



320 N. Leroux Street, Suite A
Flagstaff, Arizona 86001
Tel. (928) 522-4148

April 7, 2025

Lauren Clementino
Heritage Preservation Officer
City of Flagstaff
211 West Aspen Avenue
Flagstaff, Arizona 86001

Re: Historic Resource Study Letter Report for 111 North Leroux Street

Ms. Clementino,

Cornerstone Environmental Consulting, LLC conducted a Historic Resource Study (HRS) at 111 North Leroux Street (APN 100-19-008-A) on behalf of Capri, Inc. The property consists of a commercial building that is over 50 years old and a parking lot. The HRS was undertaken prior to the planned demolition of the building for the construction of a 4–6 floor parking garage on the property.

The building is not listed on any registers of historic buildings, though the property is within the Downtown Historic District Overlay Zone and is adjacent to the Railroad Addition Historic District. The subject property is recommended as not significant under any national, state, or local register criteria and/or lacks the required integrity to convey any such significance. No further archival work, study, or architectural documentation is recommended for the property.

Regards,

A handwritten signature in cursive script that reads "Samuel Hemsley".

Samuel Hemsley, M.A., RPA
Assistant Project Manager

LETTER REPORT FOR 111 NORTH LEROUX STREET

This letter report represents the findings of a Historic Resource Study (HRS) completed by Cornerstone Environmental Consulting, LLC (Cornerstone) on behalf of Capri, Inc. for 111 North Leroux Street (APN 100-19-008-A) in Flagstaff, Arizona (Photograph 1; Figure 2; Figure 2; Figure 3; Figure 4; Figure 5). The parcel is occupied by a vacant commercial building that is slated for demolition. This HRS is being conducted concurrently with studies at 123 North Leroux Street (APN-100-19-007) and 19 West Birch Avenue (APN-100-19-004-A), also by Cornerstone on behalf of Capri, Inc., in advance of the planned construction of a hotel at 19 West Birch Avenue with an associated 4–6 floor parking garage on the other two parcels.



Photograph 1. The exterior of 111 N Leroux Street, facing west, no parking sign roughly marks the beginning of the 1994 additions, which extends to north.

Street Address: 111 North Leroux Street

APN: APN 100-19-008-A (0.33 ac)

Subdivision: Flagstaff Townsite

Block: 19

Lots: 22, 23, 24, 25

Construction Date: 1949, 1994

Period of Significance: 1882–1975

Property Type: Commercial

Historic Resource Study Letter Report for 111 North Leroux Street
March 21, 2025

Areas of Significance: N/A

This work will assist the proponent to comply with the City of Flagstaff's zoning codes (10-30.30.050) regarding historic properties and cultural resources. Pursuant to Section 10-30.30.050.A.3.c.1 (Letter Reports) of the Flagstaff Zoning Code, a Letter Report is considered the appropriate level of study if site conditions, archival records, or previous research suggest that significant cultural resources are not likely present, the integrity of a cultural resource is already severely compromised, the proposed work will not compromise the integrity of the cultural resource, or when no mitigation measures are warranted.

The project area is in the southeastern corner of the southeast section of Section 16 of Township 21 North, Range 7 East. The property is within the Downtown Historic District Overlay Zone; however, this district has not undergone an evaluation and nomination process. The property is immediately adjacent to the Railroad Addition Historic District. This district designates one of the oldest and most central areas of historic Flagstaff and is discussed further below and partially overlaps with the Downtown Historic District Overlay Zone. This district will be used for historic context, background, architectural examples, and evaluation of significance and integrity (Janus 1979).

Cornerstone conducted the study by searching historical records and visiting the subject property. Historical records and their sources include, but are not limited to:

- Coconino County Assessor's Office: Property Record Cards, Transfer Cards, and Property Record History
- Coconino County online parcel viewer
- Flagstaff Historical Building Survey
- Flagstaff Telephone and City directories
- Northern Arizona University (Special Collections & Archives): Sanborn maps, Coconino County Plat Maps, Flagstaff building timeline project archive, Charlie Dryden Collection, Colorado Plateau Archive, and historical maps
- Historical Topographic Maps: 1900, 1908, 1912, 1947, 1954, 1960, 1962, 1974, 1982, and 1983
- Arizona Digital Newspaper Program and Newspapers.com: articles from period newspapers.

In addition to the above research, a site visit was performed by Cornerstone Archaeologists Jack Treichler, Samuel Hemsley, and Sam Mitchell on February 20, 2025. The visit entailed walking the exterior and interior of the property, photo-documenting the current condition of the building, taking notes on how the building has changed since the period of significance, and noting material types and changes to the setting.

Historical Background

This section briefly describes the history of the Flagstaff Railroad Addition Historic District, including the occupants/owners of 111 North Leroux Street, and provides a narrative of significant events that took place therein.

Flagstaff's Railroad Addition Historic District

The story of Flagstaff is a story shared by many railroad towns throughout the United States. Encouraged by large federal land grants which granted vast swaths of acreage to railroad companies, the companies established vital arteries connecting the eastern and western coasts of the United States together.

Project Locator

NW: 12N 440927m E, 3895339m N
NE: 12N 440966m E, 3895323m N
SW: 12N 440915m E, 3895308m N
SE: 12N 440954m E, 3895293m N

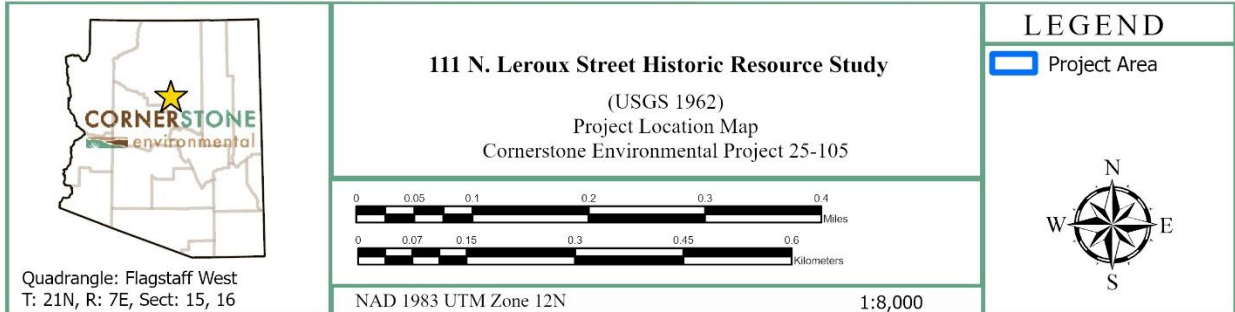


Figure 1. Topographic map showing project area.

Project Locator

NW: 12N 440927m E, 3895339m N
NE: 12N 440966m E, 3895323m N
SW: 12N 440915m E, 3895308m N
SE: 12N 440954m E, 3895293m N

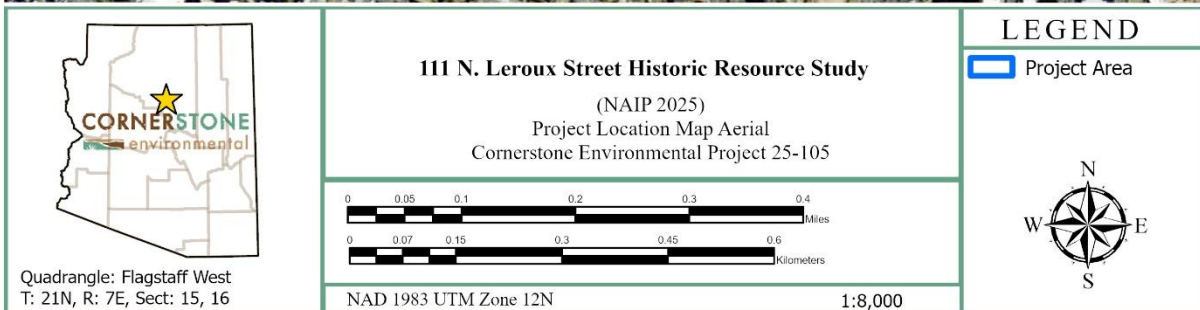
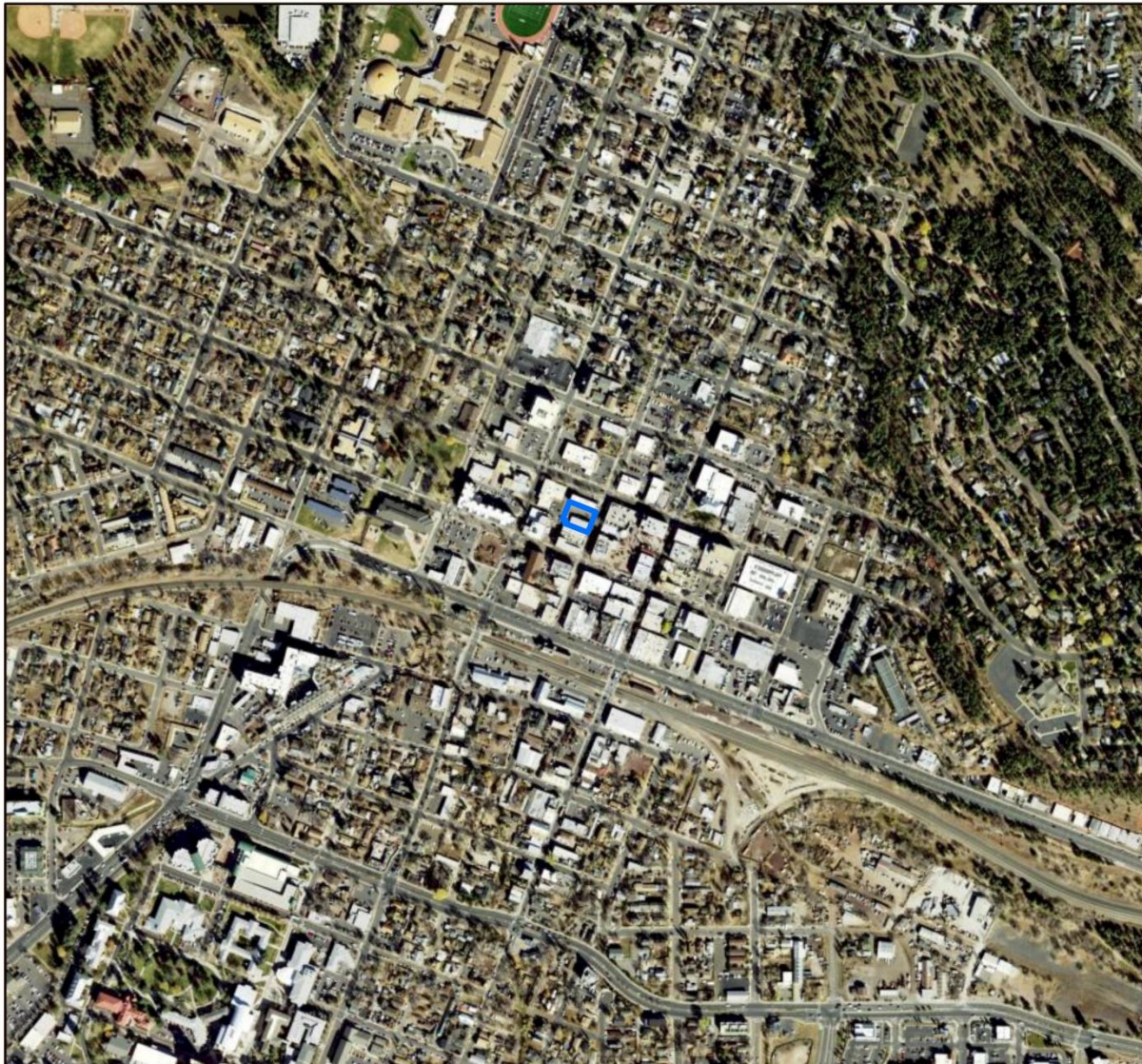


Figure 2. Aerial map showing project area.

Project Locator

NW: 12N 440927m E, 3895339m N
NE: 12N 440966m E, 3895323m N
SW: 12N 440915m E, 3895308m N
SE: 12N 440954m E, 3895293m N

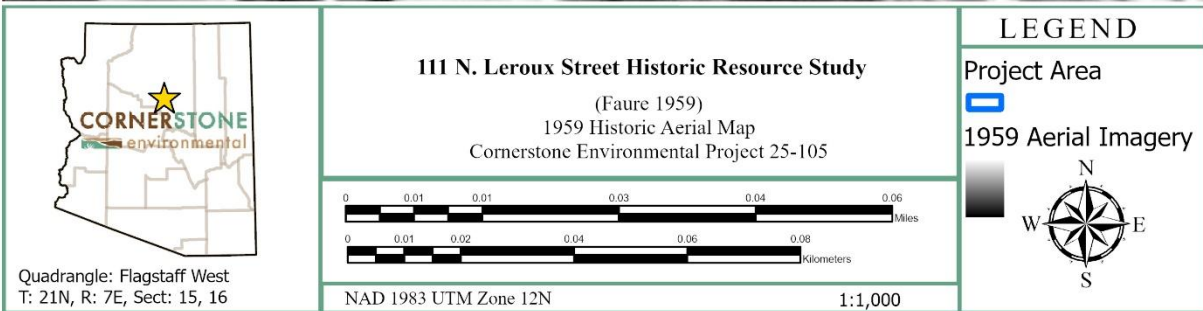


Figure 3. Historic aerial from 1959 showing project area. The building in question is in the bottom right of the project area polygon.

Project Locator

NW: 12N 440927m E, 3895339m N
NE: 12N 440966m E, 3895323m N
SW: 12N 440915m E, 3895308m N
SE: 12N 440954m E, 3895293m N

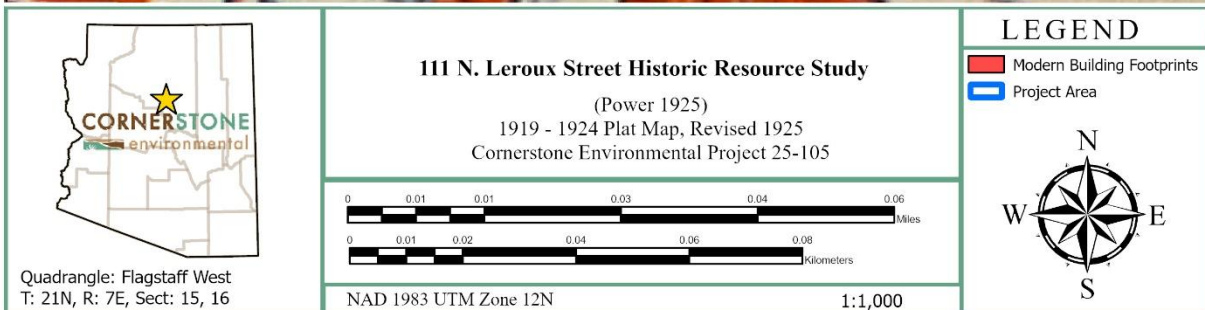


Figure 4. Historic plat map from 1925 showing project area and modern building footprint.

Project Locator

NW: 12N 440927m E, 3895339m N
NE: 12N 440966m E, 3895323m N
SW: 12N 440915m E, 3895308m N
SE: 12N 440954m E, 3895293m N

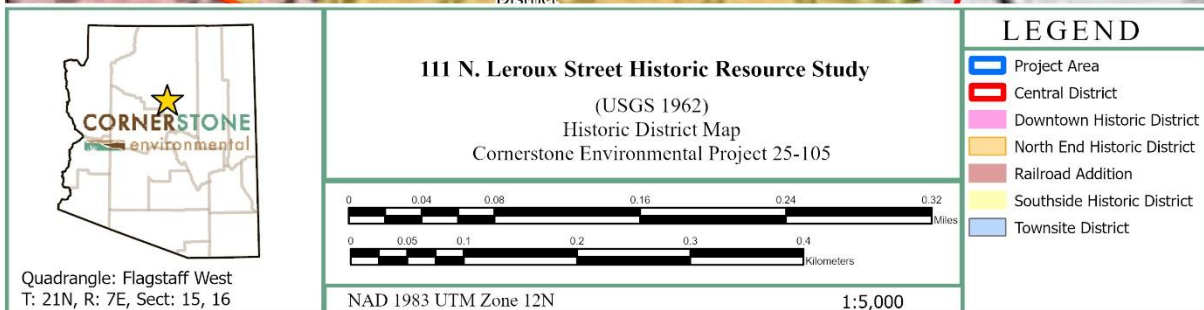
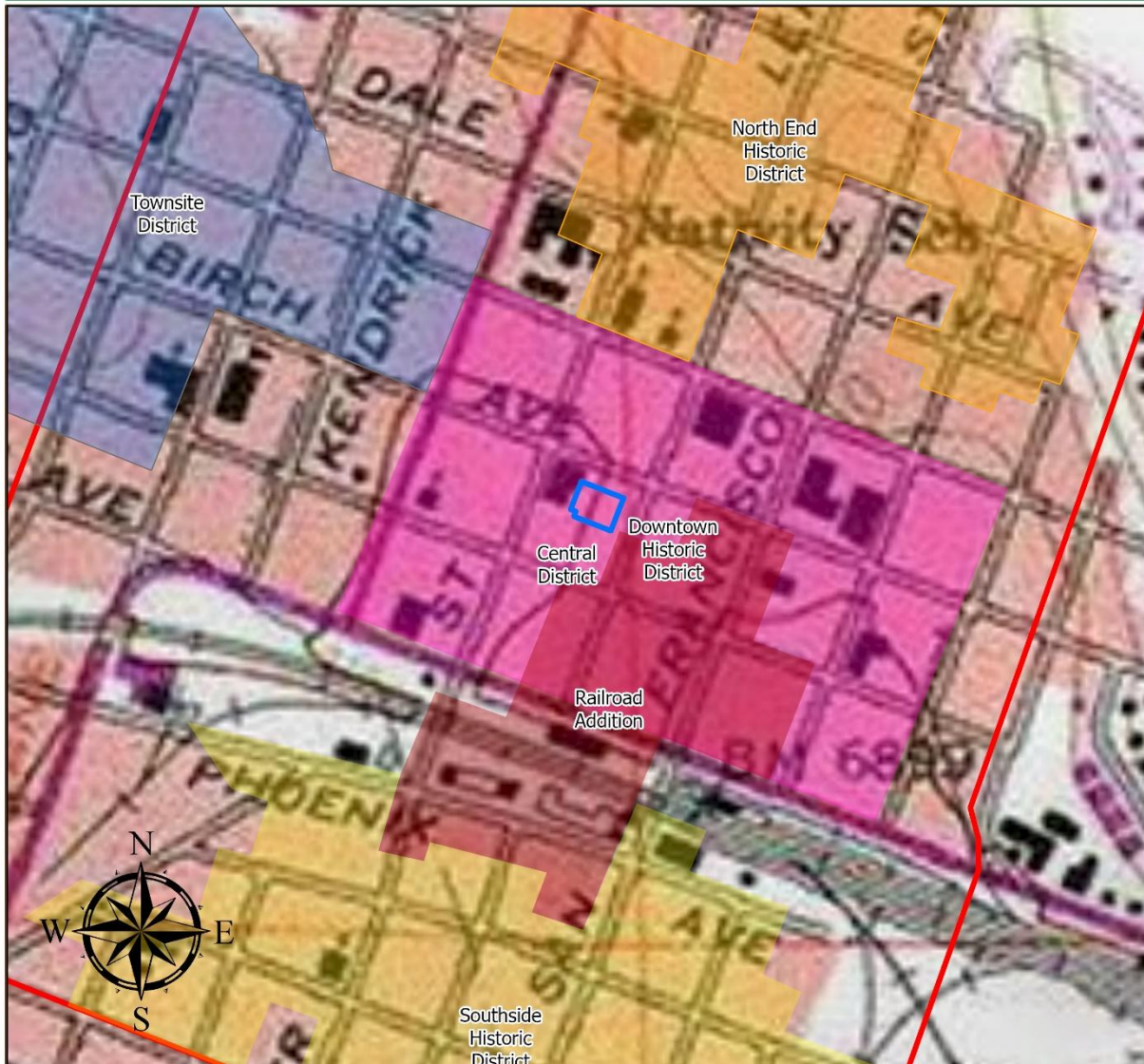


Figure 5. USGS topographic map showing the project area and nearby historic districts.

To help finance the continued construction and expansion of the railroads, the companies would subdivide and sell the land granted to them by the government to interested settlers (Paradis 2003). In this manner the Federal Government was able to solidify control over the western United States and simplify logistics, the railroad companies were able to both acquire the land needed for expansion and fund said expansion, and settlers were given easy access and ample opportunity to purchase or acquire land. Because of the importance of the railroad as the means of access to these newly exploitable areas, the railroad would understandably play a key role in community development (Paradis 2003).

Flagstaff's Railroad Addition Historic District has its origins in the New Town that was established in 1882 as a result of the Atlantic and Pacific Railroad (later known as the Santa Fe Railroad) not being able to reach the location of Old Town, which was set up along Antelope Spring, as a result of a steep grade. As a result, New Town was set up along a newly constructed sandstone depot where the train could stop, approximately a half a mile east of Old Town. Street grids were planned and laid out and New Town began to grow as people relocated to take advantage of the economic opportunities that proximity to the depot would bring (Paradis 2003). The two towns would continue to grow for the next few years, with settlers coming from as far away as New York and Kansas, until Old Town experienced a severe fire in 1884. As a result of the fire damage, recovery efforts, and people relocating to the other town site, New Town swiftly began to outpace Old Town in growth, and Old Town was no longer seen as the "true" Flagstaff townsite (Cline 1976; Janus 1979; Paradis 2003).

In a turn of fate, New Town itself was impacted by a fire in 1886 and 1888. As a result of the fires, new construction was required to use brick or stone to help minimize the impact of further fires, and water infrastructure was put into place to help fight any fires that may arise (Janus 1979; Paradis 2003). The fires and the growth associated with them also opened new opportunities for immigrants into the town, as the Babbitt brothers first arrived in 1886 shortly after the fires were quelled (Cline 1976). The town continued to grow, with buildings spreading out from the railroad depot. The Post Office from Old Town relocated to New Town, and the Bank of Flagstaff was organized and established in 1887 by Thomas McMillan (Janus 1979). As all new constructions now utilized more permanent, fireproof materials, the structural nature of the town structures shifted from wood and canvas to brick and stone.

In 1888, David Babbitt, then owner of a lumber yard and hardware business located on the corner of San Francisco and Aspen, began to buy out nearby merchants, such as P.J. Brannen. David partnered with his brother George Babbitt and formed the Babbitt Brothers Trading Company. Soon after, their brothers William, Charles, and Edward arrived to help expand and manage the swiftly growing company, which quickly became the leading merchant in the area through profits from cattle, trading posts, and real estate in Flagstaff and the surrounding areas (Cline 1976). The company office was a two-story brick and sandstone building which replaced the hardware store and was expanded over the years as the company grew (Janus 1979). The company building would become and remain a Flagstaff landmark, even after the company closure in 1987 (Paradise 2003).

In 1891, Governor John Irwin announced the formation of Coconino County, which was split from part of the existing Yavapai County. Flagstaff was chosen as the county seat for the new county and the town was fully incorporated in 1894, with Flagstaff's first city hall and courthouse being erected shortly thereafter. By 1890 Flagstaff had developed a fire department, fully realized water infrastructure, telephone and electrical power services (Cline 1976; Janus 1979).

Other industries and factors began to influence Flagstaff's economic development in the 1890s. A red sandstone quarry located to the east of town began to operate fully and was fulfilling material contracts for large cities such as Chicago and Los Angeles. In 1894, Percival Lowell located his observatory onto the mesa located to the west of the town center, which is now known as Mars Hill. Lowell's scientific observations contributed to putting Flagstaff on the map, though this was through scientific endeavor

rather than economic growth. Tourism began also began to play an important role in Flagstaff's economic development by 1895, when a stage line ran between Flagstaff and the Grand Canyon three times a week, and the influx of summer tourists seeking to escape the heat caused serious housing shortages in the town during the summer months. In 1899 the Flagstaff Normal School (now known as Northern Arizona University) opened its doors, and this along with several private and public schools in the town provided centers of education (Cline 1976; Janus 1979)

Flagstaff continued to steadily grow into the 1920s, with the Babbitts expanding their business portfolio and real estate, establishing a brick warehouse and three-story garage in 1915, and with competitors springing up such as Fred Hensing and Sam Finely who opened commercial ventures in large, commercial buildings in 1912 and 1915 respectively. These new constructions further changed the character of downtown, with Sam Finely's commercial building being the first three story tall building in the entire county, while also introducing a wave of new architectural styles into the area, such as Tudor and Greek Revival (Janus 1979; Paradis 2003)

This growth was swiftly followed by a slump, as Flagstaff was affected by the prohibition-era economic slump which impacted the rest of the country, and many buildings became abandoned or began to fall apart. To help combat this slump, the townsfolks constructed a new train depot at Leroux Street and established the Hotel Monte Vista in 1928. The increasing importance of the automobile was also of great benefit to Flagstaff, as Santa Fe Avenue would become part of the Old Trails National Highway system and later become Route 66, a vital artery bringing thousands to and through Flagstaff (Janus 1976).

However, the increasing use of automobiles also meant that the train depot locations were no longer vital nodes for commerce and tourists, and because of this change development soon stopped within what is now the Flagstaff Railroad Addition Historic District and focused instead along the route of Route 66, which was becoming increasingly accessible (Janus 1979).

Property History

The investigated property had a complicated chain of ownership in the late 19th century and early 20th century. According to County records and Sanborn Maps, the property appears to have been first owned by the Atlantic and Pacific Railroad Company in the 1880s, who transferred large blocks of land including the property over to one Henry Fulton, a prominent sheep herder and wool grower in the late 19th century. Henry Fulton and his wife, Julia, would then mortgage the property to one Julia Vories, mother of Merrell Vories Hitotsuyanagi, an architect and missionary, in July of 1893, though at least some parts of the property appear to have been seized by the Territory of Arizona in December of 1893 and sold for tax delinquency. The 1890 and 1892 Sanborn maps show a residential dwelling, stable and small outbuilding which would have been owned by the Fultons and were transferred along with the property in all following sales and transfers (Sanborn Map Company 1890; 1892). A.J. Cornish, the treasurer and tax collector of Coconino County, would then sell the property to the Arizona Lumber and Timber Company (AL&T) in 1896. The AL&T would hold onto the property for several years before selling it to Julia Vories in 1899, who had temporarily held the property in 1893. The property would again change hands in 1904 when the Vories sold the property to Mary Keller. Keller would retain the property until at least 1917, as evidenced by a Quit Claim Deed for the property which forfeited the easternmost 4 feet (ft) of the property to the city, likely for infrastructure construction.

Sanborn Maps from 1890 to 1948 show that there was a residential building and associated structures such as stables, auto garages, and small unlabeled buildings located on the property throughout this early period. The existence of structures on the lot is also confirmed by a 1925 Plat Map, which shows structures on Lots 22 through 25 of Block 19. As a result of missing or incomplete records, the chain of ownership after 1917 is unclear until the 1930s.

The building appears to have been a Social Security Board office in 1938 and likely several years prior. However, later in 1938 the Social Security office was no longer in the building and one ACME Cleaning Company, owned by Clyde P. Wing and Mildred V. Wing took over the property (Carney 2013) Records of sale or transfer of the property are incomplete, so it is unclear if or when the Wings bought the property or had the property transferred to them. Clyde P. Wing and Mildred V. Wing were both originally natives of Dewitt, Iowa. Clyde P. Wing was a WWI Navy Veteran while Mildred V. Wing was a businesswoman back in Iowa, and the president of the Dewitt branch of the Business and Professional Woman's Club. Her participation with the organization would continue in Flagstaff, and Mildred would become a key and long-term member of the Flagstaff branch (ADS 1954; 1955b). Once in town the Wings had an active social life and frequently had guests over for dinners and birthday parties (ADS 1950). ACME Cleaning would remain a downtown Flagstaff staple until April 1961, when the company last appeared in the city directory and a notice of sale by the Wings appears in the Arizona Daily Sun. The property would be sold to Warren and Jeanette Brinton, who would immediately sell the property to Ernest and Wilma Harris (ADS 1961a). After the sale to the Harris family in April, the business was noted to be closed down in a July 1961 Meeting of the Board of Supervisors for Coconino County and would be remain unlisted until 1962 when the property was noted to be the new location of Gene's Shoe Hospital, indicating the property had been obtained by Eugene "Gene" Anderson (Figure 6; ADS 1961; 1962). County records and notices of sale about the transfer of ownership are incomplete, so it is unclear if the property was bought from the Harris family.

Eugene Anderson and his family were originally from Coolidge, Arizona and prior to moving to Flagstaff they operated a shoe repair store in Globe, Arizona. The family moved to Flagstaff and opened the first

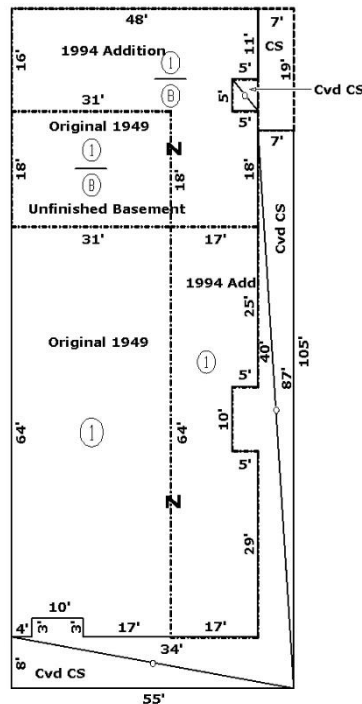


Figure 6. 1955 Arizona Daily Sun newspaper clipping showing Eugene Anderson at work in his shop.

iteration of Gene’s Western Wear and Shoe Hospital in 1948. Once established, Gene offered shoe and boot repair services as well taking commissions for wallets, tool pouches, laces, and shoe polish (ADS 1955a). The Anderson family was also active in the Flagstaff social scene, with Gene and his wife being active in the Flagstaff Junior Members of Commerce organization as members, and with Gene being Co-chairman of a county fair in 1959 as well as being the vice-president for the Downtown Businessmen’s Association (ADS 1959; 1973). The Shoe Hospital would remain a fixture in the Flagstaff downtown scene, with Gene passing the business along to his son, Gary Anderson, in 1998. Gary would continue to operate the store until 2013, when because of changing shopping habits due to the increased prevalence of online shopping, he was forced to close the store after 60 years of business (Ferguson 2013). Per Coconino County records, the property was retained by the Anderson Family Trust, who would form Deeds of Trust with various parties between 2013 and 2016, where county records end.

Architecture and Structural History

The layout plan on file at the Coconino County Assessor’s Office indicates that the building was originally constructed in 1949 as a rectangular structure measuring approximately 82 ft (east-west) by 31 ft (north-south; Figure 7; Figure 8). This date and layout are supported by historic Sanborn and plat maps. The building was significantly expanded and remodeled in 1994 leading to its current footprint of approximately 98 ft (east-west) by 48 ft (north-south), with recessed entryways to the east (front) and



Sketch by Apex Sketch v5 ProD
 Figure 7. Coconino County Assessor’s Office layout plan showing the original 1949 layout and the 1994 addition.

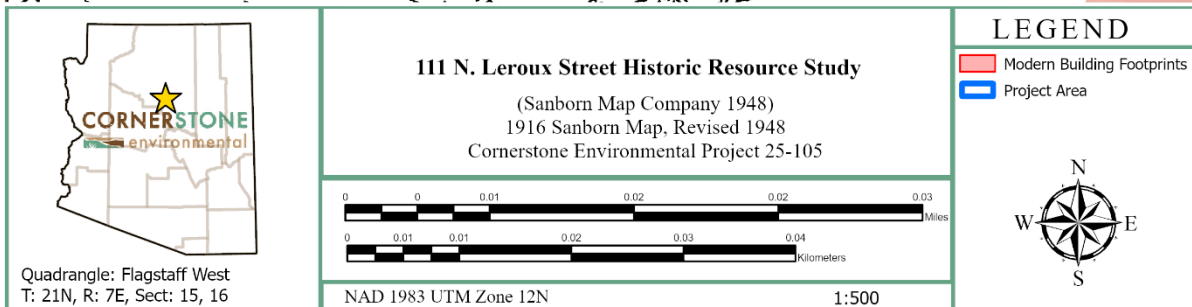
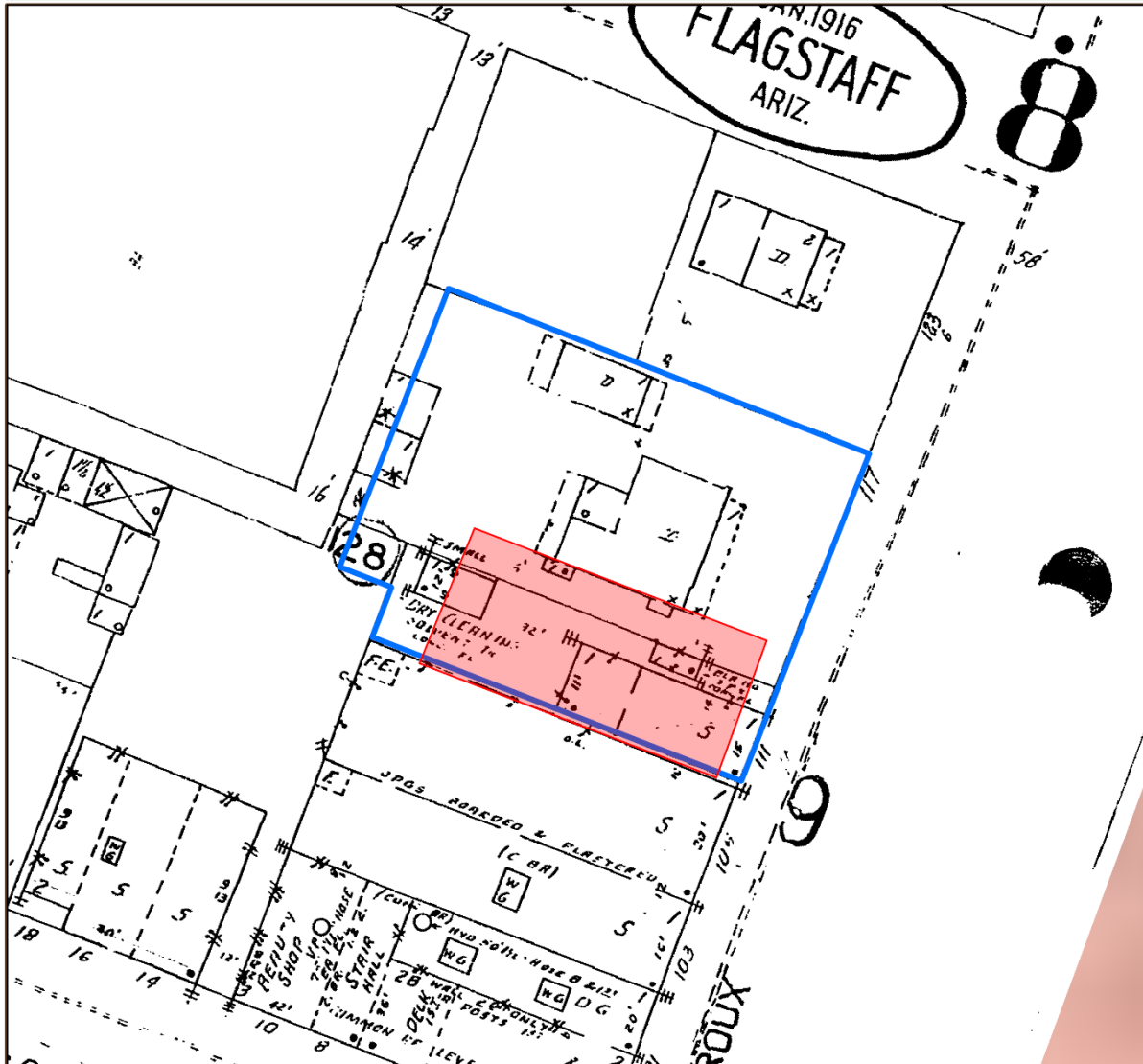


Figure 8. Sanborn Fire Insurance Company map from 1948 showing the original 1948 building floorplan with the modern building footprint overlaid.

north (Photograph 2; Photograph 3). The building has a partial basement toward the west (rear; Photograph 4). The building is one story high and does not appear to have ever had a second floor. The building has recently been gutted, exposing many internal construction elements.

Apart from the basement the building appears to be largely constructed atop a poured concrete pad foundation. The recent stripping of the interior has exposed bare cinder fill roughly within the footprint of the original 1949 structure. The building abuts and shares its southern wall with the historic building at 109 North Leroux Street. This wall is of unshaped malpais masonry. The west and north walls are a result of the 1994 remodeling and are of concrete masonry unit (CMU) construction, as well as a portion of the east wall. The portion of the east (front) wall corresponding to the original 1949 structure is partially timber framed and may be original. The remaining interior walls are of CMU construction and do not appear to be original. The roof is a single-plane shed-type roof descending from east to west, and based off the interior supports and framing it does not appear to be original.



Photograph 2. Photograph of 111 N. Leroux showing the eastern face of the building and the adjoining malpais structure. The portion of the building shown is part of the 1994 addition.

Windows and doors are all modern steel-framed construction and likely date to 1994. The exterior wall cladding is beige stucco over CMU, with a short brick façade footer running the length of the east and north elevations. A framed canopy runs the length of the east elevation and most of the north elevation, with CMU supports and a wood shingle roof. All exterior finishing appears modern and likely dates to the 1994 remodeling. The building does not possess any characteristics of a particular type or style of architecture.

Evaluation of Significance

The subject property is within the Flagstaff Downtown Historic District Overlay Zone. According to communications with the City of Flagstaff, this district is an overlay used for planning and development though it has not been evaluated nor nominated for the National Register of Historic Places (NRHP). The property is immediately adjacent to the Railroad Addition Historic District. This district designates one of the oldest and most central areas of historic Flagstaff and partially overlaps with the Downtown Historic



Photograph 3. Photograph of 111 N. Leroux showing the northern face of the building and the parking lot located on the northern side. The portion of the building shown is part of the 1994 addition.

District Overlay Zone. This letter report uses the Railroad Addition Historic District to provide historic context for the evaluation of significance and integrity (Janus 1979). The period of significance for the Flagstaff Railroad Addition Historic District is 1882–1975, beginning with the establishment of New Town in 1882, which would form the core of the district, and ending 50 years prior to this study. The possible areas of significance are Community Planning and Development (City of Flagstaff Criterion B; NRHP Criterion A), Significant Persons (City of Flagstaff Criterion C; NRHP Criterion B), and Architecture (City of Flagstaff Criterion D; NRHP Criterion C). The property is not eligible under City of Flagstaff Criterion A, as the property is not listed or eligible on the National Historic Landmark, NRHP or Arizona Register of Historic Places.

Eligibility for the NRHP under Criterion A (City of Flagstaff Criterion B) requires association with events that have made significant contribution to the patterns of history. The building at 111 North Leroux Street is located adjacent to the Flagstaff Railroad Addition Historic District, which is a significant part of Flagstaff's history and development. As discussed in the property history section of this letter report, through its existence the property has undergone development which broadly mirrors that of the adjacent



Photograph 4. The interior of 111 N Leroux Street, looking southwest, the access to the original 1949 basement is in the forefront of the image, while the westernmost section of the 1994 addition begins at the cinderblock wall behind the stairway. The malpais southern wall is original and is shared with the neighboring building.

Railroad Addition Historic District, starting off as being a residential plot in the later 1890s and early 1920s the property gradually developed and housed governmental buildings in the form of a Social Security office sometime after 1935 before hosting ACME Cleaners from 1938 to 1963, after which the parcel was sold and Gene's Western Wear and Shoe Hospital opened. Gene's would remain at 111 North Leroux Street for the remainder of its existence, finally closing its doors in 2013. While the parcel history broadly aligns with NRHP Criterion A (City of Flagstaff Criterion B), the property is not associated in important or substantial enough ways to be significant under NRHP Criterion A or City of Flagstaff Criterion B.

Eligibility for the NRHP under Criterion B (City of Flagstaff Criterion C) requires that a property is associated with the lives of significant persons. While the property was held by first the Wing Family and then the Anderson Family during the properties period of significance, it is difficult to argue that either family had a significant impact on the overall history of Flagstaff. While both families operated businesses, neither business had a significant or lasting impact on Flagstaff as a whole.

Eligibility for the NRHP under Criterion C (City of Flagstaff Criterion D) requires that a building must be a good example of an architectural type or style in its design, materials, and workmanship as it once appeared. The theme of Architecture refers to a property's significance for its physical design or construction that expresses aesthetic ideals or preferences that refer to the way in which a property was conceived, designed, or fabricated. Throughout its life the property has seen significant remodeling,

culminating in the 1994 remodeling which resulted in the property's modern appearance (Photograph 5). The fascia sign for Gene's Western Wear and Shoe Hospital is now completely covered up by a wooden eave and façade, though the sign is still extant. As a result of these severe changes to the architecture of the building, it is difficult to make the argument that the property is architecturally original or special.

The building at 111 North Leroux Street was built over 50 years ago but is recommended as not significant under any criteria. Records obtained from the Coconino County Assessor's Office and additional archival sources indicate that the building was built by 1948, although it was possibly built in the mid-1930s. Observations of design elements and construction techniques made during site visits do not contradict this construction date.

As a result of the development history of the parcel, the parcel and building interior has lost much of its integrity in the subsequent years since Gene's closed its doors. Significant remodeling, culminating in the 1994 remodeling which resulted in the property's modern appearance (*see* Photograph 5). The fascia sign for Gene's Western Wear and Shoe Hospital is now completely covered up by a wooden eave and façade, though the sign is still extant. As a result of the integrity of the exterior has been severely diminished. Additionally the building interior having been gutted in some spots down to the cinders and a significant addition being added onto the building sometime in 1994 (Photograph 6). As a result of the extensive remodeling and development at 111 North Leroux Street and the surrounding area since the period of significance, the property no longer retains aspects integrity such as design, setting, materials,



Photograph 5. The interior of 111 N Leroux Street, looking west, the original 1949 construction is located along the cinder area to the left. The southern wall of the building appears to be original and is shared with the neighboring building.



Photograph 6. The interior of 111 N Leroux Street, looking east out to Leroux Street, the original 1949 construction begins roughly at the beam and proceeds south, east, and west. All the interior of the building has been gutted, displaying structural elements.

workmanship, feeling, and association. As the property is recommended as not significant, an in-depth integrity assessment is not necessary.

Summary and Recommendations

Cornerstone recommends the ca. 1949 building at 111 North Leroux Street as not significant under any established theme or criteria for any national, state, or local register (NPS 2002). In this case such themes or criteria include community planning and development, significant persons, and architecture. Since the building was never significant, the aspects of integrity are irrelevant. The architectural integrity of original design, materials, and workmanship has been negatively impacted, to the extent that they are no longer retained. The aspect of integrity of feeling, when standing in front of the building, has also been diminished to the point that the building no longer conveys the feeling of a historic business.

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