

EVCH0130

**Evans-Churchill Area
Summary Report**

VOLUME 1
City of Phoenix
Historical-Architectural
RESOURCE SURVEY
of the
EVANS-CHURCHILL AREA
SUMMARY REPORT

Prepared for
The City of Phoenix
Planning Department
Historic Planning Commission
125 East Washington
Phoenix, Arizona

April 25, 1988

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HISTORIC RESOURCE SURVEY
Evans - Churchill Area
Phoenix, Arizona

City of Phoenix
Planning Department
Phoenix, Arizona

VOLUME 2: EVANS AREA INVENTORY FORMS

Historic Building Forms	-	86
Short Forms	-	94
TOTAL FORMS	-	180

VOLUME 3: CHURCHILL AREA INVENTORY FORMS

Historic Building Forms	-	147
Short Forms	-	82
TOTAL FORMS	-	229

1. PROJECT STAFF

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Ms. Judith Wood	-	Typist

2. PROJECT METHODOLOGY

The primary goal of the Evans-Churchill Resource Survey is to provide a comprehensive survey, identification, and evaluation of historic structures, as well as an identification of other non-historic commercial buildings. To accomplish this objective, the project group was divided into two teams--survey and research.

Survey Team

The team divided the two additions into one-block grids and conducted a comprehensive, systematic survey of each block. The surveyors started at the northeast corner of the Evans Addition and ended at the southwest corner of the Churchill Addition. Forms and photographs were produced at the same time. Each historic structure was photographed a minimum of twice in black and white and once in color slides. Finally, maps were produced from the data gathered in the field.

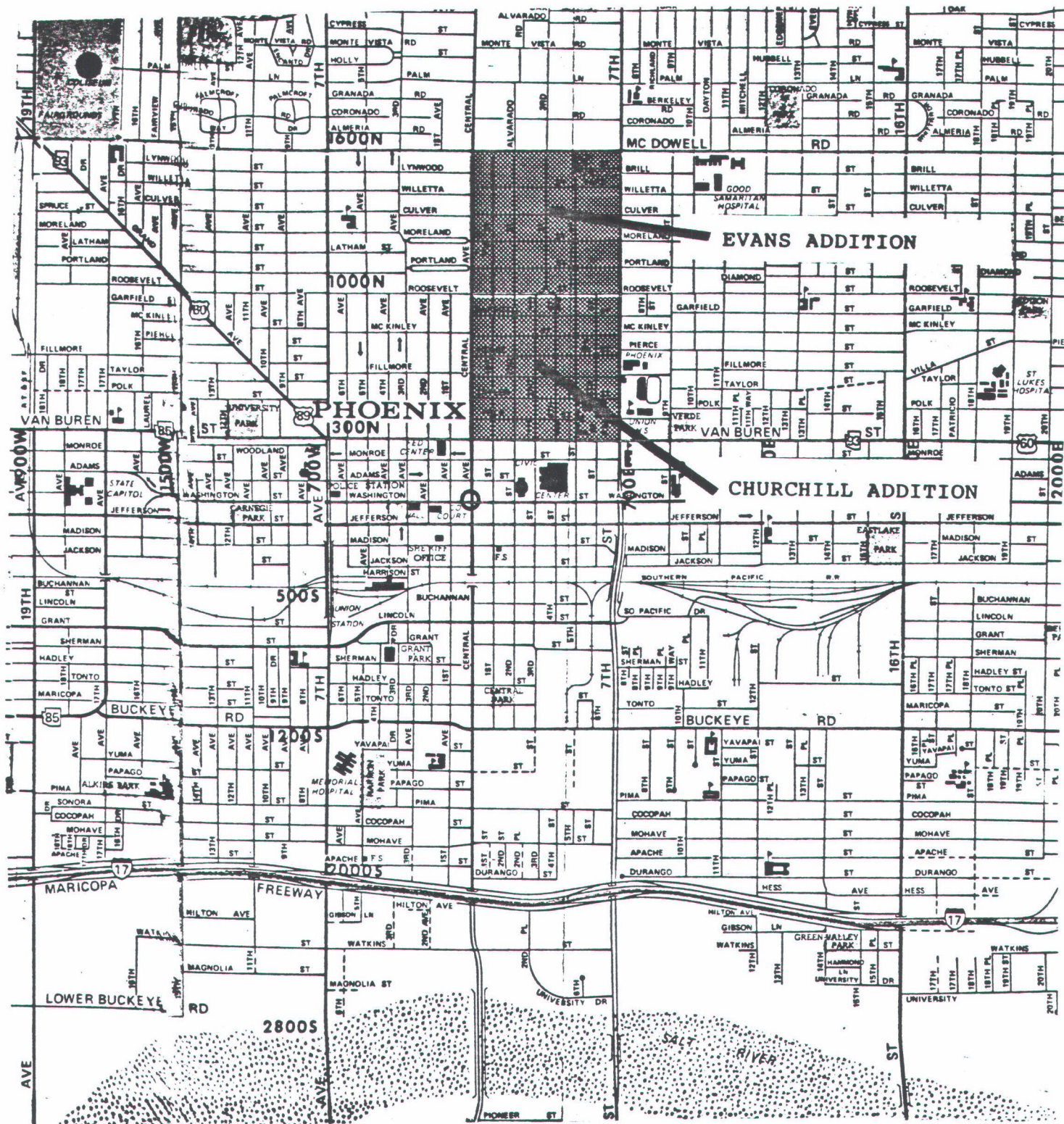
Research Team

For the historical overview portion of the report, very little secondary data was available on the Churchill and Evans neighborhoods. Thus, we relied almost exclusively on primary resources--newspapers, Sanborn maps, city directories, and oral history.

For the property evaluation portion, the research team relied on city directories and Sanborn maps. By cross-referencing both sources, the team is confident that construction dates and historic names are as accurate as possible. Generally, tax documentation and title research are additional sources for dates and owners. In Phoenix, however, tax information is not available for many years, making title research often unreliable. We also hoped to use oral history as a dating and ownership verification resource. The team discovered, however, that most were owned by absentee landlords and few residents had information on their residences. Those few properties that could be documented by oral resources are referenced in the survey volumes.

Process for Evaluating Resources

The physical survey revealed that the Evans and Churchill areas developed independently of each other in style, dates, and lot sizes. Indeed, the Evans areas seemed to have developed some fifteen to twenty years later than the Churchill area, and with more affluent residents. The documentary research verified these findings. Our specific findings are reflected in the recommendation section.



3. VICINITY MAP - EVANS / CHURCHILL AREA

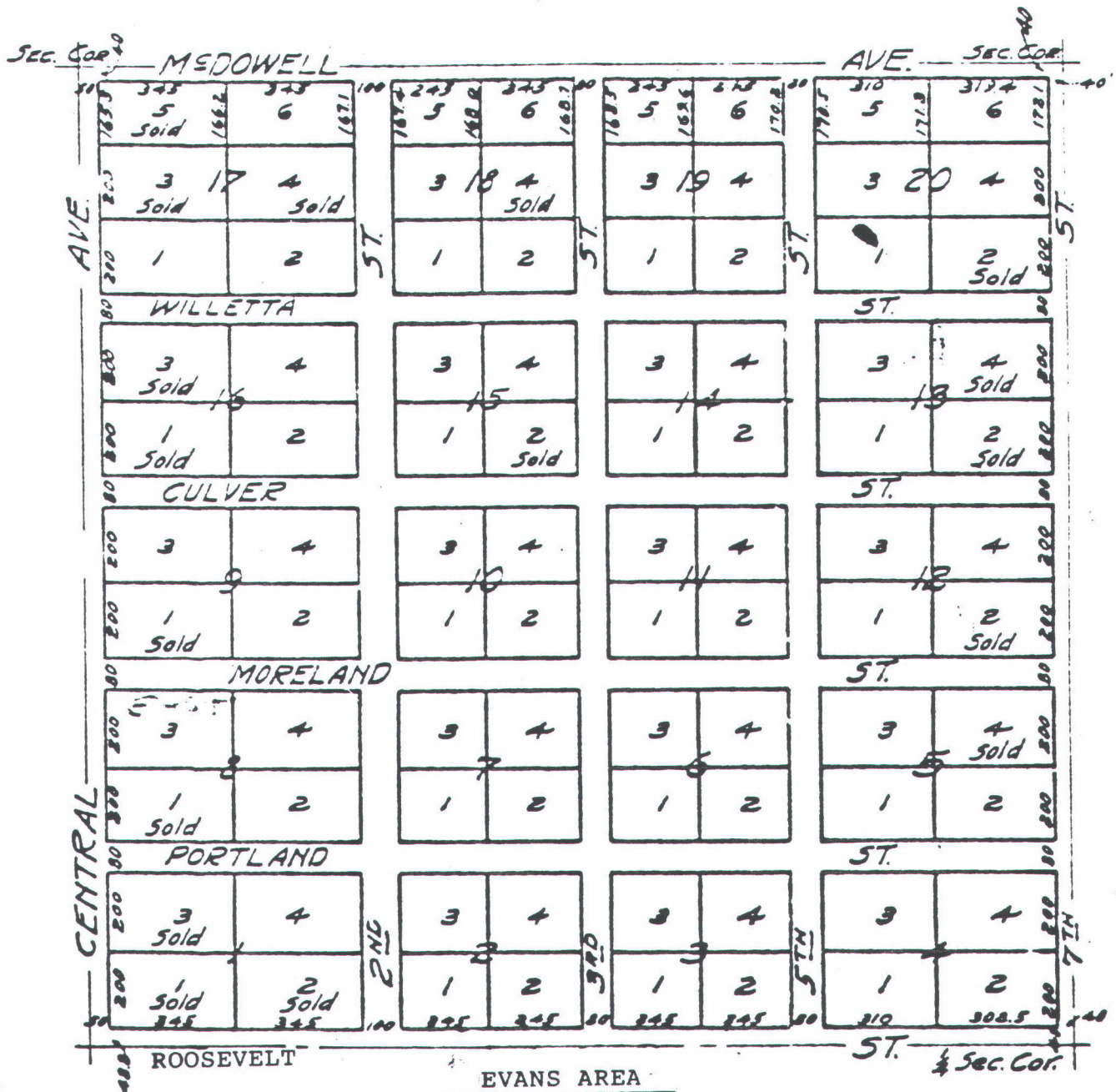


HISTORIC RESOURCE SURVEY
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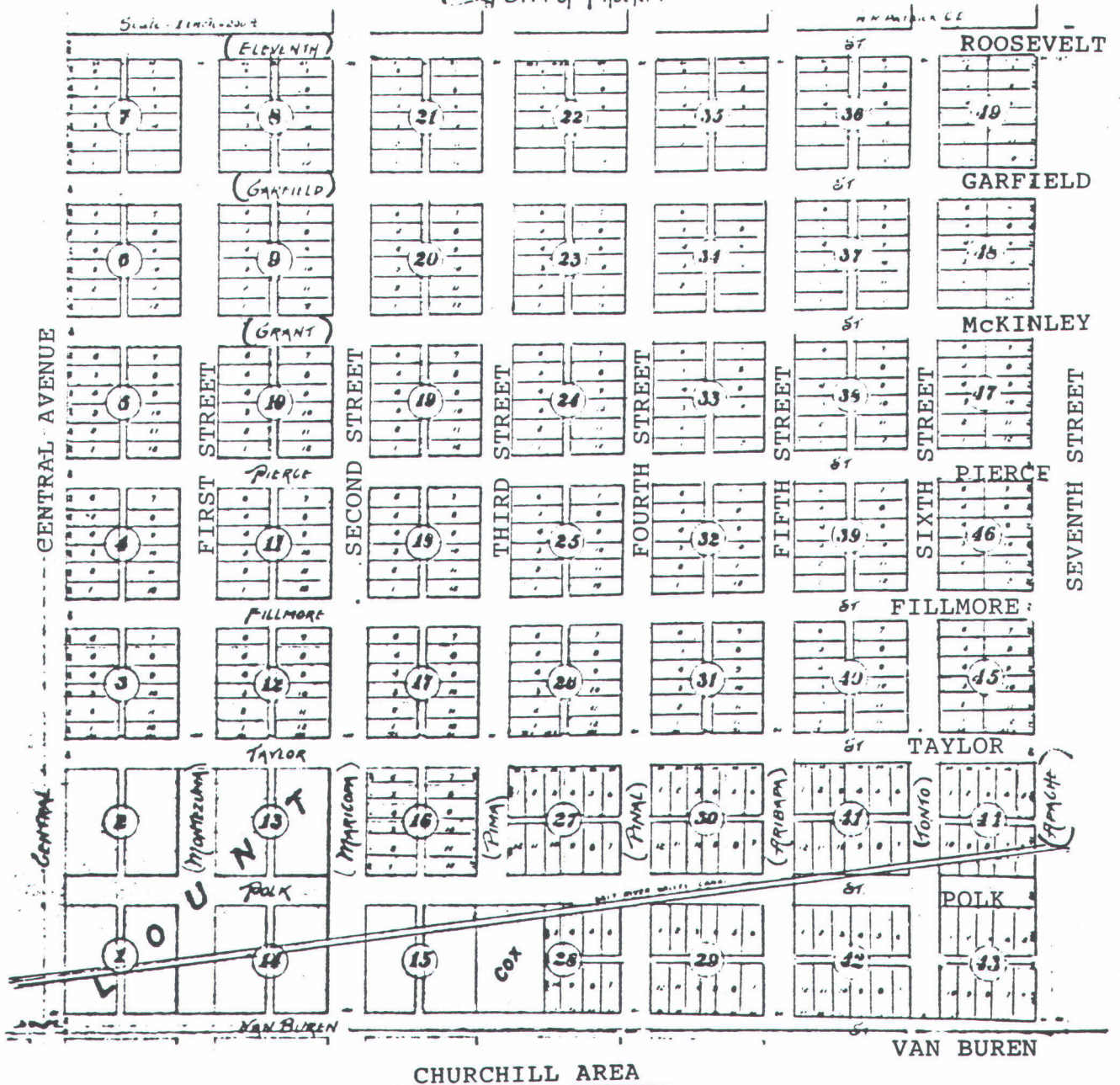
4. ORIGINAL PLAT MAP OF EVANS ADDITION

MAP OF
EVANS' ADDITION
TO PHOENIX
AMENDED CENTRAL PLAT



4. ORIGINAL PLAT MAP OF CHURCHILL ADDITION

PLAT OF THE SURVEY OF *Churchill Addition* TO THE CITY OF PHOENIX



6. HISTORICAL OVERVIEW

Typical of most western cities, Phoenix developed in an orderly fashion with a central city core that was enlarged by adding quarter sections (160 acres) of land as the population expanded. The Churchill and Evans sections were two early additions to the community which were developed primarily as residential districts.

Over the years, as many city dwellers have fled to the outskirts of Phoenix and to neighboring towns in the Salt River Valley, the Churchill and Evans additions have become mixed commercial and residential neighborhoods. Currently there are tremendous development pressures on these additions, as evidenced by the statistic that 37 residential and 14 commercial structures in them have been demolished in the past two years alone (excluding those removed to make way for the Papago freeway). Yet in the midst of this change, several pockets of solid and interesting residential architecture remain.

Early History of Phoenix

Phoenix had a rather inauspicious beginning as a hay camp for nearby Camp McDowell, which was established in 1865. One of the post's employees, Jack Swilling, recognized the remains of early Indian canals and organized an irrigation company to promote agriculture in the valley. The Swilling Irrigation and Canal Company spent the winter of 1867-68 re-excavating several miles of old Hohokam Indian canals that

branched off the Salt River. Late in 1868 the farmers harvested their first crops.¹

The settlement that developed along the river contained a population of about 240 persons in 1870. Late that year the pioneers formed the Salt River Valley Town Association, selected a townsite, and named their community Phoenix, to mark the reemergence of an agricultural civilization from the "ashes" of the Hohokam Indian settlements. The town was laid out in the fashion typical of the day: the half-square-mile site employed a grid pattern, contained wide streets and large lots, and set aside blocks for a plaza and courthouse square.²

Canals, the lifeblood of the new community, were expanded so that by 1871 water was being carried to over 4,000 acres of farmland. Other canals--the Maricopa Canal, Tempe Canal, Mesa Canal, and Grand Canal--were completed in the 1870s. Phoenix also branched out to serve as a trading center for the Salt River Valley and nearby mining areas, though it was limited by its lack of railroad service. In fact, until 1879, when the Southern Pacific Railroad main line reached Maricopa Wells 40 miles to the south, all freight was shipped to Phoenix on overland wagons from California through Yuma. A wagon road connecting Phoenix with the Maricopa station was built in late 1879; and while passengers could make the trip in six hours by stage, freighters needed two-and-a-half days for the journey. The wagon road remained Phoenix's principal connection with the national rail system until 1887, when the Maricopa & Phoenix Railroad began service.³

Phoenix was a county seat for ten years before it was an incorporated town. In 1871 Maricopa County was formed and Phoenix was chosen by voters as the new county seat. The town was governed by a board of trustees elected by the Salt River Valley Town Association. The board served without pay or legal authority, and the town's only revenue was from public lot sales, which ended in 1880. Dissatisfied with the quasi-governmental system, the town's residents voted to incorporate and organize a mayor-council government with taxing powers in February 1881. The 1880 census showed 1,708 persons living in Phoenix.⁴

The Salt River Valley was steadily developing into one of the territory's principal agricultural areas. In 1883 the Arizona Canal Company began construction of the Arizona Canal, the largest irrigating venture undertaken in the valley. The project was completed in 1885, with capital from investors both in and outside the territory. The construction of the Arizona Canal, however, was not greeted with universal favor. Other canal companies, united as the Salt River Irrigating Association, sued the Arizona Canal Company for taking too much water from the river. In 1887, as part of the settlement of the lawsuit, the company bought control of the Salt River Valley, Maricopa, and Grand canal companies. In 1888, with construction of the Crosscut Canal by the Arizona Canal Company, much of the northside canal system was integrated into a single network.⁵

Early History of the Churchill and Evans Additions

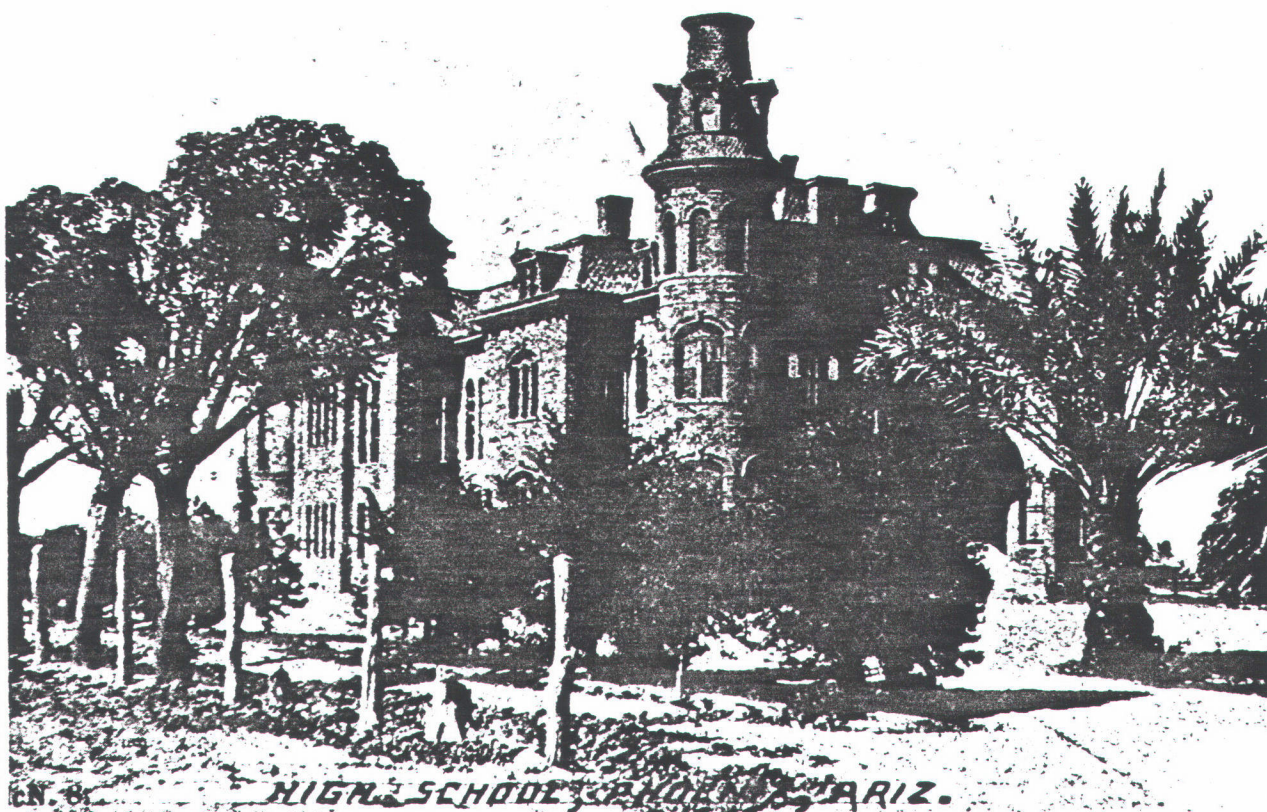
In 1888, as the canal system was integrated, one of the principals in the Arizona Canal Company, Clark Churchill, surveyed and recorded a quarter-section subdivision on the north side of the original Phoenix townsite. The Churchill Addition was bounded on the south by Van Buren Street, the east by Apache Street (later named 7th Street), the north by 11th Street (later Roosevelt Street), and the west by Central Avenue. The property already was known to Phoenix residents, for in 1884 Churchill had used the land to challenge the Spanish land grant claimed by James Addison Reavis. Reavis' Peralta Grant claim included much of the Salt River Valley, and although valley newspapers and politicians questioned its legitimacy, many property owners were concerned. Churchill, who was attorney general for the Arizona Territory, sought to clear the title to his land by suing Reavis. When Reavis failed to contest the lawsuit, the judge ruled in Churchill's favor.⁶

One year earlier J. T. Simms had surveyed the quarter-section immediately north of the Churchill Addition. The plat map filed in 1887 for Central Place (later renamed the Evans Additions) covered an area bounded by 11th Street (later Roosevelt) on the south, Central Avenue on the west, 16th Street (later named McDowell Road) on the north, and Apache Street (later 7th) on the east. Simms was a wealthy farmer who raised fruit and cattle on his ranch one-half mile north of the town limits.⁷

Both Simms and Churchill lived in their additions, Simms occupying a house in Central Place and Churchill residing in a large brick mansion on Van Buren Street. Otherwise, their subdivisions had little in common. The Churchill Addition was immediately divided into residential lots, most of which were 50 by 140 feet, and its initial street plan corresponded with that of the adjacent townsite. Central Place was divided into much larger lots--200 by 245 feet and 200 by 310 feet--for sale to developers. It was divided into residential lots piecemeal over the next 40-odd years, and its streets were later renamed to correspond with others in the city.⁸

At the time these additions were platted, important changes were taking place in Phoenix. Well into the 1880's the irrigation canals were the only significant public utilities in the city. In 1887 the town's first water works was constructed--a small, private water system to serve businesses. Until the 1890s, residential drinking water came from private wells or was brought from outside the town and sold to residents by the bucketful. Water for other purposes, principally irrigation and stock watering, flowed into town through the ditches that lined every street--and served, as well, as the village's sewers and gutters. A gas works was constructed in 1886 and an electric light works began operation in 1888, primarily serving businesses and the town's small streetlight system.⁹

In 1884 Maricopa County erected a new courthouse on the square reserved for that purpose when the original townsite was



VIEW TO PHOENIX UNION HIGH SCHOOL

The former Churchill Mansion became the campus of the Phoenix Union High School in 1897. The citizens believed the education of the children was worth the \$15,000 price tag.



VIEW LOOKING EAST ON VAN BUREN STREET
TO PHOENIX UNION HIGH SCHOOL - c.1914

As the city grew, new buildings were added to the original Churchill Mansion. The plan emulated a "university" with an Auditorium, a Science Building, and a Domestic Arts and Sciences Building.

surveyed. Three years later, in 1887, town voters approved a \$15,000 bond issue to finance a new city hall, which was constructed on a plaza supposedly dedicated for use as a park. On 4 July 1887, Phoenix finally received railroad service as the Maricopa & Phoenix railroad began operations on its newly built tracks connecting Phoenix with the Southern Pacific main line at Maricopa station. Streetcar service was inaugurated in 1887, when the Phoenix Street Railway Company began service on its new Washington Street horsecar line. Two years later, Phoenix received its biggest political plum yet, the territorial capitol. The somewhat portable territorial government occupied the second floor that was added to the city hall in 1889.¹⁰

Clark Churchill was anxious to take advantage of the new development in Phoenix. In 1889 he placed an advertisement in the Arizona Gazette claiming that "the Capitol will no Doubt be Located on or Near [the addition]." By 1892 Churchill had become secretary of the Arizona Land and Stock Company, which assumed ownership of the addition, although certain parts of the quarter section remained under separate ownership, namely, the Lount, Barnum, and Cox subdivisions. These were not included in Churchill's real estate promotions.¹¹

The legislature had by 1892 selected another site for the capitol, but Churchill was able to find a new angle for promoting his addition. Major floods occurred in Phoenix in 1890 and 1891 when the Salt River overran its banks twice in a one-year period. The February 1891 flood was the worst of the two, reaching Jackson Street, about one-half mile south of Van

Buren Street. Churchill placed newspaper advertisements reminding readers that "no overflow of the highest water can ever reach the Churchill Addition."¹²

Lots went for between \$300 and \$500 each in 1892. Terms were one-third cash, one-third in one year, and one-third in two years (at 10 percent interest). "These sites are near the heart of the City of Phoenix," one advertisement noted. "Living on these Lots you may easily walk to and from your business, the Post Office, churches and all places of business, including the Capitol of the Territory, and public offices. Your children may walk to and from any school in the City."¹³

In 1892 Phoenix was still a very compact town (one-half square mile in area), having remained within its original townsite boundaries of Van Buren Street, Harrison Street, 7th Street, and 7th Avenue. Its population had nearly doubled since 1880, rising to 3,152 at the 1890 census. Although it was the largest town in the Salt River Valley, its character remained that of an agricultural settlement. Contemporary observers suggested that the agricultural base upon which the town was built signaled its uniqueness in a territory of mining towns and augured its stability and permanence. The settlers were people "with the intention of making permanent homes," one observer wrote in 1884. "While perhaps business is not so active, it is more steady and lasting." And although he painted a rosy picture for farmers, he advised mechanics and miners that employment opportunities were scarce. Phoenix was a stable

farming community, he emphasized, not a boom-and-bust mining settlement.¹⁴

Phoenix was confined to its original townsite in part by territorial law, which prevented Arizona cities from expanding their corporate limits. When the legislature finally authorized municipal expansions in 1893, Phoenix responded by annexing an area south of the original townsite later that year. Between 1893 and 1900 Phoenix undertook a modest annexation campaign, enlarging its incorporated area to just over two square miles. On 27 February 1895, the Churchill Addition became the second subdivision to be annexed by the city. Some of the annexations were forced, with the city resorting to court action to overcome the opposition of residents who claimed that the benefits of incorporation were insufficient to justify the imposition of city taxes.¹⁵

Growth of Phoenix and the Churchill and Evans Additions

With the annexation of the Churchill Addition, residents began building new houses there. By 1897, about forty-five families called the addition home. They were served by the recently constructed St. Joseph's Hospital and by the new high school which had been established in Churchill's mansion on Van Buren Street. Within the next ten years, the addition's population mushroomed to nearly three hundred families. Most of the residents were blue-collar workers (using a twentieth-century term), but along Central Avenue several prominent citizens built substantial houses.¹⁶

While the Churchill Addition grew rapidly, the Evans Addition remained largely vacant. In fact, the 1905-1906 city directory indicates that not one resident lived within the addition's boundaries. The tract remained vacant in part because title to the land had been challenged in 1887, with the territorial courts ruling in favor of the challengers and revoking earlier ownership of the land. By 1907, however, the Evans Addition began to fill in as a residential neighborhood. This addition became the home of many of Phoenix's more wealthy residents, who could afford the \$2,000 to \$5,000 price tags on homes there.¹⁷

Even with annexations, the incorporated limits of Phoenix could not keep up with the residential expansion of the city. Its de facto limits were larger than its de jure limits. In the late 1890's, in particular, many valley residents who did not live in incorporated Phoenix considered themselves Phoenicians. Much of this growth occurred to the north of the original townsite. The floods of 1890 and 1891 were partly responsible for the northward thrust of development, exposing the vulnerability of the southern additions. However, the Salt River was probably never very attractive to real estate developers, given its irregular flow and frequently changing riverbed. The south end of the townsite was not only floodprone but also was chosen in 1887 as the location for the Maricopa & Phoenix railroad tracks. The barrier created by the railroad tracks was reinforced with the arrival in 1895 of another railroad line to Phoenix--the Santa Fe, Prescott, & Phoenix

Railroad, which connected Phoenix with Prescott and the Santa Fe main line at Ash Fork. The last spike was driven in the tracks in Phoenix on 28 February 1895, one day after the annexation of the Churchill Addition.¹⁸

Other transportation improvements--namely, the streetcar system--had a more direct impact on the northern additions. In its early years the system consisted of one line operating on Washington Street and Grand Avenue. By 1890 the Washington line ran east to Phoenix Park (at 16th Street; now called Eastlake Park) and west to 17th Avenue, and spurs ran on Center Street from Van Buren to Harrison and on 7th Street from Washington to the M&P depot at Harrison. A line also ran up 7th Avenue to Five Points and then out to the fairgrounds. In 1893 the first electric streetcars arrived in town; the system remained otherwise unchanged, except that the Center Street tracks were torn up and not replaced.¹⁹

When the system undertook its first major expansion, in 1895, it did so through the heart of the Churchill Addition. The Brill line, as the route was called, was initially proposed by the Northern Addition Railway Co., in which Clark Churchill was an investor, but the depression of 1893 brought the project to a standstill. In 1895 Churchill and the other four promoters of the line offered to transfer their franchise to the Phoenix City Railway Co. if the latter would finish building the line. In September 1895 the Brill line was completed. Its route followed 1st Street north to Pierce, Pierce east to 10th Street, and 10th north to McDowell Road.²⁰

Churchill wasted no time in using the improvement to promote his subdivision (and raise lot prices as well). Yet advertisements stressed the usefulness of the streetcar for business development, not residents. "The lots are in the city and their occupants do not need to ride into town, but the presence of electric street cars is popular and adds market value to the property," they proclaimed. "Inside of five years this will be business property."²¹

Although Churchill's prophecy would not be realized in his lifetime, his addition was more than a residential neighborhood even in its early years. In July 1897 residents in the two-year-old Phoenix high school district voted to purchase the Churchill mansion to use as the city's first separate high school building. The vote was somewhat controversial, for Churchill's \$15,000 price for the three-story brick mansion and its lot was the highest among those offered the district. Two other landowners in the Churchill Addition each offered to sell the district one block of property for \$5,000, and the agent for the Montgomery Addition in south Phoenix offered to give the district land for a high school. After remodeling, the school was opened for students in January 1898. In 1899 another building was erected for the fast-growing high school. In 1912 three more buildings were added to the campus, which was being developed according to the "university plan," in which different buildings were devoted to specific purposes and disciplines. With construction of the new auditorium, science hall, and domestic arts and sciences hall, the Phoenix Union High School

campus grew to occupy land between 5th and 7th streets and Van Buren and Taylor streets.²²

The Churchill Addition was also the site of the city's first hospital. In January 1895 the Sisters of Mercy opened a small hospital in a rented house on Polk Street. The Sisters Sanitarium or Sisters Hospital, as it was sometimes called, quickly outgrew the house. Later that year a new building was constructed and named St. Joseph's Hospital; additions were built in 1901, 1907, and 1910. In the fall of 1917, a fire destroyed the hospital. A replacement building was constructed in only 90 days.²³

The Evans Addition did not receive streetcar service until 1900, when the second major expansion of the system occurred. Plans for the Indian School car line were announced in November 1900 and construction was completed less than two months later. The Phoenix Indian School, which was founded in 1891 by the U.S. government on a tract of land north of the city, had grown steadily during the 1890s. By 1900 it contained 30 buildings and had an enrollment of 700 pupils. The Indian School line, which was the first to be built by the Phoenix Railway Co. using subsidies from property owners, followed 1st Street north to Roosevelt, Roosevelt east to 3rd Street, and 3rd Street north to the school, thus providing service not only to the Evans Addition but also the Churchill tract.²⁴

The 1890's also brought continued improvements in the city's utility network, though sometimes not as quickly as residents would have liked. In 1890 the Phoenix Water Company

acquired two other existing water companies and began expanding its system; by 1899 its system had grown to include 27 miles of pipe and a 20-inch main along Washington Street. The city acquired its first sewer system in 1892, when the Phoenix Sewer and Drainage Company began operating a sewer district that covered 56 blocks in the original townsite. Property owners in the district were not required by law to connect to the system, and only about one-third did so. In 1898 dissatisfied residents proposed a municipal takeover of the water and sewer systems, but the proposal was defeated, its opponents claiming it would cost too much.²⁵

The city acquired its first telephone service in 1891, when the Sunset Telephone Company, a Bell affiliate, installed a Phoenix exchange that offered local as well as some long distance service. In 1893, Phoenix's streetlight system was converted to an all-electric one when the Phoenix Light and Power Company bought out its competitors and began offering both electric and gas service to incorporated Phoenix and some of its additions.²⁶

By 1900, the city's dominance of the Salt River Valley was unquestioned. Contemporaries praised Phoenix for its stability, prosperity, and industriousness. Phoenix, one observer noted, showed "far more of the evidences of business prosperity and social refinements than most towns of its size enjoy in the older states."²⁷ In 1893, the city council had voted to rename the north-south streets, dropping the Indian names such as Montezuma and Apache in favor of numbers. The

name change contributed to the development of Phoenix's image as an "American" town, as did the disappearance of adobe as a building material from all but the poorest neighborhoods. Visitors responded to these and other changes with observations such as this one: "Nearly all the older towns of New Mexico and Arizona were formerly Mexican pueblos with narrow streets and adobe houses. Not so with Phoenix. It is a lively, enterprising and progressive American city."²⁸

Until 1900 the Evans Addition had seen only limited development. Lots were advertised in 1887, the year the addition was first platted, at prices ranging from \$450 to \$500. The first subdivision was recorded in 1892, when two lots were platted as the Broadway Addition. In 1900 the entire tract was renamed the Evans Addition (though the older name continued to be used on most maps) and the east-west street names were changed: 11th Street became Baltimore (later Roosevelt), 12th became Portland, 13th became Westmoreland, 14th became Culver, 15th became Willetta, and 16th became McDowell Road. The addition also had new owners, for the plat was filed not by Simms but by Lloyd Christy, a prominent valley banker who was elected mayor of Phoenix in 1909, and his wife Mary Emma Christy.²⁹

Development of the Evans Addition continued to proceed slowly. In 1900 the lot sizes remained large, and less than a quarter of the lots had been sold. The first major subdivision in the addition occurred in 1907, when Evergreen Place was created out of the blocks bounded by Westmoreland, 3rd Street,

Roosevelt, and Central. In 1909 the East Evergreen subdivision was platted; it encompassed the eastern half of the addition and was bounded by 3rd Street, McDowell, 7th Street, and Roosevelt. The North Evergreen subdivision, platted in 1910, encompassed the area bounded by Central, Culver, 2nd Street, and Westmoreland. The Christies were involved in the establishment of the East Evergreen subdivision, and the Greene and Griffin Real Estate Company was involved in the platting of not only East Evergreen but also of Evergreen Place.³⁰

In 1908 and 1909 the Evans Addition was annexed by the city, albeit in two parts. The first parcel, bounded by McDowell, 3rd Street, Roosevelt, and Central, was annexed on 30 November 1908. Only a few blocks had been divided into residential lots; all but one of the blocks north of Westmoreland Street remained in their original size. The second parcel, which was coterminous with the East Evergreen subdivision, was annexed on 24 March 1909. By then most of it had been carved into residential lots, many of which were 70 by 190 feet in size.³¹

The slow pace at which the Evans Addition was developed reflected several factors. One was the slow pace of growth in the city's population, which was only 5,544 in 1900. The Evans Addition was designed to appeal to wealthy investors, thus limiting its clientele. In addition, a drought struck the Salt River Valley in 1897, bringing economic difficulties to Phoenix, which was dependent on agricultural income. When the drought began, 125,000 acres of land were under irrigation. By 1905,

when the dry spell ended, the valley's cultivated area had decreased to only 97,000 acres. Valley farmers eventually recovered from the drought, but the amount of cultivated land did not return to its 1897 level until 1909. The drought reinforced the determination of valley residents to build a water storage project on the Salt River. Convinced more than ever that the region's prosperity depended on a stable water supply not subject to vagaries of flooding or drought, valley farmers, real estate investors, and government officials accelerated the campaign for a dam that culminated in the construction of the Roosevelt Dam between 1905 and 1912.³²

The Churchill and Evans Additions, 1920 to the Present

By the 1920's the Churchill and Evans additions essentially were occupied. While the Evans Addition was almost exclusively a residential neighborhood, the Churchill Addition was beginning to show significant commercial and institutional development. In 1914 the Young Women's Christian Association (YWCA) moved to facilities at the corner of 2nd and Van Buren streets. They were expanded one year later, but by 1920 it was apparent that more space was needed. The YWCA purchased land at Monroe Street and 3rd Avenue and in 1921 moved into its new quarters there, leaving the Churchill Addition. In 1948 the Republic and Gazette newspapers moved into a new building on property bounded by Van Buren, Polk, 1st, and 2nd streets. At about the same time, growing pains forced St. Joseph's Hospital to launch a drive to raise funds for a new building, which was

constructed on Thomas Road near 5th Avenue. In 1953 the hospital moved into its new quarters and the Churchill Addition lost its oldest public institution.³³

Subsequent expansion of the city has placed heavy development pressures on the Churchill district. A core of residential structures now is surrounded by commercial development on the main streets. Symbolic of the changing character of the neighborhood was the closing of Phoenix Union High School in 1982. (The high school was not the first educational institution in the neighborhood to close; the McKinley elementary school, which was built at McKinley and 5th streets in 1902, held its last classes in the spring of 1974.) The district continued to use the high school campus for vocational instruction until 1985, and now the property is being redeveloped, as is a multi-block parcel of land immediately east of the high school property. The "Superblock" project, as the latter is called, is a major force in the acceleration of development from the edges of the Churchill district to its center. St. Mary's High School, a fixture in the neighborhood since graduating its first class in 1917, soon will move to make way for Superblock, which encompasses the area between Van Buren, Fillmore, 3rd, and 5th streets.³⁴

Notes

1. Karen L. Smith, "From Town to City: A History of Phoenix, 1870-1912" (M.A. thesis, University of California at Santa Barbara, 1978), 5-6; Geoffrey P. Mawn, "Phoenix, Arizona: Central City of the Southwest, 1870-1920" (Ph.D. diss., Arizona State University, 1979), 14-15.

2. Smith, "From Town to City," 6-8; Mawn, "Phoenix, Arizona," 16-17; James M. Barney, "Phoenix: A History of Its Pioneer Days and People," Arizona Historical Review 5, no. 4 (January 1933): 266-67, 270; John W. Reys, Cities of the American West: A History of Frontier Urban Planning (Princeton, N.J.: Princeton University Press, 1979), x; Jeffrey Cook, "Patterns of Desert Urbanization: The Evolution of Metropolitan Phoenix," in Urban Planning for Arid Zones: American Experiences and Directions, edited by Gideon Golany, 205-38 (New York: John Wiley & Sons, 1978), 210.

3. Karen L. Smith, The Magnificent Experiment: Building the Salt River Reclamation Project, 1890-1917 (Tucson: University of Arizona Press, 1986), 4; Mawn, "Phoenix, Arizona," 15, 99-100; Charles S. Sargent, "Towns of the Salt River Valley, 1870-1930," Historical Geography Newsletter 5, no. 2 (Fall 1975): 1-3.

4. Barney, "Pioneer Days and People," 279-82; Mawn, 59-61, 64-65; U.S. Bureau of the Census, Eleventh Census of the United States (Washington, D.C.: Government Printing Office, 1895), 1:60.

5. Smith, Magnificent Experiment, 5-7; Mawn, "Phoenix, Arizona," 93.

6. Maricopa County plat maps, book 1, map 15. Phoenix Herald, 14 February 1884 and 30 April 1885. For an account of the Peralta land grant affair, see Jay J. Wagoner, Arizona Territory, 1863-1912: A Political History (Tucson: University of Arizona Press, 1970), 271-75.

7. Maricopa County plat maps, book 1, map 3; Phoenix Daily Herald, 28 July 1885 and 16 March 1886.

8. Phoenix Daily Herald, 16 June 1887; Arizona Weekly Republican, 28 July 1892.

9. Mawn, "Phoenix, Arizona," 75, 116, 120, 200-204; Richard E. Sloan, Memories of an Arizona Judge (Stanford, Calif.: Stanford University Press, 1932), 14.

10. Mawn, "Phoenix, Arizona," 78, 105-7; Jay J. Wagoner, Arizona Territory, 1863-1912: A Political History (Tucson: University of Arizona Press, 1970), 246-47; Lawrence J. Fleming, Ride a Mile and Smile the While: A History of the Phoenix Street Railway, 1887-1948 (Phoenix: Swaine Publications, 1977), 2-4.

11. Arizona Gazette, 25 April 1889; Maricopa County plat maps, book 2, map 8.

12. Mawn 137-38; Wagoner, 42; Arizona Weekly Republican, 28 July 1892.

13. Arizona Weekly Republican, 28 July 1892.

14. U.S. Bureau of the Census, Eleventh Census of the United States (Washington, D.C.: Government Printing Office,

1895), 1:60; Mawn, "Phoenix, Arizona," 6; Smith, "From Town to City," v; Patrick Hamilton, The Resources of Arizona (San Francisco: A. L. Bancroft & Co., 1884), 81, 405-8.

15. Smith, "From Town to City," 86; City of Phoenix, "Annexation Areas" (map), January 1985; City of Phoenix Planning Department, "Data" (flyer), n.p.; Mawn, 189-90.

16. Phoenix city directories, 1897 and 1905-1906.

17. See Janus Associates, "Historical and Architectural Resources Along the Inner Loop Corridor, Phoenix, Arizona" (Tempe, Arizona: Janus Associates, 1981); Arizona Republican, 1907-1909.

18. Mawn, "Phoenix, Arizona," 190; Phoenix Daily Herald, 28 February 1895.

19. Fleming, Ride a Mile, 4-6.

20. Mawn, "Phoenix, Arizona," 185-86; Arizona Republican, 26 September 1895.

21. Arizona Republican, 22 September 1895.

22. Arizona Gazette, 4 July 1897, 25 July 1897, and 1 January 1912; Phoenix Daily Herald 4 January 1898; Arizona Republican 26 May 1912.

23. Phoenix Daily Herald 18 January 1895; Arizona, 5 April 1970, 27-31; J. N. Tangdelius, "St. Joseph's Hospital Grows from Cottage to Medical Center," Arizona Medicine 33 (November 1976), 951-53.

24. Arizona Republican, 17 November 1900 and 31 December 1900; Mawn, "Phoenix, Arizona," 141-42, 173; Fleming, Ride a Mile, 21-23.

25. Mawn, "Phoenix, Arizona," 204-8; Smith, "From Town to City," 166.

26. Mawn, 201-2.

27. "The Metropolis of Arizona," Rural Californian 19 (October 1896), 408.

28. Smith, "From Town to City," 17; Cook, "Patterns of Desert Urbanization," 211; E. S. Gill, "Phoenix, Arizona," California Illustrated Magazine 2 (July 1892), 245.

29. Phoenix Daily Herald, 15 June 1887; Maricopa County plat maps, book 2, maps 14, 80, 82; McClintock, 551.

30. Maricopa County plat maps, book 2, map 82; book 3, maps 15, 53, and 55; book 4, map 29.

31. Maricopa County plat maps, book 3, maps 45, 53.

32. U.S. Bureau of the Census, Twelfth Census of the United States, 1910 (Washington, D.C.: Government Printing Office, 1901), 1:609; Mawn, "Phoenix, Arizona," 143-44, 272; Smith, Magnificent Experiment, 6.

33. Interview with Brenda Stadler, director of marketing and development, Young Women's Christian Association, 25 February 1988; Arizona Republic, 16 May 1965; Tangdelius, "St. Joseph's Hospital Grows," 953; "St. Joseph's Hospital," Arizona (5 April 1970), 31.

34. Arizona Republic, 15 February 1984, 20 March 1985, 26 August 1987, and 25 September 1986.