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September 18, 2025

Kathy Faz Garcia
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Salinas Pueblo Missions National Monument
PO Box 517
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RE: Section 110 Consultation for the Gran Quivira Mission 66 Resources Determination of Eligibility at the Gran Quivira Unit at Salinas Pueblo Missions National Monument (NMCRIS Activity 158979/PEPC 130630)

Dear Superintendent Faz Garcia,

Thank you for submitting the documentation and report *NMCRIS 158979 National Register of Historic Places Eligibility Recommendation for Mission 66 Resources, Salinas Pueblo National Monument, Gran Quivira Unit, Torrance and Socorro Counties, New Mexico*. The New Mexico State Historic Preservation Office (NM SHPO) reviewed the proposed undertaking under the provisions of Section 110 of the National Historic Preservation Act of 1966, as amended.

Based on the information provided, the New Mexico State Historic Preservation Office (SHPO) concurs with the National Park Service finding that Gran Quivira National Monument is not eligible for listing in the National Register of Historic Places as a Mission 66 historic district. Most of the park's development did not occur during the Mission 66 period and the original Mission 66 visitor center is no longer extant.

In addition, SHPO concurs with the NPS' determinations of eligibility for the following resources:

- HCPI 56381 Gran Quivira entrance road, not eligible
- HCPI 56382 Gran Quivira picnic area, not eligible
- HCPI 56383 Gran Quivira visitor parking lot, not eligible
- HCPI 56384 Gran Quivira maintenance building and yard, not eligible
- HCPI 56385 Residence #12, not eligible,
- HCPI 56386 Residence #13, not eligible
- HCPI 56387 Well House, not eligible

If you have any questions, please feel free to contact me at gretchen.brock@dca.nm.gov.

Sincerely,



Gretchen Brock
Historian, Architectural Reviewer

LOG #126240

cc: Jean (Nikki) Berkebile, Integrated Resource Program Manager/Park Archaeologist
Cortney Wands, State Archaeologist, NM SHPO

**National Register of Historic Places
Eligibility Recommendation
For Mission 66 Resources**
NMCRI Activity #158979
Salinas Pueblo National Monument
Gran Quivira Unit
Torrance and Socorro Counties, New Mexico

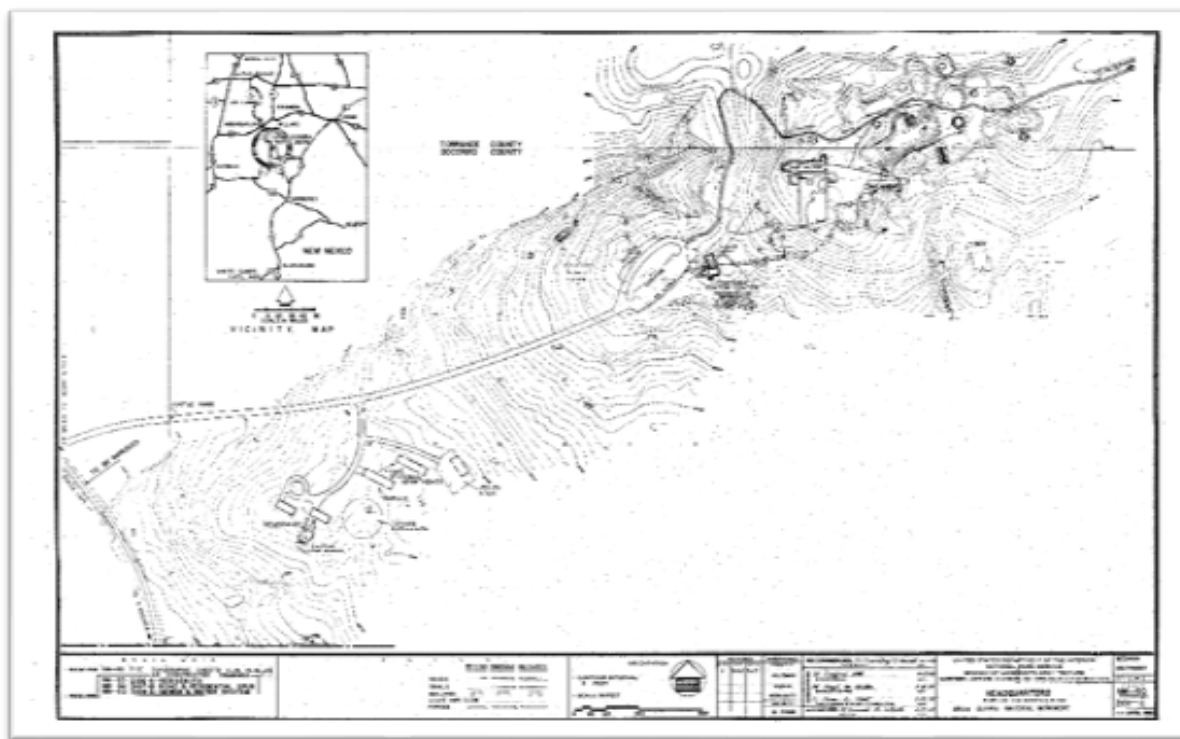


Figure 1 Part of the Mission-66 Masterplan, National Park Service Branch of Landscape Architecture, WODC 1962

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**NATIONAL REGISTER OF HISTORIC PLACES
ELIGIBILITY RECOMMENDATION
FOR MISSION 66 RESOURCES**
Salinas Pueblo National Monument
Grand Quivira Unit
Torrance and Socorro Counties, New Mexico

Context

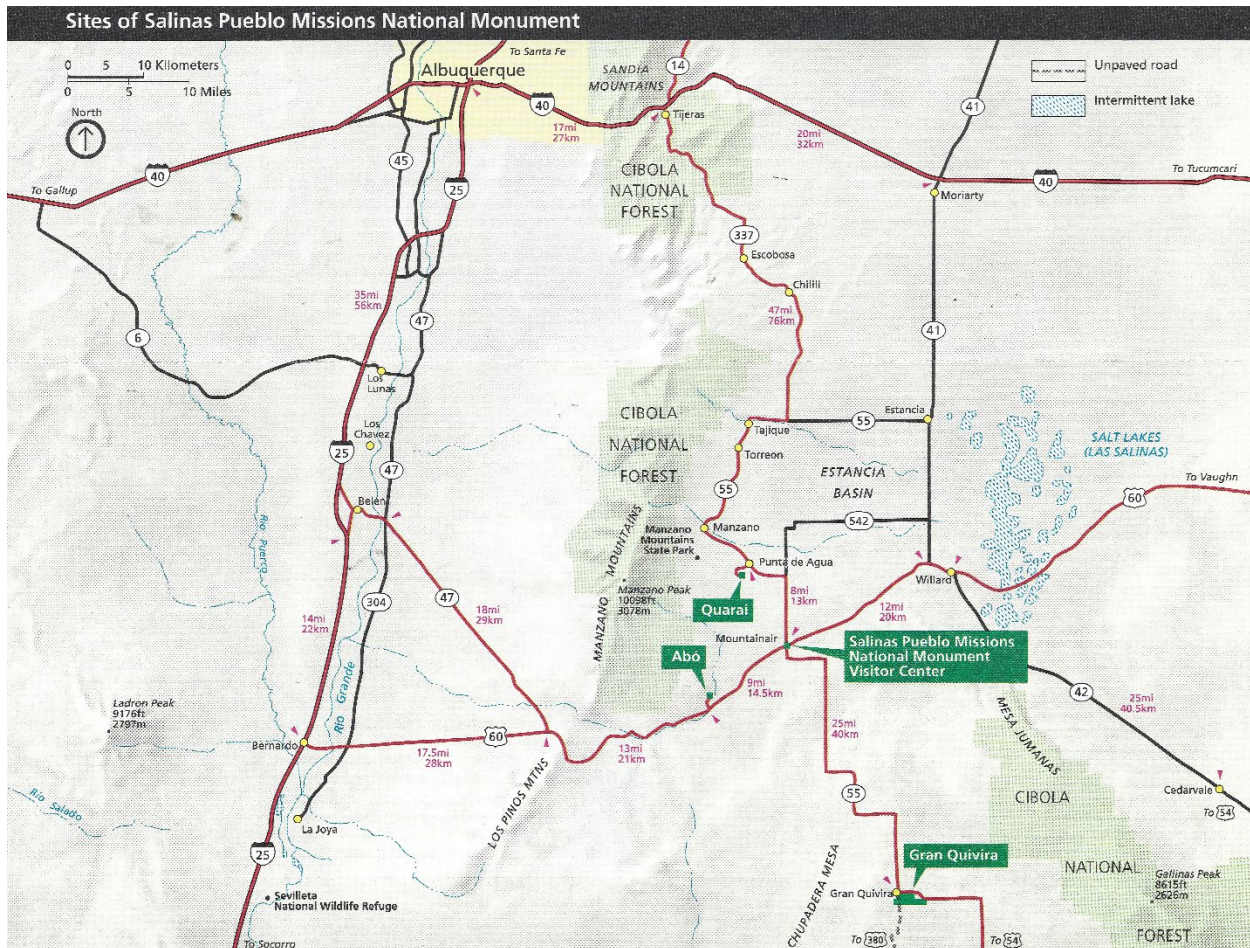


Figure 2 Map showing 3 units that make up Salinas Pueblo Missions National Monument. Source: NPS

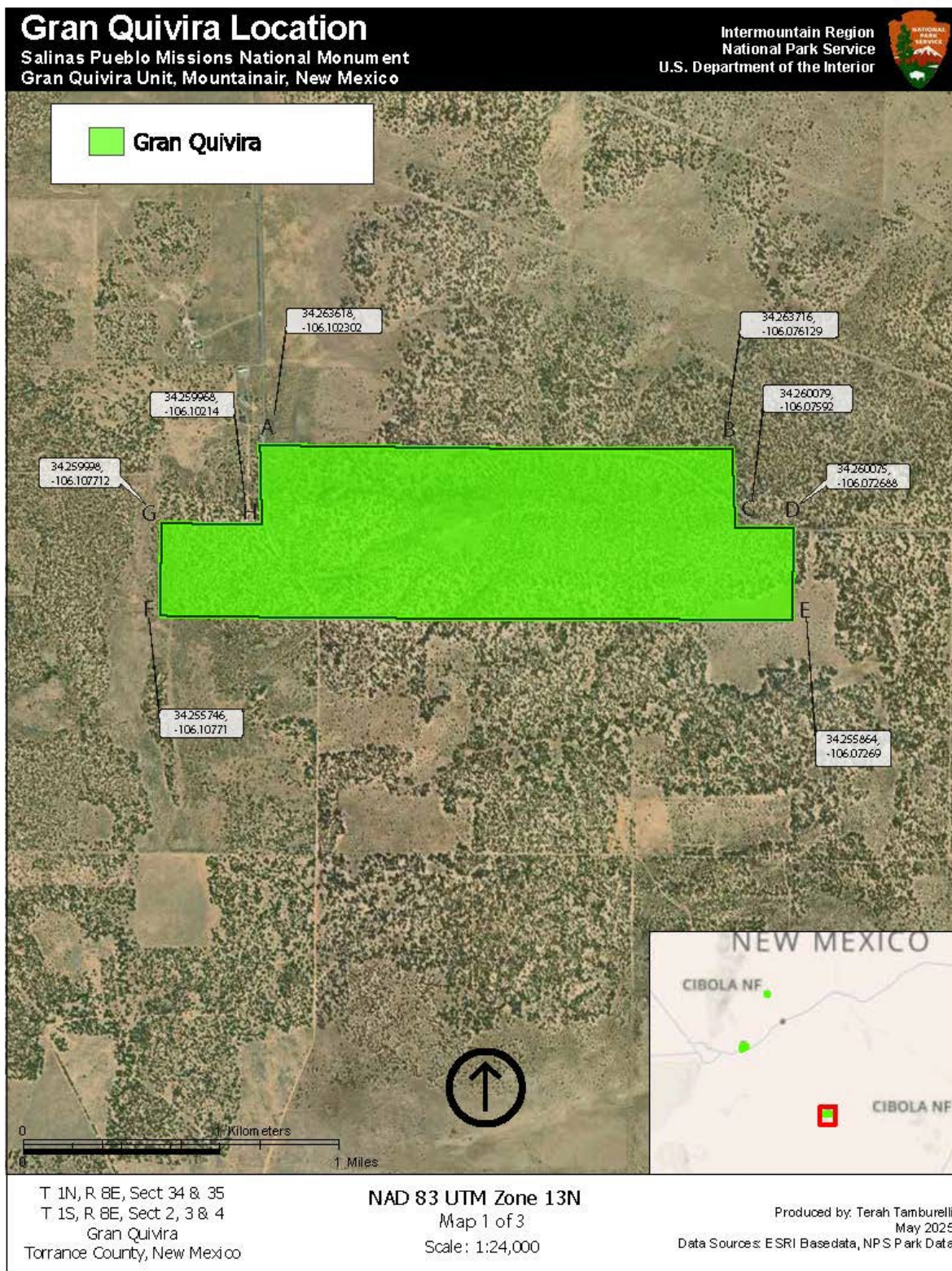


Figure 3 Map showing Gran Quivira National Monument Location

Gran Quivira Mission 66 Determination of Eligibility

Salinas Pueblo Missions National Monument
Gran Quivira Unit, Mountainair, New Mexico

Intermountain Region
National Park Service
U.S. Department of the Interior

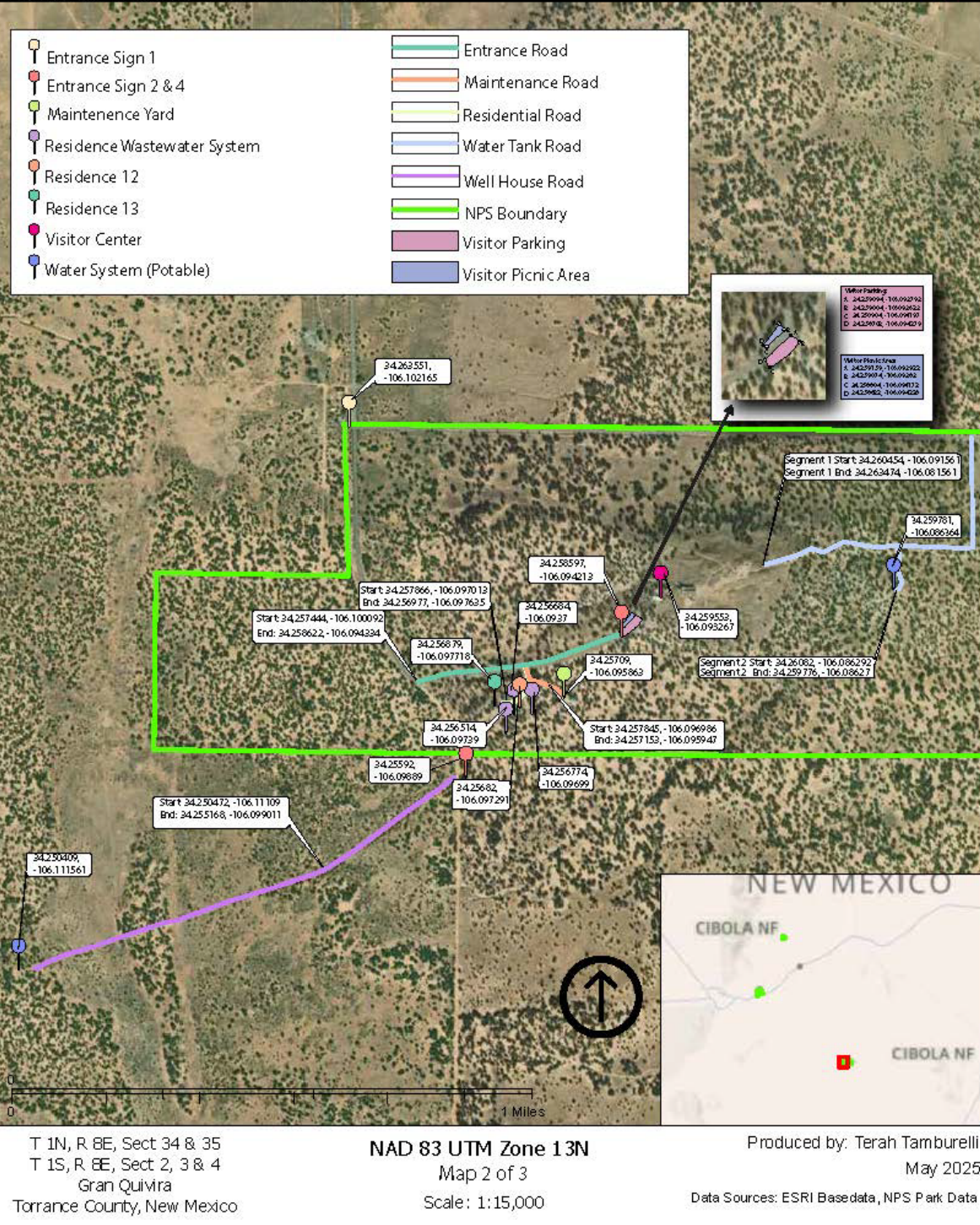


Figure 4 Map showing evaluated Mission 66 resources at Gran Quivira National Monument

Summary

Gran Quivira National Monument was established on November 1, 1909, by Presidential Proclamation No. 882 under the authority of the American Antiquities Act, signed by President William Howard Taft (NPS 1984b:36). In 1916, with the establishment of the National Park Service (NPS), administrative oversight of the monument was formally transferred to the new agency.

In 2015, the Gran Quivira Historic District was listed in the National Register of Historic Places, encompassing 30 contributing sites. At the time of nomination, four buildings were considered non-contributing: two employee residences, a prefabricated metal storage structure, and the park's Visitor Center. All were constructed by the NPS after 1958 to support administrative functions. As these buildings have now surpassed 50 years of age, they are potentially eligible for National Register listing and are the focus of this Determination of Eligibility.

This evaluation specifically examines resources associated with the Mission 66 era, defined by the period of significance from 1945 to 1975. NPS Mission 66 is a campaign to improve and standardize the public's NPS experience with new facilities including visitor centers, park staff housing, maintenance buildings, roads, and other infrastructure. Mission 66 resources at Gran Quivira were assessed under relevant National Register Criterion A, in the area of Politics/Government for their association with National Park Service planning and development, and under Criterion C, in the areas of Architecture and Landscape Architecture. The evaluation draws on the context provided in the *National Park Service Mission 66 Era Resources Multiple Property Submission*.

The evaluation concluded that Gran Quivira National Monument is not eligible for listing as a Mission 66 Historic District. Under Criterion A, the park lacks eligibility because much of the park's development occurred outside the Mission 66 timeframe, and the comprehensive Mission 66 vision for the park was never fully implemented. Furthermore, Residences 12 and 13 do not meet Criterion C, as they have lost the physical integrity necessary to convey their original design within the Park Service Modern architectural style.

The circulation and siting of the park, key aspects of Mission 66 development, retain historic integrity. The Gran Quivira Mission 66 Circulation System, including the Entrance Road, Residential Road, Maintenance Road, Visitor Parking Lot, Picnic Area, GQ Well Road, and the GQ Water Tank Storage Road, would be the only contributing resources in the evaluated historic district, but the circulation system on its own is not enough to create a historic district.

List of Park Properties and Their Status, NMCRIS Activity #158979

Feature	Other Names	Property Type	CRIS ID	HCPI ID	Year Built	Contributing Status
GQ Entrance Road	Salinas Pueblo Road, Road A, Mission 66 Entry Drive, Route #0010	Structure	1173378	56381	1960	Noncontributing
GQ Residential Road	Road B, Circle Drive, Route #0400	Structure	1173378	56381	1960	Noncontributing
GQ Maintenance Road	Road C, Utility Spur Loop, Route #0404	Structure	1173378	56381	1960	Noncontributing
GQ Water Storage Tank Road	Route #0403	Structure	1173378	56381	1965	Noncontributing
GQ Well Road	Route #0401	Structure	1173378	56381	1959	Noncontributing
Picnic Area		Structure	1173377	56382	1969	Noncontributing
Visitor Parking Lot		Structure	1173379	56383	1960	Noncontributing
Maintenance Yard	Utility Yard	Structure	1173380	56384	1960	Noncontributing
Residence 12		Building	1173381	56385	1966	Noncontributing
Residence 13		Building	1173382	56386	1966	Noncontributing
Water Storage Tank		Structure	N/A	N/A	1992 - Replacement	Noncontributing

GQ Well House		Building	1173383	56387	1959	Noncontributing
Visitor Center		Building	N/A	N/A	1997	Noncontributing
GQ Wastewater System- Residence Area		Utilities	N/A	N/A	1966	Noncontributing
GQ Water System (Potable) #NM35901/30		Utilities	N/A	N/A	1955	Noncontributing

Physical Descriptions

Custodian's Residence / Original Visitor Center

The Custodian's Residence, later repurposed as the park's first visitor center, was constructed in 1932 as part of early National Park Service development efforts. Designed by the NPS Landscape Division in 1929, the single-story Pueblo Revival style building reflected regional architectural traditions. Characterized by simple massing, a flat roof, and wooden vigas extending through the walls, the building featured a masonry and stucco exterior with simple windows. Construction took place between July and September 1932, providing essential residential and administrative facility for park staff. The building was demolished in 1997.



Figure 5 Original Visitor Center. Source: SAPU Photocard, 1991.

Original Northwest Approach Road (Graveled by WPA in 1930s, Abandoned in 1960)

The original approach road was approximately 0.7 miles of gravel surfaced road from State Highway 10. This road approached the Mission ruins from the north, passing below them on the west side, and terminating in a parking area about two hundred feet north of the converted Custodian's Residence or Visitor Contact Station (NPS, 1959).

Mission 66 Entrance Road, Road A, Salinas Pueblo Road (1960)

The Mission 66 entrance road, shown in contemporary maps as Salinas Pueblo Road, provides primary access to the Grand Quivira Unit, linking WSMR (White Sands Missile Range) Route 41 to the visitor center and associated facilities. The asphalt-paved road is approximately 20 feet wide, with a double solid yellow center line, and extends 0.75 miles east from WSMR Route 41 to the Visitor Parking Lot. There is a 1-foot paved shoulder throughout the entrance road. A spur road branches off 0.18 miles east of WSMR Route 41, providing access to the Mission 66 Residential and Utility areas, which are discussed in their respective sections. The road follows the natural contours of the landscape, winding through dense vegetation and varied topography before terminating at the Visitor Parking Lot. The design incorporates existing native vegetation to enhance the visitor experience while minimizing visual intrusions.



Figure 6 Entrance Road Framed by Native Vegetation / Looking West, April 2024

Visitor Parking Lot

The Mission 66 Entrance Road terminates at the Visitor Parking Lot, a one-way loop that proceeds up and east, and then west to meet the Entrance Road again. The Visitor Parking Lot acts as a turn-around for the Mission 66 Entry Road and offers approximately 30 angled parking spaces, four barrier-free spaces, and five over-sized parallel parking spaces. The parking lot was constructed in 1960. The Visitor Parking Lot is intentionally located west of the Gran Quivira National Monument Pueblo Sites and Mission. From the large, paved asphalt parking lot, a trail screened with vegetation takes visitors towards the 1997 Visitor Center and monument's prehistoric and historic resources.



Figure 7 Parking Lot Facing Entrance Road / Looking West, April 2024



Figure 8 Parking Lot Facing Visitor Center / Looking East, April 2024



Figure 9 Visitor Picnic Area on Island in Parking Lot Loop Looking Northwest, April 2024



Figure 10 Visitor Picnic Area and Parking Lot, Looking West, April 2024

Visitor Picnic Area

In the middle of the Visitor Parking Lot is the Visitor Picnic Area. The Visitor Picnic Area is an island within the parking lot with established Juniper trees as screening and twelve contemporary green aluminum picnic tables and firepits.

Residential Road

The Residential Road is 0.11 miles of asphalt paved spur loop road. It extends south-southwest from the Park's main entrance road and is screened with native vegetation ensuring privacy for the residences.



Figure 11 Residential Road / Looking West, April 2024



Figure 12 Residential Road / Looking East, April 2024



Figure 13 Residential Loop / Facing East, April 2024

Maintenance Road, also known as Utility Road

The Maintenance Road is 0.10 miles of both surfaced and graded road. The Maintenance Road begins paved and turns into graded gravel as you continue down the path towards and around the Maintenance Building.

Maintenance Building, also known as Utility Building

The Maintenance Building is on a concrete block foundation in the gravel utility lot. The building is a prefabricated front gabled aluminum shed with a 50 foot by 30-foot footprint, installed in 2007. The building has a large garage door entrance in the front with a contemporary wooden door beside it.



Figure 14 Maintenance Road toward Utility Building / Looking North-East, April 2024

Staff Residences

NPS Staff Residences No. 12 and No. 13 were designed by the National Park Service Branch of Architecture in 1959 and constructed in 1966 as part of the park's Mission 66 initiative. The two residences, which continue to serve as employee housing, were constructed in Ranch architectural style. The two residences are located approximately 61 feet apart at the end of a short residential access road. Both residential buildings consist of a one-story concrete block building with medium-pitched, side gabled roofs. The residences face northwest and have fenestration comprised of single-hung vinyl windows and garages at their western ends. The roofs are covered with metal and their exteriors are sheathed in stucco. The residential area is located out of public view, accessible via a spur road and a

curvilinear cul-de-sac loop. Each residence connects to the street with a short driveway that leads to the garage.

Residence 12

Front facade

The front facade of the building features a four-bay width with asymmetrical window openings, typical of ranch-style homes from the era. The centered front entryway is defined by a narrow planter running along half of the facade, terminating at the entrance door. It features a contemporary wooden door and screen. The house is set back from the street, with a lawn and asphalt driveway in front. An ADA-accessible walkway connects the driveway to the front entrance. This building adheres to the traditional ranch form, characterized by its one-story profile and a carport attached to the main facade on the western end. The roofline is medium-pitch side-gabled roof covered in green metal.

Side elevation

The western facing elevation is characterized by boxed overhanging eaves and a large vinyl window in the center of the facade. There is a clothing drying yard on the side of the residence, original to the Mission 66 design. The rectangular drying yard encompasses a drying rack on concrete pavement with wooden fencing surrounding the area. A concrete walkway runs from the front entrance to the driveway and surrounds the side providing circulation around the building to the back outdoor terrace.

Rear elevation

The rear elevation faces southeast. It has an irregular arrangement of three large asymmetrical vinyl windows with steel exterior trim. There are two rear doors on the east end of the house, one entering the garage, and the other into the living room. Long planters and a concrete stoop emphasize the back doorway. The backdoor opens into an outdoor terrace comprised of large square concrete tiling.

Side elevation

The eastern facing elevation is characterized by boxed overhanging eaves and two symmetrical vinyl windows centered on the side elevation.

Residence 13

Front facade

The building adheres to the classic ranch form, set back from the road, characterized by its one-story profile and attached carport. The building faces northwest and spans four bays. The side gabled roof has a medium pitch clad in green metal. The fenestration features single hung aluminum windows with a steel exterior trim. The centered front entry draws attention to the main access point, complimented by a full-view sidelight on the west end of the entrance door. The entrance door and sidelight are encased in dark brown wooden trim. A planting bed runs along half of the front façade, defining the entrance by terminating at the door. An ADA accessible walkway runs from the front driveway to the entrance door.

Side elevation

The western facing elevation is characterized by boxed overhanging eaves and a large vinyl window in the center of the elevation. There is a L-shaped wooden fence surrounding the side area, providing residents with a sense of privacy from the neighboring house.

Rear elevation

The rear elevation faces southeast. It has an irregular arrangement of three large asymmetrical vinyl windows with steel exterior trim. There are two rear doors on the east end of the house, one entering the garage, and the other into the living room. Continuing the design language from the front facade, long planters frame the doorway. The back doors are demarcated with a concrete stoop that steps down into the backyard. A low masonry retaining wall further defines the property edge.

Side elevation

The eastern facing elevation is characterized by boxed overhanging eaves and two symmetrical single hung vinyl windows centered on the side elevation.



Figure 15 Residence 13 Front Facade / Facing Southwest, April 2024



Figure 16 Residence 13 Rear Elevation and Retaining Wall/ Facing North, April 2024



Figure 17 Residence 13 Stone Retaining Wall / Facing Northwest, April 2024



Figure 18 Residence 12 Front Facade / Oblique View, April 2024



Figure 19 Residence 12 Side Elevation + Drying Yard / Oblique View, April 2024



Figure 20 Residence 12 Rear Elevation, April 2024



Figure 21 GQ Residence Wastewater System



Figure 22 GQ Water System Potable

GQ Wastewater System and Potable Water System

The GQ water utilities system, implemented during the Mission 66 period of significance is largely underground. Above ground features that represent the systems are shown in Figure 21 and Figure 22. The GQ Wastewater System was implemented in 1955, and the Residential Water System was implemented in 1966.

GQ Water Storage Tank Road

The Mission 66-era dirt road leading to the water storage tank remains intact and continues to serve an essential function within the park. Constructed in 1965, this graded unpaved road, designated as Route #0403, extends east of the pueblo and mission site, providing access to the park's water infrastructure. It is screened by native vegetation.

GQ Water Storage Tank

The GQ Water Tank is a round 55,000-gallon steel potable water tank found on the GQ Water Storage Tank Road. It is painted brown.



Figure 23 Road to Water Storage Tank / Looking North, April 2024



Figure 24 Water Storage Tank / Looking North, April 2024



Figure 25 Water Storage Tank / Looking South, April 2024

Visitor Center, 1997

Located north of the parking lot, the Visitor Center at Gran Quivira is deliberately sited out of view from the site's prehistoric and historic resources. Constructed in 1997, the single-story Pueblo Revival-style building replaced the former New Deal-era Custodian's Residence, which had been adapted for visitor use. The structure features a flat roof, stucco exterior, and tiered, layered massing characteristic of the style. The Visitor Center is connected to the restroom facilities by an asphalt-paved trail that runs between the two buildings.



Figure 26 Gran Quivira National Monument Contemporary Visitor Center. Looking Northeast. NPS 2025.



Figure 27 Gran Quivira Sign off Entrance Road / Looking Northwest, April 2024



Figure 28 Cattle Guard and Main Road / Looking North, April 2024



Figure 29 Gran Quivira Sign / Looking Southeast, April 2024



Figure 30 GQ sign off NM55 / Looking Southwest, April 2024



Figure 31 GQ Sign 1 on map



GQ Sign 2 on map



GQ Sign 3 on map



GQ Sign 4 on map

Entrance Signage

The Park entrance signage at Gran Quivira is in the standard park service style with a stone masonry base and wooden sign.

GQ Well Road

GQ Well Road is a graded two-track dirt road located outside the administrative boundary of Gran Quivira, currently maintained under an easement. It extends southwest, terminating at the monument's well and well house.

GQ Well House

The single-story well house is located at the terminus of GQ Well Road. It features a low-profile, front-gabled roof with overhanging eaves that lend a subtle horizontal emphasis to the structure. A

contemporary door is centered on the primary façade, accessed via a simple concrete stoop. Three protective bollards are positioned along the north side of the building.



Figure 32 Start of well road, May 2025.



Figure 33 Well road, May 2025.



Figure 34 Well house entrance straight ahead, May 2025



Figure 35 North Wall of Well House straight ahead, May 2025.

Statement of Significance

National Register Criteria Evaluated

Criterion A

Criterion C

Period of Significance Evaluated

1945-1975

Architect/Builder

The National Park Service Western Office of Design and Construction

Summary

The Mission 66 resources at Gran Quivira National Monument were evaluated under both Criterion A (Park Planning and Development) and Criterion C (Architecture/Landscape Architecture).

Gran Quivira National Monument is ineligible as Mission 66 Historic District under Criterion A because most of its development did not take place during the Mission 66 era, and the full Mission 66 vision for the site was never realized. According to the 2015 NPS Mission 66 MPD, “to be considered eligible, a residential historic district should have cohesiveness of design and construction reflecting that the original comprehensive design was realized” (p. 96). While the park retains two key Mission 66-era structures, Residence 12 and Residence 13, several planned elements were never built (see Figure 37).

Notably, planners and landscape architects intended to replace the New Deal-era visitor center with a new facility, but this was not constructed during the period of significance. Instead, a new visitor center was built in 1997 at a different location, making it ineligible as a Mission 66 resource due to its contemporary construction. Additionally, the Mission 66 Headquarters Master Plan included a duplex and an apartment complex east of the existing residences, but these structures were never realized. Further compromising the area's historic integrity, the Mission 66-era utility building was demolished and replaced in 2007.

While some Mission 66-era development remains such as the presence of two residences and a circulation system, this is insufficient to qualify as a park-wide Mission 66 historic district. The circulation system includes the Entrance Road, Residential Road, Maintenance Road, Visitor Parking Lot, Visitor Picnic Area, GQ Water Tank Storage Road, and the GQ Well Road. However, the Mission 66 Circulation System is not enough on its own to create a historic district.

Under Criterion C, the Mission 66-era features at Gran Quivira National Monument, including Residence 12 and Residence 13, and the GQ Pump House lack the physical integrity necessary to convey the Park Service Modern style. As a result, they are not eligible under this criterion.

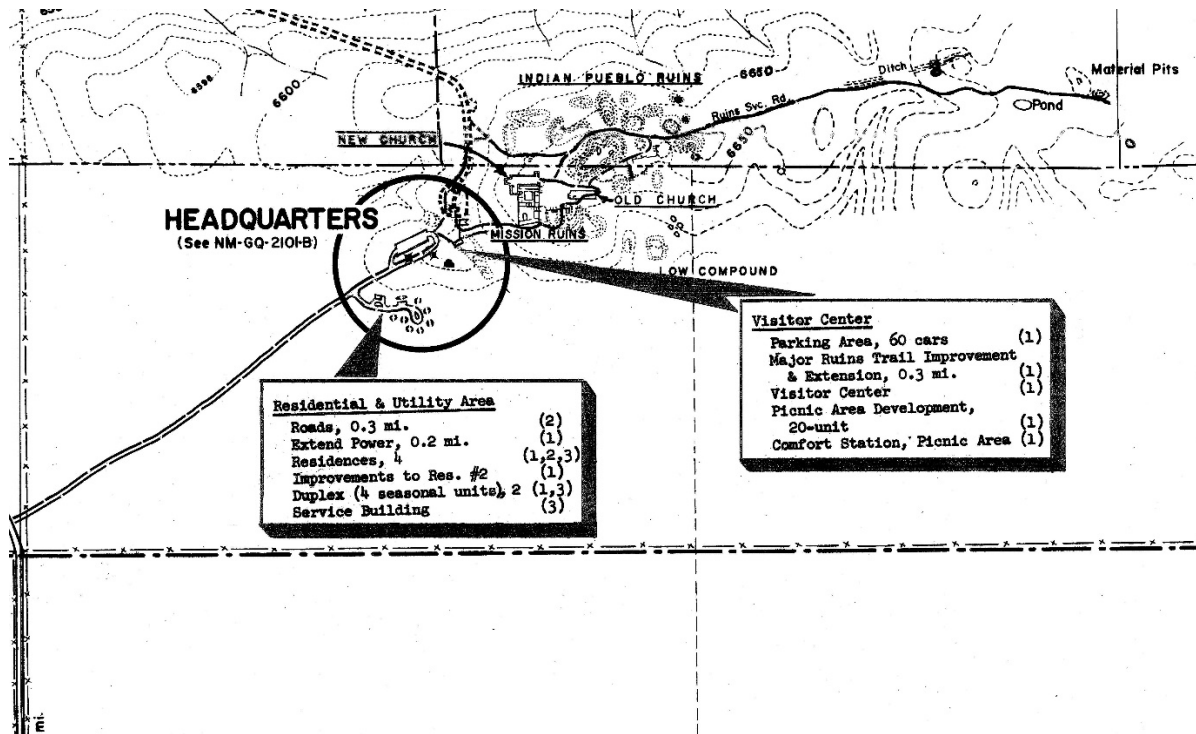


Figure 36 Gran Quivira Mission 66 Physical Improvement Plan-Cropped. NPS Branch of Landscape Architecture, SWAC Office

Criterion A

To be considered eligible for listing in the National Register of Historic Places, Mission 66 era property types should be considered under Criterion A as potentially significant examples of the changing visions for national park planning and development during the period of significance. Criterion A would apply because the properties are associated with events (the Mission 66 program as part of the development of the National Park System) that made significant contributions to the broad patterns of our history.

The development of Gran Quivira National Monument occurred primarily through three different development periods.

The New Deal Period

In its earliest years, Gran Quivira was an isolated site, accessible only by dirt roads traveled via wagons, mules, or horseback. During the latter half of the 1930s, federal New Deal programs initiated significant changes at Gran Quivira, particularly in site accessibility and road improvements. Prior to these efforts, unpaved roads often became impassable due to weather conditions, limiting visitor access. Road maintenance, primarily through scraping and grading, proved to be an ongoing challenge. As part of these improvements, the Works Progress Administration (WPA) graveled the only access road from Mountainair in the mid-1930s to facilitate travel.

Stabilization efforts at San Buenaventura and other areas of the monument continued in the early 1930s, though documentation on the specific locations of these projects remains limited (Ivey 1988:371–372). The monument's first staff residence was constructed in 1925, as staff had previously lived in housing off site. A second residence followed in 1932 (LCS 67550) (NPS 1984a:104). These

residences were meant to enhance site protection (Ivey 1988:371–372). Over time, one of the residences was repurposed into the first visitor center, while the other became an administrative building (NPS 1984a:104).

Custodian Residence

As detailed in James E. Ivey's 1988 Historic Structure Report, *In the Midst of Loneliness: The Architectural History of the Salinas Missions*, the protection of the ruins and the establishment of a museum facility were primary concerns in the early years of the monument. The residence was constructed to house the custodian responsible for safeguarding the site against looting and vandalism.

By the mid-20th century, the residence was repurposed as a visitor contact station. This transition aligned with broader NPS trends of adapting existing structures to meet the growing needs of park interpretation and public engagement. However, despite these efforts to modernize the facility, the structure's modifications were ultimately deemed insufficient for long-term visitor services, leading to its removal in 1997.

The Custodian Residence was altered in 1975, 1977, 1978 and eventually demolished in 1997.

New Deal Approach Road

As part of the New Deal improvements at Gran Quivira, the access road from Mountainair was graveled by the Works Progress Administration. This road approached the monument from the north and was abandoned in 1960 after the Mission 66 Entry Road was constructed. While the road trace is still visible in aerial maps, the road trace is related to New Deal era resources and is not eligible as a Mission 66 resource at Gran Quivira National Monument.

Mission 66 Period

In response to the increasing demands of motor tourism post-World War II, parks across the country worked to enhance park facilities. The NPS initiated the Mission 66 program, aimed at modernizing infrastructure and improving visitor interpretation across the NPS in time for its fiftieth anniversary in 1966.

Gran Quivira prepared for a boost in visitation by expanding visitor use and elevating visitor experience through planning for expanded interpretation, infrastructure and park facilities. The Mission 66 Master Plan and Mission 66 Prospectus proposed a new entrance road and new parking area adjacent to an expanded visitor center. In addition, a utility building with a court area, two residences, a duplex, and a four-unit seasonal apartment building were proposed away from the Visitor Area (Mission 66 Prospectus, 1958).

Completed Mission 66 Projects at Gran Quivira National Monument:

1959: The Well Road, Well, and Well House are constructed.

1960: Entrance, Residence, and Maintenance Roads are constructed, Visitor Center Parking Lot and Picnic Area are built, the Maintenance Yard is built.

1966: Residences 12 and 13 are built.

Architect/Builder: National Park Service Western Office of Design and Construction

Mission 66 Circulation System

Entrance Road, Noncontributing

The entrance road is a defining feature of the Mission 66-era redevelopment at the Grand Quivira Unit, embodying the National Park Service's modern approach to visitor experience. Before these improvements, the park's circulation system consisted of a 0.7-mile gravel road that approached the monument from the north, passing the principal ruins before terminating in an unstructured parking area. This configuration was considered inadequate, as it diminished both the interpretive experience and the visual integrity of the site.

To address these issues, landscape architects from the NPS Western Office of Design and Construction developed a new circulation plan that prioritized visitor engagement and interpretive sequencing. The 1958 Mission 66 prospectus called for a new entrance road from the west that would lead to a newly designed parking area adjacent to a redeveloped visitor center. This approach ensured that visitors would first encounter the interpretive facilities before reaching the Missions and Pueblo sites, allowing them to gain a deeper understanding of the site's significance before exploring the cultural landscape.

The new road system also improved circulation by providing a more efficient and organized layout. A discrete single intersection connected the entrance road to short spur roads leading to the residential and utility areas. In keeping with Mission 66 park road design standards, the entrance road was constructed with a 20-foot width, aligning with National Park Service guidelines for minor two-way roads. Documentation from the 1959 Entrance Road and Residential Spur Drawings (NM-GQ-31:07) confirms that the road was built to these specifications, demonstrating a commitment to uniformity in Mission 66-era development.

As it extends from WSMR Route 41, the entrance road passes the residential and utility spurs before arriving at a parking lot and loop for visitors. A centrally located picnic area within the parking loop is intentionally screened by vegetation, reinforcing the Mission 66 emphasis on blending visitor amenities with the natural environment. This careful planning reflects the broader goals of the Mission 66 program, which sought to modernize park infrastructure while preserving the historic and scenic qualities that define the NPS experience. The Mission 66 Entry Road would be a contributing resource to a historic district but is not individually eligible.

Visitor Parking Lot, Noncontributing

During Mission 66 era, many pre-WWII parking lots were expanded to accommodate increasing visitation and larger vehicles while providing greater parkwide circulation (Carr et al. 2015:93). The Visitor Parking Lot location was planned during Mission 66 for a more enjoyable and organized entrance to the archaeological sites. The parking lot provides a view and access to the visitor center, visitor facilities, and interpretive elements such as signage and trails. The parking lot is an example of Mission 66 landscape architect's work to accommodate the increased visitation without degradation to the resources or the quality of the visitor experience. The parking lot retains a high level of integrity. The parking lot would be a contributing resource to a historic district but is not individually eligible.

Picnic Area, Noncontributing

The Picnic Area was detailed and planned within the Mission 66 Prospectus to enhance visitor experience. The Picnic Area was built in 1960 along with the Visitor Parking Lot and retains a high level of integrity. The Picnic Area would be a contributing resource to a historic district but is not individually eligible.

Residential Road, Noncontributing

The Residential Road reflects modernity and mirrors the patterns of suburban development common during the Mission 66 era. Planners sought to modernize park housing by incorporating curvilinear roads and cul-de-sacs, aligning with contemporary suburban design principles. Each residence was oriented toward the street with a short driveway leading to a garage or carport, reinforcing the automobile-centric mobility characteristic of postwar development. Employee housing was deliberately placed out of view in designated residential areas, typically accessed via a spur road (Carr et al. 2015:76).

At Gran Quivira National Monument, residences 12 and 13 are located along a short spur Residential Road, with driveways leading to carports, further emphasizing Mission 66's car-dependent planning approach. The use of spur roads ensured that employee residences remained visually separate from visitor facilities, preserving the park's character. The Residential Road would be a contributing resource to a Mission 66 historic district but is not individually eligible.

Maintenance Road, Noncontributing

A central goal of the Mission 66 program was to improve the maintenance and servicing of park infrastructure across the National Park System. This required expanding maintenance areas to accommodate vehicles, equipment, storage, and mechanical facilities (Carr et al. 2015:71). The Utility Road at Gran Quivira National Monument extends from the residential spur, providing direct access to the utility building and maintenance yard. Its design is consistent with Mission 66 planning, which emphasized efficient service access while maintaining separation from visitor areas.

Utility Building, Noncontributing

Although the current utility building occupies the planned location of the original Mission 66 structure, its contemporary prefabricated construction renders it ineligible as a contributing Mission 66 resource.

Water Tank Road, Noncontributing

The development of the Water Storage Tank Road was part of a broader Mission 66 effort to enhance functionality within national parks by modernizing essential infrastructure. During this period, utility systems were installed to support both visitor services and park operations. At Gran Quivira, where no natural water source exists, maintaining a reliable water system was critical for sustaining park activities. The road to the water tank would be a contributing resource to a Mission 66 historic district but is individually ineligible.

GQ Wastewater System and Potable Water System, Noncontributing

Utility infrastructure implemented during the Mission 66 time period- underground water, sewer, and electric service lines- are noncontributing. The features wear out before they are 50 years old and need to be replaced to meet updated health and safety standards.

Water Tank, Noncontributing

The water tank at Gran Quivira was originally placed in this location during the Mission 66 period however due to the nature of utilities, it needs to be updated or changed every twenty to thirty years for public safety, making the water tank noncontributing. Park documents show that the 55,000-gallon steel potable water tank at Gran Quivira was last replaced in 1992 when the tank was 26 years old. Interior surfaces were rusting, and paint was chipping and peeling, making it a public health hazard. A new 55,000-gallon steel/glass lined tank was installed with a new water meter and chlorination system.

GQ Well Road, Noncontributing

Constructed in 1959, this two-track graded dirt road exemplifies the Mission 66 era's approach to improving park infrastructure and accessibility. The road extends from the main circulation route to the GQ Well and Wellhouse, serving a functional role in supporting water infrastructure essential to park operations. As part of the broader Mission 66 Circulation System at Gran Quivira National Monument, the road reflects the National Park Service's mid-20th-century emphasis on enhancing both operational efficiency and the visitor experience through improved access and internal connectivity. Its alignment and design are characteristic of Mission 66 planning principles, which prioritized practical, low-impact development that integrated with the park's natural and cultural landscape. The road contributes to the historic character and significance of the Mission 66-era development at the monument. The GQ Well Road would be a contributing resource to a Mission 66 historic district but is individually ineligible.

GQ Well House, Noncontributing

The well house is not individually eligible for listing in the National Register of Historic Places due to its primarily utilitarian character, function, and the extent of alterations over time. The architectural character of the well house is like the Mission 66 Park Service Modern Style of original residences before roof alterations were made. Like the residences, the well house has undergone material replacements, including the replacement of the door in 2012. No documentation has been found regarding its original condition, with the earliest documented photograph being from 2012.

GQ Well, Noncontributing

While the original well was established during the Mission 66 period of significance, it is not individually eligible for the national register of historic places. According to park records, the GQ well was replaced in 2020. Like the other utilities at Gran Quivira (water and sewage), the well wears out before it is 50 years old and needs to be replaced to meet health and safety standards.

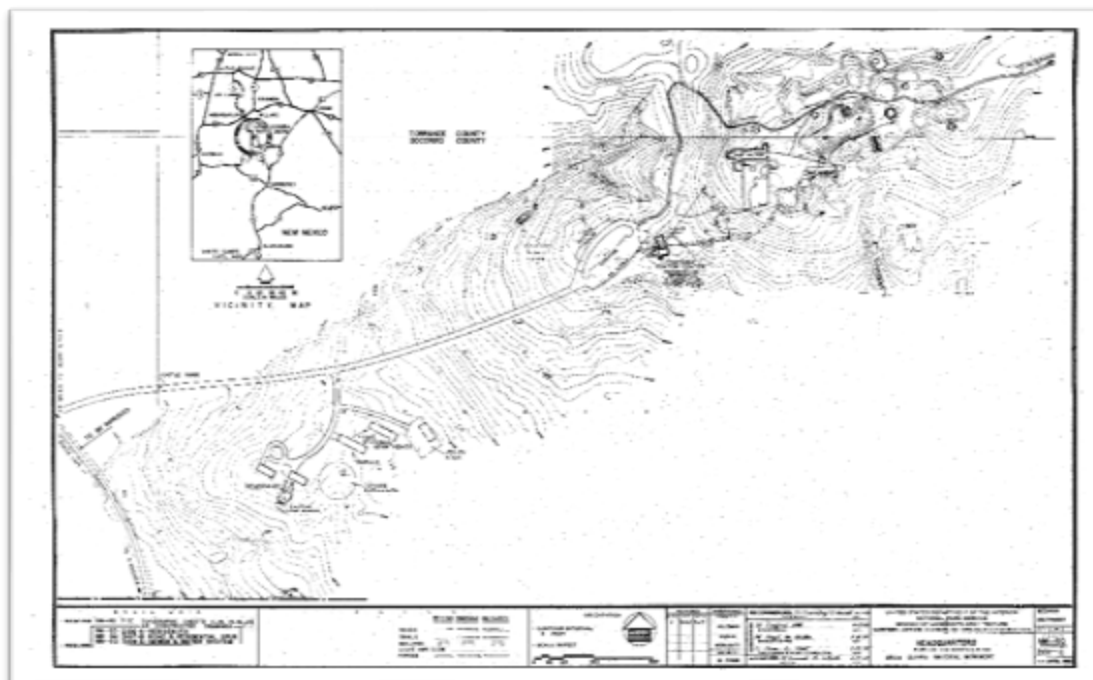


Figure 37 Part of the Mission-66 Masterplan, National Park Service Branch of Landscape Architecture, WODC 1962

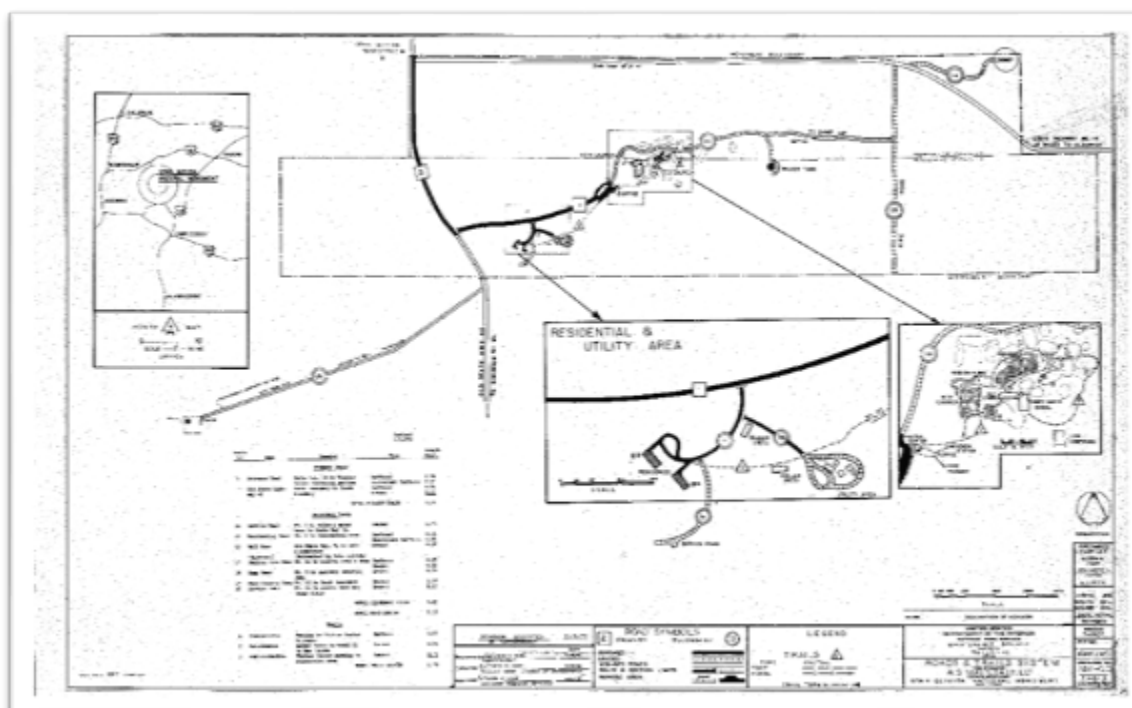


Figure 38 As Maintained Roads and Trail System, National Park Service Regional Maintenance Branch, 1962

Establishment of Salinas Pueblo National Monument 1980s+

On December 19, 1980, Public Law 96-550 established Salinas National Monument by merging Gran Quivira National Monument with the Abó and Quarai State Monuments under the administration of the National Park Service. This consolidation allowed visitors to gain a more comprehensive perspective on the interconnected network of pueblos, cultures, and Spanish influence in the region. Additionally, the NPS was able to safeguard key components of a broader cultural and colonial landscape rather than focusing solely on the previously designated Gran Quivira site.

The 1980 reorganization of Salinas National Monument prompted new evaluations and research on all three units. While Abó and Quarai had been state monuments before their inclusion, their facilities required upgrades to meet NPS standards. Gran Quivira, despite being under federal management since 1909, also received some facility enhancements as part of the new development plans (NPS 1984).

At Gran Quivira, the reconfiguration of the monument led to new plans aimed at addressing concerns that the custodian's residence and administrative building had been built on archaeological resources, obstructed the historic landscape, and did not adequately serve visitors. The 1984 management plan proposed removing a former residence that had been repurposed for office and storage use, relocating the visitor center (previously the custodian's residence), and improving amenities such as restrooms, a visitor parking lot suitable for buses and RVs, accessibility features, and solar power generation.

In 1980, the National Park Service and the Federal Highway Administration collaborated on a system-wide roadway assessment and improvement initiative. The report for Gran Quivira identified four roads in use: the paved entry drive, the unpaved well road, the residence road, and the old wagon road extending east and north from the main Puebloan and Spanish mission complex to the property boundary. The report recommended installing drainage culverts and ditches and widening the entry drive to improve access (OFHDOT 1980). By approximately 1984, NM-55 was paved from U.S. Highway 54 to Gran Quivira, enhancing access to the monument from the southeast (NPS 1989:99).

In the same year, Congress passed the Americans with Disabilities Act (ADA), emphasizing the importance of accessibility at Gran Quivira. As part of these efforts, the repurposed former residences were removed, and restrooms were relocated (NPS 1984:79). A new visitor center, completed in 1997, was strategically placed out of view from the main building complex, allowing visitors to experience the prehistoric and historic landscape from the ridgetop without modern visual obstructions (NPS 2000:15). In 2000, a traffic engineering study assessed the safety and condition of the entry drive, leading to recommendations for improvements such as signage, guardrails, drainage, and road surface maintenance. The most recent facility upgrade at Gran Quivira was the construction of an ADA-compliant trail and ramp to the main complex, which was completed in 2007 (RS Engineering 2000:14–16).

Post Salinas Pueblo National Monument Reorganization Resources:

1997 Visitor Center

The 1997 Visitor Center is not eligible as a Mission 66 resource due to being constructed after the period of significance.

Interpretation and Signage

“Park entrance signs announced the park and were an integral part of the visitor experience. To allow for visitors to photograph themselves adjacent to the entrance sign, there was usually a small parking pullout from the main entrance road. Though the individual signs varied, the standard was a masonry base supporting a wooden sign with routed lettering and the ubiquitous National Park Service “arrowhead” logo. Variations included the use of logs or natural stone panels depending on the geographic location of the park” (Carr et al. 2015:81). Mission 66 interpretive service structures should fall within the Mission 66 MPDF’s period of significance from 1945-1972. It is unclear when the signage at Gran Quivira was implemented making it unlikely to be eligible as a contributing feature.

Criterion C

Resources at Gran Quivira National Monument were evaluated as an example of the design precepts and construction techniques of the Modern Movement style. The style is known as “Park Service Modern” and was practiced by National Park Service architects, landscape architects, planners, and historians during the Mission 66 era. Following the principles of Park Service Modern, the Mission 66 resources at Gran Quivira were designed to lay lightly on the landscape and not detract from the area’s natural surroundings while at the same time providing for visitor needs with new amenities and separating employee functions such as maintenance and housing from public-use areas.

NPS Staff Residences No. 12 and No. 13 were designed by the National Park Service Branch of Architecture in 1959 and constructed in 1966 as part of the park’s Mission 66 initiative. The two residences, which continue to serve as employee housing, were constructed in Ranch architectural style. Both residences sit at the end of the Residential Road. The chosen site for the residences required minor grading, drainage, and resurfacing of the roads and driveways. The chosen location for the residences allows them to sit on the top of a slight hill and be slightly elevated above the road and behind juniper trees to provide for screening and privacy.

Typical of Mission 66 residences, both residences consist of a combined living and dining area, a kitchen, bedrooms, and bathrooms on one level. These spaces are distributed in a rectangular plan with the living spaces located to one side of the entry and the private sleeping areas to the other side. The residential area is located out of public view, accessible via a spur road and a curvilinear cul-de-sac loop. This loop was inspired by suburban housing developments at the time, reflecting the Mission 66 housing goal of providing “modern living quarters for National Park Service employees.” (Carr et al. 2015) Each residence connects to the road with a short driveway that leads to the garage.

Both residences maintain certain characteristics of the “Park Service Modern” style. The concrete block construction, mixed use of symmetrical and asymmetrical windows, and stucco exterior wall cladding along with the building’s originally predominantly low-profile is distinctive of the modern architecture movement. Notably, the seamless integration of indoor and outdoor areas, along with the strategic placement of the building, driveway, carport, walkways, and residential road spurs, in relation to the

circulation planning of the Grand Quivira park unit demonstrates a strong adherence to the Mission 66 Park Service Modern planning.

Residence 12

When comparing the building in its current state to the Employee Residences- Salinas Pueblo Missions National Monument Drawings in E-tic, Drawing No. NM-GQ-3106 several alterations are apparent. (See Figure 30, Figure 31)

All the original fenestration in Residence 12 has been replaced. Most recently in 2016, five steel casement windows (non-original) were swapped out for energy-efficient vinyl windows. Both the interior and exterior wood case trim on the windows were updated to stucco and steel trim. The original door and sidelight have been replaced with a contemporary wooden door and screen. The roofline, originally low-pitched, has been modified to a medium-pitch side-gabled roof covered in green metal. The original roof framing is concealed under the existing roof. On the rear elevation, all original doors appear to have been replaced, their original location remaining intact. The original wooden trim surrounding the doorway has been removed and replaced with stucco.

Due to the various alterations Residence 12 has lost integrity of materials which impacts integrity of design, feeling, and association. The altered roofline also impacts its design and association to the period of significance. Residence 12 is not individually eligible for the National Register of Historic Places, nor is it contributing to a historic district.

Residence 13

Residence 13 retains some original features such as the door and sidelight. However, the roofline has been altered from its original low pitch to a medium pitch, altering the buildings low-profile horizontal effect. According to the 2015 NPS Mission 66 MPD, a “new roof structure that is nonreversible and completely alters the exterior appearance of the building, such as a pitched, raised-seam metal roof replacing the original flat roof,” is an example of “alterations or remodeling that may impair the historical integrity of a house or housing.” During the roof alteration the cultural resource manager at the time made sure to maintain the original roofline underneath the added green metal sheath and medium pitch roofline. Therefore, this alteration may be reversible. However, in its current state with the altered exterior appearance, the building is not individually eligible, nor is it contributing to a historic district.

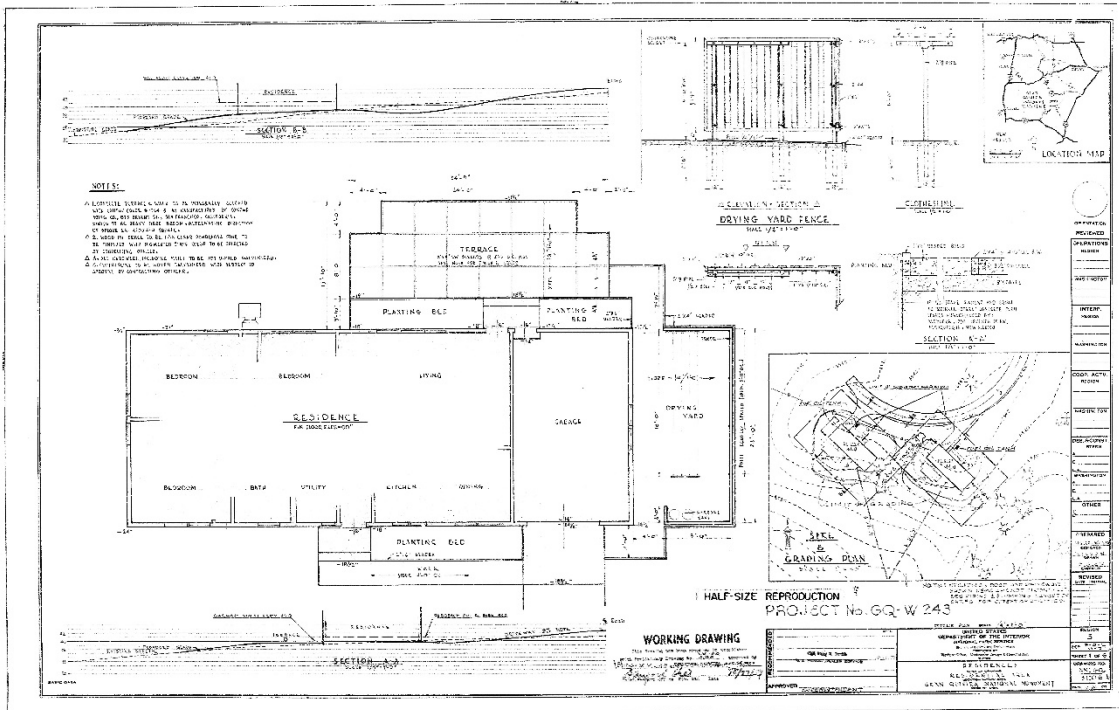


Figure 39 Residences Working Drawing -Drawing No: NM GQ-3106– Western Office of Design and Construction, NPS 1959

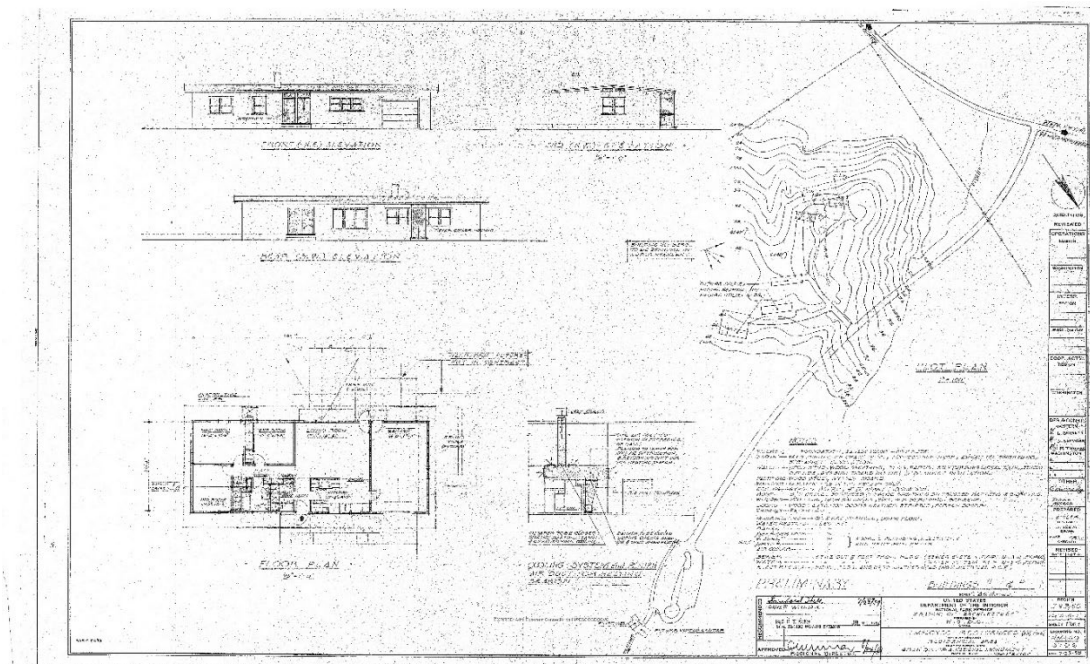


Figure 40 Employee Residences Drawing No: NM GQ-3106, NPS WODC 1959



Figure 41 Front view of one of the Mission 66 Residences in 1998. Source: Salinas Pueblo National Monument Photocard



Figure 42 Residence 13, note how change in roofline alters overall design, feeling, and association of the property. Source: NPS, April 2024.



Figure 43 Residence 12- Note material changes and roofline alteration. Source: NPS April 2024.

Conclusion

Mission 66 marks a significant era in National Park Service planning and development. Under Criterion A, the contributing and eligible resources at Gran Quivira exemplify the nationwide Mission 66 initiative, which aimed to modernize and enhance visitor facilities across the park system. The Entrance Road, Visitor Parking Lot, Picnic Area, Residential Road, Maintenance Road, and Road to the Water Tank and Road to Water Well all contribute to the Mission 66-era circulation system, reflecting the program's emphasis on accessibility, functionality, and visitor experience. These resources retain integrity in location, design, setting, materials, workmanship, feeling, and association. However, the road system by itself is not enough to base a Mission 66 historic district on.

Gran Quivira National Monument is ineligible as a Mission 66 Historic District under Criterion A because most of its development did not occur during the Mission 66 period, and the full vision for the site was never realized. Additionally, Residence 12 and Residence 13 are individually ineligible under Criterion C because they do not retain sufficient integrity to convey the Park Service Modern style.

While Gran Quivira contains elements representative of Mission 66 design and construction, the lack of a Mission 66 visitor center and removal of the Mission 66 utility building significantly impacts its ability to convey its historical significance as a National Register district. The Mission 66 MPD underscores the importance of the visitor center within a Mission 66 district and considers a utility building and yard as a single contributing structure. Although Mission 66 circulation features and structures remain, the resources lack the sufficient physical integrity to serve as a cohesive historic district and representation of the Mission 66 movements impact on Gran Quivira National Monument and Salinas Pueblo National Monument as a whole.

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