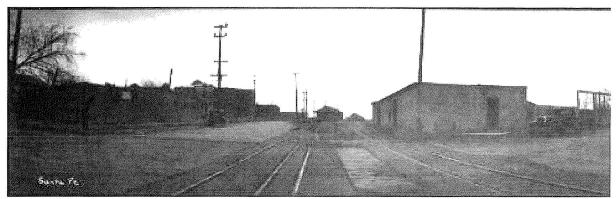


Figure 11. Guadalupe Street Looking Southwest on Train Tracks from Montezuma Street to Union Depot Santa Fe, 1928. Former Warehouse for Capitol Coal Company on the Halpin Building Site at right. NM Digital Photoarchives



Figure 12. Looking West on Montezuma Street from Guadalupe Street - Est. 1928. NM. Former Warehouse for Capitol Coal Company on the Halpin Building Site at left. NM Digital Photoarchives



Figure 13. Looking East over railroad tracks at Montezuma Street from Guadalupe Street Santa Fe 1928. Opposite view from Figure 12. above. NM Digital Photoarchives



Figure 14. Denver and Rio Grande Railroad Chili Line tracks on Guadalupe Street Santa Fe New Mexico - n.d. NM Digital Photoarchives



Figure 15. Guadalupe Street Showing Railroad Tracks, 1915. NM Digital Photoarchives



Figure 16. Denver and Rio Grande Railroad track on Guadalupe Street. 1940 NM Digital Photoarchives

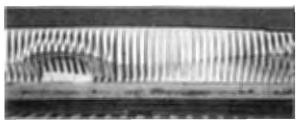




Figure 17. El Museo - Santa Fe Railyards Community Corporation Figure 18. SITE Santa Fe - https://sitesantafe.org/



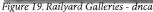




Figure 20. LewAllen Gallery - dnca



Figure 21. Santa Fe Farmers Market (C) 2010 Jetting Around - Travelstoriesandphotos.com

#### b) The Charles Ilfeld Company<sup>5</sup>

Carl (Charles) Ilfeld, the seventh son in a large Jewish family in Homburg Vor der Hohe followed his older brother, Herman, to the United States at the age of 18 in 1865. Soon after arrival Herman found Charles a position with his business partners, Elsberg and Amberg of Santa Fe, who operated a trading firm in Taos, where he met Adolph Letcher, a buyer for the company. The two became business partners in 1867 and shortly thereafter moved their operation to the boom town of Las Vegas, New Mexico, where they established Letcher and Ilfeld General Merchandize and constructed a prominent new building on the Plaza in Old Town. The business flourished and by 1873 Charles Ilfeld had brought over two of his younger brothers from Germany to work in the firm. In 1874 Ilfeld bought out Lechter and married a rabbi's daughter, Adele Nordhaus, who



Figure 22. Ilfeld family members pose in Las Vegas, New Mexico, circa 1902-1904 standing: Noah, Johanna, Louis; seated: Charles, William, Bernard. Photo donated by Dr. Federick Ilfeld, Southwest Jewish History

also emigrated from Germany. In 1883, when his brothers left the business to start Ilfeld Brothers Co. in Albuquerque, Charles brought in his brother-in-law, Max Nordhaus, who ultimately became his second in command and partner. As the business expanded and the center of activity for the company moved from Las Vegas to Albuquerque, Max moved his family to Albuquerque while Charles Ilfeld remained in Las Vegas.

The Charles Ilfeld Company prospered through what William J. Parish termed "mercantile capitalism", which involved two-way trade between the southwest and the east coast and the Midwest and used

<sup>5</sup> Ibid - All information for this section was obtained from this source, from Southwest Jewish History, Volume 3, Number 2, Winter 1995, The Ilfelds: A Family Story of Jewish Pioneers in New Mexico by Sophia Truneh, and from Charles Ilfeld Biography, By Richard and Shirley Flint Sponsored by the Paul C. S. Carpenter History Project and funded by the King/Carpenter Charitable Trust

barter and credit extensively in place of cash transactions.<sup>6</sup> This was a lucrative system, frequently allowing double profits on the merchandize from the east that was bartered and the bartered goods that were sold back to merchants in the east. It was also a flexible trading practice that was more appropriate to the widely geographically dispersed, cash-poor communities of the southwest and the seasonal fluctuations in production of such commodities as wool and beans. The system also served to tie the indebted customers to the Ilfeld Company, thereby limiting the effect of competition. This was reinforced by the use of the "partido" system, whereby the Ilfeld Company bought sheep and loaned them to herders in exchange for credit for merchandize. The system also allowed the company to operate almost independently of commercial banks, which insulated it from financial panic and allowed it to both survive and prosper in hard economic times, including during the Great Depression, when customers preferred to keep their cash with the Ilfeld Company in the form of "accommodation deposits" than with commercial banks.

Although the Charles Ilfeld Company traded in "everything, wholesale, retail: fine and staple dry goods, fashionable millinery, gentlemen's furnishings, agency Butterick patterns, the Foster kid gloves, Jaeger underwear, furniture and carpets, crockery, hardware, groceries, ranch supplies, cattle, sheep, wool, [and] country produce."<sup>7</sup>, its primary business was in groceries and hardware, and ultimately livestock operations, principally sheep for wool and meat production, which became a significant part of its operation. The company established central distribution warehouses in Albuquerque, Gallup, Santa Rosa and Magdelena (see Figure 23 through Figure 26); and ultimately in Farmington and Durango and Trinidad, Colorado. Branch cash-and-carry warehouses were established in Santa Fe and Raton, in addition to the original store in Las Vegas. In addition, subsidiary retail mercantile outlets were established or purchased in such places as Willard, Mountainair, Corona, Encino and Fort Sumner. The Santa Fe

<sup>7</sup> From the Charles Ilfeld Company's letterhead, 1896, Charles Ilfeld Biography, By Richard and Shirley Flint, Sponsored by the Paul C. S. Carpenter History Project and funded by the King/Carpenter Charitable Trust



Figure 23. Original Letcher and Ilfeld General Merchandize Store, Las Vegas, NM, later the Charles Ilfeld Company Store - Library of Congress, Historic American Buildings Survey



Figure 24. Charles Ilfeld Company Warehouse, Albuquerque, NM, later the Charles Ilfeld Hardware Co. - Library of Congress, Historic American Buildings Survey



Figure 25. Charles Ilfeld Co. Warehouse, Magdelena, NM - WikiMedia Commons



Figure 26. Charles Ilfeld Co. Warehouse, Santa Rosa, NM - Mapio.net

<sup>6</sup> William J. Parish, The Charles Ilfeld Company: A Study of the Rise and Decline of Mercantile Capitalism in New Mexico (Cambridge: Harvard University Press, 1961), Chapters IV & V, pp. 35-65

wholesale operation came about through the purchase of Cartwright Brothers in 1919, a mercantile house established in 1880, which became a wholesale business in 1902.8 By the time of Charles Ilfeld's death in 1929, at the age of 82, the Charles Ilfeld Company was one of the largest business enterprises in the state.

Although what became the Zia Diner, to the north of the Halpin Site on Guadalupe, between Montezuma and Aztec Streets, is shown on the 1908 Sanborn map as the Cartwright and Davis Hay Warehouse, which was part of the retail arm of the Cartwright business, the location of the wholesale business, the H. B. Cartwright and Bro. firm that became the Charles Ilfeld Company's Santa Fe operation, is not known. However, it is assumed that by the mid-1930s the facility no longer served its purpose and the Montezuma and Guadalupe site offered excellent (if short-lived) rail connections and a central location in the city for a new warehouse. The new warehouse is thought to have been constructed in 1936 or 1937. This came at a time when the economy of the country was still under considerable stress from the Depression and the Charles Ilfeld Company was going through a change of management and ownership with the death of Max Nordhaus in 1935, the successor to Charles Ilfeld. At the same time the fundamentals of mercantile capitalism were changing due to population expansion, which was more concentrated in urban areas, and the rise of motor freight that provided easier and more flexible access to remote areas of the state, both of which allowed for more competition from businesses without the long-term relationships over a wide geographic area, or the overhead, that the Ilfeld Company had established. The advent of supermarket chains with their own warehousing and distribution networks intensified the competition and was likely the deciding factor in the company's decline. Although the company remained profitable through the end of the 1940s, net profits began to decline throughout the 1950s. In the late 1950s it lost the contract to supply the Piggly-Wiggly grocery chain to an El Paso wholesaler and in 1961 the mostly absentee Ilfeld and Nordhaus family owners sold off the company assets. A new company dealing solely in hardware was formed at that time under the name of the Charles Ilfeld Hardware Company but this was liquidated in 1970. The Ilfeld operation of the Santa Fe warehouse ceased in the late 1950s and it was leased to a bottling company. In 1960 it was sold to the State of New Mexico and became the State Archives under the direction of the New Mexico State Records Center and Archives administrator, Joseph F. Halpin. The building was renamed for him following his death in the 1980s. In 1996 a new State Archives building was constructed and the building was used for storage by various state agencies until 2005, when it was transferred from the Property Control Division to the Department of Cultural Affairs, and has been used since that time for storage of various materials by the DCA.

8 William J. Parish, The Charles Ilfeld Company: A Study of the Rise and Decline of Mercantile Capitalism in New Mexico (Cambridge: Harvard University Press, 1961), Chapters IV & V, pp. 35-65



Figure 27. Atchison, Topeka and Santa Fe Railroad Depot in Santa Fe. Circa Late 1940s. (Note: The Halpin Building in the background behind the Depot. The office addition is visible behind the white truck.) New Mexico Department of Tourism Photograph Collection, Image No. 1470, State Archives of New Mexico.



Figure 28. Spurline of the Atchison, Topeka and Santa Fe Railroad in Santa Fe. Circa Late 1940s (Building, the former Union Depot, is now Tomasita's. Note the Halpin Building in the background behind the truck and former "University" building at right of Depot). New Mexico Department of Tourism Photograph Collection, Image No. 1473, State Archives of New Mexico.



Figure 29. New Mexico Supreme Court Building, Santa Fe. Designed by Gordon Street, 1937. Buildings Designed by John Gaw Meem, 1925-1959, New Mexico History.org

#### 4) SANTA FE ILFELD WAREHOUSE CHRONOLOGY OF DEVELOPMENT AND USE

#### a) Original Architect and Contractor:

A structural inspection of the Ilfeld Warehouse, conducted in 1959 by Charles E. Reed, Bridge Design Section, New Mexico State Highway Department, prior to the state's purchase of the property, was made "in the company of....Mr. M. W. Cooper, contractor who constructed the building". Mr. Cooper stated that the building was built in about 1936. The New Mexico Historic Building Inventory re-survey from 1997 lists the construction date as "by 1938" based on the city directory. The 1959 structural assessment also states that "I believe Mr. Cooper said the plans were prepared in the office of the late Gordon Street."9 No evidence has been found from other sources to confirm this but Gordon Street was active at this time in Santa Fe. In 1927, John Gaw Meem recruited Gordon Street from the office of Denver architect Temple Buell. Street had majored in architecture at the University of Kansas and, after serving in World War I, studied for a time at the Ecole des Beaux-Arts in Paris. According to Christopher Wilson in his book "Facing Southwest, The Life and Houses of John Gaw Meem", Street "was admired for his beautiful drawing hand and, as Meem's chief draftsman and delineator for five years, strongly represented the Beaux-Arts approach in the office."10 An article on the New Mexico History.org website entitled Buildings Designed by John Gaw Meem, 1925-1959 states that "As needs arose, Meem also hired a series of drafters who worked under his supervision. Skilled designers themselves, they often moved on as they gained the necessary experience with some, such as Gordon Street, becoming notable designers conversant in the regional styles they had encountered in working with Meem."

After establishing his own practice in about 1932, he designed two significant New Deal buildings; the Old Laundry and Health Center buildings at the New Mexico School for the Deaf (Figure 30), and the New Mexico Supreme Court Building (Figure 29), both funded by the Federal Emergency Relief Administration (FERA) and the Public Works Administration (PWA). Both buildings were completed in 1937, although design for the School for the Deaf was started in 1935.<sup>11</sup>

<sup>9</sup> Report of Structural Inspection of the Ilfeld Building, 1959, Charles E, Reed, Bridge Design Section, New Mexico Department of Transportation. (see appendices of structural report by KL&A)

<sup>10</sup> Buildings Designed by John Gaw Meem, 1925-1959, New Mexico History.org, <a href="http://newmexicohistory.org/people/buildings-designed-by-john-gaw-meem-1925-1959">http://newmexicohistory.org/people/buildings-designed-by-john-gaw-meem-1925-1959</a>

<sup>11</sup> The Living New Deal, www.livingnewdeal.org



Figure 30. New Mexico School for the Deaf, Santa Fe. The Living New Deal, www.livingnewdeal.org

#### b) Owners and Users:

In its 80-year history the building has only had two owners: The Charles Ilfeld Company and the State of New Mexico. For a brief period in the late 1950s it was leased to a bottling company. The exact nature of its use at that time is not known.

### c) Original Building Layout and Design:

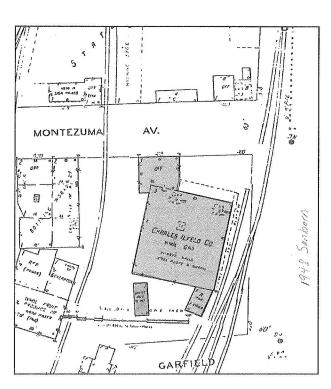


Figure 31.1948 Sanborn Map - Note Free-Standing Building to South

The new warehouse consisted of a main high-bay room of approximately 11,500 gross square feet with an interior clearance to the bottom of the roof joists of approximately 16', over a basement of approximately the same area. The restricted site, sandwiched between the angled DRGW spur and the AT&SF line, combined with the need for a large, approximately square, warehouse footprint, resulted in the warehouse not being aligned with any street frontage. Rather it is aligned with the former railroad spur alignment, so is approximately 15 degrees off the alignment of Guadalupe Street. A single story office wing of approximately 1,800 square feet abuts the northwest corner of the warehouse block, but is oriented parallel to Montezuma Street; and an approximately 650 square foot single story structure with a lean-to roof abuts the southeast corner. This is shown on the 1948 Sanborn map with parallel sides on the east and west (Figure 31), but today is trapezoidal in shape, narrowing towards the south (Figure 45. This wing was likely the loading entry and dock for freight deliveries by road, whereas the north dock was for cash-and-carry customers. Along the east side a concrete railroad loading platform extends the entire length of the east elevation and ties in with a vehicle loading dock along the Montezuma frontage with a canopy supported off the building with tension rods and turnbuckles

(Figure 32). The main floor of the building is at the level of the loading dock, approximately four feet above grade. On the 1948 Sanborn map (the earliest on which the warehouse appears) a small, free-standing rectangular building is shown at the southwest corner of the site, in approximately the same orientation as the office wing. Given its orientation and rather haphazard relationship to the warehouse, it is possible that it was an existing building on the site at the time of construction, although it does not appear on the 1930 Sanborn map.

#### d) Additions and Modifications:

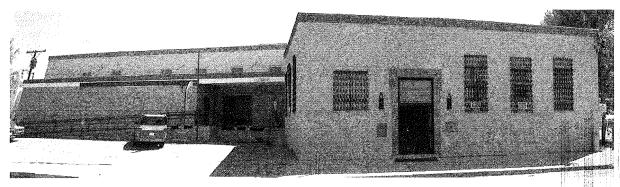


Figure 32, 2017 View of North Elevation with office wing at right. (Note window to left of entry is a different proportion and has an exposed lintel and concrete sill, indicating it is an addition)

Although the office wing appears on the 1948 Sanborn map (the first to show the building, approximately 12 years after its original construction) and the photograph of the building in the late 1940s (Figure 27), its cumbersome layout, asymmetry, and awkward connection to the main warehouse building would suggest it may have been an addition, shaped by the restricted site left over once the main warehouse building was in place. If Gordon Street was the original architect, its haphazard design is somewhat unexpected, given his classical training in the Beaux Arts tradition, if this was part of the building program when he was presented with a clean site. However, the concrete basement wall for the main warehouse and the stem walls for the office wing appear to be a monolithic pour, suggesting that it is original to the building's construction.

The same can be said of the south wing. This includes the only known modification to the building footprint during the Ilfeld era, which occurred between 1948 and 1959, as evidenced by changes in the building outline between the 1948 Sanborn map and the 1959 survey (Figure 33), undertaken prior to the acquisition by the state in 1960. The latter shows an addition to the south wing, extending it to the south property line on Garfield Street. However, even the original south wing could well have been an earlier addition, since it, and the known addition, were both constructed with stucco on hollow clay tile, rather than brick, like the main warehouse, and the roof is a rather insubstantial wood-framed structure, unlike the generally robust framing of the main warehouse (see KL&A structural report). Similarly the lean-to, originally metal, roof, without a parapet, is inconsistent with the main warehouse design.

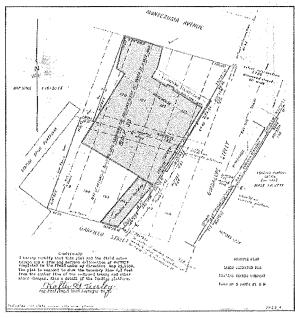


Figure 33, 1959 Survey

The south wing is labeled "attached stucco building" on the 1959 survey but has no other description. It is assumed that the wing provided more off-loading and receiving space for freight arriving by truck, which after the closure of the Chili Line in 1941, was presumably the only way that deliveries were made to the building. If the railroad spur was tied in to the AT&SF standard gauge line using the 3-rail system, it is possible that some rail service continued after 1941, although even this was infrequent and on the decline and ceased by the end of the 1950s. There is currently a double receiving door on the west side and evidence of a second that has been filled in. The existing door is a pair of newer steel doors in an opening that has been narrowed from the original. It is likely that the original were either sliding freight doors or overhead rolling doors. As mentioned previously, the outline on the survey does not reflect the trapezoidal shape of this wing that is there today and it is not known if this was an error in the mapping or if the wing was altered.



Figure 34. View of west elevation showing small windows that could have been to former offices in warehouse area

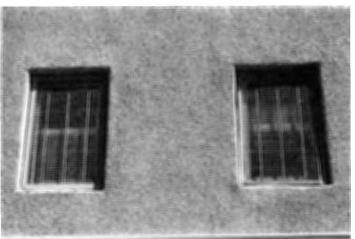


Figure 35. Close-up of windows shown in Figure 33



Figure 36. Former service office at north loading dock

There are no known internal changes to the building during the lifeld era, although there may have been offices within the main warehouse that were removed before the 1970 renovations. The small windows at the lower level at the north end of the west wall (Figure 34 and Figure 35) could have provided natural light to offices in this area (prior to the offices that are there now). A demolition drawing for the 1970s remodeling indicates a different internal layout of the office wing and shows three rooms and a stair to the basement adjacent to the office wing, within the main warehouse (Figure 46). All of the interior walls in this area and the stair were demolished at that time. It is not known if the demolition plan represented the layout of rooms in this area at the time of the building's construction or during the Ilfeld era, since it had already been occupied by the State Archives for ten years. The small projection onto the north loading dock that exists today was originally part of an enclosed room, the interior portion of which was also demolished in 1970 (Figure 36 and Note 13 on Figure 45). This was likely original to the building, since the demolished wall was described as brick. The room likely served as the monitoring point for the dock and possibly a service counter, since there is evidence of a removed counter on the walls and the windows could have acted as pass-throughs from the loading dock, although they all currently have bars on them.

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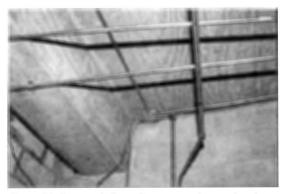


Figure 37. Concrete deck over basement and encased steel beam installed in the 1970s renovations



Figure 39. Concrete block stair enclosure with concrete lid (in background) at northeast corner of main warehouse



Figure 38. View of the mezzanine looking north. Floor boards were reused from demolished first floor structure in 1970

The 1970 remodel made the most significant changes to the building interior. As mentioned above, these included the demolition of all the interior walls and doors in the office area and the three rooms and basement stair inside the warehouse. The original wood floor structure was removed for a width of about 28' along the entire north and west perimeter of the warehouse space and was replaced with a concrete slab. At the same time the steel columns and beams in this area were encased in concrete (Figure 37 and Figure 39). The edge of the slab along the north wall aligned with an existing hollow clay tile wall in the basement and a new block wall was constructed along the edge of the slab on the west wall to form an L-shaped, fire-resistive storage area. Two wood framed rooms in the basement at the northwest corner

were also removed, a fire sprinkler riser room constructed, and two new concrete exit stairs were constructed in the southwest and northwest corners of the basement and enclosed with concrete block. The stair enclosure at the northeast corner has a concrete lid and forms an enclosed box within the warehouse area without any openings into it (Figure 39). It discharges to the exterior through a single door in an opening that was formerly a freight door, as described above. The office area was laid out with a new plan and numerous new offices were created below a new mezzanine (note 14 on Figure 45). The mezzanine was constructed along the entire west wall and was open and used entirely for mechanical equipment (Figure 38). The entries to the toilets were changed so that they were both accessed from the new office area, whereas previously one was accessed from the warehouse and one from the office wing.



Figure 40. View of main warehouse with demising wall at left closing off mezzanine and offices, installed in the 2000s

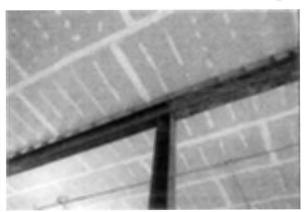
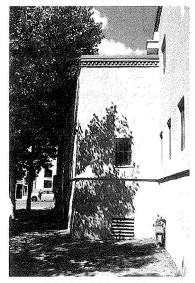


Figure 41. Gypsum board ceiling in main warehouse installed in the 2000s



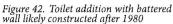




Figure 43. Enclosed loading dock canopy at northeast corner constructed after 1970

A more recent addition to the footprint is the men's toilet at the south end of the west wall of the office wing (Figure 42). This is of frame and stucco construction and is the only building corner that is battered in the pueblo revival style. It was likely added in the 1980s or 90s to provide accessible restrooms. The two original toilets were combined to form a larger women's toilet. The ramp along the north side of the loading dock and the enclosure around the east end of the dock (Figure 43) may have also been added at this time, since none of them exist on the 1970 drawings. Also, since the 1970s remodeling, an extension was added to the west mezzanine and the ground floor offices, extending them out to the west wall of the elevator shaft along with a new access stair to the mez-

zanine from the main warehouse space. New rooms were constructed on both levels on the north side of the shaft projecting out to the east side of the shaft and the wall between the warehouse space and the mezzanine was extend all the way to the roof deck, closing off the mezzanine, which was previously open to the warehouse space (note 7 on Figure 45 and Figure 40). The floor level of the mezzanine is lower in this area. It appears that the gypsum board ceiling was installed at the underside of the roof joists over the entire warehouse space at this time also (Figure 41).

The most significant change to the exterior character of the building was the boarding up of the windows on the east façade and installation of a mural covering the entire Guadalupe Street façade of the warehouse block (Figure 44). According to the 1997 NM Historic Building Inventory Re-survey, the mural was painted by Zara Kriegstein, Gilberto Guzman et al. It was featured in the book "Street Murals" by Volker Barthelmeh in 1982. According to an assessment of the mural that the conservator for the Department of Cultural Affairs undertook in 2015, the book was published within a year or two of the mural's original installation. The panel covering the central double window started to delaminate from the building and fell off the building during an effort to repair it. The remainder of the panel is stored in the basement of the building. Consequently the only window not covered on the east elevation is this central double window. It is reported that as many as four attempts have been made at restoring the mural and its current state differs significantly in both color and form from the original, which is illustrated in the book.

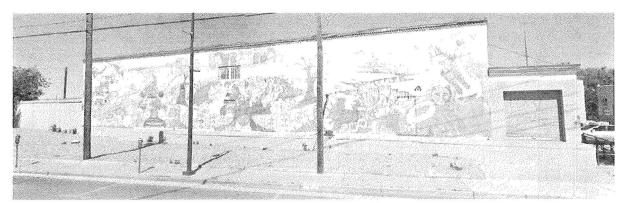


Figure 44. View of east elevation showing mural and enclosed loading dock under canopy at northeast corner

Figure 46. 1970 Demolition Plan Showing previous layout of Office Win

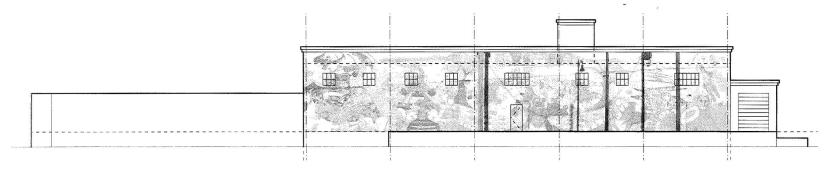


Figure 48. 2017 East Elevation with Photographic Overlay of Mural



Figure 49. 2017 West Photographic Elevation

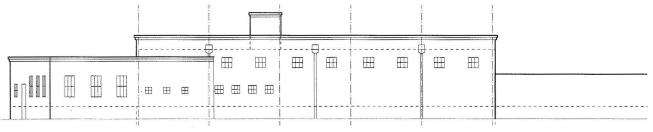


Figure 50. 2017 West Elevation

dncallc + StudioGP llc

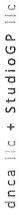




Figure 51. 2017 North Photographic Elevation

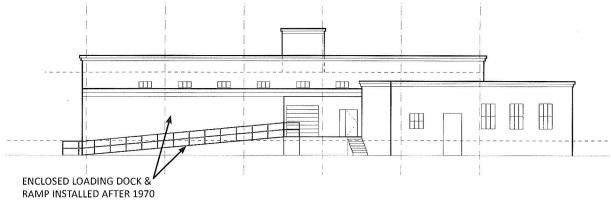


Figure 52. North Elevation



Figure 53. 2017 South Photographic Elevation

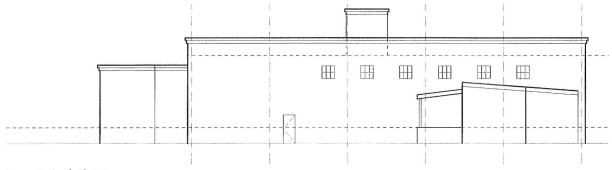


Figure 54. South Elevation

#### 5) BUILDING DESCRIPTION

#### a) Building Design and Construction Systems:

Unlike the more ornate earlier Ilfeld warehouses in Albuquerque, Santa Rosa and Magdalena, the building was designed in a minimal territorial revival style with the only ornamentation being the stepped brick cornice around the entire perimeter of the warehouse, the office wings, and the freight elevator overrun enclosure above the roof of the warehouse space; a brick surround to the recessed entryway to the office wing from Montezuma; and brick window sills at the office wing. The bearing walls are brick, with painted stucco on the exterior and exposed brick on the interior of the warehouse and plaster at the interior of the offices. From the photo taken from the south of Tomasita's Restaurant, looking north, dated late 1940s (Figure 56), the Ilfeld warehouse is visible in the background and appears to be a very light-colored stucco, compared to other stucco clad structures in the photograph. Although the current stucco is painted, a portion of unpainted stucco was found at the northwest corner and indicates a taupe/grey color, rather than the current beige (Figure 55).



Figure 55. Previous Stucco Color Where Paint has Peeled



Figure 56. Enlargement of Figure 27 showing stucco color in relation to other buildings

The interior structure is steel I-beams and H-columns supporting dimensional lumber floor joists with 2 x 6 nominal tongue and grooved pine or fir boards (Figure 57); and dimensional lumber ceiling joists and square edged board roof deck. 2-1/4" wide tongue and grooved oak and maple flooring has been added on top of the original pine floor in the main traffic areas within the warehouse. There is also evidence of a hardwood floor under the current carpet and a former fluid-applied, seamless floor at the office area. It is assumed that the ceiling structure in the warehouse portion was originally exposed, although it is now covered in gypsum board, except over the mezzanine. At the exterior walls the steel beams rest on brick pilasters. As described above, the mezzanine structure and concrete L-shaped portion of the floor structure were later alterations from the State Archives era. However, since the elevator was shown on the 1948 Sanborn map and the overrun enclosure above the roof appeared in the 1940s photograph above, the elevator likely was designed to serve more than just the basement. Although a former mezzanine level is not shown as existing or to be demolished on the 1970s renovation drawings the 1959 structural assessment states that it was designed to have one. Presumably this was not actually done until the 1970 renovations. The elevator shaft is constructed of hollow clay tile (or Pen Tile).



Figure 57. Interior view of main warehouse looking south

#### b) Windows:

Windows are 3 over 2, approximately three-foot square, inward opening steel hoppers along the east, south and west sides of the main warehouse (Figure 59)), with similar windows approximately half the height, with a single row of three lights, along the north façade (Figure 60). For the most part windows are paired symmetrically within structural bays, but on the north and south sides are omitted from the western most 1-1/2 bays, with only one window in the easternmost bays. On the east façade there is a mulled double window centered over the former freight door in the middle of the facade, and a similar window in the northernmost bay (Figure 58). The latter is over the exit door from the basement (a later addition), which was installed in a larger existing opening that was likely a second freight door opening into the main warehouse space.



Figure 58. Paired steel hopper windows over former freight door at north end of east elevation



Figure 59. Typical single steel hopper, approximately 3' square window in main warehouse

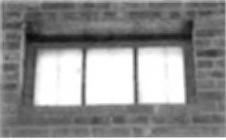
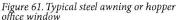


Figure 60. Typical approximately 18" x 3'-0" hopper window at north elevation above loading dock canopy

The office wing has approximately 36" x 80" 4-panel steel windows with a fixed glass top pane, two larger operable sashes in the middle and another operable sash of similar dimension to the top pane at the bottom (Figure 61). The operable sashes appear to also be inward opening hoppers but currently do not operate, so this has not been confirmed. There are three of these windows on each of the three elevations. In addition there is a single window onto the loading dock next to what used to be a door that is now filled in. On the 1970s plans it is still shown as a door. A glazed transom is still in place over a window air-conditioner and shelving where the door used to be. The windows are of a more contemporary design than the divided light windows in the warehouse and somewhat unexpected in a Territorial revival style building. However they appear to date from the original construction of the office wing. A fourth window on the north elevation, to the east of the main entrance to the office wing, is of the more traditional divided light variety, but appears to be a later addition, as evidenced by an exposed lintel and a concrete, rather than brick, sill. It is a 6 over 5 steel unit with outward opening casement sashes for the outermost lower 2 over 5 panes (Figure 63). The original building had two small outward-opening casements on the west side for the toilets and six similar sized windows in the second, third and fourth structural bays of the west elevation, at the lower level of the main warehouse building. These windows are visible in the ca. late 1940s photograph (Figure 34), so are likely original openings but the windows are now aluminum sliding units.





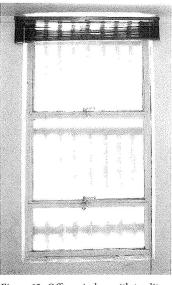


Figure 62. Office window with top lite painted over at dropped ceiling



Figure 63. Steel casement window, likely added at north office elevation

Finally there were windows in the basement on the south and west sides, similar in size to those on the north side of the main warehouse space, which have been filled in. At the east end of the south wall there are three that are filled in with brick on the exterior (Figure 65), with the frames left in place on the inside, although on one of them the operable sash has been removed. These appear to have been filled in prior to 1970, possibly during the Ilfeld era. At the west end they have been removed and the wall patched flush (Figure 64). These are shown as part of the 1970 remodeling and were filled with concrete block.



Figure 64. Basement window Removed and blocked up in 1970



Figure 65. Steel hopper window in basement window blocked up prior to 1970

#### c) Doors:

There are only three doors that could potentially date from the building's construction; the overhead track-mounted rolling, sheet-metal clad, freight doors, between the main warehouse and the south receiving dock wing (Figure 67), and in the dividing wall between the original south receiving dock wing and the addition (Figure 70); and the counterweighted, overhead track-mounted rolling, sheet-metal clad, fire door in the basement in the concrete fire wall to the west storage area (Figure 66). The latter wall was constructed in 1970 and the track is identified with the marking "Edwin F. Cillessen 70-10839 c/o Remodeling State Records Santa Fe New Mexico" (Figure 68). However the fire door labeled "Fyrgard Richmond Fireproof Door Company" with a UL Label above it (Figure 69), could be older and could have been relocated, like a number of other materials in the 1970 remodel. The counterweight mechanism also appears older than 1970. Unfortunately the door schedule sheets are missing from the drawing set, so this cannot be confirmed. An internet search revealed that the Richmond Fireproof Door Company was founded as the Richmond Safety Gate Company in Richmond, Indiana, and was acquired by the Peelle Company of Hauppage, New York in 1921, which exists today as a manufacturer of elevator hoistway doors. The wrought iron security gate at the street entry to the office wing is unlikely to be original, but it has an interesting decorative panel over it made from rusty steel with Native American style petroglyph designs on it.



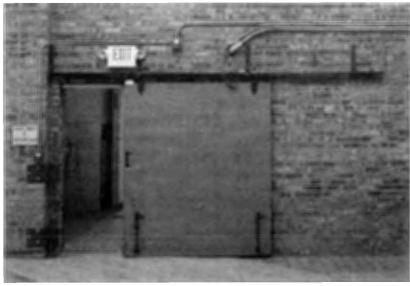


Figure 66. Rolling fire door in basement wall Figure 67. Rolling freight door to south loading wing. Likely original installed in 1970 but possibly relocated





Figure 69. Fire label on door shown in



Figure 70. Rolling freight door in south wing, likely original

### 6) HISTORIC SIGNIFICANCE, CHARACTER-DEFINING FEATURES AND PRESERVATION STRATEGIES:

#### a) Historic Significance

The Historic Preservation Division has determined that the appropriate period of significance for the building is the Ilfeld era that stretched from about 1936 through the mid- to late 1950s. This appears to be a valid assessment, since changes to the building after acquisition of the property by the State of New Mexico have not added anything that can be said to have achieved significance in its own right. The Historic Preservation Division has also determined that, since the structure is contributing to a local historic district, it is also eligible for nomination to the state and national registers.

The Santa Fe warehouse was built after the Charles Ilfeld Company had reached its peak as a one of the state's largest mercantile organizations and after the two founders had died and so cannot be said to represent a structure associated with the company at the height of its influence on the state's mercantile economy. Although, and perhaps because there is scant information on the building, it does not appear to have been a central part of the company's operation, since it served as a cash-and-carry warehouse rather than a central distribution warehouse, although the Santa Fe retail market was important to the company. However, the possibility that the building was designed by Gordon Street, a respected architect in Santa Fe at the time and former employee of John Gaw Meem, lends increased significance to the building. The territorial design is similar to that used for the New Mexico Supreme Court building, designed by Gordon Street at approximately the same time, although due to the utilitarian nature of the warehouse, it is a more minimalist version of the design idiom.

#### b) Character-Defining Features and Preservation Strategies

The basic character of the building is defined by the almost square, main warehouse block, with its high interior clearance, pilastered brick bearing walls, punched openings with high-level windows and freight doors in a regular pattern, distributed within identical structural bays. The exterior Territorial-style character is defined by a stucco finish with a brick parapet coping. By contrast, the interior is defined by the exposed, unadorned brick masonry, exposed structural steel columns and beams, and wood floor. Originally the industrial character was augmented by an exposed wood roof structure. While the north office wing continues the Territorial-style exterior elements, including brick window sills and a brick surround around the main entry, it lacks historic integrity and character-defining features on the interior. The windows are interesting for their almost contemporary look but are at odds with the other Territorial design elements. Neither the office wing nor the south receiving wing enhance the historic character of the main volume and appear to have been additions designed with less forethought than the main building mass.

While the east and north elevations are the most prominent, since they can be seen from Guadalupe Street, an important entry to downtown Santa Fe, they also appear to be the most altered from the building's original construction. On the north elevation the partial enclosure of the loading dock and the handicap ramp along its north side have greatly impacted the historic character. Likewise, the air conditioners installed in the windows in the office wing and the decorative wood grilles have changed the historic character of this element. The mural is noted as an architectural feature on the 1997 HPD Resurvey form, although not specifically as a character-defining feature. As mentioned above, on the east elevation, the mural completely covers the windows (except the portion that has fallen off), which are considered character-defining features of the original warehouse during the Ilfeld era, as would be the original freight doors or door openings. The repetitive punched openings with divided light steel windows define the building as a 1930s warehouse and without them the building loses most of this definition.

All of these alterations are considered to be reversible and thus the building still retains much of its historic integrity. While the mural appears to be valued and looked upon with affection by many in the community, it is not yet 50 years old and has not received any federal, state or local historic designa-

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tion. Based on the DCA conservator's assessment, restoration of the mural is not feasible, and thus complete reconstruction is required. If it is reconstructed in its original form, covering the windows and doors, then this would not be compatible with preservation and rehabilitation of the east façade to its appearance during the Ilfeld era, which would be the appropriate preservation strategy for the building. Even if a new mural were to be installed that did not cover window and door openings, this would still negatively impact the ability to interpret the east façade as a 1930s warehouse. A decision on the future of the mural is therefore critical to determining a feasible preservation strategy for the building.

The windows on the south and west elevations have retained their integrity and define these elevations as being from the Ilfeld era and as a 1930s warehouse, although these facades are historically of less importance than the east and north elevations. If the north office wing is to be retained, then rehabilitation of the more contemporary style steel windows appears feasible and removal of the added window to the east of the main north entry may be appropriate. The latter may have been added during the Ilfed era and intrusive investigations would assist in determining if a window existed at this location that matched the other windows in the office wing in design and proportion.

Significant, character-defining, interior features include the exposed brickwork, the wood floor, and the exposed steel structural elements in the main warehouse as well as the two horizontal rolling freight doors. The originally exposed wood roof structure of the warehouse also defined its historic character. The generally poor condition of the pine board floor and its susceptibility to future damage is a challenge for its rehabilitation and the building's new use. Its total or partial replacement with a hardwood floor of similar dimension and color, with a relatively open grain structure, may be an appropriate option that would retain the historic character of the main warehouse, while more appropriately serving its new use.

#### 7) CONDITION ASSESSMENT:

#### a) Foundations and Basement Walls

Foundations and Basement Walls Although there are hairline cracks in the concrete basement walls, the overall condition of the visible basement walls is remarkably good. Though the foundations have not been investigated, the original contractor, Mr. M. W. Cooper, stated in the 1959 structural survey that the building "is founded on a bed of gravel that made very good foundation material". The lack of any evidence of structural settlement cracks supports this. Likewise, the interior concrete masonry unit walls in the basement show no signs of settlement. The drawings for the 1970 renovations show the new CMU wall was installed on a new footing.

#### b) Exterior Walls

The brick exterior walls appear to be in excellent condition, without evidence of cracks, spalling or moisture intrusion (except possibly around the windows as noted below). It appears that the walls were repointed at some time, most likely quite recently. This could indicate that there were past moisture issues, although there is no staining to indicate it. The fact that they were left unplastered on the interior likely helped their condition, since the exterior surface is cement stucco and paint. The brick cornice is in good condition and has been protected by the metal cap flashing. The original building was unlikely to have had a cap flashing and this does change the appearance. The stucco is in fair condition but appears in need of replacement or at least patching and application of a new color coat. The stucco appears to be cement-based and has been painted. An area at the northwest corner shows the original stucco beneath the paint which appears to



Figure 71. Interior detail of masonry exterior wall showing what appears to be repointing

be a color coat rather than painted. The paint should be removed prior to application of new stucco or a new color coat. The paint restricts the ability of the wall to breath and would be detrimental if any of the interior brickwork was covered.

#### c) Interior walls

Almost all of the interior walls date from the 1970s renovations and are of wood frame and gypsum board or plywood paneling construction (except for the CMU walls in the basement) and are thus not considered part of the historic fabric of the building (although they are almost 50 years old). Their condition is in line with what would be expected for this type of construction of that age.

#### d) Windows

Except at the office wing, the windows are also in remarkably good condition. They almost all have their original latching hardware (Figure 73 and Figure 74) but do not appear to operate due to the application of a cement wash that covers the hinges and part of the bottom sash rail (Figure 72). It is not clear why this was installed but possibly there was water infiltration at this point. Several of the windows in the mezzanine have plastic taped over them, indicating that there may have been water infiltration around the frames or sashes also. There is some missing glazing in several locations. The exterior vertical security bars over the windows appear to be original; however the security grilles placed over these on the exterior appear to be fairly recent. The office wing windows are in various states of repair. Some have the bottom operable sash replaced with a fixed light, others have the top fixed light painted over on the interior, where the ceiling has been dropped and six of them have widow air conditioners. One window has been blocked up with wood paneling except for the top light and an air-conditioner. All the windows



Figure 72. Cement wash at window sills applied over bottom rail preventing window from opening



Figure 73. Typical latching hardware at main warehouse steel hopper windows



Figure 74. Typical window latching hardware at steel office windows

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5 188 in the office wing have exterior, 1x2 vertical wood security grilles painted in a decorative pattern. Due to their good condition they appear to be more recent than other work carried out in 1970, and it is assumed that they were installed with the more recent modifications (such as the toilet addition). The bars prevent the outward opening windows from opening. The original operable steel casements in the women's toilet and the newer steel casement window on the north faced are in good condition and appear to operate. The small aluminum slider windows on the west side appear to operate but they are of light duty, residential grade. All windows are single pane, uninsulated glass.

#### e) Doors:

As mentioned above, only the two sliding freight doors may date to the Ilfeld era. Other doors are a mixture of hollow metal, contemporary roll-up overhead doors, and sold core flush or paneled doors and are not considered part of the historic fabric. All are in relatively good condition. More research is required to date the sliding freight doors and assess their operating condition but their condition appears to be good. Although it may not be feasible to reuse these doors as passage doors, retaining them as a shutter over a glazed opening or keeping them in the open position as a historic feature that recalls the building's former warehouse use, would be appropriate.

#### f) Floors

The main warehouse wood floor is in generally worn condition (Figure 76), as would be expected of a softwood floor that is 80-years old. Many boards are splintered and gouged (Figure 75). The thickness of the boards could not be determined during the survey but based on boards that were apparently reused from demolished portions of the warehouse floor for the mezzanine, it appears it may be 2x material. This may allow the floors to be sanded down without affecting the integrity of the tongue and groove construction, although retaining it as the finished floor for the new use may not be practical. While the hardwood overlay in the traffic areas may date to the Ilfeld era, it is unlikely that it is original and would not be practical to retain for the new use. The condition and extent of the original hardwood strip flooring in the office wing is unknown, but the application of what may be to be a poured seamless floor over the top would appear to preclude the ability to restore this floor.

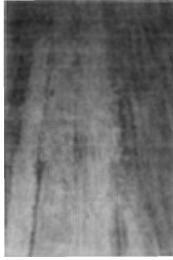


Figure 75. Detail of splintered wood floor in main warehouse

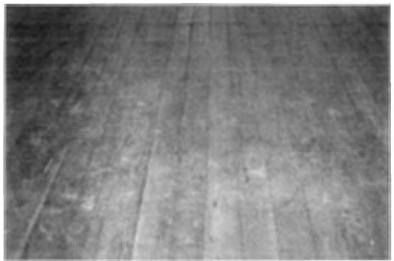


Figure 76. General condition of wood floor at main warehouse is poor

#### g) Ceilings

Other than the pressed metal soffit over the loading dock, there do not appear to be any original ceilings in the building, except possibly for some limited areas in the office wing, which may be the original plaster. The pressed metal ceiling over the loading dock is in reasonably good condition (Figure 77), although there is rust appearing through the paint at one location on the exposed portion over entry door to the warehouse (Figure 78). In the enclosed portion of the loading dock the ceiling has been covered with gypsum board at the west end and removed exposing the wood joists at the east end. The canopy flashing and fascia are in good condition but do not appear to be original. Also it is not known if the exposed fascia beam in the current open section of canopy is original and if this continues through the enclosed section.



Figure 77. Pressed metal ceiling panels at underside of north loading dock canopy

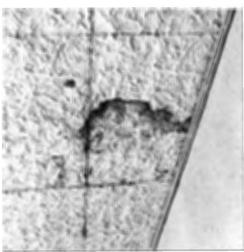


Figure 78. Rust showing on the underside of the loading dock canopy

#### h) Loading Dock Canopy

In addition to the pressed metal ceiling the suspension rods and turn-buckles (Figure 79 and Figure 80) are original to the canopy construction. More investigation is required to determine the original construction of the canopy edge beam and fascia, and the condition of the pressed metal ceiling not visible above the gypsum board, and to develop an appropriate preservation strategy to restore this element to its original appearance.

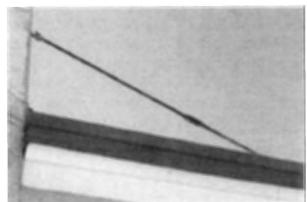


Figure 79. Typical tension rod and turnbuckle at loading dock canopy



Figure 80. Loading dock canopy with tension rods and turnbuckles and portion of sign from the State Archives era

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#### i) Signs

There is no evidence of original signage from the Charles Ilfeld Company but there are two signs from the State Archives era that are mentioned in the 1997 Historic Building Inventory Resurvey: The sign carved into a wood panel over the north street entry to the office wing (Figure 81); and a panted sign on a panel over the north loading dock (Figure 80). The former reads: "What is Past is Prologue"; and the latter reads "A Nation that forgets its past has no future", which is ascribed to Winston Churchill. Saving these signs and relocating them, possibly to the State Archives building, should be considered, if they cannot be incorporated into the new museum.



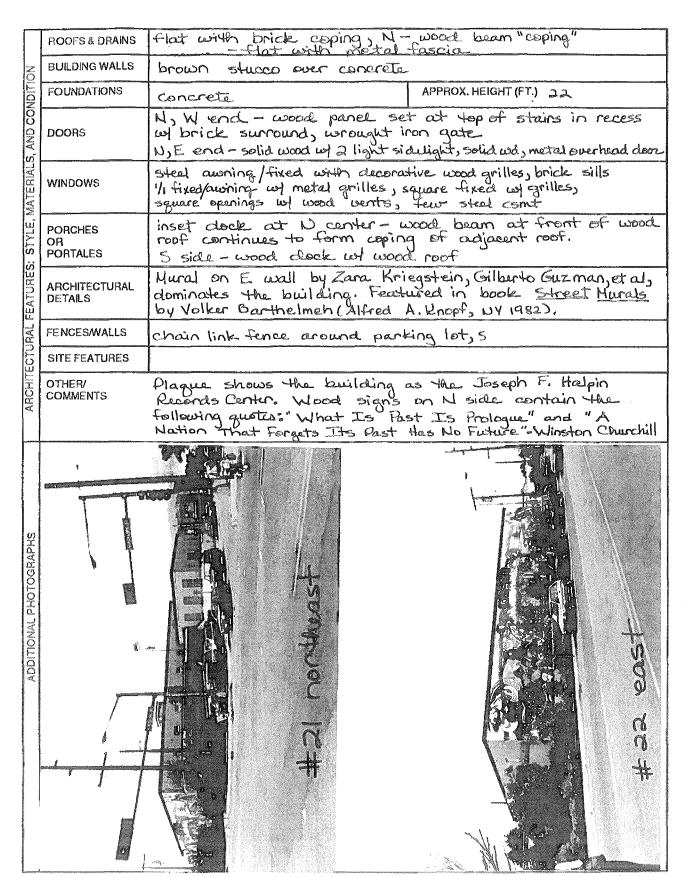
Figure 81. Sign over entryway to office wing

# **APPENDICES**

## NEW MEXICO HISTORIC BUILDING INVENTORY - SANTA FE RESURVEY 1997

	ADDRESS: 404 Montezuma					OLD ID NUMBER: 0516 13494			
NTIFICATION						SANTA FEID NUMBER: H27150			
	UTM REFERENCE EASTING NORTHING			LEGAL DESCRIPTION:		BUILDING NAME:			
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	Santa Fe Historic Status Map 1996								
ğ	DATE OF SOURCE(S)								
	CONSTRUCTION: city directory PY1938 ESTIMATE Chas. Ilfeld					Ł			
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ADDRESS ID NUMBER: 0516 13444 SANTA FE ID NUMBER: H 21150 404 Montezuma SURVEYED/RESEARCHED DATE 1197 BY 03

(continuation sheet for additional field notes, interview notes, historical documentation/notes, map/plat information)

**ADDRESS** 

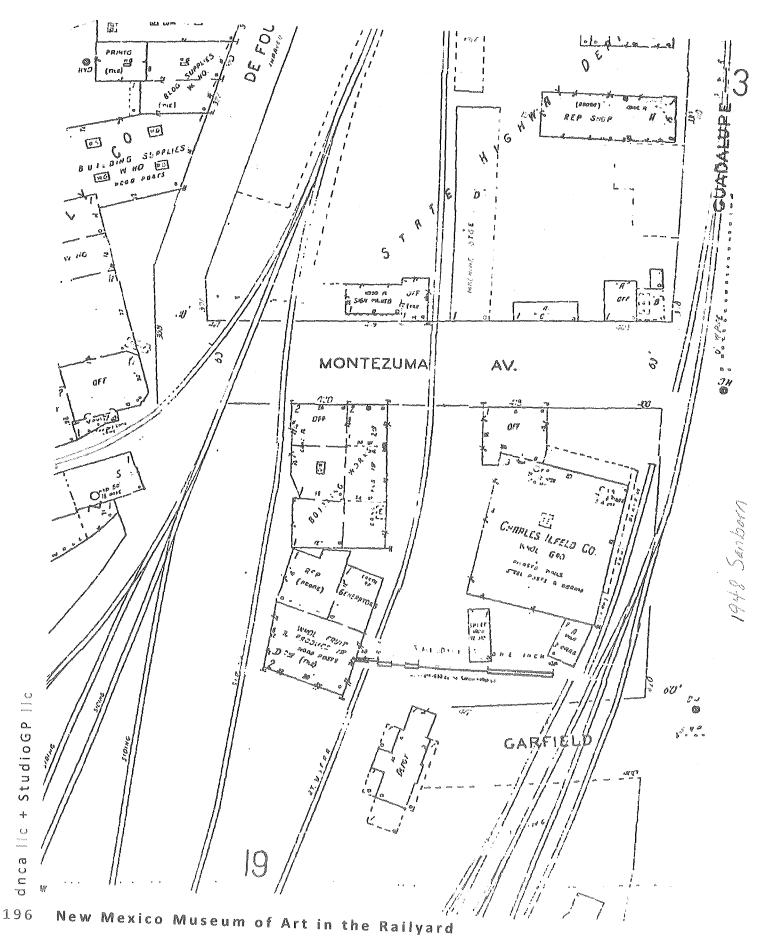
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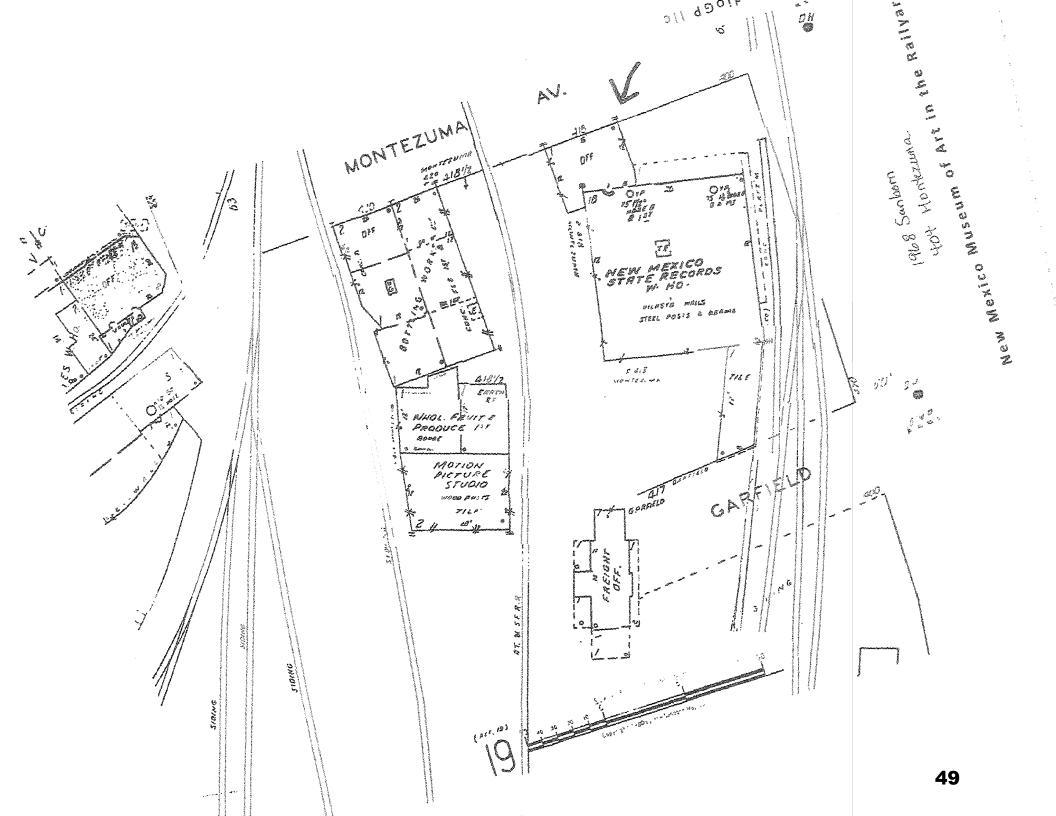
SURVEYED/RESEARCHED

404 Montezuma

Built as a grocery warehouse c. 1938 by Charles Ilfeld, the building served as a wholesale grocery business until the late 1950s when it became a bottling company. In 1960 it was converted to the State records storage facility. The Ilfeld Company began in Las Vegas and became one of the largest and most profitable businesses in the state. As one of the Ilfelds' cash-and-carry warehouses, it operated as a profitable part of the Ilfeld chain until the proliferation of chain grocery stores.

Neither the photo archives nor the State archives had photos of the building as a warehouse, and the booke The Ilfeld Company, a history of the business by William Parrish, had no photos, so it is difficult to determine the exact nature of the "remodel" cited on the 1985 survey form, Both the 1948 and 1968 maps show the building in its present configuration except for a small addition on the south end & filling of the north porch. Because the building was and still is representative of the commercial businesses near the railroad, these changes do not impact its status, and it may be seen as contributing in the Historic Transition District.







# Department of Cultural Affairs STATE OF NEW MEXICO

SUSANA MARTINEZ GOVERNOR

VERONICA N. GONZALES CABINET SECRETARY

MICHAEL S. DELELLO DEPUTY CABINET SECRETARY

via email and

regular mail

September 1, 2017

**ADMINISTRATIVE SERVICES** 

Mr. David Rasch, Historic Preservation Officer

Historic Preservation Division

ARCHAEOLOGY

City of Santa Fe

FARM & RANCH HERITAGE MUSEUM PO Box 909 Santa Fe NM 87501

HISTORIC PRESERVATION

Dear Mr. Rasch:

MUSEUM OF INDIAN ARTS & CULTURE/LABORATORY

OF ANTHROPOLOGY

MUSEUM OF INTERNATIONAL FOLK ART

MUSEUM RESOURCES

NATIONAL HISPANIC

CULTURAL CENTER

**NEW MEXICO ARTS** 

**NEW MEXICO** HISTORIC SITES

**NEW MEXICO HISTORY** MUSEUM/ PALACE OF THE GOVERNORS

**NEW MEXICO** MUSEUM OF ART

**NEW MEXICO** MUSEUM OF NATURAL HISTORY & SCIENCE

NEW MEXICO MUSEUM OF SPACE HISTORY

**NEW MEXICO** STATE LIBRARY Thank you for your interest in the project and please feel free to contact me if you have any questions.

Respectfully

Vēronica N. Gonzales. Cabinet Secretary

interior of the building.

ionifiqued by:

Jamie Clements, Executive Director Museum of New Mexico Foundation

Cc:

Anne Green-Romig, Director of Legislative Affairs, DCA

This letter is to inform you that the Halpin Building renovation project is being

constructed with private-sector funding raised by the Museum of New Mexico

Foundation. The Department of Cultural Affairs does not intend to use any state

funding on any portion of the project that will impact the exterior of the

building. If state funds become necessary, the funds will be limited to the

Mary Kershaw, Director, Museum of Art